

# FM 150 Character Plan Public Workshop Summary

March 25, 2015





## Table of Contents

Introduction .....	1
Public Workshop Details .....	1
Notices and Advertisement of the Public Workshop.....	2
Direct Mail.....	2
Published Notifications .....	2
Email Notifications .....	2
Signage .....	2
Additional Outreach.....	2
Summary of Comments – Mapping Exercise .....	3
Input Received .....	3
Summary of Comments – General Comments .....	5

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## Introduction

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

## Public Workshop Details

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

**Time:** 6:00 – 8:00 p.m.

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



FM 150 Character Plan Public Workshop – March 25, 2015

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

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

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

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

**THANK YOU FOR BEING HERE TONIGHT! WE VALUE YOUR INPUT.**  
We're looking for your input on the FM 150 West Character Plan. We'll use your input to help us make the best possible plan for the corridor.  
What specific details do you have or want to share?

**Once you have signed in, please review background informational maps including:**

- Crash Data
- Traffic Counts
- Speed Profiles

After reviewing information on the maps, all attendees receive the color fact sheet.

Maps highlight the different categories of data in the corridor project area.

Comment and share your ideas along the corridor, including related historical or community information and ideas of how you would like the corridor to change.

**Have questions? Get to know a member – we are all here to help!**

Once you have reviewed the information, please use the sign-in card to share your input.

**Options to Share Your Input:**

- Place a color-coded sticky note on the map to highlight the different categories of comments and ideas for the corridor. To help these comments be more visible, we will use a map to help you categorize the map data.
- Write your comments on the sign-in card to share your ideas.

**RENTOUCH**

Need more information? Please call or email us at [charakterplan@hayscountytx.gov](mailto:charakterplan@hayscountytx.gov) or [512-835-5555](tel:512-835-5555).

For more information, please visit [www.hayscountytx.gov/charakterplan](http://www.hayscountytx.gov/charakterplan).

While our comments period has ended, your input is still valuable. Please email us by April 25, 2015, to be included in the final report.

FM 150 Character Plan – Fact Sheet

## Notices and Advertisement of the Public Workshop

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

### Direct Mail

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

### Published Notifications

Display advertisements were published in the following newspapers:

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



*News Paper Advertisement*

### Email Notifications

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

### Signage

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

### Additional Outreach

The Public Workshop announcement was published on the following webpages:

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



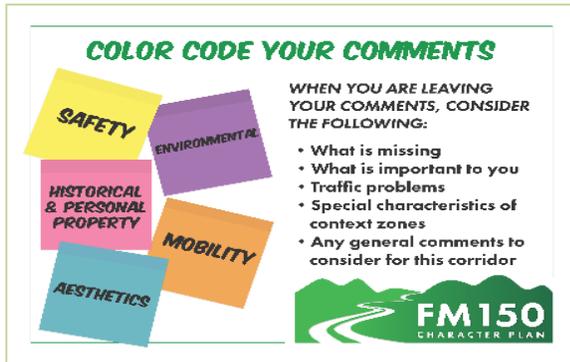
*Notification Signage*



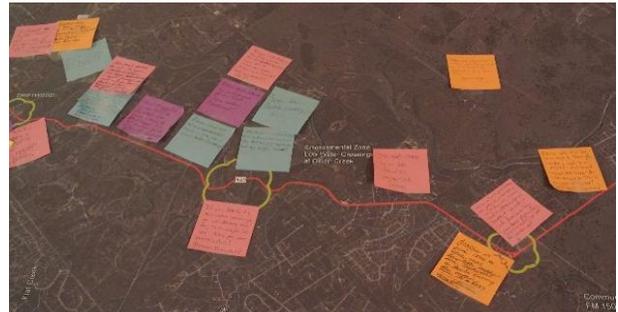
*Notification Flyer Published on Hays County Website*

