

Venue	Comment	Category
Survey # 2	IH-35 from austin to san marcos continues to be the highest traffic in hays county. diverting people to other roads can only go so far.	General Comment
Survey # 2	against the proposal	General Comment: Non Supportive
Survey # 2	Yes, I would like to see bike lanes added to any upgrading especially 1826. There are many cyclists on the dangerous road now, and an upgrade to include bike lanes would not only be much safer, but it would significantly enhance the recreational aspects of the hill country and its conneciton to existing trails and population centers. It would also enhance business opportunities by more tourism.	General Comment: Bicycle Facilities
Survey # 2	1. The Violet Crown Trail and a greenway should on the map and it should connect Austin to San Marcos as a biped facility 2. Make watershed protection a cornerstone of your engineering. Lead the research analysis and design improvement process. Roadways are not singular entities, they become a highly (if not the highest) impactful part of the county's ecology. Be smarter, be leaders. 3. Is the money raised through county property taxes within municipalities spent proportionally in those municipalities or are urban dwellers subsidizing the exurbanites? Focus on increasing mobility in the dense areas not the distant places. It saves gas, reduces pollution, reduces open land consumption.	General Comment: Bike/Ped Facilities; Environment; Funding
Survey # 2	greenbelts and greenways are generally a lower cost method to take citizens of the roadway while serving as major traffic corredors, particularly for students in San Marcos or other people who travel by foot or by due to necessity or personal preference. The less cars on the roadway, the less roadway maintenance which will be needed and less degradation to the environment in terms of surface and air pollution.	General Comment: Bike/Ped Facilities
Survey # 2	Please construct Sidewalks and Shoulders	General Comment: Bike/Pedestrian Facilities
Survey # 2	Bike lines are crucial to have. I much like the design of the ones similar to Texas State's. Otherwise, expand sidewalks to be able to accomdoate both bikes and pedestrians.	General Comment: Bike/Pedestrian Facilities
Survey # 2	All upgrades/expansions need to include wide shoulders to accomodate cyclists.	General Comment: Bike/Pedestrian Facilities
Survey # 2	All upgrades/expansions need to include wide shoulders to accomodate cyclists. PKWY drawing shows cyclists on off-road pathway with pedestrians. This needs to be a VERY wide pathway to avoid user conflicts. Better to put a wider lane or shoulder on roadway for bikes.	General Comment: Bike/Pedestrian Facilities
Survey # 2	Provide more bike lanes or develop shoulders to serve both vehicles and bikes as a Hays County Transportation Standard	General Comment: Bike/Pedestrian Facilities
Survey # 2	Please add bicycle and pedestrian facilities to any new construction or renovations in the future. Focus on the East/West thoroughfares under IH-35 in San Marcos. They are outdated and dangerous.	General Comment: Bike/Pedestrian Facilities; Focus Growth in Corridors
Emailed	When the I-35 southbound access road in Kyle goes to one way, traffic from west of I-35 in Kyle to shopping & medical facilities on FM 1626 must go 2 miles farther on Center Street & northbound I-35 access road to FM 1626. This will cause much more traffic congestion on those routes. An alternate route on FM 150, FM 2770, Co Rd 171, and FM 1626 will add more than 4 miles for residents to shop or receive medical care. A new road from Burleson Street to Marketplace Avenue & FM 1626 would reduce congestion and distance for residents and Emergency Vehicles. We in Kyle west of I-35 are very dismayed that this road has been removed from a high priority for construction.	General Comment: Connectivity (submitted prior to draft plan presentation)
Survey # 2	Please make sure the company that does the work does a quality job. The last company that repaved Lone Man Mountain Road actually made the road worse instead of better.	General Comment: Construction
Survey # 2	Can we lose chip seal while we are at it. It is noisy in cars and dangerous for bicycles. In the eastern Blackland clay it seems to crack sooner than blacktop.	General Comment: Construction
Survey # 2	Do it under budget, on time, and no frills.	General Comment: Cost
Survey # 2	Just a general caution that development of a karst aquifer recharge zone cannot be fixed, once you cause the dense development that follows roads.	General Comment: Environmental Concerns
Survey # 2	please keep issues of water availability and environmental quality in mind when planning	General Comment: Environmental
Survey # 2	I would like to see Hays County make an attempt to be more ecologically responsible. I would like to see the same from TXDOT.	General Comment: Environmental
Survey # 2	There seems to be a propensity for cutting new roads through undisturbed land as an expedient way to relieve traffice congestion. Rather than further spoil our hill country views and wild areas as well as pollute sensitive aquifer areas ever more, I suggest that more consideration be given to expanding and improving existing conduits. In addition, there seemingly has been little effort to consider issues beyond traffic convenience such as pollution and aesthetics which, in the long run, are economically very important. For instance, there was no overlay of the City of Austin Conservation Lands on the maps shown to the public. At least one of the proposed roads looked like it would probably cut through a big swath of those lands south of the damaging 45 extension to 967 and on to 150. That, I think, is a very bad idea. The County needs to consult professionals who are not just traffic analysts but also planners.	General Comment: Expand Existing Facilities, Limit New Facilities
Survey # 2	Keep the scenic and beautiful areas intact. Only expand already-used high-traffic roads.	General Comment: Expand Existing Facilities
Survey # 2	I appreciate the efforts in the Draft Plan to confine the road improvement & creation largely to the Highway 290 and the I-35 growth corridors.	General Comment: Focus Growth in Corridors

Survey # 2	Please try to keep roadways that would serve development along the I35 and TX290 corridors, and preserve the natural environment of the other areas of the Hill Country such as the Wimberley Valley.	General Comment: Focus Growth in Corridors
Survey # 2	Remember that the Federal dollars will be shrinking. Figure what we can do with Texas money, and local bonds first.	General Comment: Funding
Survey # 2	Nesc. funding needed to address infrastructure demands	General Comment: Funding
Survey # 2	We don't believe it is appropriate or fair to force Hays County taxpayers to pay for roads for the city of Wimberley, or any other city.	General Comment: Funding
Survey # 2	These expansions are unnecessary, for the most part. Our back roads should remain two-lane, country roads, with adequate maintenance to keep them safe. Our two-lane roads do not need to become four-lane highways, with people driving higher speeds, and the resulting collisions with deer and other cars having even more damaging impact.	General Comment: Limit Expansion
Survey # 2	Don't expand roads more than they need to be (especially Hunter Rd.)	General Comment: Limit Expansion
Survey # 2	Please keep the Texas Hill Country beautiful. Do not just pave over. We can exist with smaller roads. Let's be reasonable about our needs, not over reactive. Tread adult drivers like adults and expect them to be thoughtful drivers...we do not need too much space for driving.	General Comment: Limit Expansion, Preserve Character
Survey # 2	Please, please keep in mind that even though there is growth in our community and surrounding areas, that hardworking people are going to be affected in the areas you want to extend. We want to be able to live in an area where our children are safe and not have to dodge major traffic and have clean air to breathe. Do not disrupt our way of life. Instead look for a better solution to this extension. San Marcos is a good place to live because you can live in town or on the outskirts like I do where my children can go outside and play or ride their bikes without major traffic in our backyard.	General Comment: Limit Expansion, Preserve Character
Survey # 2	Expanding new roadways will provide no solution to the overcrowded roads of Hays County. This will only enable more people to move to an overcrowded region, and will increase traffic in the remaining rural parts of the county. I'd rather see development eased than see the roads I grew up on fattened to hold the girth of traffic created by greedy, ignorant people from out-of-town building monstrous new developments left and right across the county. I think that these proposed roads encourage an untenable situation that will ultimately result in an even worse water crisis than the one we are already in. It is upsetting that I have had to lose all faith in any ability of our County to plan for the future of the people living in it.	General Comment: Limit Expansion, Sustainability
Survey # 2	The focus appears to be on supporting development rather than preserving water quality and the environment. The more roads, the more land will be developed and Hays County will be like Travis County and Williamson County. We will build ourselves until what makes Hays County unique will be used up. Hays County will be strip malls and cookie cutter neighborhoods on which outside interests profit. Outsiders will make millions and we will be left to deal with the clutter they create and profit off.	General Comment: Limit Growth
Survey # 2	Important Projects to Hays CISD provided to Jean and Meeting. Sub base on the roads identified to Jean seem to have failed sub base and continue to degrade.	General Comment: Maintenance
Survey # 2	Please repair existing roads that have not been repaired in past year.	General Comment: Maintenance
Survey # 2	As someone who grew up in Dripping Springs and drives across it frequently, I find that the design of these new roads is not one that will aid myself and other citizens. These proposed roads will only increase congestion and traffic to the remaining quiet and peaceful parts of Dripping Springs, and the development that will ensue from the addition of these roads is unsustainable and will only further distress those who live here. I urge those proposing these roads to consider that covering even more valuable aquifer recharge area with impervious cover and drawing more people to live here will exacerbate an already unsustainable situation that is a direct threat to the health and future of the current residents. I can no longer access safe drinking water on my property, and my ancestors would never have believed that the springs would go dry. Is this the situation the county intends to inflict on all its residents? Is the county trying to ensure that no one will have clean water or peace and quiet out here? This proposed plan will only create problems for the existing residents. If the health of the people of Hays County matters more than the money earned from potential developments, this plan will not go through. Enabling more traffic and development to infest this area will do nothing to alleviate the urban burden being placed on the longtime rural citizens of this county.	General Comment: Non Supportive, Sustainability; Limit Growth
Survey # 2	These new road proposals essentially carve up our open spaces and open up our private properties to new and unsustainable growth patterns. This entire process, where appointed associates of County Commissioners and persons with already-voiced interests in either building roads or being involved in development, sit down and decide for the rest of the citizens (and LANDOWNERS) of this County what should happen to their lives, is undemocratic and should not be tolerated. The people know little or nothing about these new proposed roads, and there has been NO PUBLIC INTEREST in building more roads, instead this is a top-down process of handing over public money to private entities in the form of road contracts and eventually housing and commercial development. Our lands and our lifestyle are not for sale, and not open to your decisions about where cars and pollution and noise and new houses should be directed.	General Comment: Non Supportive, Sustainability; Limit Growth; Planning Process
Survey # 2	Please consider the residents your plan is imposing and intruding upon. People choose their neighborhoods based on quietness and peacefulness and off main roads. You will be upsetting whole subdivisions by ruining that, decreasing property value, and cause people to move because they are no longer in a quiet area or on a side road that currently, is access to the subdivision only.	General Comment: Non Supportive, Neighborhood Disruption
Emailed	Request for extension of comment period to January 31; additional concerns noted regarding new facilities, environment, natural character of county. See full comments submitted by 11-14-12	General Comment: Planning Process
Emailed	So so glad to hear this project was not rushed along but perhaps well thought out planning. Too often plans are rushed and then the mission is lost. Thanks for responding and I will be at one of them	General Comment: Planning Process

