APPENDIX D5: SWG #2 KGS MEETING REPORT
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.
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APPENDICES

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### Acronyms and Abbreviations

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>EAA</td>
<td>Edwards Aquifer Authority</td>
</tr>
<tr>
<td>FM</td>
<td>Farm-to-Market</td>
</tr>
<tr>
<td>HOA</td>
<td>Homeowner Association</td>
</tr>
<tr>
<td>IH</td>
<td>Interstate Highway</td>
</tr>
<tr>
<td>LOS</td>
<td>Level-of-Service</td>
</tr>
<tr>
<td>LP</td>
<td>Loop</td>
</tr>
<tr>
<td>PCI</td>
<td>Poznecki-Camarillo, Inc.</td>
</tr>
<tr>
<td>SH</td>
<td>State Highway</td>
</tr>
<tr>
<td>SWG</td>
<td>Stakeholder Working Group</td>
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<tr>
<td>TWG</td>
<td>Technical Work Group</td>
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<tr>
<td>TxDOT</td>
<td>Texas Department of Transportation</td>
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<tr>
<td>US</td>
<td>U.S. Highway</td>
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1. Introduction

On Wednesday, April 5, 2017, the Texas Department of Transportation (TxDOT), in cooperation with Kendall County, the City of Boerne, and the Project Consultant Team (BGE, Inc. and Poznecki-Camarillo, Inc.[PCI]), held a Stakeholder Working Group (SWG) meeting for the Kendall Gateway Study. The SWG meeting was held at the Patrick Heath Public Library located at 451 N. Main Street, Boerne, Texas, 78006. The meeting was held between 6:30 p.m. and 8:00 p.m.; fourteen (14) stakeholders attended the meeting. Each attendee was given a SWG binder to review, which contained project information, SWG and Project Team contact information, and meeting materials. SWG members were given the opportunity to show up one hour early to the meeting to review the binder in detail, if desired.

This report provides a summary of the meeting, including feedback received. This was the second SWG meeting in a series of meetings that will occur throughout the feasibility study process.

Appendix A provides the outreach methods for the meeting, Appendix B provides the sign-in sheets and completed evaluation forms, and Appendix C provides the meeting materials.

2. Attendance

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Patrick Cohoon</td>
<td>Boerne Chamber of Commerce</td>
</tr>
<tr>
<td>Joe Granados</td>
<td>Boerne Chamber of Commerce</td>
</tr>
<tr>
<td>Ron Cisneros</td>
<td>Boerne Moontime Rotary</td>
</tr>
<tr>
<td>Michael Mann</td>
<td>City of Boerne</td>
</tr>
<tr>
<td>Laura Talley</td>
<td>City of Boerne</td>
</tr>
<tr>
<td>Chris Turk</td>
<td>City of Boerne</td>
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<tr>
<td>Earl E. Parker</td>
<td>Edwards Aquifer Authority</td>
</tr>
<tr>
<td>Tommy Pfeiffer</td>
<td>Kendall County</td>
</tr>
<tr>
<td>Richard Elkins</td>
<td>Kendall County</td>
</tr>
<tr>
<td>Bryden Moon</td>
<td>Kendall County Historical Commission</td>
</tr>
<tr>
<td>Brian Sitka</td>
<td>Kendall Pointe Subdivision</td>
</tr>
<tr>
<td>Jonathan Bean</td>
<td>Texas Department of Transportation</td>
</tr>
<tr>
<td>Richard De La Cruz</td>
<td>Texas Department of Transportation</td>
</tr>
<tr>
<td>Clayton Ripps</td>
<td>Texas Department of Transportation</td>
</tr>
</tbody>
</table>
3. Welcome and Introductions

Adam Ellis, Consultant Project Manager with BGE, Inc., opened the meeting by welcoming the attendees and thanking them for their continued participation and feedback on this very important initiative – the Kendall Gateway Study. Attendees introduced themselves and their respective agencies.
4. Round 1 Overview

Gretchen Roufs, Public Involvement Specialist with PCI, provided an overview of the public involvement activities conducted to date, as summarized below.

4.1 Technical Work Group #1 Meeting

On October 20, 2016, the first Technical Work Group (TWG) Meeting was held. The TWG is composed of local and state technical staff such as County/City engineers, utilities representatives, and TxDOT District staff. At this meeting, attendees provided their top 3 goals and concerns for the Kendall Gateway Study.

**Top 3 Goals**
- “Long-term planning”
- “Alleviate congestion”
- “Define the need”

**Top 3 Concerns**
- “Funding”
- “Public perception”
- “Environmental impacts”

4.2 Stakeholder Working Group #1 Meeting

On December 6, 2016, the first SWG meeting was held. This meeting followed the same agenda as the first TWG meeting. The SWG is composed of representatives of local and regional businesses, environmental agencies, advocacy groups, homeowner associations (HOAs), and resource agencies. Ms. Roufs explained there are two separate groups (TWG and SWG) to ensure the Kendall Gateway Study receives as much involvement and input as possible, from various perspectives. Similar to the TWG, the SWG identified their goals and concerns for the project.

**Goals**
- “Long-term and scalable”
- “Forecast future”
- “Long-term affordability”
- “Accessibility”
- “Ecological integrity”
- “Relieve traffic congestion”
- “Mutually beneficial”
- “Transparent communication”

**Concerns**
- “Fostering growth”
- “Integrity of scope”
- “Natural resources and environment”
- “Develop sensibly”
- “Paralysis by analysis”
- “Not creative enough”
- “Reluctance to adapt to change”
- “Finding common ground”

Ms. Roufs stated there were similarities in the feedback received from the TWG and SWG, including goals to alleviate congestion and a priority for long-range planning.
4.3 Open House #1

On January 17, 2017, the first Open House was held for the project at Boerne Middle School South. A total of 255 members of the public and stakeholders attended this meeting, including seven elected officials.

Ms. Roufs explained this was a free-flowing, interactive event, with several stations set up to collect data such as goals/vision, origin/destination, and community/environmental constraints. Some of the feedback received at the Open House is presented below.

Quotes from Open House #1

- “Keep Boerne, Boerne”
- “It would be great for 46 to be a 4 lane highway between Boerne and Bulverde.”
- “A major concern in drainage”
- “Loop around Boerne!”
- “Effective roadways through and around the city”
- “Mass Transit or possible rail system”
- “Development outpacing infrastructure”
- “A good start getting the community involved.”
- “Defining traffic flow and planning for multiple routes”
- “Rapid growth has impacted safety, flooding, green space, traffic congestion.”

Adam Ellis (BGE, Inc.) asked the SWG for their input on the Open House and how the information was presented to the public. Laura Talley, Planning and Community Development Director with the City of Boerne, said the conversations and sticky notes included in the quadrant maps were great. However, she felt the pins and strings included in Origin/Destination exercise were too complicated; she suggested computerizing this process to simplify it.

4.4 Technical Work Group #2

On March 2, 2017, the second TWG Meeting was held. Ms. Roufs explained that the agenda for this meeting was identical to that of today’s SWG #2 Meeting. Feedback received from the TWG is depicted below.

Thoughts on Screening Matrix Development

- Include incident management
- Take into account new schools and future traffic patterns
- Remove traffic volumes and parking from Main Street
- Construct larger sidewalks on Main Street
- Include limited access facilities
- Evaluate at 5-year intervals to determine short-term and long-term needs
- Include time value of constraints
5. **Constraints Maps**

Crystal Hall, Environmental Task Leader with BGE, Inc., provided an overview of the environmental constraints maps for the project. She showed attendees a scanned copy of one of the quadrant maps that was provided at the Open House in January 2017. Four identical sets of study area quadrant maps were laid out on tables at the Open House and attendees were asked to place sticky notes and/or written comments on the maps to provide feedback on important community and environmental resources, transportation issues, and potential solutions.

Ms. Hall said a range of comments were received as a result of this exercise, including but not limited to traffic issues, locations of habitat for the Guadalupe bass and golden-cheeked warbler, areas of drainage issues, and locations of severe flooding. She said this exercise was vital, as it helped to ensure known environmental constraints were not overlooked. Information received during this exercise was incorporated into the study’s constraints maps.

Ms. Hall then showed the SWG the current constraints map of the study area. This map includes feedback received at the Open House, as well as other information gathered, including planned developments in the area. Large copies of these maps were set out on tables in the back of the room for attendees to view if desired.
6. **Traffic Analysis**

Federico Mendoza, Traffic Task Leader with BGE, Inc., provided information on the traffic analysis for the project. He explained traffic data was collected using Bluetooth readers, bi-directional tube counters, and turning movement counters. The below figure shows the locations where data was collected.
6.1 Tube Counts

Tube counts were collected over a 24-hour period at 12 locations for three weekdays (Tuesday through Thursday) and a Saturday on the week of September 20, 2016 to provide traffic data (vehicles per day) for the major corridors within the study area. The results were presented in a map (below) to depict which corridors are operating under capacity (depicted in green), between under capacity and at capacity (depicted in orange), and at or near capacity (depicted in red) relative to the capacity of the corridor.

This analysis indicates that Main Street and E. Bandera Road in downtown Boerne are currently operating at or near capacity.
6.2 Turning Movements

Mr. Mendoza explained that peak-hour turning movements were collected using a video camera set up at 16 intersections. Turning movements were collected for three weekdays (Tuesday to Thursday) during the week of September 20, 2016. This data will be utilized to analyze turning patterns and to provide level-of-service (LOS) analysis.

6.3 Crash Data

The Project Team collected five years (2011 to 2015) of crash data from TxDOT for the study area, which includes Kendall County and the City of Boerne. This data shows 1,520 crashes within the study area over the five-year period. Mr. Mendoza explained the largest number of collisions were rear-end collisions (33 percent), with also a high number of single vehicle accidents (27 percent) and left turn accidents (22 percent).

Compiling the crash data on a hotspot map showed the intersection of Main Street and River Road experienced the highest number of accidents in the 5-year period (approximately 79 accidents). Interstate Highway (IH) 10 at State Highway (SH) 46 also experienced a high crash rate (approximately 41 to 70 crashes).
6.4 Origin and Destination

Origin and destination data was collected over a three-weekday period (November 1-3, 2016) using Bluetooth readers at 22 locations. Adam Ellis (BGE, Inc.) explained Bluetooth readers pick up the strongest Bluetooth signal in a vehicle, if Bluetooth technology is in use, typically the navigation system or a cell phone. Bluetooth readers were set up at strategic locations throughout the study area to record vehicles’ trips. Trips were determined based on a 1-hour period to determine the user’s end destination, rather than record errands or quick trips (i.e. someone dropping their child off at school).

A total of 86,043 readings were recorded during the 3-day period. Based on the results of the data, the Project Team estimated approximately 10 percent of all traffic was captured with the Bluetooth readers. Mr. Ellis explained the Bluetooth readers provide a representative sample set of overall traffic, as not every vehicle is picked up.

