

## Projects and GIS Subcommittee

Minutes 6/1/2021

### Attendees:

Henry Acosta BISD, John Ramirez BISD, Jeff Thompson COB, John Kight, Jeff Carrol COB, Rich Sena BISD, Bitsy Pratt, Wanda McCarthy, Theodora Kaufman

First item: we set an ongoing meeting for this committee weekly at 10 am at BISD main admin building 325 Johns Road, meet in the lobby and ask for Patricia Flores who will take you to the Transportation Meeting. We should be able to meet end of July deadline for project ideas.

We are requesting a representative from Kendall County transportation department be present, COB will attend as well as BISD as part of the subcommittee work.

We reviewed the BISD identified choke points and they weren't surprising. All of whom made our short list for recommended changes to the roadways in this service area.

1.Scenic Loop Road at the I10 light. The lights currently are biased for frontage road travelers per TxDot. Most bus drivers/drivers wait 4-5 iterations before passing through the light. This is one of only a handful of east/west routes across I10.

2.Old San Antonio at Cascade Caverns backs traffic up on OSA when a vehicle on CC is turning left onto OSA coming off the frontage. It is another passage around the schools (2) also.

3.Cascade Caverns and Scenic Loop 4 way need proper lighting, crosswalks and sidewalks for children moving to and from schools in this area.

These problems may be solved with AAMPO funding and if not, they have our highest priority.

From John Kight who reviewed the COB updates to CIP (Capital Improvements Projects).

John/Mary Evelyn Kight <jmekight@gmail.com>

“Each year the City of Boerne updates it's CIP . There are three current CIP projects that fall into the area of discussion of our projects sub-committee.

The first project involves the 2017-2021 \$ 4,017,196. Cascade Caverns Road Improvement Project to be accomplished in several stages.

Phase I involves a drainage project north of Cascade Caverns Road from the I.H.-10 frontage road to the Old San Antonio Road and also

Includes construction of Cascade Caverns Road from the I.H.-10 frontage road to the south entrance to the Boerne Middle School South along with the improvements of Cascade Cavern Road at the Old San Antonio Road and Scenic Loop Road intersections.

Phase IIA involves the improvements to the Scenic Loop from the I.H.-10 frontage road to the Cascade Caverns Road.

Phase IIB involves the improvements of Cascade Caverns Road from the south entrance to the Boerne Middle School South to the Southglen Development.

Even though these projects are running behind schedule they are of critical importance to the future mobility needs to handle both local and BISD traffic and need to be listed in our recommended mobility projects from our projects sub-committee.

The next two projects will be covered when the subcommittee meets to discuss their geographic.

The second project involves the 2017-2021 \$ 500,000. minor Johns Road Expansion project which needs to be expanded into an overall Johns Road Improvement project from School Street to the I.H.-10 frontage road and included as part of our sub-committee recommendations.

The third project involves the 2017-2021 \$ 1,350,000. Enterprise Parkway to I.H.-10 frontage road connection project.

Phase I creates a connection between the Scenic Loop and the I.H.-10 frontage road to help relieve traffic congestion along Scenic Loop. Phase II widens Scenic Loop from the I.H.-10 frontage road to Sophia Circle to improve traffic operations at the I.H.-10 intersection.

Each of these projects listed in the Boerne 2017-2021 Capital Improvement Projects are behind schedule but are vital to the present and future mobility requirements of the area and need to be listed as a priority project recommended by our sub-committee.

4. We recommend a bridge over the low water crossing at the County line and another road improvement further down at OFR and I10.

Old Fredericksburg Road at County Line (Low Water Crossing)

Old Fredericksburg Road at I-10 - Fireworks Stand (Low Water Crossing)

These two areas pose significant delays along Old Fredericksburg Road for school and other travel in inclement weather. Currently all the schools are on the north side of I10. The heaviest growth projected in the Southeast region of BISD is the Lily Ranch and Lemon Creek/Elkhorn Ridge areas.

