

Kendall County – Boerne – Fair Oaks Transportation Committee Minutes

**21 June 2022
2:02 – 3:55 p.m.**

In Attendance:

Don Durden, Bob Manning, Gary Louie, Jeff Carroll, John Kight, Bryce Boddie, Marcus Garcia, Rankin D’Spain, Bitsy Pratt, Bobby Balli, Del Eulberg, Northern Hendricks, Stephen Zoeller, Ben Eldredge joining via Zoom, and Jonah Evans joining via Zoom.

Not in Attendance:

Henry Acosta, Josh Limmer, Kim Blohm, Rich Sena, Steve Sharma, and Tim Bannwolf.

Item 1: OPENING REMARKS

Don Durden calls the meeting to order at 2:02 p.m. He hopes everyone had a nice Father’s Day, and there is some joking about an Aggie baseball game taking place.

Bob Manning chimes in with some opening remarks as well, saying that according to the Committee schedule, today’s meeting would have been the last. He encourages all members that the discussions need to be intentional so they can finish their task.

Bryce Boddie also has some opening notes. One thing he brings up is the transportation connection between the new Alamo College Campuses and the rest of the County—it’s something that is being discussed among representatives. There are more people that discuss transportation in the area than just this Committee. Many hope the Committee will come up with a great final report of recommendations and policies as it impacts so much of the community.

Bitsy Pratt comments on the Alamo Area College transportation needs, saying that the solution may not be a shuttle to Boerne, but the goal is to move people out of Boerne and into San Antonio.

Durden says they are getting close to wrapping up, but they have a few more things ahead of them. Their rough draft still has a lot of work to be done, but he knows that many people are anxious for them to get through this.

Item 2: CONSIDER APPROVAL OF MINUTES OF MAY 31, 2022 AND JUNE 7, 2022

Durden opens the floor for the consideration of the approval and adoption of the minutes for May 31, 2022 and June 7, 2022.

Bobby Balli makes a motion to approve and adopt both sets of minutes.

There are no objections, and the minutes are approved and adopted.

Item 3: PUBLIC COMMENT

Durden opens the floor for the first opportunity for public comment.

Lance Kyle approaches the lectern first. He thanks the Committee for being open and accommodating. He also apologizes for interrupting the Committee during their last meeting of deliberations. He explains that every time he hears “Cascade Caverns”, or “Old Fredericksburg Road” mentioned, these are considered controversial projects in his mind. He says he has watched the incremental approach toward Cascade Caverns as part of a 50-year plan to put in bypass roads to widen and lengthen it. It's been upsetting for him. He comments that the City of Boerne reminds him of an old saying about communists, “two steps forward, one step back.” He discusses the Berlin and Cuban missile crises, saying the City is the same way, that they know people do not want a bypass but continue to push for it anyway. He also thinks the Committee has been too dismissive about signage on roads. A handful of signs could rename Herff Road as the “Herff Bypass”. He mentions how the City will play their games again.

Item 4: DISPOSITION OF 5 REMAINING COMMITTEE SOURCED PROJECTS

Moving on, Northern Hendricks pulls up the document for the Committee Sourced Projects.

Project 1: A suggestion for a north/south high-water corridor on Frey Street across to River Road. It comes close to the barrier where Longhorn Café sits. This recommendation is from John Kight. Kight explains his ideas regarding this recommendation a bit and says that his biggest concern was for the flooding that tends to happen in this area when it rains. He says that this recommendation would use existing infrastructure. Pratt asks Jeff Carroll if this clears the floodplain area, to which he affirms that it does clear the restaurant building in the floodplain. Carroll also explains that while this recommendation would help with the flooding issue, it wouldn't mark it out entirely. Balli expresses concern about cutting through residential areas. After some conversation between the Committee members, Durden says he thinks they should include it since it was recommended by a Committee member. There is no objection to including this for further consideration.

Project 2: This recommendation is for the second phase of the previously discussed project. Hendricks objects because of the connection it would require along the creek to Theissen and Plant. Pratt suggests making this a long-term project. Hendricks expresses concerns about pedestrians. Durden motions to make this a single-phase project and excluding the second phase. There are no objections, and this recommendation is eliminated.

