



# THE FM 150 WEST CHARACTER PLAN: CORRIDOR FEATURES AND THEMES REPORT

## VOLUME 3: PUBLIC MEETING REPORTS

Hays County Texas

April 5, 2016

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## **SECTION 1**

### October 2014 Meeting Report

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# FM 150 Character Plan Public Meeting Summary October 16, 2014

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Hays County hosted an informational public meeting as a first step to develop the FM 150 Character Plan from the vicinity of Arroyo Ranch Road to Ranch Road 12 in Dripping Springs. The purpose of this meeting was to introduce the project and process to the community as well as seek applicants for the project Citizen Advisory Panel, which will work closely with the county and project team throughout the project.

## Meeting Details

**Date:** Thursday, October 16, 2014

**Time:** 6:00 – 7:30 p.m.

**Location:** Thurman's Mansion  
17900 FM 1826  
Driftwood, TX 78619



**Format:** The meeting began in an open house format where attendees were able to view the study area and environmental maps and speak with project team members from 6:00 – 6:30 p.m. A presentation on the project was given at 6:30 p.m. with a question and answer period following.

**Attendance:** 129 people signed in at the meeting.

**Materials:** As attendees entered, they were asked to sign in and share their email address to receive project updates. They were provided with comment cards, project contact information cards, and copies of the Citizen's Advisory Panel Charter.

**Exhibits:** Two large copies of the FM 150 West Corridor Map were displayed on tables for attendees to view. Additional information was shown, including: the Hays County Transportation Plan Map; FM 150 West Crash Locations Map; Human Constraints Maps; Natural Constraints Maps; and Context Sensitive Design exhibits.

**Presentation:** A presentation was given that covered a transportation overview in Hays County, the project background, what a character plan is, the approach for the project, and the strategies that will be used as the project continues and develops further. Project team contact information was also provided.



**FM 150 West  
Character Plan**

Visit the project website to learn more about this study and to be added to the email list.

[www.improvefm150.com](http://www.improvefm150.com)

Contact the Project Team

(512) 533-9100 Ext. 12

[characterplan@improvefm150.com](mailto:characterplan@improvefm150.com)

**Q & A:** A question and answer period followed the presentation. Some of the topics that were covered were:

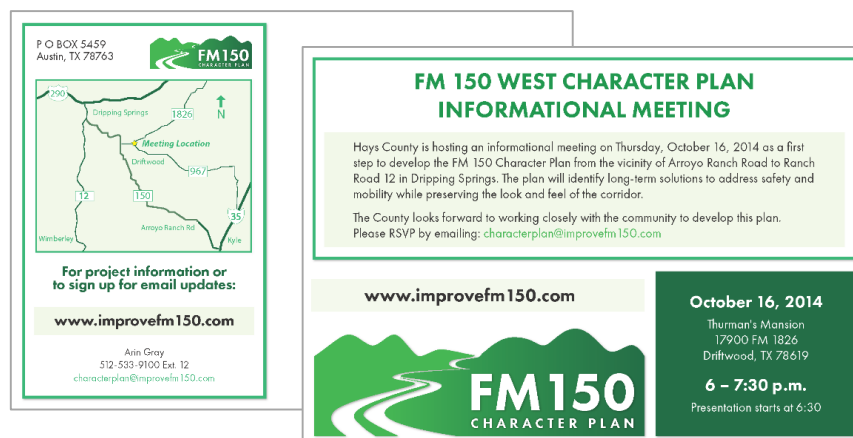
- There were several specific questions about how the road might be improved, including whether it will be widened, what will happen at low water crossings, whether it will be moved in areas, and how will Onion Creek be protected.
  - The project team responded that these answers will come through this study process. The County wants to hear from the public on priorities and work together to address these items.
- There was concern expressed for the expected growth and for water supply.
  - The team responded that population is expected to increase four times by 2040 and this process is intended to get ahead of it. Water availability studies are not necessarily part of this road project process.
- A few questions were asked about the timeframe for this study.
  - This first phase will take around 12-14 months, and then subsequent phases, if moved forward, could be concluded by August 2016.
  - The construction or timing to build the project is not known at this point and it may even be up to 10 years out.
- There were expressions of support for this process and particularly the approach the County is taking for it.
- There was concern expressed for conflicting information about what may happen to FM 150 coming from different sources.
  - The project team indicated they will coordinate with other agencies and entities to facilitate consistency in information that is shared.

## Notices and Advertisement of the Public Meeting

The following methods were used to contact and inform project stakeholders about the FM 150 Character Plan meeting:

### Direct Mail

A postcard notification was mailed out to 202 property owners along FM 150 from Arroyo Ranch Road to RR 12 on September 30, 2014. The postcard notification provided project and meeting details.





## Published Notifications

Display advertisements were published in the following newspapers:

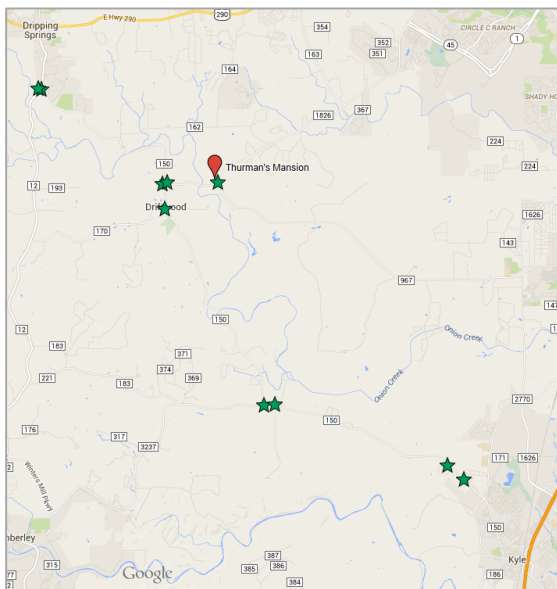
- *Hays Free Press* on October 8, 2014, and October 15, 2014
- *News Dispatch* on October 9, 2014, and October 16, 2014

## E-mail Notifications

An email reminder of the meeting time and date was sent two times to 57 stakeholders on October 9, 2014, and 69 stakeholders on October 15, 2014.

## Signage

Ten signs were posted along the project limits, informing residents and commuters about the meeting. The signs were posted on Thursday, October 9, 2014 through October 16, 2014.



# JOIN US

FOR AN  
**INFORMATIONAL MEETING**  
TO DISCUSS THE



Thurman's Mansion  
17900 FM1826  
Driftwood, TX 78619

**October 16, 2014**  
**6 – 7:30 p.m.**  
**Presentation starts at 6:30**

Hays County is hosting an informational meeting as a first step to develop the FM 150 Character Plan from the vicinity of Arroyo Ranch Road to Ranch Road 12 in Dripping Springs. The plan will identify long-term solutions to address safety and mobility while preserving the look and feel of the corridor.

**[www.improvefm150.com](http://www.improvefm150.com) – (512) 533-9100 ext 12**

## INFORMATIONAL MEETING

**FM 150 WEST CHARACTER PLAN**

**Thursday, October 16**  
**6-7:30 p.m.**

Thurman's Mansion  
17900 FM 1826

[characterplan@improvefm150.com](mailto:characterplan@improvefm150.com)

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## **SECTION 2**

### March 2015 Meeting Report

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# FM 150 Character Plan Public Workshop Summary

March 25, 2015





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## Introduction

Hays County hosted a public workshop for the FM 150 West Character Plan project on March 25, 2015. The purpose of this meeting was to share background information on the corridor and to collect input. A mapping exercise was used to collect input on special characteristics and features along the corridor, using Environmental Data and Context Zones Maps. This meeting was the first workshop for the project, following the introductory informational meeting held in October 2014.

## Public Workshop Details

**Date:** Wednesday, March 25, 2015

**Time:** 6:00 – 8:00 p.m.

**Location:** Thurman's Mansion  
17900 FM 1826  
Driftwood, TX 78619



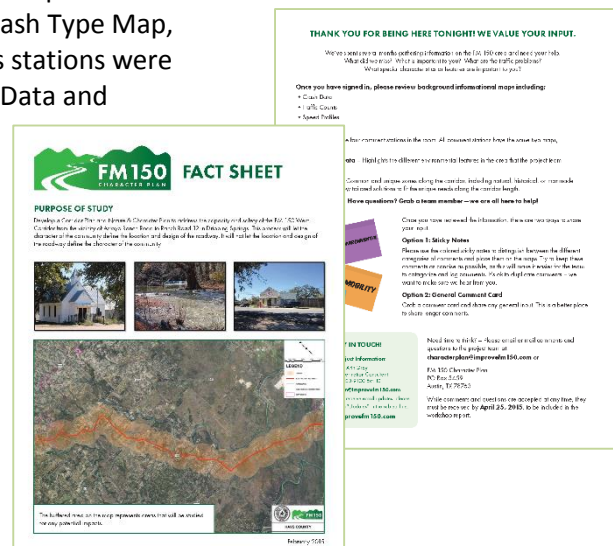
*FM 150 Character Plan Public Workshop – March 25, 2015*

**Format:** An open house format was used and no formal presentation was given. Attendees were able to come and go at their convenience to view exhibits, visit with members of the County, project team, and Citizens Advisory Panel (CAP), participate in the mapping exercise, and share input on the corridor.

**Attendance:** 95 people signed in at the meeting. Of those, 9 were project team members or elected public officials.

**Materials:** As attendees entered, they were asked to sign in and share their email address to receive project updates. They were provided with comment cards, project contact information cards, and a project fact sheet.

**Exhibits:** Two large sets of background informational maps were displayed including Turning Movement Data Map, Crash Type Map, and Tube Count Map of the corridor. Four comments stations were set up in the room with copies of the Environmental Data and Context Zones Maps displayed at each station. Attendees were asked to share their input on these maps by using color-coded sticky notes to distinguish between different categories of comments and place them directly on the maps. An additional station was set up where the CAP members could visit with meeting attendees.



*FM 150 Character Plan – Fact Sheet*

## Notices and Advertisement of the Public Workshop

The following methods were used to contact and inform project stakeholders about the FM 150 Character Plan Public Workshop:

### Direct Mail

A postcard notification was mailed to 233 property owners along FM 150 from Arroyo Ranch Road to RR 12 on March 3, 2015. The postcard notification provided project details and meeting logistics.

### Published Notifications

Display advertisements were published in the following newspapers:

- *Hays Free Press* on March 4, 2015, and March 18, 2015
- *News Dispatch* on March 5, 2015, and March 19, 2015



*News Paper Advertisement*

### Email Notifications

An email notification of the meeting time, date, and location was sent out to 206 stakeholders on March 3, 2015. A reminder email was sent out on March 16, 2015 to 214 stakeholders and on March 24, 2015 to 215 stakeholders. These distributions included additional email addresses from those who requested to be included on the mailing list.

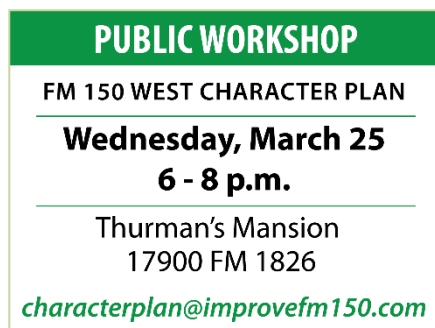
### Signage

Ten signs were posted along the project limits, informing residents and commuters about the meeting. The signs were posted from March 18, 2015 to March 25, 2015.

### Additional Outreach

The Public Workshop announcement was published on the following webpages:

- Hays County – March 10, 2015.
- Dripping Springs Babble – March 19, 2015
- San Marcos Corridor News – March 23, 2015.



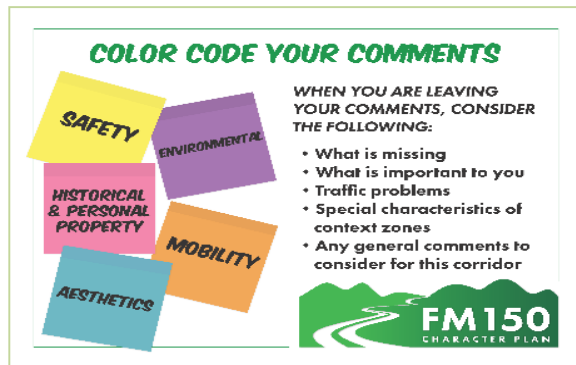
*Notification Signage*



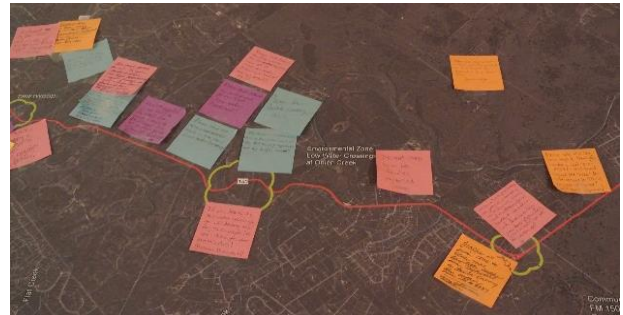
*Notification Flyer Published on Hays County Website*

## Summary of Comments – Mapping Exercise

Attendees were able to share input using two different methods. The first was through a mapping exercise where attendees left comments on color-coded sticky notes which represented five different categories: safety, historical and personal property, environmental, mobility, and aesthetics. There were four different stations and each had an Environmental Data Map and a Context Zone Map.



