

Kendall County – Boerne – Fair Oaks Transportation Committee Minutes

21 December 2021

2:00 – 3:39 p.m.

In Attendance:

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

Not in Attendance:

Kim Blohm, Josh Limmer, Ben Eldredge, Bitsy Pratt, Henry Acosta, Stephen Zoeller, and Tim Bannwolf.

Item 1: OPENING REMARKS

Don Durden opens the meeting. He explains that there are several Committee members that will not be attending this meeting, but there are not really any controversial projects that are to be addressed.

Jeff Carroll reminds the Committee that scrivener Erika Rowe is not in attendance and asks that each member speak clearly into the microphone as she will be doing the notes from the recording of the meeting.

Item 2: CONSIDER APPROVAL OF MINUTES OF NOVEMBER 30, 2021

Durden says they are going to skip over this agenda item and vote to adopt at the next meeting as the minute handout is missing some of its pages.

Item 3: PUBLIC COMMENT

Durden opens the floor for public comment and asks that everyone who speaks keeps their comments to 3 minutes or less.

Bill McNaught steps up to the lectern. He asks if this Committee is responsible for drafting a uniform transportation plan that includes two municipality plans and the ETJ plans to then be offered as a resolution for

the County, Fair Oaks, and the City of Boerne. Durden responds and says no. He wonders then how a resolution will be produced if it is not out of this Committee. Durden says the plan is for this Committee to develop a report that has a long-range plan that addresses future congestion, a short-term plan that addresses congestion within the County, and a list of policy recommendations related to guiding the planning and design of future transportation land use within Kendall County.

Lance Kyle steps up to the lectern next. He says that roads are a necessary evil; so, it TxDOT's extension. He lists off information about the number of apartment and subdivision developments within the City limits of Boerne. He says he would like to see the intersections fixed before touching greenfield roads.

Alex Rudd approaches the lectern next. She asks whether the TxDOT environmental impact studies will be incorporated into any new projects or any possible new greenfield roads. Her concern is that the studies for the Kendall Gateway were incomplete and does not think those should be used in any future considerations.

Item 4: DISCUSSION OF TOP TEN WORST INTERSECTIONS IN KENDALL COUNTY

Durden says the results are in for the top 10 worst intersections in the area. Bob Manning says they took the results and compiled them in two ways. He explains that one way was assuming a "stream of consciousness" wrote down intersections that were of concern without any sense of priority. The other way was assuming the Committee wrote down intersections in rank order. His opinion is that the community needs a good starting project; perhaps the worst intersection wouldn't be the best candidate for getting started. He turns the room's attention to a map on the screen which shows the data on a map gathered from the previous meeting's poll.

Jonah Evans chimes in saying he finds the weighted information helpful.

Bobby Balli noticed that the top 5 intersections on the list are intersections that go through Main Street and head outward from town.

Marcus Garcia and Carroll discuss the effects of construction on the intersections and how that might be playing into the data here. Carroll says that #6 and #9 will probably be off the list by the time TxDOT completes construction on those.

John Kight says that they may pick one of the busiest and most concerning intersections, but he implores the Committee to think about where that traffic will go while the bigger intersections are under construction.

Del Eulberg says he thinks it is important to not only have those detour routes, but to highlight their purpose as well. He mentions emergency vehicles and says that should take priority in sequencing as well.

Evans mentions that City Council is concerned about the Committee bringing an overwhelming “to-do” list, and he says he thinks it would be valuable for the Committee to bring forth the top two intersections to Council.

Durden says the entities that support the Committee are looking for something other than prior approaches. He wants to focus on needs that can be addressed and met quickly. He thinks this exercise has been helpful in finding those needs.

Gary Louie chimes in and asks what the commitment/buy-in is for TxDOT in this equation. Durden says TxDOT is the one with the money. The community has some big transportation needs which cannot necessarily be met with the County or City budgets. Therefore, they must look to TxDOT for funding.

