

Kendall County – Boerne – Fair Oaks Transportation Committee Minutes

**19 April 2022
2:02 – 3:52 p.m.**

In Attendance:

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

Not in Attendance:

Henry Acosta, Josh Limmer, Kim Blohm, Stephen Zoeller, Marcus Garcia, Tim Bannwolf, and Bryce Boddie.

Item 1: OPENING REMARKS

Don Durden calls the meeting to order at 2:02 p.m. Making some opening remarks, he says there have been requests for more consistent access to Zoom meetings. After a consultation with Northern, they have agreed to send out a link and access codes on the day of the meetings. He encourages everyone to track the website. He then explains that Rich Sena has some comments and information regarding some BISD matters.

Sena begins by saying that BISD has been very busy, and that is why he has missed the last couple of meetings. He says the school district grew from 2010-2020 from 6,600 to 9,700 students. Most of the growth, 60-65% of it, took place on the back half of the decade. Sena discusses the growth expectations for the area and how the implications of that growth would be much to deal with. More schools will be built in emerging population centers. Right now, many schools are at capacity and are going to be accommodated with portables. He also discusses the benefit of building a school on the west side of IH-10. He discusses lowering tax rates for a while and finishes by talking about how BISD is looking at a lot of ways to improve education, and they hope to be part of the solution in some of the traffic congestion issues in the area.

John Kight and Sena discuss interconnectivity and BISD's role in that.

Bitsy Pratt chimes in and notes that their Subcommittee did a lot of research and had many conversations that focused a lot on bike/ped solutions to traffic congestion. She notes that the last committee to take on this task entered into discussions on solving traffic congestion from an engineering and design standpoint, and they lacked the social information.

Ben Eldredge notes that he would not place all blame on BISD; there are many contributing factors to the traffic congestion problems in Kendall County.

Jeff Carroll chimes in and notes that the City now requires that all new projects submit a Traffic Impact Analysis assessment with their plans.

Item 2: CONSIDER APPROVAL OF MINUTES OF MARCH 15 AND APRIL 5, 2022

Durden opens the floor for the consideration of the minutes from the meetings held on March 15, 2022, and April 5, 2022.

Gary Louie makes a motion to approve and adopt both sets. Ranking D'Spain seconds the motion. With no objections, the minutes are approved and adopted.

Item 3: PUBLIC COMMENT

Durden opens the floor for the public's first opportunity of comments.

Vialissa Gerhardt makes her way to the lectern to address the Committee. She explains that in the beginning, she thought the Committee members came together to deal with the tough issues, but it seems that making tough decisions has instead resulted in policy rather than hard stances, and she is noticing more of a gray area forming. She expresses her concern that she thinks the Committee ought to take a firm stance on where they stand regarding eminent domain and property rights.

Item 4: DISCUSS DRAFT POLICY ON MAJOR THOROUGHFARE PLANNING/EMINENT DOMAIN INTERACTION

Jonah Evans has been appointed the spokesperson for this agenda item in Tim Bannwolf's absence. Their subgroup met the previous Thursday before this meeting, and they had a productive discussion surrounding the eminent domain question. He notes that a lot of what they will discuss is not in final form.

Evans directs the room to look at Chapter 6 of the Policy Recommendation in the drafted report. He presents some soft but clear language that shows the intent of keeping roads in more rural in nature, and not looking to promote development and/or suburban roads. There is also a suggestion in there that discusses requiring FM standards for major traffic arterials.

Kight notes that FM roads are owned by the state and are typically wider. He suggests that the statement be clear that they would like the roads to be *up to* standard without the need for acquiring more ROW.

Durden discusses current roadways that are usually accommodated within 100' of ROW. Carroll chimes in with drainage comments and how that issue relates.

Evans does not think that anyone would object to having the standards of existing roads upgraded. He says he believes there is room for the Committee to recommend their policies and leave the rest up to the policy makers.

There is some discussion between Kight and Eldredge on Dr. Veni's expertise and recharge features. There is debate on language regarding road standards between Kight, Evans, and Eldredge.

After a long discussion, Durden asks Kight to copy down his comments and give them to the Subcommittee for consideration.

Bobby Balli chimes in and makes some comments to suggest having an efficacy group inputted. He thinks the document could be missing some language and that the whole document could be overreaching and missing clarification.