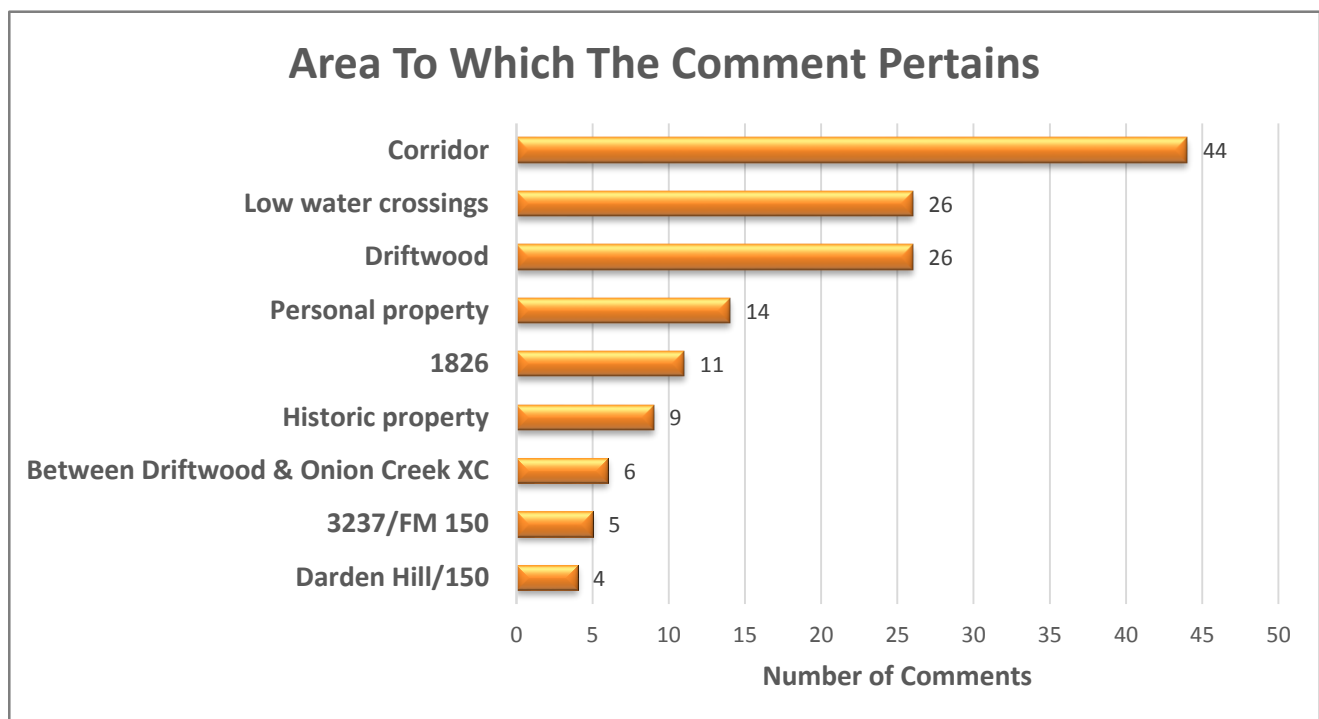
Mapping Exercise Directions



Mapping Exercise Comments – March 25, 2015

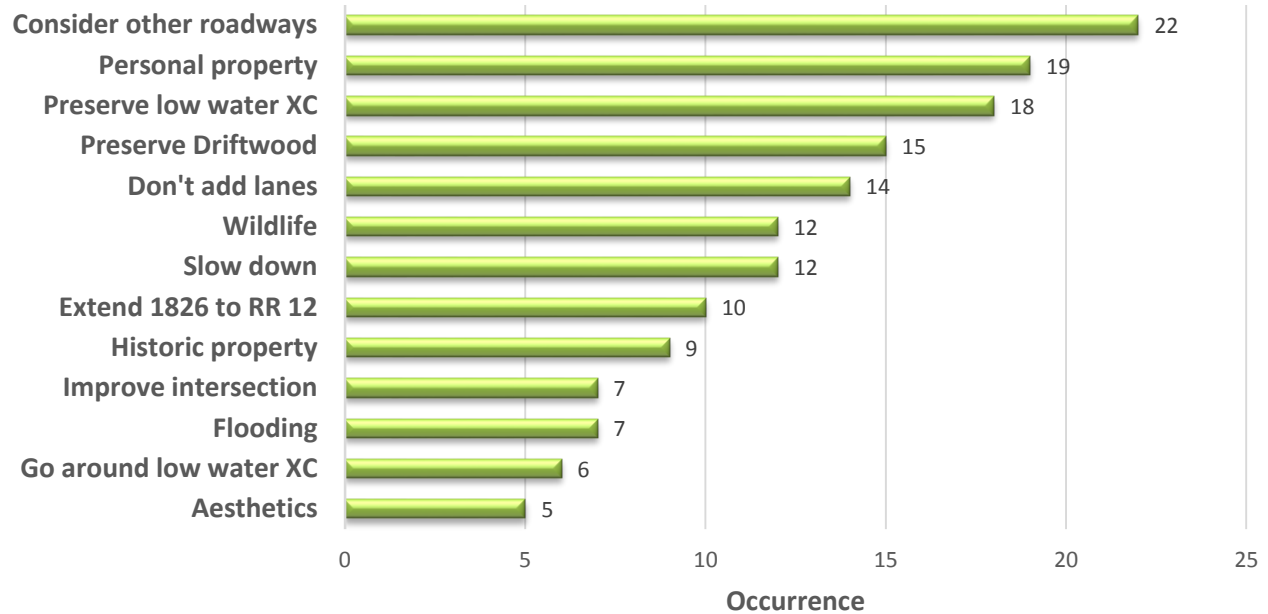
## Input Received

178 comments were received through this exercise. The project team developed an electronic map of all comments received which can be viewed on the project webpage ([www.improvefm150.com/nature-character-study/](http://www.improvefm150.com/nature-character-study/)). In addition, the project team created the following summaries after spending time analyzing and reviewing all comments. Below is a general summary of the mapped comments.



Note: graph only shows areas with 4 or more comments

## Recurring Themes



*Note: graph only shows themes with 5 or more comments*

## Other Themes and Number of Occurrences

Mobility	4	Contain low quality habitat.	1
Noise	4	Don't change intersection	1
Safety improvements	4	Driftwood is historic	1
Visitors	4	EP Water Line	1
Bypass Driftwood	3	Improve mobility between 1826 and Elder Hill Road	1
Leave this area alone	3	Light pollution	1
Preserve habitat	3	Little traffic from Driftwood to low water crossings	1
Reduce ROW	3	Low water crossings unsafe	1
Consider aquifer	2	New alignment	1
Environmental considerations	2	Preserve	1
Environmental map	2	Question	1
Preserve character	2	Recreational road	1
Scenic	2	Roadway character	1
Unknown	2	Safety	1
Water Quality	2	Sensitive water features	1
Add bridge	1	Straighten hard bends	1
Add shoulders and turn lane	1	Transitions	1
Big landowners need to give up property	1	Truck traffic	1
Capacity	1	Upgrade shoulders	1

## Summary of Comments – General Comments

The second method offered to provide input was by submitting a general comment. The comment period was open from March 25, 2015 to April 25, 2015. Three emails were sent to the project database reminding stakeholders of the comment period deadline. The dates and number of stakeholders they were sent to are as follows:

- March 27, 2015 – 238 stakeholders
- April 20, 2015 – 244 stakeholders
- April 24, 2015 – 245 stakeholders

An additional 35 general comments were received during the comment period (34 via email and 1 via mail). The table provides a general summary of the written comments received. All full comments are also included.

General Summary of Comments	Number of Comments
Environmental concerns	10
No change needed to FM 150	9
Rural, scenic character	9
Bypass FM 150 along Driftwood Heritage Corridor/Driftwood	7
Driftwood Heritage Corridor	7
Personal Property	4
Bicycle/pedestrian facilities needed	3
Historic area concerns	3
Historical account of FM 150 area	1
Historical designation of Driftwood needed	1
Onion Creek crossing bypass	3
Improvements not needed now/phase in improvements	3
Alternate road using FM 1826 extension	2
Endangered species/ wildlife concerns	2
More traffic will bring more traffic and safety issues	2
Noise Concerns	2
Oppose highway/project	2
Project is for developers	2
Bypasses needed	1
Parking - additional parking needed near Onion Creek	1
Parking - prevent parking in ROW near community center in Driftwood	1
Alignment questions	1
Loop needed around Dripping Springs	1
Move FM 150 South and west before turning north to 290	1
Focus on 1626 and 967	1
FM 150/FM 3237 Intersection improvements needed	1
Other roads need improvements	1
Questions on other roads	1

Enforce speed limit	1
Funding questions	1
Don't increase capacity in Driftwood	1
Road capacity is sufficient	1
Intersection Safety/traffic devices needed	1
Safety issues due to mixed use of the road	1
HCTP and process questions	1
Questions on public input process	1
Public involvement process - not included in discussions	1
Size of road - 150 ft. of ROW is too big	1
Size of road questions	1
Timing and design questions	1
Traffic data questions	1
Traffic signal needed at FM 150 and Elder Hill Rd	1
YMCA Traffic light	1
Turn lane and 80 ft. of ROW is sufficient	1

## FM 150 Character Plan – Public Workshop March 25, 2015 Comments

### 1. **Comment – Valerie Anderson**

My comments concern the stretch of 150 between the 1826 intersection and the Darden Hill Rd. intersection:

Properties along this stretch are not large, nor historical. Because of the smaller size of the tracts, they have been purchased for small business use and the number of driveways has greatly increased. However, these businesses haven't created all the traffic. I've also noticed increased construction traffic between Dripping Springs and Kyle/Austin—and the large trucks drive too fast. Plus which, there are still people who think 150 is a nice country road on which to ride motorcycles or bicycles—there have been many accidents with these on our curve. The traffic noise from my porch has increased several hundred percent since I moved here 18 years ago. The sharp curve one mile north of the 1826 intersection is hazardous enough. My property is smack dab in the middle of this curve, and my driveway comes out on a blind spot—there are three residences up my driveway.

Epic Communications

Lloyd's Automotive

Eddo's Acre

Educated Roofing Systems

Lone Star Water Services (PLUS uncommitted rental of the rest of their warehouse)

Xanadu Nursery

Day Care Center—I don't know its name

Driftwood Kennels

CX2 Construction

Dog Camp

Hays County Solid Waste & Recycling

I agree with the comments encouraging that shoulders and turn lanes be added rather than widening to four lanes, at least in the first phase. I also would encourage keeping the rural feel by

	<p>routing traffic around the historical corridors. I certainly don't want to lose part of my property in order to widen the road, but at the same time, it needs to be made safer, if there's no way to limit the traffic. And I certainly don't wish for my neighbors to lose their property, either—some of them have homes even closer to the road than mine.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150 and the area between 1826 and Darden Hill Road. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. Please note that as part of this study the technical team is looking at the crash history along the corridor and will be developing concepts that improve safety as well; please also note that at this point specific concepts have not yet been identified. This area will be an important part of the project and we will continue to evaluate this as we move forward. Project phasing will also be an important part of this project as we work to identify when and where improvements are needed.</p>
2.	<p><b>Comment - Michael Aulick</b></p> <p>Hi, attached are draft sketch maps that were prepared during the HCTP process. Would such a FM 150 bypass of the Onion Creek double crossing be feasible?</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150 and the low water crossings. Your comments have been shared with the County, project team, and Citizens Advisory Panel, and will be considered and evaluated as the study progresses. We are very aware of the value the community places on these crossings and how best to treat them, whether through a bypass or some other means, is something that will be considered as part of the study.</p>
3.	<p><b>Comment – Donna Bailey</b></p> <p>Please do not alter FM150</p> <p>If 150 is straightened and widened, it will only make irresponsible careless drivers go that much faster.</p> <p>Part of the lure of the Hill Country are the winding, scenic roads that force locals and visitors to slow down from the hustle and bustle and "wind down".</p> <p>Instead of creating more traffic and adding more reduction of water absorption in the sensitive recharge zones, it will also increase polluting runoff into our precious creeks and streams.</p> <p>Please consider, instead, adding wide bike lanes making it safer for all.</p> <p>I think these ideas should be considered for several of the areas existing roads instead of making it easier to increase more traffic. More traffic will only cause added problems later.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. Bicycle and pedestrian accommodations and environmental issues will also be considered as the project progresses.</p>
4.	<p><b>Comment – Richard Beggs</b></p> <p>Thank you for your email. I live in the Howard Ranch subdivision in Driftwood. I do have a few questions:</p> <p>1) How are you anticipating a loop around Caliterra? I am hoping the plan doesn't call for cutting into the Howard Ranch property?</p> <p>2) How many lanes will 150 be? I have heard 150 wide near the 12/150 intersection.</p>
	<p><b>Response</b></p> <p>Thank you for your questions on FM 150. The effort to establish the exact path of the roadway at the RR 12 and FM 150 intersection and securing the right-of-way or easements for it is being led by the City of Dripping Springs as part of its development review process. The County is</p>