## Summary of Comments – Mapping Exercise

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



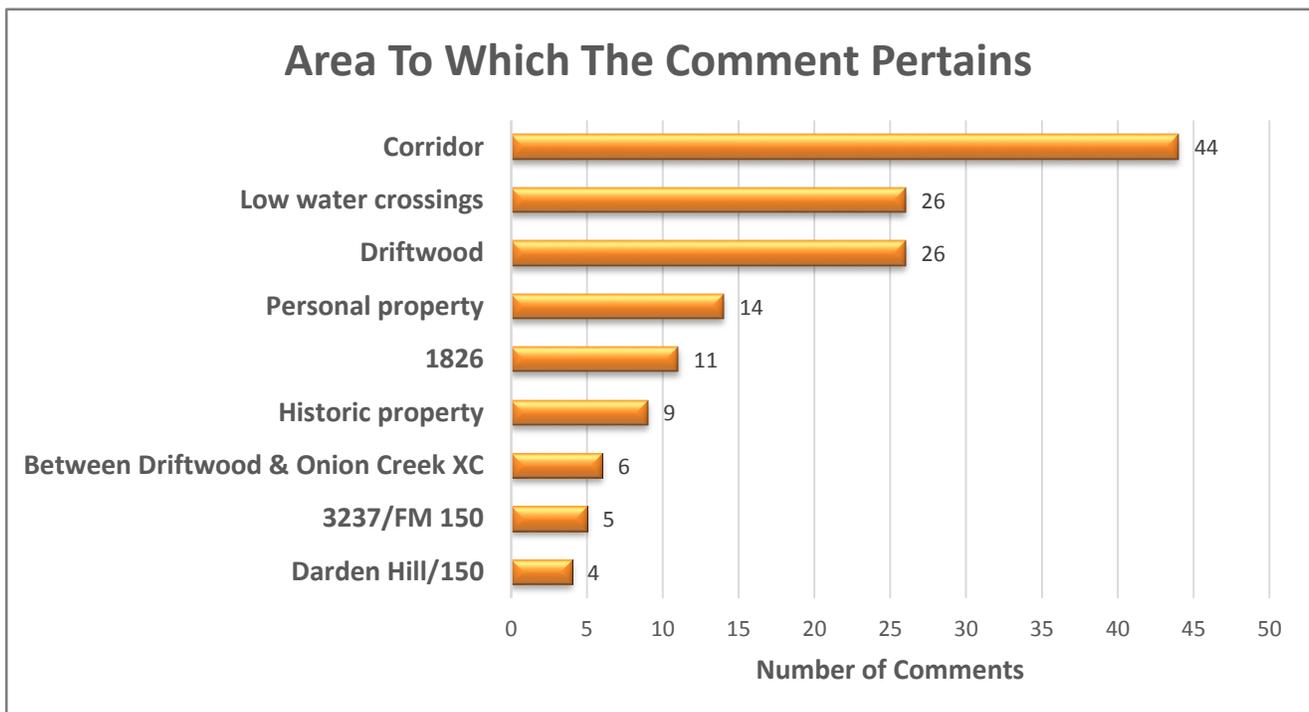
Mapping Exercise Directions



Mapping Exercise Comments – March 25, 2015

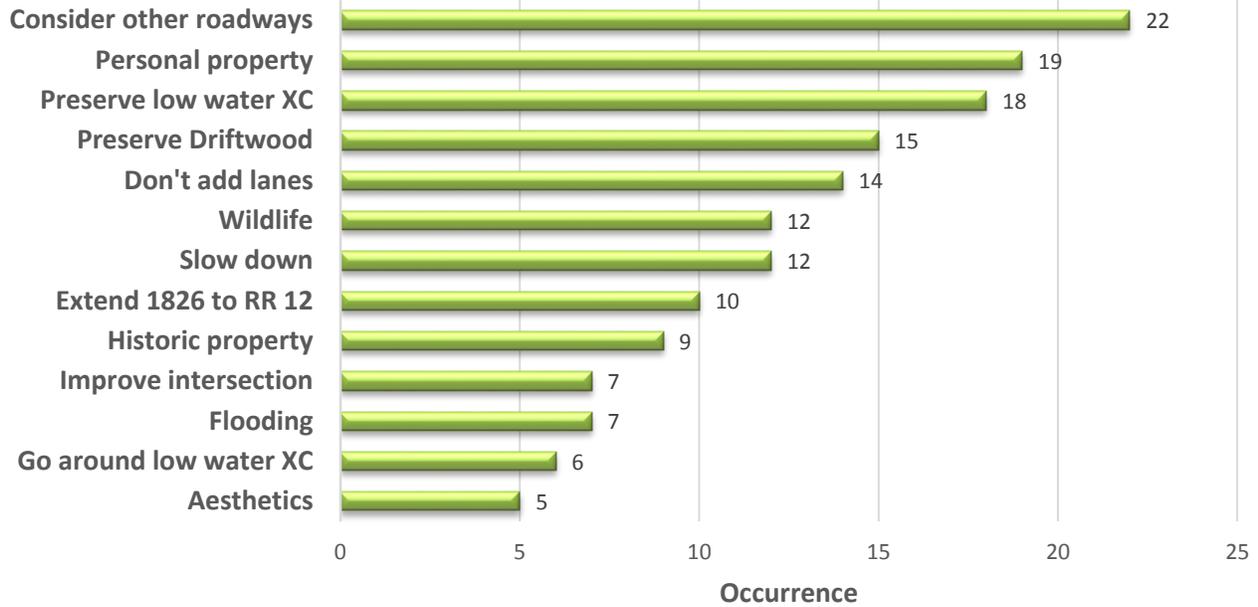
## Input Received

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



Note: graph only shows areas with 4 or more comments

## Recurring Themes



Note: graph only shows themes with 5 or more comments

## Other Themes and Number of Occurrences

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

## Summary of Comments – General Comments

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

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

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

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

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

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

**1. Comment – Valerie Anderson**

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

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

- Epic Communications
- Lloyd's Automotive
- Eddo's Acre
- Educated Roofing Systems
- Lone Star Water Services (PLUS uncommitted rental of the rest of their warehouse)
- Xanadu Nursery
- Day Care Center—I don't know its name
- Driftwood Kennels
- CX2 Construction
- Dog Camp
- Hays County Solid Waste & Recycling

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

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

coordinating with the City and as their work progresses we will add more definition and detail to the conceptual planning for this intersection and determine if and how it might affect the corner of Howard Ranch.

The Hays County Transportation Plan (adopted in 2013) calls for 4 travel lanes (two lanes in each direction) within 150 feet of right-of-way. However, the purpose of this study is to determine how, when and where that capacity will be provided and if the right-of-way width is appropriate. Some areas of the corridor might be widened; some areas might be relocated while some areas might be converted into split segments (northbound and southbound on two separate alignments). So while there will be four lanes of capacity