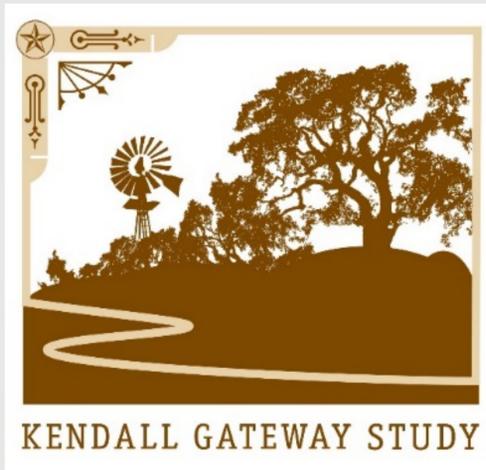




WELCOME TO THE OPEN HOUSE

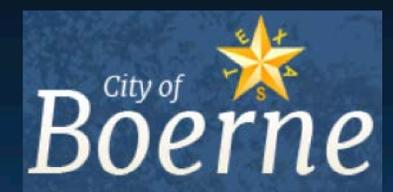
Wednesday, May 23, 2018



- Please sign in.
- Explore and interact with the exhibits.
- Submit comments.
- Ask questions.

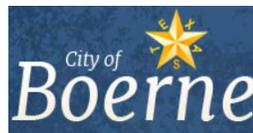
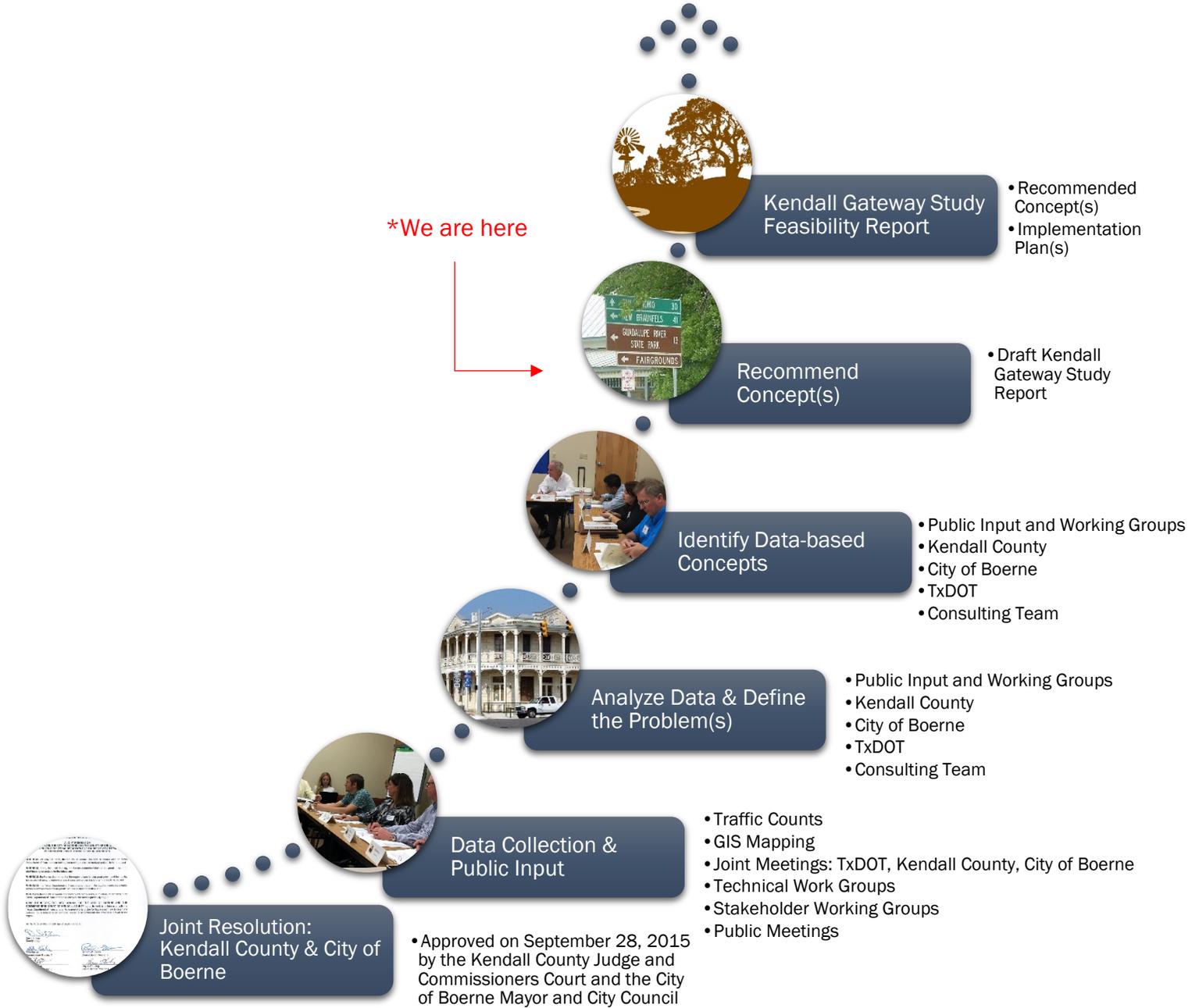
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 USC 327 y un Memorando de Entendimiento fechado el 16 de diciembre del 2014, y ejecutado por la FHWA y el TxDOT.



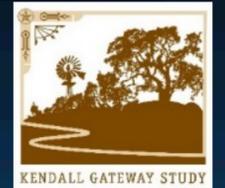
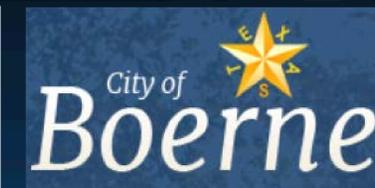


STATION 1: FEASIBILITY STUDY PROCESS KENDALL GATEWAY STUDY





STATION #2: PURPOSE AND NEED





What is Purpose and Need?

The Purpose and Need for a project is essential in establishing a basis for the development of the **range of concepts** and assists with the identification, evaluation, and selection of a **recommended concept**.

Kendall Gateway Study Purpose and Need Summary

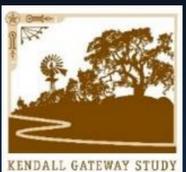
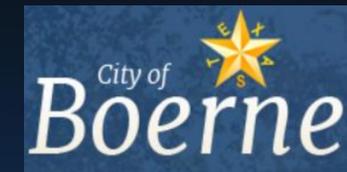
The objective of the Kendall Gateway Study is to identify concepts and recommend a solution to address the growing transportation demands within and around the City of Boerne and Kendall County. The Study specifically addresses east/west traffic connectivity for travelers along SH 46 and within the downtown area of Boerne.

Defining a Purpose and Need for this study is essential to establish a basis for the development of reasonable concepts, and to eventually identify a preferred option.

The **PURPOSE** of the Study is to provide solutions for connectivity and regional linkage to the City of Boerne and Kendall County while minimizing impacts and maintaining Boerne's unique natural and cultural resources.

The **NEED** for the Study includes:

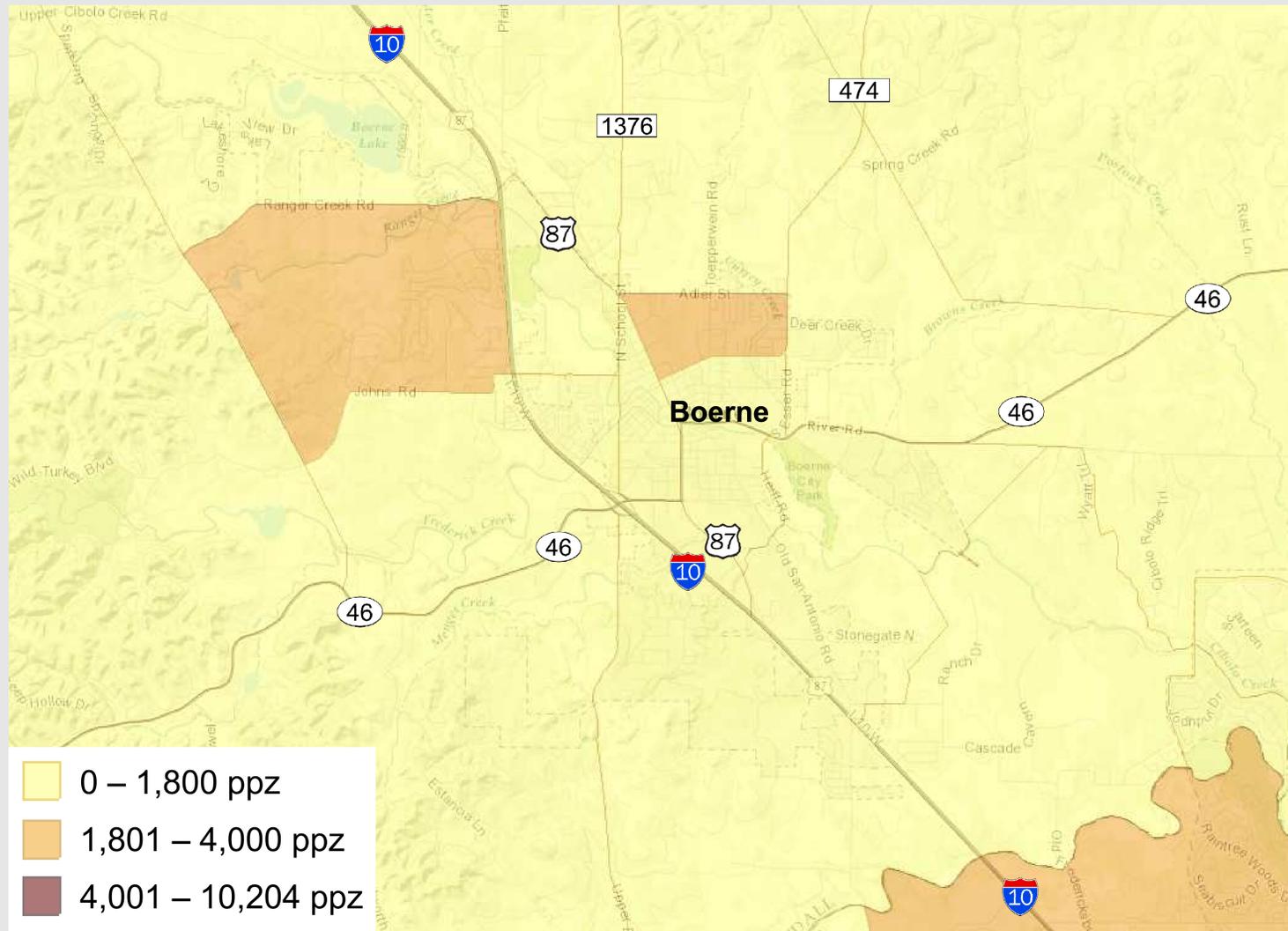
- Need 1) Past, present, and future population growth and travel demand.
- Need 2) Lack of east/west corridors in the Study Area.
- Need 3) Traffic directed through Boerne along the SH 46 route poses a traffic circulation problem and conflicts with the downtown center's walkability and pedestrian use.



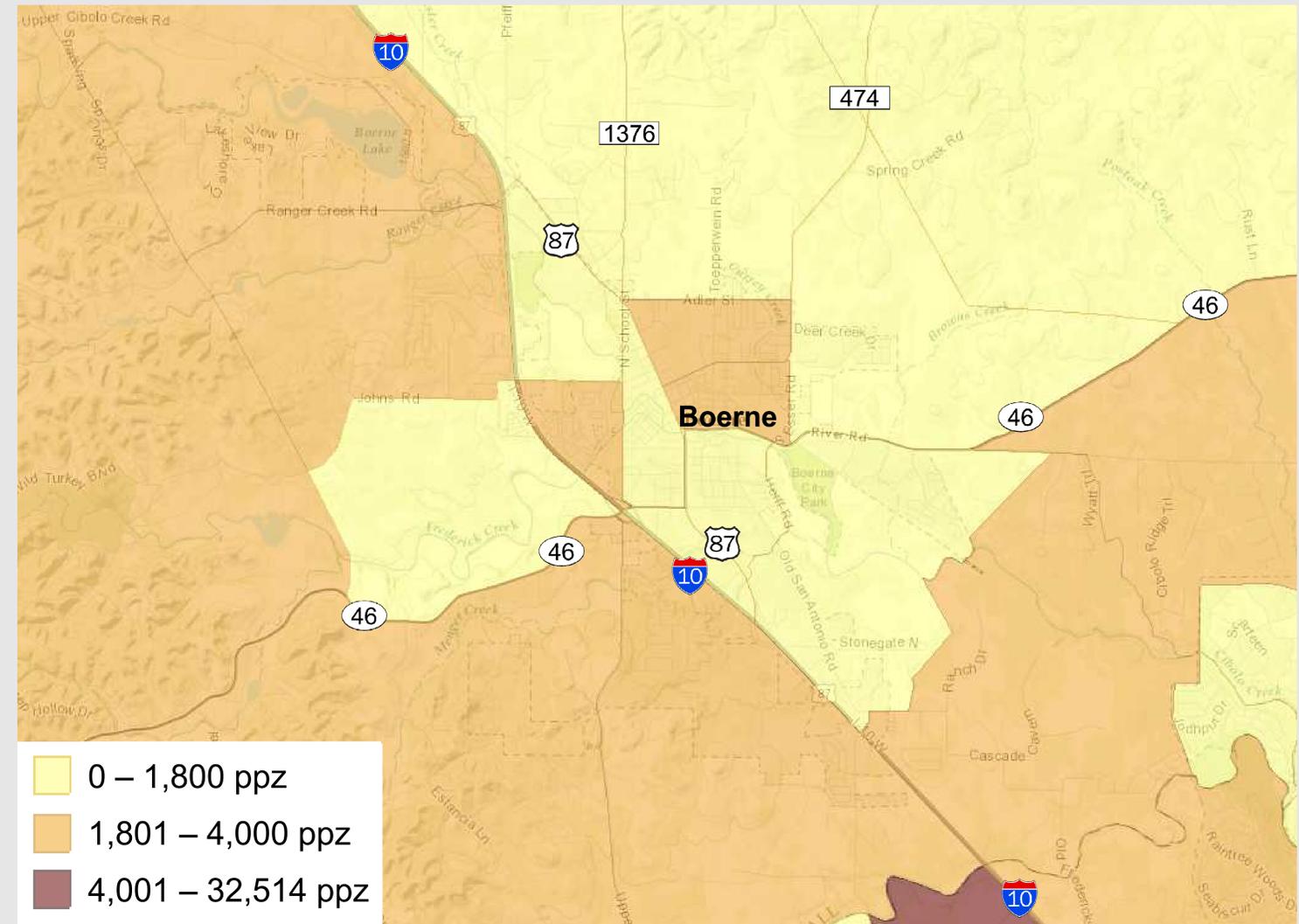


NEED 1: POPULATION GROWTH

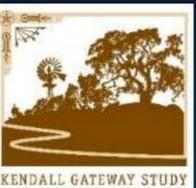
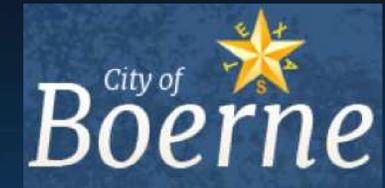
2015 POPULATION