	<p>coordinating with the City and as their work progresses we will add more definition and detail to the conceptual planning for this intersection and determine if and how it might affect the corner of Howard Ranch.</p> <p>The Hays County Transportation Plan (adopted in 2013) calls for 4 travel lanes (two lanes in each direction) within 150 feet of right-of-way. However, the purpose of this study is to determine how, when and where that capacity will be provided and if the right-of-way width is appropriate. Some areas of the corridor might be widened; some areas might be relocated while some areas might be converted into split segments (northbound and southbound on two separate alignments). So while there will be four lanes of capacity from RR 12 to Arroyo Ranch Road, we have not yet determined how it will be provided or over what time period; that is the purpose of this study. We have also not yet determined the amount of right-of-way needed. Given the nature and character of the corridor reduced right-of-way is not anticipated because some of the right-of-way needed will be for features other than traveling surface (e.g., shoulders, storm water management, landscaping, etc. In others words, it will not all be pavement.</p>
5.	<p><b>Comment – Donna Burns</b></p> <p>I have lived in Driftwood for just over 20 years, and the changes during that time are incredible and sad. What was a relatively quiet, beautiful pastoral setting is being ruined by the increasing volume of loud, speeding vehicles through this treasure. The FM 150 Character Plan has the capability to save the character of Driftwood or ruin it further.</p> <p>I suggest:</p> <ol style="list-style-type: none"> <li>1) Protect and preserve the historic, pastoral beauty of FM 150 in Driftwood by NOT increasing the capacity for even more speeding vehicles.</li> <li>2) Designate the area as historic and create a traffic bypass around the small, but historic center, of Driftwood. There is no room to widen 150 in the center of the community because of the cemetery, the United Methodist Church, the old inn (now Stonehouse Villa) the Old General Store and several old homes. These structures preserve the history of the community and must be protected from future encroachment by FM 150.</li> <li>3) Install a traffic light at the intersection of FM 150 and CR 170 (Elder Hill Road) to increase safety and slow the traffic that currently, and literally, races through the community's center.</li> <li>4) Vigorously and consistently enforce the 45 MPH speed limit through the community's center and extend the reduced speed to the intersection of FM 150 and FM 1826.</li> <li>5) Prevent parking in the community's center in the FM 150 right-of-way. The large-scale parking in the right-of way during events (numerous times each week) at the Stonehouse Villa is dangerous. The Villa does not have enough parking available for the traffic it generates, and it causes even more congestion at the intersection of FM 150 and CR 170 and near a curve in the road with limited sight lines.</li> </ol> <p>Thank you for the opportunity to comment. I hope you will have meetings on nights other than Wednesdays. I have Church activities on that night of the week and have been able to attend the meetings because of it.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150, the Driftwood area, and parking concerns. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses.</p> <p>Thank you also for your input on meeting times. We always try to and will continue to try to schedule on days without conflicts and provide ample notice of any meetings.</p>



6.	<p><b>Comment – Laurie Coffin</b></p> <p>Thank you for the opportunity to comment at this stage. I was out of town for the last meeting and appreciate you emailing all the latest information.</p> <p>I'd like to echo several of the comments you've already received. My preference is to keep 150 a 2-lane, scenic country road. 1626 and 967 have already received multiple improvements to direct traffic to them - why not continue that effort? Turning 150 into a 4-lane road and making it a major traffic artery will destroy all the rural character that makes it such a lovely drive.</p> <p>I look forward to the next public meeting.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150. One of the driving goals for this project is to let the character of the community and environment define the location and design of the roadway and that is why the County has initiated proactive planning efforts now. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. While improvements will be made on 1626 and 967, there will still be a need for improvements on FM 150 to accommodate the population projections.</p>
7.	<p><b>Comment – Susan Cook</b></p> <p>It seems to me that there are many more roadways in Hays County in need of repair or improvement and that this rush to alter FM 150 is all about the needs of developers, not the people who live along this road or who use it to travel to and from our local towns.</p> <p>This project seems all the world like a typical developer-driven process or one that sprang from the mind of someone who is either directly involved in road engineering and construction or who has some special interest in seeing this part of the world become more populated and to accomodate alot more cars.</p> <p>Although there may be isolated parts of this road that could use better intersections (Darden Hill comes to mind, as does 1826), but all in all, there is nothing really "wrong" with FM 150 that would necessitate a major expenditure of tax money to fix a problem that isn't there.</p> <p>And the very idea of plowing right through the area directly south of 1826 with a roadway that somewhere down further hooks up with Elder Hill Road, not far at all from both Onion and Gatlin Creeks, is an environmental disaster waiting to happen. I live very close to that area and there is no way I or my neighbors want a road coming this close to our homes, lands and creeks.</p> <p>I am sure as county officials, you have been approached by developers wanting to open up new parts of the county to residential development and those entities rely on governments to facilitate their projects by building new and improved roadways for them. But as a resident of rural Hays County and someone who uses FM 150 regularly, I do not see any reason to spend a lot of money changing this road in any significant fashion, and I certainly see no advantage to my life, or the lives of my neighbors, by encouraging new suburbs to spring up where now we have lovely hillsides that provide us with beauty and aquifer recharge.</p> <p>This whole project is some kind of misguided effort to bring lots of new people into this area, people for whom there are not ample water resources. Development costs \$1.25 for every dollar it brings in, so who do you expect to pay for your new people? Not likely those of us who love this area the way it is and do not wish to see our tax dollars end up in the coffers of your friends in the road business or the home-building business or whoever finds ways to get water and other utilities to these new, imaginary denizens.</p> <p>My feeling is to do nothing at all to this road, except respond as needed to actual problems with the road's problematic intersections or potholes or the occasional need for a passing lane or three.</p> <p>This isn't about us, this is about something else, about people making money by degrading the lifestyles and water resources of those of us who live here now.</p>

	<p>Thank you for your time and consideration, but no, this is a misguided project, from its inception. No one asked you to do this and I know of literally no one who sees any need for this, and if this continues unabated, I hope more voices will rise to address this. And as this project moves along (and they always seem to, no matter what the people might want you to do), it becomes more and more clear why I was kept out of this stakeholder's process. I would have been no fun at all.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. The need for this project is based on population projections for Hays County; the 3<sup>rd</sup> fastest growing county in the US. The County is taking necessary steps to plan for the future rather than wait to react to future needs when there are fewer options available. One of the driving goals for this project is to let the character of the community and environment define the location and design of the roadway and that is why the County has initiated proactive planning efforts now. The project team and County have been and will continue striving to maintain an open and transparent planning process. Interested citizens and stakeholders are invited to get involved at all stages of the project.</p>
8.	<p><b>Comment – Albert Cortez</b></p> <p>As a representative for the group who has this land under contract, we strongly oppose any "360 highway" type corridor through the middle of the Blanco River Ranch property. This property is one of a kind and will lure new executives who wish to raise their families in Kyle. A high speed highway will have an adverse affect on the economic development on Kyle. Our group has not been included in the discussions of this corridor and only until this week were we made aware of Hays County's plans. We want to be good stewards of the county and wish took work together on this project.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150. We believe that this comment was directed at the FM 150 Alignment Study and the comment has been forwarded there.</p>
9.	<p><b>Comment – Casey Cutler</b></p> <p>The current alignment of FM 150 has numerous social/cultural, environmental, esthetic, and historical site that are concentrated within the 3 +/- mile reach from the intersection of 1826 to the double dip low water crossings.</p> <p>These include but are not limited to:</p> <ul style="list-style-type: none"> <li>-over 1 mile length segment of golden cheek warbler Endangered Species Habitat as indicated in the Final June 22, 2010 Hays County Regional Habitat Conservation Plan</li> <li>-Onion Creek double dip low water crossings</li> <li>-Stone House &amp; Driftwood store/PostOffice</li> <li>-Native American cultural resources sites</li> <li>- the current Driftwood Community Center</li> <li>- Historical cemetery which include Confederate soldiers graves</li> <li>- 2 current community churches, one with historical designation</li> <li>- and numerous esthetic settings documenting 19th century ranch land lifestyles</li> <li>- and a pair of wineries that document an new future agricultural market place for 21st Century Hays County</li> </ul> <p>This 3 mile reach has an extremely dense concentration of SIGNIFICANT heritage (social, cultural, historical, environmental and economic) resources that need to be preserved in their current condition for future generations to understand the amazing evolution of the heritage of Hays County from the 1700s to present. The synergy created by the densely packed and extremely diverse heritage sites makes this 3+ mile reach absolutely unique in not only Hays County but also</p>

	<p>the State of Texas. As the virgin heritage corridor that exists today, the citizens of Hays County are not the developers, but the the care takers of these densely packed ir-replacible resources for future generations over the rest of the 21st Century; and similar to any virginity, once it is lost it is lost for ever.</p> <p>FROM THIS POINT FORWARD the 3+/- MILE reach from the DOUBLE DIP LOW WATER CROSSING TO THE INTERSECTION OF 1826 should be referenced as “THE DRIFTWOOD HERITAGE CORRIDOR” in the 150 Character Plan.</p> <p>The Driftwood Heritage Corridor should be left intact and a bypass should be incorporated into the FM 150 Character Plan to address any traffic congestion or safety concerns while minimizing any impacts the Driftwood Heritage Corridor.</p> <p>The Hays County citizens will continue to choose to live in Hays County because of the overall quality of life. If we sacrifice quality of life for quantity of life we sacrifice our economic future.</p> <p>The Driftwood Heritage Corridor will continue to pay its way financially in increased tax revenues from Ecotourism attracted by the mile long Endangered Species Habitat and up close viewing of Onion Creek at the low water crossings (most of which is privately owned and off the public’s access) . The Driftwood Heritage Corridor will pay its own way in revenues from the upscale winery businesses and upscale resort/rental homes/B&amp;B markets in the Driftwood area.</p> <p>The Driftwood Heritage Corridor could have a very similar economic impact to Hays County as the Strand Historical District has to Galveston Island, Texas.</p> <p>Retaining/preserving the Driftwood Heritage Corridor can only be done at this one time. The uniqueness of the Driftwood Heritage Corridor is found in the synergy from the extremely dense and diverse heritage sites that span 300+ years in this 3 mile reach. We are the caretakers for the EXTREMELY rare resources found in the Driftwood Heritage Corridor for future generations of Hays County citizens that can not speak up for it today since they do not currently live here or are not even born yet. We should protect it like we protect our eyes.</p> <p>A bypass for increased traffic should be found around Hays County's Driftwood Heritage Corridor. Future reparations can never be made. Lost virginities can never be found, once lost.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150 and the proposal for a Driftwood Heritage Corridor. Your comments have been shared with the County, project team, and Citizens Advisory Panel. What you are suggesting is or will be considered by the technical team and its helps us very much to know that others see the same types of opportunities.</p>
10.	<p><b>Comment – Casey Cutler</b></p> <p>I am a spokesman for a proactive citizen group that is highly supportive of proposing a new creative idea that will not only please existing citizenry, but attract numerous environmental and historical interested tourists to Wimberly/Dripping Springs area with a potential to increases in tax revenues for Hays County. We, the Driftwood Heritiage Corridor Hays County citizens will be approaching the County Commissioners requesting thier support in a non binding proclimation supporting the project for the County. We are contacting you now since the commissioners have requested public input on the geographic region our project is directly located,since our project concerns are nested in the FM 150 corridor.</p> <p>We will be proposing that a 3.5 mile reach of the FM 150 corridor be publically recognized as the Driftwood Heritage Corridor. The current alignment of FM 150 has numerous very high quality, relatively unimpacted social/cultural, environmental, esthetic, and historical sites that are concentrated within the 3.5 mile reach from the intersection of 1826 to the double dip low water crossings.</p> <p>These heritage resources include, but are not limited to:</p>

1. The entire Driftwood Heritage Corridor (DHC) was originally owned By Lt. Col. William Barret Travis. Historical documents, including a map on the Driftwood Community center wall, indicate that Travis took ownership to a league of land in Hays County on April 10, 1835 (As is indicated on the Driftwood land grant maps). The Driftwood Heritage Corridor is in the middle of Travis' league of land. Eight months after Travis received the deed to this land (in Jan 1836), President Burnett sent Lt. Col. Travis to San Antonio, where he commandeered the Alamo with Jaun Seguin and Jim Bowie to start the official history of the Republic of Texas by offering the ultimate sacrifice.
2. The DHC contains a public favorite heritage resource, an extremely environmentally sensitive reach of Onion Creek that contains 2 low water crossings. Most of Onion Creek is not publically available, since it is primarily privately owned. These low water crossings on public land allows the public to view and experience the preserved Onion Creek in all its glory.
- 3 DHC contains a 1.5 mile length segment of Golden Cheek Warbler Endangered Species Habitat as indicated in the Final June 22, 2010 Hays County Regional Habitat Conservation Plan. This will be a major draw to environmental tourism. This rare and unique habitat should be protected since it supports Hays County diverse environmental makeup and will draw environmental tourist and birdwatchers to this specific geo-region where they can increase the Hays County tax revenues in Driftwood, Dripping Springs, and Wimberly.
4. Numerous historic and prehistoric Native American cultural sites and the ruins of a 19th Century grain mill on Onion Creek between the "Double Dip" low water crossings.
5. Numerous historic buildings including, but not limited to: 19th Century Driftwood Stone House (currently used for large wedding receptions); early 20th Century stone Driftwood General Store/Post Office; and numerous pioneer and historic ranch homes and esthetic settings.
6. Two heritage churches, including 1 with state historic designation/recognition. Both of these churches clearly represent the strong religious History of Hays County, and the importance of religion in building the heritage.
- 7 A historical cemetery which include multiple Confederate soldiers and Driftwood pioneer graves.
8. numerous esthetic settings documenting 19th century ranch land lifestyles
9. Three sets of vineyards and wineries that document an new future agricultural market place Hays County for 21st Century.

The Driftwood Heritage Corridor citizens of Hays County will be asking County Commissioners for County Proclamation that this 3.5 mile reach has an extremely dense concentration of SIGNIFICANT resources that range in age from the 1700s to present. We will be gaining the recognition for the benefit of the current and future Hays County citizens for cultural, historic, esthetic, and economic heritage.

The synergy created by the densely packed and extremely diverse heritage sites makes this 3.5 mile reach absolutely unique in not only Hays County but also the State of Texas. As the virgin heritage corridor that exists today, the citizens of Hays County need to become the care takers, not the developers, of these densely packed ir-replacible resources for future generations over the rest of the 21st Century.

The Driftwood Heritage Corridor will continue to pay its way financially in increased tax revenues from Eco and Historical tourism attracted by the 1.5 mile long Endangered Species Habitat and up close viewing of Onion Creek at the low water crossings and numerous historical sites. The Driftwood Heritage Corridor will pay its own way in revenues from the upscale winery businesses and upscale resort/rental homes/B&B markets in the Driftwood, Dripping Springs and Wimberly areas.

