

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.

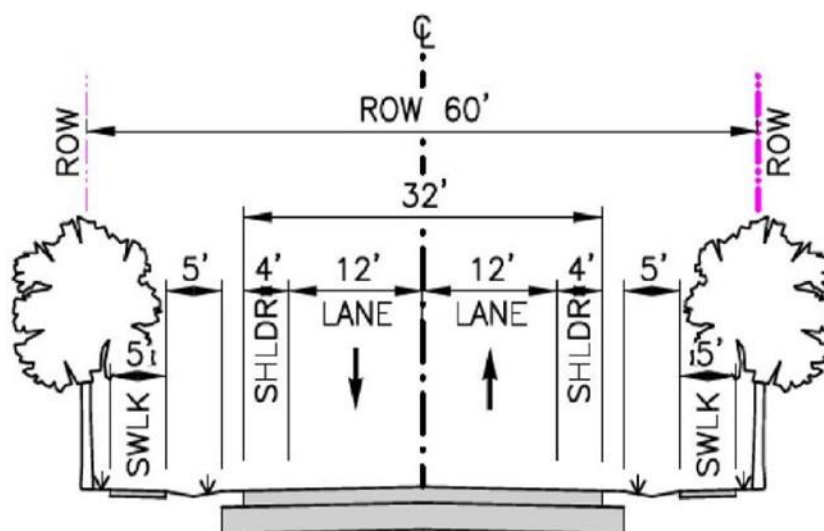
[Coordination with Local Entities:](#) During the planning process, the team met with Hays County Commissioner Lon Shell (held 6/8/22) and TxDOT representatives (held 6/29/22). The purpose of these meetings was to discuss the scope/approach to the planning process, review findings and the recommended 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

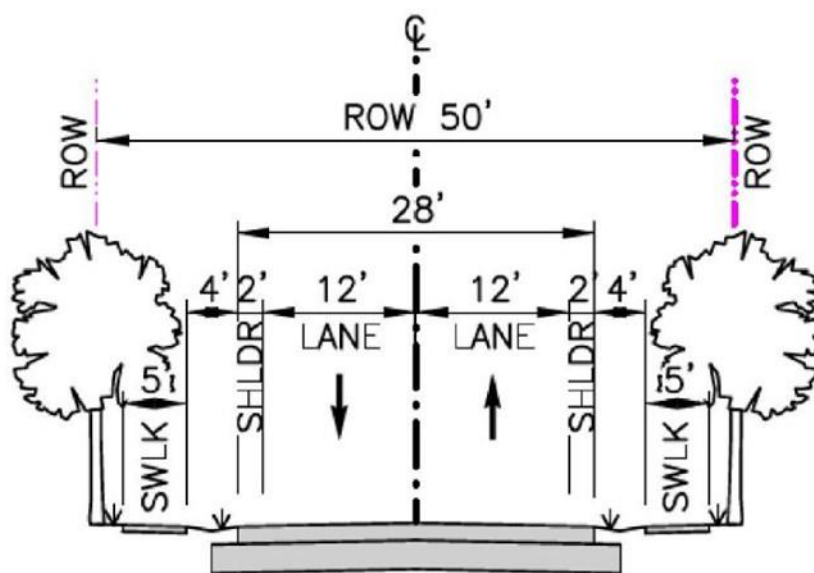
The recommendations put forth are intended to enhance safety and improve mobility while staying true to the goals, objectives, and vision articulated to the team by Council. Particular emphasis was placed on enhancing the flow of traffic and providing pedestrian accommodations within and near the Wimberley 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 From Transfer Station To Rader Ranch Rd	Collector	0.96 mile	\$2.9M	Construct new location roadway (south) 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

Updated: December 1, 2022

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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



0 0.13 0.25
Miles