

**A Transportation Master Plan
for the
Village of Wimberley**

COMPONENTS ONE and TWO

**Village of Wimberley
Transportation Advisory Board
Transportation Master Plan Subcommittee**

ADOPTED AUGUST 2, 2007

*It's tough to make predictions,
especially about the future.*

Yogi Berra

A Transportation Master Plan for the Village of Wimberley

PART ONE INTRODUCTION

PLAN ORIGINATION

The Village of Wimberley Comprehensive Plan states: “Respondents to the Comprehensive Plan Survey and attendees at workshop sessions considered traffic to be among Wimberley’s biggest problems. It is clear that traffic management, road maintenance and safety have become important Village priorities.” In fact, in that survey, traffic led the complaint list by almost a two-to-one margin over the next contender.

Addressing this concern, the goals of the Roads and Transportation element of the Comprehensive Plan include “development of a comprehensive traffic plan addressing safety, congestion, emergency vehicle routes and through-traffic in the Village”.

As a community grows, transportation issues become more and more critical. Simply letting roads develop haphazardly and then dealing with the resulting problems they create is not only expensive, but also negatively affects the character of the community. Only by being pro-active and looking ahead can the Village guide its transportation systems in ways that will preserve Wimberley’s character and charm, and direct growth to desired areas.

In October 2003, the Village of Wimberley Transportation Advisory Board (TAB) appointed a subcommittee to begin work on a comprehensive Transportation Master Plan, building on the original Traffic Study which was approved by Council in August 2001.

Current members of the Subcommittee are Bert Ray, Chair, Kelly Kilber, Mark Roden, and Gene Woodruff. Past members are Jim Lee and Bob Flocke.

PLAN GUIDELINES

The Subcommittee was charged with creating a document which acknowledged the broad direction articulated in the Wimberley Comprehensive Plan. The City Council endorsed this effort, and agreed that a reasonable and objective Transportation Master Plan would be a major asset to the City for planning and budgeting purposes, and would also provide a valuable tool for communication between Council, TAB, P&Z, the Public, the County and TxDOT.

Development guidelines for the Subcommittee were:

1. The Plan should reflect the Village's philosophy regarding transportation, particularly the positions outlined in Section IV B of the Wimberley Comprehensive Plan.
2. The Plan should include accommodations for pedestrians and bicycles in addition to autos and trucks.
3. The Plan should acknowledge overlapping or adjacent authorities to insure compatibility with other local or regional plans (Hays County, TxDOT, WISD, Woodcreek).
4. The Plan should reflect input and data from as many pertinent sources as possible.
5. The Plan should, wherever possible, acknowledge existing rights-of-way, property lines and development patterns in the Village and its ETJ.
6. The Plan should provide Council and P&Z the necessary tools to guide the location and character of future road installations.
7. The Plan should be schematic and should not address highly specific issues such as technical dimensions, precise alignments, legal processes, etc.
8. The Plan should contain a requirement for updating on a regular schedule.

PLAN SCOPE

To be a useful document, a city's Transportation Master Plan must have a broad scope---it must look at both current and future needs, and must address both regional and neighborhood issues. This Plan attempts to do both.

Because the actual Village of Wimberley and its ETJ are a relatively small part of the Wimberley Valley, it was obvious that future regional development patterns and transportation decisions would have a direct and significant affect on Wimberley. Therefore, the Subcommittee concluded that the Village Transportation Master Plan should look well beyond Wimberley and its ETJ.

As a result of its early demographic studies, the Subcommittee concluded that the appropriate geographic area for the Plan would be a 5-mile radius circle centered on the Wimberley Square. Of course, the City has no say in these outer areas, but predicting how they might develop and where roads might be needed is essential in addressing the City's future transportation needs. It is understood that any Plan components outside the Village's ETJ are in the County's jurisdiction, and are simply recommendations.

The Subcommittee also decided that while it is very important to make informed estimates of where and how the Valley will grow, prediction of the exact timing and pace of the growth is not of major significance. So even though it may be interesting to consider introducing a time line, this Transportation Master Plan does not include a timetable. This avoids the distraction of trying to predict growth patterns and timing.

PRESENTATIONS AND REVIEWS

As it was being developed, drafts of portions of the Plan were reviewed with numerous groups and individuals:

1. August 24, 2005: First drafts of Lee Buse's computer-generated maps were presented to TAB.
2. October 26, 2005: The first draft of Part One of the Plan was presented to TAB and representatives of the Planning and Zoning Commission.
3. November 17, 2005: The first draft of Part One of the Plan was presented to the City Council.
4. September 27, 2006: The draft Plan showing Collectors in the Wimberley Valley was presented to TAB, Mayor Tom Haley and Council Member Terrie Bursiel.
5. October 4, 2006: The draft Plan showing Collectors in the Wimberley Valley was reviewed with County Commissioner Will Conley, County Roads Engineer Jerry Borcharding and Council Member Marilee Wood.
6. October 18, 2006: The draft Plan showing Collectors in the Wimberley Valley was reviewed with Council Members Bob Flocke and Carroll Czichos.
7. November 21, 2006: The draft Plan showing Collectors in the Valley was reviewed with Commissioner Will Conley, TxDOT Area Engineer Don Nyland and Mayor Tom Haley.
8. April 4, 2007: The draft Plan showing Collectors in the Valley was reviewed with Jane Little, Chair of the Woodcreek Traffic Committee.
9. April 11, 2007: The April 5, 2007 draft Plan was reviewed with the Transportation Advisory Board. Because they were considered supplemental or procedural, part Two was made a separate resource document and part Three was made an appendix to the base Plan. The Plan, as revised, was scheduled for a Public Hearing at the April 25, 2007 TAB meeting.
10. April 25, 2007: A Public Hearing with PowerPoint presentation was held at this regularly scheduled TAB meeting. The Board approved the Plan and voted to send it to P&Z for their review and a Public Hearing.
11. May 24, 2007: At this regularly scheduled P&Z meeting, which included a Public Hearing, the May 9, 2007 draft Plan was submitted, and a PowerPoint presentation was made.
12. June 14, 2007: After discussion, P&Z voted unanimously to recommend the May 9, 2007 draft Plan for adoption by Council.
13. July 5, 2007: The May 9, 2007 draft Plan was presented to Council for consideration.
14. August 4, 2007: After a Public Hearing including a PowerPoint presentation and citizen discussion, Council voted to adopt the May 9, 2007 draft Plan with one revision to new Collector Segment B.

PART TWO DEMOGRAPHICS AND PROJECTIONS

BACKGROUND

Early in the planning process, the Subcommittee determined that the future demographics of the Wimberley Valley would play a very important role in shaping the Transportation Master Plan. Therefore, the group spent over a year acquiring and studying information related to the past and present growth patterns of the area. Some categories addressed were:

1. Existing road patterns
2. Population density patterns
3. Flood plain locations
4. Topographic characteristics
5. Traffic counts
6. Existing subdivision characteristics
7. Existing subdivision build-out percentages
8. Growth projections by public and private entities

As the Subcommittee focused on future growth patterns, it became aware that the greatest difficulty in making such projections is the lack of past and present demographic data related to specific small areas such as the Valley. Most available statistics are county-wide or region-wide, and there is a general conviction that Wimberley will not necessarily follow those patterns.

Numerous public and private entities attempt to predict future growth, so early in the process, the Subcommittee prepared a list of those resources which might be willing to share their predictions. Subsequently, Subcommittee members made contact with each one.