Results from this data collection method are summarized in the table below.

<table>
<thead>
<tr>
<th>Destination</th>
<th>SH 46 from the East</th>
<th>SH 46 from the West</th>
<th>IH 10 from the North</th>
<th>IH 10 from the South</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boerne/Other Routes</td>
<td>40%</td>
<td>50%</td>
<td>7%</td>
<td>41%</td>
</tr>
<tr>
<td>IH-10 North</td>
<td>30%</td>
<td>10%</td>
<td>3%</td>
<td>50%</td>
</tr>
<tr>
<td>SH 46 West</td>
<td>10%</td>
<td>30%</td>
<td>80%</td>
<td></td>
</tr>
<tr>
<td>SH 46 East</td>
<td>10%</td>
<td>10%</td>
<td>10%</td>
<td>2%</td>
</tr>
<tr>
<td>IH-10 South</td>
<td>10%</td>
<td>30%</td>
<td>80%</td>
<td></td>
</tr>
<tr>
<td>FM 3351 South</td>
<td>10%</td>
<td>30%</td>
<td>80%</td>
<td></td>
</tr>
<tr>
<td>FM 3351 North</td>
<td>10%</td>
<td>30%</td>
<td>80%</td>
<td></td>
</tr>
</tbody>
</table>

SH 46 from the East – Mr. Ellis asked the SWG for their guess on which direction the majority of vehicles travelling on SH 46 east of Boerne go. The SWG guessed the majority go south on IH-10. Mr. Mendoza explained the results actually show the majority stay in the City of Boerne (approximately 40 percent). The next largest movement for this direction is travellers going north on IH-10 (approximately 30 percent). Approximately 20 percent travel south, with 10 percent bypassing IH-10 on Farm-to-Market (FM) 3351. Only 10 percent travel straight through Boerne and continue on SH 46 going west.

Mr. Ellis asked if the results seem unusual. Earl E. Parker, II, Director of Regulatory Affairs with the Edwards Aquifer Authority (EAA), said he expected the results for those travelling straight through Boerne to the west since there is not much out there.
**SH 46 from the West** – Similar to above, SWG members guessed the majority of SH 46 travellers coming from west of Boerne would travel to the south towards San Antonio. Mr. Mendoza said the majority travel into the City of Boerne (50 percent), with another larger percentage (30 percent) that head south.

**IH-10 from the North** – Mr. Mendoza said approximately 80 percent of all persons travelling on IH-10 north of Boerne stay on IH-10 to travel south towards San Antonio. Only a small percentage (7 percent) stay in Boerne. Approximately 3 percent travel west on SH 46, while approximately 10 percent travel east on SH 46. Clayton Ripps, Advanced Transportation Planning Director with TxDOT, stated that a portion of the 10 percent travelling east may be travelling to U.S. Highway (US) 281 or IH-35 to avoid using Loop (LP) 1604.

**IH-10 from the South** – Approximately half (50 percent) of persons travelling on IH-10 from south of Boerne continue travelling on IH-10 to the north. Approximately 41 percent travel into the City of Boerne. Only small percentages travel to the west (5 percent) or east (4 percent) on SH 46.

Bryden Moon, Main Historian with Kendall County Historical Commission, asked what time of the day the data was collected. Jonathan Bean, Advanced Transportation Planning Director with TxDOT, said data was monitored over a 24-hour period, but accounts for wherever the vehicle was after an hour.

Mr. Mendoza showed the SWG a map depicting estimated daily traffic volumes (below). He explained these volumes were estimated using the percentages calculated using the Origin and Destination information collected for each general direction of travel multiplied by current traffic volumes.
Michael Mann, Public Works Director with the City of Boerne, pointed out this data does not include any traffic that originated inside of the area in which the Bluetooth readers were in use, only traffic that goes through two readers. For example, a vehicle starting at the US 87 and SH 46 intersection would not be included in the results. He also suspects there are more vehicles travelling towards San Antonio than the 4,700 vehicles shown in the estimated daily traffic volumes map.

Joe Granados, President/CEO with Boerne Chamber of Commerce, said it is important to note approximately 60 percent of Kendall County residents work within Kendall County.

Mr. Ellis asked the SWG to keep in mind the data shown is based on existing traffic volumes. The Project Team will project these numbers for the future. Patrick Cohoon, Chairman with Boerne Chamber of Commerce, asked if there was a simple formula to calculate the projected traffic volumes based on growth rate. Mr. Mendoza said yes, the team will estimate growth rates, which will be somewhere between 3 to 5 percent per year.

Mr. Ripps said the Project Team will look at planned developments and projected traffic volumes to determine the overall capacity of each roadway.

Mr. Parker asked if using Bluetooth readers was standard practice for obtaining this data. Mr. Ellis said yes, technology is opening up opportunities to utilize these tools. Mr. Bean said before Bluetooth was available, this data was obtained from an actual survey. Mr. Ripps said he was surprised the Bluetooth readers in this study picked up 10 percent of the overall traffic; he said this is the highest percent the TxDOT San Antonio District has ever recorded. This is due to more advanced vehicles and smartphones in the study area.

Mr. Parker said when you have data that surprises you, it is important to check the methodology used to make sure it is giving accurate results. He said he hasn’t heard anything to doubt the methodology, but is surprised with the results. Mr. Mann said he wasn’t surprised with the results since the Bluetooth readers only catch thru traffic. He said it is known that SH 46 is congested, but this doesn’t show in the results because it is local traffic, not thru traffic.

Mr. Cohoon said he was surprised that people consider SH 46 a reasonable bypass to travel north of Boerne. Mr. Ripps stated many people use SH 46 when traveling longer distances to avoid travelling on I-10.

Brian Sitka, Board Member with Kendall Pointe Subdivision, asked what is the ultimate goal for having a bypass in Boerne. Mr. Ellis stated that based on the traffic data, downtown Boerne is experiencing the worst congestion. However, a lot of feedback received from the
public is to preserve Boerne. Therefore, the Project Team analyzed the amount of traffic staying in town versus leaving town. A solution to improving local traffic is to route thru traffic away from downtown.

Mr. Bean stated the Kendall Gateway Study is a planning study about the future. He said we cannot base a decision on what is currently happening, because traffic conditions will worsen over time. A relief route plans for the future.

7. Screening Matrix Development

Adam Ellis (BGE, Inc.) began the discussion on the screening matrix development for the Kendall Gateway Study. He explained the purpose and need for a project is essential in establishing a basis for the development of the range of alternatives and assist with the identification, evaluation, and selection of a recommended alternative. The development of the Purpose and Need statement for the Kendall Gateway Study will be based on past, current, and projected data for the study area.

Mr. Ellis described the alternatives screening process, as depicted below. He said the Kendall Gateway Study is currently in the first step, identifying a universe of alternatives.
Mr. Ellis then showed the SWG the draft evaluation criteria (see below) for consideration in the selection of potential alternatives. He asked attendees for their feedback on this list.

<table>
<thead>
<tr>
<th>TRAFFIC/MOBILITY</th>
<th>ENVIRONMENTAL/SOCIOECONOMIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel Time (existing vs. predicted)</td>
<td>Commercial Displacements (# of)</td>
</tr>
<tr>
<td>Level-of-Service</td>
<td>Residential Displacements (# of)</td>
</tr>
<tr>
<td>Safety (conflict points, timing)</td>
<td>Parkland (acres)</td>
</tr>
<tr>
<td>Conformance with Regional Transportation Plans</td>
<td>Historically Significant Properties (acres)</td>
</tr>
<tr>
<td></td>
<td>Traffic Noise Impacts (# of noise receivers)</td>
</tr>
<tr>
<td></td>
<td>Environmental Justice Populations (% per Census data)</td>
</tr>
<tr>
<td></td>
<td>Air Quality (# of sensitive receivers)</td>
</tr>
<tr>
<td></td>
<td>Vegetation (acreage of vegetation type impacted)</td>
</tr>
<tr>
<td></td>
<td>Known Protected Species Habitat (acres)</td>
</tr>
<tr>
<td></td>
<td>Mapped Wetlands (acres)</td>
</tr>
<tr>
<td></td>
<td>Stream Crossings (# of)</td>
</tr>
<tr>
<td></td>
<td>Surface Water Quality (# of impaired stream crossings)</td>
</tr>
<tr>
<td></td>
<td>Groundwater Quality</td>
</tr>
<tr>
<td></td>
<td>Floodplains (acres)</td>
</tr>
<tr>
<td></td>
<td>Potential Hazardous Materials (# of sites)</td>
</tr>
<tr>
<td></td>
<td>Cemeteries (# of)</td>
</tr>
<tr>
<td></td>
<td>Agricultural Lands (acres)</td>
</tr>
<tr>
<td></td>
<td>Known Archaeological Sites (# of sites)</td>
</tr>
<tr>
<td></td>
<td>Induced Growth (# of acres available for adjacent development)</td>
</tr>
</tbody>
</table>

Potential Evaluation Criteria

Earl Parker (EAA) said he considers sensitive features (i.e. limestone) an important resource, particularly areas where groundwater tends to be concentrated, where there is a high potential for sinkholes, and where recharge is enhanced.

Tommy Pfeiffer, Commissioner with Kendall County, asked how traffic noise impacts are determined. Mr. Ellis explained existing and projected noise levels are measured for receivers (e.g. residences, parks, etc.) using TxDOT software based on existing and predicted traffic volumes, proximity to the roadway, etc. Jonathan Bean (TxDOT) said the Project Team will only look at noise impacts at a high level and wouldn’t conduct a detailed noise analysis for every alternative. Ms. Lena Camarillo, Public Involvement Task Leader with PCI, clarified that for the evaluation matrix, alternatives would be quantified for potential noise impacts by counting the number of receivers that could be impacted.

Michael Mann (City of Boerne) asked if there is a way to include in the matrix the number of hours each corridor turns red (representing congested) in Google Maps over a set time frame. Richard De La Cruz, Project Manager with TxDOT, said Google Maps already has this historical traffic data available. Mr. Mann said if this data is reliable, it may be an effective way to relate congestion to the public, as traffic counts can be confusing.
Bryden Moon (Kendall County Historical Commission) asked how induced growth is applicable. Ms. Camarillo said induced growth analyzes land that is not already platted for development. Where possible, this land is quantified when an alternative(s) has the potential to induce growth. Mr. Moon said he believes this criterion is especially important.

During this discussion, attendees’ feedback was noted on flipcharts, as shown in the images below.
8. Next Steps

Adam Ellis (BGE, Inc.) then provided attendees with the next steps planned for the project. The Project Team will continue alternatives analysis and fine-tuning traffic data and constraints maps. Round 3 will begin in the summer of 2017; during Round 3, the Project Team will present potential solutions and suggestions, as well as how alternatives worked through the evaluation criteria.

