

**Hays County Transportation Plan
Summary of Public Comments Received
February 16, 2012**

| Map ID | Venue | Comment | Category | Disposition |
|--------|-------|--|---------------------------|-------------|
| 1 | PW #1 | Support the construction of SH 45 SW between MoPac and FM 1626 | Added lanes/expansion | |
| 2 | PW #1 | Need one-way side drives south of FM 1626/Kyle Parkway | Added lanes/expansion | |
| 3 | PW #1 | Need north-south arteries to handle traffic (alternate to IH-35) | Added lanes/expansion | |
| 4 | PW #1 | Need public transportation for western, northern, southern and eastern Hays County to support healthcare, education and job growth | Public Transportation | |
| 5 | PW #1 | Identify towns, some roads, and some traffic counts at key points on traffic flow map | Other | |
| 6 | PW #1 | Improve the signing and striping at the five-way stop sign at Hutchinson, North and Mary Streets | Intersection Improvements | |
| 7 | PW #1 | CR 225 does not continue through and ends at the Blanco River | Other | |
| 8 | PW #1 | Support Lone Star Rail. Hays County should work with municipalities to ensure adequate planning, funding another resources (multi-modal transportation) are in place for Lone Star Rail | Public Transportation | |
| 9 | PW #1 | Complete the east loop around San Marcos from McCarty to Highway 21 | Bypasses | |
| 10 | PW #1 | Bicycle and pedestrian facilities are needed on old RR 12 between new RR 12 to at least Holland | Bicycle Facilities | |
| 11 | PW #1 | The recharge area is not the place to put any roads, which will bring dense apartments, commercial development (high impervious cover) where it will do great damage to the Spring Lake/Sink Creek water resources | Other | |
| 12 | PW #1 | Add more turn lanes | | |
| 13 | PW #1 | Provide and an alternate route for US 290 around or over Dripping Springs | Bypasses | |
| 14 | PW #1 | Extend FM 150 to US 290 west of Dripping Springs | New Roads | |
| 15 | PW #1 | Provide and alternate route for RR 12 to US 290 | New Roads | |
| 16 | PW #1 | Provide a north bound acceleration lane to accommodate trucks that will be prohibited from using RR 12 through Wimberley | Added lanes/expansion | |
| 17 | PW #1 | CR 170 needs to be re-built, widened and its low water crossing improved to accommodate the traffic going from Woodcreek and Wimberley to Austin | Added lanes/expansion | |
| 18 | PW #1 | Bunton Road between IH-35 and Dairy Road desperately needs repair | Maintenance | |
| 19 | PW #1 | Need left turn lanes on Gristmill and Cotton Gin Roads | Intersection Improvements | |
| 20 | PW #1 | What are the future plans for improvements to FM 1626 from FM 967 to the Travis County line? Have seen many surveyors in the area | Other | |
| 21 | PW #1 | Sidewalks are needed from the bus stop to the hospital | Pedestrian Facilities | |
| 22 | PW #1 | Alternate means of egress from Hilliard Road and Lime Kiln Road north across Blanco River. It's a safety, mobility and school issue | Safety | |
| 23 | PW #1 | Need to extend a street from IH-35 to Hopkins (consider Chico, Kingswood or Sherwood) to over railroad to Hopkins | Added lanes/expansion | |
| 24 | PW #1 | An alternate east-west route across Dripping Springs City Center needs to be developed and implemented as soon as possible | Bypasses | |
| 25 | PW #1 | Need a similar improvement along RR 12 as was done on 2325..school bus traffic specific to turning lanes needs to be addressed | Added lanes/expansion | |
| 26 | PW #1 | Consider a traffic light at Jacobs Well Elementary School | Intersection Improvements | |
| 27 | PW #1 | Change the yield sign and Lehman and Bunton Roads intersection to a stop sign | Intersection Improvements | |
| 28 | PW #1 | There is heavy congestion from Highway 21 to Highway 80 and its not a good alternate routes. If the South River Road upgrade is still in the plan it could be advantageous | Added lanes/expansion | |
| 29 | PW #1 | Observe waters system boundaries and capacities when calculating future development potential, especially in the rural areas. Some areas may never support populations necessary to justify road expansion | Other | |

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| 30 | PW #1 | When marking intersections make right turn lanes | Intersection Improvements | |
| 31 | PW #1 | The City of Kyle has no tree ordinance, does not list Stagecoach Bike Trail in their master transportation plan. I have advocated for round about at intersections as Opal, Roland at both ends of Stagecoach to lessen the semis, dump trucks and cement trucks from this area. Does Hays County have a tree ordinance protecting heritage oaks? Why not incorporate roundabouts ; it is being used all over the US, slowing traffic down, lessening traffic accidents, and preventing heavy trucks from using those roads. How will the one ways on frontage road affect the small rural roads? | Other | |
| 32 | PW #1 | Sessoms/Aquarena intersection is a nightmare | Intersection Improvements | |
| 33 | PW #1 | Safety improvements on RR 12 north of Wimberley are needed | Safety | |
| 34 | PW #1 | Need either a four-way stop or something to make turning off Mill Street onto Uhland safer. There are also some shrubs blocking the view making an unsafe left turn | Intersection Improvements | |
| 35 | PW #1 | Need passing lanes on FM 32 | Added lanes/expansion | |
| 36 | PW #1 | Need a bridge over the railroad tracks at Aquarena and Post Road | New Roads | |
| 37 | PW #1 | Seton Hospital and the future site of the Austin Community College will in the future create excessive amounts of new traffic to the area. No signals on certain roads have repeatedly created dangerous intersections. Kyle is rapidly growing and needs a better transportation plan | Other | |
| 38 | PW #1 | Need a loop system connecting alternate routes north and south from IH-35 to connect Buda, Kyle and San Marcos | New Roads | |
| 39 | PW #1 | With FM 1626 soon to be four lanes FM 967 will need to be upgraded from 2 lanes to four lanes and the intersection of FM 1626 and FM 967 will need to be upgraded soon too. | Added lanes/expansion | |
| 40 | PW #1 | What are bikeways? Do you notice how the bike lanes do not connect? A comprehensive transportation system focuses on connectivity. Those bike lanes need to connect inside the city then branch out around the county to Hays County residents can safely bike from city to city. I'm guessing most of you commissioners do not bike so maybe you haven't thought of this. Connect, connect, connect! Keep your citizens healthy and safe. | Bicycle Facilities | |
| 41 | PW #1 | SH 80 and IH35 needs major upgrade; need to consider direct connectors to SH 21 to improve traffic in this area | Added lanes/expansion | |
| 42 | PW #1 | The environmental sensitivity map is weak and needs to do a better job of showing the Spring Lake/Sink Creek Watershed | Other | |
| 43 | PW #1 | Truck traffic through Buda | Other | |
| 44 | PW #1 | CARTS should change its policy to allow patients to be picked up at Live Oak Health Partners and dropped off across Wonder World Drive at CTMC to keep patients from having to cross Wonder World Drive twice | Other | |
| 45 | PW #1 | Traffic going south on IH-35 at exit 213 to cross east onto FM 150 clogs all main streets in Kyle. Burlson is used to access Center Street (FM 150) to go east. | Other | |
| 46 | PW #1 | Consider closing the first entrance to Target along the service road of exit 213. It is too close to the light and causes accidents | Safety | |
| 47 | PW #1 | Need park and ride lots badly, need to consider transportation for the elderly, and need to provide bus service in neighborhoods | Other | |
| 48 | PW #1 | Traffic light is needed to address congestion and accidents | Intersection Improvements | |
| 49 | PW #1 | Flooding is an issue on the bridge of Lime Kiln and the entrance to New Windmere and out the Lime Kiln Development | Other | |