from RR 12 to Arroyo Ranch Road, we have not yet determined how it will be provided or over what time period; that is the purpose of this study. We have also not yet determined the amount of right-of-way needed. Given the nature and character of the corridor reduced right-of-way is not anticipated because some of the right-of-way needed will be for features other than traveling surface (e.g., shoulders, storm water management, landscaping, etc. In others words, it will not all be pavement.

**5. Comment – Donna Burns**

I have lived in Driftwood for just over 20 years, and the changes during that time are incredible and sad. What was a relatively quiet, beautiful pastoral setting is being ruined by the increasing volume of loud, speeding vehicles through this treasure. The FM 150 Character Plan has the capability to save the character of Driftwood or ruin it further.

I suggest:

- 1) Protect and preserve the historic, pastoral beauty of FM 150 in Driftwood by NOT increasing the capacity for even more speeding vehicles.
- 2) Designate the area as historic and create a traffic bypass around the small, but historic center, of Driftwood. There is no room to widen 150 in the center of the community because of the cemetery, the United Methodist Church, the old inn (now Stonehouse Villa) the Old General Store and several old homes. These structures preserve the history of the community and must be protected from future encroachment by FM 150.
- 3) Install a traffic light at the intersection of FM 150 and CR 170 (Elder Hill Road) to increase safety and slow the traffic that currently, and literally, races through the community's center.
- 4) Vigorously and consistently enforce the 45 MPH speed limit through the community's center and extend the reduced speed to the intersection of FM 150 and FM 1826.
- 5) Prevent parking in the community's center in the FM 150 right-of-way. The large-scale parking in the right-of way during events (numerous times each week) at the Stonehouse Villa is dangerous. The Villa does not have enough parking available for the traffic it generates, and it causes even more congestion at the intersection of FM 150 and CR 170 and near a curve in the road with limited sight lines.

