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## FM 150 West Character Plan – Phase 2, Nature & Character Master Plan Citizens Advisory Panel Meeting Notes

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Date: April 27, 2017

Time: 6:00 PM

Subject: CAP Meeting 5

Location: Dripping Springs High School, Cafeteria

Present: Hays County: Commissioner Whisenant

CAP Members: David Braun, Don Bosse, Casey Cutler, Dennis Dement, Shelby Eckols, Mike Pruitt, Bob Shannon

Project Team: Joe Cantalupo, Ryan Bell, and Eric Virag with K Friese + Associates; John Kuhl and Julie LeClair with Hicks & Company; Brian Ray and Kelly Laustsen with Kittelson & Associates; Arin Gray, Haley Partin, and Adhar Johnson with CD&P; Laura Harris with HNTB

17 Public members signed in

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### Meeting Summary

Commissioner Whisenant welcomed everyone and thanked them for attending. Joe Cantalupo started the meeting with introductions and a review of the meeting agenda, meeting purpose, and the project schedule.

- A CAP member asked if we would include recommendations for the section of FM 150 from FM 1826 to FM 3237 in the final report
  - Joe noted that as agreed in response to an agreement with the CAP and the community at the end of the first phase of work, the scope for the second phase of work did not include any effort to study this section in detail. He added that we would document what we heard about this section as a starting point for future work, but that there would not be specific improvements concepts or projects called out.

Joe then introduced Kevin Thuesen with the City of Austin Wildland Conservation Division. Kevin shared a presentation about The City of Austin's property in Hays County regarding Water Quality Protections Lands in the Barton Springs segment of the Edwards Aquifer and the strategies they use to protect the recharge zone (including brush management, landscape control, management of the caves).

- A CAP member asked if the City of Austin is supportive of the bypass and noted there are protected species above this property

- Kevin replied he is just here to represent the program and cannot speak on what the City would support, but he did add that he did not support the bypass as it would encroach on the properties he is charged with managing for the City.
- A CAP member noted that we could mitigate environmental effects and use tools to protect and enhance; also noted that the CAP is working to protect the history and cultural values of the area while balancing the public's values
  - Kevin noted he appreciated this, but his job is working to protect these lands
- A CAP member asked if it would be possible that the City could work with Hays County to mitigate effects on water quality and be open to the bypass
- A CAP member noted that there are also generations of ranchers here that have been working to protect the water and land (not just the City's efforts) who feel there are ways to work with the bypass
  - Kevin noted he agreed with the work ranchers have done and that his department is working to continue this protection

Joe thanked Kevin for presenting on behalf of the City and noted that this dialogue is why the County asked the FM 150 team and CAP to take our time and be thoughtful about balancing and protecting values. Not doing anything to increase capacity of FM 150 is not an option. Joe then noted that a final CAP Meeting had been added to the schedule in July to wrap up any changes or feedback received from the final Public Meeting.

Brian Ray began by giving an update on the area where the bypass intersects with FM 967 based on input from the last CAP meeting. He started by showing the concepts presented at the previous meeting and then shared two different scenarios that move the intersection of the Bypass and FM 967 to the east side of the HCC private easement land. The first was a T-intersection with FM 967 as the primary through route and the second makes the primary route the bypass to RM 967 west. Both options require a roadway through the pond dams and would include permitting for mapped wetlands as an engineering consideration. Further west on FM 967, there is a pinch point for the ultimate ROW between the PEC substation and HCC private easements and cell tower. The early improvements can be performed within existing ROW. ROW preservation for the corridor could potentially require impacts to the HCC private easements, cell tower and / or PEC substation, while likely extending an impact into the previous property of concern on the east side of the HCC easement.

- A CAP member asked if we could verify if the previous version location was a historical site and how this would impact the road
  - Joe noted we think this is recognized by the state as a ranch owned by the same family, but it is not on the national registry and it doesn't have the same regulations or protections
- A CAP member noted that the ROW preservation for the south side solution would not work because we cannot use the HCC Private Preserve and that we might need to look at the northern side
  - Joe reminded all that the south side has less impacts and noted that we just have to recognize that this area will be tight when it needs to expand beyond the 3 lane section
- A CAP member noted that FM 967 may not develop as much as other areas due to the

preservation of surrounding land, and maybe it will not need further expansion

- Joe replied that expansion in the area immediately surrounding the section is only one factor in roadway capacity and that expansion in other areas of the County would still affect the traffic on this section
- A CAP member shared that the Rogers House was a special property built in 1869 and every effort should be made to not impact that property
  - Joe agreed and noted the impacts of all options
- A CAP member noted we should coordinate with PEC to see if there is a way to move the substation on the north side
- Commissioner Whisenant noted that the purpose of the study is to plan ahead and the County is working to preserve this while recognizing this area is special
- A member of the public noted the Rogers family would be more in favor of the option shared tonight
- A citizen noted that the PEC substation could be moved, it would just be a matter of money

Brian then presented different intersection concepts for the area of FM 150 from Darden Hill to RM 12. Below are highlights of discussions and questions for the intersections.