PW #2 San Marcos	I was confused by the roadway matrix board, map and cross sections boards side by side. They each had colors bt they didn't coordinate. I think the cross section board could have had more explanation about why there were more than one image for each kind. Thank you for hosting this event!	General Comment: Planning Process
Survey # 2	I can't find enough information on line about these projects. There is NOT ENOUGH TIME for public comment (Nov 8-30) considering the Thanksgiving holiday. Why is the comment period so short? What is the rush? I request that the comment period be extended at least through December 2012 to give everyone more time.	General Comment: Planning Process
Survey # 2	Again, not enough information is provided in the map and simply not enough time to find the information online.	General Comment: Planning Process
Survey # 2	There should have been more involvement of local residents.	General Comment: Planning Process
Survey # 2	property owners of record should recieve notices direct on planning issues that impact their immediate community or property via Hays County Property Tax roles	General Comment: Planning Process
Survey # 2	This survey was not very well designed	General Comment: Planning Process
Survey # 2	I would like advanced public notice and additional public meetings in San Marcos before the close of the "Final Draft Review" of the Hays County Transportation Plan.	General Comment: Planning Process
Survey # 2	Use the work done by Envision Central Texas Support alternatives Think long term to include securing ROW before they are lost to development Lobby Tx Leg for more county control in metropolitan areas	General Comment: Planning Process
Survey # 2	Prioritize projects, with reasons, and give cost in detail to the public.	General Comment: Planning Process
Survey # 2	GET THE WORD OUT. Citizen participation is crucial, and with only a handful of people knowing about this it becomes less driven towards what the citizens need. Things to consider would be higher use of social media or other similar tactics other than sending out one or two emails a day before the event.	General Comment: Planning Process
Survey # 2	While orderly development of new roads is necessary, they should have a minimal impact on the current limited urban/rural setting of the county. This is a cornerstone of tourism, one of the main economic drivers in the county	General Comment: Preserve Character
Survey # 2	I cannot tell if there is any consideration being given to "scenic roadway" as part of the plan- if not, it should be as important a factor, along with projected population, major traffic flow, etc. Planning for growth is important, but if the inherent natural and ecological character of the area is not considered during the process, it will certainly be lost- and newcomers will have no reason to care about or protect what is left.	General Comment: Preserve Character
Survey # 2	Leave the scenic and beautiful areas alone. Expand only already used roads that have high traffic.	General Comment: Preserve Character, Limit Expansion
Survey # 2	1. The map legend does not provide good definitions. 2. I like most of the improvements in yellow assuming they create shoulders of at least 4 feet in width for safer passing, breakdown and bicycle traffic.	General Comment: Project Materials; Support for Plan
Survey # 2	There's been a numerous amount of problems I've had with transportation in San Marcos. First, to my knowledge buses currently don't run after 5pm. This is a MAJOR issue. Most people don't get out of work until 4PM, and people are more out and about after 5PM than any other time. Secondly, there's only a handful of visible stops. We need more like the bus stop by the big HEB that's made fully visible that it's there. Third, buses don't run as often as they should. As an expaning city we must be able to accomodate for more people, and to reduce traffic we need people to turn to public transportation. Lastly, we need to be able to know when buses come electronically (although this is least critical on the list). If we don't know where to locate a stop or when it gets there, transportation would be useless.	General Comment: Public Transportation
Survey # 2	Yes. Please put in a placeholder for limited public transportation to serve our disadvantaged citizens. For example, the county supports the development of the Cypress Creek at Ledge Stone Apartments, in which only families with restricted incomes will qualify for residency.	General Comment: Public Transportation
Survey # 2	public transportation design of the roads	General Comment: Public Transportation
Survey # 2	This appears to be a roadway plan - not a tranportation plan. Any real transportation plan needs to include some provision for mass transportation. I for one commute by car every day into Austin, and would love to have an option other than running up the mileage on my car, or using Capital Metro's Rideshare program.	General Comment: Public Transportation
Survey # 2	We need some form of non-private auto transportation that connects to austin's transit system.	General Comment: Public Transportation
PW #2 Wimberley	I think it's a great idea to work with Texas State on extending a bus line to a park and ride in Wimberley. Even just one at 8 am and 5 pm would give commuters a good option. Also I don't give a damn about bike lanes until those fools pay taxes.	General Comment: Public Transportation; Bicycle Facilities
Survey # 2	Keep future transit stops, and pedestrian flow to work places in mind. Do not make it so that people have to drive and park everywhere in the county.	General Comment: Public Transportation; Commuting Solutions
Survey # 2	Simply continued safety awareness on our County roads.	General Comment: Safety
Survey # 2	Road conditions are a direct cause of a number of worker comp cases filed by our bus driving staff	General Comment: Safety, Maintenance
Emailed	I would like to bring to the attention signage for the very dangerous curve on 1492 at Blanco Bend East and West. Most of the signs have been knocked down,the speed limit sign coming South is ignored. Entering 1492 from Blanco Bend East or West is a chance you really don't want to take. Please help..	General Comment: Safety, signage (submitted prior to draft plan presentation)

Survey # 2	Too many drivers driving at excessive speed along Jacobs Well Rd. including Wimberley ISD school buses with children aboard.	General Comment: Safety, Speed
Survey # 2	I like and accept your plan and recommendations	General Comment: Support for Plan
Survey # 2	Good job.	General Comment: Support for Plan
Survey # 2	I think the proposed improvements are very good at this point for this category	General Comment: Support for Plan
Survey # 2	These only foster development and Hays County needs to consider natural resource availability/sustainability first.	General Comment: Sustainability
Survey # 2	After a visit to Italy during the Thanksgiving holiday I am amazed at how easy the traffic circles move traffic rather than the US system of stop signs at every corner. I encourage you to consider these circles in place of stop signs.	General Comment: Traffic Circles
Survey # 2	Your response to the initial outcry to the plan a few (6? 7?) years ago, shows you listened, went back and studied, and, most of the NF ideas notwithstanding, came up with some pretty smart and forward-thinking plans.	General Comment: Support for Plan
Survey # 2	Most people are going to be against said road proposals because they say not in my back yard. If then whose? By the time you get everyone on board ,EPA, environmental Selits Etc. I'll be 6 feet under anyway. Built it, Built it now!!	General Comment: Support for Plan
Survey # 2	Extremely and unduly disruptive to the community and wildlife. Unnecessary to consider based on expense and utility.	General Comment: Non Supportive
Survey # 2	water issues first!!!!	General Comment: Water Issues
PW #2 San Marcos	Priority 1: FM 150 (W) / Center St. Rebel Dr. - IH 35 FM 150 (E) IH 35 - SH 21 FM 1626 SH 45 SW - FM 967 FM 1626 FM 967 - FM 2770 FM 2001 Old Goforth - Goforth FM 2001 (new alignment - NF 11) Goforth - SH 21 Bebee Rd/High Rd IH 35 - SH 21 CR 158 IH 35 - Turnersville Rd Extension Dacy Ln./Goforth Rd. Hillside Terrace - IH 35 Goforth Rd. / CR 119 FM 2001 - Hillside Terrace Hillside Terrace / CR 133 IH 35 - FM 2001 Lehman Rd Goforth Rd - FM 150 Main St. East IH 35 - SH 45 (SE) @ Turnersville Partial Marketplace Ave. FM 967 - IH 35 @ Burleson Rd. Niederwald Strasse FM 2001 - SH 21 Overpass Rd (FM 2001) See FM 2001 Satterwhite Rd. / CR 107 FM 2001 - Turnersville Rd. extension	Specific Project Comment
	Priority 2: FM 150 (W) FM 3237 - Kyle Loop (SW) FM 150 (W) Kyle Loop (SW) - FM 2770 FM 150 (W) / Rebel Dr. FM 2770 - W. Center St. @ Rebel Dr. FM 967 FM 1826 - FM 1626 FM 967 FM 1626 - Main St FM 967 / S. Loop 4 / S. Main St. Main St - W. Goforth FM 967 / S. Loop 4 / S. Main St. W. Goforth - IH 35 FM 1626 FM 2770 - IH 35 FM 2001/Overpass Rd. IH 35 - Old Goforth FM 2770 / Jack C. Hays Trail FM 967 / Main St. - FM 1626 FM 2770 / Jack C. Hays Trail FM 1626 - FM 150 (W) Elder Hill Rd. / CR 170 RM 12 - FM 150 Harris Hill Rd. / CR 160 Yarrington Rd. - SH 21 COL Hilliard Rd. / CR 222 Lost River Rd. - Powder Horn Hilliard Rd. / CR 222 Powder Horn - Lime Kiln Rd	Specific Project Comment (Continued)

	<p>Kohlers Xing FM 2770 - IH 35 Kyle Crossing IH 35 - Kohler Xing Kyle Crossing Kohler Xing - IH 35 @ Old Bridge Trail Kyle Loop (West) FM 1626 @ RS Light - IH 35 @ FM 110/Yarrington Kyle Parkway/Bunton/Gristmill IH 35 @ FM 1626 - SH 21 @ Gristmill Rd. Lime Kiln Rd. / CR 225 Hilliard - Post Rd. Old Goforth Rd. / CR 119 FM 2001 - Hillside Terrace Old San Antonio Rd. Travis County Line - Cabelas Dr. Old Stagecoach Rd Post Rd - FM 150 Robert S. Light Blvd. / CR 132 IH 35 - FM 2770 Robert S. Light Blvd. / CR 132 FM 2770 - FM 1626 Ruby Ranch Rd. (See NF 20) FM 967 - FM 150 (W) Williamson Rd FM 2001 - Travis County Line</p>	Specific Project Comment (Continued)
Emailed	<p>REVIEW OF HAYS COUNTY TRANSPORTATION PLAN BY CARD: ISSUES</p> <ul style="list-style-type: none"> • Major growth in Hays County will be focused along the Hwy 290 and IH 35 corridors, while the interior (central area) of Hays County will have modest growth per CAMPO 2035 Plan.. • Our water supply in central Hays County is primarily from groundwater pumped from an underground aquifer and must be protected for the future. By keeping open spaces, the rainfall can penetrate into the soil and crevices and refill the aquifer, thereby insuring a sustainable water source. • New roads NF 21, NF 24, NF 25, NF 26, and NF 27 were recommended by Wimberley five years ago, but are outside the city's jurisdiction and will create a burden on Hays County taxpayers. <p>TRANSPORTATION PLAN COMMENTS</p> <ul style="list-style-type: none"> • Current residents of the Hill Country treasure its rural character, open spaces, and clear flowing creeks and rivers - an important factor in Hill Country property values. • New and improved roads in Hwy 290 and IH 35 growth corridors are consistent with CARD's plan to support growth in those corridors, while central Hays County remains low impact rural development with special attention given to environmentally sensitive areas. • Expansion of FM 150 to four lane divided from Dripping Springs to Kyle/Buda directs traffic away from the rural interior and is recommended. • RM 12 from Dripping Springs at FM 150 south through Wimberley is a two lane road and is recommended. • RM 12 from the Wimberley Junction east to San Marcos should be downgraded from a six lane to a four lane parkway. 	Specific Project Comment
Emailed	<p>Continued:</p> <ul style="list-style-type: none"> • RM 32 west of the Wimberley Junction through Devils Backbone is one of the county's most treasured drives, and should remain as a two lane divided road per plan. • Remove new road NF 12 due to impact on Onion Creek watershed and Edwards Aquifer Contributing Zone. • Remove new road NF 26 due to conflict with Mustang Valley subdivision. • Remove new road NF 27 due to disruption of River Oaks subdivision, very expensive bridge over Blanco River, and rugged terrain. • Remove new road NF 25 due to crossing environmentally sensitive aquifer recharge area and limited use. • Remove new road NF 21 due to disruption of existing area creating cut through for truck traffic. • Remove new road NF 24 due to limited use and high cost. • Designate NF 16 for Emergency Access Only and construct as a gravel road with gated access. • Remove new road NF 7 due to duplication with RM 12. 	Specific Project Comment
Emailed	For a host of reasons I'm vehemently opposed to the construction of this new road. [NF 27]	Specific Project Comment
Emailed	<p>Please put me on record as being opposed to the plan to extend Sachleben Road through the River Oaks Subdivision and connect it to RR32 via a new bridge.</p> <p>Among the many reasons I have for taking this position are the noise, pollution, and traffic that it would bring to our (reasonably) quiet neighborhood. We can already hear the exhaust noise from the throngs of motorcycles that pass along RR#2, more than a mile south of us. I can only imagine what it would be like having a new route for them that would pass within a ¼ mile of our home.</p> <p>There is also the cost to the taxpayers to acquire the route (presumably through condemnation proceedings), build a bridge and maintain the roadbed once it is built. I can see no pressing traffic need for this route and I believe it would significantly degrade the quality of life in the region, were it to be built</p>	Specific Project Comment
Emailed	Comment asks that NF 27 be removed for several reasons including disruption of natural character, disruption to landowners and current and future purposing of the land, proximity to large homesites, decrease in value; Asks planning team to visit each proposed facility site and notifications to all landowners in the area. See full comment from submitted 12-6-12	Specific Project Comment

