

FINAL REPORT

Prepared for: Hays County
712 S. Stagecoach Trail
San Marcos, Texas 78666



HAYS COUNTY

2021 HAYS COUNTY TRANSPORTATION PLAN UPDATE

Prepared by: K FRIESE + ASSOCIATES

HAYS COUNTY

2021 TRANSPORTATION PLAN UPDATE



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1 GLOSSARY AND ACRONYMS

Capital Area Metropolitan Planning Organization ► **CAMPO**

Capital Area Rural Transportation System ► **CARTS**

Consolidated Independent School District ► **CISD**

Central Texas Regional Mobility Authority ► **CTRMA**

Emergency Medical Services ► **EMS**

Emergency Service District ► **ESD**

K Friese + Associates ► **KFA**

Level of Service ► **LOS**

Recommended Connection ► **RC**

Regional Transportation Plan ► **RTP**

Texas Department of Transportation ► **TxDOT**



2

INTRODUCTION

2 INTRODUCTION

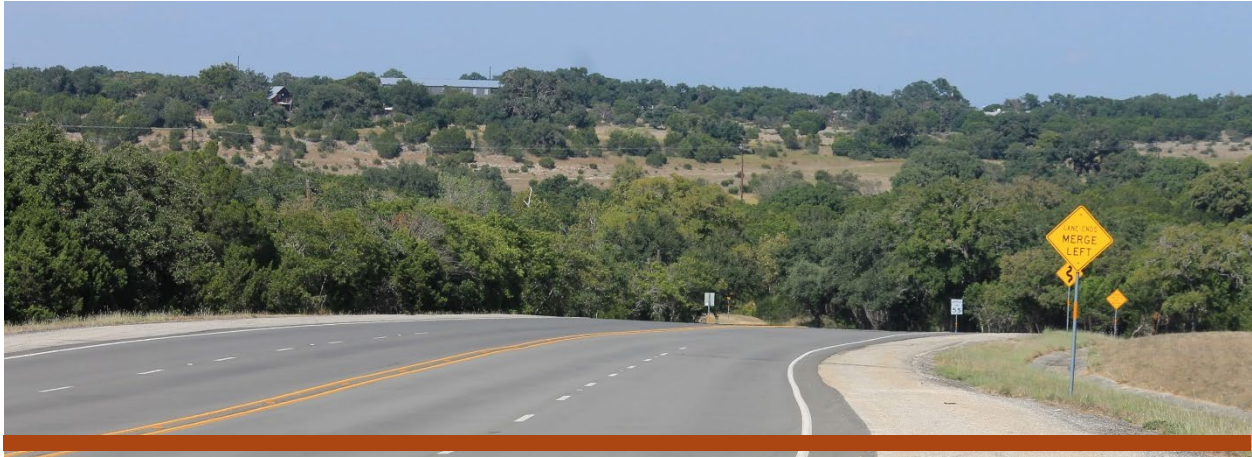


Figure 1. Ranch Road 12 (RM 12), Hays County

This document is a 2021 update to the Hays County Transportation Plan, which was last adopted in January 2013 and amended in 2016. The timeframes for recommendations in this plan update are short-term (through 2029), mid-term (2029-2039) and long term (2039-2045). Hays County is one of the fastest growing counties in the country. Keeping planning documents up to date allows the County to stay ahead of growth and development and be proactive in its efforts to provide a safe and efficient transportation system while preserving the character, environmental features, and natural beauty of the county.

This document is organized into the following sections:

- **Outreach Summary:** This section describes the stakeholder and public engagement conducted for the development of this plan, the feedback received, and the resulting impact on recommendations.
- **Existing Plan Review:** This section summarizes takeaways from a review of previous plans and current regional issues and projects.
- **Demographics and Land Use:** This section outlines the expected growth and development in the county, which forms the demand for needed capacity improvements.
- **Transportation System Assessment:** This section provides an overview of the Hays County - transportation network's existing conditions and an analysis of future needs based on the regional travel demand model and other data.
- **Recommendations:** This section includes recommendations for each Hays County roadway, in the form of a Thoroughfare Plan map and a corresponding Roadway Table. For each roadway, the number of lanes, recommended right-of-way, and recommended time frame for improvements are provided.
- **Implementation Strategies:** This section provides additional information for project implementation, including recommendations for coordination with partner agencies, interim improvements that can improve roadways prior to ultimate capacity improvements, the County's approach to multimodal improvements, and potential funding sources for County transportation projects.

2.1 PURPOSE

The purpose of this plan update is to identify safety improvements, improve regional connections and mobility, and plan for future growth and development. This Hays County Transportation Plan is a planning document that will serve as a tool following goals:

- Help identify and implement near-term and long-term projects
- Preserve right-of-way for necessary improvements to the Hays County roadway network
- Collaborate with regional partners to guide our future transportation landscape

This Hays County Transportation Plan Update is based on the same philosophy that guided the County's previous plan: seeking to make the most of the existing transportation system and only expanding existing roads or adding new roads when necessary. This allows the County to balance the transportation needs of a growing population and the desire to protect the culture and character of the County.

This plan is intended to serve as a guide for future roadway development in the county. The plan chiefly consists of roadway recommendations, including a map and a roadway table, that identify the ultimate cross-section and right-of-way width for each roadway that are recommended to build an efficient transportation system for the future of Hays County. It does not include individual project cost estimates; costs and funding mechanisms for individual roadway improvements will be determined when corridor-level planning and design take place.

To develop this plan, many factors were considered including the following:

- Population, employment, and traffic forecasts
- Transportation needs identified by discussions with stakeholders, including cities, school districts, and emergency service districts
- Needs of communities in the County as identified in their transportation plans
- Community input received throughout the planning effort, including two virtual open houses

2.2 HAYS COUNTY CHARACTER

Tucked into the scenic Texas Hill Country and home to historic communities, Hays County is a truly beautiful part of Central Texas. It is home to the following communities:

- What is now known as the City of Dripping Springs was first settled in the 1850s by pioneers from Mississippi.¹ Known today as the "The Wedding Capital of Texas" and "The Gateway to the Hill Country," the City of Dripping Springs attracts thousands of visitors every year for its scenery, wineries, distilleries, live music, dining, shopping, and olive orchards.² In 2019, Dripping Springs received the Platinum Scenic City Certification, the highest honor given by the Scenic City Certification program of Scenic Texas for "demonstrated commitment to high-quality scenic standards for public roadways and spaces."³ In 2014, Dripping Springs was named the first International Dark Sky Community in Texas (6th in the world) by the International Dark-Sky Association in recognition of local efforts to use smart lighting to preserve the character of the night sky.⁴

¹

<http://www.cityofdrippingsprings.com/page/city.history#:~:text=Nannie%20Moss%20officially%20named%20it,Indian%20raid%20occurred%20in%201872.>

² <https://www.destinationdrippingsprings.com/p/aboutus/aboutdrippingsprings>

³ <https://haysfreepress.com/2019/10/16/dripping-springs-earns-platinum-scenic-city-certification-award/>

⁴ <https://www.darksky.org/dripping-springs-named-the-first-international-dark-sky-community-in-texas/>

- The City of Kyle’s first residents came from Blanco and Mountain City to create a town along the railroad line built between Austin and San Antonio.⁵ The historic train depot is still in existence today, alongside attractions like horseback riding and Texas wineries. Kyle is also known as “The Pie Capital of Texas” and hosts the annual Kyle Pie in the Sky Hot Air Balloon Fiesta⁶. The City first incorporated as a general-law city in 1928.⁷
- Designated the “Outdoor Capital of Texas” due to its high parkland per capita ratio⁸, the City of Buda continues to see consistent growth with its historic downtown, parks and trails, and events like the Annual Easter Egg Hunt, Budafest, springtime Wiener Dog Races, the Cocoa Jingle, and the Fajita Fiesta⁹.
- The City of Wimberley’s history dates back to a trading post settlement established along Cypress Creek in 1848.¹⁰ The community grew when veterans of the Battle of San Jacinto settled in the valley throughout the mid to late 1800s and built a sawmill and gristmill. The City incorporated in 2000 and has a population of about 3,000 residents today. In addition to wineries and scenic countryside, Wimberley is home to unique natural features like Jacob’s Well Natural Area, the Blanco River, Cypress Falls, and Blue Hole Regional Park. Wimberley has 140 acres of parkland and 11 miles of trails.¹¹
- Mountain City was also settled in the mid-1800s. In the 1970s Mountain City was selected as the site for a new consolidated school that would serve Kyle, Buda, and Wimberley.¹² As of 2019, the population of Mountain City was approximately 750 people.¹³
- The City of Woodcreek is a wooded, primarily residential hill country community near Wimberley with a population of approximately 1,500 people. Woodcreek was incorporated in 1984, and like Dripping Springs, is an International Dark Sky Community.¹⁴ In addition to maintaining two parks, Woodcreek is home to privately owned features including nature preserve, a golf course, and Camp Judaea.¹⁵
- Modern San Marcos was founded over 150 years ago in 1851. Prior to the establishment of the city, Native Americans known as the Clovis Indians had lived along the banks of the river in this area for thousands of years.¹⁶ Much of the natural beauty of this river-centric community has been preserved to this day; in 2020, Southern Living named the City of San Marcos a “Beautiful Hill Country Retirement Town,” echoing Forbes who named it the best city for retirement in Texas in 2018.¹⁷ The San Marcos River, outlet malls, breweries, live music, and art galleries attract visitors and residents of all ages.

⁵ <https://www.cityofkyle.com/community/history-kyle>

⁶ <https://www.tourtexas.com/destinations/kyle>

⁷ <https://www.tshaonline.org/handbook/entries/kyle-tx>

⁸ <http://budatxtourism.com/98/Parks-Outdoor-Spaces>

⁹ <http://budatxtourism.com/96/Events-Festivals>

¹⁰ <https://www.cityofwimberley.com/index.asp?SEC=57F98318-59E7-4A6E-B64F-708C3914684B>

¹¹ <https://wimberley.org/living/>

¹² <https://mountaincitytx.com/about-mountain-city/>

¹³ <https://mountaincitytx.com/financial-audit-report-fy-2019-2/>

¹⁴ <https://www.woodcreektx.gov/community/page/brief-history-city-woodcreek>

¹⁵

https://www.woodcreektx.gov/sites/default/files/fileattachments/community/page/2221/a_vision_2030_city_of_woodcreek_comprehensive_plan_final1.pdf

¹⁶ <https://www.sanmarcostx.gov/874/History-of-San-Marcos>

¹⁷ <https://www.sanmarcostx.gov/CivicAlerts.aspx?AID=1486>



Figure 2. San Marcos River (Source: <https://www.sanmarcostx.gov/931/Rivers>)

- The City of Umland is located in both Hays and Caldwell Counties along State Highway 21 (formerly the Camino Real). The City was originally known as Live Oak but was renamed for a German poet named Ludwig Umland when the first post office was established in 1900. The following landmarks can be found in present-day Umland: St. Michael's and St. John churches, a variety of local shops, and a concrete batching plant. Umland's historic Club 21 dance hall and bowling alley burned down in 2012.
- Located along the historic Camino Real road from Austin to San Antonio, the City of Niederwald was built by German pioneers in the 1890s and incorporated as a city in 1987. Niederwald, or "low wood," is a German name referring to the local mesquite trees.¹⁸
- Established in 1979, the City of Hays includes the County Estates subdivision along FM 1626 in northern Hays County.
- The Village of Bear Creek incorporated in 1997 in the Bear Oaks Creek subdivision in northern Hays County. Bear Creek is known as the "Best Little City in Texas," and is served by Dripping Springs ISD schools.¹⁹

There are two types of cities in the State of Texas: home rule cities and general law cities. The Home Rule Amendment of 1912 gave cities with a population over 5,000 the power to adopt their own charter and exercise self-government as long as their laws comply with state and federal regulations. General law cities, on the other hand, do not have a charter and are only able to exercise powers specifically granted to them by state statute.²⁰ Hays County cities that are chartered to operate under home rule include Buda, Kyle, and San Marcos. The remaining cities are general law cities: Bear Creek, Dripping Springs, Mountain City, Niederwald, Umland, Wimberley, and Woodcreek.

Planning responsibly for the County's future transportation network protects and preserves these valuable features that set Hays County apart and make it a great place to live.

¹⁸ <http://cityofniederwald.org/>

¹⁹ <https://vilbc.org/about/>

²⁰ <https://www.tml.org/DocumentCenter/View/244/Types-of-Texas-Cities-PDF>

2.3 GOALS + OBJECTIVES

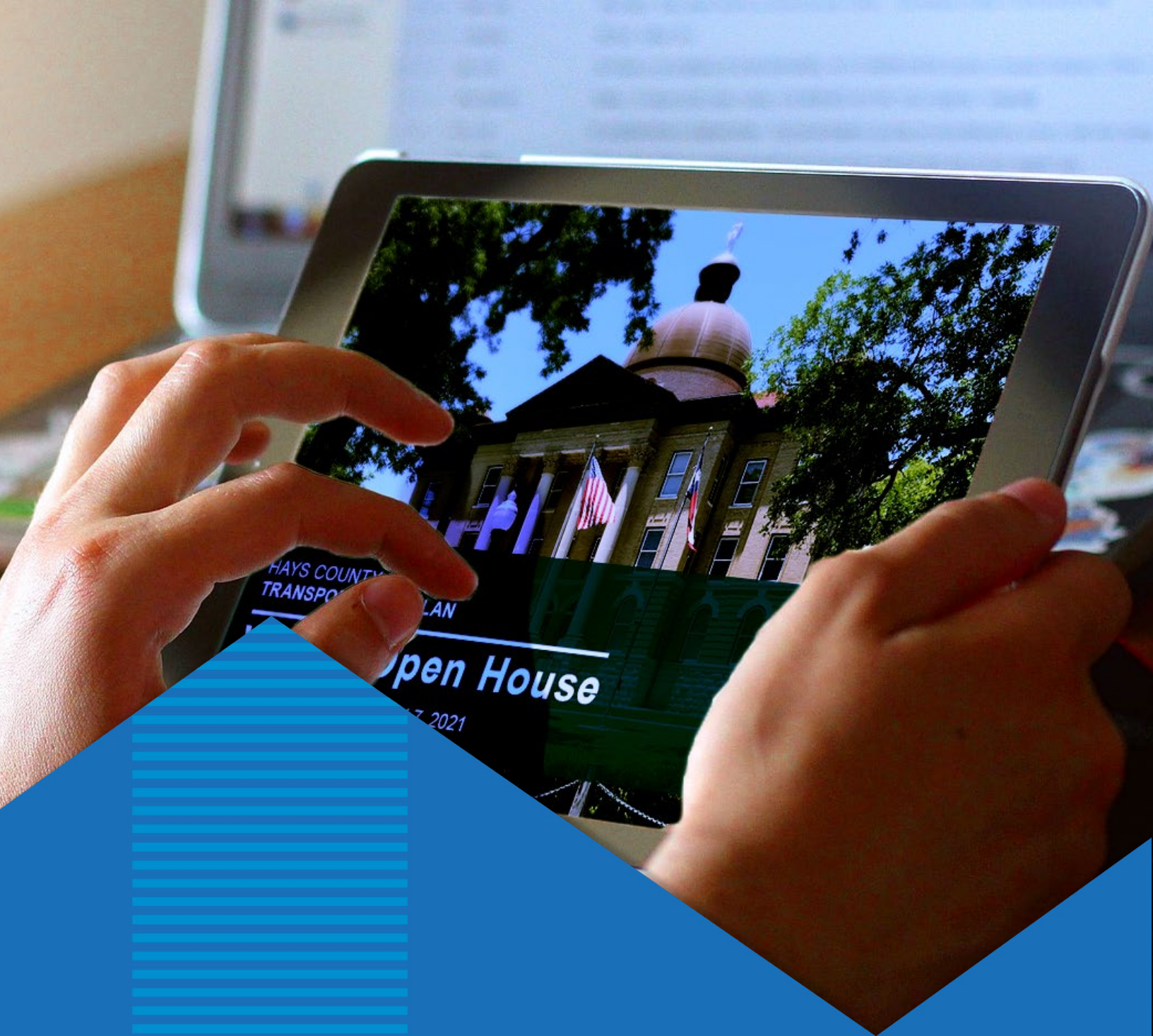
This Hays County Transportation Plan Update is based on the following goals:

- Address recent rapid growth and future projected growth
- Improve connectivity by improving access to housing and employment
- Address traffic capacity issues to improve safety and reduce crash rates
- Preserve the character, environmental features, and natural beauty of Hays County

To accomplish these goals, this planning effort completed the following steps:

1. Identify existing roads that are expected to be maintained and improved within the limits of their current right-of-way without adding lanes.
2. Identify existing roads that require increased capacity and potentially additional right-of-way to enhance safety and efficiency. This determination is based on community input and the review of existing data, such as traffic forecasts and a review of local plans.
3. Identify new connections that are required to complete the network to improve safety and mobility. As noted above, this determination is based on community input, and the review of existing data such as traffic counts, readily available data from the CAMPO travel demand model, and a review of local growth and development plans.

While the focus of the Hays County Transportation Plan is providing vehicular roadway capacity on a countywide scale, planning ahead for the ultimate cross-sections of the roadways will give the County greater flexibility to include multimodal facilities where appropriate when planning and design occur for specific improvements.



3

OUTREACH SUMMARY

3 OUTREACH SUMMARY

3.1 STAKEHOLDER OUTREACH

During the first phase of public involvement, the project team met with several key stakeholders, including emergency services, school districts, and neighboring cities and counties to gather information on their transportation priorities and plans. The project team coordinated with local stakeholders via email and conference calls, as shown in Table 1.

Table 1. Stakeholder Outreach Summary

Entity	Coordination Date
CARTS	September 3, 2020
City of Austin	August 26, 2020
City of Dripping Springs	July 1, 2020
Dripping Springs ISD	August 5, 2020
Hays Consolidated Independent School District (CISD)	August 31, 2020
Hays County ESD #1 North Hays County EMS	July 31, 2020
Hays County ESD #2 and #8 Buda Fire Department	August 5, 2020
Hays County ESD #5 Kyle Fire Department	August 26, 2020
Hays County ESD #6 North Hays Fire and Rescue	August 10, 2020

During these discussions, stakeholders identified the transportation issues and needs listed in Table 2.

Table 2. Transportation Issues & Needs Identified by Stakeholders

Category	Issues & Needs
Roadway widening	<ul style="list-style-type: none"> • RM 12 (Ranch Road 12) from Winters Mill Parkway to Hamilton Pool Road • FM 150 from Old Kyle Road to RM 12 • FM 1826 from FM 150 to US 290 • Fitzhugh Road Between US 290 and RM 12
Poor road conditions	<ul style="list-style-type: none"> • Roads east of I-35, particularly: <ul style="list-style-type: none"> ○ Goforth Road ○ High Road ○ Old Stagecoach Road ○ Windy Hill Road from FM 2001 to I-35 ○ County Road 133/Hillside Terrace ○ Dacy Lane
Safety issues	<ul style="list-style-type: none"> • US 290 corridor from Sawyer Ranch Road to Nutty Brown Road • FM 150 from RM 12 to double low water crossing • US 290 at Trautwein Road: grade issues • FM 150 curve heading south past Halifax Ranch Road • Sawyer Ranch Road (challenging sight distances for bus drivers) • FM 2001 (needs median or center turn lane, as well as realignment due to blind curves)
Enhancements desired	<ul style="list-style-type: none"> • Mt. Gainor Road • Fitzhugh Road

Category	Issues & Needs
Improvements needed at low water crossings	<ul style="list-style-type: none"> • Bell Springs Road at Barton Creek • FM 150 double low water crossing • Creek Road • Mt. Gainor Road • FM 1826 at Spring Hollow • Elder Hill Road (just east of RM 12) • Gatlin Creek Road • Grist Mill Road • Heidenreich Road • Bunton Road • Dairy Road
Flooding	<ul style="list-style-type: none"> • RM 967 • Bluff Street at FM 2770 • Cole Springs Road
Congestion	<ul style="list-style-type: none"> • Kyle: <ul style="list-style-type: none"> ○ FM 1626/I-35 intersection ○ FM 150 through downtown Kyle ○ Windy Hill Road, Bebee Road/High Road ○ FM 2770 by Hays High School ○ Bunton Creek Road near Lehman Road ○ SH 21 • Dripping Springs: <ul style="list-style-type: none"> ○ US 290 corridor (TxDOT study in progress), particularly from Bell Springs Road to Rob Shelton Boulevard, and near Belterra Drive ○ US 290/Tiger Lane (moving two school campuses there; traffic studies in progress) ○ US 290/RM 12 intersection (bypass routes needed) ○ RM 12 at Dripping Springs Elementary School ○ RM 12 from Fitzhugh Road to Elder Hill Road (both directions) ○ Sawyer Ranch Road (difficult for buses to exit campus onto road in heavy traffic) • Buda <ul style="list-style-type: none"> ○ RM 967 near downtown Buda signal, and at FM 1626 near Dahlstrom Middle School and Carpenter Elementary School
Limited access	<ul style="list-style-type: none"> • For emergency vehicles: <ul style="list-style-type: none"> ○ Load prohibitive low water crossings (which can't support full ladder trucks) ○ Narrow roads in neighborhoods such as Plum Creek • For school buses: <ul style="list-style-type: none"> ○ Gatlin Creek Road ○ County Road 194 ○ S Canyonwood Drive ○ Sycamore Creek Drive ○ Brownson Lane ○ Country Lane

Category	Issues & Needs
New traffic control needed	<ul style="list-style-type: none"> • SH 21 and High Road • SH 21 and Rohde Road
New connections	<ul style="list-style-type: none"> • Increased east-west connections between I-35 and SH 21 • Extension from RM 967 north to Escarpment Boulevard
Other	<ul style="list-style-type: none"> • Preemption at traffic signals for emergency vehicles • Increased planning coordination with County <ul style="list-style-type: none"> ○ Addition of Emergency Service Districts and law enforcement to coordination checklists for transportation projects ○ Increased communication between CARTS and Hays County regarding transportation needs that CARTS can help meet • Turn lanes at Cedar Street in Buda and at Bradfield Drive • Transit service gap between San Marcos and New Braunfels • Long-term improvements that take future planned developments into account • Further planning for Roger Hanks Parkway and Brownson Lane connections in Dripping Springs

Coordinating directly with these stakeholders allowed the project team to align the recommendations of this plan as much as possible with the projects and priorities of municipalities, Emergency Service Districts (ESDs), school districts, and CARTS so that local efforts support needed projects in a unified manner where possible. For instance, Gatlin Creek Road (County Road 191) was added to the list of roadway recommendations since it was cited by Dripping Springs ISD as the most problematic narrow roadway in the school district for school buses. In accordance with input from the Buda Fire Department (Hays County ESD #2), the plan also recommends widening Dacy Lane, Hillside Terrace, and Windy Hill Road, and conducting a future area study for the realignment of FM 2001.

In addition, these stakeholder outreach efforts highlighted the need for continued (and in some cases, increased) coordination within agencies in Hays County. For example, adding Emergency Service Districts and law enforcement to planning checklists for County roadway projects would provide valuable safety and access information to inform the projects' ultimate design.

3.2 PUBLIC OUTREACH

3.2.1 Virtual Open House #1

To accommodate the special circumstances surrounding COVID-19, the County hosted a virtual open house, available from September 10 to October 10, 2020. The purpose of the virtual open house was to share information on the planning process and gather input from the public on transportation needs in the County.

Virtual open house materials included a video presentation, flyer, and an online survey. The public was also encouraged to submit comments via email, mail, voicemail, and text. There were 613 unique visitors to the virtual open house and 261 comments collected.

NOTIFICATION TOOLS: ROUND 1

Media Release

The County distributed a media release including background on the Hays County Transportation Plan, information on the virtual open house, and opportunities to participate in the planning process. The County also posted an announcement to their website on September 14, 2020 to share information on the virtual open house and to direct the public to the plan website, haystransportationplan.com.

Email Notices

An email notice with information on the virtual open house was sent to 324 recipients on September 10, 2020 and a comment period reminder email was sent to 320 recipients on October 1, 2020. Additionally, the outreach team contacted local Chambers of Commerce in Hays County to encourage distribution of virtual open house materials to community members.

Social Media

Information on the virtual open house was distributed through the County's Facebook, Twitter, and Nextdoor.

Advertisements

Advertisements notifying the public of the virtual open house ran in the *Hays Free Press* on September 16, 2020, and *El Mundo* on September 17, 2020. Advertisements were also available digitally.



WHAT WE HEARD: ROUND 1

During the first round of public engagement, 164 completed or nearly completed surveys were received. Participants covered zip codes across the County as seen in Table 3:

Table 3. Public Survey Round 1 Zip Code Distribution

Zip Code	Frequency
78610	46
78666	36
78737, 78676, 78619	15
78640	14
78620	12
78652, 75201	2
78759, 78748, 78746, 78745, 78704, 78617, 78130	1

When asked about transportation challenges and specific roadways and intersections that need to be improved, we heard about the topics listed in Table 4:

Table 4. Public Survey Round 1 Feedback Summary

General Considerations
Concern for environmental preservation and impacts of roadway improvements
Desire for public transportation, bicyclist, and pedestrian accommodations
Need for congestion relief
Roadways
Concern for safety and congestion and need for improvements to Windy Hill Road
Need for improvements and desire to preserve character along RM 12
Need for improvements to RM 967
Need for improvements to alleviate traffic on US 290
Concern for safety and need for improvements to FM 150
Need for improvements to FM 1826
Concern for safety and need for improvements to FM 1626
Concern for safety and congestion on Darden Hill Road
Need for improvements to Dacy Lane
Need for roadway improvements and transportation options east of I-35
Intersections
Concern for safety and desire for a traffic signal at White Wing and FM 2001 Overpass
Concern for delays at railroad crossing and McCarty Lane
Need for improvements at FM 1826 and FM 150
Need for improvements to alleviate congestion at US 290 and RR 12
Concern for safety at FM 150 and Darden Hill Road

3.2.2 Virtual Open House #2

The County hosted a second Virtual Open House to share draft roadway recommendations with the community for feedback, available from January 7 to February 7, 2021. Virtual open house materials included a video presentation, a Plan map, a list of draft roadway recommendations, and an online survey. The public was encouraged to submit comments via email, mail, voicemail, and text. There were 1,683 unique virtual open house page views and 493 comments collected. All comments received were evaluated and considered as part of this planning process.

NOTIFICATION TOOLS: ROUND 2

Media Release

The County distributed a media release including background on the Hays County Transportation Plan and information on the second virtual open house. The County also posted an announcement to their website on January 7, 2021, to share information and direct the public to the Plan website:

www.haystransportationplan.com.



Email Notices

An email notice with information on the second virtual open house was sent to 474 recipients on January 7, 2021, and a comment period reminder email was sent to 470 recipients on January 27, 2021.

Social Media

Information on the second virtual open house was distributed through the County's Facebook, Twitter, and Nextdoor.

Advertisements

Advertisements notifying the public of the second virtual open house ran in the Hays Free Press on January 13, 2021, and El Mundo on January 14, 2021. Advertisements were also available digitally.

WHAT WE HEARD: ROUND 2

Table 5 includes a summary of comments received that relate to general themes of the HCTP, and the project team's responses to these comments.



Table 5. Public Comments Summary and Responses Concerning General Themes

General Considerations	
Topic	Response
Concern for environmental preservation and impacts of roadway recommendations	<p>The County is committed to developing roadways in a manner that minimizes negative environmental impacts and preserves the unique character and natural resources of the area. The County is also responsible for providing roads that are safe and efficient.</p> <p>As stated in the introduction of this Plan, the County's philosophy for road improvements is to first maintain the current capacity of roads where adequate, widen when needed and feasible, and only add new connections when needed for safety and mobility.</p> <p>Development density over the County is anticipated to vary and this Plan evaluates the full County road system. Some recommended improvements have been identified to address larger safety and connectivity issues.</p> <p>As projects move forward, there will be additional environmental and feasibility studies conducted before construction.</p> <p>The right of way widths recommended for each roadway in the Plan consider the space needed for drainage, water quality, and unique topography requirements. These elements help to minimize environmental impacts.</p>
Desire to prioritize specific needed safety improvements	<p>The HCTP is a long-range plan that evaluates safety and capacity needs across the County for the next 20 years. While long range capacity recommendations have been included, the smaller scale safety improvements will continue to be implemented (such as intersection improvements, acceleration/deceleration turn lanes, and low water crossings improvements).</p>

General Considerations	
Topic	Response
Desire to focus on maintaining existing roads instead of adding capacity	<p>The County will continue to identify and prioritize maintenance improvements on existing roads.</p> <p>As stated in the introduction of this Plan, the County's philosophy for road improvements is to first maintain the current capacity of roads where adequate, widen when needed and feasible, and only add new connections when needed for safety and mobility.</p> <p>Due to the current and projected population growth, additional capacity will be needed over the next 20 years, including some new connections and road widening. The County will continue to implement interim projects like turn lanes and intersection improvements to mitigate traffic congestion before having to widen or build new roads.</p>
Desire to preserve character and beauty instead of adding capacity	<p>The County is committed to preserving character as much as possible, while also providing a safe and efficient transportation network. This is why many projects are given a mid-term or long-term time frame, so the County can continue to monitor transportation needs and only implement projects when warranted by traffic demands. Projects will be implemented in a context sensitive manner. For example, the County decided not to widen existing RM 150 at the double low water crossing to preserve this area of natural beauty and character; instead, the County is planning recommended connection, RC 5 (the Driftwood Bypass), to meet additional capacity needs in this area.</p> <p>In efforts to preserve Wimberley's character, the HCTP recommends that RM 12 remain 2 lanes for now through Wimberley and removed RC 4; to support those objectives, the recommended improvements to Winters Mill Pkwy and 3237 (long and mid-term, respectively) will help provide traffic relief.</p> <p>It is important to note that there will be further discussion, including public meetings, prior to initiating further development on facilities identified in this Plan.</p>
Desire for public transportation, bicyclist, and pedestrian accommodations	<p>This Plan focuses on the County roadway network, planning ahead, and identifying needed right of way which helps to establish future opportunities for multi-modal options.</p> <p>Capital Metro and CARTS are the agencies responsible for public transportation and the County is committed to working with them to support transit needs. Comments received on public transportation have been shared with these agencies.</p> <p>The County will include bike and pedestrian improvements as feasible on County road improvements when planning and design occurs for each project. Additionally, bicycle and pedestrian projects on City maintained streets (such as Buda, Dripping Springs, Kyle, San Marcos, or Wimberley) will be undertaken by municipal planning and design processes.</p>
Support for transportation options east of I-35	<p>The HCTP includes many widening projects and new connections in this area. The network will continue to be enriched and improved as development occurs and funding is available.</p>

General Considerations	
Topic	Response
Desire to implement projects sooner than shown in the draft plan	The County will continue to monitor traffic conditions and other planning factors to implement projects as they are needed, and funding is available.
Desire to reevaluate plan due to impacts of COVID-19	<p>The County is coordinating with partner agencies and traffic modelers to assess the performance of the transportation network over time and will modify the timing of proposed improvements if transportation impacts of the pandemic are sustained.</p> <p>The Plan is a working document that will be updated every few years to stay current with trending traffic levels and development.</p>

Specific Improvements

Table 6 contains information in response to comments received on specific roadway improvements recommended in the draft plan.

For all roadway recommendations, it is important to consider the following:

- The cross sections and right of way widths recommended in this Plan are ultimate recommendations. In the meantime, the County will seek to make interim safety and capacity improvements, such as turn lanes and intersection improvements, to help improve conditions prior to widening roadways.
- For Recommended Connections (RCs), which were known as New Facilities (NF) in previous versions of this plan, the dashed lines illustrate the connection that is needed, and do not represent a final engineered roadway alignment. Final alignments will be determined when each improvement is studied and designed including public involvement, in more detail. The name “New Facilities” was updated to “Recommended Connections” in the final plan to communicate the nature of these recommendations more clearly.
- Several comments requested further information about the intersections that will accompany these corridor-level improvements. Intersection designs (whether stop-controlled, signalized intersection, roundabout, etc.) are outside the scope of this long-range countywide plan and will be determined based on traffic engineering when detailed planning and design occurs for each identified improvement.

Table 6. Public Comments Summary and Responses Concerning Specific Improvements

Roadway Improvements	
Topic	Response
Need for improvements to US 290	US 290, a state facility managed by TxDOT, is currently under study to identify needed improvements. All comments received have been shared with TxDOT.
Support to prioritize improvements to SH 21	The County conducted the SH 21 Corridor Preservation Study in 2020 to determine needed improvements and right of way. To accommodate the community and improve traffic congestion, the Study recommended future expansion of SH 21 to a freeway with frontage roads. To move forward with design and construction, it is anticipated that the County will apply for state or federal funding, or TxDOT will initiate and complete the project.
Support to prioritize improvements to SH 45	The County will coordinate with its regional partners including the Cities of Buda and Austin, Travis County, TxDOT, CTRMA, and the community to support future planning efforts and improvements to SH 45. As a starting

	point, the HCTP has been updated to reflect the recommended alignment shown in the Buda Transportation and Mobility Master Plan.
Support to prioritize improvements to FM 110 and RC 25	The County has completed the environmental study and design for all three segments of the FM 110 East San Marcos Loop. Construction is complete for the South segment (SH 123 to FM 621) and the overpass at SH 123, in progress for the Middle segment (FM 621 to SH 80) and planned for 2021-2022 for the North segment (SH 80 to IH 35).
Support for and opposition to widening RM 12, and desire for interim improvements	<p>As a major north-south connection, RM 12 will require additional capacity in the future. The HCTP recommends widening RM 12 to a four-lane divided facility from RM 3238 to Winters Mill Parkway. Possible interim improvements include additional turn lanes and intersection improvements similar to the improvements that have been made to the RM 12 and FM 32 junction.</p> <p>The County will consider all comments and implement improvements in a context sensitive manner.</p>
Opposition to expansion of RM 150 and RC 17	These projects were identified through the RM 150 West Master Plan and the RM 150 West Alignment Study to address increased traffic and safety concerns. The County will continue to work with the community and implement improvements in a context sensitive matter.
Opposition to recommended ultimate section of FM 1626	<p>Due to anticipated traffic, generated by the regional travel demand model and known planned developments, 6 lanes are recommended with a mid-term time frame for this major north-south route.</p> <p>Interim improvements, like the intersection improvements included in Buda's Transportation Mobility Master Plan, and additional turn lanes will help improve traffic conditions along this corridor in the near term.</p>
Opposition to widening FM 1826 and support for the extension of FM 1826 to Brownson Lane	<p>New destinations along FM 1826 have led to an increase in traffic, shown in the travel demand model and the road requires expansion to keep it safe and efficient.</p> <p>This proposed project was identified during the RM 150 Master Plan but was ultimately not included. It has been postponed until further consideration in a future HCTP update.</p>
Concern for safety and congestion; support for and opposition to widening; and desire to preserve trees along FM 3237	<p>The HCTP recommends widening to 4 lanes in the midterm, and the County will continue to monitor the need for widening based on current conditions and projected demand. Interim improvements like turn lanes, intersection improvements, and even interim 3 or 4-lane sections will help to improve safety and capacity before widening the whole corridor.</p> <p>The County will consider environmental features and minimizing impacts to properties as they move forward with the planning and design process.</p>
Recommended 200 ft right of way for RM 967 and intersection improvements	<p>The recommended right of way was determined by the Driftwood Bypass Study. One reason for the width is so the design can accommodate safe, separated bicycle and pedestrian facilities. The 200 ft recommended right of way also gives the County more options to protect water quality and minimize environmental and drainage impacts.</p> <p>Intersection designs are not included in this long-range plan but will be determined when planning and design occurs for each improvement.</p>

Support for and opposition to improvements to Darden Hill Road; concern for impacts to neighborhoods	<p>Existing sharp turns and changing traffic patterns have impacted the safety of Darden Hill Road. It is connecting to nearby traffic generators including the school that will open at the intersection of Darden Hill Road and Sawyer Ranch Road. To keep Darden Hill Road safe and efficient, the County is planning to realign sharp turns and will minimize impacts to property owners as much as possible in this difficult area. Design for improvements to Darden Hill Road is currently in progress.</p> <p>In the near term, the County is improving the segment of Darden Hill between FM 1826 and Sawyer Ranch Road to prepare for the new school (noted as short-term in the HCTP). In the midterm, the County will improve the west segment of Darden Hill, from Sawyer Ranch Road to RM 150. The segment of Darden Hill Road from Jackson Branch to RM 150 has been relabeled a recommended connection and will be a future extension of Darden Hill Road.</p>
Support for improvements to Windy Hill Road	<p>The HCTP recommended ultimate section for Windy Hill Road is a 4-lane section in the long term.</p> <p>The County will continue to monitor conditions and traffic needs to determine exact timing. The City of Kyle has a bond project under construction to improve the section close to I-35, extending the 3-lane section to help accommodate new developments. Design is currently in progress and the implementation and performance of that new capacity will help determine when the 4-lane section is needed.</p>
Concern for McCarty Lane extending too far west and connecting to RC 27; support for a railroad over pass to mitigate delays on McCarty Lane	<p>The map has been corrected to show the ultimate 4-lane section extending to Hunter Road, to support traffic demands.</p> <p>Comments also expressed concern that McCarty Lane appeared to connect to recommended connection, RC 27. To clarify, McCarty will not connect to RC 27.</p> <p>The County recognizes railroad delay at crossings is an issue within San Marcos and will continue to work in partnership with the City to address these issues.</p>
Need for congestion relief on FM 2001	This plan recommends an ultimate 4-lane section for FM 2001 and an area study to examine existing conditions (such as sharp turns along FM 2001) and identify interim solutions.
Concern for flooding and emergency access on Flite Acres	To address safety concerns in the area, the Plan recommends developing new connection, RC 30, for emergency access only. If development patterns and needs change, the nature and timing of this proposed facility will be revisited.
Support for widening Fitzhugh Road as a bypass for trucks	The HCTP does recommend widening Fitzhugh to a 2-lane roadway with a center turn lane (MAD 2). Further widening is not recommended at this time due to low development levels and traffic projections.
Support to include Plum Creek Road (CR 156) in the HCTP update	The map and matrix have been updated to include recommendations for Plum Creek Road and Cotton Gin Road (CR 129).
Opposition to improvements on Lanier Ranch Road	There was no intention to include an improvement on this road and no project on Lanier Ranch Road is included in the HCTP.

Recommended Connections (RCs)	
Topic	Response
RC 2 (FM 150 North Extension) and Holder Lane	<p>Southwest Dripping Springs is changing rapidly, and the community has expressed the need for traffic relief at the intersection of US 290 and RM 12.</p> <p>The RM 150 Master Plan identified the need for a new connection, RC 2, to bypass the intersection of US 290 and RM 12.</p> <p>The County is currently conducting the Dripping Springs Southwest Connection Study to identify a recommended connection and will focus on finding the best option for the region while minimizing impacts to the environment and property owners. The safety issues at the intersection of US 290 and Holder Lane will be addressed as part of this study if there is a connection at Holder Lane.</p>
RC 3 (Dripping Springs) and RC 4 (Jacobs Well Road)	After further consideration RC 3, and RC 4, will be removed from the current HCTP update.
Support and concern for RC 5 (Driftwood Bypass)	As identified in the RM 150 Master Plan, the objective of RC 5 (Driftwood Bypass), is to preserve the character of the existing RM 150 from Hays City Store to Driftwood. The preliminary drainage study and schematic have been completed for this project, but no additional funding has been identified at this time.
Support and concern for RC 6	RC 6 was included in the 2013 HCTP to provide a regional connection to SH 45 and address the increasing demand for capacity in the area.
RC 7 (SH 45 SW Extension), RC 8 (Garlic Creek Pkwy), and RC 9 (Garison Rd Extension)	These recommended connections (RC 7, RC 8, and RC 9) will be completed in coordination with the City of Buda. The Buda Transportation Mobility Master Plan reflects the cross-sections and general timing of the proposed projects in the HCTP. The map has been updated to reflect the general alignment of this future roadway in Buda's plan.
Support for RC 16 (Kyle Loop North)	This project is currently under design and the County will move forward in the most context sensitive manner. The County has also developed a conceptual alignment for this project as a separate effort in close coordination with the City of Kyle (the RM 150 Alignment project). As part of this project, the County is determining where recommended connections, RC 16, and RC 17, will cross the existing RM 150 and will ensure that it is designed efficiently and effectively.
Concern for addition of RC 20 (Marketplace Extension) over Edwards Aquifer	The County is committed to reviewing the need for each improvement and minimizing environmental impacts with the planning and design of each project.
Concern that RC 28 was redundant with RC 27 (FM 110/ San Marcos Loop)	Upon further consideration, RC 28 will be removed from the Plan and RC 27 will remain to provide the needed connection around the west side of San Marcos.
Support to prioritize RC 30 (Hilliard Rd)	HCTP recommends developing this long-term connection for emergency access only. If development patterns and needs change, the nature and timing of this recommended connection will be revisited as a potential amendment to this plan.

Concern for impacts of RC 31 to the environment and property owners	Upon further consideration, RC 31 will be removed from the Plan.
Concern for HCTP showing the planned realignment of Darden Hill Road west of Jackson Branch as an existing roadway	The HCTP map has been updated to show this portion of the roadway as a new recommended connection (RC 32).
Intersection Improvements	
Topic	Response
Support for improvements to FM 1826/RM 150 sooner than shown in the draft Plan	The County will implement interim improvements prior to widening full corridors; these could include improvements to intersections and additional turn lanes.
Need for congestion relief at US 290/RM 12	Congestion at this intersection is a significant regional issue. The County's Dripping Springs Southwest Connection Study, the City of Dripping Springs Master Plan, and TxDOT's US 290 Study will seek solutions to relieve congestion at the intersection of US 290 and RM 12.
Concern for and opposition to traffic circle at Ranch Road 12/RM 150	This Plan is currently under design and will be realigned slightly south (the HCTP map will be updated to reflect the realignment). The concept for this intersection realignment was first identified in the 2013 Hays County Transportation Plan. The treatment of the intersection as a roundabout was identified and vetted during development of the RM 150 Corridor Master Plan. A traffic circle was identified as the best solution to improve safety and mobility and calm traffic, considering current and projected traffic.

Related Projects & Studies

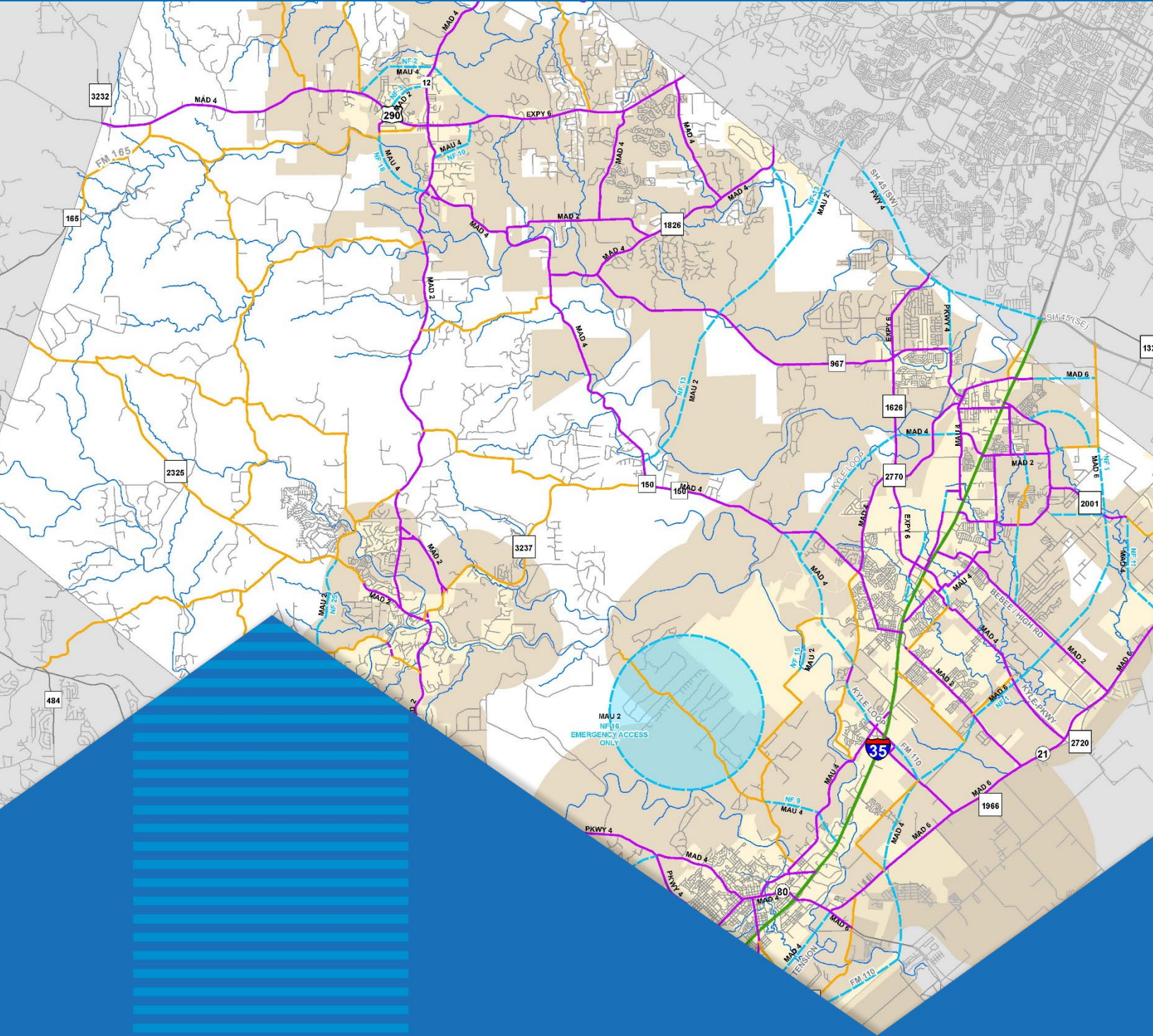
Comments about ongoing roadway studies in Hays County were also received. The following information provides current updates on these studies:

- **SH 21 Preservation Study**
 - Hays County conducted the SH 21 Corridor Preservation Study in 2020 to determine long term roadway improvements to SH 21 and allow for preservation of needed right of way. The study recommended future expansion of SH 21 to a full freeway section with frontage roads, due to anticipated population and traffic growth and safety concerns due to the many driveways along the corridor. To design and construct the improvements to SH 21, it is anticipated that either Hays County will apply for state or federal funding, or TxDOT will initiate and complete the project.
- **Dripping Springs Southwest Connection Study**
 - The County is currently conducting the Dripping Springs Southwest Connection study to plan for RC 2. The Dripping Springs Southwest Connection Study will examine a possible route or routes which extend the RM 150 corridor from RR 12 around the southwest side of Dripping Springs to connect to US 290. This study began in late 2020 and is currently ongoing.
- **Darden Hill RM 150 Expansion**
 - This study began in late 2020 and includes: the enhancement of Darden Hill Road from Sawyer Ranch Road to RM 150 (including RC 32 in this plan); the enhancement of the

RM 150/Darden Hill Road intersection and approaches; and the extension of Darden Hill Road from RM 150 to RM 12.

- **RM 150 Alignment Project**
 - Since 2014, Hays County has been studying the portion of RM 150 from just west of Arroyo Ranch Road southeast to I-35 near Yarrington Road. As Hays County and the Kyle area have continued to grow at a rapid pace, the need is greater than ever for additional roadway capacity to address increasing traffic volumes and improve safety on this section of RM 150. A proposed alignment that would help alleviate congestion along existing RM 150 and through downtown Kyle has been identified through an evaluation of several options, technical analysis, public involvement, and coordination with property owners. (This alignment is noted as RC 17 in this plan.) Hays County previously worked jointly with TxDOT on this study but is now leading the effort as a County project to move design forward and preserve the necessary right of way for the roadway, considering several developments in the area that are moving forward quickly.
- **Driftwood Bypass Study**
 - The Driftwood Bypass Study is a concept plan completed in 2020 to identify a likely route alignment with preliminary drainage to provide an alternate for RM 150 traffic around Driftwood. This concept includes the RC 5 connection and improvements to RM 967 and FM 1826.

The full collection of public engagement materials and responses for this plan can be found in Appendix B.



4

EXISTING PLAN REVIEW

4 EXISTING PLAN REVIEW

4.1 OVERVIEW

Reviewing other local plans is a key step in transportation planning to help ensure plans are aligned to the greatest extent possible and that differences between plans are well understood by regional agencies. The following documents were reviewed for this plan update:

- Hays County Transportation Plan (adopted in 2013; amended in 2014 and 2016)
- TxDOT Texas Transportation Plan 2040
- Capital Area Metropolitan Planning Organization (CAMPO) 2045 Regional Transportation Plan
- Blanco County Transportation & Economic Development Plan
- Caldwell County Transportation Plan
- Comal County Major Thoroughfare Plan
- Guadalupe County Strategic Plan
- Travis County Transportation Blueprint
- City of Dripping Springs Comprehensive Plan
- City of Kyle Transportation Master Plan 2040
- City of San Marcos Transportation Master Plan
- Buda Transportation Master Plan
- City of Wimberley Transportation Master Plan

4.2 KEY FINDINGS

Based on this review of previous plans, the following focus areas are incorporated into this Hays County Transportation Plan:

- Consider previously identified needs and goals for the Hays County transportation network, including capacity improvements and connectivity to interstates.
- Review the CAMPO 2045 Travel Demand Model (with current socioeconomic data, population and employment growth, and planned developments) to identify roadway capacity needs.
- Aggregate planned projects in a GIS database to evaluate how effectively planned projects (including projects from the current Hays County LRTP) are expected to meet these capacity needs.
- Conduct stakeholder and public outreach to understand additional transportation needs and concerns for Hays County.
- Identify Hays County projects (improvements, widenings, and new location) to meet remaining needs.

4.3 ANTICIPATED GROWTH

Previous plans consistently predict sustained, significant growth in Hays County:

- The CAMPO 2045 RTP reports that of the six-county CAMPO region, Hays County has the highest forecasted growth rate between 2015 and 2045, at 267%. The region as a whole is expected to grow by 146%.
- According to the TxDOT Texas Transportation Plan 2040, the Hays County population is expected to be in the 250,001-500,000 range by 2040.
- The Kyle Transportation Master Plan reports that Hays County is the ninth fastest growing county in the United States, based on 2010 through 2014 census estimates.

4.4 CURRENTLY PLANNED PROJECTS

A list of planned projects on major roadways in Hays County is provided in Table 7. While not an exhaustive list, this table summarizes currently planned projects for roadways that will play a significant role in the Hays County Transportation Plan update. For this plan update, the project team considered and evaluated these projects to determine whether recommendations to widen existing roadways or construct new facilities are still valid and should be included in the Hays County Transportation Plan, or if they need to be modified or left out of the plan based on currently available data and technical analysis.

Table 7. Projects Identified by Previous Plans for Major Roadways in Hays County

Roadway	Planned Project	Source	Previous Hays County Transportation Plan (Amended 2016)
I-35	Various projects ¹	CAMPO 2045 RTP (TxDOT) ²	-
US 290	Widening	CAMPO 2045 RTP (TxDOT)	Widen (EXPY 6)
	Reconstruct to 4 lanes divided	Blanco County Transportation & Economic Development Plan	
	Partnership Project – TxDOT/CTRMA	Travis County Transportation Blueprint	
SH 45 (SW)	New location	Included in the Buda TMP and 2013 Hays County Transportation Plan Update	New facility (FWY 4)
FM 165	Improvements ³	CAMPO 2045 RTP (Hays County)	Enhance to MAU 2
FM 1826	Partnership Project – TxDOT/CTRMA	Travis County Transportation Blueprint	Widen (MAD 4)
	Widening	CAMPO 2045 RTP (TxDOT)	
RM 3238	Widening	CAMPO 2045 RTP (TxDOT)	-
	Shared use path	Travis County Transportation Blueprint	
FM 150 W	Widening	CAMPO 2045 RTP (Hays County)	Widen (MAD 4); New facility (MAD 4)
	New location	Kyle Transportation Master Plan	
FM 150	Extension (SH 21 to SH 142)	Caldwell County Transportation Plan	-
RM 12	Widening, improvements, and new location	CAMPO 2045 RTP (Hays County)	Widen (MAD 4, MAD 2, PKWY 4)
	Retrofit	CAMPO 2045 RTP (San Marcos)	San Marcos area: Widen (PKWY 4)
	Partnership Project – TxDOT/CTRMA	Travis County Transportation Blueprint	Near Travis County: Widen (MAD 4)
FM 1626	Partnership Project – TxDOT/CTRMA	Travis County Transportation Blueprint	Widen (MAD 4)
	Widening	Kyle Transportation Master Plan	
	Widening	CAMPO 2045 RTP (TxDOT)	
RM 967	New location	CAMPO 2045 RTP (Hays County)	Widen (MAU 4, MAD 2)
	Widening and reconstruction	CAMPO 2045 RTP (Buda)	
FM 2770	Widening	CAMPO 2045 RTP (Buda)	Widen (EXPY 6)
FM 2001	Reconstruction	CAMPO 2045 RTP (Buda)	Widen (MAD 4)
Turnersville Rd	Extension	CAMPO 2045 RTP (Hays County)	New facility (MAD 6)
	Reconstruction	CAMPO 2045 RTP (Buda)	Widen (MAU 4)
SH 123	Widening	CAMPO 2045 RTP (Hays County)	Widen (MAD 6)
	Retrofit	CAMPO 2045 RTP (San Marcos)	

Roadway	Planned Project	Source	Previous Hays County Transportation Plan (Amended 2016)
SH 21	Widening	CAMPO 2045 RTP (TxDOT)	Widen (MAD 6)
	Widening	Caldwell County Transportation Plan	
	Improvements and extension	San Marcos Transportation Master Plan	
FM 2720	Roadway project	Caldwell County Transportation Plan	Widen (MAD 4)
Kyle Loop	New location	CAMPO 2045 RTP (Hays County)	New facility (MAD 4)
	New location	Kyle Transportation Master Plan	
Kyle Parkway	New location	CAMPO 2045 RTP (Hays County)	Widen (MAD 4)
	Extension	Kyle Transportation Master Plan	
Beebe/High Rd	Improvements	CAMPO 2045 RTP (Hays County)	Widen (MAD 2)
	Widening	Kyle Transportation Master Plan	
SH 80	Widening	CAMPO 2045 RTP (TxDOT)	Widen (MAD 6)
	Widening	CAMPO 2045 RTP (Hays County)	
	Widening and retrofit	CAMPO 2045 RTP (San Marcos)	
	Widening	Caldwell County Transportation Plan	
CR 2439	New location	CAMPO 2045 RTP (Hays County)	Widen (MAD 4)
	Secondary Arterial Type A (120')	Comal County Major Thoroughfare Plan	
CR 3237	Improvements	CAMPO 2045 RTP (Hays County)	Enhance to MAU 2
Garlic Creek Parkway	New location	Buda Transportation Master Plan	New facility (PKWY 4)
	New location	CAMPO 2045 RTP (Buda)	
FM/RM 32	Secondary Arterial Type A (120')	Comal County Major Thoroughfare Plan	Hays County: Widen (MAD 2); Comal County: Enhance to MAU 2
	Improvements	CAMPO 2045 RTP (Hays County)	

Notes:

¹Generally, add northbound and southbound non-tolled managed lanes, reconstruct ramps, improve frontage roads and freight movements, and add auxiliary lanes.

²The agency in parentheses refers to the jurisdiction noted in the CAMPO 2045 RTP for the project.

³"Improvements" refers to the addition of shoulders, medians, turn lanes, safety improvements, etc. as opposed to added lanes.

4.5 REGIONAL ISSUES

Broadly, these plans emphasize the importance of implementing roadway projects to accommodate the rapid growth of the region.

"Rapid population growth will continue to be the dominant factor influencing the use and development of transportation facilities and services in Hays County for the foreseeable future. The population of Hays County is projected to more than double within the next 25 years, increasing from 157,000 as of the 2010 Census, to over 371,000 by 2035. Employment in Hays County is also expected to grow from 48,000 in 2010 to over 137,000 in 2035. This population and employment growth has the potential to cause significant traffic congestion and increase the need for new and improved roadways, as well as the need for Hays County to develop alternative modes of transportation."

- Hays County Transportation Plan, 2013

Similar goals from other local plans include:

- Keep pace with heavy growth and development. (San Marcos Transportation Master Plan)
- Expand existing roadway network to serve future growth. (Kyle Transportation Master Plan)
- Plan roadway improvements for existing conditions and future demand. (Buda Transportation Master Plan)

Another related priority that appears in previous plans is providing connectivity to major roadways, as shown by the following examples:

- There is a need for increased connection between major roadways such as I-10 and I-35. (Guadalupe County Strategic Plan)
- The City aims to continue coordinating with CTRMA, TxDOT, and CAMPO to ensure that adequate connectivity is provided from SH 45 SW to Buda. SH 45 interchanges are planned at FM 1626, Old San Antonio Road, and I-35. An additional interchange between FM 1626 and Old San Antonio Road is needed to improve east-west mobility within Buda. (Buda Transportation Master Plan)
- Improve connections to major roads (SH 21, I-35, SH 130, IH 10, US 183). (Caldwell County Transportation Plan)

Preservation of the character of Hays County is another recurring concern in these plans.

- The current Hays County Transportation Plan cites the following theme from public feedback: “Preserve rural character, don’t expand country roads, protect scenic corridors.”
- A majority of survey respondents (81%) polled for the Kyle Transportation Plan agreed with this statement: “Preservation of trees, and roads designed to reflect the City’s ‘character’ and heritage are important to me.” Another commonly expressed idea from public outreach was, “Residents south of Center wish to preserve the rural lifestyle and avoid major thoroughfare changes.”
- The San Marcos Transportation Master Plan includes the following introductory note: “The improvements identified in this plan will help to enhance transportation safety, minimize congestion, preserve local character and protect the rivers and the San Marcos environment.”
- The Wimberley Transportation Master Plan says this about their plan origination: “Only by being pro-active and looking ahead can the Village guide its transportation systems in ways that will preserve Wimberley’s character and charm, and direct growth to desired areas.”

4.6 PLAN SUMMARIES

This section contains summaries and key graphics from each of the existing plans reviewed to inform this Hays County Transportation Plan update.

4.6.1 TxDOT Texas Transportation Plan 2040

The TxDOT Texas Transportation Plan (TTP) 2040 was adopted by the Texas Transportation Commission in 2015. The TTP states that the Hays County population is expected to be in the 250,001-500,000 range by 2040.

The TTP discusses the following statewide issues:

- At current funding levels and without additional sustainable funding in the future, “good” conditions on pavements and bridges can only be maintained by shifting all highway expansion dollars to preventive maintenance and capital rehabilitation.
- The \$1.7 billion for highway infrastructure, recently approved by Texas voters under Proposition 1, will address some of the strategic capacity enhancement, connectivity, and maintenance needs for fiscal year 2015, but will not be sufficient to address growing needs into the future.
- TxDOT estimates that \$5 billion more per year (2014 dollars) in highway investment is needed to generally maintain the current level of congestion and condition of our highway infrastructure.

TxDOT roadways, particularly Interstate 35 and also US 290, are significant drivers of growth and development in Hays County. I-35 is a major statewide, national, and international freight corridor, resulting in expanded business opportunities for Hays County communities.

Exhibit ES-9. Texas Freight Network

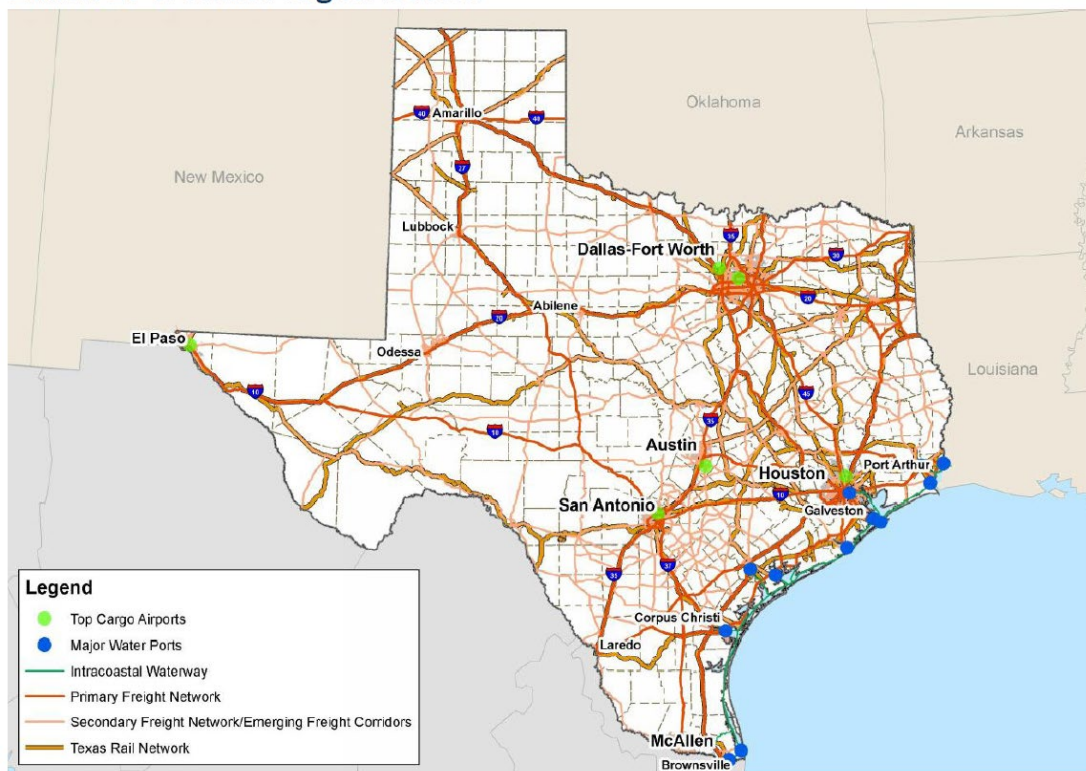


Figure 3. Texas Freight Network
(Source: TxDOT Texas Transportation Plan 2040)

4.6.2 CAMPO 2045 Transportation Plan

The Capital Area Metropolitan Planning Organization (CAMPO) is Central Texas' Metropolitan Planning Organization (MPO) responsible for administering federal funds for transportation projects in the six-county region shown in Figure 4.

The May 2020 draft of the CAMPO 2045 Transportation Plan (also known as the Regional Transportation Plan, or RTP) was reviewed for this plan. The RTP identifies the forecasted Hays County growth rate as the highest in the six-county CAMPO region at 267% between 2015 and 2045.

CAMPO 2045 RTP roadway projects in the jurisdictions of TxDOT, Hays County, and the Cities of Buda and San Marcos were reviewed and incorporated into project development for this plan. The plan also considers the existing and planned trails from the CAMPO 2045 RTP Active Transportation map.

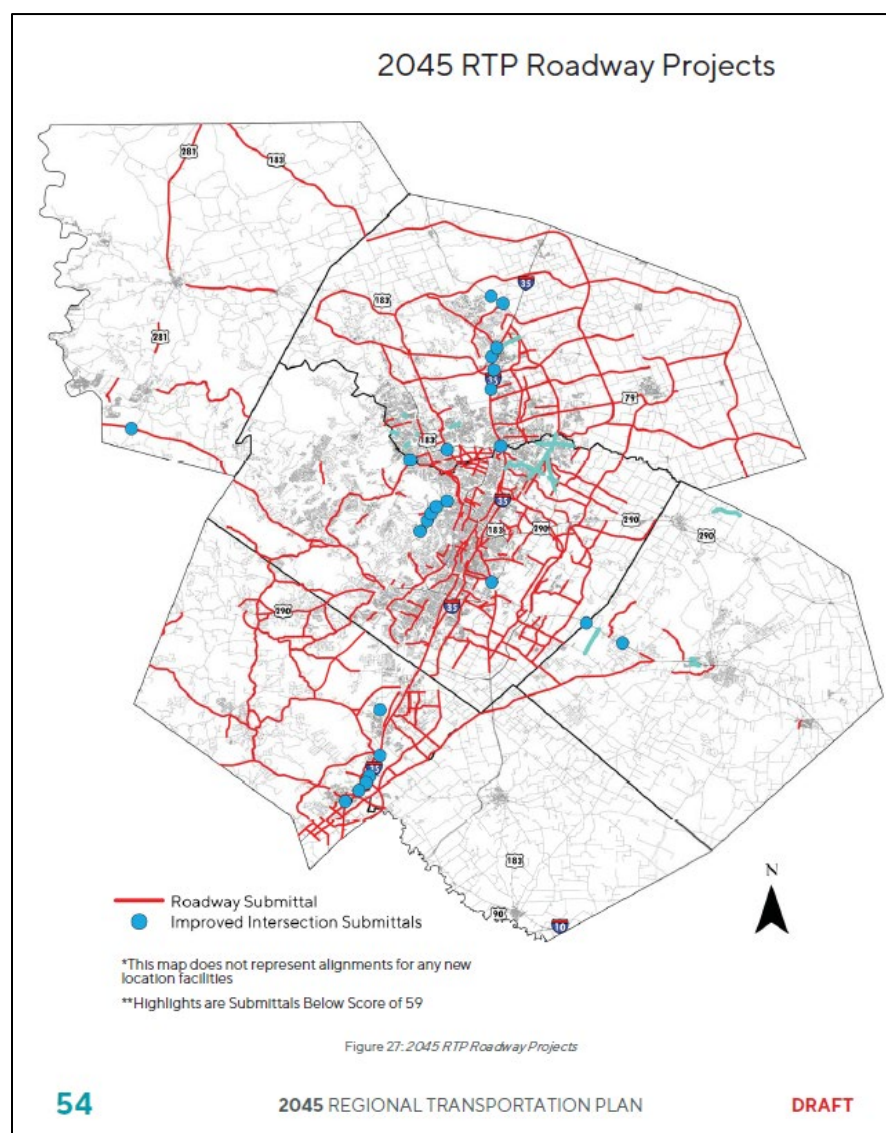


Figure 4. CAMPO 2045 RTP Roadway Projects (May 2020 Draft)

4.6.3 Blanco County Transportation + Economic Development Plan

The Blanco County Transportation and Economic Development Plan was adopted in 2014 to guide economic growth and transportation improvements through 2040 in Blanco County. Major projects considered for the purposes of this plan are the reconstruction of US 290 and safety improvements along County roads.

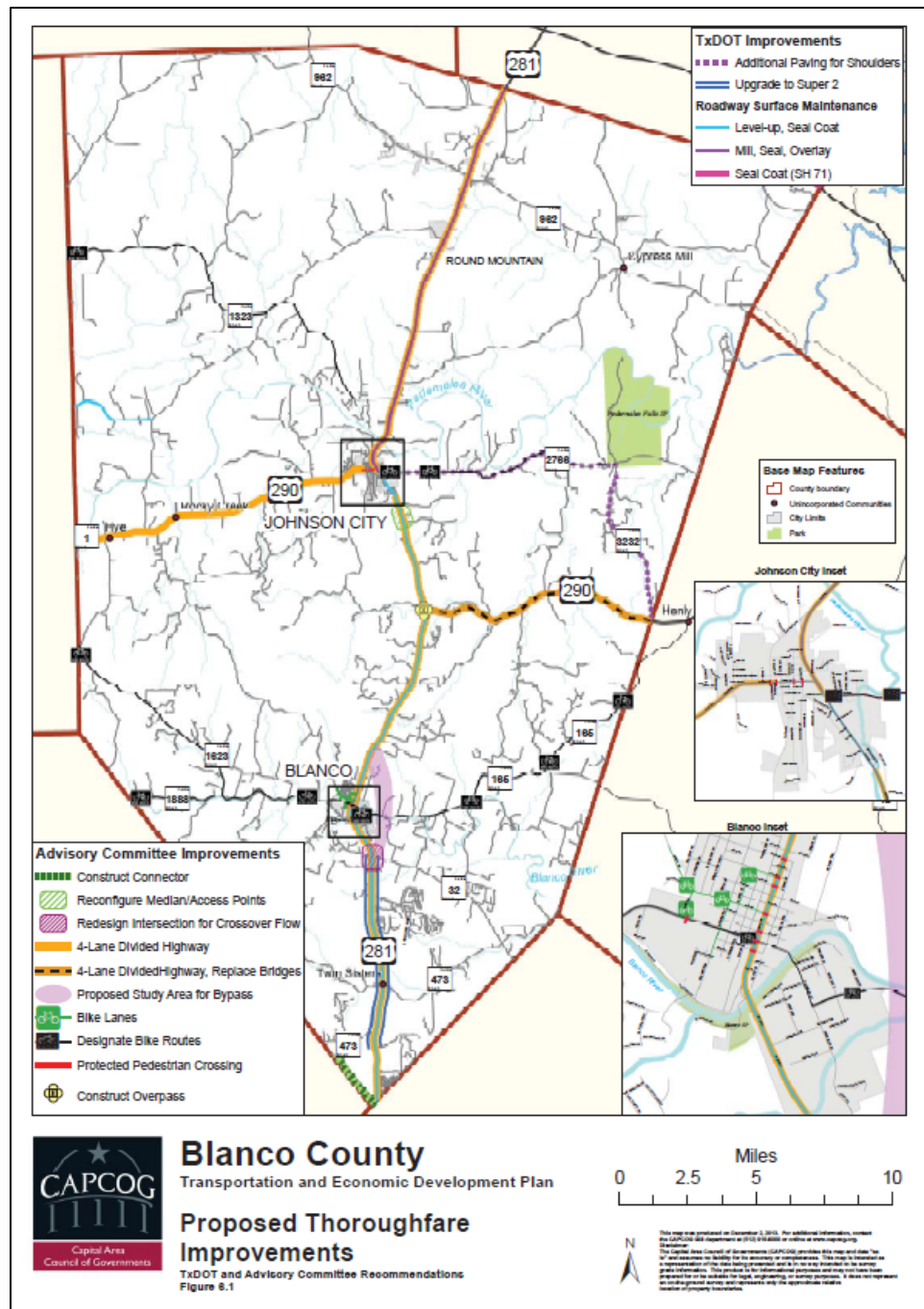


Figure 5. Blanco County Thoroughfare Plan

4.6.4 Caldwell County Transportation Plan 2013

The Caldwell County Transportation Plan was adopted in 2013. The plan states that the population growth rate of Hays County from 1990-2000 was 32.8% and from 2000-2010 it was 61.0%, according to U.S. Census Bureau data. The growth rate of Caldwell County, by comparison was 18.0% from 1990-2000 and a similar 18.2% from 2000-2010. SH 21 and SH 80 widenings are noted to be in accordance with the Draft 2013 Hays County Transportation Plan (since these plans were adopted concurrently). Proposed Caldwell County roadway projects reviewed for development of this plan include SH 21, SH 80, and FM 2720.

Figure 5.4-1 Proposed Mobility and Enhancement Projects

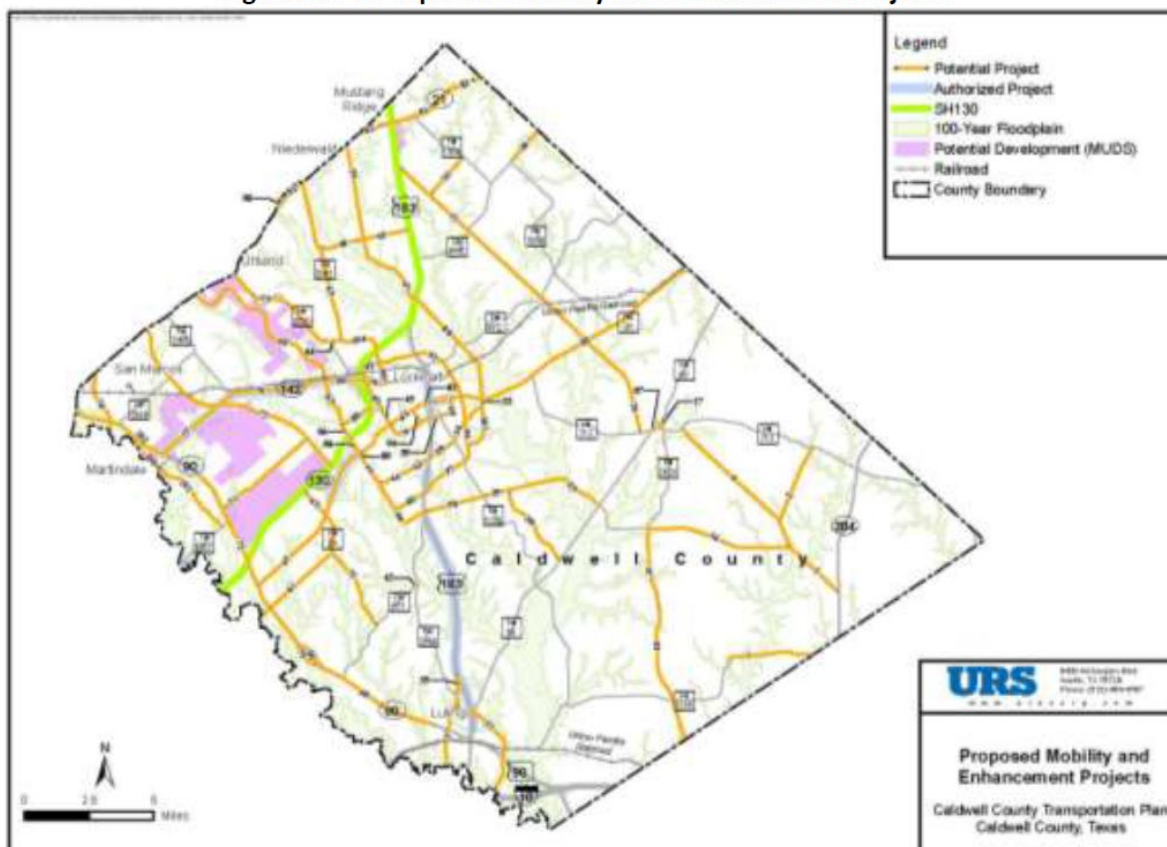


Figure 6. Caldwell County Proposed Mobility and Enhancement Projects
(Source: Caldwell County Transportation Plan, 2013)

4.6.5 Comal County Major Thoroughfare Plan

The Comal County Major Thoroughfare Plan was last revised in 2010. The map categorizes Comal County roads into functional classifications with right-of-way requirements. Roadway designations in the thoroughfare plan that were taken into account for the purposes of this plan include CR 2439 and FM 32.

