

# City of Jonestown Transportation Capital Improvement Plan 2016 - 2021



**The purpose of this document  
is to identify and prioritize  
transportation improvements  
which are needed for the  
safety and welfare of the  
citizens of Jonestown, Texas**

**Prepared by the  
Jonestown Transportation Committee**

**Approved by the Jonestown City Council at their meeting of August 25, 2016**

# City of Jonestown, Texas

## Hwy 1431 Corridor Committee

### Members

- Brenda Sies
- Paul Johnson
- Anthony Macina
- James Quinn
- Jim Etherton
- With Assistance from:
  - Marilee Pfannstiel
  - Ron Wilde

### Mission

The mission of the Committee is to identify projects on Highway 1431 within the city limits. Two categories of projects will be identified:

1. The first category includes those projects which could be funded and built within the next 0 to 5 years. These will be referred to as the **“Short Term” projects**. The limits of study for this category is:
  - From the 1431- Georgetown Dr/Ridgeway St intersection
  - To the 1431 - Deer Canyon Road intersection
2. The second category of projects will include those projects which are considered **“Long Term” projects** which will not be funded until more than 5 years from now. The study area limits along 1431 for these projects may go beyond the study area of the “Short Term” projects.

The Committee will consider the following factors when identifying the purpose and definition of each project:

- Safety (Pedestrians, cars, bikes)
  - Lighting
  - Sidewalks along 1431
  - Street Cross-walks
- Control/directing Growth while protecting existing businesses and residences
- Use of roadway features to Identify and Define the City of Jonestown

- Features to be considered: Signs, Bridge with sign over 1431; Landscaping, Building Architecture, etc...
- Utility issues
  - Water/sewer
  - Fire Protection
  - Drainage (on the roadway and off the road)
- Adjacent Land Use
  - That area outside the TxDOT Right of Way as required to accomplish the improvements to 1431 as determined to be good for the city

#### **Past Efforts**

- More information is needed as to recent events related improvements to the traffic signals. There have been some conversations between Travis County and TxDOT regarding this topic.

### **Efforts to Date**

1. Review of Mission for Committee
2. Review of previous studies and documents
3. TxDOT Project development process
4. MPO funding Process
5. Identification of Candidate projects
6. Prioritized List of Projects

### **Input from the City Council**

1. Need turn lanes in the median of 1431 for left turn movements
2. Need signal at Park Drive

### **Input from the Community**



## **Vision of the City of Jonestown in 2033**

Jonestown is a small, yet vibrant community with a thriving economy and sustainable environment. Located at the eastern edge of the Hill Country, Jonestown's greatest treasure is its breathtaking topography, with views of the hills, canyons and Lake Travis. The City has developed strategies to retain its scenic visual assets through viewshed zoning, tax incentives for development, conservation restrictions, and designating particular vistas as areas of critical concern. Like other areas where development is carefully managed rather than being allowed to occur unhindered, Jonestown's views are a drawing card with high economic value.

To better manage growth as nearby land turned into suburbs, residents and stakeholders desired to be known as "The Entertainment Capital of the North Shore." The City leveraged this theme to encourage development of music venues, art and artisan shopping, restaurants, and schools with a summer-camp feel for learning music or crafts, mixed with fishing, boating, hiking, birding and other outdoor activities. The goal was to achieve growth that supports residents and attracts local visitors with the feel of a small town that is relaxed yet up-to-date.

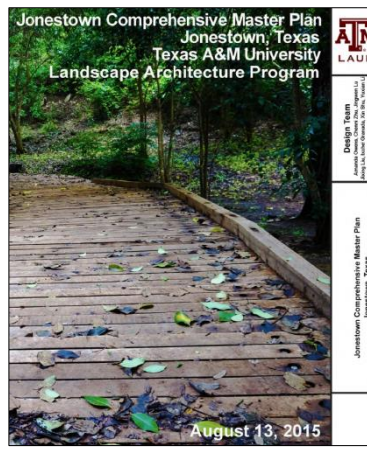
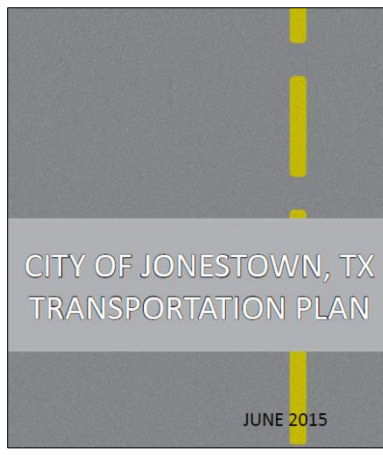
Jonestown remains predominantly residential, with working families, retirement households, seasonal visitors, and transient visitors. Various organizations and associations drive that Hill Country pioneer sense of individual responsibility where citizen volunteers willingly take on roles that are the responsibilities of local government. We treasure our rich mix of ages, occupations and income levels and work to maintain the second home, retiree and summer visitor communities attracted here by the city's outstanding natural resources and landscape. The City has adopted flexible residential zoning regulations, such as "granny" units zoning, allowing families to provide for aging parents or other relatives.

