

# FM 150 West Character Plan Public Meeting Summary

December 13, 2016



## Table of Contents

Introduction .....	2
Public Meeting Details .....	2
Notices and Advertisement of the Public Meeting.....	3
Direct Mail.....	3
Published Notifications .....	3
Email Notifications .....	3
Additional Outreach.....	3
Public Comments .....	4

## Appendix

Appendix A: Meeting Notifications

Appendix B: Meeting Exhibits and Materials

## Introduction

Over the past two years Hays County worked closely with the community to develop a Features and Themes Report for the FM 150 Character Plan. On Tuesday, December 13, 2016 the County hosted a public meeting to begin and develop the next phase of the study, the Nature and Character Master Plan. The purpose of this meeting was to share concepts from the first phase and an overview of the current plan for Phase 2. The meeting also provided an opportunity for community members to provide input on different roadway elements and aesthetic features to be considered as the concepts are further defined. This was the first public meeting for Phase 2 of the study.

## Public Meeting Details

**Date:** Tuesday, December 13, 2016

**Time:** 6:00 – 8:00 p.m.

**Location:** Dripping Springs High School  
940 US 290  
Dripping Springs, TX 78620



*Public Workshop - December 13, 2016*

**Format:** A formal presentation was given including an overview of the first phase, Features and Themes, and the purpose and schedule for the second phase of work, Nature and Character Master Plan. Following the presentation attendees were able to view large format corridor maps of the following corridors: FM 150 from Arroyo Ranch to FM 3237, the potential Bypass, and FM 150 from FM 1826 to RM 12. Attendees also had the opportunity to visit with project team members and Hays County officials, and share their input and questions.

**Attendance:** 76 people signed in, including 15 project team members.

**Gathering Input:** Following the presentation, six stations were set up displaying large format corridor concept maps. At each station, large boards were displayed illustrating examples of potential roadway elements and aesthetic features. Attendees were asked to provide comments directly on the maps and/or using comment cards that were available at each station.

**Bypass**

➔ **Target speed:** what speed would you like to target on this segment?  
*Put dot by speed:*

45 mph	50 mph	55 mph	Other?
--------	--------	--------	--------

➔ **Bicycle, pedestrian, equestrian accommodations:** are these a priority along the segment? If so, would you prefer to see a wider paved shoulder or separated path?

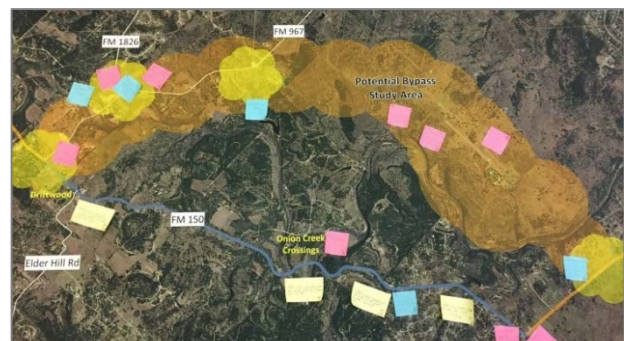
--	--

➔ **Cross-section:** what cross-sectional elements are you interested in?  
*Examples include curbs, paved shoulders, gravel shoulders, landscaping*

--	--

FM150

*Planning Exercise Board*



*Planning Exercise Corridor Concept Map*

## Notices and Advertisement of the Public Meeting

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

### Direct Mail

A postcard notification with meeting details was mailed to 415 property owners along FM 150 from Arroyo Ranch Road to RM 12, and along the potential bypass route on November 18, 2016.

### Published Notifications

Advertisements were published in the following newspapers:

- *Hays Free Press* on November 23, 2016, and December 7, 2016
- *News Dispatch* on November 24, 2016, and December 8, 2016

### Email Notifications

Email notifications with meeting details were distributed to individuals who requested to be included on the mailing list.

