

**NOTICE IS HEREBY GIVEN THAT
THE CITY COUNCIL OF THE CITY OF LAKEWAY, TRAVIS COUNTY, TEXAS
WILL MEET IN SPECIAL SESSION
MONDAY, JANUARY 13, 2020 at 2:00 p.m.
LAKEWAY CITY HALL, 1102 LOHMANS CROSSING, LAKEWAY, TEXAS 78734**

AGENDA

1. Establish Quorum and Call to Order.
2. **Pledge of Allegiance.**
3. **Update on Comprehensive Plan.**
 - Report from Committee Chair Larry Harlan.
 - Citizen participation.
 - Council discussion/action
4. **Update on Transportation Study.**
 - Report from Committee Chair Judy Donohue.
 - Citizen participation.
 - Council discussion/action
5. **Discussion of Policy Issues Relating to Vaping Ordinances.**
 - Preliminary Comments from Council Member Higginbotham.
 - Citizen participation.
 - Council discussion/action
6. Adjourn.

Signed this the _____ day of _____, 2020.

Sandra L. Cox, Mayor

All items are subject to action by the City Council, Pursuant to Ordinance No. 2001-10-29-1, Article VI.

The City Council may adjourn into Executive Session at any time during the course of this meeting to discuss any matters listed on the agenda, as authorized by the Texas Government Code including, but not limited to, Sections: 551.071 (Consultation with Attorney), 551.072 (Deliberations about Real Property), 551.073 (Deliberations about Gifts and Donations), 551.074 (Personnel Matters), 551.076 (Deliberations about Security Devices), 551.087 (Economic

Development), 418.183 (Deliberations about Homeland Security Issues) and as authorized by the Texas Tax Code including, but not limited to, Section 321.3022 (Sales Tax Information).

Certification: I certify that the above notice of meeting was posted on the City of Lakeway Official Bulletin Board on the ____ day of _____ 2020 at ____ o'clock a.m./p.m. Council approved agendas and action minutes are available on line at <http://www.lakeway-tx.gov/>. The City of Lakeway Council meetings are available to all persons regardless of ability. If you require special assistance, please contact Jo Ann Touchstone, City Secretary, at 314-7516 at least 48 hours in advance of the meeting.

Jo Ann Touchstone, City Secretary

Item # 4

[Return to Agenda](#)



Transportation Infrastructure Investment Program Report

Executive Summary

January 2020

1. INTRODUCTION

The City of Lakeway conducted a study to evaluate potential improvements to the existing transportation infrastructure that would relieve congestion and reduce travel time within the City limits. The study focused on several areas within Lakeway and includes improving and extending existing roads on new locations to provide connectivity solutions. City leadership and staff selected 11 (nine roadway and two pedestrian/bicycle) candidate projects shown in **Figure 1** based on previously identified transportation challenges and ongoing City planning initiatives for inclusion in the City’s infrastructure investment program. Based upon coordination with the City Engineer and public comments received, nine additional projects were included for review (see **Appendix A-1**).