	<p>The Hays County citizens that comprise the Driftwood Heritage Corridor group are indicating the following as some of our public comments (others will follow) on the FM 150 Character Plan:</p> <ul style="list-style-type: none"> <li>- that the reach between the intersection of 1826 and FM 150 down to just southeast of the "Double Dip" low water crossing be forever referenced as "THE DRIFTWOOD HERITAGE CORRIDOR" in the 150 Character Plan.</li> <li>-that all 1.5 miles of the the Golden Cheek Warbler habitat be included in the reports "Environmental Zone" with the 2 low water crossings when dealing with the "environmental zone" in the study</li> <li>-The geographic location of FM 150 in the Driftwood Heritage Corridor should be left intact as a 2 lane Ranch Road while addressing any and all traffic safety concerns within the Driftwood Heritage Corridor</li> <li>-A bypass should be incorporated into the FM 150 Character Plan to address any traffic congestion or safety concerns around the Driftwood Heritage Corridor, while minimizing any/all impacts the Driftwood Heritage Corridor.</li> </ul> <p>The Hays County citizens will continue to choose to live in Hays County because of the overall quality of life. If we sacrifice quality of life by blindly only considering the traffic quantity of life we sacrifice our economic future.</p> <p>The Driftwood Heritage Corridor could have a very similar significant beneficial economic impact to Hays County as the Strand Historical District has to Galveston Island, Texas.</p> <p>Retaining/preserving the Driftwood Heritage Corridor can only be done at this one time. The uniqueness of the Driftwood Heritage Corridor is found in the synergy from the extremely dense and diverse heritage sites that span 300+ years in this 3.5 mile reach. We are the caretakers for the EXTREMELY rare resources found in the Driftwood Heritage Corridor for future generations of Hays County citizens that can not speak up for it today since they do not currently live here or are not even born yet. We should protect it like we protect our eyes.</p> <p>A bypass for increased traffic should be found around Hays County's Driftwood Heritage Corridor. Future reparations can never be made once the damage occurs.</p> <p>Other comments from the Driftwood Heritage Corridor will be following in the next few days.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150 and the proposal for a Driftwood Heritage Corridor. Your comments have been shared with the County, project team, and Citizens Advisory Panel. What you are suggesting is or will be considered by the technical team and it helps us very much to know that others see the same types of opportunities.</p>
11.	<p><b>Comment – Casey Cutler</b></p> <p>A personal public comment for the The FM 150 West Character Plan. It should include two options that could enhance the Driftwood Heritage Corridor for the public.</p> <ol style="list-style-type: none"> <li>1. A Bicycle path should be placed on one side of the Heritage Corridor. This would improve the safety of FM 150 West for both bicyclist and drivers who will not be rapidly applying brakes and swerving to pass the slower traffic. This would also enhance the experience for future eco-tourist and heritage tourists to the Driftwood Heritage Corridor.</li> <li>2. To eliminate numerous potential rear end collision scenarios caused by citizens and ecotourist, 2 parking spots should be created within the ROW to allow folks that want to pull in and view/experience Onion Creek in all its glory at the double dip low water crossings. This will also enhance the experience of the Driftwood Heritage Corridor for the eco-tourists and heritage tourists attracted to the Driftwood Heritage Corridor.</li> </ol>
	<p><b>Response</b></p>

	<p>Thank you for your comments on FM 150, bicycle/pedestrian and Onion Creek access. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses.</p>
<b>12.</b>	<p><b>Comment – Casey Cutler</b></p> <p>A personal public comment on the 150 West Character Plan:  Currently FM 150 West has an 80 foot Right of Way (ROW).  The proposal for the FM 150 West MAD 4 ROW in the Hays County Transportation Plan is for 150 feet. This is much to large for the need of the highway.  In reviewing the most recent Hays County Transportation Report, 55% of all MAD 4s highways in the county report are indicating a need of only a 100 Foot ROW. Since a majority of the Hays County MAD4 ROWs are only 100 feet, it can safely assumed that ALL transportation and safety needs are met with a 100 foot ROW for a MAD 4 roadway.  A 150 foot Right of way would require:  - Condemnation of 66% more of Hays County law bidding and tax paying citizens property than the 100 foot ROW without any benefit to transportation and safety  - would require condemning and removing numerous Hays County law abiding and tax paying citizens from their homes (the very largest emotional and economic investments made in their lives by the citizenry) and also the destruction of many businesses along 150 (e.g. Twisted X brewery), which might choose to relocate into another county that would be more appreciative of the business and tax revenues that their livelihood is bringing into the county.  - Destroy the intimate rural ambiance that attracts homebuyers and tourists to Hays County  - Will be a significantly more expensive alternative to the highway in tax payers revenues without adding ANY quality to transportation or safety needs for citizenry.  Any roadway considered north of 3237 should not have a ROW larger than 100 foot, like the majority of MAD 4 highways bering proposed in the Hays County Transportation Plan.</p>
	<p><b>Response</b></p> <p>Thank you for your comments regarding the future size of FM 150. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses.</p> <p>The Hays County Transportation Plan (adopted in 2013) calls for 4 travel lanes (two lanes in each direction) within 150 feet of right-of-way for FM 150. However, the purpose of this study is to determine how that capacity will be provided and if the right-of-way is appropriate. Some areas of the corridor might be widened; some areas might be relocated, while some areas might be converted into split segments (northbound and southbound on two separate alignments). So while there will eventually be four lanes of capacity from RR 12 to Arroyo Ranch Road, we have not yet determined how it will be provided or over what time period; that is the purpose of this study. We have also not yet determined the amount of right-of-way needed. Given the nature and character of the corridor reduced right-of-way is not anticipated because some of the right-of-way needed will be for features other than traveling surface (e.g., shoulders, storm water management, landscaping, etc. In others words, it will not all be pavement.</p>
<b>13.</b>	<p><b>Comment – Caroline Duchscher</b></p> <p>Just a quick note. I have lived in Driftwood for 20 years and use FM150 for all of my travel away from home unless I am going to Wimberley. We use 150 to go to Austin, Dripping Springs, Kyle, Buda and San Marcos. The road is perfectly adequate for quick travel with no traffic. The only improvement that I would be for at this time would be to have Hike/Bike trails adjacent to the road to keep horses, bikers, joggers and walkers away from fast moving cars. I really don't believe now is the time to improve 150 to the extent the committee is proposing. Yes, it will have to happen someday, but not just yet. Let's give it another 10 or 20 years and let the development</p>



	<p>force the improvement instead of making the improvement in order to encourage development. I'm all for change, but at a slow and natural pace. Let's not become the next Southern California where the only way you know you have moved from one city to the next is by seeing a sign that tells you so.</p> <p>Thanks for your consideration of planning for the future but setting aside any action until absolutely necessary.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. Bicycle and pedestrian accommodations will also be considered as the project progresses.</p>
14.	<p><b>Comment – Mary Gilroy</b></p> <p>I have participated in the FM 150 Character Plan process, and applaud the work of the team, as well as that of County officials and Citizen Advisory Panel members. I have questions about the overall coordination of the process, so Commissioner Will Conley and Citizen Advisory Panel member David Braun are included in this email.</p> <p>The summary of public comments shows overwhelming support for limiting alteration to FM 150 in order to maintain its natural and historic character. But the Hays County Transportation Plan shows the designation for all of FM 150 as MAD 4 (Major Arterial Divided, 4 lane- with 150 ft of ROW). At the March 25th public meeting, members of the Character Team and other officials were surprised to hear people worrying about FM 150's future as a four lane divided parkway, assuring everyone that (as the FM 150 Fact Sheet says) the <u>community would define the design of the roadway, rather than the roadway design defining the community.</u></p> <p>This points to a significant source of confusion regarding about the Character Plan process: What is the relation between the FM 150 Character Plan and the Hays County Transportation Plan? There seems to be a disconnect or contradiction between the two, with the Character Plan seeking public input to guide roadway design, giving special consideration to sensitive areas, while the Transportation Plan designates FM 150 as a four lane parkway for its entire length, with no difference in roadway design.</p> <p>I emailed Commissioner Will Conley with my concerns and part of his March 30 email response explained: "What we did is try to get specific and see where we could maintain current capacity on roadways and what roadways would have to be adjusted in order to meet future needs. For example, by having fm 150 as a MAD 4 gave us an opportunity to keep fm 3237 and much of rm 12 close to its current use. Capacity and design are also two very different things."</p> <p>This indicates that for the model to 'work' with Hays County's predicted future traffic loads, FM 150 must become MAD 4 so FM 3237 and RM 12 can be maintained as close to current use as possible. This brings up some critical questions:</p> <ol style="list-style-type: none"> <li>1. How will the FM 150 Character Plan recommendations be implemented if any are contrary to the Transportation Plan?</li> </ol> <p>Will the Transportation Plan be altered to develop other roadways if the final Character Plan recommends only minimal improvements to FM 150, especially in the most sensitive portion from FM 3237 to FM 1826?</p> <p>If the Transportation Plan is not changed, how will the conflict be resolved?</p> <ol style="list-style-type: none"> <li>2. How were the Transportation Plan's priorities ('maintaining' FM 3237 and RM 12 while expanding FM 150) set? Was the same level of public input used to determine these priorities as is seen with the exemplary FM 150 Character Plan process?</li> <li>3. What role will the proposed roadways (shown in dashed blue lines on the Transportation Plan map) play in the FM 150 Character Plan process? At least two of these intersect with the existing</li> </ol>

	<p>FM 150: NF 18 (extending FM 150 at RM 12 to Hwy 290) and NF13 (from FM 150 at FM 3237 to SH 45). I believe a subdivision (Springs above Onion Creek?) is already planned for the western terminus of NF 18, so its timeline must be shorter than the 30 year horizon of the rest of FM 150 expansion. Is this roadway and its connection to the current western end of FM 150 factored into the Character Plan process?</p> <p>I realize that the Character Plan Team may not be able to address all of these issues, but hope each one is addressed in some way as the process moves forward. Understanding these 'working parts' is critical to the public's belief in both the Character Plan's outcome and the value of their individual input and participation.</p>
	<p><b>Response</b></p> <p>Thank you for your comments and questions on FM 150. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses.</p> <p>The purpose of the Hays County Transportation Plan (Plan) is to provide a very high level view of travel demand and the need for additional transportation facilities over the next 25 years. It identifies the roadways in the County that need to be maintained and modestly improved (i.e., no additional lanes anticipated), the roadways that will need expansion, and new roadway connections that might be needed. While the plan does specify the number of expected lanes and right-of-way requirements. It doesn't address how those lanes and additional capacity will be provided or what the roadway might look like. With regard to the FM150 West Corridor, the Plan calls for 4 travel lanes (two lanes in each direction) with an expected need of 150 feet of right-of-way. The purpose of this Study then is to begin the process of working with the community on how to best provide those additional travel lanes and what features the roadway will include or protect. So while there will be four lanes of capacity from RR 12 to Arroyo Ranch Road, we have not yet determined how it will be provided or over what time period, things that we'll get to as the Study progresses. With regard to FM 150 as a priority relative to their roadways it is important to note that the Plan does not place time related priorities on any of the roadways. Rather, improvements to the County transportation system will be planned, designed and implemented as need and opportunity arises. RR 12 has already undergone and is continuing to undergo improvement and the need to improve FM 3237 has not yet materialized. It is also important to understand that the Plan looks at the County transportation system as a whole and identifies the improvement needed to the system as a whole. In other words it's not a matter or one or the other, it's more a matter of needing them all at some point which will be determined by how quickly or slowly the County grows.</p>
15.	<p><b>Comment – Joan Harrison</b></p> <p>My home and business is on the 150 West. As I am set back quite a way from the road, it would not effect me too much - but I am very concerned about making the road busier. There have been many accidents on this road lately and this would only get worse if there was more traffic involved.</p> <p>There is not much to be said for a straight through road to the I.35 which would effect the creek, the animals and even the trees with the excess exhaust spewing out from the extra traffic.</p> <p>I am totally against the road being changed in any way. The 12 needs to be developed more so to take into account the extra houses that are being built there. That road will be a nightmare once people move in. The traffic lights that were put in by the YMCA were the biggest mistake ever. The traffic lights should have been put at the 150/12 junction which is very dangerous and needs them more.</p>



	Whoever dreams up these ideas needs to truly listen to the people who live here and take on their views before agreeing to any development. We know the place we live in and know its daily needs. So my suggestion would be to shelve this idea. Go back to the drawing board. Look at what is happening in the future and deals with the road accordingly.
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. The need for this project is based on population projections for Hays County; the 3<sup>rd</sup> fastest growing county in the US. The County is taking necessary steps to plan for the future rather than react to future needs when there are fewer options. One of the driving goals for this project is to let the character of the community and environment define the location and design of the roadway and that is why the County has initiated proactive planning efforts now.</p>
<b>16.</b>	<p><b>Comment – Dixie Hodges</b></p> <p>As a Hays County resident for over 5 years, the natural beauty of this area is the only reason my family and I relocated. What is it with you local politicians that you always feel the need to fix something that is far from broken? Shame on Anyone who destroys the majesty of this area. We locals DO NOT want your progressive thoroughfares. Why would you want to DESTROY the habitat of the animals, remove trees, upset the natural flow of the god given creeks. Keep your ideas of societal suicide where they belong, in your boardroom. I cannot believe that with the water crisis in Hays County, in the whole of Texas, this would even be promoted. Not EVERYTHING is about cash flow...Leave FM 150 alone. The ONLY thing that would help 150 for safety alone, is bike lanes, cyclists are in such danger on this road. SHAME ON YOU, STOP TRYING TO DESTROY HAYS COUNTY and TEXAS!!!!</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. The need for this project is based on population predictions for Hays County; the 3<sup>rd</sup> fastest growing county in the US. The County is taking necessary steps to plan for the future rather than wait to react to future needs when there are fewer options available. One of the driving goals for this project is to let the character of the community and environment define the location and design of the roadway and that is why the County has initiated proactive planning efforts now.</p>
<b>17.</b>	<p><b>Comment – Erik Howard</b></p> <p>A 150' right of way is a major urban intersection. Your current proposed alignment bifurcates the property at the corner and changes the current land use plan. This configuration will irreparably harm the character of the community. This configuration will dictate future use and jeopardize quality of life. A turn lane and use of the existing 80' right of way should be more than sufficient. Should a road be built adjacent to Caliterra, people can very simply make a left hand turn, then a right if they wish to access the road.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150, the Driftwood area, and environmental concerns. One of the driving goals for this project is to let the character of the community and environment define the location and design of the roadway and that is why the County has initiated proactive planning efforts now. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses.</p>
<b>18.</b>	<p><b>Comment – Dwayne Johnson</b></p> <p>These are my comments on the project:</p>