Emailed	<p>We respectfully request the proposal for NF 27 be abandoned because of</p> <ul style="list-style-type: none"> The disruption to all residents of River Oaks Subdivision The adverse impact on property values in River Oaks The great cost the county would incur for a bridge and the building of a road on the other side of the river across very rugged (and beautiful, unspoiled) terrain The destruction of the peace and serenity of our property <p>See Full Comment from submitted 12-6-12</p>	Specific Project Comment
Emailed	There is not a need for this Craddock extension especially because the expanded 150 is now and will be the main route that Wimberley and northern Hays County residents will be taking to Austin, not RR 12.	Specific Project Comment
Emailed	Comment suggests choosing a different alignment for NF 27 river crossing due to geographic challenges and destruction of natural character of area. See full comment from submitted 12-3-12	Specific Project Comment
Emailed	<p>Because of all the problems we have in this area (it seems sometimes that we are either in a drought or it's flooding!) coupled with heavy growth, sometimes it appears that lots of roads would solve some of the issues but in looking at the plan, I feel that some of the proposals are uncalled for. So here goes:</p> <ul style="list-style-type: none"> - Yes on new and improved roads in the Hwy. 290 and I35 corridors, trying to stay away from environmentally sensitive areas - Yes on the expansion of FM150 to a four lane, divided highway from Dripping Springs to Buda/Kyle - Yes to RR12 from Dripping Springs at FM150 south through Wimberley stay a two-lane road - RR12 from the Wimberley junction East to San Marcos should be downgraded from a six-lane to a four-lane highway - RM32 west of the Wimberley junction through the Devil's Backbone should remain as a two-lane divided road per plan - Remove new road NF12 due to impact on Onion Creek watershed - Remove new road NF26 due to conflict with Mustand Valley subdivision - Remove NF27 due to disruption of River Oaks subdivision, very expensive bridge over the Blanco River and rugged terrain adding to construction costs - Remove new road NF25 due to crossing environmentally sensitive aquifer recharge area and limited use - Remove new road NF21 due to disruption of existing area creating cut through for truck traffic - Remove new road NF24 due to limited use and high cost - Designate NF16 for Emergency Access Only and construct as a gravel road with gated access - Remove new road NF7 due to duplication with RM12 - New roads NF21, 24, 25, 26 and 27 were recommended by Wimberley five years ago but are outside the city's limits and will create a burden on Hays County taxpayers. Hays County should not be paying for the city of Wimberley's roads 	Specific Project Comment
Emailed	<p>Please consider or forward these comments as you can. My wife and I are property owners in the River Oaks subdivision. Specifically, our property entrance is on Oak Run. We are concerned about the proposed NF 27 road extending / connecting Sachtleben and Oak Run with a new low water bridge and continuing onward to Devil's Backbone. Our concerns include:</p> <ul style="list-style-type: none"> • Aquifer, water retention issues related to a new, expanded road • Another low water bridge/dam between the one on Wayside and the one at CR1492 near 7A • Traffic & Safety issues on Oak Run; River Oaks has been considering speed bumps for some time due to speeding and safety issues on the main subdivision roads; Sachtleben already has these due to the property road access on properties there. • Road-noise issues with the road potentially being a high use, high volume thoroughfare • Property values declining with a major road / thoroughfare boarding the subdivision and affecting so many individual property owner's land • Right of way issues with the possible 80' extension of the county right of way and interfering with mature, stately oaks on the front of many properties • As a consideration, could the existing low water bridges at CR1492 / 7A and the one at the end of Wayside Drive be widened or improved to facilitate better traffic flows without creating another low water bridge to impede the flow of the river? 	Specific Project Comment
Emailed	San Marcos River Foundation is concerned about about the extension of Craddock Avenue, planned to run over Sink Creek on the northwest side of San Marcos for environmental and cultural reasons. See full comment from submitted 12-3-12	Specific Project Comment

Emailed	<ul style="list-style-type: none"> • Expansion of FM 150 to four lane from Dripping Springs (DS) to Kyle/Buda would help direct traffic from the rural interior of the county and is recommended. • RM 12 from DS at FM 150 south through Wimberley is a two lane road and is recommended. • RM 12 from the Wimberley Junction east to San Marcos should be downgraded from a six lane to a four lane parkway. • RM 32 west of the Wimberley Junction through Devils Backbone is one of the county's most treasured drives, and should remain as a two lane divided road per plan. • Remove new road NF 12 due to impact on Onion Creek watershed and Edwards Aquifer Contributing Zone. • Remove new road NF 26 due to conflict with Mustang Valley subdivision. • Remove new road NF 27 due to disruption of River Oaks subdivision, very expensive bridge over Blanco River, and rugged terrain. • Remove new road NF 25 due to crossing environmentally sensitive aquifer recharge area and limited use. • Remove new road NF 21 due to disruption of existing area creating cut through for truck traffic. • Remove new road NF 24 due to limited use and high cost. • Designate NF 16 for Emergency Access Only and construct as a gravel road with gated access. • Remove new road NF 7 due to duplication with RM 12. 	Specific Project Comment
Emailed	<p>Concern and objection the movement of the the proposed route of the FM110 extension aligned with Yarrington road and connecting to Kyle loop.</p> <p>We would like for it to remain along the Etj boarder between San Marcos and Kyle. The proposed route cuts dead smack down the middle of our entire property. It also cuts through the cemetery adjacent to our property.</p>	Specific Project Comment
Emailed	The widening that has been done on RR -12 from the Junction to San Marcos has made THAT PART of the route much safer. But the stretches that have not been fixed remain hazardous just as I witnessed the other day with a West bound truck turning left into a property, "just over a hill", which luckily resulted in a NEAR MISS. Parts of the Junction to San Marcos road that have not been upgraded at all CRY OUT to be fixed. I don't know of anyone who opposes this? My wish and that of many people I know is that the upgrading of the route from The Junction to San Marcos BE COMPLETED all the way.	Specific Project Comment
PW #2 Wimberley	We would like to see NF-13 termniate and intersect north of York Creek on FM 150 West and not intersect into FM 150 and 3237	Specific Project Comment
PW #2 Wimberley	Please do not use 1492 [because]: it's a new road, fairly recent; 2 lane road; ruin area where 1492 meets 7A, Wayside, River Rd; increase traffic in tourist area; is already a speed area in 30 mph limit; our only way out is the low water xing (except during flooding) and on 1492 to RR 12. Wimbeley Hills is a private road and chained off; lower house values; higer traffic in rural setting - Thank you	Specific Project Comment
PW #2 Wimberley	1492 is a small residential road. Do not want to see it turned into a major road to wayside. There would have to have a bridge built to cnnect to it. Do not widen 12 from 3212 except for Bike lanes. People moved to Wimberley to live in the country not have it improved like the city.	Specific Project Comment
PW #2 Wimberley	I just found out about the open house this morning. Our home is on the Blanco River. We are against changes to Flite Acres Road. On the river side are houses and on the other side in areas is a bluff. It will be expensive to modify. Flite Acres is a o ne road subdivision. Families jog on it. Sometimes one sees parents pushing baby carriages. There are a lot of bicycle riders also. Please leave Flite Acres alone.	Specific Project Comment
PW #2 Wimberley	Leave Flite Acres alone. Who is going to pay for this? Our taxes already out of sight. Leave our downtown like it is (small)	Specific Project Comment
PW #2 Wimberley	I am very concerned about any proposals on Flite Acres Road. I do not want the county to have the "opportunity" to make Flite Acres Road safer. I do not want it straightened, or curbs addede, or a larger right of way created. I suggest you leave it alone and focus on making RR12 or 3237 larger.	Specific Project Comment
Survey # 2	Please consider the FM621 enhancement to a MAU 2 to include wider road, bike lanes and sidewalks. The students from Goodnight Middle School and De Zavala Elementary School have to walk in the grass along FM 621 and it is not safe.	Specific Project Comment
Survey # 2	If you are upgrading Old Bastrop, why not use it for the SH 21 extension?	Specific Project Comment
Survey # 2	I am against the proposeing SH 21 EXTENSION right behind our subdivision (hill of hays)!!! Not a good idea. You have Bastrop Old Hwy why not extend that road!	Specific Project Comment
Survey # 2	Yes, I ask you to please consider the FM621 enhancement to a MAU 2 to include bike lanes and sidewalks. The students from Goodnight Middle School and De Zavala Elementary School have to walk in the grass along FN 621 and it is not safe.	Specific Project Comment
Survey # 2	Remove new road NF 27 due to disruption of River Oaks subdivision, very expensive bridge over Blanco River, and rugged terrain	Specific Project Comment
Survey # 2	No to Oak Run expansion in River Oaks. Noise, environmental impact on wildlife and human life, destruction of trees and personal per petty will be termendous ! I reject this proposal.	Specific Project Comment
Survey # 2	Our opinion on the proprsed changes for Wayside, Sachtleben & Fischer Store Road is that these roads should remain in a minimal change status, thank you.	Specific Project Comment
Survey # 2	yes, as a resident whose home backs up to Jacobs Well Road, I am very concerned that traffic noise will be more of a problem than it is now is heavy truck traffic is allowed on this road. If increased traffic is forced to take this route, then a sound barrier should be planned to provide peaceful existence in this residential neighborhood. Even at present, the speed, noise level, and exhaust emissions are a problem. Consideration should be given to residents living along this stretch of road.	Specific Project Comment

Survey # 2	Kohler's Crossing in Kyle does not need an upgrade	Specific Project Comment
Survey # 2	Yes, I would like the county to leave Flite Acres alone & not develop it any further.	Specific Project Comment
Survey # 2	Enhancements to Old Bastrop Hwy and Staples Road (FM 621) is long over due.	Specific Project Comment
Survey # 2	The yellow roads through Dripping Springs would help greatly with future expansion in Dripping Springs. This would allow for expansion beyond just the RR12 and Highway 290 intersection.	Specific Project Comment
Survey # 2	Elder Hill Rd. - clackers on the pavement to the outside of the curves could help alert drivers to slow down.	Specific Project Comment
Survey # 2	Yes don't mess with fulton ranch road and especially Flite Acres Road. We don't need more traffic. We all moved out here and know how long it takes to get places and were fine with "traffic" as it as and don't mind if it takes longer with an increased population.	Specific Project Comment
Survey # 2	avoid the sink creek area and protect that area because it is recharge for the san marcos springs and river. avoid roadways in close proximity to waterways, other than greenways and bicycle trails which have little environmental detriment to water sources.	Specific Project Comment
Survey # 2	Weigh the feasibility of safety improvements on SH 123. From the intersection of IH-35 through to RR12 and Redwood Road.It is very dangerous and people have died. Divided roadway, bike lanes, sidewalks, lower speed limits, lighting and any other device that could allow local vehicle and pedestrian's much safer commutes.	Specific Project Comment
Survey # 2	Yes, you have Bastrop Hwy that will better fit in your plans. Make more sense that using a residential area.	Specific Project Comment
Survey # 2	I also ask that SH123 also include bike lanes and sidewalks. I am happy to see the proposed improvements to this road through the area.	Specific Project Comment
Survey # 2	Can you start with turn lanes on RR 12 for the Mountain Crest and Skyline subdivisions? I like the idea of routing traffic down FM 150 instead of RR 12. How soon can the county start?	Specific Project Comment
Survey # 2	Remove new road NF 27 due to disruption of River Oaks subdivision, very expensive bridge over Blanco River, and rugged terrain	Specific Project Comment
Survey # 2	I believe a 4 lane road with a turn lane (5 lanes) would destroy to "scenic" designation of the roadway. Since it is also over a recharge zone....encouraging more traffic...by increasing the road size will cause more contamination of the water under the recharge zone.	Specific Project Comment
Survey # 2	Very, very concerned about widening 150 into four lanes over the double Onion Creek Crossings. So unnecessary. Hardly ever any traffic on that road, and I'm so concerned about the environmental and aesthetic impact!!!! Please don't do this!!!!	Specific Project Comment
Survey # 2	I am absolutely OPPOSED to MAD 4 for Hwy 150 from Hwy 12 (outside Dripping Springs) to the intersection with Hwy 3237. This road crosses Onion Creek three times, twice in close succession and in the contributing zone to the Edwards Aquifer, at those two crossings is just upstream of the recharge zone. It is also one of the most scenic roadways in the county and should NOT be turned into a 6 lane divided road.	Specific Project Comment
Survey # 2	Leave RR 12 alone. We have far too few "blue highways" left in the hill country.	Specific Project Comment
Survey # 2	When my colleague, who attended the Wimberley meeting last week, told me about the plans for SH150, I was amazed. When she told me the traffic counts and destinations for that traffic, suddenly the plan to enlarge 150 made perfect sense. It does and I support that, as well as the idea of guiding truck and through traffic via Winters Mill, even if the section from that road to RR12 doesn't lend itself well for this as currently configured.	Specific Project Comment
Survey # 2	FM 1826 does need to be 4 lanes but also needs a center turn lane at Nutty Brown and Bear Creek Dr. Yes Nutty Brown does need to be 4 lanes. Yes, FM 1826 should be staighted and reduce the major hill tops at Bear Creek Drive and North Madrone Trail--grade has been too steep for some oversized loads permitted to use this route by TXDOT, also poor visibility and hazardous in ice storms and wet weather.	Specific Project Comment
Survey # 2	MAD 4 in Kyle should continue to be called Bunton (NOT Kyle Parkway). Road named after very important person in Kyle. Would like to keep our hist.	Specific Project Comment
Survey # 2	Adding Additional Lanes to Old Bastrop Hwy and Staples Road (FM 621) should be considered as well since enhancements are already considered in draft plan.	Specific Project Comment
Survey # 2	The expansion along Highway 290W through Dripping Springs is causing a lot of congestion between 8 and 9am and between 3 and 5pm.	Specific Project Comment
Survey # 2	Regarding this category, I think the proposed improvements are well thought out. Regarding RR 12, I think a MAD 4 or MAU 4 may be necessary for the segment between Wimberley and Dripping Springs as the County continues to grow in this area.	Specific Project Comment
Survey # 2	Yes don't mess with fulton ranch road and especially Flite Acres Road. We don't need more traffic. We all moved out here and know how long it takes to get places and were fine with "traffic" as it as and don't mind if it takes longer with an increased population.	Specific Project Comment
Survey # 2	again avoid contact with sink creek and the upper san marcos river watershed.	Specific Project Comment
Survey # 2	Please construct Sidewalks and Shoulders	Specific Project Comment
Survey # 2	Please reconsider the placement of SH 21 extension across the rivers and skirting Hills of Hays. It would put undue hardship on our property values, safety and tranquility that drew us to our neighborhood. Consider alining Proposed SH21 with Loop 110 to save taxpayer dollars and keep traffic moving along SH123 as well with fewer intersections.	Specific Project Comment