Unfortunately, most of the resources indicated that they only plan for broad, general increases in their scope, services or customers, and do not attempt to predict specifically where those future demands will be located. For their purposes, defining discrete geographic areas is not necessary in planning for future growth or capacity. Therefore, much of this early information was of general value only. Following is a list of resources contacted:

Envision Central Texas
Guadalupe Blanco River Authority
Austin-San Antonio Corridor Council
Texas Parks and Wildlife
Capital Area Planning Council
Texas Department of Transportation
Wimberley Emergency Medical Service
Aquasource (Aquatexas)
Wimberley Water Supply
Pedernales Electric Coop

Wimberley Chamber of Commerce
Wimberley Independent School District
VOW Parks and Recreation Board
VOW Water and Wastewater Board
VOW Economic Development Advisory Board
VOW Planning and Zoning Commission
Hays County Commissioner, Precinct 3
Wimberley Volunteer Fire Department

STRUCTURE

In the process of communicating with other City and regional entities to find pertinent data, the Subcommittee was fortunate to acquire a statistical analysis compiled by a professional demographic data firm, which organized existing census information and projected growth information into concentric circles around the Village in 1-mile, 3-mile, and 5-mile radii.

After careful consideration of a reasonable area to examine, the Subcommittee concluded that these three circles or “bands” suggested an excellent format for organizing its material. Also, the report’s population numbers could serve as a double check for data acquired or projected by the Subcommittee. Therefore, the demographic analysis was structured on that basis.

PROCESS

Before it looked at future possible growth patterns, it was essential that the Subcommittee understood the current demographics:

1. Existing subdivisions---number of lots, average lot size, number of existing homes.
2. Existing roads and whom they serve.
3. Current population densities and locations.

To accomplish this, the Subcommittee collected and documented data from Hays County, regional maps, POA’s, and subdivision plats.

To acquire an understanding of the current development characteristics, the Subcommittee analyzed the above existing data as well as other influences:

1. The number of homes that will be added when the existing subdivisions are built-out.
2. The average lot size in each subdivision.
3. The apparent relationship between lot sizes and terrain.
4. The location and scope of floodplains.

Using these current demographics, the Subcommittee attempted to develop a theoretical build-out scenario for each “band” recognizing the influence of:

1. Terrain and other physical restrictions.
2. Future utility availability (difficult to predict).
3. Current assumptions about regional growth patterns.

Theoretical future developed areas were projected as non-specific shapes, with no attempt to relate them to current property lines, ownerships, or other transient characteristics. Empty space was left around them to account for commercial development, parks, roadways, floodplains, schools, easements, etc. The study was not intended to be a land-use plan.

CAVEATS

It is very important to emphasize that utility availability can significantly affect future development planning. It may well be that current densities or lot sizes will not be reliable guides to the future if the pattern of utility provision changes.

Over time, environmental issues such as water conservation, impervious cover, aquifer recharge, endangered species, conservation easements, etc. will likely play an increasing role in planning and development. Therefore, some of the patterns and approaches from the past may not be accurate guides for predicting future growth characteristics.

NOTE

The complete demographic study described above has been organized as a separate document to serve as a resource and comparison for future Transportation Master Plan evaluations or revisions.

PART THREE MASTER PLAN

As outlined in Part One, the scope of a transportation master plan must include both large-scale regional views and small-scale neighborhood details. To accommodate this range, the Village of Wimberley Transportation Master Plan has been divided into five Components, with each Component addressing a specific transportation issue at its appropriate scale.

It was important to address the larger-scope planning issues first, because these are the most critical to the City's planning review processes. Therefore, the Transportation Master Plan subcommittee concentrated its initial efforts on the first two Plan Components, and only those two Components are included in this document:

Component A. Wimberley Valley Transportation Plan

Component B. Village of Wimberley Thoroughfare Plan

Subsequent Components will be submitted to Council as they are completed:

Component C. Village of Wimberley Street Plan

Component D. Village of Wimberley Pedestrian and Bicycle Plan

Component E. Village of Wimberley RR12 Alternative Routes

Component A Wimberley Valley Transportation Plan

The area covered by this Plan is based on the 5-mile radius circle described in Part One. Addressing this portion of the Wimberley Valley allows the impact of regional growth to be reflected in transportation planning for the Village of Wimberley and its ETJ (Component B).

In looking at the present configuration of the State Highways and County Roads, it became apparent that construction of a relatively few new or extended roads would vastly increase the connectivity of the Valley. In most cases, the general routing of these new roads is obvious, although topography and land availability would determine their precise layout.

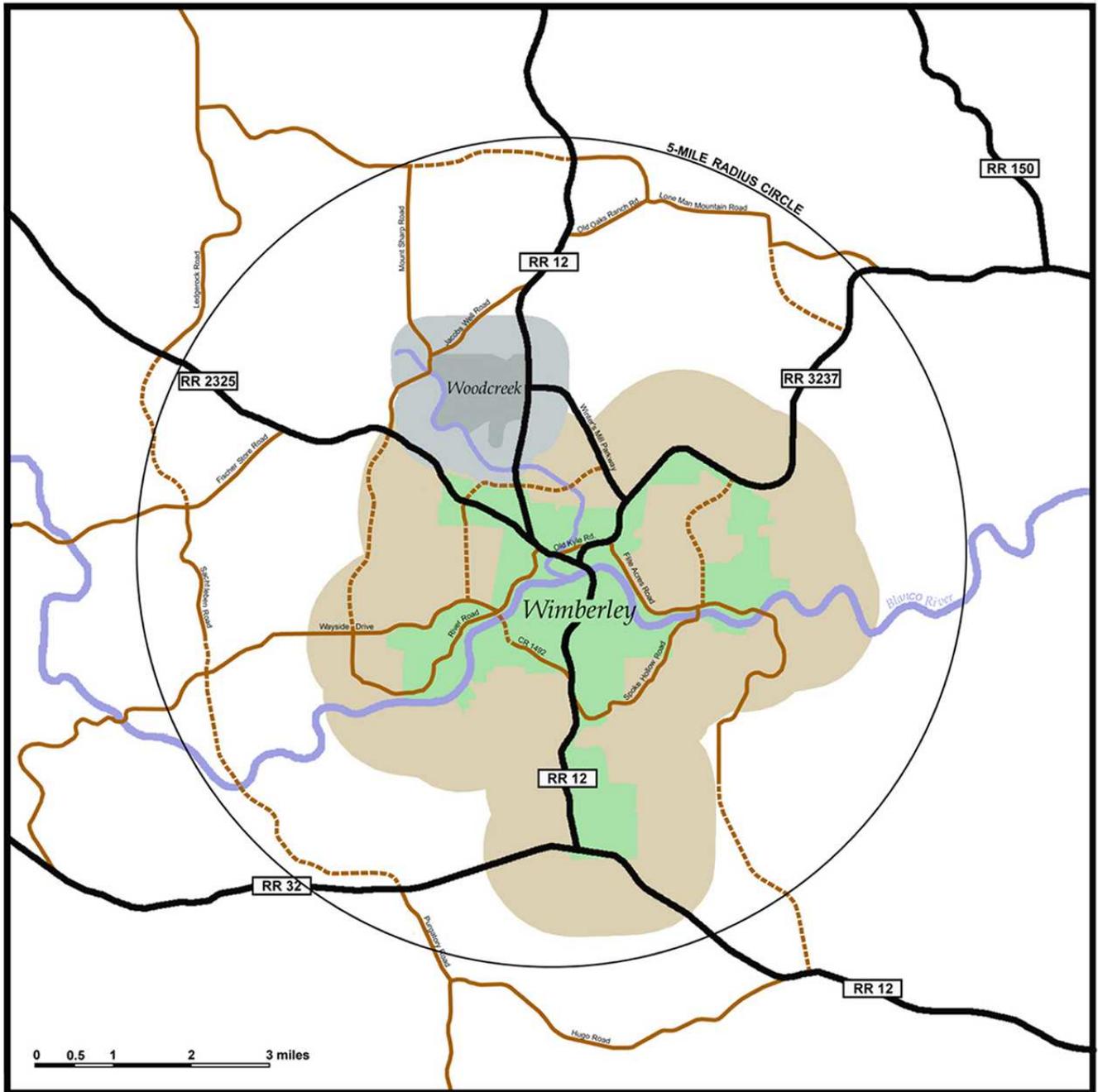
The following map shows these suggested connectors. It also shows proposed new roads within the Village and its ETJ, but these are presented in more detail in Section B.