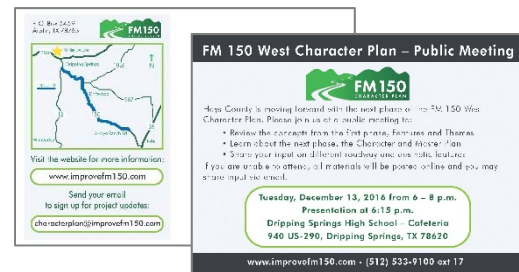
- November 18, 2016 - 434 stakeholders
- Monday, December 5, 2016 - 433 stakeholders
- December 12, 2016 - 435 stakeholders

### Additional Outreach

- The meeting announcement was published on the [www.improvefm150.com](http://www.improvefm150.com) webpage on November 18, 2016
- A media release was distributed by the County to local media outlets on December 9, 2016
- The workshop announcement was also published on Hays County social media:
  - Facebook on December 9, 12, and 13
  - Twitter on December 12 and 13



Twitter - Social Media Postings



Postcard Notification



Display Advertisement



Facebook - Social Media Postings

## **Public Comments**

The public was asked to submit their comments in writing or using the mapping exercise at the meeting or to provide them by mail or email by January 2, 2017 to be included with this meeting summary report. An email notification was sent on December 16, 2017 to 445 emails informing stakeholders materials and exhibits from the public meeting had been posted to the webpage and reminding them of the comment period.

The following is a catalog of the input received through comment cards and the planning exercise.

## Arroyo Ranch to FM 3237 Station – Input Received

### Target Speed

What speed would you like to target on this segment? Circle one: 45 mph, 50 mph, 55 mph, Other

Comments
People are not driving under 55 mph on this section-passing in no-pass zones is very common at high rates of speed

### Delineation

Where might delineation be helpful to indicate curves in the roadway or intersections?

Comments
Low lights only at intersections, the light noise is a problem in the country; Roundabouts have less infrastructure costs and maintenance.

### Bicycle, Pedestrian, and Equestrian Accommodations

Are these a priority along the segment? If so, would you prefer a wider paved shoulder or a separated path?

Comments
Yes - Separated path would be safer for bikes and peds-my fear is a wide paved shoulder would be used for passing
Would love equestrian trails; would be great to go to the City of Austin property.

### Signage

Would you like to see historical, directional, or business signage? Where?

Comments
Approaching Hays City Store; Historic Ranch Area
Signage is adequate on straight segments but needs more warning on curves

## Intersection of FM 3237

### Target Speed

What speed would you like to target at the community zone? 25 mph, 30 mph, 35 mph, 45 mph, Other

Target Speed
1 response      55 mph

Comments
It would be good to make the intersection at Hays City Store into a roundabout; A light there would slow traffic down

## Arroyo Ranch to FM 3237 Station – Input Received

Are you interested in stop control, a traffic signal, or roundabout?

Comments
Keep it just like it is-2 lane "undeveloped" is rural, and that's the attraction, not subdivisions and box stores. The only think you should be considering on 150 is basic safety concerns and using the funds to buy more conservation land along 150.



# Mapped Comments - Arroyo Ranch to FM 3237

## Map A

- York Creek Low Water Crossing
- There are many houses between low water crossing that are flooded in between York & Onion Creek. This is a disaster waiting to happen
- Improvement for Rd. Trapped in when York & Onion Creek flood.

- Low Water Crossings need to be improved after this project is completed.

- Roundabout here is fine. Lights just create bottlenecks in traffic.

## Map B

- This is a neighborhood. Don't take property from this side of FM 150. There is only so much land we have.

- No Lights. Keep "dark sky" tech

- Leave as is. Make FM 150 CR 150



## Bypass Station – Input Received

### Target Speed

What speed would you like to target on this segment? Circle one: 45 mph, 50 mph, 55 mph, Other \_\_\_\_\_

Target Speed	
2 responses	55 mph
1 response	65 mph
1 response	50 mph
1 response	45 mph

Comments
Keep it slow so not a big truck route
This would depend on how large a road this would be. 4 lanes - 55; 2 lanes - 45
Depends on size! MAU 3 or Super 2 = 50 mph or less
If the idea is to bypass (leave 150 rural, historic) it would make sense that the bypass be higher speed to remove thru-traffic; opportunity and benefit to go elsewhere

### Bicycle, Pedestrian, and Equestrian Accommodations

Are these a priority along the segment? If so, would you prefer to see a paved wider shoulder or a separated path?

Preference for bike, ped, equestrian	
3 responses	No
3 responses	Yes

Comments
Bicycle path, walking path
Yes. Paved wider shoulder
Must have cycling accommodations
No, only vehicle

### Cross-section

What cross-sectional elements are you interested in? (Examples include: curb, paved shoulders, gravel shoulders, landscaping)

Comments
Paved shoulders and landscaping
Landscaping grows and becomes a line of sight problem
4 lane, divided if ROW allows; LIKE

## Bypass Station – Input Received

### Intersection of FM 1826 and FM 967/Bypass

Are you interested in stop control, a traffic signal, or roundabout?

