

8. **ADJOURNMENT**

Attendance by Other Elected or Appointed Officials: It is anticipated that members of other governmental bodies, and/or city boards, commissions and/or committees may attend the meeting in numbers that may constitute a quorum of the body, board, commission and/or committee. The members of the boards, commissions and/or committees may be permitted to participate in discussion on the same items listed on the agenda, which occur at the meeting, but no action will be taken by such in attendance unless item and action is specifically provided for on an agenda for that body, board, commission or committee subject to the Texas Open Meetings Act.

CERTIFICATION

I hereby certify the above Notice of Meeting was posted on the bulletin board at Wimberley City Hall, a place convenient and readily accessible to the general public at all times, and to the City's website, www.cityofwimberley.com, in compliance with Chapter 551, Texas Government Code, on March 31, by 5:00 p.m., and remained posted for at least 72 continuous hours preceding the scheduled time of said meeting.



Tammy Heller, City Secretary

The City of Wimberley is committed to compliance with the Americans with Disabilities Act. Reasonable modifications and equal access to communications will be provided upon request. Please contact City Secretary Tammy Cook at (512) 847-0025 two business days in advance of the meeting for appropriate arrangements.





City of Wimberley

221 Stillwater, Wimberley, Texas 78676

REGULAR TRANSPORTATION ADVISORY BOARD MEETING

WIMBERLEY CITY HALL – CITY COUNCIL CHAMBERS

221 STILLWATER, WIMBERLEY, TEXAS 78676

WEDNESDAY, MARCH 1, 2023 - 4:00 PM

MINUTES

1. **CALL TO ORDER** March 1, 2023, at 4:00 PM

4:09 p.m. Ben O’Kane

2. **CALL OF ROLL**

Board members resent: Bo Bowman; Aaron Reed, O’Kane; Matt Joyce; Lindsey Deringer

Board members not present: Bob Harla; Alex Villaret

City Staff Present: Tim Patek, City Administrator; Nathan Glaiser, Director of Planning and Public Works; Alexis Esparza, Public Works Assistant.

3. **CITIZENS COMMUNICATIONS**

Ken Strange, property owner on Masonic Lodge Road since 2015. Owns MedSpa and Spoon Mountain. Masonic Lodge Road is in terrible shape and needs to be repaved. It’s been patched and patched but every time it rains, there are potholes everywhere. Submitted five letters of support from neighbors.

Dana Platt and Ed Collins of CARTS:

We are working on our transportation development plan. <http://ridecarts.weebly.com/carts-transit-development-plan.html>

CARTS serves nine counties, including Hays. We have many different services and tailor services to needs of the community. We are getting community feedback on what you see and need. We have local service in Wimberley Monday-Friday, 8-4. The driver picks up about 13 passengers per day.

We’re doing a technical report. Our ridership took a big dip during COVID 19 and we’re trying to build that back up. The plan that’s being developed is going to be a blueprint for us to build for the future.

We have a popular service called Carts Now, similar to Uber. There’s an app or you can call. A bus comes to your door within 15 minutes. It’s more of a premium service, currently only available in Bastrop, Taylor, Marble Falls, Lockhart. Wimberley CARTS service is currently the Country Bus. You call and schedule your ride to take you locally to where you need to go, and back again. All wheelchair accessible. Runs in rural portions of Hays County. It costs 2\$ per ride. The elderly are half price; kids are half price. Anybody can ride it. These reservations should be made 24 hours in advance. Service available Mon-Fri. Occasional Saturday service.

We are trying to get the word out about our survey to help us understand where you want to go, where you need to go, what are your needs?

<https://www.surveymonkey.com/r/CARTSTDP>

dana@ridecarts.com

We want to be part of the solution to getting people around.

John and Shane: Property owner on Masonic Lodge Road. The road needs to be repaved.

4. **MINUTES**

4.1. Consider approval of minutes from the Transportation Advisory Board held on February 7, 2023. Motion to Approve: O’Kane; Second: Bowman

Motion carried unanimously

5. **CITY STAFF REPORT**

5.1. Receive update from City Staff regarding the following:

- Current road maintenance projects
- Transportation Alternatives grant application
- Cost estimates for future projects

6. Current road maintenance projects

Glaiser: We have Damien out doing overtime on brush collection; don’t anticipate that to be finished for another few weeks. He may go out and do some potholes on Sundays, but the public works effort right now is going toward brush collection.

7. Transportation Alternatives grant application

Glaiser: Regarding sidewalk funding for RR 12. We met with Michelle Meaux of TXDOT and gave her some more details on our application. It is looking pretty good. Toward the end of March, we’ll know whether we made it to the second round and start preparing that detailed application. That will be due toward end of June. We’ll know in October whether or not we’ll receive funding.

Reed: I’m 99.9% sure you’ll go to next step. Community support is a huge part of the score you receive. That’s one of the things that city staff can focus on and making sure you’re showing a need for the sidewalks. I suggest working on compiling letters of community support—from businesses up and down 12. Also resolutions of support from every board that might have their fingers on this, including us. Also getting letters of support from state representatives and senators.

8. Cost estimates for future projects

Glaiser: No updates to project costs discussed at previous meeting.

6. **DISCUSSION AND POSSIBLE ACTION**

6.1. Discuss and consider possible action on providing an update to City Council at the March 16th, City Council meeting regarding the following items:

- Speed Cushions or other traffic speed calming measures on River Road and CR 1492
- Priorities for transportation improvement projects
- ADA and Fire Lane Compliance

Discuss and consider possible action on providing an update to City Council at the March 16th, City Council meeting regarding the following items:

- Speed Cushions or other traffic speed calming measures on River Road and CR 1492

O’Kane: I should be available to present to City Council unless somebody else feels strongly about doing it.

General discussion: With law enforcement opposed to speed cushions, the TAB board thinks speed bumps or speed cushions are not worth pursuing. Speed cushions are also problematic because of questions about asphalt quality and the ability to anchor cushions without asphalt deteriorating beneath.