Mr. Ellis said the Project Team will send all SWG members a draft list of the criteria, including feedback received at this meeting. He asked attendees to prioritize the criteria and provide their opinion on the most important.

Mr. Ellis encouraged attendees to complete an Evaluation Form for the meeting. The results of the evaluation are presented below. Complete responses provided are included in Appendix B.

Rate the information provided in today’s meeting

- Extremely Helpful: 33%
- Very Helpful: 67%
- Helpful: 0%
- Somewhat Helpful: 0%
- Not Helpful: 0%

0 10 20 30 40 50 60 70 80
<table>
<thead>
<tr>
<th>If there was one thing you could change from today’s program, what would it be?</th>
</tr>
</thead>
<tbody>
<tr>
<td>▪ Good binder information</td>
</tr>
<tr>
<td>▪ More take away</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>How can our team help you deliver the project message and information to your constituency?</th>
</tr>
</thead>
<tbody>
<tr>
<td>▪ More take away</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Comments, questions, thoughs</th>
</tr>
</thead>
<tbody>
<tr>
<td>▪ Good dialogue</td>
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APPENDIX A
MEETING OUTREACH
KENDALL GATEWAY STUDY
STAKEHOLDER WORKING GROUP MEETING #2

TxDOT, in partnership with Kendall County and the City of Boerne, invites you to attend the second Stakeholder Working Group (SWG) Meeting. Your input on the study area and developments is important to the success of the study.

At this SWG meeting, the Kendall Gateway Study Team will give an overview of the feedback received at previous technical, stakeholder and public meetings. After, the Team will lead a discussion on the traffic data that was collected over the last quarter, show the updated constraints map and development of the matrix criteria.

The SWG is composed of representatives of local and regional businesses, environmental organizations, advocacy groups, homeowner’s associations, and agencies. SWG members are tasked with providing input and local knowledge of Kendall County and City of Boerne throughout the study process. The SWG is instrumental in assisting with development of the local vision, transportation goals and objectives, purpose and need, alternatives screening criteria, screening process, and alternatives development and evaluation.

Please contact Elena Camarillo at kendallgateway@pozcam.com or 210-349-3273 by April 3, 2017 to confirm your attendance at this meeting.

If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you are a person with a disability who requires an accommodation to attend this meeting, please call 210-349-3273 at least five working days prior to the meeting.

About the Kendall Gateway Study Stakeholder Working Group

Early coordination with stakeholders, regulatory agencies, and local government are important components of the Kendall Gateway Study and serves to integrate local community goals, plans and needs into the transportation planning process. To facilitate this coordination, the SWG was created, and serves as one of the means of gathering stakeholder input for the Study, which is expected to conclude in late 2017.

WHEN:
Wednesday, April 5, 2017
6:30 P.M. – 8:00 P.M.

WHERE:
Patrick Heath Public Library
451 N. Main Street
Boerne, TX  78006
APPENDIX B
SIGN-IN SHEETS AND EVALUATION FORMS
Appendix B
Sign-In Sheets
<table>
<thead>
<tr>
<th>FIRST NAME</th>
<th>LAST NAME</th>
<th>ORGANIZATION</th>
<th>EMAIL</th>
<th>INITIALS</th>
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<tr>
<td>R. Don</td>
<td>Canaday</td>
<td>Ammann Ranch Estates POA</td>
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<td>A13</td>
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<tr>
<td>Adam</td>
<td>Ellis</td>
<td>BGE, Inc.</td>
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<td>Crystal</td>
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<tr>
<td>Carolyn</td>
<td>Goodall</td>
<td>Boerne Area Historical Preservation Society</td>
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<tr>
<td>Brandi</td>
<td>Denny</td>
<td>Boerne Business Alliance</td>
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* Although Ms. Boerner signed in to the meeting, she did not stay for the meeting.*
EVALUATION FORM

Kendall Gateway Study
Stakeholder Working Group
Meeting #2
April 5, 2017
6:30 to 8:00 pm
Patrick Heath Public Library

1. Please rate the information provided in today's meeting (please circle).

5 Extremely helpful
4 Very helpful
3 Somewhat helpful
2 Not helpful

2. Please rate the location (please circle)

5 Extremely convenient
4 Very convenient
3 Somewhat convenient
2 Not convenient

3. Please rate the day and time (please circle)

5 Extremely convenient
4 Very convenient
3 Somewhat convenient
2 Not convenient

4. If there was one thing you could change from today's program (good or bad), what would it be?

5. How can our team help you deliver the project message and information to your constituency?

6. Comments, questions, thoughts

Thank you for participating in this Kendall Gateway Study meeting!
1. Please rate the information provided in today's meeting (please circle).

5 Extremely helpful
4 Very helpful
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1 Not convenient

4. If there was one thing you could change from today's program (good or bad), what would it be?

Good Binder Information

5. How can our team help you deliver the project message and information to your constituency?

6. Comments, questions, thoughts

Thank you for participating in this Kendall Gateway Study meeting!
1. Please rate the information provided in today’s meeting (please circle).
   - 5 Extremely helpful
   - 4 Very helpful
   - 3 Helpful
   - 2 Somewhat helpful
   - 1 Not helpful

2. Please rate the location (please circle)
   - 5 Extremely convenient
   - 4 Very convenient
   - 3 Convenient
   - 2 Somewhat convenient
   - 1 Not convenient

3. Please rate the day and time (please circle)
   - 5 Extremely convenient
   - 4 Very convenient
   - 3 Convenient
   - 2 Somewhat convenient
   - 1 Not convenient

4. If there was one thing you could change from today’s program (good or bad), what would it be?

5. How can our team help you deliver the project message and information to your constituency?

6. Comments, questions, thoughts
   
   Good dialogue.

Thank you for participating in this Kendall Gateway Study meeting!
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4. If there was one thing you could change from today's program (good or bad), what would it be?

More take away

5. How can our team help you deliver the project message and information to your constituency?

See above

6. Comments, questions, thoughts

Thank you for participating in this Kendall Gateway Study meeting!
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4. If there was one thing you could change from today's program (good or bad), what would it be?

5. How can our team help you deliver the project message and information to your constituency?

6. Comments, questions, thoughts

[Signature]

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5. How can our team help you deliver the project message and information to your constituency?

6. Comments, questions, thoughts

Thank you for participating in this Kendall Gateway Study meeting!
APPENDIX C
MEETING MATERIALS
• Tab 1 – Project Information
  o Joint Resolution
  o Kendall Gateway Study Vicinity Map
  o Timeline
RESOLUTION NO. 09-28-2015-A

A JOINT RESOLUTION
BETWEEN THE CITY OF BOERNE AND THE COUNTY OF KENDALL
REQUESTING THAT THE TEXAS DEPARTMENT OF TRANSPORTATION RESUME ITS
PLANNING FOR Viable TRANSPORTATION CORRIDORS

WHEREAS, on May 21, 2015, the County of Kendall, the City of Boerne and the Texas
Department of Transportation held a joint meeting to discuss roadway projects in the area; and

WHEREAS, during this Joint Meeting, the Parties determined that the conversation needs to
start focusing on projects for the future; and

WHEREAS, the Parties determined that the region is experiencing great growth and the mobility
issues are not going to improve unless discussions concerning long-term projects begin; and

WHEREAS, the Texas Department of Transportation began initial studies identifying potential
routes to address the increasing traffic and associated congestion; and

WHEREAS, the County of Kendall and the City of Boerne desire, at this time, to partner with the
Texas Department of Transportation to complete the studies previously begun.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BOERNE AND THE
COMMISSIONERS COURT OF KENDALL COUNTY agree to work in collaboration with the
Texas Department of Transportation to resume efforts to plan for future growth and to determine
potential future transportation corridors needed to accommodate the anticipated growth in the
region.

APPROVED on this the 28th day of September 2015.

Darrel L. Lux
County Judge

Mike Fincke
Commissioner Precinct 1

Tommy Pfeiffer
Commissioner Precinct 3

Attest: Darlene Herrin, County Clerk

Richard W. Elkins
Commissioner Precinct 2

Royce Steubing
Commissioner Precinct 4
NOTE: The area represented on the map illustrates the current limits of the Kendall Gateway study area, and not the full extent of Kendall County.
TIMELINE

3rd Quarter 2016
• Technical Work Group Meeting #1
• Traffic Counts
• Data Collection

4th Quarter 2016
• Stakeholder Working Group Meeting #1
• Traffic Analysis
• Data Mapping

1st Quarter 2017
• Public Meeting #1
• Technical and Stakeholder Working Group Meetings #2
• Data Analysis

2nd Quarter 2017
• Public Meeting #2
• Technical and Stakeholder Working Group Meetings #3
• Alternatives Matrix

3rd Quarter 2017
• Public Meeting #3
• Refine Alternatives

4th Quarter 2017
• Technical and Stakeholder Working Group Meetings #4
• Draft Kendall Gateway Study Feasibility Report

1st Quarter 2018
• Final Kendall Gateway Feasibility Study Report
• Tab 2 – Contact Information
  o Team Contact List
  o SWG Contact List
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<td>Director</td>
<td>Bill Kennon</td>
<td>Cibolo Conservancy</td>
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<tr>
<td>Executive Director</td>
<td>Carolyn Chipman Evans</td>
<td>Cibolo Nature Center</td>
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<tr>
<td>Parks and Recreation Director</td>
<td>Danny Zincke</td>
<td>City of Boerne</td>
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<tr>
<td>General Manager</td>
<td>Micah Voulgaris</td>
<td>Cow Creek Groundwater Conservation District</td>
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<tr>
<td>Director, Regulatory Affairs</td>
<td>Earl E. Parker, II</td>
<td>Edwards Aquifer Authority</td>
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<tr>
<td>Director</td>
<td>Tom Cusick</td>
<td>Estancia at Thunder Hill HOA</td>
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<tr>
<td>President</td>
<td>Charlan Beal</td>
<td>Fair Oaks Ranch HOA</td>
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<tr>
<td>President</td>
<td>Jackson Moss</td>
<td>Fair Oaks Ranch Rotary</td>
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<tr>
<td>Facilities Manager</td>
<td>Marty Gordon</td>
<td>Geneva School of Boerne</td>
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<tr>
<td>President</td>
<td>Ronald Green</td>
<td>Greater Edwards Aquifer Alliance</td>
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<tr>
<td>Executive Director</td>
<td>Annalisa Peace</td>
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<tr>
<td>Main Historian</td>
<td>Justin Boerner</td>
<td>Kendall County Historical Commission</td>
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<tr>
<td>Board Member</td>
<td>Brian Sitka</td>
<td>Kendall Pointe Subdivision</td>
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**Boerne**

