Recommendations of the Ad Hoc Subcommittee
Kendall County Boerne Fair Oaks Ranch
Transportation Planning Committee
January 11, 2021
Kendall County Boerne Fair Oaks Ranch
Transportation Planning Committee

Steering Committee

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Tim Handren, Mayor City of Boerne
Garry Manitzas, Mayor Fair Oaks Ranch

Study Committee

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Bob Hartwig, Precinct 2
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Interim Report Ad Hoc Subcommittee

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Background

The Kendall County Boerne Fair Oaks Ranch Transportation Planning Committee (KCBFOTC) was created July 22, 2019 by Kendall County Commissioners Court Order 07-22-2019. That Court Order defined the purpose of the Committee as being

to develop a countywide transportation plan to mitigate current and future traffic congestion in Kendall County in a way that preserves cultural and environmental resources and promotes appropriate economic development.

The Court Order charged the Committee with producing a report that includes

A short-range program of projects and operational improvements that can be implemented in the short term to relieve current congestion;

A long-range program of transportation improvements that addresses current and projected travel demand; and

A program of recommended policies to guide the planning and design of the transportation/land use system within Kendall County.

The Court Order specified a two-tiered committee structure that included a Steering Committee and a Study Committee. The Steering Committee is comprised of County Judge Darel L. Lux, City of Boerne Mayor Tim Handren, and City of Fair Oaks Ranch Mayor Garry Manitzas. The Court Order envisioned a Study Committee comprised of twenty people who would be appointed by a broad array of elected officials and local organizations.

Between late July 2019 and late September 2019, individual citizens were appointed to the Study Committee, and its initial meeting was held September 23, 2019. The Study Committee met twelve times over the next five months, affirming decision-making protocols, creating a website, establishing subcommittees, gathering public comment, listening to public experts, and reviewing BISD’s Demographic Study.

The Study Committee was working diligently to develop recommendations for the short-range program, with the specific intent of formulating a list of projects that might be included in possible November 2020 bond issues at each sponsoring agency. However, in early 2020, State and local response to the novel coronavirus pandemic led to temporary suspension of the Study Committee’s work. As the pandemic progressed, the Steering Committee and Study Committee Co-Chairs met. They agreed the limited stay-at-home orders and the mandated closure of many non-essential businesses were likely
to reduce economic activity and render the contemplated November 2020 bond issue imprudent. While some consideration was given to conducting the Study Committee business by Zoom, the consensus of the group was that a Zoom meeting approach could be detrimental to the credibility the Study Committee had begun to engender.

As a result, the Steering Committee and Study Committee Co-Chairs agreed to suspend the work indefinitely and members were advised by email. It is notable, though, that the group stopped short of dissolving the Study Committee or terminating its work. It was noted that the regional transportation planning work done under the auspices of the Alamo Area Metropolitan Planning Organization were ongoing, and that TxDOT’s planning was also proceeding. In December 2020, Steering Committee members asked that the Study Committee review its work to see if it was in a position to recommend projects that the participating agencies might want to submit to the Alamo Area Metropolitan Planning Organization (AAMPO) and/or by TxDOT for inclusion in the State Transportation Improvement Plan (TIP). They also asked that those recommendations be presented to the participating agencies in time to facilitate their responses to AAMPO and/or TxDOT calls for projects, due April 1, 2021. The primary purpose of this Interim Report and Recommendations is to respond to that request.

The rest of this report is organized into three sections. The first section describes the principles and processes that the Study Committee agreed to employ in developing its recommendations. The second section provides a brief discussion about transportation funding, and the final section provides some interim recommendations for consideration by the County and the two cities sponsoring this endeavor.
Principles and Processes

In the past four decades, Kendall County and/or Boerne have undertaken several studies\(^1\) that were intended to facilitate the development of a transportation system. The most recent of these efforts was a TxDOT-managed planning effort that came to be known as the Kendall Gateway Study. Although the study process included numerous stakeholder meetings, public outreach, and other initiatives intended to gather and integrate public opinion in the plan, in fact, public participation was at best limited. Most members of the public did not have an interest in or understand the transportation planning process. Moreover, it was not clear that modal alternatives (e.g., public transportation) or structural alternatives (e.g., a transportation grid instead of a loop or bypass) were considered, and community members were left with the impression that the solution was a loop around Boerne, and the only alternatives were related to which path it would take. In addition, the absence of the role of pedestrian facilities in the plan eroded support for the plan.

