



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](http://www.cityofwimberley.com), in compliance with Chapter 551, Texas Government Code, on Thursday, April 11, 2024, by 6:00 p.m., and remained posted for at least 72 continuous hours preceding the scheduled time of said meeting.



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Tammy Heller, City Secretary

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# City of Wimberley

221 Stillwater, Wimberley, Texas 78676

## REGULAR TRANSPORTATION ADVISORY BOARD MEETING

WIMBERLEY CITY HALL – CITY COUNCIL CHAMBERS  
221 STILLWATER, WIMBERLEY, TEXAS 78676

MONDAY, FEBRUARY 12, 2024 - 4:00 PM

### MINUTES

1. CALL TO ORDER

February 12, 2024, at 4:00 PM

4:00 p.m. by Ben O’Kane

2.

Board members present: Ben O’Kane, Matt Joyce, Bo Bowman, Bob Harla, Paul Stuffel, Alex Villaret.

City staff present: Tim Patek, City Administrator  
Nathan Glasier, Planning and Development Director  
Tammy Heller, City Secretary  
Alexis Esparza, Permit Coordinator/Public Works Assistant.

3. CITIZENS COMMUNICATIONS

Ben O’Kane: Start with citizens communication. Keep comments to 3 minutes because we have so many.

Beverly Clark, 619 Deer Crossing

I am in the neighborhood of 1492. I think the long-term goal of eventually closing low-water crossing is admirable, but there’s a mobility problem, after school gets out, market days. Closing before we have an alternative route to 12 wouldn’t be good.

I’d like to see stop signs at Heritage Hills, Cedar Hollow, Shade Road, Winn Valley, West Blanco Bend. If people see it as a fast short cut, they’d still have to slow down. I won’t let my granddaughters ride their bikes there. I’ve been trying for years to get the center line painted. I know that’s in the works. This isn’t the first time we’ve had a problme down there.

Jerry Lunow,  
585 Conty Road 1492

This road has been a historic old road that’s been around since the 1800s to the river crossing. I hate that the events like this happen from people who don’t follow the traffic guidelines and ruin our neighborhood with no consideration to the small

country environment neighborhood. I want to keep it that way. I moved here for that.

Sean Dobbs  
231 Hill Country Trail

I am a student at WHS and I use 1492 to get to school and to town by bike. I can't go on RR 12 because it's so fast and dangerous, and there's no real alternative for me right now. The other speaker said stop signs are a good idea. I don't think stop signs do much. People speed to make up time for the time lost at stop signs. I think doing something along entire road, not widening it, but to stripe the road, and there needs to be something done across the entire road to allow pedestrians and bikes. I think a sidewalk would be really good. I've heard it isn't wide enough, but I bike it every day, and there's enough room on the side of the ditches. Making the road uncomfortable for cars would make people go slower. People won't go fast if it feels unsafe. I'd rather keep biking on that road and not be the next person to die.

Claire Sharp  
402 CR 1492

I use that road every day and live right above the curve where this happened. We've had our fence bashed in, people have been hurt. There are a lot of issues, usually due to speeding. More than closing the road, we've got other things to start. We need a double-stripe signs that say one-lane road, yield signs at the bridge to prevent road rage. It's time to adopt some measures and not just cross our fingers that more bad things don't happen.

Brian Konradi  
135 Winn Ranch Road, off of Shade Road

Our hearts go out to victims of the accident last week, our thoughts are with you as neighbors. It's incumbent upon everyone to address what can be done to make sure it doesn't happen again. The idea of permanently closing, rerouting, or putting in larger more convenient bridge — the city adopted a plan that calls for rerouting or a bridge, and I want this group to understand, that the low water bridge over the Blanco is a part of our neighborhood that brings joy into our daily lives, it's a fundamental character of our neighborhood. The idea of permanently closing or putting in a large bridge is something that most people back in 1492 would be strongly opposed to. We want to keep the character of our neighborhood. Safety measures, absolutely, but the idea of a new bridge would take away a fundamental part of what so many of us came here for.

[NOTE: This is not accurate. The new bridge idea was removed from the transportation master plan.]

Sarah Dishman  
103 Freedom Dr.

Dr. Harla I'm sorry for what happened and I've spoken with Jerry Fields. My family has been residents of river road for over 100 years. I use the low water crossing multiple times a day.