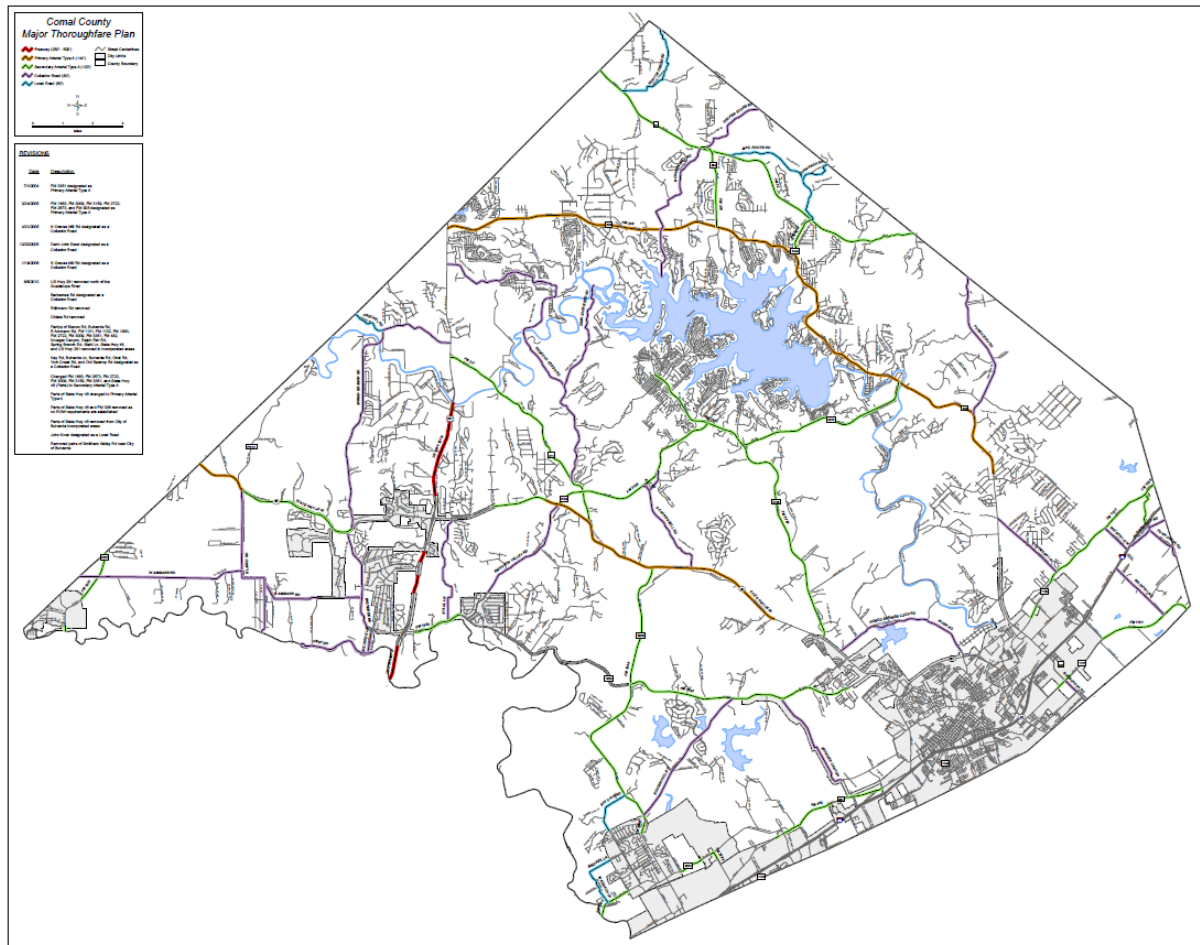


Figure 7. Comal County Major Thoroughfare Plan
(Source: Caldwell County)

4.6.6 Guiding Guadalupe County Strategic Plan

The Guiding Guadalupe County Strategic Plan was adopted in 2018. As shown in Figure 8, the plan lists the following major transportation concerns within Guadalupe County: congestion, low water crossings, major roadway connections, narrow roadways, desire for pedestrian walkways, and changing traffic patterns.

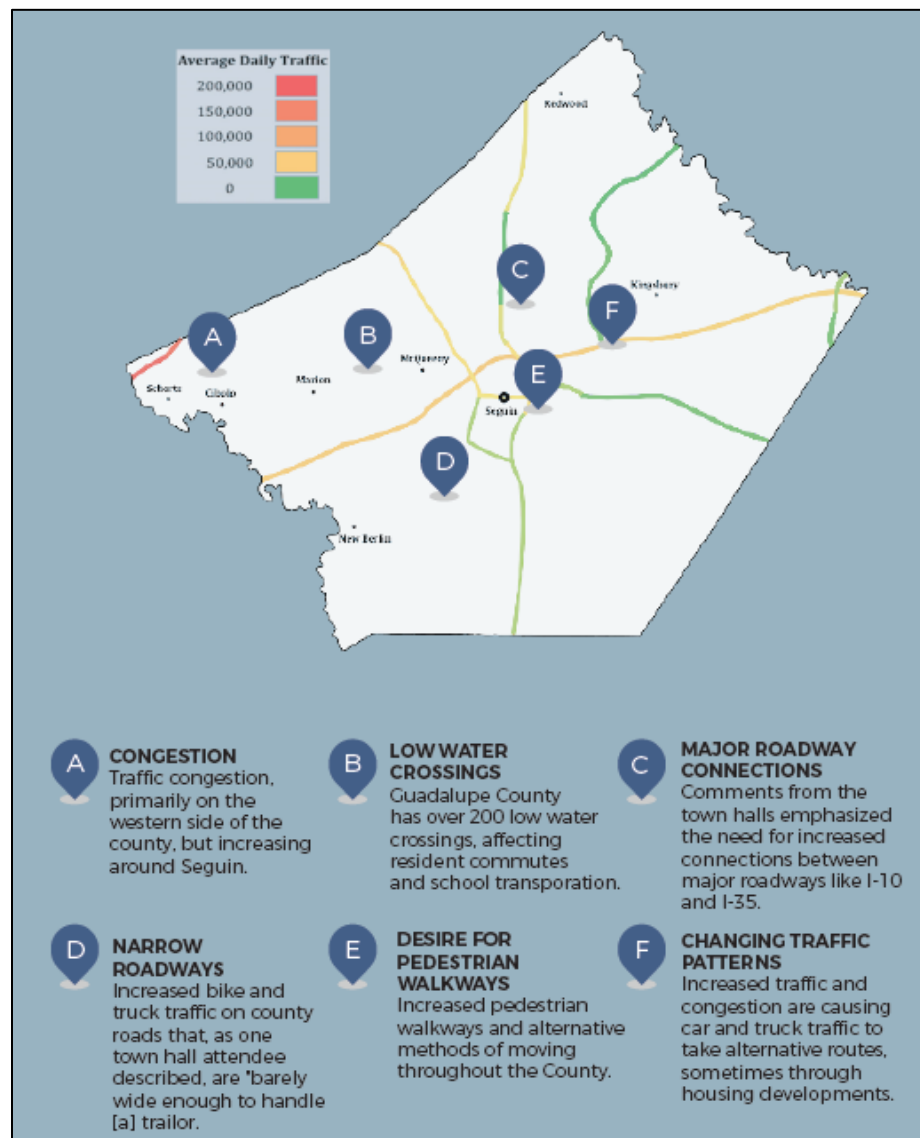


Figure 8. Guadalupe County Major Transportation Concerns
(Source: Guiding Guadalupe County Strategic Plan, 2018)

4.6.7 Travis County Transportation Blueprint 2019

The Travis County Transportation Blueprint was adopted in 2019. Regional issues noted by the plan include congested roads, lack of bus/train options, road conditions, lack of funding, and single occupant vehicles. Travis County roadway projects reviewed for this plan include the RM 12, FM 1826, and FM 1626 partnership projects (between TxDOT and the Central Texas Regional Mobility Authority), as well as the RM 3238 shared use path.

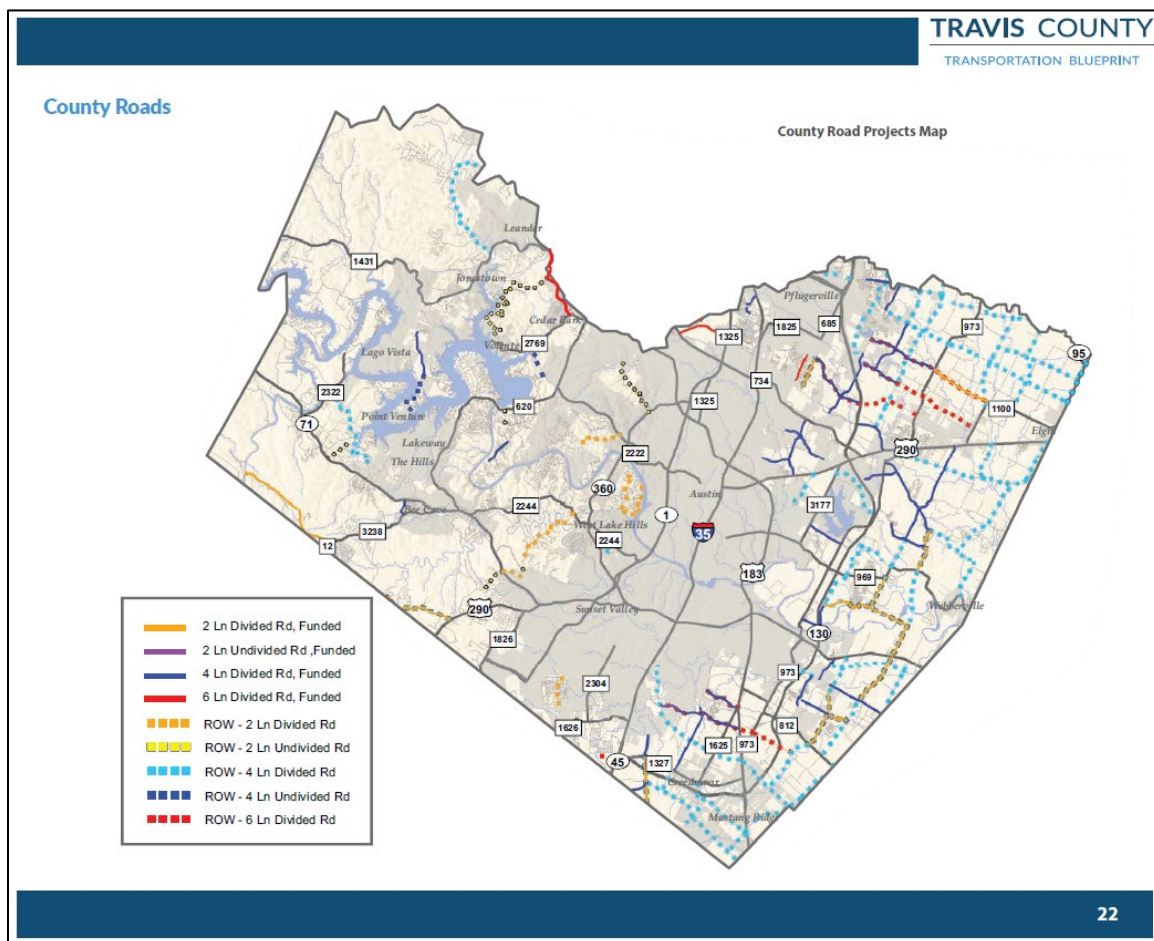


Figure 9. Travis County: County Road Projects Map
(Source: Travis County Transportation Blueprint, 2019)

4.6.8 City of Dripping Springs Comprehensive Plan

The City of Dripping Springs Comprehensive Plan was adopted in 2016. The City's Transportation Plan Map was last amended in 2019. Goals in the Comprehensive Plan include improving Old Fitzhugh Road, implementing a citywide trails plan, improving the safety of key intersections, and developing a multimodal mobility plan. The City's planning efforts to develop a Transportation Master Plan were concurrent with the development of this Hays County Transportation Plan, so recommendations were coordinated with the City of Dripping Springs Transportation Master Plan planning team.

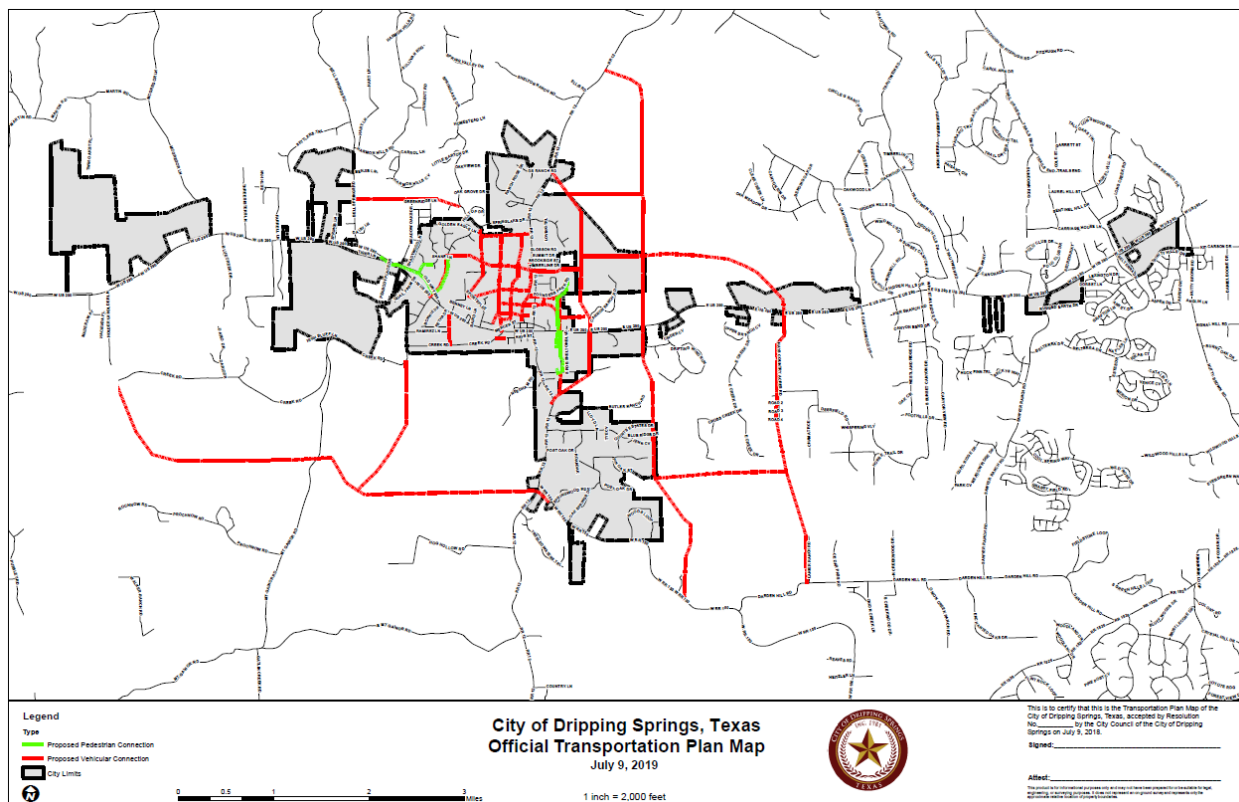


Figure 10. Dripping Springs Transportation Plan Map
(Source: City of Dripping Springs)

4.6.9 Kyle Connected Transportation Master Plan 2040

The Kyle Connected Transportation Master Plan 2040 was adopted in 2016. The plan notes that Hays County is the 9th fastest growing county in the United States, based on 2010 through 2014 census estimates and describes the regional need to expand the existing roadway network to serve future growth. The plan cites a large amount of upcoming residential growth (nearly 15,000 additional homes planned as of 2015). The proposed roadway projects were reviewed for incorporation into this plan.

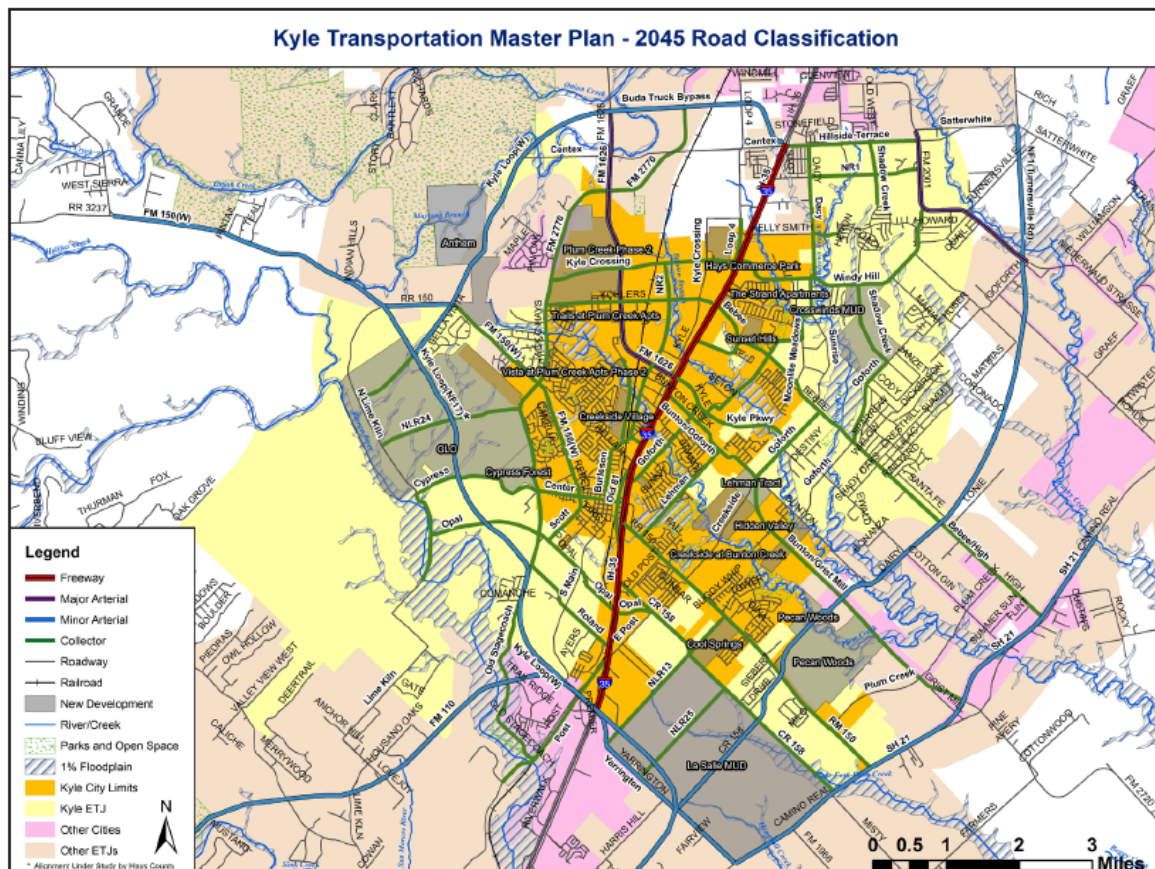


Figure 7-1: Future 2045 Road Classification

*Figure 11. Kyle 2045 Thoroughfare Plan
(Source: Kyle Connected Transportation Master Plan 2040)*

4.6.10 City of San Marcos Transportation Master Plan

The City of San Marcos Transportation Master Plan was adopted in 2018. The plan documents the traffic and safety analysis and community outreach process that resulted in recommendations for roadway, bicycle, pedestrian, and trail facilities. The plan also identifies goals for its transportation system that map back to goals from the City's Comprehensive Plan and notes the need to keep pace with heavy growth and development in the region. Major roadway projects taken into consideration for this plan include the proposed SH 21 improvements and extension.

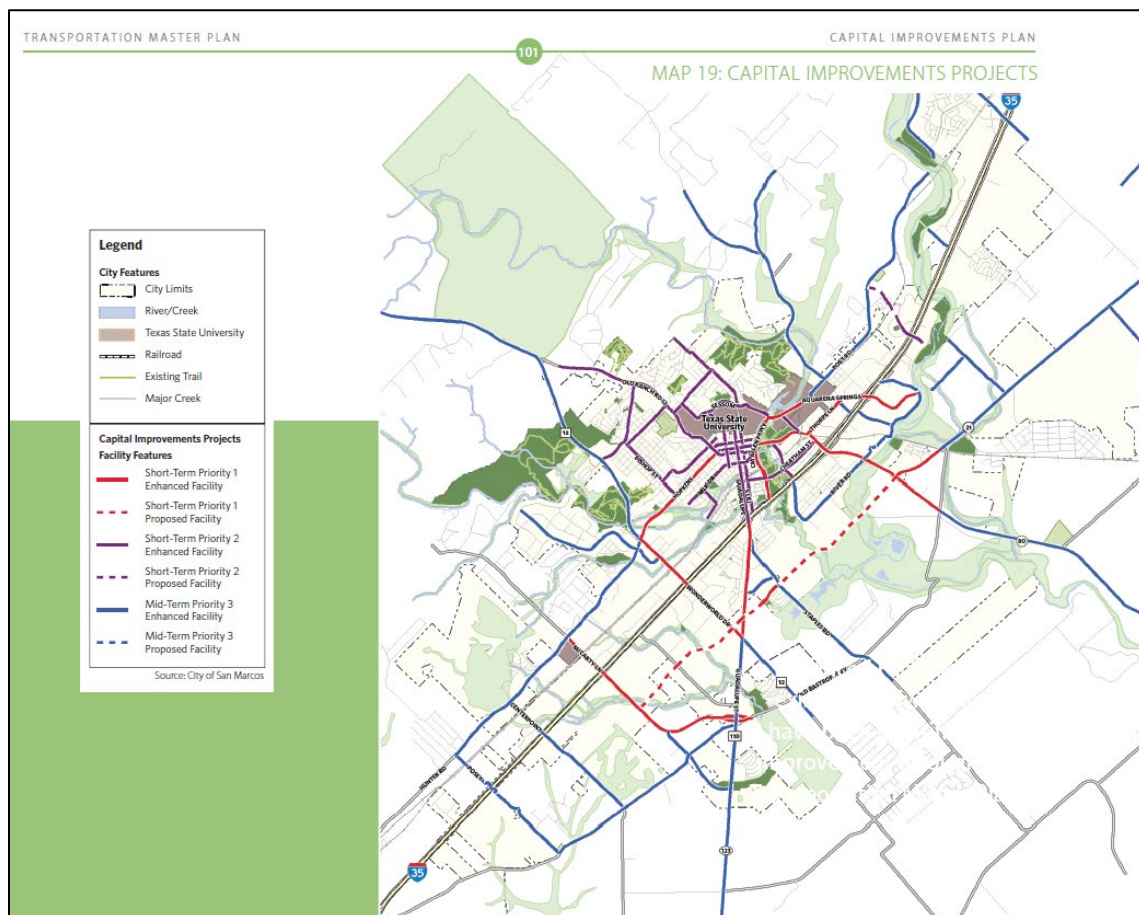


Figure 12. City of San Marcos Capital Improvements Projects
(Source: City of San Marcos Transportation Master Plan, 2018)

4.6.11 Buda Transportation Master Plan (2013)

The Buda Transportation Master Plan was adopted in 2013. It includes goals and objectives that tie to the Buda 2030 Comprehensive Plan, and identifies short-, mid-, and long-term transportation projects and policies. Key themes include accommodating future growth, improving neighborhood connectivity, and pursuing traffic management techniques. Major roadway projects reviewed for this plan include SH 45 completion, RM 967 reconstruction, Garlic Creek Parkway, Old Black Colony Road, Main Street, Hillside Terrace, and FM 2001.

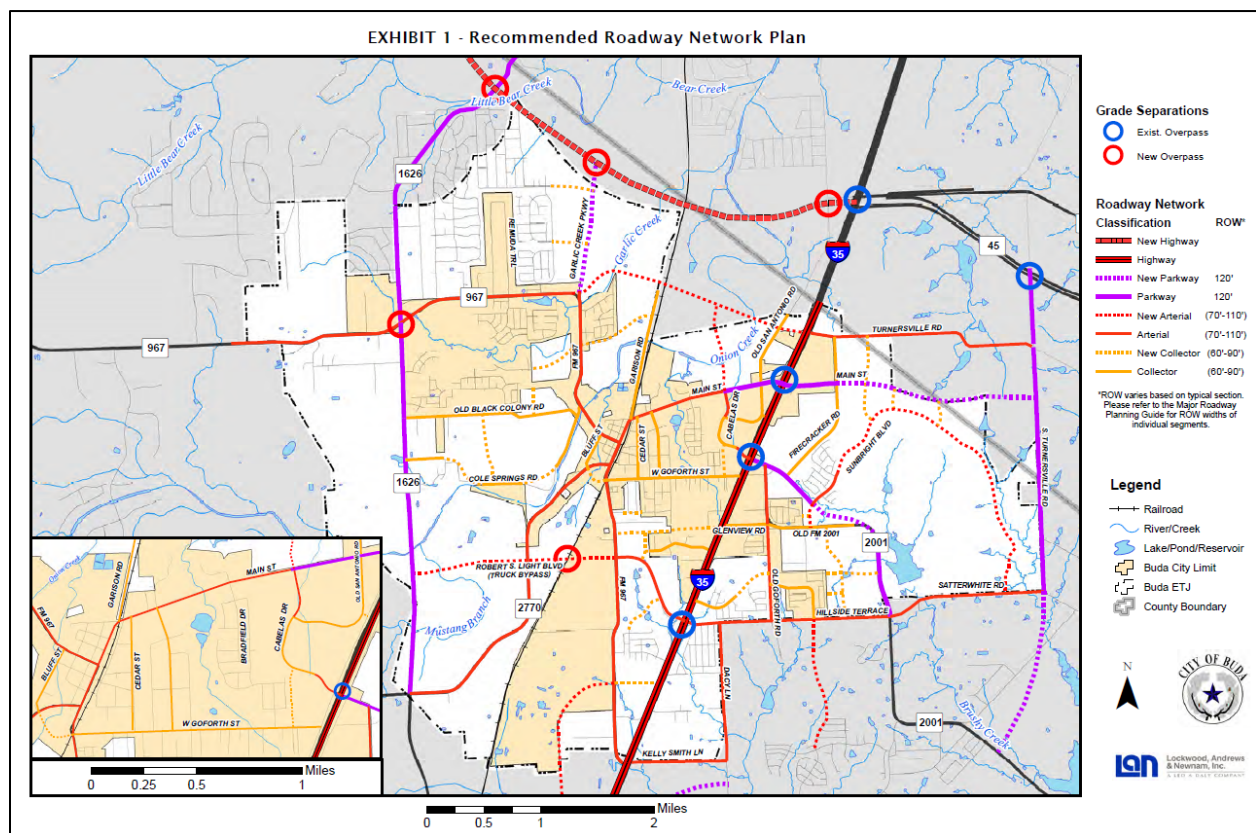


Figure 13. Buda Recommended Roadway Network Plan
(Source: Buda Transportation Master Plan, 2013)

4.6.12 Wimberley Transportation Master Plan

The Wimberley Transportation Master Plan was adopted in five components (A, B, C, D, E) between 2007 and 2010. This plan fulfills a goal of the Wimberley Comprehensive Plan: “development of a comprehensive traffic plan addressing safety, congestion, emergency vehicle routes and through-traffic in the City.” The goals of the Transportation Master Plan are to address connectivity issues – first on a regional scale, then on a neighborhood scale – and to improve emergency service access. The plan suggests extensions and additions of collector roads to improve connectivity between arterial roads (RM 12, RM 2325, RM 3237, and Winters Mill Parkway) and other collector roads. It also discusses solutions to emergency service access issues due to low water crossings and other temporary blockages. The plan notes that these emergency service access issues will be permanently solved with the recommended additional roadway connections.

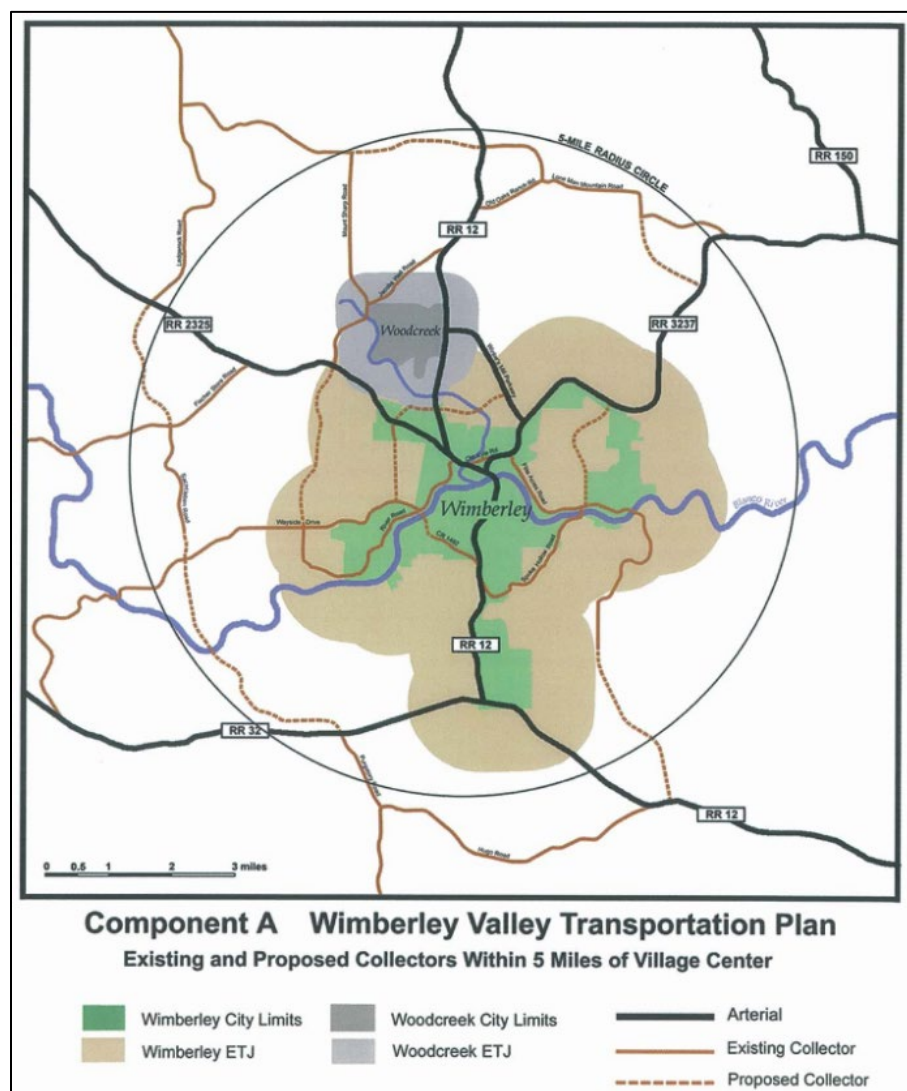


Figure 14. Wimberley Valley Transportation Plan
(Source: A Transportation Master Plan for the City of Wimberley, 2010)



5

DEMOGRAPHICS AND LAND USE

5 DEMOGRAPHICS + LAND USE



5.1 EXISTING DEMOGRAPHIC CONDITIONS

The demographic data summarized in this section is based on the Hays County 2014-2018 American Community Survey 5-Year Data Profile from the U.S. Census Bureau. As shown in Table 8, Hays County residents have an average commute of 31 minutes to work, and an average household size of 2.78 people.

Table 8. Hays County Demographic Statistics
(Source: 2014-2018 American Community Survey Data Profile, U.S. Census Bureau)

Total Population	204,150
Average Household Size	2.78
Median Age	31.6
Median Household Income	\$69,935
Mean Travel Time to Work	31 minutes
Median Home Value	\$222,300

Hays County includes a wide array of industries that have a variety of transportation needs. As shown in Figure 15, the largest three employment categories are “Educational services, and health care, and social assistance” (24%), “Retail trade” (14%), and “Professional, scientific, and management, and administrative and waste management services” (11%).

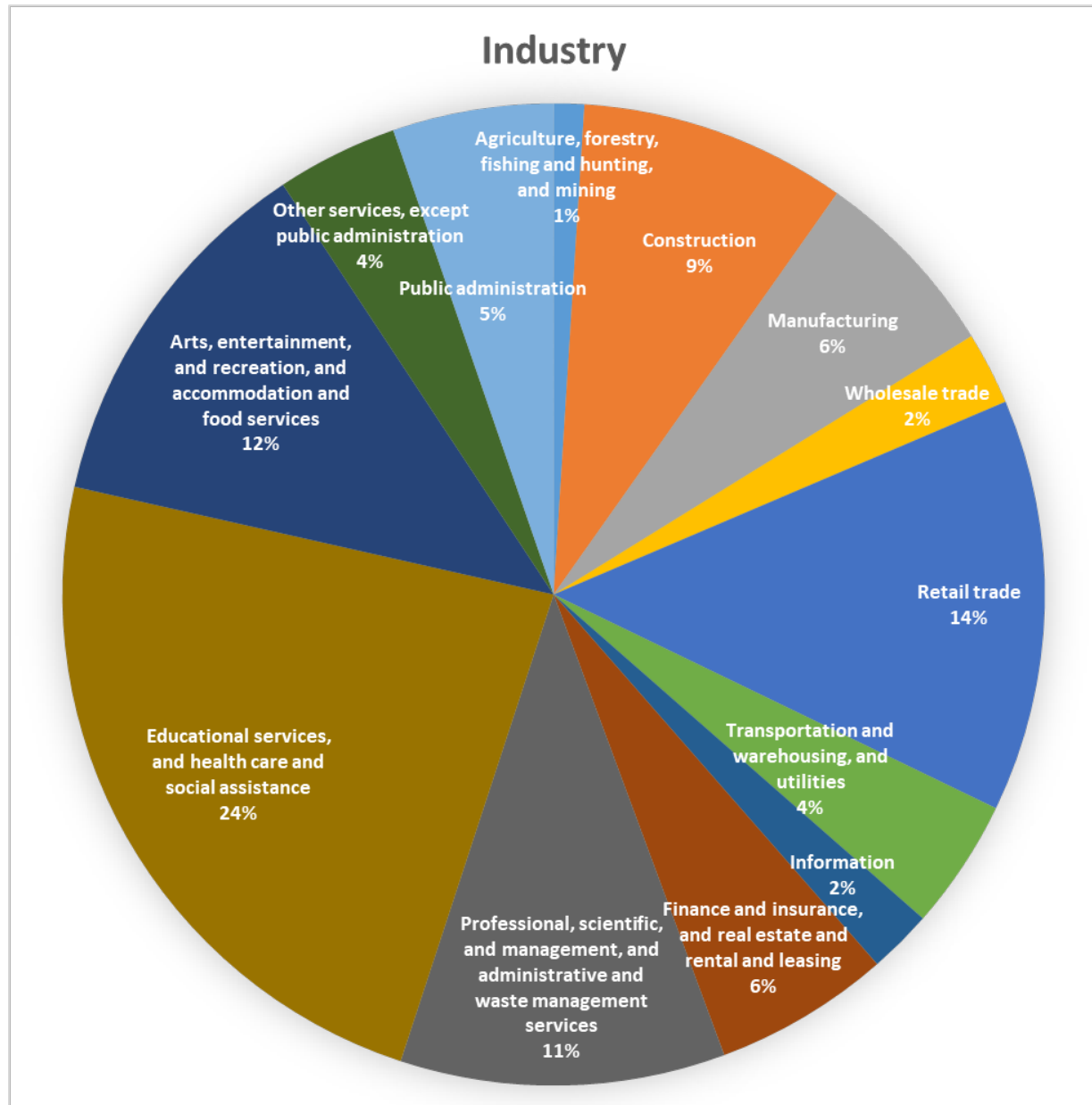


Figure 15. Hays County Industry Distribution
(Data Source: 2014-2018 American Community Survey Data Profile, U.S. Census Bureau)

The age distribution based on 2014-2018 census data is shown in Figure 16. As noted in Table 8, the median age is 31. Approximately 10% of Hays County residents are over 65 years old.

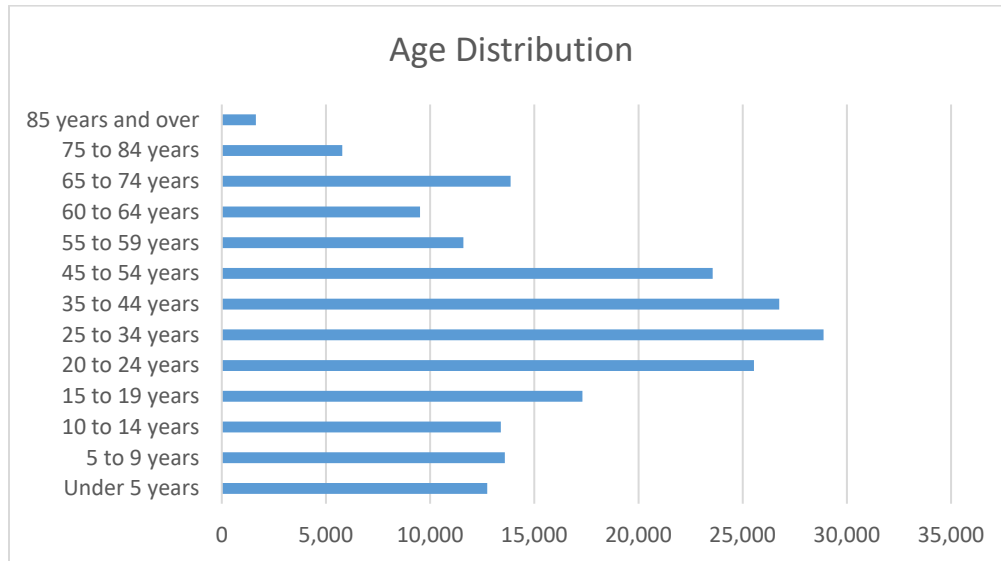


Figure 16. Hays County Age Distribution
(Source: 2014-2018 American Community Survey Data Profile, U.S. Census Bureau)

The distribution of income in Hays County is shown in Figure 17. Over half of Hays County residents (56%) earn less than \$75,000 annually. 29 percent of households earn over \$100,000.

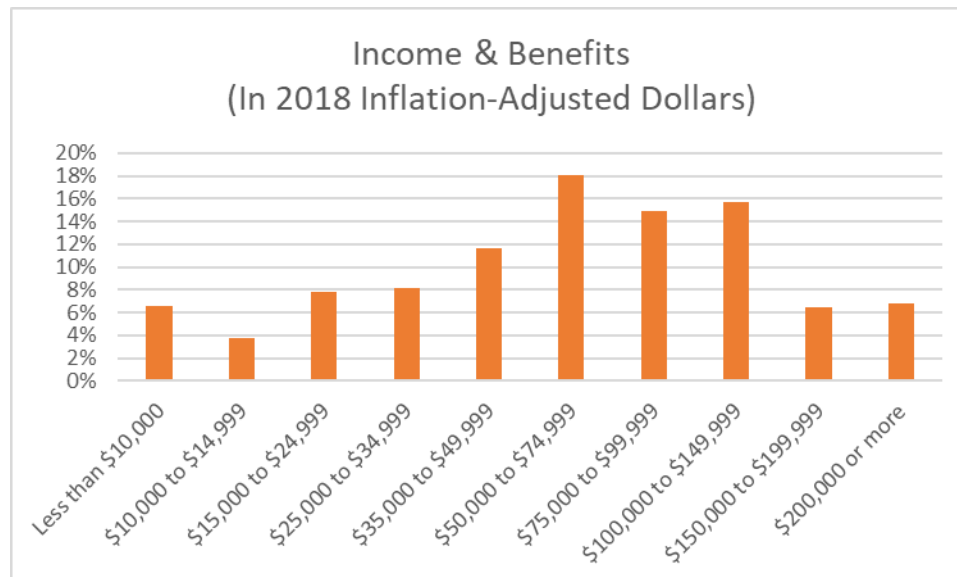
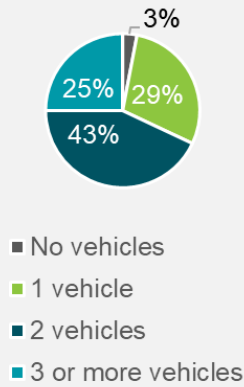


Figure 17. Hays County Income Distribution
(Data Source: 2014-2018 American Community Survey Data Profile, U.S. Census Bureau)

Vehicles Available per Household



A household's income level is closely linked to vehicle availability. Figure 18 shows a distribution of vehicle availability within Hays County. 97% of Hays County residents have access to at least one vehicle, with 68% of residents having access to two or more vehicles.

Figure 18. Hays County Household Vehicle Availability
(Data Source: 2014-2018 American Community Survey Data Profile, U.S. Census Bureau)

As shown in Figure 19, the vast majority of Hays County residents commute to work by single occupancy vehicle. Small percentages carpool, work remotely, walk, or take public transportation.

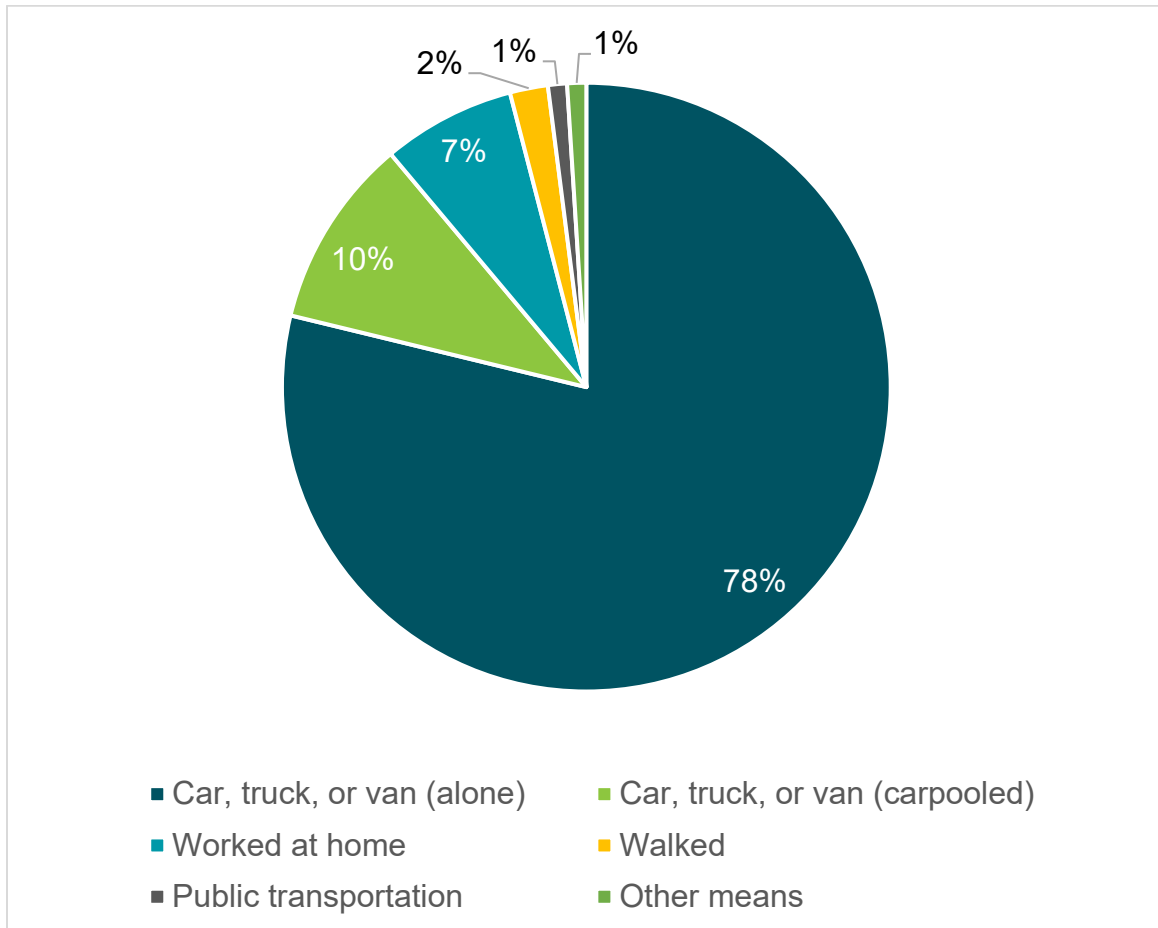


Figure 19. Hays County Commuting Methods
(Data Source: 2014-2018 American Community Survey Data Profile, U.S. Census Bureau)

5.2 POPULATION + EMPLOYMENT FORECASTS

In 2018 the U.S. Census Bureau ranked Hays County as the fastest growing county in the nation, among counties whose population is greater than 150,000.²¹

This plan references CAMPO's 2045 Regional Travel Demand Model for regional population and employment forecasts so that the Hays County Transportation Plan is aligned with growth identified in the 2045 CAMPO Transportation Plan (or RTP). The CAMPO model shows an average projected growth of 8.9 percent from 2015 to 2045, which is a significant increase compared to levels of 5 to 6 percent that have been more typical more the region historically.

Population and employment forecasts for Hays County based on the 2045 CAMPO model are shown in Table 9, Figure 20, Figure 21, and Figure 22.

Table 9. Hays County Population and Employment Forecasts (Data Source: 2045 CAMPO RTP)

Year	Population	Employment	Average Population Density
2015	182,211	90,144	1.53
2025	243,664	121,579	2.07
2045	693,716	319,572	5.00

The 2045 CAMPO data shows the following general population and employment trends for Hays County:

- Significant population growth expected to continue along I-35.
- The highest population increases are expected near Dripping Springs and in San Marcos.
- A large increase in employment (162%) is expected between 2025 and 2045 with a similar increase in population (185%).
- The most significant employment growth is along I-35 South of San Marcos, East of Wimberley, and along the western edge of the County.

CAMPO divides the region into Traffic Analysis Zones (TAZs) and estimates current demographics and future population and employment growth within these sub-county level zones. Table 10 summarizes differences between 2035 CAMPO RTP demographic data used in the 2013 Hays County Transportation Plan and the updated 2045 CAMPO RTP data used for this plan. The 2015 population estimate in the 2035 RTP was slightly higher than in the 2045 RTP (by approximately 7,000 people), but the 2015 employment estimate was lower in the 2035 RTP than in the 2045 RTP (by approximately 24,000). Similarly, the 2025 population estimate in the 2035 RTP is higher than in the 2045 RTP (by approximately 28,000), while the 2025 employment estimate was also lower in the 2035 RTP than in the 2045 RTP (by approximately 24,000).

Table 10. Updated Hays County Population and Employment Forecasts 2035 - 2045 (Based on 2045 CAMPO Regional Travel Demand Model)

Year	Previous 2035 CAMPO RTP		Current 2045 CAMPO RTP	
	Population	Employment	Population	Employment
2015	189,153	66,200	182,211	90,144
2025	271,593	97,800	243,664	121,579

²¹ <https://www.census.gov/newsroom/press-releases/2019/estimates-county-metro.html>

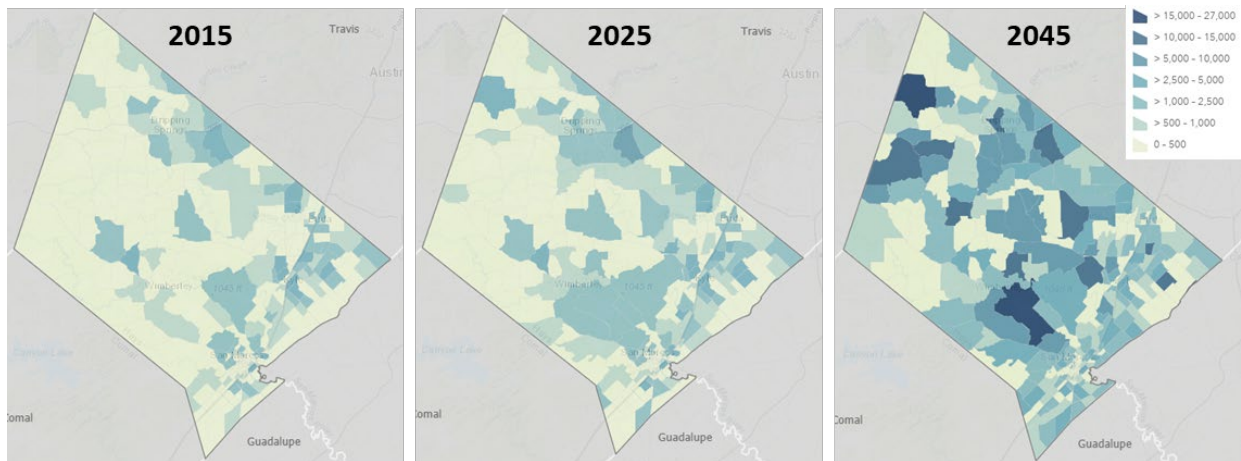


Figure 20. Hays County TAZ Population Forecast (Based on 2045 CAMPO Regional Travel Demand Model)

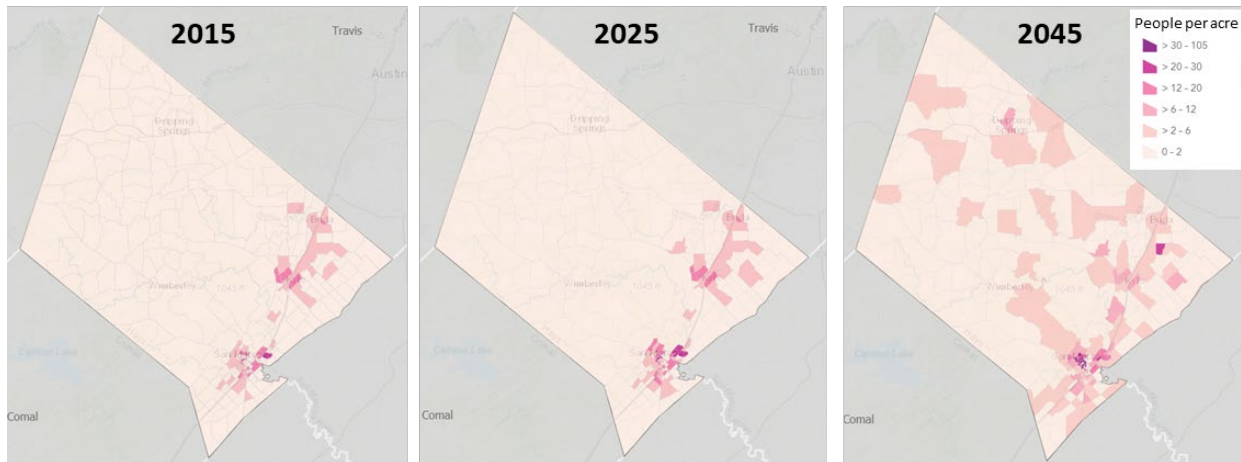


Figure 21. Hays County Population Density Forecast (Based on 2045 CAMPO Regional Travel Demand Model)

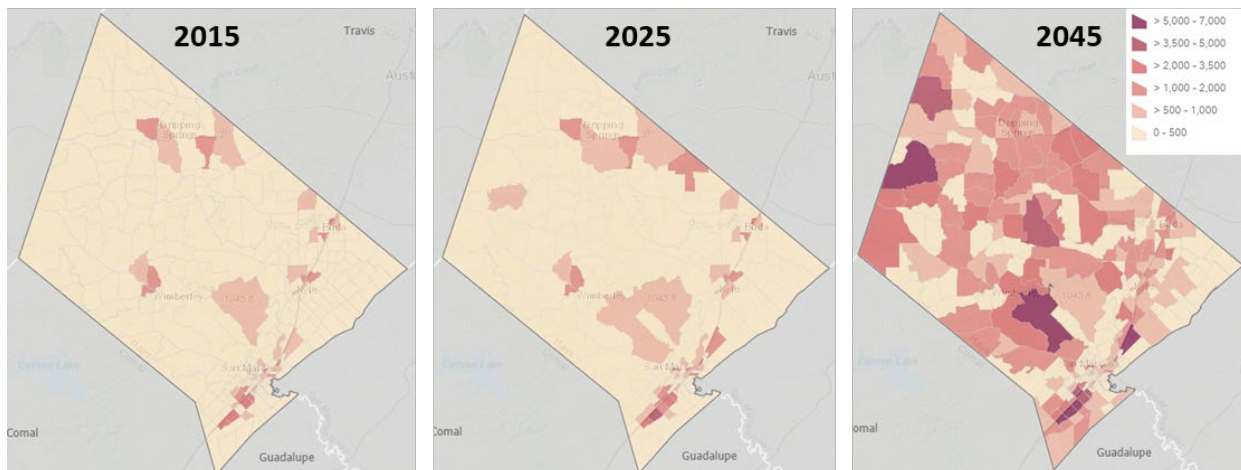


Figure 22. Hays County Employment Forecast (Based on 2045 CAMPO Regional Travel Demand Model)

5.3 ECONOMIC DEVELOPMENT

Based on economic data from the Greater San Marcos Partnership²², the largest employers in Hays County are the public school system and Texas State University. The largest public and private employers in Hays County are as follows:

1. Hays CISD
2. Texas State University
3. Amazon Fulfillment
4. Premium Outlets
5. Tanger Outlets
6. San Marcos CISD
7. Dripping Springs ISD
8. Hays County
9. HEB Distribution Center
10. Central Texas Medical Center

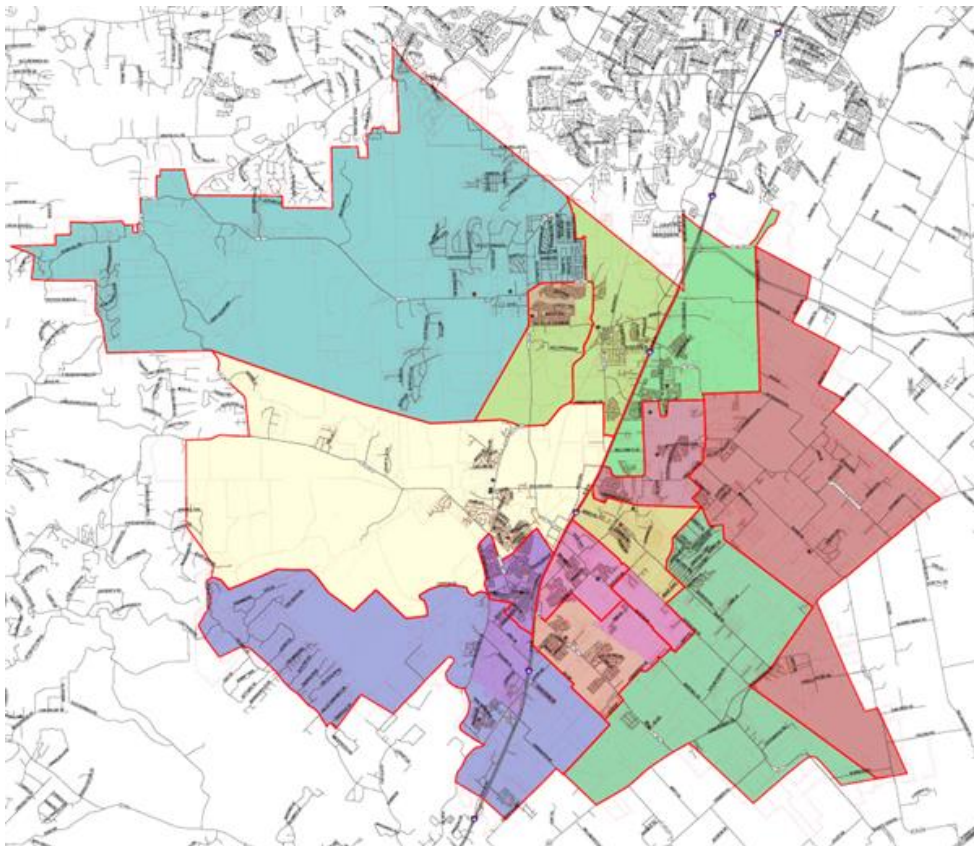


Figure 23. Hays CISD Attendance Zone Map
 (Source: <https://www.hayscisid.net/site/Default.aspx?PageID=244>)

²² <https://greatersanmarcostx.com/major-employers>



Figure 24. Texas State University, San Marcos, TX (Source: <https://news.txstate.edu/campus-community/2020/safety-is-priority-as-texas-state-university-prepares-return-to-face-to-face-instruction.html>)



Figure 25. Amazon Fulfillment Center, San Marcos, TX (Source: <http://www.toursanmarcos.com/attractions/tours/amazon-tour.html>)

5.4 LAND USE

Hays County is characterized by urban land uses concentrated along the I-35 corridor with mostly rural land uses throughout the rest of the county. Increasingly, new urban land uses have developed in the county on the fringe of existing urban land uses. Agricultural loss has occurred because of this development trend. Urban uses are concentrated along I-35 in the cities of San Marcos, Kyle, and Buda. San Marcos is located approximately 26 miles south of Austin and lower-density development has occurred between the cities. Several designated parks and open spaces are located throughout the county. Due to the topography and lack of water for development in the western portion of the county, more open space land uses are prevalent.

Single-family residential and industrial uses are located in the northern and southern portions of the City of San Marcos. There are also large amounts of vacant land in the northern and southern areas. Mixed uses are concentrated in the San Marcos Central Business District. Non-residential uses are located near the I-35 corridor. Retail uses in San Marcos are present along I-35. Large outlet malls and the Central Texas Medical Center are located in the southern portion of the city. The western portions of the city include a mix of single-family and multifamily residential uses. Open spaces are located throughout the city and along the San Marcos River. A concentration of institutional uses is found at Texas State University, located west of I-35 in San Marcos.

The City of Kyle is characteristic of a bedroom community with several residential subdivisions. Commercial and mixed-use development is concentrated along the I-35 corridor. Retail land uses are found in the city's historic downtown. Limited commercial development uses are found outside the I-35 corridor. The remainder of the city is mostly single-family residential uses that were formed from the conversion of agricultural land.

The City of Buda has primarily rural and suburban development patterns. Buda is also characteristic of a bedroom community with mostly residential land uses surrounding commercial development along the I-35 corridor. Industrial land uses are located in the southwestern portion of the city. Agricultural uses are located at the edge of urban uses. The dominant land uses within the City of Buda include single-family and multi-family residential and vacant land. Agricultural and industrial uses are more widespread in areas outside of the City of Buda limits.

Dripping Springs is a predominately residential community with its retail and commercial uses centered on the intersection of US Highway 290 and Ranch Road 12. The majority of developed land in Dripping Springs is residential, mostly low-density single-family residential. Several large parks are also located in the city.

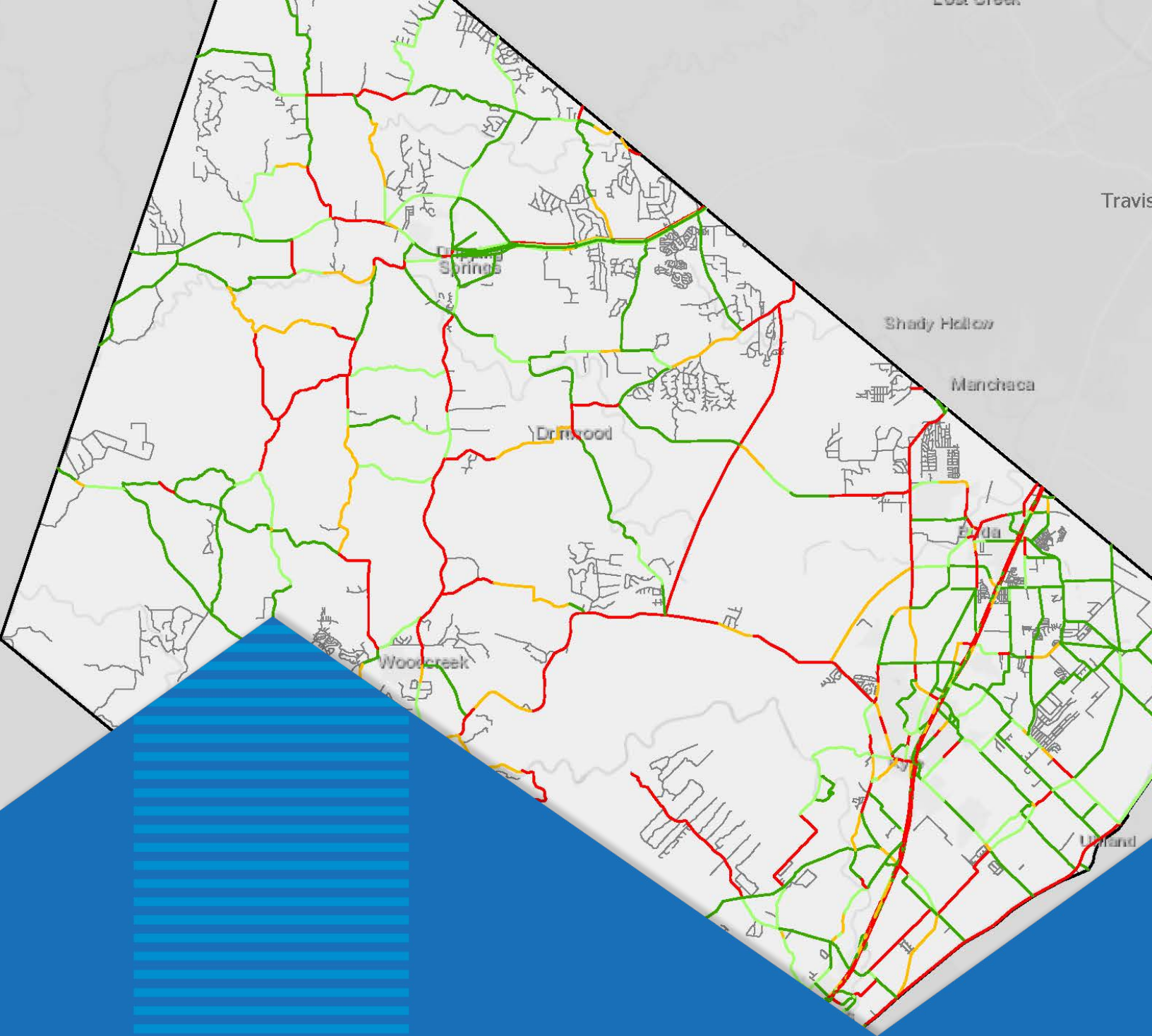
Within the city limits of Wimberley, large-lot residential development makes up the majority of the city. Commercial land uses and denser development are located in the city center. Land use has historically evolved into mixed-uses. Development patterns in the city are characteristic of small-scale development.

As Hays County continues to grow, more development is expected to occur near urban areas and oriented north along the I-35 corridor towards the City of Austin. Land conservation opportunities have been identified for the region to preserve areas from new development. In Hays County, conservation opportunities are the highest west of the cities along the I-35 corridor and moderate in the western-most portions of the County. Since the south and southeastern portions of the county are more developed, fewer conservation opportunities are available here.

The City of San Marcos 2018 Transportation Master Plan shows current zoning designations with several areas marked for future development. Future land use is planned to be mostly residential in the City of San Marcos. Open space, industrial, and commercial uses would be the next most common uses. Industrial and commercial development land uses are planned along the I-35 corridor.

The majority of the City of Kyle's future land use is designated for single-family residential uses, with some areas for apartments, manufactured housing, and multifamily residential uses. Retail and service uses are generally limited to narrow strips along main roadways, along with warehouse and manufacturing uses. Some land has been identified for parks, open space, and hike and bike trails.

Future land use in the City of Buda concentrates commercial uses along I-35, industrial uses to the southeast, growth to the east, and "green" growth to the west to preserve land. Future land use in Dripping Springs is planned to let future growth enhance the existing land uses rather than encourage new growth.



6

TRANSPORTATION SYSTEM ASSESSMENT

6 TRANSPORTATION SYSTEM ASSESSMENT

6.1 EXISTING NETWORK

Hays County's transportation system includes roadways, railroads, bridges, bike lanes, shared use paths, bus transit systems, and airports. While the 2045 Hays County Transportation Plan focuses on updates to the roadway network, an understanding of the entire system provides the framework for determining needs and opportunities in the county.

Hays County is currently served by one Interstate Highway (IH), one US Highway (US) several State Highways (SH), numerous Farm-to-Market (FM) and Ranch-to-Market (RM) roads, and designated County Roads (CR) which provide the basic framework of the County's roadway network that moves people and goods through and within the area. TxDOT maintains Interstate Highways, State Highways, and FM/RR roadways in the county, while Hays County and the municipalities coordinate maintenance on roadways within cities greater than 50,000 population that are not part of the state or federal system. Hays County maintains roadways that are designated county roads outside of city limits. The existing roadway network characteristics were summarized in terms of functional classification, capacities, number of travel lanes, and existing traffic conditions.

6.1.1 Major Roadway Descriptions

INTERSTATE HIGHWAYS

I-35 is the only interstate highway serving the county. It is a controlled access highway that traverses the eastern portion of Hays County, crossing from southeast to northeast. I-35 connects San Marcos to the Austin urbanized area to the north, and to the New Braunfels and San Antonio areas to the south. Access to and from I-35 is provided by grade-separated interchanges and frontage roads on both east and west sides of the freeway. I-35 is a six-lane divided highway in the study area. It is an asphalt facility with shoulders and a barrier-separated median. The frontage roads throughout most of the county are one-way and 2-3 lanes in each direction; portions of the frontage roads remain two-way, two-lane facilities, and these are being converted to one-way frontage roads. TxDOT is responsible for the operations and maintenance of this facility.

The CAMPO Transportation Policy Board and the TxDOT Transportation Commission recently allocated \$7.5 billion in transportation funding to improving I-35 in Travis County, just north of Hays County, through the I-35 Capital Express Project. There are three sections of the Capital Express Project with the southernmost section starting at SH 45E and continuing north to US 290/Ben White Blvd. This project will add two High Occupancy Vehicle (HOV) lanes to I-35, all within Travis County. Adding these facilities north of Hays County will give Hays County residents and workers better access to Austin. Also, TxDOT has a continuing program to monitor I-35 from border to border across Texas (<http://www.my35.org/capital.htm>).

US HIGHWAYS

US 290 is the only US Highway that traverses through Hays County. It extends nearly 19 miles from west to east in the northern part of the county. It is a four-lane undivided highway from the Blanco County line to FM 165, then two travel lanes with a center turn lane from FM 165 to McGregor Lane in Dripping Springs, and a four-lane highway with a center lane from Dripping Springs to the Travis County line.

STATE HIGHWAYS

There are three state highways that serve the County: SH 123, SH 21, and SH 80. TxDOT maintains these roadways.

- SH 80 is a four-lane roadway that intersects I-35 in the City of San Marcos. It is an important facility serving the east side of San Marcos and connects to RM 12 and downtown San Marcos on the west side of I-35. The posted speed limit is 60 mph at the intersection with RM 12, 30 mph in downtown San Marcos, and 40 mph just west of I-35 where it is called E Hopkins Street. On the east side of I-35, SH 80 is called San Marcos Highway, and the posted speed limit increases to 60.
- SH 123 connects to Guadalupe Street and downtown San Marcos on the north and extends to the southern boundary of the county. It is a four-lane roadway and has a posted speed limit ranging from 30 mph downtown to 60 mph at the Guadalupe County line.
- SH 21 is a four-lane divided roadway from SH 80 on the east side of San Marcos to the San Marcos Regional Airport. Then it narrows to two lanes and continues northeast toward Bastrop County. SH 21 forms the boundary between Hays County and Caldwell County. The posted speed limit ranges from 55 to 65 mph.²³

FARM-TO-MARKET AND RANCH-TO-MARKET ROADS

There are numerous Farm-to-Market and Ranch-to-Market roads serving Hays County, including FM 110, FM 165, FM 621, FM 1626, FM 2001, FM 2770, FM 1826, RM 967, RM 150, RM 12, and RM 32. These FM and RM roadways are generally two-lane facilities that provide connections between major highway facilities, residential and commercial centers, and recreational areas. TxDOT maintains these FM and RM roadways.

HAYS COUNTY ROADS

Hays County maintains a network of county level roads, designated “CR.” These roads serve useful connections to residential and business areas in the county, and around and within cities. Examples of these roads include Elder Hill Road (CR 170) and Darden Hill Road (CR 162). Many of these County Roads are experiencing rapid growth in traffic levels.

²³ TxDOT Speed Limit open data GIS layer (accessed March 29, 2021), https://gis-txdot.opendata.arcgis.com/datasets/c0c7759704d54c9baf71ed1df0d24df4_0?geometry=-98.031%2C29.861%2C-97.770%2C29.913

6.1.2 Roadway Functional Class

Roadways can be described based on the principal function that they serve: mobility for through movements, access to adjacent land, and connectivity to form a network. Functional classifications describe roadways based upon the degree to which the roadway is expected to provide mobility versus land access. Figure 26 illustrates the relationship of functionally classified systems in serving traffic mobility and land access. As shown on the figure, arterials emphasize a high level of mobility for through movements, collectors offer approximately balanced service for both mobility and accessibility, and local roads provide direct access to neighborhoods with lower speeds.

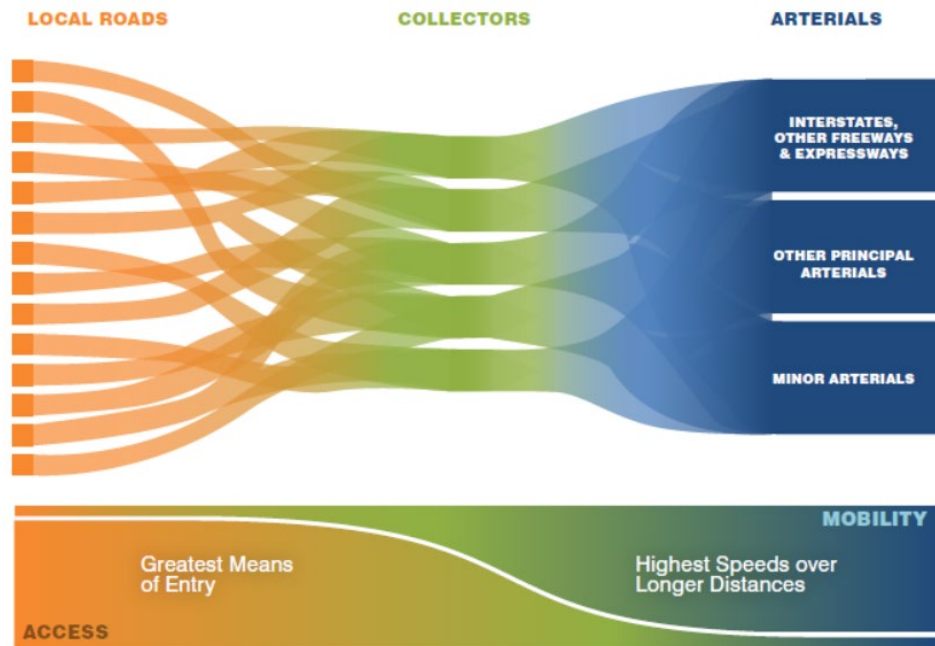


Figure 26. Functional Classification Guidelines (Source: FHWA²⁴)

The Federal Highway Administration (FHWA) provides guidelines by which TxDOT works with local governments to establish or verify roadway functional classifications for public roadways. The guidelines serve as a basis for establishing speed limits, parking restrictions, design standards, and access controls.

These federal/state designations are used to classify all roads in the U.S. for the purposes of funding and designation of specialized use corridors, such as a national freight network. These classifications are from a national point of view and serve national needs of funding apportionment and performance tracking.

The actual function of a roadway – in terms of whether it serves mostly mobility or access – is determined within each regional and local/county plan according to a more granular, local point of view. For the purposes of local modeling (computer programs that forecast usage – traffic), the designation needs to be the actual function the roadway is tending to serve (mobility/access). Therefore, transportation planners refer to a “federal designation of function classification” vs. a “modeling designation.” The modeling designation does not interfere with the federal classification and is done to improve the output forecast accuracy of the regional transportation demand model. The two designations often overlap.