Preference	
1 response	Traffic signal
1 response	Stop control

Do you want the roadway alignment to direct drivers to use the bypass by altering the intersection alignment?

Comments
Do not bring potential bypass area to 150. Leave 150 alone. Take it up to Darden Hill, where there naturally will be more traffic.
Yes
Neither - prioritize 967 to 1826 east bound
Consider routing the bypass north from here to Darden Hill Rd and then down Darden Hill to FM 150

### Intersection of FM 150 and FM 1826/Bypass

Are you interested in stop control, a traffic signal, or roundabout?

Preference	
2 responses	Stop control
1 response	Roundabout

Do you want the roadway alignment to direct drivers to use the bypass by altering the intersection alignment?

Preference	
2 responses	Yes
1 response	This intersection should not be part of the bypass

### Intersection of FM 967 and Bypass

Are you interested in stop control, a traffic signal, or roundabout?

Preference	
1 response	Traffic signal
1 response	Roundabout
1 response	Signal or roundabout

## Bypass Station – Input Received

Do you want the roadway alignment to direct drivers to use the bypass by altering the intersection alignment?

Preference	
1 response	Yes
1 response	The idea of bringing the potential bypass to 150 via 1826 is incongruous with keeping Driftwood "rural" a community

## Intersection of FM 150 and Bypass

Are you interested in stop control, a traffic signal, or roundabout?

