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## FM 150 West Character Plan Citizens Advisory Panel Meeting Notes

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Date: January 15, 2015  
Time: 6:00 PM  
Subject: CAP Meeting 2  
Location: Driftwood Community Center  
Present: Hays County: Commissioner Whisenant

CAP Members: Mr. David Braun, Mr. Casey Cutler, Mr. Dennis Dement, Mr. Shelby Eckols, Ms. Sharon Michaelis, Ms. Lisa Oechsner, Mr. Roger Pruitt, Ms. Maile Roberts, Judge Bob Shannon, Mr. Mike Steinert, Mr. Bruce Turbow

Project Team: Joe Cantalupo, Greg Blackburn, and Dan Cryan with K Friese & Associates; Brian Ray and Kelly Laustsen with Kittelson & Associates; John Kuhl with Hicks Environmental; Mike Weaver and Paula Gruber with PSI; Van Short and Stephanie Russell with HNTB; Arin Gray with CD&P

Public members that signed in: Sara Cutler, Erik Howard, Scott Roberts, Liz Craig

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### Meeting Summary

Quick introductions were made by the CAP members, members of the public, and the project team. Joe Cantalupo gave a presentation covering: follow-up from last meeting, review of the project schedule noting the updates of CAP meeting dates, and an update on the status of data collection. Brian Ray then gave a detailed overview on Context Sensitive Solutions (CSS) including explanation, history, measures of success, and how it can be applied. He also presented the idea of Context Zones noting that FM 150 has different areas that do not have the same qualities. Joe then covered next steps and noted that the CAP would focus next on identifying and prioritizing context zones and features and themes.

## Questions and Discussions:

The meeting was a casual format with discussions and questions throughout. Below is a summary of the questions asked and discussions held.

- Will the public have access to all materials and will we work with the press?
  - All materials are posted to the website and we are always collecting contact information of interested parties to share future updates. The County met with Community Impact and plan to continue sharing information with all media sources. In addition, there will be ongoing updates to Commissioners Court which are open to the public, televised, and the media is there.
- What are some of the tools you use to balance roadway with the environment?
  - Providing flexibility in planning and designing the roadway such as: thinking of roadways as ribbon that can be placed and don't just push roadways through existing environment; focusing on long term value; and remembering that roadway character can change in different parts of the road.
- Who decides the design criteria?
  - The FM 150 Character Plan will be a balance and blend of community input and County and roadway needs.
- Did TxDOT design the Hays County Transportation Plan?
  - No County developed the County Transportation Plan. It was designed to be a big picture/high level plan that notes the future needs.
- Noted that the thought of losing some of FM 150 is alarming, and noted that it is positive to know that the route is not determined.
- Do we have expectations about future transportation needs?
  - Yes, we will bring you objective data to consider (projected population, safety information, etc)
- Can the terms rotary or roundabout be added to the glossary?
  - We will add that and add CSS.
- When discussing Context Zones, there are areas like the creek crossing where it floods every time it rains.
  - In some zones we may not be able to apply CSS which is why we need to consider possible different routes in places.
- Noted that area may share similarities to Blue Ridge Parkway.
- When mentioning the general function of the road, concerned of change as now it functions as a residential roadway.
  - Noted we need to consider the function of the road now and in future.
  - Also noted, that HCTP strives to not have a lot of new roads but focus on a few good roads.
- Will the NEPA process be used, will there be an environmental statement?
  - Not at this point. If there are federal funds being used we will need to follow that process.
  - Noted that the mention of NEPA was just an example of process and that CSS doesn't stop when NEPA stops.

- When you were collecting the traffic data how many different zones did you count?
  - Traffic was counted from 12 different locations from Dripping Springs to I-35 and considered turning traffic from major intersections and four additional locations.
- Noted the importance of going through this process before it is too late.
- There are going to be conflicts between community values. How will these be determined, will we vote, will Commissioner decide?
  - First, we will make sure everyone has objective and clear data and information on tradeoffs before you make decisions. Ultimately, it is the Court's decision, but our job is to present the Commissioners with all input and even note when there are different opinions. We will work towards consent. At the end of the study, we will have concepts and the next phase will be to define the projects.
  - Also noted that the Court hopes to have an idea of what the community wants to balance what the County needs (safe transportation). They care very much about what each citizen thinks and feels.
- Asked if we would consider going a different route near the water crossing?
  - Yes would definitely consider, but we are not anywhere near making those decisions yet. Right now we want to hear what you most value.
- Will we have to raise the road for the capacity needed?
  - Several options still available.
- Noted deep concerns for condemnation of houses and loss of property of citizens and want to consider family heritage.
  - This is where design flexibility comes in.
- Several families have protected large tracts of land, so need to consider that not always important to just avoid a house but not split up large pieces of land.

**Action Items:**

1. Add terms to glossary (roundabouts, CSS)
2. Share some initial traffic data
3. Set up public meeting