

Kendall County – Boerne – Fair Oaks Transportation Committee Minutes

**01 February 2022
2:01 – 4:02 p.m.**

In Attendance:

Don Durden, Bob Manning, Northern Hendricks, Steve Sharma, Jeff Carroll, Rich Sena, Ben Eldredge, Bryce Boddie, Bobby Balli, Gary Louie, Del Eulberg, Bitsy Pratt, Tim Bannwolf, Rankin D’Spain, Stephen Zoeller via Zoom, and Jonah Evans via Zoom.

Not in Attendance:

Kim Blohm, Josh Limmer, Henry Acosta, and John Kight.

Item 1: OPENING REMARKS

Don Durden opens the meeting and recognizes that there is a quorum.

Bob Manning points out that the schedule that was discussed at the last meeting has been revised and that hard copies are available as a handout.

Item 2: CONSIDER APPROVAL OF MINUTES OF JANUARY 18, 2022

Durden opens the floor for consideration of the adoption of the minutes of January 18, 2022. Del Eulberg makes a motion to approve and adopt. Gary Louie seconds the motion. There are no objections, and the minutes are approved and adopted by the Committee.

Item 3: PUBLIC COMMENT

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

Alex Rudd approaches the lectern first. She hopes the Committee will not see her remarks as criticisms, but rather as questions. She begins her comments by discussing some of the headlines from last week, saying that TxDOT took back Broadway from San Antonio, and it was not done well.

This, she says, concerns her as the Committee has discussed taking over Business 87. She says Commissioner Durden has reassured the public that the Kendall Gateway project is dead, but she wonders why the City has never issued a moratorium saying the project is dead. She wonders if the community are getting the Gateway in pieces, and if TxDOT will come back and fund a loop later. She says that TxDOT did not do a proper environmental study for the area.

Lance Kyle approaches the Committee next. He states that most citizens do not want green field roads. He then lists off different groups that he says do not want green field roads. Some say that the existing roads need improvements. He hopes the community will not make the same mistakes as everyone else.

Item 4: PRESENTATION OF SUNCHRO MODELS OF THE SH 46/HERFF ROAD INTERSECTION AND THE IH-10/RALPH FAIR ROAD INTERCHANGE

Durden opens the floor for Steve Sharma to present the traffic models for two intersections: Herff Road/River Road and IH-10/Ralph Fair Road. Durden says these are the two major roads that connect to IH-10, and to see how to solve traffic issues, they must look at how the current traffic is playing a role in congestion.

Sharma begins with the Herff Road/SH 46 intersection. The model he displays demonstrates the traffic flows at the peak hours of the day in the morning and in the later afternoon.

Tom Adlestein is a member of the public, and notices that the traffic back up at this intersection is in the right-hand lane on Herff Road to make a right onto SH 46. Sharma says the existing volume of that intersection is around 700-800 cars per hour, and that most of that traffic is heading to Champion High School or any number of the subdivisions on that side of town. Sharma explains that he could increase the traffic counts, but all in all, the data will show the same thing: the traffic backs up significantly at this intersection.

Jeff Carroll chimes in and notes that the City is doing traffic counting this week at various intersections.

Bobby Balli speaks up and asks if this is a lot of the southbound traffic. Sharma responds affirmatively. Balli turns to Rich Sena with questions about the neighborhoods that are zoned north of SH 46. Sena says the only neighborhood is Bentwood that feeds to Herff Elementary.

Sharma says that the average delay at this intersection per car is about 90 seconds and will sit through about 4 cycles of lights. He explains that this is a commute he makes each day taking his kids to school, so he has experiential knowledge.

Durden asks if there are any quick fixes, and Sharma replies that he has looked at a dual left on SH 46, but that was too sharp. Another potential option he looked at was a channelized right turn lane for the turn from Herff onto SH 46. The only real issue with that is large semis making the turn from Esser onto SH 46—it's too sharp of a turn. There is some discussion about obtaining possible ROW from the City to accommodate the channelized turn lane. Conversation leads to the consensus of a breakout session for some of the Committee members to talk about ideas for this option.

More conversation is had on where to add more lanes leading up to this intersection to which Sharma concludes that yes, adding more lanes will help the intersection to function better and avoid traffic backup.