2040 POPULATION



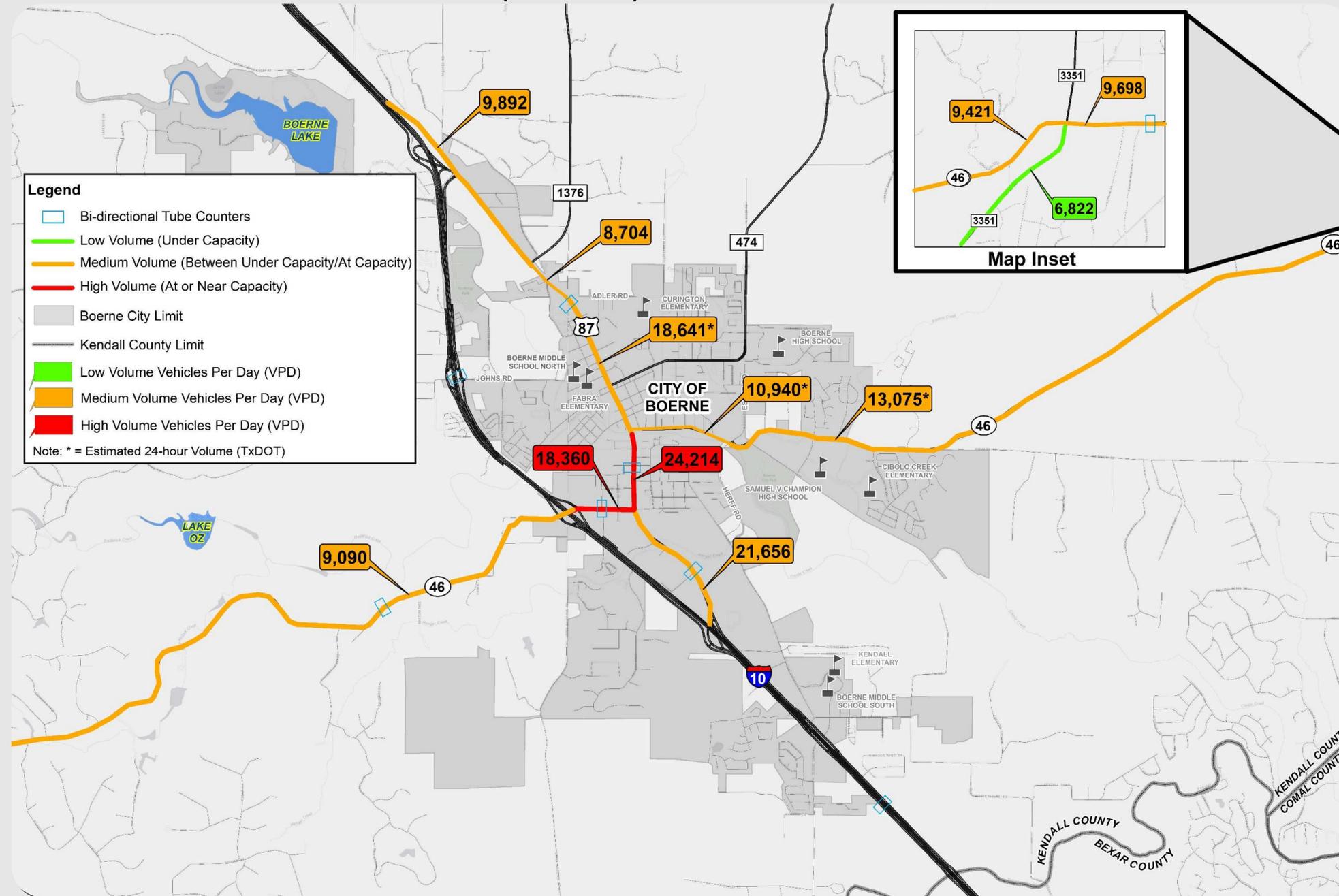
FROM THE ALAMO AREA METROPOLITAN PLANNING ORGANIZATION (MPO)
PPZ = PEOPLE PER ZONE



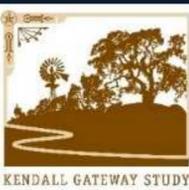
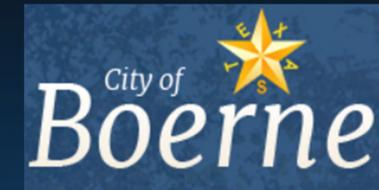


NEED 1: POPULATION GROWTH

- EXISTING DAILY TRAFFIC VOLUME (2016)



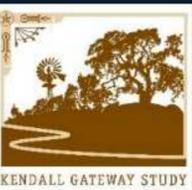
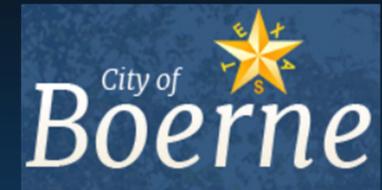
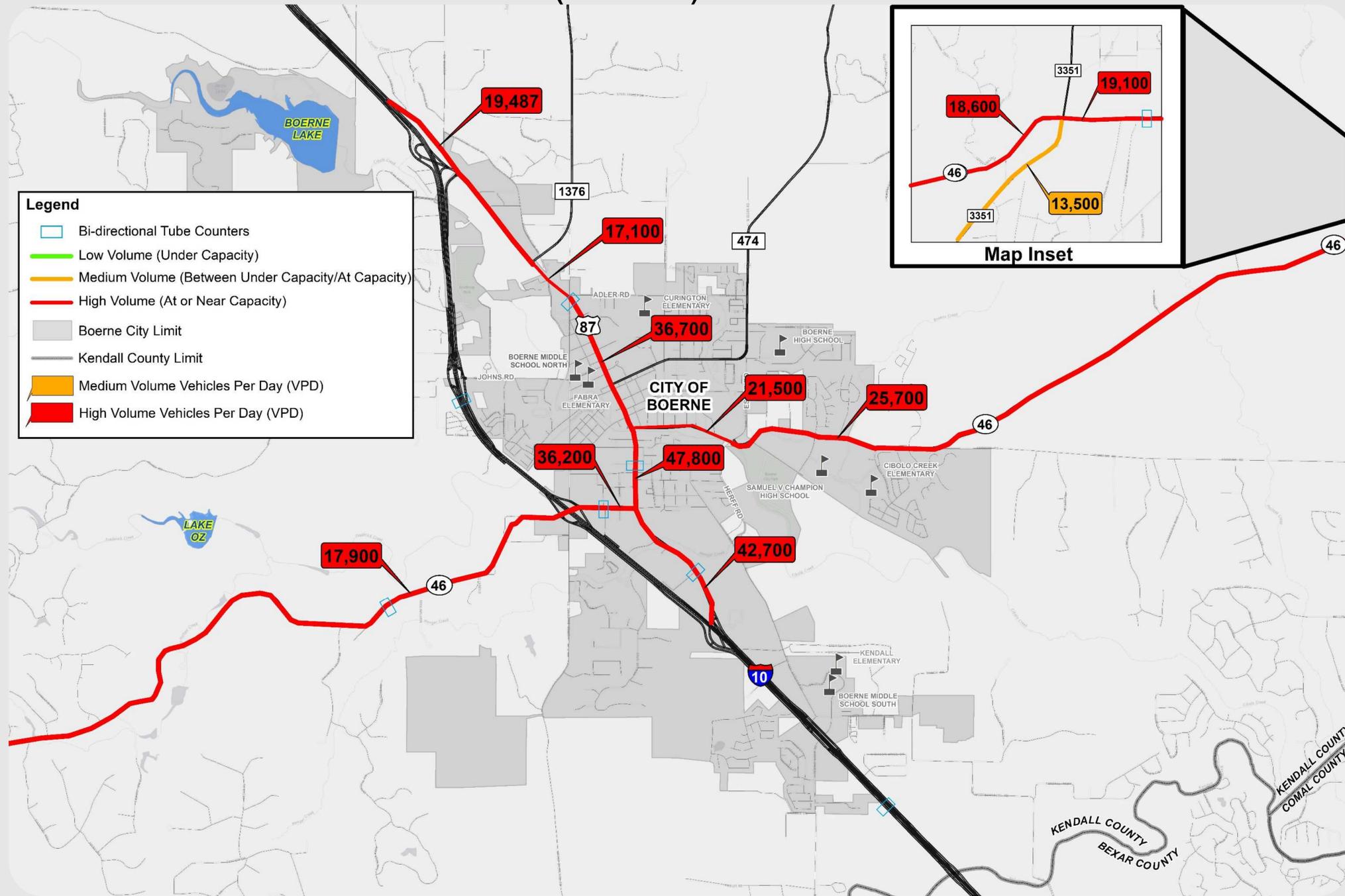
*Counts were collected in Fall of 2016





NEED 1: POPULATION GROWTH

- PROJECTED DAILY TRAFFIC VOLUME (2040)