Evans suggests obtaining a list of other existing policies.

Kight, Eldredge, and Evans discuss building roads based on the needs of Kendall County and not on the needs of any governmental entity or TxDOT. Kight notes that this language is very restricting and expresses concern over that because a lot of funding for the projects they want to do will come from those entities. Louie agrees with Kight. Limiting options in the facilitation of building roads and promoting connectivity will hurt the community. There is some discussion about San Antonio and how that will play into the development in the area.

Manning jumps in and notes that he is more concerned with solving the issues in Kendall County and does not want to get too involved in discussion about traffic issues in San Antonio.

Pratt suggests a declarative statement, not directed toward TxDOT or any other entity, but proposed in a way that focuses on local solutions for local problems.

Eulberg reiterates the importance of making the Major Thoroughfare Planning process known, and he does not think that over-detailing and over-explaining will help.

Durden brings the discussion to a halt and says that the Subcommittee has been tasked with finding the language for the document and asks that Kight be brought into discussion to help resolve some of the issues. If there is no consensus found, they will bring in the items of dispute and put them to a vote. He notes that the solutions they produce will be more on the pragmatic side; it will be imperfect, but he hopes they will find solutions that everyone can live with. He reminds everyone that this is still a draft, not the final word. He gives Evans the floor to complete the last few items of discussion in the document.

Evans addresses alignment requirements for developers and a blanket statement that addresses the eminent domain issue. Eldredge clarifies that if there are sections that require the use of eminent domain, that would be “more *tolerated*” over a gateway-style loop causing major disruptions to residents. He also added that the Major Thoroughfare Planning process

should not include eminent domain as the primary avenue of acquiring ROW.

Pratt asks about the lack of mentioning of Comfort. Durden notes that Comfort unincorporated. They default to the County, and the County does not have a Major Thoroughfare plan.

Eldredge reiterates that this document is very much in draft form.

Balli suggests reducing the size and detail of the information in the document because it could be met with a lot of criticism.

Item 5: REVIEW INFO FROM STREETLIGHT DATA

Steve Sharma takes the floor and says he worked on this last week and has continued to work on the data into this week. Sharma says this information will be ready for the next agenda.

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

This item is skipped until a future meeting for time's sake.

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

The item is skipped until a future meeting for time's sake.

Item 8: PUBLIC COMMENT

Alex Rudd approaches the lectern first. She expresses first her appreciation for the Committee and their hard work. She then mentions something she had not considered before: the conversion of County Roads

to FM road standards. She says that this could pose serious safety issues and that there is potentially a huge impact on residents in that area who live along those roads. FM standards are much wider, which would cut into private properties. Higher speeds are also typical for these roads. Since this is a highly residential area, this is something that must be considered. She encourages the Committee to check every square foot.

Wanda McCarthy approaches the Committee next, first discussing the model of the SH 46 and Herff Road intersection. She says a dual left turn from Esser onto SH 46 was discussed many times. Regarding this matter, she says there were many comments made about how this would not work for that intersection because the turn for trucks would be too tight. She asks the Committee to take another look at that possibility because she believes there is a turn on Main Street that is tighter than that turn. She states that the City is promoting their bond and enhancing their maintenance instead of using what they have to increase mobility. She also discusses the issue of artificial noise and raised road markers. She says road noise is not controllable, but the placement of markers is. In reference to comments that Kight made about increasing the width of Amman Road and state safety standards, she expresses concern about speed limit increases because that area is a neighborhood (rural area). To close, she thanks Eldredge, Pratt, and Evans for standing firm on their stance in that this is a citizen's committee, and the members are supposed to be the voice of the community.

Hendricks makes a note that there will be an AAMPO mobility meeting held on Monday, May 2nd at 6:00 p.m. if anyone is interested in attending.

Leon Brimhall approaches the lectern last to suggest that a county engineer may have insight and input on the matter that the Committee has not thought of. He encourages the Committee to keep their policies and recommendations simple. He talks a little bit about Row for Kreutzberg Road and Cordillera, also noting that most developers are happy to provide ROW since it often enhances their development.

Item 9: ADJOURNMENT

The Committee adjourned at 3:52 p.m.