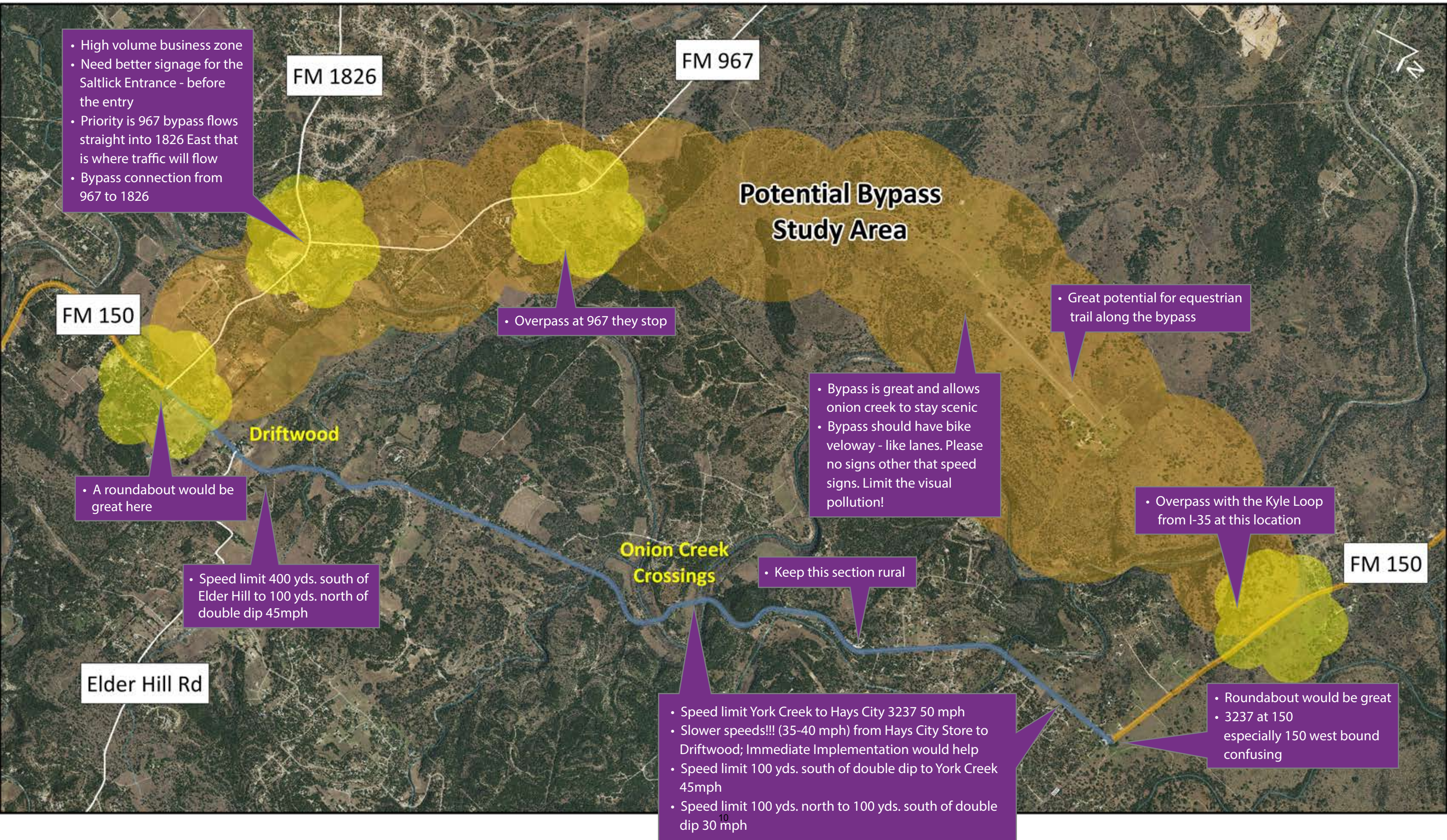
Preference	
3 responses	Roundabout

Do you want the roadway alignment to direct drivers to use the bypass by altering the intersection alignment?

Preference	
1 response	Yes



# Mapped Comments - Bypass Area





## FM 1826 to RM 12 Station – Input Received

### FM 1826 to RM 12

#### Target Speed

What speed would you like to target on this segment? Circle one: 45 mph, 50 mph, 55 mph, Other

Target Speed	
5 responses	45 mph
3 responses	50 mph
1 response	45 – 50 mph

Comments
Must make this section MAU 3 (middle turn lane) for growth. 56 mailboxes on this section shows it has so many driveways and 2 equine facilities with horse trailers pulling in/out!
Have possible corridor not go to 150, rather to Darden Hill.
Slow it down and leave curves alone or add more.
Various (enforced) speeds no higher than 45 mph.

#### Delineation

Where might delineation be helpful to indicate curves in the roadway or intersections?

Comments
Approaching curves
Signs
Before each curve
The curve signs don't indicate how sharp. If the signs made more clearly that the curve coming up is very sharp (right angle).

#### Bicycle, Pedestrian, and Equestrian Accommodations

Are these a priority along the segment? If so, would you prefer to see a wider paved shoulder or a separated path?

Comments
Wider paved shoulders to accommodate bike lanes. This whole FM 150 is a perfect "Lance Armstrong" type bike trail for hobbyists and for real athletes.
Walking paths
Not priority
Wider paved shoulder
Wider paved shoulder
No more than 3 feet shoulders or people will use it as a passing lane
Wide paved shoulder and lower speed
No. Too dangerous at current speeds and lack of shoulders.
This road has too much large truck traffic to accommodate bikes, horses, pedestrians safely.

## FM 1826 to RM 12 Station – Input Received

### Signage

Would you like to see historical, directional, or business signage? Where?

Comments
Twisted X Sign; speed signs are fine, maybe even all signs in the same color and font to denote "historical" heritage trail. But the fewer signs, the better, less visual garbage/noise.
Historical
Yes outside of Driftwood, slow traffic to 25
Not too much
Driftwood at FM 1826 intersection at RM 12
Maybe, just not much; would like warning signs

### Darden Hill Road Alignment

Are you interested in adjusting the alignment of Darden Hill Road to a straighter section of FM 150?

Comments
No
Yes, support but keeping Darden Hill Rd. 2 lane residential. Do not want to encourage commercial truck traffic on Darden Hill Rd. We are all residential on Darden Hill Rd.
Straighter section only with speed bumps!! NO. Darden Hill is quickly becoming a thru-way with cars zooming too fast. Straightening will encourage speed. I would only want this straightening if the road gets speed bumps. Signs will be ignored but bumps will help.
Yes
Not really - only mild curve straightening at 19000 FM 150. On the straightaway add side pass lanes.
Yes, Proposed is good.
Ok - Traffic Circle
Yes. The current bump that has to be navigated has caused some cars to skid when moving onto the faster traffic on FM 150. Needs to be leveled. Also right turn from FM 150 onto Darden Hill are dangerous.
Absolutely. Plus tie Darden Hill Rd to the bypass by taking the bypass from here back to 1826 and on to 967

### Intersection of Darden Hill Road and FM 150

Are you interested in stop control, a traffic signal, or roundabout?