The City has encouraged development that does not rely on lakeside business for survival. Commercial development occurs along the major highway route that splits the city, FM 1431. Effective long-term planning has resulted in commercial clusters along the highway, rather than one long commercial strip through the community. Transportation is designed to provide walking, biking and vehicular routes, with particular attention paid to safe pedestrian movement crossing FM 1431.

Jonestown recognizes that the majority of its citizens may still travel outside of town for employment, but has encouraged the nationwide trend of home-based enterprises for arts and crafts workers, construction contractors, computer programmers, scientists and other knowledge workers, especially those whose products and services are exported beyond the

city. In addition to business incentives, Jonestown has established a low-rent tradesman's park where home-based businesses can relocate when they outgrow their original locations and has added multiple-use zoning to encourage multi-story development with residential spaces over retail or office. Since the Hill Country is now recognized as one of the top agricultural tourist areas, second only to California's Napa Valley, Jonestown has partnered with other communities in the region to host cultural events including theater, music, the arts, and the environment celebrating seasonal food, wine, and wildflowers. Some people lived in the area and enjoyed the relaxing outdoor environment before Lake Travis was constructed and filled in the 1950's. While the City of Jonestown was only incorporated in 1985, the community character reflects the independent pioneer spirit found throughout the Hill Country. Lacking strong historic overtones, the City of Jonestown is forward-looking, embracing change, seeking growth and development that demonstrates the best of yesterday intertwined with tomorrow.

## Past Reports



## List of Projects and Action Items August 17, 2016

Short Term (2016 to 2020)	Scope	Cost	Funding Source	Major Constraints	Initial Steps
Signal on 1431 at Park Street	Modify light to provide red light for 1431 traffic when emergency vehicle needs access or when pedestrian needs to cross	\$250,000	Combination of City, State and Federal funding	Current Texas Law requires that certain historical counts related to vehicular traffic, pedestrians, crashes and deaths be such to justify a fully operational signal. Currently, emergency vehicle operational needs are not an allowable consideration to justify a new signal.	TxDOT was contacted to find out that the current plan only involves to small pole mounted yellow flashing lights on the side of the road. No modifications to the existing flashing lights are planned. A meeting was held with CAMPO to discuss the need for the project. New State legislation is being proposed which will justify the signal.
Extend Turn Lanes to the East & West of downtown	From G'town to Lura; Perhaps extend turn lane from E Reed Parks to Easy St. Will require p'ment widening and possible R/W acquisition.	\$5,000,000	Not Determined	Funding	Secure Funding
Restripe existing median downtown	Eliminate suicide lane	\$250,000	Not Determined	Funding	Secure Funding
Mainstreet Access/turnlanes		\$1,000,000	Not Determined	Funding	Secure Funding
Downtown Lighting	Add/fix light poles downtown to increase light levels for safety reasons	\$2,000,000	Not Determined	Funding	Secure Funding
Study of potential Jonestown Bypass	To consider future growth and need for emergency vehicle access	\$100,000	Not Determined	Funding	Secure Funding
CAMPO Meetings to explore funding opportunities	Understand the process and next steps that Jonestown should take	No Cost	NA	Scheduling	Paul & Marilee to set up
Study of opportunity to complete internal roadway loops	Goal is to eliminate dead-ends	No Cost	NA	Scheduling	
Sidewalk and landscaping along Park Rd from 1431 to Jones Brothers Park		\$500,000	Not Determined	Funding	Secure Funding
Secondary connection of roads in Jonestown300	Buck Run to Deer Canyon	Possible for cost to be paid by other parties	Not Determined	Funding	Secure Funding
Coordinate with Street Committee to discuss local road needs and priorities		No Cost	NA	Scheduling	Set Meeting Date
Long Term (2021 and beyond)	Scope	Cost	Funding Source	Major Constraints	Initial Steps
Pedestrian tunnel under 1431	Construction		Not Determined		Secure Funding

**City of Jonestown, Texas**  
**Need, Purpose & Definition**  
**Of**  
**Proposed Signal on 1431 at Park Street**  
**August 8, 2016**

**PROJECT NAME:** Signal on 1431 at Park Street

Project Status: Currently a flashing yellow light is on continuous blinking for both directions of FM 1431. The intersection does not meet the Texas State Law metrics required for a fully operational signal. This intersection provides the best location for the citizens of Jonestown to cross FM 1431 in a non-motorized mode. Since FM 1431 is a high volume and high speed (50 MPH+) facility and acts as a major divide through the middle of the City, there is no safe way for pedestrians, or those in wheelchairs, or those on bikes to safely cross the highway.