Project 3: A connection between Johns Road and Lattimore to Sisterdale Highway. This recommendation is already on the MTP. Pratt thinks this is worthy of consideration. Durden asks if there are any objections. There are none, and the project moves forward for further consideration.

Project 4: This project recommendation is for a connection between Highway 46 and IH-10 using Cascade Caverns Road. Pratt objects totally to this recommendation with concerns about the ecological sensitivity of this area regarding the recharge features and aquifer. She also mentions that the Pfeifer family has expressed their disinterest in this kind of development. Evans chimes in and says that if they have the ability to protect the land, he would have a different opinion about it, but he thinks

that if this area were to develop, there would be a need for a road. Balli partly agrees but reminds the Committee that they do not have control over development. He would rather be ahead of the game and have a plan if the area does eventually develop. While Pratt agrees with the logic, the road would run right over recharges features and flood water areas. Balli argues that that is why they have policies in place—to protect those areas. Kight also notes that the Committee doesn't need to know the exact alignment, just that there is a need for a road in that area. Pratt asks that the Committee define the need. Durden responds and says that the need has already been validated through the numbers that Herff Road, Highway 3351, and River Road are already overloaded and stressed in traffic capacity. It will only get worse as time goes on and the area grows. Evans chimes in and asks about an additional qualifier that says if development becomes inevitable, a connector would be required to be built by the developer. Hendricks notes that the public will not remember anything the Committee says, but they will remember a line on a map. She thinks the area is safe from development given the Pfeifer daughter's statement about wanting to keep the land from that outcome. Manning notes that they don't have the legislation to stop development. That's something that will have to be changed at a state level, but he also wants the line removed. Evans wonders if there is a way to include a statement that will express the concern with having lost an opportunity to have a road built if the area develops and someone changes their mind. Durden says the sensitivity of this subject warrants a special section in the report. Pratt says she would be interested in what it would look like to drop the connection further south. Del Eulberg notes that highlighting this project does send a message that this project is different and more sensitive than the other project recommendations. This item is moved along with the understanding that it won't move along as a project, but rather as a special narrative or section in the report that warrants careful consideration.

Project 5: A recommendation for a connection that goes north and east of Esperanza in a greenfield location from Hwy 1376 to Hwy 474. Kight notes that this one is also on the MTP, but Durden clarifies that there is currently no existing road there. It is also noted that this was a part of the Kendall Gateway Project. Conversation ensues between Pratt and Kight about where the highest point of the road line runs, which Pratt says is through Malakopf Hill, a national historic landmark and the highest point in Kendall

County. It is also part of the Herff property. Durden suggests the Committee vote up or down on this one. Kight argues that if they don't have lines on the map, City/County won't have the right to require developers to build roads along with their development. Carroll notes that he has not seen any entity that does not use maps or tables for planning. He also says that something they could do is move the lines and make them associated with parcel numbers, but it would then become a secret map. Durden wants to vote. He clarifies that they are not voting to take it off the MTP; they are only voting on whether to include it on the report. There are 11 total members in attendance (Evans has exited Zoom by this time, and Carroll does not cast a vote as he is not an official Committee member). Two Committee members vote to move it forward and include it on the report. All other Committee members object to including it on the report. Therefore, it does not move forward as a recommendation.

Before Durden closes this agenda item out, he notes that there is one more project for them to deliberate regarding alignment on River Road. This one will be discussed at the next meeting.

Item 5: REVIEW POLICY CHAPTER

Balli begins reading off his edits and changes in the Policy Section of the report. He mentions that none of the changes he made are content change; only structural.

Balli begins with changes he made to PS 2.1 regarding county-wide transportation system planning and development, which he basically noted to say that the goal is not to "dummy-down" the road to cause more traffic congestion. The next changes were to PS 2.4 about micro-mobility, saying that micro-mobility should be integrated into a broader network via the approved agency thoroughfare plans. To the same section regarding trails systems, he also added parallel to the short- and long-term roadways, these trails need to be designated and clearly marked.