As pointed in Part One, the Village has no authority to do planning in the County's jurisdiction. This map is simply the documentation of ideas resulting from the Village's desire to take a broad view of the local transportation issues.

However, to make sure that it was not developing this Plan in isolation, the Subcommittee met with a number of representatives of affected governmental entities to review the planning process and the proposed improvements. All were very supportive. To date they are:

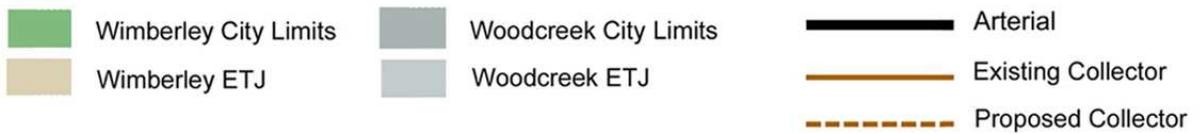
Hays County Commissioner Will Conley
Hays County Transportation Engineer Jerry Borcharding
TxDOT Area Engineer Don Nyland P.E.
City of San Marcos Transportation Advisory Board
City of Woodcreek Traffic Committee Chair Jane Little

It is hoped that the ideas and recommendations in this Plan will be of some value to Wimberley's neighbors in their future planning.



Component A Wimberley Valley Transportation Plan

Existing and Proposed Collectors Within 5 Miles of Village Center



Component B Village of Wimberley Thoroughfare Plan

This Plan addresses existing and proposed Collectors within the Village and its ETJ. Arterials (the three State highways and the County By-pass) are also shown on the Plan, but they are not under the City's jurisdiction, so no improvements are proposed. However, to assist the City in future planning, recommended right-of-way widths for both Arterials and Collectors are included in this Plan.

The Collectors fall into three general categories:

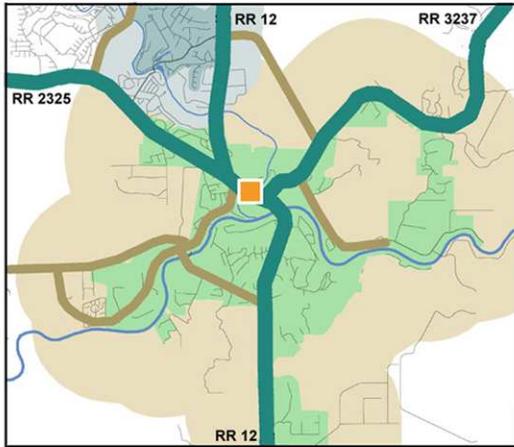
1. Existing roads that currently serve as Collectors, although they may have inadequate pavement or right-of-way widths, or need general upgrades.
2. Existing streets or lanes which are substandard or inadequate, but which represent a logical route for a new Collector to follow.
3. Completely new Collector segments where no current route exists.

In many cases, a single Collector may be composed of segments derived from more than one of the above categories. To address the specific issues of each segment, the Thoroughfare Map identifies them with letter designations and, in some cases, supplementary satellite photo diagrams are included.

This Plan is diagrammatic and, except where existing roads are upgraded to Collectors, it does not attempt to show precise locations or alignments. Although the Subcommittee made a significant effort to show proposed routes that acknowledge the local topography, property lines and existing development, the City should determine the specific engineering and legal issues before finalizing any alignments.

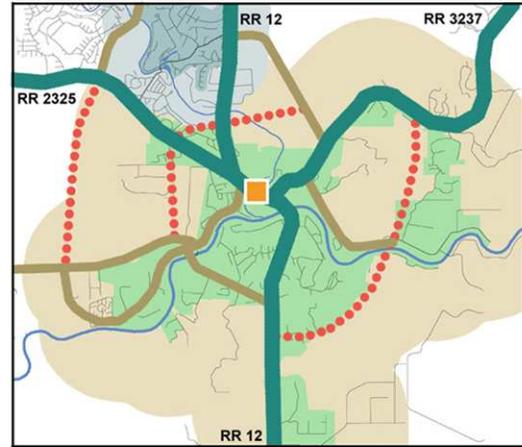
One significant purpose of this Transportation Master Plan is to clearly document the required locations and characteristics of future streets and roads so they can be accommodated as property is developed. However, in large developments, the exact alignments may not be critical, and it may be reasonable to allow the developer some flexibility to locate Collectors where they work best for his particular plan.