Comments
Roundabout in existing location. Adjust profile of roadway entering roundabout.
No lights, no roundabout, stop sign only
I have traveled Europe and know that roundabouts work. A large one here that preserves the big oak trees would be good. Signs before the big traffic circle would alert drivers. It has to be BIG to accommodate school buses. It could become a well known "charm" aspect of our community if it's done right. Check out the lovely ones in Germany, Switzerland, and the UK.
Roundabout
Roundabout in existing location. Adjust profile of roadway entering roundabout.
Roundabout would only work with lower speed limit



## FM 1826 to RM 12 Station – Input Received

### Roundabout

A large traffic circle would be great. Would eliminate bump; slow traffic down; must accommodate school busses.

## Intersection of FM 1826

### Target Speed – Intersection of FM 1826

What speed would you like to target at the intersection of FM 1826? Circle one: 25 mph, 30 mph, 35 mph, 45 mph, Other

Target Speed	
4 responses	45 mph
1 response	35 mph
1 response	30 mph
1 response	Other

Comments
I would like to see a stop light and turn lanes

### Target Speed – Approaching Driftwood

What speed would you like to target approaching Driftwood? Circle one: 25 mph, 30 mph, 35 mph, 45 mph, Other

Target Speed	
4 responses	45 mph
2 response	35 mph
1 response	40 mph
1 response	30 mph
1 response	25 mph

## Driftwood Community Zone

Where do you feel the Driftwood Community Zone starts? Should the transition occur north or south of 1826?

Comments
South
Zone starts from 1826/150 and goes down to the 2 low water crossings.
North
Starts at Darden Hill
Many of us would like to see Driftwood Community Zone from 1826 to RM 12.
South
North; 150 and 12
Darden to 3237
North and south
South, directly at 1826
Start north of 1826

## FM 1826 to RM 12 Station – Input Received

### Intersection of FM 1826

Are you interested in stop control, a traffic signal, or roundabout?

Comments
Signal or roundabout
Stop control. A full stop would be nice.
Yes, possibly a light.
Roundabout
Roundabout
Traffic signal
Turn lanes and stop signs
Traffic circle large enough to accommodate school buses
Traffic signal
Roundabout, also at Elder Hill Rd; most conducive with the character of the area

### Gateway Treatments

What gateway treatments are you interested in seeing? (Examples include: signage, landscaping, change in cross-section to include median/curbing)

Comments
Signage, landscaping, rumble strips before Elder Hill intersection
An antique archway spanning over 150 on both ends a mile north and again south saying "Welcome to Driftwood" or maybe just one big arch south of the store that can be read from both directions.
Signage, landscaping
No landscaping
Change in cross section to include median/curbing
Sidewalks
Landscaping, signage
As little as possible and for safety only
Landscaping
Signage, landscaping - whichever can slow down traffic the most going through Driftwood

## FM 1826 to RM 12 Station – Input Received

### Bicycle, Pedestrian, and Equestrian Accommodations

Are there desired crossing locations?

Comments
No
Yes, always a bike lane, both sides all the way. The entire 30 miles or so could become a destination for athletes and competitions. Image a French-like "Tour de Hill Country" bike ride that hundreds would join. There could be people watching like on a parade route. Big annual Charity Drive. Maybe even runners could do a marathon...
No
Bicycle accommodations
1826; Charro Ranch
I don't think bikes, peds, horses are appropriate.
At 1826 and Elder Hill Rd

### Signage

Would you like to see historical, directional, or business signage? Where?

Comments
Historic Driftwood Community and William B Travis Heritage Trail
Driftwood, near RM 12
Wildlife warnings
Historical at Darden and Elder Hill
Where needed for safety
Historical at Driftwood and Elder Hill Rd

### Intersection of RM 12

#### Target Speed – Intersection of RM 12

What speed would you like to target on this segment? Circle one: 25 mph, 30 mph, 35 mph, 45 mph, Other

Target Speed	
1 response	45 mph
1 response	35 mph
1 response	30 mph
1 response	25 mph



## FM 1826 to RM 12 Station – Input Received

### Gateway Treatments

What gateway treatments are you interested in seeing? (Examples include: signage, landscaping, change in cross-section to include median/curbing)

Comments
Landscaping, median/curbing
Landscaping
Median/curbing
Signage and landscaping
As little as possible and for safety only

### Bicycle, Pedestrian, and Equestrian Accommodations

Are there desired crossing locations?