**NEED:** The proposed action is necessary to correct an existing safety hazards.

- Currently there are citizens who can't drive who need to walk across 1431 to reach city services such as the library, city hall, and social services. There is not one protected cross-walk on 1431 in the city.
- People in wheelchairs are crossing 1431 at this location with no protection.
- Emergency vehicles which are based on Park Street are delayed in responding to emergency calls due to the combination of no signal, high speed / high volume traffic on 1431 and the steep road approaching 1431.
- Families wanting to cross the street have to get in their car to make a 300 ft trip.
- There are high volumes of turning movements in the summer when those accessing Jones Brothers Park drive through this intersection. Many are pulling boats on trailers while making the turns.
- Sight distances are also a problem due to the horizontal and vertical road curves on 1431.
- Traffic projections indicate near term rapid increase in daily volumes on 1431

**PURPOSE:** Modify signal to provide protection for:

- Emergency vehicle access to 1431
- Pedestrian ability to cross 1431
- Turning vehicles when turning left on Park Street

**PROJECT REQUIREMENTS:** Project requires approval from TxDOT since highway FM 1431 is a state facility. TxDOT indicates that they require state legislation that will add to basis for justification to allow them to approve. The City is working with TML to secure new legislation. The City of Jonestown is preparing to fund a portion of the project cost.

**PROJECT SCOPE:** Design and construct new signal that will address NEED. It should address:

- |  |                                   |
|--|-----------------------------------|
| • Pedestrian movements   | • New signal poles                |
| • Emergency vehicle access   | • Adjustment of existing lighting |
| • Left turn movements through intersection                               | • Pedestrian signal heads         |
| • Re-stripping of pavement for turn lanes, stop bars, cross-walk, etc... |                                   |

**MODAL INTERRELATIONSHIPS:** The proposed action will interface with and serve CAPMETRO para-transit vehicles which use this intersection

**RESOLUTION NO. 2016-R-361**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JONESTOWN REQUESTING THE TEXAS MUNICIPAL LEAGUE TO INTRODUCE AND SEEK PASSAGE OR SUPPORT A BILL DURING THE 2017 LEGISLATIVE SESSION TO AMEND THE TEXAS TRANSPORTATION CODE TO ADD THE EXISTENCE OF AN EMERGENCY VEHICLE STATION AT OR NEAR AN INTERSECTION AS A WARRANT FOR INSTALLATION AND MAINTENANCE OF A TRAFFIC CONTROL SIGNAL AT THE INTERSECTION**

**WHEREAS**, state law and the regulations of the Texas Department of Transportation (43 TAC Sec. 25.5) provide the rules and procedure for installation, operation, and maintenance of traffic signals; and

**WHEREAS**, the regulations establish factors, or “warrants” that justify the installation of a traffic control signal at a particular location; and

**WHEREAS**, such warrants do not include the existence of an emergency services station such as a fire or EMS station at or near a particular intersection; and

**WHEREAS**, traffic on a state highway that is not subject to a traffic signal, passing in front of an emergency service station, can significantly delay the ability of fire and EMS vehicles from entering the highway in order to respond to calls; and

**WHEREAS**, such delay can mean the difference between life and death for persons needing such emergency response; and

**WHEREAS**, the Federal Highway Administration recognizes that “if a traffic control signal is not justified under the signal warrants . . . and if gaps in traffic are not adequate to permit reasonably safe entrance of emergency vehicles, or the stopping sight distance for vehicles approaching on the major street is insufficient to permit reasonably safe entrance of emergency vehicles, installing an emergency-vehicle traffic control signal should be considered,” and

**WHEREAS**, the intersection located in Jonestown at FM 1431 and Park Street is near both a fire and EMS station that experience frequent delays in the ability of their vehicles to enter traffic when responding to calls; and

**WHEREAS**, requests for a traffic signal at the intersection have failed because other warrants, unrelated to emergency vehicle entry, have not been met;



**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF JONESTOWN, that:**

1. The foregoing recitals are adopted herein for all purposes.
2. The Texas Municipal League is requested to introduce and seek passage or to support a bill to amend the Texas Transportation Code to add the existence of an emergency vehicle station at or near an intersection as a warrant for installation and maintenance of a traffic control signal at the intersection.
3. Unless such a legislative proposal is made a part of the Texas Municipal League legislative program for 2017 under other action, the City Manager and City Attorney are directed to submit this resolution to the League, together with a cover sheet and such other information that is necessary or helpful, by no later than the 22<sup>nd</sup> day of August, 2016.