Nevertheless, TxDOT moved forward to finalize its recommendations, with the width of the proposed ROW approaching Interstate Highway standards. To be fair, the Kendall Gateway Plan was not presented as an “all-or-nothing” or “take-it-or-leave-it” recommendation, and one option that Commissioners Court could have taken was to negotiate the scale and extent of the plan to better suit Kendall County sensibilities. Nevertheless, the recommendation conjured up visions of an urban freeway among many Kendall County citizens. While some may have considered this approach far-sighted and visionary, many more were horrified at the prospect of Kendall County becoming an urbanized area complete with its own loop, and they so vociferously voiced their concerns that the plan was rejected by Commissioners Court in October 2018.

The criticisms directed at TxDOT and the County during the latter stages of the Kendall Gateway Study significantly influenced the composition of the Kendall County Boerne Fair Oaks Ranch Transportation Committee and how it has pursued its work.

In the wake of the Kendall Gateway rejection, the things that seemed to be most important to Study Committee members were that its recommendations be Locally Driven, that its processes be Open, Transparent, and Inclusive, and that its

\(^1\) See [www.kcbfotc.com](http://www.kcbfotc.com) for a list and content of Past Studies.
recommendations be based on Widely Accepted Data. Let’s dig a bit deeper on each of these things.

Locally Driven - To begin with, the current effort should be locally driven; while they may be called upon to assist, outside transportation or community planning experts should not lead the effort. The political subdivisions who would likely be called upon to fund any sort of significant county transportation system are represented to “steer the process” and keep it “on track,” enhancing the likelihood the recommendations will be politically viable.

Secondly, the membership of the Study Committee was established to afford the diverse constituent groups a voice in not only the planning process, but in the design of that planning process as well. In preparation for the first Study Committee meeting, members were asked to be prepared to answer three questions:

1) What they hoped the Study Committee would accomplish
2) What success would look like
3) What the Study Committee should consider in formulating its recommendations

Transparent, Open, and Inclusive – The Study Committee will be dedicated to transparency, openness, and inclusion. This means

- the Study Committee meetings will be open to the public, and, although not statutorily required to be, they will be conducted as if they were official public meetings. Standard posting requirements will apply to all Study Committee meetings;
- ample and convenient opportunities will be provided for public comment during the Study Committee meetings;
- detailed minutes of the Study Committee meetings will be prepared, approved, and available for public review;
- all views, including those involving alternate mobility programs such as bike and pedestrian facilities, will be given fair and complete consideration;
- members will disclose conflicts of interest and recuse themselves from deliberations on those matters affected by the conflicts of interest;

Data Driven – The Study Committee will endeavor to make recommendations based on data that is credible and widely accepted. As an example, the Boerne ISD has regularly engaged the services of a demographer to help it plan future school locations. They have found the detailed population growth data assembled by their demographers to be
accurate. Since population data can be used to project travel demand on a reasonably granular basis, the Committee should consider the BISD data in its recommendations.

Subcommittees

To carry out its work, the Study Committee agreed to organize itself into four subcommittees. Subsequently, at the suggestion of Co-Chair Manning, a fifth subcommittee, Appropriate Economic Development, was also formed. The subcommittees and the scope of work they were assigned are listed below.