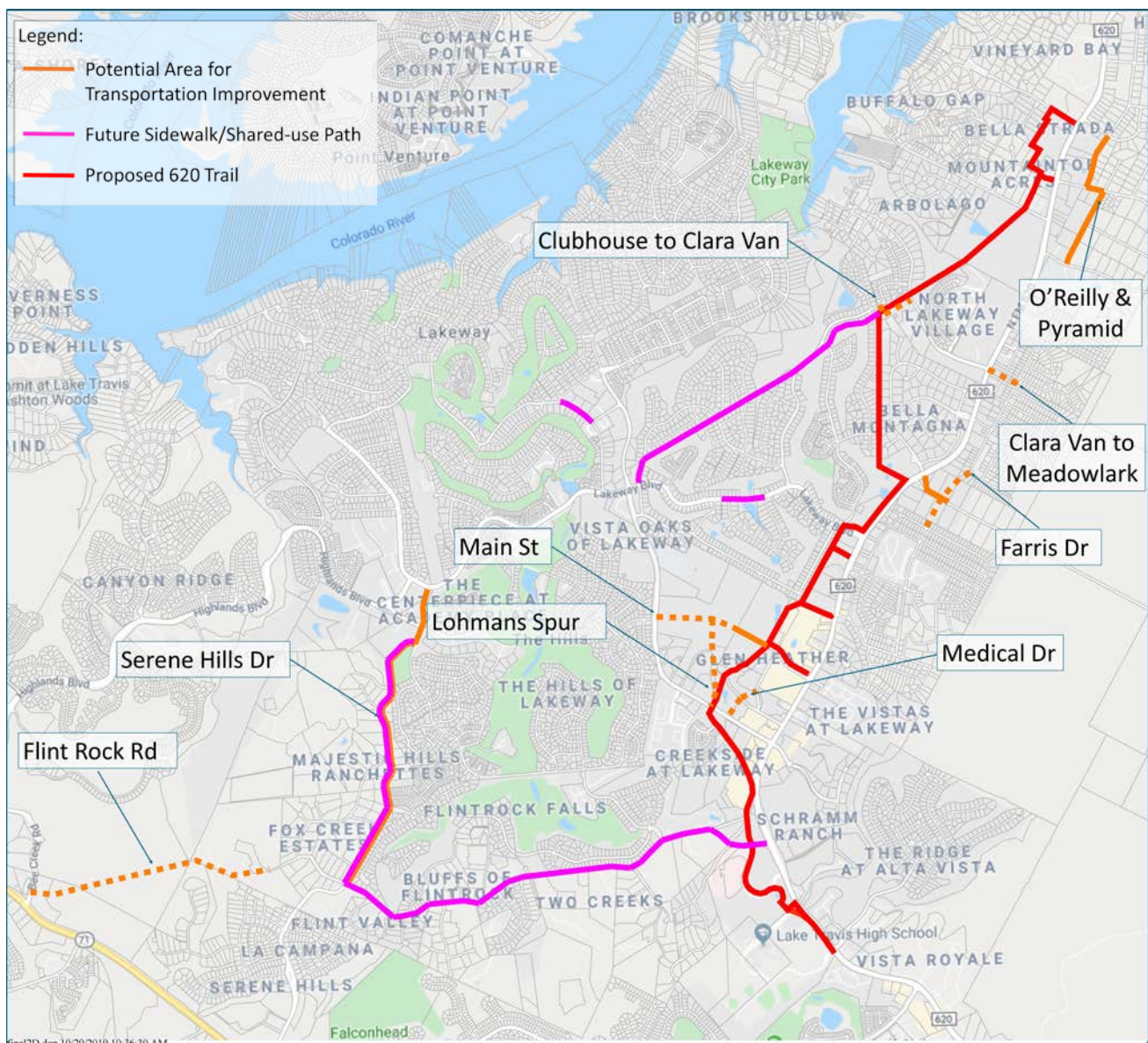


Figure 1: Potential Areas of Transportation Improvements

A Transportation Steering Committee (TSC) was appointed by the City of Lakeway to facilitate the process. The TSC was comprised of Judy Donahue (Chair), Justin Crawford, Jesse Griffith, Christina Humphrey, Hannah Lloyd, Robert Schmidt, and John Caporal, with Gretchen Vance serving as the City Council Liaison. The TSC conducted a van tour of the potential transportation improvement areas and met with the project consulting team on multiple occasions to review available documents, traffic data, evaluation screening matrix, and the open house summary. The results of the evaluation process are summarized herein.

2. EVALUATION CRITERIA

A set of performance measures was developed to assist the TSC in the project prioritization process. Criteria established for evaluating the projects included both quantitative (based on measurable system performance and transportation impact criteria) and qualitative (based on policy imperatives) performance measures. The TSC elected to use Travel Time Savings, Safety, Quality of Life, Neighborhood Acceptance, and Cost Benefit to evaluate the potential projects and assigned a weighting of 20% to each criterion (**Table 1**).

Table 1: TSC Evaluation Criteria

Evaluation Criteria	Performance Measure	Weight (%)
Travel Time Savings	Reduction in AM and PM peak-hour delay	20%
Safety	Decreasing conflict on RM 620, providing signalized intersections at other locations	20%
Quality of Life	Connectivity improvements for residents	20%
Neighborhood Acceptance	Level of public support	20%
Cost Benefit	Cost per number of people served	20%

The project team applied a rating scale ranging from “Low, Medium-low, Medium, Medium-high, to High” with a corresponding numerical value of “1 to 9”. By multiplying the assigned value and the weighting factor, the score for each criterion ranged from 0.20 to 1.8. Project evaluation matrices were developed to assist in ranking and prioritizing the projects (**Appendix A**). The resulting score for each criterion was totaled for each project and the weighted results provided the basis for the TSC’s prioritizations and recommendations.

With no crash data available for the potential improvements, “Safety” was evaluated based on engineering judgment. Consideration was given to the benefit of decreasing traffic conflicts on RM 620

by providing alternate routes and providing signalized intersections where ingress and egress is an issue.

Similarly, “Quality of Life” was based on a qualitative assessment that considered the improved connectivity for residents resulting from new location projects compared to added capacity improvements. It is important to note that improved connectivity may be viewed as benefit for residents wanting travel options and improved access throughout the community, while those looking to preserve the existing character of the neighborhoods may view it as a negative impact.

Travel time savings, neighborhood acceptance (based on public input), and the cost benefits (as it relates to cost estimates) for the potential investments are discussed below.

3. EVALUATION OF POTENTIAL INVESTMENTS

3.1 Travel Time Savings

As part of the process for determining where transportation system improvements would best meet Lakeway’s needs, the current conditions of the major roadways within Lakeway were analyzed to understand where current deficiencies exist. In addition to technical analyses, the project team relied heavily on local stakeholder and public input to understand transportation system conditions and identify critical locations. With this information, improvements focused on the areas of greatest current deficiencies were analyzed and ranked.

Traveller Response to Potential Investments Forecasts

The PM peak hour traffic volumes using potential improvements were assessed to estimate the traffic demand each proposed transportation investment is likely to serve. **Figure 2** shows the projected future peak hour traffic anticipated to use the potential transportation investments that are new connections. The Medical Parkway Extension is anticipated to have the highest projected utilization with the addition of approximately 530 trips using the extension in the PM peak hour, while the proposed Guyan Road extension is anticipated to have the lowest use.