**ADOPTED ON THIS, THE 11<sup>th</sup> DAY OF AUGUST, 2016.**



**City of Jonestown, Texas**

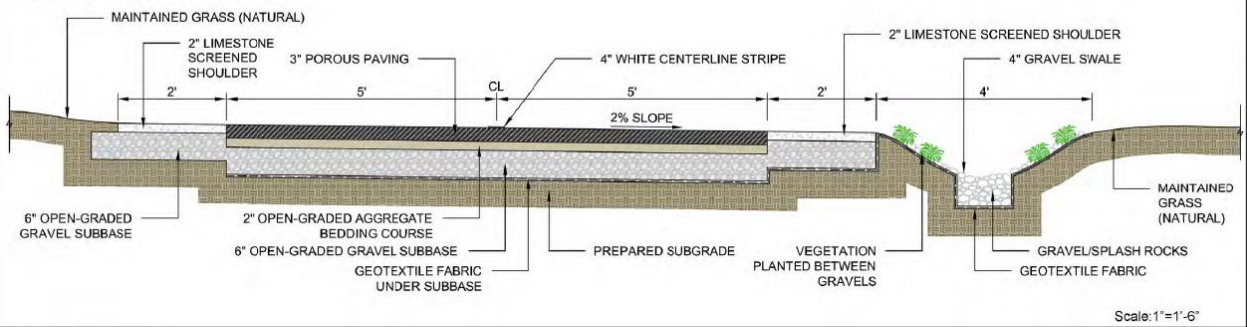
  
\_\_\_\_\_  
Charles T. Powell, Mayor

**Attest:**

  
\_\_\_\_\_  
Rachel Austin, City Secretary

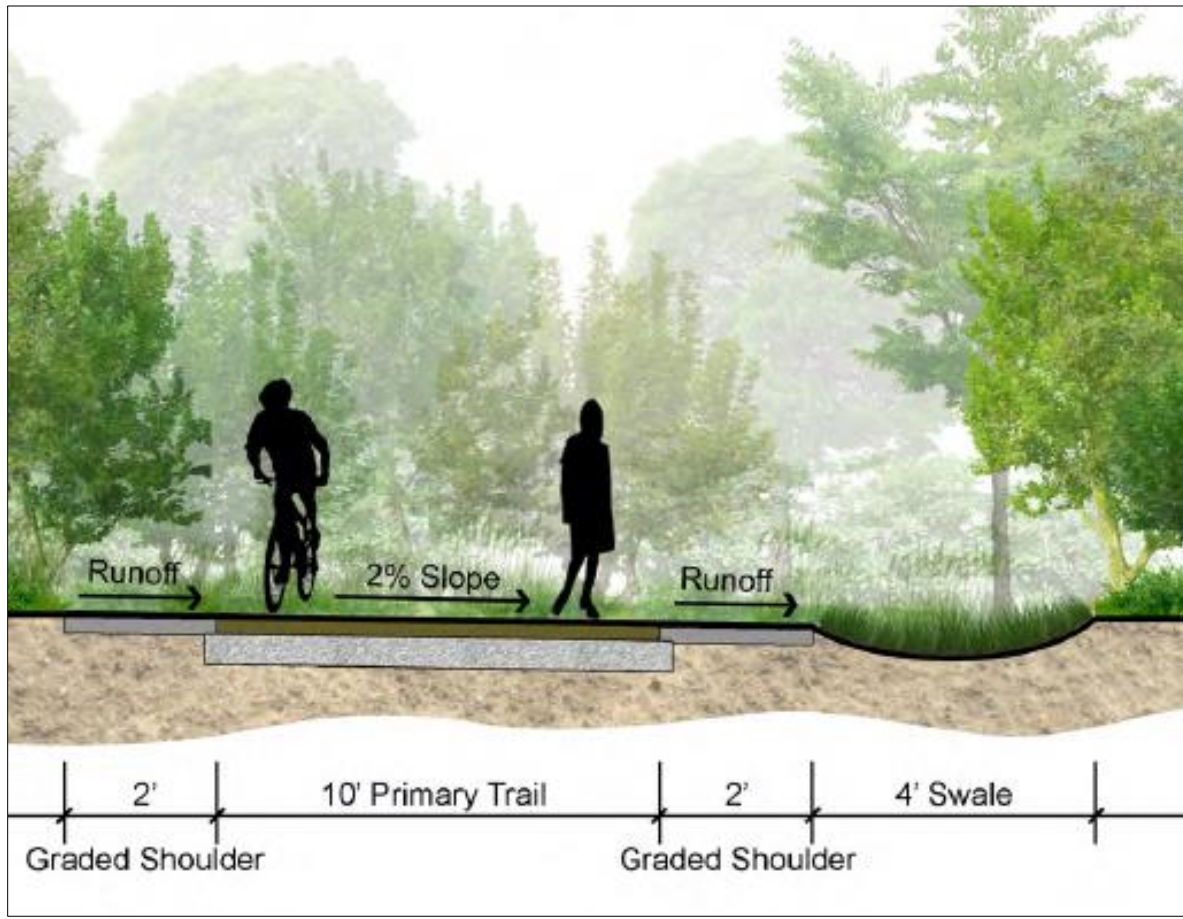
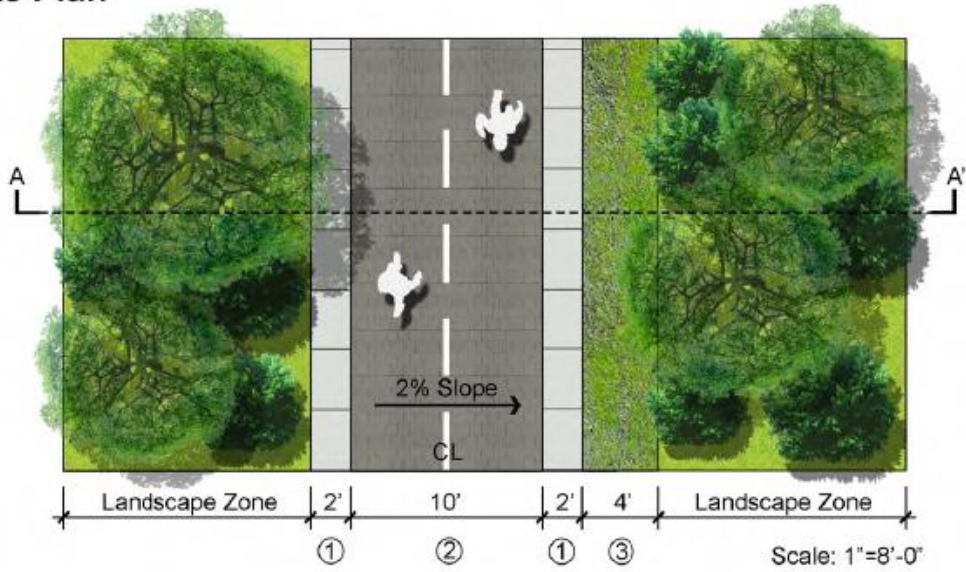
# Trail System: Primary Trail Design