An Analysis of Traffic Circulation Patterns in Wimberley and its ETJ



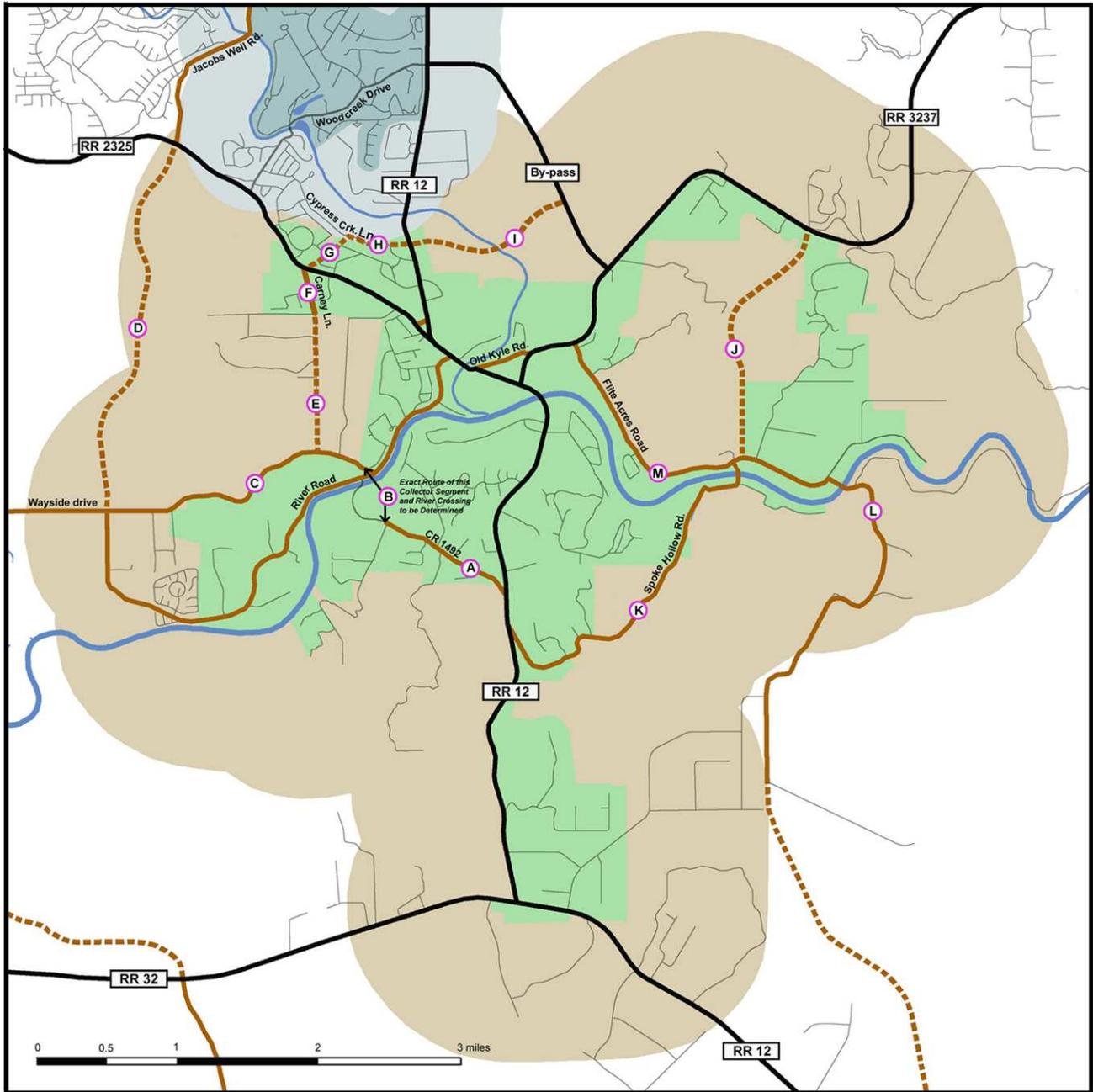
Existing Circulation Pattern

The highways into Wimberley all meet near the center of the Village, much like the spokes of a wheel, and most of the secondary roads do the same. Unfortunately, there are very few connections between the "spokes", so many trips must go through the center of the Village.

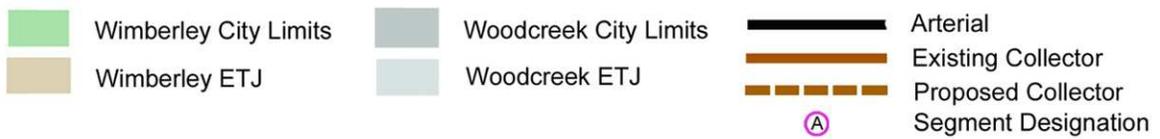


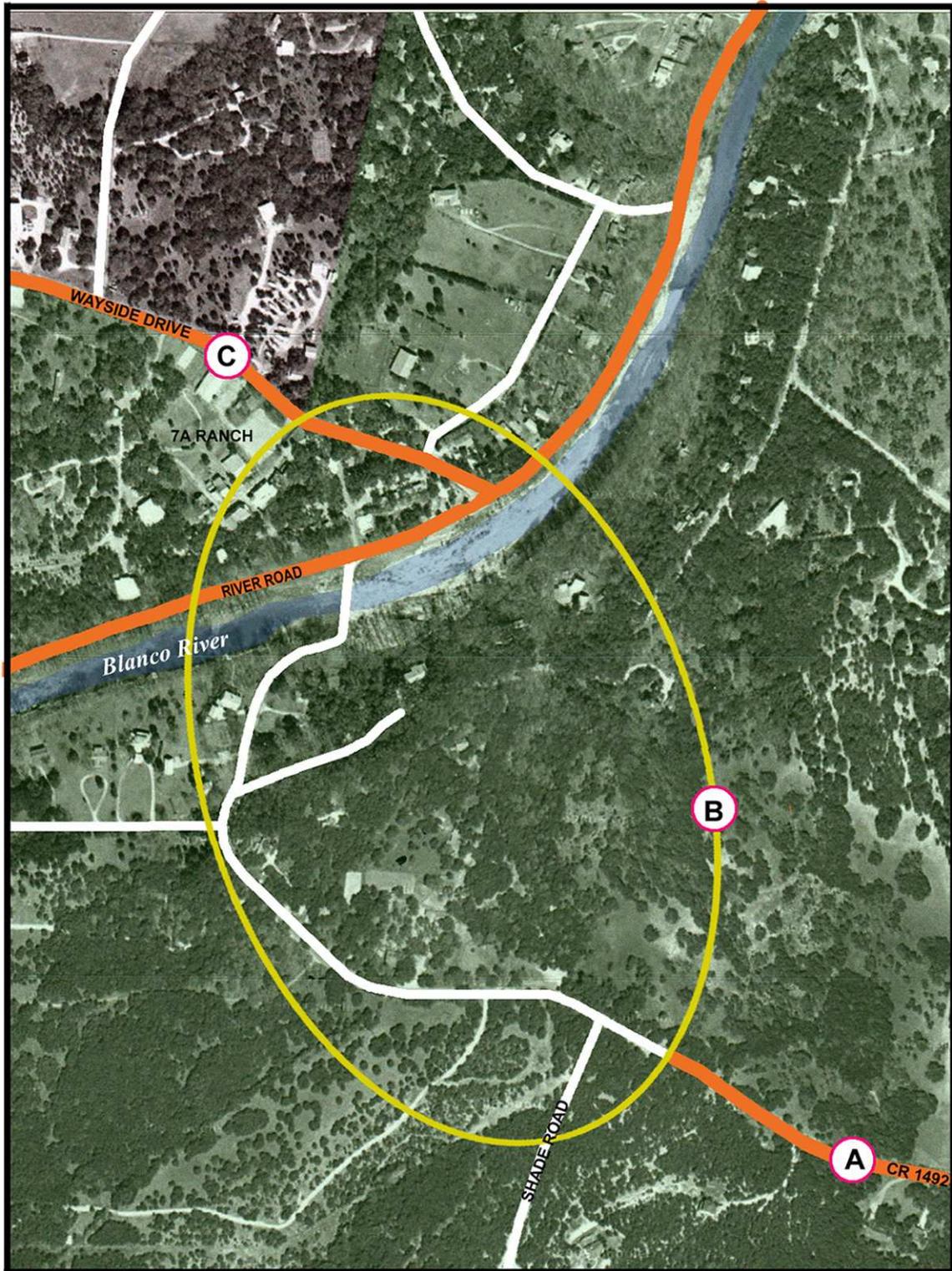
Proposed New Connections

New or extended roads connecting the "spokes" in the approximate locations shown above will allow local traffic to avoid the center of town. This will save time and fuel, and provide for much faster emergency response. See Village of Wimberley Thoroughfare Plan.



Village of Wimberley Thoroughfare Master Plan





Segment B New Collector from 1492 to Wayside Drive

 General Area of New Collector Between Segments A and C. Exact Route to be Determined. Requires New Crossing or Bridge Over Blanco River

 Existing Collector

Green Area is Within City Limits



Segment E Extension of Carney Lane South to Wayside Dr.