- Past Studies – Review past transportation studies to glean information that may be helpful to the current effort, including the development of project recommendations generally described as “low hanging fruit.” The Past Studies Subcommittee evolved into the Past, Present, and Future Studies Subcommittee and subsequently into the Projects Subcommittee. At the time the Study Committee’s work was suspended, the Projects Subcommittee was starting the process of developing a list of project recommendations and presenting them in the Committee Viewer.
- Public Outreach – Facilitate communication between the public and the KCBFOTC on transportation related issues
- GIS – Identify and organize geospatial data that should influence transportation planning, including a review of AAMPO’s Travel Demand Model’s demographic data
- Subject Matter Experts – Identify subject matter experts that might inform the Study Committee’s work and facilitate presentations of relevant information to the Committee and community.
- Appropriate Economic Development – Identify what constitutes appropriate economic development that is to be promoted by the recommended transportation plan.

Based substantially on early presentations by Mike Howle, Kendall County GIS Coordinator and Jeanne Geiger, Deputy Director of AAMPO, the Study Committee agreed that a GIS based system should be used for both public engagement and planning purposes. Most of the subcommittees worked closely with the GIS Subcommittee.

The Alamo Area MPO was very helpful in developing a couple of tools we call “Viewers.” One of these viewers is known as the Crowd Source Viewer, and the other one is known
Committee Viewer - The purpose of the Crowd Source Viewer is to create a permanent record of concerns, ideas, and information regarding the existing and proposed transportation system in Kendall County. The Crowd Source Viewer is open to all members of the public, including members of the Transportation Committee, to provide information on a County map. Information is submitted via the Crowd Source Viewer is identified by the submitter as being in one of three categories: Automotive Transportation; Pedestrian, Bike and Transit; or Land Features. In addition to describing a problem, concern, suggestion, or feature, the Submitter is asked to provide a contact email. The Crowd Source viewer can be accessed through the committee’s website [http://www.kcbfotc.com](http://www.kcbfotc.com) or by typing [https://www.kcbfotc.com/plan-your-mobility](https://www.kcbfotc.com/plan-your-mobility) in your web browser.

To ensure transparency, information submitted using this viewer cannot be subsequently edited or deleted, except by approval of the Study Committee. Data need not be complete, technically valid, or even correct, as this information is the record of comments and suggestions received. All contributors are equal, and the Committee has no position (for, against, neutral, etc.) regarding any information submitted. Once a contribution has been made, subsequent visitors can “Like” and/or comment on the contribution.

Committee Viewer – The purpose of the Committee Viewer is to create a system of potential transportation improvements, as well as any existing cultural and environmental features that could influence the design and implementation of those improvements. The cultural and environmental features shown on the Committee Viewer are derived from the Crowd Source Viewer data and has been verified as reasonably accurate by the GIS and/or Projects Subcommittees. The potential transportation improvements shown on the Committee Viewer are derived from the Crowd Source Viewer data that has been organized into a rational system of improvements by the GIS and/or Projects Subcommittees. This could involve combining several contributions to the Crowd Source Viewer, or breaking one contribution into several projects. In addition to presenting the potential transportation projects on the Committee Viewer, the Subcommittees will provide additional information about a project in a consistent format. The Subcommittees have an ethical obligation to accurately reflect on the
Committee Viewer ALL contributions to the Crowd Source Viewer. This does not mean that each individual contribution needs to be shown, and similar contributions can be consolidated into a single potential project.
Potential Funding Sources

Transportation planning and funding is a complex subject involving multiple parties. The parties include local governments, regional, state, and federal agencies, and potentially, private interests involved in the development and re-development of land. Because the surface transportation network is a system, the actions or inactions of one party affect the other parties involved in developing and maintaining the system.

Moreover, because the cost of transportation infrastructure is so high, it makes sense that parties endeavor to and often do coordinate and combine their funds to jointly pursue projects of mutual interest. However, each party typically promulgates its own set of policies, design criteria, preferences, rules and procedures for planning, building, and paying for transportation infrastructure, and this contributes to increased complexity, which serves to impede progress.