## Section Detail



# Trail System: Primary Trail Design

## Site Plan





# Master Plan of Park 5: Canyonlands Trail Park

Wetland Observation Park - 5.22 Acres



## Legend

- |   |                     |   |                  |   |                                 |
|---|---------------------|---|------------------|---|---------------------------------|
| ① | Entry               | ⑨ | Grass            | ⑬ | Existing Pond                   |
| ② | Portable Restroom   | ⑩ | Trees            | ⑭ | Existing Creek                  |
| ③ | Bike Rack Area      | ⑪ | Shrubs           | ⑮ | Parking Area (9 Parking Spaces) |
| ④ | 10' Primary Trail   | ⑫ | Flowering Shrubs |   |                                 |
| ⑤ | 6' Secondary Trail  |   |                  |   |                                 |
| ⑥ | 6' Wilderness Trail |   |                  |   |                                 |
| ⑦ | Overlook            |   |                  |   |                                 |
| ⑧ | Rest Stop (Total 2) |   |                  |   |                                 |





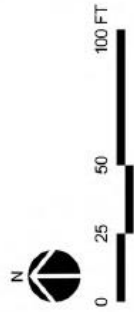
# Master Plan of Park 6: Shady Park

## Botanical Garden - 0.79 Acre



### Legend

- ① Entry
- ② Parking Area
- (5 Parking Spaces)
- ③ Bike Rack Area
- ④ 10' Primary Trail
- ⑤ 6' Secondary Trail
- ⑥ Butterfly Garden
- ⑦ Rest Stop (Total 2)
- ⑧ Bridge
- ⑨ Rose Arch
- ⑩ Trees
- ⑪ Shrubs
- ⑫ Flowering Shrubs
- ⑬ Grass
- ⑭ Existing Drainage Channel





# Master Plan of Park 7

## Memorial and Sculpture Park - 0.16 Acre



- Legend**
- ① Entry
  - ② 10' Primary Trail
  - ③ Overpass Bridge
  - ④ Trees
  - ⑤ Shrubs
  - ⑥ Blossom Garden
  - ⑦ Sculpture



# Master Plan of Park 8: Veteran Memorial Park Memorial and Sculpture Park - 0.48 Acre



## Legend

- ① Entry
- ② Parking Lot
- (6 Parking Spaces)
- ③ 10' Primary Trail
- ④ 6' Secondary Trail
- ⑤ Overpass Bridge
- ⑥ Portable Restroom
- ⑦ Picnic Area (Total 2)
- ⑧ Sculpture Garden
- (Total 2)
- ⑨ Exhibition Wall
- ⑩ Central Square
- ⑪ Blossom Garden
- ⑫ Overlook
- ⑬ Activity Lawn
- ⑭ Trees
- ⑮ Shrubs