Thank you for the opportunity to comment. I hope you will have meetings on nights other than Wednesdays. I have Church activities on that night of the week and have been able to attend the meetings because of it.

**Response**

Thank you for your comments on FM 150, the Driftwood area, and parking concerns. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses.

Thank you also for your input on meeting times. We always try to and will continue to try to schedule on days without conflicts and provide ample notice of any meetings.

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

	<p>Thank you for your time and consideration, but no, this is a misguided project, from its inception. No one asked you to do this and I know of literally no one who sees any need for this, and if this continues unabated, I hope more voices will rise to address this. And as this project moves along (and they always seem to, no matter what the people might want you to do), it becomes more and more clear why I was kept out of this stakeholder's process. I would have been no fun at all.</p>
	<p><b>Response</b>  Thank you for your comments on FM 150. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. The need for this project is based on population projections for Hays County; the 3<sup>rd</sup> fastest growing county in the US. The County is taking necessary steps to plan for the future rather than wait to react to future needs when there are fewer options available. One of the driving goals for this project is to let the character of the community and environment define the location and design of the roadway and that is why the County has initiated proactive planning efforts now. The project team and County have been and will continue striving to maintain an open and transparent planning process. Interested citizens and stakeholders are invited to get involved at all stages of the project.</p>
<p><b>8.</b></p>	<p><b>Comment – Albert Cortez</b>  As a representative for the group who has this land under contract, we strongly oppose any "360 highway" type corridor through the middle of the Blanco River Ranch property. This property is one of a kind and will lure new executives who wish to raise their families in Kyle. A high speed highway will have an adverse affect on the economic development on Kyle. Our group has not been included in the discussions of this corridor and only until this week were we made aware of Hays County's plans. We want to be good stewards of the county and wish took work together on this project.</p>
	<p><b>Response</b>  Thank you for your comments on FM 150. We believe that this comment was directed at the FM 150 Alignment Study and the comment has been forwarded there.</p>
<p><b>9.</b></p>	<p><b>Comment – Casey Cutler</b>  The current alignment of FM 150 has numerous social/cultural, environmental, esthetic, and historical site that are concentrated within the 3 +/- mile reach from the intersection of 1826 to the double dip low water crossings.  These include but are not limited to:  -over 1 mile length segment of golden cheek warbler Endangered Species Habitat as indicated in the Final June 22, 2010 Hays County Regional Habitat Conservation Plan -Onion Creek double dip low water crossings -Stone House &amp; Driftwood store/PostOffice -Native American cultural resources sites  - the current Driftwood Community Center  - Historical cemetery which include Confederate soldiers graves  - 2 current community churches, one with historical designation  - and numerous esthetic settings documenting 19th century ranch land lifestyles  - and a pair of wineries that document an new future agricultural market place for 21st Century Hays County  This 3 mile reach has an extremely dense concentration of SIGNIFICANT heritage (social, cultural, historical, environmental and economic) resources that need to be preserved in their current condition for future generations to understand the amazing evolution of the heritage of Hays County from the 1700s to present. The synergy created by the densely packed and extremely diverse heritage sites makes this 3+ mile reach absolutely unique in not only Hays County but also</p>

the State of Texas. As the virgin heritage corridor that exists today, the citizens of Hays County are not the developers, but the the care takers of these densely packed ir-replacible resources for future generations over the rest of the 21st Century; and similar to any virginity, once it is lost it is lost for ever.

FROM THIS POINT FORWARD the 3+/- MILE reach from the DOUBLE DIP LOW WATER CROSSING TO THE INTERSECTION OF 1826 should be referenced as "THE DRIFTWOOD HERITAGE CORRIDOR" in the 150 Character Plan.

The Driftwood Heritage Corridor should be left intact and a bypass should be incorporated into the FM 150 Character Plan to address any traffic congestion or safety concerns while minimizing any impacts the Driftwood Heritage Corridor.

The Hays County citizens will continue to choose to live in Hays County because of the overall quality of life. If we sacrifice quality of life for quantity of life we sacrifice our economic future.