Local Funds

The local governments in Kendall County involved in transportation funding include the City of Boerne, the City of Fair Oaks Ranch, and the County. Some of the revenues available to those governments include:

General Revenue – General revenue includes funds from ad valorem taxes and fees for certain services provided. The state legislature has limited the extent to which a local government can increase its general revenue without an election.

Debt – Debt funding includes voter approved bonds as well as certificates of obligation, which do not require voter approval.

Dedicated revenue streams - Another possible funding mechanism available to local governments is to create a dedicated funding stream. For example, some communities have allocated a portion of their sales tax revenue streams to mass transit. Other communities have gained authorization to add a surcharge on vehicle registration fees, and still others have dedicated a portion of their ad valorem tax rate to infrastructure. In the past there has been casual conversation about a county wide tax dedicated to transportation or, more broadly, to infrastructure. The dedicated revenue streams can be used on a “pay as you go” basis and in some cases can be used to service debt.
**Regional Funds**

A regional mobility authority (RMA) is an independent local government transportation agency that is authorized to finance, design, construct, operate, maintain and expand a wide range of transportation facilities and services.

Nine regional mobility authorities have been created since the enabling legislation was passed in 2001. They are governed by a board of directors appointed by the Governor and the Commissioners Courts of the counties it serves. RMA’s have encountered challenges, ranging from financing, to how to deliver a project that generates a revenue stream, to how they relate to TxDOT.

**State and Federal Funds**

TxDOT - The State of Texas receives revenues generated by state motor fuel taxes, state motor vehicle registration fees, tolls, and in some years, state vehicle sales taxes and excess state oil and gas severance tax revenue. State funds are allocated by the Texas Department of Transportation, generally in coordination with the planning processes used for allocation federal transportation funding.

The Federal government receives revenue generated by motor fuel taxes and some of that revenue is returned to the states. Because some of these revenue streams are from vehicles that use local roads, both the State and the Federal Government have been compelled to return a portion of their revenue backs to local governments to maintain and improve local roads, develop mass transit, provide and improve pedestrian mobility, and other purposes.

AAMPO - In urban areas, these funds are allocated through planning processes managed by the Metropolitan Planning Organizations in close coordination with TxDOT and local governments. The most important element of an MPO's transportation planning process is the Transportation Improvement Program (TIP), a four-year financially constrained list of transportation projects approved for federal and state funding by the MPO Transportation Policy Board. The TIP is updated every two years and amended quarterly (amendments generally do not add new projects). Examination of the process that let up to the adoption of the FY 2019-2022 TIP, we can see it began in March of 2017 when the MPO notified local governmental agencies that they would soon issue a call for Surface Transportation Program – Metropolitan Mobility (STP-MM) funded projects. It ended with the adoption of the 2019-2022 TIP in April 2018.
Thus, the time from announcement of the call for projects to the initial adoption of the TIP was thirteen months. According to Jeanne Geiger, Deputy Director of AAMPO, the process to update current TIP began in March 2020. The next critical step is the call for projects in the Surface Transportation Block Grant and Transportation Alternatives Categories. The TIP is expected to conclude in September of 2022. Only part of Kendall County is within the AAMPO, with the rest of the county being considered “rural” for transportation planning purposes.

ARRPO – In rural areas, the transportation planning process is coordinated by AACOG with the involvement of TxDOT and the Texas Transportation Institute. The process identifies priorities for roadways, bridges, and thoroughfares and culminates in recommendations to the Texas Transportation Commission.
**Interim Recommendations** – The following are interim recommendations offered by the ad hoc committee. While these recommendations have not been formally considered and adopted by the full committee as “low hanging fruit,” the ad hoc committee members believe these projects are likely to be considered prudent investments in transportation facilities by most Kendall County citizens. We note the pictorial representations offered on these pages are not represented to be engineering grade drawings, but instead merely sketches and concepts that should be further refined if Commissioners Court and City Council approve. At that time, it is likely that more detailed suggestions from some of our more professionally qualified committee members would be helpful.

