

# **Kendall County – Boerne – Fair Oaks Transportation Committee Minutes**

**29 March 2022  
2:02 – 3:57 p.m.**

## **In Attendance:**

Don Durden, Bob Manning, Jeff Carroll, Bobby Balli, Del Eulberg, Ben Eldredge, Northern Hendricks, Bitsy Pratt, Bryce Boddie, John Kight, Gary Louie, Rich Sena, Rankin D’Spain, Jonah Evans, Steve Sharma, and Marcus Garcia.

## **Not in Attendance:**

Henry Acosta, Josh Limmer, Kim Blohm, Stephen Zoeller, and Tim Bannwolf.

## **Item 1: OPENING REMARKS**

Bob Manning calls the meeting to order at 2:02pm. He mentions that there were a lot of members missing at the previous meeting because of Spring Break, and this is now the 3<sup>rd</sup> meeting in March. Next Tuesday will be the first meeting in April, so their regularly scheduled meeting will commence.

Don Durden mentions that if anyone would like to make a comment on TxDOT’s Rural Transportation Improvement Plan, they have until April 7, 2022.

## **Item 2: CONSIDER APPROVAL OF MINUTES OF MARCH 1, 2022 AND MARCH 15, 2022**

Gary Louie makes a motion to approve the minutes of March 1, 2022. The motion is seconded by Bobby Balli. With no objections, the minutes are approved.

There are no minutes available yet for consideration from the March 15, 2022 meeting.

## **Item 3: PUBLIC COMMENT**

There are no comments from the public made at this time.

**Item 4: REVIEW SCHEDULE**

Manning notes that the Committee had informally indicated that they hoped to be through the short-term recommendations by today's date. He says they have proceeded with a mixture of both short- and long-term project considerations, which is fine. They are getting a lot done. Some Committee members have volunteered to do the policy writing and they are awaiting those things to be brought back for consideration by the Committee members.

**Item 5: CONSIDER QUESTIONS TO BE ANSWERED BY STREETLIGHT DATA**

Durden shifts the focus of the room to the agenda packet, looking at the StreetLight Data queries. Jeff Carroll and Steve Sharma collaborated on a list of locations to be studied including the Main Street/Herff Road intersection, Main Street/Bandera Road intersection, Main Street/Blanco intersection, Main Street/Market Avenue intersection, Highway 46/Highway 3351 intersection, Herff/Esser road, Johns Road/Lattimore, Highway 46/Cordillera, FM 289, Joshua Springs Park entrance, a couple locations in Comfort, and Dietz Elkhorn/Old Fredericksburg Road in Fair Oaks Ranch. Each of these locations has a request for a myriad of information including traffic volumes, origin destination, turning movements, and trucks. He asks the Committee to consider whether they have other data queries or suggestions for study.

Balli chimes in and says he thinks Amman Road would be a good one to have studied. Carroll agrees, saying that Fair Oaks Ranch uses it as a back entrance into Boerne.

Durden concludes that he will forward this information on to the County engineer.

**Item 6: CONTINUE DISCUSSION OF CROWDSOURCE PROJECTS PREVIOUSLY APPROVED FOR FURTHER CONSIDERATION AND PROCESS FOR FINAL**

## **DISPOSITION INTO LONG- AND SHORT-RANGE PROGRAMS WITH COMMITTEE COMMENTS**

Manning notes that the last meeting was very productive. The Committee was able to get through item 20, which was the discussion on speed bumps at Bess and Wanda. The Committee back tracks to some other items that were not discussed due to a lack of Committee member attendance at the last meeting. The Committee begins with:

Project 1: Adler Road extension to Esperanza Blvd. Jonah Evans notes that this project cuts through his family's historic property. He plans to recuse himself from the vote, but he mentions that he has spoken with some of his family members who have said they would relinquish the area needed for something like this extension recommendation. He also notes that with the thoroughfare planning process in place, he would support the creation of a road in this area as well, but he wonders about its feasibility because of the houses in Esperanza. Jeff Carroll mentions Cordova, which is a private road that is owned and maintained by the HOA in Esperanza. Durden thinks that as long as the Major Thoroughfare Plan (MTP) does not invoke eminent domain, he does not see an issue with showing this on the MTP in the event that the property sells. Balli works on phrasing a policy recommendation for this project, but there is some opposition about the wording from John Kight, who says that he would not think it wise to eliminate the eminent domain option in the event that a piece of land develops and there is one person who refuses to sell. He wouldn't want the community to be adversely affected by one person's decision not to sell. The effect of that could lead to an incomplete MTP. The Committee goes back and forth about what the Committee stance should be in its policy recommendation, noting that even if they take an opposed stance on eminent domain, the City and County may not choose to adhere to that recommendation. Balli notes their job is to be advisory, not the judge or jury. Kight clarifies that the Committee can trust the current thoroughfare planning process because there are already rules and regulations in place on how to develop land that seeks to protect environmental features, landowners, etc. if it sells. Louie thinks they still need a policy recommendation in place regarding eminent domain that covers all bases. A motion is made by Balli that the final wording for the policy recommendation be stated: "The Committee supports this project as a

long-term project that is part of the Major Thoroughfare Plan with Right-of-Way to be dedicated in conjunction with the development of the tract.” Kight seconds the motion. There is a consensus among the members. Bitsy Pratt has a closing thought about a check and balance system put in place for a list of tracts.

