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

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Date: April 16, 2015

Time: 6:00 PM

Subject: CAP Meeting 4

Location: Driftwood Community Center

Present: Hays County: Commissioner Whisenant, Commissioner Conley

CAP Members: Mr. David Braun, Mr. Casey Cutler, Mr. Dennis Dement, Ms. Sharon Michaelis, Mr. Mark Oechsner, Mrs. Lisa Oechsner, Mr. Bruce Turbow

Project Team: Joe Cantalupo and Dan Cryan with K Friese & Associates; John Kuhl with Hicks Environmental; Paula Gruber with PSI; Laura Harris and Stephanie Russell with HNTB; Albert Castro with CD&P

Public members that signed in: Dan Raley, Dennis Miller, Valerie Anderson

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### Meeting Summary

Joe Cantalupo gave a presentation and led discussions covering: follow-up from last meeting, project schedule review, update on CAP meetings, debrief of the public workshop and comments received. During this meeting, an open discussion was held between the CAP, Commissioners, and Project Team.

### Summary of Questions and Discussions

- CAP members noted they appreciated having large copies of project maps to continue their discussions of the project
- Discussion was held on other roads in the area and County and what plans are; CAP members feel that we need to look at the whole picture and if other facilities are improved FM 150 improvements may not be needed
- It was noted that the public asked about 1826 and 967
- The Commissioners noted they are working to address a future corridor to help traffic across the county. There are currently plans for upgrades on 1826 and the County anticipates they would be addressed before 150 is finished.
  - On 1826, not a lot of creativity left, all that can be done is to make small safety improvements. We want to be proactive with 150, which we can do if we take it on early enough.

- Darden Hill and Elder Hill, concern local traffic issues and they need to be addressed as group
- Was noted that CAMPO recognizes the importance and sensitivity of FM 150 and the community
- One example of a discussion CAP members have had in private meetings is the impact that traffic improvements to the Darden Hill intersection would have on 150. Darden Hill Corridor over to 1826 was studied and updated like Nutty Brown or Sawyer Ranch intersections, it would have a huge effect on traffic along 150 by diverting traffic onto 1826 and away from FM150
  - The Commissioners noted that they are working on the bigger picture transportation but this project is to address FM 150
  - Hays County Transportation Plan (HCTP) anticipated upgrades to Darden Hill because of potential of schools being built there and because the road has outlived its functionality. The same with Sawyer Ranch Road and Nutty Brown Road due to lots of growth. The plan anticipated the need of the core roads in the County that will need to be addressed because of growth.
  - The reason we defined the study area is because we wanted people to understand that additional capacity was needed from Dripping Springs to Kyle. The County was open to the idea that not all of that capacity would be on existing FM 150 and some may be on existing and some on a new alignment.
  - HCTP anticipates need to address core roads that go throughout the County, but not all projects move at the same pace. Planning allows counties to be ready when funds become available to use.
- The project team keeps using a time frame for upgrades which could come anywhere from 5, 10, 15 to 20 years.
  - We are trying to lay out a program for projects in the County so that we have a proper plan and know the correct order for taking on projects. Persistent growth will cause some projects to speed up. FM 150 will be the backbone for the overall concept of roadway improvements in the County.
  - Planning allows us to look ahead and better prepare the County for the future.
- The CAP believed that the project team was looking to them for ideas to improve FM 150 because it is broken and that it may be possible to make improvement including troublesome intersections, and that would help address 150 without expanding it. Does the County want a 4-lane freeway?
  - At some point in the future this will be a 4-lane road. Don't want it to be a patchwork of efforts done for an immediate need. Want it be proactive
  - Noted that RR 12 will eventually be a parkway to address mobility and safety issues. If you notice the trees and hills are still there because of the public process that took place in Wimberley to blend the safety improvements and character of the area. The planning ahead exhibited there, helped to improve RR12 and also lay the foundation for future improvements.
- If FM 150 was not a 4 lane road, would RR 12 be a 4-lane road, or are you saying both roads will be 4 lane roads (Wimberley to Dripping Springs)?
  - 50 years from now yes, they will both need to be 4 lane roads, if current projections for population growth continue. For the next 20-30 years, perhaps it is just FM 150 and we

are able to maintain RR 12 at its current status. Every road project can be adjusted. If growth speeds up or slows down than the project can slow down or speed up.

- Conservation easements of large tracts of land could potentially slow growth down. Want to make sure the models used for this project takes all current easements into account.
  - Hays County has gone well beyond all projected growth numbers for the past 30 years.
  - Looking at the HCTP, the population growth projected numbers are half of where it is today.
  - Demand for capacity along FM 150 is not coming from inside 150, this is why using the models show us where the population densities are.
  - We are also working to get updated information from CAMPO 2040 Plan.
- Noted concerns of semi-trailers using roads including intersection of RR 12 and FM 150.
  - We hope the trucks could drive down the road safely with other commuters on the same road as well. 20-30 years from now, with current projections, traffic will increase. That is why we are looking at FM 150 now.
- A short discussion on water and water availability in Hays County was held
- Discussion was held on the 3.5 mile section going from 1826 to the double dip along FM 150, the, “Driftwood Heritage Corridor”
  - Heritage Trail potential goes along well with studying the development of the road and enhances the process
- CAP members noted they still have many concerns about safety (including speed) with respect to FM 150 and this project

#### Discussion on Public Comments received at the public workshop:

- Why is RR 12 intersection with FM 150 not highlighted in the Public Comments Focus Areas
  - Public comments were not received on the intersection.
- In discussing the comments on concerns of flooding around the double dip low water crossing, the CAP noted it may be easier to go to a different corridor and keep the natural beauty of this section.
  - We need to be aware of what is around the area if wanted to relocate the road; we will need to look at this as we study the area
- Can you update public comment slides once the public comment period has ended?
  - Yes
- The CAP asked about a specific comment received and what it meant – “What does it mean that big land owners need to give up land”
  - This was a comment received, so we do not know the intent.
- Joe asked CAP members what they thought about the workshop and any possible improvements for future workshops
  - Thought it was well publicized and attended; people that showed up expected to get more answers – many want process to be immediate
  - People aren’t accustomed to this process and are distrustful that team does not have all the answers

**Action Items:**

1. Send CAP link to google map with comments and will publish to website
2. Update public comment themes after comment period has ended