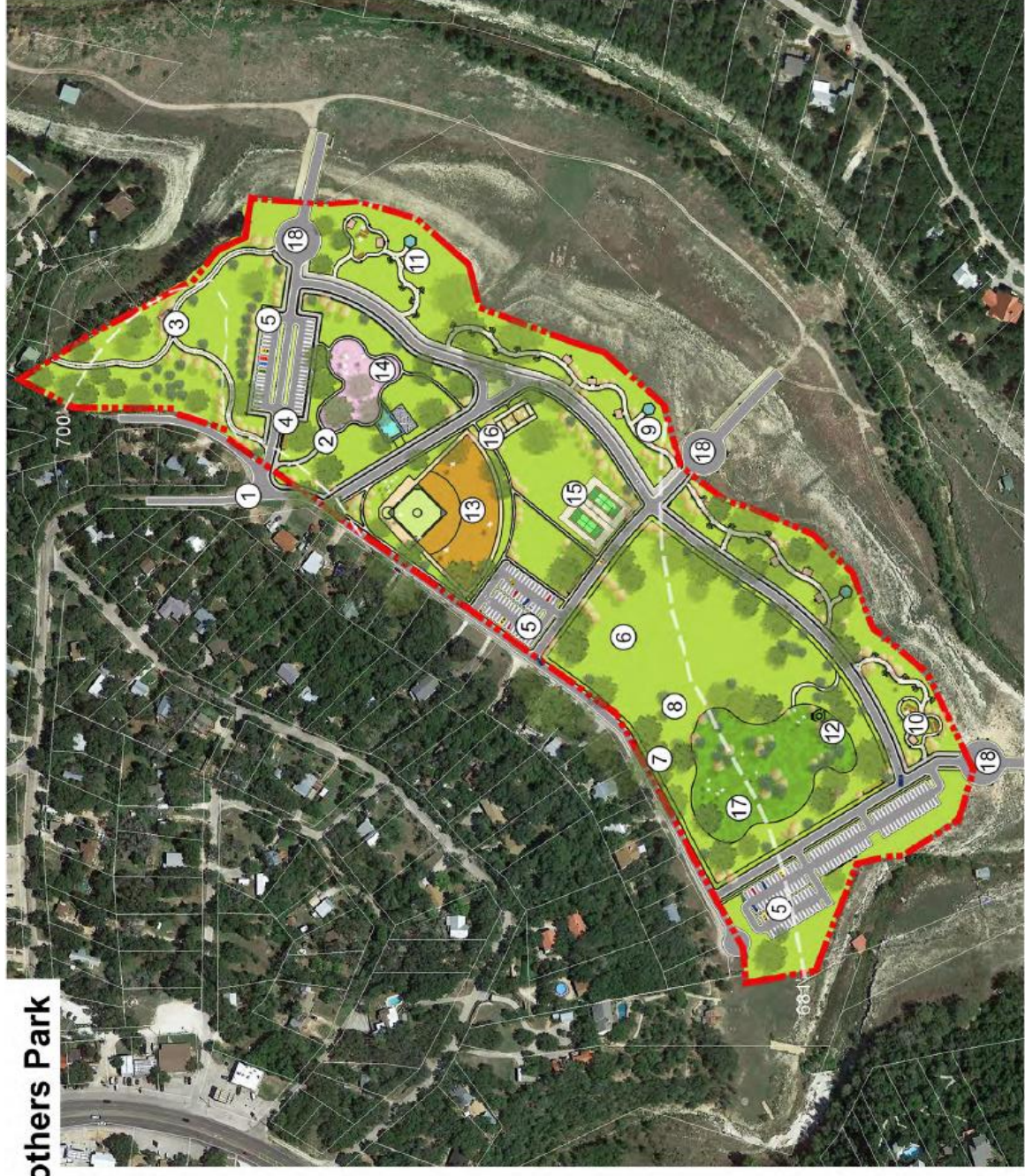


# Master Plan of Jones Brothers Park

Recreation Park - 37.87 Acres

## Legend

- ① Vehicular Road
- ② 10' Primary Trail Pavement
- ③ 6' Secondary Trail Pavement
- ④ Bike Parking Areas (2)
- ⑤ Parking Area ( 222 Spaces)
- ⑥ Event Lawn
- ⑦ Trees
- ⑧ Shrubs
- ⑨ Flowering Shrubs
- ⑩ Picnic Area
- ⑪ Overlook ( 3 Areas)
- ⑫ Rest Stop
- ⑬ Baseball Field
- ⑭ Playground and Splash Pad
- ⑮ Tennis/Basketball Court
- ⑯ Sand Volleyball Court
- ⑰ Dog Park
- ⑱ Boat Ramp (3 Ramps)





Action Plan

**Goal 1: Continue to Work Towards 1431 Improvements**

Actions	Duration	Timeline	Who's Responsible?
<b>Develop a Transportation Plan</b> Identify potential driveway and road closures to reduce conflicts on 1431 Work with property and business owners to cluster driveways as much as possible Develop connectivity off of 1431 to reduce need for local traffic to travel on 1431 Increase pedestrian access throughout town so residents can make some trips without driving	6 – 9 months	Begin Spring 2013	City of Jonestown – Lead CAMPO – Support TxDOT – Support CAPCOG – Support
<b>Improve pedestrian safety crossing 1431</b> Bulbouts and Medians / Islands at major Intersections Consider a tunnel under where existing trail intersects	18 – 24 months	Begin after Transportation Plan is complete	City of Jonestown – Lead CAPCOG – Support
Continue high visibility enforcement of speed limits	Continuous	Continuous	City of Jonestown
Work with TxDOT for Emergency Services control on light at Park and 1431	6 – 9 months	Begin Spring 2013	City of Jonestown – Lead TxDOT – Support
Address paving issues in central Jonestown where there is essentially uncontrolled 1431 access from businesses	18 – 24 months	Begin after Transportation Plan is complete	City of Jonestown

**Possible Partners?**

Travis County might be able to do the design and build part.