1. Scenic Loop – IH 10 to Boerne Bakke
2. IH 10 East Bound Exit and Eastbound Frontage Road – Allen Road to Welfare Underpass
3. SH 27 and RM 473 – Roundabout
4. Coughran – Upper Balcones to SH 46
5. Old San Antonio – Herff to Cascade Caverns, et al
6. US 87 at School Street and Adler Road
7. Pedestrian Signal and/or Traffic Calming at FM 474 & Old No 9 Hike and Bike Path
8. Bike Lanes on Esser – SH 46 to FM 474

Non-project recommendations
- Ask AAMPO to update its travel demand model to reflect BISD demographic
- Adopt development policies and regulations that promote interconnected developments instead of cul-de-sac developments
- Update and adopt a major thoroughfare plan
- Develop a countywide cycling plan
1. Scenic Loop – IH 10 to Boerne Bakke

**Project Description**
Scenic Loop extends south from its intersection with IH 10 and most of this roadway is a two-lane county road. Within the past several years, a development known as Boerne Bakke organized a WCID and intends to develop a large number of residential lots to the west of Scenic Loop and negotiated a development agreement with the City of Boerne. This development agreement obligates the developer to improve that portion of Scenic Loop Road adjacent to the development to accommodate the increased traffic demand. The improvement involves constructing two twelve-foot lanes in each direction with fourteen-foot-wide center dual left turn lane in between. In addition, four-foot paved shoulders are provided. This leaves a 4600-foot segment of Scenic Loop as a two-lane county road. This project improve this 4600 foot section to the same section provided by the by Boerne Bakke developer.

**Primary Responsibility**
The County should assume responsibility for seeing this project through to implementation.

**Funding**
This project is within the AAMPO area of Kendall County and is on a functionally classified roadway. As such it is eligible for Surface Transportation Block Grant Funding. The County will need to provide a local match of 20% to 40% of the funding from general revenue or bonds.
2. **IH 10 Eastbound Exit and Eastbound Frontage Road – Allen Road to Welfare Underpass**

**Project Description**

The Reeh Quarry on Schneider Cemetery Road has been a truck traffic generator for years. More recently, Kendall County has located the Joshua Springs Nature Preserve, the Kendall County Animal Shelter, and the Youth Agricultural and Equestrian Center on FM 289 just north of Little Joshua Creek. The traffic that goes to and from these four facilities includes a larger than normal percentage of eighteen wheelers and farm trucks pulling a variety of trailers.

To access these sites from the south, drivers must take the Welfare Exit and proceed 1.6 miles along FM 289, cross under the IH 10 main lanes, and then turn right to proceed along the FM 289. The bridge across the Little Joshua Creek at this right turn is too narrow for the eighteen wheelers and farm truck-trailers to negotiate easily, and the bridge railing damage bears witness to the many drivers who did not swing wide enough to make it.

To access these sites from the north, drivers must exit near Comfort (some eight miles back), or proceed two miles past the facilities, take the Welfare Exit, and double back on FM 289 using the route described above.

To improve access to these areas, an IH 10 eastbound exit ramp could be built a short distance north of the Schneider Cemetery Road, consistent with available right of way and elevation differences between the main lane and F.M. 289 road profiles.

The second part of this improvement would be to construct a 1.4-mile section of frontage road from Allen Road to the Welfare Exit along the west side of IH 10. A cost-effective alternate solution for addressing the inadequate turning radii at the Little Joshua Creek would be to widen the FM 289 bridge over the Little Joshua Creek to provide adequate turning radii for all approaches.

**Responsible Party**

Kendall County should request that TxDOT provide cost estimates to implement this project. Once estimates are provided, Kendall County will be able to determine how much of the cost it might want to fund.