#### **FM 150 at Darden Hill**

- **Two** scenarios were presented: the first with a larger radius that encroaches on the property south of the existing fence line that could be either a roundabout or a t-intersection and the second which stays outside the existing south fence line with a roundabout
- Both scenarios create a single intersection with FM 110 and include transition zones
- Public member noted the Odell and Wilson families also own state documented historic ranches (meaning documented as being in the same family for 100 years) that would be impacted by all scenario shown

#### **FM 150 at RM 12**

- Four scenarios were presented: the first two bring FM 150 south, but leave a skewed intersection with FM 12; the second two bring FM 150 further south and have a more ideal perpendicular intersection angle.
- Between scenarios 1 and 2 and between 3 and 4, the roundabout would require slightly smaller ROW footprint due to the turn lanes required for a signalized intersection
- CAP member noted that there is a concern with 200 foot ROW here
  - Brian noted that they do need flexibility and the next steps would be considering future development plans
- CAP member noted that the property south of Calitera was sold and asked if we had any information on who acquired this property and what they plan to do with it
  - Commissioner Whisenant noted a developer did purchase this property
- Public member asked about the future extension of FM 150
  - Commissioner Whisenant explained developers plans and an idea to connect back to US 290
- Public member asked if this extension could be made a priority

After the intersection discussion was concluded, Ryan Bell shared an overview of initial segment layouts from FM 1826 to RM 12 where there were opportunities to smooth curves. He noted these were very preliminary GIS layouts.

#### **Area A – Near FM 1826**

- Reviewed two options: one softened the curve and one maintained the existing curve
- All seemed to agree that shifting the context zone to include this area in the community zone where a change to lower speeds was preferred

#### **Area B - Onion Creek Crossing**

- Reviewed two options: one shifting to the south of the existing curve to cross Onion Creek at a smaller skew angle and one shifting to the north with a longer bridge
- A few commented that they preferred the north version as it had less of an impact
  - Ryan noted that this would be investigated
- CAP member asked why the bridge would be moved
  - Ryan shared that the existing bridge would not allow for pedestrian crossings or shoulders
- Member of the public asked what the plan was on the other sides of the bridges and if existing ROW would be used
  - Joe explained that existing ROW would be used where possible

#### **Area C – West of Darden Hill**

- Reviewed one option of softening the curve with only minor impacts
- CAP members asked about Darden Hill
  - Noted that Darden Hill is not part of this project outside of the intersection
- CAP member noted the HCC Preserve was under the same constraints
- Public members noted that on the south side of the curve there are people driving off road and hitting fences at least once a month and they are in favor of smoothing the curve

#### **Area D – Near Woods Loop**

- Reviewed one option of softening the curve with impact to undeveloped property
- CAP member asked if we are trying to slow traffic and whether it was necessary to smooth this curve, noting that the citizens would prefer that we avoid purchasing ROW if it isn't completely necessary
  - Noted that slowing traffic wasn't the only goal here, but also improving the corridor to achieve a consistent speed for safety and reduce the straight areas going into the sharp curves with large changes in speed
- Public member noted that Charro Ranch park is on the north side of the road to the east of Woods Loop and that this was donated as an area for the community to enjoy
- Some expressed concern that introducing a curve to the entrance of Woods Loop would make the entrance and exit more difficult
  - Joe noted this is good input and we will get into this level of detail as we progress

Joe wrapped up the meeting with a reminder of the next meeting and what would be discussed. The additional CAP meeting will be scheduled soon.

- A CAP member suggested that we change the public meeting date as it is the Camp Middleton celebration. Joe noted we will work on this, and this may also mean we need to adjust the final CAP meeting.
- A CAP member noted that he had taken a site visit and thought we may need to reevaluate the FM 3237 intersection and shared that they have a great resource there with the tree.