New Collector

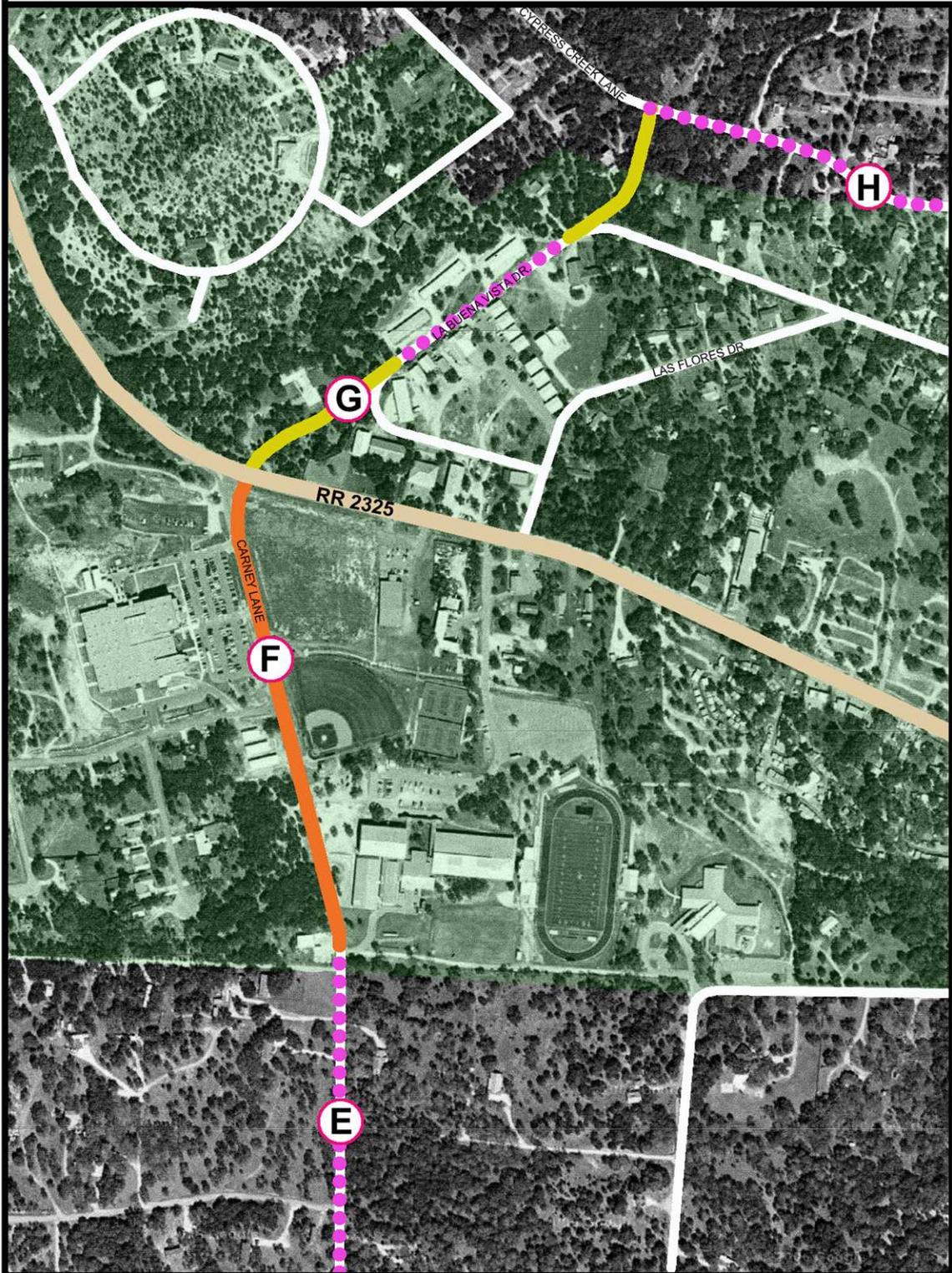


Existing Street Upgraded to Collector



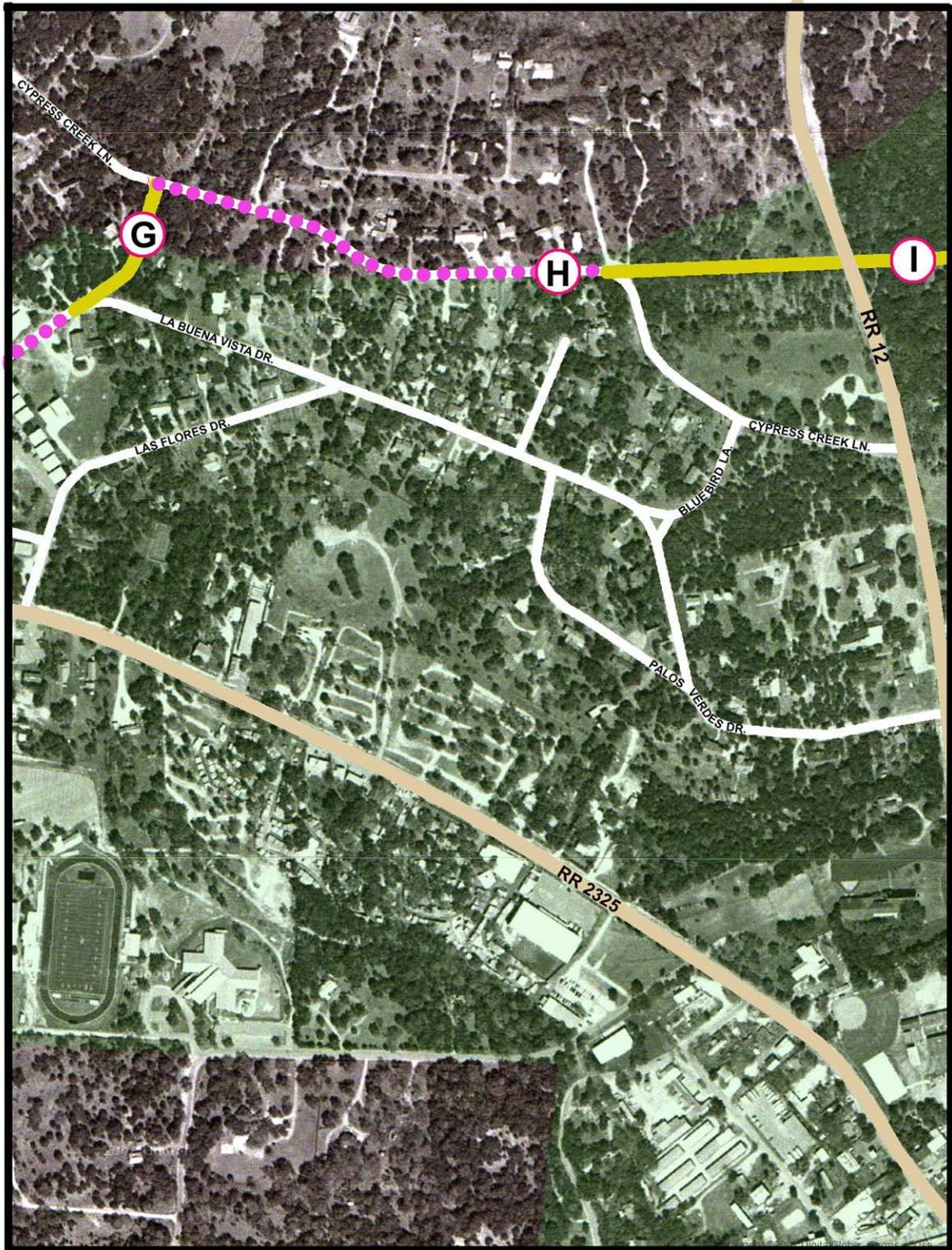
Existing Collector

Green Area is Within City Limits



Segments E, F and G Carney Lane to Cypress Creek Lane

- New Collector
 - Existing Collector
 - Existing Street Upgraded to Collector
 - State Highway
 - B Segment
- Green Area is Within City Limits