Survey # 2	I support NF16 which will bring Wimberley and San Marcos closer together with little cost or disruption. But I object to NF27, as it will terribly disrupt a peaceful community, cost a huge amount of money and further stress the Blanco River area with unnecessary construction.	Specific Project Comment
Survey # 2	Please remove new road NF 27 from the Plan. This road would cause great disruption of the River Oaks subdivision where my home is, due to the increased traffic. The new bridge over the Blanco River would be very costly to build and would have a negative impact on the river environment, to say nothing of the property values of the homes near the bridge. The rugged terrain on the other side of the river would present costly engineering challenges, to say nothing of the environmental impact of the road on the land.	Specific Project Comment
Survey # 2	NF 27 would be very intrusive on us and would negatively effect the Blanco River which we live next to. The sound of the traffic that this road would be disturbing, and destroy the peace and quiet that we moved here to enjoy. We regularly travel the existing roads in this area and find that they are very adequate to serve the needs of people living here. Please remove NF 27 from consideration as a new connection.	Specific Project Comment
Survey # 2	Yes, I am concerned about how close the Hwy 21 Extension is to the Hills of Hays neighborhood and De Zavala School. I am also concerned that this will negatively effect the value of the homes that are in the area as well. Was expanding or making improvements to Old Bastrop Rd. an option? Would that save tax payers dollars? I am against the proposed Hwy 21 extension.	Specific Project Comment
Survey # 2	Please remove NF 27! This will be very disruptive to the River Oaks subdivision.	Specific Project Comment
Survey # 2	I object thr project NF 27 thru River Oaks. I will create traffic, noise, destruction of privateproperty and wild life issues will be created.	Specific Project Comment
Survey # 2	I do not approve of the highway 21 extension. Staples road has enough traffic as it is and we do not need any more potential accidents leaving the Hills of Hays subdivision.	Specific Project Comment
Survey # 2	Remove new road NF 27 due to disruption of River Oaks subdivision, very expensive bridge over Blanco River, and rugged terrain. I am against this road being built. It is just wrong on so many levels.	Specific Project Comment
Survey # 2	We are against new road NF 27 due to disruption of River Oaks subdivision, building an expensive bridge over Blanco River, and rugged terrain. This road in conjunction with NF 26 would make this a very busy road essentially running from Dripping Springs to New Braunfels. We moved to the River Oaks subdivision because of the rural, quiet, scenic beauty. The addition of these roads would destroy that.	Specific Project Comment
Survey # 2	Remove new road NF27 not necessary, too expensive, disruption to River Oaks subdivision	Specific Project Comment
Survey # 2	I would like to make a few comments about the NF 27. This would be a road cutting right by my house, almost exactly through the property line. My house is at the very end of Oak Run Dr. It is one of the most beautiful spots on the Blanco River and I would hate to see our county ruin this natural beauty with a road and bridge. This Planned road, NF 27, would bring a major traffic load through our rural community also causing an uncontrollable amount of trespassing to a very private part of the river. I am a new Dad. As the property is right now my daughter would be free to roam and play in our yard without the worry of a passing car. Not after the road NF 27 is built. We would constantly have to worry about the traffic coming right by our house and worry about our daughter's safety in our own yard. Being a major concern of mine, I took the time to look at some of the numbers via Google Map. From the planned start of NF 27 to San Marcos currently is 18.4 miles with a drive time of 32 minutes going through Wimberley. Alternative route across Bendigo Crossing by John Knox it is 23 miles and 38 minutes. Estimated distance of NF 27 would have to be around 3-4 miles, making the trip 16-17 miles and drive time around 22-23 minutes. I do not see how it is fiscally explainable to build a brand new road only saving 1 maybe 2 miles of distance and 10 minutes of drive time. Especially, after seeing the area on Wayside and RM 32 was deemed not a heavy traffic area, by your study and the information given at the Transportation Plan Meeting. Money would be spent better by expanding an already existing road, Wayside. Make Wayside four lanes and increase the speed limit on it if your goal is to try to decrease drive time. However, coming from a concerned resident of that particular area, I see no reason to spend county tax dollars on such a high cost of road and bridge that would be involved in the making of NF 27. It would bring a high traffic volume to my private neighborhood and would not be saving enough distance or time to justify the cost.	Specific Project Comment
Survey # 2	Envoromental impact, wild life impact, noice level and personal peoperty destruction will give a negative impact to River Oaks and other surrounding land. I oppose to this project and recommend it is delected from the books	Specific Project Comment
Survey # 2	an access corridor to FM32 is long over due. When it floods we have to detour several miles around low water crossings	Specific Project Comment
Survey # 2	If you improve/upgrade Old Bastrop and make it the SH21 extension, you could probably do away with the proposed SH21 extension & proposed FM 110 (south of 21). Wouldn't that disrupt less neighborhoods?	Specific Project Comment
Survey # 2	Yes. I oppose NF 27 because the project will negatively impact the River Oaks subdivision, require a large, expensive bridge project over the Blanco River the rough terrain from the Blanco to RR 32. The project is not cost effective based on current and projected use and alternative routes using existing and planned infrastructure will suffice.	Specific Project Comment
Survey # 2	I do not want any new roadway connections. Instead improve Old Bastrop Hwy and connect the two roads for better access to San Marcos High Schoo. In addition I do not want this connection because pollution from vehicles whether they are trucks or cars will endanger my home environment for myself and my family.	Specific Project Comment

Survey # 2	NF27: This proposal negatively impacts a quiet neighborhood where residents regularly walk, bike, horseback ride, and exercise their dogs. A bridge over the Blanco River at this point would further endanger the fragile ecosystem and is unnecessary as access to RR32 is provided by way of Fischer Store Road or Mail Route Road. NF 26 would conflict with Mustang Valley subdivision. Remove new road NF 25 due to crossing environmentally sensitive aquifer recharge area and limited use. Remove new road NF 25 due to crossing environmentally sensitive aquifer recharge area and limited use. Remove new road NF 21 due to disruption of existing area creating cut through for truck traffic. Remove new road NF 24 due to limited use and high cost. Remove new road NF 7 due to duplication with RM 12.	Specific Project Comment
Survey # 2	The SH 21 Extension runs way to close to the Hills of Hays subdivision. It seems like a waste of money when there are other alternatives like the Old Bastrop Road.	Specific Project Comment
Survey # 2	I would like to see the proposed SH 21 moved further south east or perhaps improve Old Bastrop to handle the traffic so as to avoid negatively affecting the property values of the homes in the Hills of Hays subdivision or the living conditions of the residents.	Specific Project Comment
Survey # 2	Concerning your project at: highway 123 and 621 in San Marcos, Texas. I live in the Hills of Hays sub-division, and this project will be in our BACK YARD'S. Do you know that a 48" oil transmission line runs near the back side of the Hills of Hays. This means your roadway would be OVER this pipe line? By tying to moving traffic "better" east and west in and around San Marcos with your new roadway: this would cause a a new traffic. One which would be where ever your new roadway connects with Farm to Market Road 621. Also are you aware of a large stock tank that also sits near your project site. How do you plan on building a roadway over or around this stock tank? And if your roadway is built, will it DEAD END into Farm to Market Road 621. Would this be a wise thing to do? What about using old Bastrop Highway as a connecting point to your project? All you would have to do is widen a roadway that already exist?.	Specific Project Comment
Survey # 2	I ask that you please not extend SH 621 along its proposed location. The area is hilly, it would cross two rivers, your proposed route goes through the La Vista Senior Community Home (which is not shown on your map), http://www.lavistaonline.org/location.shtml , on Redwood Road, and the road would literally be across the street from me and in my neighbors backyard. To put it mildly, it would disrupt our single-family neighborhood where I am raising our two children. I prefer that you use and expand existing roads, such as Bastrop Highway and save the taxpayers some money.	Specific Project Comment
Survey # 2	The SH 21 extension and the FM 110 plans seem redundant. Plus, not to pull the NIMBY card, but the SH 21 extension appears to be planned for, uhm, my backyard.	Specific Project Comment
Survey # 2	Sh21extension why not use old Badtrop highway. This is so close to an elementary school and a busy subdivision that has a couple of hundred residents. Please go out further in the county if this road is really needed. Once Cape Road is reopened traffic will settle down some. Please DO NOT bring this so close to the Hills of Hays subdivision and DeZavala Elementary.	Specific Project Comment
Survey # 2	I submit that there are no justifiable reasons that N27 should be considered. Traffic needs should demand such projects, and none exists. Further, property values will fall along this route which will reduce tax revenues. Drop N27 now.	Specific Project Comment
Survey # 2	Please do not build new roads through river oaks not necessary	Specific Project Comment
Survey # 2	Remove new road NF 27 due to disruption of River Oaks subdivision, very expensive bridge over the Blanco River, and disruption of sensitive eco system along the blanco river.	Specific Project Comment
Survey # 2	We would like to oppose the NF 27. This road connecting our subdivison to 32 is unacceptable. Not only the cost of the road and a bridge but it would completely change the complexion of our neighborhood.	Specific Project Comment
Survey # 2	Oak Run Drive is a residential street in a rural subdivision. This will greatly diminish the quality of life for the residents of River Oaks. You can't be serious!	Specific Project Comment
Survey # 2	NF 27 that is routed through River Oaks Subdivision would provide a negative impact on the community, and size of any bridge built over the river would be the same in scope as one on an interstate highway exchange due to the elevation change. Use of the exixting Wayside bridge and road would have less impact on the community	Specific Project Comment
Survey # 2	Absolutely do not make a new road through River Oaks subdivision to cross the Blanco river and connect to Devils Backbone. The road would be incredibly expensive, it would decrease property values in River Oaks, pollute the river, and increase traffic in River Oaks.	Specific Project Comment
Survey # 2	NF 27 is a totally unnecessary road that would be an expensive waste of my tax dollars. I will work against this squandering of cash in any way I can.	Specific Project Comment
Survey # 2	Please remove new road NF 27 due to disruption of River Oak Subdivision, it would be a very expensive bridge to construct over the Blanco River due to its rugged terrain.	Specific Project Comment
Survey # 2	NF27 (particularly Wayside Dr./Oak Run portion) is where my concerns are. Wayside cannot handle increased volume of traffic in its current state. It will require major renovation in order to take it to a condition that would allow that. Oak Run is a residential street and needs to stay that way. To do otherwise would impact property values and present an extremely dangerous situation for residents. The expense to put a bridge across the river is also unacceptable just for access to Hwy. 32. It is easy enough to go Wayside to 32 rather than to disrupt a residential area. If one wants to put a bridge across the river, replace the "Slime Bridge" at Bendgo and redo Wayside from there on.	Specific Project Comment
Survey # 2	While it is understandable that another all weather crossing may be desirable between CR181 and RR12, careful thought is needed in the planning of NF27. Current alignment will encounter rugged terrain on the south bank of the River. The alignment using the existing "wet" crossing and the end of Wayside drive (CR179) should be considered.	Specific Project Comment