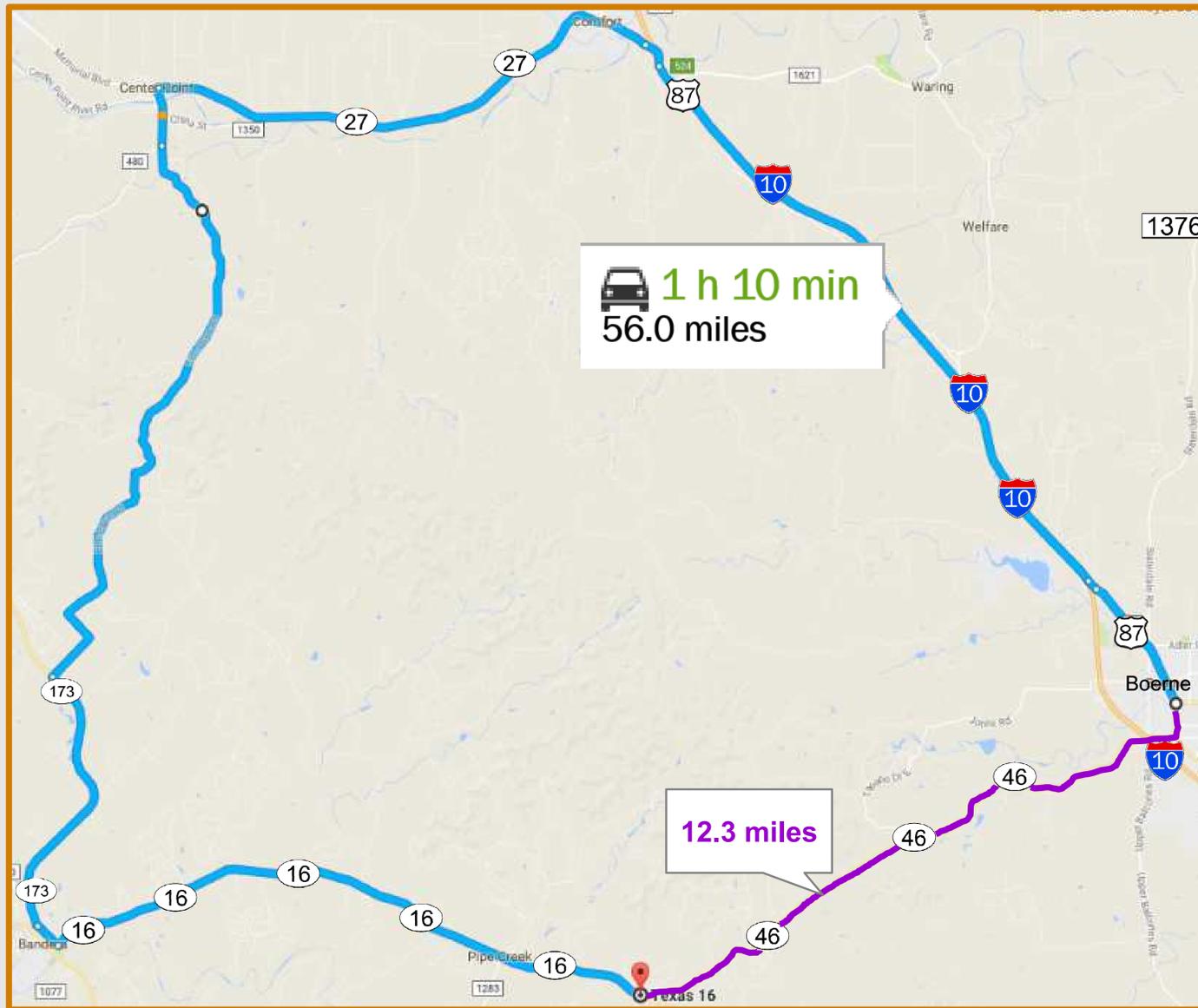




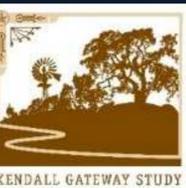
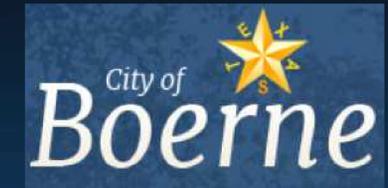
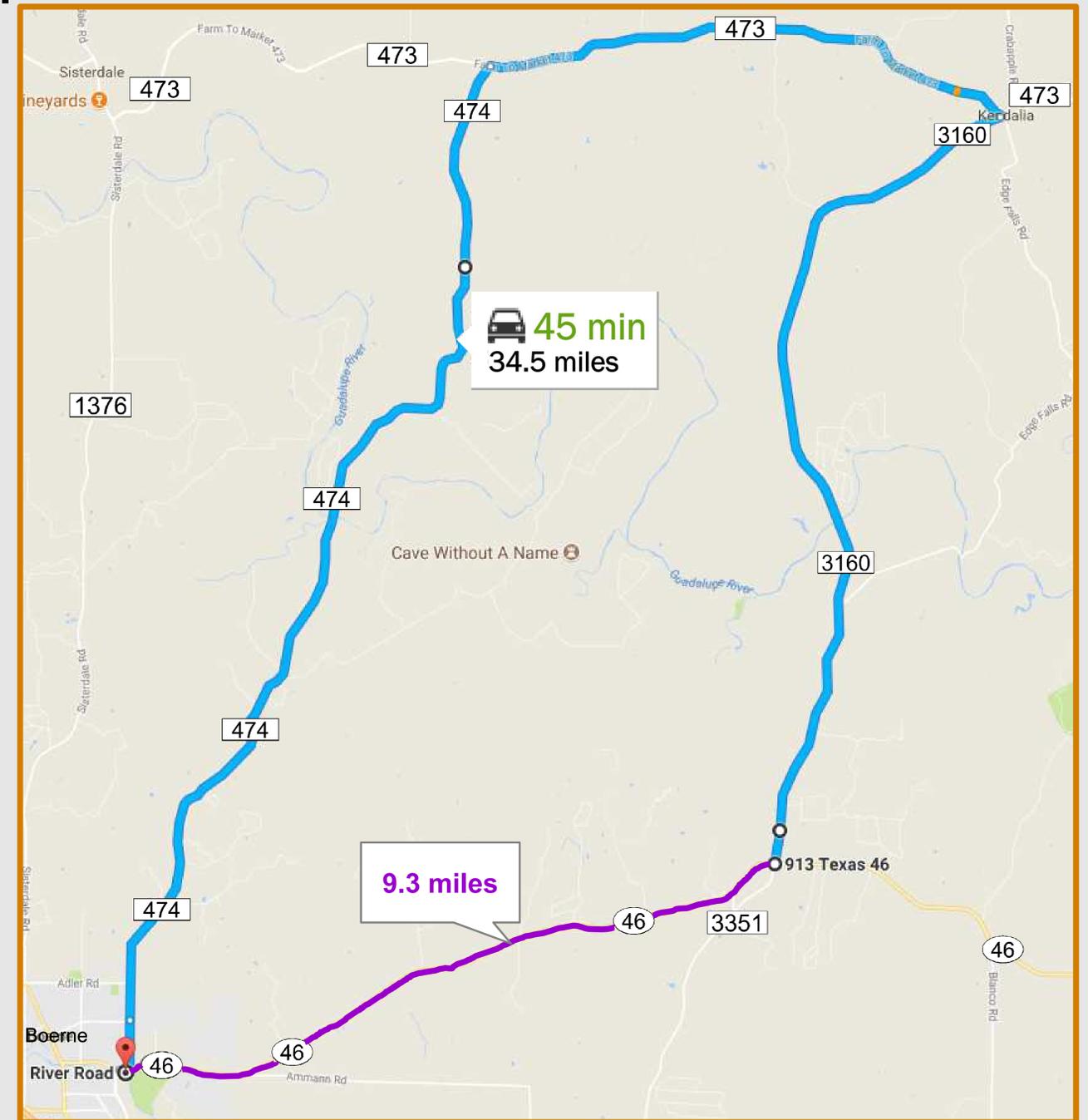
NEED 2: LACK OF EAST/WEST CONNECTIVITY

- EXISTING ROUTES OTHER THAN SH 46?

NORTHWEST



NORTHEAST

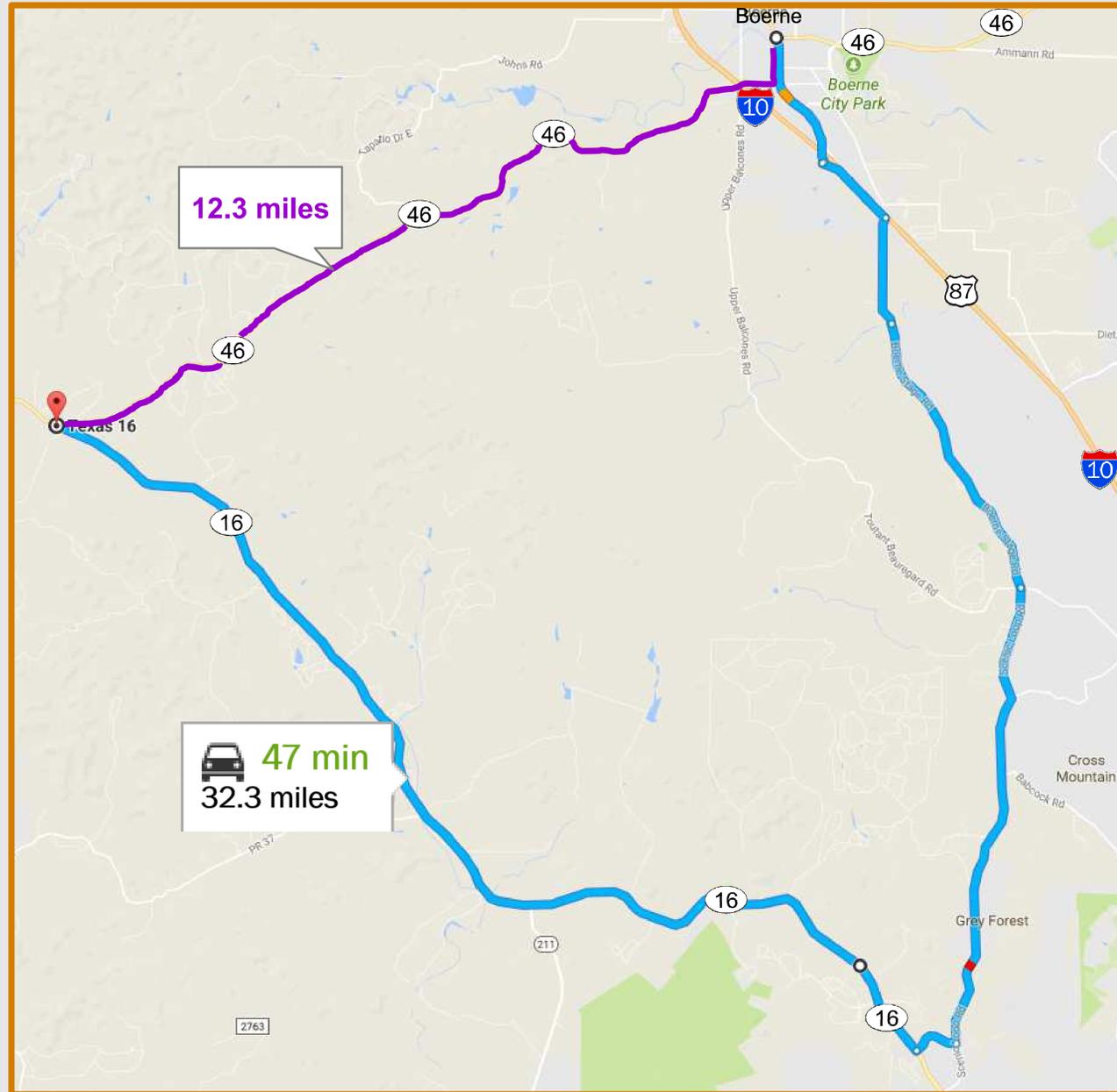




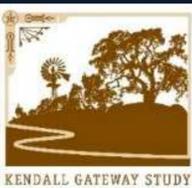
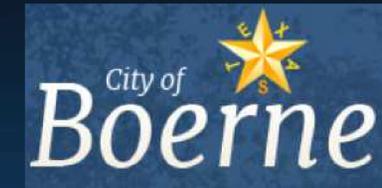
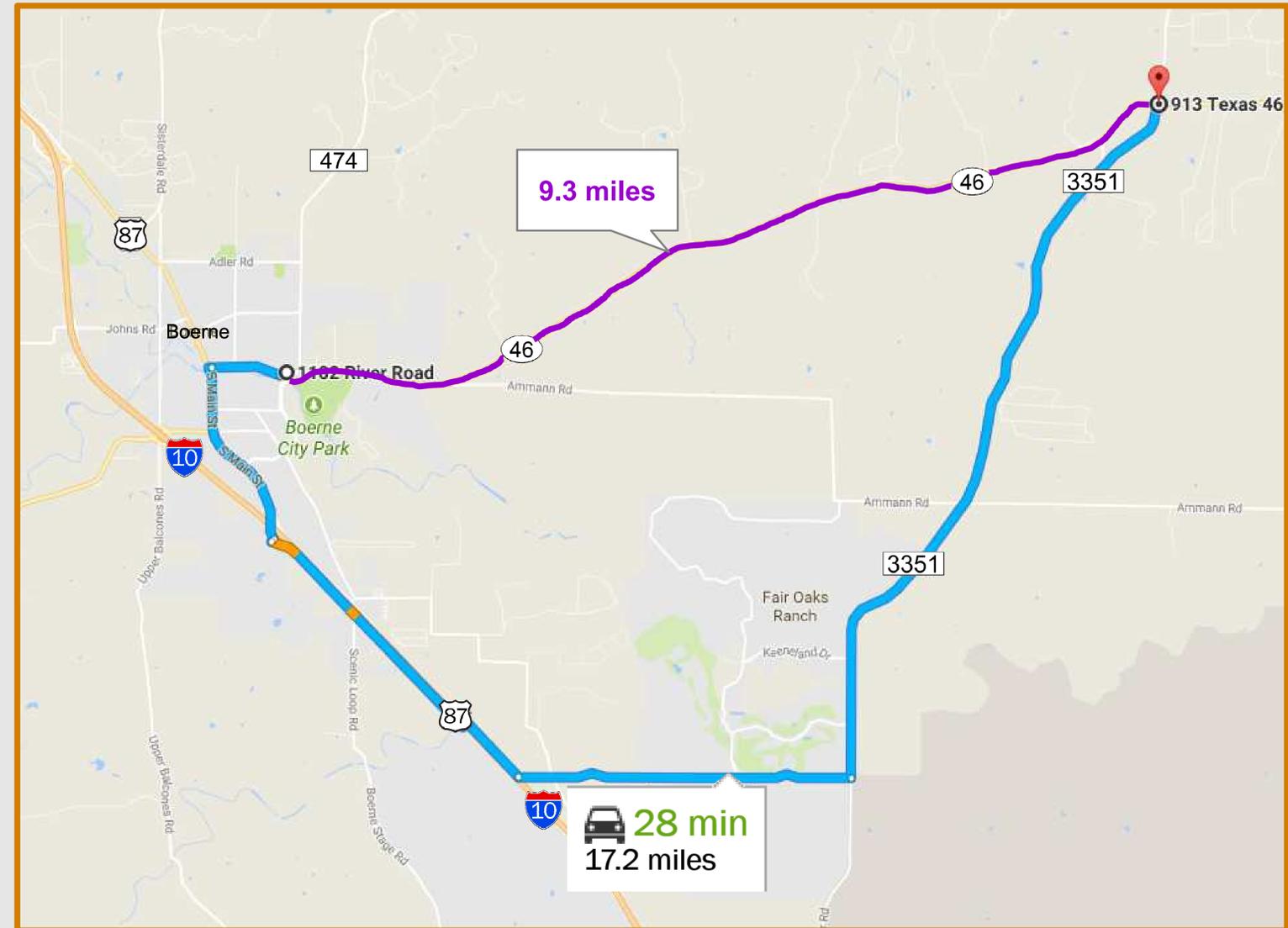
NEED 2: LACK OF EAST/WEST CONNECTIVITY

- EXISTING ROUTES OTHER THAN SH 46?

SOUTHWEST



SOUTHEAST





TRAFFIC COLLECTION OVERVIEW – FALL 2016

Data Collection Methods

Bluetooth Readers

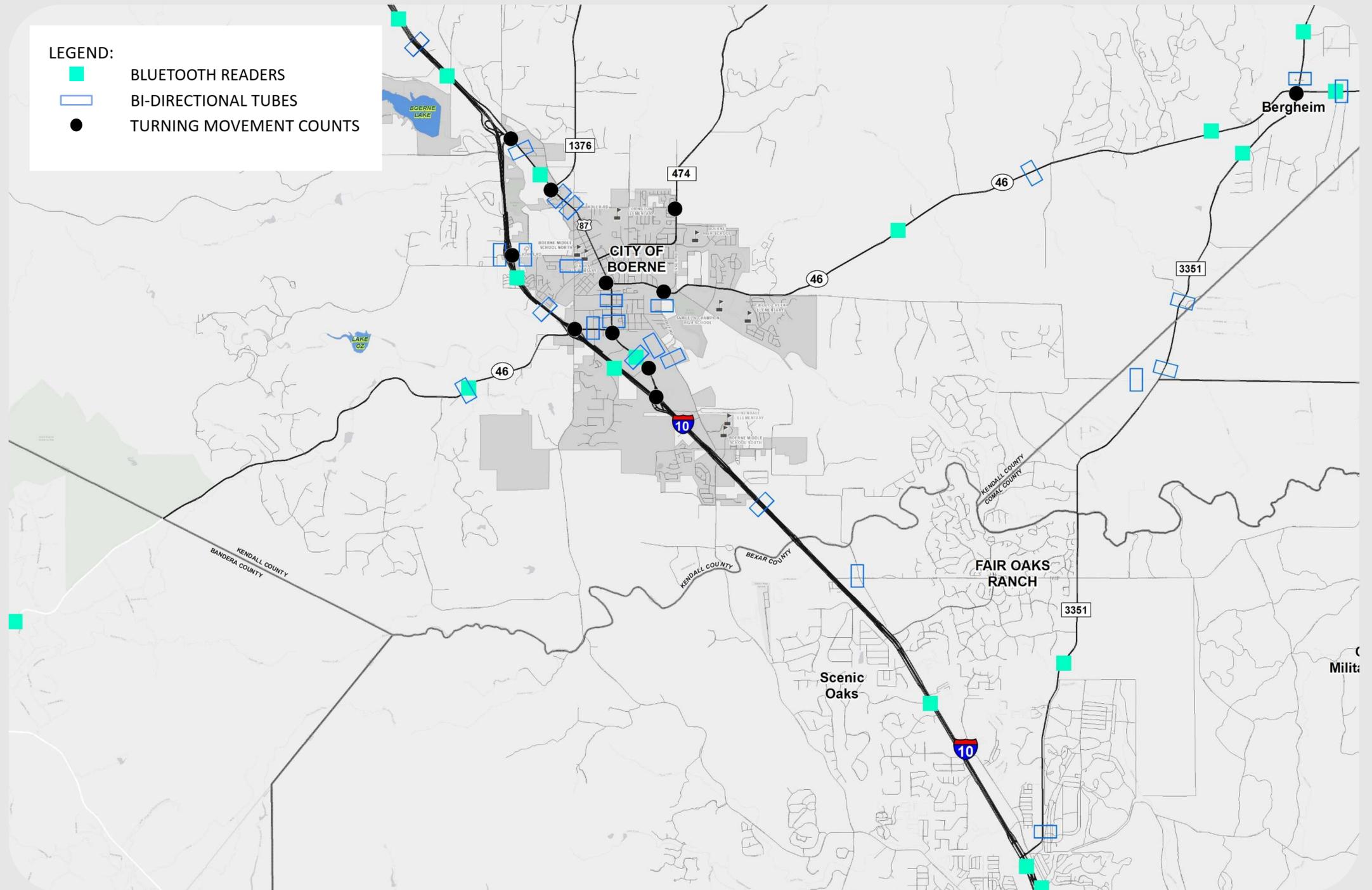
- Used to determine through traffic in study area