In the interest of speed calming measures, TAB wants the city council’s input on the ideas of studying stop signs on River Road and 1492 and reflector bumps and striping as potential alternatives.

- Priorities for transportation improvement projects

O’Kane: Do we expect road maintenance funding to be impacted by the costs of ice storm cleanup and debris collection?

Patek: The council authorized me to take it out of the road maintenance budget, but that hasn’t happened yet. I’m pretty sure we’re going to get reimbursed for those cleanup costs because we met the disaster declaration threshold of \$50 million (as a whole state of Texas), we’re at like \$74 million.

Glaiser: I’d like to maintain a Proposed Priority List (see agenda) with a five-year horizon.

Part of it would be developing a ranking system.

Reed: Good idea. It makes it easier to go to council and justify the plan. Here’s the roads, here are the ones that are really bad, these are the conditions elsewhere. Here’s our plan to do it. We need a way to prioritize without emotion, based on the conditions alone, not how many citizens came and talked or which council member lives on the road. We need a scoring system. Can the city engineer walk us through the scoring so the board members could address our roads and score them to help create a priority list?

O’Kane: Good because it forces us to go out and oversee the roads that we’re supposed to be doing.

Bowman: It gives us a goal. Maybe by the summer, July, we can come back with our scores. I’m very comfortable putting Spoke Hollow as No. 1.

Deringer: I like the idea of scoring the roads and taking the emotion out of how we prioritize which roads need maintenance.

- ADA and Fire Lane Compliance

This refers to the downtown square and proposed overlay and restriping project. TAB has put that on the priority list for next year, following improvements to Spoke Hollow and Blue Heron

Bowman: My thinking was we could get those two (Spoke Hollow and Blue Heron) done this fiscal year, and then look at getting improvements on the square done when new fiscal year starts in October. People would see some improvements by Christmas.

7. BOARD MEMBER REPORTS

7.1. Future agenda items

Road scoring: Seeking a meeting with city engineer to teach TAB members the criteria for road scoring for improvements. TAB members should take a trip down their roads to assess conditions.

Reed: I’d like to revisit the transportation master plan and maybe putting some of the proposed road corridors that were removed back on the plan. A developer has proposed a subdivision concept plan to the city to install 200-plus homes in the area. It might be good for TAB to encourage the City Council to revisit the Transportation Master Plan so that we have these road concepts back on the plan in the face of pending subdivision development.

Future Agenda Item: Discuss scheduling of TAB meetings for a different time to try to get everyone here.

3

7.2. Announcements

7.1. Future agenda items

Road scoring: Seeking a meeting with city engineer to teach TAB members the criteria for road scoring for improvements. TAB members should take a trip down their roads to assess conditions.

Reed: I'd like to revisit the transportation master plan and maybe putting some of the proposed road corridors that were removed back on the plan. A developer has proposed a subdivision concept plan to the city to install 200-plus homes in the area. It might be good for TAB to encourage the City Council to revisit the Transportation Master Plan so that we have these road concepts back on the plan in the face of pending subdivision development.

Future Agenda Item: Discuss scheduling of TAB meetings for a different time to try to get everyone here.

7.2. Announcements

8. ADJOURNMENT

5:10 p.m.

Motion to adjourn: O'Kane; Second: Deringer

Motion carried unanimously

RECORDED BY:

APPROVED BY:

TAB Secretary

TAB Chair



AGENDA ITEM:	1. Receive update from City Staff regarding road maintenance projects.
SUBMITTED BY:	
DATE SUBMITTED:	03/30/2023
MEETING DATE:	April 5, 2023

AGENDA FORM

ITEM DESCRIPTION/SUMMARY

REQUESTED ACTION

FINANCIAL

STAFF RECOMMENDATION

ATTACHMENT/S

None



AGENDA ITEM:	1. Consider action supporting the Downtown Ranch Road 12 Sidewalks Project and seeking approval of the 2023 TxDOT Transportation Alternatives Grant to assist with funding of this project.
SUBMITTED BY:	
DATE SUBMITTED:	03/10/2023
MEETING DATE:	April 5, 2023

AGENDA FORM

ITEM DESCRIPTION/SUMMARY

REQUESTED ACTION

Motion
Resolution

FINANCIAL

STAFF RECOMMENDATION

ATTACHMENT/S

1. Resolution of Support Template

RESOLUTION OF SUPPORT

A RESOLUTION OF THE TRANSPORTATION ADVISORY BOARD EXPRESSING SUPPORT OF THE DOWNTOWN RANCH ROAD 12 SIDEWALKS PROJECT AND SEEKING APPROVAL OF THE 2023 TXDOT TRANSPORTATION ALTERNATIVES GRANT TO ASSIST WITH FUNDING OF THIS PROJECT

WHEREAS, the Transportation Advisory Board unanimously extends their support for an application to be submitted to TxDOT for the Transportation Alternatives Grant; and

WHEREAS, this grant would help the City of Wimberley construct sidewalks on both sides of Ranch Road 12, which would improve pedestrian safety and provide better connectivity within the downtown area; and

WHEREAS, the residents and visitors rely on a safe and walkable method within the downtown area; and

WHEREAS, downtown provides many resources that support the local economy; and

WHEREAS, if chosen for this grant, the City has identified sources of local matching funds to assist with the construction cost of these sidewalks.

NOW, THEREFORE, the Transportation Advisory Board supports the construction of the downtown Ranch Road 12 Sidewalks Project and encourages city staff to pursue the TxDOT Transportation Alternative Grant.