**Funding**

This area is within the AAMPO part of Kendall County and as such could be funded through the MPO or directly through TxDOT. Kendall County should provide matching funds as required to secure TxDOT’s support to undertake these improvements.
3. SH 27 and FM 473 Roundabout
**Project Description**

As presently configured, the intersection(s) at SH 27, FM 473, Front Street, and Fifth Street is confusing and dangerous. Moreover, as the Comfort community grows, traffic on SH 27 is increasing and the downtown retail area is expanding across SH 27, creating increased pedestrian traffic. Anecdotal accounts of elderly pedestrians crossing the five-lane SH 27 using the center dual left turn lane for refuge abound. Reconfiguring the SH 27 - RM 473 intersection to a roundabout should slow eastbound SH 27 traffic and simplify the traffic patterns at the confusing and dangerous intersection.

While little or no additional right of way is likely to be required to implement this project, closure of Fifth Street between SH 27 and Front Street could be accomplished to provide replacement park and ride spaces.

**Responsibility**

Kendall County should take the lead on bringing this project to fruition by working closely with TxDOT.

**Funding**

Kendall County should provide matching funds to TxDOT to encourage them to undertake these improvements.
4. Coughran (pronounced cauf’-run) Road - Upper Balcones to SH 46

Project Description

Historically, the frontage road on the west side of IH 10 between SH 46 and Scenic Loop Road has been a two-way frontage road. Construction presently underway in this area will convert the frontage road to a one-way operation with vehicles only allowed to travel south on the frontage road. Upper Balcones, which intersects this frontage road about 400 feet south of SH 46, has a sizable “catchment area” extending all the way to the county line where it becomes Toutant-Beauregard Road and on into Bexar County, essentially all the way to IH 10. Geographically, it works mostly as a regional collector.

Presumably, due to the regional collector function of Upper Balcones, the IH 10 improvement plans call for a two-way “backage” road that runs parallel to the south bound frontage road between Upper Balcones and SH 46. This “backage” road will allow traffic on Upper Balcones to turn left onto the “backage” road and travel to SH 46. However, at SH 46 this traffic is forced to turn right onto SH46 and travel toward Boerne; in other words, drivers are not able to turn left from the “backage” road onto SH 46 and travel toward Bandera.

Drivers will soon realize that they can take Coughran Road from Upper Balcones to SH 46, where they will be able to turn left, albeit without the benefit of a traffic signal. We recommend improvements to Coughran that will allow it to safely handle the additional traffic volumes. Improvements should include the widening of the roadway and the elimination of the sharp double curves for traffic safety. A traffic signal at Coughran Road and S.H. 46 is likely to be warranted and should be funded by the developer of property to the west of SH 46.

Responsible Party

The southeastern part of Coughran Road is within the City of Boerne City Limits, with the northwestern part being in Kendall County. Because the proposed improvement benefits mostly residents that live outside the City of Boerne, the County should assume responsibility for this project.

Funding

The project is not currently a functionally classified roadway. It is recommended that the County fund this project with bonds.
5. Old San Antonio – Herff to Cascade Caverns, et al
Project Description

With the conversion of the Interstate 10 frontage roads south of Boerne to one-way operation, one can no longer travel south on Main Street and continue traveling south on the frontage road along the east side of I.H.10 to the Scenic Loop area. Instead, one now will need to travel south on the frontage road along the west side of I.H.10 to S.H.46 to its intersection with Scenic Loop. In either case this creates more traffic and congestion at the intersection of I.H. 10 and Scenic Loop.

As one of the few north-south mobility corridors parallel to IH 10, the Old San Antonio Road Project provides an alternate travel corridor as well as access to businesses along the route, thereby helping assure the success of the south Boerne area.

That portion of Cascade Caverns Road between Old San Antonio Road and Scenic Loop should be considered as part of the Old San Antonio Road project for connectivity purposes. Ultimately, as part of this project or as a separate project, Scenic Loop needs to be widened to as much as five lines, with two west bound lanes to provide storage at the I.H. 10 signal, two lanes east bound lanes to facilitate mobility, and a center left turn lane.