Bi-directional Tube Counters

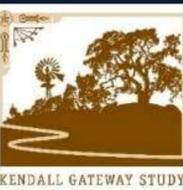
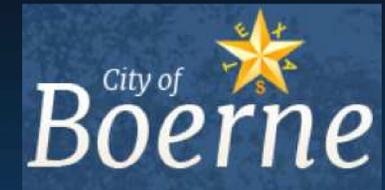
- Used to determine car/truck volume in each direction

Turning Movement Counters

- Used to analyze intersection operations



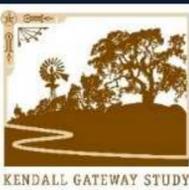
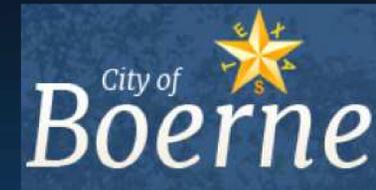
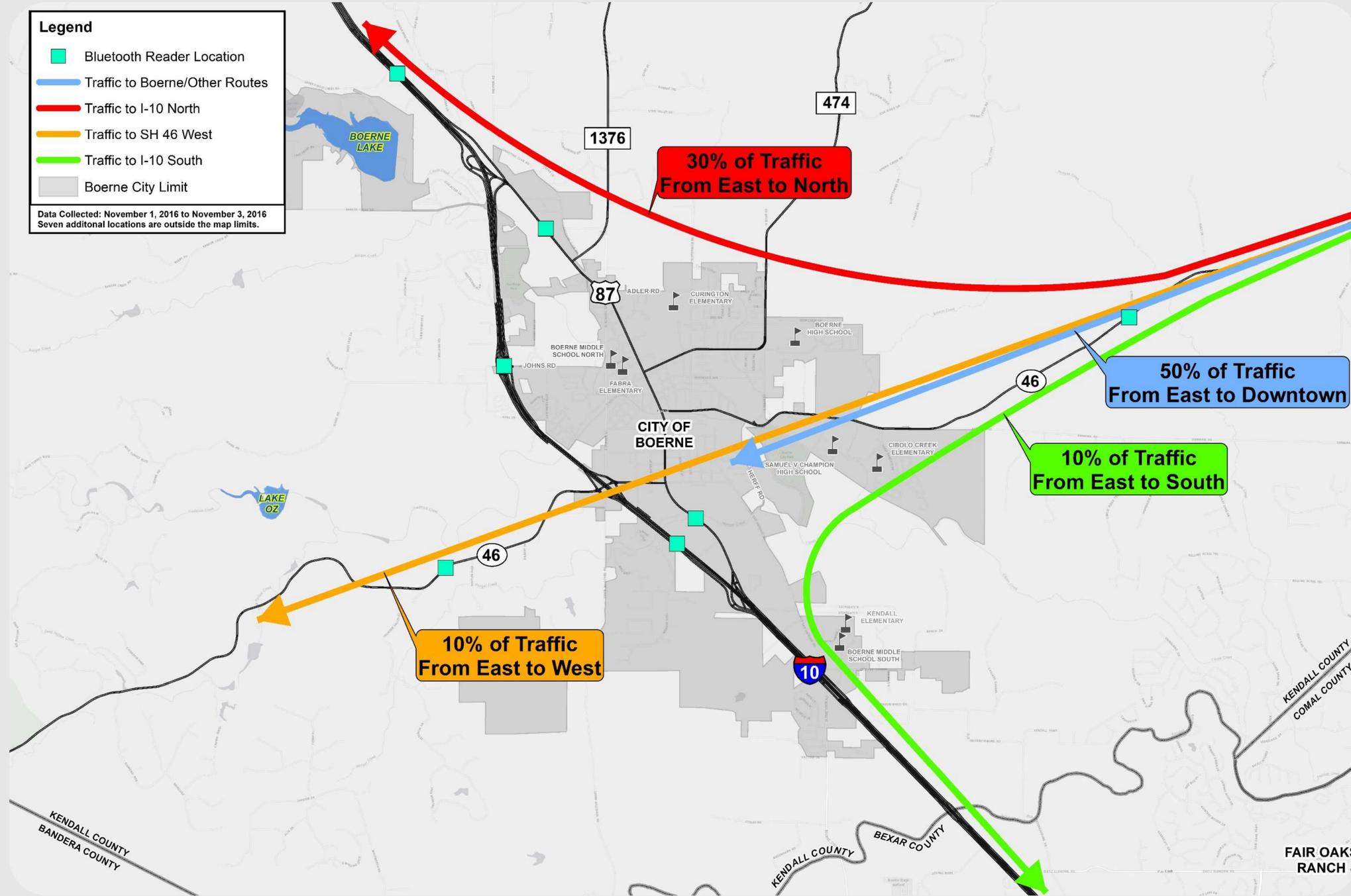
Counts were collected in Fall of 2016





NEED 3: TRAFFIC DIRECTED THROUGH BOERNE

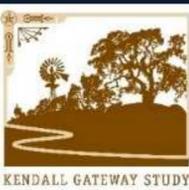
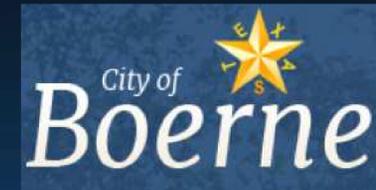
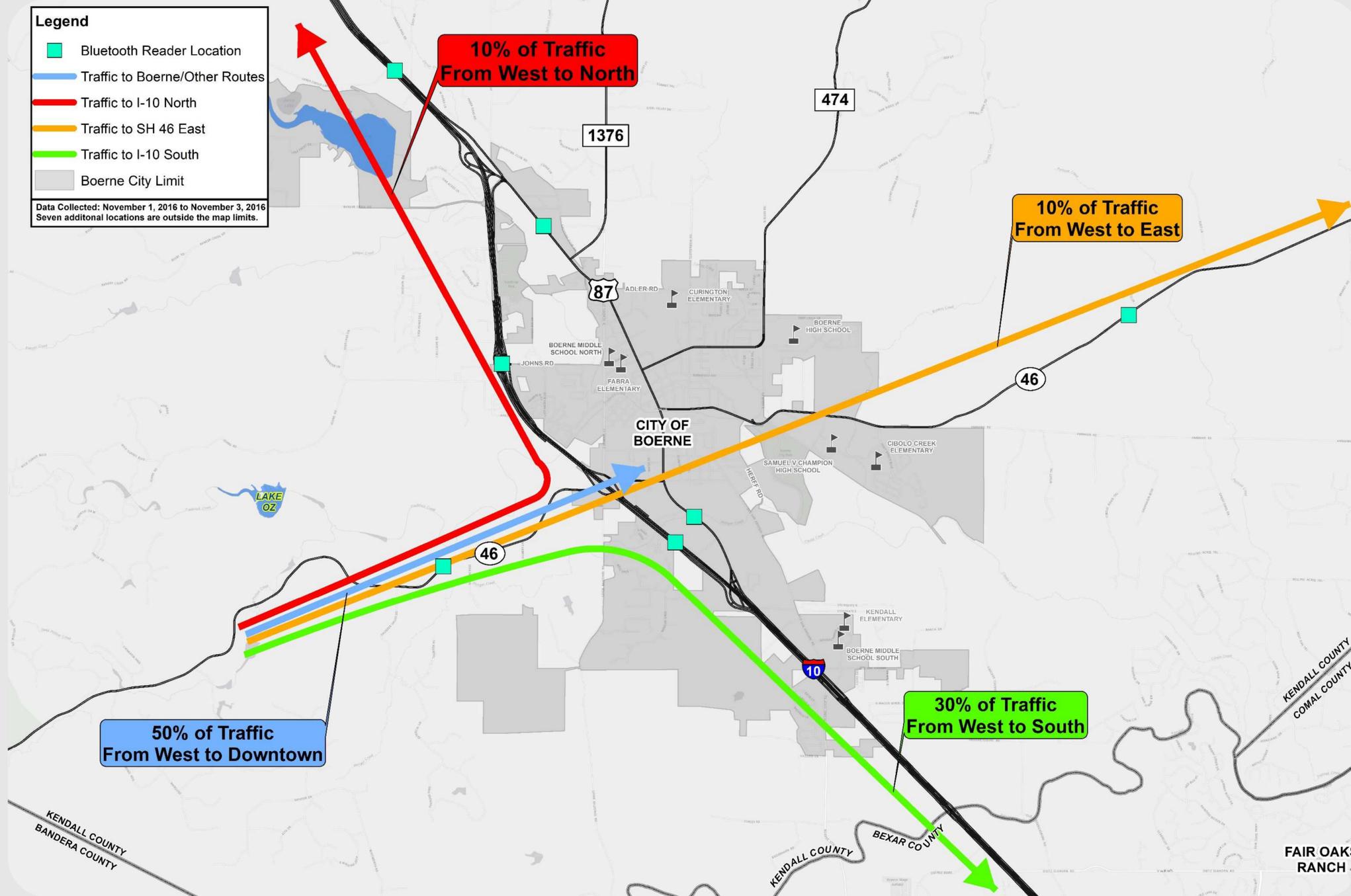
- VEHICLES ENTERING STUDY AREA FROM THE EAST – FALL 2016





NEED 3: TRAFFIC DIRECTED THROUGH BOERNE

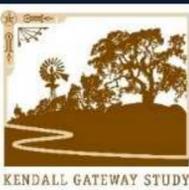
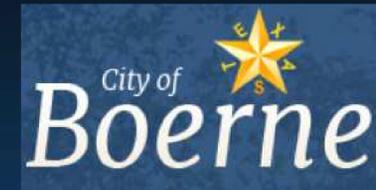
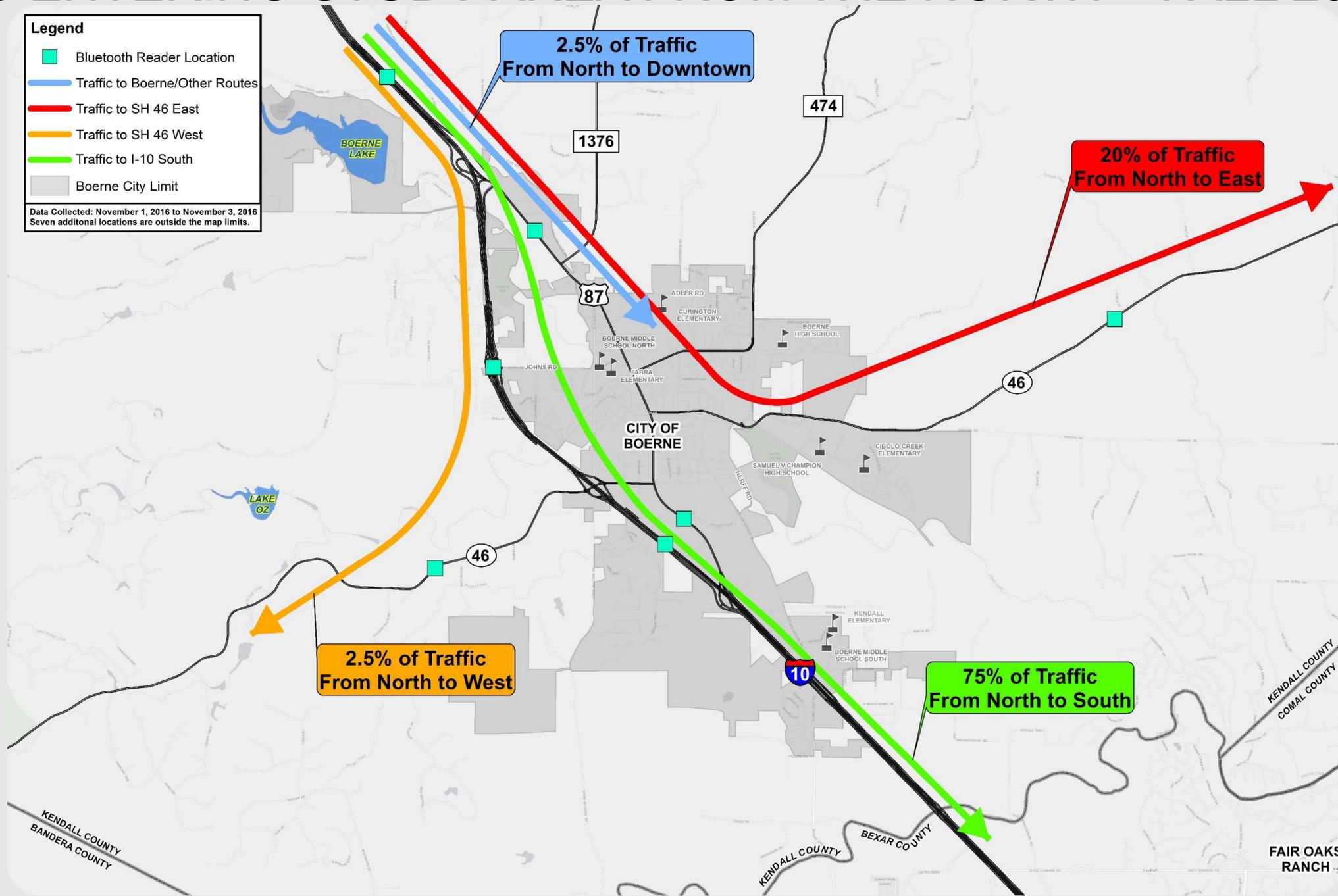
- VEHICLES ENTERING STUDY AREA FROM THE WEST – FALL 2016