PASSED AND APPROVED this 5th day of April, 2023

Ben O’Kane, TAB Chair

ATTEST:

Matt Joyce, TAB Secretary



AGENDA ITEM:	2. Discuss and consider possible action regarding the Wimberley Transportation Master Plan.
SUBMITTED BY:	
DATE SUBMITTED:	03/29/2023
MEETING DATE:	April 5, 2023

AGENDA FORM

ITEM DESCRIPTION/SUMMARY

REQUESTED ACTION

FINANCIAL

STAFF RECOMMENDATION

ATTACHMENT/S

1. Wimberley_Transportation Plan Update_Final_December 1 2022_submitted (1)

Wimberley Transportation Master Plan

2022 Update

Prepared by
CP&Y, an STV Company

Adopted on December 1, 2022

Introduction

The City of Wimberley adopted its first Transportation Master Plan (TMP) in 2010. That plan presented a program of projects which were collectively intended to address the highest-priority transportation and mobility needs of the City. Since 2010, the City has made modest progress toward implementation of those projects. In December 2021, the City engaged CP&Y to update its TMP. The City's objective, which has been a fundamental guiding principle during the planning process, is to provide a safe and efficient transportation system without compromising the small-town character or natural beauty of the community. This document, the City of Wimberley Transportation Master Plan – 2022 Update (2022 TMP Update), supersedes the previous plan.

In 2010, the population of Wimberley was 2,626. By 2020, the population was 2,839. This represents an 8.1 percent increase in population over the ten-year period. Although the city continues to experience modest growth, at this time, there are no new large-scale developments planned within the Wimberley city limits.

Ranch Road (RR) 12, which passes through the heart of the city, is the major north-south arterial through Wimberley. Other arterials (RR 2325 and RR 3237) are also generally oriented in a north/south direction. Major east/west connections do not exist. East/west movements are accommodated on a system of collectors and local roadways. Since 2010, the average daily traffic on RR 12 (downtown) has increased 3.2 percent.

Much of Wimberley's economy is tourist-based. The "Wimberley Square" and surrounding area is the hub of the tourist area. Adequate downtown parking and accommodations for cyclists and pedestrians is a must for the community. Field observations of pedestrians and cyclists and other anecdotal data supports this need.

Process and Methodology

In conjunction with development of the 2022 TMP Update, the planning team;

- conducted two workshops with City Council;
- participated in a driving-tour of the city;
- researched planned development in the city;
- developed a recommended program of projects (also known as the Transportation Capital Project or "TCP");
- developed updated typical sections to guide future project development;
- met with Hays County and Texas Department of Transportation (TxDOT) representatives to solicit feedback and comments on the updated plan; and
- developed the 2022 TMP Update (this document).

Council Workshop #1: The first Council Workshop was held on March 4, 2022. The purpose of this workshop was to discuss the Council's goals, objectives, and priorities regarding mobility improvements and the transportation plan update. This workshop also served as a forum to review the system of arterial, collector, and other (safety, mobility, connectivity) projects identified in the 2010 TMP. Input received from Council was instrumental in setting the direction for the updated plan.

At this workshop Council clearly articulated the following priorities:

- preserve the unique character, natural beauty, and small-town atmosphere of Wimberley;
- enhance the safety and efficiency of the transportation network;
- focus on less intrusive spot improvements in lieu of more intrusive roadway reconstruction/expansion projects; and

- enhance bicycle and pedestrian accommodations particularly in and around the Wimberley Square tourist area.

These priorities served as the guiding principles during development of the 2022 TMP Update.

With regard to the projects identified in the 2010 TMP, Council decided to remove three previously included Arterials (A, B & K) and several smaller safety/mobility projects that have been completed or are no longer needed. All other projects were carried into the 2022 TMP Update.

[Driving Tour of the City:](#) The tour, conducted via a bus provided by the Wimberley Independent School District (ISD), was held on the morning of Saturday, March 5, 2022. The tour coincided with the first Wimberley Market Days held since the beginning of the 2020 pandemic. This allowed the team to observe traffic conditions and issues during that high-volume event. Participants included City Council members, City/planning team staff, representatives of the Wimberley ISD, the City's Transportation Advisory Board, law enforcement, and other stakeholders. The purpose of the tour was to witness and discuss problem areas and issues, and discuss potential solutions.

[Council Workshop #2:](#) A second Council workshop was held on May 11, 2022. The purpose of this workshop was to review the draft program of projects developed by the planning team. Input provided by Council (Workshop #1) and driving tour participants was considered by the team when developing the draft program of projects. Typical sections (conceptual designs) for the various types of roadways affected by the TMP (arterials, collectors, and local roads) were also discussed.

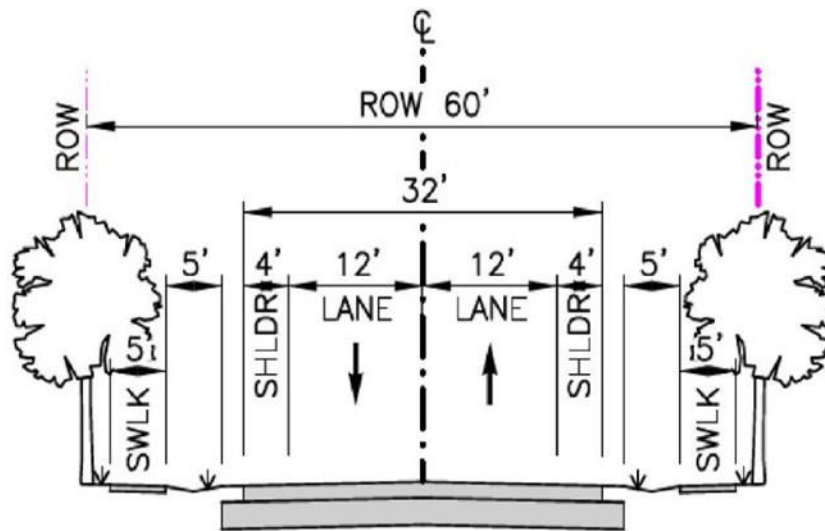
[Coordination with Local Entities:](#) During the planning process, the team met with Hays County Commissioner Lon Shell (held 6/8/22) and TxDOT representatives (held 6/29/22). The purpose of these meetings was to discuss the scope/approach to the planning process, review findings and the recommended program of projects, and solicit input as it relates to the County's or TxDOT's jurisdiction. When appropriate, recommendations were modified to reflect input received during these meetings.