In addition, consideration should be given to improving the three-legged intersection at Old San Antonio and Cascade Caverns Road and the section of Cascade Caverns Road that extends to the IH Frontage Road. The primary purpose of this improvement is to facilitate the movement of southbound traffic on Old San Antonio westbound IH 10, thereby mitigating congestion at Scenic Loop and IH 10.

One final thought is that low water crossing just south of Herff Road will require improvement to a bridge class structure. It is possible this could be funded with Stormwater Utility Revenue in anticipation of associated roadway improvements on Old San Antonio.

A phased implementation is recommended as follows.

In the first phase, demographic, travel demand, and traffic studies should be done to determine the recommended roadway configuration, including allocations for bicycle lanes, sidewalks, and other features. This will determine the future total width of required right-of-way. The existing ROW should be surveyed, and additional ROW to be acquired and/or dedicated at platting should be identified. In this initial phase, the preliminary design for the full roadway configuration should completed with the intent of initially constructing only one lane in each direction and a center left turn lane.
In the second stage, the initial three lanes and as much of the future underground drainage systems as is feasible should be constructed. ROW acquisition for the ultimate roadway would continue during the second phase.

The third phase can be deferred until all ROW is acquired and travel demand increases. During the third phase, additional lanes and drainage systems should be designed and built to complete the roadway.

**Responsible Party**

This project is currently (or until just recently was) partly City of Boerne and partly Kendall County. If not already done, the City of Boerne and Kendall County should cooperate to make this roadway entirely within the jurisdiction of the City of Boerne and the City of Boerne should assume responsibility for implementation.

**Funding**

This project is within the AAMPO area of Kendall County and is on a functionally classified roadway. As such it is eligible for Surface Transportation Block Grant Funding. The City will need to provide a local match of 20% to 40% of the funding from general revenue or bonds.
6. US 87 at School Street and Adler

Project Description

This five-legged intersection of US 87, School Street, and Adler Road has been a mobility challenge for a long time due to the tight configuration and lack of storage space along each roadway leg. The Crowd Sourcing Viewer reveals multiple layers of comments requesting “something” be done here.

A roundabout has been considered in the past, but because that configuration involved ROW acquisition of part of the convenience store property at 942 N. Main, it has not been pursued. Two of the Committee members have worked on several of the roundabout concept sketches and have several designs that are more efficient, less obtrusive, minimize ROW takings and are likely less expensive to construct. They don't have to be a perfect circle and can be oval or elliptical with the shape being determined by the dominant flows of traffic. At 5 Points, there is vacant land to the north and west which could be used, thereby minimizing any taking from the gas station and/or the motorcycle shop.

Another suggestion involves making Adler a “through” street instead of School Street; in this scenario, left hand turns from Adler to School and left hand turns from School to Adler would be prevented by a median in Adler. It is further noted that if Adler becomes the “through” street and the confusion at the intersection is mitigated more traffic is likely to begin using Adler as a downtown bypass. This causes a complication though, in as much as there are two low water crossings on Adler that become impassible during flood events. We would encourage the City of Boerne to consider improving those low water crossings using revenues from or backed by revenues from the City’s new stormwater utility.

Regardless of the form the intersection improvement takes, it will be important that its proximity to important pedestrian facilities be considered. In addition to existing multifamily developments existing and underway nearby, development of vacant land between Adler, Garden and Ebner make extension of the Old No. 9 walking trail to and through the intersection a very important part of this project.

Responsible Party

The City of Boerne should assume primary responsibility for bring this project forward.