²⁴ <https://www.fhwa.dot.gov/policy/2015cpr/chap2.cfm>

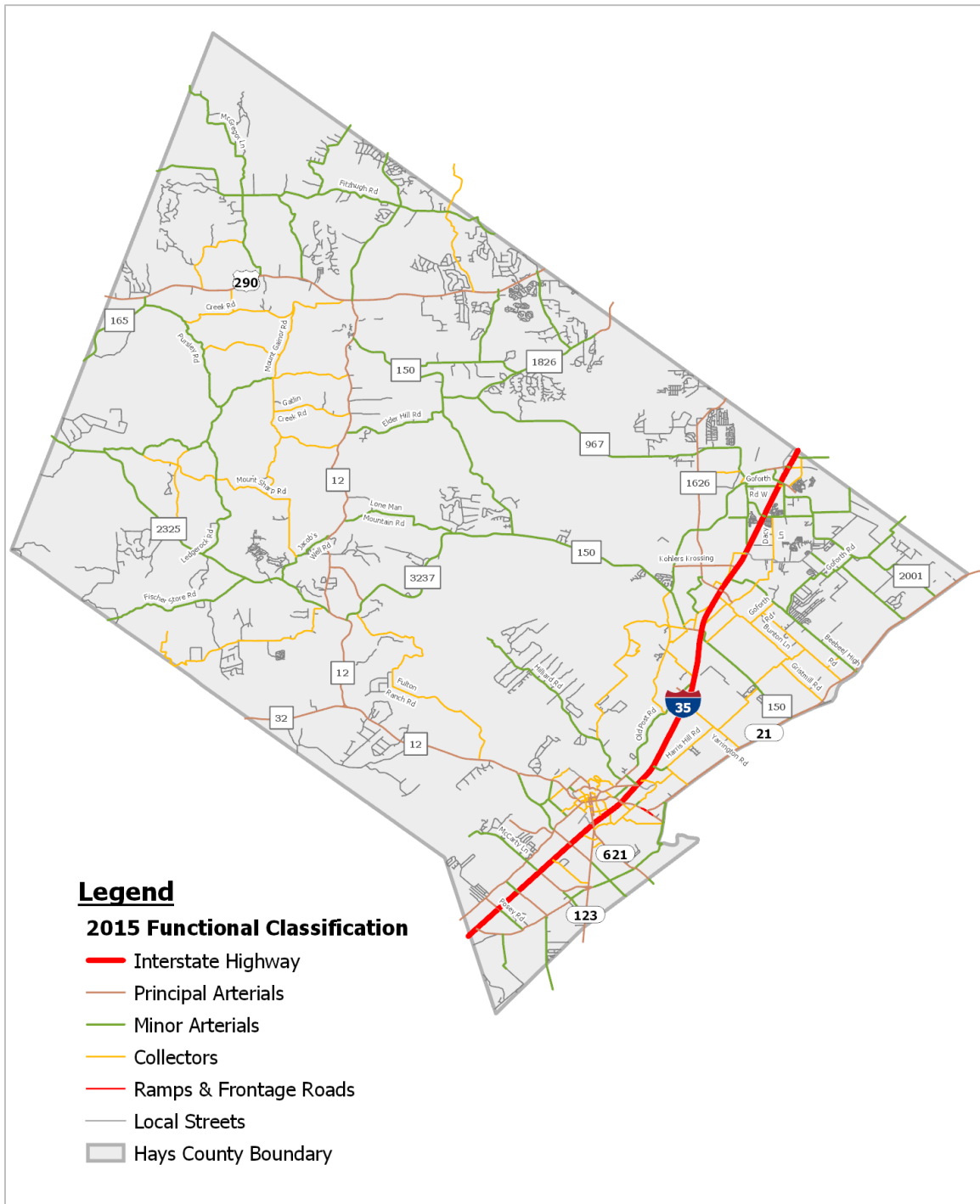
There are many cases where a roadway may not be federally classified, such as municipal, private, and sometimes county roads. However, the local plans need to include such “off-system” roadways to accurately forecast traffic in a travel demand model.

The descriptions of FHWA/TxDOT roadway functional classifications are listed as follows:

- **Interstate Highways:** Interstate highways provide the greatest mobility because they permit high-speed movement with limited access at ramps. Access to these facilities is generally limited to defined interchanges.
- **Principal Arterials:** Principal arterials connect activity centers and carry large volumes of traffic moderate to high speeds. They generally serve significant intra-area travel and longer trip purpose. US 290, SH 21, SH 123, SH 80, and RM 12 are classified as principal arterials in the study area.
- **Minor Arterials:** Minor arterials provide a lower level of mobility and distribute traffic to smaller geographic areas than major arterials. They are continuous routes through urban and rural areas, forming the backbone of the street network, which provide intra-community continuity without penetrating identifiable neighborhoods. Most of the Farm-to-Market roads in the county serve this function.
- **Collector Streets:** Collector streets collect traffic from local streets and channel it into the arterial system at low to moderate speeds. They provide land access and traffic circulation within residential, commercial, and industrial areas. Collectors also serve as freight access routes.
- **Local Streets:** Local streets make up the majority of the roadway network and provide access to adjacent properties and neighborhoods. Local streets generally carry relatively low traffic volumes at low speeds and are designed to discourage through traffic. Local streets are often found in subdivisions and near non-residential land uses that do not depend on a high volume of walk-in business. They often serve short distance travel as compared to collectors or other higher-order roadways.

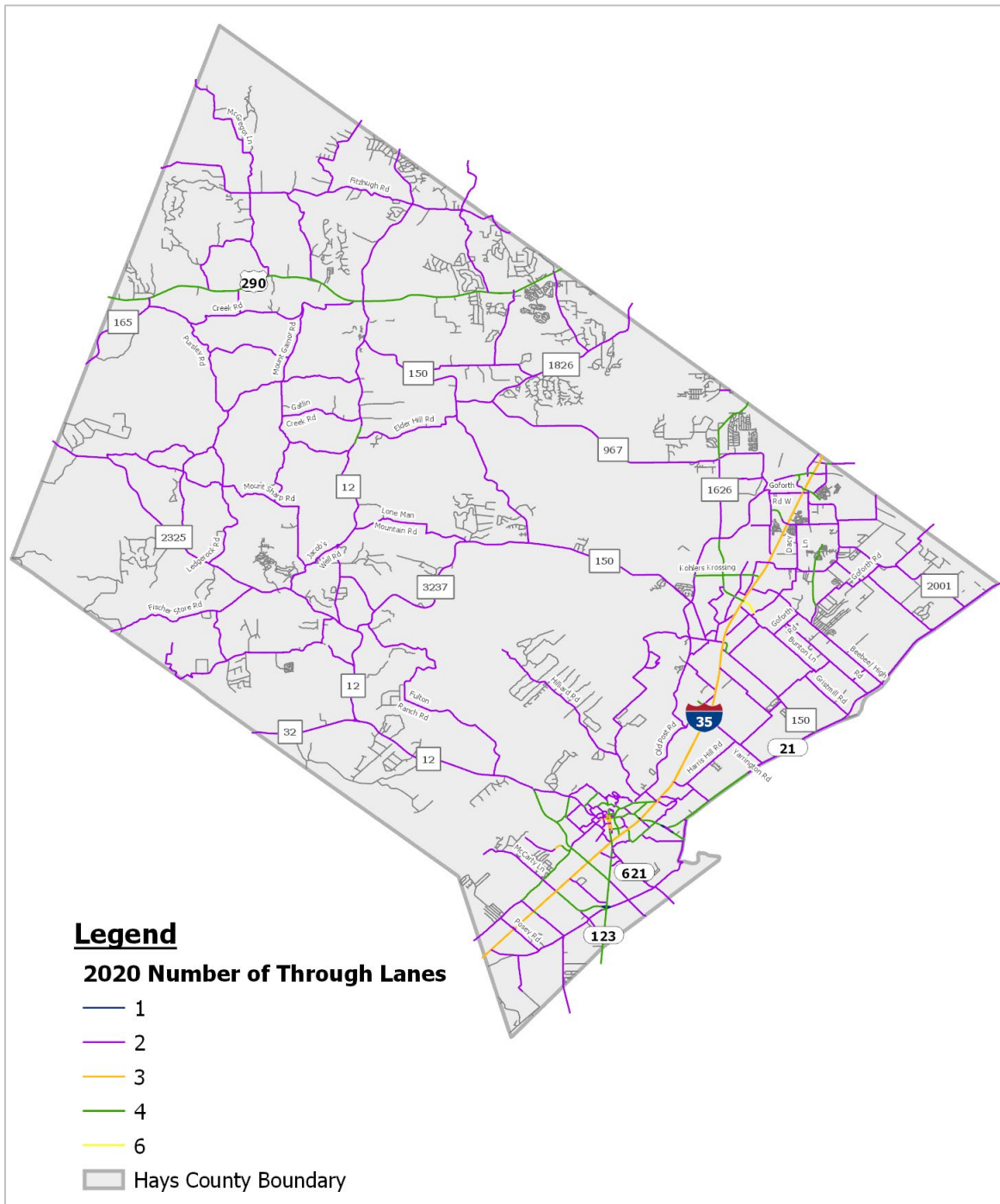
Based on the CAMPO 2015 roadway network in the CAMPO regional travel demand model, the modeling functional classification for roadways within Hays County is shown in Figure 27.

**Figure 27. Hays County Roadways 2015 Functional Classification
(Based on CAMPO 2045 Regional Travel Demand Model)**



The existing roadway travel lanes for the roadway network (as of 2020) are shown in Figure 28. The majority of county roadways currently have two travel lanes.

Figure 28. Hays County Roadways 2020 Number of Through Lanes



The summary of centerline roadway miles and centerline lane miles of each functional classification for the Hays County existing roadway network is listed in Table 11. These totals are based on the 2015 roadway network in the CAMPO 2045 regional travel demand model and are therefore approximate.

Table 11. Hays County Roadway Inventory Summary (Based on CAMPO 2045 Regional Travel Demand Model)

Functional Classification	Centerline Roadway Miles	Centerline Lane Miles
Interstate Highways	49	146
Principal Arterials	116	338
Minor Arterials	250	513
Collectors*	150*	310*
Local*	8*	17*
Other (Frontage Roads & Ramps)	68	125
Total	641	1449

**This table only reflects roadways that are included in the regional model, which does not include the majority of local and collector streets.*

6.1.3 Existing Roadway Capacity

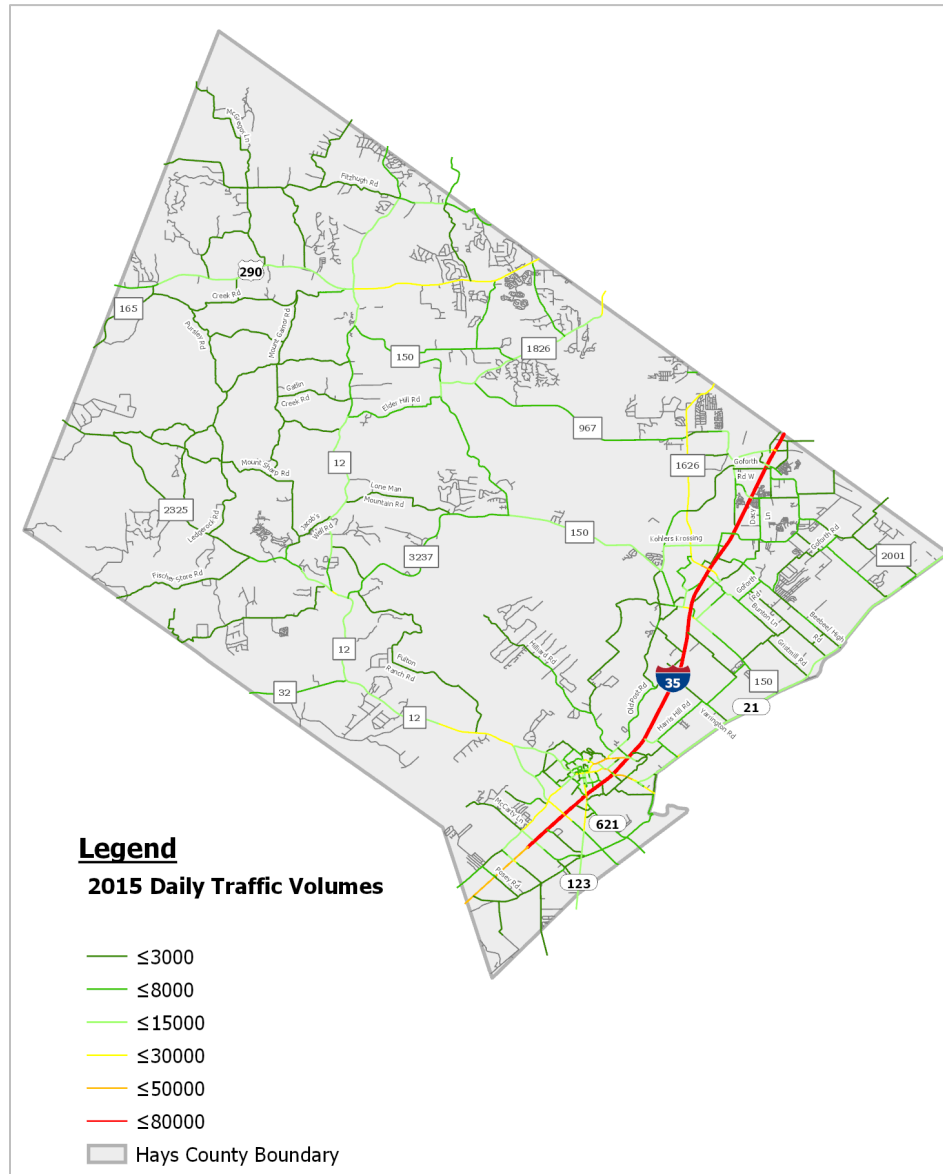
The capacity of a roadway is defined as the maximum number of vehicles per hour that can pass a point on a roadway. Capacity is determined by the number of lanes, the functional classification of the roadway, the roadway geometrics, traffic signals and other intersection controls, the proportion of trucks and other large vehicles in the flow, and the speed and headway (separation of vehicles) of vehicles that are traveling on the roadway. Higher speeds necessitate longer headways, which means that cars travel fast past a point, but are separated farther than slower cars. Very slow speeds tighten up headways, but fewer cars traverse a given point than faster traffic. Therefore, the capacity is also a function of the Level of Service (LOS) of traffic on the roadway. LOS is a way of classifying traffic into A, B, C, D, E, and F categories, similar to school testing grades. The roadway LOS capacity is used to determine congestion levels by comparing the actual traffic volume to the capacity (V/C) of the roadway. This ratio is used to measure LOS, which will be further discussed in the next section.

6.1.4 Existing Counted Traffic Volumes

Existing counted traffic volumes are gathered frequently by TxDOT and other agencies. These counts are used to help evaluate existing/recent congestion levels on existing roadways, identify capacity deficiencies on the existing roadway network, and serve as a basis for validation of traffic levels produced by the CAMPO regional travel demand model.

Hays County relies on TxDOT and CAMPO to coordinate and create consistent traffic counts for the county. For the purposes of this plan, the existing Average Daily Traffic (ADT) volumes on the roadway network shown in Figure 29 reflect counted daily (24-hour) traffic volumes used by the CAMPO 2015 travel demand model.

**Figure 29. Hays County 2015 Daily Traffic Volumes
(Based on CAMPO 2045 Regional Travel Demand Model)**



6.1.5 Existing Traffic Conditions

Transportation system performance is commonly measured using the LOS grading system, which qualitatively characterizes traffic conditions associated with varying levels of traffic. LOS ranges from LOS A, representing free-flow traffic conditions with little or no delay experienced by motorists, to LOS F, describing congested conditions where traffic flows exceed design capacity, resulting in long queues and delays. LOS A, B, and C are generally considered to be satisfactory service levels, while the influence of congestion becomes more noticeable at LOS D. LOS E is undesirable and is considered by most agencies to be the limit of acceptable delay, and LOS F conditions are considered to be unacceptable to drivers. The LOS methodology has been widely used and provides a consistent tool for evaluating roadway performance. It is common for urban and rural communities to adopt LOS D as the minimum standard for acceptable roadway performance (FHWA Highway Capacity Manual 2000).

The LOS for an individual roadway segment is measured by comparing the actual traffic volumes to the capacity of the roadway segment. The traffic flow characteristics for each LOS level are presented in Table 12.

Table 12. Roadway Level of Service Descriptions
(Based on Transportation Research Board, Highway Capacity Manual 2000)

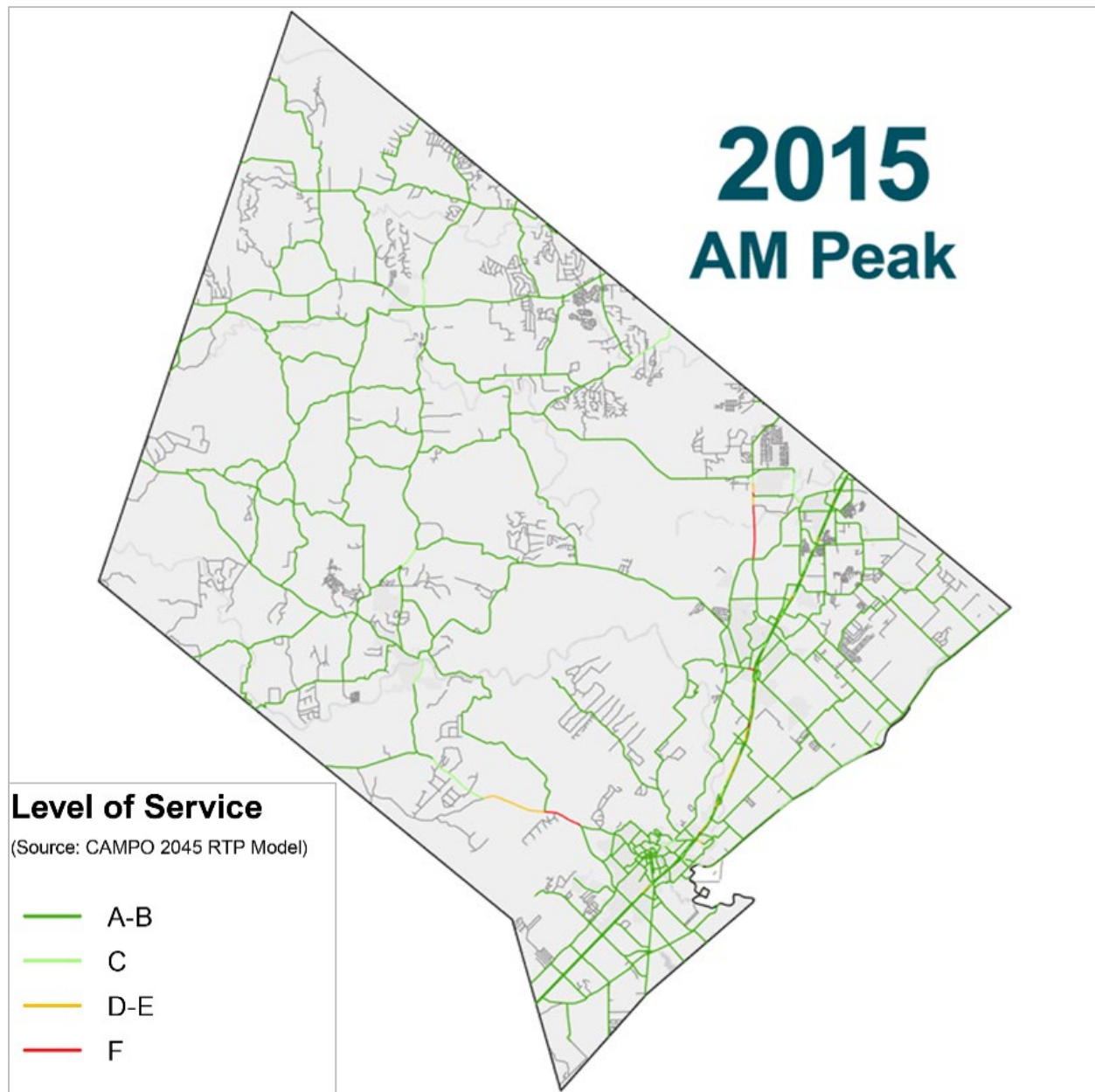
Roadway LOS	Description
LOS A	<ul style="list-style-type: none"> • Free-flow operation • Under capacity
LOS B	<ul style="list-style-type: none"> • Reasonable free-flow • Ability to maneuver is only slightly restricted • Under capacity
LOS C	<ul style="list-style-type: none"> • Stable flow • At or near free-flow operations • Freedom to maneuver is noticeably restricted • Queues may form • Under capacity
LOS D	<ul style="list-style-type: none"> • Approaching unstable flow • Speeds decline slightly with increasing traffic volumes • Freedom to maneuver is much more limited • Longer delays and congestion noticeable • Near capacity
LOS E	<ul style="list-style-type: none"> • Unstable flow • No usable gap in the traffic stream to maneuver • Operations are extremely volatile • At capacity
LOS F	<ul style="list-style-type: none"> • Forced or breakdown flow • Unacceptable delay • Stop-and-go conditions • Over capacity

Based on the existing traffic volumes as predicted by the CAMPO travel demand model general LOS results from the model forecasts, the existing roadway average daily LOS results were calculated and illustrated in Figure 30 and Figure 31. The AM peak refers to 6 - 9 a.m., and the PM peak refers to 3:30 - 6:30 p.m. A volume-to-capacity ratio (V/C) is commonly used in transportation planning to determine the LOS of a particular roadway under certain conditions. The V/C thresholds used to characterize LOS for this plan are provided in Table 13.

Table 13. Roadway Level of Service Thresholds

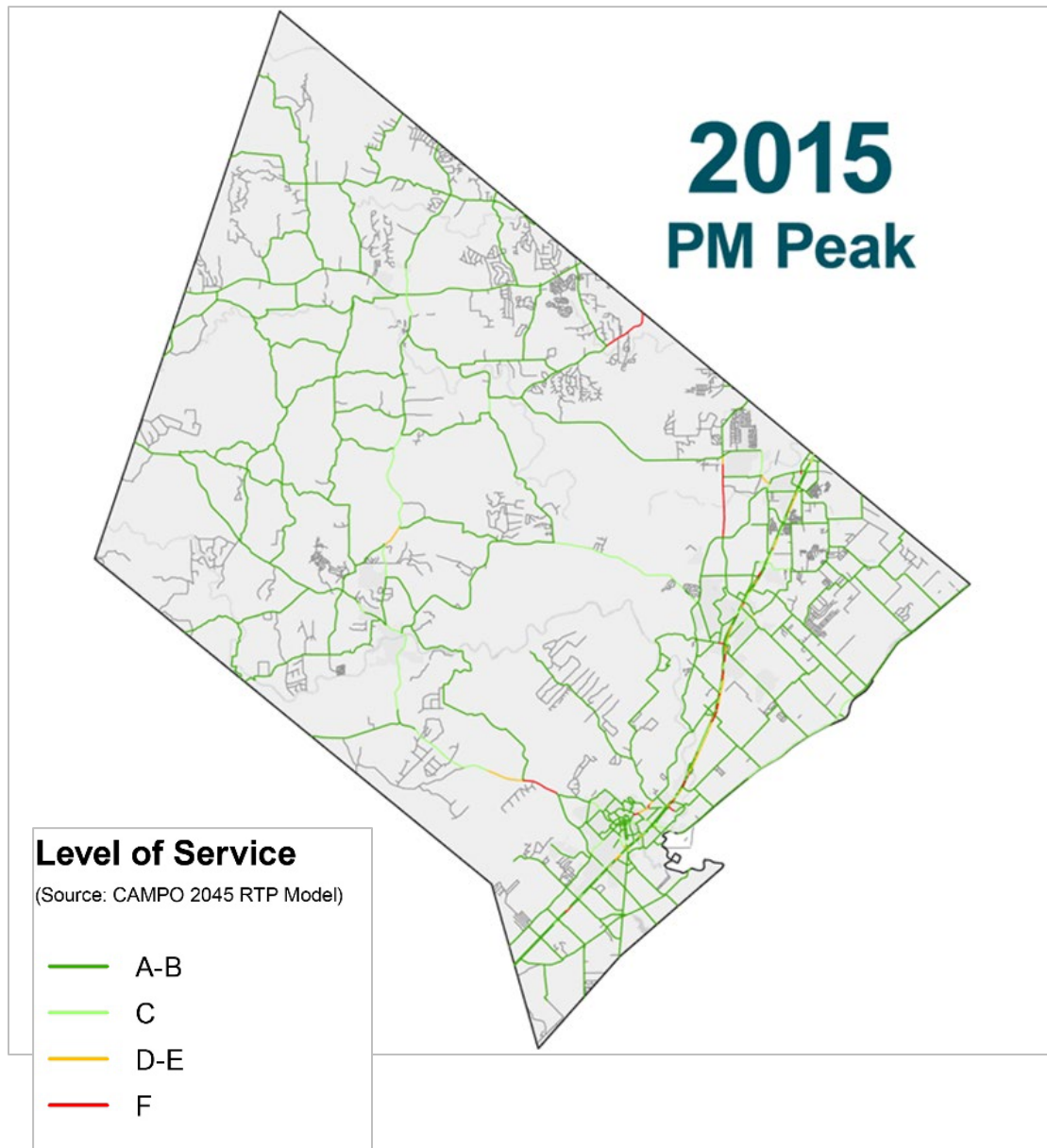
Roadway LOS	Volume-to-Capacity Thresholds
LOS A-B	0.0 – 0.75
LOS B-C	0.75 – 0.90
LOS D-E	0.90 – 1.0
LOS F	>1.0

Figure 30 and Figure 31 show the CAMPO model outputs for Hays County roadways in the AM and PM peaks for the year 2015. Low volume-to-capacity ratios representing free-flow conditions, or LOS A and B, are shown in green, while roads in orange and red indicate higher levels of congestion (LOS D-E or F, respectively).



**Figure 30. Hays County Traffic Volumes: 2015 AM Peak
(Based on CAMPO 2045 Regional Travel Demand Model)**

**Figure 31. Hays County Traffic Volumes: 2015 PM Peak
(Based on CAMPO 2045 Regional Travel Demand Model)**



As shown in the maps, most roadways within the county were estimated to operate at acceptable LOS D or better in the year 2015. Portions of I-35, FM 1826, FM 1626, and RM 12 near San Marcos show the most congestion (LOS E or F).

It is important to note that this methodology provides a macro-level assessment of the entire roadway network within Hays County. It does not assess the details of the impact of traffic control devices at intersections and detailed turn bays, signal timing, and other intersection specific conditions during peak hour operations. More detailed analysis using peak hour volume and intersection data is recommended for the next level study to further identify and investigate the bottleneck locations and congested corridors.

6.1.6 Transit

Capital Metro has provided public transportation in the greater Austin area since 1985. While Capital Metro does not currently serve Hays County, the Project Connect Regional Perspective Map, (updated May 2020, included as Figure 32) shows potential future expansion into Hays County with stations in Buda and San Marcos. Project Connect is Capital Metro's regional expansion plan that includes multiple service types, such as light rail, commuter rail, high frequency bus routes, and park and rides.



Figure 32. Project Connect Regional Map, Updated May 2020 (Source: Capital Metro)

The Capital Area Rural Transportation System (CARTS) provides regional transportation to a nine-county transit district that includes Hays County. Existing service in Hays County includes demand response, as well as the following services:

- Two interurban coach bus stops in San Marcos
- Country bus routes in Hays County
- San Marcos municipal bus service
- National intercity bus stop in San Marcos

The current CARTS service area is shown on the map in Figure 33.

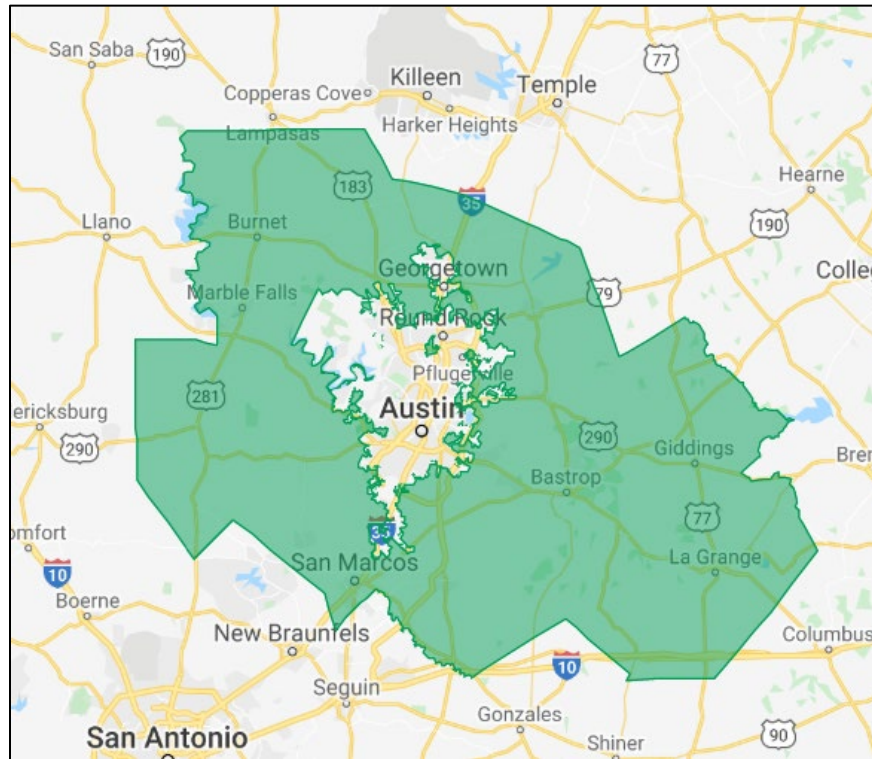


Figure 33. CARTS Service Area (Source: www.ridecarts.org)

Although transit is a small component of transportation in Hays County, it is critical to the people who rely on it. Strategic planning is important so that the limited available transit funds can be directed efficiently to serve the greatest needs. While Hays County is not responsible for providing transit service, the County's role is to facilitate regular dialogue to help communicate transit needs to transit providers, including CARTS and Capital Metro. For example, one transit service gap identified in coordination with CARTS during development of this plan is service between San Marcos and New Braunfels, in Comal County to the south. Texas State University used to provide commuter service between these two cities but has discontinued it in recent years. The CAMPO RTP also identifies several service gaps in the region. Updated census data made available in the next few years will also affect where CARTS can provide service, based on urbanized area boundaries.

6.1.7 Trails

Current planning efforts for trails in Hays County include the following:

- CAMPO 2045 Regional Active Transportation Plan, which includes multiple proposed greenways and unpaved bike trails in San Marcos²⁵
- San Marcos Green Belt Alliance, which protects, preserves, and connects natural areas to provide hiking opportunities and improve quality of life²⁶
- Emerald Crown Trail, a proposed trail system that would connect San Marcos to Austin²⁷

²⁵ <https://www.campotexas.org/regional-transportation-plans/2045-plan/regional-active-transportation-plan/>

²⁶ <https://smgreenbelt.org/>

²⁷ <https://haysfreepress.com/2019/08/21/kyle-signs-support-for-emerald-crown-trail/#prettyPhoto>

While this Transportation Plan is primarily focused on the roadway network, Hays County will continue to monitor planning efforts for trails and support municipalities and regional organizations where possible.

6.2 NATURAL ENVIRONMENT

The rapid growth experienced by Hays County in recent years presents the challenge of providing sufficient roadway capacity, while protecting and stewarding the County's natural environment and water supply. Hays County obtains water for residents and irrigation from two primary sources:

- Groundwater from private and commercial wells drilled into the Trinity and Edwards Aquifers
- Surface water through pipelines from the Colorado River (Lower Colorado River Authority) and Canyon Lake (Guadalupe-Blanco River Authority).

The Hays-Trinity Groundwater Conservation District, whose mission is to conserve, preserve, recharge, and prevent waste of groundwater within western Hays County, has permitted the drilling of 3,000 private and commercial wells into the Trinity Aquifer since 2001. Many wells were also drilled into the Trinity Aquifer prior to the permit requirement, so many more exist.²⁸

The County is also home to many rivers and major creeks, including the Blanco River, San Marcos River, Pedernales River, Cypress Creek, Onion Creek, Bear Creek, Plum Creek, and Barton Creek. Preservation of these waterways and their tributaries is critical to protecting water supply, wildlife habitats, and the rivers' recreational and aesthetic purposes.

²⁸ <https://beautifulhayscounty.org/water/our-water-supply/>

6.3 SAFETY + CRASH ANALYSIS

The goal of this plan is to determine overall capacity recommendations to make the transportation system safer and more efficient. Crash data was gathered from the TxDOT C.R.I.S. (Crash Records Information System) database and reviewed at a high level to provide additional context and background data for this plan's roadway recommendations. Reviewing this crash data is important to provide context for the recommendations of this plan because safety is an essential element of every transportation project the County undertakes. This data is shown for all of Hays County in Figure 34.

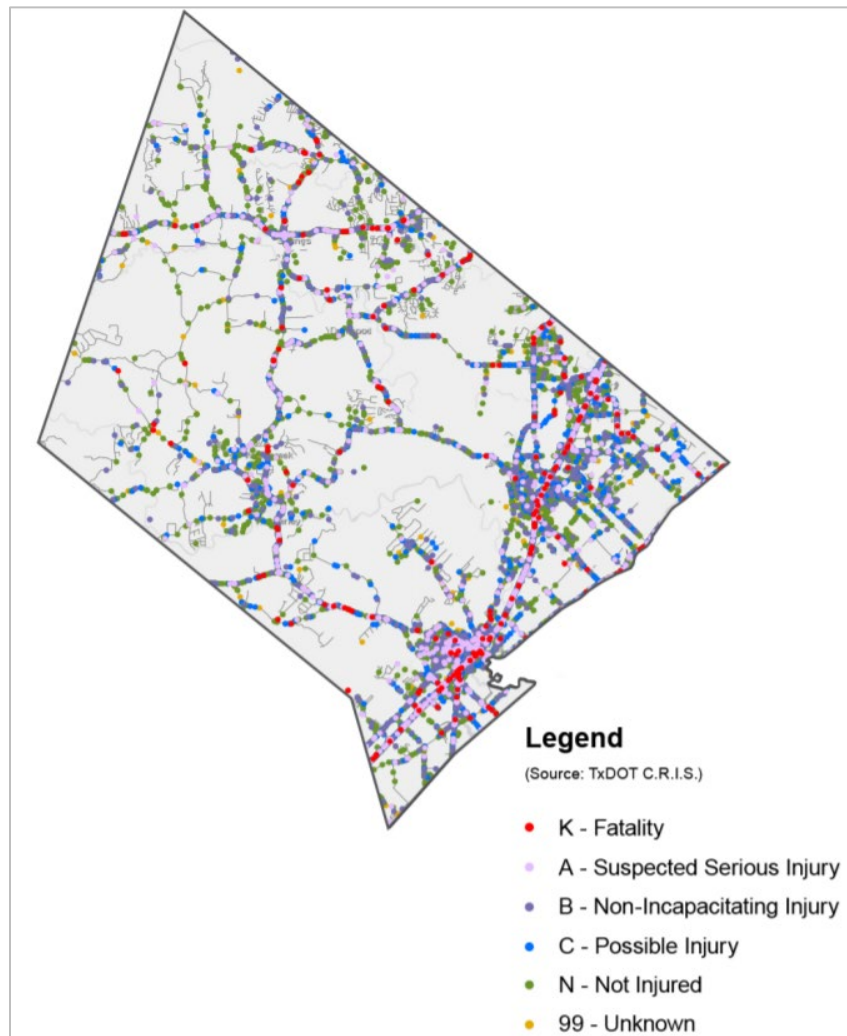


Figure 34. Reported Hays County Crash Data
(Based on TxDOT C.R.I.S. Database, 2010-2020)

The crash data heat map shown in Figure 35 shows that the greatest concentrations of reported crashes have occurred along I-35 in the San Marcos area, with additional hot spots occurring farther north on the I-35 corridor in Kyle and Buda, as well as near the intersection of US 290 and RM 12 in Dripping Springs.

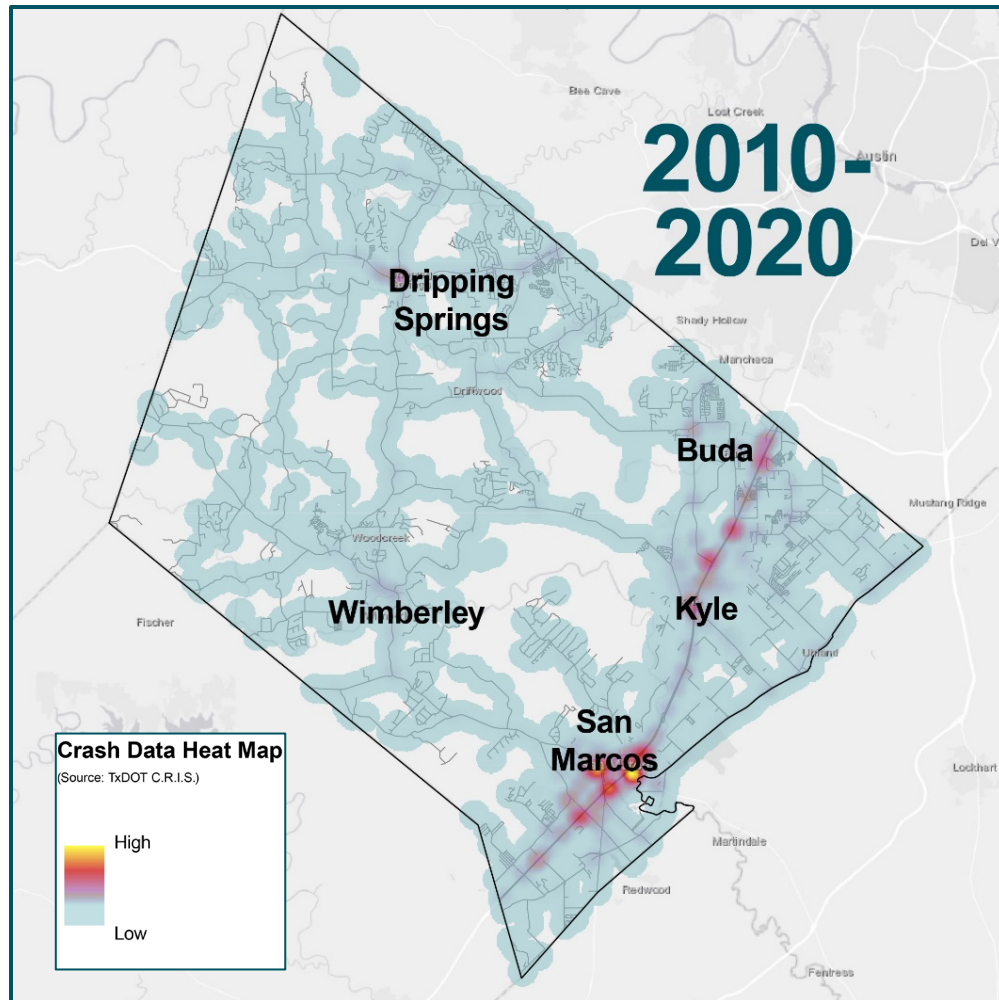


Figure 35. Crash Data Heat Map (Based on 2010-2020 CRIS Crash Data)

At the countywide level of analysis, it is difficult to draw conclusions about the design implications of crash data for specific roadway improvements; the data should be examined in more detail when corridor-level planning and design occur so that safety improvements for roadways and intersections can be determined in more detail. As a whole, the TxDOT crash data summarized in Table 14 demonstrates that far too many serious crashes have occurred on Hays County roadways in recent years, underscoring the need for continuous safety improvements to the transportation network.

Table 14. Hays County Crash Data Summary (Based on TxDOT C.R.I.S. Database, 2010-2020)

Crash Type Reported	Hays County Total (2010-2020)	Major Roadways			
		I-35	US 290	RM 12	RM 150
All Crashes	31,374	8,744	1,502	137	40
Injuries*	4,802	2,875	415	30	7
Fatalities (persons)**	653	208	59	61	20

*Includes "Suspected Serious Injury," "Non-Incapacitating Injury," and "Possible Injury" subcategories

**Fatalities only available after 2017

6.4 REGIONAL MODEL

The CAMPO model is used to forecast future growth in traffic based upon population and employment forecasted inputs, and an expected number of lanes, which provide the basis for roadway capacity.

The CAMPO 2045 Model peak period traffic forecasts were used as a key input to focus the planned roadways where traffic growth is showing a strong future need. As described in Section 6.1, recommendations in this plan were developed based on a review of the regional model alongside other data sources, including: stakeholder and public input; known hot spots, bottlenecks, and safety issues; known topographic and environmental conditions, and input from County Commissioners and staff. The limitations of the regional model were also taken into account in this review; for example, the population and employment projections in the western part of the County are considered to be high in the model, given the lack of available water and sewer for increased density of development. Due to these factors, this plan recommends that many of the county roadways in this area, such as Mount Gainor Road, Prochnow Road, and Pursley Road, remain two-lane undivided roadways despite the model's projections that traffic on these roads is likely to reach capacity before 2045. In addition, the model does not show the completion of SH 45 from FM 1626 to I-35.

Table 15. CAMPO Hays County Population and Employment Estimates (Oct. 2020)

Year	Population	Employment
2015	172,395	81,085
2025	229,100	105,700
2045	633,000	280,300

Level of Service (LOS) results and demographic assumptions were provided by the CAMPO 2045 Transportation Plan which was adopted in May 2020. The growth in Hays County is a portion of the growth of the six-county region. The six-county region is expected to grow by 146% (2,773,201 people). The Hays County population is expected to grow by 33% (56,705 people) from 2015 to 2025 and by 176% (403,900 people) from 2025 to 2045. Another way to look at the same numbers is that the 2045 county population is forecasted to be 3.7 times the 2015 population.

A closer look at the population projects reveals that near term growth is expected to be primarily driven by growth in incorporated cities and development along major county corridors. Some suburban subdivision style housing will be built close to cities and along major county roads. The model predicts that long term growth is forecast to be more focused in central Hays County and away from major county corridors, in areas that are currently rural with limited access and utilities. Southwest Hays County is not expected to grow significantly.

The number of roadway lane miles in Hays County that experience various levels of service during the AM and PM peak hours in the years 2015 and 2045 as projected by the CAMPO model are shown in Table 16.

**Table 16. Hays County Roadway Lane Miles by Level of Service
(Based on CAMPO 2045 Regional Travel Demand Model)**

Level of Service	Roadway Lane-Miles by Level of Service (LOS)			
	2015		2045	
	AM	PM	AM	PM
LOS A-B	1,326	1,213	1,135	929
LOS C	65	133	325	278
LOS D-E	39	64	159	227
LOS F	8	30	353	538

As shown in Table 17, the percentage of lane miles in the CAMPO model within Hays County that experience a LOS F in the PM peak hour increases drastically between 2015 and 2045, from 2 percent to 27 percent. This data underscores the need for County to proactively plan improvements to the existing roadway network to mitigate this anticipated congestion.

Table 17. Hays County Percentage of Roadway Lane Miles by Level of Service (Based on CAMPO 2045 Regional Travel Demand Model)

Level of Service	Percentage of Roadway Lane-Miles by Level of Service (LOS)			
	2015		2045	
	AM	PM	AM	PM
LOS A-B	92.20%	84.29%	57.58%	47.11%
LOS C	4.55%	9.21%	16.47%	14.12%
LOS D-E	2.69%	4.44%	8.05%	11.50%
LOS F	0.56%	2.06%	17.91%	27.27%

This dramatic increase in the number of LOS F roadways is illustrated graphically in Figure 36. It is clear in the maps that the PM peak becomes significantly more congested in many areas of Hays County by 2045. A full set of AM and PM peak period Level of Service maps for the years 2015, 2025, and 2045 can be found in Appendix C.

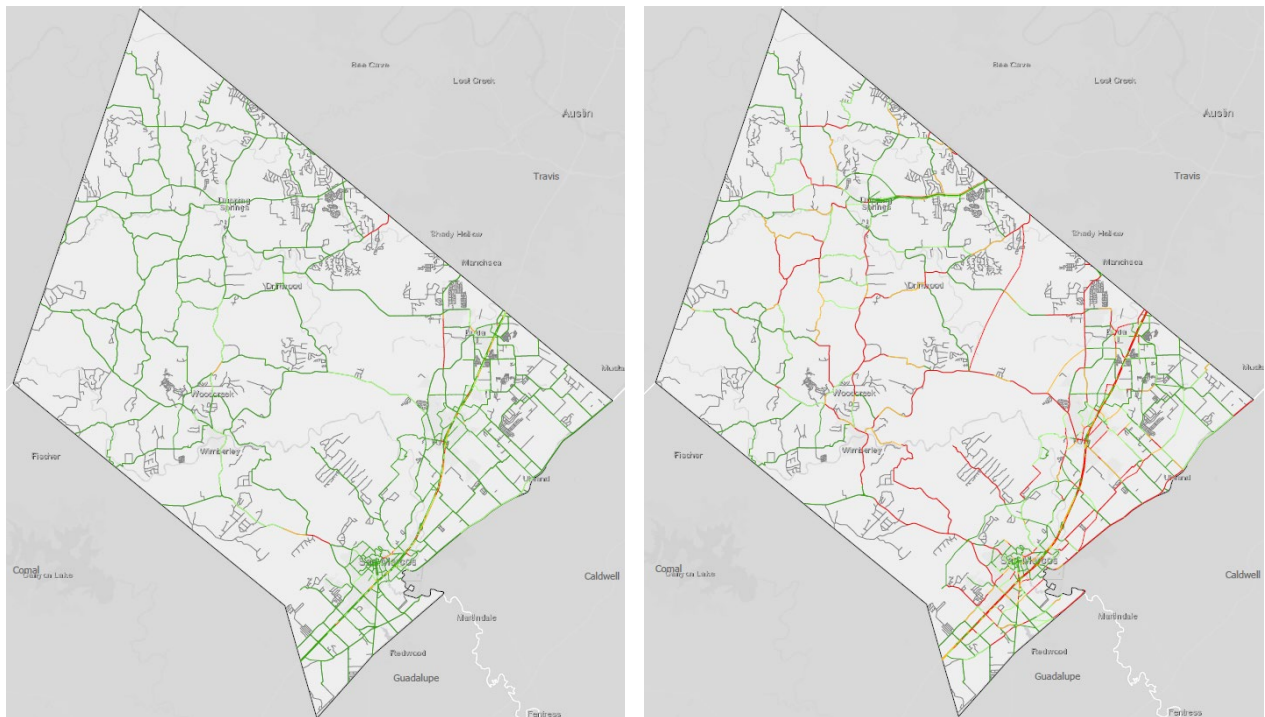
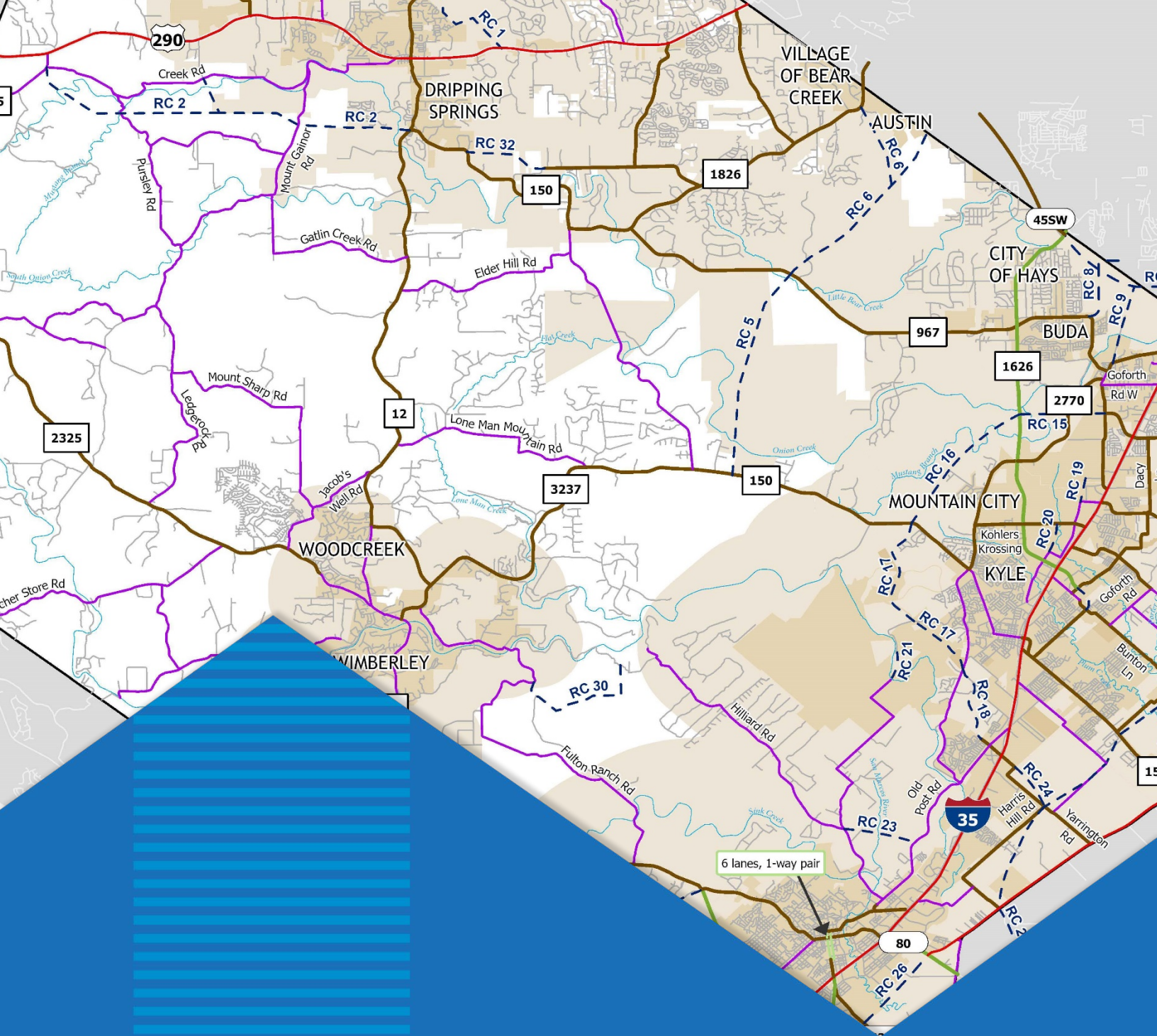


Figure 36. 2015 and 2045 PM Peak Period Congestion Maps (Based on CAMPO 2045 Regional Travel Demand Model)

The CAMPO 2045 model outputs include the following characteristics for major roadways in Hays County:

- I-35:** Many sections of I-35 mainlanes operate at LOS C or D in 2025. In 2045, the CAMPO plan includes the addition of one managed lane in each direction. Despite this improvement, many mainlane sections of I-35 are still projected to operate at LOS F in 2045. Many frontage roads south of San Marcos change from LOS A to LOS F when comparing the 2015 model to 2045.

- **US 290:** In 2045, the CAMPO plan includes widening US 290 east of Dripping Springs to a six-lane grade-separated facility with frontage roads. The US 290 mainlanes operate at LOS C in 2045, while the frontage roads in some sections may operate at LOS F. US 290 west of Dripping Springs is not widened beyond its existing cross section; near McGregor Lane, the LOS changes from LOS A in 2025 to LOS F in 2045.
- **RM 12:** RM 12 (also known as “Ranch Road 12”) in the CAMPO model from Fitzhugh Road to FM 150 near Dripping Springs is assumed to be widened to four lanes by the year 2045. These sections operate at LOS A. From FM 150 to RM 32 south of Wimberley, the existing two-lane cross section does not change. In 2025, many sections operate at LOS D or E and in 2045 many operate at LOS F. From RM 32 to Craddock Avenue near San Marcos, the two-lane cross section is modeled at four lanes in 2025 and operates at LOS A or B in 2025. By 2045, many sections reach LOS F. The remaining section of RM 12 to I-35 is not widened beyond its existing four-lane cross section and operates at LOS F in 2045.
- **FM 150:** FM 150 from RM 12 to FM 3237 is expected to be widened to four lanes by 2045. These sections generally operate at LOS B or C except for a few sections near Driftwood where it is forecasted to operate at LOS F. From FM 3237 to Kyle, FM 150 is not expected to be widened from its existing two-lane cross section and operates at LOS E or F. From I-35 to SH 21, the existing two-lane cross section is not widened and is LOS D in 2045.
- **RM 967:** From FM 1826 to FM 1626 the two-lane cross section is widened to four lanes in the 2045 CAMPO model. In 2045, the roadway operates at LOS B near FM 1826. Near Brangus Road, by 2045 a new two-lane facility is expected to intersect RM 967 and provide connectivity to FM 150 to the south and to FM 1826 to the north. RM 967 operates at LOS D east of this intersection and becomes LOS F at the FM 1626 intersection. From FM 1626 to Main Street in Buda, RM 967 is modeled as a two-lane cross section and operates at LOS E or F in 2045. From Main Street to I-35, RM 967 is also not widened in the model beyond the existing two-lane cross section. Near Buda, the roadway operates at LOS E or F and LOS B in 2045 near I-35.
- **FM 1626:** From I-35 to FM 2770 the existing four-lane cross section is not changed in the model and operates at LOS F in 2045 near I-35. From FM 2770 to RM 967, the roadway is widened from two to four lanes by 2025. This section operates at LOS F in 2045. From RM 967 to SH 45, the four-lane roadway operates at LOS F in 2045.
- **Fitzhugh Rd:** From US 290 to Trautwein Road, Fitzhugh Road is not widened beyond its existing two-lane cross section and is forecasted to operate at LOS F in 2045. From Trautwein to RR 12, the cross section is widened to four lanes in 2045 and operates at LOS B. From RM 12 to the western boundary of Hays County, the two-lane cross section is preserved and operates at LOS A or B in 2045.
- **FM 2325:** The existing two-lane cross section of FM 2325 is not changed in the model by 2045. Segments east of CR 244 (Ledgerock Road) operate at poor levels of service (LOS C or worse) in 2045. Segments west of this location operate at LOS A or B in 2045.
- **SH 21:** SH 21 operates at LOS F or E in the 2045 model for roadway segments from SH 80 to CR 127 (High Road). This segment is not widened past its existing four-lane cross section. From CR 127 to FM 2001, SH 21 operates at LOS B or C in 2045. This section is planned to be expanded from two to four lanes. From FM 2001 to the northeast county line, SH 21 operates at LOS F in 2045. This section is also planned to be expanded from two to four lanes.



7

RECOMMENDATIONS

7 RECOMMENDATIONS

7.1 PLAN DEVELOPMENT

Development of Hays County Transportation Plan recommendations began with a review of the existing Hays County Thoroughfare Plan map, last amended in 2016 (see Figure 37). This map was first updated to reflect improvements to the transportation network that have been completed since the previous plan was developed and amended.

Then the project team gathered the inputs described in the previous sections of this plan (including known safety issues and bottlenecks; model data; input from stakeholders, the public, and County Commissioners and staff; and other local plans) and held a series of workshops to develop updated recommendations for the County's transportation system.

These recommendations were presented to the public and stakeholders for feedback in January 2021. The project team reviewed this feedback, revised recommendations, and finalized the updated Hays County Thoroughfare Plan in May 2021.

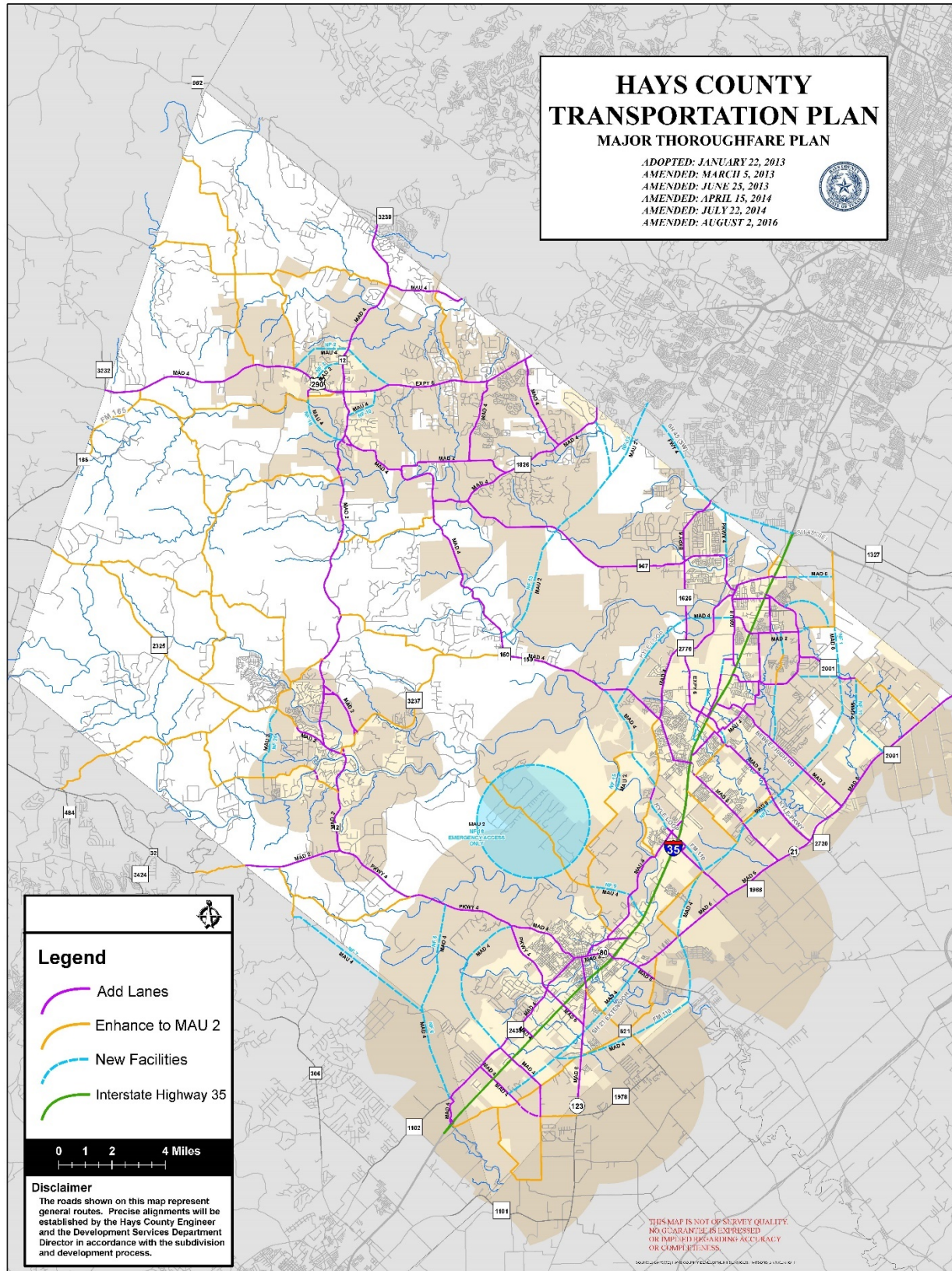


Figure 37. Previous Hays County Thoroughfare Plan (Amended 2016)

7.2 UPDATED THOROUGHFARE PLAN

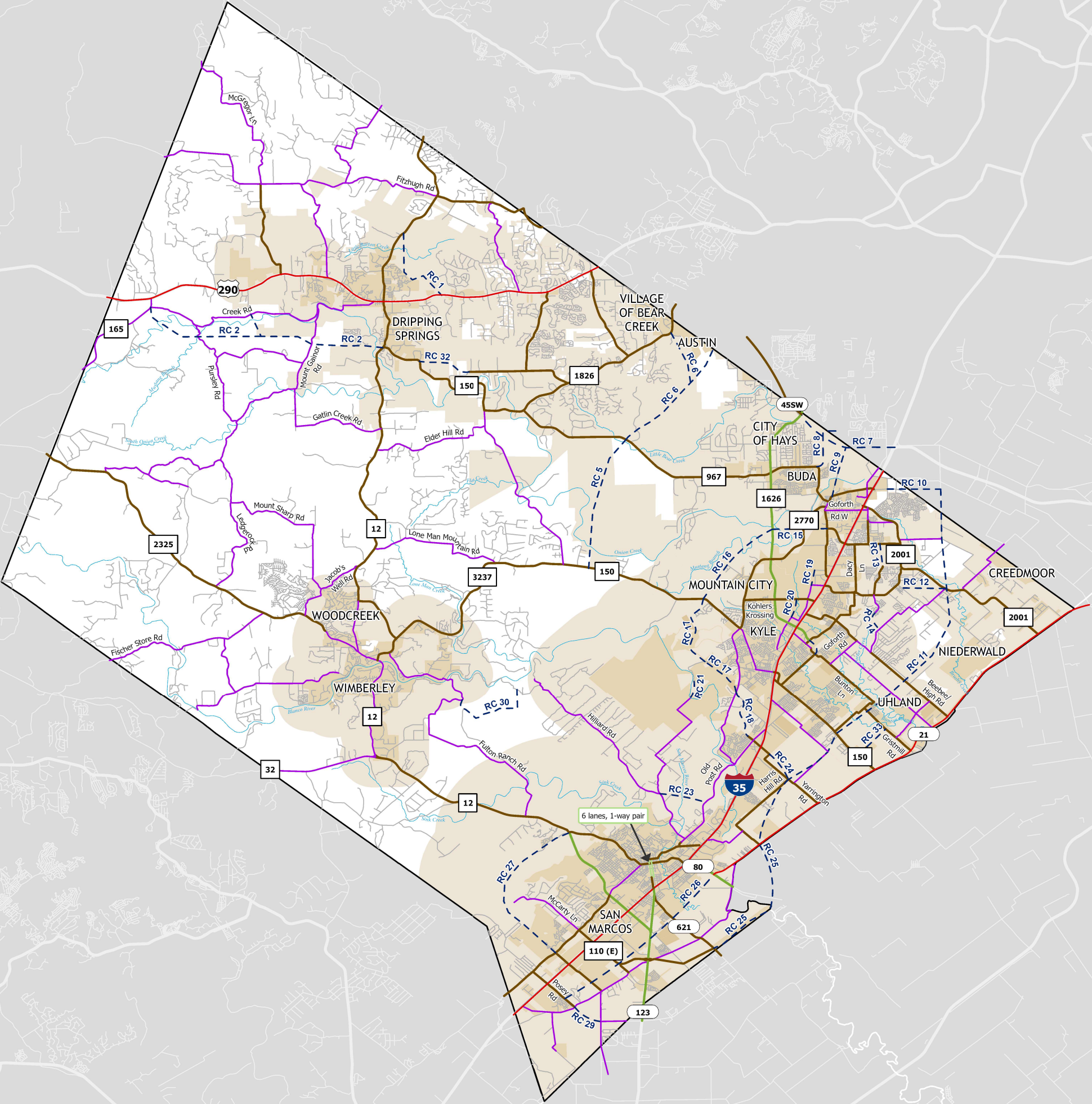
The updated Hays County Thoroughfare Plan is included on the following page. The map shows the number of lanes recommended for each roadway. Since the recommended timing for the various improvements differs from roadway to roadway, this map does not represent the recommended scenario for a certain year in the future; rather, it serves as a general guide for Hays County to identify and implement transportation projects and should continue to be updated at a minimum frequency of every five years.

More detail about the recommendations for each roadway can be found in the Hays County Transportation Plan Roadway Table in Appendix A. Table 18 summarizes the information contained in the Roadway Table. Right-of-way widths recommended for each roadway type were determined based on a review of Hays County, TxDOT, and municipal roadway design criteria.

For more context about specific projects that were developed and included in this plan map, please refer back to Table 5 and Table 6 in Section 3.2.2.

Table 18. Summary of HCTP Roadway Table Fields

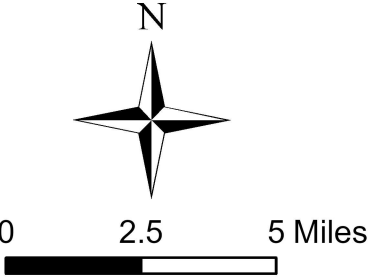
Field	Description
Type of Road	This field indicates whether the road is a State road, a County/City road, or a Recommended Connection (a new connection that does not yet exist).
Name	Name of roadway ("RC" is used to indicate Recommended Connections)
Segment	Beginning and end points of each roadway segment
Number of Lanes	Number of lanes recommended for this roadway for the Time Frame listed
Configuration	Undivided or Divided (roadways may be divided by a continuous center turn lane, or by a landscaped or concrete median)
Time Frame	Short-term: 2021-2029 Mid-term: 2030-2039 Long-term: 2040-2045 This field contains "Existing" if the recommended ultimate cross-section is already constructed for the roadway.
Right-of-Way	Indicates the amount of right-of-way in feet that is anticipated to be needed for this roadway. This is a planning-level recommendation; exact right-of-way requirements are likely to change as planning and design occurs at a more detailed level for each roadway.
Notes	Indicates notes such as whether a roadway will be developed by others, or if the roadway is currently part of a County study.



- Legend**
- Local road
 - 2-lane
 - 4-lane
 - 6-lane
 - Recommended Connections
 - Major TxDOT Projects
 - ETJ
 - City Limits

Hays County Transportation Plan

Thoroughfare Plan



Date: 5/25/2021



HAYS COUNTY



K. FRIESE
+ ASSOCIATES
PUBLIC PROJECT ENGINEERING



8

IMPLEMENTATION STRATEGIES

8 IMPLEMENTATION STRATEGIES

8.1 COORDINATION WITH REGIONAL PARTNERS

Hays County is one of multiple agencies responsible for maintaining roadways in the County. To facilitate successful project planning and implementation, Hays County will coordinate with local municipalities where County projects fall within city limits or ETJs. Coordination with TxDOT will be necessary for projects on or connecting to state roads, including establishment of Advanced Funding Agreements, either for funding purposes or simply to formalize the planning and design process.

Additional coordination recommendations that emerged from discussions with stakeholders during this planning effort include the following:

- Providing Emergency Service Districts, law enforcement, and school districts with an opportunity to comment on County plans for transportation improvements would provide a greater breadth of information about existing safety and efficiency issues on county roadways.
- There may be an opportunity for Hays County to deepen its partnership with CARTS to provide enhanced strategic planning for rural transit service to meet the needs of Hays County residents.

8.2 INTERIM IMPROVEMENTS

The roadway improvements included in this plan short, mid-term, and long range (2029, 2039, and 2045) timeframes for roadway development. Before any of these improvements are made, the County will do more detailed, location-specific studies to determine to what degree the improvements need to be implemented in the near term and how much can wait until sometime in the future. In this regard there are two important things to note about these more detailed studies:

- First, as these studies are undertaken decisions regarding the types and levels of funding will be made and these decisions will in turn affect how supporting analyses, such as environmental analyses, are done.
- Second, there will be many cases where key intersections are improved or turn lanes are added to increase capacity incrementally before ultimately adding continuous travel lanes. Interim improvements may also include improving low water crossings, installing traffic signals, improving drainage facilities, or realigning dangerous curves.

8.3 MULTIMODAL IMPROVEMENTS

During this planning effort, the project team received numerous public comments regarding accommodations for bicycle and pedestrian travel, as well as transit. While the focus of the Hays County Transportation Plan is building vehicular roadway capacity on a countywide scale, planning ahead for the future cross-sections of the roadways will give the County greater flexibility to include multimodal facilities where appropriate when planning and design occur for specific improvements.

8.4 POTENTIAL FUNDING SOURCES

According to the Texas Association of Counties, while counties are continually tasked with maintaining nearly half of the state's existing roads and constructing new roads, they have limited access to funding

sources and limited authority to raise additional funds. Of the \$2.2 billion available from the gas tax for roadway projects, only 0.33%, or \$7.3 million, is divided among the state's 254 counties.²⁹

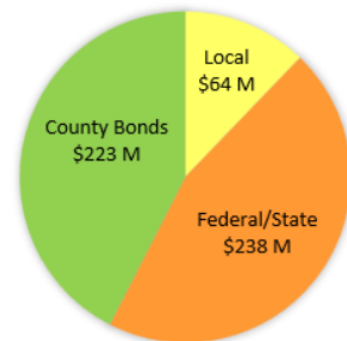


Figure 38. Role of Texas Counties in Roadway Infrastructure (Source: Texas Association of Counties)

As shown in Figure 39, Hays County transportation funding comes from a mixture of federal/state revenue, county bonds, and local funding. This section of the report presents an overview of transportation funding sources that are available at the federal, state, and local levels.

Figure 39. Hays County Transportation Funding Programs (Source: <https://hayscountytexas.com/residents/transportation-projects/funding/>)

Transportation Funding Programs



8.4.1 Federal + State Funding Programs

Since the Federal Aid to Roads Act was passed in 1916, states have been responsible for creating agencies to administer federal funds provided for transportation infrastructure. In 1917, the State of Texas created a Highway Department, which evolved over time and in 1991 absorbed statewide transit, aviation, and motor vehicle agencies and became known as the Texas Department of Transportation, or TxDOT.

²⁹ <https://www.county.org/Legislative/County-Legislative-Issues/Transportation>

Today, funding for TxDOT projects comes from three basic sources: the State Highway Fund (SHF), the Texas Mobility Fund (TMF), and the General Revenue Fund. A breakdown of the sources and uses for these funds is shown in Figure 40.

As shown in the graphic, non-traditional revenue sources known as Propositions 1 and 7 account for approximately one third of the state's transportation funding. Approved by voters in 2014, Proposition 1 amended the Texas Constitution to direct up to half of the state's Economic Stabilization Fund to highways. The following year, another amendment known as Proposition 7 was approved, which allocates \$2.5 billion from state sales tax into the State Highway Fund each year.

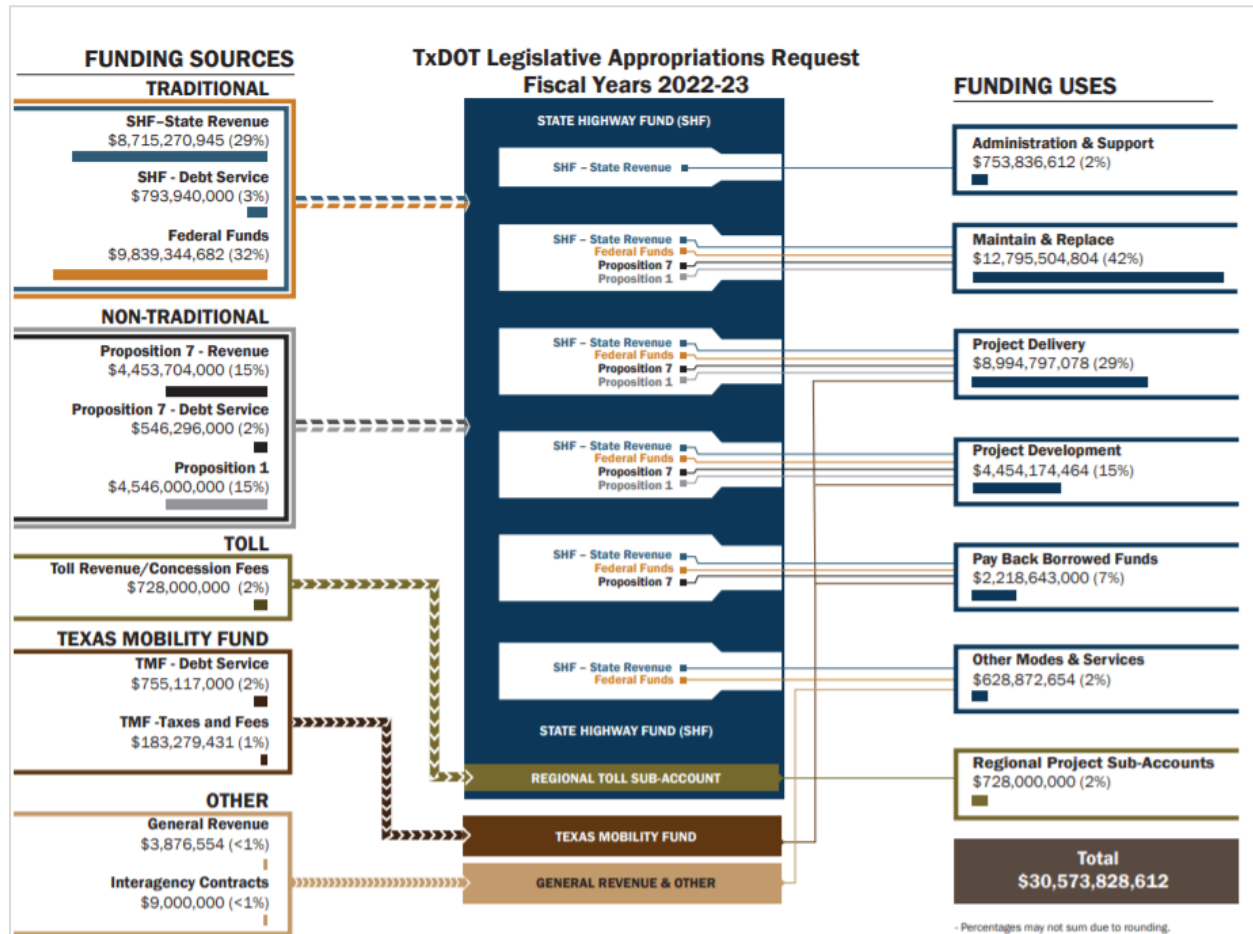


Figure 40. TxDOT Legislative Appropriations Request for FY 2022-23 (Source: TxDOT)

The types of transportation projects funded by each of these revenue sources are summarized in Figure 41. While non-tolled highways receive funding from all three major categories, the revenue sources for tolled highways, rail, transit, aviation, and port projects are limited to certain categories.

FIGURE 7

FUNDING SOURCE	PROJECT TYPE						
	Non – Tolloed Highways	Tolloed Highways	Rail – Passenger	Rail – Freight	Transit	Aviation	Ports
Proposition 1 Funds	✓						
Proposition 7 Funds	✓						
State Highway Fund – Dedicated ¹	✓	✓					
Texas Mobility Fund – Revenue ²	✓		✓		✓		
Texas Mobility Fund (TMF) –Bond Proceeds ³	✓	✓	✓		✓		
State Highway Fund –Non-Dedicated ⁴	✓	✓	✓	✓	✓	✓	✓
Regional Subaccounts ⁵	✓	✓	✓	✓	✓	✓	✓

³ Texas Mobility Fund Bonds are suspended and unavailable.

1. State Highway Fund-Dedicated includes traditional sources of state motor fuel and lubricant taxes, motor vehicle registration fees, and interest earned on dedicated deposits. It also includes federal reimbursements that are not reflected in the above grid as a small amount of them may at times be used for other modes of transportation.
2. Texas Mobility Fund revenues in excess of funds required to pay Texas Mobility Fund debt service are prohibited to pay for toll expenditures as part of 2015 legislation.
3. The Texas Constitution allows for the use of Texas Mobility Fund bond proceeds to develop and construct state highways, “to provide participation by the state in the payment of a portion of the costs of constructing and providing publicly owned toll roads and other public transportation projects.” “Other public transportation projects” is undefined and therefore may be available for more types of transportation projects than what is listed here.
4. “State Highway Fund—Non-Dedicated” includes limited revenue sources. An annual, statutorily required transfer of approximately \$150 million goes to the Texas Emissions Reduction Program (TERP) Fund.
5. Regional Subaccount funds may only be used for transportation, highway, and air quality projects as defined by Section 228.001, Transportation Code, in the region where the project from which those funds were derived is located. The revenues are deposited in the State Highway Fund.