NEED 3: TRAFFIC DIRECTED THROUGH BOERNE

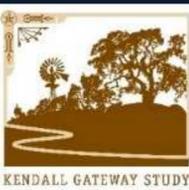
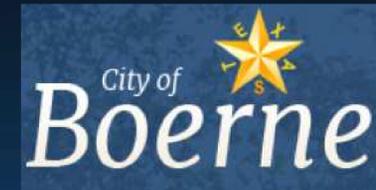
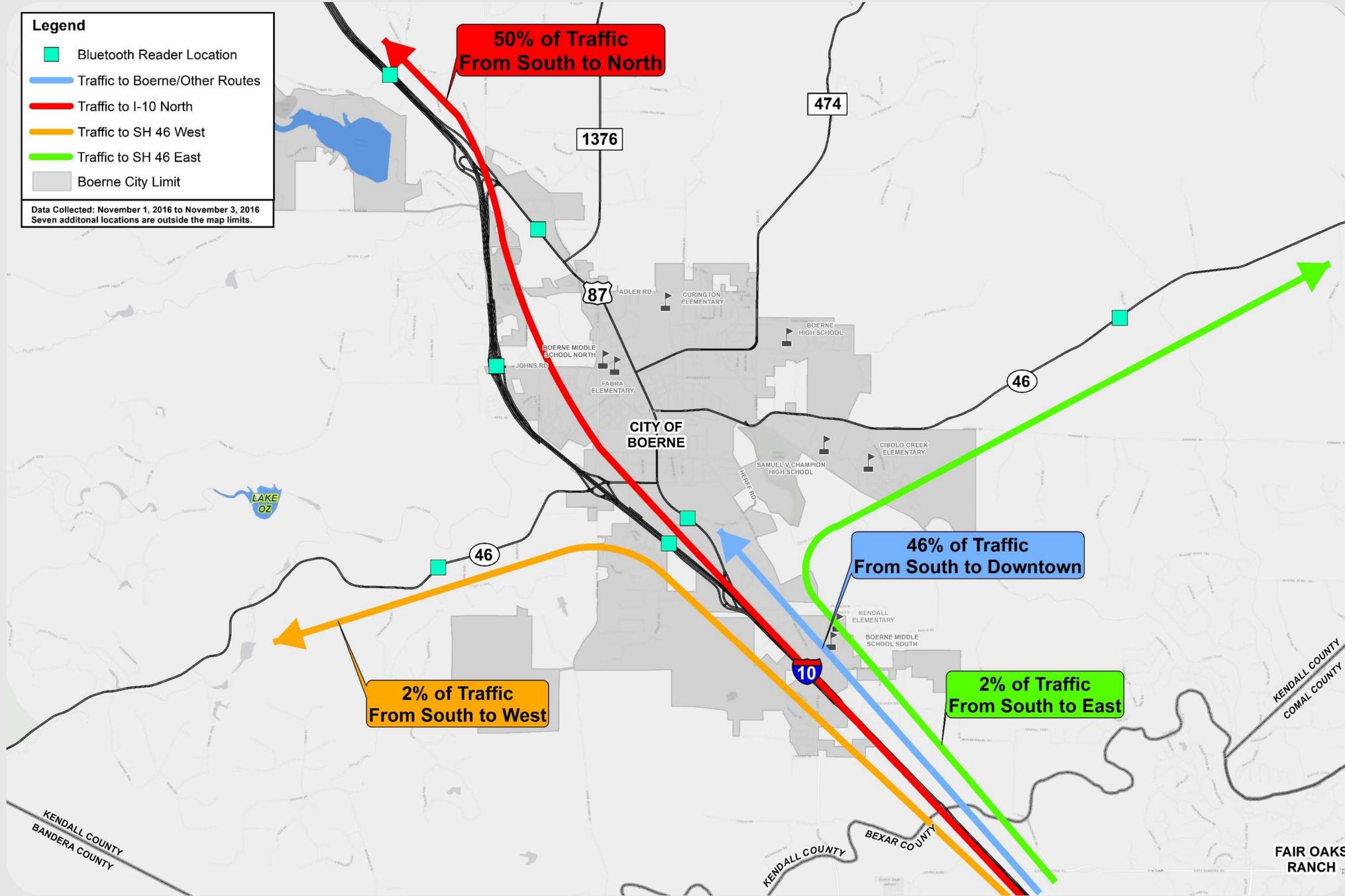
- VEHICLES ENTERING STUDY AREA FROM THE NORTH – FALL 2016





NEED 3: TRAFFIC DIRECTED THROUGH BOERNE

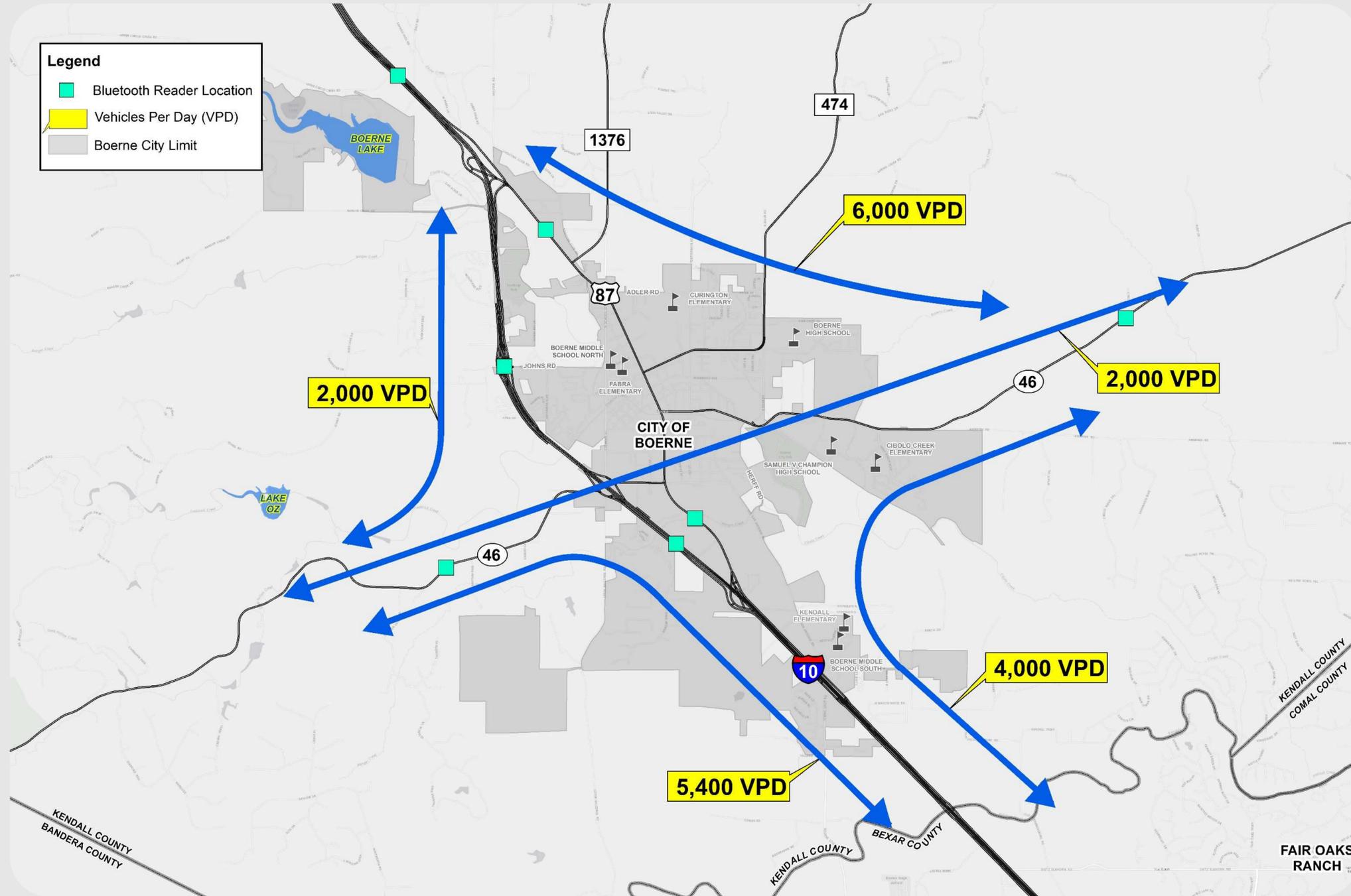
- VEHICLES ENTERING STUDY AREA FROM THE SOUTH – FALL 2016



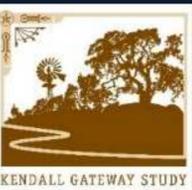
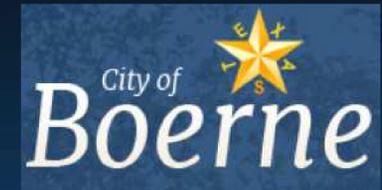


NEED 3: TRAFFIC DIRECTED THROUGH BOERNE

- PROJECTED MINIMUM VEHICLES TRAVELING THROUGH STUDY AREA (2040)

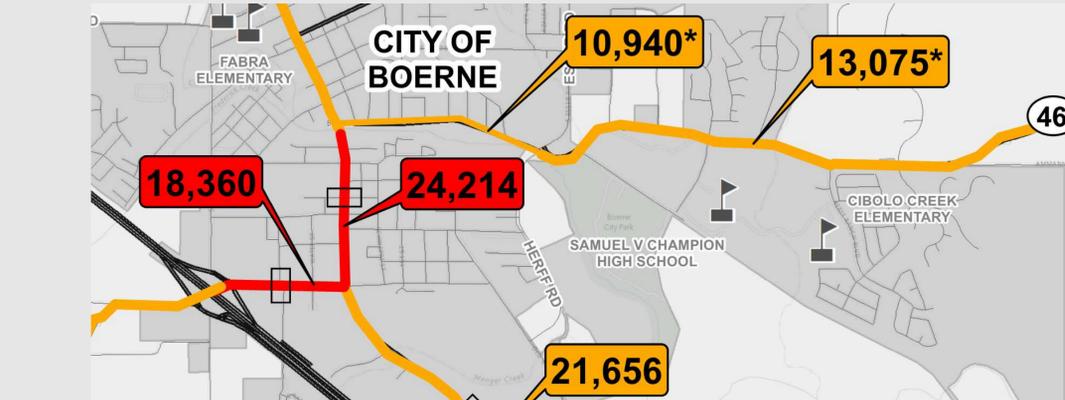
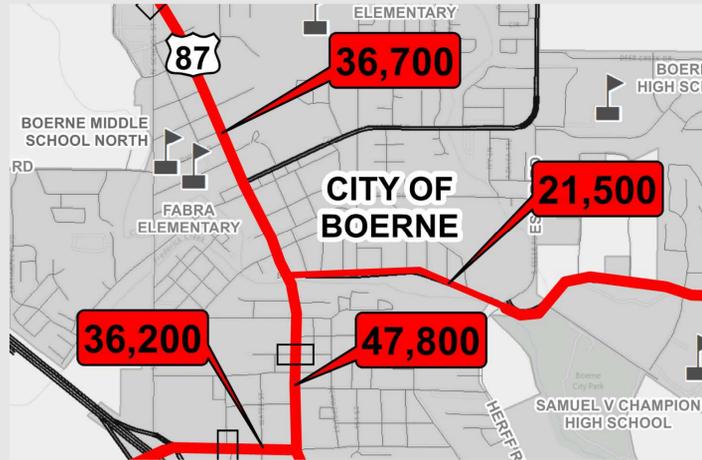


TOTAL = 19,400 VPD

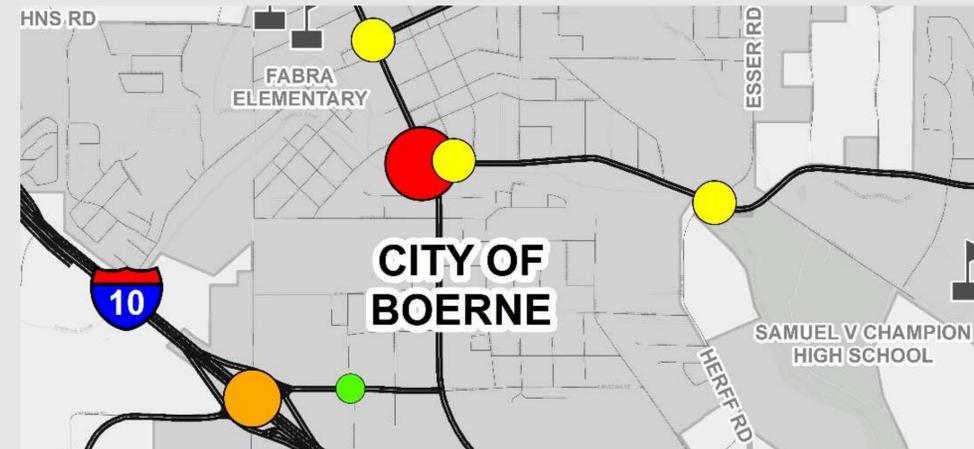




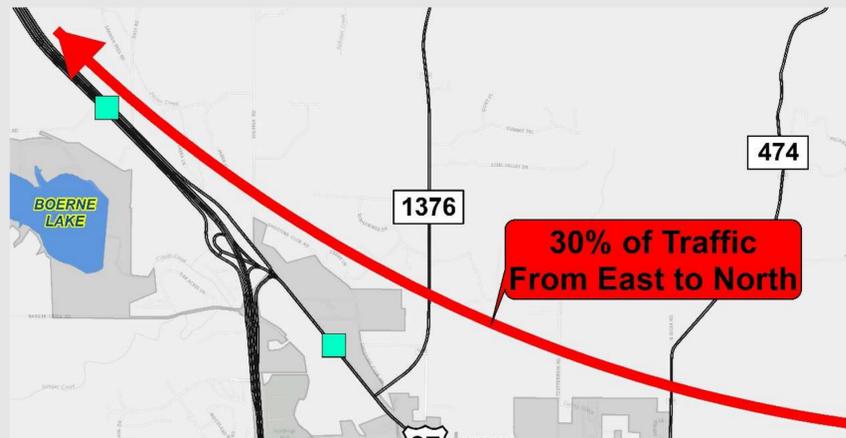
TRAFFIC ANALYSIS SUMMARY



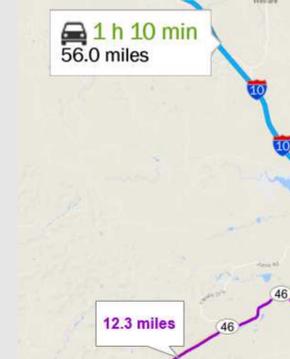
DOWNTOWN IS ALREADY OVER CAPACITY



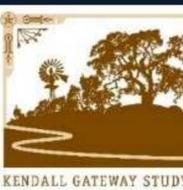
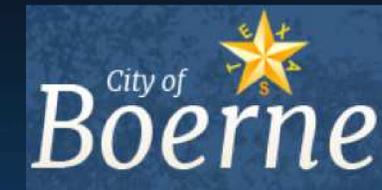
SAFETY CONCERNS DOWNTOWN



A LARGE % PASSES THRU DOWNTOWN

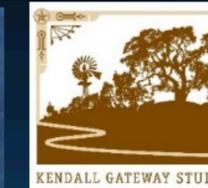


ONLY SH 46 CONNECTING THE EAST AND WEST





STATION #3: PUBLIC INPUT OVERVIEW





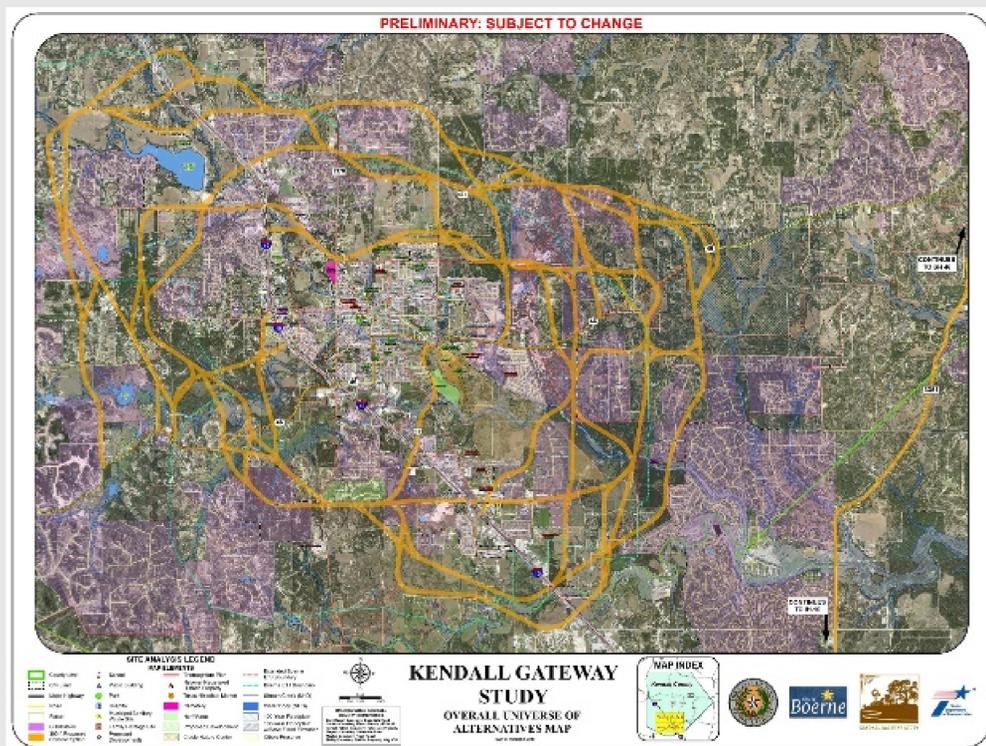
TECHNICAL WORKING GROUP (TWG)/STAKEHOLDER WORKING GROUP (SWG) COMBINED MEETING #3