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**Kendall County Historical Commission**
<table>
<thead>
<tr>
<th>Title</th>
<th>Name</th>
<th>Organization</th>
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</thead>
<tbody>
<tr>
<td>President</td>
<td>Diana Aldaco</td>
<td>Kendall Pointe Subdivision</td>
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<tr>
<td>Managing Director</td>
<td>J. Tullos Wells</td>
<td>Kronkosky Charitable Foundation</td>
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<td>President</td>
<td>Merv Hayner</td>
<td>Ranger Creek HOA</td>
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<tr>
<td>Vice President – Operation</td>
<td>Joel Ford</td>
<td>River Mountain Ranch HOA</td>
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<td></td>
<td>David Neighbor</td>
<td>River Mountain Ranch HOA</td>
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<tr>
<td>President</td>
<td>Tom Watson</td>
<td>River Trail POA</td>
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<tr>
<td>President</td>
<td>Josh Koviak</td>
<td>Rotary Club of Boerne</td>
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<tr>
<td>Manager</td>
<td>Jim Cook</td>
<td>Saddlehorn HOA</td>
</tr>
<tr>
<td>Group Chair</td>
<td>Terry Burns</td>
<td>Sierra Club – Alamo Group</td>
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<tr>
<td>District Leader</td>
<td>Rufus Stephens</td>
<td>Texas Parks and Wildlife Department</td>
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<td></td>
<td>Elizabeth Bates</td>
<td>Texas Parks and Wildlife Department</td>
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<tr>
<td>President</td>
<td>Kelley Brewster</td>
<td>Trails of Herff Ranch HOA</td>
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<tr>
<td>Deputy District Engineer</td>
<td>Brian Kamisato</td>
<td>U.S. Army Corps of Engineers</td>
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<tr>
<td>State Conservationist</td>
<td>Salvador Salinas</td>
<td>U.S. Department of Agriculture</td>
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<tr>
<td>Regional Administrator</td>
<td>Ron Curry</td>
<td>U.S. Environmental Protection Agency</td>
</tr>
<tr>
<td>Field Supervisor</td>
<td>Adam Zerrenner</td>
<td>U.S. Fish and Wildlife Service</td>
</tr>
<tr>
<td>Director</td>
<td>Charlie Boyd</td>
<td>Villas at Hampton Place HOA</td>
</tr>
</tbody>
</table>
• Tab 3 – Public Outreach
  
  o News Release (October 13, 2016)
  o Kendall Gateway Study Newsletter, Vol. 1 (January 2017)
  o La Prensa Newspaper Ad (December 28, 2016)
  o Boerne Star Newspaper Ad (December 30, 2016)
  o City of Boerne Website Posting (January 4, 2017)
  o Greater Boerne Chamber of Commerce Website Posting (January 4, 2017)
  o TxDOT Website Posting (January 6, 2017)
  o Media Advisory (January 10, 2017)
  o KTSA (January 17, 2017)
  o SA Express News (January 20, 2017)
  o Hill Country Weekly (January 27, 2017)
TXDOT PARTNERS WITH KENDALL COUNTY, CITY OF BOERNE
Study to identify solutions to traffic congestion across the county

October 13, 2016

BOERNE — The Texas Department of Transportation is partnering with Kendall County and the city of Boerne to conduct a feasibility study conducted over the next year and aimed at identifying routes to relieve traffic across the county.

The Kendall Parkway Study was created by a joint resolution between Kendall County and the city of Boerne. The idea is to identify solutions that could provide improved mobility as the area continues to grow.

Public input through a series of outreach meetings and open commenting periods, combined with data showing where drivers are currently moving and where growth is projected, will be critical to the success of this study.

"The feasibility study and recommendations will be data driven," said Kendall County Judge Darrel Lux. "We'll use new data that will be collected by the consulting engineers during the study, data from the county's and the city’s geographic information system departments, and most importantly, public input at meetings."

The study is spurred by rapid growth across the area — Kendall County was named the 12th fastest growing county in the country by the U.S. Census Bureau — adding increasing strain on the overall transportation system of the county. Boerne Independent School District expects an increase of about 2,000 students over the next five years with nearly 500 new homes being built annually within the district between 2017 and 2026.

"Prosperity comes with mobility challenges," said Boerne Mayor Mike Schultz. "We need to use every tool we have available to identify potential solutions now rather than later. This study will give us the information we need to develop effective strategies and take appropriate actions that will move traffic while preserving the unique character of Boerne and Kendall County."

###

The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, rail, and public transportation across the state. Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods. Find out more at txdot.gov. Get local project updates on our blog. "Like" us on Facebook and follow us on Twitter.

Our Values: People • Accountability • Trust • Honesty
An Equal Opportunity Employer

www.txdot.gov | TxDOT on Facebook | TxDOT on Twitter
Kendall County had a population of 23,743 in the year 2000. That number grew by about 70 percent, to an estimated 40,384, by 2015. It was recently recognized by the US Census Bureau as the 12th fastest growing county in the United States.¹

The impact of the growing population has been dramatic. Boerne ISD expects an increase of about 2,000 students over the next five years, and three new schools are planned. Another 441 new homes are projected to be built this year in Boerne; Boerne ISD reports that number is expected to trend at an average of 438 new homes per year between 2017 and 2026.²

Kendall County Judge Darrel Lux and City of Boerne Mayor Mike Schultz recognized the traffic challenges this kind of growth creates and submitted a joint resolution to TxDOT asking for help finding solutions.

TxDOT, partnering with Kendall County and the city of Boerne, responded to the resolution by launching a feasibility study in September 2016. The Kendall Gateway Study is expected to conclude in early 2018. The process includes continuous outreach through public meetings, working groups and open commenting periods to collect input from the public, from stakeholders and from agencies on the study area. Data showing where drivers currently move and where growth is projected will also be gathered during the study.

Frequently Asked Questions

What is a feasibility study?
A feasibility study defines a problem, gathers data and recommends solutions that will best meet challenges. The process considers the benefits and costs of each solution, effectiveness of implementation, alternatives considered, environmental impacts, public opinions and input as well as other factors. Engineers and planners summarize these issues and analyze the reasons for selecting a preferred alternative in their implementation plan.

Who is heading the Kendall Gateway Study?
At the request of Kendall County and the city of Boerne, TxDOT is providing funding and oversight for the engineering consultant team conducting the study.

Why is this study being done?
Kendall County and the city of Boerne have experienced growth and an associated increase in traffic congestion. Through a joint resolution, both municipalities requested TxDOT’s help identifying potential alternatives that could alleviate traffic congestion.

What is the study area?
The study area includes Kendall County and the city of Boerne.

Will the study result in a future project?
No future projects have currently been determined. The feasibility study will provide valuable information on the transportation needs and priorities in the area. The study and recommendations will be data-driven. No pre-selected routes or pre-defined areas direct the study. The goal is to identify potential alternatives to provide improved mobility as the area continues growing.

What kind of community outreach will be done?
The study includes up to three public meetings; a stakeholder working group made up of environmental, community and civic leaders; a technical work group made up of municipal and transportation professionals with a direct relationship to Kendall County and the city of Boerne; and presentations and information booths at local events.

How will traffic study information be used?
Traffic data is collected to help objectively analyze the amount of traffic and the typical traffic patterns on the busiest vehicular routes in the study area. Future projections will be combined with this data to help identify and prioritize congested areas, including offering potential alternatives to alleviate current traffic congestion and accommodate anticipated growth.

Contact Us
Email: KendallGateway@pozcam.com or contact
Laura Lopez, Public Information Officer
TxDOT San Antonio District
Phone: (210) 615-5839
Email: Laura.Lopez@txdot.gov
Website: txdot.gov, keyword “Kendall Gateway Study”

Twitter: TxDOTSanAntonio
Facebook: Texas Department of Transportation
cart as long as it completely fits in the cart with the lid closed. In addition, SWMD encourages San Antonio residents to help keep our community clean by not illegally dumping trees before the sites open and not placing them at the curb.

For more information on the site locations, visit www.sanantonio.gov/swmd. You can also receive information on SWMD's Facebook page at www.facebook.com/SASOLIDWASTE or call 3-1-1.

**Notificación de Junta Abierta al Público**

**Kendall Gateway Study**

El Departamento of Transporte de Texas (TxDOT) en conjunto con el Condado de Kendall y la Cuidad de Boerne, conducirá una Junta Abierta al Público para discutir el Kendall Gateway Study, un estudio de factibilidad que se ha emprendido para estudiar alternativas potenciales para aliviar la congestión del tráfico en el Condado de Kendall y la Ciudad de Boerne, Texas. La Junta Abierta al Público se llevará a cabo el Martes 17 de Enero del 2017 en la cafetería de la escuela Boerne Middle School South localizada en el 10 Cascade Cavern, Boerne, Texas 78003. La junta se llevara a cabo de las 6:00 p.m. a las 8:00 p.m. y no habrá presentación formal. Miembros del Equipo del Estudio, así como los representantes de TxDOT, el Condado de Kendall, y la Ciudad de Boerne estarán disponibles para discutir el estudio y contestar sus preguntas.

El propósito de esta junta es para presentar el estudio de factibilidad al público y recibir comentarios con respecto a la visión de metas relacionadas al transporte para aliviar la congestión del tráfico en la carretera SH 46 y otras arterias principales en Boerne y el Condado de Kendall. Mapas indicando la localización del estudio están disponibles para su observación en la Junta Abierta al Público.

Todo ciudadano con interés está cordialmente invitado a la Junta Abierta al Público. Se solicitan comentarios por escrito del público sobre este estudio y pueden ser remitidos durante un periodo de 15 días después de la reunión. Comentarios por escrito pueden ser remitidos en persona, por correo, o por correo electrónico a TxDOT San Antonio District, Richard de la Cruz, P.E., Gerente de Proyectos, 4615 NW Loop 410, San Antonio, TX 78229-5126 o a kendallgatewaystudy@pozcam.com. Sus comentarios deberán ser recibidos en o antes del día 1 de Febrero del 2017 y con sello postal del mismo día para ser incluidos en el registro oficial de la Junta Abierta al Público.

La Junta será conducida en Inglés. Personas interesadas en atender la audiencia que tienen necesidades de comunicación o de alijamientos especiales, o necesitan un intérprete, se les solicita que se pongan en contacto con Elena Camarillo al tel. (210) 615-6434 y Richard.DeLaCruz@txdot.gov.

Si usted tiene preguntas generales o preocupaciones sobre este estudio o sobre la Junta Abierta al Público, por favor comuníquese con Richard De La Cruz al tel. (210) 615-6434 y Richard.DeLaCruz@txdot.gov.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o se han llevado a cabo por TxDOT – “pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.”
Open House Notice
Kendall Gateway Study

Texas Department of Transportation (TxDOT), in partnership with Kendall County and the City of Boerne, will conduct an Open House to discuss the Kendall Gateway Study, a feasibility study that has been undertaken to identify potential alternatives to relieve traffic congestion in Kendall County and Boerne. The Open House will be held on Tuesday, January 17, 2017 at the Boerne Middle School South cafeteria located at 10 Cascade Caverns, Boerne, TX 78005. The Open House will be held from 6:00 p.m. to 8:00 p.m. and no formal presentation will be given. Study Team members, as well as staff from TxDOT, Kendall County, and the City of Boerne, will be on hand to discuss the feasibility study and answer questions.