Figure 41. Texas Transportation Project Types & Funding Sources (Source: TxDOT)

More information about each of these funding sources and uses can be found in TxDOT’s statewide funding brochure titled *Texas Transportation Funding: 2021 Edition*.³⁰

STATE HIGHWAY FUND

The Texas Transportation Code provides that revenue required to be used for public roads by either the Texas Constitution or federal law and that is deposited to the State Highway Fund be used solely for the following purposes:

- To improve the state highway system
- To mitigate adverse environmental effects resulting from state highway construction or maintenance
- Policing and administration of state traffic and safety laws by the Texas Department of Public Safety (DPS) on state highways

TEXAS MOBILITY FUND

The Texas Mobility Fund was created in 2001. It is administered by the Texas Transportation Commission as a revolving fund and may be used to finance the construction, expansion, and maintenance of state highways, including the costs of design and right-of-way acquisition.

The fund may also be used to finance public toll roads and public transportation projects. The Texas Transportation Commission can use the Texas Mobility Fund as leverage for the issuance of bonds to be

³⁰ <https://ftp.txdot.gov/pub/txdot-info/fin/funding-brochure2020.pdf>

repaid from the Fund. These bonds can be used for refunding obligations and related credit agreements, creating reserves, paying issuance costs and interest on bonds issued from the TMF.

The creation of the Mobility Fund allowed TxDOT to issue bonds secured by future revenue. This allowed the acceleration of mobility projects throughout the state and the creation of Regional Mobility Authorities to build and oversee turnpike projects.³¹ Just north of Hays County, the Central Texas Regional Mobility Authority was created in 2002 to improve mobility and safety in Williamson and Travis Counties.

TRANSIT PROGRAMS

As discussed in Section 6.1.6, Hays County is not responsible for providing transit service, but the County does aim to help facilitate regular dialogue to help communicate transit needs and opportunities to transit providers, including CARTS and Capital Metro. Also, as the County conducts planning and design for transportation projects, it will coordinate with transit agencies as needed and as appropriate.

8.4.2 Local Funding Programs

In addition to federal and state revenue sources, local funds also play a significant role in Hays County transportation projects. The primary local revenue sources for Hays County transportation projects are the County's Road Bond Program (for larger scale improvements) and its Road and Bridge Fund (for most routine maintenance items).

Additional local transportation funding options that are available in the State of Texas include the following:

- **County Road and Bridge Fund:** The Hays County Road and Bridge Fund is part of the county's General Fund. In FY 2020, the County Road and Bridge Fund contributed more than \$13 million to the transportation system, including routine maintenance and minor repair work on the county's roadway system. Funding from this program also covers Transportation Department operations.
- **County Road Bond Program:** In November 2008, Hays County voters approved a proposition to issue \$207 million in Hays County road bonds for roadway safety and mobility improvements across the county. In November 2016, Hays County voters approved a second road bond program, authorizing \$131.4 million in bond financing for over 25 projects on the county and state roadway systems throughout Hays County. Bond proceeds will be used to fund early project development and in some cases construction. The County will be pursuing construction funding through TxDOT and regional grant programs. In May 2018, the Capital Area Metropolitan Planning Organization (CAMPO) selected eight projects (seven of which are current road bond projects) to provide some or all of the construction funding for a total allocation of \$61.21 million to the County.
- **State Infrastructure Banks:** State Infrastructure Banks (SIB) were authorized in 1995 by federal legislation to help accelerate needed mobility improvements through a variety of financial assistance options for local entities through state transportation departments.
- **Regional Mobility Authorities:** RMAs operate at the local level, providing local governments with more control over transportation planning, additional funds for local projects, and the ability to complete projects faster. There is no RMA in Hays County, but the Hays County transportation network is significantly impacted by several facilities in Travis County that are owned and operated by the Central Texas Regional Mobility Authority, including State Highway 45 SW and the MoPac (SL 1) managed lanes.

³¹ <https://www.txdot.gov/inside-txdot/division/debt/mobility-fund.html>

- **Rural Improvement Districts and Special Assessment Districts:** Special Assessment Districts are often employed in areas that stand to realize a substantial increase in property values because of local improvements. These districts work particularly well if the group receiving benefits from the new program is clearly defined. Generally, the costs associated with the district are paid for by residents within the district. Most Special Assessment District levies are placed on the value of the property, usually per \$100 valuation. Rural Improvement Districts allow residents outside incorporated cities to raise additional funds to finance special improvements.³²
- **Local Sales Tax:** In Texas, the state imposes a sales tax of 6.25 percent per purchase and allows local taxing jurisdictions, such as cities and counties, to impose an additional tax of up to 2 percent on top of the state rate for a maximum of 8.25 percent.³³ Hays County receives approximately 19 percent of its revenue from sales tax.³⁴
- **Vehicle Registration Fees:** A stable revenue generator requiring minimal administrative expenses, vehicle registration fees are an important part of transportation financing in the state. Counties and municipalities are free to impose vehicle registration fees to fund transportation and other programs within their jurisdictions.
- **Property Taxes:** In Texas, local governments are authorized to levy property taxes based on values determined by the county's appraisal district. Hays County receives most of its overall revenue (59 percent) from property taxes. In 2020, 3.3 cents of the county's total property tax rate of 42.4 cents were allocated to the Road and Bridge Fund.

³² <https://www.lccountymt.gov/public-works/special-districts/rid-faq.html>

³³

<https://comptroller.texas.gov/taxes/sales/faq/local.php#:~:text=The%20Texas%20state%20sales%20and,combined%20rate%20of%208.25%20percent.>

³⁴ https://hayscountytexas.com/download/departments/auditor/adopted_budgets/FY-2021-Budget.pdf



APPENDICES

Appendix A: Roadway Table

Hays County Transportation Plan
Roadway Table

Roadway			HCTP Recommendations				
Type of Road	Name	Segment	Number of Lanes	Configuration*	Time Frame**	Right-of-Way (Feet)	Notes
State	IH 35	Travis County Line - Comal County Line	TBD	TBD	TBD	TBD	Developed by TxDOT
State	US 290 (W)	Blanco County Line - RM 165	TBD	TBD	TBD	TBD	TxDOT study in progress
State	US 290 (W)	RM 165 - RM 12	TBD	TBD	TBD	TBD	TxDOT study in progress
State	US 290 (W)	RM 12 - Nutty Brown Rd/Travis County Line	TBD	TBD	TBD	TBD	TxDOT study in progress
State	SH 21	Caldwell County Line - CR 159 (Yarrington)	TBD	TBD	TBD	280	Developed in partnership with TxDOT; ROW needs are still being determined (initial Hays County study recommended ROW widths up to 280 ft)
State	SH 21	CR 159 (Yarrington) - SH 80	TBD	TBD	TBD	280	Developed in partnership with TxDOT; ROW needs are still being determined (initial Hays County study recommended ROW widths up to 280 ft)
State	SH 45 (SW)	Loop 1 - FM 1626 (Travis and Hays counties)	4	Divided	Existing	400	
State	SH 80 / Old RR 12	RM 12/Wonder World Dr - Holland St	4	Undivided	Mid	100	
State	SH 80 / Old RR 12	Holland St - Lindsey	4	Undivided	Mid	100	
State	SH 80 / Old RR 12 / Moore St	Lindsey - Hopkins	4	Undivided	Mid	100	
State	SH 80 / E. Hopkins	Moore St - Loop 82	4	Undivided	Mid	100	
State	SH 80 / E. Hopkins	Loop 82 - CM Allen	4	Undivided	Mid	100	
State	SH 80 / E. Hopkins	CM Allen - IH 35	4	Undivided	Mid	100	
State	SH 80	IH 35 - SH 21	4	Divided	Long	150	
State	SH 80	SH 21 - Caldwell County Line	6	Divided	Long	200	
State	SH 123	IH 35 - Guadalupe County Line	6	Divided	Long	200	
State	Loop 82 / Aquarena Springs Dr	IH 35 - Sessom Dr	4	Divided	Existing	150	
State	Loop 82 / University Dr	Sessom Dr - Guadalupe St	4	Undivided	Existing	100	
State	Loop 82 / Guadalupe	University Dr - Grove St (One way SB)	3	Undivided (one way)	Existing	TBD	City of San Marcos study in progress
State	Loop 82 / LBJ	University Dr - Grove St (One way NB)	3	Undivided (one way)	Existing	TBD	City of San Marcos study in progress
State	Loop 82	Guadalupe St/Grove St - LBJ Dr (One way)	3	Undivided (one way)	Existing	TBD	City of San Marcos study in progress
State	Loop 82	LBJ Dr - IH 35 (Two way)	4	Undivided	Existing	TBD	City of San Marcos study in progress
State	FM 110 (E)	IH 35 - FM 621	4	Divided	Existing	150	
State	FM 150 (W)	RM 12 - RM 1826	4	Divided	Mid	200	Traffic circle design in progress to modify intersection with RM 12
State	FM 150 (W)	RM 1826 - FM 3237	2	Undivided	Long	100	
State	FM 150 (W)	FM 3237 - RC 16 (Kyle Loop North)	4	Divided	Short	200	
State	FM 150 (W)	RC 16 (Kyle Loop North) - FM 2770	4	Divided	Short	150	
State	FM 150 (W) / Rebel Dr	FM 2770 - W. Center St @ Rebel Dr	2	Divided	Long	100	
State	FM 150 (W) / Center St	Rebel Dr - IH 35	2	Undivided	Existing	100	
State	FM 150 (E)	IH 35 - SH 21	4	Undivided	Mid	100	CAMPO study in progress
State	FM 165	US 290 - Blanco County Line	2	Undivided	Long	100	
State	FM 621 / Staples Rd	SH 123 - Guadalupe County Line	4	Undivided	Mid	100	
State	FM 1626	SH 45 SW - RM 967	6	Divided	Mid	200	
State	FM 1626	RM 967 - FM 2770	6	Divided	Mid	200	
State	FM 1626	FM 2770 - IH 35	6	Divided	Mid	200	
State	FM 2001 / Overpass Rd	IH 35 - Old FM 2001 @ New FM 2001	4	Divided	Existing	150	
State	Old FM 2001	Overpass Rd - FM 2001	2	Undivided	Existing	100	

Hays County Transportation Plan
Roadway Table

Roadway			HCTP Recommendations				
Type of Road	Name	Segment	Number of Lanes	Configuration*	Time Frame**	Right-of-Way (Feet)	Notes
State	FM 2001	Old FM 2001 @ New FM 2001 - Goforth Rd	4	Divided	Long	150	Area study recommended
State	FM 2001	Goforth - SH 21	4	Divided	Short	150	Area study recommended
State	FM 2439 / Hopkins Rd	SH 80 - Bishop	2	Undivided	Existing	60	
State	FM 2439/Hunter Rd)	Bishop - RM 12/Wonder World Dr	2	Divided	Existing	100	
State	FM 2439 / Hunter Rd	RM 12 - Centerpoint Rd	4	Divided	Existing	150	
State	FM 2439 / Hunter Rd	Centerpoint Rd - Comal County Line	4	Divided	Long	150	
State	FM 2770 / Jack C. Hays Trail	RM 967 / Main St - FM 1626	4	Divided	Long	150	
State	FM 2770 / Jack C. Hays Trail	FM 1626 - FM 150 (W)	4	Divided	Long	150	
State	RM 12	FM 3238 - Fitzhugh Rd	4	Divided	Mid	200	
State	RM 12	Fitzhugh Rd - FM 150 (W)	4	Divided	Mid	200	
State	RM 12	FM 150 (W) - Winters Mill Pkwy	4	Divided	Mid	200	
State	RM 12	Winters Mill Pkwy - FM 3237	2	Undivided	Mid	100	
State	RM 12	FM 3237 - RM 32	2	Divided	Mid	100	
State	RM 12	RM 32 - Old RR 12/SH 80	4	Divided	Mid	200	
State	RM 12 (Wonderworld Dr)	Old RR 12/SH 80 - FM 2439/Hunter Rd	6	Divided	Mid	200	
State	RM 12 (Wonderworld Dr)	FM 2439/Hunter Rd - SH 123	6	Divided	Mid	200	
State	RM 32	Comal County Line - RM 12	2	Divided	Long	100	
State	RM 1826	FM 150 (W) - Travis County Line	4	Divided	Mid	150	
State	RM 2325	Blanco County Line - Wimberley City Limits	4	Undivided	Long	100	
State	RM 2325	Wimberley City Limits - RM 12	2	Undivided	Long	100	
State	RM 3237	RM 12 - FM 150	4	Undivided	Mid	100	
State	RM 967	FM 1826 - FM 1626	4	Divided	Short	200	
State	RM 967	FM 1626 - Main St	4	Undivided	Long	100	
State	RM 967 / S. Loop 4 / S. Main St	Main St - W. Goforth	2	Undivided	Existing	100	
State	RM 967 / S. Loop 4 / S. Main St	W. Goforth - IH 35	4	Undivided	Long	100	
County/City	Beback Inn Rd / CR 270	Centerpoint Rd - Comal County Line	2	Undivided	Long	100	
County/City	Beebe Rd / High Rd	IH 35 - SH 21	4	Undivided	Long	100	
County/City	Bell Springs Rd	US 290 - Fitzhugh Rd	2	Undivided	Long	100	
County/City	Bunton Creek Rd	IH 35 - Kyle Pkwy	2	Undivided	Existing	60	
County/City	Bunton Ln / Gristmill Rd	Lehman Rd - SH 21 @ Gristmill Rd	4	Divided	Mid	100	Area study recommended
County/City	Centerpoint Rd / CR 234	FM 2439/Hunter Rd - IH 35	4	Divided	Mid	180	Partnership with City of San Marcos; Proposed ultimate design includes elevated 4-lane bridge with two frontage roads in each direction
County/City	Centerpoint Rd / CR 234	IH 35 - Old Bastrop Hwy	4	Divided	Long	100	Partnership with City of San Marcos
County/City	Centerpoint Rd / CR 234	Old Bastrop Hwy - Guadalupe County Line	2	Undivided	Existing	100	
County/City	Cotton Gin Rd / CR 129	Goforth Rd - CR 227	2	Undivided	Short	80	
County/City	CR 202	FM 150 - RC 33	4	Undivided	Long	120	
County/City	CR 1492 / Wayside Dr	RM 12 to Sachtleben Dr	2	Undivided	Existing	60	
County/City	CR 158	IH 35 - Turnersville Rd Extension	2	Divided	Mid	110	
County/City	Creek Rd / CR 190	FM 165 - Roger Hanks Pkwy.	2	Divided	Long	80	
County/City	Creek Rd / CR 190	Roger Hanks Pkwy - US 290	2	Undivided	Long	80	

Hays County Transportation Plan
Roadway Table

Roadway			HCTP Recommendations				
Type of Road	Name	Segment	Number of Lanes	Configuration*	Time Frame**	Right-of-Way (Feet)	Notes
County/City	Crosswinds Pkwy	Windy Hill - RC 14	2	Divided	Existing	100	
County/City	Dacy Ln	Hillside Terrace - Goforth/Bunton Creek Rd	4	Undivided	Mid	150	
County/City	Darden Hill Rd / CR 162	RC 32 - Sawyer Ranch Rd	4	Divided	Mid	150	Current Hays County realignment project
County/City	Darden Hill Rd / CR 162	Sawyer Ranch Rd - FM 1826	4	Divided	Short	150	
County/City	Elder Hill Rd / CR 170	RM 12 - FM 150	2	Undivided	Existing	60	
County/City	Fischer Store Rd / CR 181	FM 2325 - Comal County Line	2	Undivided	Existing	60	
County/City	Fitzhugh Rd / CR 101	Blanco County Line - RM 12	2	Divided	Long	100	
County/City	Fitzhugh Rd / CR 101	RM 12 - Travis County Line	4	Undivided	Mid	100	Coordination with Travis County recommended
County/City	Flite Acres Rd	RR 2237 - Little Arkansas Rd	2	Undivided	Existing	60	
County/City	Frances Harris Ln / CR 265	Old Bastrop Hwy - Centerpoint Rd	2	Undivided	Existing	60	
County/City	Fulton Ranch Rd	Little Arkansas Rd - RM 12	2	Undivided	Existing	60	
County/City	Gatlin Creek Rd / CR 191	RM 12 - Mt. Gainor Rd	2	Undivided	Existing	60	
County/City	Goforth Rd / CR 157	FM 2001 - Bunton Creek Rd	2	Undivided	Existing	100	
County/City	Goforth St W. / CR 228	RM 967 - IH 35	2	Undivided	Existing	80	
County/City	Harris Hill Rd / CR 160	Yarrington Rd - SH 21	4	Divided	Mid	120	
County/City	Heidenreich Ln / CR 152	FM 150 - Bunton Ln	4	Undivided	Short	120	
County/City	Hilliard Rd / CR 222	Lost River Rd - Lime Kiln Rd	2	Undivided	Existing	80	
County/City	Hillside Terrace / CR 133	IH 35 - FM 2001	4	Divided	Mid	150	
County/City	Jacobs Well Rd / CR 182	RM 12 - FM 2325	2	Undivided	Mid	80	
County/City	Kohlers Xing	FM 2770 - IH 35	4	Divided	Existing	100	
County/City	Kyle Crossing	IH 35 - Kohler Xing	4	Divided	Long	150	Area study recommended
County/City	Kyle Crossing	Kohler Xing - IH 35 @ Old Bridge Trail	2	Undivided	Existing	80	
County/City	Kyle Parkway	IH 35 @ FM 1626 - Dacy Ln	6	Divided	Existing	200	Area study recommended
County/City	Ledgerock Rd / CR 244	Mount Gainor Rd - FM 2325	2	Undivided	Existing	60	
County/City	Lehman Rd	Goforth Rd - FM 150	4	Divided	Long	150	
County/City	Lime Kiln Rd / CR 225	Post Rd - RC 21	2	Undivided	Existing	60	
County/City	Little Arkansas Rd	Flite Acres - Fulton Ranch (Blanco River crossing)	2	Undivided	Long	60	
County/City	Lone Man Mountain Rd / CR 183	RM 12 - FM 2327	2	Undivided	Existing	60	
County/City	Longhorn Trail / CR 246	Mt. Sharp Rd (W) - Mt. Sharp Rd (E)	2	Undivided	Existing	60	
County/City	Main St West	Garison Rd - IH 35	4	Undivided	Existing	100	
County/City	Marketplace Ave.	FM 1626 - IH 35 @ Burleson Rd	2	Divided	Existing	100	
County/City	McCarty Ln / CR 233	FM 2439/Hunter Rd - West end of McCarty Ln	2	Undivided	Existing	100	
County/City	McCarty Ln / CR 233	FM 2439/Hunter Rd - IH 35	4	Divided	Mid	150	Proposed ultimate design includes elevated 4-lane bridge with two frontage roads in each direction
County/City	McCarty Ln / CR 233	IH 35 - Old Bastrop Hwy	4	Divided	Long	150	
County/City	McGregor Ln / CR 187	Blanco County Line - Fitzhugh Rd	2	Undivided	Existing	60	
County/City	McGregor Ln / CR 187	Fitzhugh Rd - US 290 (W)	4	Undivided	Long	100	
County/City	Mount Gainor Rd / CR 220	Gatlin Creek Rd - Creek Rd	2	Undivided	Existing	60	
County/City	Mount Sharp Rd / CR 219	FM 2325 - Mount Gainor Rd	2	Undivided	Existing	60	
County/City	Nutty Brown Rd / CR 163	US 290 - FM 1826	4	Divided	Mid	100	

Hays County Transportation Plan
Roadway Table

Roadway			HCTP Recommendations				
Type of Road	Name	Segment	Number of Lanes	Configuration*	Time Frame**	Right-of-Way (Feet)	Notes
County/City	Old Bastrop Hwy / CR 266	SH 21 - SH 80	2	Undivided	Mid	80	
County/City	Old Bastrop Hwy / CR 266	SH 80 - IH 35 (S)	2	Undivided	Existing	100	
County/City	Old Goforth Rd / CR 119	FM 2001 - Hillside Terrace	4	Divided	Long	100	
County/City	Old San Antonio Rd	Travis County Line - Cabelas Dr	2	Undivided	Existing	80	
County/City	Old Stagecoach Rd / CR 136	FM 150 - Wildcat Hollow	2	Divided	Mid	100	
County/City	Old Stagecoach Rd / CR 136	Wildcat Hollow - Post Rd	2	Undivided	Existing	80	
County/City	Plum Creek Rd / CR 150	High Rd - Gristmill Rd	2	Undivided	Existing	60	
County/City	Posey Rd / CR 235	FM 2439 - IH 35	4	Divided	Long	150	
County/City	Posey Rd / CR 235	IH 35 - Old Bastrop Hwy	4	Divided	Long	100	
County/City	Post Rd / CR 140	IH 35 - Aquarena Springs Rd	2	Divided	Mid	80	
County/City	Prochnow Rd	Pursley Rd - Mt. Gainor Rd	2	Undivided	Long	80	
County/City	Pursley Rd / Creek Rd / CR 198	FM 165 - Mt. Gainor Rd	2	Undivided	Existing	60	
County/City	Robert S. Light Blvd / CR 132	FM 2770 - FM 1626	4	Divided	Long	200	
County/City	Sachtleben Dr	Fischer Store Rd to Wayside Dr	2	Undivided	Existing	60	
County/City	Satterwhite Rd / CR 107	FM 2001 - Turnersville Rd extension	2	Undivided	Long	100	
County/City	Sawyer Ranch Rd / CR 164	US 290 - Darden Hill Rd	4	Divided	Short	100	
County/City	Shadow Creek Blvd	Windy Hill Rd - Quarter Ave	4	Undivided	Existing	100	
County/City	Trautwein	US 290 - Fitzhugh Rd	2	Undivided	Long	100	
County/City	Uhland Rd / CR 161	IH 35 - River Rd	2	Undivided	Mid	100	
County/City	Uhland Rd / CR 161	Harris Hill - River Rd	2	Divided	Mid	120	
County/City	Williamson Rd	FM 2001 - Travis County Line	2	Undivided	Long	80	Area study recommended
County/City	Windy Hill Rd	IH 35 - FM 2001	4	Divided	Mid	150	
County/City	Winters Mill Pkwy (new RM 12)	RM 12 - FM 3237	4	Divided	Long	200	
County/City	Yarrington Rd / CR 159	IH 35 - RC 24	4	Divided	Long	220	Future designation as FM 150 planned
County/City	Yarrington Rd / CR 159	RC 24 - SH 21	4	Divided	Long	100	Future designation as FM 150 planned
Recommended Connection	RC 1 (Dripping Springs)	RM 12 - US 290 W	4	Divided	Mid	150	
Recommended Connection	RC 2 (Dripping Springs Southwest Connection)	FM 150 @ RM 12 - Holder Lane	4	Divided	Mid	150	Hays County study in progress
Recommended Connection	RC 5 (Driftwood Bypass)	RM 967 - FM 150	4	Divided	Mid	200	Hays County study in progress
Recommended Connection	RC 6 (Connection to Travis County)	RM 967 - FM 1826 & Hays County line	2	Undivided	Mid	80	
Recommended Connection	RC 7 (SH 45 SW Ext)	FM 1626 - IH 35 (Hays and Travis counties)	4	Divided	TBD	TBD	Developed as regional partnership
Recommended Connection	RC 8 (Garlic Creek Pkwy)	SH 45 - RM 967	4	Divided	Mid	200	
Recommended Connection	RC 9 (Garison Rd Extension)	Main St - SH 45 Ext	4	Divided	Long	100	
Recommended Connection	RC 10 (Main St East)	IH 35 - Turnersville Rd	6	Divided	Long	200	
Recommended Connection	RC 11 (Turnersville Rd)	Main Street East (RC 10) - FM 110 @ Yarrington Rd	6	Divided	Mid	200	Area study recommended
Recommended Connection	RC 12 (Windy Hill Rd)	Windy Hill @ Mathias - FM 2001	4	Divided	Mid	150	Area study recommended
Recommended Connection	RC 13 (Shadow Creek Blvd Extension)	Hillside Terrace - Shadow Creek Blvd @ Quarter Ave	4	Undivided	Long	100	
Recommended Connection	RC 14 (Crosswinds Parkway Extension)	Crosswinds Pkwy - Goforth Rd @ Cody Ln	2	Divided	Mid	100	
Recommended Connection	RC 15 (Robert S. Light Blvd / CR 132 Extension)	IH 35 - FM 2770	4	Divided	Long	250	
Recommended Connection	RC 16 (Kyle Loop North)	FM 1626 @ Robert S. Light Blvd - FM 150	4	Divided	Long	100	

Hays County Transportation Plan
Roadway Table

Roadway			HCTP Recommendations				
Type of Road	Name	Segment	Number of Lanes	Configuration*	Time Frame**	Right-of-Way (Feet)	Notes
Recommended Connection	RC 17 (New FM 150 Alignment)	FM 150 (W of Arroyo Ranch) - Old Stagecoach Rd @ Kyle Loop	4	Divided	Short	150	
Recommended Connection	RC 18 (Kyle Loop West)	Old Stagecoach Rd - IH 35 @ FM 110/Yarrington Rd	4	Divided	Long	100	Extension from FM 150 (W) to IH 35 (S)
Recommended Connection	RC 19 (Kyle Crossing Extension)	Kyle Crossing - S Loop 4	4	Divided	Long	150	
Recommended Connection	RC 20 (Marketplace Extension)	Marketplace Ave @ Old Bridge Trl - Kohler's Crossing	4	Divided	Mid	150	
Recommended Connection	RC 21 (Blanco River Crossing)	Lime Kiln Rd - Cypress Rd	2	Divided	Long	100	
Recommended Connection	RC 22 (Kyle Parkway Extension)	Dacy Ln - Lehman Rd	6	Divided	Mid	200	Area study recommended
Recommended Connection	RC 23 (Hilliard Rd Extension)	Lime Kiln Rd to Post Rd	2	Undivided	Mid	100	
Recommended Connection	RC 24 (FM 110 E)	IH 35 (N) - Turnersville Rd Extension (RC 11) @ Yarrington Rd	4	Divided	Long	220	
Recommended Connection	RC 25 (FM 110 E Extension)	Turnersville Rd Extension (RC 11) @ Yarrington Rd - FM 621	4	Divided	Short	220	
Recommended Connection	RC 26 (SH 21 Extension)	SH 80 - IH 35 @ Posey Rd	TBD	TBD	TBD	TBD	Developed by TxDOT; study recommended in the short term
Recommended Connection	RC 27 (FM 110 W / San Marcos Loop)	RM 12 @ Old Ranch Road - Centerpoint Rd @ FM 2439 / Hunter Rd	4	Divided	Long	150	
Recommended Connection	RC 29 (Posey Rd / CR 235 Extension)	Old Bastrop Hwy - SH 123 @ Beback Inn Rd	2	Undivided	Long	100	
Recommended Connection	RC 30 (Hilliard Rd)	Fulton Ranch Rd - Lost River Rd	2	Undivided	Long	60	Emergency access designation
Recommended Connection	RC 32 (Darden Hill Realignment)	Darden Hill Rd - RM 150	4	Divided	Mid	150	Current Hays County realignment project
Recommended Connection	RC 33 (CR 202 Extension)	CR 202 - Gristmill Rd	4	Undivided	Long	120	

* Bicycle and pedestrian facilities are recommended for roadways with more than 2 lanes, and for 2-lane divided facilities.

** "Short": 2020-2029; "Mid": 2030-2039; "Long": 2040-2045; "Existing": indicates the recommended cross section is already constructed (does not necessarily indicate the recommended ROW is already obtained).

Appendix B: Outreach Summary

Share your thoughts
on transportation in
Hays County!



Attend a Virtual Open House and Take a Survey

SEPTEMBER 10 TO OCTOBER 10

HaysTransportationPlan.com

Hays County is updating its Transportation Plan to identify safety improvements, improve regional connections and mobility, and plan for future growth and development. Participate in the Virtual Open House to learn more and give your feedback on transportation needs by taking the survey.

The comment period will be open through Oct. 10, 2020. Comments can be submitted via the survey, email, mail, voicemail, or text. For any communication or interpretation needs, please contact the project team. The input received will be used to develop the Plan. There will be another opportunity to share your thoughts when we present the Draft Plan later this year with the community and gather input.


HaysTransportationPlan.com

CONTACT INFORMATION:

 haystransportationplan.com

 512-400-4297

 info@haystransportationplan.com

 Hays Transportation Plan
PO Box 5459
Austin, TX 78763

¡Comparta sus
pensamientos sobre
el transporte en el
condado de Hays!



Participe en una reunión pública virtual y realice una encuesta breve

10 DE SEPTIEMBRE AL 10 DE OCTUBRE

HaysTransportationPlan.com


El condado de Hays está actualizando su Plan de Transporte para identificar mejoras de seguridad, mejorar las conexiones regionales y la movilidad, y planificar para el crecimiento y desarrollo futuros. Participe en la reunión pública virtual para obtener más información y dar su opinión sobre las necesidades de transporte por completar la encuesta.

Los comentarios se pueden enviar a través de la encuesta, correo electrónico, correo de voz o mensaje de texto. Comparta sus comentarios antes del 10 de octubre de 2020. Para cualquier necesidad de comunicación o interpretación, comuníquese con el equipo del proyecto. La información recibida se utilizará para desarrollar el Plan. Habrá otra oportunidad de compartir sus opiniones cuando presentemos el Plan Preliminar a finales de este año.


HaysTransportationPlan.com

INFORMACIÓN DE CONTACTO:

 haystransportationplan.com

 512-400-4297

 info@haystransportationplan.com

 Hays Transportation Plan
PO Box 5459
Austin, TX 78763

Social Media (Facebook)



Hays County Texas - Official

October 1 · 🌐



WE WANT TO HEAR FROM YOU!! Hays County is updating its Transportation Plan to 1) identify safety improvements, 2) improve regional connections and mobility, and 3) plan for future growth and development over the next two decades.

Our Virtual Open House runs through October 10. Your voice matters! Be sure to check out the online materials and share your feedback:

www.haystransportationplan.com/



1

1 Share

Social Media (Twitter)



Email Campaign

HAYS COUNTY TRANSPORTATION PLAN



Hays County is updating its transportation plan to identify safety improvements, improve regional connections and mobility, and plan for future growth and development.

VIRTUAL OPEN HOUSE

September 10 - October 10, 2020

haystransportationplan.com

The project team is hosting [virtual open house](#) to share information on the planning process and collect input on existing transportation needs. Virtual open house materials are available on the project webpage through October 10 and include a video presentation and an online survey.

**VIEW THE
PRESENTATION**

**TAKE OUR
SURVEY**

GET INVOLVED

Public involvement will play an important role in the development of the Hays County Transportation Plan.

To submit comments or questions:

- Email: info@haystransportationplan.com
- Text or call: (512) 400-4297
- Mail: Hays Transportation Plan, [P.O. Box 5459, Austin, TX 78763](#).





COMMENT PERIOD REMINDER

Thank you to all who have participated in the Hays County Transportation Plan Virtual Open House! As a friendly reminder, the comment period is open through **Saturday, October 10** and we need your help to spread the word to your friends, neighbors, and networks.

VIRTUAL OPEN HOUSE

September 10 - October 10, 2020

haystransportationplan.com

Hays County is updating its transportation plan to identify safety improvements, improve regional connections and mobility, and plan for future growth and development. The goal of the [virtual open house](#) is to share information on the planning process and collect input on existing transportation needs. Virtual open house materials are available on the project webpage and include a video presentation and an online survey.

**VIEW THE
PRESENTATION**

**TAKE OUR
SURVEY**

GET INVOLVED

Public involvement will play an important role in the development of the Hays County Transportation Plan.

To submit comments or questions:

- Email: info@haystransportationplan.com
- Text or call: (512) 400-4297
- Mail: Hays Transportation Plan, [PO Box 5459, Austin, TX 78763](#).



Share



Tweet



Forward

MATERIALS: ROUND 1

Flyer (English)

HAYS COUNTY TRANSPORTATION PLAN

Hays County is updating its Transportation Plan to identify safety improvements, improve regional connections and mobility, and plan for future growth and development.

This Plan will be a tool to help identify and implement short and long-term projects, preserve right-of-way, and collaborate with regional partners to guide our future transportation over the next 20 years.

The planning process will consider:



Projected growth



Needed improvements and connections to increase mobility and ease traveling in Hays County, and in/out of the County



Current and projected levels of congestion

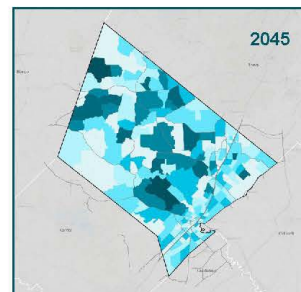
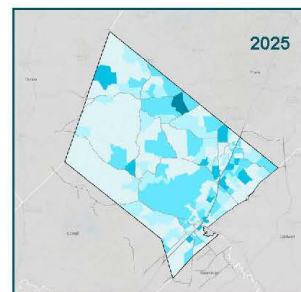
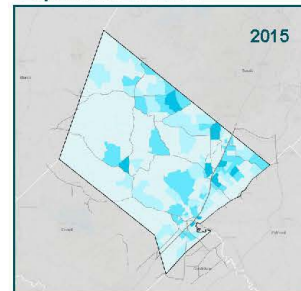


Community input



The needs of communities in the County as identified in their transportation plans

Hays County
Population Growth:



Share your thoughts on Transportation in Hays County!

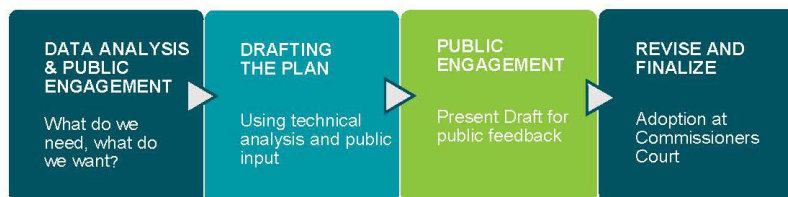
VIRTUAL OPEN HOUSE

September 10 – October 10, 2020

haystransportationplan.com

Please visit haystransportationplan.com to view a presentation and to share your input on transportation needs. Comments can also be submitted via email, mail, voicemail, or text. Please share your feedback by October 10, 2020.

PLAN DEVELOPMENT TIMELINE



TO SUBMIT COMMENTS OR QUESTIONS



haystransportationplan.com



info@haystransportationplan.com



Attn: Hays Transportation Plan
PO Box 5459
Austin, TX 78763



512-400-4297



CONDADO DE HAYS PLAN DE TRANSPORTE

El condado de Hays está actualizando su plan de transporte para identificar mejoras de seguridad, mejorar las conexiones regionales y la movilidad, y planificar el crecimiento y desarrollo futuros.


Este Plan será una herramienta para ayudar a identificar e implementar proyectos a corto y largo plazo, preservar el derecho de paso y colaborar con socios regionales para guiar nuestro transporte futuro durante los próximos 20 años.

El proceso de planificación considerará:

 Crecimiento proyectado



Se necesitaban mejoras y conexiones para aumentar la movilidad y facilitar los viajes en el condado de Hays, y dentro y fuera del condado.

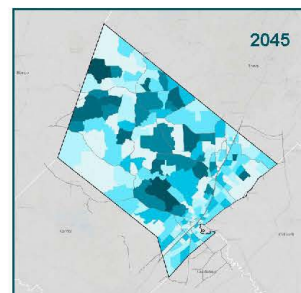
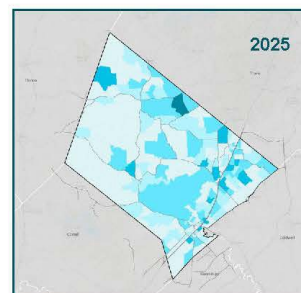
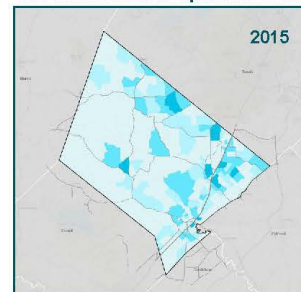
 Niveles de congestión actuales y proyectados



Las necesidades de las comunidades del condado identificadas en sus planes de transporte.

 Aporte de la comunidad

Condado de Hays Crecimiento de la población:



¡Comparta sus pensamientos sobre el transporte en el condado de Hays!

REUNION PUBLICA VIRTUAL

10 de septiembre - 10 de octubre, 2020

haystransportationplan.com

Visite haystransportationplan.com para ver una presentación y compartir su opinión sobre las necesidades de transporte. Los comentarios también se pueden enviar por correo electrónico, correo de voz o mensaje de texto. Comparta sus comentarios antes del 10 de octubre de 2020.

CRONOGRAMA DE DESARROLLO DEL PLAN



PARA ENVIAR COMENTARIOS O PREGUNTAS

 haystransportationplan.com

 info@haystransportationplan.com



Atención: Plan de transporte de Hays
PO Box 5459
Austin, TX 78763





512-400-4297





HAYS COUNTY
TRANSPORTATION PLAN



Legend

- Add Lanes
- Enhance to MAU 2
- New Facilities
- Interstate Highway 35

- Adopted in 2013
- Updated in 2016

HAYS COUNTY TRANSPORTATION PLAN



- Population Growth
- Increase in Road Congestion



Legend

- Add Lanes
- Enhance to MAU 2
- - - New Facilities
- Interstate Highway 35



Projected Growth



Current and Projected Levels of Congestion



Community Input



Needed Improvements and Connections that Increase Mobility



The Needs of Communities in the County



Entities Responsible for Developing Different Aspects of the County Transportation System

- County
- CARTS
- CAMPO
- Cities
- TxDOT

WE ARE HERE



DATA ANALYSIS & PUBLIC ENGAGEMENT

Virtual Open House

Sept. 10 to Oct. 10, 2020

What do we need, what do we want?

DRAFTING THE PLAN

Developing the Plan with technical analysis and public input

PUBLIC ENGAGEMENT

Virtual Open House

Present Draft for public feedback

REVISE AND FINALIZE

Adoption at Commissioners Court

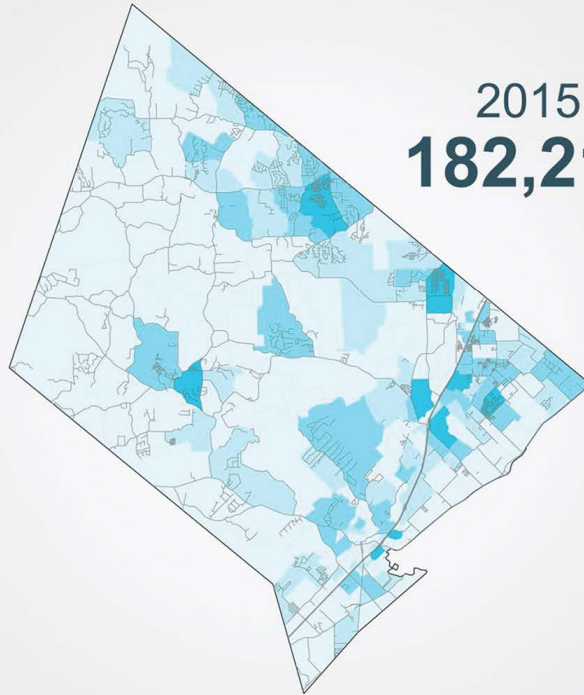
SUMMER 2020

LATE 2020/EARLY 2021

POPULATION GROWTH

2015
182,211

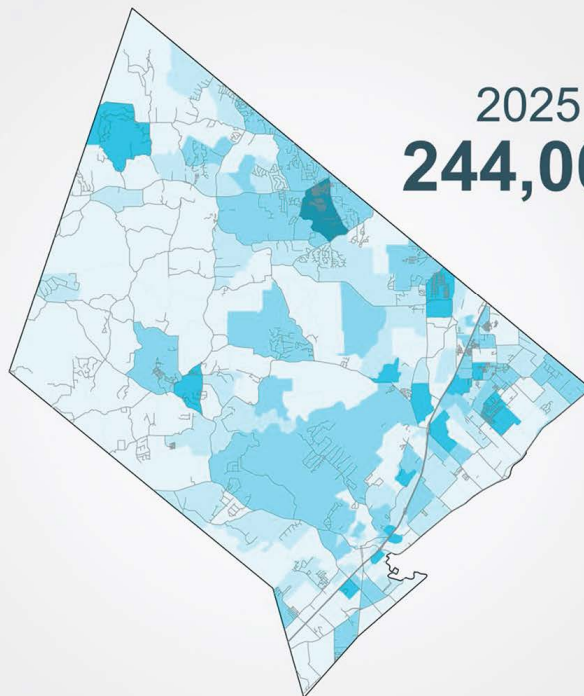
(Source: CAMPO 2045 RTP Model)



POPULATION GROWTH

2025
244,000

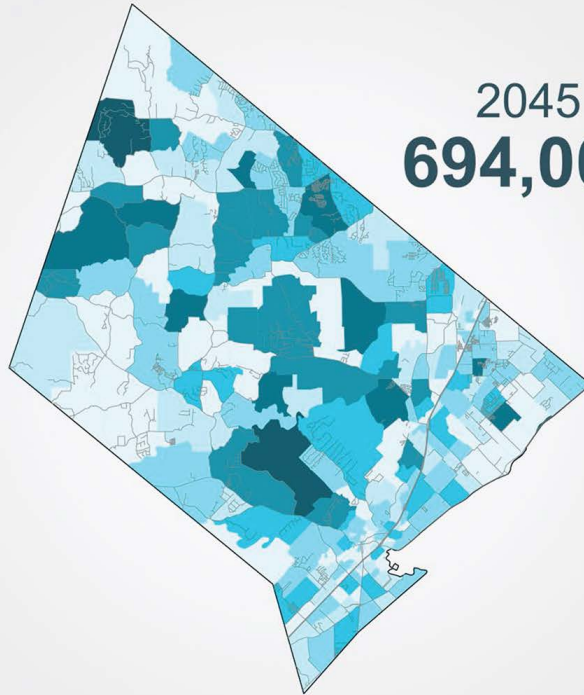
(Source: CAMPO 2045 RTP Model)



POPULATION GROWTH

2045
694,000

(Source: CAMPO 2045 RTP Model)

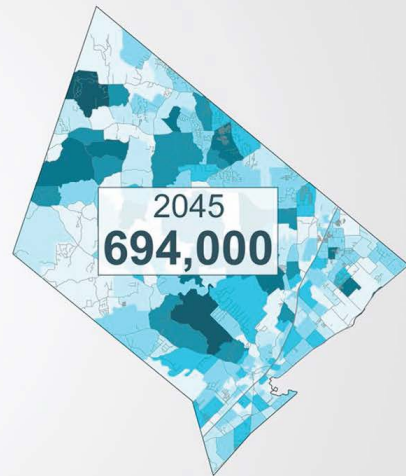
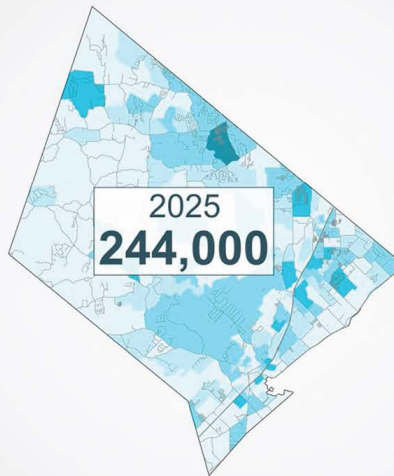
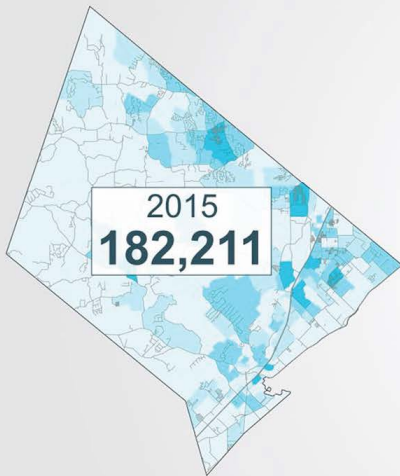


POPULATION GROWTH

2015
182,211

2025
244,000

2045
694,000



WHO LIVES IN HAYS COUNTY?

2.78 AVERAGE
HOUSEHOLD SIZE

31 MEDIAN AGE

\$69,935
MEDIAN HOUSEHOLD INCOME

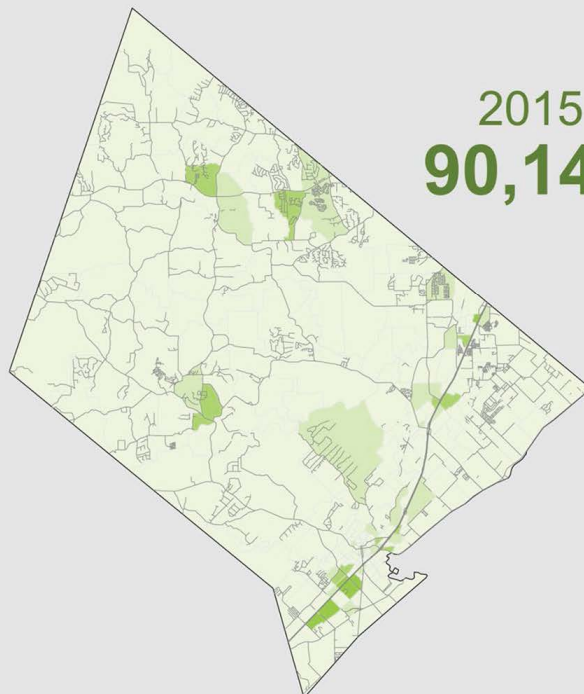
\$222,300
MEDIAN HOME VALUE

31 MEAN TRAVEL
TIME TO WORK

(Source: 2014-2018 American Community Survey Data Profile, U.S. Census Bureau)

EMPLOYMENT GROWTH

2015
90,144

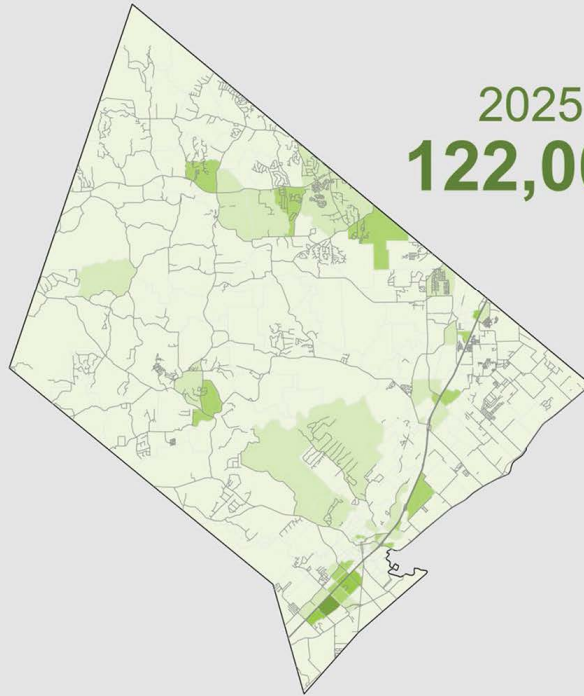


(Source: CAMPO 2045 RTP Model)



EMPLOYMENT GROWTH

2025
122,000

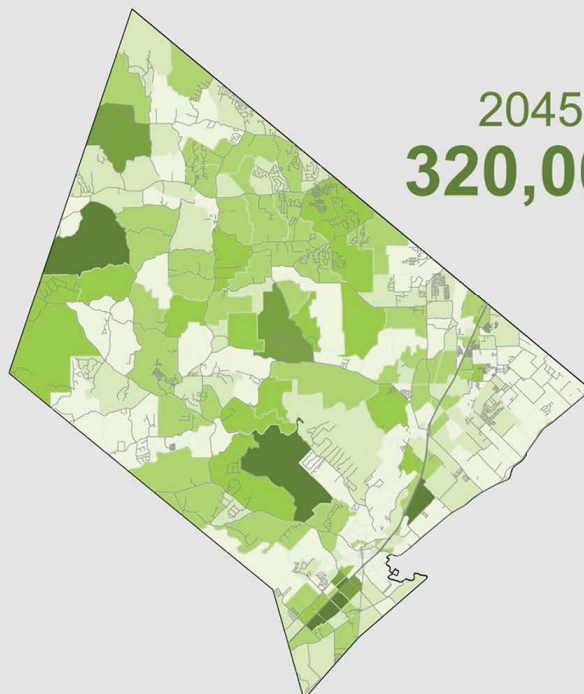


(Source: CAMPO 2045 RTP Model)



EMPLOYMENT GROWTH

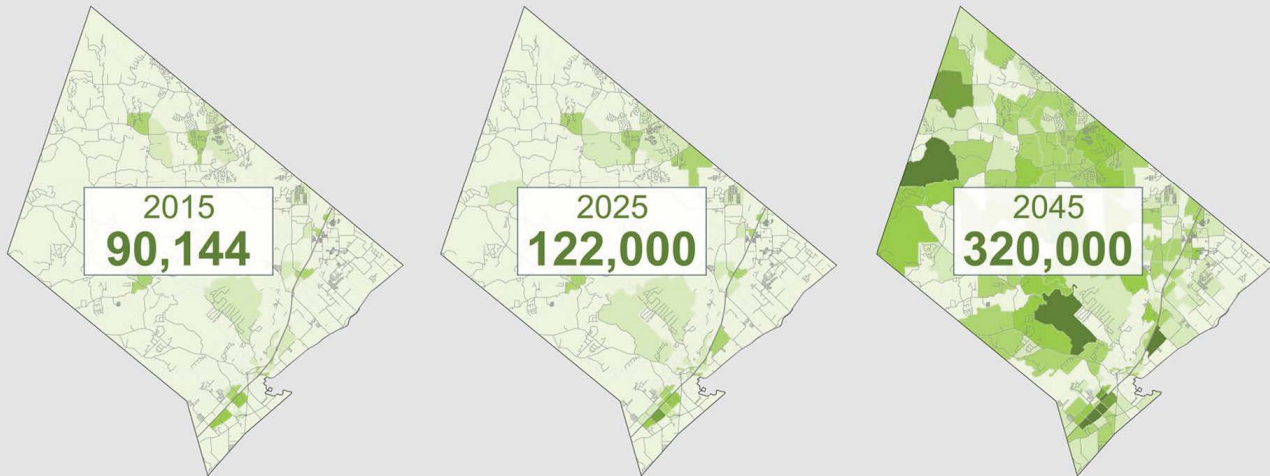
2045
320,000



(Source: CAMPO 2045 RTP Model)



EMPLOYMENT GROWTH

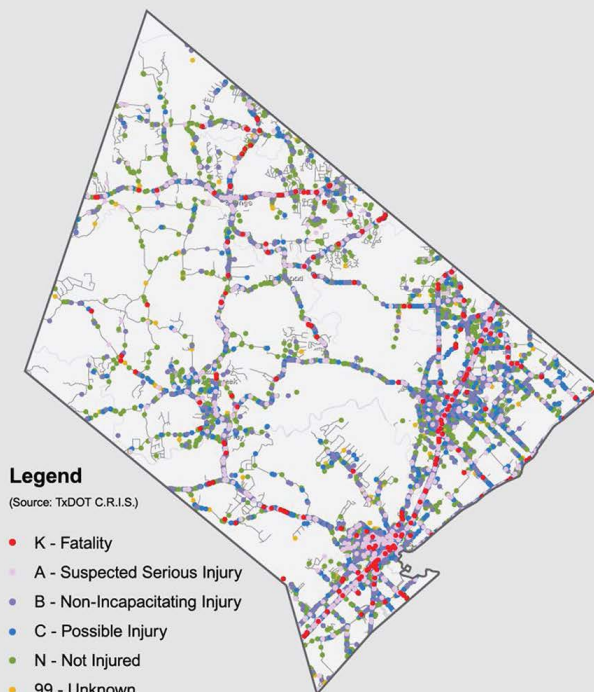


REPORTED CRASH DATA 2010-2020

31,374
Crashes

4,802
Injuries

222
Fatalities



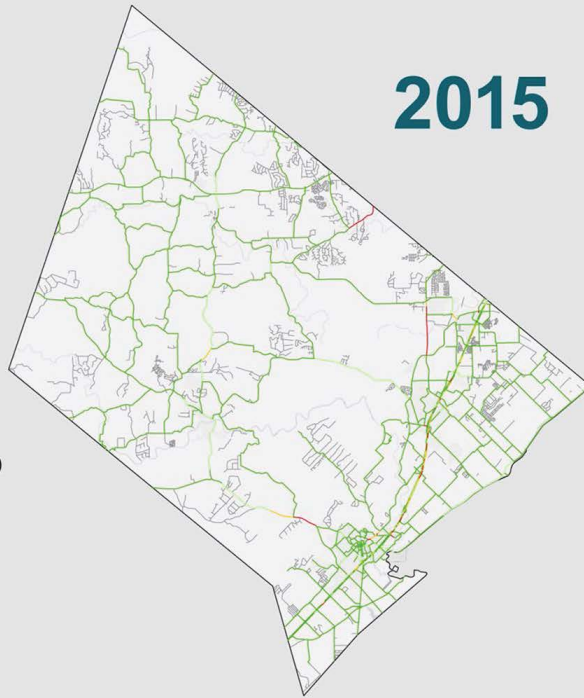
TRAFFIC

2015

Level of Service

(Source: CAMPO 2045 RTP Model)

- A-B
- C
- D-E
- F



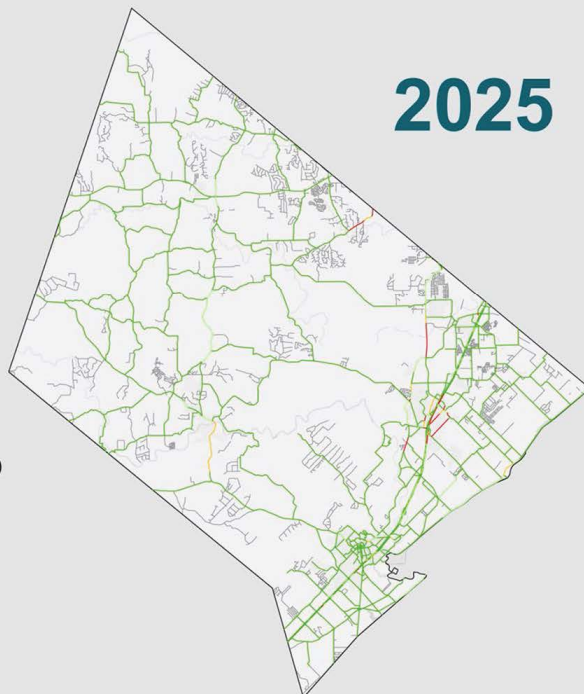
TRAFFIC

2025

Level of Service

(Source: CAMPO 2045 RTP Model)

- A-B
- C
- D-E
- F



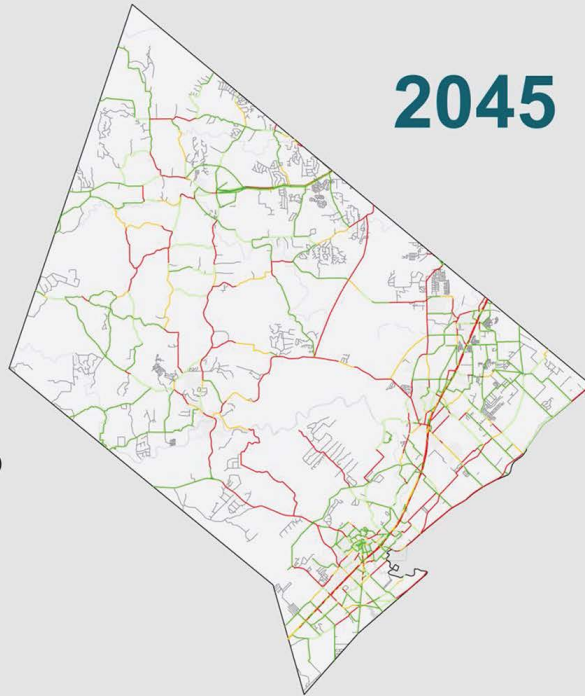
TRAFFIC

2045

Level of Service

(Source: CAMPO 2045 RTP Model)

- A-B
- C
- D-E
- F

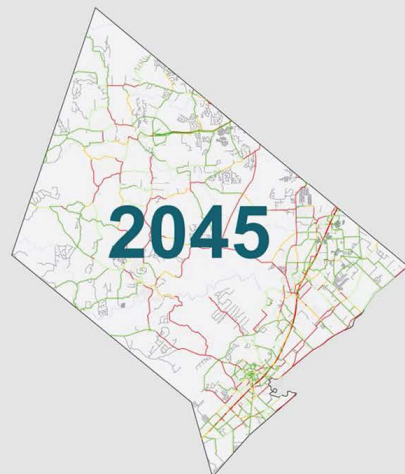
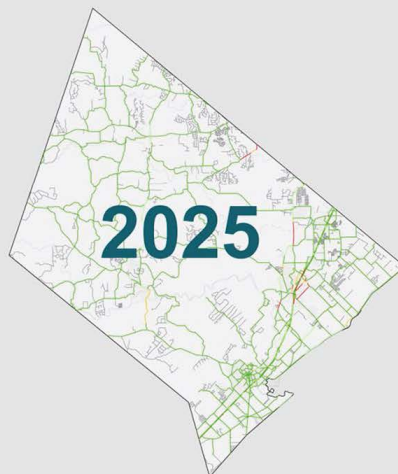
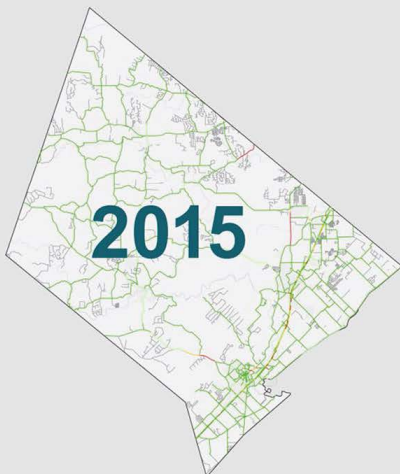


TRAFFIC

2015

2025

2045



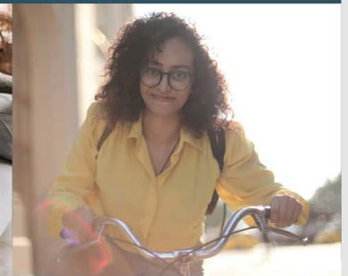
HOW DO PEOPLE GET AROUND?

78%
DRIVE ALONE

10%
CARPOOL

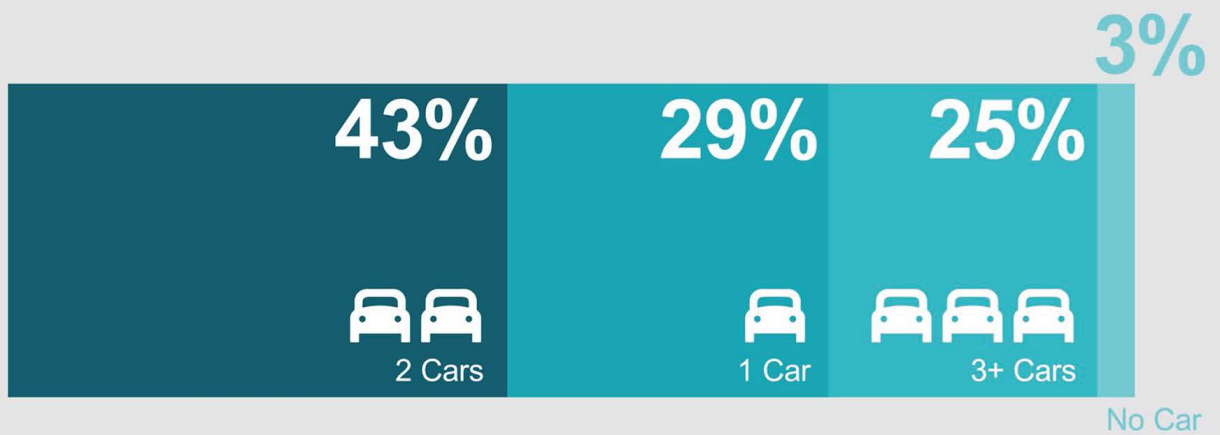
7%
WORK FROM HOME

4%
WALK, CYCLE, ETC.



(Source: 2014-2018 American Community Survey Data Profile, U.S. Census Bureau)

HOW DO PEOPLE GET AROUND?



(Source: 2014-2018 American Community Survey Data Profile, U.S. Census Bureau)

Take the survey to share your input:

HaysTransportationPlan.com

Comment period open through
October 10, 2020



Take the survey to share your input:

What are your priorities for travel?
Are there specific roads/intersections
that need improvement?

Comment period open through
October 10, 2020



Take the survey to share your input:

How do you think your travel will change in the future?

Comment period open through
October 10, 2020



**Comments may also be shared
by email, voicemail, text or mail**



info@haystransportationplan.com



512-400-4297



**Attn: Hays Transportation Plan
PO Box 5459
Austin, TX 78763**



HaysTransportationPlan.com



Survey Round 1

Hays County Transportation Plan - Survey 1

Hays County is updating its Transportation Plan to identify safety improvements, improve regional connections and mobility, and plan for future growth and development over the next two decades. For more information on the planning process, visit haystransportationplan.com to view the virtual open house, available through **October 10, 2020**. Thank you for taking this quick survey!

While the County recognizes that travel has been impacted by the COVID-19 pandemic, please share your opinions based on your experience over the past year.

El condado de Hays está actualizando su plan de transporte para identificar mejoras de seguridad, mejorar las conexiones regionales y la movilidad, y planificar para el crecimiento y desarrollo futuros. Para obtener más información sobre el proceso de planificación, visite haystransportationplan.com para para participar en la reunión pública virtual, disponible hasta el 10 de octubre de 2020. ¡Gracias por completar esta breve encuesta!

Si bien el condado reconoce que los viajes se han visto afectados por la pandemia de COVID-19, comparta sus opiniones en función de su experiencia durante el año pasado.

Please select your preferred language/ *Por favor seleccione su idioma preferido.*

☐ English

☐ Español

Hays County Transportation Plan - Survey 1

What zip code do you live in?

Based on your travel in the last year, please share your opinion on the following transportation challenges.

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
I spend too much time in traffic.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I have a difficult time traveling to places I regularly visit within the County.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I have a difficult time traveling to places I regularly visit outside of the County.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I think the County needs to improve the condition of the roads.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I need better travel options to places I regularly visit (example: walking or bus options to school or the grocery store).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am concerned about safety at low water crossings.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other

Are there any specific roadways or intersections that need to be improved?

What is your primary mode of daily transportation?

- ☐ Driving my own car
- ☐ Carpool
- ☐ Public transportation (CARTS, etc.)
- ☐ Walking or biking
- ☐ Rideshare (Uber, Lyft, taxi, etc.)

Check which modes of transportation are readily available to you, whether you use them or not.

- ☐ Driving my own car
- ☐ Carpool
- ☐ Public transportation (CARTS, etc.)
- ☐ Walking or biking
- ☐ Rideshare (Uber, Lyft, taxi, etc.)

Check which modes of transportation you would use more often if they were readily available.

- ☐ Driving my own car
- ☐ Carpool
- ☐ Public transportation (CARTS, etc.)
- ☐ Walking or biking
- ☐ Rideshare (Uber, Lyft, taxi, etc.)
- ☐ Other

Additional comments:

Please enter your name and email to sign up for email updated.

Name

Email Address

Hays County Transportation Plan - Survey 1

Encuesta 1 del Plan de Transporte del Condado de Hays

¿En cuál código postal vive?

Según su viaje en el último año, comparta su opinión sobre los siguientes desafíos de transporte.

	Muy en desacuerdo	Desacuerdo	Neutral	De acuerdo	Totalmente de acuerdo
Paso demasiado tiempo en el tráfico.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tengo dificultades para viajar a lugares que visito regularmente dentro del condado.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Me cuesta viajar a lugares que visito regularmente fuera del condado.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Creo que el condado necesita mejorar el estado de las carreteras.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Necesito mejores opciones de viaje a los lugares que visito con regularidad (por ejemplo: opciones para caminar o en autobús a la escuela o al supermercado).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Me preocupa la seguridad en los cruces de aguas bajas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Otro:

¿Hay carreteras o intersecciones específicas que deban mejorarse?

¿Cuál es su principal medio de transporte diario?

- ☐ Vehículo personal
- ☐ Viaje compartido
- ☐ Transporte público (CARTS, etc.)
- ☐ Caminar o andar en bicicleta
- ☐ Viaje compartido (Uber, Lyft, taxi, etc.)

Compruebe cuales medios de transporte están disponibles para usted, ya sea que los use o no.

- ☐ Vehículo personal
- ☐ Viaje compartido
- ☐ Transporte público (CARTS, etc.)
- ☐ Caminar o andar en bicicleta
- ☐ Viaje compartido (Uber, Lyft, taxi, etc.)

Compruebe cuales modos de transporte utilizaría con más frecuencia si estuvieran disponibles.

- ☐ Vehículo personal
- ☐ Viaje compartido
- ☐ Transporte público (CARTS, etc.)
- ☐ Caminar o andar en bicicleta
- ☐ Viaje compartido (Uber, Lyft, taxi, etc.)
- ☐ Otro

Comentarios adicionales:

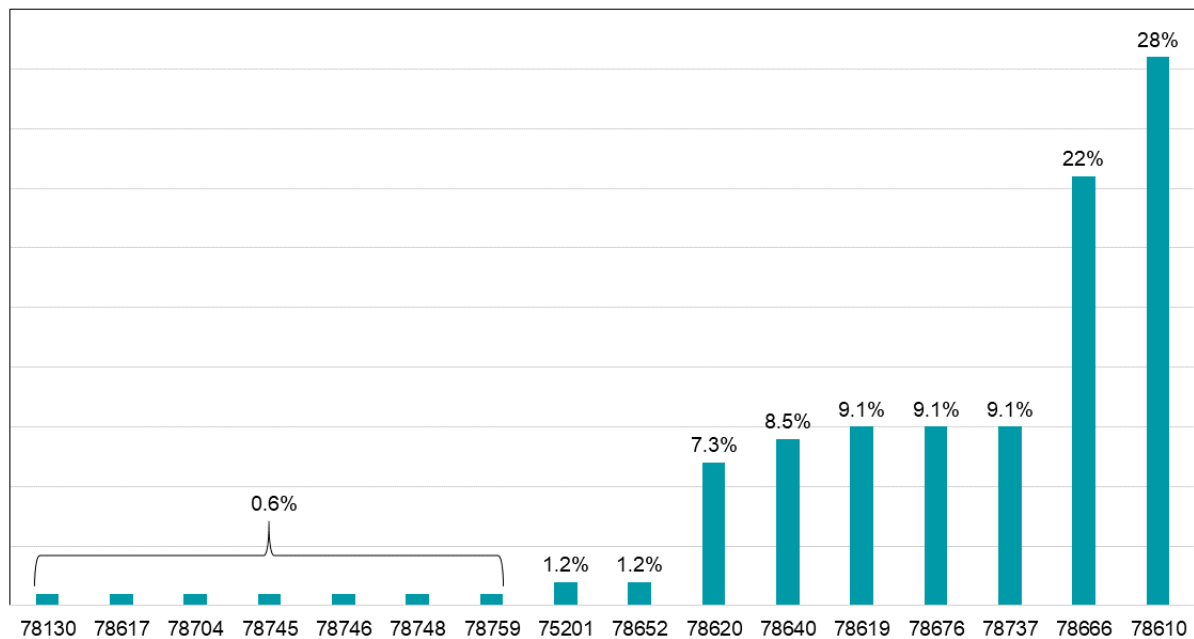
Ingrese su nombre y correo electrónico para registrarse para recibir actualizaciones por correo electrónico.

Nombre

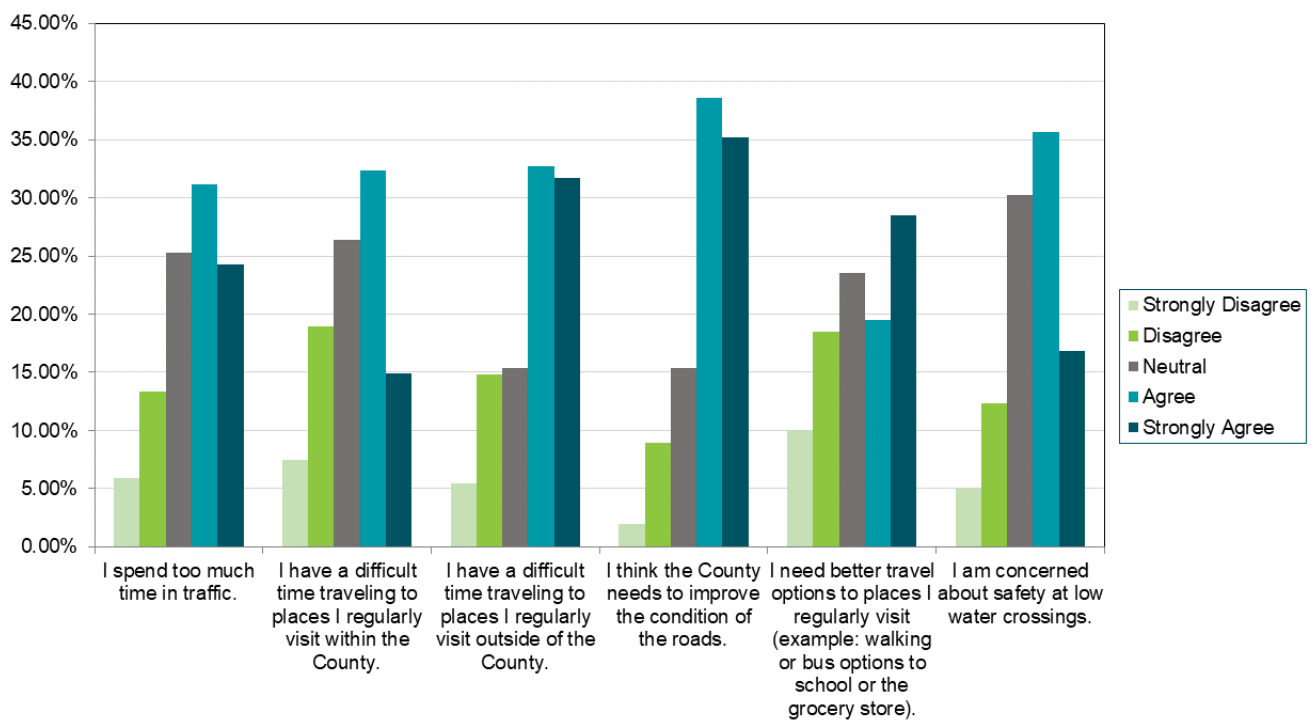
Correo electrónico

Survey Results Round 1

What zip code do you live in?



Based on your travel last year, please share your opinion on the following transportation challenges.



Other transportation challenges:

#	OTHER	DATE
1	Our household travel has greatly decreased during the pandemic. Between working from home becoming permanent and things like grouping errands into single trips, we do not anticipate our road usage returning to pre-pandemic levels.	10/10/2020 9:58 PM
2	see written comments and exhibits from SOS Alliance	10/10/2020 9:48 PM
3	I am concerned that building and expanding roads will cause harm to our water and the beauty of the Texas Hill Country.	10/10/2020 5:24 PM
4	Bridges and widths of bridges	10/10/2020 11:21 AM
5	We need less cars on the road	10/10/2020 10:15 AM
6	I am concerned regarding the lack of buses to the city or rapid transit systems	10/9/2020 2:04 PM
7	We need to consider conservation of land along with roads--we have a lovely Hill Country county that I would hate to see look like Travis county.	10/9/2020 1:10 PM
8	road conditions are fine, except for bikes and pedestrians	10/9/2020 8:06 AM
9	I would love not to have to drive my car to get anywhere in town. I live off of east Hwy 80 and owning a car is required, unfortunately. Make this place walkable/bikable and give us transit.	10/6/2020 9:26 AM
10	Bike infrastructure is not a stripe on a 45mph road. Let's really build bike paths.	10/5/2020 11:32 PM
11	need better links to the Austin business center	10/4/2020 12:03 PM
12	Na	10/1/2020 3:01 PM
13	Darden Hill road is dangerous now, I can't imagine what will happen when the Elementary School opens on Darden Hill. Our neighborhood entrance is on DH, it takes forever to get out, and our view is blocked by a curve in the road and cedar and oak trees on the curve.	9/30/2020 7:48 PM
14	Roundabouts in Driftwood	9/28/2020 8:15 PM
15	While I am concerned about safety at low water crossings I also want to preserve the natural beauty of the hill country we live in.	9/28/2020 5:35 PM
16	Too many traffic signals and no coordination of timing and needs	9/28/2020 1:36 PM
17	Count Road 1492 is used as a cut-through daily and when there is road or bridge work on RR12 in Wimberley, 1492 carries an unsafe amount traffic with many 100s of cars daily. RR 1492 supplies the only other bridge over the Blanco. Improving this road should be a priority.	9/26/2020 2:56 PM
18	More sidewalks to connect neighborhoods to businesses and parks to avoid driving in the first place. Separate, stand-alone bike paths (concrete, not dirt/rock) away from traffic for cyclist to avoid collisions, road-rage, and other "accidents."	9/26/2020 1:14 PM
19	Hwy 21 (north/south road) is a dangerous highway, although the worst parts are outside of Hays County.	9/25/2020 10:54 AM
20	Railroad on Centerpoint between Hunter & I-35 many, many times train is just stopped. I have waited 25 minutes many times before turning around to go a different longer route.	9/18/2020 9:30 AM
21	Overall the County needs to improve the road infrastructure.	9/17/2020 6:01 PM
22	Train and gravel trucks impacting traffic	9/17/2020 9:32 AM
23	I am concerned about the railroad blocking the traffic for unbelievable amounts of time. If you see a train stopped on Centerpoint or Wonderland you better turn around if it is stopped. Chances are you will be there for 20-30 minutes. We also have the slow moving trains between those two points..	9/16/2020 9:23 PM
24	Rail right of way stopping traffic flow in San Marcos	9/16/2020 12:27 PM
25	bike lanes	9/16/2020 8:19 AM
26	I am concerned that the roads and safety won't keep up with the growth	9/16/2020 8:17 AM
27	High speeds, lack of turn lanes, lack of proper infrastructure before new developments, lack of enforcement, no mass public transit options to/from Austin, lack of signage, too many cars on	9/16/2020 7:14 AM

	small back roads with single lane bridges	
28	stop with the waste of money on busses no one uses them	9/16/2020 4:35 AM
29	My biggest concern is the massive amount of debt you Commie pricks are saddling us with.	9/15/2020 10:58 PM
30	This survey is PR tool for marketing your next bond & tax increase. Any moron can tell by the way the questions are worded.	9/15/2020 10:19 PM
31	there are no bike lanes!	9/15/2020 1:29 PM
32	Extension of Mopac south into Hays county to establish a more direct, westerly feeder pattern into the City of Austin	9/15/2020 12:17 PM
33	All major roadways need expansion	9/15/2020 11:51 AM
34	Speed limits on 1626 and 967 in Buda are too high.	9/15/2020 9:23 AM
35	Need more lanes for major roadways that connect communities.	9/11/2020 1:15 PM

#	OTRO:	DATE
1	Eres codicioso y repugnante. Deje de aumentar los impuestos para sus negocios inmobiliarios.	9/15/2020 10:58 PM
2	Me es muy dificil salir de mi casa e incorporarme a la 967 W	9/15/2020 9:08 AM

Are there any specific roadways or intersections that need to be improved?

