

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

**03 May 2022  
2:02 – 3:57 p.m.**

## **In Attendance:**

Don Durden, Bobby Balli, John Kight, Northern Hendricks, Steve Sharma, Bitsy Pratt, Ben Eldredge, Jeff Carroll, Rankin D'Spain, Rich Sena, Jonah Evans, and Tim Bannwolf.

## **Not in Attendance:**

Bob Manning, Bryce Boddie, Del Eulberg, Gary Louie, Henry Acosta, Josh Limmer, Kim Blohm, Marcus Garcia, and Stephen Zoeller.

## **Item 1: OPENING REMARKS**

Don Durden calls the meeting to order at 2:02 p.m. He mentions that many Committee members are out, including Bob Manning who is out on business.

He goes on to say that he met with the Policy Subcommittee. They had planned to present their revisions to the Committee today, but after their meeting, they requested more time because there were additional comments and revisions made. They plan to present at the next regularly scheduled meeting.

Durden also explains that Jeff Carroll will have a model for the Committee to assess. Carroll explains that he will have a model for 16 intersections within the City and hopes they can discuss some other suggestions.

Durden notes that he hopes they will have more time to go through the CrowdSourcing projects.

Bobby Balli makes an announcement, saying that he and Ben Eldredge attended the AAMPO meeting the previous evening. He explains that the purpose of the meeting was to present a short- and long-term transportation plan for the area. The list of projects included various modes of transit, such as pedestrian options and trails. He explains some concern

regarding the representation at the policy-making level on the AAMPO Committee. Soon, AAMPO will be looking at including the entire county which could give this area two votes on the Committee which could help with funding.

Eldredge makes additional comments, saying that one of the things he found intriguing was a survey of responses to emerging technologies for transportation, such as a high-speed rail and hyperloop. He wondered if AAMPO will lean more toward alternative solutions or another “Katy Freeway”. He says it seems like they lean more toward alternative solutions.

Carroll says their website has a lot of recorded past meetings. Durden notes there is also a location on the website to contribute comments.

Jonah Evans chimes in and says he and John Kight had earlier discussed an intersection redesign for Highway 46/Esser Road/Herff Road. He asks for a copy from Carroll.

**Item 2: CONSIDER APPROVAL OF MINUTES OF APRIL 19, 2022**

Durden opens the floor for consideration of the minutes of April 19, 2022.

Bitsy Pratt makes a motion to approve and adopt the minutes. Balli seconds the motion.

With no objections from the Committee, the minutes are approved and adopted.

**Item 3: PUBLIC COMMENT**

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

Alex Rudd approaches the lectern first. She was disappointed to hear that only a few residents attended the previous day’s AAMPO meeting. She asks a favor of the Committee, saying that a lot of citizens do not feel listened to by the City when they ask the City to do something. She mentions the next Open House opportunity for the Boerne Mobility Master

Plan Committee, saying that a lot of residents will be traveling and out of town because of graduation ceremonies. Her ask is that the Committee postpone the Open House until the following month when more residents could attend. Next, she touches on the conversion of highway roads to have FM Road status. She looked at how speed influences accident rates. Highway 474 has a speed limit of 50 and there have been 209 accidents between 2012 and this year. 3351 has a speed limit of 60 with 170 accidents. Amman Road has a speed limit of 45 and there have been 66 accidents. Kreuzberg Road had 37 accidents with a speed limit of 40 (all data is from the same time block as the first mentioned). Another concern she has is the widening of the road which would cut into many residents' properties. She says she does not reply on TxDOT and their FM roads, and the thought of these changes makes her fearful. She urges the Committee to consider and examine these factors.

Carroll responds and says that the May 17 meeting Rudd refers to, saying that they plan to discuss intersections and existing roadway improvements. It is to be held at Kronkosky Place from 4-7 p.m.