The Driftwood Heritage Corridor will continue to pay its way financially in increased tax revenues from Ecotourism attracted by the mile long Endangered Species Habitat and up close viewing of Onion Creek at the low water crossings (most of which is privately owned and off the public's access) . The Driftwood Heritage Corridor will pay its own way in revenues from the upscale winery businesses and upscale resort/rental homes/B&B markets in the Driftwood area.

The Driftwood Heritage Corridor could have a very similar economic impact to Hays County as the Strand Historical District has to Galveston Island, Texas.

Retaining/preserving the Driftwood Heritage Corridor can only be done at this one time. The uniqueness of the Driftwood Heritage Corridor is found in the synergy from the extremely dense and diverse heritage sites that span 300+ years in this 3 mile reach. We are the caretakers for the EXTREMELY rare resources found in the Driftwood Heritage Corridor for future generations of Hays County citizens that can not speak up for it today since they do not currently live here or are not even born yet. We should protect it like we protect our eyes.

A bypass for increased traffic should be found around Hays County's Driftwood Heritage Corridor. Future reparations can never be made. Lost virginities can never be found, once lost.

**Response**

Thank you for your comments on FM 150 and the proposal for a Driftwood Heritage Corridor. Your comments have been shared with the County, project team, and Citizens Advisory Panel. What you are suggesting is or will be considered by the technical team and its helps us very much to know that others see the same types of opportunities.

**10. Comment – Casey Cutler**

I am a spokesman for a proactive citizen group that is highly supportive of proposing a new creative idea that will not only please existing citizenry, but attract numerous environmental and historical interested tourists to Wimberly/Dripping Springs area with a potential to increases in tax revenues for Hays County. We, the Driftwood Heritiage Corridor Hays County citizens will be approaching the County Commissioners requesting thier support in a non binding proclimation supporting the project for the County. We are contacting you now since the commissioners have requested public input on the geographic region our project is directly located,since our project concerns are nested in the FM 150 corridor.

We will be proposing that a 3.5 mile reach of the FM 150 corridor be publically recognized as the Driftwood Heritage Corridor. The current alignment of FM 150 has numerous very high quality, relatively unimpacted social/cultural, environmental, esthetic, and historical sites that are concentrated within the 3.5 mile reach from the intersection of 1826 to the double dip low water crossings.

These heritage resources include, but are not limited to:

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

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

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

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

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

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

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

FM 150: NF 18 (extending FM 150 at RM 12 to Hwy 290) and NF13 (from FM 150 at FM 3237 to SH 45). I believe a subdivision (Springs above Onion Creek?) is already planned for the western terminus of NF 18, so its timeline must be shorter than the 30 year horizon of the rest of FM 150 expansion. Is this roadway and its connection to the current western end of FM 150 factored into the Character Plan process?

I realize that the Character Plan Team may not be able to address all of these issues, but hope each one is addressed in some way as the process moves forward. Understanding these 'working parts' is critical to the public's belief in both the Character Plan's outcome and the value of their individual input and participation.

**Response**

Thank you for your comments and questions on FM 150. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses.

The purpose of the Hays County Transportation Plan (Plan) is to provide a very high level view of travel demand and the need for additional transportation facilities over the next 25 years. It identifies the roadways in the County that need to be maintained and modestly improved (i.e., no additional lanes anticipated), the roadways that will need expansion, and new roadway connections that might be needed. While the plan does specify the number of expected lanes and right-of-way requirements. It doesn't address how those lanes and additional capacity will be provided or what the roadway might look like. With regard to the FM150 West Corridor, the Plan calls for 4 travel lanes (two lanes in each direction) with an expected need of 150 feet of right-of-way. The purpose of this Study then is to begin the process of working with the community on how to best provide those additional travel lanes and what features the roadway will include or protect. So while there will be four lanes of capacity from RR 12 to Arroyo Ranch Road, we have not yet determined how it will be provided or over what time period, things that we'll get to as the Study progresses. With regard to FM 150 as a priority relative to their roadways it is important to note that the Plan does not place time related priorities on any of the roadways. Rather, improvements to the County transportation system will be planned, designed and implemented as need and opportunity arises. RR 12 has already undergone and is continuing to undergo improvement and the need to improve FM 3237 has not yet materialized. It is also important to understand that the Plan looks at the County transportation system as a whole and identifies the improvement needed to the system as a whole. In other words it's not a matter or one or the other, it's more a matter of needing them all at some point which will be determined by how quickly or slowly the County grows.