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| 50 | PW #1 | McCarty Lane beneath IH-35 the section should be widened to match the new roadway to the east, and between IH-35 and Hunter Road McCarty needs to be upgraded to account for future Paso Robles and Texas State Bio Tech Center | Added lanes/expansion | |
| 51 | PW #1 | Traffic flow at FM 150 at IH-35 needs to be improved both east and west of IH-35 | Intersection Improvements | |
| 52 | PW #1 | FM 150 East need turn lanes and shoulders | Added lanes/expansion | |
| 53 | PW #1 | Gosforth needs to be completely repaired and expanded | Added lanes/expansion | |
| 54 | PW #1 | Yarrington needs to be straightened | Added lanes/expansion | |
| 55 | PW #1 | RM 1826 and FM 150 T-post needs a light? | Maintenance | |
| 56 | PW #1 | Complete the extension of the Buda Truck Bypass to connect FM 2770 to FM 967 south to alleviate heavy truck traffic | Bypasses | |
| 57 | PW #1 | Widen FM 967 from Onion Creek to FM 1626 including turn lanes. Also, lower the speed limit to 40-45 mph | Added lanes/expansion | |
| 58 | PW #1 | Speed limit is 60 mph between HEB Plus and associated stores on the right and all the stores and fast food places on the left. This speed is far too excessive for all the traffic | Other | |
| 59 | PW #1 | FM 1626 from FM 967 to Brodie Lane is too narrow for the traffic load and there are minimal shoulders | Added lanes/expansion | |
| 60 | PW #1 | FM 967 from RM 1826 to FM 1626. There is heavy truck traffic and there are no shoulders. This is a dangerous strip of road and four lanes are recommended | Added lanes/expansion | |
| 61 | PW #1 | RM 1826 is too narrow for the heavy traffic and there are no shoulder and there is limited visibility | Added lanes/expansion | |
| 62 | PW #1 | At Stagecoach and Hernandez there is congestion and poor traffic enforcement at the school zone, and the timing to the Hunter Road/ Stagecoach Road signal compounds the problem | Intersection Improvements | |
| 63 | PW #1 | RM 1826 needs shoulders and additional capacity | Added lanes/expansion | |
| 64 | PW #1 | Extend FM 150 west/north to connect to US 290, avoiding RR 12 and US 290 intersection | Added lanes/expansion | |
| 65 | PW #1 | Concerned about any road development going through Sink Creek, Purgatory Creek, and Sessom Creek. We need to protect our watersheds and recharge zones | Other | |
| 66 | PW #1 | The Environmental Sensitivity Map looks like it was specifically designed to cloak reality | Other | |
| 67 | PW #1 | Bike lanes are needed on Post Road between the City and the park (provided map) | Bicycle Facilities | |
| 68 | PW #1 | There needs to be a road from San Marcos to connect directly to FM 150 and 3237 intersection, and direct access to Dripping Springs would be nice | Added lanes/expansion | |
| 69 | PW #1 | Working in public health in Hays County I come across a lot of residents who have problems getting to their medical appointments due to a lack of public transportation access in rural communities. Especially in areas between individual municipalities. Need communication to the public of areas of access to public transportation, access to timely and accurate schedules for transportation; need to address limitations of public transportation to clients with children, language barriers and for the elderly; and, need access to public transportation connecting to our neighboring counties | Public Transportation | |
| 70 | PW #1 | Roads with drop-off shoulders such as Bishop Street in San Marcos. This road has a good amount of bicycle and pedestrian traffic and without shoulders is can be quite dangerous. I want complete streets not the least for my dollar. May people in town and out of town would like to walk and bike around but have little ability to do that safely. No incomplete streets | Bicycle Facilities | |
| 71 | PW #1 | Need better maps with more labels and better explanations. Need to show costs for improvements and need to show what has been accomplished during the last two planning cycles | Other | |
| 72 | PW #1 | No roads, bridges, cars, truck over Sink Creek. Sink Creek is more valuable as a watershed and recharge zone than as a means to increase mobility and expand development | Other | |
| 73 | PW #1 | Connect Violet Crown Trail to San Marcos via Blanco River Corridor/San Marcos River | Bicycle Facilities | |
| 74 | PW #1 | Connect east and west side of San Marcos with substantial bicycle and pedestrian facilities | Bicycle Facilities | |

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| 75 | PW #1 | Wide RM 12 between FM 150 and US 290 | Added lanes/expansion | |
| 76 | PW #1 | More bicycle trails across the county | Bicycle Facilities | |
| 77 | PW #1 | FM 150 and IH-35 at both north and southbound sides in Kyle needs improvement due to congestion and accidents | Intersection Improvements | |
| 78 | PW #1 | FM 967 from FM 1626 east to downtown Buda needs to be widened to three lanes, the blind curves need to be modified, and bicycle lanes need to be added. | Added lanes/expansion | |
| 79 | PW #1 | Burleson Road needs to be fixed | Maintenance | |
| 80 | PW #1 | Will a road open so going south on IH-35 you could turn right on FM 1626, take a left at street ling that turns by Kohl's. If going straight down instead of a dead end is it possible to make a street to get into the Spring Branch and Plum Creek neighborhood | New Roads | |
| 81 | PW #1 | Once the access road between FM 150 and Center Street is made one-way, how is everyone on the west side supposed to get out and go north on IH-35? | Other | |
| 82 | PW #1 | Create a bike/ped trail that connects Sink Creek to Purgatory Creek and that circles San Marcos. It would connect to Violet Crown Trail | Bicycle Facilities | |
| 83 | PW #1 | Wide FM 621 to Guadalupe County border with bike/ped facilities | Bicycle Facilities | |
| 84 | PW #1 | Dangerous condition on Lime Kiln and Hilliard. There are lots of residents but only one-way in at Post Road. Need to alternate routes back to Post Road to relieve access. But, do not wide Lime Kiln Road or treat it like a major collector. Country road feeling needs to be maintained. Do not bring in urban cross-sections or TxDOT "typicals" into the country areas | Intersection Improvements | |
| 85 | PW #1 | Dangerous condition on Lime Kiln and Hilliard. There are lots of residents but only one-way in at Post Road. Residents want to get to San Marcos not Wimberley or Kyle. This is also a safety issue. Need alternate routes | Added lanes/expansion | |
| 86 | PW #1 | Country road feeling needs to be maintained. Do not bring in urban cross-sections or TxDOT "typicals" into the country areas | Other | |
| 87 | PW #1 | Please do not replace the bridge that enters our neighborhood. It is beautiful and is a defining characteristic of our subdivision. The reason this has been given for its necessary replacement is flooding concerns. Yet, in 20 years of residency its has only flooded three times and never for more than an hour or two. Please reconsider the allocating of tax dollars | Other | |
| 88 | PW #1 | As a POA president on RM 1826 and representing the Friendship Alliance, which has five POAs as members along RM 1826 and US 290 we do not want SH 45 SW put in to clog MoPac. We suggest looking at Wyldwood Lane to connect South Brodie | Other | |
| 89 | PW #1 | Robert S. Light Boulevard (Buda Truck Bypass). New construction from FM 967 west to FM 1626. Requires an overpass over railroad between FM 967 and FM 2770 and possibly a bridge over Onion Creek between FM 2770 and FM 1626. | Bypasses | |
| 90 | PW #1 | Just serve those who have residences out on Lime Kiln Road. Fix the tow low water crossings one Lime Kiln so they flood less after. That can be done in an environmentally sound way. If you build a huge multi-million dollar loop instead you will spend so so much n the environmental impact statements that will will not be worth it. Plus the loop will open up the recharge zone for dense development. Not good for the river or Spring Lake. | Intersection Improvements | |
| 91 | PW #1 | The Environmental Sensitivity Analysis map contains very little relevant information- no rivers, creeks, topography, Edwards Aquifer Recharge Zone listed. Without features like these citizens can't make informed decisions about environmentally sensitive areas. We need two more detailed GIS maps | Other | |

