

Kendall County - Boerne - Fair Oaks

Transportation Committee

22 October 2019

2:00 - 4:45 p.m.

The Kendall County - Boerne - Fair Oaks Transportation Committee convened at the Boerne Independent School Board administrative building.

In Attendance:

Don Durden, Bob Manning, Ben Bunker, Ben Eldredge, Bob Hartwig, Bryce Boddie, Dan Banks, Gary Louie, John Kight, Jonah Evans, Marcus Garcia, Mark Stahl, Northern Hendricks, Rankin D'Spain, Rich Sena, Stephen Zoeller, and Tim Bannwolf.

Not in Attendance: David Anderson, Josh Limmer, and Kim Blohm

Introductory Business:

Manning introduced Elaine Maltzberger as the committee's new "scribe."

Manning then noted that an agenda item sponsored by Blohm, aimed at suggesting that meetings be changed from every other Tuesday to the first and third Tuesdays of the month, would be tabled due to Blohm's absence.

Northern Hendricks announced that had the committee's website was live - www.kcbfotc.com. "It is a work in progress," Hendricks said.

Durden asked the approximately 36 visitors in attendance to please sign in. He also thanked the BISD for providing the meeting space.

Public Comments:

Doug Hartzler spoke, noting his position as vice-chairman of the former Citizens Thoroughfare Planning Committee, and encouraging patience, and saying that "problems have not changed" as well as "the natural tendency is to jump to conclusions. Don't." "Look at all sides," Hartzler advised.

Denise Devers spoke as well, saying that she'd gone through previously submitted data with a "fine tooth comb," including observations about "the final maps" put out earlier this year by "the Kendall Gateway feasibility study." Devers referred to them as "incorrect." The Wren Cemetery, an early slave cemetery is not on the maps, according to Devers. "You think this data is accurate? Take a different look," Devers said. Devers also noted the Schertz family cemetery was also omitted.

Manning advised Devers that the topic had been discussed earlier. “We are not going to accept this [information included in prior studies] as gospel,” Manning said. “We want to get this right.”

When Devers said that the Texas Historical Commission will provide information “if you’re interested,” Manning responded, “We’re interested.”

Lance Kyle also spoke during Public Comments, requesting that in addition to cave surveys, endangered species also be taken into consideration.

Evans then asked the co-leaders if/how the committee should manage any confidential information that landowners might want to share with regard to their property.

Manning answered that while the committee is not subject to the same rules as an elected body would be, nonetheless “we should operate as though we were...I really want to operate on the side of full disclosure.”

“We have the ability to meet in executive session,” Durden said. “We have to be judicious.”

Bannwolf added, “We’re going to err on the side of caution...We could probably entertain requests like that on a case-by-case basis, but we should err on the side of full disclosure...and we should at least offer those landowners the opportunity to come forward.”

Minutes Revisions:

Kight noted that he had originally made a motion that committee voting be consensus based, seconded by Bob Hartwig. However, discussion ensued, resulting in a $\frac{3}{4}$ majority vote on the part of the committee.

Bannwolf stated that that some insightful comments were attributed to himself, that had, in fact, been made by Kight.

Hendricks mentioned a typo.

Louie made the motion to accept the minutes as revised, with Bannwolf seconding.

Motion was unanimously approved.

Demography Report:

A BISD demographer’s study was presented by Stahl and Sena.

Sena provided background to the presentation, noting that when what he referred to as the “Great Recession” occurred between 2009-2011 (during which, despite enrollment growth, the district’s budget declined by \$1.5million) local school officials began to look closely at operational costs, in particular costs associated with opening new schools.

In 1966 the BISD served 1,001 students in three schools, in 2019 that has risen to 9,600 students in 12 schools, and by 2028 that number is expected to be 14,126 in an estimated 15 schools.

While the City of Boerne is comprised of 10 square miles, the BISD encompasses 365 square miles, with three schools now outside of the city limits.