	<p>1. The 3.5 mile Driftwood Heritage Corridor (DHC) should be clearly indicated in the FM 150 West Character Plan.</p> <p>2. No impacts should occur to the listed High Quality Environmental Habitat, which include Golden Cheek Warbler Endangered Species Habitat, in the Driftwood Heritage Corridor.</p> <p>3. A bypass should be created to move excessive traffic around the Driftwood Heritage Corridor.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150, the Driftwood area, and environmental concerns. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. Environmental issues will also be considered as the project progresses.</p>
19.	<p><b>Comment – Kevin Langford</b></p> <p>I know that the low water crossings are beautiful (one of them at least), but this has also become a traffic corridor (as you well know). People need to be able to travel this way to work, which can be a huge inconvenience during floods. I know that creating a bridge across the creeks or rerouting the road around them is an inconvenience for the existing homeowners/ranchers as well. But the whole project will be an inconvenience to them (and the increased traffic of us driving to the creeks, seeing they are flooded and turning around to go another way has to be an inconvenience to them as well). So if you are going to do SOMETHING you may as well fix the “problem” of the “flood water crossing” while you are at it.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150 and the low water crossings. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses.</p>
20.	<p><b>Comment – James and Nancy Marroquin</b></p> <p>These comments concern the preservation of the Driftwood Heritage Corridor including NF12 (intersection of 1826 and 150 to RR12) as indicated on the map. Our concern is any consideration of NF12 would have a negative impact on the historic, environmental, ecological, and natural beauty of this corridor and area surrounding NF 12 for current and future generations. The potential negative impact includes:</p> <ol style="list-style-type: none"> <li>1) The disruption of current wildlife habitat including potential habitat for golden cheek warbler</li> <li>2) Environmental impact on established homestead including noise, visual, water quality issues</li> <li>3) Disruption and division of ranch and home for present and future generations</li> <li>4) Preservation and protection of the historic nature of the property impacted by NF 12 (road from 1826/150 to RR12).</li> </ol> <p>These comments are sent by James and Nancy Marroquin</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150, the proposal for a Driftwood Heritage Corridor, and possible environmental impacts. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses.</p>
21.	<p><b>Comment – Allen McAden</b></p> <p>Can you give me a timeline for the design phase at the RR12 / FM150 interchange?</p> <p>What is the width of the total road as well as the right of way for that location? Do you have any idea what the height of the roadway would be before the creek cross over? Would there be a light at this intersection or fly over?</p> <p>I assume you are going to the south of the cermetary? Where will you start to go south (Charro Ranch) or more east of this location?</p> <p>What is the projected car count for this area today vs. 2025?</p>

	<p>Noise would be a concern for me, but could be handled with berms and landscaping the other concern would be water run off. I would expect water quality ponds and filter ponds to control the run off into the creek.</p> <p>I would be for this expansion as the area will need to prepare for the growth and cars that will come, currently Dripping Springs in that area doesn't have a safe access to get back to Hwy290 in the event of an accident or flood. I also feel the extension of FM 150 around to the north west will help greatly with access and relief of congestion due to the growth on RR12. I would like to see more detail on the design at this intersection.</p> <p>Thanks for your support and time</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses.</p> <p>The purpose of the current study is to document features and themes and future capacity, and to begin developing concepts for improvements along the FM 150 West Corridor. There is no timeline at this point for design of the intersection of RR 12 and FM 150. A general concept or idea for how to treat this intersection will be discussed during this phase and studied in more detail during the second phase, which will start late Fall 2015. The function of this intersection will greatly depend on how and where it crosses RR 12. The effort to establish the exact path of this portion of the roadway and securing the right-of-way or easements for it is being led by the City of Dripping Springs as part of its development review process. The County is coordinating with the City and as their work progresses we will add more definition and detail to the concept for this intersection.</p> <p>Regarding the road width, height, creek crossings, and other intersections, we are working to document features and themes and identify capacity. Therefore, at this point we have not begun detailed alignment and design activities. We will share information as it becomes available.</p> <p>Based on recent traffic counts, the corridor as a whole is operating at about 25 to 30 percent of its capacity. We have collected future volumes for the corridor from the Capital Area Metropolitan Planning Organization (CAMPO) and are in the process of reviewing them. One the limitations of the CAMPO data is that it is based on a six county model so we need to verify that the model adequately accounts for the growth and development expected in Hays County and how its distributed. It's important to note that when the County adopted its currently transportation plan (approved in 2013) the population and employment projections were half of what they are today. When these demographic trends are considered in a two-lane roadway scenario, it means that more transportation capacity will be needed. So, while the current volumes are needed for detailed planning and design, the overall need is being driven by population and employment trends that are already established.</p>
22.	<p><b>Comment – Dr. Meacham</b></p> <p>My input is that I chose to live off of 150 30 yrs ago because I liked the country feel of the area. I like the oak trees, wildflowers, ranches, curves in the road.</p> <p>I don't want 150 altered in any way!</p> <p>Stop pandering to wineries, shop keepers of Wimberley area.</p> <p>We must preserve heritage "Hill Country feel" of the road and area; FM150 is a road meant to be driven slowly in order to appreciate the views and wildlife</p> <p>I oppose 4 lane roads to Wimberley or Driftwood from Kyle. We must preserve historically and</p>

	<p>culturally significant items (e.g. churches, cemeteries, ranches, etc.)</p> <p>I support keeping the rural character offered by two-lane road rather than widening ROW and expanding to four lanes!</p> <p>I am concerned about impervious cover keeping needed water from entering recharge of aquifers.</p> <p>Again I oppose pandering to developers who have NOT lived here for 30 yrs.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150 and the Hill Country feel of the roadway. One of the driving goals for this project is to let the character of the community and environment define the location and design of the roadway and that is why the County has initiated proactive planning efforts now. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses.</p>
23.	<p><b>Comment – Robin Melanson</b></p> <p>I'd like to add this input to the "Character" plan for FM150.</p> <p>1. FM150 is a "scenic route" through the hill country. It is THE main scenic route over Onion Creek and It is not intended to be a major connecting highway between towns and Austin or IH35. Therefore - planning for FM150 widening/expansion is a misplaced effort. I believe the PLANNING should be on a NEW route for higher volume traffic from Wimberley and south Dripping to Austin. Specifically:</p> <p>a: Extend FM1826 straight through from FM150 intersection to RR12. Looking at a topographical map - there are VERY few structures between FM1826 and RR12. FEWER, I am sure, than the number of houses/structures adjacent to the road in FM150 sections 4 and 3 that would be impacted by widening.</p> <p>1. This will ENHANCE FM150's status as a "scenic route/destination" and provide even better business value for tourists coming to visit the hill country as a destination (the real value they want when driving out of town). Fast traffic should be on the main FM1826 extension - scenic driving on FM150.</p> <p>2. This will make it safer for those entering/exiting FM150 from the various small businesses and the ODD intersections on blind curves that exist today. SO this would INCREASE safety of ALL vehicles currently driving FM150. Keep businesses on smaller FM150 - make FM1826 a 4 lane extension safe from small driveways entering/exiting off it. There are too many challenges to achieving SAFETY on a wider FM150.</p> <p>3. This would alleviate the need to figure out a plan to straighten hard curved sections of FM150.</p> <p>4. This would alleviate the need to figure out how to slow people to 2 lanes in Driftwood</p> <p>5. This would alleviate the need to remove MANY of the houses currently built close to the road on FM150.</p> <p>6. This would provide an alternate path to FM150 when the low water crossings on Onion Creek flood (One of the most charming sections of FM150 which should NOT be changed).</p> <p>7. This would increase the ability for safety vehicles (ambulance/fire) to get through the area safely. Generally they are trying to go at high speeds and the winding roads of FM150 and Elder Hill Road are dangerous for that activity.</p> <p>I understand the challenge of cutting through anyone's property to create this new extension, but this challenge will exist whether you try to make FM150 a larger thoroughfare or create a new high capacity road in extending FM1826. There are fewer structures and natural obstacles in the potential FM1826 extension.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150 and the scenic nature of the roadway. Your comments have been shared with the County, project team, and Citizens Advisory Panel. What you are</p>

	suggesting is or will be considered by the technical team and its helps us very much to know that others see the same types of opportunities.
<b>24. Comment – Sandy McKenzie</b>	I would love to see FM 150 stay as it is, I know that we all need to accept change, however, it is a shame to see the "back roads" disappear. When I was little we would take "Sunday Drives" on the back roads, they are so beautiful to drive on. My husband and I always take the back roads when we travel. Not everyone needs to take FM 150, to get to their destination, the can take one of the larger roads, this is such a short road, why is it necessary to change it. thanks for listening to my opinion
	<b>Response</b> Thank you for your comments on FM 150, the Driftwood area, and environmental concerns. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. The need for this project is based on population predictions for Hays County; the 3 <sup>rd</sup> fastest growing county in the US. The County is taking necessary steps to plan for the future rather than wait to react to future needs when there are fewer options available. One of the driving goals for this project is to let the character of the community and environment define the location and design of the roadway and that is why the County has initiated proactive planning efforts now.
<b>25. Comment – Kristi McMillan</b>	As a Texan, I feel as though it's our duty to protect our heritage and our land. I request the following key points be addressed: 1. The 3.5 mile Driftwood Heritage Corridor (DHC) should be clearly indicated in the FM 150 West Character Plan. 2. No impacts should occur to the listed High Quality Environmental Habitat, which include Golden Cheek Warbler Endangered Species Habitat, in the Driftwood Heritage Corridor. 3. A bypass should be created to move excessive traffic around the Driftwood Heritage Corridor.
	<b>Response</b> Thank you for your comments on FM 150, the Driftwood area, and environmental concerns. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. Environmental issues will also be considered as the project progresses.
<b>26. Comment – Charlie Plassmann</b>	I hope that, whatever is decided about how to increase additional traffic capacity along the FM150 corridor, the rural flavor of FM 150 between RR12 and the city of Kyle is preserved. My wife and I live in the Sierra West subdivision, and we really appreciate being able to drive through such scenic and interesting terrain. For example, the double low water crossing of Onion Creek between Sierra West and Driftwood may flood after heavy rains but driving through those crossings makes the ride to and from Austin or Dripping Springs very pleasurable. And driving to Kyle, Buda, or San Marcos along the section of FM 150 between the Hays City Store and Kyle provides us and all other drivers with the opportunity to enjoy driving over rolling hills while being treated to views of wildflowers, ranching scenes, and often wildlife. However, I would recommend that something be done to make the intersection of FM 150 and FM 3237 near the Hays City Store safer. As it is currently configured, it is very difficult for traffic heading East on FM 3237 to make a left to turn and head North on FM 150 safely, largely because it is very difficult to see Westbound FM 150 vehicles that turn North using the curved section of FM 150 that connects Westbound FM 150 and Northbound FM 150. I believe this is largely due to:

	<ul style="list-style-type: none"> <li>the slightly higher elevation of this curved section vs that of the straight section between FM 150 and FM 3237;</li> <li>the almost 180 degree angle that drivers of vehicles that have turned North on FM 150 after heading West on FM 3237 have to turn their heads to see if any traffic is coming Northbound on the curved section of road at that intersection; and</li> <li>the periodic presence of obstructions (tall grass, parked construction equipment, etc) that sometimes block the view of traffic coming North on FM 150.</li> </ul> <p>Thank you for the opportunity to provide input via email on this project. Also, thanks to the Hays County Commissioners Court, the Hays County Transportation Department, and to all the Hays County residents who have participated in the ImproveFM150 Project to date for their efforts to achieve two usually mutually exclusive goals: improving traffic flow while maintaining the ambiance of what was once a largely rural region that is now undergoing almost explosive growth.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. The project team appreciates your comments to maintain the rural flavor of FM 150 and a goal of this project is to let the character of the community and environment guide improvement locations and design of the roadway.</p> <p>Currently, we are in the first phase of the project and are working to document features and themes and identify areas to prioritize capacity enhancement. Therefore, at this point, we have not begun detailed alignment and design activities. As the project progresses a detailed evaluation of the FM 150/FM 3237 intersection along with other intersections will be completed to identify needed safety improvements.</p>
27.	<p><b>Comment – Wesley Pitts</b></p> <p>Hello my name is Wes Pitts and we live at [REDACTED] on 29 acres. For public comment I would like to submit a concern and recommendation regarding an area of FM 150 that lies within the Floodway of Onion Creek, and therefore, I feel that during you realignment considerations for FM 150 that this particular stretch of FM 150 should be eliminated – see attached first map pdf titled “Pitts2.pdf” – this map was provided by Marty Munoz at Hays County Development Services and the lower end of this map shows where FM partially lies within Onion Creek’s Floodway (within the two blue lines). I think it would be irresponsible to expand or improve this particular stretch since it already lies within this Floodway and in times of severe flooding could obviously create a severe hazard for motorists on this stretch. The second map attached titled “Wes Pitts Public Comment Environmental-Data-Map.pdf” shows my suggested realignment route, which would eliminate this dangerous stretch of FM 150 in the Floodway while also accomplishing the most severe realignment needed.</p> <p>Thank you for this forum, and please feel free to contact me with any questions or comment at all.</p> <p>I would like to receive “Updates” thank you.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150 and the low water crossings. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. We are very aware of the value the community places on these crossings and how best to treat them, whether through a bypass or some other means, is something that will be considered as part of the study.</p>
28.	<p><b>Comment – Judge Bob Shannon</b></p>