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| 92 | PW #1 | The Sink Creek area and surrounding recharge zone collects water that directly affects the water quality of the San Marcos River. A highway loop north of IH-35 around San Marcos in this area would have a devastating effects on our water. Local well owner's water quality would also be affected The cost of building in this area would also be a huge financial cost. | Other | |
| 93 | Paper Survey #1 | f. Past citizen participation: Is there a repository of citizen letters, emails, photographs and telephone logs that identify road problems or suggest improvements? f.i. Are there follow up investigation reports of the aforementioned suggestions? g. What improvements and new construction are now underway and what are the scheduled completion dates? 2. CURRENT AREAS OF CONCERN IN HAYS COUNTY: a. Ranch Road 12 concerns. a.1. At the intersection of Winters Mill Parkway and Woodcreek Drive: The City of Wimberley intends to eliminate large trucks from passing through the city on Ranch Road 12 between 3227 and Winters Mill Parkway, WMP, by routing them via 3227 and WMP. If so, RR 12 at the WMP and Woodcreek Drive intersection is too narrow for large trucks to turn north without going into the southbound left turn lane of RR12 and a sufficient acceleration lane needs to be provided for north bound trucks to get up to posted speed of 55-MPH. | Continued | |
| 94 | Paper Survey #1 | a.2. If trucks going to Blanco are coming from Buds or Kyle via 3237 are not allowed to use RR12 through Wimberley to access RR2325 then they will have to go south on RR12 to RR32 or cross WMP, turn north to Jacobs Well Road to cross over. As near as I can determine most of Jacobs well road is built to handle Category III. Traffic including small trucks and a few heavy trucks (85 percent group 1, plus 14 percent group 2, plus 1 percent group 3). Group categories are: Group 1. Passenger cars and panel and pickup trucks. Group 2. Two-axle trncks. Group 3. Three-, four, and five-axle trucks. Therefore Jacobs Well Road would need to be rebuilt to handle Group 3 truck traffic, or be posted with weight limits that would need to be vigorously enforced. a.2.1 Another potential and highly unsuitable route that trucks may try to use to reach 2325 would be to cross through the City of Wood creek using Woodcreek drive. Woodcreek drive is, at the most, a Category II. Traffic road including only small trucks (90 percent group 1, plus 10 percent group 2). | Continued | |
| 95 | Paper Survey #1 | On June 8,2011 the city passed ordinance 11-1-53, No Through Truck Commercial Traffic and strictly enforces it. It can be found of the city website.\n b. CR 170 concerns: This county road, connects to RR12 north of Wimberley, and connects to rr150 at Driftwood. It is a narrow two lane roadway with many blind turns, rapid elevation changes and the surface is in poor condition. Pothole, edge breaks are are frequent and alligator cracking is numerous. I believe the road was designed for light duty traffic serving the ranches and a few residences along its route. However through the years since it was built it has become a principal route to and from Austin for people in Wimberley and Woodcreek who work in Austin metro area. It now also has three subdivisions and a strong possibility of more. Traffic on this road will sharply increase within the near future. Currently I would rate the condition of this road as a 3 on a scale of; 1 the poorest condition to 10 a new road, under either the RSMS or P AVER condition classification systems. | Continued | |

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| 96 | Paper Survey #1 | The road needs to be widened if possible, raised at a low water crossing and be completely reconstructed to category IV, which is for Traffic including heavy trucks (75 percent group 1, plus 15 percent group 2, plus 10 percent group 3). h. What improvements and new construction are currently funded but not under construction and what is the schedule to have the work accomplished? What are the scopes of the projects? i. What improvements and new construction is designed and on the shelf waiting for funding? What is the scope of these projects? j. What improvements and new construction are currently under design? k. What improvements and new construction are currently being proposed for design? | Continued | |
| 97 | Emailed | We need some form of public transportation in and around Kyle! | Public Transportation | |
| 98 | Emailed | Hwy 21 needs to be expanded to 4 lanes divided, or 5 lanes with continuous turn lane, from Hwy 80 to Bastrop; or at least to US Hwy 183. Hwy 21 serves as a connector from the toll road Texas 130 to IH-35. It is highly congested with little opportunity for passing. There needs to be a direct connection to IH-35 other than via Hwy 80 as that highway is already gridlocked at times between 21 and IH-35. There also needs to be a bypass around the south side of San Marcos. Hwy 21 could be part of that system, providing an alternate way for those coming from Bryan and Bastrop to get to San Antonio. | Added Lanes/Expansion, Bypass | |
| 99 | Emailed | I would like to put in a request that Post Road/ Hays county road 140 be completely repaved and striped. I frequently visit family who live off Post Rd and always notice that the road is badly in need of repaving, and is very bumpy, narrow and difficult to drive on. There are more and more homes being built off Post Rd, more car traffic, and also a lot of bicycle traffic. The entire road needs to be repaved and striped, from the feeder/access road all the way south to where the new apartments have been built. I would appreciate it if you or someone with the county road maintenance dept. could look into it. I know many people who live in this area agree with me that Post Rd has been in need of repaving for a long time. I have also contacted Christopher Bishop at TxDOT. He said since it is a county road they could not repave it; it is the responsibility of the county. | Maintenance | |
| 100 | Emailed | I am very interested in seeing our public transportation system in Hays County developed in order to assist residents with transportation for basic personal services, including grocery shopping, but more than that, for medical care visits, especially those with chronic illnesses who need quarterly blood draws and subsequent quarterly MD visits. We hear that this is especially important for the elderly in the Wimberly, Woodcreek and Dripping Springs areas of the County as well as the rural areas in between. This information comes to us from a series of town meetings that we held in 2009. If you would like me to provide you with this information in a more formal submission please let me know, I will be glad to write it up. Bobbi | Public Transportation | |