Primary Recommendations

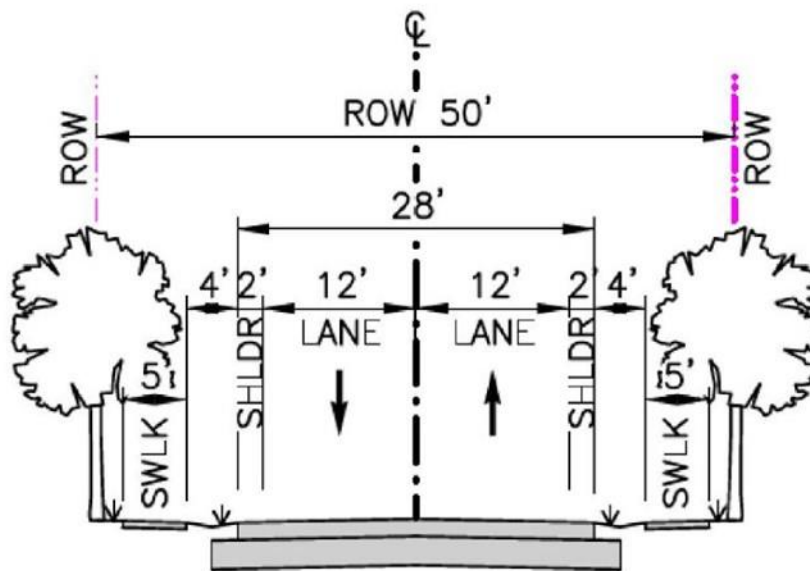
The recommendations put forth are intended to enhance safety and improve mobility while staying true to the goals, objectives, and vision articulated to the team by Council. Particular emphasis was placed on enhancing the flow of traffic and providing pedestrian accommodations within and near the Wimberley Square – the heart of the downtown business and tourist district. Two primary types of recommendations are made: (1) recommended typical sections to guide future roadway improvements and construction, and (2) a recommended program of projects (see TCP table beginning on page 5).

[Typical Sections:](#) As the principal arterials through Wimberley, RR 12, RR 2325, and RR 3237 carry most of the traffic entering, leaving, and passing through the city. All three of these arterials are on the State Highway System.

As such, they fall under the jurisdiction of TxDOT and are subject to TxDOT design standards. Recommended improvements to these roadways, which would require TxDOT participation and authorization, are limited to bicycle/pedestrian accommodations, drainage improvements, and intersection enhancements. Because the arterials are outside the jurisdiction of the City an arterial typical section was not developed.



Collector roadway



Local access roadway

Collectors enhance traffic movement by connecting residential areas, business districts, retail centers, etc. to arterials. Local roads are often residential and similar small streets. The City of Wimberley has jurisdiction over collectors and local roads within the city limits. Recommended typical sections for these roadways are shown above.

These typical sections reflect the City's desire to minimize roadway expansion; enhance safety and mobility; maintain the "small town" feel of the city; and accommodate and encourage bicycle and pedestrian travel. These typical sections are intended to guide, rather than dictate, the design of future (existing) roadway improvements.

To clearly communicate the City’s intent with regard to construction of new collectors and local streets, the team recommends that the City adopt these typical sections by ordinance; thus, making them mandatory for the construction of new roadways serving new development.

The typical sections assume sidewalks on both sides of the roadway. In areas where sidewalks are only needed on one side, the right-of-way may be reduced accordingly.

Projects: The following table identifies projects included in the 2022 TMP Update – these projects constitute the City’s Transportation Capital Projects (TCP). Projects 1 – 12 were identified as a result of the TMP update process. Projects 13 – 35 were included on the 2010 TMP and are carried forward. It should be noted that the TCP numbers (1 – 35) are for identification purposes only. They should not be construed to reflect ranking or priority. Maps showing the location/limits of the recommended projects are found in the Appendix.

TRANSPORTATION CAPITAL PROJECTS						
TCP Project ID	Facility	Limits	Type*	Length	Estimated Cost****	Description/Notes
2022 Added Projects:						
1	Oldham Street Extension	From Blue Heron Run To Old Kyle Rd	Collector	0.13 mile	\$390K	Construct new location collector and reconfigure planned parking area.
2	Old Kyle Road	From RR 12 To Oldham St Ext	Collector	0.21 mile	\$630K	Upgrade existing (and convert to one-way)
3	Old Kyle Road	From Oldham St Ext To RR 3237	Collector	0.20 mile	\$600K	Upgrade existing (maintain two-way traffic)
4	RR 12	From Blanco River To Old Kyle Road	Sidewalks	5,489 Total Linear Ft	TBD	Add sidewalks along existing roadway (both sides). The cost of retrofitting sidewalks along the existing roadway will be affected by the number of driveways to be reconstructed, the presence of utilities along the corridor, the need to extend drainage structures, and other site-specific conditions; thus, more detailed engineering analysis is required to establish the estimated cost of this project.
5	Blue Heron Run	From so. of Henson Rd To RR 12	Local Access	0.24 mile	\$720K	Upgrade existing roadway
6	Oak Drive	From Wimberley Sq To Blue Heron	Local Access	0.14 mile	\$420K	Upgrade existing roadway
7	Henson Road	From Wimberley Sq To Blue Heron	Local Access	0.12 mile	\$360K	Upgrade existing roadway