August 31, 2017

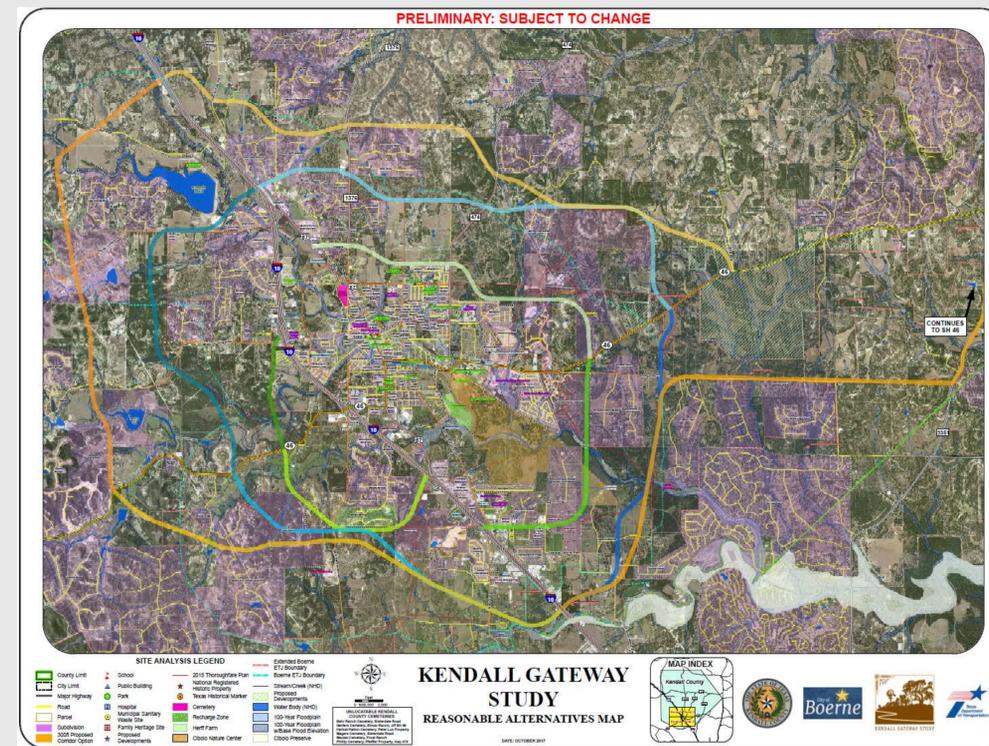
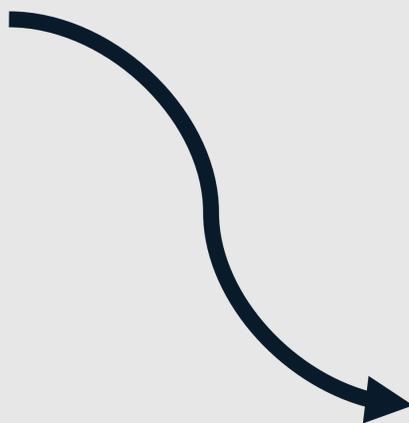
Feedback from TWG/SWG Meeting Attendees

- Long-term solution should be a route that is further away from downtown Boerne
- Most desirable concept is a northern route
- Must consider Trinity Aquifer recharge zone and geological features
- An outer loop makes the most sense
- FM 3351 and Herff Road could be utilized as solutions
- Adding capacity to SH 46 may provide a short-term solution

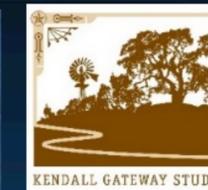
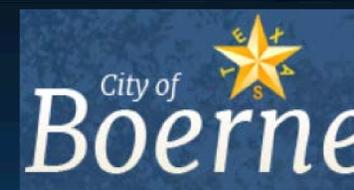
Feedback from the TWG/SWG on proposed concepts.



Universe of Concepts



Reasonable Concepts





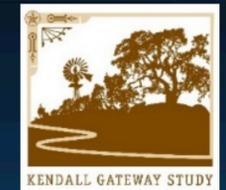
OPEN HOUSE #2 NOVEMBER 8, 2017

- Number of Attendees: 163
- Number of Commenters: 42
- Number of Elected Officials: 6

Quotes from the Open House

Comments on Reasonable Concepts:

- “I am opposed to transportation concepts that require the destruction of my home.”
- “Transportation planning should proceed development so that transportation needs (and costs) can be accommodated within the scope of planned developments.”
- “Any bypass road will only function properly to move traffic if it is access restricted to prevent more development and even more congestion.”
- “You should be using existing roadways wherever available instead of taking peoples’ property and creating a whole new road thru ranch areas.”
- “It is reasonable to locate additional east/west and southbound routes to help ease Boerne’s growing pains.”
- “There are other potential southern bypass routes that would consume no one’s home and have no environmental impact.”

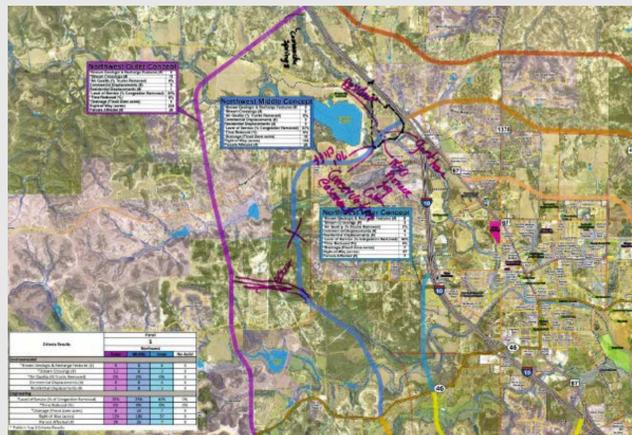




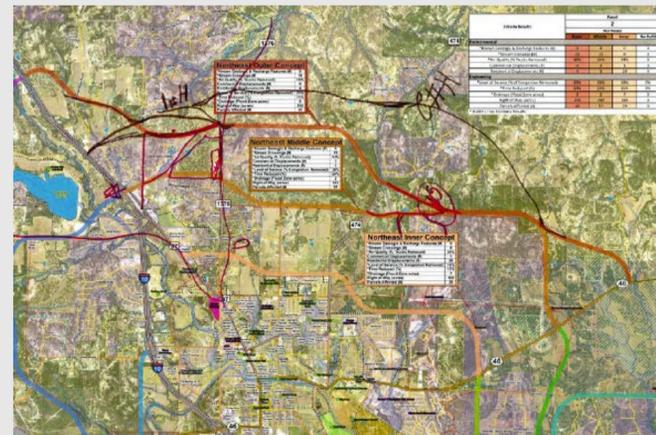
TWG/SWG COMBINED MEETING #4 February 22, 2018

Attendees were asked to select one quadrant to focus on. Each quadrant included three different “concepts”. These concepts were developed using traffic/engineering data, feedback from the public, and feedback from the Working Groups. Participants were tasked with working with other individuals at their table to select one concept or suggest a hybrid. The maps below are representative examples of what was presented by each group at the end of the meeting.

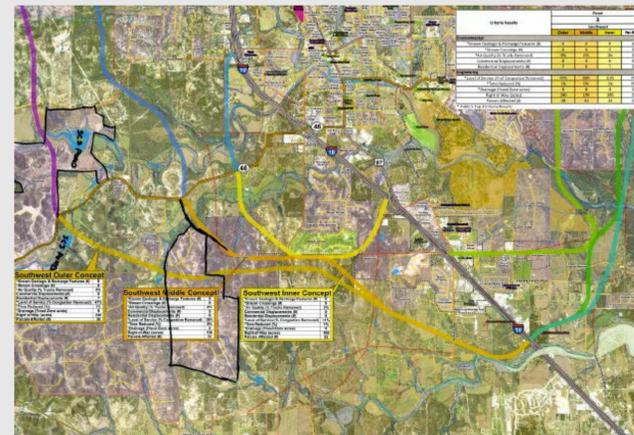
Northwest Concept



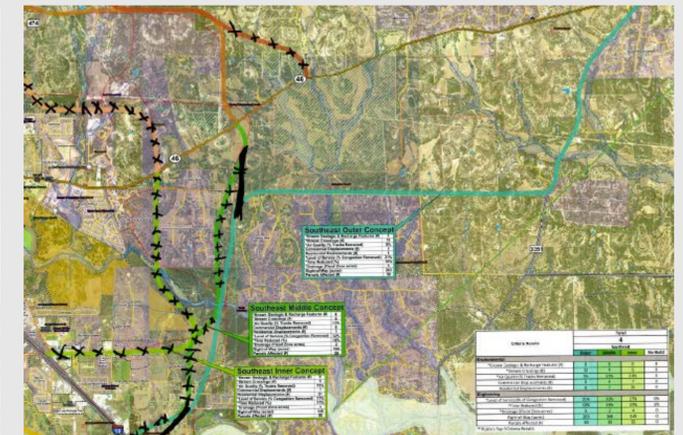
Northeast Concept



Southwest Concept



Southeast Concept



Sample feedback on hybrid concept:

Appealing:

- Low cost of land
- Flexibility with large landowners
- Small number of stream crossings

Concerning:

- A lot of road to maintain and a lot more land

Sample feedback on hybrid concept:

Appealing:

- Best for development
- Distance from city limits
- Needs to be out for growth

Concerning:

- No environmental or engineering data exists for this new concept

Sample feedback on hybrid concept:

Appealing:

- Provides better continuity
- Ahead of congested areas
- Less parcels than SW Inner Concept

Concerning:

- Moderate in length
- Environmental concerns

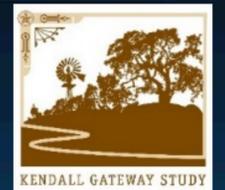
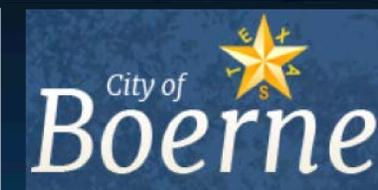
Sample feedback on hybrid concept:

Appealing:

- Direct route from SH 46 to I-10
- Few property owners will be affected
- Most of road is existing

Concerning:

- Seven new property owners will be affected
- Needs to be supplemented with expansion of FM 3351 and SH 46





KENDALL GATEWAY STUDY INTERACTIVE SURVEY

November – December 2017
1,124 survey participants

ISSUES

Do you agree with the issues and goals identified by the study? Let us know by rating each. (1 star = strongly disagree through 5 stars = strongly agree)

Population Growth



Traffic Congestion



Lack of Corridors



Heavy Truck Traffic



GOALS

Minimize Downtown Impacts



Preserve Nature



Keep Local Culture



Coordinate with City Plan



Sample Comments from Survey Participants:

Population Growth

- "Growth eastward along [SH] 46 has increased traffic with minimal routes to connect to I-10."
- "Too many homes being built without the infrastructure fixed first."

Traffic Congestion

- "Area in front of Champion [High School] is a mess."
- "Ammann entrance onto [SH] 46 in terrifying."

Lack of Corridors

- "You don't need more roads! You need passing lanes on [SH] 46."
- "More options for routes around the developed areas of Boerne are needed."

Heavy Truck Traffic

- "River Road and Main Street (downtown) is especially a problem."
- "By banning through truck traffic in the middle Boerne, we would greatly reduce noise, pollution, and traffic, making it overall a much more pleasant town again."

Minimize Downtown Impacts

- "You don't want to ruin downtown, but if you route traffic too far from downtown, it will affect it!"
- "Yes, River Road should be kept as a safe, minimal usage road."

Preserve Nature

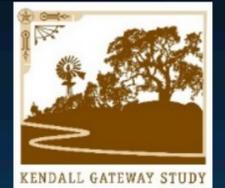
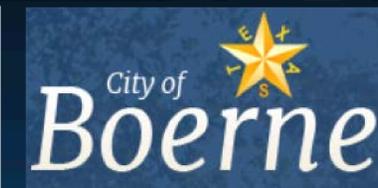
- "Protect our water recharge areas."
- "We need parks, green space, and play areas for children to explore."

Keep Local Culture

- "More access will cause more development of corporate/retail real estate."
- "There would be minimal impact if a bypass was west of Boerne."

Coordinate with City Plan

- "Need to also coordinate with Fair Oaks Ranch."
- "Of course, but don't let an outdated plan dictate what is best for our future."