The purpose of the Open House is to introduce the feasibility study to the public and gather public input regarding the transportation-related vision and goals to relieve congestion on SH 46 and other major arterials in Boerne and Kendall County. Maps showing the study area will be available for viewing at the Open House.

All interested citizens are invited to attend this Open House. Written comments from the public regarding this feasibility study are requested and may be presented for a period of 15 calendar days following the meeting. Written comments may be submitted in person, by mail, or email to TxDOT San Antonio District, Richard De La Cruz, P.E., San Antonio TxDOT Project Manager, 4615 NW Loop 410, San Antonio, TX 78229-5126 or kendallgatewaystudy@pozcom.com. Written comments must be postmarked by February 1, 2017 to be included in the official open house record.

The Open House will be conducted in English. Persons interested in attending the meeting who have special communication or accommodation needs, or need an interpreter, are encouraged to contact Elena Camarillo at (210) 349-3273. Requests should be made at least five days prior to the Open House. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the study or the Open House, please contact Richard De La Cruz, P.E. at (210) 615-6434 or Richard.DeLaCruz@txdot.gov.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.
Transportation Planning Public Meeting - Open House

Show your support for transportation improvements in Boerne at a public meeting Tuesday, January 17, 6pm-8pm, at Boerne Middle School South; 10 Cascade Caverns Road. COB, Kendall Co, TXDOT staff to share Kendall Gateway Study & maps. Public input needed.
Kendall Gateway Study Open House

**Name:** Kendall Gateway Study Open House

**Date:** January 17, 2017

**Time:** 6:00 PM – 8:00 PM CST

**Event Description:**
Texas Department of Transportation (TxDOT), in partnership with Kendall County and the City of Boerne, will conduct an Open House to discuss the Kendall Gateway Study, a feasibility study that has been undertaken to identify potential alternatives to relieve traffic congestion in Kendall County and Boerne. The Open House will be held on Tuesday, January 17, 2017 at the Boerne Middle School South cafeteria located at 10 Cascade Caverns, Boerne, TX 78015. The Open House will be held from 6:00 p.m. to 8:00 p.m. and no formal presentation will be given. Study Team members, as well as staff from TxDOT, Kendall County, and the City of Boerne, will be on hand to discuss the feasibility study and answer questions.

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**Location:**
Boerne Middle School South Cafeteria
10 Cascade Caverns Road, Boerne, TX 78015

**Date/Time Information:**
Tuesday, January 17, 2017
6 to 8 p.m.

**Contact Information:**
Richard De La Cruz
Send an Email

**Fees/Admission:**
Free to the public
## Open House - Kendall Gateway Study

**Where:**
Boerne Middle School South  
10 Cascade Caverns  
Boerne, TX 78015 (Map)

**When:**
Tuesday, Jan. 17, 2017  
6 p.m. - 8 p.m.

**Purpose:**
The purpose of the open house is to introduce the feasibility study to the public and gather public input regarding the transportation-related vision and goals to relieve congestion on SH 46 and other major arterials in Boerne and Kendall County.

**Description:**
TxDOT, in partnership with Kendall County and the City of Boerne, will conduct an open house to discuss the Kendall Gateway Study, a feasibility study that has been undertaken to identify potential alternatives to relieve traffic congestion in Kendall County and Boerne.

The open house will be conducted in English. Persons interested in attending the meeting who have special communication or accommodation needs, or need an interpreter, please contact (210) 349-3273. Requests should be made at least five days prior to the open house. Every reasonable effort will be made to accommodate these needs.

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**Downloads:**
- Notice
- Notice (Español)

**Contact:**
TxDOT San Antonio District  
4615 NW Loop 410  
San Antonio, TX 78229

(210) 615-5839  
Email

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[Home > Inside TxDOT > Get Involved > Hearings & Meetings > Schedule](http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings...)

[Open House - Kendall Gateway Study](http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings...)

1 of 1 1/6/2017 7:51 AM
TxDOT TO HOST PUBLIC MEETING FOR KENDALL GATEWAY STUDY

TxDOT will hold an open house for citizens to interact with staff about a feasibility study for SH 46 and other major arterials in Boerne and Kendall County

January 10, 2017

WHEN: Tuesday, January 17, 2017
6 p.m. to 8 p.m.

WHERE: Boerne Middle School South Cafeteria
10 Cascade Caverns
Boerne, TX 78015

MEDIA: TxDOT will provide public with opportunity to interact with staff and provide feedback about the study.

SAN ANTONIO – The Texas Department of Transportation (TxDOT), in partnership with Kendall County and the city of Boerne, will conduct an open house to discuss the Kendall Gateway Study, a feasibility study that has been undertaken to identify potential alternatives to relieve traffic congestion in Boerne and Kendall County.

The purpose of the open house is to introduce the feasibility study to the public and gather public input regarding the transportation-related vision and goals to relieve congestion on SH 46 and other major arterials in Boerne and Kendall County.

For media inquiries, contact the Public Information Office at (210) 615-5839.

###

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TXDOT Meeting On Boerne-Area Improvements


Email: [TXDOT Meeting on Boerne-Area Improvements](mailto:?subject=TXDOT%20Meeting%20on%20Boerne-Area%20Improvements&body=http%3A%2F%2Fwww.ktsa.com%2Ftxdot-meeting-boerne-area-improvements%2F%3F_pjax%3Dsite-main)

TXDOT is introducing a new plan to ease congestion in Boerne.

Laura Lopez talked to us about the Kendall gateway Study.

She says it's a feasibility study to look for alternatives to relieve congestion in Boerne and Kendall County.

At the Boerne Middle School South Cafeteria tonight, TXDOT will give you the chance to see the plan and give you an opportunity to offer your input.

The open house is from 6 until 8 tonight.
TxDOT asking Boerne where to link Interstate 10 and Texas 46

By Zeke MacCormack, San Antonio Express-News | January 20, 2017 | Updated: January 20, 2017 8:50pm

BOERNE — Hundreds of people attended a public forum hosted by the Texas Department of Transportation this week that marked the resumption of its efforts to find routes for new roads that could ease increasing congestion in fast-growing Kendall County.

Of particular interest to local officials is a connecting road to link Texas 46 east of this city to Interstate 10, a proposal also explored in 2005 until county commissioners asked the state to cease work on it.

Since then, city officials say, the daily traffic count has topped 13,000 vehicles on Texas 46 in the area, where more than 4,500 new homes have been approved in subdivisions planned or under construction.

TxDOT re-engaged last year, commissioning a new feasibility study in response to a request by the Boerne City Council and county commissioners. A joint resolution they passed in 2015 said that, in part, “mobility issues are not going to improve unless discussions concerning long-term projects begin.”

County Judge Darrel Lux called construction of an alternate route off Texas 46 inevitable, given the rapid influx of new residents in the county, whose
population went from 33,410 in 2010 to an estimated 40,384 in 2015.

“With the amount of growth that’s coming, we have to be as proactive as we can,” he said.

Selecting a route for the bypass promises to be a difficult task, with vacant paths that were viable a decade ago built over in the interim, officials said. But Boerne has boosted the project’s chances by joining the Alamo Area Metropolitan Planning Organization, which manages federal transportation funds allocated for regional projects.

“There’s no doubt that we have lost potential routes over the past 11 years, but that’s exactly why there was an urgency in us asking TxDOT to come back and re-engage in the process,” Deputy City Manager Jeff Thompson said.

He noted that TxDOT, which has worked with Boerne and Kendall County in recent years to upgrade several existing thoroughfares, is starting from scratch in trying to build support among locals for a preferred bypass route.

“I think we’re in a much better position to arrive at a consensus on the route and actually get it on the books for construction than we were 11 years ago, being a part of the MPO and with our excellent working relationship with TxDOT,” Thompson said.

The gathering Tuesday at Boerne Middle School South was the first of several planned for the “Kendall Gateway Study,” a state-funded analysis slated for completion next year, TxDOT spokeswoman Laura Lopez said.

Attendees were quizzed about their daily driving routines, areas where they encounter congestion and suggestions for new road routes.

“There was a lot of good feedback from the public,” Lopez said.

Among those on hand was Gene Miertschin, who, as a county commissioner 11 years ago, led resistance to TxDOT’s plan for the so-called Texas 46 bypass.

“At the time, I was acting on behalf of my constituents. We didn’t like the proposed routes,” recalled Miertschin, who was among those surprised that no specific potential routes were identified at the forum Tuesday. “It’s going to be more difficult to put something in there now.”

Mayor Mike Schultz applauded TxDOT for not having “a preconceived notion” about the road’s path but rather recognizing the importance of building a community consensus. He said relations with the agency have been bolstered by annual meetings begun in 2014 with city, county and school district officials on local transportation issues.

zeke@express-news.net
Kendall County Judge Darrel L. Lux and Councilman Charlie Boyd IV attended the TXDOT open house.

TXDOT hosted the Kendall Gateway Study on Tuesday, January 17 to hear back from the public about the extreme traffic congestion.

County Commissioners Christina Bergmann and Richard Elkins also attended the event.

Interactive boards such as this one were placed around the Boerne Middle School South cafeteria.

Fair Oaks Ranch Mayor Gary Manitzas remarked how construction has been affecting the FOR area.

Many comments made by the public concerned all the new developments and questioned the planning surrounding them.

A citizen wrote his goals and thoughts for the community, one of the most popular boards at the open house.

Armando Muñoz and the Judge discussed items written on the boards and the traffic congestions in the county.

Citizens indicated their daily trips on a map of the county using yarn and thumbtacks.
• Tab 4 – SWG Meeting #1
  
  o SWG #1 Agenda
  o SWG #1 Evaluation Form
  o SWG #1 Notes Pages
  o SWG Meeting #1 Report (provided under separate cover)
AGENDA

Kendall Gateway Study
Stakeholder Working Group
Meeting #1
December 6, 2016
6:30 to 7:30 pm
Patrick Heath Public Library

1 Welcome & SWG Introductions .................................................. TxDOT San Antonio District
2 Project Team ...................................................................................... Adam Ellis, P.E., BGE
   • Team Members
   • Scope
3 History ...................................................................................... TxDOT, Kendall County, City of Boerne
   • Joint Resolution
   • Previous Planning Efforts
4 Current Project Development ...................................................... Adam Ellis, P.E., BGE
5 Issues Exercise ............................................................................. Lena Camarillo, PCI
6 Next Steps .................................................................................. Adam Ellis, P.E., BGE
1. Please rate the information provided in today’s meeting (please circle).