Survey # 2	NF 27 is objectionable as proposed. Should this area be treated as a hill country retreat, embracing solitude and the natural environment or treated like a major thorough fare which is would be out of scale with the surroundings and serve "for convenience only" a few vehicles. Existing routes and low water bridges are currently in place. I suggest improving those is you must	Specific Project Comment
Survey # 2	opposed to ND27	Specific Project Comment
Survey # 2	As a property owner in the River Oaks subdivision, I am completely opposed to the expansion planned along Oak Run and the impact the increased traffic will have on this secluded neighborhood. Due to the water limitations in the Wimberley area, I don't see how the creation of this roadway will facilitate future landowners when growth is constantly being curbed by the restraints of water availability. The creation of this roadway will also have a negative impact on the curb appeal of properties in River Oaks affecting property values, not to mention undermining the very reason people have decided to move to this subdivision in the first place.	Specific Project Comment
Survey # 2	yes. I object to plans for NF 27. This is an unnecessary use of tax dollars that will negatively impact my quality of life and decrease my property value. Do not build NF 27	Specific Project Comment
Survey # 2	The proposed extension of Oak Run through the River Oaks subdivision and the associated bridge over the Blanco River (and neighborhood river park) is a disaster for the residents in the area (myself included) and frankly a waste of taxpayer money (myself included). The proposal would greatly diminish not only our property values but also the quality of living that was the reason we bought our land and built our home. PLEASE reconsider this ill-advised recommendation. THANKS!	Specific Project Comment
Survey # 2	No to NF 27. Negative environment impact on wildlife and noise, traffic , destruction of trees and property as well as aquifer recharge zone impact. Please remove this project from the proposed expansion plan,	Specific Project Comment
Survey # 2	Remove new road NF 27 due to disruption of River Oaks subdivision, very expensive bridge over Blanco River, and rugged terrain Current residents of the Hill Country treasure its rural character, open spaces, and clear flowing creeks and rivers - an important factor in Hill Country property values. • New and improved roads in Hwy 290 and IH 35 growth corridors are consistent with CARD's plan to support growth in those corridors, while central Hays County remains low impact rural development with special attention given to environmentally sensitive areas. • Expansion of FM 150 to four lane divided from Dripping Springs to Kyle/Buda directs traffic away from the rural interior and is recommended. • RM 12 from Dripping Springs at FM 150 south through Wimberley is a two lane road and is recommended. • RM 12 from the Wimberley Junction east to San Marcos should be downgraded from a six lane to a four lane parkway. • RM 32 west of the Wimberley Junction through Devils Backbone is one of the county's most treasured drives, and should remain as a two lane divided road per plan. • Remove new road NF 12 due to impact on Onion Creek watershed and Edwards Aquifer Contributing Zone. • Remove new road NF 26 due to conflict with Mustang Valley subdivision. • Remove new road NF 27 due to disruption of River Oaks subdivision, very expensive bridge over Blanco River, and rugged terrain. • Remove new road NF 25 due to crossing environmentally sensitive aquifer recharge area and limited use. • Remove new road NF 21 due to disruption of existing area creating cut through for truck traffic. • Remove new road NF 24 due to limited use and high cost. • Designate NF 16 for Emergency Access Only and construct as a gravel road with gated access. • Remove new road NF 7 due to duplication with RM 12.	Specific Project Comment
Survey # 2	NF27 is planned to go through a quiet, neighborhood subdivision, River Oaks. As a resident of this subdivision, I strongly object to putting a connection road through here. Besides decreasing land value and ruining the quiet subdivision we have, there is the risk of children and elderly in the neighborhood thatt take walks on Oak Run Rd to get hit by a car since the traffic will be busy and there are side walks there. Please reconsider this throughway.	Specific Project Comment
Survey # 2	I oppose a new roadway NF 27, from Wayside to RR 32 along Oak Run Dr. Traffic does not justify this project through existing neighborhoods as the existing and other planned roadways are sufficient to service current and future needs.	Specific Project Comment
Survey # 2	Specifically NF 27. We are property owners in River Oaks (RO's) on Oakrun and are extremely concerned about the effect of high volume of traffic would have on the environmental area of RO's, along with the 80' easement and impact on some stately, mature oaks on our property near the road, and a concern of noise issues. Additionally, and what may be of concern to Hays County will be the impact of declining property values with a road of the magnitude of NF27 adjoining the properties on Oakrun. There is also a safety concern, as RO's has continued to debate the need for speed bumps in the area. A road of the nature of NF27 would certainly raise speed and safety concerns.	Specific Project Comment
Survey # 2	Several of the suggested new roads west of the Wimberley area are very disruptive to existing properties & neighborhoods, will be very costly due to terrain and water features and most importantly, they are not needed. Projected 2035 population density west of Wimberley indicates very limited growth – certainly not enough to warrant millions of dollars of unnecessary new concrete. I agree with observations below from CARD: • Remove new road NF 12 due to impact on Onion Creek watershed and Edwards Aquifer Contributing Zone. • Remove new road NF 26 due to conflict with Mustang Valley subdivision. • Remove new road NF 27 due to disruption of River Oaks subdivision, very expensive bridge over Blanco River, and rugged terrain. • Remove new road NF 25 due to crossing environmentally sensitive aquifer recharge area and limited use. • Remove new road NF 21 due to disruption of existing area creating cut through for truck traffic. • Remove new road NF 24 due to limited use and high cost. • Designate NF 16 for Emergency Access Only and construct as a gravel road with gated access. • Remove new road NF 7 due to duplication with RM 12.	Specific Project Comment

Survey # 2	NF 16 & NF 15 are critical in addition to NF 8 to provide alternative routes for Lime Kiln. I have property on Alpine Trail and have been unable to leave during a flood event. What about extending the NF 8 connection to Harris Hill Road? It would provide a connection all the way over to SH 21.	Specific Project Comment
Survey # 2	I'm very skeptical for the need of a road (NF 27; new road? since there's evidence a road once went across the Blanco) at the end of Oak Run in River Oaks subdivision, connecting Sachtleben to Fischer Store, much less NF 26. Indeed, most of these NF roads seem more pie-in-the-sky ideas than possessing a truly practical need in any of our lifetimes.	Specific Project Comment
Survey # 2	Yes, NF 13 shows a connection to FM 1826, this should line up with either Bear Creek Drive or North Madrone Trail and may need a turn lane and or traffic signal	Specific Project Comment
Survey # 2	Delete NF6 - crosses Purgatory Creek and a dam. road not necessary. Delete NF 20 and NF 17 - roads go nowhere Need new road connecting FM 150 and Bunton and connecting to MAD 2 between Lehman and Heidenrich in Kyle (per Kyle Transp Plan) Need connection between Goforth to Kyle Parkway near Seton Hospital (per Kyle Transp Plan)	Specific Project Comment
Survey # 2	Extension of Hwy 21 from Hwy 80 to Posey Road is a WASTE of taxpayers money since proposed FM 110 loop and Old Bastrop Hwy enhancements and expansion (if done correctly) will provide plenty of east/west access south of I-35.	Specific Project Comment
Survey # 2	The loops around Dripping Springs would be very helpful to help relieve congestion along 290W through Dripping Springs.	Specific Project Comment
Survey # 2	My only comment would be regading SH 45 and the NF 13 and how realistic are these roads to happen. Of course, we all know about the CAMPO plan and how Travis County has switched back and forth regarding its existence in the plan. To me, these roads are necessary and I'm happy to see them in the plan.	Specific Project Comment
Survey # 2	Curious as to the timeline for the connecting roadway north of the existing Elder Hill Rd. This connection would help address some of the dangerous curves on Elder Hill Rd.	Specific Project Comment
Survey # 2	Yes don't mess with fulton ranch road and especially Flite Acres Road. We don't need more traffic. We all moved out here and know how long it takes to get places and were fine with "traffic" as it as and don't mind if it takes longer with an increased population.	Specific Project Comment
Survey # 2	1. NF 8 from Craddock to Lime Kiln which is a bad idea. The environmental impact would be too severe on Spring Lake, the aquifer and the San Marcos River. It is conceivable that a 'grand bargain' might be struck whereby significant purchase of conservation easements in the headwaters were secured in order to protect the watershed and enable a high standard roadway that captures and thoroughly cleans its run-off 2. The Violet Crown Trail and a greenway should on the map and it should connect Austin to San Marcos as a biped facility	Specific Project Comment
Survey # 2	NF8 should not be done for the reasons stated above. the result will be the end or certain serious degradation of the quality of the ground water, river and lead to a decline of the tourist element that brings money to the community as well.	Specific Project Comment
Survey # 2	Connections for Hillard and Lime Kiln for safety / access for county citizens need to be priorities.	Specific Project Comment
Survey # 2	NF8 appears to be routed over environmentally sensitive area. We should not be building more roads/subdivisions so close to the headwaters of the SM River.	Specific Project Comment
Survey # 2	NF20 needs more justification before \$ is spent on a road to nowhere. Dripping Springs needs a bypass, high priority.	Specific Project Comment
Survey # 2	Delete N26/N27	Specific Project Comment
Survey # 2	Consider a traffic light or turning lanes on Staples Rd at Hills of Hays.	Specific Project Comment
Survey # 2	Again, strongly against the proposal behind Hills of Hays	Specific Project Comment
Survey # 2	Improve FM 621 by making it safer for vehicles especially school buses that pick up and drop off our children to and from school.	Specific Project Comment
Survey # 2	Will you please create a road to access the garbage transfer site from the south or east?	Specific Project Comment
Survey # 2	Only about what effects river oaks	Specific Project Comment
Survey # 2	An additional bridge and road through this rural area (NF 27) is unnecessary and costly.	Specific Project Comment
Survey # 2	Remove new road NF 27 due to disruption of River Oaks subdivision, very expensive bridge over Blanco River, and rugged terrain	Specific Project Comment
Survey # 2	Reduce the amount of truck traffic during evening and early morning hours and weekends along Jacobs Well Rd. in Western Wimberley.	Specific Project Comment
Survey # 2	Increase the size of the RR1492 low water bridge over Blanco would improve trafic flow around Wimberley	Specific Project Comment
Survey # 2	We are not sure if this has been addressed or thought of, but why would there be a need for another low water bridge, when perhaps the ones at CR 1492 (by 7A) could consider widening along with the consideration of bridge improvement for the low water bridge at the end of Wayside? If these areas could be made to accomodate 2-way traffic, would there be a need for a new low water bridge? Perhpas improvements to CR1492 could alleviate the need for NF27. Thank you	Specific Project Comment

Survey # 2	Yes, get those responsible for the Brody Lane/William Cannon area to consider using the right of way already owned by the City to expand Brody instead of extending 45 over extremely sensitive areas of the Aquifer to little benefit of anybody.	Specific Project Comment
Survey # 2	Make the existing RR12 and FM3237 wider. Do not develop neighborhood roads.	Specific Project Comment
Survey # 2	Only enhancement and extension of Staples Road (FM 621) that we have discussed with Commissioner Ingalsbe, TxDOT, and the City of San Marcos for over 10 years.	Specific Project Comment
Survey # 2	The traffic from Wimberley through Elder Hill Rd. continues to get worse. The road isn't designed for the amount of traffic it's getting.	Specific Project Comment
Survey # 2	I don't like your plan regarding Flite Acres Road.	Specific Project Comment
Survey # 2	Provide a connection from Hilliard to Wimberly	Specific Project Comment
Survey # 2	Hays County Transportation Plan Opposition to N26/N27 Henry Ford said: "We all want progress, but if you're on the wrong road, progress means doing an about-turn and walking back to the right road; in that case, the man who turns back soonest is the most progressive." In reference to N27, the Hays County Transportation Plan is on the wrong road. The most insidious effect of constructing N27 is the access it would provide to humans and their tools of destruction. The health of this property demands restrictions on human access and behavior. The N27 transportation project would destroy this environmentally sensitive area including wildlife. Over the last few decades, studies in a variety of terrestrial and aquatic ecosystems have demonstrated that many of the most pervasive threats to biological diversity are aggravated by roads. This road would disrupt the subdivision of "River Oaks". The people who live in "River Oaks" wish to maintain the tranquil lifestyle of the Texas hill country. N27 would not only be costly to build/maintain, but it would also decrease all property values in the area. I am a homeowner/property owner in this area and I strongly object to any change for any reason to this property. My family has owned property here in this area for over fifty years, including a home on the Blanco River. This proposed road would be within view of our front yard. It is not too late to do an about-turn and save the natural beauty of the hill country. The disturbances promoted by this road access and perhaps the most devastating, is development. Highways introduce pressures for commercial development of nearby land. Why would we want to fix something that isn't broken? As responsible citizens we must look ahead and understand that building this road would do more harm than good. Future generations would not have the opportunity to enjoy the natural beauty and tranquility of this area. Delete N26 & N27 from any planning proposals.	Specific Project Comment
Survey # 2	Focus on existing roads. There are too many new roads on your proposed map. I want a better, more improved transportation system, not a bigger one. Just in my section of southeastern Hays county where you propose the SH 21 extension, and FM110/FWY4, and Old Bastrop Highway all within a very close distance and making a mess of the stretch of 123 from WonderWorld Drive to Old Bastrop Highway. This is just one example of what you are proposing throughout Hays County. I am disappointed.	Specific Project Comment General Comments: Limit Expansion
Survey # 2	I'm reluctant to endorse improving--widening to more than 2-lanes, or straightening out (Fischer St Rd and Mt. Sharp/Gainor)--simply on the basis that most traffic seems to more or less adhere to the posted speed limits (more the latter than the former examples), and enlarging these roads more than they are or already have been, creates the venue not just for more through traffic, but faster-moving through traffic. As an avid cyclist, some of these roads are becoming less scenic (losing that Hill Country flavor), and more heavily trafficked, and I would rather see the money spent on guiding this (frequently commercial) traffic away from these roads, rather than giving these drivers a better reason to use them.	Specific Project Comment General Comments: Limit Expansion
Survey # 2	I objectto NF26, NF25, NF24, NF21, and NF16.	Specific Project Comment
Survey # 2	<ul style="list-style-type: none"> Current residents of the Hill Country treasure its rural character, open spaces, and clear flowing creeks and rivers - an important factor in Hill Country property values. New and improved roads in Hwy 290 and IH 35 growth corridors are consistent with CARD's plan to support growth in those corridors, while central Hays County remains low impact rural development with special attention given to environmentally sensitive areas. Expansion of FM 150 to four lane divided from Dripping Springs to Kyle/Buda directs traffic away from the rural interior and is NOT recommended. RM 12 from Dripping Springs at FM 150 south through Wimberley is a two lane road and is NOT recommended. RM 12 from the Wimberley Junction east to San Marcos should be downgraded from a six lane to a four lane parkway. RM 32 west of the Wimberley Junction through Devils Backbone is one of the county's most treasured drives, and should remain as a two lane divided road per plan. Remove new road NF 12 due to impact on Onion Creek watershed and Edwards Aquifer Contributing Zone. Remove new road NF 26 due to conflict with Mustang Valley subdivision. Remove new road NF 27 due to disruption of River Oaks subdivision, very expensive bridge over Blanco River, and rugged terrain. Remove new road NF 25 due to crossing environmentally sensitive aquifer recharge area and limited use. Remove new road NF 21 due to disruption of existing area creating cut through for truck traffic. Remove new road NF 24 due to limited use and high cost. Designate NF 16 for Emergency Access Only and construct as a gravel road with gated access. Remove new road NF 7 due to duplication with RM 12 	Specific Project Comment