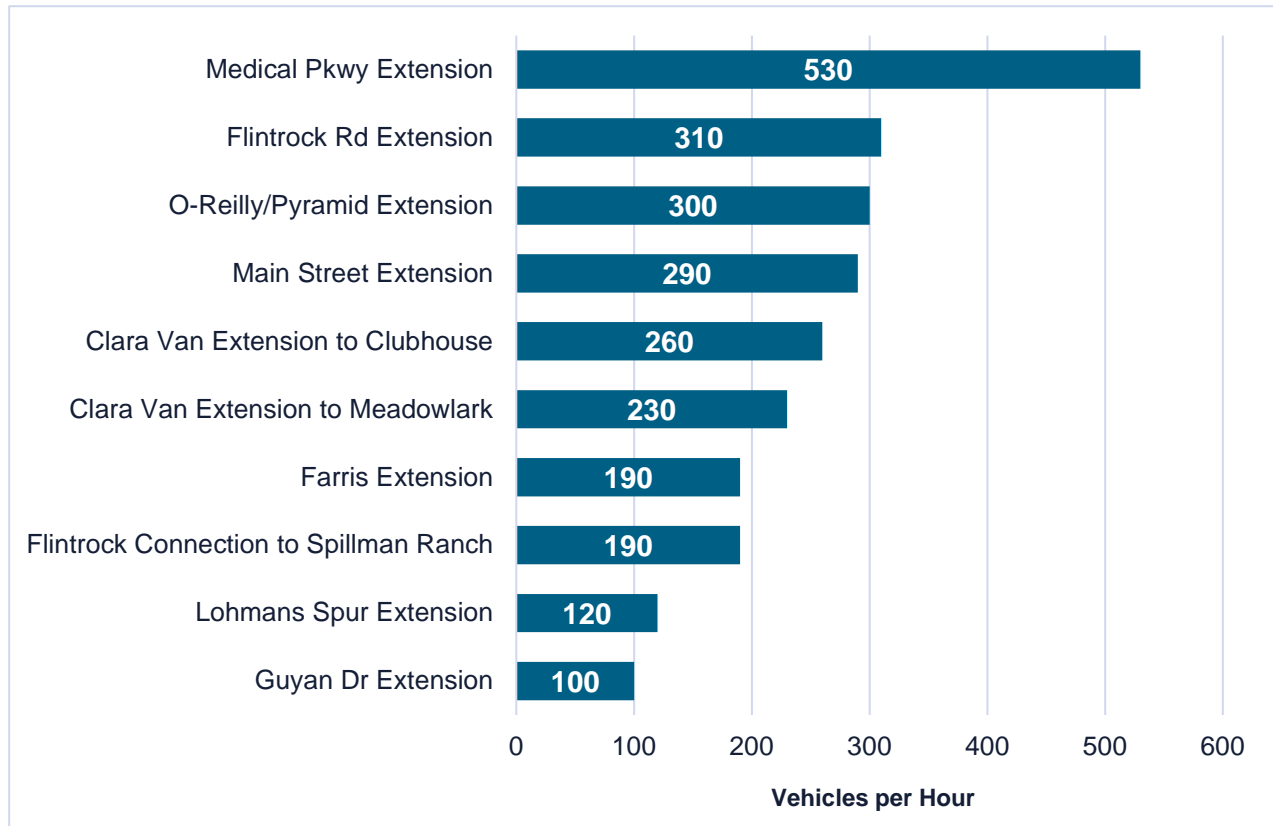


Figure 2: 2045 Total PM Peak Hour Trips

Roadway Congestion and Delay

PM peak hour trip metrics were used to evaluate the total network performance. 2045 Baseline conditions and 2045 With Improvements conditions were used to compare the anticipated roadway congestion and delay. As shown in **Table 2**, both the total network delay and average intersection delay are expected to decrease significantly while the vehicle miles traveled is expected to increase in the 2045 With Improvements scenario. Additionally, the number of unserved vehicles is expected to decrease with the potential projects in place, representing a network with higher capacity and greater throughput of vehicles. Accordingly, the proposed transportation improvements are expected to result in improved trip metrics from the 2045 Baseline conditions.

Table 2: Total PM Network Metrics

	2019 Existing	2045 Baseline	2045 with Improvements	Change with Proposed Projects (2045)
Total Population Metrics	15,184	23,629	23,629	-
Total Number of Trips	13,625	22,000	22,000	-
Average Speed (mph)	25.9	20.0	24.7	+ 4.7 (24%)
Average Trip Length (mi)	3.6	4.3	4.3	+ 0.1 (2%)
Average Travel Time (min)	9.5	15.5	12.2	- 3 (19%)
Vehicle Miles Traveled (VMT)	38,969	42,845	58,678	+ 15,833 (37%)
Vehicle Hours Traveled (VHT)	1,783	2,578	2,752	+ 174 (7%)
Unserviced Vehicles	471	2,004	877	- 1127 (56%)
Unserviced Delay (hours)	0	620	117	- 503 (81%)
Total Delay (hours)	743	1,467	1,238	- 229 (16%)
Average Intersection Delay (sec/veh)	21	60	34	- 27 (45%)

Roadway congestion and delay were also evaluated by comparing the level of service (LOS) at the study intersections. The 2010 Highway Capacity Manual uses LOS as the method by which the quality of traffic flow is described and LOS “A” through “F” describes operational conditions based on speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. **Table 3** shows the projected PM peak hour LOS for 2019 Existing, 2045 Baseline, and 2045 With Improvements conditions. As shown in **Table 3**, all study intersections have an increase in delay from the 2019 Existing conditions to the 2045 Baseline conditions. Twelve intersections showed a decrease in delay from the 2045 Baseline conditions to the 2045 With Improvements conditions while five intersections showed an increase in delay.