5: Extremely helpful
4: Very helpful
3: Helpful
2: Somewhat helpful
1: Not helpful

2. Please rate the location (please circle)

5: Extremely convenient
4: Very convenient
3: Convenient
2: Somewhat convenient
1: Not convenient

3. Please rate the day and time (please circle)

5: Extremely convenient
4: Very convenient
3: Convenient
2: Somewhat convenient
1: Not convenient

4. If there was one thing you could change from today’s program (good or bad), what would it be?

5. How can our team help you deliver the project message and information to your constituency?

6. Comments, questions, thoughts

Thank you for participating in this Kendall Gateway Study meeting!
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.
• Tab 5 – SWG Meeting #2
  o SWG #2 Agenda
  o SWG #2 PowerPoint Presentation
  o TWG Meeting #1 Report (provided under separate cover)
  o Open House #1 Summary and Analysis Report (provided under separate cover)
  o Open House #1 Comment/Response Matrix (provided under separate cover)
  o SWG #2 Notes Pages
1 Welcome ........................................................................................................... Kendall County/City of Boerne/TxDOT

2 Round 1 Overview ............................................................................................. Gretchen Roufs, PCI
   • Technical Working Group #1
   • Stakeholder Work Group #1
   • Public Meeting #1

3 Constraints Maps .................................................................................................. Crystal Hall, P.G., BGE

4 Traffic Analysis Update ...................................................................................... Federico Mendoza, P.E., BGE

5 Screening Matrix Development ........................................................................... Adam Ellis, P.E., BGE
   • Updated Constraints Map

6 Next Steps ............................................................................................................ Adam Ellis, P.E., BGE
WELCOME

AGENDA

Kendall Gateway Study
Stakeholder Working Group
Meeting #2
April 5, 2017
6:30 p.m. to 8:00 p.m.
Patrick Heath Public Library

1. Welcome
   Kendall County/City of Boerne/TxDOT

2. Round 1 Overview
   Gretchen Roufs, PCI
   • Technical Work Group #1
   • Stakeholder Working Group #1
   • Public Meeting #1
   • Technical Work Group #2

3. Constraints Maps
   Crystal Hall, P.G., BGE

4. Traffic Analysis Update
   Federico Mendoza, P.E., BGE

5. Screening Matrix Development
   Adam Ellis, P.E., BGE
   • Updated Constraints Map

6. Next Steps
   Adam Ellis, P.E., BGE
Round 1 Overview

Gretchen Roufs, PCI
Quotes from our Technical Work Group

Top 3 Goals
- “Long-term planning”
- “Alleviate congestion”
- “Define the need”

Top 3 Concerns
- “Funding”
- “Public perception”
- “Environmental impacts”

Technical Work Group Invitees:
- Alamo Area Council of Governments
- Alamo Area MPO
- City of Boerne
- City of Fair Oaks Ranch
- Comal County
- Kendall County
- Kendall County EDC
- Kendall West Utility, LP
- Matkin-Hoover Engineering & Surveying
- TxDOT

Number of Attendees: 15
Quotes from our Stakeholder Working Group

Goals

- “Long-term and scalable”
- “Forecast future”
- “Long-term affordability”
- “Accessibility”
- “Ecological integrity”
- “Relieve traffic congestion”
- “Mutually beneficial”
- “Transparent communication”

Concerns

- “Fostering growth”
- “Integrity of scope”
- “Natural resources and environment”
- “Develop sensibly”
- “Paralysis by analysis”
- “Not creative enough”
- “Reluctance to adapt to change”
- “Finding common ground”

Stakeholder Working Group Invitees:

- Ammann Ranch Estates POA
- Boerne Area Historical Preservation Society
- Boerne Business Alliance
- Boerne Chamber of Commerce
- Boerne Convention & Visitors’ Bureau
- Boerne Heights HOA
- Boerne ISD
- Boerne Rotary
- Boerne Stage Airfield
- Boerne Star
- Boerne Sunrise Rotary
- Cascade Caverns
- Centennial Bank
- Cibolo Conservancy
- Cibolo Nature Center
- City of Boerne
- Cordillera Ranch POA
- Cow Creek Groundwater Conservation District
- Edwards Aquifer Authority
- Estancia at Thunder Hill HOA
- Fair Oaks Ranch HOA
- Fair Oaks Ranch Rotary
- Geneva School of Boerne
- Greater Edwards Aquifer Alliance
- Kendall County Historical Commission
- Kronkosky Charitable Foundation
- Ranger Creek HOA
- River Mountain Ranch HOA
- River Trail POA
- Rotary Club of Boerne
- Saddlehorn HOA
- Sierra Club – Alamo Group
- Texas Parks and Wildlife Department
- Trails of Herff Ranch HOA
- U.S. Army Corps of Engineers
- U.S. Department of Agriculture
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- Villas at Hampton Place HOA
- Woods of Frederick Creek HOA

Number of Attendees: 13
OPEN HOUSE #1
JANUARY 17, 2017

- Number of Attendees: 255
- Number of Elected Officials: 7
- Number of Commenters: 33

Quotes from the Open House

Thoughts, Issues, Priorities

- “Keep Boerne, Boerne”
- “It would be great for 46 to be a 4 lane highway between Boerne and Bulverde.”
- “A major concern is drainage”
- “Loop around Boerne!”
- “Effective roadways through and around the city”
- “Mass transit or possible rail system”
- “Development outpacing infrastructure”
- “A good start getting the community involved.”
- “Defining traffic flow and planning for multiple routes”
- “Rapid growth has impacted safety, flooding, green space, traffic congestion.”

Outreach:

- Bilingual display ads in Boerne Star and La Prensa
- Invitation emails to TWG, SWG, and elected officials
- Bilingual mailout to 315 stakeholders
- 4 changeable message signs
- Website postings on TxDOT, City of Boerne, and Greater Boerne Chamber of Commerce websites
- Media coverage (KTSA)
Feedback from our Technical Work Group

Thoughts on Screening Matrix Development

- Include incident management
- Take into account new schools and future traffic patterns
- Remove traffic volumes and parking from Main Street
- Construct larger sidewalks on Main Street
- Include limited access facilities
- Evaluate at 5-year intervals to determine short-term and long-term needs
- Include time value of constraints

Items Discussed:

- Round 1 Overview
  - Technical Work Group #1 Meeting
  - Stakeholder Working Group #1 Meeting
  - Open House #1
- Constraints Maps
- Traffic Analysis Update
  - Tube Counts
  - Turning Movements
  - Crash Data
  - Origin and Destination
- Screening Matrix Development
- Next Steps

Number of Attendees: 13
Constraints Maps

Crystal Hall, P.G., BGE
• How comments were received.

Original Map from Open House
Revised Constraints Map

- How comments were transposed onto maps.
Traffic Analysis Update

Federico Mendoza, P.E., BGE
TRAFFIC ANALYSIS OVERVIEW

3 Data Collection Methods

- Bluetooth Readers
- Bi-Directional Tube Counters
- Turning Movement Counters (Video)
TRAFFIC ANALYSIS – TUBE COUNTS

Data Collected

- **24-Hour Data Collection Timeframe**
  - Total of 12 Locations
  - 3 Weekdays, 1 Saturday
  - Week of September 20, 2016
TRAFFIC ANALYSIS – TURNING MOVEMENTS

Data Collected

- Peak-Hour Turning Movement Counts
  - Total of 16 Intersections
  - 3 Weekdays (Tuesday - Thursday)
  - Week of September 20, 2016

Example of Counts Collected at an Intersection
TRAFFIC ANALYSIS – CRASH DATA

TxDOT Crash Data

- 5 Year Period: 2011 – 2015
- Total of 1,520 Crashes over 5 Years

Information Recorded for Each Crash

<table>
<thead>
<tr>
<th>Severity</th>
<th>Not Injured</th>
<th>Non-Incapacitating</th>
<th>Incapacitating</th>
<th>Fatal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Right Angle</td>
<td>Left Turn</td>
<td>Rear End</td>
<td>Sideswipe</td>
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<td></td>
<td>Head On</td>
<td>Single Vehicle</td>
<td>Other</td>
<td></td>
</tr>
<tr>
<td>Weather Conditions</td>
<td>Dry</td>
<td>Wet</td>
<td></td>
<td></td>
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<tr>
<td>Light Conditions</td>
<td>Daytime</td>
<td>Nighttime</td>
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</tr>
</tbody>
</table>

PERCENTAGE OF CRASH TYPE

- Right Angle: 27%
- Left Turn: 22%
- Rear End: 33%
- Single Vehicle: 10%
- Other: 1%
- Sideswipe: 5%
- Head On: 2%
- Not Injured: 1%
TRAFFIC ANALYSIS – ORIGIN & DESTINATION

Data Collected

- Bluetooth Reader Collection
- Total of 22 Locations
- Total of 3 Weekdays
- November 1, 2, & 3, 2016
- Total of 86,043 readings were recorded during the 3-day period
- Matches are readings from Point A to Point B within an hour
Screening Matrix Development

Adam Ellis, P.E., BGE
PURPOSE AND NEED

The Purpose and Need for a project is essential in establishing a basis for the development of the range of alternatives and assist with the identification, evaluation, and selection of a recommended alternative.

The development of the Purpose and Need statement for the Kendall Gateway Study will be based on past, current, and projected data for the study area.

Example Elements of a Purpose and Need Statement

- Safety
- Capacity
- System Linkage
- Transportation Demand
- Social Demands
- Economic Development
- Roadway Deficiencies
- Legislation
ALTERNATIVE SCREENING PROCESS

Identify Universe of Alternatives

Level 1 Screening (Fatal Flaw Analysis)

Reasonable Alternatives

Level 2 Screening

Recommended Alternative(s)
# EVALUATION CRITERIA

## TRAFFIC/MOBILITY
- Travel Time (existing vs. predicted)
- Level-of-Service
- Safety (conflict points, timing)
- Conformance with Regional Transportation Plans

## ENVIRONMENTAL/SOCIOECONOMIC
- Commercial Displacements (# of)
- Residential Displacements (# of)
- Parkland (acres)
- Historically Significant Properties (acres)
- Traffic Noise Impacts (# of noise receivers)
- Environmental Justice Populations (% per Census data)
- Air Quality (# of sensitive receivers)
- Vegetation (acreage of vegetation type impacted)
- Known Protected Species Habitat (acres)
- Mapped Wetlands (acres)
- Stream Crossings (# of)
- Surface Water Quality (# of impaired stream crossings)
- Groundwater Quality
- Floodplains (acres)
- Potential Hazardous Materials (# of sites)
- Cemeteries (# of)
- Agricultural Lands (acres)
- Known Archaeological Sites (# of sites)
- Induced Growth (# of acres available for adjacent development)

## ENGINEERING/COST
- Right-of-Way (acres)
- Constructability
- Construction Duration (Low, Medium, High)
- Cost
- Safety (geometry)
- Utilities
- Drainage
Next Steps