Comments
Yes to a bike lane

### Signage

Would you like to see historical, directional, or business signage? Where?

Comments
Historical
Slow and warn for wildlife

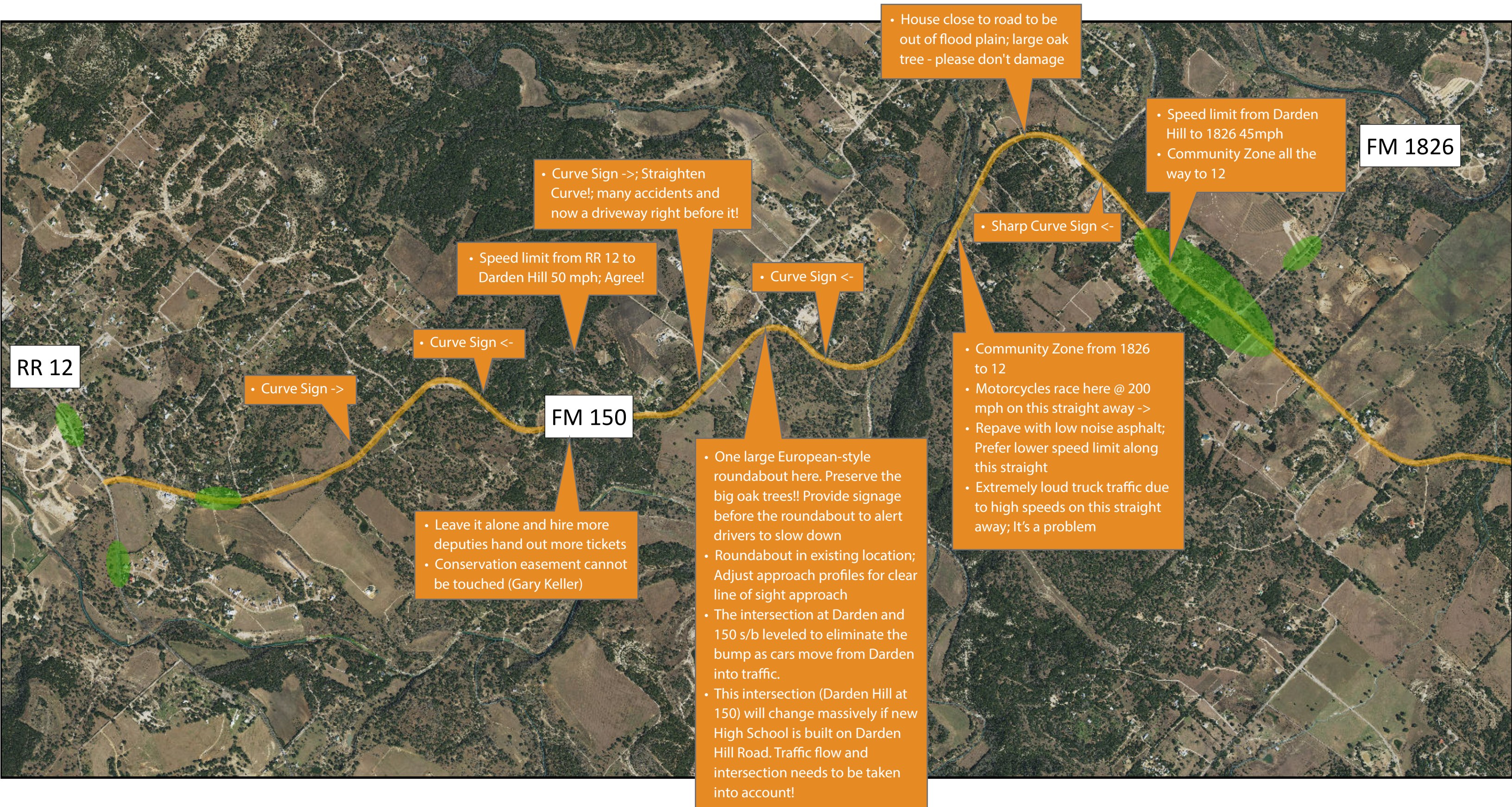
### Intersection of RM 12

Are you interested in stop control, a traffic signal, or roundabout?