Table 3: PM Peak Hour LOS Analysis Results

ID	Intersection	LOS/ Delay	Existing (2019)	Baseline (2045)	With Improvements (2045)
101	RM 620 & Debba Drive	LOS	B	C	C
		Delay (sec)	17.64	21.83	20.83
102	RM 620 & Kollmeyer Drive	LOS	B	E	B
		Delay (sec)	14.62	56.32	11.58
103	RM 620 & Clara Van Street	LOS	A	B	B
		Delay (sec)	6.43	12.12	15.09
104	RM 620 & Lakeway Boulevard	LOS	C	D	B
		Delay (sec)	30.31	50.53	14.21
105	RM 620 & Dave Drive	LOS	A	D	B
		Delay (sec)	9.14	27.99	10.10

ID	Intersection	LOS/ Delay	Existing (2019)	Baseline (2045)	With Improvements (2045)
106	RM 620 & Glen Heather Drive	LOS	C	F	D
		Delay (sec)	30.63	127.58	38.38
107	RM 620 & Lohmans Crossing Road	LOS	C	F	F
		Delay (sec)	34.72	203.73	101.37
108	RM 620 & Flint Rock Road	LOS	D	F	F
		Delay (sec)	44.88	145.72	111.92
109	RM 620 & Spillman Ranch Loop	LOS	C	E	E
		Delay (sec)	27.34	63.48	62.85
110	RM 620 & Cavalier Drive	LOS	B	C	D
		Delay (sec)	19.57	23.28	39.14
111	Lakeway Boulevard & Lohmans Crossing Road	LOS	C	E	D
		Delay (sec)	33.57	72.05	37.45
112	Lakeway Boulevard & Highlands Boulevard	LOS	A	E	B
		Delay (sec)	7.18	47.58	12.63
113	Lakeway Boulevard & The Hills Drive	LOS	B	B	C
		Delay (sec)	11.59	14.75	17.96
114	Serene Hills Drive & Flint Rock Road	LOS	D	F	F
		Delay (sec)	26.50	102.19	123.29
115	SH 71 & Serene Hills Drive	LOS	C	C	C
		Delay (sec)	20.27	29.52	25.38
116	SH 71 & Bee Creek Road	LOS	B	C	C
		Delay (sec)	19.61	23.47	23.34
117	Highland Boulevard & Bee Creek Road	LOS	A	A	A
		Delay (sec)	3.95	4.52	4.72

The resulting change in intersection delay at affected intersections was used in determining the prioritization of potential transportation investments.

3.2 Costs Estimates

Cost benefits for each improvement were analyzed based on the project cost per number of people served and assigned a rating ranging from Low to High. Cost estimates were developed for each project using three expense categories: construction, engineering, and Right-of-Way (ROW) acquisition. Construction costs were calculated using up-to-date local unit cost prices. Each project was then evaluated for its design and construction complexity; construction prices and engineering costs were adjusted accordingly. For undeveloped land, ROW costs were based on residential and commercial price per square foot. Travis County tax assessed values were used in cases where real estate was impacted. The preliminary cost estimates developed for each project are provided in **Table 4**.

Table 4: Preliminary Cost Estimates

Project	Construction Cost	Engineering Cost	ROW Cost	Total Preliminary Costs
Main Street	\$4.58 M	\$0.47 M	\$0.50 M	\$5.55 M
O'Reilly & Pyramid between the two schools	\$1.95 M	\$0.19 M	\$0	\$2.13 M
Medical Drive	\$1.83 M	\$0.25 M	\$0.20 M	\$2.28 M
Farris Drive	\$1.69 M	\$0.16 M	\$0.26 M	\$2.10 M
North-South SUP	\$8.02 M	\$0.95 M	\$0	\$8.97 M
Lohmans Spur	\$2.48 M	\$0.25 M	\$0.50 M	\$3.23 M
Additional sidewalk gaps within the City	\$7.32 M	\$0.75 M	\$0	\$8.07 M
Clara Van to Meadowlark connection	\$0.36 M	\$0.12 M	\$2.46 M	\$3.0 M
Serene Hills	\$13.7 M	\$1.35 M	\$0	\$15.0 M
Flint Rock Extension (Flint Rock to Bee Creek Road)	\$20.9 M	\$2.80 M	\$1.75 M	\$25.4 M
Clubhouse to Clara Van connection	\$1.16 M	\$0.19 M	\$0.18 M	\$1.53 M
Crest View/Rolling Green Drive			\$0	\$0.30 M
Crosswalk Improvements at Lakeway Dr/Lakeway Blvd	\$0.90 M	\$0	\$0	\$0.90 M
Drainage Improvements at LWC on Lakeway Dr	\$1.49 M	\$0.20 M	\$0	\$1.69 M
Cart path at Lohmans Crossing & Hurst Creek	\$2.45 M	\$0.28 M	\$0	\$2.72 M
Guyan Drive Extension	\$1.14 M	\$0.12 M	\$0.21 M	\$1.47 M
Serene Hills Dr (from Flint Rock to SH 71)	\$5.59 M	\$0.53 M	\$0	\$6.12 M