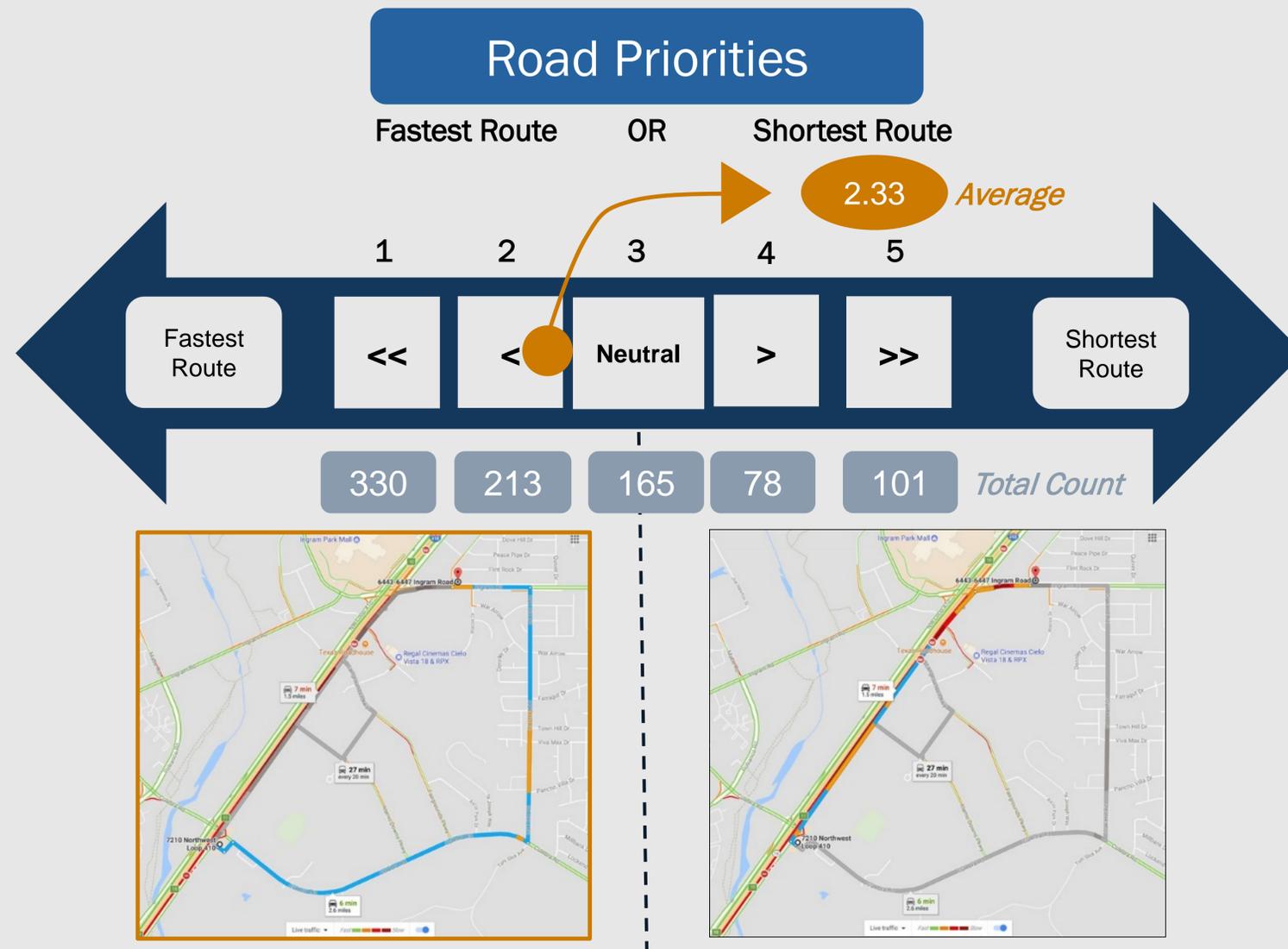


KENDALL GATEWAY STUDY INTERACTIVE SURVEY

November – December 2017
1,124 survey participants

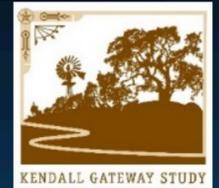
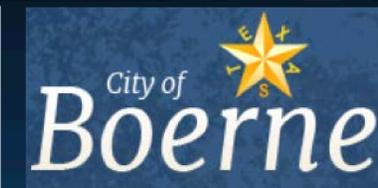
TRADEOFFS

Please prioritize the issues that you think are most important for the Kendall Gateway Study by sharing what is more important to you on each pair of “tradeoffs.”



Sample Comments from Survey Participants:

- “Traffic light avoidance is a major factor in choosing a route.”
- “Faster is better. However, accessibility to businesses and other place[s] is key.”
- “Our time is valuable, so minimize waste of our time and fuel.”
- “The shortest and/or fastest routes offer neither the charm or delight of a meandering hill country road.”
- “The objective is to reduce congestion and travel time. Whichever method/change that best accomplishes that goal for the community is fine with me, be it a long or short route.”
- “Choose the one that will have [the] least impact on the natural beauty, caves, water, etc. of our community.”
- “Shorter route along existing thoroughfares should be less expensive and [have] less environmental impact.”



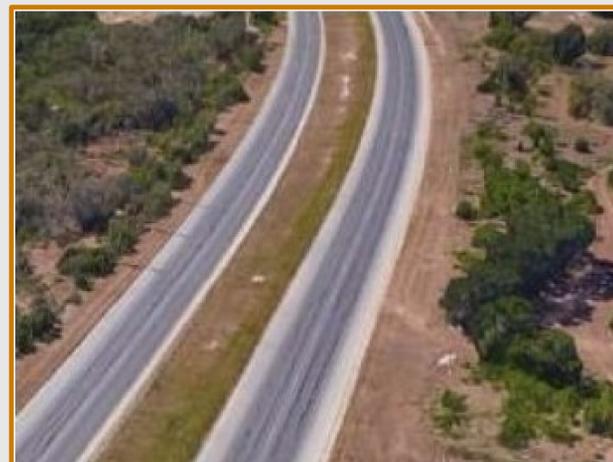
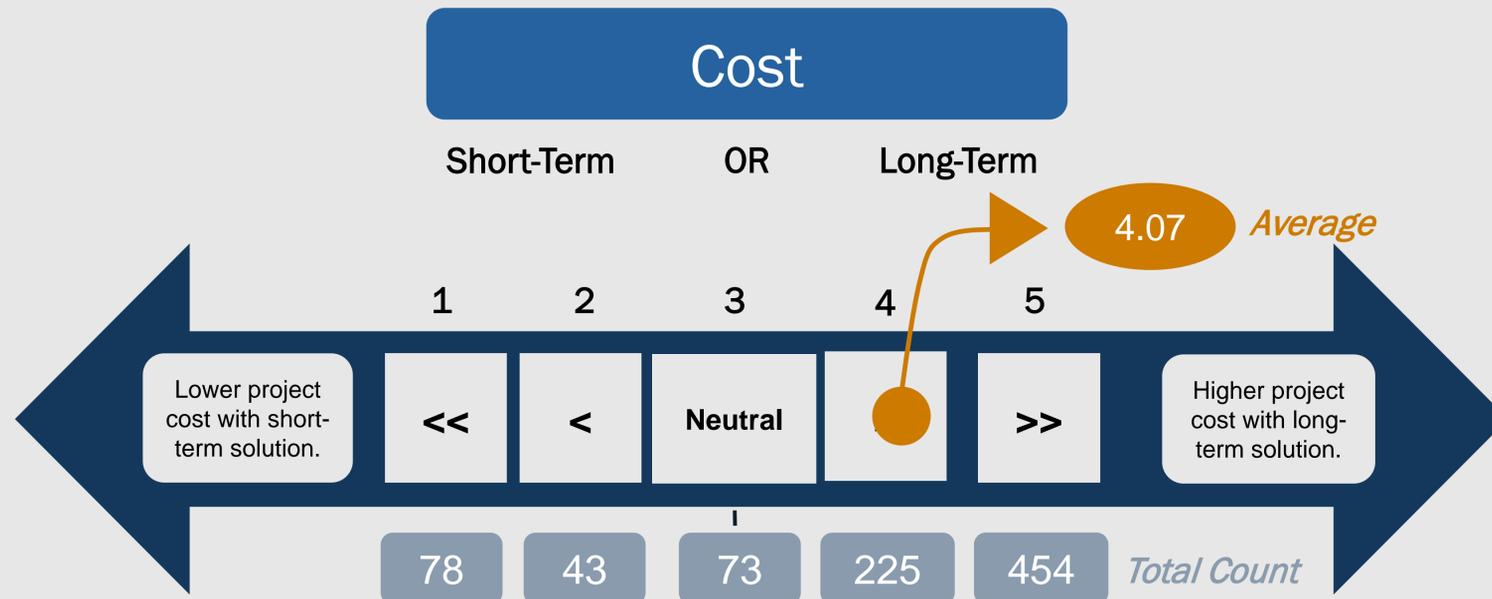


KENDALL GATEWAY STUDY INTERACTIVE SURVEY

November – December 2017
1,124 survey participants

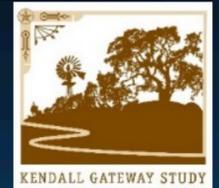
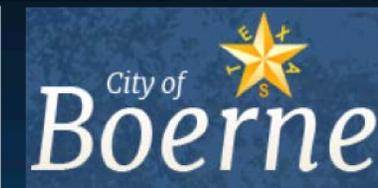
TRADEOFFS

Please prioritize the issues that you think are most important for the Kendall Gateway Study by sharing what is more important to you on each pair of “tradeoffs.”



Sample Comments from Survey Participants:

- “Cheapest short-term always ends up to be more expensive in the long-term.”
- “This area is growing way too fast for us to be short sided – we need to be prepared for what is coming and investigate appropriately.”
- “It is important to plan for the future and not just solve the immediate problem. [I] feel like many of the issues we face today was [because] of this tradeoff.”
- “Do this project once and get it right even if it takes longer and is delayed.”
- “Short term solutions rarely solve anything.”



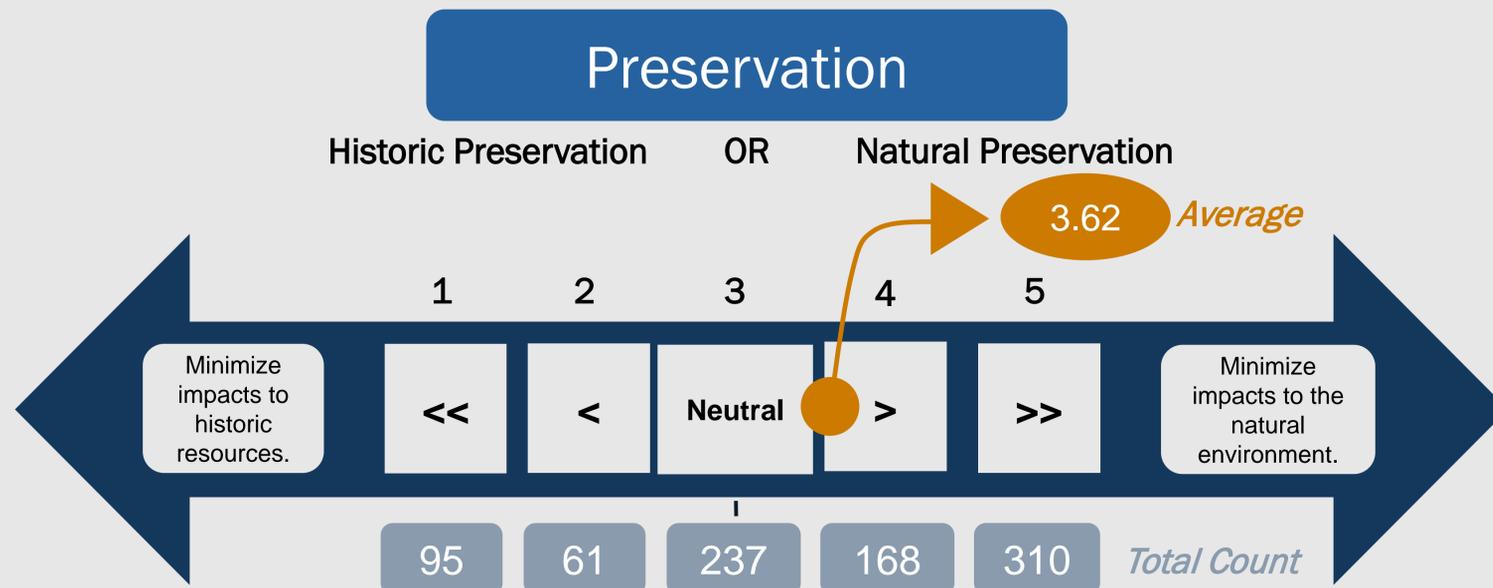


KENDALL GATEWAY STUDY INTERACTIVE SURVEY

November – December 2017
1,124 survey participants

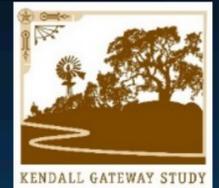
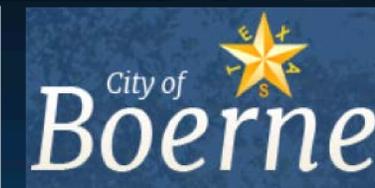
TRADEOFFS

Please prioritize the issues that you think are most important for the Kendall Gateway Study by sharing what is more important to you on each pair of “tradeoffs.”



Sample Comments from Survey Participants:

- “If the loops are far enough out, it won’t impact historic preservation or natural preservation.”
- “Find a way to balance both.”
- “Both are critically important to quality of life in our community.”
- “The more we can preserve the few natural areas we have left, the better.”
- “Nature is what makes us unique. It must be protected.”
- “We can preserve both with an appropriate plan.”
- “Natural preservation is of higher priority, although historic resources can be relocated if absolutely necessary.”
- “Preserve natural preservation, do not take farmland or residential properties.”
- “The more we can preserve the few natural areas we have left, the better.”