Preference	
3 responses	Traffic signal
1 response	Roundabout
1 response	Light
1 response	Stop sign and turn lanes

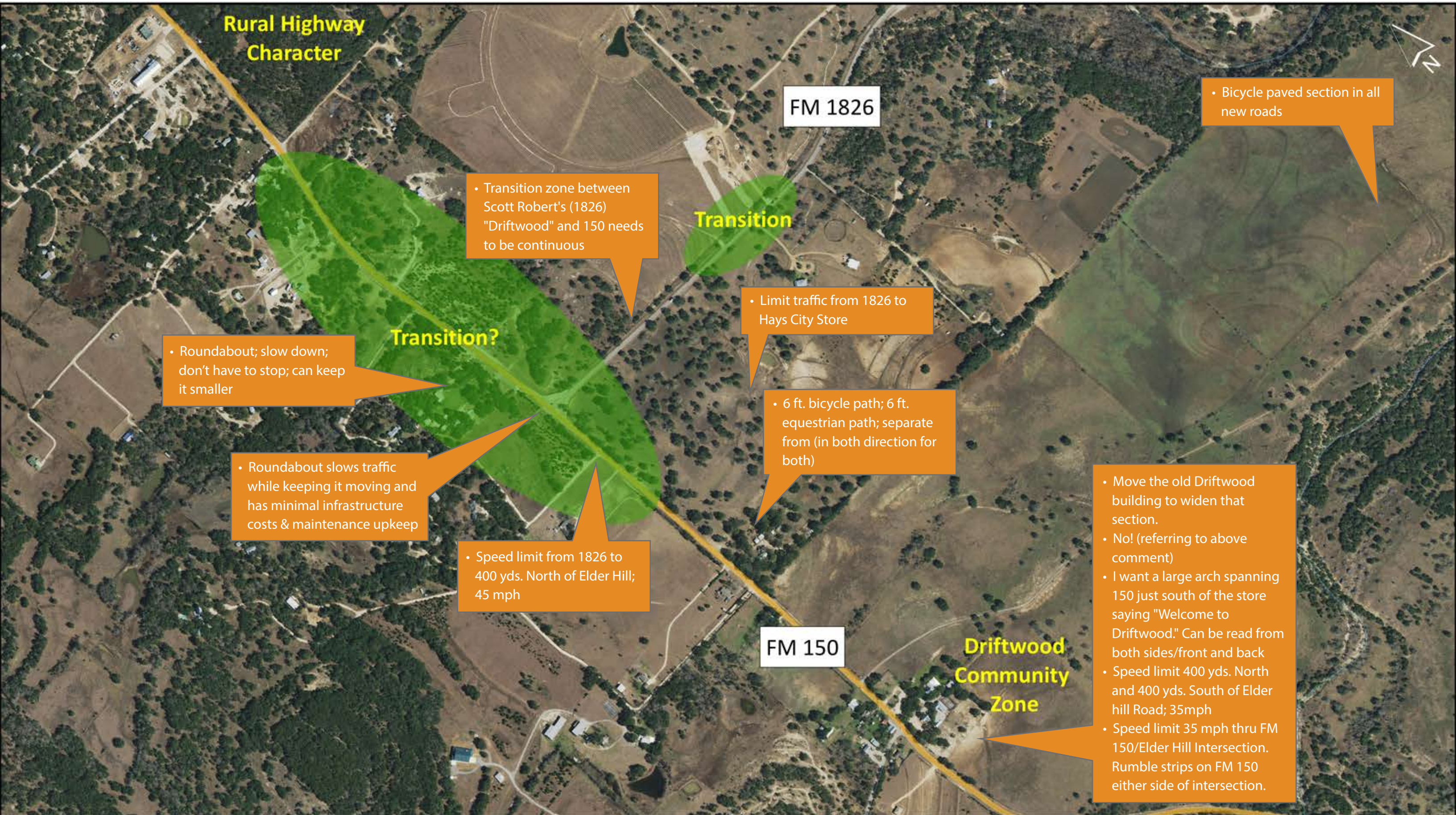


# Mapped Comments - FM 1826 to RR 12 - A





# Mapped Comments - FM 1826 to RR 12 - B





# Mapped Comments - FM 1826 to RR 12 - C