Survey # 2	NF27 -- Not needed, not wanted. This is not your "garden variety" road expansion proposal. NF27 requires taking a lot of acreage from land owners, building a 45 foot bridge over the Blanco river and pushing a long road through an area where none exists -- for what reason? People live, retire and visit rural parts of Hays county because of the beauty of the area, the wildlife, the solitude. New bridges across the Blanco, with new and expanded feeder roads will assuredly add to the population density of the area. With added density comes an increased demand for water, waste disposal, and sadly diminishing habitat for wildlife. I own property on Oak Run including a Blanco river house that will be in the shadow of this 45 foot tall bridge spanning the Blanco. This particular stretch of the Blanco, downstream from El Rancho Cima is one of the most beautiful spots in all of the Texas Hill Country. To deface this area with a high bridge over the river is unconscionable. I just can't fathom how an agency of my county could be so insensitive and out-of-touch to float this proposal to the public. For over 50 years, my family has owned property here in this area including the house on the Blanco river. I enjoyed then and I enjoy now seeing the turkey, deer, and a host of other wildlife roam this area. For goodness sakes, we need to come to our senses on this and remove NF27 from any planning proposal. I want to leave the Blanco river at the end of Oak Run for future generations to enjoy. I vote for being a good steward by deleting NF27 from any and all Hays county proposals.	Specific Project Comment
Survey # 2	Strongly against the extension behing Hills of Hays!!!!	Specific Project Comment
Survey # 2	Is TXDOT in sync with Hays County's plans for RR 12?	Specific Project Comment
Survey # 2	Remove new road NF 27 due to disruption of River Oaks subdivision, very expensive bridge over Blanco River, and rugged terrain	Specific Project Comment
Survey # 2	Water quality will be significantly impacted by revamping Wayside Dr. and/or Oak Run. Runoff will be greatly increased due to increased traffic loads. That is unacceptable and should be paramount in consideration when planning is done, especially in light of the current drought situation.	Specific Project Comment
Survey # 2	I hope it's not too late but I think widening current roads (RR12) is better than widening all of these alternative routes. People moving out here creates traffic conditions but then fixing all the road way problems on gives more people a reason to move out here. Please leave the Wimberley part out of the discussion. I'll gladly send my tax dollars to Dripping, Kyle and San Marcos road work.	Specific Project Comment
Survey # 2	Please reconsider NF 27! Thanks	Specific Project Comment
Survey # 2	It is good to keep RR 12 smaller, as you have, but I am concerned re the recharge zone for the Barton/Edwards aquifer region, too. Water is so precious and dense development on recharge zones means we will have less recharge in the future, not just because impervious surfaces cover the percolation area, but because increased speed of runoff from impervious cover then has a domino effect, causing a sharp decrease in recharge in the creek beds. Any watershed scientist can show you diagrams illustrating this, and I have some that I should share with the county commissioners. I used to do that every year after new commissioners are seated, but I've not gotten around to it lately. I	Specific Project Comment General Comment: Water Issues
Emailed	Please do not put in this road from Oak Run to Hwy 32.	Specific Project Comment
Survey # 2	I have submitted a brief note specifically addressing the alignment of NF 27 via "haystransportationplan@gmail.com" I would appreciate e-mail confirmation of receipt.	Specific Project Comment
Emailed	Most of us moved to the Hill Country for the beauty, small town flavor and most of all the lack of heavy traffic. Please help keep the peaceful beauty of our community. Do not add more and wider roads to take away our open lands that are such a part of why we are here.	General Comment: Preserve Character
Letter	<p>First, on behalf of the City of Wimberley, I would like to thank you and other members of the Commissioners Court for the on going dedication and commitment the Court has shown to addressing the safety and mobility needs of the citizens of Hays County. Partnering with other governmental entities across Hays County to deal with these issues is a proactive approach towards addressing the transportation needs of those who live, work and visit in Hays County.</p> <p>I am writing this letter to advise you that on November 15, 2012, the Wimberley City Council met and reviewed the proposed update of the Hays County Transportation Master Plan ("Plan"). After considerable discussion, the City Council voted unanimously to recommend approval of the Plan with the following conditions:</p> <ol style="list-style-type: none"> 1. The roadway identified in the Plan as NF 16 should be used as an emergency only route. 2. The proposed Ranch Road 12 Parkway, between San Marcos and the intersection of Ranch Road 12 and RM 32, should be limited to four (4) lanes rather than six (6) lanes, as it seems to appear in the Plan. 3. The proposed upgrade of Flite Acres Road should be removed from the Plan. <p>It was also the suggestion of the City Council that a legend be provided on the maps in the Plan to better define the various roadway designations.</p> <p>Again, the City of Wimberley appreciates the hard work and effort that has been poured into this critical planning project. Please let me know if you have any questions or need any additional information.</p>	General Commetn: Support for Plan; Specific Project Comment
Verbal	Concerned about the traffic on Jacobs Well as part of a bypass around and wants a large concrete wall along Jacobs Well Rd.	Specific Project Comment

ALERT – NOV. 8, 2012 HAYS COUNTY TRANSPORTATION PLAN IMPACTS YOUR NEIGHBORHOOD

A draft Hays County Transportation Plan (HCTP) released Nov. 8th will guide new and enlarged roads for the next 10+ years. Many of the changes are good and necessary, but some will have a negative impact on neighborhoods. A map of the draft HCTP is printed on the back of this ALERT. Your input to your elected officials can influence the selection of new roads and improvements that will be included in the final HCTP. Please review the draft HCTP and consider the comments below offered by the Citizens Alliance for Responsible Development (CARD), a local citizen awareness group.

REVIEW OF HAYS COUNTY TRANSPORTATION PLAN BY CARD: ISSUES

- Major growth in Hays County will be focused along the Hwy 290 and IH 35 corridors, while the interior (central area) of Hays County will have modest growth per CAMPO 2035 Plan..
- Our water supply in central Hays County is primarily from groundwater pumped from an underground aquifer and must be protected for the future. By keeping open spaces, the rainfall can penetrate into the soil and crevices and refill the aquifer, thereby insuring a sustainable water source.
- New roads NF 21, NF 24, NF 25, NF 26, and NF 27 were recommended by Wimberley five years ago, but are outside the city's jurisdiction and will create a burden on Hays County taxpayers.

TRANSPORTATION PLAN COMMENTS

- Current residents of the Hill Country treasure its rural character, open spaces, and clear flowing creeks and rivers - an important factor in Hill Country property values.
- New and improved roads in Hwy 290 and IH 35 growth corridors are consistent with CARD's plan to support growth in those corridors, while central Hays County remains low impact rural development with special attention given to environmentally sensitive areas.
- Expansion of FM 150 to four lane divided from Dripping Springs to Kyle/Buda directs traffic away from the rural interior and is recommended.
- RM 12 from Dripping Springs at FM 150 south through Wimberley is a two lane road and is recommended.
- RM 12 from the Wimberley Junction east to San Marcos should be downgraded from a six lane to a four lane parkway.
- RM 32 west of the Wimberley Junction through Devils Backbone is one of the county's most treasured drives, and should remain as a two lane divided road per plan.
- Remove new road NF 12 due to impact on Onion Creek watershed and Edwards Aquifer Contributing Zone.
- Remove new road NF 26 due to conflict with Mustang Valley subdivision.
- Remove new road NF 27 due to disruption of River Oaks subdivision, very expensive bridge over Blanco River, and rugged terrain.
- Remove new road NF 25 due to crossing environmentally sensitive aquifer recharge area and limited use.
- Remove new road NF 21 due to disruption of existing area creating cut through for truck traffic.
- Remove new road NF 24 due to limited use and high cost.
- Designate NF 16 for Emergency Access Only and construct as a gravel road with gated access.
- Remove new road NF 7 due to duplication with RM 12.

YOUR ACTION:

REVIEW THE PLAN AND CONTACT YOUR HAYS COUNTY COMMISSIONERS AND CITY OFFICIALS

WITH YOUR COMMENTS. WEBSITE/EMAIL CONTACTS ARE: www.co.hays.tx.us;

www.cityofwimberley.com; www.cityofwoodcreek.com; or email: haystransportationplan@gmail.com.



December 6, 2012

Comments Regarding Hays Transportation Plan

Re: NF 27

I recognize that it is important to make plans to accommodate the predictable growth and development of Hays County and the adjoining areas. The challenge is to improve roads and highways while sustaining the very essence of the Hill Country -- the tranquil beauty of the trees, rivers and hills. Those responsible for planning face what many of us have done much of our lives -- analyzing the risk/benefit ratio. That is to say, in the proposed plans for new roads and improvement of existing ones, what are the projected benefits and what might be the risks or unintended consequences? Very careful and deliberate consideration to each proposal is required.

I have several suggestions. One, the members of the planning committee need to visit each site and/or travel along the intended route, noting the terrain, proximity of houses, trees, landmarks, etc, before making decisions. They need to project what effects the increased traffic would have on each area.

Two, all landowners along the proposed changed routes need to be notified. To my knowledge, that has not been done. The impact, either positive or negative, of a proposed change on literally hundreds of families needs to be appreciated.

Three, more than ever, we need to have a projection of cost of each proposal. What ultimate effect on property taxes will there be? Potentially, some property values will fall dramatically, while others may increase. Only by this careful analysis can the process of "picking and choosing" be done.

Personally, my wife and I have great concern about one of the plans, NF 27. While it may look "doable" when looking at a map, reality suggests it is far from desirable. Specifically, NF 27 cuts right through a recently purchased large property close to a homesite located on the south side of the Blanco River. It is evident that the new owners have spent considerable amounts in improving the site. A bridge crossing the Blanco River would take out a number of massive cypresses and forever destroy the beauty of that stretch of the river. NF 27 would also pass very close to a house, on the north side of the river, located at the end of the Drive. My wife and I own 71 acres to the west of that house, with plans to dedicate that serene and peaceful place to be a spiritual retreat for clergy and committed lay people. We consider that place to be very special and "sacred". NF 27 would forever change the character of our little piece of heaven, making it

far less desirable to proceed with our plans. The traffic activity and noise would undoubtedly interfere with the meditative and contemplative nature we envision.

Furthermore, the increased traffic on Oak Run Drive and throughout the River Oaks Subdivision would adversely affect the sense of isolation and peacefulness of that area to the great detriment of the peaceful enjoyment by residents of their property. Undoubtedly, the increased traffic and noise would also have a significant adverse effect on property values in the subdivision.

We ask that the NF 27 proposal be removed from further consideration, as it would do irreparable harm to the serenity and beauty of the affected areas.

We also ask that further proceedings regarding the Hays County Transportation Plan be effectively communicated in a timely manner to all property owners possibly affected.

Thank you for your consideration.

██████████

[REDACTED]

December 6, 2012

Comments Regarding Hays Transportation Plan

Re: NF 27

We own property located at 3450 Oak Run Drive and have the following comments regarding NF 27. (My husband, [REDACTED], is submitting comments separately.)

We fully support the statement by the Citizens Alliance for Responsible Development that “residents of the Hill Country treasure its rural character, open spaces, and clear flowing creeks and rivers -- an important factor in Hill Country property values.” Hays County is uniquely situated between the two metropolitan areas of Austin and San Antonio, and we believe that great care must be taken to preserve the serene and beautiful landscapes that Hays County has to offer and to protect wildlife and environmentally sensitive areas so that not only residents, but visitors, can have the pleasure of getting away from the hustle and bustle of the cities to connect with nature and have a quiet time for personal renewal.

For years, people have migrated from the cities to establish homes in rural Hays County, particularly in the Wimberley area. River Oaks Subdivision is a prime example. Homes are built back in the trees on five- and ten-acre plots for the most part. Residents enjoy the deer, turkey, other birds and wildlife. By plan, there are no through roads in the subdivision. Oak Run Drive, one of the two entry roads to the subdivision terminates near the Blanco River, and the only river access in the subdivision (except for lots abutting the river) is a river park that is open to residents. Thus, there is no traffic in the subdivision by large numbers of people who are seeking access to the river. The area is peacefully quiet, and that has always been the great attraction of this area.