	<p>One of the speakers solicited historical information about the Hwy 150 corridor area. Enclosed is a resume of history pertaining to our family's ranch. Please direct this material to the appropriate staff person. The Triple C is a sixteen hundred acre cattle ranch situated mainly on the west side of Hwy 150, beginning about two miles east of Driftwood and extending up the hill past the double crossing on Onion Creek. * It is probably the largest cattle ranch remaining in the Driftwood community. Our family has owned the place for more than sixty-five years. The ranch encompasses about one half of the league granted Col. William B. Travis by the Republic of Mexico. Colonel Travis was killed in 1836 at the Battle of the Alamo. The league then became the property of Col. Travis' son and daughter.</p> <p>In the spring of 1840 a large band of Comanches and a few disaffected Mexican settlers met on Onion Creek at the eastern end of the ranch. The late Chief Justice Roy Archer, who was reared in the Driftwood community, told me the story. The meeting place was at the sharp bend or oxbow in Onion Creek where Hwy 150 now crosses the stream twice. This landmark was well known not only to Indians but also to Mexicans and Anglo-American settlers. In fact, this area had long been a camping ground for other Indian tribes before the arrival of the Comanches in this part of Texas. The meeting was occasioned by the "Council House Fight" in San Antonio in March, 1840. The Comanches had met with the Texans at the Bexar County Courthouse to exchange captives. Disagreements quickly arose and fighting broke out. More than thirty Indians and a few Texans were killed. The enraged Comanches fled San Antonio deciding to re-group on Onion Creek. There they met with several Mexican settlers and agreed to assist in a possible Mexican invasion of Texas. Later, in 1842, the Mexican army did invade and captured San Antonio.</p> <p>In 1881 an effort was made by residents of northern Hays County to move the county seat from San Marcos to a location on the ranch near the intersection of Flat Creek and what is now Hwy 150. The new county seat was to be named "Hays." It was argued that the county seat should be in a more central part of the County. A county-wide election was conducted, but the majority voted to keep the county seat in San Marcos.</p> <p>In the 1850's, Mathias Speed bought about 350 acres between the two crossings on Onion Creek. He first built a log cabin and later a frame house. The cabin was later used a barn and presently is used for storage. The frame house is presently occupied. Speed also built a double corn crib which still stands. In the early 1900's, Henry Whisenant bought the Speed place. The Whisenants set up a molasses or syrup mill near the old log cabin. The mill and much of its equipment still exist. The late Clarence Eckols recalled trips, with his father taking wagon loads of cane to the mill to make molasses. Older Driftwood people still refer to this part of the ranch as the "Whisenant Place."</p> <p>The ranch headquarters is located on 89 acres across Hwy 150 between the double crossings of Onion Creek. The Greek revival style house has two stories and was built before the War Between the States. There are a number of old outbuildings and rock fences and walls about the house.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150 and the unique history of the area. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses.</p>
29.	<p><b>Comment – Abraham Simpson</b></p> <p>I was recently reviewing the Corridor Plan and Nature &amp; Character Plan to address the capacity and safety of the FM 150 West Corridor from the vicinity of Arroyo Ranch Road to Ranch Road 12 in Dripping Springs and have a few suggestions</p> <ol style="list-style-type: none"> <li>1. The 3.5 mile Driftwood Heritage Corridor (DHC) should be clearly indicated in the FM 150 West Character Plan.</li> </ol>

	<p>2. No impacts should occur to the listed High Quality Environmental Habitat, which includes Golden-Cheeked Warbler and Black-Capped Vireo Endangered Species Habitat, in the Driftwood Heritage Corridor.</p> <p>3. A bypass should be created to move excessive traffic around the Driftwood Heritage Corridor. Please remember the lessons of Aldo Leopold; <a href="#"><u>"A thing is right when it tends to preserve the integrity, stability and beauty of the biotic community. It is wrong when it tends otherwise."</u></a></p> <p>Please consider adding these three simple suggestions to the plans to assure your project is right and not otherwise.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150, the Driftwood area, and environmental concerns. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. Environmental issues will also be considered as the project progresses.</p>
<b>30.</b>	<p><b>Comment – Teresa Strube</b></p> <p>None of the comments listed in your email reflected what I wrote at the meeting, so I'll repeat (and embellish) it here.</p> <p>The County wants a loop around Dripping to better handle traffic on 290. Drivers passing through Dripping would prefer a loop to save time. EMS <i>needs</i> a loop around Dripping to reduce traffic events causing injuries. And County deputies <i>need</i> a loop around Dripping to cope with traffic as each year increases it.</p> <p>So let's build a loop. A real loop. Let's spend our money wisely in a way that reflects thinking long-range rather than a knee-jerk reaction. Expanding 150 is not the solution. <i>Moving</i> 150 further south and then further west before turning north to hit 290 on the west side of the city limits is the best way to create a loop. It would be a loop that wouldn't have to be revisited 5-10 years in the future, while we're still paying for a knee-jerk expansion.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150 and a loop around Dripping Springs. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. Please also note that while this study is focusing on how the connection of FM 150 should and can be better connected to RR 12, identifying how to carry FM 150 farther north and west to connect to US 290 is not. That issue is being addressed by the City of Dripping Springs through their development review process.</p>
<b>31.</b>	<p><b>Comment – Sam Watson</b></p> <p>The 150Character Plan should clearly recognize the Driftwood Heritage Corridor (DHC) @ 3.5 mile stretch south of 1826) and a bypass alternative planned/created to move excessive traffic around the area. No impacts should occur to the high quality environmental resources listed/endangered species habitat within the DHC.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150, the Driftwood area, and environmental concerns. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. Environmental issues will also be considered as the project progresses.</p>
<b>32.</b>	<p><b>Comment – Nancy Weaver</b></p> <p>As a resident of northern Hays County, 2 miles from where 150 turns north toward Driftwood, since 1979, I say:</p> <p>How about improving 150 by adding spacious bike/hike lanes on either side of it, well separated from the car lanes? Connect the towns - Wimberley, Kyle, Buda, Driftwood and Dripping Springs</p>



	<p>in a safe way that allows locals and tourists to enjoy our beauty, refresh themselves, visit our towns, eat and stay and wish their hometowns were as progressive.</p> <p>Leave 150 the road, alone. Respect the beautiful meandering nature of 150 as it dips down into Onion Creek. There is so little left in our lives that meanders, that draws us out of our busy minds and into direct contact with the trees, the hills, the water. Leave the low water crossings that occasionally remind us of the majesty and power of the natural world and our human place in it. The irony is that this beautiful winding peaceful road is probably what draws people to want to move to this area - then they get caught up in rushing here and there and think that they want straight fast no interruption roads.</p> <p>The only purpose I can see to enlarging 150 or straightening or messing with in any way is to increase the growth in the area, MORE houses, MORE people, MORE congestion, MORE speed, MORE profit for a few at the expense of those who live here.</p> <p>TXDOT studies show 150 as 20% utilized. Why on earth would we double it? so it can be 10% utilized? Or so that someone can throw our remaining piece of natural beauty into the maw of progress: concrete, malls, endless lot line subdivisions.</p> <p>Those who live here overwhelming DO NOT WANT THIS. Please respect our vision for our county.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. Based on recent traffic counts, the corridor as a whole is operating at about 25 to 30 percent of its capacity. It's important to note that when the County adopted its current transportation plan (approved in 2013), the population and employment projections were half of what they are today. When these demographic trends are considered in a two-lane roadway scenario, it means that more transportation capacity will be needed. So, while the current volumes are needed for detailed planning and design, the overall need is being driven by population and employment trends that are already established.</p>
33.	<p><b>Comment – Gord Wilson</b></p> <p>I would like my comments added or considered regarding your last public meeting March 25th 2015.</p> <p>Firstly, I attended the CAP Meeting #3 and I would like to ask you to clarify the funding for the project. At the meeting in the fall of 2014 at Thurman's Mansion, I heard the funding described as coming from some sort of Oil and Gas tax revenue transfer. At the CAP Meeting #3 I heard a someone state that it was the taxpayers who would be paying for the project, and that this is why there is so much focus on public input. Therefore, can someone explain the tax implications of the project for me?</p> <p>Secondly, I would like more reasons to support an expansion to the entire road (widening) when your own traffic study showed that the road as it is today is only 25% design capacity. The statistics on projected growth do not show the area quadrupling! I would rather see focus on intersections, turning lanes and other safety improvements, without the need for a general widening of the road. The road is well known as part of the "Hill Country Trail" and the "Hill Country Wine Trail" among others as a scenic two lane road to be driven slowly and enjoyed.</p> <p>From : "CAP Meeting #3</p> <p>What is current capacity for FM 150?</p> <ul style="list-style-type: none"> <li>o 2-Lane road can typically handle 20,000 – 25,000 vehicles per day.</li> <li>o Operating at 25% capacity in the one segment"</li> </ul> <p>Lastly in regard to Mapped Comments, I strongly support all the points below, in addition to my own, the first below.</p>

	<p>Do not consider a general widening (4 lanes) of FM 150 between FM3237 @ FM150 all the way to FM 150 At rt12 until at least 75% design capacity</p> <p>Do not alter FM150</p> <p>Go around major locations (e.g. Dripping Springs, Driftwood, Onion Creek Crossings)</p> <p>Preserve heritage “Hill Country feel” of the road and area; FM150 is a road meant to be driven slowly in order to appreciate the views and wildlife</p> <p>Preserve historically and culturally significant items (e.g. churches, cemeteries, ranches, etc.)</p> <p>Revamp FM150/Darden Hill Road intersection</p> <p>Extend 1826 to RR12</p> <p>Preserve low water crossings</p> <p>Do not alter Elder Hill Road</p> <p>Maintain rural character offered by two-lane road rather than widening ROW and expanding to four lanes</p> <p>Concern about additional pavement causing more runoff into creeks since much of corridor is in the contributing zone of the Edwards aquifer</p> <p>I realize you are all working hard for us, so if I am mistaken on anything I mentioned I apologize and I look forward to clarification.</p> <p>I worry that "improving" the road in the wrong way, will in fact stifle the projected growth while at the same time losing the entire character of the area.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. Hays County is funding the development of the Character Plan for FM 150. No funding has been identified for any construction or improvements (as we do not know what those would be yet).</p> <p>Based on recent traffic counts, the corridor as a whole is operating at about 25 to 30 percent of its capacity. We have collected future volumes for the corridor from the Capital Area Metropolitan Planning Organization (CAMPO) and are in the process of reviewing them. One the limitations of the CAMPO data is that it is based on a six county model so we need to verify that the model adequately accounts for the growth and development expected in Hays County and how its distributed. It’s important to note that when the County adopted its current transportation plan (approved in 2013) the population and employment projections were half of what they are today. When these demographic trends are considered in a two-lane roadway scenario, it means that more transportation capacity will be needed. So, while the current volumes are needed for detailed planning and design, the overall need is being driven by population and employment trends that are already established.</p>
<b>34.</b>	<p><b>Comment – Paula Wise</b></p> <p>This email is to formally comment and support for the creation of the FM 150 Driftwood Heritage Corridor.</p> <p>1) the 3.5 mile Driftwood Heritage Corridor should be clearly indicated in the FM 150 West Character Plan,</p> <p>2) No impacts should occur to the listed High Quality Environmental Habitat, which includes the Golden Cheek Warbler Endangered Species Habitat, in the Driftwood Heritage Corridor,</p> <p>3)a bypass should be created to move excessive traffic around the DHC</p> <p>Thank you for the opportunity to comment!</p>
	<p><b>Response</b></p>

	<p>Thank you for your comments on FM 150, the Driftwood area, and environmental concerns. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. Environmental issues will also be considered as the project progresses.</p>
35.	<p><b>Comment – Shane Woodward</b></p> <p>Good morning my name is Shane Woodward and I am a homeowner who's property [REDACTED] butts up against FM 150 about a mile east of the split with 3237. My main concern about this project is encroachment of the expanded FM 150 onto my property, in essence taking my property from me. My well and propane tank are closest to the road and would more than likely need to be moved. Noise is also a concern, as with an expanded highway and potentially more traffic moving at higher speeds. Also as it is now even veteran drivers need to proceed with caution when pulling out of my neighborhood onto the two lane divided highway. I am about to have a teenage driver and can imagine the difficulty of now having to pull out of our street onto a four lane divided highway. Will there be plans to a traffic device to stop traffic so residents can leave their neighborhood in safety?</p> <p>First there is plan to take water from our water wells and now the plan is to take land from property owners. People moved to the country to get away from the hustle of the city and have freedom. This is very frustrating that this can happen when you pay hard earned money to try and live your American dream.</p>
	<p><b>Response</b></p> <p>Thank you for your comments on FM 150 and for sharing your concerns. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. As part of this study we do have the opportunity to consider how and where additional traffic devices or intersection improvements may be needed to increase safety of traffic turning on and off of FM 150 in both the short and long-term. Currently, we are working to document features and themes and identify the best way to provide the future capacity that is needed along the corridor. Therefore, at this point in the process, we have not begun detailed alignment and design activities.</p>

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## **SECTION 3**

### October 2015 Meeting Report

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# FM 150 Character Plan Public Meeting Summary

October 22, 2015







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## Appendix

Appendix A: Meeting Notifications

Appendix B: Meeting Exhibits and Materials

Appendix C: Public Comments

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Hays County hosted a public meeting for the FM 150 Character Plan on October 22, 2015. The purpose of this meeting was to share proposed improvement concepts for FM 150 and other area roadways, such as RM 1826 and Elder Hill, and provide the public an opportunity to share comments on the proposed improvement concepts. This was the third public meeting for this study, following the introductory informational meeting held in October 2014 and the public workshop held in March 2015.

