

Kendall County – Boerne – Fair Oaks Transportation Committee Minutes

**07 June 2022
2:04 – 4:04 p.m.**

In Attendance:

Don Durden, Bob Manning, Jonah Evans, Jeff Carroll, John Kight, Gary Louie, Rankin D'Spain, Northern Hendricks, Steve Sharma, Bobby Balli, Rich Sena, Bryce Boddie, and Ben Eldredge via Zoom.

Not in Attendance:

Bitsy Pratt, Del Eulberg, Henry Acosta, Josh Limmer, Kim Blohm, Marcus Garcia, Stephen Zoeller, and Tim Bannwolf.

Item 1: OPENING REMARKS

Don Durden calls the meeting to order at 2:04 p.m. There isn't a quorum just yet when the meeting begins, but there are other members who trickle in as the meeting goes on.

Durden also notes that they will be discussing some Committee sourced projects, most of which also aligned with the Subcommittee projects. Some of them are controversial, but he says they will hold off on discussing those until they have a full quorum.

Item 2: CONSIDER APPROVAL OF MINUTES OF MAY 31, 2022

The minutes from the May 31, 2022 meeting are not yet ready for consideration and approval. This item is skipped until a later meeting.

Item 3: PUBLIC COMMENT

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

Alex Rudd is joining the meeting via Zoom. She asks a question about the timeline of when the report will be ready for the consideration of the entities that appointed the Transportation Committee. When will the meetings be winding down? When will the City be presenting? Durden responds to her

saying that the Committee had hoped to be done by June, but they will not be done by this month. He says they are committed to getting this done as soon as possible, but they are trying not to rush so they do not make any mistakes or miss something. The Committee hopes to wrap up in a couple months. They will present to the County and the Cities of Fair Oaks Ranch and Boerne.

**Item 4: DISCUSSION AND DISPOSITION OF PROJECTS
COMMITTEE RECOMMENDATIONS**

This item is skipped until a later meeting.

Item 5: DISCUSSION OF COMMITTEE SOURCED PROJECTS

Northern Hendricks takes the floor.

Project 1: She begins talking about a policy recommendation that has been talked about among the Committee members about having a “default” policy regarding roundabouts, much like the city of Fort Worth has in some of their transportation development guidelines. Ben Eldredge explains that this is a policy that when new intersections are to be designed, their policy defaults to roundabouts unless an engineer or designer can show that it is not an optimized solution for an intersection.

Durden expresses concern that since the Committee has approved and adopted the Policy Recommendation section of the report at the last meeting, this will disrupt that progress and move them backward. Eldredge asks about voting individually to include it in the draft. Durden agrees to that. Bobby Balli chimes in and pushes for a recommendation to prioritize roundabouts in the same way that other important topics have been considered. John Kight is unsure about making this the default, since there are a lot of interesting intersection designs that could work better with the infrastructure.

Jeff Carroll makes some comments and asks for clarification of the language, and some conversation ensues about inclusion of each of the entities.

Hendricks suggests classifying the types of intersections, making the policy recommendation vague enough to include roundabouts but also leave room for innovative options.

Bob Manning chimes in saying that the real point of the policy is to look at other options as opposed to just doing the same old thing with every intersection. The point is to stop and think about what would be most efficient for an intersection or an area.

Balli plans to come up with language to submit for consideration.

Project 2: A suggestion for timed gates to create better traffic flow between subdivisions for school traffic is up next for consideration. Jonah Evans notes that the idea is to encourage more movement, not less. Carroll says they wanted gates open for school buses, and he explains that some buses will not even go into a neighborhood if the gates are not timed. The project moves forward.

Project 3: For the intersection at Scenic Loop Road, there is a complaint about how timed lights give priority to the cross traffic on Frontage Road. This would be a TxDOT inquiry, but Carroll confirms that was TxDOT's goal while construction has been taking place. It is noted that lane improvements are already in motion to fix the issues at this intersection. Durden suggests omitting the project since there are already improvements being made. There are no objections to that suggestion by the Committee, and the project is removed from consideration.

Project 4: A suggestion for increased signage on 3351 and 46 East in Bergheim to direct traffic down 3351 to reach IH-10 is up next. Carroll notes that they could input signs, but a GPS could still route a driver in a different direction. Evans expresses concern that citizens in Fair Oaks Ranch would not appreciate traffic being directed that way. The project is eliminated with no objections.

Project 5: A suggestion for better signage on Hwy 46 to direct drivers to Herff Road is next. Evans suggests a sign that directs either north or south for IH-10. Kight is concerned about people getting "overshot" and having to backtrack because of that. Balli contests the signage because most of the

traffic on those roads every day are people who take that route 5 times a week. They know where they are going, and sometimes that route *is* the quickest way to get to their destination, even if they run into traffic issues along the route. Durden moves to eliminate the project from consideration, and there are no objections.

Project 6: This recommendation is regarding BISSD chokepoints, such as Millstone, Sable Run, and more. There is some conversation about where the jurisdiction is for those locations. The Committee determines that these areas fall within Bexar County jurisdiction.

Project 7: Another issue regarding school buses is eliminated because they fall within Bexar County's jurisdiction.

Project 8: A request for a connection between Johns Road and Highway 46 West near the Spencer Ranch development. Evans notes that he does not understand why they would put something in the report that is already on the Major Thoroughfare Plan (MTP). He suggests placing a note that says something along the lines that it is already on the MTP.