Segments H and I Cypress Creek Ln. Extension Across RR 12

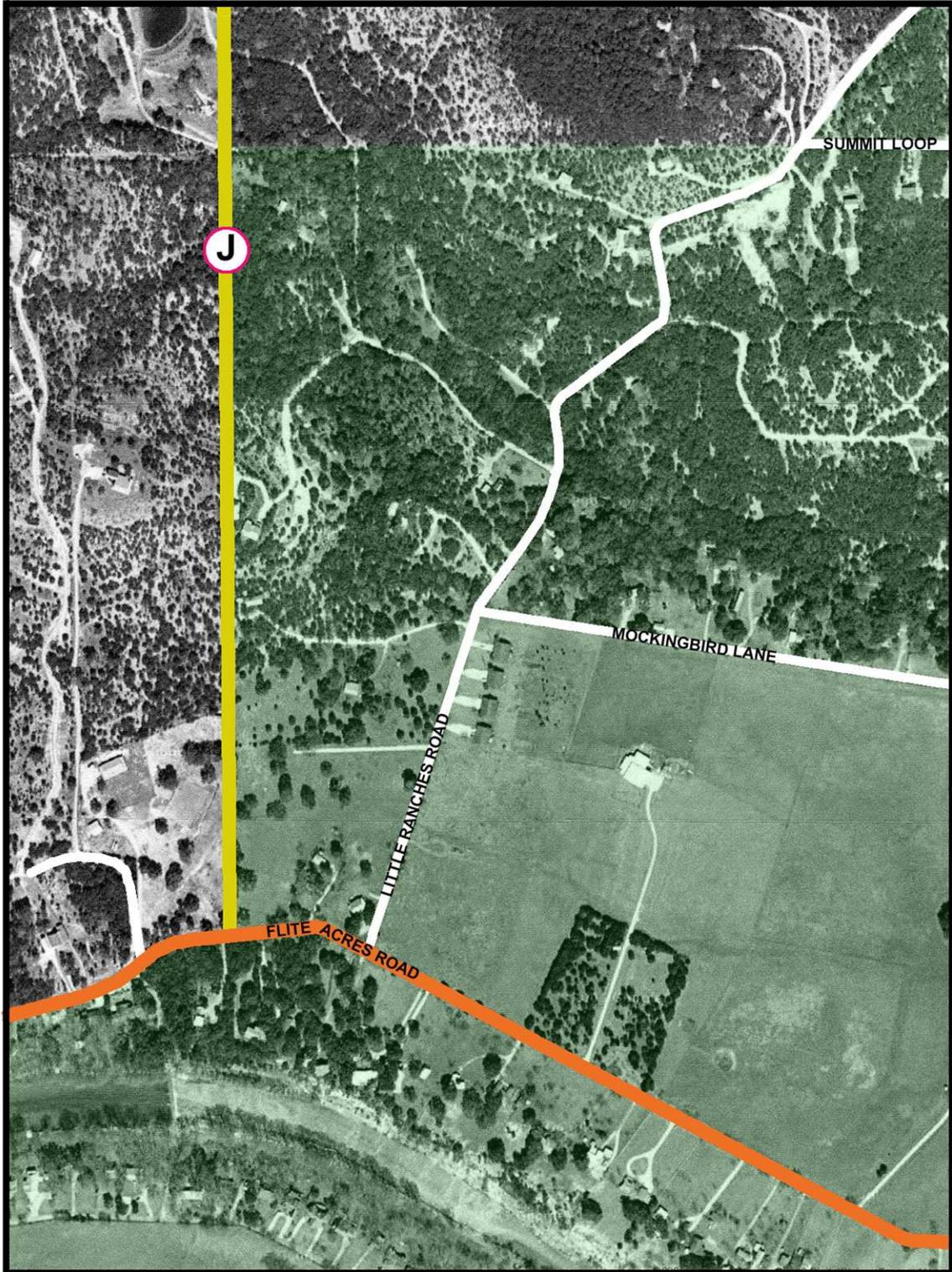
- New Collector
- Existing Collector
- Existing Street Upgraded to Collector
- State Highway

Green Area is Within City Limits



Segment I New Collector from RR12 to Winters Mill Pkwy.

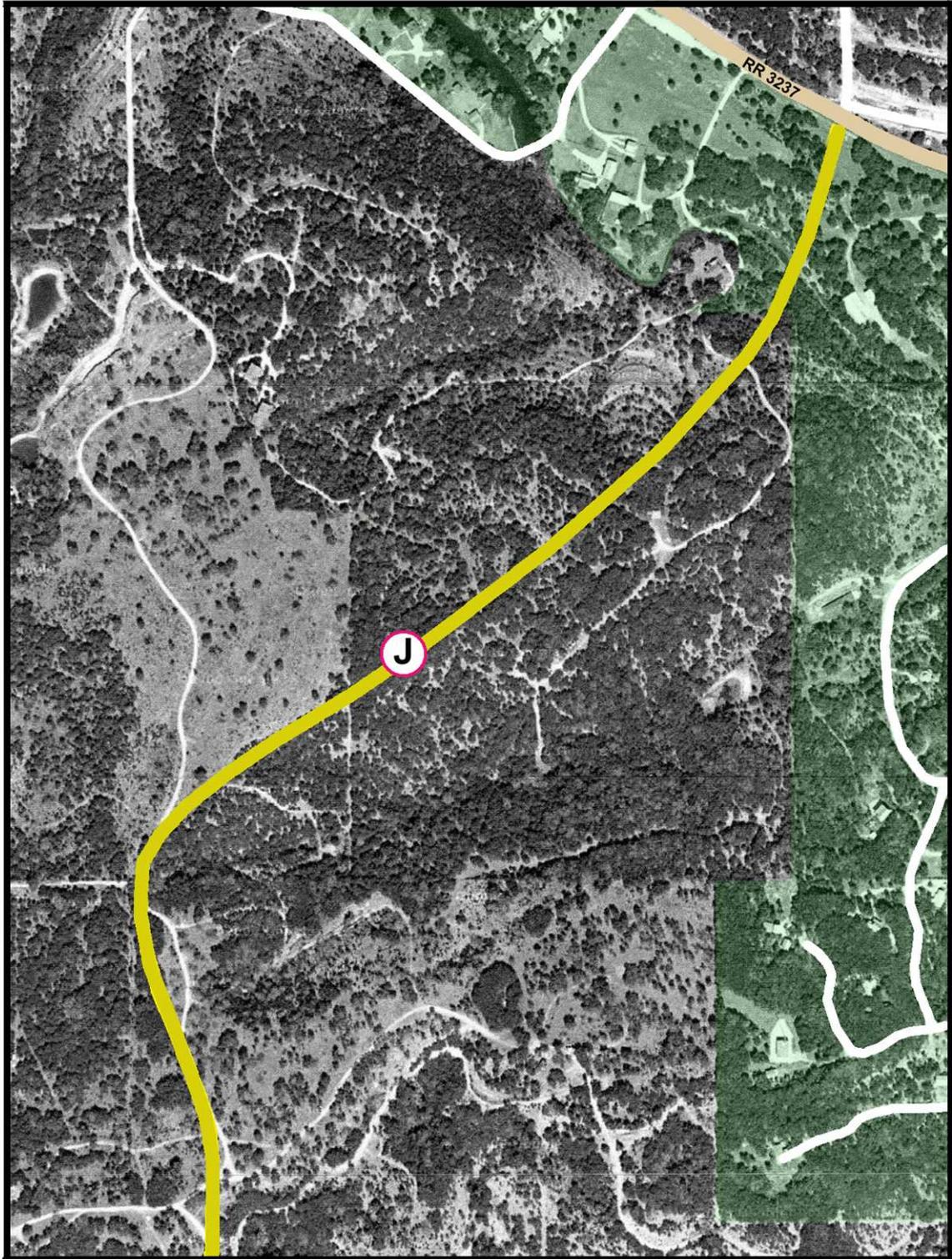
-  New Collector
 -  State Highway
- Green Area is Within City Limits



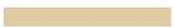
Segment J, South Section Flite Acres Rd. to RR3237

-  New Collector
-  Existing Collector

Green Area is Within City Limits



Segment J, North Section Flite Acres Rd. to RR3237

-  New *Collector*
-  State Highway

Green Area is Within City Limits

SCOPE OF COLLECTOR SEGMENTS

Segment A: The existing, paved Road 1492 from RR12 to a point approaching the Blanco River is upgraded to Collector.

Segment B: A new Collector is constructed from Segment A to the Blanco River. A new bridge or crossing is constructed at the Blanco River. A new Collector is constructed from the bridge or crossing to Wayside Drive.

Segment C: The existing, paved Wayside Drive is upgraded to Collector from River Road to the new north-south Collector (Segment D).

Segment D: A new Collector is constructed from Wayside Drive at River Road to RR2325 at Jacob's Well Road.

Segment E: A new Collector is constructed from Wayside Drive to the Hays County Transfer Station. The existing, one-lane part of Carney Lane is upgraded to Collector from the Transfer Station to Rader Ranch Rd.