Closing off the low water crossing because of the accident was a knee-jerk reaction. When there's a tragic accident on 290 or 71, they close for investigation.

Jerry Fields offered to pay for speed bumps, but he got ignored. Now another member of his family has been tragically hit. Maybe this is enough to actually do something about enforcement. Presence makes a difference. We need speed enforcement for 1492 and River Road. People who use the road as a throughway don't care about people who live along the road. I used to run on that road, but I can't imagine that nowadays. Mr. Fields wrote pleading for enforcement and pleading for bumps, but all he got was thoughts and prayers. Put the money from taxes into enforcement.

Federica Curby  
800 CR 1492

Our entrance is directly on 1492 up the hill back from the blind curve, and like everyone else here, this has been weighing on me. I have to admit that it's been much more peaceful the last few days with it closed. 1492 is a neighborhood. I can't go for a walk to get to Shade Road, one property away, because I can't walk on the road. I would be in support of multiple stop signs if that's what needed. I drive it every day and it will slow us down too, but I'd rather have that than the people racing down the road every day. Rumble strips at the approach to the blind curve. Speed bumps also. Some combination to force those who don't want to follow signs that are already there. 1492 and that area deserves to retain the charm that it has and not become a wide road. We need to keep in mind why so many people are on that road and look at a bigger picture and see what can be changed elsewhere.

Dan Justus  
Pass — agree with what has been said

Pam Zirley  
251 River Meadows

We have to make a long detour. We need a cutoff from Ranch Road 12 that goes to San Marcos so that CR 1492 isn't the highway. A lot of the traffic are people going to and from San Marcos for work. It's a beautiful drive and I enjoy it. I can't imagine what it is like if it stays closed, it has been so inconvenient. It is hard to walk on it and that needs to be addressed.

Jeffrey Halaut  
101 Winn Valley Dr.

Shutting it down was a knee-jerk reaction. There are other solutions. Proper signage. Everybody who lives there has run into people coming at them, trying to pass on the wrong lane. Put the proper signage, slow people down, add a sidewalk. I walk it myself down to the river, a mile walk down and a mile walk back, but you've got to be careful. Getting some barriers in place behind the guard rail. Closing it down is not the proper thing to do. I get it for right now. It expands traffic going through town.

I don't know about stop signs, but speed bumps and a walking path should be added.

Joel Daniel  
412 E. Blanco Bend.

We are friends of Bob and Allison and we're shocked by this tragedy. I'm here to speak on keeping the road open. But specifically what we would like to see is to slow people down coming up and down the road. A stop sign at East or West Blanco Bend. Signs 100 feet in each direction saying stop sign coming. Rumble strips or speed bumps, which I think are far overdue, coming down and going up the road. Things that keep big trucks out because that's another issue that's not being addressed. As far as the rumors of looking at a new road across the river, but my position is, the simplest cheapest way is to use the existing roadway. I would like to see something done for 1492, maybe another low-water crossing for one in each direction. A new route would go through my property. Something has to change here. Rather than impact the daily lives of hundreds of people, let's do things that are known to work the world over — rumble strips and stop signs.

Sally Hawkins  
211 Shade Road

Family has lived on Shade Road for 40 years. Closing the bridge does not slow people down. There are hundreds of non-resident drivers to 1492 every day for commercial businesses — lodging, zip line, and othees. Closing the bridge does not encourage them to drive slower or safer. We chose this route and the bridge for our lifestyle. To take that away as a property-owner would be a disservice. Everyone agrees that 1492 needs a shoulder and has for at least 40 years. It's expensive but would be the right thing to do. The new stop sign at Chapparal and 1492 is working to slow people, but that is far from some of the real dangers. Would love to see a stop sign at Blanco Bend, a four-way stop. Signage alerting people to a stop down there would work wonders. Shade Road is also a blind entrance and needs a stop sign on 1492 as well. Hopefully this tragedy has a happy ending. There have been countless other accidents in my lifetime and none of them have to do with the bridge.

Tracie Sell  
301 Blanco Bend W.

I live on that curve. There are accidents almost every single weekend. They don't always call EMS. I'm not a proponent of the bridge being closed. What I see is there's not a culvert or anything on the right, when you're going toward the river, it's washed out, and so people start to scoot, and the road is very slick during rain, and it banks toward the guardrail. Don't like rumble strips because I would hear that. I like speed bumps. I think something needs to be done, not necessarily closed, but revamping the curve, grade the concrete differently so it's rougher. I think it's time we do something specifically to that road, but all the other places people have accidents from people flying by. People will still do it unless you stop them.