TRANSPORTATION CAPITAL PROJECTS

TCP Project ID	Facility	Limits	Type*	Length	Estimated Cost****	Description/Notes
2022 Added Projects:						
8	River Road	From RR 12 To Wayside Drive	Sidewalks	11,474 Total Linear Ft	TBD	Add sidewalks along existing roadway (both sides). The cost of retrofitting sidewalks along the existing roadway will be affected by the number of driveways to be reconstructed, the presence of utilities along the corridor, the need to extend drainage structures, and other site-specific conditions; thus, more detailed engineering analysis is required to establish the estimated cost of this project.
9	New Trail	Wimberley Sq To River Road	Shared Use Path	753 total linear feet	\$75K	Construct new location shared use path
10	RR 12	At Oldham Street	Intersection Improvements	N/A	\$2.5M	Construct roundabout
11	New Trail	From RR 12 To City Hall	Shared Use Path	989 total linear feet	\$350K	Construct new location shared use path with pedestrian bridge across Blanco River
12	RR 12	At RR 3237	Intersection Improvements	N/A	\$2.5M	Construct roundabout
2010 Plan Projects:						
13	Wayside Drive	From River Road (East) To River Rd (West)	Collector	2.13 miles	\$6.4M	Upgrade existing roadway (2010 Plan Designation: Segment C)
14	River Road Extension	From Wayside Drive To RR 2325	Collector	2.79 miles	\$8.4M	Construct new location roadway (2010 Plan Designation: Segment D) Removed from Plan.
15	Carney Lane So. Extension	From Wayside Dr To Transfer Station	Collector	0.96 mile	\$2.9M	Construct new location roadway (south)
		From Transfer Station To Rader Ranch Rd				Upgrade existing roadway (north) (2010 Plan Designation: Segment E)
16	Carney Lane	From Transfer Station To RR 2325	Collector	0.88 mile	\$2.6M	Upgrade existing roadway (2010 Plan Designation: Segment F)
17	Carney Lane	From RR 2325 To Cypress Creek Lane	Collector	0.38 mile	\$1.1M	Upgrade existing roadway and construct new location section (2010 Plan Designation: Segment G)
18	Cypress Creek Lane	From Carney Lane To west of RR 12	Collector	0.43 mile	\$1.3M	Upgrade existing roadway and construct new location section (2010 Plan Designation: Segment H)



TRANSPORTATION CAPITAL PROJECTS

TCP Project ID	Facility	Limits	Type*	Length	Estimated Cost****	Description/Notes
2022 Added Projects:						
19	(Unnamed)	From Cypress Creek Lane To Winters Mill Parkway	Collector	1.26 miles	\$3.8M	Construct new location roadway (2010 Plan Designation: Segment I) Removed from Plan.
20	(Unnamed)	From Flite Acres Rd To RR 3237	Collector	1.84 miles	\$5.5M	Construct new location roadway (2010 Plan Designation: Segment J) Removed from Plan.
21	Fulton Ranch Rd	From Flite Acres/ Little Arkansas Rd To near Saddleridge Section 2	Collector	3.59 miles	\$10.8M	Upgrade existing roadway (2010 Plan Designation: Segment L)
22	Flite Acres Road	From RR 3237 To Blanco River	Collector	2.4 miles	\$7.2M	Upgrade existing roadway (2010 Plan Designation: Segment M)
23	Green Acres Drive	At Leveritt's Creek	Culvert	N/A	\$150K	Install larger culvert; residents trapped during high water (2010 Plan Designation: EA 1)
24	Leveritt's Loop	At Leveritt's Creek	Culvert	N/A	\$150K	Install larger culvert and raise roadway; residents trapped during high water (2010 Plan Designation: EA 2)
25	Green Acres Drive	At Wilson Creek	Culvert	N/A	\$150K	Replace low water crossing with adequately designed culvert; overtops during high water (2010 Plan Designation: EA 3)
26	Wilson Creek (area)	Between Wilson Creek & River Rd	Culvert	N/A	\$150K	Replace low water crossing with adequately designed culvert; residents trapped during high water (and flooding along River Rd)
27	Wimberley Hills Dr	At Chapparral Drive	Gated Emergency-Only Access	N/A	\$25K	Install gates for emergency access (2010 Plan Designation: EA 5)
28	CR 1492	From RR 12 To east of Blanco Bend Dr	Flood Alleviation and Sidewalks	N/A	TBD**	Sidewalks and drainage improvements. The City's 2010 TMP included two projects for CR 1492: a project to reconstruct and upgrade the roadway to a collector and a second project intended to address on-going flooding issues at Pierce Creek. Council no longer desires to upgrade this roadway to a collector; however, sidewalks along the roadway are desired. For purposes of this 2022 TMP Update, these two projects (sidewalks and flood alleviation [2010 Plan Designation: EA 6]) have been combined and are reflected here.

TRANSPORTATION CAPITAL PROJECTS

TCP Project ID	Facility	Limits	Type*	Length	Estimated Cost****	Description/Notes
2022 Added Projects:						
29	RR 12	Vicinity of Wimberley Hills Dr	Flood Alleviation	N/A	TBD**	Implement drainage improvements to alleviate following. On-State System; requires TxDOT coordination/participation. (2010 Plan Designation: EA 7)
30	Spoke Hill Dr	From East Spoke Hill Dr To West Spoke Hill Dr	Gated Emergency-Only Access	N/A	\$100K	Construct gated new location emergency-only roadway. (2010 Plan Designation: EA 8)
31	Flite Acres Road	At creek	Flood Alleviation	N/A	N/A***	Implement drainage improvements to alleviate flooding. To be addressed when upgraded to collector. (2010 Plan Designation: EA 9)
32	Las Flores Drive (west end)	Re-align with Texas Dr	Intersection Improvements	N/A	\$200K	Reconstruct intersection to eliminate off-set at RR 2325 (2010 Plan Designation: NC 3)
33	RR 2325	From RR 12 To Carney Lane	Sidewalks	5,016 total linear feet	\$251K	Construct sidewalks along existing arterial (both sides of roadway)
34	Green Acres Drive	From RR 2325 To Carney Lane	Sidewalks	3,061 total linear feet	\$153K	Construct sidewalks to school complex. (North side of Green Acres Drive and new location)
35	Various	Vicinity of Wimberley Square	Sidewalks	TBD	TBD	Miscellaneous sidewalks; various locations. (2010 Plan Designation: NC 4)

All collector and local access roadways would include sidewalks (assumed on both sides of roadway unless otherwise specified). Estimates include the cost of those sidewalks.

