

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

**07 December 2021**

**2:06 – 4:26 p.m.**

## **In Attendance:**

Don Durden, Bob Manning, Northern Hendricks, Jonah Evans, Jeff Carroll, Del Eulberg, Rankin D'Spain, John Kight, Bitsy Pratt, Gary Louie, Ben Eldredge, Steve Sharma, Marcus Garcia, Tim Bannwolf.

## **Not in Attendance:**

Bobby Balli, Bryce Boddie, Henry Acosta, Josh Limmer, Kim Blohm, Rich Sena, and Stephen Zoeller.

## **Item 1: OPENING REMARKS**

Don Durden calls the meeting to order at 2:06pm. He and Bob Manning welcomes everyone into the meeting. Manning also notes that there was an article in the paper recently and he expresses his appreciation for it, saying it was heartfelt, personal, and true. Jonah Evans echoes Manning's comments on the article as well.

## **Item 2: CONSIDER APPROVAL OF MINUTES OF NOVEMBER 2, 2021 AND NOVEMBER 16, 2021**

Durden says there are two sets of minutes available for approval this meeting. A motion to approve both sets of minutes is made by Del Eulberg. The motion is seconded by Gary Louie. There are no objections. The minutes are approved and adopted.

## **Item 3: PUBLIC COMMENT**

Durden opens the floor for public comment.

Bill McNaught approaches the lectern. He notes that Durden's comments were comforting regarding bigger entities and their role in development. He then asks if they are waiting for a formal report from each municipal entity, and if so, how is that handled? He also asks if Kendall County will use

existing roads in an effort to preserve the character of the Hill Country. He states that he thinks there should be a public policy statement of some kind that holds the principles significantly higher.

Durden responds by saying that there will not be any approval by this body of plans and programs submitted by the municipal sponsors. As of now, they only have a proposed draft, and it is still premature to say to what extent that will find its way into the final report.

Manning notes that this is a citizen's group talking amongst themselves, and their charge is to make recommendations to two cities. His hope is that, given the open nature of the meetings, this report will carry more weight than reports in the past ever did.

#### **Item 4: TOP TEN WORST INTERSECTIONS AND ROADS IN KENDALL COUNTY**

Durden and Manning are hoping to get a consensus among the Committee and find out what each Committee member's top 10 worst roads and intersections are. They put it to a vote because it could be an interesting data point. The Committee takes a few minutes to fill out their ballots and the results will be discussed at the following meeting.

#### **Item 5: ADDITIONAL DISCUSSION REGARDING POLICY RECOMMENDATIONS**

After a couple meetings surrounding data and math, Durden redirects this meeting to discuss policy recommendations.

Bitsy Pratt mentions that the downtown master plan is a concern and hopes to discuss forming a policy that addresses the concern that TxDOT will want to create an alternate route to connect with Highway 46 if the City were to obtain Main Street.

Durden notes that the policy should really address the participation of the City and County in that process if that were to be the case.

Evans questions whether that would be the case. He suggests some possible solutions including that the City would assume responsibility for only certain parts of the road (specifically the Hill Country Mile) or that the community have some significant involvement.

Conversation ensues between Evans, Tim Bannwolf and John Kight about creating new routes or loops and wanting to maximize what the City already has. Bannwolf notes that people are wanting an alternate route from Highway 46 to I-10 to avoid the River Road/Herff Road intersection.

Pratt wonders if there is a way to obtain Main Street without all the implications, but to leave the policy the way it is she says would be wrong.

Manning notes that there would be some caveats by taking Main Street from TxDOT. Durden agrees to revise and come back.

Louie asks if the rules are black-and-white when it comes to ownership of segments of roads. Would TxDOT lease parts of a road to the City? Jeff Carroll responds and says he is unfamiliar with that concept, but notes that the City's biggest concerns are the maintenance costs of Main Street. Louie also asks if the components of the Boerne Master Plan were taken into consideration. Durden says yes.

The next policy recommendation is about water pollution and protection, and the design criteria for any future proposed roads. Eulberg comments that in terms of environmental concerns, all the projects they are discussing require environmental impact statements. He thinks they should be cautious without fully understanding what those impacts are.

Pratt and Carroll discuss design elements and the implications regarding that. Carroll says the UDC requires that geologic assessments are required when roads are being proposed now.

Manning discusses his concerns with environmental threats when building over recharge features. He says he hopes to take some of the City's UDC requirements out into the County.

Ben Eldredge asks about floodplain mitigation requirements. He and Durden agree there is room for improvement there. Some supportive conversation ensues after Pratt and Louie join in, expressing their concerns in this regard as well.

Durden discusses green field approaches, and Eldredge expresses his concern about noise abatement. Conversation between Eldredge and Bannwolf ensues.

Evans says that he thinks there must be a strong need for an improvement when considering greenfield projects. There must also be evidence that shows the need cannot be addressed through existing infrastructure. He suggests also incorporating the issue of development planning. He wishes there was a policy the Committee could create to have infrastructure in place before the approval of subdivisions and having to build roads through landowners' properties.

Bannwolf and Carroll note that the City's Major Thoroughfare Plan has undeveloped space for future roads when needed. Durden notes that the MTP is not perfect, and more conversation ensues.

Durden asks about ROW standards and whether there are any changes needed in that regard. There is a recommendation that the City and County require connective adjacent lanes. He mentions some of the concerns that the County has in taking on more street maintenance.

Carroll discusses some developments and their effects on public and private roads regarding the connectivity of neighborhoods. Evans says that if they are going to be asking landowners to give up pieces of their land, asking people who live in a neighborhood about interconnectivity between neighborhoods should be on the table to share the burden. Marcus Garcia also thinks it would be beneficial to ask for more access points.