Cathy Montgomery,

1905 Wayside

Operations director at Wimberley EMS. I was there for every auto-ped accident we've had on 1492. But I've also been at all the other accidents on all the other roads. There have been fatalities on Green Acres. Fixing a road, widening a road is money. It just takes money, fix the road, widen the road. Sidewalks are fantastic. I don't think I've ever been on an accident where someone was hit on a sidewalk, not yet. Speed pillow would be much easier on my vehicle than a speed hump. If I have a speed hump on the back of my truck, the amount I have to stop and slow down to go over it... It's not comfortable in the back of an ambulance. It's riding in the bed of a pickup truck. I would be happy with speed pillows, but I don't know if they would slow people down. Whether it's widening the road, I'm for it. Ranch Road 12 North, if you're familiar, the grade, we had fatality after fatality, and once they fixed the grade, we didn't have that sliding problem.

Charles Dein  
501 CR 1492

I am not in favor of closing the road. Something needs to be done. The big concern I have is with emergency services. Market days is getting ready to start again and if they have a fire call on Ranch Road 12 toward San Marcos, they wouldn't be able to get through.

Jim Ringelman  
1020 CR 1492

Our driveway is between the two new stop signs. We've had the opportunity to observe the behavior and it's not great. One in 20 people blow through the stop signs. We don't want to see the crossing closed. I just have concerns that the same people who blow through are the same ones that cause the accidents. I am not opposed to infrastructure, but I don't know if it's going to be a solution for the troublemakers. We need to find a way for more enforcement.

Jeff Nichols  
112 W. Blanco Bend Dr.

This is a speeding problem, a traffic problem, a pedestrian problem. I'm for stop signs, speed bumps, all those things. We need to act quickly. I ask for efficiency and for it to happen quickly.

#### 4. **MINUTES**

- 4.1. Consider approval of minutes from the Transportation Advisory Board meeting held on December 11, 2023.

Motion to approve minutes: Stuffel; Second: Bowman  
Unanimously accepted

**5. CITY STAFF REPORT**

- 5.1. Receive an update from city staff on transportation projects.  
(Nathan Glaiser, Director of Planning & Public Works)  
PASS

**6. DISCUSSION AND POSSIBLE ACTION**

- 6.1. Discuss and consider possible action on County Road 1492 road improvements.

O’Kane: This was already on the agenda before the accident.  
We’ve spent a lot of time talking about this. Improvements — rumble strips, speed humps, the dimple deals.

Bob Harla: I was outside and I saw the group standing by the guard rail and I turned away and then I heard the truck hit the guardrail, and I heard the truck speed off, and I ran over to someone laying in the road, and there was blood on the road, and it was my wife.  
For a while, I thought she was gone and I didn’t know what to do.  
I was kinda freaked out in shock, and then the EMS guys came and got her on a board and in an ambulance and headed to the hospital, and I followed them.

I know there’s charm on the low-water crossing, and it’s fun, but I live right there, like the others at the bottom of that hill, and something has got to change.  
Something needs to change.  
We’ve talked about speed bumps, speed humps, rumble strips, reflectors down the middle, but something needs to change.

Whenever the road is a little damp, people slide off into the guardrail, and before that, they’d slide into the berm, and then before that, somebody’s yard.  
I know this city runs on tax money and I don’t know if the county can chip in.  
It’s a city road, not a county road. The other side of that is all the truck traffic and the trucks getting stuck, and the google maps sending them down 1492.  
There are multiple things that could be done to make things better.  
My wife is in ICU on a ventilator and she has multiple fractures from her skull down to her lumbar spine.  
If it was your family member, you’d want something done, not just “we’re going to look at it.”

There’s a history of things on the bridge, and on that curve.  
It’s a rationale discussion, not a real heavy emotional discussion, that something needs to be implemented.

Nathan Glasier: The past two months we’ve been soliciting quotes for road buttons to glue on to the road, two patches, to alert people — one going into the curve, and one down below the curve. We’re ready to go on those.  
Also reflectors down the middle. \$5,000 and we’re ready to get that going.

Engineer is writing up a formal recommendation for city council.  
It would include some combo of rumble strips, speed humps, additional signage, maybe a blinking light.