** Cost is dependent upon the type of drainage improvements to be implemented (yet to be determined).

*** Cost included with Project 22.

**** Estimates reflect 2022 dollars.

As indicated above, cost estimates reported in this document reflect 2022 dollars. Cost estimates are provided for planning purposes only. Estimates for collector and local roadways are based on \$1.5 million per lane mile. This is a base cost only. It includes the anticipated cost of pavement and roadway substructure. For sidewalks and shared use paths, \$10 per square foot of flatwork was used as the base cost. The costs shown for culverts, roundabouts, and other improvements reflect professional judgement of the planning team based on experience with similar projects. As planning level cost estimates, the estimates reported in this document do not include the cost of required right of way, utility adjustments, drainage features and structures, or other ancillary construction (such as reconstruction of driveway adjacent to the facilities).

Action by Council

On Thursday, December 1, 2022, the Wimberley City Council took action to approve this 2022 Update to the Wimberley Transportation Master Plan; however, three projects were removed prior to approval. The removed projects are identified as Projects 14, 19, and 20 in this document. Council's intent, as stated at the December 1, 2022, meeting is to revisit Projects 14, 19 and 20 in the future.

Other Recommendations and Considerations

Old Kyle Road: Reconstruction/improvement of Old Kyle Road is included as a proposed project in the Wimberley Valley Trail Plan. Council's intent is for Projects 2 and 3 to be implemented in a manner consistent with the spirit and intent of the Trail Plan. Coordination will be required to further refine/develop the projects and establish the extent of one-way traffic operation east of RR 12.

RR 12/Old Kyle Road Intersection: Improvements are needed at this intersection. The planning team identified a concept to enhance safety and improve traffic flow using a "hooded left" concept to channelize and control turning movements. However, coordination with TxDOT revealed that the intersection has met the requirements for installation of a traffic signal. The signal warrant study was conducted without consideration of the future one-way operation of Old Kyle Road. Re-evaluation of the intersection (reflecting one-way operation) is needed prior to making a final decision about signal installation. Further coordination with TxDOT is required to determine the most appropriate treatment of this intersection.

Sidewalks Along RR 12: TxDOT recently completed a preliminary schematic for the addition of sidewalks along RR 12, between Old Kyle Road and RR 3237 (the TxDOT-planned sidewalks fall within the limits of Project 4). Construction plans for the sidewalk project have not yet been completed and construction funding has not been secured. The City should consider engaging a consultant to prepare the construction plans. Completion of the plans will make the project "shovel ready" and better position it to compete for construction funding through the Capital Area Metropolitan Planning Organization process.

Roundabouts: Roundabouts are recommended at the intersections of RR 12 with Oldham Street and RR 3237 (Projects 10 and 12). Roundabouts can increase traffic capacity up to 50 percent, reduce air pollution by reducing the time vehicles spend idling while also increasing fuel savings. Roundabouts enhance safety by reducing the number of conflict points, when compared to a traditional four-way signalized intersection, from 32 to eight. Further, through proper aesthetic treatment and landscaping, a strategically placed roundabout could serve as a "gateway" to the city and the downtown tourist district. Implementation of roundabouts at the two RR 12 locations would be subject to site-specific investigations to assess engineering, operational, and environmental feasibility. These investigations are necessary to determine whether roundabouts are effective/efficient solutions at these specific intersections.

RR 12/RR 3237 Intersection: Hays County has developed a project which will provide operational improvements, including turning lanes, at this intersection. Bids have been solicited in anticipation of construction. The operational improvements will enhance safety and improve mobility, and should be considered interim improvements. As traffic conditions warrant, a possible roundabout (Project 12) or other long-term intersection improvements should be evaluated.

Carney Lane Flush Curb: Project 16 (Carney Lane) is adjacent to the Wimberley schools complex. As such, it is used extensively by school traffic (buses as well as student drop-off/pick-up). Drivers using this roadway frequently pull off the pavement and onto the adjacent unpaved areas which damages the pavement edge and causes it to

fail/breakaway. To mitigate this situation, the planning team recommends that the design of Project 16 include a flush curb along each side of the roadway to protect the pavement edges.

Depicted Alignment Studies: The alignments shown on the attached maps (Appendix) are conceptual and for illustrative purposes. Additional engineering and environmental investigations would be necessary to establish actual alignments.

Additional River Crossing: Although not included in this 2022 TMP Update, as the city grows and traffic increases, a second bridge over the Blanco River will become a safety and mobility necessity. The planning team recommends that the City begin planning for this eventuality in the near future by initiating a study to determine the most viable location for a second bridge.

Traffic Impact Analyses: It is recommended that the City of Wimberley adopt and implement an ordinance requiring a Traffic Impact Analysis (TIA) for any new developments or redevelopments that meet a minimum threshold of trip generation. TIAs serve several purposes, including helping to identify impacts a development may have in the immediate vicinity, which will, in turn, allow for a better understanding for the City and the public on what to expect, and also to identify mitigating steps to relieve or nullify these impacts. Also, a TIA can serve as a vehicle requiring developers to pay for development-generated impacts to the transportation system.

There are several good examples of TIA ordinances from peer cities in the Central Texas area from which the City of Wimberley can craft their own ordinance. It is recommended that any ordinance utilize the Institute of Transportation Engineers Trip Generation Manual (latest edition) to predict trips from a proposed site, and any ordinance should provide for a waiver process to be approved by the City Council or their designee.