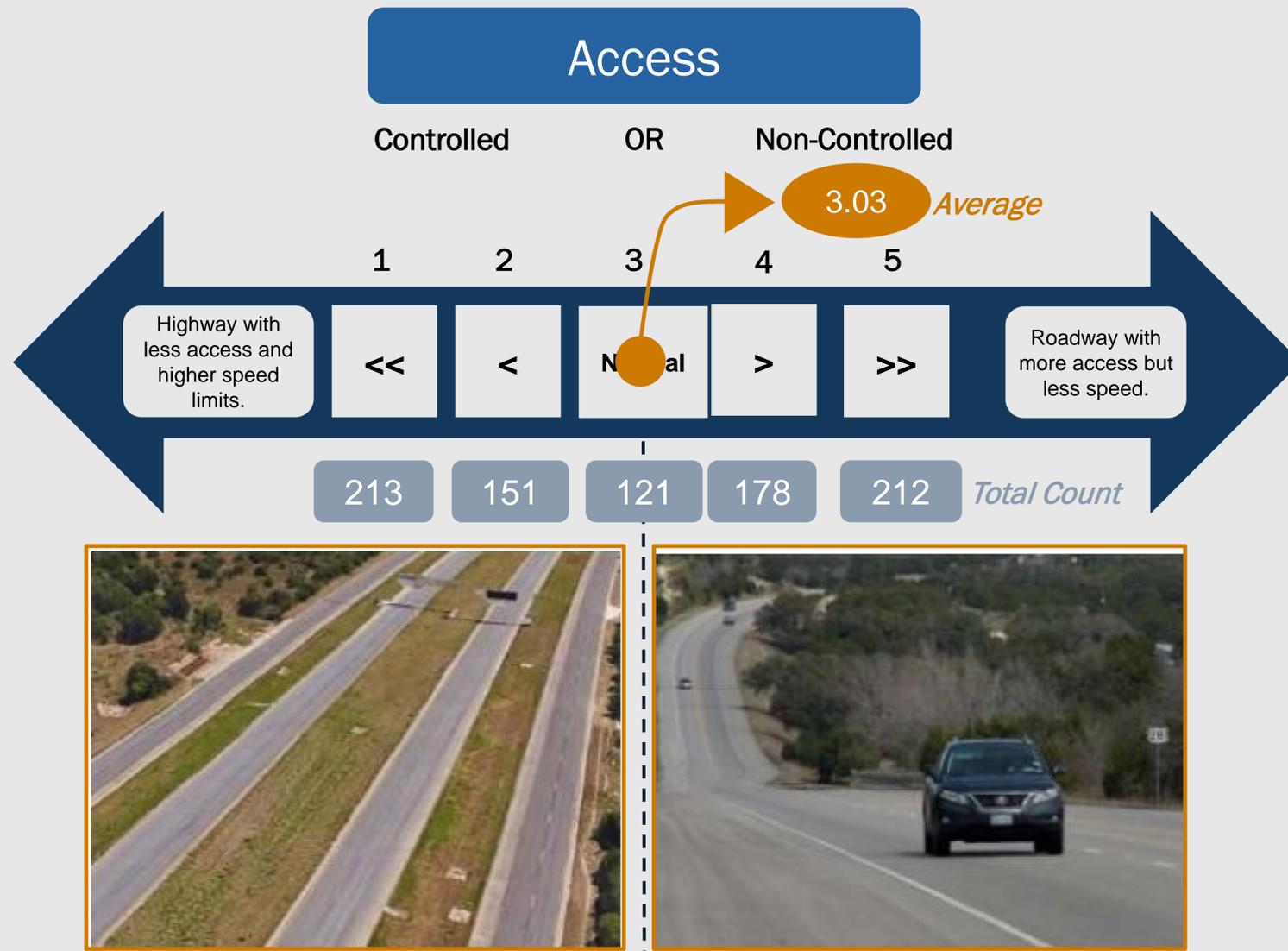


KENDALL GATEWAY STUDY INTERACTIVE SURVEY

November – December 2017
1,124 survey participants

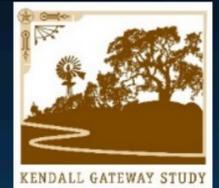
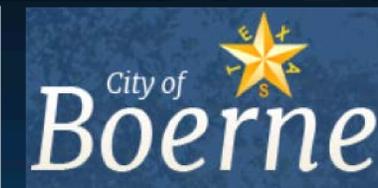
TRADEOFFS

Please prioritize the issues that you think are most important for the Kendall Gateway Study by sharing what is more important to you on each pair of “tradeoffs.”



Sample Comments from Survey Participants:

- “We already have I-10 adjacent to town...we don’t need another high speed access.”
- “I think you will need to come up with a hybrid solution to ensure safety for all.”
- “As long as the non controlled access is north of Boerne, this would make sense.”
- “It seems to me that access and intersection congestion are the two issues that impact the most on congestion.”
- “I prefer faster highways [in] lesser populated areas and slower speeds, higher access in higher populated areas.”
- “Access points on highways slow speeds, less safe due to merging, and create bottlenecks.”





KENDALL GATEWAY STUDY INTERACTIVE SURVEY

November – December 2017
1,124 survey participants

CONCEPT PREFERENCES

Please review the potential roadway concepts for the Study Area. Please select one concept for each of the four quadrants. There are three concepts in each of the Northeast, Northwest, Southeast, and Southwest quadrants.

Most Desired Concepts

1. SE Inner
2. SE Middle
3. NE Inner

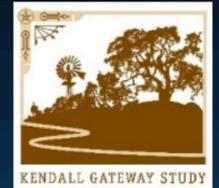
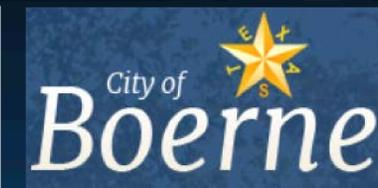
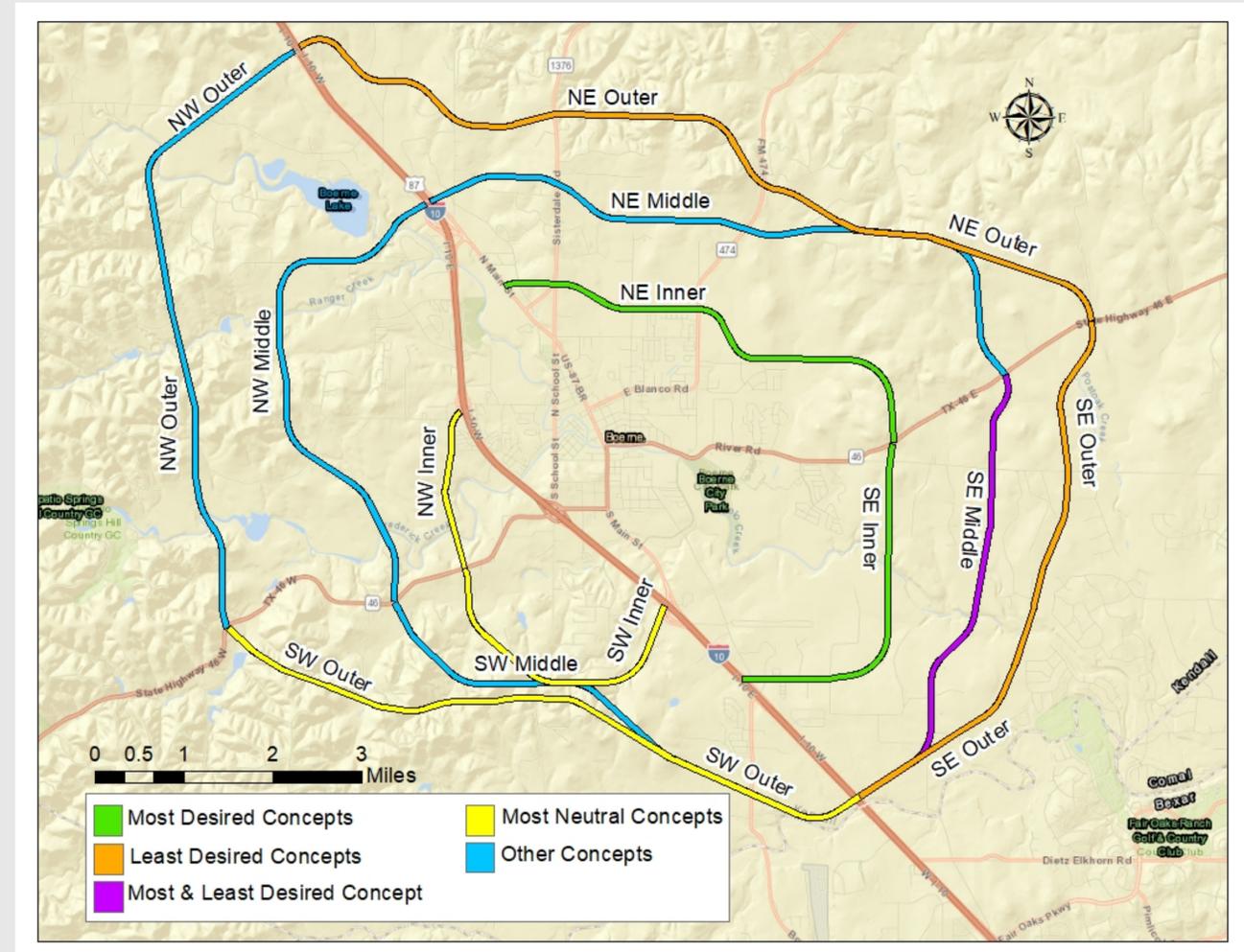
Least Desired Concepts

1. SE Outer
2. SE Middle
3. NE Outer

Most Neutral Concepts*

1. SW Inner
2. NW Inner
3. SW Outer

* Neutral concepts are those that were neither selected as desirable or undesirable by survey participants.



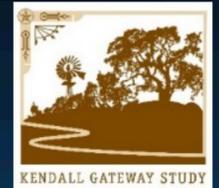
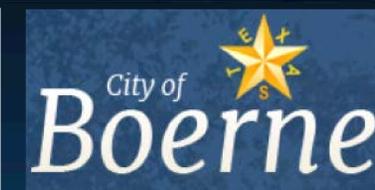


KENDALL GATEWAY STUDY INTERACTIVE SURVEY

November – December 2017
1,124 survey participants

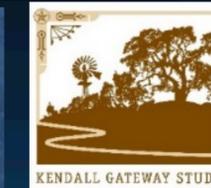
Common Themes and Key Takeaways

- Plan **long-term**.
- Control **growth and development** in the study area.
- **Widen existing corridors**.
- Avoid **private property**.
- Avoid or **minimize impacts to environmental resources** (e.g. Cibolo Creek, Cascade Caverns, etc.).
- Reduce **heavy truck traffic** through Boerne and **preserve downtown**.
- Reduce or alleviate **local school traffic**.





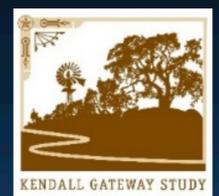
STATION #4: CONCEPTS DEVELOPMENT





Next Steps

- Refine Recommended Concepts based on public input.
- Compare refined Recommended Concepts against engineering and environmental criteria.
- Present Draft Feasibility Study to Boerne City Council and Kendall County Commissioners Court for their acceptance (Summer 2018).
- Final Feasibility Study (Summer 2018).
- There is no “funded project”. The Final Feasibility Study would be used in local and regional planning efforts.

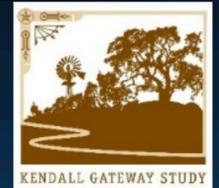
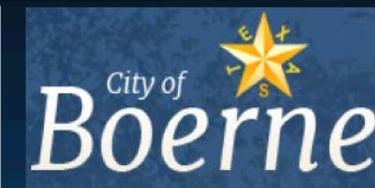




STATION #5: KENDALL GATEWAY STUDY AREA MAPS

We Need Your Feedback:

Place sticky notes and/or written notes on the maps to let us know your thoughts on the Recommended Concepts.





CONCEPT SCREENING PROCESS

IDENTIFY UNIVERSE OF CONCEPTS



LEVEL 1 SCREENING (FATAL FLAW ANALYSIS)



REASONABLE CONCEPTS

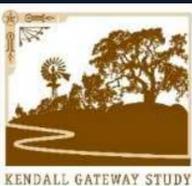
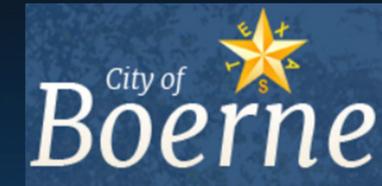


LEVEL 2 SCREENING



WE ARE HERE

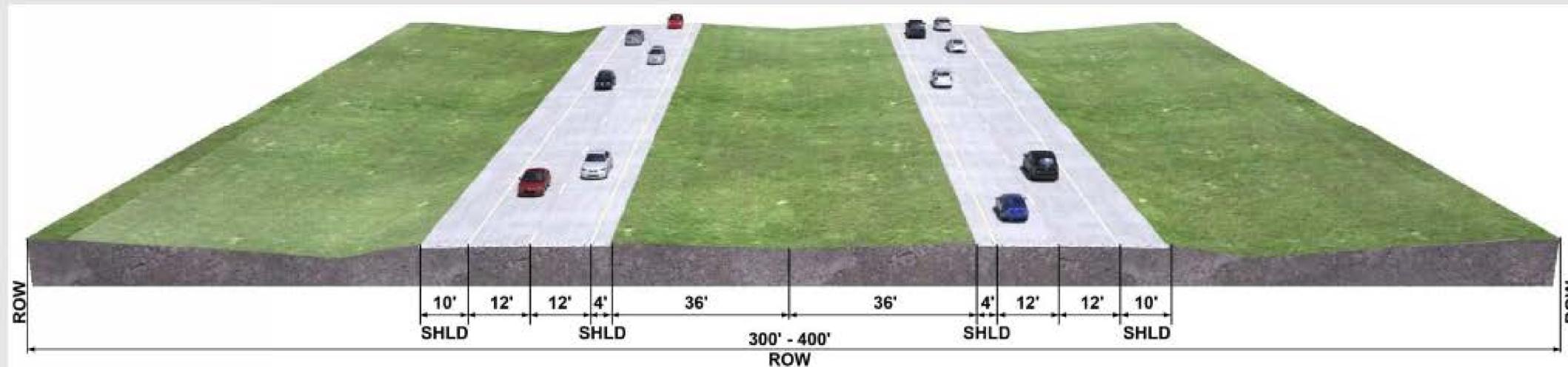
RECOMMENDED CONCEPT(S)





EXAMPLE FACILITY TYPE

CONCEPTUAL 4 LANE DIVIDED HIGHWAY WITH GRASS MEDIAN



CONCEPTUAL EXAMPLE



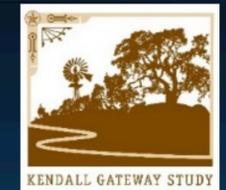
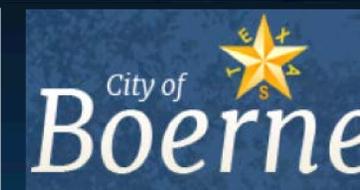
INTERIM EXAMPLE



POSSIBLE 4 LANE DIVIDED HIGHWAY WITH BARRIER

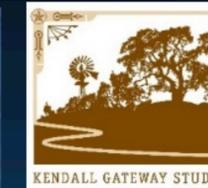


IMAGES FROM GOOGLE





STATION #6: AERIAL IMAGERY



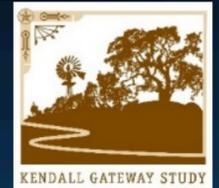
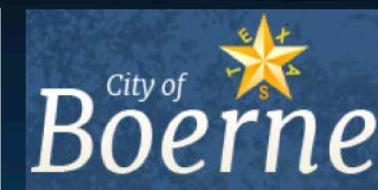


STATION #7: WHAT ABOUT FM 3351?

Widening FM 3351 alone would not meet the purpose and need of the Kendall Gateway Feasibility Study.

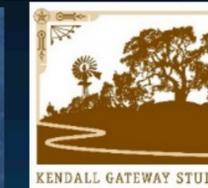
Widening FM 3351 would not:

- Provide the needed east-west connectivity within the study area
- Remove traffic from downtown Boerne





STATION #8: PROJECT OVERVIEW





WE WANT YOUR FEEDBACK!

Commenting Options:

1. Fill out a comment card at the comment table.
2. Give verbal comments to the Court Reporter tonight.
3. Fax comments to (210) 349-4395.
4. Email comments to: KendallGateway@pozcam.com.
5. Mail comments to: TxDOT San Antonio District, Richard De La Cruz, P.E., TxDOT Project Manager, 4615 NW Loop 410, San Antonio, TX 78229-5126.
6. Visit txdot.gov, keyword “Kendall Gateway Study”.

Deadline for Comments: Thursday, June 7, 2018