Ben Eldredge chimes in via Zoom and clarifies that they wanted to discourage the building of more roads with the trail additions and ensure they are prioritizing the creation of safe passageways where micro-mobility is concerned.

PS 2.10 is the next section that had changes made to it. This item is regarding the roundabout policy item that has previously been discussed among the Committee members.

Durden thinks the only thing that needs to be added is something about how the City and County should encourage TxDOT to incorporate roundabouts as solutions for intersections on some of the roads that they own within the area. Some discussion ensues about PS 2.9 which is about roadway specifications, and how high on the priority list to place the roundabout detail.

Pratt makes some structural suggestions regarding PS 2.2 and PS 2.3, and she talks about the details regarding the FM road standard. She sees some similarities between 2.2, 2.3, and 2.9 and suggests that these could all be covered under one section.

Durden explains that PS 2.9 was placed in there to try and have government entities to cooperate with the needs and desires of the community. He discusses the differences between County and City Collector Roads.

Kight suggests combing the 3 policies into one policy. Balli is concerned that some of ideas will get lost in translation.

Marcus Garcia chimes in and asks about the continuation of a Committee that meets to discuss transportation issues.

Item 6: REVIEW DRAFT REPORT

Durden asks the Committee members to take the draft report home for review. He and Manning will get together to discuss project sheets. From there, they will pass it on to Hendricks. At the next meeting, the Committee will begin their review and discussion of the material.

Item 7: REVIEW ASSIGNMENTS FOR CROWDSOURCE PROJECT SHEETS

This item is skipped until a later meeting.

Item 8: PUBLIC COMMENT

Wanda McCarthy takes the lectern. She thanks the Committee for working to try and find common ground. Taxpayers just want to live and invest here. She thanks Pratt for standing firm on the southeast sector of the County and her stance on the preservation green space and water. Next, she discusses the property for sale at the corner of Herff and River Road. She says that if the City would buy it, many options would become available. Her opinion is that if they take the route that Kight has suggested, that will eliminate some better alternative options for that intersection—including a roundabout. She makes some other comments about bridgework and its expense. She mentions Durden's comment about Herff Road being under stress and says that there is a lot the City and County could do that would not cost them much money. She also expresses that it isn't right that people in the County can't do things they want with their own property. The City has been in support of a high-density plan, she says. She calls out The Lookout Group (of Esperanza). She says the thoroughfare plan that Kight claims is from the 70s was put in place

Lance Kyle takes the floor again. He explains that during both this meeting and the last meeting, he has seen moral hazard presented by the Major Thoroughfare Plan (MTP). The City is inflexible about this plan. He compares the City's long-term thoroughfare plan to Adolf Hitler's thousand-year plan, saying it didn't last very long. He says he doesn't know what will happen within the next few years, especially with the current drought. The road from Copper Creek to Cascade Caverns Road will sidestep subdivisions and cut right through Ranches at Creekside and Southglen. This will only dump the Highway 46 traffic onto Cascade Caverns, making it a connector, and that issue would not be solved with a roundabout, he says.

Maxie Zinsmeister approaches the Committee next and says that the Committee failed to talk about how to mitigate traffic during this meeting again. He says schools are the common denominator for many of the traffic issues in the area. He brings up his toll booths idea again, saying that each school should have a toll booth and charge every car. He also discusses

taxes and the burden of those on generations to come. He'd like to see initiative on something to mitigate those expenses as well. He suggests that the toll booth charges could help with tax relief. He also suggests that the entities represented here purchase sensitive ecological areas if that would help solve some of their concern.

Denise Dever is joining via Zoom, and she is the last member of the public to make comments. She'd like for there to be a discussion about what constitutes a thoroughfare plan and what the parameters of that could entail, since that is the basis for a lot of the decisions that the Committee is making. Durden responds to her and says that there is a MTP in existence that relates to greenfield roads. He explains that if there is a roadway on the MTP that makes sense, they would support that project *on the condition* that it develops in conjunction with the development of a property. The Committee does not support an initiative where the City would go out and develop roads prior to a property being developed.

Item 9: ADJOURNMENT

The Committee adjourned at 3:55 p.m.