Segment F: The existing, paved Carney Lane is upgraded to Collector from Rader Ranch Rd. to RR2325. The intersection at RR2325 is realigned.

Segment G: A new Collector is constructed from RR2325 to La Buena Vista Drive. The existing, paved section of La Buena Vista Drive is upgraded to Collector. A new Collector is constructed from La Buena Vista Drive to Cypress Creek Lane.

Segment H: The existing, paved Cypress Creek Lane is upgraded to Collector from Segment G to the sharp bend. A new east-west Collector is constructed from the sharp bend to RR12.

Segment I: A new Collector is constructed from RR12 to Winters Mill Parkway. A new bridge or crossing is constructed at Cypress Creek.

Segment J: A new Collector is constructed from Flite Acres Road to RR3237.

Segment K: The existing, paved Spoke Hollow Road is upgraded to Collector from RR12 to the Blanco River. The approach and crossing at the Blanco River is upgraded.

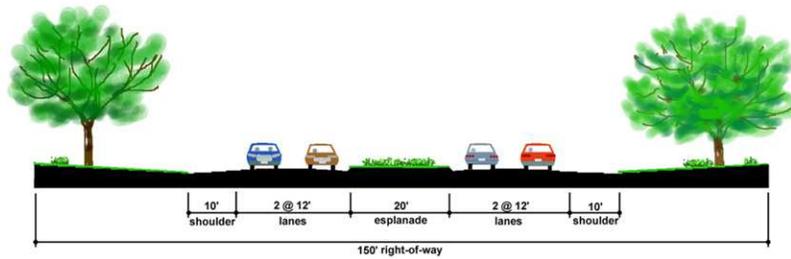
Segment L: The existing, paved Fulton Ranch Road is upgraded to Collector from Flite Acres Road/Little Arkansas Road to the vicinity of Saddleridge Section 2. A new Collector is constructed from that point south to RR12.

Segment M: The existing, paved Flite Acres Road is upgraded to Collector from RR3237 to Little Arkansas Road. The approach and crossing at the Blanco River is upgraded.

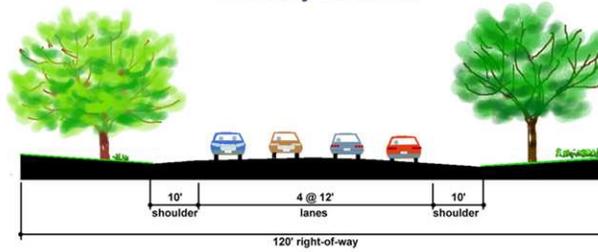
Right-of-way and Pavement Dimensions for Arterials and Collectors

This Plan is diagrammatic and does not assign "primary" or "secondary" designations to the Arterials and Collectors shown. Those definitions are set forth in the City Ordinances, and are based primarily on anticipated traffic counts.

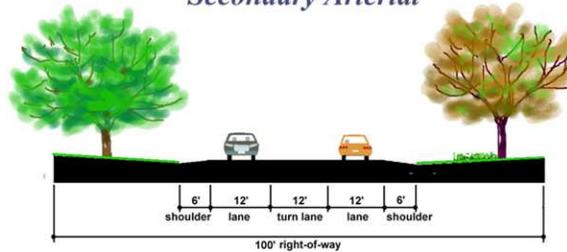
To provide adequate accommodation for this anticipated traffic, it is recommended that the following dimensions be adopted by the City:



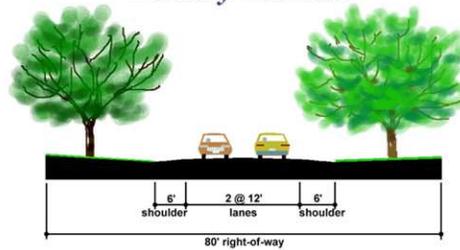
Primary Arterial



Secondary Arterial



Primary Collector



Secondary Collector

**APPENDIX
PART A
TRAFFIC ANALYSIS**

A comprehensive picture of the traffic in and around the Village was very important to the master planning process:

1. Between November 2004 and January 2005, the City took 40 week-long traffic counts at locations within the City Limits.
2. In March 2005, with permission of Woodcreek and the County, the City took 9 additional counts in and around Woodcreek.
3. TxDOT does not allow traffic counts by others on State highways, so their published 2005 counts are used. The dates and duration of these counts is not known.
4. CAMPO also publishes counts on major roads (not highways) but the dates and durations are not known, and their counts generally disagree with the City counts.

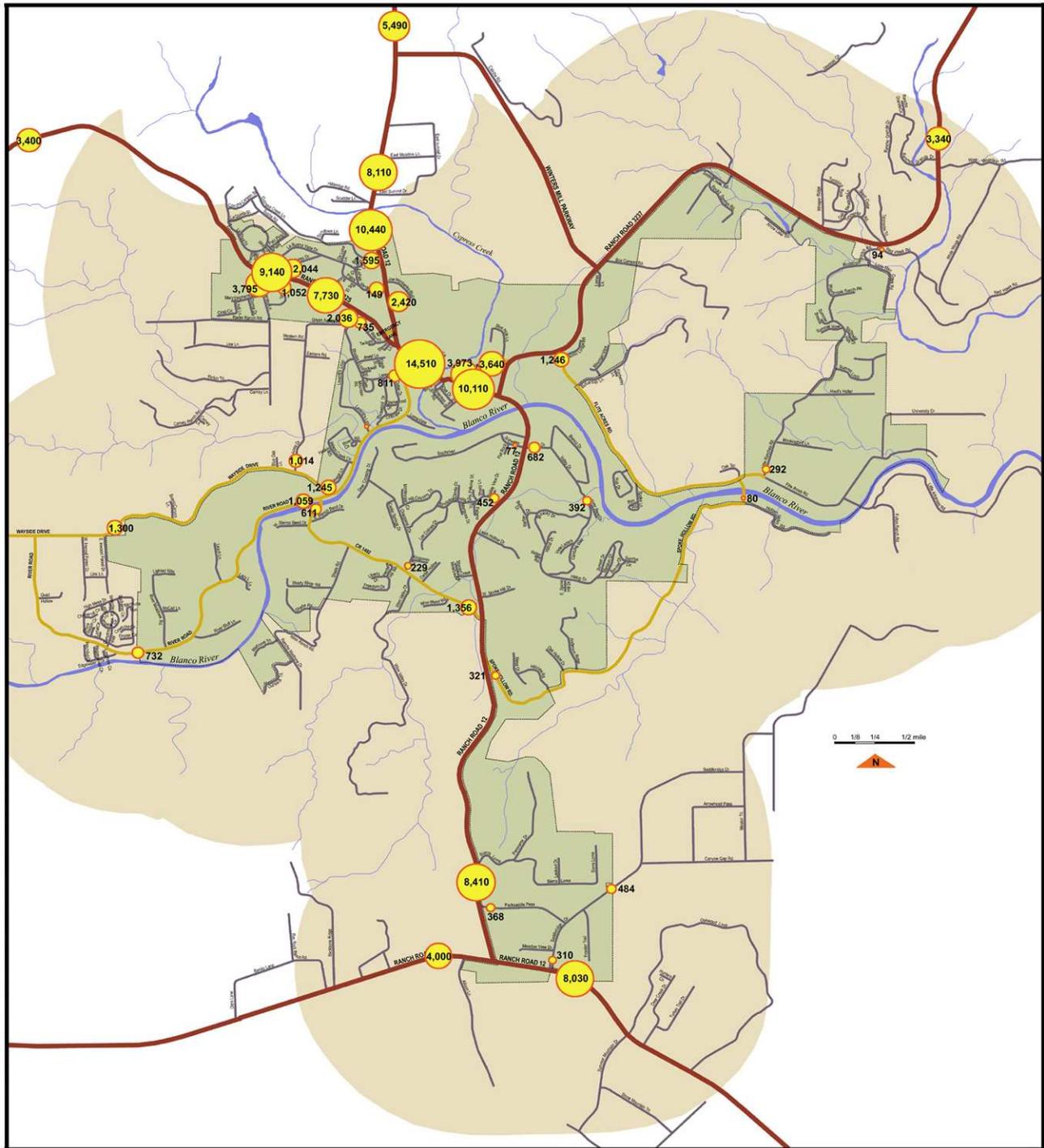
It should be noted that none of the information was collected after the Winters Mill Parkway (the Bypass) was opened, so its affect on the traffic patterns is not known. It is also important to point out that traffic counts are significantly affected by the seasons, holidays, weather, school calendars and scheduled events. Therefore, they only provide a general picture of transportation patterns.