Future Updates: Transportation planning is a fluid process and is influenced by external factors such as land use, development trends, population growth, and economic circumstances. The Transportation Master Plan should be considered a living document to be updated, as needed, to address changing conditions. Ideally, the Transportation Master Plan (and associated TCP) should be updated at least every five years.

References

U.S. Census Bureau (2011). Hispanic or Latino, and Not Hispanic or Latino by Race, 2010 Decennial Census. Retrieved from <https://data.census.gov/cedsci/table?text=p2&g=1600000US4879624&tid=DECENNIALPL2010.P2>

U.S. Census Bureau (2021). Hispanic or Latino, and Not Hispanic or Latino by Race, 2020 Decennial Census Redistricting Data. Retrieved from <https://data.census.gov/cedsci/table?text=p2&g=1600000US4879624&tid=DECENNIALPL2020.P2U.S>
















U.S. Census Bureau (2022). Total Population, 2017 – 2021 American Community Survey 5-year estimates. Retrieved from <https://data.census.gov/cedsci/table?text=b01003&g=1600000US4879624&tid=ACSDT5Y2020.B01003>

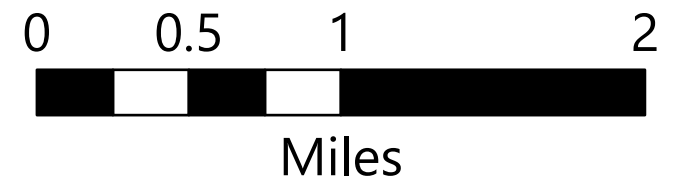
TxDOT Transportation Planning maps (2022). District Traffic Urban and Saturation Web Map. Retrieved from <https://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=06fea0307dda42c1976194bf5a98b3a1>

Appendix: TCP Project Maps

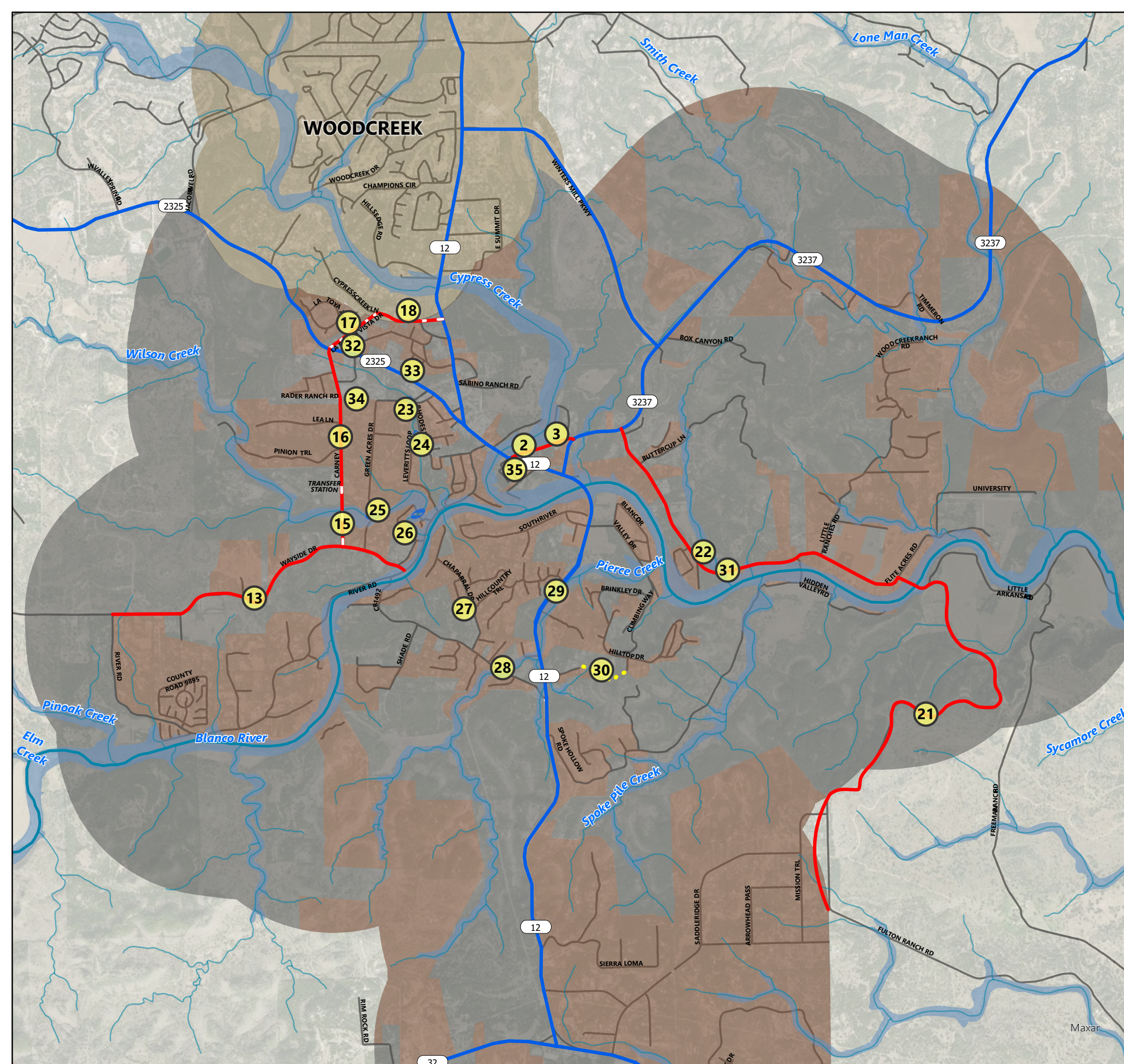
Wimberley Transportation Master Plan

Updated: December 1, 2022








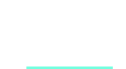












-  City Limit & Extraterritorial Jurisdiction (ETJ)
-  Woodcreek City Limit and ETJ
-  Subdivision
-  Existing Arterial
-  Existing (Upgrade to Collector)
-  Proposed Collector
-  Roadway
-  1-12 Added Projects (2022)
-  13-35 Original Projects (2010)
-  New Emergency Route
-  Flood Area
-  River
-  Stream
-  100 Year Floodplain
-  Park/Open Space