- Continue analysis
- Round #3 – Summer 2017
Final Comments
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.
<table>
<thead>
<tr>
<th>Commenter #</th>
<th>Commenter Name</th>
<th>Date Received</th>
<th>Source</th>
<th>Comment Topic</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Dan R. Banks</td>
<td>1/12/2017</td>
<td>Email</td>
<td>I am providing a copy of the Final &quot;Thoroughfare Planning Citizens Committee Report&quot; for Kendall County of which I was a principle architect. I think you will find it interesting and comprehensive.</td>
</tr>
<tr>
<td>2</td>
<td>Dan R. Banks</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>Please see the TPCC Report prepared in 2007-2008 timeframe. Has good ideas!</td>
</tr>
<tr>
<td>3</td>
<td>Karen Bearss</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>We need to have all the development people help to pay for the road development.</td>
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<td>When they build - they tear up the roads - yet just repair what they tear up. They need to improve the road.</td>
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<td>Are just real estate agents in charge of Boerne?</td>
</tr>
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<td>4</td>
<td>George Blatt</td>
<td>1/19/2017</td>
<td>Email</td>
<td>Are the maps and text of the study posted on either the city/county or TxDOT websites?</td>
</tr>
<tr>
<td>5</td>
<td>Leon Brimhall</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>Make schools (high schools) parking better.</td>
</tr>
<tr>
<td>6</td>
<td>James Cannizzo</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>As a representative of the Army (Camp Stanley and Camp Bullis), the commenter's main priority is improving I-10 in northern Bexar County. &quot;I-10 is rapidly becoming congested to the point that peak traffic times have lengthy delays...Expediting adding the 4 lanes to I-10 and finishing the frontage road work is #1 for us.&quot; See James Cannizzo comment form in Attachment D, page D-4 of the Documentation of Open House.</td>
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<td>The commenter is concerned with improvements to FM 3351 (Ralph Fair Rd). &quot;[O]ur #2 [priority] would be adding two lanes to FM 3351 (Ralph Fair Rd).&quot; See James Cannizzo comment form in Attachment D, page D-4 of the Documentation of Open House.</td>
</tr>
<tr>
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<tr>
<td>7</td>
<td>Jonna Clark</td>
<td>2/1/2017</td>
<td>Email</td>
<td>It is critical that mobility be a priority. But mobility also means keeping traffic moving.</td>
</tr>
</tbody>
</table>

The commenter suggests installing smart traffic lights, specifically at the Old San Antonio Rd and Herff Rd intersection. "Install smart traffic lights so that traffic doesn't sit at a red light for nobody." See Jonna Clark email in Attachment D, pages D-41 thru D-42 of the Documentation of Open House.

The commenter suggests converting traffic lights to allow for a left turn on yield, specifically at the following intersections (1) Hwy 46 westbound at Herff Ranch Blvd. and (2) Hwy 46 East and westbound at Charger Blvd/Woods of Boerne Blvd. "On all lights with a protected left turn signal, make these left turn lights allow for left turn on yield." See Jonna Clark email in Attachment D, pages D-41 thru D-42 of the Documentation of Open House.

Coordinate construction zones, specifically speed limits.

The commenter suggests converting traffic lights at the following intersections to flashing after a designated hour (10 pm): (1) Hwy 46 and Herff Ranch Blvd, (2) Hwy 46 and Charger Blvd/Woods of Boerne Blvd, (3) Herff Rd and Oak Park Dr, and (4) Old San Antonio Rd and Herff Rd. See Jonna Clark email in Attachment D, pages D-41 thru D-42 of the Documentation of Open House.

The commenter suggests installing a right turn lane at the following two intersections: (1) South Main (northbound) onto Herff Rd (the extension) and (2) Old San Antonio Rd (northbound) onto Herff Rd. See Jonna Clark email in Attachment D, pages D-41 thru D-42 of the Documentation of Open House.
<table>
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<tbody>
<tr>
<td>8</td>
<td>Barry Denton</td>
<td>1/2/2017</td>
<td>Email</td>
<td>The commenter mentioned the number of San Antonio commuters who travel to the SH 46/FM 3351 (Ralph Fair Rd) area. &quot;I am amazed at the number of people from the San Antonio area who venture out this way and still think that traveling through Boerne is the only route.&quot; See Barry Denton email in Attachment D, page D-43 of the Documentation of Open House.</td>
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<td>I've spoken with many who live east of Boerne and would be open to an alternative route (FM 3351 and Ammann Road) vs. having to drive through Boerne and congested areas related to schools and increased congestion from Esperanza and other developments.</td>
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<td>An extension of Bentwood over to Esperanza will be important to mitigate traffic on Hwy 46.</td>
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<td>Improvements to Ammann Road (Comal County participation would ultimately be necessary east of FM 3351) could alleviate traffic on Hwy 46 as the only other east/west arterial north of Cibolo Creek.</td>
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<td>If possible, Ammann Road re-routed to extend west along the north side of Fair Oaks Ranch from where it currently makes a 90 degree turn to the north, and continuing west to an approximate intersection at Boerne Stage Rd and IH10 (intersection currently under construction) would make for a nice alternative.</td>
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<td>If 3351 is improved (widened, additional lane(s) added, intersection at IH10 improved to handle more cars expeditiously), many would use that alternative to reach areas east of Boerne.</td>
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<td>Widening Ammann and eliminating the rises and dips in that road, and the re-routing as described above, would seem to provide increased traffic there as well and alleviate congestion on Hwy 46.</td>
</tr>
</tbody>
</table>
## Comment/Response Matrix