## Public Meeting Details

**Date:** Thursday, October 22, 2015

**Time:** 6:00 – 8:00 p.m.

**Location:** Thurman's Mansion  
17900 RM 1826  
Driftwood, TX 78619




*FM 150 Character Plan Public Meeting – October 22, 2015*

**Format:** A formal presentation was given which defined the purpose of the FM 150 Character Plan study, the process for the study, findings from community input, possible corridor concepts, and the next steps moving forward. Following the presentation attendees were able to view corridor concepts and maps, visit with project team members and Hays County officials, and share their comments and questions.

**Attendance:** 228 people signed in.

**Materials:** As attendees entered, they were asked to sign in and share their email address to receive study updates. They were provided name tags and a fact sheet.



**FM150 CHARACTER PLAN**

**PUBLIC MEETING**  
OCTOBER 22, 2015

**Agenda**

1. Welcome
2. Presentation of the Character Plan
3. Public Comment
4. Meeting Adjourns

**FM150 CHARACTER PLAN**

The Character Plan is a tool used to guide the development of the community. It is a document that describes the vision for the community and provides a framework for the development of the community.

**Agenda**

1. Welcome
2. Presentation of the Character Plan
3. Public Comment
4. Meeting Adjourns

**PUBLIC INVOLVEMENT**

The Character Plan is a tool used to guide the development of the community. It is a document that describes the vision for the community and provides a framework for the development of the community.

**CITIZEN ADVISORY PANEL**

The Citizen Advisory Panel is a group of citizens who are selected to provide input to the Character Plan. The panel is composed of citizens who are interested in the development of the community and who are willing to serve on the panel.

**HIGHLIGHTS**

- The Character Plan is a tool used to guide the development of the community.
- The Character Plan is a document that describes the vision for the community.
- The Character Plan provides a framework for the development of the community.

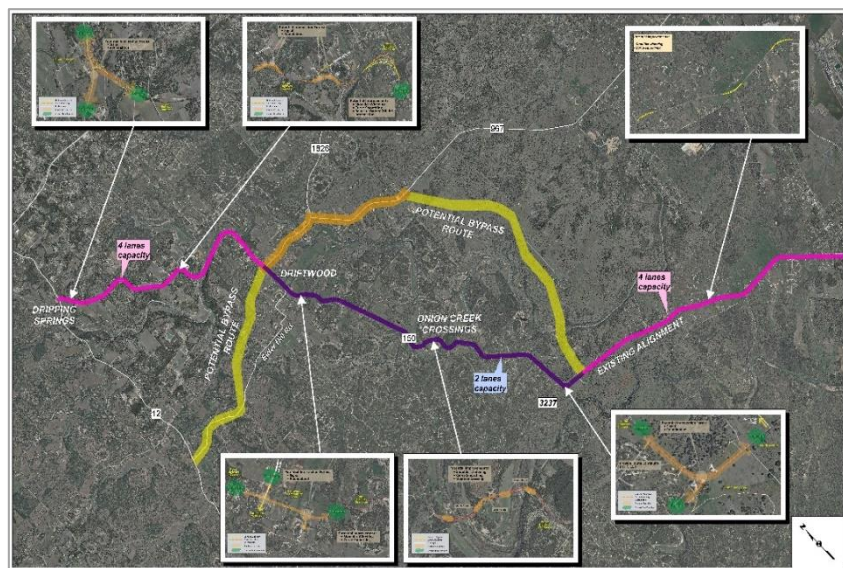
**FREQUENTLY ASKED QUESTIONS**

**Q: What is the Character Plan?**  
A: The Character Plan is a tool used to guide the development of the community. It is a document that describes the vision for the community and provides a framework for the development of the community.

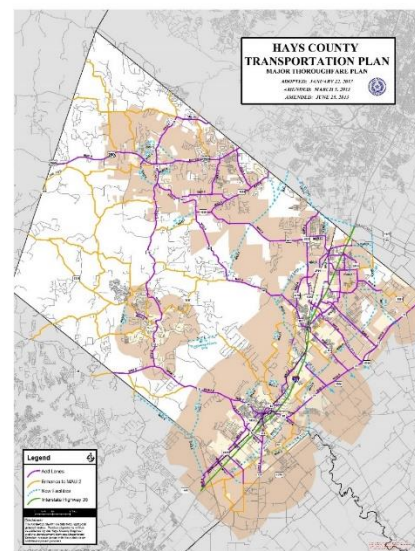
**Q: How is the Character Plan developed?**  
A: The Character Plan is developed through a process of public involvement. The process begins with a public meeting where the community is invited to provide input. The input is then used to develop the Character Plan.

**Q: How can I get involved in the development of the Character Plan?**  
A: There are several ways to get involved in the development of the Character Plan. You can attend public meetings, provide input to the Citizen Advisory Panel, or provide input to the Character Plan through the online public comment system.

**Exhibits:** Two large sets of the Hays County Transportation Plan map and background information were displayed. Following the presentation four stations were set up displaying large format corridor concepts map. Comment cards were also available at each station and at the exit for attendees.



*FM 150 Character Plan – Corridor Concepts Map*



*Hays County Transportation Plan*

## Notices and Advertisement of the Public Meeting

The following methods were used to contact and inform stakeholders about the FM 150 Character Plan Public Meeting:

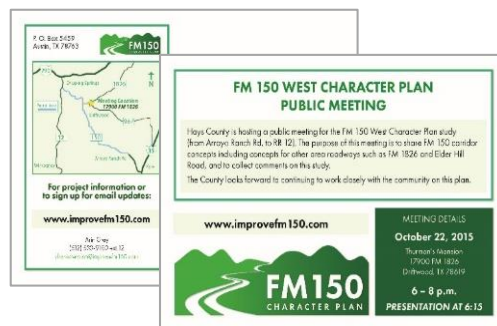
### Direct Mail

A postcard notification with meeting details was mailed to 345 property owners along FM 150 from Arroyo Ranch Road to RM 12, and along corridor concept routes including RM 1826 and Elder Hill Road on October 1, 2015.

### Published Notifications

Advertisements were published in the following newspapers:

- *Hays Free Press* on September 30, 2015, and October 14, 2015
- *News Dispatch* on October 1, 2015, and October 15, 2015



*FM 150 Character Plan – Postcard*



*Display Advertisement*

## Email Notifications

An email notification with meeting details was distributed to 305 stakeholders on September 24, 2015. A reminder email was sent to 311 stakeholders on October 15, 2015 and to 312 stakeholders on October 20, 2015. These notifications were distributed to individuals who requested to be included on the mailing list.

## Signage

Ten signs were posted along the study limits, informing residents and commuters about the meeting. The signs remained posted from October 15, 2015 to October 22, 2015.

**PUBLIC MEETING**  
**FM 150 WEST CHARACTER PLAN**  
**Thursday, October 22**  
**6 - 8 p.m.**  
**PRESENTATION AT 6:15**  
Thurman's Mansion  
17900 FM 1826  
[characterplan@improvefm150.com](mailto:characterplan@improvefm150.com)

*FM 150 Character Plan – Signage Notification*

## Additional Outreach

The Public Workshop announcement was published on the following webpages:

- Hays County – October 19, 2015
- Dripping Springs Babble – October 2, 2015
- Community Impact – October 21, 2015

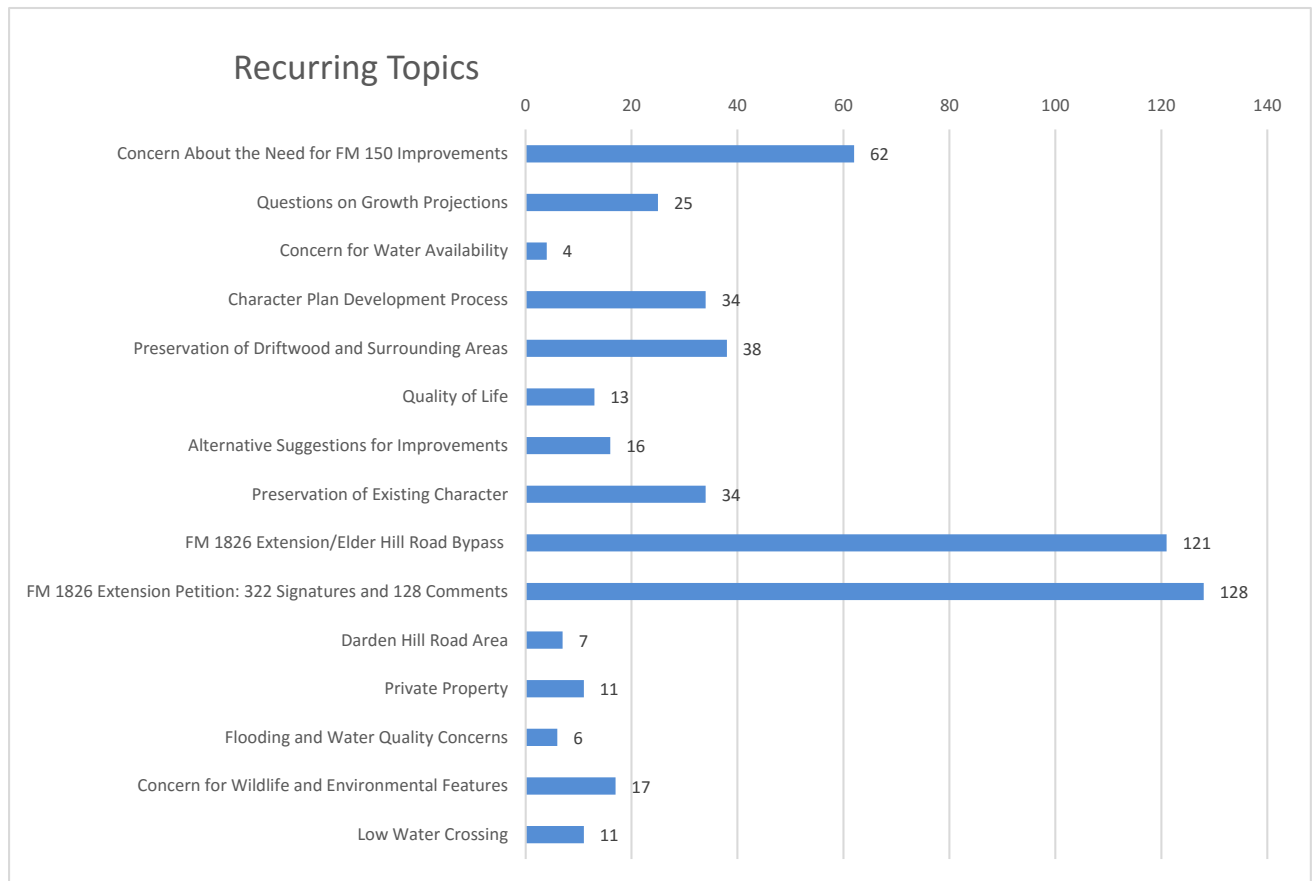
## Public Comments

The public was asked to submit their comments in writing at the meeting or to provide them by mail or email by November 6, 2015 to be included with this meeting summary report.

- 185 comments were received
- A petition was received titled “We will not sell our property for an unnecessary and unwanted road expansion” which generally opposed the extension of RM 1826 near Elder Hill Road with 322 signatures and 128 additional comments

## Comment Summary and Responses

Hays County and the project team are very appreciative for each comment, suggestion, and question submitted on the FM 150 Character Plan study. The team has identified the most frequently noted topics from the comments, and further analyzed reoccurring themes from each topic. Many comments referenced more than one topic and the chart below represents a summary of recurring topics with an approximate number of comments for each. Responses to recurring topics and themes are provided in this section. Verbatim comments are included in Appendix C.





## Concern About the Need for FM 150 Improvements

### Input Received

- Approximately 62 comments received on this topic

### Summary and Common Themes

- Concern that traffic does not warrant expansion, just minor improvements
- Other roads are better suited for expansion and future traffic (RR 12, US 290, FM 1826, Darden Hill Rd)
- Preference stated to not make any improvements on FM 150
- No expansion needed on FM 150, FM 1826, and Elder Hill
- Comments questioning the use of funds on FM 150

One of the responsibilities of the Hays County Commissioners Court is to address construction and maintenance needs of roads and bridges on the county roadway system. This responsibility is essential to maintaining and supporting the mobility, safety, and long-term quality of life for residents. Without adequate roads, residents would not be able to get to work, activities, school, and receive goods and services in a timely manner.

In 2013, the County adopted the Hays County Transportation Plan (HCTP). This plan documented the following goals:

- Set an overall direction for the transportation future of the County
- Accommodate future growth while maintaining and improving access to destinations for the traveling public (e.g., work, school, shopping, residential, transport of goods and services)
- Address current transportation needs by identifying specific projects
- Address future needs by providing the information and tools needed to preserve right-of-way needed for future transportation projects

In the HCTP, the FM 150 corridor from RM 12 to Arroyo Ranch Road was identified as needing to be expanded to a Major Arterial Divided road with four lanes of capacity at some point in the future. The FM 150 Character Plan was initiated to identify how to best plan for these future needs, while also preserving the unique character of this area of Hays County.