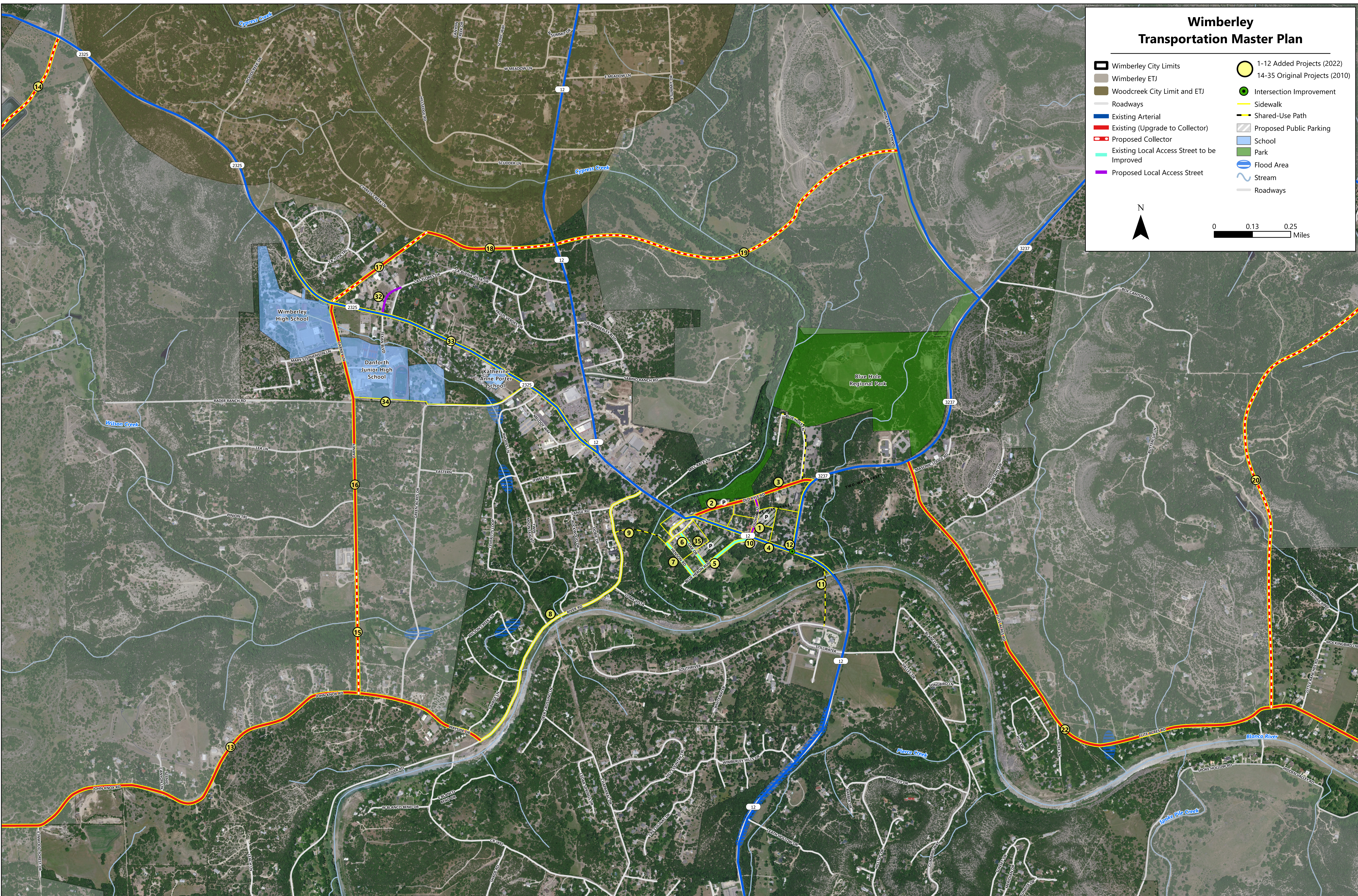
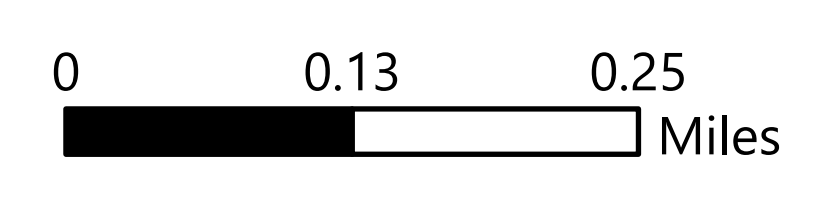


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Wimberley Transportation Master Plan

-  Wimberley City Limits
-  Wimberley ETJ
-  Woodcreek City Limit and ETJ
-  Roadways
-  Existing Arterial
-  Existing (Upgrade to Collector)
-  Proposed Collector
-  Existing Local Access Street to be Improved
-  Proposed Local Access Street
-  1-12 Added Projects (2022)
-  14-35 Original Projects (2010)
-  Intersection Improvement
-  Sidewalk
-  Shared-Use Path
-  Proposed Public Parking
-  School
-  Park
-  Flood Area
-  Stream
-  Roadways





AGENDA ITEM:	3. Discuss and consider possible action regarding the Transportation Advisory Board meeting schedule.
SUBMITTED BY:	
DATE SUBMITTED:	03/29/2023
MEETING DATE:	April 5, 2023

AGENDA FORM

ITEM DESCRIPTION/SUMMARY

REQUESTED ACTION

FINANCIAL

STAFF RECOMMENDATION

ATTACHMENT/S

None