**Kendall Gateway Study**  
**Open House, January 17, 2017**

<table>
<thead>
<tr>
<th>Commenter #</th>
<th>Commenter Name</th>
<th>Date Received</th>
<th>Source</th>
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</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Eugene A. Gibbs, Jr.</td>
<td>1/17/2017</td>
<td>Transcript of Verbal Comment</td>
<td>The commenter is concerned with the current construction to widen the underpass at Scenic Loop Drive and I-10. &quot;In my opinion, that is just a patch. It is way under-engineered for the traffic.&quot; See Eugene Gibbs verbal comment in Attachment D, pages D-28 thru D-29 of the Documentation of Open House.</td>
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<td>The commenter is concerned with the amount of traffic that a new subdivision at the corner of Cascade Caverns and Ranch Drive will bring to the Scenic Loop Drive and I-10 intersection. &quot;...when they finish the development, that's just going to be unbelievable traffic on Cascade Caverns to get to the intersection...&quot; See Eugene Gibbs verbal comment in Attachment D, pages D-28 thru D-29 of the Documentation of Open House.</td>
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<td>I think what TxDOT is doing is wonderful. It's great, but it's not enough. It is not going to handle the traffic.</td>
</tr>
<tr>
<td>10</td>
<td>Mike and Cindy Hagan</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>Divert traffic around the city so traffic in the city is from people who want to be in the city.</td>
</tr>
<tr>
<td>11</td>
<td>Burt Hickman</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>The commenter is concerned with the impact developments could have on the potential plan to turn Hwy 46 into an outer loop for San Antonio to accommodate traffic from I-35 to I-10 West. &quot;If you are strongly considering this approach, you should start widening Hwy 46 now, rather than later, while you still have less development because [the traffic] is growing.&quot; See Burt Hickman comment form in Attachment D, page D-6 of the Documentation of Open House.</td>
</tr>
<tr>
<td>12</td>
<td>Scott D. Hoiberg</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>Study done for more and safe bike [non motor] routes throughout the city and surrounding communities.</td>
</tr>
<tr>
<td>Commenter #</td>
<td>Commenter Name</td>
<td>Date Received</td>
<td>Source</td>
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<tr>
<td>13</td>
<td>Debby S. Hudson</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>Study done for widening [SH] 46 from county line into Boerne to make it an effective road for moving in and out of Boerne at peak traffic times.</td>
</tr>
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<td>Thank you for the forum to voice our concerns.</td>
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<td>It would be great for 46 to be a 4 lane highway between Boerne and Bulverde.</td>
</tr>
<tr>
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<td>The flooding at Herff Rd and 46 should be addressed.</td>
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<td></td>
<td>A direct road connecting 474 and 3351 would be most helpful.</td>
</tr>
<tr>
<td>14</td>
<td>Christine Jacobs</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>The commenter is concerned with planning for safety, traffic control, and quality of life due to increases in growth and revenue in Boerne.</td>
</tr>
<tr>
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<td>&quot;Rapid growth has impacted safety, flooding, green space, traffic congestion. A well thought out [and thorough] plan would be much appreciated.&quot;</td>
</tr>
<tr>
<td>15</td>
<td>Theodora Kaufmann</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>The commenter is against any changes to access from Ammann Rd to SH 46 and requests a traffic light at this intersection.  &quot;We are very concerned about rumors that Ammann Rd would go through another subdivision (Dana Green's subdivision) to be able to access onto 46.&quot;</td>
</tr>
<tr>
<td>Commenter #</td>
<td>Commenter Name</td>
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<tr>
<td>16</td>
<td>Theodora Kaufmann</td>
<td>1/17/2017</td>
<td>Transcript of Verbal Comment</td>
<td>The commenter is against any changes to access from Ammann Rd to SH 46 and requests a traffic light at this intersection. &quot;We live on Ammann Road, and there is rumors that they're trying to get Ammann Road to go into another subdivision and come out Dana Green subdivision, and we don't want that. We just need a light. We don't have a light, so it is kind of dangerous right now with the traffic.&quot; See Theodora Kaufmann verbal comment in Attachment D, page D-28 of the Documentation of Open House.</td>
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<tr>
<td>17</td>
<td>Thomas Kaufmann</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>Please put a 4-way traffic light at Ammann Rd and Hwy 46.</td>
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<td>Reduce speed on Hwy 46 prior to Ammann Rd.</td>
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<tr>
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<td>Make a turn lane on Old San Antonio Rd at new intersection onto Herff.</td>
</tr>
<tr>
<td>18</td>
<td>John Kight</td>
<td>1/22/2017</td>
<td>Email</td>
<td>Many of the attendees...were expecting to see some sort of preliminary recommendations suggesting alignment proposals addressing future traffic demands. That left the public with little to comment on except for vague or generality type comments about future needs.</td>
</tr>
<tr>
<td>Commenter #</td>
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<td>The commenter provided background information on a Thoroughfare Planning Citizens Committee and Report that was created, but not adopted, in 2005 and 2006 to identify future mobility needs within Kendall County. &quot;Now here we are a little over a decade [later] facing real traffic congestion problems with most of the previously identified transportation corridors blocked by developments. It's going to be extremely difficult, controversial and expensive to find realistically acceptable routes to fulfill future traffic demands, both north and south of Boerne.&quot; See John Kight email in Attachment D, pages D-44 thru D-45 of the Documentation of Open House.</td>
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<td>S.H. 46 to the east is really building up and is getting to be a real problem, particularly before and after school hours. Due to the subdivisions in that area there needs to be five lanes out to past Ammann Road.</td>
</tr>
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<td>From Boerne to New Braunfels, S.H. 46 needs to be widened to four lanes with center turn lanes in some places. With no funds for that, then and intermittent three lane section should be provided to allow for passing at certain spacing intervals.</td>
</tr>
<tr>
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<td></td>
<td>On S.H. 46 west of Boerne there needs to be provisions for a right and left turn lane at the road to the Deep Hollow and Tapatio Springs subdivisions.</td>
</tr>
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<td>The section of S.H. 46 from Boerne west to S.H. 16 has some very bad horizontal alignments in places that need corrections for safety.</td>
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<td>Due to recent industrial growth and Love's Truck stop in Comfort, Texas the interchange and frontage roads at I.H. 10 and U.S. 87 need to be reconfigured for safety as soon as possible.</td>
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<td>The proposed I.H. 10 project between S.H. 46 and the current Scenic Loop project needs to be let as soon as possible, consistent with funding restraints.</td>
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<td>The commenter mentioned a proposal to extend the new Herff Road across Main Street to the west and north to intercept Christus Parkway to allow Herff Road traffic to access westbound IH 10 without going through the City of Boerne. &quot;It might stave off, for a while, the need for a loop around the north side of Boerne since that route is going to be very difficult and [expensive] to obtain.&quot; See John Kight email in Attachment D, pages D-44 thru D-45 of the Documentation of Open House.</td>
</tr>
<tr>
<td>19</td>
<td>John Kight</td>
<td>1/23/2017</td>
<td>Email</td>
<td>The commenter mentioned the approval by the Kendall County Commissioner's Court to add an approximate 1,100-acre subdivision along SH 46 east of Boerne near Brandt Road. &quot;There could be 700 to 900 new homes in this subdivision with commensurate future traffic volumes on S.H. 46 for this one way in and one way out gated subdivision. More reasons to do something to S.H. 46 sooner.&quot; See John Kight email in Attachment D, page D-46 of the Documentation of Open House.</td>
</tr>
<tr>
<td>20</td>
<td>Carol Kovaes</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>The commenter supports the idea of a mass transit/train station located in an uncongested area to reduce congestion on roadways. &quot;Those choosing to use mass transit would no longer be part of the traffic causing the most congestion.&quot; See Carol Kovaes comment form in Attachment D, page D-12 of the Documentation of Open House.</td>
</tr>
<tr>
<td>21</td>
<td>Stephanie Lau</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>Boerne residents need a second way to access LP 1604. Any improvements to Hwy 46 or I10 should include wildlife crossings and attention to trees and native wildlife and plants and avoid Cascade Caverns. Large roads should outlive new subdivisions so they don't slow speed of traffic and still give residents a new route to the highway.</td>
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Kendall Gateway Study
Open House, January 17, 2017
<table>
<thead>
<tr>
<th>Commenter #</th>
<th>Commenter Name</th>
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<td>The commenter suggests using the existing Old No. 9 railroad right-of-way that connects Boerne to Van Raub to build a loop. &quot;Use that existing route for a loop.&quot; See Stephanie Lau comment form in Attachment D, page D-13 of the Documentation of Open House.</td>
</tr>
<tr>
<td>22</td>
<td>George H. Lewis</td>
<td>1/18/2017</td>
<td>Email</td>
<td>What I did not see [at the Open House was] any future plans in place for the next five years of [TxDOT] or county road improvements. This was a total waste of my time.</td>
</tr>
<tr>
<td>23</td>
<td>Gary McWilliams, MD</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>Please engineer and build for 20 years in the future.</td>
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<td>The commenter is concerned with impacts to traffic caused by breaking up projects over years, rather than building the ultimate configuration initially. &quot;Don't piecemeal the projects so that you disrupt traffic repeatedly.&quot; See Gary McWilliams comment form in Attachment D, page D-14 of the Documentation of Open House.</td>
</tr>
<tr>
<td>24</td>
<td>James C. Payne Jr.</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>Loop around Boerne!</td>
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<td>Seems like little planning before more building.</td>
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<tr>
<td>25</td>
<td>Steve Rapp</td>
<td>1/17/2017</td>
<td>Transcript of Verbal Comment</td>
<td>The commenter is concerned with safety issues on SH 46 due to cars passing in no passing zones. &quot;So many cars pass me in no passing zones in the morning...I don't know if...they're...trying to widen some of these areas where people tend to do that...But something needs to help 46 to be safer and people not passing four and five cars at a time.&quot; See Steve Rapp verbal comment in Attachment D, page D-33 of the Documentation of Open House.</td>
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<tr>
<td>26</td>
<td>Edward L. Rogers</td>
<td>1/23/2017</td>
<td>Comment Form</td>
<td>Needs to be a four-way stop on both the northbound access road and southbound access roads at IH 10 and Johns Road on the north side of Boerne.</td>
</tr>
<tr>
<td>27</td>
<td>Carol Swartz</td>
<td>1/17/2017</td>
<td>Transcript of Verbal Comment</td>
<td>I would just suggest the possibility of looking into public transportation, starting it now instead of waiting until we need it.</td>
</tr>
<tr>
<td>28</td>
<td>Lloyd M. Swartz</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>The commenter is concerned with the impact of FM 3351 (Ralph Fair Rd) traffic on wildlife, particularly deer. &quot;Residents along 3351 including Silver Hills subdivision are working to preserve green space and encourage wildlife especially deer...Need to find way to reduce traffic on 3351!&quot; See Lloyd Swartz comment form in Attachment D, page D-18 of the Documentation of Open House. The commenter is concerned with the amount of time it takes to travel on I-10 to Silver Hills. &quot;On way home from work traffic only moving 40 mph from I10 to Silver Hills and you could not see anything but a solid line of cars.&quot; See Lloyd Swartz comment form in Attachment D, page D-18 of Documentation of the Open House.</td>
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<tr>
<td>29</td>
<td>Lloyd Swartz</td>
<td>1/17/2017</td>
<td>Transcript of Verbal Comment</td>
<td>The commenter is concerned with turning FM 3351 (Ralph Fair Rd) into a highway due to preservation of nature, a large deer population in the area, and many driveways. &quot;...this is not exactly compatible with the people that live along there, because most of them are staunch lovers of nature, and our biggest problem is that you're driving down 3351, and you may have to wait for a herd of 20 deer or more to cross the road...there are a lot of driveways that come out, and you're talking about turning it into a highway&quot;. See Lloyd Swartz verbal comment in Attachment D, pages D-29 thru D-32 of the Documentation of Open House.</td>
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<td>The commenter is concerned with the amount of time required and safety of exiting the Silver Hills subdivision. &quot;Right now coming out of Silver Hills it can take a half hour to get out of there because of the traffic, and you have zero visibility for all practical purposes in either direction because usually the cars are going faster than the speed limit, and you can't see them coming in either direction.&quot; See Lloyd Swartz verbal comment in Attachment D, pages D-29 thru D-32 of the Documentation of Open House.</td>
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<td>The commenter is concerned with the visibility of FM 3351 (Ralph Fair Rd) when traveling from Bergheim to Silver Hills subdivision. &quot;It is a very windy road going up the hillside...And the visibility is unacceptable at Silver Hills now. What's it going to be, or are we talking about putting more lights in?&quot; See Lloyd Swartz verbal comment in Attachment D, pages D-29 thru D-32 of the Documentation of Open House.</td>
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<td>The commenter is concerned with the backlog for FM 3351 (Ralph Fair Rd) travelers at the FM 3351 (Ralph Fair Rd) and I-10 intersection. &quot;...the cars coming off there are so heavy that I need to go up 3351, but the cars are backed up at the ramp trying to...go north along I-10, so the end result is I have to wait for all of these other cars to even get on 3351...&quot; See Lloyd Swartz verbal comment in Attachment D, pages D-29 thru D-32 of the Documentation of Open House.</td>
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<tr>
<td>30</td>
<td>Kevin Thompson</td>
<td>1/17/2017</td>
<td>Email</td>
<td>I register my support for a comprehensive study of our present and future traffic flows that will lead to actionable recommendations from the engineers involved.</td>
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<td>31</td>
<td>David Thornally</td>
<td>1/17/2017</td>
<td>Transcript of Verbal Comment</td>
<td>Need to improve the low water crossing at Old Fredericksburg Road, which is just north of Dietz Elkhorn, because as I-10 construction continues in and around Fair Oaks and Boerne, that route into Boerne will become heavily traveled, and the low water crossing needs a bridge there where every time it rains you [can] get through.</td>
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<tr>
<td>32</td>
<td>John T. Wall, P.E.</td>
<td>2/1/2017</td>
<td>Comment Form</td>
<td>The commenter is concerned with the amount of time TxDOT projects take to complete and feels they are undermanned. &quot;I do not understand why TxDOT projects take some long to complete...There should be some contractual way to force the contractors to man the job and work on multiple areas at one time...&quot; See John T. Wall comment form in Attachment D, pages D-19 thru D-20 of the Documentation of Open House.</td>
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<td>33</td>
<td>Carol Bass Westermeier</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>The design of the meeting made it easy to give input and facilitated moving along the stations. Suggestions and concerns were encouraged.</td>
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<td>I am concerned about the overall effects on land and people and this needs to continue to be an open process with opportunity for input.</td>
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<td>A major concern is drainage to be considered in the overall plan.</td>
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<td>34</td>
<td>James T. Westermeier</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>A good start getting the community involved.</td>
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<td>Building a rural loop TX 46 around Boerne would help greatly with &quot;thru&quot; traffic.</td>
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<td>Cleaning up (modernizing) difficult intersections such as N. Main St/Sisterdale Rd/Adler St would help internal City traffic.</td>
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<td>Conduct a comprehensive County/City drainage study, then live by it, to eliminate future road and housing flooding.</td>
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<td>County areas will develop, so let's plan for it.</td>
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<td>Repair/modernize existing City and County roads to improve &quot;locals&quot; traffic flow.</td>
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<tr>
<td>35</td>
<td>Tom Wright</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>Please widen Cascade Caverns Rd from Southglen to IH-10.</td>
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<td>Please improve drainage for those of us downstream of the schools, theater, multiple car dealerships, etc.</td>
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<td>36</td>
<td>(no name)</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>Finish something.</td>
</tr>
<tr>
<td>37</td>
<td>(no name)</td>
<td>1/17/2017</td>
<td>Comment Form</td>
<td>The commenter is concerned with safety issues related to cars passing in &quot;No Passing Zones&quot; on SH 46. &quot;Try to come [SH] 46 and its become very scary with cars trying to pass in no passing zones.&quot; See comment form in Attachment D, page D-25 of the Documentation of Open House.</td>
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<td>Work on Main Street at school road, Boerne Veterinary Clinic.</td>
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Kendall Gateway Study
Stakeholder Working Group
Meeting #2
April 5, 2017
6:30 p.m. to 8:00 p.m.
Patrick Heath Public Library