Although nonresidents do not have access to the river in River Oaks itself, people can enter the river at various places upstream on canoes, kayaks and inner tubes and float or maneuver down-river through the subdivision. Residents welcome these visitors and are happy for them to enjoy the river. We have been told by a number of canoers and others that the stretch of river downstream from the Boy Scouts’ dam and continuing for about a mile is one of the most beautiful stretches on the river. The proposed bridge for NF 27 would cut right through this stretch of river.

We believe that making Oak Run Drive a through corridor by extending it via a bridge across the Blanco River, and then across beautiful, rugged, unscarred terrain on the other side to connect with RM 32, would have an extremely adverse effect upon all residents of River Oaks Subdivision. The traffic and noise would be detrimental, and the adverse effect on wildlife would be very sad. In particular, to put a bridge across the Blanco at this point would destroy one of the most beautiful expanses of river that people currently enjoy.

We, of course, have a very personal interest in the proposal because we own 71 acres of land adjoining Oak Run Drive. Entry to our property is at the terminus of Oak Run Drive, and our cabin overlooks the river. Across the road from us are two homes. Generally, people who drive down Oak Run Drive past the one-lane bridge are people who are going to one of the three homes, people who are lost and a few people who are just curious to see what is there. It is very quiet and secluded past the one-lane bridge. My late husband and I purchased the property in 1985, and it has always been used as a serene get-away. I [REDACTED], and he, too, has fallen in love with the property and what the entire area has to offer.

Our intention is to take measures to assure that the property always maintains its wonderful character and is never developed. Currently, our plans are to have the property transferred to an organization (such as a church or group of churches) for use by a limited number of people, particularly pastors and church leaders, for a get-away for spiritual renewal. Indeed, we have incurred significant expense toward this end by retaining an architectural firm and an attorney to help us develop plans for such a center. (Our architects are very excited about our project and have referred to the property as “magical.”)

If the proposal to build a bridge across the river and extend Oak Run Drive should be implemented, the serene nature of our property would be destroyed

. There are few enough places where people can get away to enjoy the kind of experience this property can offer. Surely, if another north/south road is needed (and I question that need), a better location can be found.

We respectfully request the proposal for NF 27 be abandoned because of

The disruption to all residents of River Oaks Subdivision

The adverse impact on property values in River Oaks

The great cost the county would incur for a bridge and the building of a road on the other side of the river across very rugged (and beautiful, unspoiled) terrain

The destruction of the peace and serenity of our property

We would be happy to talk with and meet with one or more of the people responsible for developing transportation plans if they have any questions regarding our comments, our property or our plans for the property.

Thank you for your consideration.

[REDACTED]

While the need to provide another N-S connection across the Blanco River between RR12 and County Road 181 may assist orderly development of Hays County, topography may introduce significant challenges in the location of the proposed NF 27 segment as shown on Exhibit one. Exhibit 2 is portion of the Devils Backbone topographic map with the proposed NF 27 alignment. Clearly the orientation of the topography introduces challenges to road construction of either multiple bridges or significant ‘switch-backing’ of the road.

Examination of the current crossing of the river show that prior construction took advantage of the WSW- ENE orientation of the secondary creeks and draws. Exhibit 3 shows the crossing of RR12. Exhibit 4 shows CR181 bridge crossing. Exhibit 5 shows the 'wet' crossing at the west end of Wayside Drive (CR179) and exhibit 6 shows the 'wet' crossing near the intersection of Wayside and River Road.

Initial review of alternates to the proposed NF 27 route should consider if the current 'wet' crossings provide acceptable sites for all-weather bridge crossing(s). The county road system between Hays and Comal Counties is in place. Should the plan require that NF 27 be located between these 2 crossings, then any alternate should take advantage of topography even if this adds to the new road construction. While use of the current County Road (Oak Run, River Oaks Subdivision) is compelling, the challenges of road construction on the south bank of the river are significant to join RR32. The mesa on the south bank of the Blanco here is a well known tourist attraction. The overlook to both west and east is an undeveloped rugged natural setting.

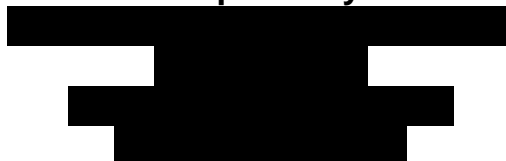
One suggestion is offered in exhibit 7. This would include either using the current portion of CR 180 (Sachtleben) and Wayside as shown or re-routing it to the SSW as shown and taking advantage of gentle slopes to the Blanco. The crossing would be oriented SW –NE and the new road align with the valley of the Dutch Branch of the Blanco River.

Please consider this proposal along with others offered to enhance the development plan of Hays County while retaining much of its current nature setting. These settings are a great boost to the tourist industry which is currently an important economic driver of this County.