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| 101 | Emailed | <p>Judge Cobb and Members of the Hays County Commissioners Court, Members of the Advisory Groups, and Consultants:</p> <p>The Citizens Alliance for Responsible Development (CARD) is pleased to offer comments for your consideration in the development of the Hays County Transportation Plan. We are an active citizen's group organized since 2008 to represent the interests of many citizens of Hays County, with emphasis on western Hays County. We believe that the document your process develops will be important to the future of our county and beyond its boundaries. Coordination of area-wide transportation plans is essential to the usefulness of this plan and other county/city/state transportation plans.</p> <p>Several factors are in place today that are more important than in the past and are critical to this planning process:</p> <ol style="list-style-type: none"> 1. The cost of transportation is rising dramatically with gas and diesel approaching \$4 per gallon. Energy costs are only going to continue to rise 2. Cost of land for right of way is very high, especially in the scenic Hill Country of central Texas. | General, Growth Management, Funding, Existing Infrastructure Corridors | |
| 102 | Emailed | <ol style="list-style-type: none"> 3. Citizens are feeling the pinch of a troubled economy and are fighting back against more taxes. 4. The county's economy cannot support a huge road infrastructure with the ever-growing cost of tax-supported bonds floated to pay for roads. What roads are planned must be designed and built to serve only the expected need, not grossly overbuilt for projections that burden taxpayers. 5. In many areas of central Texas the population is aging which will result in fewer vehicle miles traveled. This trend is occurring nationwide with a steady reduction in vehicle miles traveled overall. 6. Younger people and families are tending to move more away from the suburbs to more affordable urban environments with more amenities, where travel distances are shorter and housing is closer to jobs, friends, and activities. | Continued | |
| 103 | Emailed | <p>Any plan for Hays County should look beyond the borders of the county to consider the larger region. We believe that the cities, counties, and the state should focus their limited transportation resources on growth corridors where infrastructure is already in place and can be expanded, where mobility is most needed, and where high-capacity transportation networks are already in place. In central Texas the growth corridors are:</p> <ol style="list-style-type: none"> 1. IH 35 north and south and approximately five miles either side of the freeway 2. US 281 north and south and approximately three miles either side of the highway 3. US 290 east and west and approximately five miles either side of the highway 4. Route 46 in Comal County east and west and approximately three miles either side of the highway 5. Hwy 130 (Toll Road) north and south and approximately five miles either side of the highway | Continued | |

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| 104 | Emailed | <p>The corridors named above and the roads within these growth corridors should be apportioned the bulk of the transportation dollars. That is where growth can be accommodated efficiently and transportation costs kept within the means of the already over-burdened taxpayer. The Texas legislature has for years refused to raise gas taxes even while cars and trucks have contributed less per mile to the road fund. Taxpayers are going to be very hesitant to approve any additional road bonds for transportation projects. Area officials must learn to live within their means and use existing or even reduced amounts of dollars in their transportation planning. This means that any grand plans for major roads outside the growth corridors must be shelved. Plans for new road bonds and tax increases must also be shelved.</p> <p>Within the Hill Country portion of Hays County and northern Comal County the terrain is rocky and hilly, creek and river crossings are numerous, and road building costs are excessive.</p> | Continued | |
| 105 | Emailed | <p>Therefore the existing roads will have to do for now and into the future with only limited safety improvements and intersection widening, where justified. In fact, that is what many visitors to central Hays and northern Comal Counties find so attractive – roads with slower speeds and beautiful scenery that provide adequate access for daily trips and commerce. Within these central areas of the counties the primary expenditure of roadway dollars should be on proper maintenance of the roads and early acquisition of right of way where selective intersection widening may be expected in the future.</p> <p>This approach to transportation planning for our collective future recognizes the reality that growth projected for central Texas will be attracted to areas where water, sewer, and transportation infrastructure is already in place and where mobility improvements can be efficiently and economically developed – the growth corridors. It also recognizes that with changing demographics, higher energy costs, resistance to new taxes, and new trends in urban</p> | Continued | |
| 106 | Emailed | <p>Additionally, in central Hays and northern Comal Counties the primary water supply source, the Trinity Aquifer, will be unable to provide adequate drinking water for intensive development, thus a rural development density is key to that area's future.</p> <p>We have attached with these comments a conceptual map showing the growth corridors. We hope you will respect our comments and plan accordingly.</p> <p>Thank You. Steering Committee, Citizens Alliance for Responsible Development (CARD)</p> | Continued | |
| 107 | Survey #1 | keep it liveable & minimize impacts to traffic, roadways, and environment. Please include and highlight pedestrian and bicycle lanes. | Pedestrian Facilities, Environment | |
| 108 | Survey #1 | Six lane highways are not needed in the hill country | Added Lanes/Expansion | |
| 109 | Survey #1 | -stop designing roads for projected growth but design for actual growth -let i-35&290 be the transportation corridor -other than left turn lanes for safety leave rural roads (like 12, 2325, 150, 3237, etc.) alone, maintain the roads | Planning for Growth, Rural Roads | |
| 110 | Survey #1 | FM1826 needs true help not just the current "band aids" that are on the list for "improvements" We passed a bond in 2004 for real improvements including wider lanes and generous shoulders, it needs to be done, Turn lanes are not a good substitute. Meanwhile roads like Nutty Brown and Sawyer Ranch have seen incredible overhauls that cater to home developers. I realize that 1826 is a state road while the others are county but someone needs to stand up and cry foul. | Added Lanes/Expansion | |

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| 111 | Survey #1 | All of RR12 from San Marcos to Wimberley needs to be widened for safety and emergency vehicles. Sorry the road bond didn't pass. Need lower speed limits on FM3237 between RR12 and Winter's Mill Parkway. A beacon light is not going to slow anyone down. Safety issue at Deer Creek Nursing Home and Flite Acres. Turn lane off of FM3237 onto WMP coming from Kyle is needed now. Turn lane off of WMP onto RR 12 N. is needed since this is the Truck Route. The trucks have no acceleration lane. | Safety, Turn Lanes | |
| 112 | Survey #1 | Focus on more than just roadway capacity. Also consider the character of existing roads and new roads. These will keep Hays County unique and special, not the same as any other County out there. Don't fall back on "safety" as the only reason for widening or roadway improvements. Don't just consider widening because the road is already there. Consider options of additional two lane "country roads" that add capacity but keep rural character. More than any other plan, this one will truly affect what Hays County is like 50 years from now. Just getting someone from the center of the County to IH 35 or to 290 5 minutes faster is not a valid reason for greatly increasing capacity. Some additional level of congestion can be acceptable if character that adds value to our county is maintained. | Added Lanes/Expansion | |
| 113 | Survey #1 | NEED A LIGHT AT THE NEW GOVERNMENT CENTER ASAP | Signals | |
| 114 | Survey #1 | There should be road access for residents who live back on Hillard Road to Wimberley. For many if there was access it would be faster to get to Wimberley than driving into San Marcos. There should be more than one way in and one way out for the thousands of residents who live back up Hillard road for safety reasons in case of fire, flood, etc. | Additional Roads | |
| 115 | Survey #1 | turning lane into Wimberley Hills addition and fix the flooding with a good drain in front of the vet clinic at Wimberley Hills Drive | Turn Lane, Drainage | |
| 116 | Survey #1 | HATE HATE HATE the idea of a toll road at 290 and 71. Oppose VEHEMENTLY!! Would like to see transportation reflect a more reasonable development approach that locates concentrated residential/commercial areas within larger open space areas. Let's preserve our Hill Country! | Growth Management, Toll Roads, Preserving Rural Character | |
| 117 | Survey #1 | Some questions poorly asked, i.e. rate bike facilities. How do you rate something that is not existent? Numerous areas were similar to this. | Other | |
| 118 | Survey #1 | I think its time to spend money on transportation options other than for automobiles. | Alternative Modes | |
| 119 | Survey #1 | The SW45 connector to I-35 project should be tabled. There is not sufficient bandwidth on Mopac to support all the additional traffic that would come from I-35...and the area around SW45 should be preserved environmentally as much as possible. I hope that the people on this task force lean towards preserving the country feel of Hays County and away from developing it all so that it loses what makes it special now. Fix the "Y" at 290, but make it pleasant for the people who live in Oak Hill, not some great big flyover with set of toll booths.... | Growth Management, Environment, Added Lanes/Expansion, Preserving Rural Character | |
| 120 | Survey #1 | We have good roads and bad roads in Hays County. A good 5 - 10 year improvement plan is needed and must be used when approving projects. Commissioners need to start acting professionally and responsibly. The time for the "good 'ole boy" way of doing things is over. Money is tight so get the most improvement per buck. | Planning Process | |
| 121 | Survey #1 | We need more connectivity in the I-35 corridor which means new roads and expansion of existing roads. | Added Lanes/Expansion | |