#### **Item 4: REVIEW INFO FROM STREETLIGHT DATA**

Durden moves on and begins discussing how the County purchased a subscription to StreetLight Data. He turns the room over to Steve Sharma to present what he has, and he notes that if any of Committee members are interested in getting any specific data, he says they will bump those inquiries for discussion with the Subcommittee.

Sharma takes the floor, saying that the first pieces of data that were requested was from 2019. The model he brings up shows the locations of the highest daily traffic in Boerne. The intersection of Main Street and Herff Road had an average of 17k cars per day during that year. He says he did not get the average daily traffic at the Highway 46/Esser Road/Adler Road intersection location. Highway 87 and 473 had 7.6k on average every day. He explains that the year 2020 obviously had lower numbers (by 15%) because of Covid. He explains that there is no 2021 ADT data yet. He lists some of TxDOT's counts, saying in 2020 the Esser/Herff Road/Hwy 46 intersection was at 15k per day.

Sharma then moves on to talk about the Origin Destination data. He lists several different starting points, discussing the difference between pass-through traffic counts and destination traffic counts. Kight asks what the source is for the data. Sharma responds that Streetlight draws from phone GPS data. Kight then asks about average daily traffic numbers for trucks. Conversation ensues on calibration of the truck information.

Evans asks about the origin gate at Highway 46. Sharma says it starts in Bergheim, goes east of Highway 3351, and west bound on Highway 46. Sharma explains that the percentages they are seeing are percentages *of* percentages, which has some members confused at first, but the percentage of traffic doesn't begin at 100%. The information would be additive if it was all put together.

Durden says he wanted Sharma to show this because it would give them an idea of what Streetlight can provide, and that would help them determine what information they want to specifically ask for.

Pratt chimes in and notes that the reason she continues to ask about downtown traffic is because the downtown merchants continue to say they need to get traffic off Main Street.

Carroll notes that traffic counts have a percentage of trucks at the intersections. They can see how many trucks went through which intersections. A truck passing every two minutes would be a lot for Main Street. He offers to get the truck percentages from the traffic counts done in February.

Pratt mentions the difficulty of traffic coming from Fair Oaks and going to the Champion Heights area and back. She wonders if putting a school on the west side of IH-10 would impact that traffic at all.

Sharma says there were quite a few origin destinations inputted for this model, but because the origins are bi-directional, the information looks incorrect.

Evans and Eldredge plan to get specific requests in for traffic percentages on origin destination information.

## **Item 5: DISCUSS DRAFT POLICY SECTION OF THE REPORT**

This agenda item is skipped until the next regularly scheduled meeting because of a time constraint.

## **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**

Northern Hendricks takes the floor.

Project 1: A turn lane into Tapatio Springs Resort is eliminated from further review.

Project 2: A suggestion for a roundabout at River Road and Main Street. This is an instance where ROW would not be requested because the proposed structure is all done in a bridge. Evans thinks this could be a bit extravagant and expensive. Balli thinks it should be given over to TxDOT. Carroll notes that the traffic counts would be a factor in justifying it. The other thing to consider is traffic going southbound making a left turn onto River Road. Simple schematics have shown they will lose about 15-20 parking spaces as well. Balli motions to keep it in for further review and study, and the motion is seconded by Evans. There are no objections, and the project moves forward for further review.

Project 3: A suggestion for slowing Main Street traffic to 25mph. Carroll notes that they would need to do street sizing to get people to slow down since speeds are determined by how fast people go on average. The suggestion is changed to consider ways to implement traffic calming devices and approved to move forward.

Project 4: A suggestion for taking Main Street back from TxDOT. This is deemed as more of a policy issue.

Project 5: A suggestion for a light at Oak Park and Main Street. Carroll says the traffic counts there do not warrant a traffic signal. Pratt expresses that

she is for it. Balli is not for it. Carroll says this is something that the City can track to see if it's warranted later. He says the City follows the same warrant criteria as TxDOT. Balli suggests seeing about making a way for safe crossing there. Evans wants to suggest language that asks for crosswalks between the intersections of Main and Bandera and Main and River Road. It is not included as a recommendation.