Regarding the Ralph Fair Road (3351) intersection at IH-10, Sharma displays an aerial view of the traffic model. Mayor Maxton is in the audience for this meeting, and he mentions that 3351 gets backed up all the way to the curb where making a turn from Old Fredericksburg Road onto 3351 is not possible.

Some discussion and questioning ensues on getting the origin traffic data to know where the traffic that meets at this intersection is coming from to help better facilitate solving the congestion issue here. A potential flyover

idea is thrown out. Sharma discusses direct connectors because of high volumes. He does not believe this is in TxDOT's plans.

Balli and Jonah Evans talk about getting together to discuss ROW and the wide nodes/narrow roads concept.

Item 5: INITIAL CONSIDERATION OF THREE CROWDSOURCED COMMENTS AND SUGGESTIONS IN THE SOUTHEAST QUADRANT

Durden moves into the next agenda item, saying that the Committee has gone through what they would consider "non-controversial" crowdsourcing information. However, he informs the Committee and audience members that the projects that are to be discussed today have the potential to be controversial. He then gives Northern Hendricks the floor to present.

Hendricks says that the first items of discussion are flagged for Fair Oaks Ranch.

First up for discussion is improvement to the entry to Fair Oaks Ranch Elementary, second is a suggestion for a traffic light at Ih-10 and 3351, and a third suggestion is for a traffic light at Ammann and 3351. Some conversation ensues between the Committee members about BISD property and creating alternate routes to alleviate the traffic on 3351. Manning chimes in and makes some comments about TxDOT's long range plan for this area. Durden thinks this project is outside of the Committee's scope, and he does not think that this will become one of the final recommendations. Most Committee members seem to agree that there are higher priorities. All three suggestions are not included in the recommendations for final review.

Next, a suggestion for a roundabout at Dietz Elkhorn and Fair Oaks Parkway. Maxton mentions that Fair Oaks Ranch City Council did consider this, but it was not an option that was financially viable at the time of consideration. It is included in the recommendations for final review.

Next is a suggestion for a dogleg transition on Ammann Road—a flattened curve is suggested for reducing potential accidents. Bitsy Pratt objects to this, knowing that there are citizens who are actively opposed to this idea. Much conversation ensues about this suggestion, and Durden eventually turns the Committee to a vote on whether to move it forward for more discussion later. There is one no, and all other Committee members vote yes. The suggestion is included in the recommendations for final review.

Next is a suggestion for the improvement and straightening on Ammann Road (Comment #122). Balli thinks it should be considered, but it needs to be considered by a body with greater impact than this Committee. There is also another comment for a connection into 3351 (Comment #15). Evans notes that he can see a lot of green field space, so having some other connection would potentially make sense, but he doesn't think the need is great enough to condemn someone's property. Perhaps asking a developer to build a road would make sense. Carroll chimes in and says that George's Ranch is outside the City's ETJ. Tim Bannwolf makes some comments that support the need for a third connector to IH-10 to alleviate some of the traffic congestion on SH 46 and 3351. Durden asks the Committee if there are any objections to modifying this suggestion, and there are no objections from the Committee. Comment #122 is included in the recommendations for final review. Bryce Boddie says he does not think you can look at one without the other, but the Committee makes the decision to not include comment #15 in the recommendations for final review.

The next suggestion is for a connection between SH 46 and Ammann Road (a North/South traffic route). Durden says he does not see this as a standalone project. It is not included in the recommendations for final review.

**Item 6: DISCUSS COMPLETION OF THE REPORT AND
 RECOMMENDATIONS**

Discussion for this item is suspended until the next meeting due to a time crunch.

Item 7: PUBLIC COMMENT

Alex Rudd approaches the lectern once more with concerns about the Herff and SH 46 intersection. She is concerned that the growth in the area will overwhelms any new roads the City would build. She is also very concerned about the environmental factors. She says what they really need is a coordinating effort to mitigate the growth and suggests a push for a development moratorium.

Lance Kyle approaches the lectern again as well. He explains that Old Fredericksburg and Cascade Caverns are already being used as bypasses. Half of the traffic on that road is coming from Fair Oaks Ranch, and he expects madness.

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

Item 8: ADJOURNMENT

Durden says he will get with Manning and Hendricks on sending out an agenda sooner. With that, the meeting adjourns at 4:02 p.m.