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| 122 | Survey #1 | 1) Concerned about the high number of new traffic signals being installed on 290 west. Really reduces the overall efficiency and fuel economy of this section of roadway. (i.e. regularly see 290 traffic come to a stop, at intesections where no cross traffic vehicles are present). 2) Increasingly concerned with the efficient use of transportation dollars. My neighbors and I generally vote in approval of any transportation bond measures. But we were sickened to learn "after the fact" of misinformation regarding false safety and congestion concerns to push the 1626 project to voters. So, the wise use of funding will be high on our list going forward. 3) Also, becoming increasingly concerned about the amount of pass-through truck traffic traveling 290 west. Much of it appears heading to far west destinations and are using 290 as an alternative to I 35/ I 10 corridors. The ingress/egress issues of the numerous businesses along 290 make this an increasingly dangerous combination. 4) I appreciate the county seeking out public input. I hope to get additional information from you in the near future. Thank you! | Signals, Truck Routes, Transportation Spending | |
| 123 | Survey #1 | Enforce stop signs | Other: Traffic Enforcement | |
| 124 | Survey #1 | I am completely opposed to toll roads, especially those that would be owned, partially owned, and/or controlled by some private entity which benefits financially from my need to get where I am going. | Toll Roads | |
| 125 | Survey #1 | try to keep self promoting interests out of equation,ie politicians grabbing "their" share | Planning Process | |
| 126 | Survey #1 | I live in a rural area and do not want it to become anything like the big city I left. | Preserving Rural Characater | |
| 127 | Survey #1 | I live in Wimberley and have concerns about the incoming roads being enlarged to affect the rural environment. The existing roads are not overcrowded at this time. Wider roads create faster speeds. | Preserving Rural Characater | |
| 128 | Survey #1 | Do not want corridors in western Hays County. Let I-35 and 290 be the expressways. Western Hays is attractive to its residents because of its beauty and slower pace; change that and you stop the development that so many city fathers are longing for. | Preserving Rural Characater | |
| 129 | Survey #1 | Develop along 290 and I35 Leave the interior of Hays County the rural area it has always been. DO NOT EXPAND RR12 between Junction/Dripping Springs!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! | Preserving Rural Characater, Added Lanes/Expansion | |
| 130 | Survey #1 | There is a system called CARTS which doesn't serve our needs, it needs to have a published regular schedule. | Public Transportation | |
| 131 | Survey #1 | Additional roads into the Wimberley area will only damage the area and harm our tourism trade and environmental activities. Visitors come to Wimberley to enjoy our "small town" atmosphere. If you corrupt this you kill the tax base. I am willing to shop in San Marcos/Kyle/Austin. I would like to see a commuter train/rail from Austin through Buda/Kyle, San Marcos to San Antonio. Why do we not have this? Traffic is not bad at all in our area. It is only busy on holidays and locals accept that. Please DO NOT bend to the will of those moving here from big cities who are trying to make Wimberley a big city. It will detroy us. Thank You. | Preserving Rural Characater, Added Lanes/Expansion, Commuter Rail | |
| 132 | Survey #1 | I am very concerned that Hays County is being sold a bill of goods by pro-development and road interests. The 1-35 Corridor does need some improvements to its roadway infrastructure, but buying into the idea that millions more people need to be encouraged to move to this area is completely ridiculous. The rural areas of Hays County are populated by many people who DO NOT WANT NEW ROADS and DO NOT WANT more people moving here, both from a quality of life standpoint, but also because we are running out of water to sustain them. Development and population growth for their own sake is lunacy and any road plans that are merely offshoots of the Texas Triangle plan or the needs of road businesses to continue to make money will be opposed by the citizens of Hays County. | Growth Management, | |
| 133 | Survey #1 | 1) Need a new road / road extension to connect Plum Creek subdivision to 1626 and i-35. Current route through Spring Branch / Burleson or 2770 / Kohler's x-ing adds several minutes to commute. 2) Consider making frontage road 1-way only south of Exit 215 ... congestion and safety issues due to 2-way frontage. | New Roads, Adding Lanes/Expansion | |

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| 134 | Survey #1 | The county has taken on major debt in recent years and needs to slow down the debt accumulation and operate within the county budget. | Transportation Funding | |
| 135 | Survey #1 | How to ride on public transportation | Public Transportation | |
| 136 | Survey #1 | Completing the transition to one-way access roads on I-35 should be a priority. I feel least safe on those two-way access roads. | One Way Frontage Roads | |
| 137 | Survey #1 | Please stop allowing TXDOT to put down these awful chip seal roadways with flying rocks and outrageous noise levels! | Maintenance | |
| 138 | Survey #1 | Expand 1626! This is an unsafe road! | Adding Lanes/Expansion | |
| 139 | Survey #1 | I used to commute to downtown austin but now work at home. access to public transportation needs to be expanded to more hays county residents. | Public Transportation | |
| 140 | Survey #1 | I'm opposed to a connection between FM 1626 and MoPac, it would leave MoPac open to abuse for commercial interstate and international traffic wishing to bypass IH-35 and the tolls of SH130. | Adding Lanes/Expansion | |
| 141 | Survey #1 | Why did you not ask specifics about what roads/areas need focused attention? And I am very, very concerned about the question about tolling to pay for roads, had never heard that publically....this is not a very effective survey to help the work group take on the charge they are given. And although the ppt on line says that this process is transparent, I did not find documents that the ppt said was already completed. | Planning Process | |
| 142 | Survey #1 | Need alternative routes around Dripping Springs so everyone doesn't have to go through the intersection of US 290 and RM 12. The new road by HEB seems to be helping the SE side of town. I've lived here for 11 years and the number of new subdivisions that funnel out to US 290 is pretty amazing. It would be great if the state legislation allowed cities/counties to assess development impact fees for future roadway improvements (added capacity), not just the typical traffic signals that may be warranted by traffic impact analyses. In 11 years, the following traffic signals have been added to US 290 in Hays County: Nutty Brown, Sunset Canyon, Belterra, Canyonwood (not sure if that's the street, but the newest one), Sportsplex Drive, Bell Springs, Tractor Supply in Dripping, High School in Dripping, HEB, Sawyer Ranch Road. TxDOT was working on a freeway design for US 290 several years ago. Why can't we look an option more like Parmer Lane instead of the investment in a controlled access facility? | New Roads, Signals | |
| 143 | Survey #1 | we need safe roadways and improved low water crossings | Safety | |
| 144 | Survey #1 | We LOVE our rural community and want to maintain Hays County as a rural county | Preserving Rural Character | |
| 145 | Survey #1 | The survey design is flawed. It does not allow for divergent opinions on transportation issues and whether they are needed or not. | Planning Process | |
| 146 | Survey #1 | No more road debt please. | Transportation Funding | |
| 147 | Survey #1 | The person(s) who decide what the speeds/ speed limits must either have missed the training or is a person who throws darts at dart boards to determine the recommended speeds. Some of them are so ridiculous. i.e. 55 on Wonderland Dr. extension a 4 lane divided highway vs. 60 on the 2-land Ranch Road 12; 60 mph in the heavily traffic 1626 Kyle Parkway. | Other: Speed Limits | |
| 148 | Survey #1 | All of RR 12 between the Junction and San Marcos needs wide shoulders and left turn lanes. The traffic has increased tremendously this year and it is unsafe to make a left turn off RR12. Please take this into consideration. | Adding Lanes/Expansion, Turn Lanes | |
| 149 | Survey #1 | Some easy-fixes in Wimberley: 1) put up signage encouraging thru traffic to use Winters Mill Pkwy. Was it not created as a bypass? It has never been signed as such. Many people that use roads in Wimberley don't even know its there. How will trucks traveling thru town know its there?! There is still a lot of truck traffic thru the Square. 2) We need a light at 3237 and Flite Acres Rd and signage to alert drivers on 3237 that they are approaching Wimberley and need to slow down. | Signage, Signals | |