NF-27 Proposal

Hays County, Texas

Prepared by



December 3. 2012

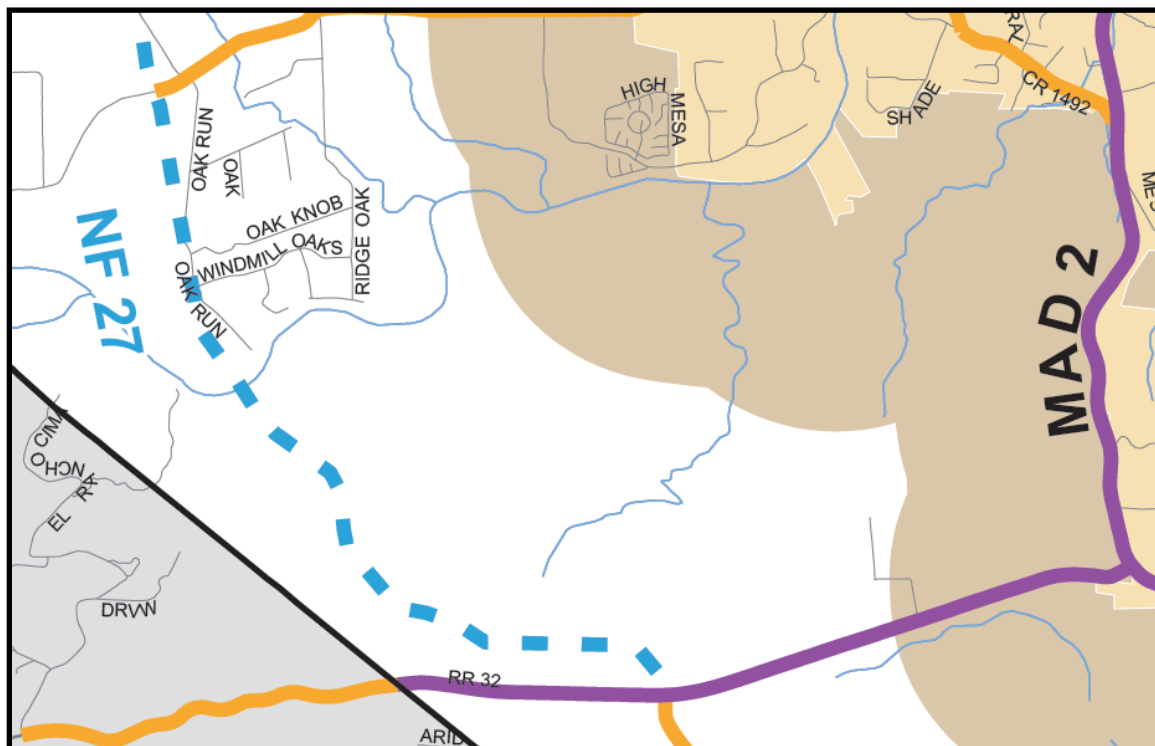


Exhibit 1

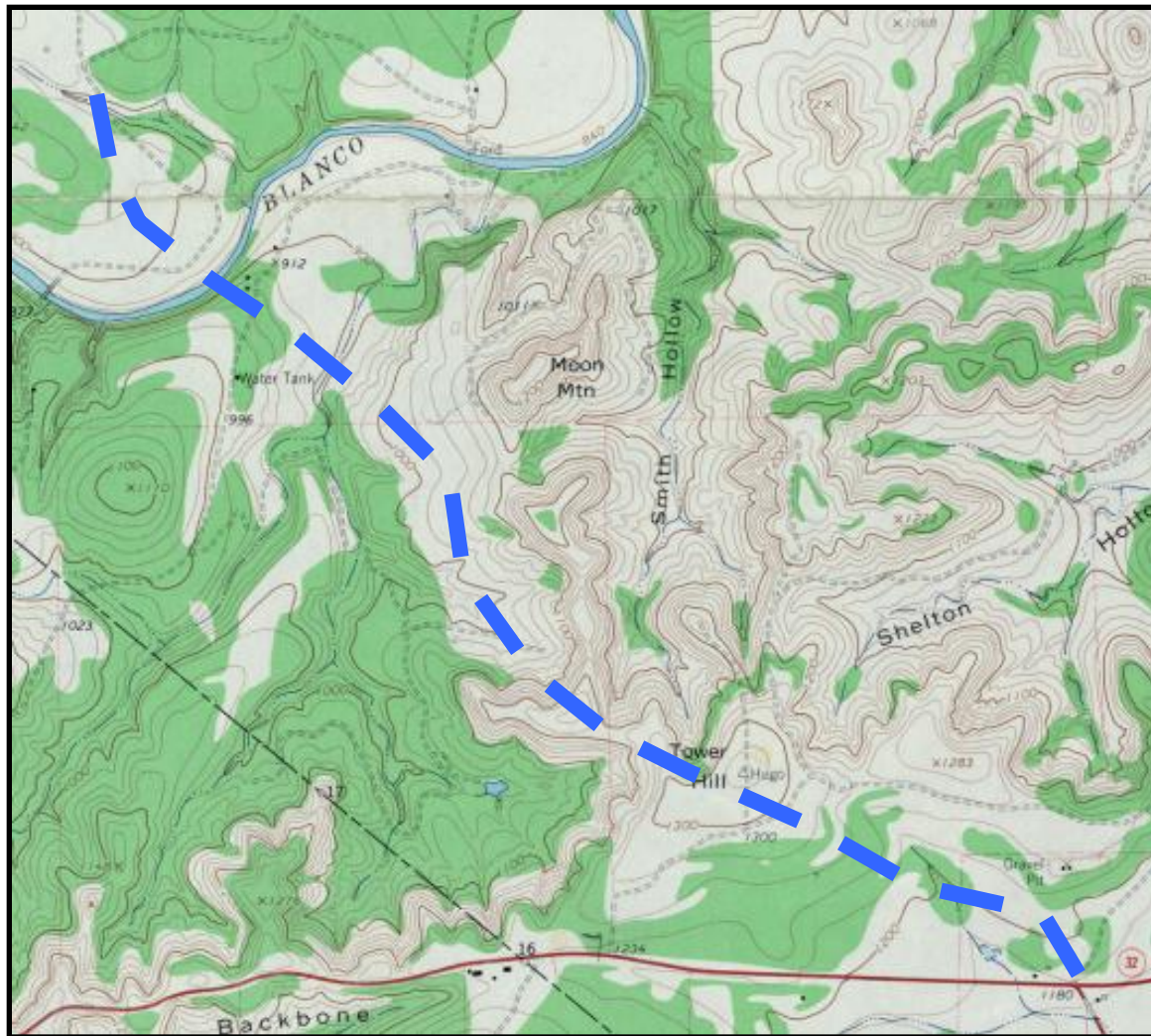


Exhibit 2

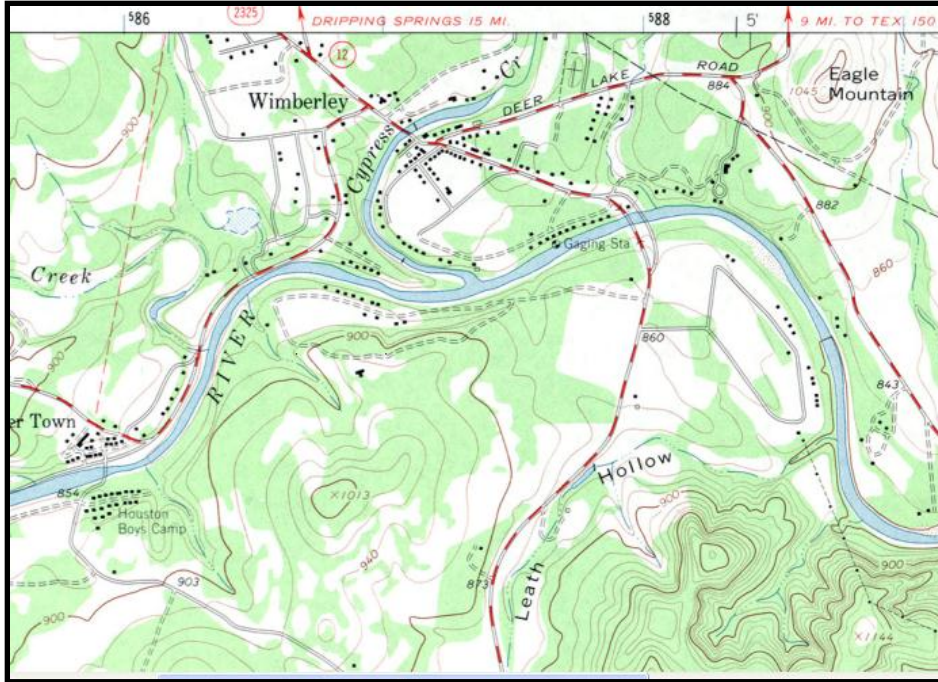


Exhibit 3

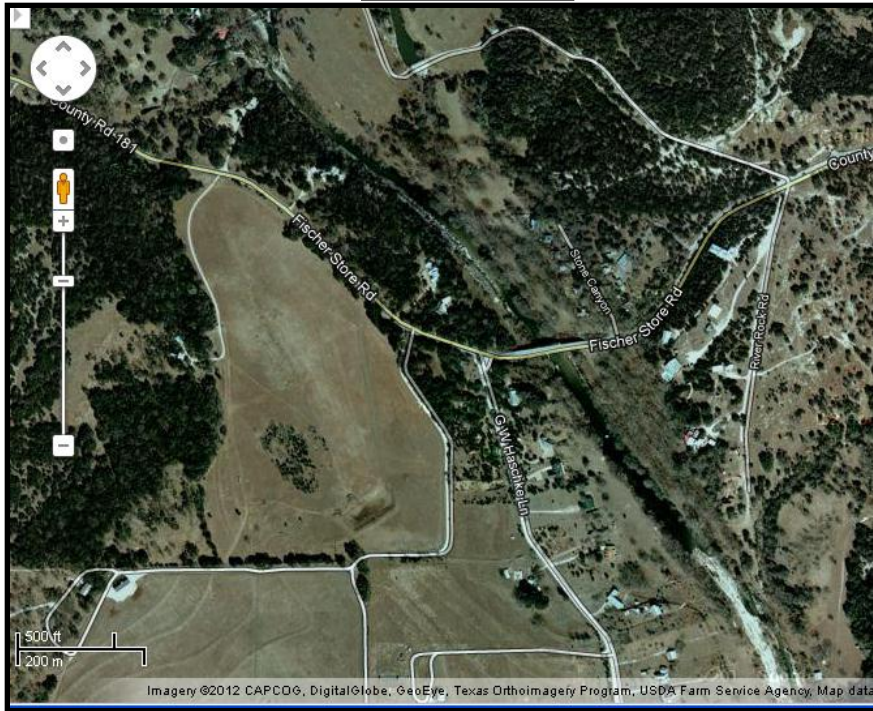


Exhibit 4

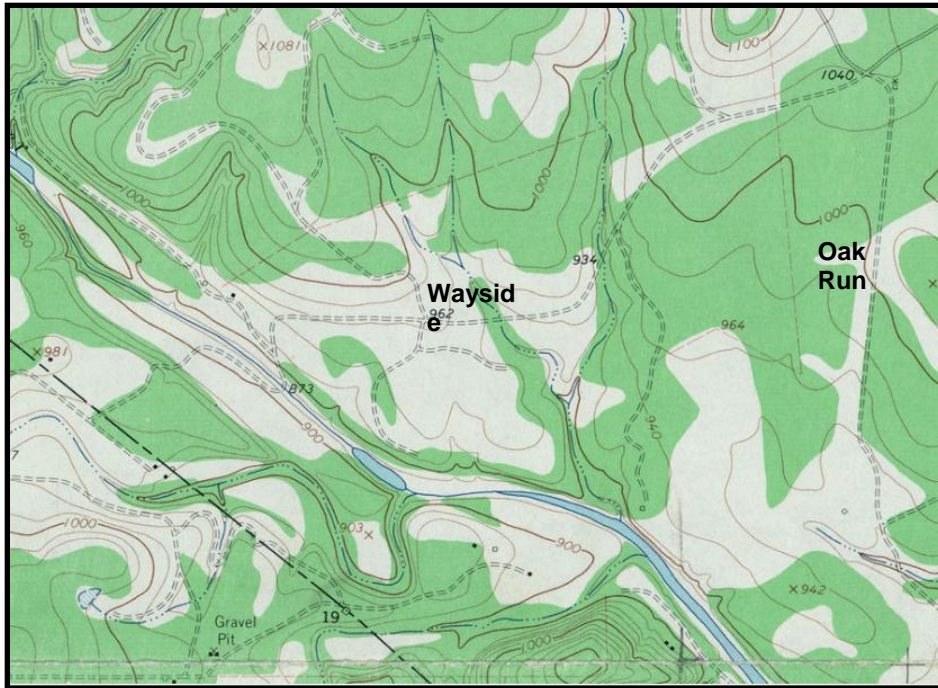


Exhibit 5

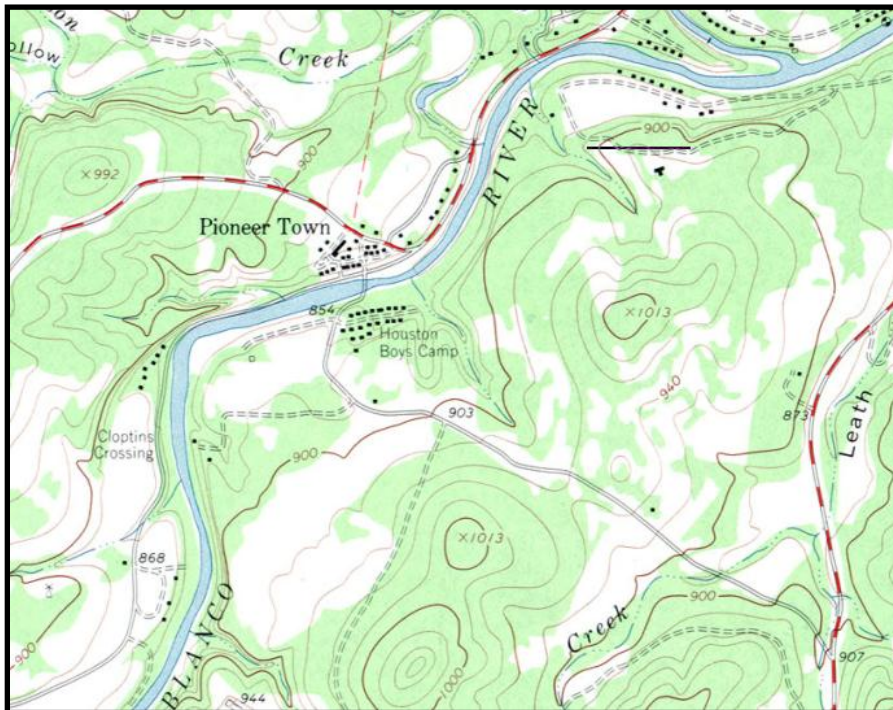


Exhibit 6

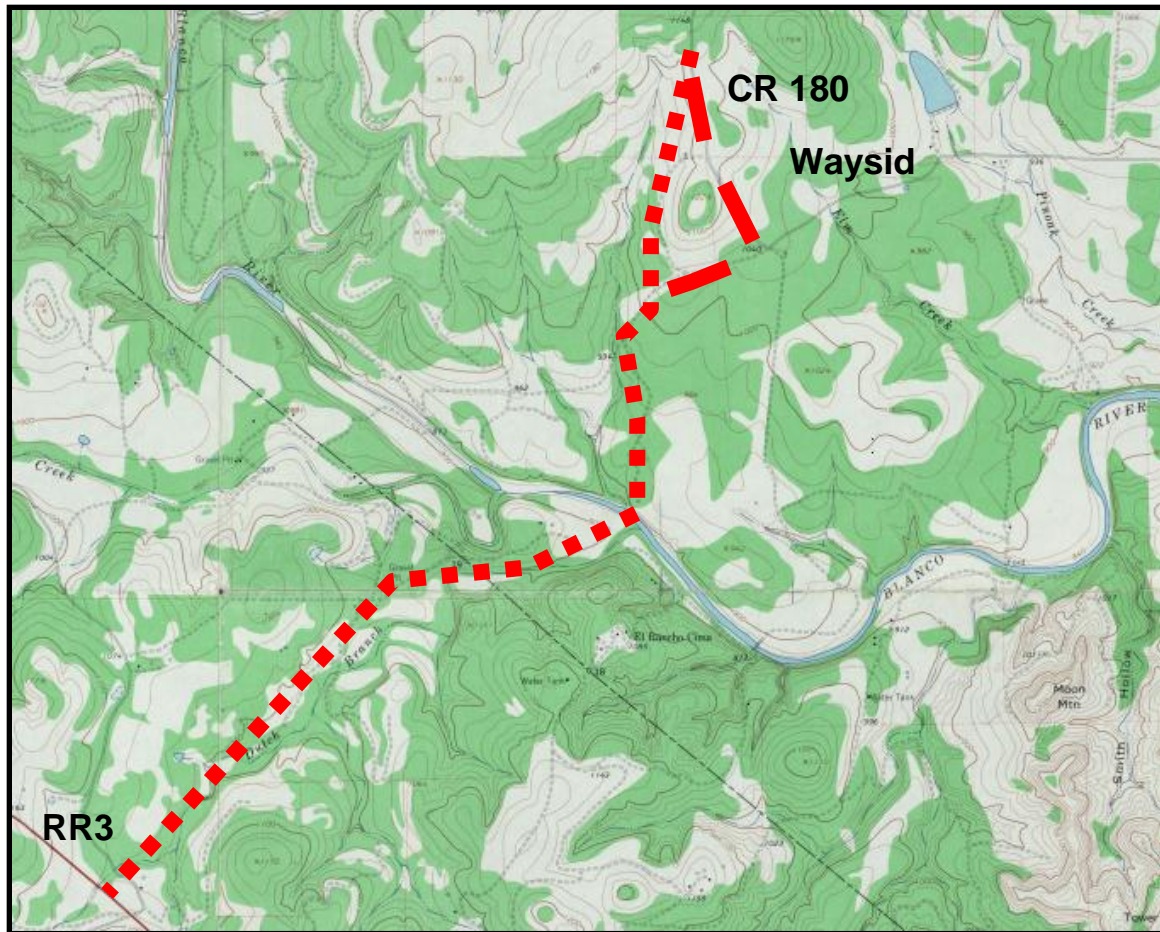


Exhibit 7

Dear Hays County Transportation Planners:

We in the San Marcos River Foundation are extremely concerned about the extension of Craddock Avenue, planned to run over Sink Creek on the northwest side of San Marcos. Your plan includes this, we hear, because it is on the city's plan. We want to point out to you, as we frequently point out to the city, that the bridge to cross Sink Creek (because it is on the recharge zone and crosses a very high, steep canyon surrounding this creek) is going to be astoundingly expensive to build and will require extensive environmental impact studies. It will have minimal value, since the very large Wonder World extension has already been built to take traffic to 35 from Wimberley. We intend to closely monitor this watershed which flows into the head of the San Marcos River.

The Craddock route over Sink Creek is in an area of extreme flooding, with two large earthen flood control dams. If you tried to cross Lime Kiln Road with the Craddock extension, and continue to IH 35 north of San Marcos, you would be crossing the Balcones Fault where many springs like Sink Springs and Rattlesnake Springs are known to have endangered blind salamanders in them. The whole area has golden cheek bird habitat, and of course Sink Creek pours directly into Spring Lake, which is habitat for many aquatic endangered species. The archeology resources in this area are also known to be very rich, and densely packed into the springs area, one of the oldest continually inhabited places in North America. Over 12,000 years of habitation have been documented. Work is being done by Texas State archeologists to nominate this Spring Lake area for a World Heritage Site designation.

Water Quality studies and computer modeling are being done by scientists from the University and the Meadows Center to predict what kind of water quality problems would ensue from development of this watershed. It is quite clear that roads would bring dense development to the area. We believe it is important that this watershed be protected with conservation easements or conservation land purchases, if we are to continue to have a swimmable, clear river in San Marcos. This river is an important centerpiece of the community, and the Edwards Aquifer is an important water resource, that must be protected. Once water in an aquifer is damaged or polluted with development, it is not possible to clean the water that is deep in pockets and cracks of karst rock formations. Please help us protect this valuable county resource for future generations.

We urge you to remove this Craddock extension from your plan.

Thank you,

[REDACTED]

San Marcos River Foundation

[REDACTED]