Project 9: Next is an east/west connector between Scenic Loop and Upper Balcones. Carroll confirms that the MTP already has an east/west connector on it. He says this project suggestion is in a slightly different location than what is showing on the MTP, but the City would probably be okay with making a shift. Part one is already in progress. Part two will connect Kendall Estates to the proposed Corley Farms subdivision before a gate gets put in. The Committee expresses support for this project. Balli asks if this would also fall into the trails committee discussions, and Eldredge and Hendricks respond affirmatively.

Project 10: Next is a north/south connector behind where the new Buc-ee's will go down to Regent Park and Corley Farms. This is also on the MTP. There is a small section that will need ROW acquisition. Carroll notes that Buc-ee's will build a portion of the road. Evans mentions making another note about how it is already on the MTP. Balli says that he sees the value in at least saying that the Committee supports the project. Durden says that the Committee will have a statement that explains support for the City of Boerne's MTP.

Project 11: A suggestion for a connection between Regent Park Blvd and Upper Balcones Road is next for discussion. Carroll notes that this is also on the MTP. Before Regent Park was built, Menger Springs provided ROW to build an east/west connector by section. Conversation ensues about developers and enforcing code to have them build roads if their developments will increase traffic volumes. Evans is against the forceable acquisition of ROW and would like to see the shifting of the road plan. Lance Kyle approaches the lectern to note to the Committee that Regent Park is projected to be a neighborhood of about 950 homes. More conversation then ensues about the southwest quadrant and the projected growth in that area.

Project 12: This suggestion is for the extension of Enterprise Parkway. This is not on the MTP. Balli wonders if there is an east/west connector proposed between Regent Park and Leon Springs. Carroll responds and says that the extension of Balcones Creek Drive has been proposed. Rich Sena talks about the connection of Balcones Creek to Boerne Stage Road. Balli suggests leaving this area alone. Evans asks what the harm would be in proposing to the City that it be placed on the MTP. They could study it to see if it is valuable enough to include. There are no objections to leaving it in for study and consideration.

Project 13: Widening Scenic Loop is next. Carroll says the area between Sophie and Scenic is currently being platted for future development. Kight thinks they should leave it in. All agree and the project stays in.

Project 14: Improvements on Old Fredericksburg Road. Kight says the improvement really need to be focused on the intersections. This is not part of the MTP, it is a County road. Durden notes that there is another project on the list that will correspond with this one. There is discussion that ensues about how to address both project suggestions. Talk of a north/south high-water corridor ensues, which is a project recommendation by Kight. With that, project 14 is being crossed off the list and substituted by Kight's recommendation.

Project 15: Cascade Cavern striping improvements all the way down to the Southglen Subdivision. This is a suggestion for lane striping to become four

lanes. There has been discussion for a single-lane roundabout with a slip lane. However, Carroll says the City is waiting to make changes to the MTP until after the Committee closes out their deliberations. Lance Kyle interrupts the Committee's discussion again, this time saying that he is concerned about Cascade Caverns becoming a bypass road. Manning chimes in and thinks this would be a good road for the "wide nodes" concept, making this a three-lane road with a middle turn lane for traffic to continue flowing. The three-lane road striping suggestion moves forward.

Project 16: The 5-points intersection at School Street and Main Street. Solutions for this item were presented at a previous meeting. This project recommendation is eliminated in favor of the solutions Kimley Horn presented a few meetings prior to this one.

Project 17: A proposal to extend the roadway behind Longhorn Café. Evans thinks there was talk about this property being sold. Eldredge chimes in and says if there are going to be improvements at that intersection, there may be a reason for a connection at the intersection. This could be a cost sensible solution that could translate into some other creative solutions to solve congestion. Kight drew is up as an emergency road, but it could be used for other purposes. There are no objections to including this recommendation. Evans adds that this recommendation would also be good for the City to include in the MTP.

Item 6: PUBLIC COMMENT

Vialissa Gerhardt steps up to make comments first. She expresses her concern about the support for the thoroughfare plan, explaining that she is very frustrated listening to the Committee deliberate because she was under the impression these conversations and issues were dead. She says it's hypocrisy. She does not feel that the residents in the County are represented on the Committee.

The Zoom connection was lost after these comments because of a technical difficulty.

Maxie Zinsmeister approaches the lectern. He came to this meeting unsure what it would entail. One reason he chose to come was because he

thought the Committee would be discussing ways to mitigate traffic. He explains that the discussion about traffic signs was a decision he disagreed with. He also discusses the school traffic, suggesting toll booths at every school. He wonders why kids are not riding the bus and thinks there needs to be an initiative to get parents to make their kids ride the bus to mitigate traffic. Lastly, he talks about how his property value on his home has gone up. He has noticed that properties with land around them will make the appraisals go up higher. He is concerned about preserving the ranches in the area.

Lance Kyle approaches the lectern last for public comment. He refers to Kight's slide regarding the corridor on Cascade Caverns. He says this is a resurrection of a "bypass road." He explains that there was a work crew that came out in 2020 to chop down an oak tree, widen the road, and put a turn lane in connection Cascade Caverns to Old Fredericksburg Road and then disappeared. He is concerned that the City is all about having control.

Durden chimes in and apologizes for the lost Zoom connection.

Balli speaks up with comments about recommendations for the policy section of the report. Gary Louie responds and suggests affirming that section one more time with Balli's edits and the roundabout default idea. Evans suggests that the report reference that another major City in TX has a similar policy regarding a default for intersections.

Item 7: ADJOURNMENT

The Committee adjourned at 4:04 p.m.