5. Other delays along Old Fredericksburg Road can be alleviated with wider ROW allowing a center turn lane, adequate sidewalks, more generous entrances/exits for neighborhoods along Fredericksburg Road. It would allow through traffic to move more quickly along this road.

6. There is an opportunity to connect Old Fredericksburg Road to the new crossing along I10 at Balcones Creek. This area is in Bexar County but it is an opportunity for folks in the southern part of the BISD to access 10 without traveling to Cascade Caverns/Scenic Loop/I10 area.

If these recommended changes are completed we would need a traffic flow model update to see if additional roads are needed or will these changes be sufficient to support the growth in this area.

7. There are no representatives from Fair Oaks but they have expressed to BISD they would be interested in an offshoot of 3351 traveling behind the strip center (planning unit 81) to isolate local traffic from through traffic **along 3351 between Dietz and Fairways.(?)**

We have additional recommendations that are included in this report as separate documents. They are summaries for the Southeast BISD from John Ramirez (Southeast Mobility/transportation challenges 060121) and a summary in table format of the projected growth and recommendations per planning unit of BISD thanks to Rich Sena. They are primarily related to pedestrian and bike traffic and add an additional layer to our quality of life improvements. They also represent reduced bus trips, less time on bus trips and increased bus ridership due to the improvement in travel time on BISD routes.

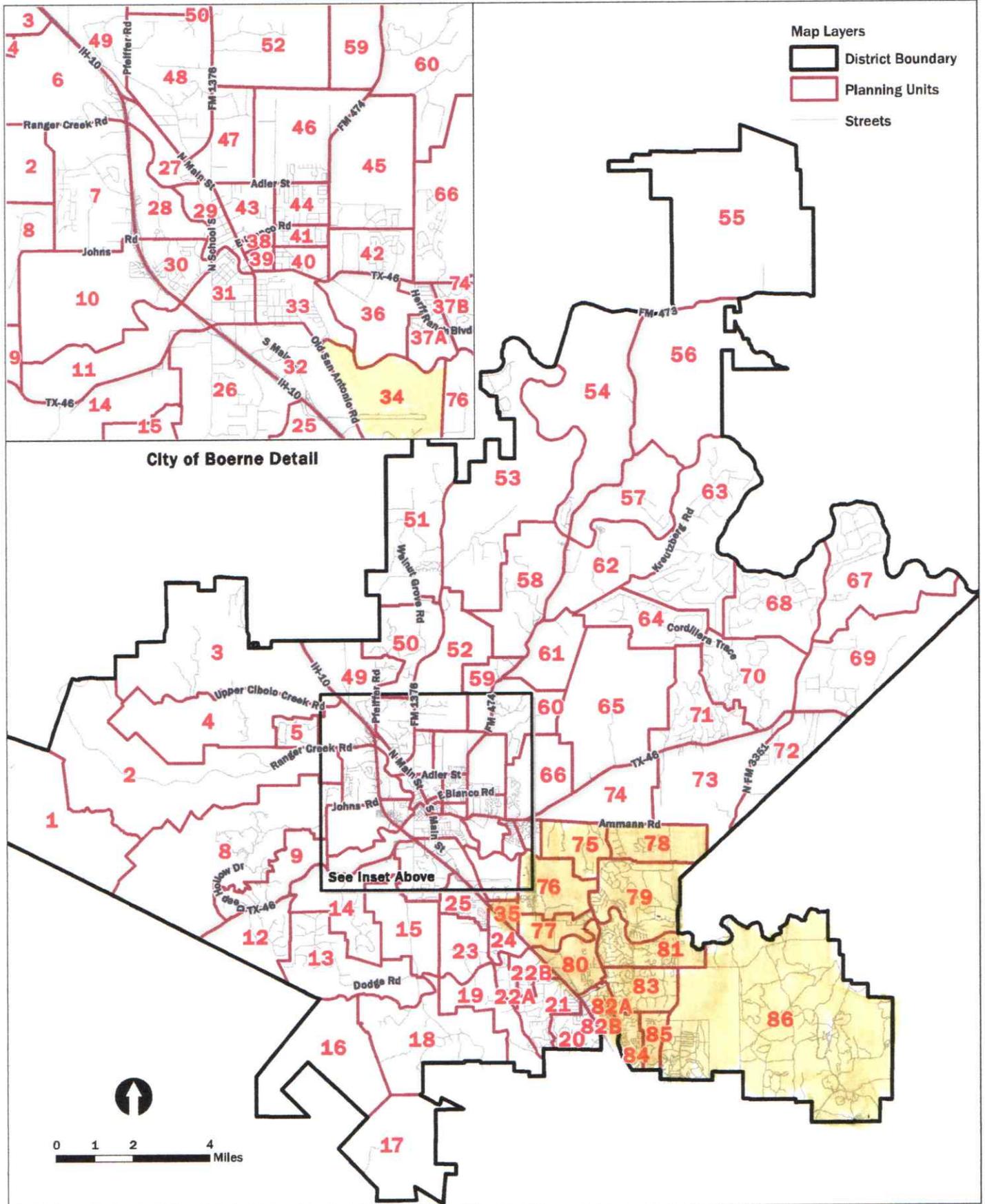
Finally we discussed commissioner Durden's question regarding a new road from 46 to I10 that crosses the Cibolo Creek. In that discussion we also discussed the idea of a new road placement along the planned development WCID 4 or George Ranch. We simply did not have enough information about what problem it solves and how, as the only I10 connections are Scenic Loop, Balcones Creek/Buckskin and 3351. Driving more traffic to these already congested intersections and undeveloped intersections seemed unhelpful. Additionally, Balcones Creek/Buckskin runs along the proposed development Lemon Creek, Alamo Area Community Colleges property and the commercial center where the new HEB is proposed. This committee respectfully requests more data that shows a need for another road, what