For example, cost benefit for the Flint Rock Extension was rated “Low” due to the high project costs (\$25.4 million) for the new location project relative to the number of Lakeway residents served. Similarly, the cost benefit for the O'Reilly and Pyramid Drive improvements was rated “Medium-high” with a cost estimate of \$2.13 million to pave the existing roads and provide a safe and alternate route to the schools for residents on the east side of the City.

3.3 Neighborhood Acceptance

Public input is an integral component of the transportation development process and as such, the City of Lakeway provided multiple opportunities for residents to provide input on the potential investments. For this reason, neighborhood acceptance and the associated level of community support received during the study was included as an evaluation criterion. The TSC conducted several outreach meetings with homeowners and neighborhood associations from September 2019 through October 2019 (prior to the Open House) and received 27 comments. An Open House was held on Tuesday, October 29, 2019 at the City's Activity Center to obtain public input on potential areas for transportation improvements. Exhibits of the potential investment areas were reviewed by the public during the open house, and City staff, TSC members and consultants answered questions. A total of 106 individuals attended and 182 comments were received during the Open House comment period, which ended on November 8, 2019. These comments are summarized in **Appendix B**.

Of 209 (182 from the Open House and 27 comments during the TSC stakeholder outreach meetings) comments received:

- 31 (15%) pertained to Serene Hills Drive and Flint Rock Extension
- 42 (20%) pertained to Main Street, Lohmans Spur and Medical Drive
- 75 (36%) pertained to Clubhouse to Clara Van Connection and Clara Van to Meadowlark Connection
- 3 (1%) pertained to Farris Drive and O'Reilly Drive/Pyramid Drive Improvements
- 13 (6%) pertained to North-south SUP and filling in the sidewalk gaps
- 45 (22%) pertained to other projects (Lakeway Boulevard Connectivity, Tuscan Village, Crest View Drive/Rolling Green Drive extension, RM 620 at Main Street, and Guyan Drive extension)

59 attendees provided input on transportation-related priorities:

- 11 (19%) selected congestion and signal wait times
- 18 (30%) selected roadway safety
- 13 (22%) selected connectivity
- 11 (19%) selected pedestrian safety and mobility
- 6 (10%) selected Bicycle safety and mobility

16 attendees provided input on RM 620 Trail Priority Segments:

- 3 (19%) selected Segment 1 (Oak Grove to Clara Van)
- 3 (19%) selected Segment 2 (Clara Van to Lakeway)
- 8 (50%) selected Segment 3 (Lakeway to Lohmans)
- 2 (12%) selected Segment 4 (Lohmans to Cavalier/Aria)

4. PRIORITIZING POTENTIAL INVESTMENTS

The TSC met on December 3, 2019 to review the project evaluation matrices (**Appendices A-1 and A-2**) that were developed based on the evaluation criteria. As shown in **Appendix A-2**, several projects ranked in the Medium-high to High range, with weighted totals greater than seven points. In addition to the project evaluation matrix, the TSC reviewed and considered the traffic data, preliminary cost estimates, and public input to identify an initial list of projects for ranking and prioritization. The project evaluation matrix was refined to include preliminary costs estimates, weighted total, and project advantages and disadvantages.

During the December 10, 2019 TSC meeting, the TSC completed the project prioritization and ordered the projects by level of importance as shown in **Appendix A-3**. These project recommendations listed in **Table 5** were presented at the December 16, 2019 City Council Meeting.

Table 5: Recommended Potential Investments

Project	Total Preliminary Costs
Main Street	\$5.55 M
OReilly & Pyramid between the two schools	\$2.13 M
Medical Drive	\$2.28 M
Farris Drive	\$2.10 M
North-South SUP	\$8.97 M
Lohmans Spur	\$3.23 M
Additional sidewalk gaps within the City	\$8.07 M
Clara Van to Meadowlark Connection	\$3.00 M

Appendix A

A-1: Project Evaluation Matrix (Rating Scale)

A-2: Project Evaluation Matrix (Weighted Totals)

A-3: Prioritized Project Listing

APPENDIX A-1: CITY OF LAKEWAY PROJECT EVALUATION MATRIX (RATING SCALE)