#	RESPONSES	DATE
1	US 290 and RM12, but from what i hear at the Dripping Springs Transportation committee meetings, that is being addressed.	10/10/2020 9:58 PM
2	Anything east of 35.	10/10/2020 5:49 PM
3	Transportation Dollars should be focused on the 1-35 corridor and only safety and necessary turn lanes should be allowed in the Western part of Hays County and on top of the Edwards and Trinity Recharge Zones. Do not build loops around Wimberley, San Marcos or Dripping Springs. Do not expand Jacob's Well Road. Do not allow Escarpment to be expanded across protected water quality protection land to FM967. Do not expand RR 12 to four lanes between Dripping Springs and Wimberley. Do not build a new 150 corridor. Please preserve the scenic character of our county by creating a Hill Country Road standard. Please plan and build the Lone Star Rail project to connect a commuter rail line between San Antonio and Austin. Please consider integrating land use, water resource and transportation in to a regional plan.	10/10/2020 5:24 PM
4	Slaughter Ln	10/10/2020 11:21 AM
5	The intersection at 3237 and RR 12 needs a left and right turn lane on RR12 - this would greatly improve traffic flow to and from the Wimberley Square area. At the square on RR12, I wish we could incorporate flags for crosswalks, where pedestrians pick up and carry flags when they are crossing as a visual for cars. This is done in Durango CO, and also shows pedestrians are ready to cross, instead of just lingering next to the crosswalk.	10/10/2020 7:33 AM
6	Hunter & Wonder World intersection sucks. The planned reworking of it doesn't look great either. 80 and I35 (I know, TXDOT, but it's still a cluster.)	10/9/2020 10:21 PM
7	yes, we need to extend CR 1826 at the intersection of FM 150...instead of 1826 dead ending into FM 150, extend 1826 past FM 159 to CR 193...it is a straight shot across to CR 193, and intersects with RR12...you alleviate all that traffic through the Driftwood historical center from FM 150 to Elder Hill rd, and CR 193 is a paved road with an in-place easement for "future road expansion"...this is a no brainer	10/9/2020 7:50 PM
8	I don't think the downtown parking spots in the middle of the road are a good idea. I think we should move spaces back closest to the curb.	10/9/2020 7:17 PM
9	Greater attention needs to be paid to scenic views and care to respect natural features and waterways, not clear-cutting and destruction of natural environment and habitat.	10/9/2020 5:26 PM
10	Stagecoach road in between 150 and center street needs to be fixed, there's too much traffic for the road to handle and it's in terrible condition from all the large construction vehicles	10/9/2020 3:34 PM
11	Lime kiln rd	10/9/2020 2:45 PM
12	Kyle parkway - it can now take up to 20 minutes or more to just cross over and get from the east side of 35 to the west side at this intersection.	10/9/2020 2:25 PM
13	maybe in the cities and small towns, but not in the county at large.	10/9/2020 1:17 PM
14	RR 12 and Valley Dr. is very congested--RR12, anyway	10/9/2020 1:10 PM
15	Smaller county roads seem to be neglected. Weeds and grasses growing into the roads are deteriorating them. Our neighborhood has had recent patches that are rough and loose.	10/9/2020 12:46 PM
16	Intersection of Hwy 290 and RR12 in Dripping Springs. A bypass is needed around the core of the city. It takes 45 minutes to get through town when school gets out in the afternoon.	10/9/2020 10:59 AM
17	all major thoroughfares need safe bike pathways. on-road bike lanes are not safe and don't feel safe.	10/9/2020 8:06 AM

18	We need round-a-about on FM 150 at Elder Hill, 1826, Darden Hill and RR12	10/8/2020 5:10 PM
19	Intersection of 290 and FM12. There needs to a bypass around Drippings Springs. Hwy 290 is a major artery connecting Austin to I-10 and all traffic westbound to NM, AZ and CA. Plus all of the growth in the Hill Country Wine areas are creating a major traffic issue on 290. During DS High School opening and closings, traffic is a nightmare. The only alternate is Fitzhugh road to bypass the major arteries of Dripping Springs.	10/8/2020 4:44 PM
20	967 & 1626 school traffic	10/8/2020 3:48 PM
21	290 West ("The Y")	10/7/2020 8:28 PM
22	There should be a stop light installed at the intersection of FM 1826 and RM 150. Southbound FM 1826 backs up considerably at rush hour with cars trying to turn left onto RM 150. I've heard a traffic circle is being considered, and I think that's ridiculous -- a simple stop light is all that is needed.	10/6/2020 10:34 PM
23	Ranch road 12 and 290	10/6/2020 8:39 PM
24	There needs to be a left turn arrow at the intersection of LBJ and Hopkins to turn from Hopkins onto LBJ. Not having a left turn arrow causes the traffic to back up. Also, the eastbound railroad crossing on McCarty Rd. is very jarring especially in smaller cars. The road is sitting a few inches below the railroad track.	10/6/2020 4:03 PM
25	Hwy290 and RR12	10/6/2020 2:47 PM
26	Hwy 290 between the "Y" and Dripping Springs	10/6/2020 2:19 PM
27	290 and hays country acres. Txdot promised to put a right turn lane out of hays county acres and never has done so 4 years on. Backs up traffic on the road.	10/6/2020 2:14 PM
28	Sawyer Ranch, Darden Hill	10/6/2020 1:47 PM
29	Generally, intersections need to be narrowed to reduce auto speeds through them and better protect all road users.	10/6/2020 12:33 PM
30	Hwy 80 on the east side of 35 is a death trip for cyclists and pedestrians.	10/6/2020 9:26 AM
31	Wonder world intersection by cvs	10/6/2020 7:51 AM
32	improvements needed at: FM1826/Darden Hill Road, FM1826/FM150, FM150/Darden Hill Road, FM3237/FM150, Brownson Lane at RR12, guard rails too close to the road on FM150 near Mariah Road and near Baptist church. Low water crossings at Fm150/Onion Creek need to be raised SLIGHTLY and with MUCH attention to attractive culturally aesthetic matching design (a tourist driving attraction for the county). I agree with NF road across old Rutherford from FM150 to FM967. Am surprised by CAMPO's RTP proposed NF road from FM1826/FM967 west through Driftwood to Lone Man Mountain Road - who can inform us of whether this is part of the new Hays county Transportation plan. When was the community involved in this concept planning?? It was promised by Commissioner Smith (in more than one meeting) to have c ommunity involvement in planning for modifications to Darden Hill Road. We are happy that the County is PLANNING for the future but communication and community involvement, especially when promised, is important to ensure TRUST and support of County (and Commissioner) plans for handing needed road modifications. Mistrust happens when committments are made and not met.	10/5/2020 11:42 PM
33	Examine the crash data. This is how to properly address issues. Not on a survey for random folks.	10/5/2020 11:32 PM
34	We need safer protected travel and crossings for pedestrians and cyclists at all roadways.	10/5/2020 11:15 PM
35	Onion creek double low water crossings on FM 150	10/5/2020 10:57 PM
36	RR12, North of Hwy 290. This road has become incredibly busy. There needs to be a center turn land into several of the neighborhoods (Barton Creek Ranch, Deer Creek Ranch, Saddletree Ranch & Westcave Estates). I live in Saddletree Ranch, and have seen SO MANY near misses, with cars passing on the shoulder to go around someone turning into Saddletree Ranch and West Cave Estates (they are directly across from each other). Left hand turn lanes would alleviate those near misses...	10/5/2020 8:53 PM
37	12 and 290	10/5/2020 5:03 PM

38	Yeah, Dripping Springs ISD should be required to better manage the traffic problems they have created on Hwy 290 by congregating all the schools immediately adjacent.	10/5/2020 3:14 PM
39	I would love to see a "walk only" zone, i.e. "no car zone" for downtown Wimberley on the weekends.	10/5/2020 1:03 PM
40	1826 and Darden Hill 12 and 150 12 and 290	10/4/2020 4:59 PM
41	We need a north loop around Buda from 967 to I-35	10/4/2020 1:34 PM
42	SH 45 needs to connect between 1626 and IH-35. There needs to be a bypass for the double crossing of Onion Creek on FM150, out of the floodway. SH 45 needs to loop west Austin and connect at North 183. All roadway intersections on RM1826 need to have turn/deceleration lanes. RM1826 and FM150 intersection needs dedicated Rt and Lt (East and West) lanes and a turn lane north and free right turn north from FM150. RR12 needs 4 lanes from FM150 across 290 West to the double lane section north of the DS Elementary School. Plan loop around Dripping Springs and start ROW acquisition. Plan for a North-South roadway from FM150 to RR12 between Wimberley and San Marcos and acquire ROW.	10/4/2020 12:03 PM
43	MoPac	10/3/2020 8:46 PM
44	Bliss Spiller	10/3/2020 2:13 PM
45	A left turn lane is needed on FM 150 for vehicles turning East onto Darden Hill Rd. This is a very dangerous spot to turn left on a curve.	10/2/2020 2:09 PM
46	The T intersection at the end of Aquarena Springs & River Rd needs better and more consistent vegetation control, it is very difficult to see if there is oncoming traffic around the high grass. This might be city issue, but perhaps the county can help make a recommendation since it is a road widely used by county residents with no voice inside the city limits	10/2/2020 9:38 AM
47	Windy hill road	10/1/2020 8:44 PM
48	Roads inside Belterra HOA that not private.	10/1/2020 5:26 PM
49	Changes in how people work needs to be factored in here. What with the pandemic, it is estimated that many more people will continue to work from home even when the pandemic has subsided. How will this affect these growth projections and by extension the need for more capacity. I think the data you have may well be out of date already considering the massive disruptions the pandemic has caused. How is the county going to consider these changes? Perhaps a focus on improving/increasing access to high speed internet throughout would encourage people to work from home more. Traffic going turning on to 1826 from 967 headed towards Austin is more congested at the moment. Mostly construction related (Discovery developmene?) And have noticed they exit often on Nutty Brown. Guess it's a route to 290.	10/1/2020 4:10 PM
50	2770 from Hays High School to 1626 needs to be widened and a turn lane added. With Plum Creek expansion, and Anthem coming on line soon. Will also need a light at Mountain City Dr	10/1/2020 3:59 PM
51	Around the outlet mall is pretty congested.	10/1/2020 3:01 PM
52	There should be a light at 1826 and Darden Hill	10/1/2020 8:15 AM
53	Darden Hill is a two lane road with ditches on either side, many young adults have lost their life on this road. With development, there is a massive increase in traffic which will be worse when the elementary school opens on Darden Hill.	9/30/2020 7:48 PM
54	The barriers on 1826 are sometimes much more dangerous than the people passing while others are turning. Sawyer Ranch Rd.near the school does not have adequate turn lanes into the school, this leads to severe backups. Also, schools are being built on Darden Hill Rd, but that road is far too small for the added traffic.	9/30/2020 6:49 PM
55	All of Darden hill road. Intersection for 1826 and Darden hill road	9/30/2020 5:46 PM
56	Darden Hill & 1826 roads and intersections	9/29/2020 4:21 PM
57	Roundabouts needed on all Darden Hill Rd intersections, 1826/150, 150/Elder Hill, Hays City Store & 1826/967 intersections.	9/28/2020 8:15 PM
58	Many areas around Driftwood need improvement. I know there are several projects underway but we cannot lose sight of the really important intersections at 1826 and Darden Hill, 1826 &	9/28/2020 5:35 PM

RR150, Darden Hill & Sawyer Ranch Road, 1826 & FM967, RR150 at Hays County Store and Darden Hill at RR150.

59	Windy Hill, 2001 at Hillside Terrace. We would love to have the protected left turn on 2001 at Windy Hill turned back on. It would make it safer to turn left when I am coming back from Lockhart or Bastrop.	9/28/2020 4:50 PM
60	Windy hill, 2001, hillside Terrence	9/28/2020 3:40 PM
61	290 west	9/28/2020 1:36 PM
62	hamilton pool road	9/28/2020 11:21 AM
63	Improve Pedestrian crosswalks in Wimberley square area	9/28/2020 10:04 AM
64	The single lane low water crossing on Troutwein. PS- thanks for the traffic light at Troutwein & 290!	9/28/2020 7:29 AM
65	Ranch road 12 from Dripping Springs, through Wimberley all the way to San Marcos needs to be expanded to four lanes. FM 150 from Dripping Springs to Kyle needs to be expanded to four lanes. FM 1826 at FM 150 (Hays county near the Salt Lick), needs to be expanded to four lanes.	9/27/2020 8:56 PM
66	COUNTY ROAD 1492: 1. Desperately needs the center stripe repainted ASAP; 2. Needs to be widened; 3. Needs a walking/ bike path (dozens of people use this daily and it is only a matter of time before someone is injured or killed).	9/26/2020 2:56 PM
67	Find a bypass around downtown for those coming from 967/Main St to I-35. This will clear up issues along Main St from end to end. Too many new subdivisions on 967 with nowhere for them to go but bottleneck in downtown and along Main. I bet EVERYONE in Buda can agree on this!!	9/26/2020 1:14 PM
68	Ranch Road 12 from SM to Hamilton Pool Rd needs to be upgraded to a state highway and rebuilt to that standard.	9/25/2020 4:16 PM
69	Highway 45 needs to be continued south to San Marcos (and ultimately to San Antonio). There needs to be another north-south major road through the county, west of I-35. Posey Rd, Centerpoint Rd, and McCarty Lane need to be improved to handle heavier loads. Gravel trucks are destroying these roads on their way to I-35. Centerpoint needs to be extended through to Ranch Rd 12.	9/25/2020 10:54 AM
70	We need a left turn lane on FM 150 eastbound onto Darden Hill Rd. eastbound. Also need a expanded shoulder for westbound vehicles on Darden Hill Rd. turning onto westbound FM 150 toward Dripping Springs. Please no roundabout! Only a left turn lane. Needed ASAP before school buses start using Darden Hill Rd. Also the intersection of US 290 and RR 12 is heavily congested and will be more so with 700,000 population. Desperately need a SW bypass of FM 150 around to US 290 at Roger Hanks. As well as the other three quadrant bypasses if RR 12/US 290 intersection is remain passable.	9/23/2020 2:41 PM
71	Speed limit on 1626 needs to be looked into. Much too fast in some sections and totally disregarded in other sections.	9/23/2020 11:05 AM
72	Main Street east side is now completely clogged with Amazon trucks. I have counted close to 30 trucks at one time on Main completely shutting down access to the north end of Sunfield. Why are commercial trucks plaguing residential street access? It is tearing up our roads, creating safety issues, and lowering quality of life and could impact property value longterm. Amazon should be restricted on which streets they can flood in mass or pay for expansions and maintenance. Why was commercial and residential zoning placed side by side on a 5,000 home community? Makes no sense.	9/23/2020 9:21 AM
73	967 and 1626. 1626 and 2770. Main and 967.	9/22/2020 4:45 PM
74	Main St. Buda Overpass Rd. / 2001	9/21/2020 4:02 PM
75	Main Street x IH 35, particularly on East side	9/21/2020 3:25 PM
76	Buda Main Street east and Main Street at 967, 967, windy hill, 2001. There needs to be more than one road that gets from east buda to west buda. With half of the teenagers commuting from East Buda to JHS with only one lane a traffic ... it can take 40-1 hr to travel the 10 miles during peak traffic times. Because there is only one way to get there, this is unacceptable.	9/21/2020 1:25 PM

77	Main Street in sunfield area. With Amazon, ctx and sunfield growing traffic has been horrible getting across town and just getting to 35	9/21/2020 1:21 PM
78	Windy Hill, 2001, OBC, East Mail Street Buda	9/21/2020 1:14 PM
79	Post Road at Old Stagecoach Road - poor sight distance to the south	9/18/2020 4:49 PM
80	Safe bike paths along 967 to get into downtown Buda from neighborhoods west and east would be good. Also rail transit into Austin or down to San Antonio, please.	9/18/2020 11:48 AM
81	Railroads crossing on Centerpoint and on McCarty rds	9/18/2020 9:30 AM
82	Center point road is a mess Train crossings are rough Annoying when train stops on tracks	9/17/2020 7:45 PM
83	Windy Hill is at the top of my list. It's the main artery to several communities in the area. The traffic is very bad, there are a ton of accidents, and the road isn't keeping up with the massive growth. We often feel that those who reside on the East side of IH 35 are neglected, while the Western portion of Hays County gets the focus. We really need to get going on the Dacy Ln and Hillside Terrace improvement projects that were approved as part of the 2016 Hays County Road bond. Here we are 4 years later and no construction has begun. We need to address the lighting and safety of the intersection of FM 2001 and Hillside Terrace. I can't begin to tell you how many accidents there have been along this stretch of road. We need to add a right hand turn lane for traffic heading westbound on FM 2001 at the intersection of Windy Hill Rd at the traffic signal that I worked to get approved and installed with Commissioner Jones and TXDOT. We also need a protected left turn for traffic headed eastbound on FM 2001 at Windy Hill Rd. We need to work with the City of Kyle to get a 4-way stop sign at the intersection of Kyle Crossing and Kohler Crossing. Traffic gets backed up here, and there have been countless accidents by people running the stop sign. We need to address the traffic issues at the 3-way stop sign at Overpass Rd and FM 2001/Old Goforth Rd. Also need to improve the traffic patterns on the newly finished sections of FM 1626. I am sure the new traffic signal will help with this.	9/17/2020 6:01 PM
84	Any road except 150 east of I-35. The roads are deplorable.	9/17/2020 5:07 PM
85	290 needs some kind of improvement especially during school rush hours. RR 12 south needs a turn lane through out.	9/17/2020 4:48 PM
86	Yes. 2001 in general. It's unsafe (fast speed limit, people quickly stop to turn leading to multiple collisions), and there are no pedestrian or bike areas there or on 113, but people still do both very unsafely. The east side sees far less attention to alternate modes of transportation.	9/17/2020 12:23 PM
87	Need designated truck routes from mining operations to I-35. Once designated those routes need to be improved to withstand the wear and tear the trucks have. Suggestion would make Posey Road the truck route. There is a stop sign at Hunter and Posey and makes sense for trucks to get to I-35 as quick as possible and nit damage other roads, such as Centerpoint and McCarty. As Centerpoint is improved to the west, more traffic will be expected. To keep the traffic flowing, a overpass over the RR tracks is needed. The fire station and citizens would also be more efficiently served by reducing response times .	9/17/2020 9:32 AM
88	McCarty rail crossing , too frequently train blocking crossing for long periods of time.	9/17/2020 8:55 AM
89	McCarty Rd Railroad Crossing. The train stops there regularly causing up to 39 minute traffic delays.	9/17/2020 6:02 AM
90	Highway 290 from the Travis / Hays county line to 281. Ranch Road 12 from 290 to San Marcos. RM 150 the entire length RM 1826 the entire length RM 967 the entire length Intersection 1826 and 150 Intersection RR 12 and Elder Hill Elder Hill the entire length Intersection 1826 and 967	9/16/2020 7:31 PM
91	Robert S light	9/16/2020 4:01 PM
92	Centerpoint and Hunter/McCarty	9/16/2020 3:48 PM
93	The intersection of Moore and Hutchison in San Marcos: Cars coming southwest (into town) on Moore often do not stop at the light. I have been nearly hit several times while traveling straight on Hutchison at this intersection (several times in my car; one memorable time I was almost killed while on foot). Please find a way to slow traffic traveling southwest (into town) on Moore so that they realize they are now in town and have intersections to stop at. (Additional	9/16/2020 3:24 PM

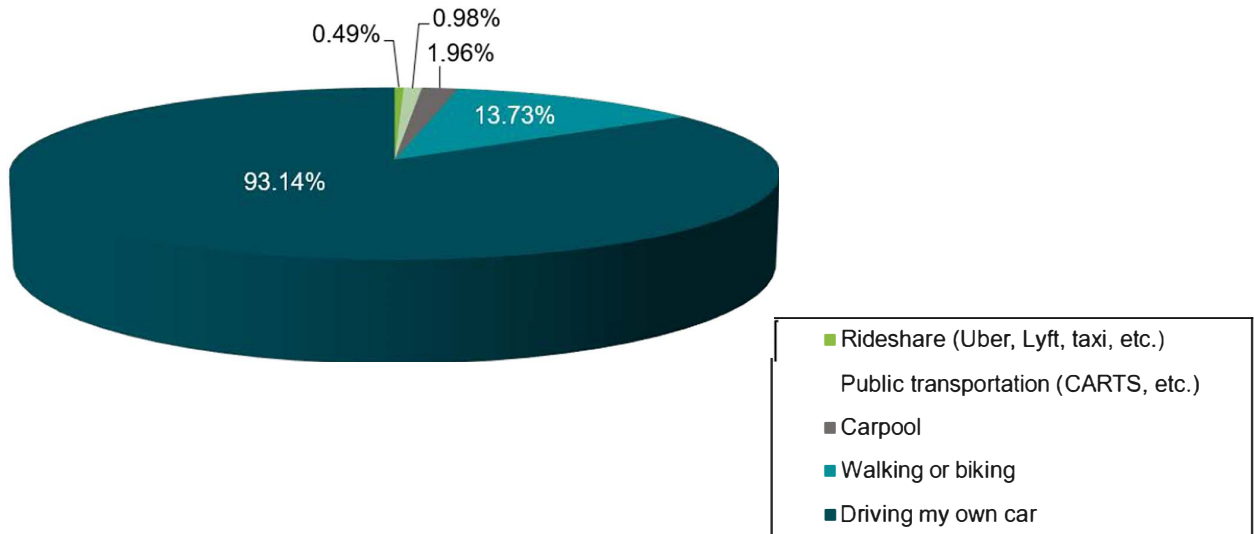
signage? Narrower Lanes? Red-light camera? Speed bump?) I would love to see sidewalks on Moore from Franklin to Hopkins.

94	Centerpoint and Hunter Intersection needs red light. Centerpoint and McCarty train crossings are horrible. Trains stopped for 20 minutes at McCarty and Centerpoint roads are unacceptable.	9/16/2020 3:09 PM
95	Windy Hill	9/16/2020 2:57 PM
96	CenterPoint at the RR crossing.	9/16/2020 2:57 PM
97	Centerpoint and Hunter - needs a signal Trains stopped and blocking variuos streets for long periods	9/16/2020 1:16 PM
98	Hunter Road between San Marcos and New Braunfels. Speed limit within San Marcos should be reduced to 45. Very heavy truck traffic out of Hunter Cement Plant tearing up roads/rail crossings. Rail classification yard between Centerpoint Rd and McCarty road leads to daily road blockages lasting up to an hour as rail cars are switched.	9/16/2020 12:27 PM
99	na	9/16/2020 9:14 AM
100	Windy Hill Rd and Dacy Lane	9/16/2020 8:50 AM
101	.	9/16/2020 8:37 AM
102	35/1626-- too many people using cut throughs 35/ exit 215 by the homedepot to cross 3 lanes to get to kohler's crossing with the movie theater entrance.	9/16/2020 8:19 AM
103	FM 150 between Hays City Store and Kyle. RR12 between Wimberley and San Marcos. Elder Hill alternative between RR12 and FM150/1826. Hillside Terrace. Old San Antonio Road (Main street to Travis County line). Major expansion of SH21. 290 local alternative in Dripping Springs. Safety improvements at Mount Sharp & Jacobs Well (too many people running stop sign without notice). FM 2770 from Hays HS to FM 150 intersection.	9/16/2020 8:17 AM
104	3237 @ Flite Acres 3237@150 12@32	9/16/2020 7:26 AM
105	the hunter ridge does not drain and Laurie Moyer knows this and has not done a dang thing about it	9/16/2020 4:35 AM
106	Only the ones where that nimrod Mark Jones stands, which could be severely improved by his absence.	9/15/2020 10:58 PM
107	Stagecoach	9/15/2020 9:37 PM
108	Windy Hill Road/County Road 131 needs to be widened, and Dacy Lane/County Road 205 badly needs resurfacing, on both sides of Windy Hill.	9/15/2020 8:11 PM
109	C.R. 131 (Windy Hill Road) should be expanded to a 4-lane with middle turn lane. There are a number of new communities that are being built (Crosswinds and others) that will require more lanes for traffic as these communities get populated. Currently it is the first route to I-35 from FM 2001 Northbound which adds to the congestion of an already poorly designed road. The intersection at the Fire House near Sunfield is horrendous at dinner time. You compete with shoppers, commuters, and restaurant go-ers at that intersection at that time. The intersections at I-35 service roads and FM1626 is heavily congested from the time school gets out until about 7:30 pm. The light patterns (low hanging fruit) needs to be adjusted to allow for more traffic to flow eastbound off of 1626 to the service roads and across.	9/15/2020 6:14 PM
110	Main street	9/15/2020 3:23 PM
111	Windy hill road needs to be widened to look more like south 1626. Two lanes traveling both ways with a center lane for turning. Also Traffic gets really congested while Driving east on White Wing Trail turning south to 2001. I recommend widening 2001 to two lanes south for a protected turn from White Wing Trail. This congestion is causing cars to get stuck in the intersection crossing I-35. Both roads should be high priority based on the amount of car accidents happening. Also both 2001 and Windy Hill Road need repairs, so might as well widen them to prepare for the loaded future population.	9/15/2020 1:44 PM
112	2001, windy hill no bike lanes it is a death wish to attempt to commute anywhere in the county.	9/15/2020 1:29 PM
113	Old Stagecoach road, FM 2770, FM 150, FM 1626 and the speed at which they get travelers to US IH-35.	9/15/2020 12:17 PM

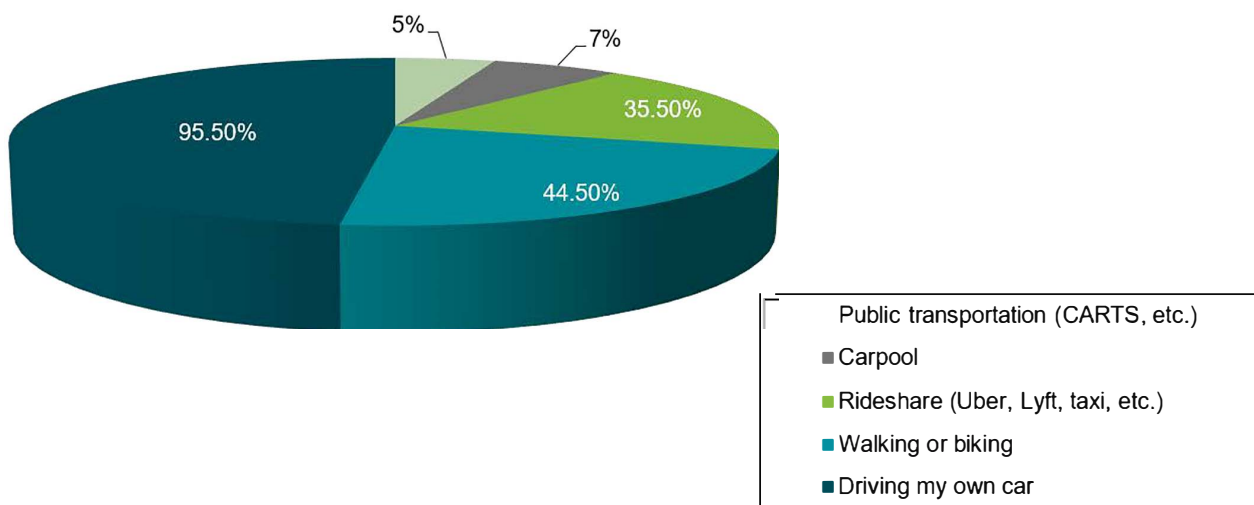
114	US Hwy 290 from Travis County line to Blanco County line - more lanes. RR12 needs at least a center turn lane, if not 2 more lanes. RM150 also needs a center turn lane if not 2 more lanes.	9/15/2020 11:51 AM
115	Windy hill needs to be expanded!! It's a very dangerous and dark road to travel on. People speed up and down windy hill. We need the road to be wider and more police	9/15/2020 11:44 AM
116	Two lanes in each direction on Windy Hill and 2001. Also, a dedicated right turn only lane with a yield sign or a merging lane at the intersection of White Wing Trail and Old Goforth Road. And a dedicated right turn lane with a yield sign or a dedicated lane on Windy Hill and 2001.	9/15/2020 11:32 AM
117	I believe Windy Hill, Dacy Lane, and 2001 should be widened and have sidewalks for walkability to local schools, stores, and between neighborhoods.	9/15/2020 11:28 AM
118	Dacy Lane, roads going to McCormick MS and Chapa MS	9/15/2020 11:11 AM
119	967 in and out of Buda.	9/15/2020 11:07 AM
120	2001	9/15/2020 10:58 AM
121	2001 and white wing trail needs a light, 2001 and hillside terrace needs a light or something and the entire windyhill road needs improvement.	9/15/2020 10:52 AM
122	Windy Hill Road from I35 to FM 2001	9/15/2020 10:47 AM
123	Cabella's drive overpass, bad striping and 2001 needs the planned extension built. The new sunfield neighborhood is adding 10,000 new drivers to the area eventually but nothing is being done with the county roads to handle this traffic.	9/15/2020 9:30 AM
124	Better pedestrian amenities to connect Buda to the 45SW tollway trail along 1626. It's very unsafe to cross 1626 at this point as there is no pedestrian crossing/signal on this part of 1626. It's a nice trail but hays county isn't using it to it's full advantage as right now you are just dumped onto 1626 at the end of the trail. A traffic signal at 967 and Canyon Wren in Buda, traffic is terrible here during the school year. This would also help pedestrians and cyclist cross 967 at this point.	9/15/2020 9:23 AM
125	all in Kyle	9/15/2020 8:53 AM
126	Hey 12 from 150-290	9/15/2020 8:33 AM
127	FM2001	9/15/2020 7:53 AM
128	On RR12 intersection of Winter's Mill Parkway and the entrance to Woodcreek.	9/15/2020 7:52 AM
129	FM 2001 from IH35 and eastward - specifically at the turn at the Buda Fire Station. Windy Hill Road Goforth Road in Kyle	9/14/2020 9:43 PM
130	I-35 and Center Street, I-35 and 1626, FM150 west of Kyle, Old Stagecoach.	9/14/2020 5:50 PM
131	Connect SH 45 from IH 35 to FM 1626. Need better access from IH 35 to FM 1626/FM 967 area. Three schools here and we have to go through Buda to get to the main N-S thoroughfare.	9/11/2020 1:15 PM

#	RESPONSES	DATE
1	Definitivamente 2 de las intersecciones cerca de mi casa (Leisurewoods) 1) la interseccion 967 & 1626 y 2 (la interseccion de canyon wren & 967. Salir de Canyon Wren y dar la vuelta a la izquierda en la 967 es practicamente un suicidio, especialmente porque hay una line media para vuelta que no es respetada. Personas toman la linea media como si fuera un carril de alta velocidad y con por lo menos media milla antes de la 1626. Aunque existen personas que respetan la interseccion y nos dan el paso para voltear a la izquierda, las personas manejando en la line media y manejando sobre el limite de velocidad no, yo he tenido tres incidentes que por poco y no vivo para vountarlo. Esta situacion va a ser peor una vaz que la nueva escuela preparatoria este funcionando. Por favor, instalen un semaforo en canyon wren & 967 antes de que alguien muera en esa muy peligrosa interseccion. Gracias	9/15/2020 9:08 AM

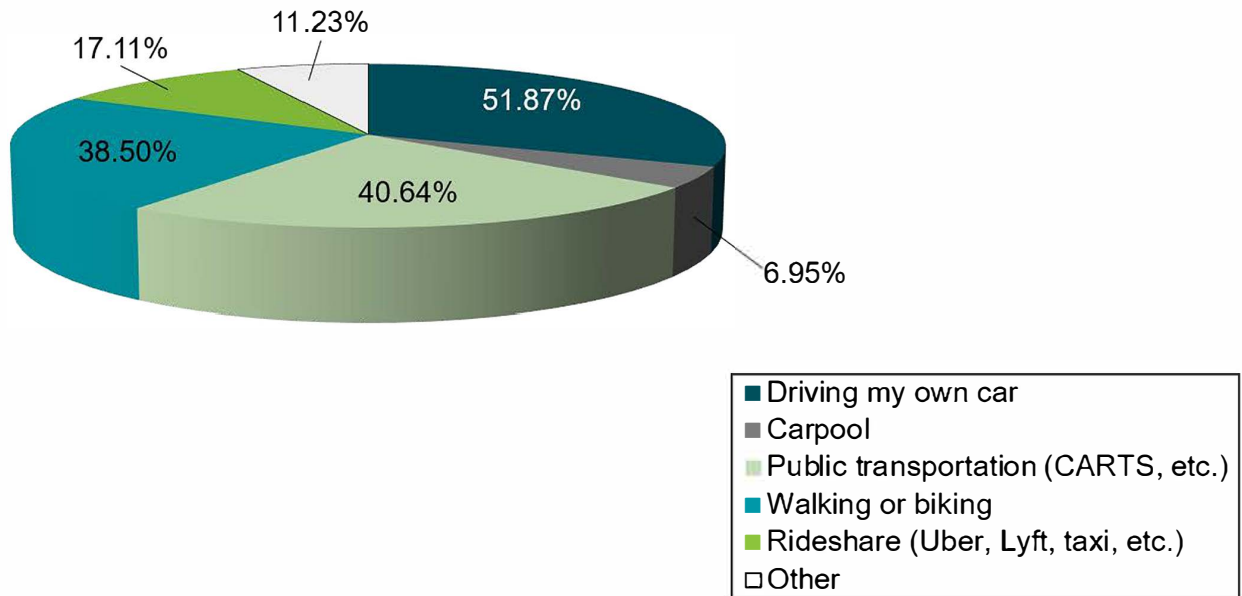
What is your primary mode of daily transportation?



Check which modes of transportation are readily available to you, whether you use them or not.



Check which modes of transportation you would use more often if they were readily available?



Other modes of transportation you would use more often if they were readily available to you:

#	OTHER	DATE
1	electric cabs for last mile. commuter rail	10/11/2020 1:07 AM
2	None. We used public transportation often when we lived in an urban area. But we moved out to central Hays county specifically for its rural characteristics.	10/10/2020 9:58 PM
3	Walking or biking	10/10/2020 5:24 PM
4	commuter rail	10/10/2020 2:21 PM
5	Shaded trails	10/10/2020 10:15 AM
6	if there were shoulders on roads like 1492 or River Road, I would bike more. Right now the roads are not safe for biking, in my opinion.	10/10/2020 7:33 AM
7	N/A	10/9/2020 7:17 PM
8	You need a rapid train system back and forth from Kyle to Austin	10/9/2020 2:04 PM
9	special equiped wheelchair van	10/9/2020 1:36 PM
10	Virtually no Multimodal options in County.	10/9/2020 9:04 AM
11	metrorail to Austin or San Antonio	10/6/2020 3:23 PM
12	Train system connected into Austin?	10/6/2020 2:47 PM
13	dirigible	10/4/2020 12:03 PM
14	The only transportation that makes sense for us is our own cars. I support my elderly mom in Austin and any kind of these alternatives simply is not workable. Usually when going in to Dripping Springs, we try to do several errands at once so again, any of these alternatives are not feasible.	10/1/2020 4:10 PM
15	None	9/28/2020 8:15 PM
16	Rail to Austin or SA along existing tracks.	9/26/2020 1:14 PM
17	stop funding CARTS no one uses them, waste of tax payer money increasing property taxes	9/16/2020 4:35 AM
18	Train to Austin or other cities (San Antonio, Houston, Dallas)	9/15/2020 6:14 PM
19	Rail with 1st and last mile support through rideshare	9/15/2020 12:17 PM
20	School bus	9/15/2020 11:17 AM
21	Commuter rail	9/14/2020 1:13 PM

Additional comments:

#	RESPONSES	DATE
1	This county has lacked innovation for far too many years, including transportation alternatives. In an area so blessed with springs flowing with water and clean air, our elected are doing nothing to maintain this beauty long term.	10/11/2020 1:07 AM
2	Understandably outreach choices were limited due to the pandemic, but the virtual house was a little disappointing. I wasn't able to find any reference to the the projects that were sent to CAMPO as part of the draft 2045 plan (i.e. projects that may be well into a technical analysis). Although the data in the presentation was only a few years old, much of it felt obsolete given the events of 2020. The questions in the survey felt very general given the different needs along a major corridor like IH35 vs. the many small towns and unincorporated areas throughout the the county. If felt as if the only way to give meaningful feedback was through the extensive use of the comment boxes .	10/10/2020 9:58 PM
3	The CAMPO 2045 "data" is unreliable and wrong, especially on projecting population growth and population distribution, and then projecting resulting traffic generation.	10/10/2020 9:48 PM
4	I would use hike and bike trails more often in Wimberley if they were available.	10/10/2020 5:24 PM
5	The county needs to purchase open space along proposed new roads. If not, driving around in Hays County will feel like generic suburbia. Our transportation plan needs to encourage denser development. Street grids need to connect to allow movement through neighborhoods not just around them. We need commuter rail to Austin and San Antonio.	10/10/2020 2:21 PM
6	Give us better options for alternatives to driving instead of just trying to build more roads that inevitably get clogged when nobody has any option but to constantly drive on them.	10/10/2020 12:53 PM
7	We need more trees and shaded walking trails leading downtown.	10/10/2020 10:15 AM
8	I would like to see more discussion of the preservation of scenic byways or strategic land conservation within your plan. We MUST have sustainability in mind no matter what we do. Without preserving what we have now and taking care to make sure it continues to be preserved many of our communities will suffer. Sustainability in your planning is key in my opinion.	10/9/2020 9:04 PM
9	Transportation needs to be considered in relation to our karst geology, reliance on groundwater for drinking and tourism, and the general natural beauty of the region. The Hill Country must be preserved and not simply become the next urban corridor or suburban sprawl. Don't ruin it through purely data-driven planning and engineering. Please be more thoughtful and creative. Recognize and respect the environment around us.	10/9/2020 5:26 PM
10	as a new homeowner, it seems like the county has spent significant money making roads safer by making sure everyone is in a car. this is not a road-safety strategy, it is a road-safety-avoidance strategy. the county needs significant investment in bike, pedestrian, and bus infrastructure in order to provide true transit choice to residents. also, it is embarrassing that we don't have a rail system linking san marcos to austin and san antonio. we have plenty of road space and right of way already. we need to dedicate more of it to bike, pedestrian, bus, and rail infra.	10/9/2020 8:06 AM
11	Most of the county highways are very dangerous for both driver and rider when a bicycle is present. There is no shoulder, no room to pass, and often little visibility regarding oncoming traffic due to the hilly terrain. The rapid improvements in lithium battery technology that have made electric cars feasible are certain to make electrified bicycles more common for both recreation and transportation. This will lead to increased demand for separated lanes for the different modes of transportation.	10/6/2020 10:34 PM
12	I feel like San Marcos is fairly easy to navigate and traffic is usually acceptable. The traffic at the shift change for Amazon can be bad sometimes though. I also really like how the redesign	10/6/2020 4:03 PM

of the intersections of I-35 and Hopkins and I-35 and Aquarena Springs have improved traffic flow and made it easier to travel through those intersections.

13	Foremost, the Hays County "Transportation" Plan must be a balanced and equitable transportation plan and not solely a roads plan. It should have as its primary objective reducing per capita vehicle miles travelled and improving access through non-auto modes. This is the only way to fight traffic -- especially in high-growth areas -- as building and widening roads has been demonstrated to only increase congestion at faster rates than population growth as it induces auto demand. Vehicular throughput and the antiquated "level-of-service" measures serve only justify building expensive new roads. For roads, the focus should be on improving maintenance of existing facilities vs. new build. Commuter trails and greenways should also be a core focus -- such as the Emerald Crown trail and needed east/west connectors -- that dovetail well with the conservation ethic of the hill country and preservation of the dwindling backland prairies to the east. Lastly, regional rail or dedicated BRT must be reinvigorated with the County taking a leadership role in advocating for state and federal funding. Particularly given the amount of inter-MSA commuting that originates in Hays County to the Austin and San Antonio MSA, this is a critical piece of infrastructure that must be undertaken NOW before it gets more expensive and challenging to build in the future as areas continue to develop. Thank you!	10/6/2020 12:33 PM
14	Please do not add more roads over the recharge zone. No one will move here if we destroy our water resources.	10/6/2020 12:21 PM
15	San Marcos is a large enough city that people should be able to survive on walking and biking alone. Our current sprawling development pattern hurts the river and forces people to rely on personal vehicles.	10/6/2020 9:26 AM
16	Biking might be a nice option AWAY from roadways - cross country paths from neighborhoods to grocery stores.	10/5/2020 11:42 PM
17	The patterns we build today will be what the people live with forever. Hay County still has real potential to build a quality and equatable transportation network. Or we follow the failed post wwII patterns and the opportunities for long term investment and wealth will be more difficult to produce because retrofitting will be so much more expensive.	10/5/2020 11:32 PM
18	Oversized SUVs and trucks are taking a toll on road safety. More people are dying on roads than ever, particularly pedestrians and cyclists. We need to SLOW DOWN THE CARS and make roads safer for everyone. We need less death and more compassion on our roads.	10/5/2020 11:15 PM
19	The traffic in Dripping Springs is becoming horrible, and our roads simply can't handle the amount of cars travelling on them daily.	10/5/2020 8:53 PM
20	At the moment I am working from home for a company based in another state. I would not want a job that required me to commute into Austin as the traffic makes that a lengthy drive. I am of parking at the Cap Metro lot on Ben White and taking the bus into Austin. I would take the bus from Hays County if that was an option. Turning from Darden Hill Road left onto FM 1826 is more and more difficult with the volume of traffic on 1826. Driving north or south on 12 anywhere near Dripping Springs, as well as east or west on 290 near Dripping is often a challenge because of traffic volumes. I try to schedule my trips during off hours.	10/4/2020 4:59 PM
21	Major loops should be tolled and designed as parkway systems. Allow landowners that have give up ROW to share in ownership of areas around interchanges that are purchased with Roadway ROW.	10/4/2020 12:03 PM
22	We are in Driftwood so re really are no reasonable alternative options. On the other hand, we probably only get out on the roads 3 or 4x a week. Most often to DS, Wimberley and Austin. The above seem like viable alternatives only for a handful of situations: commuting to work where it is literally to one/the same place over and over(although this number may drastically diminish what with COVID), for leisure activities (walking or biking), maybe for entertainment (Uber etc), perhaps public transport for some limited purposes.	10/1/2020 4:10 PM
23	Na	10/1/2020 3:01 PM
24	I have been active with the Driftwood Historical Conservation Society in planning for transportation in and around Driftwood. Commissioner Smith has done a great job getting involved with our vision for Driftwood. We appreciate his support and efforts to work with us.	9/28/2020 5:35 PM
25	290 west and the 12 intersection will be a nightmare soon and need to be completely redone on	9/28/2020 1:36 PM

a large scale. People in Oak Hill never imagined what the Y would eventually be but look at what they are doing now. This will be the same outcome better plan now

26	I do not want to see Ranch Road 12 become a major highway. I want to keep the appearance in and out of Wimberley as to be entering a lovely small town. Keeping the overall feel of the area.	9/28/2020 10:04 AM
27	I would like to see a public transportation option between Dripping Springs and downtown Austin.	9/28/2020 7:29 AM
28	I realize River Road in Wimberley is a city road but it is in terrible shape and the city needs help with repairs/ improvements. A possible solution may be a county-city partnership designed to address this dangerous situation.	9/26/2020 2:56 PM
29	With COVID, carpool is not an option unless it's a member of my family and we work on opposite ends of Austin. It's less expensive to maintain my car (Civic) than if I took Rideshare every day, twice a day for years on end. Why we drive our own cars instead of alternate options: 1) cheaper, 2) convenient - my car goes where I want it to go, 3) flexibility to go where ever we want w/o delays, 4) reliability - no waiting for someone else, 4) easier to plan out. Solves these problems in TX and you'll be a millionaire!	9/26/2020 1:14 PM
30	The county must get real public transit! CARTS ought to run everywhere in the county. This is the 21st century! Get with it!	9/25/2020 8:51 PM
31	Please no public transportation boondoggles. Just upgrade and expand the road system as necessary.	9/25/2020 4:16 PM
32	Posey Road needs to be widened and continued to the East of San Marcos, connecting with Hwy 123.	9/25/2020 10:54 AM
33	Please number figures and graphics for ease of commenting by the public.	9/23/2020 2:41 PM
34	Due to age and medical concerns and our location, other modes of transportation other than personal car do not work well.	9/23/2020 11:05 AM
35	Amazon has directly impacted the I-35 corridor of Hays County.	9/21/2020 4:02 PM
36	I live in Sunfield. Traffic getting out of neighborhood is bad, worse now that Amazon trucks added. Apartment complex plus the other 3,000 households planned need to be addressed with better access to 35.	9/21/2020 3:25 PM
37	Each city needs to have a focus on bikeability (if not walkability). Even alternate transportation paths (trails through greenbelts, etc.) would greatly help achieve this and reduce congestion for the cars on the road.	9/18/2020 11:48 AM
38	I have worked with Commissioner Mark Jones, TXDOT, and the Hays County Transportation Department for many years working on road improvements. It a passion of mine to help out with our community and surrounding areas. I will continue to push for faster road improvements, especially with the high property taxes we currently pay.	9/17/2020 6:01 PM
39	Would love to see big improvements on the east side of 35. Our roads are neglected or rushed, and we have mostly only vehicular options.	9/17/2020 12:23 PM
40	My experience in public work projects is that there never seems to be enough right-of-way obtained to accommodate future improvements. The future costs to the public would be greatly reduced if the required future rights-of-way would be acquired now when the property develops by dedication or purchase.	9/17/2020 9:32 AM
41	Change trains' blocking of McCarty Rd. Make the train clear the road crossing to allow for traffic to move through the area.	9/17/2020 6:02 AM
42	The traffic on 290 and in Dripping Springs is unbelievable on a daily basis. The roads have not been improved at all in my lifetime to keep up with the increase of population. Lights at intersections, stores, and schools have been increased but improvements to commutes to handle the additional traffic have been non existent. Improvements need to be made to not only improve commutes and drive times, but also for life safety. Increasing safety on the road as well as easing congestion for emergency vehicles and access to emergency facilities when needed.	9/16/2020 7:31 PM
43	Trains blocking roadways for large amounts of time due to their stoppage	9/16/2020 4:13 PM

44	Train stops in Hays County are the worst of anywhere I've ever lived! Having Hunter closed its easier to get to New Braunfels	9/16/2020 3:48 PM
45	In the areas around the university, Walking should be a primary mode of transport. Sidewalks should be prioritized in this area.	9/16/2020 3:24 PM
46	I live in the Kissing Tree neighborhood and am concerned that, as we age and may be unable to drive, we have no options for getting to doctor appointments and shopping.	9/16/2020 3:17 PM
47	na	9/16/2020 9:14 AM
48	The roads on in the county east of 35 are in desperate need of improvement. Windy Hill and Dacy Lane especially.	9/16/2020 8:50 AM
49	Sidewalks are severely lacking in the Wimberley area (Woodcreek North/Woodcreek, many kids walk along FM 2325 from schools to downtown). Bike lanes on Jacobs Well Rd.	9/16/2020 8:17 AM
50	Why have we not extended public transportation from Austin? We need a train stop or bus from Buda and Kyle To Austin. It would cut down on traffic dramatically	9/16/2020 6:59 AM
51	The county is already in high debt and is increasing taxes yty, even in a pandemic. Enough! And no money should go for public transport - I watched the court session that had Cap Metro pushing for "investment" from Hays County.	9/16/2020 6:03 AM
52	this survey is being used to justify more CARTS and we all know it	9/16/2020 4:35 AM
53	Jesus was opposed to debt. Still is, in fact.	9/15/2020 10:58 PM
54	I don't get out much, retired so do not commute. For low cost improvements, continue facilitating right turn lanes as in Marketplace to 1626. Needed on 2770 to 150 West.	9/15/2020 9:37 PM
55	The area along Windy Hill Road has had many more residences built in the past few years. Thus, traffic along this road has dramatically increased. The intersection at Dacy Lane and Windy Hill Rd is increasingly dangerous due to increased traffic as a result of more residence along Windy Hill, and school traffic from both middle schools on Dacy Ln, and the curve approaching that intersection. I know there have been a number of car collisions there, and I've seen a lot of close calls as well.	9/15/2020 8:11 PM
56	I am seeing new roads being pave but still zero options for public transportation or commuters	9/15/2020 1:29 PM
57	I would consider public bus transportation with first and last mile Rideshare support if the public buses are not susceptible to the same traffic congestion as the regular automobile traffic. If you can get the time portion of the ride between the first and last mile down to something far more reasonable that what we are currently dealing with, I would consider it. I'm not sure if I mentioned it specifically, but I am concerned about transportation to and from Hays county into the City of Austin.	9/15/2020 12:17 PM
58	Fix windy hill!! Make the road wider!!!!!! It's dangerous and dark. Needs more lightning. There's accidents on windy hill almost everyday. People have been killed on windy hill. It needs to be addressed already!!	9/15/2020 11:44 AM
59	I would love to see the rail system utilized for passenger trains between San Antonio and Austin, with obvious stops in San Marcos, Kyle, and Buda. We could commute this way within Hays County and to San Antonio and Austin instead of clogging up 35 and everyone driving.	9/15/2020 11:28 AM
60	why don't you resolve realignment 150 before more studies are done. Its been 5 years for this to be done. Public comments do not mean anything as you the govt does what it wants to do anyway. If hays county was a business it would be out of business due to inability to make a decision in a timely fashion.	9/15/2020 8:53 AM
61	I would like to see walking/bike trails that better connect the Wimberley Valley to it's environment and its neighborhoods.	9/15/2020 7:52 AM

#	RESPONSES	DATE
1	Walt Smith es una serpiente.	9/15/2020 10:58 PM
2	En nuestra area no existe ningun medio de trasporte publico y la mayoria de personas de la tercera edad como yo, verdaderamente lo necesitamos--antes de que nosotros mismos pasemos ha ser peligro para los demas.	9/15/2020 9:08 AM

Date Received	Source	Comment
9/15/2020	Email	<p>For modes of travel please consider percent using ride share services. This is becoming an increasingly significant mode of transport deserving its own modal category.</p> <p>Many of your traffic signals, although fully actuated, are not programmed to run efficiently. It almost feels like they are running as fixed-time signals. For example, minor approached don't gap out When there is no demand and left turn phases are not skipped when no demand. Three examples of such intersections are FM 1626&FM967, FM1626&Oyster Creek, and FM1626&Jack C. Hays. None of these intersections have Walk/Don't Walk signals either.</p> <p>There are many signs, signals, and markings that violate Texas MUTCD. For example, the parking lots of ELM Elementary in Buda and the Market Place in Kyle use solid white lines to separate opposing traffic directions, also on FM 150 in Kyle just east of I-35, white line is used to Mark the left edge of the eastbound direction of FM150. In all such cases the MUTCD standard is to use yellow lines. Also the sign for the Buda Sports Complex in the westbound FM967 as the road approached FM1626 has a shape and background color that are not standard MUTCD Guide Sign shapes and colors, ditto for the Buda Old Town Signs in downtown Buda.</p> <p>At some intersections, the wheelchair ramps consist of one diagonal Ramp per sidewalk approach. This is in violation of both the MUTCD and the ADA. Single diagonal ramps are no longer allowed. Each sidewalk approach to an intersection must have two wheelchair ramps, one in each crossing direction. For an example of diagonal ramps please see Garlic Creek street in Buda.</p> <p>In general, the county should hire a traffic engineers who knows something about optimal timing of traffic signals as well the MUTCD standards and ADA requirements. Some of the above shortcomings seriously compromise the safety of pedestrians, school children, handicapped, and motorists.</p>
9/15/2020	Email	<p>Just a compliment to the Hays County roads folks for their recent upgrade to the surface of roads in the Dove Hollow neighborhood just west of Kyle.</p>
9/25/2020	Email	<p>Ranch Road 12 needs to be upgraded to State Highway status and upgraded to that standard. Beyond that, the section from San Marcos to Wimberley needs to be divided four laned. This was on a bond election around 2000 and it was narrowly defeated. Since then there have been multiple head-on collisions with tragic loss of life. As I looked at the crash slide it looks like there were more fatalities on RR 12 than on 290 - an amazing result.</p>
10/10/2020	Email	<p>Why is the "improvements" plan briefly shown in the video not available to see in an enlarged version on the website?</p> <p>I don't like the new or widened roads.</p> <p>Business as usual and more roads and cars isn't going to work.</p> <p>Turning Hays County into one big suburban sprawl development isn't going to work.</p> <p>Rail is necessary.</p>

Date Received	Source	Comment
10/10/2020	Email	<p>We are fortunate in Hays County to have leaders who truly understand the dilemma we face in planning for transportation. Our fast-growing region sits atop and relies upon a unique and fragile karst hydrogeology. Groundwater is life to the county's economy, drinking water, and storied culture. Our leaders know congestion levels can be managed through land conservation and impervious cover, as well as traffic engineering. Preserving water quality and quantity should accompany any road construction; otherwise our growth will bring catastrophe to our aquifer and the next prolonged drought could be the last for streamflow and habitat.</p> <p>Transportation planning here is inextricable from land use and water planning. All three need to interact and guide development, preserving open land and flowing water, while addressing population growth. That way, natural habitat, water supply, and a growing economy can find balance.</p> <p>Roadways change growth patterns. We ask for roads that do not create development, but respond and purely serve to connect. The I-35 Corridor is our county's established spine for capacity and mobility. When balancing traffic demand and safety needs on roadways extending outward from I-35, please use strategic land conservation to preserve watershed health and aquifer recharge.</p> <p>Some existing ideas need to be rethought. The loop around Wimberley makes no sense to traffic use or development plans. Nor does extending Jacob's Well Road south to Wayside Drive. These ecologically sensitive areas deserve light density without imposed growth. In Driftwood, the carefully crafted community-based FM 150 West Character Plan passed in 2017 should be the foundation for transportation decisions. Extending Escarpment Boulevard from Austin through Rutherford Ranch to FM 150 West below Driftwood would drive development, not serve it.</p> <p>Subdivision rules should ensure true conservation development. Randall Arendt's recent hayconservation.com webinar presentation proposed alarming impervious coverage and housing density that will not work in the Hill Country. Groundwater supply and wastewater capacity mean the aquifer simply cannot survive the levels Arendt proposes. Conservation-based development in Hays County needs to incorporate a groundwater flow model, anchored by dye-tracing studies, to map aquifer system dynamics.</p> <p>We want to work together to manage groundwater and maintain a place where we all want to live. We can all engage in regional planning to accommodate growth and ensure a strong economy and healthy environment for our future.</p> <p>Hays County communities need a holistic approach like Travis County's 2014 LWTP (Land, Water & Transportation Plan). This plan establishes a framework for evaluating improvements while protecting critical natural resources. Development and transportation priorities overlay land conservation inventory and priorities to create a third, blended "growth</p>

Date Received	Source	Comment
		<p>guidance” plan that balances real conservation and responsible development.</p> <p>“Scenic Hill Country” road designs support tourism and the arts, and encourage transportation that sustains the natural beauty, delicate ecosystem, and relaxed atmosphere that make the region attractive. Scenic easements carry market value to preserve open space while maintaining landowners’ possession and use.</p> <p>Reaching consensus on sustainable development will take incentives that provide what the community wants. Education is central, and this transportation plan can contribute meaningfully by describing rainwater systems, clustering developments, offsetting acreage, habitat programs, water quality measures, and open space. These amenities can drive consumer demand at the same time that they promote a sustainable path.</p> <p>Hays County is diverse in its people and geology. What happens on the west side affects the east side with flood mitigation and other quality of life considerations. What works in Dripping Springs is different from Wimberley, and San Marcos cannot plan without considering Kyle and Buda. The County can balance natural resources while valuing all citizens, equally.</p> <p>Economic conditions are not evenly distributed. Roads are employment lifelines; they can be socioeconomic dividing lines. The social fabric of diversity, equity, and inclusion is deeply affected by mobility connections, and protecting groundwater and habitat should bolster citizens’ opportunities.</p> <p>Planning for all modes of transportation in Hays County is vital. Hays County should advocate for the inclusion of the Lone Star Rail in the CAMPO Transportation Plan. Also, making sure that the Hays County Transportation plan integrates a region-wide network of pedestrian hike and bike trails that connect our communities and natural treasures. Let’s not be narrow in our approach to tackling growth, congestion, input, connections, and needs. This plan along with citizen engagement, research and conservation can guide public officials for a decade or more.</p> <p>Our water is the primary economic driver of the region. Please consider the unique natural character of our landscape and the importance of preventing land fragmentation to sustain our way of life. Together we can make decisions informed by science and growth patterns. Through an integrated approach to planning, we can ensure that we are accommodating unprecedented growth while balancing conservation priorities.</p> <p>Thank you for the opportunity to engage in this planning process and we look forward to collaborating in the future to integrate our land, water, and transportation into a comprehensive countywide vision.</p>
10/10/2020	Email	Please consider these comments together with the attached slides previously provided to the Hays County Commissioners Court as comments

Date Received	Source	Comment
		<p>on the then-proposed CAMPO 2045 plan, as well as the attached letter to Hays County Commissioner Mark Jones and San Marcos Mayor Jane Hughson on the same subject.</p> <p>First, we were not made aware of this comments period, and only learned about it by happenstance. We asked to be included on an email news list that will keep interested persons informed of the process and how they might participate.</p> <p>Save Our Springs Alliance has over 250 members living in Hays County and other members who own property in Hays County. SOSA works to protect the Edwards Aquifer and its Great Springs, including San Marcos and Barton, and the streams that contribute to those springs. Development that happens in western Hays County directly threatens the quality and quantity of flows at the springs as well as the county and quality of Edwards Aquifer sourced drinking water that is the primary drinking water supply for the central Texas region.</p> <p>In planning Hays County's future transportation and other public and private investments, the starting point should be the recognition of the fundamental fact of nature that naturally divides Hays County between western Hays County, on and upstream of the porous, prolific and vulnerable Edwards Aquifer recharge zone, and eastern Hays County downstream of the Edwards Aquifer watershed.</p> <p>In western Hays County, public and private priorities should be to save as much open, protected watershed land as possible. Rather than expand roads and build new ones, the county should instead buy more conservation easements as a "traffic demand management" strategy that also prevents flooding downstream, along the I-35 corridor, protects vulnerable water supplies and endangered species habitats, and preserves the scenic Hill Country beauty that is essential to the outdoor recreation and agri-tourism economy of the region. This open space "green infrastructure" is far cheaper than building the new and expanded roads in western Hays County included in the existing Hays County Transportation Plan and the CAMPO 2045 plan, Keeping western Hays County green, forever, would also help prevent immeasurable losses that Hays County residents would suffer from increased flooding downstream, along the I-35 corridor, and from pollution of the drinking water and spectacular spring and river flows that make Hays County such a great place to live and to visit.</p> <p>Specifically, the proposed new loops around Wimberley and Dripping Springs, and around the western sides of San Marcos and Kyle should be eliminated from the plan. The extension of Escarpment from Travis County should be removed from the county's plan. The other roads listed in the attached slide number 3 should be removed or reduced in scale, as noted.</p> <p>Especially noteworthy, FM 150 should be scaled back from a 4 lane divided highway to a two lane highway with turn lanes, shoulders, and other safety enhancements. Virtually all of the public input in the FM 150 character</p>

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		<p>planning process supported a small, rural highway with safety improvements, in direct conflict with the final report recommending a four lane divided highway all the way to RM 12 and beyond, looping around the south side of Dripping Springs to connect to US 290 west of Dripping Springs.</p> <p>The argument has been given that “if we don’t do that” 4-lane divided, TxDOT will force something even worse on top of us.” That is simply false. There is nowhere near the traffic counts or rational prediction of growth along FM 150 in western Hays County to justify a 4-lane divided highway, much less “something worse.” TxDOT has limited funds and limited political capital, and has no interest forcing a giant highway slicing across Hays County against the will of residents, voters, and local officials.</p> <p>The “virtual open house” video posted on the Hays County Transportation Plan site points to “data” from the CAMPO 2045 plan as the only reference for projected population growth and distribution of that population growth, as well as for projected job growth and distribution of that job growth. From this “data” – population and job projections—future traffic counts and patterns are projected.</p> <p>The CAMPO 2045 plan projections are completely wrong, with no basis in rational planning, especially as to the projected distribution of population growth. As shown in the attached slides, prepared by transportation expert Norm Marshall of Smart Mobility, the actual population growth trends show that the vast majority of Hays County population growth is taking place in eastern Hays County, along I-35 in the San Marcos/Buda/Kyle corridor. Based on historic trends, the CAMPO 2045 population growth projections grossly overestimate future growth in western Hays County while underestimating growth in the eastern I-35 corridor.</p> <p>Specifically, actual growth trends would add about 43,000 people to western Hays County (over and upstream of the Edwards Aquifer) over the next 25 years. The CAMPO 2045 plan predicts an additional 354,000 people will move into western Hays County over the next 25 years. Actual growth trends would place an additional 117, 000 people in eastern Hays County over the next 25 years; the CAMPO 2045 plan predicts 126,000 more people in this preferred growth area. (See graph and charts on slides 7, 8, and 9, attached).</p> <p>The subsequent slides pull out a few “Traffic Analysis Zones,” or TAZs, located in western Hays County from the CAMPO 2045 growth distribution projections. These TAZ examples show just how completely absurd the CAMPO 2045 projections really are. This CAMPO 2045 “data,” and the traffic congestion that it predicts when crunched through the CAMPO transportation model should be discarded wholesale in favor of rational, standard planning practices.</p> <p>Population growth projections should, at minimum, reflect actual, existing trends. Planning that recognizes the unique and critical natural features of</p>

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		<p>the county would seek to bend existing trends toward directing a larger share of future growth to eastern Hays County while reducing the much lower rate of growth in western Hays County to an even lower rate. Instead, the CAMPO 2045 plan, and, in turn, the existing Hays County Transportation Plan, go in the opposite direction -- grossly inflating population growth trends for western Hays County and the road network needed to serve western Hays County.</p> <p>Conversely, growth should be supported with roadway, public transit, and other public and private infrastructure investments in eastern Hays County. These growing cities along I-35 will greatly benefit by being on the "edge of the Hill Country," rather than be engulfed by the 360 degree sprawl contemplated by the CAMPO 2045 plan and the existing Hays County Transportation Plan. Since eastern Hays County is actually growing rapidly, limited transportation dollars should be spent providing the improvements needed to support this growth.</p> <p>The next to last slide attached contains a quote from Michael Dell on how the current pandemic has shown us that for many of us, we won't ever again need to drive to work every day. Commuting -- which drives the bulk of traffic congestion during morning and evening "peak" hours --has been changed forever. While people may not work from home as much as they do now, many employers will never again require their employees show up at the office every Monday through Friday between the hours of 8 and 5.</p> <p>This new world of telecommuting, together with other technology improvements, will greatly reduce congestion from what has been experienced and from what has previously been predicted. The updated Hays County Transportation Plan should incorporate these changing commuting patterns by, primarily, reducing the projected "need" for bigger roads and more new ones.</p> <p>We will provide additional comments as this process goes on. Please do keep us informed about the process, and please also post our comments and those of others on the transportation plan update website.</p> <p>Thank you in advance for your consideration.</p>
10/11/2020	Email	<p>The virtual open house on the Hays County transportation plan did not seem to have key elements of a plan.</p> <p>What are the planned projects, improvements planned, cost, schedule ?</p> <p>Could you please make the "Plan" publicly available ?</p>
10/13/2020	Email	<p>Since the 150 highway project has brought the best in comments especially what to do with our 31 year certified organic our 3 adjacent landowners has shown you the lengths of greed they have tried to make us sell out. From Juanita Parsons having a hunter threaten me with a gun 50ft away saying we are coming after you, to Bowlings and David Omar cutting down our</p>

Date Received	Source	Comment
		<p>required buffer zone her knowing the law as a lawyer and former judge knowing what they can get away with and having Omar trespass and put trees and fencing on our babies gravesite with him knowing it was there as we discussed it the day before at the site and in text. This doesn't count the 25 t-posts that were pulled up and bent beyond repair, or the fencing. All filmed before and after. He denied any wrong doing like I would tell him to disgrace our babies gravesite.</p> <p>The two options given either new home for Texas State student farm including Dr. Kunda's land as well as the county didn't allow us to purchase it, or the highway through as planned with a turnkey food forest park named after my wife and I. Bowlings and Omar knew and bought for the highway Omar with the plan for his new bread and basket and apartment complexes with coordination with Parsons who also bought for the highway. We didn't we bought to run a diversified certified organic farm in 1991.</p> <p>Doing nothing with our farm at this point ie farmland preservation then having the 4 adjacent landowners build completely around our farm is nonsense. A quality farm isn't surrounded by apartment complexes, or landowners who will continue doing what ever they can to make our lifestyle worse. The city of Kyle has changed as well, as Hays county with the well coordinated highway will be change this area forever when we are gone. With coordinated efforts by city of Kyle in attempts(14 nusciences offences) to remove us, to the 20 flats in our tires fixed at Goodyear and the shop on state highway 80 in Kyle your highway planning has gone on way to long.</p> <p>Yes I understand private property rights, the right to farm, but enough is enough.</p>

Share your input on
the draft Hays County
Transportation Plan



Attend a Virtual Open House

JAN. 7 TO FEB. 7


HaysTransportationPlan.com

Hays County has prepared a draft Transportation Plan to identify safety improvements, improve regional connections and mobility, and plan for future growth and development. Participate in the second Virtual Open House to learn more and give your feedback on the draft recommendations.

The comment period will be open through Feb. 7, 2021. Comments can be submitted via survey, email, mail, voicemail, or text. For any communication or interpretation needs, please contact the project team. The input received will be used to refine the draft Plan.

CONTACT INFORMATION:

 haystransportationplan.com

 512-400-4297

 info@haystransportationplan.com

 Attn: Hays Plan
PO Box 5459
Austin, TX 78763

Comparta su opinión
sobre la versión preliminar
del Plan de Transporte del
Condado de Hays



Participe en una reunión pública virtual

HaysTransportationPlan.com




desde 7 de enero hasta 7 de febrero


El Condado de Hays está actualizando su Plan de Transporte para identificar mejoras de seguridad, mejorar las conexiones regionales y la movilidad, y planificar para el crecimiento y desarrollo futuros. Participe en la segunda reunión pública virtual para obtener más información y dar su opinión sobre las recomendaciones preliminares.

El período para enviar comentarios estará abierto hasta el 7 de Feb. de 2021. Los comentarios se pueden enviar a través de la encuesta, correo electrónico, correo de voz o mensaje de texto. Para cualquier necesidad de comunicación o interpretación, comuníquese con el equipo del proyecto. La información recibida se utilizará para refinar la versión preliminar del Plan.

HaysTransportationPlan.com

INFORMACIÓN DE CONTACTO:

 haystransportationplan.com
 512-400-4297
 info@haystransportationplan.com

 Hays Transportation Plan
PO Box 5459
Austin, TX 78763

Social Media (Facebook)



Hays County Texas - Official

January 13 · 🌐

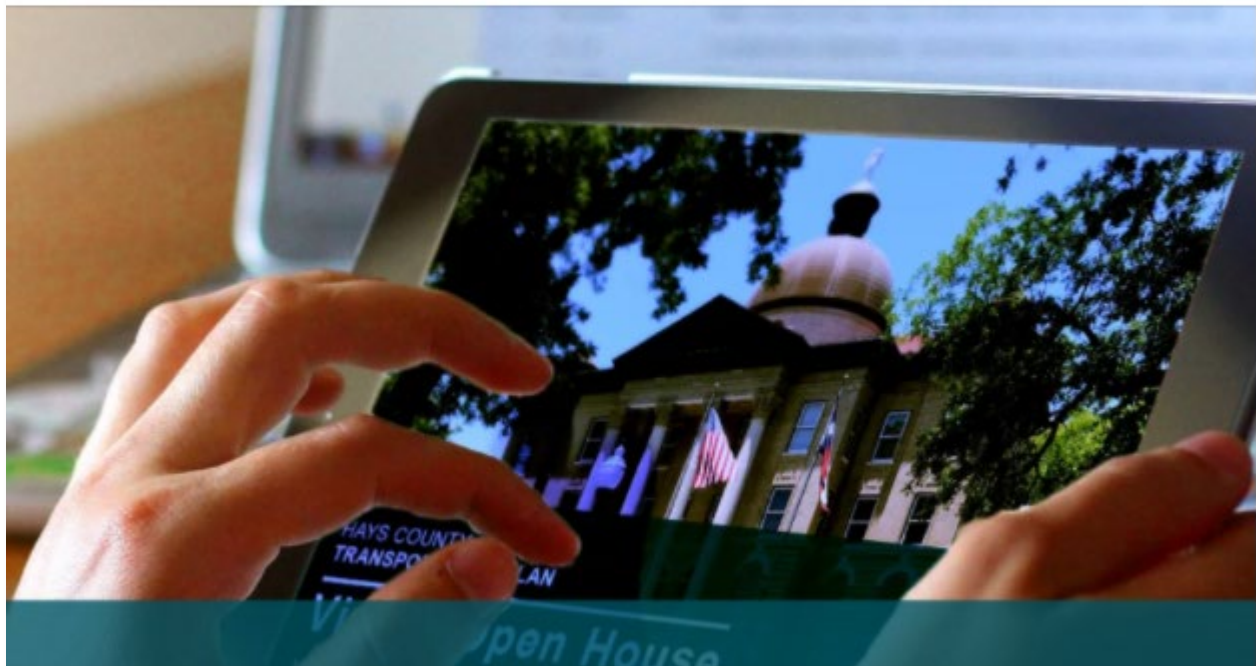


Share your feedback on the Hays County Draft Transportation Plan! A Virtual Open House runs thru Feb. 7. This is your chance to weigh in on the draft plan and provide input on your vision for the future of our county.

Learn more: <https://hayscountytexas.com/.../hays-county-transportation.../>

Visit the project website:

<https://www.haystransportationplan.com/.../www.../>



2

2 Shares



Like



Comment



Share



Hays County Texas @hayscountygov · Jan 8

...

HaysCo has a Draft Transportation Plan - your feedback on it is important! We know you have opinions. Virtual Open House available thru 2/7/21. Visit project website to watch a video, take the survey and more:
haystransportationplan.com

See the full release:

hayscountytexas.com/2021/01/07/hay...



2



1



HAYS COUNTY TRANSPORTATION PLAN



Hays County has prepared a draft Transportation Plan to identify safety improvements, improve regional connections and mobility, and plan for future growth and development.

VIRTUAL OPEN HOUSE

January 7 - February 7, 2021

haystransportationplan.com

The project team is hosting a second [Virtual Open House](#) to share the draft Hays County Transportation Plan for community review and feedback. Virtual Open House materials are available on the project webpage and include a video presentation, Plan map, list of draft roadway recommendations, and a survey, available through February 7, 2021.

**VIEW THE
PRESENTATION**

**TAKE OUR
SURVEY**

STAY INVOLVED

The draft Hays County Transportation Plan considers public input, stakeholder feedback, and technical analysis. The County is now asking for community feedback on the draft recommendations before refining them and presenting the final Plan to the Commissioners Court for its consideration.

To submit comments or questions:

- **Email:** info@haystransportationplan.com
- **Text or call:** (512) 400-4297
- **Mail:** Hays Transportation Plan, PO Box 5459, Austin, TX 78763.



Share



Tweet



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HAYS COUNTY TRANSPORTATION PLAN



COMMENT PERIOD REMINDER

Thank you to all who have participated in the second Hays County Transportation Plan Virtual Open House! As a friendly reminder, the comment period is open through **Sunday, February 7** and we need your help to spread the word to your friends, neighbors, and networks.

VIRTUAL OPEN HOUSE

January 7 - February 7, 2021

haystransportationplan.com

Hays County has prepared a draft Transportation Plan to identify safety improvements, improve regional connections and mobility, and plan for future growth and development. The goal of the second [virtual open house](#) is to share draft recommendations with the community for feedback. Virtual open house materials are available on the project webpage and include a video presentation, Plan map, list of draft roadway recommendations, and an online survey.

**VIEW THE
PRESENTATION**

**TAKE OUR
SURVEY**

GET INVOLVED

Public involvement will play an important role in the development of the Hays County Transportation Plan.

To submit comments or questions:

- **Email:** info@haystransportationplan.com
- **Text or call:** (512) 400-4297
- **Mail:** Hays Transportation Plan, PO Box 5459, Austin, TX 78763.



Share



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MATERIALS: ROUND 2

Flyer (English)

HAYS COUNTY TRANSPORTATION PLAN

Hays County has prepared a draft Transportation Plan to identify safety improvements, improve regional connections and mobility, and plan for future growth and development.

This Plan will be a tool to help identify and implement short and long-term projects, preserve right-of-way, and collaborate with regional partners to guide our future transportation over the next 20 years.