Manning asks if the law would prohibit them from requiring an HOA to require connectivity between subdivisions. Bannwolf notes that it would be something that would likely have to come before City Council for approval. Carroll chimes in saying that the new UDC requirements promote more connectivity.

Northern Hendricks asks whether the use of roundabouts for smooth traffic flow and safety would be for future roads or current roads, and Durden's answer is that it is for both.

Durden begins to wrap up this agenda item. He hopes to get this policy section wrapped up by the second meeting in January.

Conversation ensues regarding water, residential density, and how that all interconnects with transportation. Evans asks about making a recommendation for those things to be managed better at the state and local levels.

Hendricks chimes in and says as a Kendall County resident herself, she would like to see a County-wide transportation plan highlighted as one of the policy recommendations. Durden says the County could do better with comprehensive planning and eventually go to a long-range facility plan.

Durden directs the Committee to the back side of the agenda which contains local traffic count locations (INSERT LINK TO DOCUMENT). This is data that was carried over from the last meeting from StreetLight. He explains that this information was used to decide how many intersections the Committee would use to count traffic, and there are 30 in all. There is a StreetLight package that will provide up to 100 locations and the cost is nominal. He also says that Carroll found out that TxDOT will maybe allow the Committee to go forward using their data for extrapolation purposes.

**Item 6: CONSIDERATION OF REMAINING “NON-CONTROVERSIAL” CROWDSOURCE PROJECTS**

Durden skips this agenda item due to a time crunch and moves swiftly on to the last opportunity for public comment.

**Item 7: PUBLIC COMMENT**

Durden opens the floor for public comment.

Alex Rudd approaches the lectern first concerned with the population density in the area. She recently listened to some meetings from AAMPO and was concerned about the lack of conversation regarding water. She suggests using Blanco Road as an option for getting to I-10. While it can be an inconvenient route, this could be an alternative option to building another road somewhere.

Pratt responds to her comments saying that the Projects Subcommittee did consider that as a potential option to include in the recommendations. Eldredge says he appreciates her comments about water and that he shares her concerns. Kight mentions a drought that happened in the area back in the 50s and says they would be out of luck if that were to happen again. He thinks the Committee should take a stance on what would happen if water were in short supply.

Milan Michalec, President of the Cow Creek Conservation District, approaches the Committee next. He mentions a manual about rainwater harvest that was put together back in 2013 titled *Water: Yours, Mine, and Ours*. He also discusses the various locations that water is gathered from, and an alternative to sourcing water from those locations: rainwater. He says rainwater on private property is considered part of that private property and can be collected at a very low cost.

Vialissa Gerhard makes her comments next. She begins by discussing the congestion around the Esperanza and Herff exchange, and she wonders why 3351 is not being utilized more. She says the widening of that road has been put off while the Committee is talking about other solutions. She also says the school traffic situations will not change. She also does not understand why Ralph Fair Road improvements have been put off when it has already been approved.

Lisa Delpuerto steps up to the lectern with concerns about Ranger Creek Road. She was glad to see it as one of the traffic count locations. She expresses her concerns about flooding in the area with another 300 homes getting ready to be built. She is also concerned about water quality and runoff.

Joseph Demico steps up next saying that he has spent time working in traffic safety. He was surprised when he moved here to see just how fast the area is growing. He suggests placing a moratorium as a means of “pumping the breaks” on growth and rezoning. He wonders why there couldn’t be a separate set of policies for the City and the County. He also expresses his concerns about water conservation and pollution and asks for an increase in safety and maintenance where those issues are concerned.

Evans responds and says that City Council might be a good place for the growth comments to be taken to. Carroll also notes that the City is investigating the complaints regarding the grass and leaves in the streets. Eldredge notes that the County cannot impose a moratorium and suggests taking that request to City Council as well. He also mentions the new UDC and how that is meant to provide a safety net for some of the concerns he mentioned.

Brian Combs steps up next to address the Committee. He thinks a secondary access point should be a requirement for subdivisions and that neighborhoods should allow interconnectivity. He is still in favor of a truck route to keep large trucks out of Boerne and off Main Street. Regarding density, he wonders why the City has not considered making the lots larger. Bigger lots could help solve some of the water issues as well.

Lance Kyle is up next. He says he was at the Planning and Zoning meeting the night prior to this meeting. He says he did not hear anything about connectivity from Highway 46 to the Interstate or to Main Street. What he did hear was an inability to get onto Highway 46 in light of the proposed 200-unit apartment building being proposed. He says that sometimes TxDOT overreaches in their projections. He hopes the intersection and Highway 46 and Herff Road can be cleaned up successfully. He feels there has been a reckless attitude in this area concerning lakes, aquifers, and creeks.

Denise Powers makes her way to the lectern and discusses her concerns on density and its effects on traffic. She thinks the committee should take a strong stance on the density in the area to save the beauty and resources of Boerne.

Kimberly McInnis is next. She feels that Boerne is not being preserved in the way that it deserves. She says she is hearing all the talk of obtaining Main Street and preserving the Hill Country Mile, but she doesn't feel that is the heart of Boerne. She is very concerned by the density growth and that Highway 46 will become the next highway belt.

Carroll chimes in to make an announcement. He explains that the City has a Major Thoroughfare Plan in place that shows street categories, primary arterials, and primary collector roads. He says that hiring an engineer for updating those things requires a lot, but that is the plan. He says the plan is to look at street cross sections and intersections. It will be on next week's City Council agenda. Kight asks if there will be studies on traffic and truck counts, to which Carroll replies yes.

Before the meeting adjourns, there is some discussion on whether there will be a meeting held on December 21<sup>st</sup> as it is so close to the Christmas holiday. The consensus is yes, there will be a meeting.

**Item 8:      ADJOURNMENT**

The meeting adjourns at 4:26pm