According to Stahl, demographer's data has proven to be 99.7% accurate.

Sena then offered the information that homes of a particular price range are known to generate more children, thus requiring additional classroom space; 1,740 vacant, developed lots are ready for home building, with 10,565 more lots planned for development; several of BISD's fastest-growing subdivisions are in Bexar County; and much of the growth is west of I-10.

"The only thing we can do is manage it and stay on top of it," Sena said, also adding that demographers address potential land/ranch sales with landowners.

Stahl added that BISD will probably not need to add a high school for six to ten years, although another school (probably another elementary school) is anticipated alongside Voss on the 100 acres of land owned by the district in Bergheim.

The district's transportation department runs 148 regular daily routes, with 37,236 routes being run per school year, and 38,336 (including special runs) trips being run per year, approaching one million miles. Seventy-three percent of the district's students ride buses.

Where in 2010, these riders experienced 332 miles per year, currently riders experience 148 miles per year.

One public comment made by Bitsy Pratt inquired about the impact of school traffic on Hwy 46 (including number of workers and faculty). Stahl didn't have the answer but promised to provide it.

Eldredge asked about the district's investigation into "best practices" and other strategies such as bicycles, to which Sena responded, "all you have to do is look at the bike racks" at elementary schools,

Banks stated that some sort of consensus must be reached in order to be able to extrapolate meaningful traffic data from the information provided.

Durden said that the committee needed to review a lot of data from a lot of different sources and after analysis, "begin to say, this is what we're going to use. Bear with us, we're going to go through a lot of data."

Travel Demand Modeling presentation:

Zachary Graham offered a presentation on behalf of the Alamo Area Metropolitan Planning Organization, offering forecasting for 2030, 2040, and 2050, describing the information that can be gleaned from 1,317 internal Traffic Analysis Zones as well as from 42 external stations that lead to an estimate of 63,727,960 Vehicle Miles Traveled per year over five counties.

Graham presented maps depicting projected congestion, with Bannwolf pointing out that east-west congestion appeared more significant than north/south congestion.

Kight asked if TDM traffic data is “fine enough” to provide “distribution analysis” and bringing into question some of TxDOT’s existing data, calling it “baloney” and asking Graham if that could be provided.

Graham said he didn’t know how to answer that question because he doesn’t deal with “traffic analysis” as regards “turns.”

Manning stated that the region has suffered some “failed attempts to come up with a list of projects and that’s what this committee is all about...we don’t know yet. We’re trying to be open and transparent but data driven. And we’ve had two presentations today - yours (TDM) and the Boerne school district demographic...and I think we need an action item moving forward just to put some impetus behind this. Can we convert this into advice for this committee? I just love the levels of detail (that are possible) but it’s not clear to me if we need to hire you do to that for our community...we’ve got to convert (this) to an action item. You’re shying away from things that might be controversial, but as a committee, we’ve got to come to grips with it.”

Graham responded that he normally works in tandem with a consultant.

Eldredge then offered his desire to work in a progressive fashion. “I don’t buy into [the notion] that the conventions of the past are the conventions of the future.” Eldredge said there are many urban areas where traditional transportation modes are changing and he asked how the TDM could account for increased use of bicycles, and changes in other social norms.

Graham, while acknowledging Eldredge’s observations said that as soon as individuals marry, have kids, and move to the suburbs, their transportation needs change, adding that future models are driven by data based on past experience and are not driven by speculation. He noted another future trend, use of autonomous vehicles, could affect travel demand modeling.

Durden noted that TDM does “an incredible job in predicting traffic and traffic demands” and that he looks forward to working with TDM.

Meeting Conclusion:

Durden advised that agenda item No. 6 was postponed for a future meeting, with the next meeting to be held in two weeks.

Adjournment.

Submitted on 23 October 2019 by Elaine Maltsberger with edits by Don Durden and Bob Manning.