The planning process considers:



Projected growth



Needed improvements and connections to increase mobility and ease traveling within Hays County, and to and from the County



Current and projected levels of congestion



The needs of communities in the County as identified in their transportation plans



Community input

Share your input on draft recommendations!

VISIT

**VIRTUAL OPEN
HOUSE**

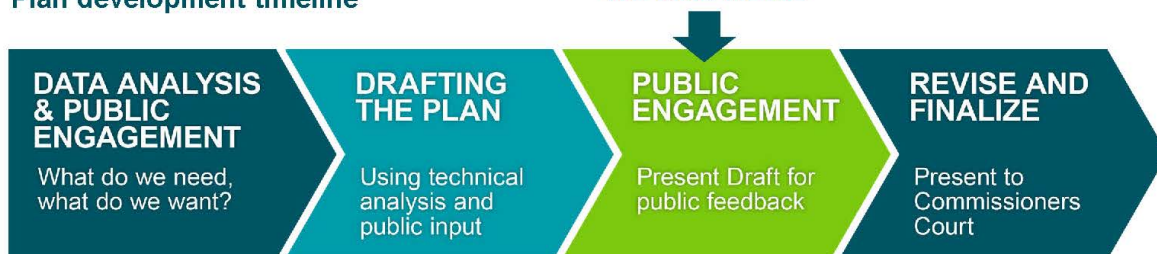
COMMENT

**TAKE THE
SURVEY**

The Virtual Open House materials are available at haystransportationplan.com and include a video presentation, Plan map, list of roadway recommendations, and a survey, available through February 7, 2021.

Plan development timeline

WE ARE HERE



TO SUBMIT COMMENTS OR QUESTIONS



haystransportationplan.com



info@haystransportationplan.com



Attn: Hays Transportation Plan
PO Box 5459
Austin, TX 78763



512-400-4297



El Condado de Hays

Plan de Transporte

El Condado de Hays está actualizando su Plan de Transporte para identificar mejoras de seguridad, mejorar las conexiones regionales y la movilidad, y planificar el crecimiento y desarrollo futuros.

Este Plan ayudará a identificar e implementar proyectos a corto y largo plazo, preservar el derecho de paso y colaborar con socios regionales para guiar nuestro transporte futuro durante los próximos 20 años.

El proceso de planificación considera:



Crecimiento proyectado



Mejoras y conexiones necesarias para aumentar la movilidad y facilitar los viajes dentro del Condado de Hays y los viajes entrando y saliendo del Condado.



Niveles de congestión actuales y proyectados



Las necesidades de las comunidades del Condado identificadas en sus planes de transporte.



Comentarios de la comunidad

¡Comparta su opinión sobre las recomendaciones preliminares!



Los materiales de la reunión pública virtual están disponibles en haystransportationplan.com e incluyen una presentación en video, un mapa del Plan, una lista de recomendaciones de carreteras y una encuesta, disponible hasta el 7 de febrero de 2021.

Proceso de desarrollo del plan

ESTAMOS AQUÍ



PARA ENVIAR COMENTARIOS O PREGUNTAS



haystransportationplan.com



info@haystransportationplan.com



Atención: Plan de Transporte de Hays
PO Box 5459
Austin, TX 78763



512-400-4297





HAYS COUNTY TRANSPORTATION PLAN

- Identify and Implement Short and Long-Term Projects
- Preserve Right-of-Way
- Collaborate with Regional Partners to Guide Our Future Transportation Landscape



Projected Population and Employment Growth



Current and Projected Levels of Congestion



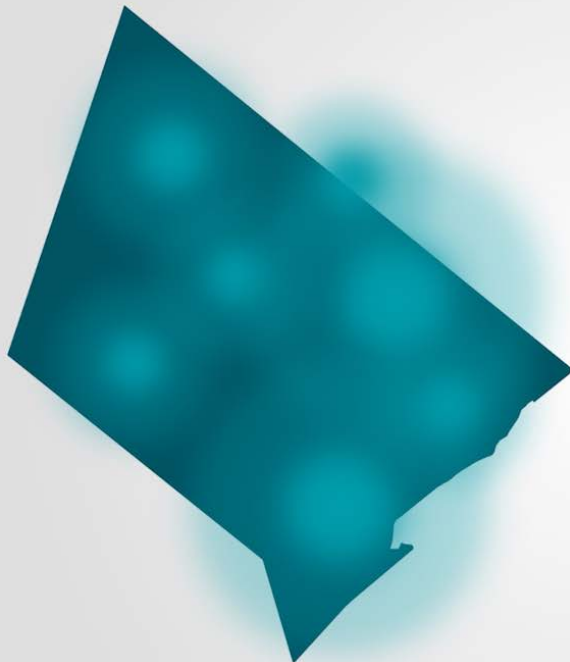
Needed Improvements and Connections that Increase Mobility



The Needs of Communities in the County



Community Input



**EMERGENCY
SERVICES**



**SCHOOL
DISTRICTS**



**CITIES AND
NEIGHBORING
COUNTIES**

WHAT WE HEARD: 200+ COMMENTS

ROADWAYS

Comment Topic	# Received
Windy Hill Road	21
RR 12	21
RM 967	16
US 290	15
FM 150	15
FM 1826	14
FM 1626	14
Darden Hill Road	13
Dacy Lane	7
Other Roadways East of IH-35	6

INTERSECTIONS

Comment Topic	# Received
White Wing & FM 2001 Overpass	19
Railroad Crossing at McCarty	14
FM 1826 & FM 150	10
US 290 & RR 12	9
FM 150 & Darden Hill Road	7

WHAT WE HEARD

**NEED FOR PUBLIC
TRANSIT** 31

**BIKING/WALKING
IMPROVEMENTS** 26

**ENVIRONMENTAL
CONSIDERATIONS** 9

WHAT IS IN THE PLAN



WHAT IS IN THE PLAN

TIMEFRAMES

SHORT-TERM

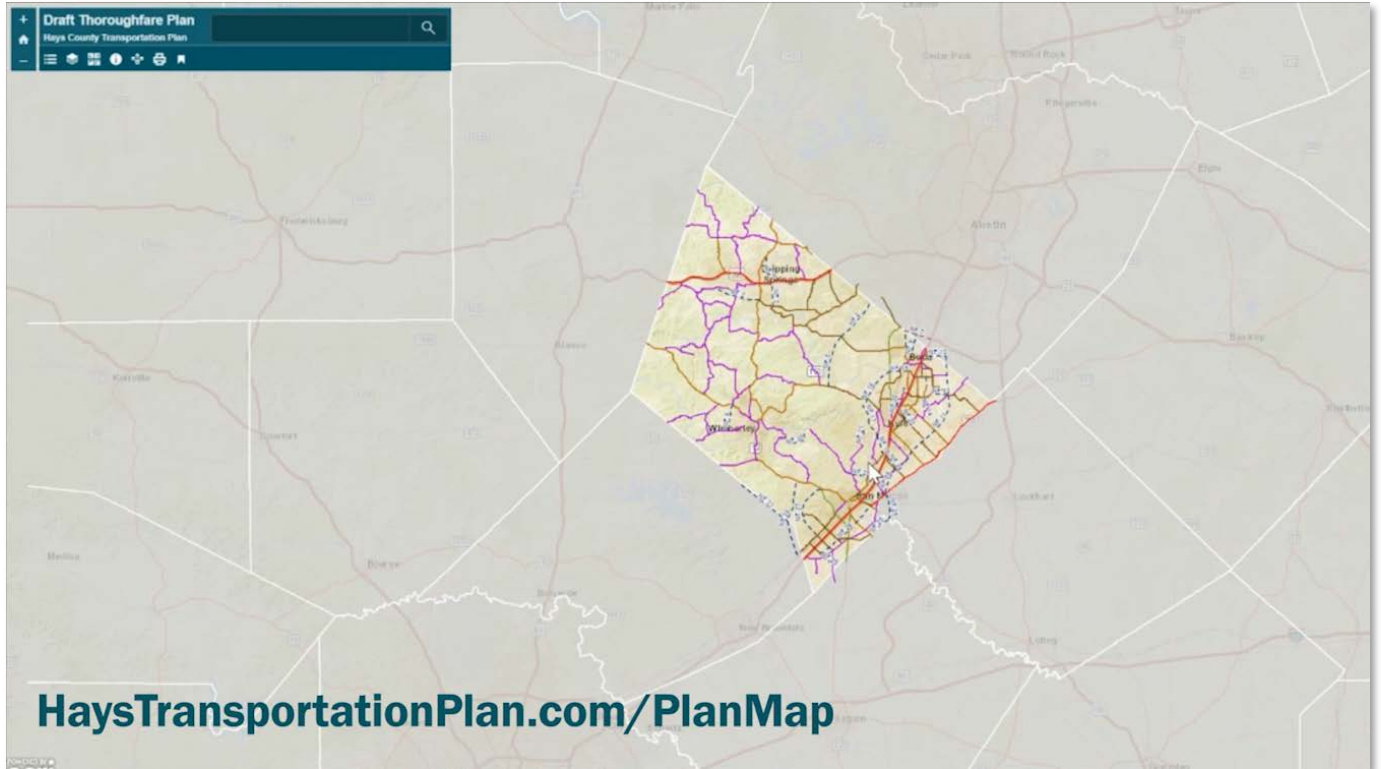
10 YEARS

MID-TERM

20 YEARS

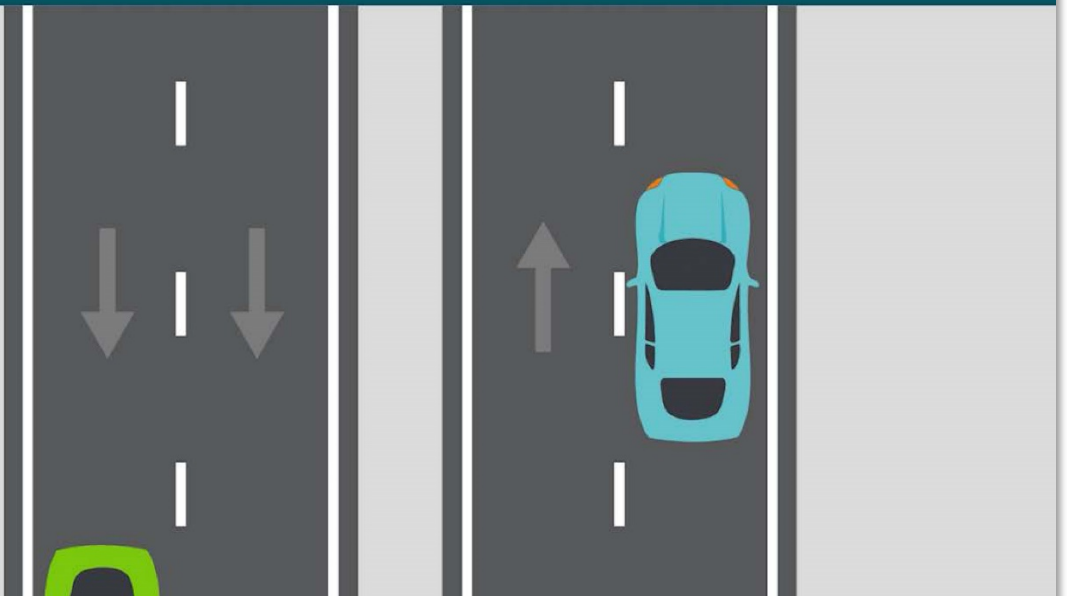
LONG-TERM

30 YEARS



ROADWAY CONFIGURATIONS

MAD 4
Four-Lane
Major Roadway



Please Remember:

- Ultimate Improvements
- Additional Planning & Design
- Improvements Made Incrementally

NEXT STEPS

WE ARE HERE



DATA ANALYSIS & PUBLIC ENGAGEMENT

What do we need,
what do we want?

DRAFTING THE PLAN

Using technical
analysis and
public input

PUBLIC ENGAGEMENT

Present Draft for
public feedback

REVISE AND FINALIZE

Present to
Commissioners
Court

SUMMER
2020

SPRING
2021

SHARE YOUR INPUT

TAKE THE SURVEY

Comment period open through
February 7, 2021

Hays County Transportation Plan - Survey 2

Does the draft Plan address needed improvements and connections in the County?

Select an answer between 1 and 5, with 1 being "strongly disagree" and 5 being "strongly agree".

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Does the draft Plan address areas of current and future growth and development in the County?

Select an answer between 1 and 5, with 1 being "strongly disagree" and 5 being "strongly agree".

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Does the draft Plan address your transportation and mobility needs?

Select an answer between 1 and 5, with 1 being "strongly disagree" and 5 being "strongly agree".

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5



Comments may also be shared by email, voicemail, text or mail

Comment period open through
February 7, 2021



info@haystransportationplan.com



512-400-4297



Attn: Hays Transportation Plan
PO Box 5459
Austin, TX 78763



HaysTransportationPlan.com



Hays County Transportation Plan - Survey 2

Hays County has prepared a draft Transportation Plan to identify safety improvements, improve regional connections and mobility, and plan for future growth and development over the next two decades. For more information on the planning process and draft Plan, visit haystransportationplan.com to view the virtual open house, available through **February 7, 2021**. Thank you for taking this quick survey!

Please select your preferred language/ *Por favor seleccione su idioma preferido.*

☐ English

☐ Español

Hays County Transportation Plan - Survey 2

Does the draft Plan address needed improvements and connections in the County?

Select an answer between 1 and 5, with 1 being “strongly disagree” and 5 being “strongly agree”.

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5

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☐ 1

☐ 2

☐ 3

☐ 4

☐ 5

Does the draft Plan address your transportation and mobility needs?

Select an answer between 1 and 5, with 1 being “strongly disagree” and 5 being “strongly agree”.

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5

Do you have any suggestions for how the draft Plan should be changed?

Additional comments:

Please enter your name and email to sign up for email updates.

Name

Email

Hays County Transportation Plan - Survey 2

Encuesta 2 del Plan de Transporte del Condado de Hays

¿El borrador del Plan aborda las mejoras y conexiones necesarias en el Condado?

Seleccione una respuesta entre 1 y 5, con 1 en "totalmente en desacuerdo" y 5 en "totalmente de acuerdo".

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5

¿El borrador del Plan aborda áreas de crecimiento y desarrollo actuales y futuros en el Condado?

Seleccione una respuesta entre 1 y 5, con 1 en "totalmente en desacuerdo" y 5 en "totalmente de acuerdo".

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5

¿El borrador del Plan aborda sus necesidades de transporte y movilidad?

Seleccione una respuesta entre 1 y 5, con 1 en "totalmente en desacuerdo" y 5 en "totalmente de acuerdo".

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5

¿Tiene alguna sugerencia sobre cómo cambiar el borrador del Plan?

Comentarios adicionales:

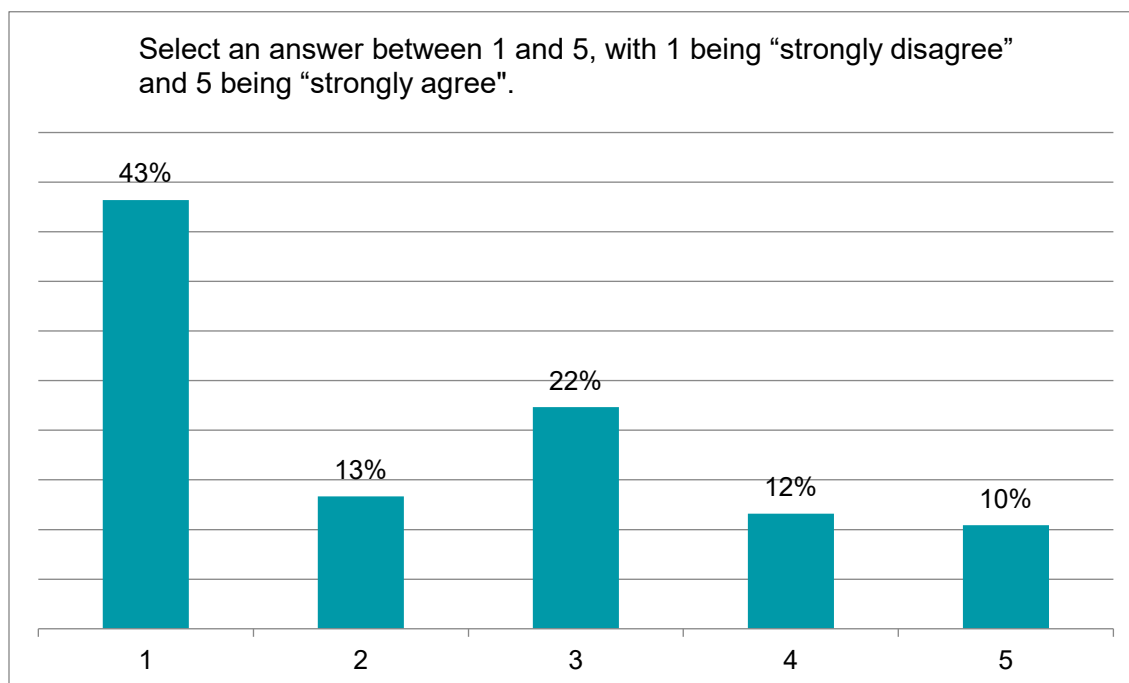
Ingrese su nombre y correo electrónico para registrarse para recibir actualizaciones por correo electrónico.

Nombre

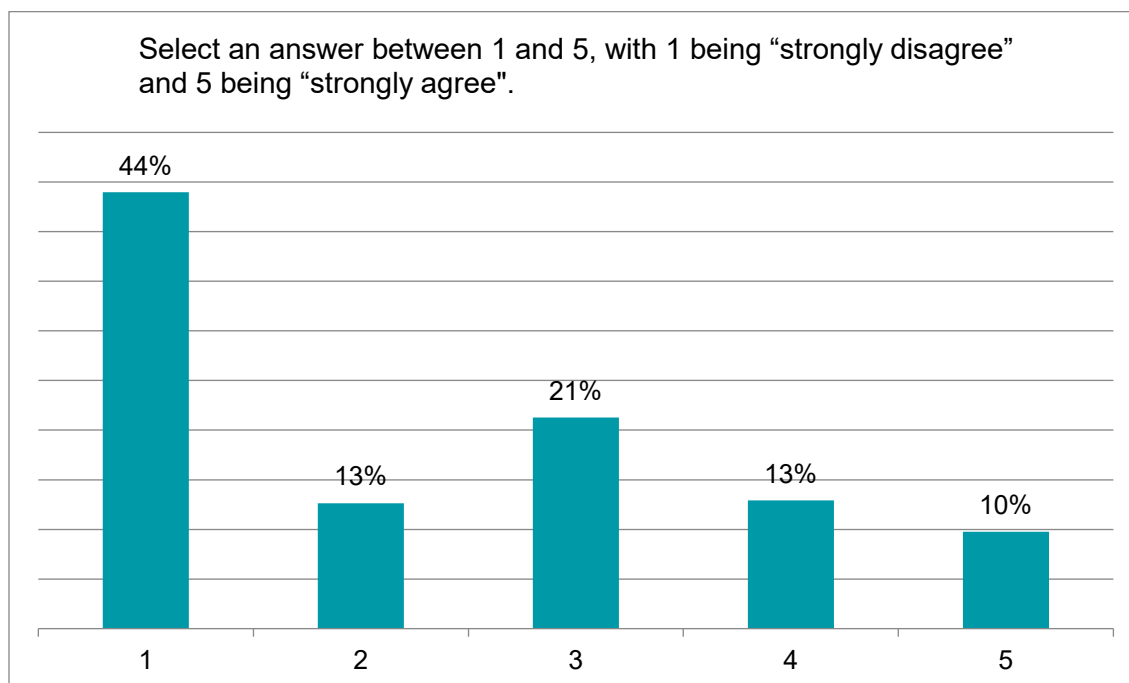
Correo Electronico

Survey Results Round 2

Does the draft Plan address needed improvements and connections in the County?

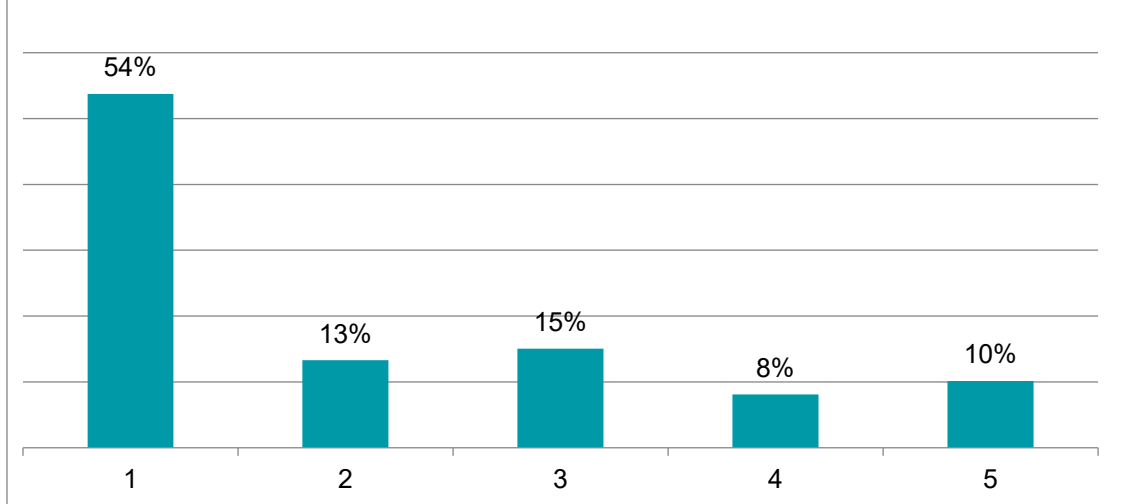


Does the draft Plan address areas of current and future growth and development in the County?



Does the draft Plan address your transportation and mobility needs?

Select an answer between 1 and 5, with 1 being “strongly disagree” and 5 being “strongly agree”.



Do you have suggestions for how the draft Plan should be changed?

#	RESPONSES	DATE
1	Hays Country Acres needs work and would be an ideal spot to have a north south connection to Darden Hill. It seems like doing a north south loop should happen a little further east than is being proposed.	2/8/2021 8:50 AM
2	The extension of Darden Hill Rd to 150 (cutting the short curve) will be going directly through the properties and front yards of myself and my neighbors. My father who lives on the property is a recent widower and his neighbor is a widow who has had this property in her family for generations. This planned road is heartbreaking for our family - we have gone through such trauma and do not wish to endure our beloved ranches cut in half. Please DO NOT do this!!!!	2/7/2021 11:42 PM
3	N9 (Garison Rd) should be moved ahead of N8 because of the following. 1). It is midway between the 35/45 intersection and FM1626 2). It is the obvious choice for a park and ride with MoPac and commuter rail as a bonus. 3). N9 should extend up Lowden Rd to 1626 near Manchaca Rd. N7 is incorrectly laid out. There is an existing, granted, Right of Way from the 35/45 intersection west to Onion Creek which is not acknowledged by the map. Further to the west there is a railroad Right of Way grade cut where the box cars disappear by several feet. An overpass at this location would reduce the overpass height from 30-40' above grade to 15-20' which would reduce the building costs and reduce the property value damages to the surrounding properties.	2/7/2021 11:10 PM
4	I have concerns that the extension of Jacob's Well Rd will bring more development over valuable recharge land for the Well, thus putting more "straws into the glass of water" which is already depleted. Thus no more flow in our water supply.	2/7/2021 10:58 PM
5	Leave Creek Road alone. It's a unique and quiet beautiful setting. reminding those that travel to Camp Lucy or a peaceful drive how beautiful Texas back roads are. MAD4 will destroy this historic Governor Mark White property and Cemetary.	2/7/2021 10:48 PM
6	N9 should be completed before N8	2/7/2021 10:36 PM
7	N7 as depicted does not follow the correct path west from the I35/45 intersection. The initial right of way footprint from this intersection west to Onion Creek has already been contributed and should be noted. As you cross Onion Creek heading west 45 should take advantage of the railroad cut where the boxcars disappear below grade. This location would reduce the overpass to 15-20 feet in height which would reduce the negatives impact on the adjacent property values, reduce the overpass costs as well as provide the best location for a park and ride combining 45, Mopac and N9. This solution has the agreement of some 1,400 acres of adjacent and surrounding landowners . N9 (Garrison Rd.) continuing north from 45 to Lowden lane and 1626 near Manchaca Rd should be considered before N8.	2/7/2021 10:20 PM
8	Who we are and why we are responding to this plan goes back to 1986 when the first hard documents came out endorsing the 45 Loop around Austin. At that time we understood that the likely alignment would take some of our property in Travis County and it would be the link between the east side of 35 and the west side. Because of the diligent work of our Commissioner Mark Jones and others we have seen the extension of MOPAC now open to FM 1626, hurrah and bravo. The final leg is some 7+ miles long in length and will skirt the Hays and Travis County line until it eventually swings north to cross into Travis County and align with the already completed 45 SE. It is that alignment we would love to have some words of advice as we have looked at this for many years and have discussed with other property owners in this area what their wishes and hopes would be. I think it is always easier to work with land owners that agree with what you are doing rather than creating more economic hardships for the state. The City of Buda has accepted a plan by stakeholders representing the north/south extension from Main Street to 45 as well as the east/west connection over MOPAC. A great deal more needs to be looked at as the line is developed from FM 1626 to the 35 intersection. On this note we are also concerned that some of the Buda Transportation	2/7/2021 10:07 PM

Hays County Transportation Plan - Survey 2

Mobility Master Plan Project 33, Cabela's extension B was not reflected in the Hays County 2020 Transportation Plan. This needs to be represented or a formal explanation for its omission. We have worked for many hours with landowners to come up with a plan that not only helps the community but actually makes the most sense in terms of lowering costs, expediting the project and last but not least doing the least amount of damage to the landowners property in terms of devaluation and environmental harm. I do hope we hear from someone and our efforts are not in vain. Elizabeth Urban

9	Remove the traffic circle and build a town square.	2/7/2021 9:37 PM
10	To limit development in this environmentally very sensitive area.	2/7/2021 8:21 PM
11	To limit development in this environmentally very sensitive area.	2/7/2021 8:18 PM
12	I moved here in my retirement for the small town atmosphere and quite life. I am 89 years old and did not want the noise of heavy traffic nor do I need the pollution of heavy car traffic. I do not approve of building roads that will bring more traffic to my area.	2/7/2021 8:15 PM
13	Dripping Springs appeal is that it is a small town with 2 lane roads. It is a Dark Sky community. We moved here from Houston to get away from road noise, car pollution, freeways, bright lights. A 4 lane road will devalue my property, increase the road noise I already hear from 12, affect wildlife and birds and take away from the appeal of living here. I chose to retire here because it's a small town. Don't take that away.	2/7/2021 8:03 PM
14	FM 150 should NOT be expanded! Four lanes and a divided road is not in the best interest of current residents. Please keep it in its current state. In addition, a traffic circle would not solve any issues. The new light addresses any concerns.	2/7/2021 7:03 PM
15	NF 8 is listed as a mid time frame with an ROW of 120" while NF 9 is considered a long time frame with an ROW of 90'. NF 8 is currently 1 mile from the current 1626 intersection of 45, which would already service access to the immediate area. NF 8 is at best a wish list item for 45 access, but does not carry any strategic impact or widen the access area due to the existence of 1626. NF 9 is a more logical starting point, especially since it is located in the middle of 35 and 1626, would allow access to the east side of downtown via Garrison Rd and has a clear connective shot north to Lowden Lane for a North-South corridor. These are just some of the reasons NF9 is a logical and strategic priority over NF8 and NF9's projected timeline and Row should represent that. NF 9 in Buda is not represented by the Buda transportation plan and none of the stakeholders/landowners have been contacted by Hays to discuss this change. Currently the North-South connector from Main ST to SH45SW is located on the west side of the Mopac railroad track by expanding the existing Garrison Rd, if this is simply a misplacement of the road please disregard. East-West connectivity is planned by going over the railroad track just south of the SH45SW connection. The representation of SH45SW proposed alignment is not accurate per the designated right-of-way west of the 35/SH45SW intersection. I know the stakeholders welcome the conversation to find a consensus for N9 and the East-West connection NF6 should also carry a larger ROW requirement like NF5 The eastern section of Elder Hill Rd has land available for sale currently to eliminate the safety issues presented by multiple 90 degree turns. A condemnation play exists there currently that will not be available again without paying significant damages Addition of a traffic light at the intersection of 1826 and 150 to alleviate congestion during rush hour that builds up at the current stop sign	2/7/2021 6:04 PM
16	All I can find of the draft plan is a 3 page list of roads you want to build and an indecipherable ESRI map. Is this it? Is there no narrative available? If so, the draft plan approaches the future as if it will be exactly like the past 50 years. The plan could have been essentially one single page with one single three word sentence: Build more big roads. We need so much more than what this offers. All I see from the County is more of exactly the same things that got us into this mess in the first place. We have more than enough roads. We already have too many roads. Most of which are too wide, too fast and too unsafe. I know that everyone there means well, but this plan is nothing more than entrenched, institutionalized thinking. What we need instead is a real assessment of how to manage a future that will look almost nothing like the present, let alone the 50 years ago that this plan is proposing. I see no costs attached to any of these projects. How are people supposed to assess any of this without that crucial knowledge? If we're spending \$50 million on some road, I can't know if that's money well spent because I have no idea how else we could be spending that amount. What if the county bought a fleet of autonomous vehicles for \$50 million. How much traffic and parking would something like that offset? These are the sorts of questions I want to see in a transportation plan.	2/7/2021 5:51 PM

Hays County Transportation Plan - Survey 2

17	<p>The first suggestion would be to move the proposed New Facilities Rd that runs South from 290 to the Darden Hill extension road East to open land rather than run through the back of well established Dripping Spring neighborhoods. It is also suggested to reduce the size of the road to 2 lane with a median divide and serve to alleviate local traffic. Intersecting the road with Sports plex as well will serve to disperse traffic. The Second suggestion is to connect the New Facilities road with Darden Hill West of the proposed intersection. This will provide a connection to FM 150 on a straighter section of the road rather than on the proposed DANGEROUS, blind curve south of Woods Loop. There have been many accidents and deaths on this curve. The third suggestion is related to expanding FM 150 to 4 lanes North of 1826: This goes against original plans already decided in previous planning. The original plan was to IMPROVE 150 to support local traffic and to build an alternative bypass to the West of FM 150 that will connect with 12. There is ample open land to do this. The accidents and DEATHS on this road particularly at the curve at Woods Loop are a clear indication this road as is, cannot withstand higher traffic volume.</p>	2/7/2021 5:07 PM
18	<p>200' of ROW for 150 between 1826 and 12 seems a bit excessive for a MAD4 The Darden Hill extension to 150 should really be listed as a NF especially considering the difference in the Dripping Springs draft plan that proposed a wider road in its current location.</p>	2/7/2021 4:59 PM
19	<p>Leave FM 150 as it is and do not increase traffic on it. It is not designed to be a high traffic area. There are too many accidents annually in the general Woods loop area over the past few years. The turn where the new connector to Darden Hill Rd already is a key area for accidents as well as the southbound guard rail between the entrances of Woods Loop. There is too much traffic on it now and increasing it to multiple lanes and adding multiple new roads to get to it will only increase the number of accidents on there.</p>	2/7/2021 4:18 PM
20	<p>we already have underutilized transportation resources. Something as simple as re-striping existing roads could add a lane where needed. Also obvious improvements to intersections and traffic lights would improve resources already in place.</p>	2/7/2021 4:03 PM
21	<p>I suggest the original draft that expands Darden Hill in its original route with slight augmentations and safety upgrades. The new plan goes directly through my front yard and would most certainly demolish, or severely impede my current secluded and peaceful standard of life and liberty. I am a Vet and would very much like my property to remain in its form of how I purchased it for my family and our generations to come.</p>	2/7/2021 3:57 PM
22	<p>Hello, Thank you for your efforts in establishing this draft plan. There are elements of this plan that contradict existing and pending efforts to permanently preserve open space, which provides numerous public benefits including clean water, flood mitigation, native wildlife habitat, scenic views and carbon sequestration. For instance, the proposed new arterial NF28 goes through the pending Purgatory Creek Habitat and Clean Water Preserve which was ranked by the Hays County Parks and Open Space Advisory Commission as a Tier One project, indicating it is highly recommended for acquisition through the overwhelmingly-approved Prop A bond measure. This project is also critically important because it will provide much-needed recreational opportunities to an underserved area and population. As such, this new route should be removed form this plan. In addition to this, NF5 and NF6 each go through Water Quality Protection Lands that provide many of the aforementioned and critical benefits to the citizens of Hays County, at great cost to public agencies and area citizens, again who overwhelmingly approved these measures. This route needs to be carefully rerouted or deleted altogether. I am happy to be a resource in whatever way I can, including providing insight on the location of these and other conservation lands. Please do not hesitate to contact me Thank you, Frank Davis Chief Conservation Officer, Hill Country Conservancy (512)947-3920</p>	2/7/2021 1:36 PM
23	<p>Go on the other side of the Penn Tract to Avalon the neighbor.</p>	2/7/2021 1:26 PM
24	<p>The extra road from 1626 to that go to the west of Hays High School and Barton JR High are in an area of existing growth. However the western route that goes from 45 to 150 crossing 1626 crosses a sensitive area of the recharge zone that Hays county and the City of Austin have done a good job of protecting. It will also require another bridge across Onion Creek. This will do nothing but create more growth over the recharge zone. Expand 1826 from 45 to Driftwood and then possibly take it west of Onion Creek into the contributing zone to dive a more direct route to Wimberley.</p>	2/7/2021 12:44 PM
25	<p>We do not want the road as it will be right in our back yard and the noise will be horrible.</p>	2/7/2021 12:30 PM
26	<p>What does this do to address watershed and water quality issues? Highly sensitive area...be smart figure out a better road solution than this! Protecting watershed boosts property values!</p>	2/7/2021 11:40 AM

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27	<p>We strongly recommend alternate planning for the Darden Hill Road extension, and prefer instead that it align closer to Darden Hill Road's current route. Widening Darden Hill Road, raising low lying areas, and adding traffic lights/roundabouts would greatly improve and accomplish the desired effect for safe passage for school, business, and residential traffic without fundamentally disrupting the majority of residents current homes. This second version of this plan that cuts through Darden Hill Road residential properties disproportionately affects homeowners who have owned their homes and lived here for decades to benefit a real estate developer, Mr Keller's, personal and financial interests. We realize that the proposed plan would better benefit Mr. Keller and increase his wealth, but it leaves everyone else out in the cold.</p>	2/7/2021 11:22 AM
28	<p>How about not destroying peoples homes that have generations?</p>	2/7/2021 11:19 AM
29	<p>I would like to see dedicated bike and alternative transportation lanes on all major roads (2325, 3237, 150, RR12, 32, Winter's Mill leading into and out of Wimberley to accommodate the ever increasing number of road bikers in the area!</p>	2/7/2021 11:11 AM
30	<p>Widen 150, I do not want a road though my ranch.</p>	2/7/2021 11:06 AM
31	<p>Dear Hays County and City of Dripping Springs Officials, I'm writing to introduce myself and on behalf of over 20 of our residential neighbors ("Darden Hill Neighbors") surrounding our residential property on Darden Hill Road. The Hays County Draft Transportation Plan that currently proposes a recommended cross-section MD 4 thoroughfare road connecting Darden Hill Road with FM 150 W is devastating to our Darden Hill Neighbors. As this cross-section is currently drafted, it displaces homeowners cutting right through residential homes and puts a major thoroughfare on the front doorsteps of our homeowners. We would like to strongly encourage Hays County and City of Dripping Springs officials to consider alternate planning for this Darden Hill Road cross-section. There are plenty of amendments to this draft plan that would prevent such road proximity through and up against current residents' homes and properties. We often hear the crash of accidents at the intersection of Darden Hill Road and FM 150 W, and the life-changing sirens that follow, and do not recommend adding another dangerous intersection in addition to it. Improving the current Darden Hill infrastructure and adding traffic lights and/or roundabouts would achieve safety without adding additional thoroughfares, and also preserves the current beauty, privacy, and dark skies our hill country residents and visitors cherish. We, the Darden Hill Neighbors, prefer the prior version of the Hays County road plan that focused on improvements of the current infrastructure of Darden Hill Road along with other surrounding road connections to Darden Hill (vs. this second plan's redirection of Darden Hill). Due to a real estate developer's (Mr. Keller of Keller Williams real estate company) interest and pushback because: #1. the prior plan impacted one of his personal properties, #2. this developer advocated for this second version of Darden Hill road extension to benefit the development of his thousands of acres of residential/commercial property he would financially benefit from developing along this new Darden Hill Road redirection. This second version of the plan that cuts through our properties disproportionately affects homeowners who have owned their homes and lived here for decades to benefit a developer's personal and financial interests. Hays County and City of Dripping Springs officials have the opportunity to explore alternate options, options that better respect our neighbors who have been community and nation-serving residents of Hays County for decades, and who have been an essential part of making Hays County a desirable place to live and raise a family. As we all know real estate options in this entire region has become very scarce and exorbitantly expensive, meaning any displacement by this transportation plan means many Darden Hill Neighbors would need to relocate entirely, displacing them from the homes they grew up in and the community they know. Our Darden Hill Neighbors include veterans who have served our country, generations of families who have resided here on their original homesteads since the 1930s – over 9 decades, and dedicated teachers, farmers, and workers who have served the people in our community. Some have lost family members along the years and during this unprecedented pandemic, and want to preserve their lives and memories at home, and keep their properties for their next generation of family members. I'd like to take the time to introduce myself. As a native Texan, my parents (from the towns of Paris and Kerrville, Texas) met at the University of Texas. I have always known the Texas Hill Country as my home. I have lived in my first owned home on Darden Hill Road with my husband for almost a decade. Engrained in my family history is the dedication to serve and better our community. My grandfather was a Shriner who helped build regional community hospitals, and my cousin, Junie Plummer, has worked for decades as property agent with the City of Austin's Public Works Department to secure hundreds of thousands of acres to preserve our natural resources, parklands, and the beauty along our nearby Onion Creek. As Chief Operations Officer at the I live Here I Give Here organization, I have raised essential awareness and over</p>	2/7/2021 11:05 AM

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69 Million dollars in charitable funding for crucial services provided in our Central Texas nonprofit community, including over 10 Million in funding for Hays County organizations and services that are provided in Hays County by regional/state/national causes. I support and work closely with the Hill Country Conservancy to maintain what resources are special about our region. My dedication to my community I live and serve in runs deep and my inclination is to always stand up for what is right and support our community members. I hope you will take this feedback with the severity of how it impacts our Darden Hill Neighbors. Darden Hill Road is our home, Hays County is our home, and we desire the opportunity to continue to live and thrive here for decades to come and be a part of the growth that we hope will honor and take care of its past while welcoming its future.

32	DO NOT dump Wayside (179) or ANY OTHER road into River road or CR 1492! make them go some way that there will not be a bottle neck if there is a fire, flood or other. cut them over to some MAIN road from above there. AND do not change the bridge there. It is an historic bridge. It has worked for a long time. Just leave that bridge alone!	2/7/2021 10:40 AM
33	Stop using private for transportation woes. Stop growth with developments.	2/7/2021 10:34 AM
34	The proposed location for nf3 is routed through privately-held properties whose values are dependent on the quiet and peaceful enjoyment of country living. This proposed route would decimate these properties and their values and eliminate all quiet and peaceful enjoyment of property. I am also concerned about the proposed intersection of The Darden Hill extension on to 150 which would be an mad4 onto an mad4 on a sweeping curve which is already quite dangerous	2/7/2021 10:23 AM
35	As a resident on Darden Hill Road, I hope for it not to be widened to a major 4 way divided arterial. We have assumed some amount of widening would take place - adding shoulders, likely a turn lane. But two lanes in each direction, plus a turn lane and at least 100 feet of right of way will materially change the nature of the road as well as of our residence homestead.	2/7/2021 10:14 AM
36	The Holder Lane extension that connects to RR 12 is not a good plan. It will create a noisy and traffic situation in the area.	2/7/2021 10:06 AM
37	I am concerned with the proposed location of nf3, the north-south bypass from The Darden Hill extension to Highway 290. The proposed location cuts through privately held land that has been purchased and caviated for it's quiet and peaceful bucolic country setting. If this is an arterial feeder for future locations of schools it would be better served located further to the east. Additionally this plan creates a new hazardous intersection that would have two MAD4 routes intersecting on a dangerous curve that is already experiencing lots of accidents. Specifically The proposed Darden Hill extension on to 150.	2/7/2021 10:02 AM
38	Regarding the traffic circle at Ranch Road 12 and 150: We desire for a town square with boutique businesses, NOT a 300ft traffic circle! This undeveloped tract had been slated to become a unique Town Center complete with General Store, boutique businesses, pop up shops and venues, along with walk ability and access to the adjoining developments and neighborhoods. Many of us moved to this community for just that; a hometown feel with character and uniqueness and an escape from big box commercialization.	2/7/2021 10:02 AM
39	Your plan for the Holder Road through ranches to RR12 is unacceptable. This area is rural, beautiful. Enhance Creek Road through Gatlin Creek to RR12. Use the existing roads!!!	2/7/2021 8:57 AM
40	I don't see that the added road from 150 to 290 that is east of 12 and south of 290 does anything to help the flow of traffic and just adds costs that could be put toward other ways we can move our population in and around Dripping Springs. We already have the north south connection with Sawyer Ranch Road. The added connection road from Creek Road to RR12 south of 290 will be a big help for those wanting to avoid the traffic buildup on 290.	2/7/2021 8:50 AM
41	The south extension of Jacob's Well Road should be removed. The widening of RR 12 from Dripping Springs to San Marcos around Wimberley likewise makes little sense, considering CAMPO's regional safety data. The Rutherford Bypass intrusion on verdant ranch land should be erased. There has to be a different way.	2/7/2021 8:36 AM
42	Plan should be changed to exclude the four lane highway at 150 and 12. This is cause destruction of more natural space in our town as well as devalue the homes in the surrounding neighborhoods. This goes against everything we value as a small town community. We may be a growing suburb of Austin but we do not need to destroy our beautiful community, the wildlife, and devalue our property. We moved out here for a peaceful community and we do not need a useless 4 line highway.	2/7/2021 8:02 AM

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43	The plan should exclude the roundabout and 4 lane highway at 150 and 12 that runs along the Caliterra neighborhood. The town center should be considered.	2/7/2021 8:01 AM
44	as proposed, the extension of FM1826 across FM150 to RM12 via CR193/Brownson Ln needs to happen sooner than later. This simple extension would connect 4 major arteries 1826/150/967/RR12, create a bypass around the Driftwood historical area for all the traffic using Elder Hill/150 to get to Wimberley, and decrease traffic on 150 trying to get south of Dripping Springs. There is already a 50ft easement in place on CR193/Brownson Ln "for future road expansion".	2/7/2021 7:41 AM
45	Environmental sensitivity since we're in a recharge area for aquifer needs to be top priority	2/7/2021 7:38 AM
46	Preserve the 2 lane character or FM150 between 1826 and RR12. Is a mad 4 needed here, given the Darden Hill extension?	2/7/2021 7:04 AM
47	Being a resident near the intersection of 150 and 12 I'm against the planned changes.	2/7/2021 12:40 AM
48	The plan shouldn't occur.	2/7/2021 12:36 AM
49	Do not extend Trail Driver to 12. It will ruin the neighborhood quality, add congestion at the intersection with Fitzhugh due to the heavy truck traffic from 4 businesses there	2/6/2021 11:39 PM
50	No to the connection of 150, 12 & 290. This deteriorates the small town appeal of future plans to the intersection near Caliterra.	2/6/2021 10:24 PM
51	These transportation plans are not for current residents of the Hill Country, but seem to be for real estate developers. We strongly disagree with these plans that would open up natural habitat to development	2/6/2021 9:41 PM
52	The draft to put a road right behind caliterra neighborhood would change the entire area for the worst. It would also decrease home values. I suggest putting the road down further south where it is not in plain sight and not in our backyard.	2/6/2021 9:14 PM
53	I respectfully request that you reconsider the extension of Jacob's Well Road to Wayside Drive. Hays County should push for smart development - concentrating new development where it already exists and not draw development to largely natural areas (which is what this extension would do). Please also reconsider the extension from FM 967 south to FM 150 W. This would cross the Water Quality Protection Lands, which are sensitive lands managed to protect the Edwards Aquifer. This road would threaten these sensitive lands and water quality and quantity in our precious aquifer. Thanks for your time.	2/6/2021 8:39 PM
54	Not through long time existing homes	2/6/2021 8:05 PM
55	Even though regional partnerships have to be developed for public transportation, this plan does nothing to plan for those partnerships. Dallas county provided space for park and ride areas long before bus and rail came. This plan offers no public park and ride areas planned for those who commute into Austin and would like to ride share. All businesses have towing signs for those who try to ride share from business parking lots. If Public ride share areas are planned now and right of way acquired it would be much easier in the future to use that same footprint. In the past I have heard many city officials in multiple cities oppose public transit because they do not want poor or homeless folks to be able to come to our cities. With this mindset it makes it terribly expensive to families commuting for their jobs and negatively impacts our environment.	2/6/2021 2:58 PM
56	I believe the prior plan to upgrade Darden Hill rd as it sits now would have a much more positive impact on all residents of this area. Any attempt to reroute the road under the new plan will cause great harm to current residents along its path.	2/6/2021 12:09 PM
57	Rework the existing Darden Hill road. There's room to widen and straighten out curves. Maybe build an upper deck for through traffic	2/6/2021 12:00 PM
58	If there is a necessity for a road, it should be built north of Jackson branch as that is a huge flood plain.	2/6/2021 11:53 AM
59	Use the existing road and improve by reshaping it	2/6/2021 11:53 AM
60	I am opposed to the bypass road NF5/6, not only because it is planned though my part of historic Kuykendall Ranch, but because there is a feasible solution by improving 150. I am	2/6/2021 10:23 AM

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happy to give a tour to anyone in the planning process to show the historical, environmental, and economic value of the property.

61	Eliminate the road between Jacobs Well Road and Wayside Drive. This road will cause extreme congestion on Wayside Drive and River Road. It's an obvious gift to the developers of the now pristine land along the proposed road.	2/6/2021 9:59 AM
62	Only additions to roadways, would be turn lanes. You are RUINING Wimberley and the Hill Country we moved here to enjoy. The more lanes you add, the faster folks will drive and have horrific wrecks.	2/6/2021 9:57 AM
63	The road from Jacobs Well Road to Wayside drive is not needed. It will cause extreme congestion on Wayside Dr and River Road. It is an obvious gift to the developers of the land that the road would service.	2/6/2021 9:26 AM
64	The plan should reflect how to be more conscious about conservation and preservation of the natural resources. Just wanting to put more roads in doesn't mean that it's actually helping with mobility. In particular NF-6 and NF-5 do not do anything with actual concentrations of where people live and commute. It seems that it is just a power move by Tx dot to do whatever they want . I officially oppose the NF-6 and NF-5 because that area should be preserved for the fragile water infrastructure and for future generations to be able to enjoy. I could see that being a nature trail network that connects to violet crown trails.	2/6/2021 9:08 AM
65	Regional and local trail systems such as violet and emerald crown trail crossings should be incorporated in the ultimate vision.	2/6/2021 8:21 AM
66	45 needs to be finished	2/5/2021 10:20 PM
67	Road 150 runs through my family property at the intersection of Creek Rd and Holter Ln. Some changes to the alignment need to be made to avoid the bluffs along Onion Creek.	2/5/2021 8:29 PM
68	The new road routings need to respect property owners existing boundary's. Follow existing property lines between ranches. Building a bridge and roads close to onion creek will cause environmental damage	2/5/2021 6:30 PM
69	Drop the extension from Jacobs Well to Wayside. Let the country the country. I am on Wayside a lot. It doesn't need more traffic. They are already building houses which will bring additional traffic. We don't want to be a big city.	2/5/2021 5:54 PM
70	We don't need more and bigger roads.	2/5/2021 5:43 PM
71	150 extension West of Mt Gainer is Not Needed, and worse, will destroy County Historic property!	2/5/2021 5:31 PM
72	The proposed extension of Holder lane at Creek road will destroy natural habitat and the natural beauty that should define "Gateway to the Hill Country". This plan would encourage high density growth for growths sake with no consideration for preserving scenic, natural lands or habitat areas. The increased traffic that "NF2" would create on scenic Creek road would destroy it's beauty and respect for property Owners who have elected to NOT live in a subdivision. This proposed addition brings increased traffic into rural areas of Dripping Springs' ETJ that would invite, not mitigate increased traffic on roads not designed or intended for high volume traffic.	2/5/2021 5:05 PM
73	The development of a connected system of bike-pedestrian trails and sidewalks to relieve congestion on roadways should be addressed. The development of standalone (not parallel with roadways) bike-pedestrian trails and sidewalks forming part of the connected system should be addressed.	2/5/2021 3:52 PM
74	Don't like a major road crossing onion creek at or near Holder Lane. The Creek is a environmentally sensitive area.	2/5/2021 3:48 PM
75	MAD4 in the NF2 area of Creek Road and Holder Lane will destroy scenic water ways, Historic Cemetary, Historic Governor Mark White property.	2/5/2021 3:31 PM
76	Not necessary to dump more traffic into a already Bad intersection	2/5/2021 3:23 PM
77	NF3 (between 290 and Darden Hill) is devastating to existing homes, ranches, wildlife and livestock. Complete lack of design and thought process. Are you planning on bull dozing peoples homes and structures???	2/5/2021 2:18 PM

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78	We DO NOT want the proposed traffic circle at the intersection of 12 and 150!!	2/5/2021 11:42 AM
79	There needs to be more focus on alternative forms of transportation not only cars and trucks. We need more bike lanes and trails. The bike trail can care a lot of traffic at a small fraction of the cost of a car road.	2/5/2021 11:05 AM
80	<p>Remove all suggested roads that would go through ranches, rural backroads, parks, protected lands and wildlands. Do not four-lane any of our scenic country drives like 150, 12, Fitzhugh, etc. I live in Hays county on a protected wildlife preserve and I want NO more roads or high density developments, especially not through large protected ranches and city wildlands! Large areas of protected lands do not exist to be turned into roads by those who have bulldozed the entire rest of the landscape. Quit destroying our ancestor's beautiful, scenic, rural community and the ecological resources that sustain us with these unnecessary roads meant to open up more land to development! Quit allowing developers to stuff thousands of people on tiny rural country backroads! Stop trying to bulldoze our community to make way for people you want to bring in that aren't even here yet! Quit spending county tax dollars building roads to accommodate newcomers and developers against the wishes of our small communities! We have always enjoyed and valued our rural way of life and want our quality of life and landscapes to stay intact and not suffer any more road fragmentation or high density development! Y'all are trying to destroy the ecological integrity, quality of life and culture of an entire region! The county needs to put resources into buying and protecting land from further development, controlling urban runoff, and stop allowing developers to build such poorly-planned, high-density subdivisions. Protected lands should NEVER be seen as a place to put roads for the onslaught of uncaring, unkind people who expect everything and everyone in our community to be bulldozed to make way for them. Accepting conservation easements and using them as 'credits' to allow a developer to bulldoze more of their own land also needs to stop! It's also alarming how close one of the planned roads is to my family's legally protected cemetery. Does anyone realize that many aquifer levels are currently lower than in the drought of 2011? We have a severe depletion of groundwater because there is never any meaningful plan to control the runoff or water usage from new construction, roads, and developments. The amount of water lost by intentional engineering design in big floods would go a long way towards rebuilding the water table deficits if it could only infiltrate instead of being drained. Hays county shouldn't build any more roads until they control the runoff from the too many roads they've already built! Please do not drink or use water or swim in any local creeks or rivers if you are going to work to promote the nail in their coffin; we have watched the quality and quantity of local aquifers and springs tank rapidly in the last few decades, with many once perennial springs going dry. This is a completely untenable situation that urgently needs environmental protection and remediation, not more destruction. It is disturbing that anyone can look at the hill country and claim to love it, and at the same time suggest doing this to an area that should be protected for generations to enjoy. Hays county should be well aware that this area cannot ecologically or culturally sustain any more massive roads or high density growth. It won't be Texas anymore when it's another anyplace USA, covered in concrete and bland nonsense! Rather than build more roads, we need to be buying out developments and bulldozing the houses and roads that are creating a boom-bust flood and drought cycle by destroying the functioning of our local water cycle. It is very frustrating to see the county continue to suggest building new roads when y'all can't even manage to contain the runoff from the existing ones, which basically function as drains to deplete their local areas of groundwater. At the least, fund some programs for landowners to take initiative to improve infiltration on their property. Thin soils are 100% better at infiltrating than impervious cover, but they can be made to infiltrate far more if organic matter content is improved. NRCS says every 1% increase in organic matter in the soil over an acre = 33,000 more gallons of water that can be captured and stored. It is 100% possible to increase a soil's infiltration rate and capacity to handle heavier rains. This is a world-record rainfall region...Surely we can remember the recent floods and the still talked about floods of the 2000s, 90s, 80s, 70s? Massive floods are not rare 500 year events here, they are expected at least every decade! Ever heard of the flood of '35? How will we fare when a hurricane stalls and we get our own 22+ inches of rain in less than 3 hours like D'Hanis? Ever heard of Thrall, TX? "Thrall rainfall was 23.4 inches during 6 hours, 31.8 in. during 12 hours, and 36.4 in. during 18 hours." There is a growing deficit in our aquifer of hundreds of feet, but the trillions of gallons of runoff lost in these big rains could begin to rebuild that if it could just be captured, instead of funneled away at high speed in concrete drains towards creeks. What the county is telling us with this plan is that they don't want that water to stay here in our aquifers, they want to get it out of here and to the gulf of Mexico as fast as possible!</p>	2/5/2021 9:29 AM
81	More emphasis on trails/bike paths especially as related to proposed Emerald Crown Trail	2/5/2021 8:01 AM

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connecting to Violet Crown Trail in northern Hays Co.

82	Strike NF4 from this plan- this road is unnecessary and will only create more development over land that s undisturbed and needed for aquifer recharge. More impervious cover, more wells drilled, more traffic will disturb wildlife and our groundwater, as well as the flow of the Blanco River and Cypress Creek. We need our rivers and streams to stay flowing because they are a huge economic engine that brings money to our county. Building unnecessary roads like NF4 will only encourage more development and cause our aquifers and springs to decline.	2/4/2021 5:18 PM
83	Please address the dangerous intersection at Woods Loop and 150 first.	2/4/2021 1:30 PM
84	Major consideration appears to have been given to the interests of developers at the expense of the property owners who originally moved to Hays County because of its quiet, rural character. Given the changes in work patterns caused by Covid-19 and the government's reaction to Covid-19, it would be prudent to wait until the pandemic is over to assess future commute patterns and needs, as well as alternatives forms of transportation, such as light rail.	2/4/2021 12:46 PM
85	Major consideration appears to have been given to the interests of developers at the expense of the property owners who originally moved to Hays County because of its quiet, rural character. Given the changes in work patterns caused by Covid-19 and the government's reaction to Covid-19, it would be prudent to wait until the pandemic is over to assess future commute patterns and needs, as well as alternatives forms of transportation, such as light rail.	2/4/2021 12:45 PM
86	No not build a 4 lane road off of 150 behind Caliterra. This is terrible for the environment, home values, and the entire area!	2/4/2021 11:16 AM
87	Don't build roads through peoples beautiful property. Stop developing everything and putting concrete everywhere. Its disgusting and the reason we moved from congested austin.	2/4/2021 11:13 AM
88	Please considered who and what you will be disrupting to account for the new growth coming from other states. You will be tearing apart people's ranches, their yards, the peace and quiet they live in DS for. It's disheartening that the this is not be taken into consideration.	2/4/2021 11:11 AM
89	Road NF3 is not needed and ruins multiple homeowners' property. It has a negative impact on critical springs and creeks and wildlife. It will ruin neighborhoods without any positive impact on transportation.	2/4/2021 11:05 AM
90	I am not in favor of a 300 ft traffic circle. The current traffic light and three way is certainly adequate for existing traffic - Where is the math explaining that a new traffic circle would enhance current flows? People dont sit long at the lights.	2/4/2021 10:41 AM
91	I would add language and requirements for innovative and best practices in environmental protection into the planning, design, and construction of "New Facilities" and existing roadways in the Edwards and Trinity Aquifer recharge and contributing zones. More PKWY designations for roadways. The County can be proactive to minimize impact on sensitive features like caves, creeks, springs, rivers and drinking water supplies. The County could lead in the parkway design for best practices like reduction of roadway run-off using vegetative swales, ponds, stormwater basins and hazard waste traps. Perhaps in most sensitive areas, use road surface like permeable friction course (PFC) and limit access and development along roadway.	2/4/2021 10:14 AM
92	This plan needs to be eliminated. Further development of this type of plan removes the unique, small town appeal buyers abs owners look for when choosing to reside in Dripping Springs. NO TO THE TRAFFIC CIRCLE.	2/4/2021 9:50 AM
93	Do not add the roundabout at 12 and 150 and do not add the 4 lane road to continue 150. Keep that intersection as the town center	2/4/2021 9:24 AM
94	The map does not seem to realize the imminent growth that the Uhland area is experiencing. High Rd, Cotton Gin, and Grist Mill will soon need to be major connectors of the IH35 and SH130 corridor with SH21 being a huge issue in between. There is a major Hays CISD facility planned at the corner of High Rd. and SH21 that will bring both congestion and safety concerns to the area. From what I see on the current map, this is a "long" range concern. However, there are thousands of homes being planned as we speak within 2-3 miles of that intersection. Major improvements need to be made where Grist Mill, Cotton Gin, and High Rd. connect with SH21. While most of this is within the city limits of Uhland, it would be advantageous to have the County realize and support these areas as short term projects. There is also a need for another North/South thoroughfare to remove traffic off of the IH35 area and SH21. All local traffic has	2/4/2021 9:06 AM

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to join with major interstate traffic when trying to move from San Marcos to Buda and in between.

95	I like the idea of a traffic circle at 12 and 150. Please continue to improve 150. It is a critical route within the county.	2/4/2021 7:50 AM
96	We currently have a traffic light at 150 and 12 and it is synchronized well for traffic. Building a roundabout just south of that intersection serves no purpose and will cause accidents and congestion in the future.	2/3/2021 10:56 PM
97	Extension plan of FM150 will greatly impact road noise in the Caliterra neighborhood. I live on White Rock Court and the noise from 12 is already disruptive at night and early morning with loud trucks. The addition of extra lanes for an extension of 150 along the Caliterra neighborhood would decrease home values considerably and take away from the "home with nature" appeal of the development.	2/3/2021 10:16 PM
98	Do not install a traffic circle. The small town center concept is why I came here. Keep Dripping quaint and small.	2/3/2021 9:51 PM
99	Appears timing of most projects is 20+ years out. The need is now.	2/3/2021 9:38 PM
100	Leave it the way it is. The light at the intersection has been a huge improvement with traffic control and putting in the proposed circle is ridiculous!	2/3/2021 9:07 PM
101	Remove that planned circle on FM150 and SR12. Leave that area to be what the developer of Howard Ranch intended with a country store and local shops.	2/3/2021 8:30 PM
102	Please don't put a traffic circle at 12 and 150. It's not needed. The traffic light is working very well. I use this intersection every day there is no need for a traffic circle. I would rather have the small shops as there isn't much of the same near driftwood.	2/3/2021 8:21 PM
103	We are totally Against any Traffic Reconfiguration, and fully support the proposed Development. This would be a horrible decision by Hays County.	2/3/2021 8:14 PM
104	the road from dripping to extended darden hills needs to be further east, the intersectin it creates at 150/woods loop is at an extrememly dangerous location	2/3/2021 6:38 PM
105	Little hometown feel not a circle at 12/150	2/3/2021 6:11 PM
106	It looks like county has proposed a roundabout at RM12 and FM150. This is negatively impacting existing plan for a town center at this intersection. Could we avoid such changes?	2/3/2021 5:10 PM
107	I am in full support of the roundabouts planned for FM150/RR12 and everywhere else In the county. They are the safest traffic solution for all communities and will save lives.	2/3/2021 5:03 PM
108	fix 12 & 290! that's the problem...not 150 & 12	2/3/2021 4:22 PM
109	Regarding Darden Hill Road in Driftwood, please be aware of the flood plain map and how it impacts homeowners. My family lives at 850 Darden Hill Road and a major portion of our property outside the 100 year flood plain is along the road. Re-routing Darden Hill may impact the use of our property. Other landowners along creeks likely will have similar issues. Thank you.	2/3/2021 4:22 PM
110	NO traffic circle on route 12 and fm 150. So dangerous!!!!	2/3/2021 4:18 PM
111	Allow the prior proposed plans for a Town Center at RR12 and Fm150 to continue, not a Roundabout encroaching on the Howard Ranch garden homes. Owners purchased in this area largely due to the proposed town center plans.	2/3/2021 3:38 PM
112	No traffic circle at the intersection of Route 12 and 150. The new traffic light system is working just fine. The bottleneck is at 290 and 12.	2/3/2021 3:07 PM
113	I understand that there is a plan to develop and construct a 300 foot traffic circle somewhere south of the intersection of RM 12 and RM 150. This is a terrible idea and totally unnecessary as there was just a light installed at that intersection which is working great.	2/3/2021 2:58 PM
114	I understand that there is a plan to develop and construct a 300 foot traffic circle somewhere south of the intersection of RM 12 and RM 150. This is a terrible idea and totally unnecessary as there was just a light installed at that intersection which is working great.	2/3/2021 2:57 PM
115	The intersection of the extension of Darden Hill Rd and NF3 will dump additional traffic in the	2/3/2021 2:47 PM

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	middle of an "S" curve at a dangerous creek crossing. Multiple accident site.	
116	The 150 expansion should be 4 lanes with a turning lane. Ranch Road 12 should be as well. Sidewalks would also be very useful.	2/3/2021 2:23 PM
117	WE DO NOT NEED A TRAFFIC CIRCLE AT ROUTE 12 and 150!! What a great way to ruin a a wonderful area of town and cause traffic incidents!!	2/3/2021 2:17 PM
118	Do not put a traffic circle at RR150 and RR12 in Dripping Springs.	2/3/2021 1:54 PM
119	We adamantly oppose the traffic circle idea and support the previously proposed Development at the corner of 150/12!!!	2/3/2021 1:48 PM
120	The proposed traffic circle at 150 and 12 should NOT happen. You are ruining the area!!!	2/3/2021 1:40 PM
121	Do not build NF6 from 45 to 967. This traverses extremely sensitive land that protects Barton Springs and Austin. It is not needed when 1826 can be easily expanded and needs it anyway. Nearby residents would much prefer the money be spent to expand 1826 and make this dangerous stretch of road safer.	2/3/2021 1:34 PM
122	I don't feel that big round about linking Hwy 12 & 150 is necessary. I live in Howard Ranch and bought my property in 2012. We liked the area because it was in a country setting but close to downtown Dripping Springs. It's no longer the country and I understand the need for updating the transportation needs of the area. It's bad enough that we will now be surrounded by two four-lane major thoroughfares, but that round about would destroy the plans that were set many years ago for our development. We have looked forward to the addition of the community area with restaurants & small businesses within walking distance of our homes. That was part of the draw for buying in Howard Ranch. Why screw that up for us with that round about? Just leave the new red light in place at 150 & 12 even as you enlarge the roadways around us.	2/3/2021 1:22 PM
123	The intersection of highway 12 and 150 is too invasive to the surrounding neighborhoods and will destroy the small town feel that the residents wanted when we acquired our property. The proposed town square for that corner is the type of feel that we were looking, not a 300 foot circle and 4 lane divided highway.	2/3/2021 1:04 PM
124	As a resident of HR, I do not want a traffic circle added at the corner of 12/150. I bought my home under the assumption that a boutique style town center (complete with small locally owned shops) was planned for that space that I could golf cart to. Traffic is already a mess along 12, and adding a roundabout is a terrible idea.	2/3/2021 12:54 PM
125	I support most of the plan but the proposed traffic circle at 12 & 150 is both inefficient and wasteful. The current intersection meets the need (especially with the new traffic light installed). I could see widening the road by a lane but re directing the road and adding a traffic circle is silly.	2/3/2021 12:51 PM
126	I would love to keep more of a hometown feel not a large city. Most residents moved out to this county for this very feeling of community and homey warmth. I would love to keep this feel and not expand on this new plan.	2/3/2021 12:50 PM
127	Let Erik Howard build his small town corner and add character to this town! We don't need a round about. We came from a town of roundabouts...you are asking for accidents!	2/3/2021 12:32 PM
128	No traffic circle. Need to preserve hometown feel of Driftwood.	2/3/2021 12:31 PM
129	My wife and I live in Howard ranch and we moved here because we knew there would be walkable restaurants, boutique stores etc bordering our neighborhood. We want to keep our small town feel and NOT have a traffic circle please do not put a traffic circle at 12 and 150.	2/3/2021 12:19 PM
130	We, in the Howard Ranch community and surrounding neighborhoods do NOT want a traffic circle put in at RM12 and FM150.	2/3/2021 12:19 PM
131	I moved to Dripping Springs to get out of the big city (Austin). Most of this plan will turn this all into another big city. It would be sinful to take our beautiful country roads and turn them into highways. The traffic does not seem out of control at all at this time other than 290/12 during busy times. If we want to stay a beautiful rural hill country community, we cannot be building major highways. Small road repairs with turn lanes are fine, but let's not ruin our beautiful hill country.	2/3/2021 11:57 AM
132	If you move forward with the roundabout traffic circle, PLEASE do NOT impede any of the Howard Ranch land that is slated for future Town Square. This would be a travesty to the	2/3/2021 11:48 AM

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Dripping Springs community to not allow such an amazing project to be built!!!

133	I am concerned that there is talk of a traffic circle at the corner of FM150 and RR12 that is not highlighted or shared in this transportation plan. We moved to this community for home town feel, hill country living and this 300ft traffic circle would take land that was slated for a novel and unique town square concept complete with a general store, boutiques, walkability/access to the adjacent communities, and instead infringe on the current neighborhoods and greatly reduce the appeal of this area. We want Hill Country appeal, community, and walkability, NOT a 300 ft traffic circle! Thanks for your consideration and look forward to more clarity and transparency from the county on this initiative!	2/3/2021 11:42 AM
134	My neighbors and I have been made aware of a plan to build a large traffic circle on the Southeast corner of FM150 and RR12 which has NOT been publicized appropriately. I live in the Gardens at Howard Ranch, and the proposed traffic circle would not only encroach on my community, but it would also prevent the development of a Town Square on the parcel. This boutique Town Square development is a large part of the reason for our moving to this neighborhood. We want livability, walkability, small businesses, and a community feel - NOT a traffic circle on this land.	2/3/2021 11:15 AM
135	We strongly disagree about the traffic circle that is being discussed for the intersection of FM150 & RR12. We have noticed that this is not posted anywhere so we are concerned that people are not aware of this large piece of land being taken up by concrete and added traffic. Please reconsider!	2/3/2021 10:49 AM
136	The Rutherford bypass should be eliminated and FM 150 should instead be improved(expanded) to handle the transportation needs for a north/south arterial. FM 150 is currently built in an appropriate location and would just need to be expanded to handle the new traffic counts of our growing region. The addition of the Rutherford bypass will be unnecessarily expensive in comparison to expanding the existing 150 and it serves little utility other than to accommodate the nostalgia of a load minority of community members that dont want to see the existing 150 improved at the low water crossing. What those people dont understand is that by adding a second crossing on Onion Creek we further degrade the environmentally sensitive recharge features along the exact stretch of Onion Creek that has been preserved by public and private efforts. furthermore, the imposition of this new road through private property will negate the private conservation efforts of the rutherford ranch owners and will lead to the eventual sale and development of that 5000 acres. This eventuality will certainly create more growth in the area which will further degrade onion creek and the watershed as well as adding a significant amount of development in the area requiring even more roadways and likley the improvement of FM 150 at the double low water crossing anyway. From a cost perspective, it seems ridiculous to propose a new major roadway (including a bridge over Onion Creek) when the county could simply expand the existing row and FM 150 as originally proposed by txdot. I am not aware of any reason not to do this other than community members who think their (public) low water crossing is more important than their neighbors private property downstream.	2/3/2021 7:19 AM
137	Opposed expansion of 3237 between Wimberley and Kyle it is problematic. Or 7 miles where 3237 closely parallels Smith Creek and lonely and creek. His construction and addition of impermeable structure will have a negative affect on water quality and runoff. Extensive studies should be done regarding the ecological impact of such roadwork. This is not a shipping route and shouldn't be increased to a 4 lane rd. Perhaps widened in a few sections to allow for safe passing/ turn lanes if possible to do so in an ecologically responsible way. We are homeowners in this area (on 3237) and are very concerned.	2/2/2021 12:02 PM
138	Please protect the country nature of the Driftwood section of Ranch Road 12. We do not have the same growth or plans for growth as the DS and Wimberley sections. We don't need a 4 lane divided highway between Storm Ranch road and Winter's Mill Parkway	2/2/2021 10:21 AM
139	Concerned about greatly increased cross traffic around neighborhoods in-between NF3 and 12 however. (especially on blue ridge) Speed control devices might be needed on blue ridge. I could see a *lot* of folks trying to avoid 290 and 12 heading towards Austin and cutting through neighborhoods.	2/2/2021 8:44 AM
140	Avoid jacobs well area altogether. This road will cause neighborhoods to pop up and further impact this natural treasure.	2/1/2021 10:26 AM
141	I want to mention that FM 3237 between Hays City and Winters Mill is an overwhelmingly residential road. Turning it into a 4 lane highway will change it forever for the sake of development, which our local aquifer and ecosystems can't support. I think consideration for	2/1/2021 10:16 AM

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the environmentally sensitive creeks (Smith and Lone Man) should be a huge consideration as runoff from a big highway will have a grave impact on these watersheds. The noise pollution will as well. Considering Jacob's Well stopped flowing last month for the 4th time in history, encouraging new development could have dire consequences. It's time to think about spending on land preservation, parks and the preservation of our watershed.

142	Concerned about making fm-967 into a divided highway Only invites people to take it as a short cut. Same goes for FM -1826. I would hate to see these roads become another highway-290.	2/1/2021 9:34 AM
143	More bikeways, dedicated bike lanes, and trails.	2/1/2021 7:19 AM
144	Move the 150 extension further South on RR 12. Not run it through the current cemetery.	2/1/2021 6:54 AM
145	The plan should not be to pave western Hays county. Existing roads should be deemed for conservation.	1/31/2021 3:48 PM
146	Do not consider the Lanier Ranch Road extension to Hays Country Acres/290. This is a private road with residences on it. There are too many driveways and it would ruin our lifestyles, property values, and plus it's a dirt road	1/31/2021 12:48 PM
147	The plan needs a complete review given the dramatic reduction in commuting due to COVID19 and the subsequent adoption by thousands of businesses to permanent telecommuting. Our commuting culture has changed and this plan does not address this culture shift.	1/31/2021 11:38 AM
148	A route into Austin would be nice - to connect with Capitol Metro	1/31/2021 10:59 AM
149	FM 2001 needs immediate relief. More lanes better traffic control	1/31/2021 9:13 AM
150	The plan for FM150 is a nightmare and much of the plan destroys the very nature of the area which is why people wanted to live here in the first place.	1/31/2021 8:03 AM
151	Crosswalk needed at Mercer and Highway 12. We need protected bike lanes on Highway 12, the speed limit is too fast to not have them for cyclists.	1/30/2021 4:21 PM
152	Darden Hill Road should be left alone, as well as 150 from 1826 to RR12.	1/30/2021 3:46 PM
153	Don't run this road so close to my community	1/30/2021 8:56 AM
154	A safe bike/hike path should be included for FM 150 extension.	1/29/2021 4:24 PM
155	FM150 proposed continuation appears to stop at Creek Road. I feel it should continue directly to 290. I may have misread the map but I'm hoping it goes over Creek Road to 290.	1/29/2021 4:15 PM
156	The vast majority of that growth is taking place along and east of I-35, in the Buda/Kyle/San Marcos corridor, downstream of the recharge zone. That's where public dollars for transportation capacity should go.	1/29/2021 9:44 AM
157	Use of "Super 2" roadway design for some FM/RR roadways would seem to be a better fit and less ROW needed (120ft vs 200ft). This would strike a balance between high land acquisition costs, somewhat keeping a rural character feel, and increasing capacity/improving traffic flow. Super 2 could be used on FM967 between 1826 and Ruby Ranch where most land is under conservation easement and minimize impacts to recharge zone. Same for RR12 between DS and Wimberley, or many of the rural arterials in western Hays County. Hwy 16 between Fredericksburg and Kerrville would be a perfect example. Conversion to a MAU4 would also then be possible if warranted in the long term.	1/29/2021 9:19 AM
158	Please limit highway 12 to 3 lanes where needed and 2 overall. Make plans to include wildflower planting at every construction area. Over the last several years, I have watched established wildflowers destroyed and replaced with non-native and invasive grasses (Johnson grass and KR Bluestem) because no effort has been made to reseed native wildflowers. As deer become more populous, we are losing our native wildflower species; often the best remaining stands are along roadways where deer are less comfortable feeding. When these are destroyed through construction, the remaining seed stock is not present to re-establish populations. Please take care to keep this roadside beauty intact; it is a primary factor in the popularity and enjoyment of our area.	1/29/2021 8:22 AM
159	Most time frames are too long. NF5 and NF6 need to be short term before a mod on 1826. Flight Acres and Fulton Ranch need to be MAU4. NF4 should be continued south, across the river and back into RR12. All new roads should start ROW acquisition.	1/29/2021 7:39 AM

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160	In recently doing personal research (as a resident of Driftwood) and reaching out to Dripping Springs engineers, Hays county engineers and the CAMPO office, I have found there are actually many discrepancies in the "planning". Sadly I believe much of what is being done in western Hays county is driven by dreams of developers and possibly some panic reaction for schools/low income housing in a quickly overwhelmed rural town like Dripping Springs. Broader perspective of what is important MUST be retained by remembering what is vital to central Texas like its AQUIFERS, its inherent beauty of streams, cypress trees and natural rural scenic areas. Dark skies are disappearing! What are our children going to know or have left? PLEASE plan for and designate the roads of western Hays as Conservation roadways to have the protections in place we all hold as valuable in the long term care of our home in central Texas.	1/29/2021 7:22 AM
161	Please refocus this Transportation Plan to focus on maintaining and improving the safety of our existing roadway infrastructure in Hays County, much of which already lacks adequate maintenance. Abandon futile plans to chase congestion by unnecessarily expanding roadways, which will only lead to increases in congestion, vehicle miles traveled, maintenance burdens; result in increased impervious cover, natural land loss, and eroded wildlife safety; and will overall be an irresponsible use of taxpayer dollars. Specifically, please stop any plans to increase ROW width or lane counts to 4-lane (MAU 4, MAD 4, PKWY 4, FWY 4) or 6-lane (MAD 6, EXPY 6) roads and reassess all improvements within safety and sustainable transportation frameworks. Emphasis moving forward must be placed on transportation planning and engineering that 1) prioritizes safety over speed; 2) prioritizes moving people via an integrated network of existing cross-county roads, public transit networks, and active transit networks instead of solely focusing on single-occupant-vehicles; 3) prioritizes protecting the integrity of our natural landscape; and 4) practices fiscal responsibility vs. wasteful overbuilding based on false congestion myths. A true transportation plan considers all networks and impacts holistically - not disparately or in a vacuum. It is imperative that this plan be reevaluated to address these concerns while also ensuring that taxpayer dollars be spent more wisely for both present needs and future outcomes.	1/28/2021 9:28 PM
162	"Please do not significantly expand capacity or build new roads in western Hays County, above and upstream of the Edwards Aquifer recharge zone. Designate existing roads in the Edwards Aquifer watershed as "conservation roads," with safety, scenic beauty, and water protection as the priority. Buy more conservation lands and easements to minimize growth, keeping western Hays County forever green. Expand transportation capacity downstream of the recharge zone, along and east of I-35, in the Buda/Kyle/San Marcos corridor, where most of Hays County growth is going and where transportation investments are needed most."	1/28/2021 8:37 PM
163	Please do not significantly expand capacity or build new roads in western Hays County, above and upstream of the Edwards Aquifer recharge zone. Buy more conservation lands and easements to minimize growth, keeping western Hays County forever green. Expand transportation capacity downstream of the recharge zone, along and east of I-35, in the Buda/Kyle/San Marcos corridor, where most of Hays County growth is going and where transportation investments are needed most.	1/28/2021 6:19 PM
164	My family and I recently purchased property and are building a home in san marcos. One of the biggest draws for us was the river through town and being able to swim right there, and the surrounding natural areas and rivers. We would hate to see these natural resources lose their appeal due to over development. Please do not significantly expand capacity or build new roads in western Hays County, above and upstream of the Edwards Aquifer recharge zone. Designate existing roads in the Edwards Aquifer watershed as "conservation roads," with safety, scenic beauty, and water protection as the priority. Buy more conservation lands and easements to minimize growth, keeping western Hays County forever green. Expand transportation capacity downstream of the recharge zone, along and east of I-35, in the Buda/Kyle/San Marcos corridor, where most of Hays County growth is going and where transportation investments are needed most.	1/28/2021 5:08 PM
165	The draft could have actual notes instead of just indicating there is a study in progress or simply blank cells. How does the plan address the public comments regarding need for increased public transportation, walking, and bike needs, as well as, environmental concerns?	1/28/2021 2:03 PM
166	The current draft plan for FM 150 would have a negative impact on the residents of Caliterra. This community features nature preserves and maintains the pristine waters of Onion Creek. With so the construction already destroying so much of the natural environment, we must all work together to avoid interfering with the vulnerable habitat and ecosystem with additional projects. This current draft plan allows traffic and the resulting noise to negatively impact the	1/28/2021 1:02 PM

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environment and devalue this new community. I think it's prudent for the county to explore other options, so the Real estate market can continue to thrive and attract new residents.