Capital Area Metropolitan Planning Organization might be able to do the transportation planning.

**How will you measure success?**

Transportation Study is complete and a capital improvement plan is developed to address recommendation of the study

**Estimated funding needed and possible sources?**

Capital Area Metropolitan Planning Organization has transportation grants and City of Jonestown would need to issue debt for road improvements.

Action Plan

**Goal 2: Develop a Clear Vision Statement for City of Jonestown**

Actions	Duration	Timeline	Who's Responsible?
Jonestown Steering Committee will develop a vision statement	1 – 2 months	Winter 2013	City of Jonestown
Vision statement will be presented to City Council for public input	1 month	Winter 2013	City of Jonestown
City Council adopts vision statement after public input	1 month	Spring 2013	City of Jonestown
Future Land Use plan is developed to reflect vision statement	1 month	Spring 2013	City of Jonestown

**How will you measure success?**

City has adopted a vision statement and a future land use plan is developed based on the vision for the community

**Goal 3: Develop Wastewater System serving 1431 Corridor**

Actions	Duration	Timeline	Who's Responsible?
Work with City of Leander and developer to ensure appropriate infrastructure in place as line is extended to Nameless Rd	6 – 12 months	Spring 2013	City of Jonestown – Lead City of Leander – Support
Begin required studies and engineering design	6 – 12 months	Summer 2013	City of Jonestown – Lead City of Leander – Support Developer – Support
Explore potential for Tax Increment Finance District to help fund project	3 – 6 months	Fall 2013	City of Jonestown
Work with property and business owners to generate support for efforts	6 – 18 months	Spring 2013	City of Jonestown

**Possible Partners?**

City of Leander might assist in extending infrastructure quicker if a developer helps pay for the utility lines.

Developer might assist in paying for utility lines.

**How will you measure success?**

City of Jonestown has support from Central Business District owners to build out utility lines from the City of Leander.

Financing for the utility lines are developed.

**Estimated funding needed and possible sources?**

Federal and State grant programs might be available through the Community Development Block Grants

Action Plan

#### Goal 4: Develop a Drainage Study

Actions	Duration	Timeline	Who's Responsible?
Review current ordinances	3 months	Winter 2013	City of Jonestown
Develop cost estimates for an engineering firm to develop study	2 months	Spring 2013	City of Jonestown
Apply for Texas Water Development Board Flood Mitigation Planning grants	6 months	Spring 2013	City of Jonestown

**Possible Partners?**

LCRA Watershed Protection for GIS and related studies for the watershed ordinance.

**How will you measure success?**

Study will be completed with new development channeling water into detention ponds and channels.

#### Goal 5: Review and Update 1431 Overlay and Zoning

Actions	Duration	Timeline	Who's Responsible?
Consider limiting to existing 'Central Business District' section of 1431	1 month	Winter 2013	City of Jonestown – Planning and Zoning Commission
Identify barriers to development	3 months	Winter 2013	City of Jonestown – Planning and Zoning Commission
Consider potential for reducing setbacks to 'front' buildings closer to road	3 months	Spring 2013	City of Jonestown – Planning and Zoning Commission
Establish standards that are user-friendly, but meet goal of having quality development Utilize visual cues and references	3 months	Spring 2013	City of Jonestown – Planning and Zoning Commission
Review and Update Sign Ordinance Zoning Classification	2 months	Summer 2013	City of Jonestown – Planning and Zoning Commission

**Possible Partners?**

Capital Area Council of Governments might be able to assist in reviewing ordinances and zoning classifications.

**How will you measure success?**

The 'Central Business District' will have an overlay which encourages appropriate development to the vision of the City of Jonestown.

Jonestown Comprehensive Plan

Action Plan

#### Goal 6: Continue to Expand Park and Recreation Amenities

Actions	Duration	Timeline	Who's Responsible?
Classify projects developed by citizen input Near Term – To be completed in 2013 Mid Term – To be completed by end of 2014 Long Term – To be completed by end of 2017	1 month	Winter 2013	City of Jonestown – Parks Commission
Develop a non-profit Park Foundation for developing additional facilities within city parks	6 – 12 months	Spring 2013	City of Jonestown – Parks Commission

**Possible Partners?**

Travis County might be able to help with park improvement plans and cost sharing for park amenities to leverage their purchasing power.

Developers could help expand the natural trail system that is developing within the city by donating land or engineering services for park planning.

**How will you measure success?**

The City of Jonestown Park Commission will incorporate a 501c3 non-profit for the development of additional park amenities.

**Estimated funding needed and possible sources?**

Find a local development company to provide the initial seed money for the Park Foundation.