No.	Project	Scope	Travel Time Savings	Safety	Quality of Life	Neighborhood Acceptance	Cost Benefit
1	Serene Hills	Improvements along Serene Hill inclusive of the Serene Hills/The Hills Drive intersection	Low	Medium	Medium	Low	Low
2	Flint Rock Extension (Flint Rock to Bee Creek Road)	New location extension of Flint Rock Rd to Bee Creek Rd	Medium-Low	Low	Low	Low	Low
3	Main Street	New location connection between RM 620 and Lohman's Crossing	High	Medium	High	High	High
4	Lohmans Spur	New location extension from Lohmans Spur to Main Street	High	Medium	Medium-High	Medium	Medium
5	Medical Drive	New location extension from Birrell to Lohman's	High	Medium	Medium	High	Medium
6	Clubhouse to Clara Van connection	New location connection from Clubhouse to Clara Van utilizing easement property	Low	Low	Medium-Low	Low	Low
7	Clara Van to Meadowlark connection	New location connection utilizing the signal at Clara Van	Low	High	Medium-High	Low	Low
8	Farris Drive	New location extension from Gebron to Meadowlark	Medium	High	High	Medium	Medium
9	O'Reilly & Pyramid between the two schools	Existing Travis County roads to be improved	Medium-High	High	High	Medium	Medium-High
10	North to South running Shared Use Path		N/A	High	High	High	Medium
11	Additional sidewalk gaps within the City	Filling sidewalk gaps at various locations	N/A	High	High	High	Medium-Low
Other Projects							
12	Crest View/Rolling Green Drive	Extend Crestview Drive/Rolling Green into The Oaks parking lot.	Roadway extension not feasible				
13	RM 620/Main Street Intersection	Improve intersection/signal timing	To be done by TxDOT				
14	Hike & bike trail (SUP)	From Lohman's Spur/Lohman's Crossing into HEB and The Oaks	Priority is Segment 3 (Lakeway to Lohmans)				
15	Crosswalk Improvements at Lakeway Dr/Lakeway Blvd		Add to Project No. 11				
16	Drainage improvements at LWC on Lakeway Dr	Sidewalk/Cart path (both sides) & Culvert improvements to eliminate low water crossing		High	High	High	Medium
17	Cart path at Lohmans Crossing & Hurst Creek	Add cart path on other side of the road	Add to Project No. 11				
18	Guyan Drive Extension	New location extension from Rolling Green Dr to Lohmans Crossing	Medium	Low	Medium-Low	Low	Medium
19	Serene Hills Dr (from Flint Rock to SH 71)	Add 1 lane in each direction	Medium-Low	High	Medium	Medium	High
20	Flint Rock to Spillman Ranch Connection	New location connection from Flint Rock to Lakeway High School	Medium-High	High	High	High	Medium-High

NOTE:-

Projects 15 - 17 added by City Engineer

Projects 18 - 20 added based on public comments

Transportation Steering Committee Weighting

Rating Scale

Assigned Value

20%	System Performance and Travel Time Savings	Low	1
20%	Safety	Medium-Low	3
20%	Quality of Life	Medium	5
20%	Neighborhood Acceptance	Medium-High	7
20%	Cost Benefit	High	9

APPENDIX A-2: CITY OF LAKEWAY PROJECT EVALUATION MATRIX (WEIGHTED TOTALS)

No.	Project	Scope	Travel Time Savings	Safety	Quality of Life	Neighborhood Acceptance	Cost Benefit	Weighted Total
1	Serene Hills	Improvements along Serene Hill inclusive of the Serene Hills/The Hills Drive intersection	1	5	5	1	1	2.6
2	Flint Rock Extension (Flint Rock to Bee Creek Road)	New location extension of Flint Rock Rd to Bee Creek Rd	3	1	1	1	1	1.4
3	Main Street	New location connection between RM 620 and Lohman's Crossing	9	5	9	9	9	8.2
4	Lohmans Spur	New location extension from Lohmans Spur to Main Street	9	5	7	5	5	6.2
5	Medical Drive	New location extension from Birrell to Lohman's	9	5	5	9	5	6.6
6	Clubhouse to Clara Van connection	New location connection from Clubhouse to Clara Van utilizing easement property	1	1	3	1	1	1.4
7	Clara Van to Meadowlark connection	New location connection utilizing the signal at Clara Van	1	9	7	1	1	3.8
8	Farris Drive	New location extension from Gebron to Meadowlark	5	9	9	5	5	6.6
9	O'Reilly & Pyramid between the two schools	Existing Travis County roads to be improved	7	9	9	5	7	7.4
10	North to South running Shared Use Path		0	9	9	9	5	6.4
11	Additional sidewalk gaps within the City	Filling sidewalk gaps at various locations	0	9	9	9	3	6
Other Projects								
12	Crest View/Rolling Green Drive	Extend Crestview Drive/Rolling Green into The Oaks parking lot.						
13	RM 620/Main Street Intersection	Improve intersection/signal timing						
14	Hike & bike trail (SUP)	From Lohman's Spur/Lohman's Crossing into HEB and The Oaks						
15	Crosswalk Improvements at Lakeway Dr/Lakeway Blvd							
16	Drainage improvements at LWC on Lakeway Dr	Sidewalk/Cart path (both sides) & Culvert improvements to eliminate low water crossing		9	9	9	5	
17	Cart path at Lohmans Crossing & Hurst Creek	Add cart path on other side of the road						
18	Guyan Drive Extension	New location extension from Rolling Green Dr to Lohmans Crossing	5	1	3	1	5	3
19	Serene Hills Dr (from Flint Rock to SH 71)	Add 1 lane in each direction	3	9	5	5	9	6.2
20	Flint Rock to Spillman Ranch Connection	New location connection from Flint Rock to Lakeway High School	7	9	9	9	7	8.2