167	Lanier Ranch Road should NOT be made a thru-road to Hays Country Acres/290. It is a PRIVATE residential dirt road with 20 driveways on it. It will be a traffic hazard to have all those cars turning in and out of driveways, plus it will destroy the agricultural/country life of these people who live out here on 5 to 15 acres each with cows, horses, goats, etc. Find a place that doesn't destroy our way of life.	1/28/2021 12:34 PM
168	Do not significantly expand capacity or build new roads in western Hays County, above and upstream of the Edwards Aquifer recharge zone. Designate these roads as "conservation roads," with safety, scenic beauty, and water protection as the priority. Buy more conservation lands and easements to minimize growth, keeping western Hays County forever green. Expand transportation capacity downstream of the recharge zone, along and east of the I-35, Buda/Kyle/San Marcos corridor, where growth is going and should be supported with transportation investments.	1/28/2021 9:50 AM
169	It's hard to see any biking or pedestrian improvements. The materials of the plan seemed focused on cars.	1/27/2021 7:59 PM
170	We don't need a road connecting 150 to Creek Road. A road along the boundary of the Caliterra neighborhood would harm the beauty and peacefulness of the area not to mention affect our property values. Please consider a route that does not travel along the Caliterra neighborhood.	1/27/2021 2:03 PM
171	Do not make 150 4 lanes of traffic each way. it is already dangerous enough and now to have passing.. it's going to be a death highway	1/27/2021 12:45 PM
172	Please rework this Transportation Plan to focus on maintaining and improving the safety of our existing roadway infrastructure in Hays County, much of which already lacks adequate maintenance. Abandon futile plans to chase congestion by unnecessarily expanding roadways, which will only lead to congestion increases, vehicle miles traveled and maintenance burdens; also result in increased impervious cover, natural land loss, and eroded wildlife safety; and will overall be an irresponsible use of taxpayer dollars. Specifically, please stop any plans to increase ROW width or lane counts to 4-lane (MAU 4, MAD 4, PKWY 4, FWY 4) or 6-lane (MAD 6, EXPY 6) roads and *reassess all improvements within safety and sustainable transportation frameworks.* Emphasis moving forward must be placed on transportation planning and engineering that 1) prioritizes safety over speed; 2) prioritizes moving people via an integrated network of existing cross-county roads, public transit networks, and active transit networks instead of solely focusing on single-occupant-vehicles; 3) prioritizes protecting the integrity of our natural landscape; and 4) practices fiscal responsibility vs. wasteful overbuilding based on false congestion myths. A true transportation plan considers all networks and impacts holistically - not disparately or in a vacuum. It is imperative that this plan be reevaluated to address these concerns while also ensuring that taxpayer dollars be spent more wisely for both present needs and future outcomes.	1/27/2021 11:42 AM
173	It does not make sense to have two parallel divided 4-lane roads (McCarty and Centerpoint) within 1-2 miles of one another, not to mention WonderWorld, running over the Edwards Aquifer recharge zone, when roads to the east of IH35 remain undivided 2-lane roads. Most (all?) of the properties along West McCarty over the recharge zone are 5 or more acres, so W. McCarty would essentially become a feeder to 110 / IH35 for new development where the Centerpoint extension and McCarty would intersect. Centerpoint as a MAD4 through undeveloped land can serve that purpose adequately without setting McCarty up to become a commuter arterial through existing neighborhoods.	1/27/2021 11:37 AM
174	I think the Centerpoint to RR12 connection will be valuable for commuters and to alleviate some of the traffic at WW drive. I DO NOT see the need for a McCarty lane intersection or to widen McCarty Ln to 4 lanes. The current setup of McCarty lane is a dead end with only residential neighborhoods to make it 4 lanes of through traffic a mile or 2 from 2 different connecting streets (WW Drive and Centerpoint) seems like a waste of money and resources in an unneeded area.	1/27/2021 11:33 AM
175	I would just like to these requests out there. Janzet Dr needs to be re-leveled. My grandparents live back there and will never be able to bring it to your attention. Us living in the back side of shadow creek would like an alternative entrance/exit to the neighborhood. Perhaps somewhere on Dacy Ln that connects to Marsh Ln. also Dacy Ln north of windy hill needs to be updated.	1/27/2021 11:31 AM

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176	More stop lights and less stop signs need to happen.	1/27/2021 10:40 AM
177	There needs to be more then one way to get to the north west side of Buda. Main Street and 967 cannot continue to be the only option!	1/27/2021 9:33 AM
178	A majority of traffic through Drip follows 290 heading west from Austin through the main intersection to 281 in the morning then back through Drip towards Austin heading east in the afternoons. This does not address that traffic, which is the main issue. I do not see the need to extend 150 to Creek road as this is not an area where traffic is an issue.	1/26/2021 9:44 PM
179	FM150 extension should be moved further south toward Hog Hollow Road to reduce the noise impact on the Caliterra Planned Community.	1/26/2021 7:41 PM
180	I don't see the purpose of the extension of FM 150 over to Creek Road. Has traffic study been done to determine the volume of traffic that travel FM 150 to get to and from Creek Rd?	1/26/2021 3:50 PM
181	I would like to ask that the County refocus this Transportation Plan to instead prioritize maintaining and improving the safety of our existing roadway infrastructure in Hays County, much of which already lacks adequate maintenance. Abandon futile plans to chase congestion by unnecessarily expanding roadways, which will only lead to increases in congestion, vehicle miles traveled, maintenance burdens; result in increased impervious cover, natural land loss, and eroded wildlife safety; and will overall be an irresponsible use of taxpayer dollars. Specifically, please stop any plans to increase ROW width or lane counts to 4-lane (MAU 4, MAD 4, PKWY 4, FWY 4) or 6-lane (MAD 6, EXPY 6) roads and reassess all improvements within safety and sustainable transportation frameworks. Emphasis moving forward must be placed on transportation planning and engineering that 1) prioritizes safety over speed; 2) prioritizes moving people via an integrated network of existing cross-county roads, public transit networks, and active transit networks instead of solely focusing on single-occupant-vehicles; 3) prioritizes protecting the integrity of our natural landscape; and 4) practices fiscal responsibility vs. wasteful overbuilding based on false congestion myths. A true transportation plan considers all networks and impacts holistically - not disparately or in a vacuum. It is imperative that this plan be reevaluated to address these concerns while also ensuring that taxpayer dollars be spent more wisely for both present needs and future outcomes.	1/26/2021 1:50 PM
182	One road appears to run straight through an existing cemetery and into an established neighborhood. Not good.	1/26/2021 11:18 AM
183	FM 150 extension west of RR12 is very close to existing homes in Caliterra subdivision. Extension would negatively affect value of these homes as well as "Living with nature" lifestyle. Consider moving extension further south where there are fewer/no homes as well as more level terrain to make road less expensive to build. Please help us keep the Hill Country lifestyle as much as possible with all the expected growth. Thank you.	1/26/2021 11:02 AM
184	Do not extend 150	1/25/2021 10:43 PM
185	Where does FM150 go? Is there really a need? I see very little benefit unless a new large development is going in (3000+)	1/25/2021 9:06 PM
186	Bring multi lane high ways so close to housing development is not the way Texas builds roads housing has always been important to our civic leaders but this looks like road construction without considering the comment that will already be there	1/25/2021 8:29 PM
187	I just built a house in Caliterra because there were not a lot of roads nearby. I understand that Route 12 is already being widened and don't want any more noise /traffic/congestion near my neighborhood. I border Phillips cemetery. We bought this lot because our neighbors are resting in peace. We want to too!!	1/25/2021 8:19 PM
188	The FM 150 extension appears to go right by the Caliterra neighborhood and right by my street. This neighborhood was built as a quiet nature based area to live in. This would disrupt that and cause our house values to go down. If you find that it must be built I wish you would swing the highway south of this subdivision. It appears on the map there is a lot of undeveloped area in that direction.	1/25/2021 8:14 PM
189	Need less stop lights use round abouts. Look at making 150 & 12 intersection to be traditional not jagged intersection.	1/25/2021 7:19 PM
190	I do not believe this road is necessary at all	1/25/2021 7:07 PM
191	This plan should NOT include infringing upon the pristine environment of Caliterra. FM150	1/25/2021 6:19 PM

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should NOT run parallel to this subdivision as it will adversely effort the lives of the residents. Noise, pollution and unsightly roadway will not only diminish the current enjoyment of the area by residents it will negatively impact property values. Please find another solution.

192	We would need to know what noise abatement would be installed if the MAD4 extension to FM150 is built	1/25/2021 5:47 PM
193	All I see here is more induced demand for more automotive traffic and congestion. Please: change your focus to bicycle, pedestrian, and public transportation infrastructure so that we can quit giving lip-service to addressing urban sprawl and climate change and make visible, viable changes where it counts the most: with transportation. It is time to change our paradigm, and contribute to the solution rather than the problem.	1/25/2021 5:37 PM
194	If Trautwein\Crumley were improved to a proper two-lane blacktop, it would greatly reduce the traffic on RR12. RR12 is the only way people from Provence\Rocky Creek\Sweetwater\Destiny Hills\etc can get to Dripping Springs & points east\west. Expanding RR12 to four lanes will do nothing to relieve the volume of cars. People are moving out here from California, Florida, and other parts of Texas at an alarming rate. Expanding Hamilton Pool to four will only make it all worse. More cars funneled down onto the same single road (RR12). Trautwein\Crumley has to be brought into the fold before any real congestion is relieved. Same for Fitzhugh. Hays\Travis in this area has far outgrown a single road connecting Bee Cave to Dripping Springs, no matter how many lanes it is.	1/25/2021 3:44 PM
195	Make Hwy 21 Extension and FM 110 a priority for completing. Make completion of Center Point Rd. a priority.	1/25/2021 2:56 PM
196	Bike-ability of city, most concerned about this in areas where the plan is taking smaller life city area roads to a MAD 4 design	1/25/2021 1:56 PM
197	McCarty Lane has been improved in recent years - widened and resurfaced - and further widening of this relatively short roadway would threaten large oaks unnecessarily.	1/25/2021 1:39 PM
198	We need to expand either Centerpoint Rd. or McCarty to 4 lanes from Hunter Rd. to IH34 with an overpass crossing the railroad tracks.	1/25/2021 12:57 PM
199	Limit commercial and public growth in certain areas	1/25/2021 8:43 AM
200	Timeframes are far too long.	1/24/2021 4:32 PM
201	I think for the Darden Hill changes. The road could be improved by simply taking the curves out on the west end. Why build a brand new road through people's property when the existing road can be fixed. Obviously it would also have to widened all the way. Do that and fix the curves we have a great road without taking people's homes and requiring less land.	1/22/2021 2:03 PM
202	Please refocus this Transportation Plan to focus on maintaining and improving the safety of our existing roadway infrastructure in Hays County, much of which already lacks adequate maintenance. Abandon futile plans to chase congestion by unnecessarily expanding roadways, which will only lead to increases in congestion, vehicle miles traveled, maintenance burdens; result in increased impervious cover, natural land loss, and eroded wildlife safety; and will overall be an irresponsible use of taxpayer dollars. Specifically, please stop any plans to increase ROW width or lane counts to 4-lane (MAU 4, MAD 4, PKWY 4, FWY 4) or 6-lane (MAD 6, EXPY 6) roads and reassess all improvements within safety and sustainable transportation frameworks. Emphasis moving forward must be placed on transportation planning and engineering that 1) prioritizes safety over speed; 2) prioritizes moving people via an integrated network of existing cross-county roads, public transit networks, and active transit networks instead of solely focusing on single-occupant-vehicles; 3) prioritizes protecting the integrity of our natural landscape; and 4) practices fiscal responsibility vs. wasteful overbuilding based on false congestion myths. A true transportation plan considers all networks and impacts holistically - not disparately or in a vacuum. It is imperative that this plan be reevaluated to address these concerns while also ensuring that taxpayer dollars be spent more wisely for both present needs and future outcomes.	1/22/2021 10:17 AM
203	The Transportation Plan places too much focus on expanding roadways. Hays County should be a leader in having a Transportation Plan that abandons the outdated approach of trying to keep one step ahead of congestion from cars and trucks. Instead, Hays County needs to embrace the vision of transportation that supports all forms of transportation--walkers, bikers, electric scooters, etc. Building more roads encourages more use of fossil fuels AND creates obstacles to these other forms of transportation. Moreover, expanding roadways causes	1/22/2021 7:56 AM

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natural land loss, creates more impervious surfaces which affects precious water resources, and ignores the duty to adopt policies that DO NOT contribute to climate change. We urge that the Transportation Plan reject plans to increase ROW width or lane counts to 4-lane (MAU 4, MAD 4, PKWY 4, FWY 4) or 6-lane (MAD 6, EXPY 6). The priorities for transportation planning must be guided by the following: (1) prioritizes safety over speed 2) abandon emphasis on single-occupant-vehicles 3) protecting our natural resources 4) abandon myth that building more roads for vehicles improves congestion. Thank you.

204	The plan could and should include a route that doesn't go through people's front or backyard. We can be more responsible about planning for future mobility needs, investor development, and planning for growth with drawing lines directly through people's yards.	1/21/2021 8:26 PM
205	Don't add new roads	1/20/2021 7:27 PM
206	This does not read as a transportation plan, this is a roadway improvement plan. You are trying to build yourself out of traffic! You cannot outbuild traffic! Look at Houston. Without implementing county-wide infrastructure to advance transit options other than single-occupancy vehicles, you will never address the needs of this community.	1/20/2021 2:23 PM
207	Timing on the RR-12 expansion from the junction to the existing Wonder World Drive at Old Ranch Road 12 needs to be moved up substantially. Work should already be started on widening RR-12 along this critical route from the western side of the county to San Marcos. The morning and evening congestion is certainly a problem for commuters.	1/20/2021 7:17 AM
208	Leave Hidden Valley River Crossing alone. But you do need a road from Flite Acres at Hidden Valley over the mountain to Old Kyle Road so people can get out in a flood.	1/20/2021 7:04 AM
209	I'm concerned w/ NF2 (4 lane extension of 150). Let me open w/ saying I'm biased because I own a home where this new 4 lane highway would be (bumping up right against the back yard). By the time this project happens it looks like this would be right against many peoples' back yards since the neighborhood will be fully built out. It'll also butt up against a planned park overlook area which kind of defeats the purpose of that area (peaceful view of the hill country). Worth noting the neighborhood's drainage system also drains into the area where the road would be and it can be pretty destructive during heavy rainfalls (happy to send video I've taken during one of the heavy downpours if it's helpful to you). I'm sure this is all part of what your team takes into consideration but figured it wouldn't hurt to voice my opinion and share insights in case there's anything helpful. If it does indeed end up going in where it's showing now, there will likely have a decent amount of upset homeowners and I'd hope the neighborhood is already working with y'all since this is a deterrent to prospective home buyers. Probably not news to y'all :).	1/19/2021 4:25 PM
210	I am opposed to the alteration of Darden Hill Rd which would run through the properties of myself and my elderly neighbors, right in front of our homes which have been here for generations.	1/18/2021 8:01 PM
211	It is not clear to me why FM967 and FM150 north section need to be 200 foot ROW. Even for a MAD4 with 4 lanes (48 feet) and a median (up to 76 feet) and large shoulders (40 feet??) - it is not clear why you need 200 foot ROW along FM967 north through FM150. It feels like an unnecessary land loss for owners - that doesn't facilitate "active transportation plans" from CAMPO or City of DS. Please justify the need for 200 foot ROW. 2. You show a road drawn as existing that doesn't exist yet. The roadway is from the west section of Darden Hill starting near Lanier Ranch road and going west and north toward NF 3. THIS DOESN'T EXIST yet. Darden Hill currently deadends onto FM150 near the Hays Solid Waste center. SO - any change to that needs to be represented as a "NF" for Hays County. There is a "project" to look into adding this NF and it should be represented as NF. This is an ERROR as it stands on these diagrams - represented as existing something that doesn't exist at all. 3. It would be nice to represent what the intersections will be (signals, roundabouts, etc). 4. Why does Darden Hill (and potential future extension to NF3) need to have a 150' ROW?? Why a MAD4 with 150' ROW - Sawyer Ranch and NF3 will only be a MAD 4 and MAD2 with 100' ROW?? Again - why take more land from owners on Darden Hill than needed?	1/17/2021 11:38 PM
212	This draft plan appears to be guided by outdated principals of roadway design and fails to consider sustainable transportation planning and grossly overlooks the concept of induced demand. Roadways planned for expansion with increased number of lanes - whether that be from two to four, four to six, etc. will result in natural land loss, increased impervious cover, and will only result in increased traffic that will further an endless cycle of roadway expansion. This strategy is a waste of taxpayer dollars and neglectful of current planning best practices.	1/17/2021 11:02 PM

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Please refer to the report, The Congestion Con, for further information (<https://t4america.org/maps-tools/congestion-con/>). This plan should be reconcieved to focus on maintaining and improving safety on existing roadway infrastructure that the county already has vs. expansion, which for the reasons stated above will be a net loss for the county and its citizens. Many county roads already lack adequate maintenance and planning to increase the maintenance burden is irresponsible. This refocus on maintenance must also be coupled with a parallel, or more ideally, integrated plan for public transit networks between jurisdictions; cross county plans for public walking and cycling trails; and connections to municipal systems. Transportation networks of all types must be considered TOGETHER - not separately. Please refocus this plan today and act responsibly for the health of Hays County citizens, environmental assets, and general financial responsibility to contributing taxpayers.

213	I live in San Marcos, and I am very concerned about the proposed NF27, NF23, and NF 17 roadways. I do think these should be built. I do NOT want to see a loop of highways west of the I-35 bring more development to the area over the recharge zone. I can see that if NF 27 and NF23 are built, there will be a strong incentive to connect these two near, if not over, the recharge zone of the San Marcos River. Is the Hill Country like Houston? Of course not. Why? The answer is obvious. Natural landscape has not yet been destroyed with the by-products of greed (often cowering behind the name of economic development) and environmental injustice as typified in Houston. People who want business, money, and power and aren't that concerned about the natural environment, but who revel in man's creations like the Galleria, should move to Houston. Please, keep Houston 150 miles away!	1/16/2021 10:48 AM
214	Jacobs well to wayside -ridiculous. 3235 expansion not needed. Turn lanes on rr12 would be life saving.	1/16/2021 10:04 AM
215	Stick to existing roadways in Darden Hill area instead of displacing so many long time residences.	1/15/2021 4:35 PM
216	The proposed 4 line road that will run from the intersection of RR12 and 150 to 290 will be directly behind the Caliterra Subdivision. This is will disrupt the entire neighborhood and will negatively impact the quality of life and the values of our property! It will also have a negative impact to the drainage of the entire area!	1/15/2021 11:27 AM
217	Connecting Jacobs well road with wayside Drive is not needed. It will create huge development that will put a larger strain on our Aquifer.	1/15/2021 9:12 AM
218	sorry after researching, it looks good and it's a way to alleviate traffic on the country roads and neighborhoods	1/15/2021 8:40 AM
219	3237/150 (Wimberley-Kyle) certainly needs something to reduce congestion points, at least turning lanes to maintain traffic flow. A road connecting Wayside Dr. to Jacobs Well Rd seems a bit excessive in need; I live off Wayside and see the traffic on Sactleben to JWR, as well as via Green Acres traffic; but unless the larger tracts of land subdivide (i.e., Wenger Ranch south of Wayside) into higher density subdivisions, the traffic flow to this area will see few increases over the next 20 years. Routing truck traffic onto 150 south of Dripping, per previous discussions, by widening 150, makes more sense in moving traffic--esp. big trucks--from 290 to I35/Kyle area. Widening RR12, then, to anything more than just wider lanes with shoulders, seems more appropriate.	1/15/2021 7:49 AM
220	We should discourage growth and development of this area. Keep the roads like they are.	1/14/2021 10:49 PM
221	1826 doesn't need to be 4 lanes. Dedicated turn lane for development entrances is all that is needed. Perfect example is the Parten entrance	1/14/2021 7:07 PM
222	Darden Hill should not meet 150 on its western edge so close to the Woods Loop subdivision entrance.	1/14/2021 7:03 PM
223	I do not believe roadway plans for undeveloped areas respond to community needs for maintaining the character and natural integrity of the county as part of the Hill Country. Existing roads may be upgraded to meet demonstrated need, but projections-based growth becomes self-fulfilling. I strongly object to the south extension of Jacob's Well Road in Wimberley and to the RR12 to Centerpoint Rd bypass near San Marcos. The Hill Country deserves a regional emphasis on limited parkways along existing routes. Roadways can bring safety without proliferating sprawl and degradation of the watersheds, cultural identity, and natural beauty of the Hill Country.	1/14/2021 12:27 PM
224	Yes, DON'T put in four lane roads in/near/leading to the Wimberley Valley. The natural area and	1/14/2021 11:34 AM

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the aquifer it serves is already under great stress. Increasing the road size does not decrease traffic. Studies have shown the increased road size actually increases traffic and development. "Build it and they will come" is a common phrase one hears when discussing road widths and lane increases. I am not opposed to growth, I understand that it is coming and applaud the efforts to consider it. But for the Hill Country and the Wimberley Valley, the view should be more about managed growth, rather than simply accommodating or encouraging such growth in such an ecological sensitive region.

225	It would help to have better distinction between county and city responsibilities regarding transportation and mobility	1/14/2021 10:50 AM
226	The time frame for 150 and 1826 is too slow. Traffic delays at this intersection need to be improved now not in 10+ years	1/14/2021 9:31 AM
227	Please make the extension of FM-150 to Creek Road happen extra quick. Traffic relief on RR 12 is necessary with community growth.	1/14/2021 9:24 AM
228	Please change RR12 to a four lane or one with passing lanes like Hwy 281.	1/14/2021 8:26 AM
229	150 from 1826 to Kyle should be 3 cross sections instead of 2.	1/13/2021 10:44 PM
230	Do not widen Mt Sharp or Jacobs Well. No new road connecting Jacobs Well	1/13/2021 7:54 PM
231	I don't think we need to extend Jacobs Well to Wayside. We don't want more development in and around Wimberley. We are fine the way it is. I'm not in opposition to the extension from RR12 to San Marcos. With the addition of those new roads getting into San Marcos would be easier. I don't think there needs to be a road from Purgatory though. I welcome the divided road on RR12 but don't think 2325 needs to be widened.	1/13/2021 5:40 PM
232	Eliminate widening Mt Sharp Rd & Jacobs Well Road in Wimberley.	1/13/2021 4:17 PM
233	Stop trying to extend Wimberley Roads. We do not want to be Dripping Springs or San Marcos. Stop wasting tax dollars on things WE DO NOT NEED	1/13/2021 3:16 PM
234	Please don't ruin Wimberley	1/13/2021 9:08 AM
235	NE 31 and NF 4 will disrupt and carve up private property, and Disrupt natural resources. These roadways Do not seem necessary as they will only spur development in rural areas and set up further infrastructure issues down the road. We should concentrate on responsible development that is concentrated rather than spread out.	1/13/2021 9:06 AM
236	Bypass around Wimberley, but we want Wimberley to continue as a small village without wide roads.	1/13/2021 9:04 AM
237	Add wildlife over/underpasses, more consideration for environmental and waterways	1/13/2021 8:32 AM
238	I'm a hard NO on any of the proposed changes. Wimberley is not a major metro area. Traffic flow and access is just fine as it is.	1/13/2021 8:29 AM
239	Adamantly opposed to the draft road connecting Jacob's Well Rd to Wayside Rd in Wimberley.	1/13/2021 8:16 AM
240	Many here in Wimberley are not interested in RR12 changed to 4 lanes. I feel as many others do that the easy access would ruin the quaintness of Wimberley like what happened in Dripping Springs. Wimberley is unique and should stay that way as long as possible. Thank you, Danny Jones, 25 Woodcreek Dr., Wimberley	1/13/2021 8:05 AM
241	The NF3, north-south road from 290 to 150 is not needed and will greatly hurt my neighborhood. We love in the Butler Ranch development which is right next to that planned road. Having a large road like that next to our homes will destroy property values	1/13/2021 7:15 AM
242	My suggestion is to leave our current situation alone. Nothing noted in the plan is necessary.	1/13/2021 6:58 AM
243	Please make RR 12 4 lane as soon as possible, very dangerous road.	1/12/2021 10:03 PM
244	The only thing that needs to happen is the expansion of RR12 to 4 lanes. Or at least at passing lane every few miles. The expansion needs to go from San Marcos all the way to Dripping Springs. Nothing else is needed. Wimberley is good the way they are for the time being.	1/12/2021 9:59 PM
245	Too little too late! STOP development UNTIL these plans are in place!	1/12/2021 9:14 PM

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246	Quit trying to take our land. Cooperate more with internet fiber vendors.	1/12/2021 8:33 PM
247	Ended	1/12/2021 8:06 PM
248	We do not want more roads.. we like the quiet	1/12/2021 7:37 PM
249	we do not need a throughrough fare going through Wimberley	1/12/2021 7:34 PM
250	LEAVE CR 1492 ALONE! POLICE THE TRUCKS AND MAKE THEM GO AROUND. LOOK AT MAPS THAT TELL TRUCKERS TO GO THAT WAY AND MAKE THEM CHANGE.	1/12/2021 7:23 PM
251	Drop the plan as is	1/12/2021 6:10 PM
252	RR 12 improvement to 4 lanes should begin immediately. Recent "improvement" with turning lane is awful. Very dangerous. Should have been 4 lane years ago, especially SM to Wimberly.	1/12/2021 6:04 PM
253	Oppose this plan	1/12/2021 4:10 PM
254	Please move the improvements to RR12 to the earliest possible date.	1/12/2021 3:32 PM
255	EVERY transportation network, and especially any new projects, should include more than one mode of transportation. You don't solve exponential problems with linear solutions. You need to create modes of transportation that accommodate orders of magnitude more people while using the same amount of space. Buses, pedestrians, and bicycles aren't second-class modes of transportation. When doing ANY transportation project, ask yourself, "What are we doing for buses, bicycles, and pedestrians?"	1/12/2021 2:31 PM
256	preserve the land, build somewhere else, no subdivisions	1/12/2021 2:18 PM
257	Build NF30 1st	1/12/2021 2:04 PM
258	Leave Wimberley alone no 4 lane hyws, no cut thru wildlife areas we are not a metropolis!	1/12/2021 1:47 PM
259	Darden Hill rd should be upgraded as it currently exists. Improvements need to be made without rerouting the road. Rerouting under your proposed plan would be tragic for land owners, homeowners, and much loved and needed agricultural activities.	1/12/2021 1:03 PM
260	There are unnecessary connections being made through areas that need to be protected and left alone. Not all of these areas are congested. Time and money can be better spent improving elsewhere. Specifically, the road connections proposed to be made in Wimberley are completely unnecessary and would only promote a decline in the value of the Blanco river and the natural resources around the area. Leave Wimberley alone.	1/12/2021 1:02 PM
261	Construction and additional lanes in Wimberley are not warranted or wanted for transportation needs.	1/12/2021 12:47 PM
262	Add alternative transportation methods -train, walking, etc. Not everyone can drive	1/12/2021 12:12 PM
263	Work on the existing Darden Hill Rd and intersection of 150	1/12/2021 11:13 AM
264	This is not an accurate representation of the alignment of sh45sw. The path is currently running through the future Texas Childrens hospital and outside of dedicated right of ways for SH45SW.	1/11/2021 9:36 PM
265	Some of the areas in the plan are now under development and the route will need to be changed.	1/11/2021 3:32 PM
266	The draft alignments of proposed additional roadways along the southern part of Old Bastrop Highway should be drawn more efficiently. Initiating the section that will flow in a southwestern direction to connect to the IH35 frontage at a point farther south on Old Bastrop Highway will utilize more of the existing Old Bastrop Hwy.	1/11/2021 1:18 PM
267	There is a lot of growth on the eastern edge of the County along the Highway 21 corridor. The cities of Uhland and Neiderwald are experiencing substantial growth. What are the plans for Cotton Gin Road? High Road and Gristmill Road are planned to be improved but Plum Creek Road as a parallel connector to Highway 21 does not appear to be on the plans for improvement.	1/11/2021 1:08 PM
268	Work with TxDOT to develop a US 290 Dripping Springs bypass, please.	1/11/2021 8:37 AM
269	Highway 21, High Road and Cotton Gin Road need to be wider, have breakdown lanes and be a top priority. These roads are currently extremely inadequate. Thank you for your consideration.	1/9/2021 1:58 PM

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270	Fitzhugh could be widened for bypass for trucks.	1/9/2021 9:23 AM
271	Hwy 21 has issues that need to be addressed. In addition, FM 2720, High Road and FM 150 are connectors that will feed from Texas 130 AND are in areas of extreme (current) growth. We are already seeing a change in traffic patterns where people are coming in on 21 or 130 and taking these "cross connectors" over to the developments in Kyle. This will only increase as IH-35 gets worse.	1/9/2021 1:40 AM
272	The city of Kyle should work on getting a train that goes into Austin, further they should work with Austin to get buses here. Also you should pay more so that we don't have to leave to into San Antonio or Austin	1/8/2021 5:22 PM
273	Windy Hill cannot wait for 20 years to be upgraded to 4 lanes. This level is needed now.	1/8/2021 4:13 PM
274	the video showed me nothing	1/8/2021 1:50 PM
275	I don't think FM 150 between 12-1826 should be a 4 lane road. There are too many residences and small businesses on that stretch and it is becoming increasingly dangerous. The speed limit needs to be reduced and shoulders should be put in. Also, adding more lanes will take away from the current rural feel of the area.	1/8/2021 1:35 PM
276	FM150W from 1826 to RR12 should remain 2 lane and the speed limit reduced. There are residences along this roadway in close proximity. Further, the road is windy, dangerous, and does not need to be modified in a way to increase speed limits. Thoroughfare should not be directed along this route. This is a residential road with businesses collocated along the route.	1/8/2021 12:26 PM
277	The presentation seems to only focus on roadway only and not other opportunities such as transit, micro mobility and shared mobility. In the original presentation you were considering CARTS and CAMPO as partners. I didn't see this in the second.	1/8/2021 8:31 AM
278	Need road connecting Limkiln and Hillard to ranch Rd 12 and Ih 35 to north	1/7/2021 9:44 PM
279	Upgrade 290 to freeway from William Cannon to Nutty Brown.	1/7/2021 9:37 PM
280	as a member of the Driftwood Historical Conservation Society, I wish you would fast track the extension of FM 1826 to CR 193 (Brownson Ln)....this will help relieve the hundreds (thousands?) of vehicles taking Elder Hill Rd off RR12 through the historical section of Driftwood just to get to 1826 and into Austin, as well as streamline school bus traffic, take 18 wheelers off the curvy FM 150, and provide access for bus routes from the 290/1826 areas in Austin out to the Dripping Springs/Wimberley area, and relieve a big portion of the traffic on 290 west from Austin to Dripping Springs....we need this built sooner than later...	1/7/2021 6:14 PM
281	At the very most, the only improvement I see necessary for Fitzhugh would be creating shoulders on the existing 2-lane road for bicyclists. A 4- lane Fitzhugh Road is not necessary. With regards to the section of Fitzhugh west of Rt 12, I believe that should be a Shott or Medium timeframe due to the existing number of developments and greater potential for future development.	1/7/2021 4:51 PM
282	Yes, I do have suggestions, but too many to write here. As an example: There are several MAJOR bike routes that are not accommodated on this plan. E.g., the expansion of roadway between San Marcos and Wimberly is heavily trafficked by bicyclists; but an undivided, 4 lane, high-speed-limit roadway is massively dangerous to anyone except cars and trucks. (And only marginally safe for them.) Same for Hopkins Rd south and southwest of San Marcos. Existing infrastructure is not adequate for future transportation needs, or for citizens who use non-car (bike, foot, wheelchair) transport. Neither are these needs/accommodations anticipated in the cross sections document. Yes, these accommodations may require some of the automobile right-of-way, and they should be incorporated proactively and enthusiastically into this plan.	1/7/2021 3:10 PM
283	With all the growth and travel these modifications on Highway 290 will not reduce congestion downtown. Travelers will still have to go straight through town to get to Highway 281. There needs to be a route at Nutty Brown that take you directly FM 165 for San Antonio travel. Then a connection to Johnson City through Hamilton Pool Road. Those bypass Dripping Springs entirely reducing congestion downtown.	1/7/2021 1:25 PM
284	If this plan goes through there needs to be a traffic light for the Kirby Springs Ranch neighborhood. This will increase traffic on hwy 290 even more and it is not safe entering or exiting this neighborhood located on E Creek Drive. Very dangerous situation and it must be addressed.	1/7/2021 1:02 PM

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285	Need better walk/bike area up by sunfiled on Main Street	1/7/2021 12:14 PM
286	Windy Hill Road needs to be addressed now. The recent closure of Windy Hill for local improvements, indicated the amount of traffic that the already overloaded road routes. The congestion caused by the detours is an indicator that Windy Hill Road needs to be upgraded within the Short Term time frame. More communities are being founded off of Windy Hill and that will bring more families. Also the Crosswinds and Shadow Creek intersection needs a light for the use of that entrance for people making a lefts out of Shadow Creek and Crosswinds.	1/7/2021 11:20 AM
287	"Virtually" difficult to understand but from what I can tell there is some minor improvements planned but nothing to address immediate congestion with 290 and 12	1/7/2021 11:13 AM
288	More Pedestrian Improvements in the Buda area, and connectivity along 1626 to the 45SW trail . 1626 in Buda does not need to be six laned, there is too much residential development there now to support this.	1/7/2021 11:05 AM

Additional comments:

#	RESPONSES	DATE
1	It is essential to complete these three roads (N7, N9 and N8) to facilitate a usable transportation solution to northern Hays County. Adding east, west traffic to I35 between the Main St Buda entrance/exit and the I35/45 intersection will only add further congestion to an already maxed out roadway. Additionally the owners of 1,200 acres surrounding the N7 and N9 corridor are in agreement with the above. We would be happy to meet with the county to discuss the plan and presenting our findings braised on our 35 + years of studying possible solutions. Call us if you are interested in meeting with us. Carl Urban 512-415-2722 Carleurban@gmail.com	2/7/2021 11:10 PM
2	A few improvements for safety are needed, but not this plan that will increase flood issues when we do get rains.	2/7/2021 10:58 PM
3	Leave Creek Road alone. It's a unique and quiet beautiful setting. reminding those that travel to Camp Lucy or a peaceful drive how beautiful Texas back roads are. MAD4 will destroy this historic Governor Mark White property and Cemetary.	2/7/2021 10:48 PM
4	If you would like to speak with the above mentioned landowners in the N9/N7 corridor and look at our data we would welcome the opportunity to discuss the issues with the County. Our group may be reached at 512-415-2722.	2/7/2021 10:20 PM
5	I strongly recommend improvements to existing roads whenever possible. I strongly recommend avoiding routes for new facilities that impact public and privately-owned conservation lands.	2/7/2021 10:11 PM
6	I am a resident of the Gardens of Howard Ranch. I love my neighborhood. I want my neighborhood to continue to feel like a small hometown and hill country community that I've come to love. To achieve that, Hays County should not move forward with a traffic circle! My family and I want to see a town square with boutique businesses. We do not see the point in adding a traffic circle. It is completely unnecessary.	2/7/2021 9:37 PM
7	We do not need larger roads or we will be an extension of Austin,	2/7/2021 8:15 PM
8	If you build bigger roads, more people will come. Do you really want this to be an extension of Austin? Don't interfere with the way it is. This is why we are here or we would have stayed in Houston.	2/7/2021 8:03 PM
9	The corner of FM 150 and RR 12 should be allowed to be developed as previously approved. The residents would be better served with additional small businesses than a traffic circle.	2/7/2021 7:03 PM
10	Efforts should be made to continue reserving right of way for SH45SW either through condemnation or developer negotiations. It appears that the 45 intersection at 1626 may have already been compromised by an approved plat.	2/7/2021 6:04 PM
11	This is not a transportation plan. This is a road building plan. Which, for residents, is not a plan at all. It's just more of the same. I will echo the important insights of a friend, "Please refocus this Transportation Plan to focus on maintaining and improving the safety of our existing roadway infrastructure in Hays County, much of which already lacks adequate maintenance. Abandon futile plans to chase congestion by unnecessarily expanding roadways, which will only lead to increases in congestion, vehicle miles traveled, maintenance burdens; result in increased impervious cover, natural land loss, and eroded wildlife safety; and will overall be an irresponsible use of taxpayer dollars. Specifically, please stop any plans to increase ROW width or lane counts to 4-lane (MAU 4, MAD 4, PKWY 4, FWY 4) or 6-lane (MAD 6, EXPY 6) roads and reassess all improvements within safety and sustainable transportation frameworks. Emphasis moving forward must be placed on transportation planning and engineering that 1) prioritizes safety over speed; 2) prioritizes moving people via an integrated network of existing cross-county roads, public transit networks, and active transit networks instead of solely focusing on single-occupant-vehicles; 3) prioritizes protecting the integrity of our natural landscape; and 4) practices fiscal responsibility vs. wasteful overbuilding based on false	2/7/2021 5:51 PM

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congestion myths. A true transportation plan considers all networks and impacts holistically - not disparately or in a vacuum. It is imperative that this plan be reevaluated to address these concerns while also ensuring that taxpayer dollars be spent more wisely for both present needs and future outcomes."

12	The New Facilities road that runs South from 290 to the Darden Hill extension road makes no effort to take into account long-time established neighborhoods. The road can easily be moved East in the ample open land. Additionally, if the solution is to alleviate traffic due to new development in Dripping Springs the roads should be toward the new development area and not in long time established neighborhoods. The combination of the 4 lane New Facilities road, 4 lane Darden Hill Extension and expansion of FM 150 to 4 lane will decimate The Woods neighborhood in particular. Roads such as the New Facilities roads should also be created to serve local traffic and not be 4 lane throughways. The should only be 2 lane with median divides to alleviate local traffic and not consolidate into busy roads devaluing surrounding property. Additionally, as a long time resident of Dripping Springs I can tell you the charm of FM 150 is part of what brings tourists to our community. Making this into a 4 lane will destroy the charm and reduce tourism.	2/7/2021 5:07 PM
13	Generally focusing on expanding existing roads is a better strategy than a reliance on new facilities, especially if a new facility relies on taking property or private roads over the owners objections. Environmental concerns over NF2, NF5 and NF6.	2/7/2021 4:59 PM
14	I seems grossly unfair that 100 families along Darden Hill Rd. will suffer the loss of peace and quiet, aesthetics, land, safety and even entire homes so that 100 families from somewhere else can save 5 minutes on their commute through the area. That's not how to do planning.	2/7/2021 4:03 PM
15	Please consider the neighborhood being built and dramatic impact on noise and reduction in property value which will also diminish property tax revenue by 20% or more.	2/7/2021 1:26 PM
16	We are building in Caliterra now and do not want the road as it will really devalue our house and the noise will be horrible. It literally will go over our backyard.	2/7/2021 12:30 PM
17	I understand that Dripping Springs is growing but the growth is taking away the beauty that we love and appreciate. This area is being destroyed by greed. Please stop the destruction!	2/7/2021 11:53 AM
18	Turn lanes, shoulders, meadians and center barriers should be implemented on all four lane expansion projects to cut down on the deadly head-on collisions that continue to take lives on RR12 and 3237/150!	2/7/2021 11:11 AM
19	My family has lived on Darden Hill since the 30's. There is no reason to break up family properties. This land is still farmed every year; one of the last working ranches on this street.	2/7/2021 11:06 AM
20	Further studies need to be performed and I propose an alternate location for the north-south corridor located further to the east which would better support access to the Future schools	2/7/2021 10:23 AM
21	In Idaho, 2 lane Highways through county areas with businesses have 45 miles per hour.	2/7/2021 10:22 AM
22	I understand that these changes are perhaps far off, and in fact, may never come fully to fruition, but the county should know that as an attorney, I am fully aware of my rights as a landowner when it comes to eminent domain proceedings, and would fully exercise every legal option to maintain as much of my homestead as possible, and to be fairly compensated for the taking of my property, as well as damages to the remainder.	2/7/2021 10:14 AM
23	I live adjacent to Holder Lane and do not want the additional noiie and traffic next to my home,	2/7/2021 10:06 AM
24	I request further studies be performed regarding the location of nf3 , and the hazardous intersection of a proposed Darden Hill extension on to 150	2/7/2021 10:02 AM
25	It would be really helpful to understand how bicycle lanes or paths would be developed with these roadway upgrades. You vaguely touched on this in the open house video but this is a huge concern for many Dripping Springs residents. We would welcome not having to get into our car to go downtown or access some of our fantastic new distilleries and shops. Please address.. it's critical for a happy and healthy community to have the ability to walk and ride bikes as an alternative to using their cars 100% of the time.	2/7/2021 8:50 AM
26	Widening and expanding roads in the area I live in (Woodcreek) puts expanded development soon to follow. Given the 0 flow rates we have been seeing at Jacob's Well, we simply can not sustain more development and the water it will pull from this already limited resource. The streams and creeks of this area are one of the key economic drivers here, and the aquifer that	2/7/2021 8:36 AM

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feeds them is our source of water. It needs to be protected, or no one will like the outcome of having no water, no streams if more and more people move into the area. We must protect the aquifer.

27	We moved out here to be at peace with nature. A 4 lane highway that does not serve a purpose would change everything that this neighborhood has to offer and completely devalue the home that we built.	2/7/2021 8:01 AM
28	extend FM1826 to RR12 via CR193/Brownson Ln.	2/7/2021 7:41 AM
29	Being a resident near the intersection of 150 and 12 I'm against the planned changes.	2/7/2021 12:40 AM
30	This plan will ultimately affect myself and my neighbors in a negative way and interrupt our privacy. I really hope this plan does not occur.	2/7/2021 12:36 AM
31	This is a horrible location... connect Elder Hill instead	2/6/2021 10:24 PM
32	Hays' first concern should be irreplaceable natural resources. Keep the aquifer contributing zone and the recharge zone in their natural state.	2/6/2021 5:01 PM
33	I live on Tori Drive, in a small subdivision off of Hillside Terrace. Flooding and drainage problems caused by the development of McCormick Middle School, Stoneridge and Shadow Creek subdivisions has been very significant. The retention pond put in by Hays County capturing the drainage from Stoneridge was woefully undersized and is eroding deep crevices downstream cutting all the way to Shadow Creek subdivision. This shift of water has attracted rattlesnakes in areas never seen before. Additionally, Public Transportation is woefully neglected in our county. I oversee a food distribution program in Buda that serves residents of rural areas east of Buda and Kyle. Seniors and working families experiencing poverty have limited transportation to get to the basic services they need. This plan caters to affluent upper income households and aggressively neglects those without vehicles.	2/6/2021 2:58 PM
34	As a ranch coowner, I am heavily invested in keeping the historic Kuykendall Ranch in its ranching heritage and recharge potential, providing essential recharge that provides water for millions of people. The open space and natural state adds so much rural economic value to Hays County and a road through the ranch would disrupt the water quality and economic potential.	2/6/2021 2:48 PM
35	Please don't destroy family homes and ranches, and their ability to maintain years of history dedicated to agriculture and the preservation of our native wildlife. Please don't destroy what we have just to allow developers to make huge profits.	2/6/2021 12:09 PM
36	I am very disappointed that you think it's ok to run this new road across property I've owned for over 30 years and have it come by my front gate and door. I have ag exemptions that will be effected. My neighbors homes are just as important to them too. If you try to zig zag around houses you'll have a bigger mess	2/6/2021 12:00 PM
37	There is also a tank that inhabits ducks that would be nonexistent with the proposed road.	2/6/2021 11:53 AM
38	I'm very disappointed that you think it's ok to have a road with additional lanes coming by my front gate and house.	2/6/2021 11:53 AM
39	Please consider the growth projections, that from what I have read do not prove up, as well as the potential for my 1107 acres to provide essential recharge, open space and financial value to the area.	2/6/2021 10:23 AM
40	Eliminate the plan for 4 lane roads between Dripping Springs and Wimberley and San Marcos and Wimberley. These roads will help ruin the quality of life in the Wimberley area and aquifer recharge along the road.	2/6/2021 9:59 AM
41	New roads, such as Jacobs Well to Wayside, is not needed at all. What a waste of taxpayer dollar. This seems to be helpful to the new developers of more subdivisions. We all understand why some people are moving to Wimberley, because Austin is too expensive to live. So while this group still work, added traffic and roads are ruining this retirement community. I worked in Houston forever, moved here for the peaceful Hill Country of Wimberley, "A Little Piece of Heaven". It won't be for long, if roads continue to be added or widened. Please stop these unwanted and unnecessary road projects. Thank-you.	2/6/2021 9:57 AM
42	Four lane roads from Dripping Springs and San Marcos to Wimberley are not desirable. They will destroy the quality of life in the Wimberley community.	2/6/2021 9:26 AM

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43	Look into protecting the conservation and preservation of natural resources before doing something that cannot be undone in an entire lifetime.	2/6/2021 9:08 AM
44	Addition of dedicated separated veloway or bike lanes which are not part of the shoulder of a MAD or parkway are preferable for safety in commuting.	2/6/2021 8:21 AM
45	The proposed road on the eastern boundary of the Woods subdivision is arrogant and abusive to the residents who reside there. How would you like a busy road next to your home. I live at 300 Phillip Circle. The proposed road would be literally 80 feet from my back door. I'm told by a realtor familiar with the area that my home valuation would drop 30% if this gets approved. I understand that new roads are needed but why put it so close to people's home. Why can't this road be built a half a mile or more from Woods subdivision. Please consider the Woods subdivision residents before approving this.	2/5/2021 11:12 PM
46	1. Renumber i35 to i35 Business - rename Toll Road I35 and require all Trucks to use I35 to Bypass Austin. 2. Establish Bus/Express Routes to Austin 3. ReRoute train service to ByPass Kyle. 4. DO AWAY WITH ALL TOLL ROADS. Quit stealing gas tax money away from Highway Building to FUND TOLL ROADS. 5. Install metered ramps to freeways. Drivers want traffic on freeway to stop and let them cut across lanes to freeway. 6. LONG TERM ESTABLISH LIGHT RAIL FROM SAN ANTONIO TO DALLAS. 7. STOP ALL THE ENGINEERING AND ENVIRONMENTAL STUDIES. THE ROADS ARE THERE ---- JUST REPAIR AND EXPAND. 8. You are not going to do any of these but you asked for suggestions.	2/5/2021 5:48 PM
47	We don't need more and bigger roads	2/5/2021 5:43 PM
48	Please do not be deterred by local, short sighted opposition to the 4 lane project for RR 12 north and south of Wimberley. It is desperately needed.	2/5/2021 5:39 PM
49	West of Mt Gainer has treacherous terrain. Use Whit Hanks bridge on Creek Road and go through his property.	2/5/2021 5:31 PM
50	If Dripping Springs insists on inviting high density developments, expand Hwy 290. Don't desecrate the surrounding beauty of "back" roads and certainly don't create outer loops . Preserve existing natural beauty and expand on existing hwys.	2/5/2021 5:05 PM
51	The Emerald Crown Trail master plan (support reseolution adopted by Commissioners Court March 3, 2020) proposes multi-use trail connections between the cities of Buda, Kyle and San Marcos, and should be considered in planning of roadway projects with parallel trails, and of standalone trails. https://www.dropbox.com/s/7tw4uybusgvjv6c/Emerald%20Crown%20Trail%20Master%20Plan_Mar_26_2019.pdf?dl=0	2/5/2021 3:52 PM
52	MAD4 will destroy Historic Governor Mark White property and Cemetery. Environmentally sensitive area on Well water.	2/5/2021 3:31 PM
53	You can achieve the same type of access by extending Hays Country Acres down to Darden Hill (which the County has already supplied half of the infrastructure with that route).	2/5/2021 2:18 PM
54	Please keep the proposed town center at that corner. It will provide MUCH needed entertainment, food, and shopping for our community!	2/5/2021 11:42 AM
55	More hike and bike trails.	2/5/2021 11:05 AM
56	Please consider that this plan would negatively affect the quality of life for residents of Woods Loop and other neighborhoods--to benefit developers and future commuters. If the so-called Green New Deal is enacted and certain types of vehicles are banned, Hays County may cease to be so attractive to long distance commuters. If you really want to fill Hays County with new residents, why not consider construction of some form of light rail along Hwy 290?	2/4/2021 12:46 PM
57	Please consider that this plan would negatively affect the quality of life for residents of Woods Loop and other neighborhoods--to benefit developers and future commuters. If the so-called Green New Deal is enacted and certain types of vehicles are banned, Hays County may cease to be so attractive to long distance commuters. If you really want to fill Hays County with new residents, why not consider construction of some form of light rail along Hwy 290?	2/4/2021 12:45 PM
58	The people of Hays Co. just approved \$75 million in bonds for Parks & Open Spaces. Much of the thinking behind the vote was protection and enhancement of Hays Co. natural resources with future population growth. Hays County leaders and its citizens deserve the best practices	2/4/2021 10:14 AM

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in roadway planning, design and construction in our most environmentally sensitive areas. It could be a legacy that we all create together.

59	NO TO THE TRAFFIC CIRCLE.	2/4/2021 9:50 AM
60	This would be absolutely detrimental to the Hill Country charm.	2/4/2021 9:24 AM
61	The proposed roundabout for a town center at 150/12 is ridiculous. Such an area should be in town, not alongside residential neighborhoods.	2/3/2021 10:16 PM
62	I have lived in communities where the circles have been a hazard. With the circle being on two main roads with high rates of speed spells disaster waiting to happen. My husband and I have almost been hit by a teenager who didn't know how to drive around the circle and narrowly hit us. Please leave it the way it is!!!!	2/3/2021 9:07 PM
63	I am opposed to adding that circle on the corner of FM150 and SR12. Not only would such a circle be unsafe as they usually lead to accidents and confused drivers, but it would impact the planned commercial center for Howard Ranch. The local residents have enough big commercial shopping centers with mattress stores and nail places. We need something with a more local and intimate small town feel, like what was planned for the HR commercial center. I want to see the country store and small shops, and your proposed transportation project gets in the way of that.	2/3/2021 8:30 PM
64	Regarding the proposed roundabout at the junction of 12 and 150, it would be immensely beneficial to the nearby neighborhoods to leave room for the previously planned community marketplace. It should be possible to engineer the space to allow for both a roundabout and a commercial center.	2/3/2021 6:28 PM
65	The roundabout at RM12 and FM150 will kill the current town square plan. The town square is providing essential services to the Howard Ranch and the Gardens of HR residents. Please do not change the plans already approved by the City of Dripping Springs at this intersection. Need to study this further at the minimum to balance the need of nearby communities.	2/3/2021 5:10 PM
66	I am against a 200 foot ROW on FM15p from 1826 to RR12. There is no need to connect two 150 ROWs (1826 and western extension of FM150) with a larger 200 foot ROW. We must do all we can to ENHANCE and maintain the rural character that draws people to this community. Keep roads as quant as possible - minimize medians, refrain from adding bike paths in areas that are NOT targetted in The campo mobility plan. Keep those paths on RR12 and other CAMPO targets. FM150 is a draw because of its natural beauty. Do not ruin that with oversized solutions.	2/3/2021 5:03 PM
67	Has the plan for Darden Hill from Sawyer Ranch Road to 150 been finalized? There seems to be some confusion about the route planned.	2/3/2021 4:22 PM
68	Roundabouts take up too much land space. Does this really solve the D.Springs mobility needs? Alternate routes around the city seem like a better solution to handle growth and mobility.	2/3/2021 3:38 PM
69	As a resident of Howard Ranch, I purchased my home based on the stores, restaurant, and general store planned next to the Twisted X Brewery. If y'all put in a traffic circle there it is going to increase traffic speeds, confusion, and accidents around our neighborhoods and will stop any and all development that was currently planned on that acreage. People are moving out here for the small town vibe Eric Howard is building on that lot, not for a traffic circle with increased speed and accidents.	2/3/2021 3:07 PM
70	I live just south of the intersection of RM 12 and RM 150 and the plan would affect my neighborhood and other future plans for the adjacent property. I want this proposed traffic circle to be rejected as it would not allow for plans for a town center, including a general store, boutique shops and other neighborhood amenities already approved by the City of Dripping Springs. Your plan will negatively impact the our Hill Country community and our desire for livability and for a home town feel. This input process has been unfair as there is no transparency about the proposed 300 foot traffic circle and the county's intent to invoke eminent domain to take private land as part of an agenda under the guise that it is needed based on a flawed 2045 growth study. Build your traffic circle in East Hays county as it is not needed in the Dripping Springs/Driftwood area.	2/3/2021 2:58 PM
71	I live just south of the intersection of RM 12 and RM 150 and the plan would affect my neighborhood and other future plans for the adjacent property. I want this proposed traffic circle	2/3/2021 2:57 PM

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to be rejected as it would not allow for plans for a town center, including a general store, boutique shops and other neighborhood amenities already approved by the City of Dripping Springs. Your plan will negatively impact the our Hill Country community and our desire for livability and for a home town feel. This input process has been unfair as there is no transparency about the proposed 300 foot traffic circle and the county's intent to invoke eminent domain to take private land as part of an agenda under the guise that it is needed based on a flawed 2045 growth study. Build your traffic circle in East Hays county as it is not needed in the Dripping Springs/Driftwood area.

72	NF3 - a rural feeder road does not allow access from Woods Loop. Improvement of 150 must be completed before any new "feeder roads".	2/3/2021 2:47 PM
73	The original site plan for commercial use at 150 and 12 was the main reason I bought into Howard ranch. The traffic circle would RUIN this area and property values. There is more need for business revenue than a stupid roundabout when the light you put in works just fine!	2/3/2021 1:40 PM
74	Your proposed map simply carves up the area into smaller parcels, bringing air and noise pollution to more of the previously fairly clean areas instead of beefing up existing roadways with added lanes and/or needed safety features.	2/3/2021 1:34 PM
75	We are in the contracting phase of buying a home in the Gardens of Howard Ranch. We were under the impression that we would have a walkable small town center with boutiques and local restaurants as part of the "mixed-use" development at the corner of RR12 and FM150. We've now been notified that there is a proposed 300ft traffic circle in place of the town center, which is very unsettling. If the county moves forward with their proposed plan it will potentially impact our desire to move into this development. We do not want a traffic circle where there is already a perfectly effective traffic light. This proposal will impact our decision. When will we know what will happen?	2/3/2021 1:05 PM
76	I do feel that improvements are needed to both 12 and 150, but not the highways planed.	2/3/2021 1:04 PM
77	I support most of the plan but the proposed traffic circle at 12 & 150 is both inefficient and wasteful. The current intersection meets the need (especially with the new traffic light installed). I could see widening the road by a lane but re directing the road and adding a traffic circle is silly.	2/3/2021 12:51 PM
78	Think about what the people want, not a community of construction and constant change.	2/3/2021 12:50 PM
79	My wife and I live in Howard ranch and we moved here because we knew there would be walkable restaurants, boutique stores etc bordering our neighborhood. We want to keep our small town feel and NOT have a traffic circle please do not put a traffic circle at 12 and 150.	2/3/2021 12:19 PM
80	PLEASE do not allow the circle to cut into land that is proposed for Howard Ranch Town Square. This would be a travesty!!! I am disheartened that the traffic circle plan was not appropriately publicized. This is not the kind of representation tax payers in this community expect.	2/3/2021 11:48 AM
81	Please see previous comments. We want small-town feel, NOT big box commercialization or a large intrusive traffic circle. Thank you!	2/3/2021 11:42 AM
82	I'm disheartened to learn that this component of the Hays County Transportation Plan was not publicized. This is not responsible governance, and not what taxpayers in this area expect from their elected representatives.	2/3/2021 11:15 AM
83	We live in the Gardens of Howard Ranch and this undeveloped tract had been slated to become a unique Town Center complete with General Store, boutique businesses, pop up shops and venues, along with walkability and access to the adjoining developments and neighborhoods. Many of us moved to this community for just that; a hometown feel with character and uniqueness and an escape from big box commercialization. Please do not take that away from our neighborhood. We love Dripping Springs and this wonderful community. We would love to see it grow in a unique way. Thank you for listening and taking action!	2/3/2021 10:49 AM
84	I would suggest to satisfy this areas traffic demands as projected an alternative solution would be to expand and improve FM 150 on its current alignment along with similar improvements to FM 3237 going west with a new section over to RR 12 in an alignment similar to Lone Man Mountain road but utilizing the new kinder morgan pipeline as it has already degraded the private properties in that area and would make an ideal connection. Additionally I would suggest that the SH 45 connection from 35 to FM 1625 be promoted on the priority list to	2/3/2021 7:19 AM

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handle the traffic in this area. By improving these three roads you get better traffic flow through the area and likley spend less money.

85	The improvements to 12 south of 290 adding a turn lane are badly needed. NF3 is needed and will help reduce congestion on 12, but will increase neighborhood traffic (especially in the mornings as people commute to Austin)	2/2/2021 8:44 AM
86	Thank you for listening!	2/1/2021 10:26 AM
87	We live on FM 3237, so this is extremely personal. We have 10 acres with many old growth oaks along the highway. Will consideration for these trees be taken or will they be bulldozed? What about the sensitive creek that flows just behind our home? Will we forever pollute it with road runoff? We manage our acreage in a way that preserves the riparian ecosystem and habitat conservation. Will we be priced out in favor of commercial development that will strip this land of the very thing that preserves our creek health and watershed? We all rely on the health of our aquifer and water systems. Please don't sell out our sensitive environment and residential neighbors to the idea that we have to expand 3237. Let's add turn lanes and safety features, but please don't turn it into a 4 lane highway. There's no going back. :(2/1/2021 10:16 AM
88	Take NF4 out of the plan.	2/1/2021 7:19 AM
89	Having this busy road run along the new neighborhood of Caliterra will greatly reduce quality of life for hundreds of families. The road could be moved further South.	2/1/2021 6:54 AM
90	Need further discussion of considerations for intersections.	1/31/2021 8:46 PM
91	Once it's paved, it's gone.	1/31/2021 3:48 PM
92	Hays County needs to identify and adopt a classification of "Conservation Roads" or Historical Hill Country Roads" that preserves the character of the Hill Country, safeguards underground drinking supplies, & prevents development in headwaters of Hays County's precious rivers & creeks.	1/31/2021 11:38 AM
93	Windy Hill Rd needs more lanes Better roads I	1/31/2021 9:13 AM
94	Growth may be economically positive for Hays county, however, poorly thought out reactions to growth (rather than thoughtful planning) just impact future growth by destroying the resources that attracted the growth in the first place	1/31/2021 8:03 AM
95	This plan differs greatly from the plan proposed years ago. I'm afraid it will no do what was intended; to preserve the historic and country-like nature of Driftwood. I understand the area is growing rapidly but hope something less highway-like can be done.	1/30/2021 6:35 PM
96	The ROW is much too large on 150!	1/30/2021 3:46 PM
97	Really hope this road won't be so close to Caliterra and shatter the peace and quiets we so finally got by moving here	1/30/2021 8:56 AM
98	If Done properly these proposed roadways can enhance property values as long as the natural beauty of why we all moved here is preserved/considered.	1/29/2021 4:24 PM
99	A four lane divided parkway behind Caliterra was never disclosed by the developer until recently he posted huge signs. Awful for the homeowners who chose lots near this without being informed. I'm all for a beautifully landscaped parkway with a safe bike/hike trail along side. This would salvage some property values for Caliterra residents.	1/29/2021 4:15 PM
100	Lets keep the beauty of rural Hays county green, by focusing on the growth corridors in I35. RR12 should not be expanded.	1/29/2021 9:44 AM
101	Higher volume MNR 2 roads with lower water crossings that flood multiple times per year should be studied to improve safety by raising the crossings. Preliminary designs to raise them above the 1yr/5yr/25yr flood occurrence with cost estimates for each tier to determine the maximum return on the investment. Trouble spots along current FM/RR arterials that flood every year/every couple years should also be studied to determine appropriate raising level with reasonable cost considerations.	1/29/2021 9:19 AM
102	I support SOS's request that roads in Western Hays county be designated "conservation roads", serving as through-ways but not built to accommodate substantial growth. The land in western Hays is aquifer recharge land and vital to the continued health of our irreplaceable springs, the real factor driving growth in this area. They should be protected at all cost,	1/29/2021 8:22 AM

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including conservation easements, purchase and set-aside rather than development. Supporting the financial interests of the few rather than the health and happiness of the many is a dire mistake. Please prioritize land conservation rather than support development through road construction and enlargement. Keep roads scenic through wildflower plantings. Thank you for your consideration.

103	New roads should consider a slip road configuration where intersections with local development and driveways access the slip road and intersections are reduced on the new/main road. It will require more ROW but provides a buffer along the new/main road for water quality and scenic enhancement.	1/29/2021 7:39 AM
104	This is not a "Transportation Plan." Transportation includes non-vehicular modes of transportation, such as rail, bus, bicycle, and pedestrian modalities. Instead, this is a narrowly focused vehicular infrastructure proposal — and it's a bad one.	1/28/2021 9:28 PM
105	"Please do not significantly expand capacity or build new roads in western Hays County, above and upstream of the Edwards Aquifer recharge zone. Designate existing roads in the Edwards Aquifer watershed as "conservation roads," with safety, scenic beauty, and water protection as the priority. Buy more conservation lands and easements to minimize growth, keeping western Hays County forever green. Expand transportation capacity downstream of the recharge zone, along and east of I-35, in the Buda/Kyle/San Marcos corridor, where most of Hays County growth is going and where transportation investments are needed most."	1/28/2021 8:37 PM
106	Preserve the Hill Country above all else. Don't pave it.	1/28/2021 6:19 PM
107	It is vital to hear about how mobility will be addressed with increasing population in regards to increased need for public transportation, walking, bike, and other alternatives to traditional car traffic. It is important not to pave over Hays County with cement since the most important asset to the county is our beautiful Hill Country and not traffic jams.	1/28/2021 2:03 PM
108	Please find another shortcut from Darden Hill to 290 than Lanier Ranch Road.	1/28/2021 12:34 PM
109	It is cheaper to save western Hays County than it is to pave it. The CAMPO population and traffic projections for western Hays County are wholly unreliable, as previously shown by SOS comments, and should be scrapped as a basis for current Hays County transportation planning.	1/28/2021 9:50 AM
110	I am very concerned about adding lanes to Old RR12 between Holland and Hopkins. I think adding lanes will be detrimental to pedestrians. I also think it will create an added sense of division between residential areas and the core of downtown/the university. Part of the promise of the new RR12 was to divert traffic away from the middle of San Marcos. There should be a focus on making Old RR12 easy to cross on foot. Instead of adding lanes, lower the speed limit, narrow the lanes, and add sidewalks/crosswalks. It should feel comfortable to walk along/across that stretch of Old RR12. Right now it feels dangerous.	1/27/2021 7:59 PM
111	As a frequent cyclist on San Marcos roads, a huge priority for me is prioritizing safety over speed, as well as creating safe roadways for cyclists.	1/27/2021 11:42 AM
112	1. More roads east of IH35 in San Marcos need to become 4-lane major arterials to promote development there instead of over the Edwards Aquifer recharge zone. 2. Many major arterials south of San Marcos dump onto undivided 2-lane / residential roads through the city. What is the plan to address congestion where this happens? More thought given to public transit could go a long way to alleviate congestion.	1/27/2021 11:37 AM
113	Please DO NOT widen and connect McCarty Ln. Unnecessary use of funds and resources.	1/27/2021 11:33 AM
114	We are super happy with the work being completed on expanding Windy Hill. And the pothole created were quickly filled. We are excited to see what the road becomes.	1/27/2021 11:31 AM
115	My area of interest is in the 78619 area. I do think the NF3, if implemented in a way that protects adjacent property owner's land values (land berms, landscape sound proofing, etc) is a much needed north/south road and would be a good use of community funds	1/27/2021 11:23 AM
116	Please consider a stop light at the intersection of FM 2001 by the Buda Fire Station. Also connecting Old FM 2001 to the new FM 2001 that has connections into Sunfield. Consider making FM 2001 4 lanes. It is heavily congested.	1/27/2021 10:40 AM
117	Hello. My wife and I are property owners in the Harmon Hills community of Dripping Springs. We emphatically oppose the City's proposed connecting road from Bell Springs Road to RR 12	1/27/2021 10:11 AM

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through the Harmon Hills "loop" and ask that you consider our objection when the city plan folds into the county plan. This city proposal would run through a property (R26241-2) we purchased for its tranquil location and distance from a major road, both of which will be jeopardized by this proposal. We maintain additional concerns to the precious quality of life in our home, to include: • Increased Noise pollution • Increased Light pollution • Erosion of our wet-weather creek (the proposal will cross it) • Diminished wildlife • Threats to existing wildlife • Our view (we did not purchase this home for a view of a road). We respectfully request the current road proposal be altered to exclude our property. Know this letter represents our first step. We have, along with our neighbors, contacted Save Our Springs, and are prepared to involve the media, legal representation and grass-roots campaigns if necessary. Thank you for your consideration.

118	We just moved to Caliterra love the community peacefulness and are disheartened to hear about the 150 extension.	1/27/2021 8:10 AM
119	Our house in particular would be no more than a few hundred yards from where the F150 extension would go. Severely impact property values and make living in our house unbearable. Residents of Bridge Water Loop and Crosswater Lane all have those concerns about property values and noise of having a major road so close to homes.	1/26/2021 7:41 PM
120	On FM 150 extension, it appears to only shorten the distance from where it now stops to where it would end up by a couple of miles, while costing a lot of money and causing the destruction of the values and quiet lifestyle of neighborhoods it passes by such as the Caliterra Subdivision. The original comments appear to be about 40 that initiated this but the direct effect would be on hundreds of homeowners. This is an update to my original response.	1/26/2021 4:22 PM
121	The extension of FM 150 to Creek Rd will significantly affect the noise and value of property owners in Caliterra, particularly those on the south side of the neighborhood. If it must be built (and I question its purpose) then it could be moved further south to the property that is currently undeveloped land so as not to create a noise factor for the Caliterra homeowners.	1/26/2021 3:50 PM
122	The people of Hays County have routinely shown support for measures and ballot initiatives that improve mobility within the county through expanded bike lanes, improving foot traffic and accessibility, and ramping up preservation of wildlife and open space. It is a disservice to the people of the county to not plan holistically, with an emphasis placed on the preservation of natural space, as the region grows.	1/26/2021 1:50 PM
123	The Caliterra neighborhood was marketed for living surrounded by nature but these plans to have multiple large thoroughfares negates those of us who have purchased homes with this promise and the current plans would disrupt the ecosystem that provides the environment promised by our developer.	1/26/2021 11:18 AM
124	rr12Major concerns re policing on RR12 as currently seems non-existent from 290 to RR12 going North. Speeding and impatient drivers going around right side when making left hand turns into sub-divisions, when drivers headed south trying to turn left into sub-division on opposite side of RR12.	1/26/2021 10:36 AM
125	This will have a deleterious effect on my property value!	1/25/2021 10:43 PM
126	These improvements will bring street noise to our neighborhood and property values will drop	1/25/2021 10:43 PM
127	Imploring you to reconsider this plan as a disabled veteran who selected this community for the tranquility it provides.	1/25/2021 6:19 PM
128	Building the MAD4 150 extension at the back of Caliterra would have a significant negative impact on ~\$1M residences along Bridge Water Loop and Cross Water Lane that would only be a few hundred yards from this major arterial. It needs to be built further south where there are no major residential properties. We will sell our house before this is built. Huge disappointment with Hays County if this goes through.	1/25/2021 5:47 PM
129	If Trautwein\Crumley were improved to a proper two-lane blacktop, it would greatly reduce the traffic on RR12. RR12 is the only way people from Provence\Rocky Creek\Sweetwater\Destiny Hills\etc can get to Dripping Springs & points east\west. Expanding RR12 to four lanes will do nothing to relieve the volume of cars. People are moving out here from California, Florida, and other parts of Texas at an alarming rate. Expanding Hamilton Pool to four will only make it all worse. More cars funneled down onto the same single road (RR12). Trautwein\Crumley has to be brought into the fold before any real	1/25/2021 3:44 PM

Hays County Transportation Plan - Survey 2

congestion is relieved. Same for Fitzhugh. Hays\Travis in this area has far outgrown a single road connecting Bee Cave to Dripping Springs, no matter how many lanes it is.