The above traffic count information is presented in two maps:

A. Village of Wimberley Traffic Counts

B. Traffic Counts on Neighboring Roads

Traffic on most roads is a combination of neighborhood trips, local in-town trips and through-town regional trips. But because there is no available way to determine the origins of our current traffic, it is very difficult to extrapolate its characteristics into areas of future development. Additionally, because there is no land planning in the Village ETJ or County, the location and impact of future traffic-generating features cannot be ascertained. For these reasons, only general assumptions about future traffic could be made in formulating the Plan.

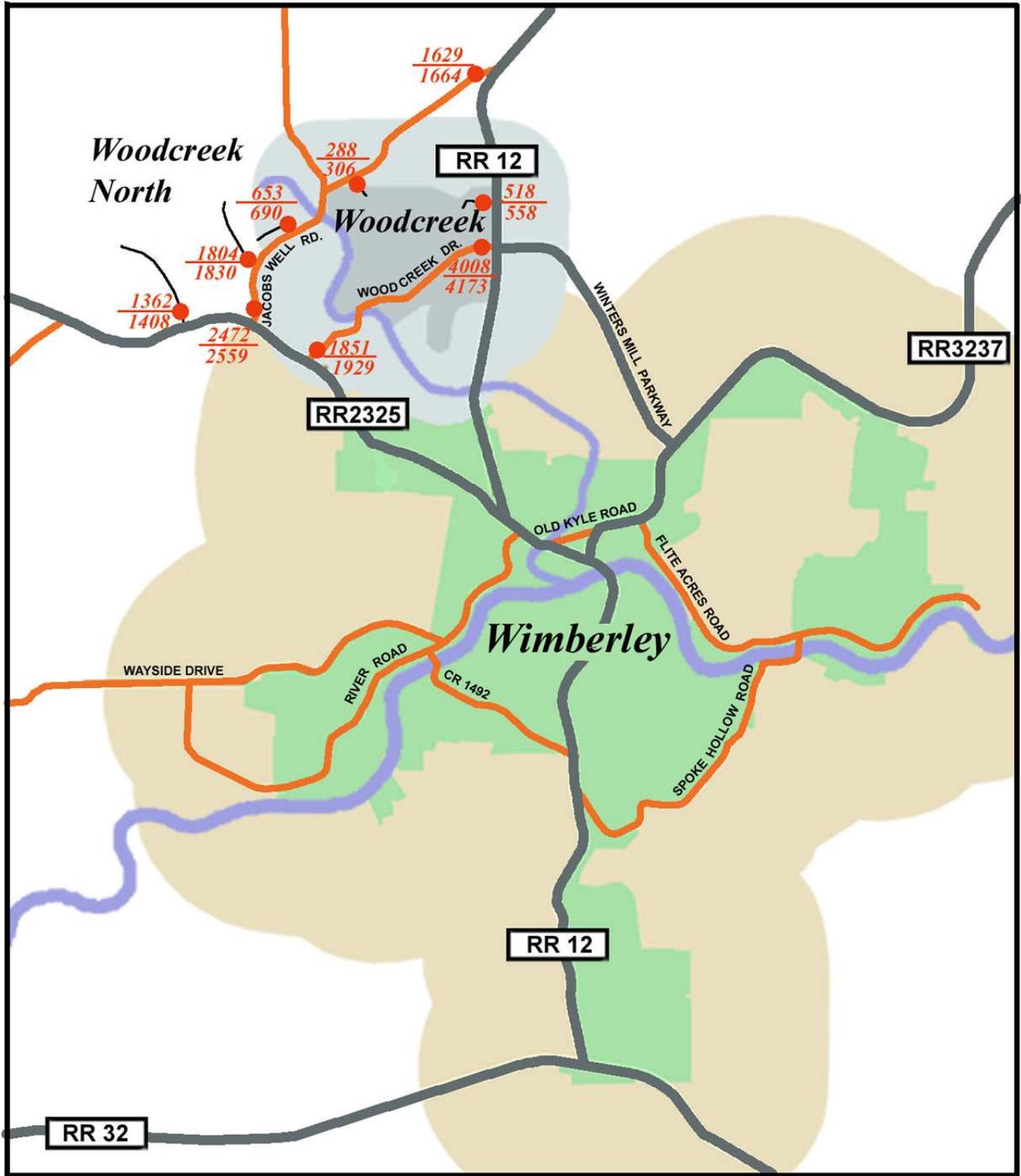


Village of Wimberley Traffic Counts

Wimberley City Limits
 Wimberley ETJ



Circles are located where counts were taken
 Circle size is proportional to traffic count
 Numbers indicate average trips per day
 Counts on highways are from TxDOT
 Counts on Village streets are weekday averages



Traffic Counts on Neighboring Roads

—●— Location of City Counters

2481 7-day Average
2593 5-day Average Trips per Day

**APPENDIX
PART B
IMPACT STATEMENT**

This Executive Summary provides a synopsis of the Village of Wimberley's Transportation Master Plan. The overall purpose of the plan is to identify a vision for transportation that is integrally linked with the Village's land use goals. The vision describes how the transportation facilities and services will evolve over a long period of time. As such, the Transportation Master Plan will guide public and private sector decisions on the region's transportation systems.

The need for a transportation plan is based on the changes that are occurring in the Village of Wimberley area and the need to integrate the transportation plan/program with the land use goals. Traffic growth continues, giving rise to additional concerns regarding congestion and safety.

In response to these issues, the Transportation Master Plan provides an opportunity to more clearly and firmly establish the relationship between land use and development policy and transportation. The Plan also provides a chance for community leadership to seize opportunities that may now exist for the Village of Wimberley area. Transportation investments can create and achieve significant change. Economic development can be stimulated, environmental conditions can be improved, and quality of life can be enhanced. The number one goal in making and prioritizing transportation decisions must be the safety and well being of our citizens.

This plan should be continually managed and updated. This requires commitment. The Village of Wimberley will need to be an active partner with other local, county, and state governments to achieve this use of the Plan. In this sense, the preparation of this Plan is only the beginning.

The Village of Wimberley Transportation Master Plan, as it develops, will carefully consider the challenges and opportunities facing the Village of Wimberley over the next twenty (20) years, to recommend goals, objectives, policies, and improvements to prepare the city to meet its future transportation needs. The relationship between transportation and land use is significant and should be recognized more fully. Transportation systems and land use patterns have well-documented reciprocal relationships. The Village of Wimberley, demands upgraded transportation systems, while improvements to streets, bridges, pedestrian, and bike systems initiate changes to adjacent lands. The Village has an obligation in protecting the health, safety, and welfare of its citizens to curtail growth in areas where the proper transportation infrastructure is not in place. Integrating transportation infrastructure improvements with the recommendations and programs contained in land use goals will substantially improve the City by providing enhanced access and mobility for current and future residents and assuring responsible land use decisions.