problem does it solve and are there alternatives to that problem that can be brought into our discussion.

The meeting concluded with the intention to meet again next week same place, same time.

# Planning Units

Boerne I.S.D.



## BOERNE ISD TRANSPORTATION - MOBILITY CHALLENGES

### **SOUTHEAST - East of IH 10 and South of 46**

1. Subdivisions that have a road connected but have a locked gate (“crash” or “bump” gate) between them.
  - A. Regent Park and Boerne Heights - Jordan Place and Telford Way
  - B. Sable Chase and Fallbrooke - Sable Run and Millstone Cove
  - C. Napa Oaks/Ridge Creek - Dana Creek Drive
  
2. Neighborhoods or apartments within two miles from a school need to have an adequate walk/bike path to the school through their subdivision. This path needs to keep them off main roads as much as possible. Front Gate at Van Raub ES is a great example.
  - A. Kendall ES and Middle School South - Stonegate South in Stonegate, Roots of Boerne Apartments
  
3. Improve road crossings and adequate walk paths. Protected crossing of roads at key locations would increase walkers/bike riders. Protected means clearly marked crosswalks with warning lights, lit well in hours of darkness, optimally with a crossing guard. Adequate walk path means it can be used year round. A raised sidewalk away from the edge of the road is optimal.
  - A. Kendall ES and Middle School South
    1. Boerne Hollow, Shady Rest/ Abbington Ranch Apartments at Cascade Caverns and Clear Sky
    2. South Glenn - Entrance is 1 mile from campus
  - B. Van Raub ES - Elkhorn Ridge & Enchanted Glen
  - C. Fair Oak Ranch ES - Along Dietz Elkhorn
  
4. Timed Gates - Open from 6-9 am and 3-6 pm. Allows better flow for traffic during the highest volume time. Reduces ride time for students. Kendall Pointe currently does this schedule
  
5. Timing of Traffic Lights from 7-9 am, 3-6 pm.
  - A. I-10 at Scenic Loop - allow more cross traffic to flow rather than frontage road.
  
6. Road Chokepoints
  - A. Old San Antonio at Cascade Caverns
  - B. Cascade Caverns and Scenic Loop
  - C. Old Fredericksburg Road at County Line (Low Water Crossing)
  - D. Old Fredericksburg Road at I-10 - Fireworks Stand (Low Water Crossing)