#### Goal 7: Continue to Develop Events and Festivals

Actions	Duration	Timeline	Who's Responsible?
Consider holding a Farmers Market	2 months	Winter 2013	City of Jonestown – Music and Arts Commission
Support Chamber events (Cajun Cookoff, Chili Cookoff) Encourage local artisans and musical artists to participate	Continuous	Ongoing	City of Jonestown – Music and Arts Commission
Partner with regional Chambers of Commerce to cross-promote events	Continuous	Ongoing	City of Jonestown – Music and Arts Commission
Identify new opportunities for events (Swift Fest, concert series, etc.)	3 – 6 months	Spring 2013	City of Jonestown – Music and Arts Commission

**Possible Partners?**

Lago Vizita/ Jonestown Chamber of Commerce in utilizing the park amenities within the City of Jonestown.

Leander and Cedar Park Chambers of Commerce by providing them with information about current events within the City of Jonestown

Jonestown Comprehensive Plan

**Action Plan**

**How will you measure success?**

Current events that are hosted with the City of Jonestown grow in attendance.

New events are planned that return value to the City of Jonestown by awareness, support or revenue for city efforts.

**Estimated funding needed and possible sources?**

Each event should be allocated enough funds to target new participants.

**Goal 8: Work to Recruit Desirable New Businesses**

Actions	Duration	Timeline	Who's Responsible?
Develop a non-profit Economic Development Foundation for promoting the business environment in Jonestown	6 - 12 months	Summer 2013	City of Jonestown
Identify businesses that would complement the business community in Jonestown Lodging (bed and breakfast, boutique hotel) Event Center Music Venue / Restaurant (like Walburg) Retail / Services	Ongoing	Summer 2014	Economic Development Foundation

**Possible Partners?**

Lago Vista/ Jonestown Economic Development Alliance might be better focused on providing service since they are/ have established themselves for business development between the two communities.

Leander and Cedar Park Economic Development entities might help in the formation of the economic Development Foundation.

Pedernales Electric Cooperative will be able to assist once a foundation is created.

**How will you measure success?**

City of Jonestown should pursue the development of an economic development foundation or partner with existing economic development alliance to attract desirable businesses once wastewater facilities are to Jonestown 'Central Business District'

**Estimated funding needed and possible sources?**

Cost associated would be for the proper filing and seed money for incorporation of the foundation.

## Funding

Large Urban Areas Receiving Small Urban Area Funding	
Brownsville	Conroe/The Woodlands
Killeen	Laredo
Lubbock	McAllen
Midland/Odessa*	

Currently these large urban areas utilize 34% of all funding in the urban allocation. It is projected that in the upcoming 2020 census, an additional four cities will exceed 200,000 and thus fall into this same category. At that time, these 11 cities will likely utilize over 50% of all the funding in the small urban allocation which will greatly reduce the available funding for the other small cities that depend on this funding. In the 2020 census, there may be as many as five new small urban areas that will also depend on this funding.

Projected New Large Urban Areas (greater than 200,000 in 2020)	Projected New Small Urban Areas (greater than 50,000 to 199,999 in 2020)
Amarillo	Del Rio
College Station/Bryan	Eagle Pass
McKinney	Galveston (possibly part of Texas City UZA)
Waco	Lufkin
	Rio Grande City/Roma

## **Discussion with TxDOT – New Traffic Signal on Hwy 1431**

Jim Etherton called the Austin District of TxDOT on April 1, 2016 and spoke to David Baroi who is the TxDOT Project Manager for the new signal being considered at the intersection of Park Road and Highway 1431 in Jonestown.

Mr. Baroi is in the Austin TxDOT District office located on I-35 just north of highway 183. His phone number is 512-832-7053.

Mr. Baroi indicated that Texas law required that certain conditions be satisfied before a fully operational signal could be provided. These required conditions include consideration of:

- Number and type of accidents
- Volume of pedestrian and vehicular traffic
- Number of fatalities
- Other factors

Mr. Baroi said that the intersection did not meet the minimum requirements. After consulting with others at TxDOT, it was felt that they did not have the legal basis for providing a change in the existing flashing yellow signal which is now in place.

As an alternative, a concept is being developed to assist emergency vehicles when they need to gain access to highway 1431. This alternative involves the placement of two pole-mounted signs which will include yellow lights which will flash only when a button is pushed at a remote site. The button will be located in the Travis County Fire Department building which is on Park Road close to the intersection. The two pole-mounted signs will be placed on the side of Highway 1431, one will be located east of the intersection facing west-bound traffic and one will be placed west of the intersection facing east-bound traffic. The intent of these improvements is to alert motorists of the emergency vehicle's need to access 1431.

Mr. Baroi said that the Fire Department will have to procure and pay for the equipment which will stay in the fire station. He indicated that it should be operational in about a year from now.

Jim Etherton shared the many reasons why a more robust solution was needed by citing:

- The need for the actual stopping of 1431 traffic to allow fire trucks to turn left onto 1431 to travel west-bound
- The inability of Jonestown citizens to walk across 1431
- The need to better connect the two "halves" of the city by providing a safer crossing location

- The high traffic which uses this intersection to gain access to and from Jones Brothers Park during many high traffic periods during the year
- The lack of ability to access city and county services because of the above issues

Mr Baroi stated that he understood but that his hands were tied.