Project 2: Connection between Esperanza and Champion Blvd. Balli chimes in to says he could see folks using this as a cut-through to get from one subdivision to another. Even with a proper flow of traffic on Highway 46, he could see a lot of the traffic from that road using the connection as a cut-through, even if the streets are privately owned. Kight asks if the City has the right to direct traffic, and Durden follows up with a question for Carroll about what limitations the City has if this project looked like a good idea that the Committee would want to move forward. Carroll says they would have to approach the HOA, there would be a public hearing, Council would get involved, and there may be a suggestion for the City to have some kind of feasibility study done. Evans says there are some interesting possibilities, and he wonders if maybe the gates could be open for only certain times of the day for school traffic perhaps. He likes the idea of having more of a study done but it does not make sense as it is drawn. Pratt notes that this could be a passable alternative to a greenfield road. There is property there that has been for sale for many years, but Carroll notes that 80% of it is in the floodplain. Some discussion ensues where Evans wants to move it forward with the condition it is further studied; Balli suggests making it only bike/ped accessible and proposes a motion to support it for bike/ped purposes with the notion to hand it off to the Bike/Ped Subcommittee. Most are in favor of that, but Evans objects, saying the Committee has made it clear from the start that connectivity is important to the community. What would be the problem with moving it forward on the caveat that there be a study done? Northern Hendricks chimes in and mentions a similar suggestion in Reference #121, and she notes that they can modify and accommodate the CrowdSource comments to fit their recommendations. After more discussion, Balli makes another motion to support the roadway connection of the future extension of Adler, Esperanza Blvd, and/or Champion Heights, and any other public ROW with an immediate focus of providing bike/ped access in the area. Carroll notes that a sidewalk would already be part of the City’s requirements of building

a road there if it were to be developed. Bryce Boddie is going to work on the verbiage of this motion and come back for approval at the next meeting.

Project 3: HAWK signal on Blanco Road. This item has already been constructed, therefore it is removed for consideration and not included in the final report.

Project 4: Connection of Calk to the Cibolo Crossing. Carroll notes there is a drainage ditch there, but Pratt thinks there could be some congestion relief there. Manning suggests making this a short-term project. With no objections, it is moved forward for the final report.

Project 5: Speed bumps on City Park Road. Boddie says he is not for it because he knows that adverse effects it would have for emergency vehicles; first responders are not in favor of it. Pratt asks about adding a HAWK light perhaps. Durden suggests making it more of a park road to avoid any further development. There is a consensus among the Committee to use other traffic calming devices to slow the speed rather than the use of speed bumps. Balli makes a motion for the investigation of other traffic calming devices not to include speed bumps. There are no objections, and Durden agrees to take on the verbiage.

Manning closes this item and says they will pick it back up again at Tuesday's meeting.

**Item 7: DISCUSSION OF A PROCESS TO ADDRESS  
"COMMITTEESOURCE" PROJECTS, INCLUDIN SH  
46/HERFF ROAD IMPROVEMENTS DISCUSSED AT MARCH  
1, 2022 MEETING**

This item is postponed due to a time limit.

**Item 8: DISCUSS COMPLETION OF THE REPORT AND  
RECOMMENDATIONS**

This item is postponed due to a time limit.

**Item 9: PUBLIC COMMENT**

Wanda McCarthy approaches the lectern first. She says it seems that HOA's have a lot more say in the process for a line on a map. Even private roads and existing landowners have lines drawn over properties they are stewarding. By leaving the lines on the properties, they have held those properties hostage for resale for future and private use. She says TxDOT and the City are already marking these roads for what they want. She says that Mr. Kight references the development process as a means to acquire roads, but she believes that is a joke. She says there was a development built that pushed development over to her property, concluding that that process did not work. She makes mention of the Kendall Gateway process when members of the community came forth in opposition to it, she says there was a developer who came to talk to the homeowners who told them they have their heads "buried in the soil if you think you've stopped this loop." She says that doesn't make a good case for trust in the development process. She doesn't believe that it can be both ways, keeping eminent domain as an option but limiting the use of it. She says that while she does not want development on her property, she also wouldn't want to see it on someone else's property either; she states she is concerned about the whole County. She explains that she differs from Mr. Kight on the idea that preserving land is a detriment to doing what is right for the City. The idea of preserving land in her opinion is worthwhile. She makes some comments about how the City and developers are the ones gaining financially from giving TxDOT what they want in segments. She says this is the reason for the public's lack of trust and concern.

Tom Adelstein is joining the meeting via Zoom and asks the Committee to go back and reconsider the connection of Calk to the Cibolo Crossing. He says it is a retirement community and he questions whether there are any congestion issues out there. He would hate to see it become a raceway considering it is small and peaceful. He wonders how much congestion will be improved at the expense of the quality of life out there.

Denise Dever is also joining via Zoom, asking for a permanent link to be available to join the meetings via Zoom listed on the agendas. Durden agrees to push that forward. Dever thanks the City for their accommodations.

**Item 10: ADJOURNMENT**

The Committee adjourns at 3:57pm.