Project 6: A suggestion for removing parking along Main Street. Evans doesn't want to support this until there is a solution for where parking would relocate to. Durden notes that the County is looking at options for what could be done with the parking lot behind the Courthouse and Rosewood. There are many days that they get reports that the parking is full, and the solution would be a potential parking garage that would fit tastefully with the community. Durden wants to use this to address the parking issue, saying that this would be a good idea to potentially solve this issue. There are no objections from the Committee, and it is moved into the policy.

Project 7: Another suggestion for a parking issue at 624 N. Main Street. Carroll says there is a commercial office building that sits at this location. Pratt asks if it is a striping issue. Evans recommends including this with the pedestrian issue and package.

Project 8: A suggestion for a right turn lane from Business 87 onto Herff Road. Since they have discussed putting a roundabout there, they decide to move this along as a short-term solution and allow the roundabout suggestion to be a long-term solution.

Project 9: A suggestion for improvements at the Main Street and Christus Parkway intersection. It is included but categorized as low priority.

Project 10: A suggestion for a connection between Highway 46 and IH-10. This item is postponed for discussion until the Committee reaches a consensus on the eminent domain topic.

Project 11: Another project suggestion is deferred because it is a thoroughfare and involves eminent domain discussion.

Project 12: A suggestion for a connection to Brandt Road that would provide relief from Highway 46 and Highway 3351. This item is excluded because the County lacks an enforceable Major Thoroughfare Plan.

Project 13: A suggestion for a connection from Esperanza to Champion Heights. Carroll suggests maybe connecting from behind Herff Elementary. Evans notes that this is a result of poor planning. A connection could have possibly been made when Esperanza was being constructed. This project is eliminated from further review.

Project 14: Last is a suggestion for a new road that would connect to Highway 46 West and IH-10 that would be constructed on the west side of IH-10. It is moved forward by consensus of the Committee.

#### **Item 7: PUBLIC COMMENT**

Alex Rudd approaches the lectern again. She says there were some references made at the last meeting regarding recharge features in the lower Glen Rose region in southeast Kendall County. She discusses the percentages of rainfall that's being collected. She would like to ask whoever organized the data to make it available to the public and reiterates her concern about the groundwater. Eldredge responds to her and says that information was collected by Dr. George Veni. Kight chimes in and says that there have been all kinds of studies done. Durden thinks she could find more information from Cow Creek as well.

Wanda McCarthy approaches the lectern next. She touches on the previous evening's AAMPO meeting, saying there is a big line that cuts Kendall County in half and that the County chose not to be a participant on that board, and that's why the area would only have 1 representative. If the County is interested in being a part of the board, they should look at the whole county. She also mentions that there is no signage anywhere from Highway 46 that directs truck traffic to the Herff bypass which would be easy and cost effective. Lastly, she says she didn't see any percentages of traffic going east on Highway 46 traveling to Highway 46 West, which was a main hot-button topic for the Kendall Gateway study. She hopes to see those in the future.

Denise Dever is joining the meeting via Zoom and raises questions about the AAMPO map. She says since the first time she saw the map, it's grown, and she asks for someone to check the accuracy of it. She wonders why it goes so far out into the County. Eldredge responds and says that the City is the representative on the AAMPO board, not the County. But Dever wonders why the lines go so far out into the County if there is no representation from the County. Durden also responds and explains that the County's decision to put lines in was a decision made in County Commissioners Court. At that time, there was division among the Commissioners, and the resolution was that some part of those lines would go in and some would stay out. At that time, there were more people that did not want to join in with San Antonio than did, and that's why the lines are the way that they are.

**Item 8: ADJOURNMENT**

The Committee adjourned at 3:57 p.m.