NOTE:-

Projects 15 - 17 added by City Engineer

Projects 18 - 20 added based on public comments

Transportation Steering Committee Weighting

20%	System Performance and Travel Time Savings
20%	Safety
20%	Quality of Life
20%	Neighborhood Acceptance
20%	Cost Benefit

Rating Scale	Assigned Value
Low	1
Medium-Low	3
Medium	5
Medium-High	7
High	9

APPENDIX A-3: CITY OF LAKEWAY TSC PRIORITIZED PROJECT LISTING

No.	Project	Scope	Total Preliminary Costs	Weighted Total	TSC 12/3/19 Recommendations	Pros	Cons
3	Main Street	New location connection between RM 620 and Lohman's Crossing	\$5.6 M	8.2	For (4 lanes)	Connectivity, reduce traffic on Lohmans	
9	O'Reilly & Pyramid between the two schools	Existing Travis County roads to be improved	\$2.2 M	7.4	For	Safe route between schools; improved access	Coordination and agreement with Travis County
5	Medical Drive	New location extension from Birrell to Lohman's	\$2.3 M	6.6	For	Connectivity	
8	Farris Drive	New location extension from Gebron to Meadowlark	\$2.1 M	6.6	For	Alternate route to 620, connectivity	ROW costs, construction cost due to large culvert extension; relocation of propane storage/lines
10	North to South running Shared Use Path	New location Shared Use Path	\$9 M	6.4	For	Connectivity; alternate means of travel	Construction cost
4	Lohmans Spur	New location extension from Lohmans Spur to Main St	\$3.3 M	6.2	For	Connectivity	
11	Additional sidewalk gaps within the City	Filling sidewalk gaps at various locations (Does not include project 13-15 below or improvements along Serene Hills or Flint Rock)	\$8.1 M	6	For	Connectivity; alternate means of travel	Construction cost
7	Clara Van to Meadowlark connection	New location connection utilizing the signal at Clara Van	\$3 M	5.4	For	Safety; provide signalized exit for Cardinal Hills subdivision	ROW costs; steep grades; low cost/benefit ratio
1	Serene Hills	Improvements along Serene Hill inclusive of the Serene Hills/The Hills Drive intersection	\$15 M	2.6	Against	Increase capacity	Cost of construction, driveway access, intersection at Hills near school needs to be addressed prior to adding capacity; discuss options with ISD; increased traffic
2	Flint Rock Extension (Flint Rock to Bee Creek Road)	New location extension of Flint Rock Rd to Bee Creek Rd	\$25.5 M	1.4	Against	Reduce traffic on Serene Hills	Cost of Construction, high volume of traffic shifted to Travis Vista, increase traffic on Flint Rock
6	Clubhouse to Clara Van connection	New location connection from Clubhouse to Clara Van utilizing easement property	\$1.6 M	1.4	Against	Connectivity, reduce travel times/traffic along Clubhouse & Lakeway Dr.	Construction cost, constructability, community resistance
Other Projects							
12	Crest View/Rolling Green Drive	Shared Use Path from Crestview Drive/Rolling Green into The Oaks parking lot.	\$300k	6.6	For	Connectivity for areas north of the Oaks	
13	Crosswalk Improvements at Lakeway Dr/Lakeway Blvd		\$90k	Added to Project No. 11	For	Pedestrian safety; ADA compliance	
14	Drainage improvements at LWC on Lakeway Dr	Sidewalk/Cart path (both sides) & Culvert improvements to eliminate low water crossing	\$1.7 M		Against	Safety (during high rainfall events)	Construction Costs
15	Cart path at Lohmans Crossing & Hurst Creek	Add cart path/bike lane on other side of the road	\$2.75 M		Against	Safety & connectivity	Construction Costs due to bridge & culvert widening
16	Guyan Drive Extension	New location extension from Rolling Green Dr to Lohmans Crossing	\$1.5 M	3	Against	Connectivity; Improved access to community facilities	Community Resistance
17	Serene Hills Dr (from Flint Rock to SH 71)	Add 1 lane in each direction	\$6.2 M	5	Against	Added capacity	Storm sewer costs; construction phasing; Inviting additional cut through traffic onto Serene Hills/Flint Rock