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| 150 | Survey #1 | Clearly transportation plans are very complex, particularly in a county that has urban, suburban, and rural areas. Road (& bridge) maintenance is very important and expansion of existing high-volume routes (ie, I-35) is critical. One does not want to live where the highway becomes a bottleneck - noise, congestion, people detouring to bypass traffic - are all consequences we want to avoid. | Adding Lanes/Expansion, Maintenance | |
| 151 | Survey #1 | - PROTECT OUR WATERSHEDS AND RECHARGE ZONES - COMMUTER RAIL: Round Rock to South San Antonio | Environment, Commuter Rail | |
| 152 | Survey #1 | i feel absolutely any funding or plans for transportation need to be planned to reduce the overall \$360 million debt of hays county. a look at the entire budget and prioritizing needs to get created to BALANCE THE BUDGET IN HAYS COUNTY AND PLAN GOING FORWARD SUSTAINABLY FINANCIALLY AND ENVIRONMENTALLY, thank you!!! | Transportation Funding, Environment | |
| 153 | Survey #1 | All it takes is for one small wreck on FM 1826 for the back up to kill everyone's commute. There are no alternative routes or through streets along 1826 between 45 and Nutty Brown Road, and that's a lot of rush hour commuters passing through who are at a standstill in both directions as a tow truck blocks off both lanes indefinitely, and there's nowhere to turn around. This happens often. | Traffic Flow | |
| 154 | Survey #1 | FM 150 needs repaving, and the double low water crossing at onion creek need elevating! (in rainy seasons the Sierra West subdivision is cut off from the nearest fire department!) FM 1826 needs to be 4 lane within 10 years to accommodate the growing developments. | Adding Lanes/ Expansion, Low Water Crossing | |
| 155 | Survey #1 | FM 150 going towards Dripping Springs seriously need bridges over the low water crossings. There is no way to get out of the sierrawest subdivision on Yorks Crossing when the low water crossings are flooded. Can't go towards 3237 nor to RR12. Low water crossings are located in each direction. I was picked up one time by Ems for an emergency and they had to turn around and try different ways to try and get me to the hospital. Not safe and not good. | Low Water Crossing | |
| 156 | Survey #1 | I work as a High School Career Counselor for the school district. The biggest obstacle for our students in securing employment and attending higher education is transportation. It is absolutely necessary for our area to expand transit. Preferably a subway or train system rather than buses. | Public Transportation | |
| 157 | Survey #1 | sorry the way the economy is today I do not see spending more money we don't have we have to stop sometime. | Transportation Funding | |
| 158 | Survey #1 | bus and rail would be very much appreciated and used if we had one out here. and look into rail from austin to the dfw area! my family would use this at least once a month, if not more! | Public Transportation | |
| 159 | Survey #1 | State wide our existing roads are largely being ignored in favor of expanding/creating new roadways for development purposes. Toll roads are highway robbery...especially those owned/managed by private companies. Elder Hill Rd. and Pump Station Rd. (from FM2325 to Dripping Springs) are two examples of local Hays County roads that need serious maintenance and repair...NOT EXPANSION. We shouldn't need a developer wanting something before a roadway condition is addressed. Sometimes maintenance and repair is all that's needed...NOT WIDENING OR EXPANSION. It's stupid politics that prevent us from using existing funding methods (ie; gas tax) to raise needed funds for public expansion and maintenance of roadways where and when needed. Not 'sell out' funding methods that benefit only a few and become just a new tax on county residents. | Adding Lanes/Expansion, Transportation Funding | |
| 160 | Survey #1 | Please improve entry into town on Center Street. Elevate railroad tracks there. | Other | |
| 161 | Survey #1 | FM 1826 seems very unsafe! | Safety | |
| 162 | Survey #1 | I would like 1826 expanded | Adding Lanes/Expansion | |
| 163 | Survey #1 | Ensure the public gets clear information, especially when it comes to costs that would be passed on the residents of Hays County and others visiting. | Transportation Funding | |

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| 164 | Survey #1 | I am extremely concerned about our city becoming a city of HUMPS ...which might be built over the river, the railroad tracks, by the big HEB and other areas in downtown. It is also hard to envision a huge hump over Aquarena Springs Drive near the football stadium and it is a real concern. I am totally opposed to that. (Football in SM is not a big priority, so please don't try to accommodate the football games). The overpasses are ugly, unfriendly and unsuitable for such a small town. If the trains are a problem, then perhaps, they could combine routes and not have as many trains running at one time. Talk to them. However, the residents of SM are used to the trains. If folks need to hurry to I35 then they can go by way of Wonder World Drive or a Park & Ride site. That would be a fast way to get to I35. Everyone I have spoken to wants to preserve the small town charm & beauty by creating more sidewalks for walking and more green space for biking ,, NOT more over-passes. Park & Ride would be a great help because folks could commute together and there would be less cars on the road. | Overpasses, Pedestrian Facilities, Bicycle Facilities | |
| 165 | Survey #1 | Also prohibiting students from having cars their first year would also be a great help. The University needs to step up and do their part. They are mostly responsible for the new growth and for hiring from out of town, esp Austin. We don't want to become another Austin or another UT. And Texas State appears to be well on its way. | Continued | |
| 166 | Survey #1 | Need a loop connecting RR12 to I35 going north to Austin | Adding Lanes/Expanding | |
| 167 | Survey #1 | Public transportation would help our teenage population get to and from jobs when they do not have their own transportation. This would help our community employ local teens. | Public Transportation | |
| 168 | Survey #1 | I believe frequent, consistent, public transportation options could alleviate many expansion or new construction needs. | Public Transportation | |
| 169 | Survey #1 | We seriously need high speed rail to connect the Austin-San Antonio corridor! | Rail | |
| 170 | Survey #1 | Some people need ways to get to Austin and then they can get on their transportation system. That would be good, especially for college students at ACC or UT. | Public Transportation | |
| 171 | Survey #1 | Consider the special needs population that will not have driver's licenses - but they need to get to the grocery store, work, etc... | Public Transportation | |
| 172 | Survey #1 | need public transportation within Hays county and to Austin | Public Transportation | |
| 173 | Survey #1 | by the schools, we need sidewalks for the students to safely walk to school. We need public transportation for a special needs population in our community to access public activities. | Public Transportation, Pedestrian Facilities | |
| 174 | Survey #1 | We very much need public transportation in Hays County. I work with students receiving special education services in the district, and a HUGE hindrance to their employment, as well as community involvement, in transportation. CARTS running 2 days a week with limited availability is not benefitting anyone. | Public Transportation | |
| 175 | Survey #1 | Dacy Lane improvements need to wrap up right away...the project is months overdue and not on track for completion at the next promised date. Though I am grateful part of it is open. The road quality in Kyle is horrible in much of Kyle, though this isn't breaking news. Goforth, Lehman Rd Burleson, Bebee, 150 and NW 1626 would all benefit from improvement, at least to start. The two-way frontage roads continue to be dangerous in Kyle. If you are not going to make them one-way any time soon, PLEASE consider improving the signage...both on the Interstate (you are about to merge onto a two way frontage road...watch for traffic...something like that!) and on the frontage road (Cars are exiting the Interstate and have Right-Of-Way...this is why you have a Yield sign). People don't seem to understand why the Yield signs are there, and often don't heed them. | One Way Frontage Roads, Signage, Signals, Bicycle Facilities, Pedestrian Facilities | |