130	Fm 110 and Hwy 21 Extension will help alleviate congestion and improve connectivity. It will also encourage development on the east side of the country and help to limit development over the recharge zone. Rm 12 needs extra lanes soon and completing Center Point will help with Connectivity. However, McCarty should be 4 lane only from I 35 to HunterRd. and not further west, as this area is entirely residential and should not become a short cut from Center Point Rd.	1/25/2021 2:56 PM
131	NF 27 and NF 28 seem redundant. I would think NF 27 would be plenty connectivity for that area, especially since Hoffman now connects to 306. NF 28 seems unnecessary and huge, would prefer those funds to be used on all the other much needed and well planed improvements, to expedite processes perhaps. Thank you	1/25/2021 1:56 PM
132	The neighborhood of Kissing Tree continues to grow and the train frequently blocks expedient access to the hospital.	1/25/2021 12:57 PM
133	Keep the city growth out of rural areas	1/25/2021 8:43 AM
134	We all know that this area is growing at a very rapid pace. But the proposal for Darden Hill seems to be over kill.	1/22/2021 2:03 PM
135	Please refocus this Transportation Plan to focus on maintaining and improving the safety of our existing roadway infrastructure in Hays County, much of which already lacks adequate maintenance. Abandon futile plans to chase congestion by unnecessarily expanding roadways, which will only lead to increases in congestion, vehicle miles traveled, maintenance burdens; result in increased impervious cover, natural land loss, and eroded wildlife safety; and will overall be an irresponsible use of taxpayer dollars. Specifically, please stop any plans to increase ROW width or lane counts to 4-lane (MAU 4, MAD 4, PKWY 4, FWY 4) or 6-lane (MAD 6, EXPY 6) roads and reassess all improvements within safety and sustainable transportation frameworks. Emphasis moving forward must be placed on transportation planning and engineering that 1) prioritizes safety over speed; 2) prioritizes moving people via an integrated network of existing cross-county roads, public transit networks, and active transit networks instead of solely focusing on single-occupant-vehicles; 3) prioritizes protecting the integrity of our natural landscape; and 4) practices fiscal responsibility vs. wasteful overbuilding based on false congestion myths. A true transportation plan considers all networks and impacts holistically - not disparately or in a vacuum. It is imperative that this plan be reevaluated to address these concerns while also ensuring that taxpayer dollars be spent more wisely for both present needs and future outcomes.	1/22/2021 10:16 AM
136	We would also like to see environmental impacts to people's property regarding drainage, erosion potential, wildlife impact, keeping natural spaces green, and the impact of development on water resources that are already strained for the area.	1/21/2021 8:26 PM
137	Make 290 65 miles an hour again. Or enforce the left lane for passing only laws.	1/20/2021 7:27 PM
138	I'd be happy to speak more, but please, a county transit plan should be more than just "Roads get big!"	1/20/2021 2:23 PM
139	Improvements along US-290 and RR-12 extending north from Wimberley to Dripping Springs need to also be accelerated given the current traffic congestion.	1/20/2021 7:17 AM
140	Some of the low spots on Flite Acres need to be elevated so people can get out in a flood.	1/20/2021 7:04 AM
141	I'm also a realist and know you all have to plan for the expansion of the city and can't do that and keep everyone happy at the same time. My wife and I took a chance choosing to start a family here a couple of years back knowing there'd be a risk since we have ranch land behind us and DS is growing at the rate it is. 1 month after we moved in we saw the plans for a possible 150 extension for the first time. It sucked. We were expecting the possibility of a new housing development given DS's growth but not a 4 lane road right behind us. If it is unavoidable and a cut through from 290 to RR12 + FM150 can't be achieved any other way, my ask would be that you work with all the homeowners and the development to come up with sound barrier/privacy solutions for all homes in the neighborhood that would now have a 4 lane road butting up against their back yards (without taking away too much from the hill country feel DS has and is trying to preserve). Anything that would help this sting a bit less.	1/19/2021 4:25 PM
142	If we had to chose, we would be more inclined to support the City Plan which would not disrupt	1/18/2021 8:01 PM

Hays County Transportation Plan - Survey 2

so many homesteads and would leave Darden Hill out of the plan.

143	Let us NOT lose the RURAL character of our community by turning every road into a byway with bike lanes. The CAMPO plan doesn't call for bike everywhere. People flock to the hill country for it's rural/Agri-CHARACTER. LET'S not mess that up.	1/17/2021 11:38 PM
144	Please see comments above.	1/17/2021 11:02 PM
145	I was very disappointed in viewing the map. Unless, I am reading it wrong, the proposed roadways are little hyphens and the numbers designating them stay small and almost unreadable, even upon enlargement of the map. Also, I could not tell what type of road the proposed roadway would be. I found this most unsatisfactory. It is extremely important, when you are doing something so important as planning our built environment, that we have more than a "Transportation Plan". As I understand it, real estate profit is driving this "growth" (I see many promotions of the area with this as a motive all of the time), so what you are really developing is a "Growth Plan". I think that you would do well to consider a Sustainable Growth Plan rather than a "Transportation Plan. Travis County's "Land, Water, and Transportation Plan" is a step in this direction. It is intuitive that a Sustainable Growth Plan will include consideration for many aspects of future development, including conservation and respect for our natural environment and fellow creatures. (Did you know that some translation experts say that the much-quoted passage of the Bible which states that man would "rule" over animals is not a correct rendering of the original Hebrew, which should rather be translated as "stewardship" concept, as a good "ruler" rather than to dominate, esp. for personal gain?) It is critical that any "Transportation Plan" be equally balanced with respectful consideration for our natural environment in equal measure (at least) to our built environment. Otherwise, we are likely to find ourselves, depressed, physically and mentally ill, and most unhappy with our lives in a sterile concrete and steel world beset with natural calamities of weather and lost opportunities.	1/16/2021 10:48 AM
146	Please consider alternate route to connect RR12 and 290 for the the future.	1/15/2021 11:27 AM
147	sorry, please disregard my last comments about the roads > I thought they were going through my neighborhood but the new roads would actually alleviate traffic and help people going north.	1/15/2021 8:40 AM
148	We don't need the increased strain on our resources that development would bring. New taxes, more cars, more people, more government--it's about time we looked at these things as terribly detrimental to our rural lifestyle.	1/14/2021 10:49 PM
149	I'm overall pleased with this plan.	1/14/2021 7:07 PM
150	Bike paths and pedestrian trails should be integrated into roadway plans to augment existing ROWs, so as to increase modes of transportation and physical activity safely without destruction of habitat and degradation of the landscape.	1/14/2021 12:27 PM
151	Also, 'Transportation' should include other means of moving from point A to Point B. It should not simply be car centric. Walking paths, bike paths, public transport, rail, etc should in my opinion, fall under 'transportation'. And be more represented in these projects.	1/14/2021 11:34 AM
152	Please make sure that people turning in and out of neighborhoods onto RR12, such as Mountain Crest where there is no traffic light, can do so safely. I am a little concerned that a 4-lane parkway in front of Mountain Crest Dr. might be difficult to turn left onto especially given the blind curve to the south at that point in RR12.	1/14/2021 10:38 AM
153	Please make the extension of FM-150 to Creek Road happen extra quick. Traffic relief on RR 12 is necessary with community growth.	1/14/2021 9:24 AM
154	RR12 is bumper-to-bumper traffic for commuters to work and back home.	1/14/2021 8:26 AM
155	Please no road connecting Jacobs Well Rd to Wayside.	1/13/2021 5:40 PM
156	Leave all alone. We are good	1/13/2021 9:48 AM
157	Keep Wimberley small. It's the last remaining jewel in the crown of the Hill Country	1/13/2021 9:08 AM
158	See above. Texans are proud of their land, and new roadways should be always The last option. Being respectful of Those current residents and taxpayers should always trump attraction and development of new ones. By in large wimberley residents do not want parkways going through the village either. Life here is treasured as slowed down, not sped up. This is why we have the tourist revenue we have. Thanks very much, not an easy task ahead of you.	1/13/2021 9:06 AM

Hays County Transportation Plan - Survey 2

159	I am very supportive of expanding ranch road 12 to 4 lanes for safety reasons. I drive this road multiple times a day.	1/13/2021 8:59 AM
160	Jacobs Well is not a road to be turned into a 4 lane highway trying to create a bypass for downtown Wimberley. Wimberley was never intended to be more then what it is.	1/13/2021 8:52 AM
161	3237 and 2325 as those roads come into Wimberley also should not be changed to 4 lane for the same reasons.	1/13/2021 8:05 AM
162	Widen 12 to 4 lanes and remove NF3 from the plan	1/13/2021 7:15 AM
163	You will hear negative comments from old timers in Wimberley. Please don't listen to them! The majority of us support all you are trying to do.	1/12/2021 10:03 PM
164	I am still angry with my county government.	1/12/2021 8:33 PM
165	No need to make Wimberley like Dripping Springs with all the new developments. Water would also be an issue.	1/12/2021 6:18 PM
166	RR12 should immediately be re- striped for passing lanes. Perhaps in one direction only in areas whose width is restricted . This is utilized elsewhere. IE north lane only has passing lane in one section, then south lane only in another where practicable. Maybe help reduce high accident/death rate due to latest poor design of 12.	1/12/2021 6:04 PM
167	We live here because we want a small town that cares about each other. Traffic has and continues to get more n more congested. Refugees from Austin are buying land at outrageous prices which lines the pockets of developers n real estate business. We do not want what happened to Austin to happen to Wimberly.	1/12/2021 5:10 PM
168	Oppose this plan	1/12/2021 4:10 PM
169	If Hays County needs a new transportation engineer, one with a master's in GIS who did their thesis on transportation networks, let me know.	1/12/2021 2:31 PM
170	The purpose of small town living is to avoid the hassle and growth of the town. My voting history reflects limited growth or maintaining a growth rate below surrounding counties, <2%	1/12/2021 12:47 PM
171	It would be beneficial to show how the Travis county plans overlay on the map. They may not line up, but will allow a thought to the overall connectivity strategy.	1/11/2021 9:36 PM
172	I am concerned that this draft plan traverses a very large portion of my property, but I have never been contacted in regard to this proposed plan. How do I find out more about this situation?	1/11/2021 1:18 PM
173	Currently, from the west into Buda, there is only FM 967. Upgrading this road to a 4-lane or 5- with center turn lane is limited at best. It would be difficult to bring any of the design speeds up due to limited ROW, terrain, etc. I would suggest looking at continuing FM 967 E-W to tie to Turnersville east of IH 35	1/11/2021 8:37 AM
174	I am aware that you are aware of these issues w/ the 21 / 2720 / 150 / High Road areas, but I wanted to make sure that I responded to the survey as well. Thank you!	1/9/2021 1:40 AM
175	A good example of communities focusing on roadways as a solution is Houston. Unfortunately you cant build your way out of traffic / congestion. Considerations of other methods should be included and implemented in your plan.	1/8/2021 8:31 AM
176	The fact that this plan completely ignores the needs of anything except cars/trucks undermines its claim to be a "transportation plan." This is clearly a "car infrastructure plan." Much more work needs to be done to better anticipate and accommodate the needs of citizens and taxpayers who use alternate forms of transportation, such as foot, bike, or wheelchair. Efforts to expand and enhance transportation choice are, in fact, the only research-supported way to reduce congestion—which the introductory video says is a central concern of this study. Transportation choice is extremely important, as the region grows. As your staff likely already knows: more roads, and wider roads, will not reduce congestion. In short, I don't believe this plan adequately captures the future transportation needs of our community.	1/7/2021 3:10 PM
177	With all the residential growth in highway 290 the traffic has increased exponentially as all these home must drive to downtown for groceries, etc. The goal would be to send travelers passing through around downtown further up the highway closer to the county line.	1/7/2021 1:25 PM
178	Explain the goals and what are the solutions proposed. What areas are the concern?	1/7/2021 11:13 AM

Date Received	Source	Comment
1/2/2021	Letter	<p>To whom it may concern:</p> <p>My name is Jesse Natal. I am writing this letter so you, the people in charge!! can help me understand the “situation” I am in. My brother Charlie Natal is “Independent Executor” of the estate of Mary Ann Natal, deceased, crystal clear special utility have given Carlos Natal a check for rights to this 20 ft section of land that Carlos will pocket!!! This is not right!! I worked with my parents for 40 yrs. so, my brothers & sisters could have somewhere to lay their head at night!!!</p> <p>I have personally have \$3,500 in meter and \$2,500 for water line and labor! Carl sent me a copy of these works in progress along with taxes on the land, almost \$3,000 it seems to me that Brad Brown should have checked on this travesty before writing this check. Mary Ann & Pete Natal Sr. have been deceased for 15 yrs. Carlos have abused his title of the Natal name! So you might say get an attorney well I have try! 3 attorneys later \$20,000 have gone over the years and now more bad news for me!</p> <p>I am a active member of crystal clear since 1980's – I have played by the rules even though most times I was not happy with their ways! So my family plead with you for I have 2 sons & one daughter, 7 grandchildren & 1 great grandson that this appeal will not fall on blind eyes and deaf ears.</p> <p>In closing, Carlos Natal along with his attorney Art Guzman who recently was investigated- have abused the law!!</p> <p>I live on the property.</p> <p>4.15 Acres 112 Marita wich is Spanish for Mary Ann I pay taxes there and Carlos need money for where he lives. 5-bedroom 2 bath handicapped equipped home that my parents & myself built! I have also paid 7,000 on this land! 7 brothers, 3 sisters</p>
1/25/2021	Email	<p>1. I commend you all for taking out Craddack loop through Edwards recharge (RZ) 2. I'm very concerned about you all considering turning West McCarty Ln into a 4 lane road that is connect to the new loop through La Cima and Kissing Tree a. Are you trying to direct people to come though McCarty Ln instead of Kissing Tree and Centerpoint? b. Out of all the transportation maps I've seen I've never seen McCarty at a 4 ln road and I'm now very concerned that you all are going to ruin our rural dead end road to compensate for La Cima and Kissing Tree. People on West McCarty should not have to suffer because you all allowed huge development in the area. Why is the new loop not enough? c. There is very little option for big developments on West McCarty so you all just want to make it a through road for people coming from RR12 or La Cima. I'd assume most people who live on McCarty would be fine going to Centerpoint and don't want it to be a 4 ln highway. I don't know if you have familiar with the area but it's over the Edwards RZ and still is very rural. Why is it necessary to ruin that? 3. I'm very concerned about NF 20 right through heart of Edwards RZ</p>
1/26/2021	Voicemail	<p>I live off west McCarty Lane on Arroyo Doble and I'm wondering, what the Hays County Transportation Plan has for West McCarty Lane. I</p>

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		understand that, maybe something like a four lane Road, but I'm trying to figure out what exactly what that is. Can you also tell me if there is a planned extension to Center Point Road to bring it around, to connect with Ranch Road 12.
1/27/2021	Email	Hello. I live on Woods Loop in the city limits of Dripping Springs. The proposed new through-fare, NF3, from RR 150 to Hwy 290, appears to border my and me neighbor's property lines, as well as those of Spanish Oaks. Before you say it, I know that the final road layout will depend on the developer's plans and the topography (flat in this instance) and the ease of getting easements, etc. Still, there should be restrictions on where the plan allows the road. Here's why: Noise barrier. The NF3 road must leave enough space between the road and the Woods Loop and Spanish Oaks neighborhoods to have actual land use on both sides. The sound of road noise at all times in the evening and night, not to mention daytime, RUINS a neighborhood. To the east of our residential property lines lies undeveloped ranch land. If those ranches are going to have to suffer forced easements anyway (I'm sorry about progress), may we please ask that Hays County weigh the detriment to our residential land of having NF3 directly at our border against the detriment to their ranch land of not having NF3 directly at their border. It would mean everything to all of us. Thank you.
1/28/2021	Email	please leave RR12, from 150 south into wimberley, AS IS or only add turn lanes along the way lone man mountain needs a turn lane most definitely for the rest of this stretch of 12, please leave it as is it's a most lovely hill country scenic road as should be preserved thanks for asking for our input
1/28/2021	Email	<p>What exactly does ""Developed by TxDOT" mean ? How does the SH 21 Corridor Preservation Study being developed by HDR fit into the Hays Co. Trans. Plan and what is the status of communication with TxDOT re the Corridor Study ?</p> <p>Could you please publish some of the pre-planning info ; i.e., analyses and proposals that are a step away from actually being included in the "Plan". This would be a good phase to get comments -- while there is still time to actually affect the plan.</p> <p>A number of property owners that would be impacted by the Corridor Study proposal (as wellas some citizens adjacent to SH21) were not notified of either of the Town Halls, and thus omitted from participation - resulting in, at best, skewed review input.</p> <p>Please keep Uhland area citizens and and affected property owners informed of developments in SH21 plans in the Uhland area. Do you maintain a contact list for dissemination of information ? If so, how do people get on the list ?</p>
1/31/2021	Email	I'm a reasonably intelligent guy, but interpreting the so-called "map" of the proposed changes ("Draft Thoroughfare Plan) seems either so difficult to interpret without someone standing there and saying exactly what every road and every symbol (such as NF 17 or NF 30, etc, etc.) means that it was incompetently made and as such difficult to interpret, or intentionally done so to obfuscate interpretation, thus discouraging

Date Received	Source	Comment
		<p>feedback. I am sure there is a LOT of money being paid to some people to draw up these plans, so why can't the county have an easy to read map for us all, with every road labeled? The webpages for those Virtual Open Houses are essentially worthless. Why can you not give us details?</p> <p>Also, how would one find out who has spoken FOR these plans?</p>
1/7/2021	Email	<p>Hello, I am a Dripping Springs resident and interested citizen. The earlier transportation draft included a proposed connection road between Bell Springs Road and Ranch Road 12 through the Harmon Hills Loop. That proposed connection ran through my and my neighbor's properties. We provided feedback objecting to that proposal. Upon viewing the updated proposal, it appears the connection road through Harmon Hills Loop is no longer included. Can you please verify that is the case?</p>
2/5/2021	Letter	<p>Great Springs Project is a 501(c)3 organization which, through partnership and bold initiative, is connecting a network of spring-to-spring trails and protected natural areas over the Edwards Aquifer connecting Austin, San Marcos, New Braunfels, and San Antonio. This is an active transportation project with public health, environmental, economic, recreational and educational benefits. The project is a collaborative effort intending to extend and build connectivity among the off-road, shared use trails already constructed by others in the four-county corridor. This project also traverses the entirety of Hays County. We strongly encourage Hays County to include multimodal, active transportation options including trails in this update. While the draft plan mentions the need for bike/pedestrian infrastructure, there are no specific trail, sidewalk, or bike lane infrastructure improvements outlined in the plan. We recommend inclusion of the trail improvements and connectivity projects that were recommended by the POSAC (Parks and Open Space Advisory Committee) for the 2020 Hays County Prop A bond measure, including: extension of the Violet Crown Trail in Hays County (\$3.8M – Hill Country Conservancy), Old Fitzhugh Road Trail (\$1.3M – City of Dripping Spring) the Kyle Fajita Fields project (\$14.5M – City of Kyle), and the Capes Fishing Pond project (\$2.5M – Hays County). These projects provide crucial connectivity within Hays County and extending north into the Violet Crown Trail system in Austin. These trails are critical to extending mobility options within the County and beyond. These active transportation options should be included to ensure the seamless and safe integration of various modes of transportation. Exclusion of specific multimodal, active transportation improvements in the transportation plan can result in the “barrier effect” or “community severance” wherein major roadways actually worsen travel on foot or by bicycle. This plan update is an opportunity to facilitate safe and inclusive transportation options throughout the County and promote multimodal connectivity within the region. I would welcome an opportunity to discuss this further</p>
2/5/2021	Letter	<p>I was unaware of the Hays County Transportation Plan Virtual Open Houses 1 & 2 until Thursday, February 4, 2021. Because our property is a major component of the “NF16” Draft Thoroughfare, please accept the</p>

Date Received	Source	Comment
		<p>following comments at this late date. The Hays County Transportation Plan was adopted on 1/22/2013. A map showing proposed routes for thoroughfares appeared in local newspapers in late February 2013. There were a couple of dotted lines running through our ranch. On March 4, 2013, I met with Commissioner Mark Jones, Commissioner Ray Whisenant, Commissioner Lon Shell (then assistant to County Judge Bert Cobb), Joe Cantaloupo (now with K Friese) and the City of Kyle road planner and mapper in the Hays County Precinct 2 office of Commissioner Jones. Also present was my attorney, Dick Terrell Brown, and my surveyor, Clyde Barroso, of Eagle Land Surveying. On that date, I was prepared to GIFT 60' on our eastern-most boundary of the ranch to Hays County for a highway loop of my imagining in order to improve travel to IH35 both north and south of Kyle AND to end the interminable 'dotted line' game on future maps. The now Anthem subdivision property was still in the hands of the first buyer of the property. We would donate 60' and they could donate 60' for a 120' wide roadway running north/south along our east/west boundary line.</p> <p>My roadway idea would service the future development's residents as well as create a bypass for commuters from west of us heading to Austin. This would relieve the congestion on FM 2770 by the Hays schools and Plum Creek Subdivision. Additionally, a southern route to the Yarrington Road area would cross FM 150 near, or at, the now new entrance to Anthem and traverse along the eastern side of Arroyo Ranch Subdivision. This route would have provided the Arroyo residents with a much safer entrance/exit from their development as well. On March 4, 2013, I was told by those present that my land was not necessary. There would not be a road through Michaelis Ranch "in our lifetimes". My proffered gift and idea for a community improvement was ignored. HOWEVER, and unbeknownst to me, on the following day, March 5, 2013, the Hays County Transportation Plan was amended. On June 25, 2013, the Plan was amended again. I do not know when a 'dotted line' almost identical to the current map showing "NF16" was added to that 2013 map. I just pulled out my copy and compared dates. Sometime between March 5 and June 25, 2013. Obviously, I was 'misled' by my elected officials on March 4, 2013. Disgusts me even today. In September 2016, a private group of land owners including the Blanco River Ranch group, came up with their own Kyle Loop alignment. I was asked to participate. I agreed to a roadway but only if the route closely aligned with the offer I made in 2013. The road had to go very near or abut the now Anthem property.</p> <p>Commissioner Jones was in attendance for a brief period of time. I never heard anything from that group again. Many factors must be considered when choosing a route. The remaining Anthem property, north of the Phase 1 area currently under construction, will flood. I, and our long-time employee, are the only people alive who can attest to this historical fact. The land is not suited for high- density development. I disclosed this to Clark Wilson, County Commissioners, and anyone else who would listen several years ago. 'Not my problem' attitude prevailed. Nonetheless, Phases 2 & 3 engineering is underway. The "NF16" should be on or abut Anthem for easy accessibility by future residents. Michaelis</p>

Date Received	Source	Comment
		<p>Ranch has been home to 6 generations of our family. We have chosen NOT to sell out for development. We closed on a Conservation Easement on November 16, 2020. The proposed route of "NF16" is through the Easement. The Nature Conservancy and City of Austin believe our property is a crucial recharge area for the Barton Edwards Aquifer and have invested in our water rights for perpetuity. A water well connected to over a mile of pipe supplying water troughs and a family home is in the general area of the "NF16" dotted line. A pre-Civil War homestead, presumably part of the old Mountain City Community is also directly in the path of the draft route of "NF16". The Hays County Historical Commission and Texas State University Archeological Department personnel made that determination a number of years ago. There is a hand-dug, rock-lined water well, an underground rock silo, and remnants of Pre-Civil War rock fences marking the old homestead boundary on the east side. Additionally, beautiful mature oak trees abound in this homestead area as well as all along the dotted line "NF16" route. We have owned and lived on the same property for over 120 years. We protected the Barton Edwards Underground Aquifer, water source for countless in Hays and Travis Counties, by preventing a crude oil pipeline from traversing our ranch 35 years ago. We have chosen to NOT develop our property and contribute to the contamination and over-use of our irreplaceable water source, the Barton Edwards Underground Aquifer. The intrinsic value of our property to our family is</p>
2/5/2021	Letter	<p>Groundwater is an essential resource and critical to the livelihood and the quality of life in Hays County and the Texas Hill Country. The Trinity Edwards Springs Protection Association (TESPA), a 501c3 nonprofit organization based in Hays County, is committed to protect our groundwater, aquifers and springs and challenge policies and action that endanger these resources.</p> <p>In an effort to protect our future and our natural resources that we all rely on for our wellbeing, we have voiced our concerns on the Transportation Plan for Hays County. Specifically, we need a full and critical review of any proposed roadway expansion in our Onion Creek and Blanco River watersheds and critical recharge areas. A definitive environmental impact statement (EIS) should be mandatory for any roadways that are planned in this ultra-sensitive region.</p> <p>In addition, we should focus on the creation of "Hill Country Conservation" roads, improvements and subdivisions where safety, watershed and aquifer protection, and protecting our property and natural resources receive priority consideration.</p> <p>These actions are a necessity to protect our way of life and the essential natural resources of our area. Thank you for your consideration on this extremely important issue.</p>
2/1/2021	Email	<p>I am writing today to object to the plan of a new road just west of Wimberley labeled NF4 on the map. New roads encourage development. With more homes, that creates even more stress on our groundwater and more impervious cover above the Trinity Aquifer. Jacob's Well stopped flowing on January 19, 2021. The beauty of Hays County is dependent upon our natural springs, rivers, creeks, and</p>

Date Received	Source	Comment
		<p>aquifers, which also fuel our economy by providing outdoor recreation that attracts people from all over to spend their money in Hays County. If our rivers, springs, and aquifers dry up, we will no longer have these beautiful water features as an economic engine, but even more dire, as a water resource to live. New roads also affect wildlife, and building a new road west of Wimberley will further put stress on wildlife already struggling to find safe places.</p> <p>Please cancel this connection completely, or consider another plan, such as extending an existing road. Carney Lane could be extended to meet Wayside Drive, which would cause much less disruption and less new impervious ground cover over our aquifer.</p>
2/1/2021	Email	<p>I have studied your transportation plan. First let me say that I appreciate all of the work that has gone into this plan. I also appreciate the opportunity to comment on it. While it is clear that Hays County is growing at a rapid rate and that some improvements need to be made to existing roadways, I question the wisdom of adding roadways to an area that is already putting pressure on its aquifers as well as its beauty. The small sections of roads proposed such as F-4 west of Wimberley encourage more development and pressure on the natural infrastructure of our communities. In your video, I did not see anything about the environment and I wonder about this. It seems that our ecosystem, given today's climate concerns, should be part of any plan for improvements in any area. I would appreciate your addressing this with your team.</p>
2/3/2021	Email	<p>We are residents of Howard Ranch. We have been looking forward to a home town feel store on the corner of 150 and Rt 12. Now it appears Hays County wants to create a traffic circle!!! This is unacceptable. This will ruin the feel of our community and have devastating effects on our home values.</p>
2/3/2021	Email	<p>Please do not create a traffic circle and eliminate or reduce the planned shopping center at 12/157. The planned shopping center is much more important to the community than a traffic circle.</p>
2/3/2021	Email	<p>You absolutely cannot agree to the Hays Transportation plan! My neighborhood (Woods Loop) will be destroyed with traffic, hazardous intersections and loss of wildlife. We chose to live in this QUIET, peaceful, Loop neighborhood to raise our four children, goats, and donkeys. This plan would be a nightmare come to life. The neighbor urges you to reject the plan to put a four lane by pass directly behind our homes. My backyard would back directly up to the roadway. NO NO NO! Reject this!!!</p>
2/3/2021	Email	<p>Please keep the town center! I moved here to live in the hill country for a community small town feeling. I want the town center- not a traffic circle! Keep the town center!!</p>
2/4/2021	Email	<p>Please consider alternative routes around Dripping Springs that would create a more complete by pass. The NF 1,2,and 3 do not adequately address the planned new developments in the northwest and northeast parts of the city. It would be better to have a more comprehensive plan and utilize existing roads, such as Hays Country Acres to Lanier Ranch than cutting out an entire new path for NF 3 from Darden Hill to 290.</p>

Date Received	Source	Comment
		Thanks for your service, but please don't move forward without more fully taking into account the projected growth and a complete plan for diverting traffic more smoothly from both north/south and east/west of 290 and 12 intersection.
2/4/2021	Email	<p>My name is Jeff Coffman and I have lived in Dripping Springs for 30+ years. I'm the broker and owner of Coffman Real Estate. I live in the "The Woods" subdivision off FM150. Several years ago our neighborhood attended a meeting at the city to voice our concerns regarding the planning of a road that would run along the outer edge of our neighborhood. I spoke at that hearing and almost every city counsel member agreed that the placement of this road was not good for our community. We were told at that time that this idea and road placement would be considered at a better location in the future. It's clear that has not taken place and here we are again discussing a road that is being placed in a location that makes no sense. I have attached the current plan which identifies multiple issues at it's current location along with an alternative idea that I have also attached which I feel better serves our community in three areas: 1) Safety 2) economic loss of property value 3) economic growth in tax revenue is done correctly</p> <p>1. Look up the traffic accidents on the curve in front of my subdivision. I can't tell you how many times a vehicle has taken that railing out on that curve. The raw land is available to straighten that curve out to eliminate that curve which is dangerous coming in & out of our neighborhood. You can't create an intersection with extending Darden hill at a curve like this without causing loss of lives each day with the speed of traffic in this area. My idea is much safer in my opinion.</p> <p>2. You will kill the value of every property that the new road backs to all the way up from FM150 to Hwy 290. Why would you run a road like this along the back of existing homes? If you owned one of those homes, I bet you wouldn't vote for that location. If you impact all three of the neighborhoods with the current layout, you will kill the value of those homes which in return will impact the surrounding homes in those neighborhoods and this will reduce the value which reduces the tax value for county and city. There is open space and undeveloped property that would allow this important connection to take place without killing the value of all these properties. Being a broker in this community, representing many of the homeowners that will be impacted, this is simply a bad idea with no thought process outside of connecting the dots.</p> <p>3. I work with developers throughout our community. The proposed roads are necessary and I appreciate the fact planning is finally taking place. This planning was needed 10-20 years ago. These new roads will demand commercial activity on each side of them. Why would you run a road like this along the backyards of so many existing homes and neighborhoods? The tax revenue the county and city will receive is needed and will improve if the road is moved east and planned where commercial can take place along each side of the road. Sticking a 4 lane road along the backyard of a residential subdivision doesn't allow you to properly utilize the road and commercial opportunities. Those commercial opportunities will generate much needed tax revenue if both</p>

Date Received	Source	Comment
		sides of the road could be used vs one side only. I would be more than happy to meet with anyone regarding this issue. I'm happy to argue all my 3 points with anyone that feels different about this alternative approach. The last time we discussed this, the city agreed and said it made good sense. I would appreciate it if both you Walt and someone from the county could acknowledge receipt of my email. Thank you for your time and let's make this a win win for all!
2/4/2021	Email	<p>I am writing to express my concerns over a future planned road west of Wimberley that would connect Wayside DR to FM 2325. I believe it is labeled NF4 on the draft map. The area in which this proposed road will be built is part of the contributing zone to the Edwards Aquifer. I am very alarmed at the current state of our Blanco River and Cypress creek, with their low flows, and the actual cessation of Jacob Well's spring flow in January 2021 is extremely troubling. I have lived in Hays County since 1996 and have seen the incredible growth, and see the correlation between roads and new developments. New roads equal new housing or businesses, which means more water wells being drilled into our dwindling groundwater supply. We have to be stewards of our water and land, and building new roads through undisturbed areas will only wreak more havoc on our natural environment. I believe development should happen along the I-35 corridor, not in the western hills of Hays County. Therefore, I am adamantly against this new road being built and strongly feel that it should be taken off of the transportation plan.</p>
2/6/2021	Email	<p>I, as manager of Hay Hill Hay, LLC. and representative of the owner of the "Rutherford Ranch" on FM 967 in Hays County, am writing to provide feedback on the Hays County Transportation Plan ("Plan"). The Plan looks to be a critical tool for improving mobility throughout Hays County. We thank the Committee and our elected officials for the continued efforts, and we certainly appreciate this opportunity to provide comments. While the Plan reflects appropriate planning for the County's future, we are particularly concerned and opposed to the Driftwood Bypass identified as NF5 and NF6 on the draft thoroughfare plan ("Bypass") included in the Roadway Recommendations slated to be presented to the County Commissioners.¹</p> <p>The Bypass includes NF5, an approximate five-mile road from FM 150 to FM 967 and NF6, another five-mile roadway from FM 967 to Travis County, both of which directly overlay the Barton Springs segment of the Edwards Aquifer. We are very concerned about the potential impacts the proposed road will have on the quality and sustainability of groundwater that supplies our wells, many of which are screened in the karstic Edwards Aquifer. Moreover, much of the proposed Bypass is within the Onion Creek watershed. After years of extensive study, the Barton Springs Edwards Aquifer Conservation District deemed this area a critical recharge zone for the Barton Springs segment that is hydraulically linked to Barton Springs in Austin.² Onion Creek has been identified as a direct source of recharge for the Barton Springs segment of the Edwards Aquifer.³ Dye tests have shown that recharge from Onion Creek can travel through the karst formation of sinkholes and</p>

Date Received	Source	Comment
		<p>caves to Barton Springs pool in less than three days.⁴ In recognition of this science, we have worked to preserve our lands—including land the Bypass would cross—for the specific purpose of preserving and protecting the Barton Springs segment.</p> <p>Construction activity above the “swiss cheese” geology would present a heightened threat for introduction of sediments underground and into Onion Creek ultimately making their way into the Edwards Aquifer. Transportation activities along the Bypass, if built, will create opportunities for long term contamination from road runoff transporting sediment and hydrocarbons from vehicles. The Bypass would also facilitate development to the detriment of the Barton Springs segment. Changing this largely unimproved area between Kyle and Driftwood would not only present flooding challenges, but it could also result in harmful runoff from construction activities, increased impervious cover reducing recharge, and an increased demand for water supplies from the already stressed Edwards and Trinity aquifers. The Bypass would undermine both the desire of area landowners to preserve the land and protect the groundwater that is vital to all of us here in Hays County as well as our neighbors to the north that also depend on the Barton Springs segment. We are committed to working with Hays County to explore alternative means for accomplishing any anticipated benefits from the Bypass. For example, improvements to FM 150 where it crosses Onion Creek would provide safer and more reliable access to FM 1826 on an existing road, minimizing the need for an entirely new road in the sensitive hydrogeologic area.</p> <p>For the reasons stated in this letter, we respectfully request that the Bypass be removed from the final version of the Plan’s Recommended Roadways. We are available to meet with the Hays County staff and/or County Commissioners to answer any questions raised by our comments.</p>
2/6/2021	Email	<p>Dear Hays County Commissioners and Transportation Plan Committee: We are a group of landowners in Hays County (“Landowners”) monitoring the Hays County Transportation Plan (“Plan”). The Plan looks to be a critical tool for improving mobility throughout Hays County. We thank the Committee and our elected officials for the continued efforts, and we certainly appreciate this opportunity to provide comments. While the Plan reflects appropriate planning for the County’s future, the Landowners are particularly concerned and united in opposition to the Driftwood Bypass identified as NF5 and NF6 on the draft thoroughfare plan (“Bypass”) included in the Roadway Recommendations slated to be presented to the County Commissioners.</p> <p>The Bypass includes NF5, an approximate five-mile road from FM 150 to FM 967 and NF6, another five-mile roadway from FM 967 to Travis County, both of which directly overlay the Barton Springs segment of the Edwards Aquifer. We are very concerned about the potential impacts the proposed road will have on the quality and sustainability of groundwater that supplies our wells, many of which are screened in the karstic Edwards Aquifer. Moreover, much of the proposed Bypass is within the Onion Creek watershed. After years of extensive study, the</p>

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		<p>City of Austin deemed this area a critical recharge zone for the Barton Springs segment that is hydraulically linked to Barton Springs in Austin. Onion Creek has been identified as a direct source of recharge for the Barton Springs segment of the Edwards Aquifer. Dye tests have shown that recharge from Onion Creek can travel through the karst formation of sinkholes and caves to Barton Springs pool in less than three days. In recognition of this science, we have worked to preserve our lands- including land the Bypass would cross- for the specific purpose of preserving and protecting the Barton Springs segment.</p> <p>Construction activity above the "swiss cheese" geology would present a heightened threat for introduction of sediments underground and into Onion Creek ultimately making their way into the Edwards Aquifer.</p> <p>Transportation activities along the Bypass, if built, will create opportunities for long term contamination from road runoff transporting sediment and hydrocarbons from vehicles. The Bypass would also facilitate development to the detriment of the Barton Springs segment. Changing this largely unimproved area between Kyle and Driftwood would not only present flooding challenges, but it could also result in harmful runoff from construction activities, increased impervious cover reducing recharge, and an increased demand for water supplies from the already stressed Edwards and Trinity aquifers. The Bypass would undermine both the Landowners' desire to preserve the land and protect the groundwater that is vital to all of us here in Hays County as well as our neighbors to the north that also depend on the Barton Springs segment.</p> <p>The Landowners are committed to working with Hays County to explore alternative means for accomplishing any anticipated benefits from the Bypass. For example, improvements to FM 150 where it crosses Onion Creek would provide safer and more reliable access to FM 1826 on an existing road, minimizing the need for an entirely new road in the sensitive hydrogeologic area.</p> <p>For the reasons stated in this letter, the Landowners respectfully request that the Bypass be removed from the final version of the Plan's Recommended Roadways. Representatives from our group are available to meet with the Hays County staff and/or County Commissioners to answer any questions raised by our comments.</p>
2/6/2021	Email	<p>To Hays County,</p> <p>Please eliminate the proposed new route of Darden Hill at its west end. It would cross several small residential properties and would be very disruptive. This kind of destruction is unacceptable in a civilized county like ours.</p> <p>I request that before adoption consideration by the Court, that the consultant prepare a sketch of the Darden Hill western extension on an aerial map showing all structures and property boundaries so the Court members can clearly see the impact on existing structures of the proposed extension.</p>
2/6/2021	Letter	<p>Dear Hays County Judge Becerra & Commissioners,</p> <p>On behalf of MoveSM , a local transportation advocacy group, I write to offer feedback on the Hays County Transportation Plan. Our members are very concerned about the general direction of the plan, which lacks</p>

Date Received	Source	Comment
		<p>consideration for many pressing issues of our time. Rather than advancing the current plan, we urge you to refocus this effort and address these issues head-on, as elaborated below.</p> <p>In reviewing the proposed map and cross sections, the current plan appears focused on obsolete, congestion-oriented traffic solutions. These solutions are aimed at increasing the speed and volume of passenger vehicles by expanding lane sizes and right-of-ways on existing roads to 4 or 6 lanes. However, scholarly research has shown that, when roadways are expanded in this manner, overall car volume and vehicle miles traveled will actually increase due to a phenomenon known as “induced demand.” We believe a transportation 1 plan with this focus will not serve our community effectively. Many other negative impacts are also associated with expensive roadway widening projects, including long-term maintenance costs, increased impervious cover, and the loss of natural habitat and wildlife (due to wider roads and the resulting sprawl). Also worrisome is that road widening projects permit higher vehicle speeds, making roadways less safe and increasing the potential for fatalities or serious injury.</p> <p>As an organization committed to promoting transportation choice, MoveSM and its members are especially concerned that the current plan lacks any apparent grasp of our region’s real transportation challenges. Most significantly: the need for a functional, affordable, multimodal transportation network. Right now, any consideration for public, shared, and active transportation is virtually absent in the plan. The citizens of Hays County need and deserve better. MoveSM and its members believe this flawed plan should not be permitted to move forward without significant revision. Thus, we ask you to consider the following recommendations:</p> <p>Refocus on moving people, not just cars . Support plans to integrate existing cross-county roads with enhanced public transit and expanded active transit networks;</p> <p>Refocus on a fiscally-responsible use of taxpayer dollars. Prioritize maintenance of existing roads rather than wasteful overbuilding that will induce more driving, sprawl, and disconnected communities; Refocus on making existing roads safer—not faster. Move away from plans to increase lane width and lane counts to 4-lane (MAU 4, MAD 4, PKWY 4, FWY 4) or 6-lane (MAD 6, EXPY 6) roads; Make explicit the county’s commitment to public and active transit infrastructure. Rapid population growth must be met with improved transportation choice, not just bigger roads for private vehicles; Prioritize protecting the integrity of our natural landscape , habitat, and wildlife populations; Adopt a Vision Zero Policy2 and commit to ending unnecessary roadway deaths in Hays County. MoveSM welcomes the opportunity to discuss these concerns and any proposed reevaluation of the existing plan. We believe it is imperative that taxpayer dollars should be spent more wisely, and that affordances be made for current transportation research and our community’s most urgent transit needs. Thank you for your attention to this important matter</p>

Date Received	Source	Comment
2/7/2021	Email	<p>Do not go ahead with the plan at 150 and 12.</p> <p>You will absolutely ruin our wonderful new neighborhood for no real reason.</p>
2/7/2021	Letter	<p>Dear Mr. Borcharding,</p> <p>The purpose of this letter is to transmit the City of Austin's comments on the Hays County Transportation Plan Update planning process, following up on the City's previous letter on the subject from Austin Transportation Department Director, Robert Spillar. The adopted Austin Strategic Mobility Plan (ASMP) recognizes the need for mobility improvements in our region, although not at the expense of our environment and the unique safety and quality of life benefits it provides all Central Texans.</p> <p>While the ASMP calls for "strategically provid[ing] new roadway connections and add[ing] capacity for vehicles" (Roadway System Policy 1), we also must "optimize mobility and water management goals" (Water and Stormwater Policy 3) and "avoid, minimize, and mitigate adverse impacts of the transportation network on natural and cultural resources" (Land and Ecology Policy 1). In reviewing the Hays County Transportation Plan's Virtual Open House 2, we are deeply concerned about the negative environmental impacts that would result from several roadways in the draft thoroughfare plan and respectfully request that they be removed from the final plan.</p> <p>Proposed Roadway Impacts to Water Quality Protection Lands</p> <p>In reviewing the virtual open house materials, we noted that there are three proposed new roads planned across the City of Austin's Water Quality Protection Lands (WQPL). The City of Austin wishes to communicate that we strongly oppose any proposals to construct roadways across the Water Quality Protection Lands. We previously communicated this objection to you in our letter of October 9, 2020 as well as to the City of Dripping Springs on December 15, 2020, which recently also indicated similar roadway alignments across our WQPL in its updated transportation plan.</p> <p>Specifically, these roads were noted in the Draft Thoroughfare Plan map, also shown in Figure 1 below, which shows new roads designated across the WQPL and labeled as proposed major arterials. These proposed roadway connections are shown under the names New Facility (NF) 5 (Driftwood Bypass), NF 6 (Connection to Travis County), and NF 16 (Kyle Loop North). The WQPL are lands that are designated to protect the Barton Springs segment of the Edwards Aquifer including local well/groundwater users, downstream residents, and Barton Springs itself. The City of Austin, USDA/NRCS, Hays County, the Hill Country Conservancy, multiple private landowners as well the citizens of Austin have all contributed public and private money to protect these lands in perpetuity. The locating of any new regional vehicular corridors across these lands owned by the City of Austin is contrary to their publicly intended purposes as witnessed by six voter-approved bonds equaling over \$238 million. These proposed roads, if built, will impact the ability of these public lands to protect water quality and mitigate flooding in this segment of the Edwards Aquifer, affecting the people and livestock who depend on it for water, those who live downstream, and those who rely</p>

Date Received	Source	Comment
		<p>on Barton Springs as a public place. In addition, these lands help protect endangered species that live in the aquifer, local springs, and at Barton Springs proper. In many ways these are the last wild places in our area where nature can still thrive and provide valuable green infrastructure services of water quality protection and flood mitigation. Water in the creeks that traverse these lands can reach Barton Springs in under three days from as far away as Kyle with no associated treatment of water quality. This means that any roadway impacts (including both water quality and water quantity) will be direct to the aquifer, well users, federally endangered species, and Barton Springs. Runoff from roadways to the receiving surface waters will add to the already dangerous flood threats to residents in the region's "flash flood alley."</p> <p>These lands are managed in a way that enhances water quality and quantity in the Barton Springs segment of the Edward's Aquifer, and planning roadways across them is counter to the management goals. We welcome the opportunity to work with our partners in Hays County on alternative ways to address transportation needs in the region.</p> <p>Future Transportation Demand Assumptions</p> <p>Not only are the environmental and safety impacts of these roadways of concern, but we believe they may not be required improvements for regional mobility either. As transmitted in our previous letter, we are concerned that growth projections are severely overestimated in Hays County and do not take into account true development potential and environmental constraints. Further, Austin</p>
2/7/2021	Letter	<p>We are grateful for your work on behalf of all the citizens of Hays County, who deal with increasingly challenging transportation issues. We value leaders who have taken the time to deeply understand the dilemma in planning for a bustling region that rests on uniquely fragile karst hydrogeology. We have heard you clearly grapple with the tension between traffic congestion and watershed protection, and between water quality and road construction. Your draft plan's vision shows you are listening to public input and responding with purpose since the CAMPO 2045 regional transportation plan adopted last summer. Nonetheless, our community will benefit from additional care and consideration, as you refine the plan to be presented to Commissioners Court.</p> <p>The south extension of Jacob's Well Road cuts across mostly undeveloped land west of Little Twin Sister Peaks, connecting only to Wayside Drive as it winds westward to Slime Bridge on the Blanco. Its pathway solves no noticeable traffic need and would tend, as new roads do, to encourage future development. Equally concerning is the plan to turn Ranch Road 12 into a four-lane divided parkway that connects Dripping Springs to San Marcos via Winters Mill Parkway around Wimberley. Near Driftwood, Rutherford Bypass from FM 967 south to FM 150 W would bring a four-lane arterial road along the easternmost path considered in the County's 2017 FM 150 W Character Plan. While the shift eastward is positive, the continued suggestion of the roadway across ranches and conserved lands serves as a conduit from development sprawl from Austin. We compliment the new un-twist in</p>

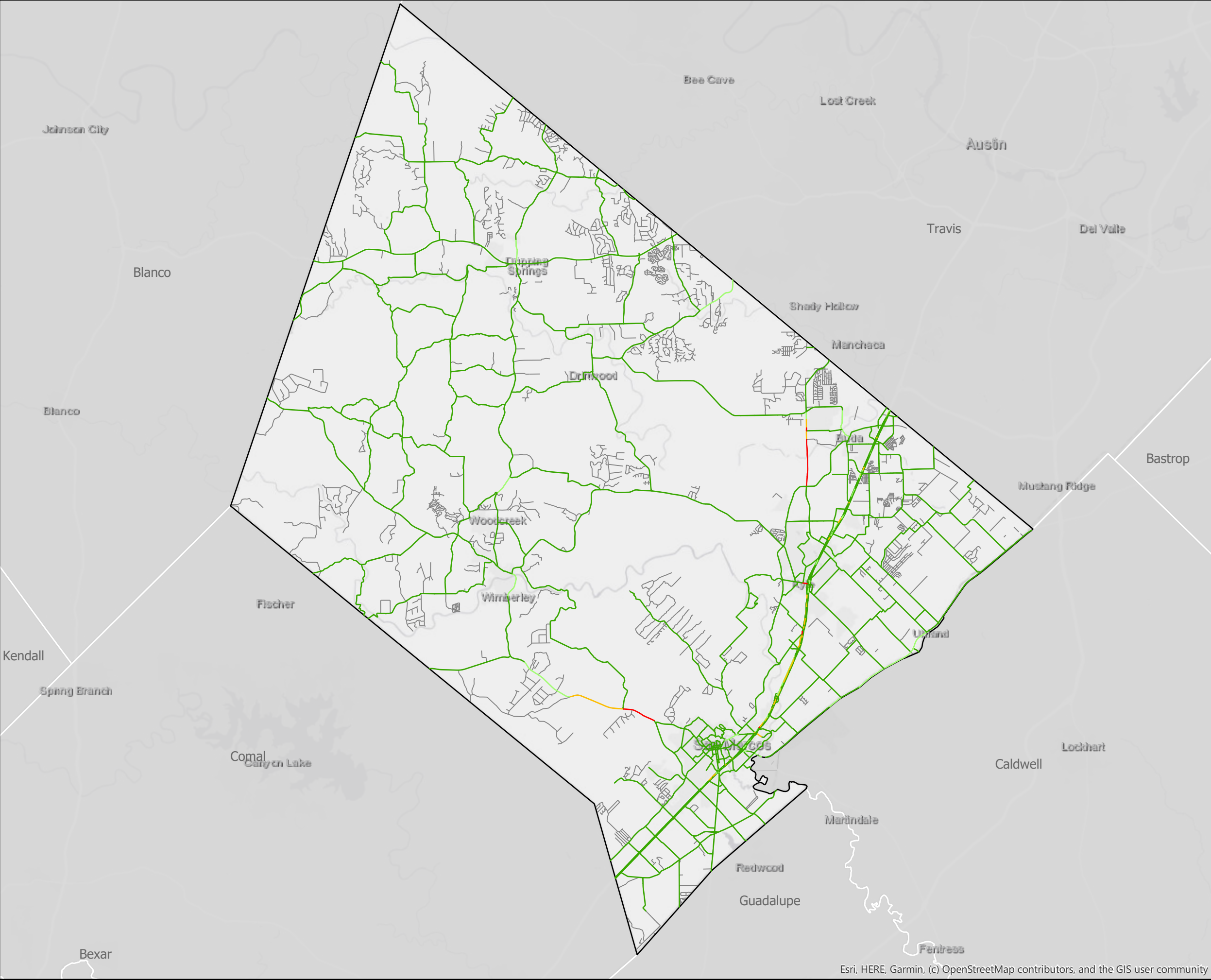
Date Received	Source	Comment
		<p>Dripping Springs, eliminating a previous loop plan in favor of new reliever roads over the mid-term along US 290 and RR 12 that will connect outer areas of the city. Plans in western San Marcos, too, have progressed. Gone is the northern loop segment from the CAMPO plan. Instead, we see a reasonable bypass from RR 12 west of the city to I-35 south and a smaller western loop connect from the junction at RR 12 and Wonder World Drive to Centerpoint Road. Please give greater thought to overall transportation principles. Population growth is a particular problem. CAMPO's projections are aggressive. More illuminating are the collision and congestion data based on actual reporting, not forecasting. Judicious incremental phasing can reduce impact on the land and preserve County taxpayers' budget.</p> <p>Some progress appears in the draft plan. The effort to concentrate on improving existing roadways, gradually, allows for more open space. But more can be done. The south extension of Jacob's Well Road can be removed. The widening of RR 12 from Dripping Springs to San Marcos around Wimberley likewise makes little sense, considering CAMPO's regional safety data. The Rutherford Bypass intrusion on verdant ranch land can be erased. There has to be a different way.</p> <p>Roadways at any distance from I-35 or US 290 can be improved as scenic byways, rather than ordinary highways. Such specially designated roadways bring economic value to a region, and offer scenic protection that also preserves open space, wildlife habitat, and rural character. Limiting access and creating conservation easements alongside right-of-way can mitigate the choking effect of concrete swaths over undulating, porous karst topography. Consider that a mile of 200-foot right-of-way covers 24 acres of land. These simple lines on a map erase thousands of acres that recharge our aquifer and contribute to flood mitigation.</p> <p>The development that goes hand in hand with transportation faces a great and growing two-part conundrum. Where do we get water, now that groundwater is virtually tapped out? And even if we do pipe in water from outside the region, as some propose, how will we meet companion wastewater volumes?</p> <p>The time is past due for Hays County to adopt a land/water/transportation plan that draws on the example set by Travis County in 2014. The stresses are clear: traffic, quickly clearing land, sinking groundwater levels, and ill impacts from discharge.</p> <p>Today's survey deals with a new transportation plan, but the challenges that face one of the nation's fastest-growing counties cannot be constrained at any time to roads alone.</p> <p>Thank you for a second opportunity, now that new lines have been drawn and some taken away. We understand the planning process really never ends, and we look forward to collaborating on integration of land, water, and transportation in comprehensive countywide partnership.</p>
2/9/2021	Email	<p>I'm concerned that the Hays County Transportation Plan excludes any mention of safety and non-arterial connecting corridors for nonmotorized traffic. None of the cross sections or road plans even mention adequate paved (or even unpaved!) shoulders on any corridor. There is no plan to</p>

Date Received	Source	Comment
		<p>connect back roads to allow bicycles or other alternative traffic to avoid arterials--narrow, fast, dangerous. As the fatalities in "Hays County crash data 2010-2020.pdf" shows, our roads are extremely dangerous even for people in motor vehicles. There are very few major Hays County roads east of Wimberley and Dripping Springs that are safe to ride a bicycle, mostly due to lack of a sufficient shoulder relative to traffic speeds and density. Paved shoulders also help reduce both off-the road crashes and deer crashes in rural areas by providing space to safely swerve. Please include a plan for bike lanes, or at least adequate paved shoulders, for the current and future high traffic roads. In case you think this is not your problem, I have been told by three levels of law enforcement in Hays County (a Deputy Constable, Deputy Sheriff, and Kyle Police) that bicycles should not be on the roads because they are "dangerous." If the design of the roads is so dangerous, then Hays County Transportation Planning must take responsibility for correcting the dangerous designs. Also, the traffic plan should also specify, as part of its definitions of roadway cross sections, that dangerous "wheel traps" must not be used in the right lane: storm drains with abrupt, steep grades extending into the roadway. These can cause a bike rider to lose control, trapping the wheel in the drain and throwing the rider leftward into traffic. Note these wheel traps are already prohibited by TxDOT standards, such as http://onlinemanuals.txdot.gov/txdotmanuals/hyd/storm_drain_inlets.htm, or alternately "Maximum shoulder slope should not exceed 10 percent". But Hays County roads have hundreds of them. Even supposed "bike lanes" can be >50% wheel trap, such as southband Dacy Lane, which seems to violate TxDOT Hydraulic Design Manual 10-16 09/2019: "The depth of the gutter depression should be: 0 to 1 in. (0 to 25 mm) where the gutter is within the traffic lane." (By state law, a bike lane is a traffic lane.) Shouldn't the Hays County Transportation Plan specify that the roads will comply with TxDOT standards? Thank you for your help making our roads safer for all users.</p>

Appendix C: Hays County Level of Service Maps *(Based on CAMPO 2045 Regional Travel Demand Model)*

- 2015 AM Peak
- 2015 PM Peak
- 2025 AM Peak
- 2025 PM Peak
- 2045 AM Peak
- 2045 PM Peak

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Legend

Level of Service (Source: CAMPO 2045 RTP Model)

2015 AM

- A-B
- C
- D-E
- F

**Hays County
Transportation Plan**

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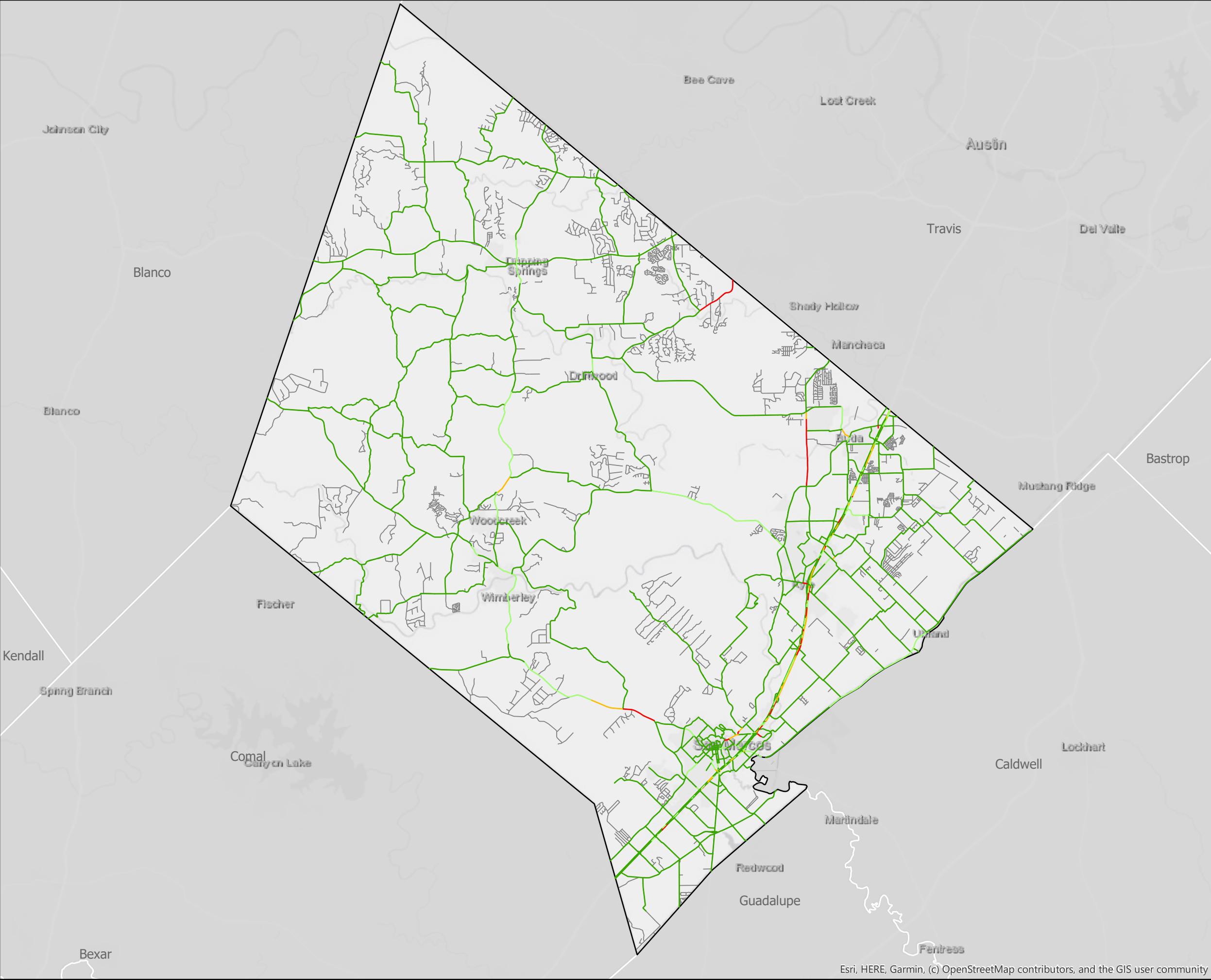
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HAYS COUNTY

**K. FRIESE
+ ASSOCIATES**
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Legend

Level of Service (Source: CAMPO 2045 RTP Model)

2015 PM

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- F

**Hays County
Transportation Plan**

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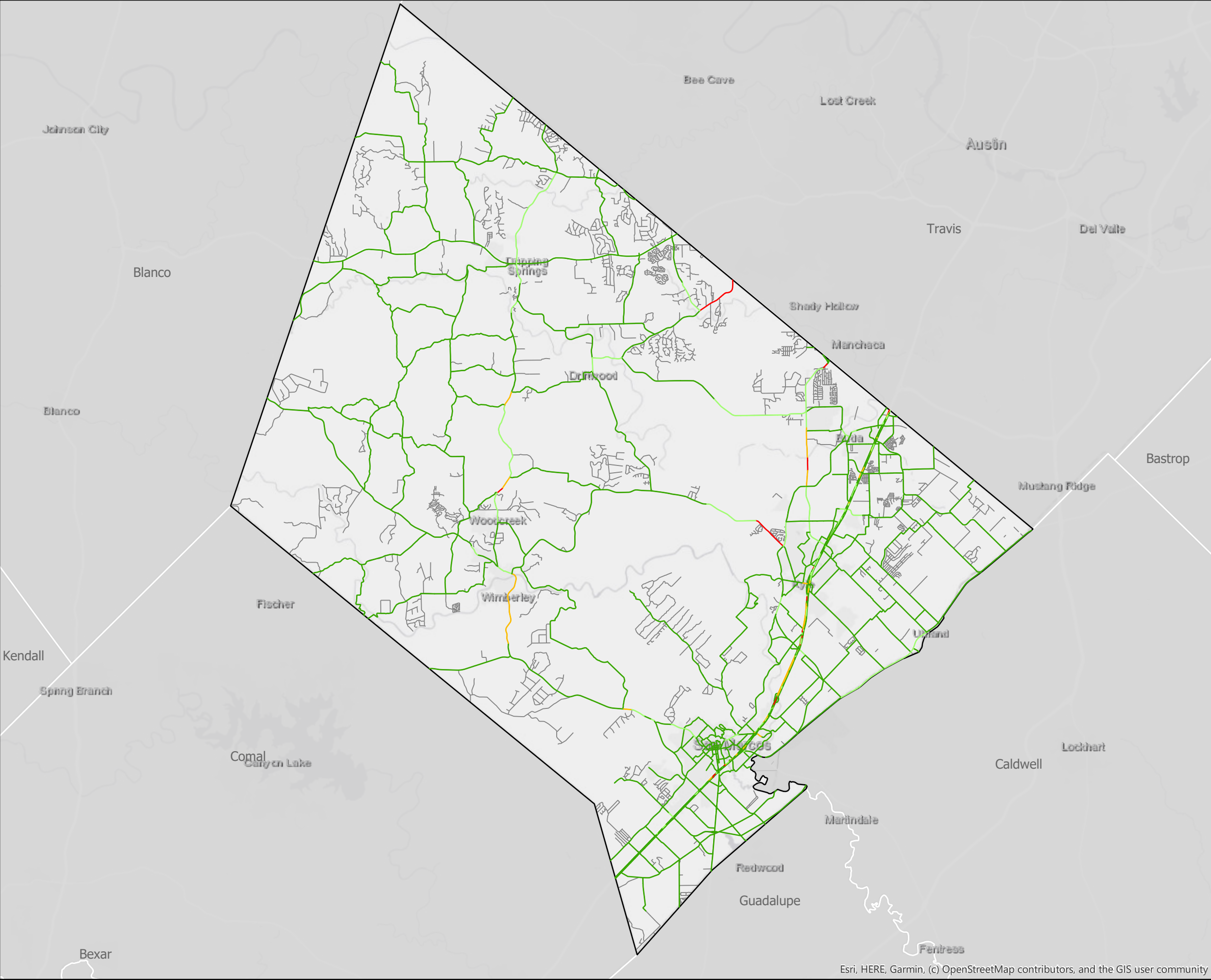
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HAYS COUNTY

**K. FRIESE
+ ASSOCIATES**

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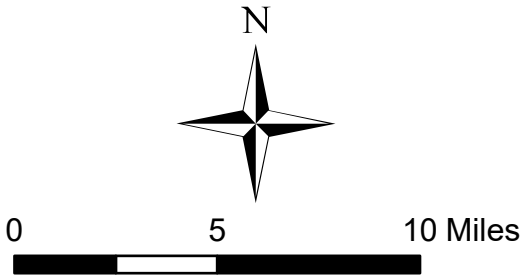
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Level of Service (Source: CAMPO 2045 RTP Model)

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**Hays County
Transportation Plan**



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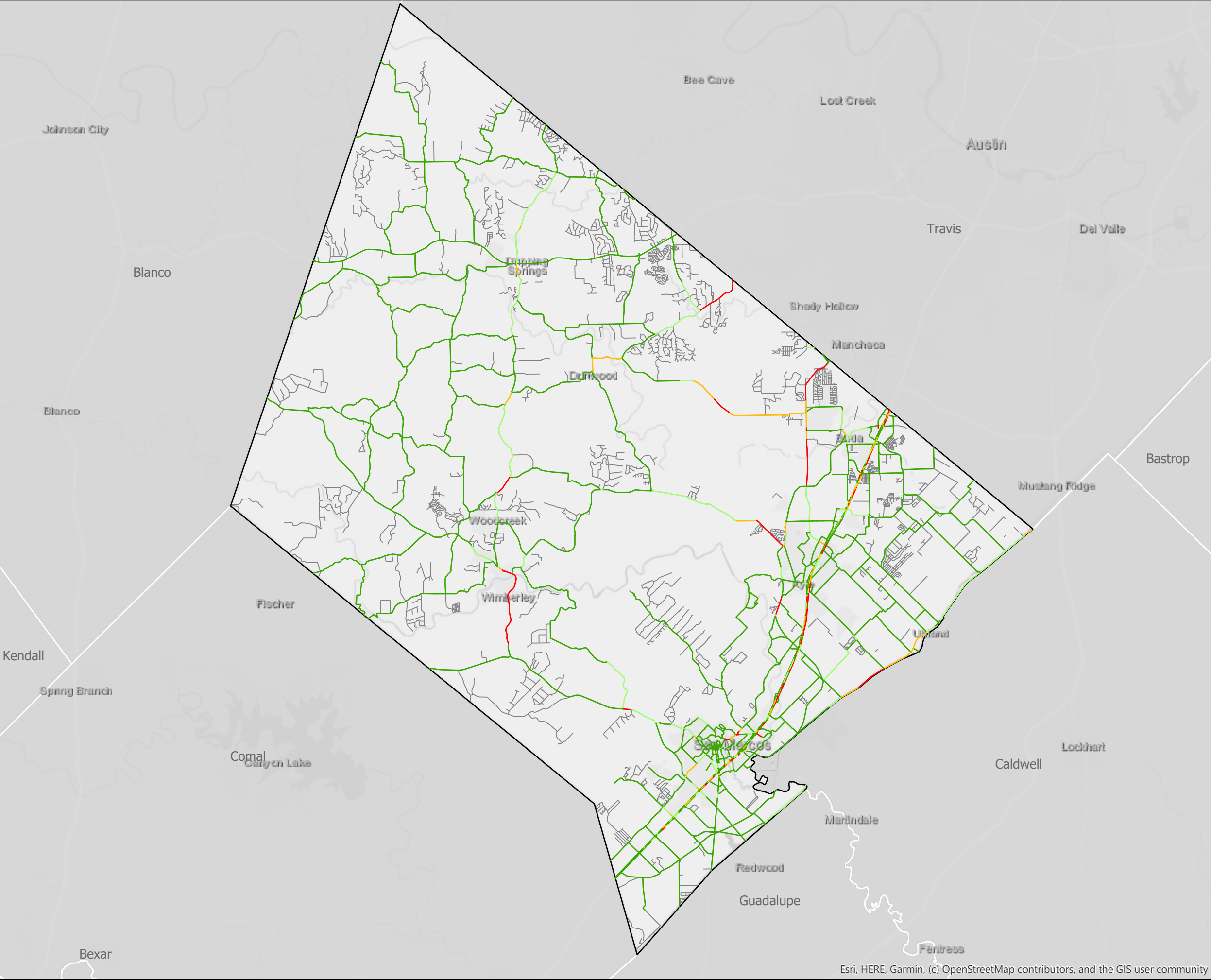


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+ ASSOCIATES**
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Level of Service (Source: CAMPO 2045 RTP Model)

2025 PM

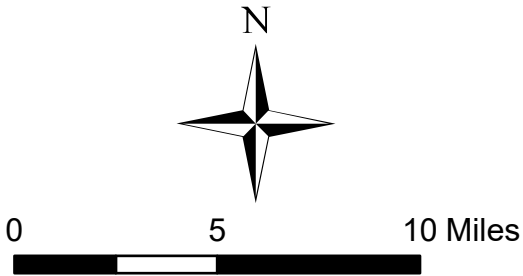
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Hays County Transportation Plan



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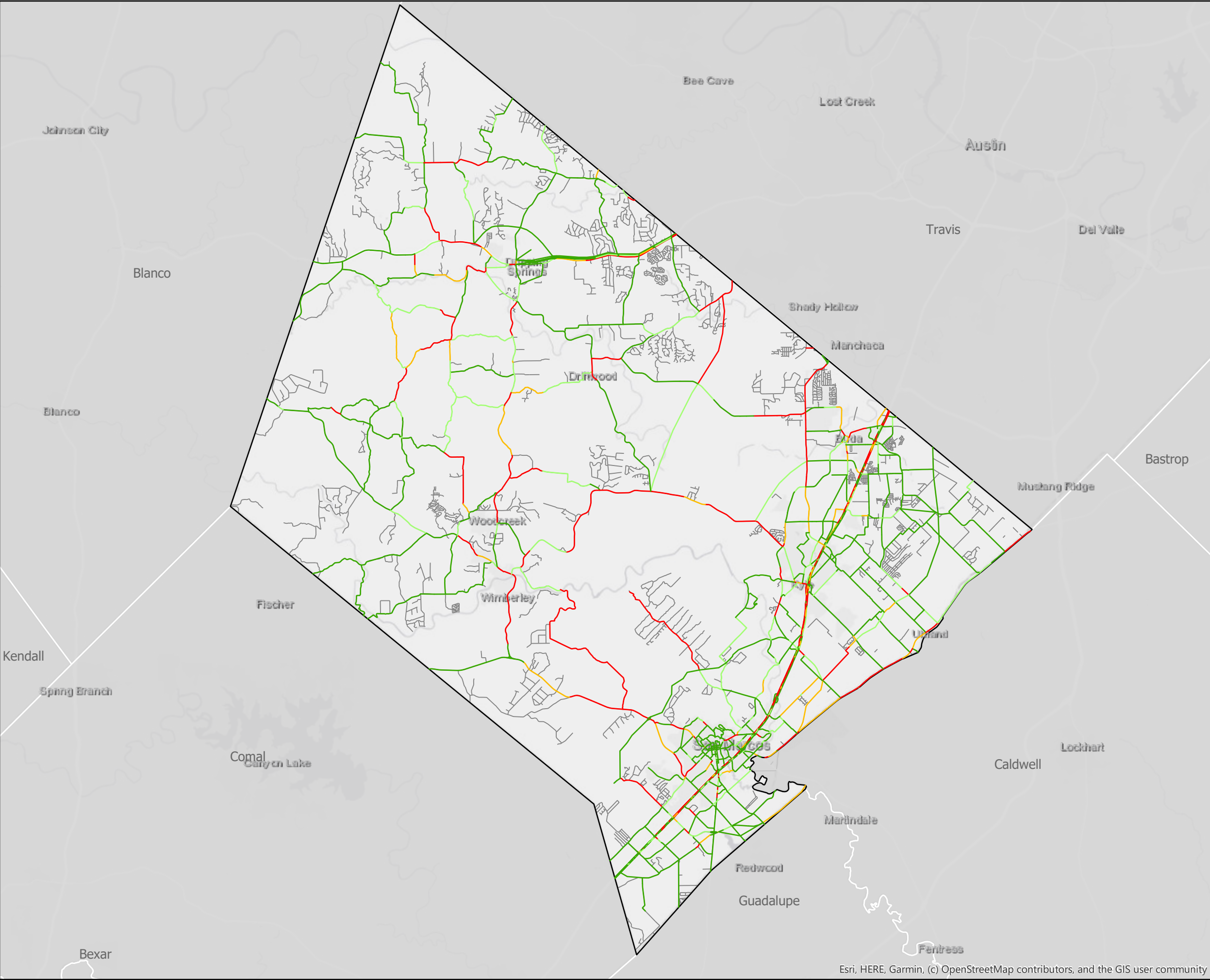


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Level of Service (Source: CAMPO 2045 RTP Model)

2045 AM

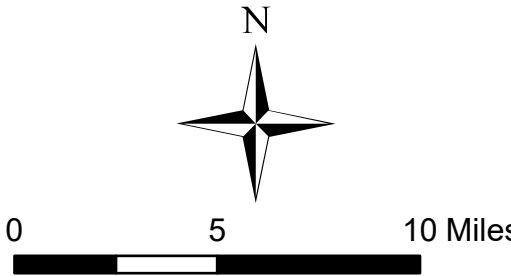
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Hays County Transportation Plan



Date: 10/23/2020

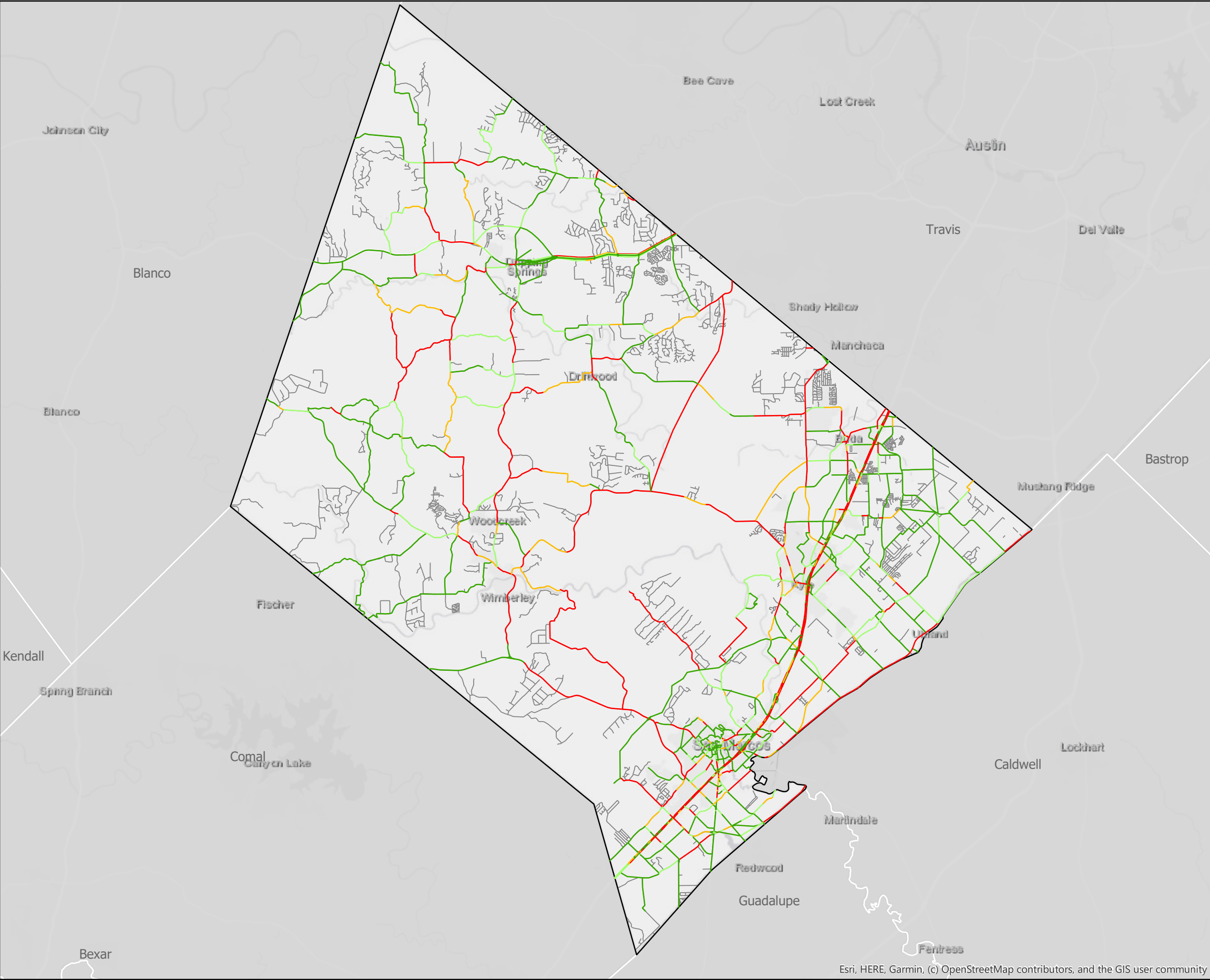


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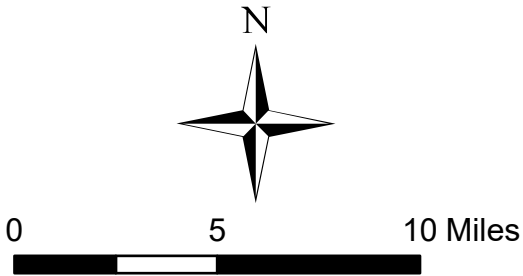
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Level of Service (Source: CAMPO 2045 RTP Model)

2045 PM

- A-B
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**Hays County
Transportation Plan**



Date: 10/23/2020



HAYS COUNTY



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