Kight notes that since the Kendall Gateway debacle, TxDOT is hesitant to move forward or get involved without an aligned, approved plan in place.

Balli asks if there is a policy recommendation that suggests developing an ad-hoc committee to obtain funding for transportation projects and planning. Some discussion ensues for consideration for an ad hoc committee.

Item 5: ADDITIONAL DISCUSSION REGARDING POLICY RECOMMENDATIONS

Durden notes that Tim Bannwolf was not able to attend this meeting. Carroll notes that Bannwolf and Bitsy Pratt had some notes about Hill Country character and other policy recommendation changes, but he had not seen anything yet. Durden skips over this agenda item for now.

But while waiting for Northern Hendricks to get set up on the screens for her presentation, Evans asks Carroll about Kimley Horn and working on a high-resolution, comprehensive model for the City to work from. Carroll responds and says that he mentioned the City is giving notice that they are going to approve Kimley Horn at the next City Council meeting. They have executed the contract, but a portion of the contract will be for them to come in and study 15 intersections. The contract is for 6-9 months.

Evans suggests a policy recommendation that a citizen committee formulate and continue in some capacity even after this committee completes its charges, knowing that all the traffic issues won't be solved with this one committee considering the timeline they are looking at.

Item 6: CONSIDERATION OF ADDITIONAL PROJECTS AS TIME PERMITS

Hendricks opens the program for the crowd sourcing information and starts by saying they are out of non-controversial road projects to discuss. However, there are some pedestrian and bike suggestions left—mainly for the interior of Boerne. She says there are 34 suggestions.

The first project up for discussion is sidewalk improvements on Graham Street. Some conversation between Evans and Manning. This suggestion is not included in the recommendations for final review.

The next discussion item is Moss Rose, between 474 and the community. The request is to add a sidewalk to the south side of the road. Some conversation ensues regarding rumble strips. This suggestion is included in the recommendations for final review.

The next item is a sidewalk and/or bike lane along the length of Rosewood. Carroll says it is out for bid currently and should be up for construction by March. With that, the suggestion is not included as the project is already underway.

Hendricks says this next suggestion is something she refers to as a “stand-alone” sidewalk project. This one is at Menger Creek for a bike trail via platting, which means that as development occurs the land or ROW would be dedicated for a sidewalk. Carroll says through the City’s parkland ordinances, people can donate anything residential. Durden says it would be good to group the “stand-alone” sidewalk projects all together for review.

Next is a walking/biking path along the creek in Champion Heights and Woods of Boerne between Winding Woods and Bentwood Drive. Carroll says most of that trail runs through privately owned property. Conversation ensues about connection between the neighborhoods and pedestrian safety to the nearby High School. The recommendation is not included in the recommendations for final review.

The next discussion item is for the Boerne skatepark. The requests for improvements there are not within the Committee’s objectives and therefore not included in the recommendations for final review.

Hendricks says the next five discussion items are standalone connections to the Cibolo Creek Trail; it is considered greenway along Cibolo Creek from Herff West to the dam. Conversation regarding those suggestions ensues about possibly obtaining easements from landowners. It is included in the recommendations for final review.

Next is a Cibolo Creek Trail connections to Main Street sidewalks to the River Trail. It is included in the recommendations for final review.

Next, a connection from the Bank of America entrance down to the River Trail (it asks for an extension of the greenway from Peggy’s on the Green to School Street). Durden says there could be ROW issues but to go ahead and include it in the recommendations for final review.

The next public comment is regarding the pedestrian bridge across the dam. The property on the south side of the river is City owned and can be used by residents if it were more accessible. Improvements would also provide a safe crossing. It is not included in the recommendations for final review.

Next are two standalone connections between Esser and Sharon Drive. It is not included because the location falls within privately owned property.

The next suggestion is a greenbelt hike/bike trail connection between Champion Heights, Esperanza and Herff Elementary. It is included in the recommendations for final review.