We didn’t discuss stop signs with the engineer at this morning’s meeting.

O’Kane: The stop signs at Chapparral were a test. 1492 is a mess and it gets more and more traffic.  
The feedback has been really good on the stop sign. We need more painted lines to start with versus a year or two from now.

Joyce: Should we make a motion to council to recommend taking action on engineering

recommendations, including the rumble strips, reflectors, signage and adding stop signs and law enforcement and recommend keeping the bridge closed until safety measures are in place.

Joyce: We should also see what the engineers say about deliniators in the middle of the road at the blind curve and possibly even concrete planters to create a divide between the lanes.

Bo Bowman: Motion to recommend to city council immediate action on a plan including but not limited to road buttons (reflectors), one or more stop signs, rumble strips, and multiple speed humps or speed bumps, and increased law enforcement,

Second: Villaret  
Unanimously accepted

Matt Joyce: Should also make a motion to recommend that the city council consider more substantial infrastructure improvements beyond the immediate safety fixes?

Joyce: Motion to recommend to city council to consider in the future more substantial pavement improvements/grading, drainage, widening, sidewalks, and road striping.

Second: Bowman  
Unanimously accepted.

**6.2.** Discuss and consider possible action on Buttercup Lane road improvements.

Glasier: A section of Buttercup washed out on the edge.  
We got so many complaints. Damian got some quotes.  
Afer the first big bout of rain, some major chunks came off.  
He got three quotes to repair three sections of it, \$5000 total.

Villaret: I worry about it raining again and getting washed out again.  
There are other places that are just as bad as that. Deer Crossing. Dobie Drive. Others.

O’Kane: We need to make a motion to fix edge of road of Buttercup for \$5,000 to present to council, and working on drainage on front-end loader.

Second: Stuffer.  
Unanimously accepted.

Tim Patek: I’ve reached out to the county that could expedite getting some things done quicker on 1492. If council decides on Thursday, we can move quickly.

**6.3.** Discuss and consider possible action regarding the road rating project.

Nate: We got a proposal from Gilpin, the city engineer.  
It’s not to exceed \$25,000, which is a pretty good price.  
They’re going to drive the roads and rate them and deliver a project priority list, proposed solutions, and cost of solutions.  
It’s every road in city, roughly 96 roads, 32 linear miles.

Bowman: The price seems reasonable.

O’Kane: Motion to approve city to move forward with the engineers road rating project

Bowman: Second

Unanimously accepted.

**7. BOARD MEMBER REPORTS**

7.1. Announcements

7.2.

Stuffel: Are we going to meet before the eclipse? It merits discussion.

Glasier: Yes, we can hold a meeting in March since this meeting was postponed a month.

Tim: We can put on next agenda. We will include the Visit Wimberley tourism director and others who have been working on logistics and pushing information out.

We can have them come and give an update at next meeting. Council did approve shutting down Old Kyle and the Square on Saturday, Sunday, and Monday of the eclipse.

They’ll have food trucks, portapotties.

There will be three officers directing traffic.

O’Kane: Let’s circle back on 1492 and also eclipse at next meeting.

**8. ADJOURNMENT**

O’Kane: Motion to adjourn about 5:30 p.m.

Stuffel: Second

Unanimous

RECORDED BY:

APPROVED BY:

\_\_\_\_\_  
TAB Secretary

\_\_\_\_\_  
TAB Chairperson





<b>AGENDA ITEM:</b>	1. Discuss and consider possible action on County Road 1492 road improvements.
<b>SUBMITTED BY:</b>	
<b>DATE SUBMITTED:</b>	04/10/2024
<b>MEETING DATE:</b>	April 15, 2024

## AGENDA FORM

**ITEM DESCRIPTION/SUMMARY**

**REQUESTED ACTION**

**FINANCIAL**

**STAFF RECOMMENDATION**

**ATTACHMENT/S**

None



<b>AGENDA ITEM:</b>	1. Receive an update from city staff on transportation projects. (Nathan Glaiser, Director of Planning & Public Works)
<b>SUBMITTED BY:</b>	
<b>DATE SUBMITTED:</b>	04/10/2024
<b>MEETING DATE:</b>	April 15, 2024

## AGENDA FORM

**ITEM DESCRIPTION/SUMMARY**

**REQUESTED ACTION**

**FINANCIAL**

**STAFF RECOMMENDATION**

**ATTACHMENT/S**

None