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| 176 | Survey #1 | I have had so many near-misses, including people driving the wrong way on a corrected frontage road, driving full speed right at me to the point that I had to get off the road to avoid a head-on collision with my offspring in the car. Signage needs to improve, at the very least, on the Frontage Roads in Kyle. I would love to see the new overpass/intersection by The Home Depot completed soon, with the correct painting completed. For some reason, the painting has not been done on the new u-turn lane on Kyle Parkway's Interstate overpass, and that would be great to see. Kohler's Crossing/1626 should probably get a traffic signal, and the one at Marketplace needs to light up sooner rather than later. Holiday traffic through there is particularly dangerous. Also, the work happening in Buda, close to the Interstate, seems to be taking years to finish! It would be great to see that completed and would make a lot of people happy! Hike & Bike trails through Kyle would be fantastic and practical at the same time. The plan for Trails exists and is sitting on a shelf collecting dust - just ask Kerry Urbanowicz, Parks & Rec, City of Kyle. | Continued | |
| 177 | Survey #1 | We need more sidewalks so kids can more easily and more safely walk to school. Chapa Middle, for example, needs more sidewalks to lead to the school, which would help with traffic. Thanks for doing this investigation and for responsibly responding. I am a believer that taxes should be invested in infrastructure like safer roads & sidewalks....we immediately see the ROI that way! | Continued | |
| 178 | Survey #1 | 1626 plan with connecting sidewalks and bicycle lanes should be the norm for those of us in the ETJ to be able to walk our kids and ride our bikes. Don't want trains or other gimmicks, bigger, safer, faster roads that connect to get us to work faster. We're not politicians and lawyers, we don't work in downtown. | Adding Lanes/Expansion | |
| 179 | Survey #1 | With more and more people commuting into the Austin area and the San Antonio area it is important to figure out how to get a commuter rail. this could bring more people to settle in the san marcos area and it will provide better options for those people who would like to live in san marcos but commute farther distances. It would also help with the congestion on the roadways starting in Buda all the way into the city. | Commuter Rail | |
| 180 | Survey #1 | Please emphasize context-sensitivity in design as well as complete streets. Also, look at adding things like connectivity ratios to local development requirements so that there are more alternative routes and a more pedestrian-friendly environment. Please emphasize the relationship between land use and transportation, and how mixing uses can reduce impact on the transportation system. Please coordinate with and defer to local city plans. Please include efforts to create alternative routes, particularly in wildfire prone areas like Lime Kiln. Consider extending the Buda bypass (Robert S. Light Blvd.) from Loop 4/FM 967/S. Main Street westward to FM 1626. This would allow through traffic on 967 to divert instead to Robert S. Light, allowing TxDOT to turn the existing 967 over to the City of Buda and reducing the downtown traffic volume--allowing the City to convert Main Street to a more pedestrian-friendly street. This also allows the existing 967 tree-lined aesthetics to be preserved. | Roadway Design, Pedestrian Facilities | |
| 181 | Survey #1 | Several years ago City of Kyle council members, Hays County Commissioners and TXDot were given an alternative Transportation Loop around Kyle. Mr Nyland has a copy, have you seen it? Greatly concerned with the one way frontage roads coming soon and how it will dramatically effect the few roads in southwest of Kyle. Especially important is how will the school district get the 80% of students from the eastside over to Blanca Vista school with no connecting road on the southside because of the gravel yard. Will rezoning have to occur? How will you promote the important bicycle Stagecoach Trail and continue to keep it safe from the massive heavy trucks from using it? Any new roads made MUST be used on the new developments property a bad example is Plum Creek no heavy fast moving trucks can get in, HCISD rezoned to benefit them only, all conector roads cost the taxpayers to upgrade because of it. | One Way Frontage Roads, New Roads | |

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| 182 | Survey #1 | Since the General Land office owns land on Stagecoach Road it is obvious that a new road could only go through that way towards Hillard and beyond to RR 12. Look at Cedar Park and that wonderful roadway Parkline Drive? Above all current rural landowners need to have protection over the speculative developers who have ruined neighborhoods so far. | Continued | |
| 183 | Survey #1 | RR12 has become extremely dangerous. Turn lanes for subdivisions are badly needed. We live in Summer Mountain Ranch where turning into the neighborhood is frightening. RR12 traffic has increased dramatically in recent years. | | |
| 184 | Survey #1 | Question #1: I answered in the OTHER block but your auto-survey told me I had to answer, so apparently your OTHER options don't mean anything. I could not answer correctly, because I live in an area which, to the best of my knowledge, is claimed as ETJ by both Mt City and Kyle. So any answer is incorrect, and your software is poorly written to not allow the OTHER option to be used. | Planning Process | Corrected |
| 185 | Survey #1 | The tar and gravel coating on FM 150 and others is noisy, rough, and a hazard to motorcycles. Speed limits are inconsistent. For example, Nutty Brown Road and Sunset Canyon are wide, have turn lanes, and a 45 mph limit. FM 1826 has no shoulders, no turn lanes, and a 55 mph limit. One of these is wrong. | Maintenance, Speed Limits | |
| 186 | Survey #1 | Solving the traffic backup caused by parents dropping off students at 7:30 a.m. and 10:45 a.m. and in the afternoon. It prevents access to the area for emergency vehicles. | Traffic Flow | |
| 187 | Survey #1 | Do NOT plan new roadways around Springlake and headwaters of San Marcos River, instead improve access via current bridge and LWC improvements. Begin planning for the truck and bypass traffic loop around Dripping Springs, ie. connect FM150 to Hwy 290; more bike and pedestrian access around that town needed. Unhappy that Hays is pushing SW45, it will have negative consequences for commuters from northwestern Hays County. Look at other alt routes, road fixes for eastern Hays County commuters, don't just push problem to Mopac that is not built to handle increased volumes of traffic from South. | Adding Lanes/Expansion, Bike Facilities, Pedestrian Facilities | |
| 188 | Survey #1 | Our area (northern Hays, Buda) would greatly benefit from additional connections to the City of Austin as an alternative to Brodie Ln. The proposed SH 45 or a parallel being the best option. | New Roads | |
| 189 | Survey #1 | Please make lonestar rail happen | Commuter Rail | |
| 190 | Survey #1 | Eliminate two-way frontage road with slip ramps. Add sidewalks along FM routes in Kyle as development occurs. | One Way Frontage Roads, Pedestrian Facilities | |
| 191 | Survey #1 | This plan will end up being about either vehicle miles travelled and how to punish frequent users of automobiles. This plan will be based on federal requirement based on a reduced emissions mandate in exchange for federal dollars via our MPO. We will end up conforming to CAMPO and place most of our resources in the activity centers because this was decided by unelected federal bureaucrats. This plan will promote a measurement of our consumption and reflect a move toward local Agenda 21. This is all not good. I have faith in our government or the process no matter how transparent this all appears because the deal is done and now we have to make this appear legit for the bottomdwellers, I mean tax payers. | Planning Process | |
| 192 | Survey #1 | I have fears that our corridor will become a poorly planned area and mirror Austin and thier disaster with regards to traffic congestion, I would like to see numerous arterials that can handle modest ADT >10000 safely as alternative routes. I believe we need to promote New business & improve economics for the county | New Roads | |
| 193 | Survey #1 | We just want functional transportation that is safe and not socioeconomically driven and based strictly on numbers. | General | |
| 194 | Survey #1 | I hope that we will be fiscally responsible and not take on a lot of federal funding to do road improvements. I hope that we will make improvements that make sense for our county and our budgets. | Transportation Funding | |