Funding
Because US 87 is a TxDOT facility and is functionally classified, funding could be possible through AAMPO under the Surface Transportation Block Grant Category and the Transportation Alternatives Category. The City of Boerne should provide an appropriate funding match with federal and possibly state funding comprising 60% to 80% of the cost.
7. Pedestrian Signal and/or Traffic Calming at FM 474 & Old No. 9 Hike and Bike Path

Project Description

Old No. 9 is the primary walking and biking path in Boerne and is heavily used at all times of the year. FM 474 (Blanco Road) is an important four-lane traffic artery that facilitates vehicular access to and from Business 87 (Main Street), and its width, as well as the speed of the traffic it carries, constitute a hazard to pedestrians using Old No. 9.

A variety of suggestions have been made to lessen the hazard to pedestrians using Old No. 9, with the suggestions falling into one of three categories:

- Narrowing the roadway to provide one vehicular lane and one bicycle lane in each direction and a center left turn lane, except at the Old No. 9 crossing where the center left turn lane would become a pedestrian refuge. (We note, some resistance exists to reducing the number of vehicular lanes to accommodate relatively small numbers of pedestrian traffic.)
- Widening the FM 474 in the vicinity of the Old No. 9 Trail to accommodate two through lanes in each direction and a raised pedestrian refuge island in the middle of the roadway.
- Installing a pedestrian activated traffic signal that would stop FM 474 traffic and allow pedestrians to cross safely.

Probably, the most cost effective and safest approach would be to place continuously flashing yellow lights at the site, facing both directions, along with key pads on either side of FM 474 that pedestrians could push to trigger flashing red lights, in both directions, for a set number of seconds. Coupled with a concurrent study to develop a community wide hike and bike path network, this would go a long way toward demonstrating the City of Boerne’s commitment to pedestrian mobility and a quality of life based on more than vehicular mobility alone.

Responsible Party

The City of Boerne should assume responsibility for seeing this project through to completion.

Funding

We recommend that project be funded with a combination of local funds and Transportation Alternative funding allocated through the Alamo Area MPO.
8. Bike Lanes on Esser – S.H. 46 to F.M. 474

Project Description

Esser Road between SH 46 and FM 474 is a 44-foot-wide curbed roadway with a 45 mile per hour speed limit. An existing sidewalk runs along the west side of the roadway and it is reported that a lot of people bike and jog along Esser, with the use between Rosewood and Blanco sometimes getting so heavy that comfortable passage of bikes is not possible. The pavement appears to be in good condition, but it has been chip sealed, a surface that is not particularly appealing to bicyclists. We recommend a micro-surface treatment or hot mix overlay and restriping to provide bike lanes.

Responsible Party

The City of Boerne should assume responsibility for this project.

Funding

The City of Boerne should fund this out of its normal street maintenance funds.
Non-Project Recommendations

Ask AAMPO to update its travel demand model to reflect BISD demographic studies – The Committee was impressed with the detailed and thorough nature of the demographic studies commissioned by the Boerne ISD. While we find not fault with the travel demand models developed by the AAMPO planners, it seems only prudent to use the best data available, and BISD demographics have proven to be an accurate predictor of future population growth.

Adopt development policies and regulations that promote interconnected developments instead of cul-de-sac developments – As the City of Boerne moves toward adoption of a Unified Development Code and as Kendall County moves to update its Development Regulations, both entities are encouraged to find ways to encourage interconnected developments. The community has spoken clearly about its preference that Kendall County not be developed using more large freeways or a loop. An alternative could be an interconnected grid of arterials and boulevards. For this to be effective, development policies and regulations that support this goal need to be clearly articulated and implemented.

Update and adopt a major thoroughfare plan – The City and the County should cooperate in the development and adoption of a unified Major Thoroughfare Plan within the City of Boerne ETJ. The County should identify Major Thoroughfares in unincorporated parts of the county that correspond to existing roadways.

Develop a countywide cycling plan – The natural beauty of Kendall County and increasing interest in cycling for both exercise and recreation converge to place an increasing number of cyclists on Kendall County roads. Few roadways have designated bike lanes, and many do not even have shoulders for cyclists to use. The City and County should, with the assistance of AAMPO, develop a countywide bike plan that can guide infrastructure development.