**15. Comment – Joan Harrison**

My home and business is on the 150 West. As I am set back quite a way from the road, it would not effect me too much - but I am very concerned about making the road busier. There have been many accidents on this road lately and this would only get worse if there was more traffic involved.

There is not much to be said for a straight through road to the I.35 which would effect the creek, the animals and even the trees with the excess exhaust spewing out from the extra traffic.

I am totally against the road being changed in any way. The 12 needs to be developed more so to take into account the extra houses that are being built there. That road will be a nightmare once people move in. The traffic lights that were put in by the YMCA were the biggest mistake ever. The traffic lights should have been put at the 150/12 junction which is very dangerous and needs them more.

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

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

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

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

	<p>suggesting is or will be considered by the technical team and its helps us very much to know that others see the same types of opportunities.</p>
<b>24. Comment – Sandy McKenzie</b>	<p>I would love to see FM 150 stay as it is, I know that we all need to accept change, however, it is a shame to see the "back roads" disappear. When I was little we would take "Sunday Drives" on the back roads, they are so beautiful to drive on. My husband and I always take the back roads when we travel. Not everyone needs to take FM 150, to get to their destination, the can take one of the larger roads, this is such a short road, why is it necessary to change it. thanks for listening to my opinion</p>
<b>Response</b>	<p>Thank you for your comments on FM 150, the Driftwood area, and environmental concerns. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. The need for this project is based on population predictions for Hays County; the 3<sup>rd</sup> fastest growing county in the US. The County is taking necessary steps to plan for the future rather than wait to react to future needs when there are fewer options available. One of the driving goals for this project is to let the character of the community and environment define the location and design of the roadway and that is why the County has initiated proactive planning efforts now.</p>
<b>25. Comment – Kristi McMillan</b>	<p>As a Texan, I feel as though it's our duty to protect our heritage and our land. I request the following key points be addressed:</p> <ol style="list-style-type: none"> <li>1. The 3.5 mile Driftwood Heritage Corridor (DHC) should be clearly indicated in the FM 150 West Character Plan.</li> <li>2. No impacts should occur to the listed High Quality Environmental Habitat, which include Golden Cheek Warbler Endangered Species Habitat, in the Driftwood Heritage Corridor.</li> <li>3. A bypass should be created to move excessive traffic around the Driftwood Heritage Corridor.</li> </ol>
<b>Response</b>	<p>Thank you for your comments on FM 150, the Driftwood area, and environmental concerns. Your comments have been shared with the County, project team, and Citizens Advisory Panel and will be considered and evaluated as the project progresses. Environmental issues will also be considered as the project progresses.</p>
<b>26. Comment – Charlie Plassmann</b>	<p>I hope that, whatever is decided about how to increase additional traffic capacity along the FM150 corridor, the rural flavor of FM 150 between RR12 and the city of Kyle is preserved. My wife and I live in the Sierra West subdivision, and we really appreciate being able to drive through such scenic and interesting terrain. For example, the double low water crossing of Onion Creek between Sierra West and Driftwood may flood after heavy rains but driving through those crossings makes the ride to and from Austin or Dripping Springs very pleasurable. And driving to Kyle, Buda, or San Marcos along the section of FM 150 between the Hays City Store and Kyle provides us and all other drivers with the opportunity to enjoy driving over rolling hills while being treated to views of wildflowers, ranching scenes, and often wildlife.</p> <p>However, I would recommend that something be done to make the intersection of FM 150 and FM 3237 near the Hays City Store safer. As it is currently configured, it is very difficult for traffic heading East on FM 3237 to make a left to turn and head North on FM 150 safely, largely because it is very difficult to see Westbound FM 150 vehicles that turn North using the curved section of FM 150 that connects Westbound FM 150 and Northbound FM 150. I believe this is largely due to:</p>

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

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

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

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

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

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