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| 195 | Survey #1 | Think of future needs--especially how to protect the environment and our health. | Environment | |
| 196 | Survey #1 | refresh the lane markers in town drivers are turning out of wrong lanes | Maintenance | |
| 197 | Survey #1 | I feel the main concerns are the impact any new roadways will have on the community and local environment. We live in an environmentally sensitive area and it would have helped to have been able to see the various routes under consideration. The Environmental Sensitivity Analysis map displayed at this public workshop was extremely inadequate. There were no creeks, rivers, or recharge zones shown on the map and it was difficult to orient oneself on the map. With the type of map-making ability we have today with GIS, it is disappointing that this technology was not made use of for this particular map; as is, the map was extremely uninformative. Nonetheless, thank you for allowing for public input. I appreciate the opportunity. | Environment, Planning Process | |
| 198 | Survey #1 | Where is the money coming from? Please do not push more debt on this community. We have already taken on more debt that we can pay. Why doesn't the transportation committee add any goals in telecommuting...we need to keep people in the community so we can spend our money here and not in Austin. We need more employers in the community to keep people in the county. We don't need more rooftops....the rooftops are taken on too much of the tax burden. We need a serious review of our tax gap in this county. Where is the money coming from? The Federal government has no money, the state has no money, the county has no money, the cities in Hays County have no money. As a taxpayer, I refuse to continue to fork over more of my hard earned money over to the government. Please help reduce the debt in this county and the burden that this county, schools and cities have placed on us over the past five years. | Transportation Funding | |
| 199 | Survey #1 | The "Environmental Sensitivity Analysis" map at the workshop was sorely lacking in geographical information - no rivers, streams, topography, Edwards Aquifer Recharge Zone/other features that are relevant to decision making are present. This is a serious omission that needs to be present to make transportation decisions. | Planning Process | |
| 200 | Survey #1 | I think improving bicycle and pedestrian infrastructure is one of the most important things for the county to consider at this time. All areas of the county need improvement in this area. The citizens should be able to walk and/or bike to nearby errands and fun activities. This will improve air quality, help traffic congestion, and also could cut down on necessary maintenance of roadways due to less wear and tear on the roads. I have noticed that in the 7 years I have lived in San Marcos, some of the painted road lines have disappeared and had to be repainted more than once. What's up with that?! Potholes are terrible. The less weight on the road, the less likely they will appear. Bikes and people are less heavy than cars! Sorry, I began to ramble, thanks for listening and thanks for the coffee :) | Maintenance, Bicycle Facilities, Pedestrian Facilities | |
| 201 | Survey #1 | Based on previous plans, what was accomplished / was not accomplished in the plans for the past 10 years? What specific factors (growth, usage, development) are driving the plan? We need to see the statistics. What is the estimated cost of the plan (if known)? What are the funding sources? How does the County Plan match up with Campo Plans? | Planning Process | |
| 202 | Survey #1 | I am representing Seton Medical Center Hays. We are very interested in improving public transportation opportunities for our patients and staff members who find it difficult to commute or find transportation. | Public Transportation | |
| 203 | Survey #1 | Being a senior citizen, I would like to see transportation for us (dr appts, shopping, etc). Park & ride areas all over the county so I don't have to drive in the traffic for appts/shopping. Please find a solution for the mass traffic in downtown Kyle at rush hours. Need loop to route around downtown Kyle. A rail system would be very beneficial for Hays County residents that have to go into Austin. Less cars on the roads the better. | Public Transportation | |
| 204 | Emailed | I live in the Southlake Ranch subdivision in Kyle and there is no public transportation to Austin or San Marcos that isn't too far to get to and costs too much for us seniors. | Public Transportation | |

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|--------|---------|--|---------------------------------------|-------------|
| 205 | Emailed | trucks that avoid the weigh station south of Yarrington. Currently those heavy duty trucks have continued to use Stagecoach, Rowland, Opal, and Post Roads wreaking havoc and causing repairs just to avoid the Hwy 150 road through downtown Kyle. Since the city of Kyle made an amendment to an ordinance allowing Center St/Hwy 150 never to be upgraded so that city hall can be built closer to the street, traffic has been appalling to all who use it downtown. I am very concerned with turning the frontage roads into one ways which will cause even more use of these back roads for heavy trucks to use. How will TXDot control the trucks avoiding the south bound weight station and preventing them from using the mentioned roads? I asked this question now 3 times at the hearings and have yet to hear a solution. Mine is as soon as TXDot puts in one ways Hays County puts up roundabouts on Stagecoach Opal, Rowland and Post roads to slow down and control the excessive speeding by dump trucks and gravel trucks and cars. | Truck Traffic, One Way Frontage Roads | |
| 206 | | TxDot answered my last question with the following answer, "TXDot has no information on trucks exiting IH-35 to avoid the weight station, Truck traffic is a local issue for the city of Kyle". Well we know that the city of Kyle wants Opal Lane to be their truck route and we don't want our neighborhood ruined for their poor planning of their urban sprawl and road campaign. How many semi's dump trucks and gravel trucks has the city of Kyle pull over for speeding and rolling stops? I have talked to state troopers who do know that trucks avoid the weight station and your statement is false. Stagecoach is the major bicycle route and not enforcing truck traffic is the problem of the state when you give them alternatives routes to go on. You will be endangering the bicyclist, runners and park goers who can only use that safe route as it is now. Put truck weight limits and no trucking signs on these roads with roundabouts to alter the traffic. | Continued | |
| 207 | Emailed | Please consider adding a traffic signal at the entrance/intersection of the new Hays County Government Center at 712 South Stagecoach Trail and Wonder World Drive. With the high amount of traffic on Wonder World Drive, it is very difficult for a person leaving the government center to take a left onto Wonder World Drive heading towards I-35. This would keep traffic from backing up and also prevent possible auto collisions. Thanks | Signal, Safety | |

PW #1 Public Workshop #1

Comments Not Mapped