The proposed expansion of FM 150 and other roads cited in the HCTP is not based on current conditions but rather on future conditions and growth projections. Many other roadways identified in the County Transportation Plan will also need improvements and expansion to accommodate forecasted growth and additional traffic.

The County believes it is taking a responsible approach in recognizing the expected growth rate in population and employment, increases in travel demand, and planning for the future via a study process that engages stakeholders. This proactive approach allows thoughtful consideration about how future improvements could be implemented over time.

## Questions on Growth Projections

### Input Received

- Approximately 25 comments received on this topic

### Summary and Common Themes

- Concern and doubt for the source and validity of growth projections
- Concern that improvements will drive growth

Population projections in Hays County have been reported in a number of forums that are consistent with regional planning models. For planning needs, the County uses growth projections provided by the Capital Area Metropolitan Planning Organization (CAMPO – the agency responsible for the region’s long-range transportation plan).

In the spring of 2015, CAMPO approved the 2040 Regional Transportation Plan and the population and employment projections show an expected increase over earlier projections. The Plan indicates the population will more than double by 2030 and more than triple by 2040. To develop growth projections, CAMPO analyzed five possible population forecast scenarios from: the Texas Comptroller of Public Accounts, the Texas Water Development Board, the CAMPO 2035 forecast, and two scenarios from the Texas State Data Center. In the last few regional transportation plans, CAMPO used conservative population and employment projections which were later considered to be too low. The 2040 Plan utilized an updated forecast prepared by the Texas State Data Center.

The purpose of the FM 150 Character Plan Study is to find ways to accommodate this projected growth while also preserving the unique character of this area. If the County waits until the growth occurs to plan for improvements, there will be fewer options for context sensitive corridor improvements and less ability for the public to help shape the solutions.

## Concern for Water Availability

### Input Received

- Approximately 4 comments received on this topic

### Summary and Common Themes

- The water supply cannot sustain the projected growth

The growth forecasted for FM 150 is not independent of the debate about water availability. The County and many different water supply entities are working together to develop comprehensive water plans to address current and future water supply needs. The County is engaged in this discussion and recognizes the importance that more water will be needed to accommodate growth projections. Addressing water needs is not part of the scope of the FM 150 Character Plan study. For more information on water planning, please visit your local water planning boards, conservation districts, and the Texas Water Development Board.



## The FM 150 Character Plan Development and Process

### Input Received

- Approximately 34 comments received on this topic

### Summary and Common Themes

- Concern that the process is moving too quickly and without enough consideration for public input
- Comments received on appreciation for the approach, but don't feel the process is doing what was intended
- Concern that the meeting format didn't allow for public comment to be heard by all and that public comment was not available at the meeting

The County has and will continue to engage the community in a comprehensive way very differently from how traditional design projects have been done in the past. The context sensitive approach being used by the County does not force fit a typical highway section into the corridor but rather slows the process down to consider and develop customized corridor concepts to match the study needs. While Phase 1 of this study is coming to an end, the County is still at the very beginning of the planning process and each concept included in the Character Plan will have its own project development process.

The FM 150 Character Plan is a plan for the future. Neither the County nor the project team believe or propose that FM 150 should be expanded to four lanes now. The Commissioners Court, however does acknowledge that a tremendous amount of growth is expected, and the current road system will not be adequate when this growth occurs.

Once future phases of the Character Plan are complete, any identified projects would undergo a detailed development process (including preliminary engineering and associated environmental evaluations) before any improvements are designed or constructed. The development process would include continuous and meaningful public outreach and coordination. For smaller projects such as curve straightening or bridge enhancements, the design and engineering might take one to two years to be complete before the construction phase could begin. For larger projects such as a new bypass, it could take more than three to five years to complete environmental evaluations along with design and engineering before the construction phase could begin. The most important point is that ultimate solutions will go through their own progressive processes. The County is developing this Character Plan now, before improvements become critically necessary so that the best options can be identified, planned for, and implemented at the appropriate time.

Regarding the public meeting format, the project team planned the public meeting anticipating a large number of attendees and knowing a large amount of technical information needed to be shared. The team selected a presentation as the best way to share this information and knew attendees would need to view large format maps of the concepts (as it was difficult to share details on a screen). The team also knew that attendees would have additional questions. Multiple stations were available to share concepts where project team members were available for one-on-one discussions and to answer

questions and address comments. Documenting comments and questions is a major part of this study and in an effort to allow all attendees opportunities to participate, questions and comments were collected in writing.

The project team received more than 180 comments from the public at or after the meeting. All comments are included in Appendix C.

## Preservation of the Driftwood Community and Surrounding Area

### Input Received

- Approximately 38 comments received on this topic

### Summary and Common Themes

- Desire to preserve Driftwood area
- Driftwood character extends for several miles
- Character of Driftwood is rural and sidewalks and bike lanes may not be compatible
- Support for Driftwood bypass concept

The project team understands that Driftwood and the surrounding area is a high priority and has made preserving the integrity of these areas a fundamental objective of this study. By working closely with the Citizens Advisory Panel (CAP) and reviewing comments from the community, the County and project team developed a greater understanding of the Driftwood community's unique character and qualities. While the need for 4 lanes of capacity has been identified to accommodate projected growth, the opportunity to add two additional lanes of capacity on a separate roadway alignment was identified through mapping exercises with the CAP.

The potential bypass concept offers an opportunity to maintain a 2 lane road on FM 150 from RM 1826 to just east of RM 3237 while serving some through traffic on a separate 2 lane facility. Safety improvements will be further studied along the existing section of FM 150. These could include intersection improvements, shoulder widening, and curve smoothing. By continuing to work closely with the community, the project team believes the character of this area can be preserved with these safety improvements.

## Quality of Life

### Input Received

- Approximately 13 comments received on this topic

### Summary and Common Themes

- Potential solutions will burden residents in the area, but do not serve the area
- Expansion will negatively affect quality of life for residents

The County fully recognizes the unique characteristics and values of the community along FM 150. The purpose of this study is to determine the best long term transportation solutions while also maintaining

the quality of life everyone enjoys. The goal of Phase 1 of the study is to understand and then document the values and character of the area. Again, the County and project team want to continue to work closely with the community to preserve the unique characteristics of this area while planning for projected growth.

## Alternative Suggestions for Improvements

### Input Received

- Approximately 16 comments received on this topic

### Summary and Common Themes

- Look at other roads for improvements
- FM 150 should remain 2 lanes with improvements rather than expansion

The 2013 HCTP documented that to serve the projected growth of Hays County, many county roads will need improvements and expansions over the next 20 years. Over time, roads in addition to FM 150 will undergo similar studies or standard project development processes. Many alternate suggestions received were very relevant and valid and the project team recognizes these roads will also need to move forward at some point in the future.

The FM 150 Character Plan will consider and address incremental approaches, such as intersection improvements, turn lanes and curve smoothing as initial solutions. However, to prepare for projected growth, the study will also identify ultimate 4 lane solutions. During the next phases of this study, more work will be completed to identify when and what different incremental approaches will be needed to maintain safety and mobility. Stakeholder engagement will be a fundamental and integral element of any future study activities.

## Preservation of Existing Character

### Input Received

- Approximately 34 comments received on this topic

### Summary and Common Themes

- Community enjoys driving the scenic, curvy, winding, and hilly existing roadway and wants to preserve that rustic rural character
- Many business locations here (wineries, wedding venues, etc.) are enjoyed by visitors due to the current rural nature of the road
- A multilane highway would be out of character for the area
- Concern for losing existing peace, quite, rural, “country” life qualities
- Preserve historic character

A primary objective of Hays County and the project team is to preserve the history, heritage, and natural qualities of this part of Hays County and the FM 150 corridor. Existing FM 150 in its present form will not

be adequate to serve forecasted growth. The full intent of this study is to frame a concept for the corridor that addresses future needs in a way that does not negatively affect the character of the area.

The County strongly believes that reacting to growth in the future with a typical, generic expansion project would damage the unique character of this area. A one size fits all approach for FM 150 between RM 12 and Arroyo Ranch Road would degrade the highly valued character of the study area. This study is being completed to proactively plan for anticipated growth, while protecting residents, businesses, natural and cultural resources, and the quality of life.

## **RM 1826 Extension/Elder Hill Road Bypass**

### **Input Received**

- Approximately 121 comments received on this topic
- A petition was received opposing this concept with 322 signatures, 128 related comments

### **Summary and Common Themes**

- There should be no extension of FM 1826, it is not needed or wanted, and compromises the character of the area
- More time is needed to study the extension of FM 1826 to RR 12
- Elder Hill Road should not be expanded to four lanes
- Extension of FM 1826 should connect directly to RR 12 (not along Elder Hill Road)

The County has decided to remove the extension of RM 1826 (Elder Hill Road Bypass) from the FM 150 Character Plan study. The County, project team, and the Citizens Advisory Panel (CAP) worked together to develop alternatives to provide additional capacity away from the existing FM 150 through Driftwood in response to public input and input from the CAP. The RM 1826 extension and Elder Hill bypass was considered as it offered an additional connection to RM 12, addressed Elder Hill Road safety and mobility issues, and improved the offset intersections of FM 150.

The County has decided to remove the extension of RM 1826 (Elder Hill Road Bypass) from the FM 150 Character Plan study. As improvements are needed in this area, they would undergo additional study.

## **Darden Hill Road Area**

### **Input Received**

- Approximately 7 comments received on this topic

### **Summary and Common Themes**

- Keep FM 150 a 2 lane roadway in this area
- Improve Darden Hill Road and FM 150 intersection

Based on growth projections in the HCTP and Phase 1 of this study, it is anticipated that at some point in the future, there will be a need for 4 lanes of capacity on FM 150 in the area around Darden Hill. However, there is much that can be done in the interim to maintain the roadway safely and efficiently including smoothing out curves, widening shoulders, and intersection improvements. The next phases of the study will look more closely at how these needs will be addressed and the timing sequence for proposed improvements.

Through study of the intersection of FM 150 at Darden Hill and evaluation of public input, the project team recognizes that safety and mobility improvements are needed at the intersection of FM 150 and Darden Hill Road. Current concepts moving forward to the next phase include considering a new intersection location, evaluating a signalized or roundabout intersection design, and smoothing curves.

## Private Property

### Input Received

- Approximately 11 comments received on this topic

### Summary and Common Themes

- Concern for loss of property
- Desire to protect and preserve private property

Hays County and the project team understand and appreciate the rich history of personal property throughout the County and along FM 150. The purpose of this study is to develop a plan that minimizes impacts to personal property and uses available right-of-way to the greatest extent possible, while still maintaining safety and mobility now and in the future. Without a plan, options for expansion and improvements would be limited. The County recognizes the challenge of balancing the safety and mobility needs of the traveling public with private property rights; however, that is a central goal of this Plan. As the Plan moves forward, the County and project team will continue to work to balance the needs of all County residents.

### Input Received

- Approximately 6 comments received on this topic

### Summary and Common Themes

- Concern for additional flooding brought on by improvements
- Concern for water quality

## Flooding and Water Quality Concerns

Drainage is examined as part of any roadway design process and drainage needs and water quality will be integral considerations of roadway options. As concepts identified in this first phase of this study are further developed into projects over time, drainage and flooding concerns will be addressed along with other project specific design considerations.

## Concern for Wildlife Environmental Features

### Input Received

- Approximately 17 comments received on this topic

### Summary and Common Themes

- Wildlife populations would be adversely affected by road expansion
- Some landowners encourage wildlife on their lands (feeders, etc.)
- Environmental features (caves, aquifer recharge, wildlife, etc.) are important and should be considered as they will diminish if road expansion and growth occur

Examination of wildlife habitat and environmental features is an important part of any transportation planning process. Sensitive environmental features identified during Phase 1 will be carried forward to inform future phases of the Character Study and subsequent project designs. Any projects developed will evaluate environmental impacts and will comply with all applicable laws and regulations that protect sensitive environmental features and wildlife habitat.

## Low Water Crossings

### Input Received

- Approximately 11 comments received on this topic

### Summary and Common Themes

- Concern for protection of low water crossings with mixed comments
- Some felt crossings should be left as is and that infrequent flooding was acceptable to protect the character
- Others felt minor improvements would be acceptable for safety but needed to protect the character

Through study of the area and evaluation of public comments, the project team recognizes the need to protect the character of the low water crossings. As this concept moves forward to the next phase, the project team will work to identify solutions that improve safety and operations while maintaining the character. Potential improvements may include shoulder widening, curve smoothing, and upgrading the low water crossing for flood reliability. Additionally, the potential bypass concept proposed for the Driftwood area offers an opportunity to move some through traffic out of the area of the low water crossings and maintain the existing 2 lane road.

## Additional Comments

### Input Received

- Approximately 29 comments received on various topics

### Summary and Common Themes

- Site specific comments on safety, intersections, turn lanes, etc.
- Comments of support for 4 lane concepts and locations
- Comments referring to addressing school traffic
- Comments referring to priority of improvements
- Comments on speed control and enforcement
- Comments on limiting growth

Several other specific comments on design aspects, specific section improvements, the planning process, maintenance, and others were also submitted. The project team has reviewed these and documented them as a part of the study. As work progresses in the next phases, the team will refer to these comments and continue to incorporate input. The County and project team recognize the impacts of school traffic and will continue to monitor existing and planned school sites.

Any changes to current speed limits would go through state prescribed process. However, as the study continues, the project team will work to document issues and solutions related to controlling speed of vehicles on FM 150.

Regarding growth, neither the County nor this study has any authority to limit growth. This study is intended to accommodate projected growth and associated traffic while preserving the unique character of the area.

## Conclusion

The County and the project team will continue to move forward with the revised concepts. Public input and comments have driven this study and will continue to be an integral part of this process.

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