Next is the Currey Creek Trail between Blanco and South Esser. Carroll says this was before his time with the City, but he has heard that residents have not wanted to give easements in this location in the past. Evans wonders if they would be opposed to it knowing what the greenway looks like now, making properties more desirable for real estate purposes. It is included in the recommendations for final review.

Next is a suggestion for a connection on Oak Knoll Circle to a greenway area with a current drainage concrete channel. It is included in the recommendations for final review.

Next is an addition to a trail starting at Adler. It is not included in the recommendations for final review (it would cut through the jail).

A creek trail from River Road to Theissen is suggested next. Carroll says it is all private property. Durden thinks they should move it forward, and with that is it included in the recommendations for final review.

Another greenway path suggestion from Plant connecting to Old No. 9 north of 474 is next. Some conversation ensues regarding hike/bike trails within the City limits and their possible connection. It is included in the recommendations for final review. Durden notes that he would like to see this one as a standalone project.

A suggestion for the extension of the greenway between River Road and Old No. 9 trail east of Champion is on the docket next. It is included in the recommendations for final review.

A connection for a walking trail at the end of Herff Ranch Blvd is next. It is included in the recommendations for final review.

Connections on the Brown's Creek bike trail between schools and Old No. 9 etc. is next. It is included in the recommendations for final review.

Old No. 9 to Willow Brook connection is east of S. Plant Ave is next for consideration. It is included in the recommendations for final review.

Improvements on Old. No 9 near Autumn Ridge and Becker are up next for consideration. Some conversation ensues between the Committee Members regarding general connections around the community into Fair Oaks Ranch to Old No. 9, but there are concerns about private property ownership, and the item is not included in the recommendations for final review.

Next up is a suggestion for connection at Herff Ranch and Ranches at Creekside and Old No. 9. Carroll says there are already plans to extend Herff Ranch to Copper Creek. There are concerns about the area being privately owned and being maintained by an HOA, but it is included in the recommendations for further review and exploration.

Next up is a recommendation for completing a short section of sidewalk to increase the neighborhood access to Cibolo Creek Trail and downtown. That is also included in the recommendations for final review.

The next two recommendations from the public are to change the design standards for new sidewalks regarding mailboxes and their placement. It is labeled as a suggestion to the City as a policy recommendation and moved along for final review.

The last recommendation is for a bike lane that connects Main Street and Old No. 9 between Main Street across School Street. It is moved along for further review.

Durden moves on saying that at the next meeting they plan to hear from the Mayor of Fair Oaks—Gregory Maxton. After that, the Committee will tackle the more controversial projects.

Item 7: PUBLIC COMMENT

Tom Adlestein steps up to the lectern with a question for Carroll about the contract with Kimley Horn and the traffic counts. He wonders if they will use the StreetLight data that has been mentioned in previous meetings and how detailed the traffic count information that they collect will be. Carroll responds and says that they are looking at using both tools for the computer model and the StreetLight data to see where cars are headed. The software will also be able to track roundabout information as well.

Lance Kyle approaches the lectern. He asks Mike Raute, the IT Director for the City of Boerne, if he could have the video recording of this meeting posted before the Christmas holiday. Raute responds and says the IT Department will do their best to accommodate.

Wanda McCarthy approaches the Committee with something to share. She mentions discussion that has been had about putting a bridge network across some ecologically sensitive areas so that greenfield roads would not intrude on landowners and their properties. She is proposing a bridge through lands that the City or the County already owns. She says it would not interfere with other plans the Committee has discussed regarding hike/bike trails, sidewalks, internal roundabouts, etc. She notes that TxDOT had previously disapproved a continuous route from South Main to I-10, but she says that it is possible since the land she is proposing be used is already owned by the City and County.

Durden closes the meeting. The next regularly scheduled meeting will be January 4, 2022.

Item 8: ADJOURNMENT

The meeting adjourns at 3:39 p.m.