Legend: TSC Recommended Projects

Appendix B
Summary of Public Comments

Appendix B: Summary of Public Comments Received

Project	Total Comments	Percent For	Reasons For	Percent Against	Reasons Against
Serene Hills Drive	9	22%	<ul style="list-style-type: none"> Supportive of internal connectivity and internal circulation to travel between neighborhoods Verbal support for SUP along Serene Hills 	78%	<ul style="list-style-type: none"> Road not designed for increased traffic Does not want to promote cut through traffic School drop-off/pick-up should be examined
Flint Rock Extension	22	5%	<ul style="list-style-type: none"> Request SUPs 	95%	<ul style="list-style-type: none"> Does not want to promote cut through traffic Negatively affect quality of neighborhood/property value Safety concern Speeding concerns Negatively impacts neighborhood to solve an external problem
Main Street	15	87%	<ul style="list-style-type: none"> Supportive of internal connectivity and internal circulation to travel between neighborhoods Would improve access to shopping and restaurants for residents to the west 	13%	<ul style="list-style-type: none"> Request signalized intersection
Lohmans Spur	24	50%	<ul style="list-style-type: none"> Supportive of internal connectivity and internal circulation to travel between neighborhoods Would improve access to shopping and restaurants for residents to the west 	50%	<ul style="list-style-type: none"> Request signalized intersection Speeding concerns Safety concern
Medical Drive	3	67%	<ul style="list-style-type: none"> Supportive of internal connectivity and internal circulation to travel between neighborhoods Would improve access to shopping and restaurants for residents to the west 	33%	<ul style="list-style-type: none"> No available right-of-way for upgrades
Clubhouse to Clara Van Connection	74	5%	<ul style="list-style-type: none"> Supportive of internal connectivity and internal circulation to travel between neighborhoods 	95%	<ul style="list-style-type: none"> Does not want to promote cut through traffic Negatively affect quality of

Project	Total Comments	Percent For	Reasons For	Percent Against	Reasons Against
			<ul style="list-style-type: none"> Supportive of pedestrians/bicycle connections 		neighborhood/property value <ul style="list-style-type: none"> Safety concern Negatively affect quality of life
Clara Van to Meadowlark Connection	1	0%	<ul style="list-style-type: none"> Verbal support discussed lack of signalized intersections to access RM 620 from the east side, which creates many conflict points (left-turn and right-turns) along RM 620 for driveways between Kollmeyer Drive and Lakeway Boulevard. 	100%	<ul style="list-style-type: none"> Road not designed for increased traffic Request signalized intersection Safety concern
Farris Drive	1	100%	<ul style="list-style-type: none"> Supportive of internal connectivity and internal circulation to travel between neighborhoods Issues with (school/work) back-ups during rush hour Extension would provide a route to parallel RM 620 for accessing schools to the north 	0%	N/A
OReilly Drive and Pyramid Drive Improvements	2	50%	<ul style="list-style-type: none"> Supportive of internal connectivity and internal circulation to travel between neighborhoods Would help to address issues with (school/work) back-ups during rush hour 	50%	<ul style="list-style-type: none"> Verbally stated that funds would be better spent within the City limits
North-south SUP	3	100%	<ul style="list-style-type: none"> Supportive of internal connectivity and internal circulation to travel between neighborhoods Supportive of pedestrians/bicycle connections Segment 2 (Clara Van to Lakeway) and Segment 3 (Lakeway to Lohmans) generated the most interest during the Open House 	0%	<ul style="list-style-type: none"> Verbally stated that funds would be better spent elsewhere

Project	Total Comments	Percent For	Reasons For	Percent Against	Reasons Against
Filling in Sidewalk Gaps	10	70%	<ul style="list-style-type: none"> Supportive of internal connectivity and internal circulation to travel between neighborhoods Supportive of pedestrians/bicycle connections Verbal support for two locations; Palos Veres Dr between Timpanagos Dr and Kerry Ct and around Serene Hills Elementary 	30%	<ul style="list-style-type: none"> Does not agree with use of funds
Other Projects Identified					
Lakeway Blvd Neighborhood Connectivity	7	57%	<ul style="list-style-type: none"> Supportive of internal connectivity and internal circulation to travel between neighborhoods 	43%	<ul style="list-style-type: none"> Does not want to promote cut through traffic Request signalized intersection
Stop sign/signal at Bella Toscana/ Lohmans Crossing	9	100%	<ul style="list-style-type: none"> Supportive of internal connectivity and internal circulation to travel between neighborhoods Request signalized intersection Speeding concerns 	0%	N/A
Crest View Dr/Rolling Green Dr Extension	19	21%	<ul style="list-style-type: none"> Supportive of internal connectivity and internal circulation to travel between neighborhoods Some support for SUP (pedestrians/bicycle/golf cart) connection only 	79%	<ul style="list-style-type: none"> Does not want to promote cut through traffic Negatively impacts neighborhood to solve an external problem Negatively affect quality of neighborhood/ property value Road not designed for increased traffic Safety concern
RM 620 at Main Street	8	100%	<ul style="list-style-type: none"> Supportive of internal connectivity and internal circulation to travel between neighborhoods 	0%	N/A
Guyan Drive Extension	2	100%	<ul style="list-style-type: none"> Support creating a safe and direct access point from the northeast 	0%	<ul style="list-style-type: none"> Does not want to promote cut through traffic

Project	Total Comments	Percent For	Reasons For	Percent Against	Reasons Against
			<ul style="list-style-type: none"> Residents have been aware of possible extension Extension would reduce traffic on Lohmans (a school zone). 		<ul style="list-style-type: none"> Negatively impacts neighborhood to solve an external problem Negatively affect quality of neighborhood/property value

Note:

- Some commenters provided multiple comments on multiple projects.