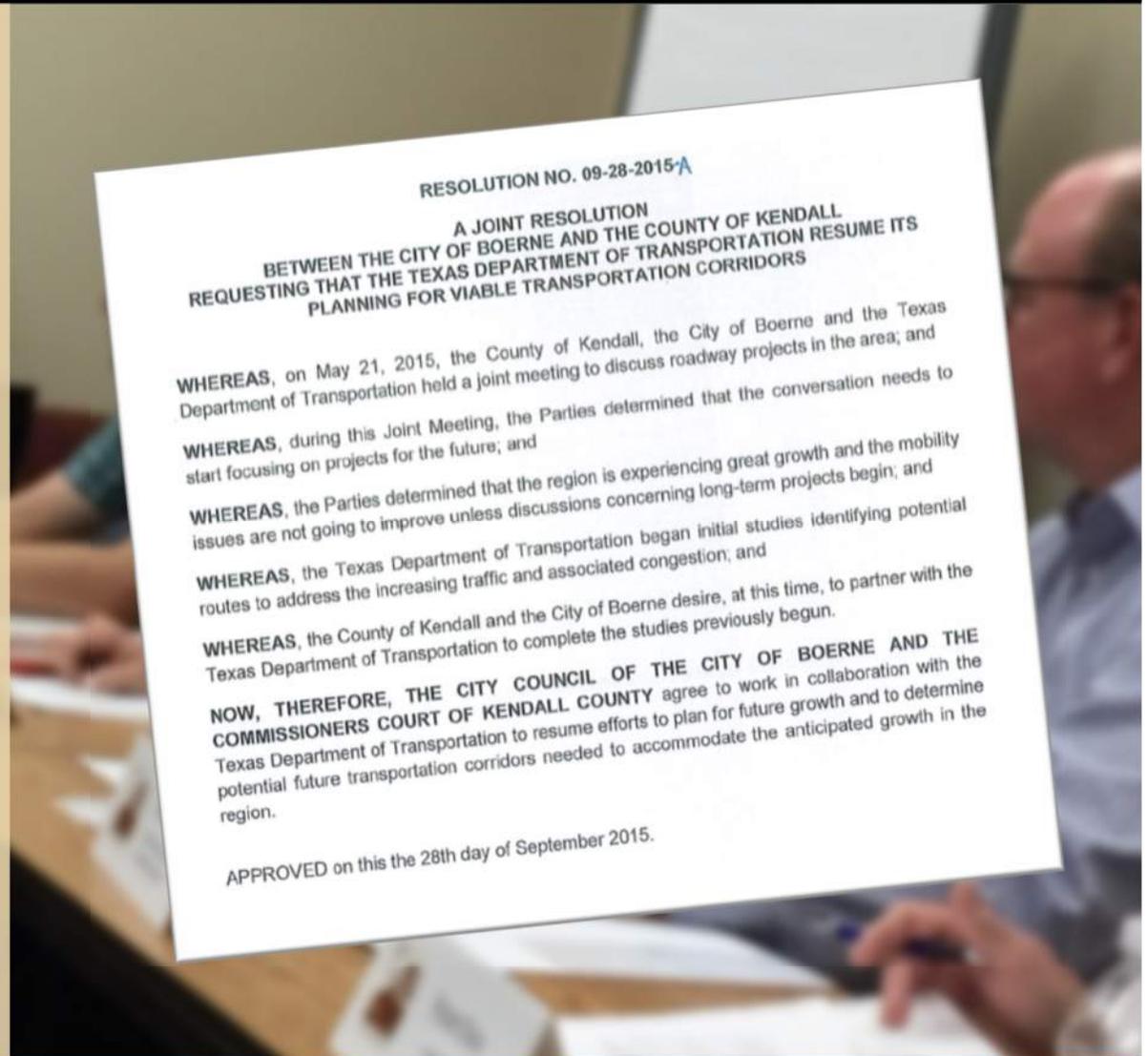
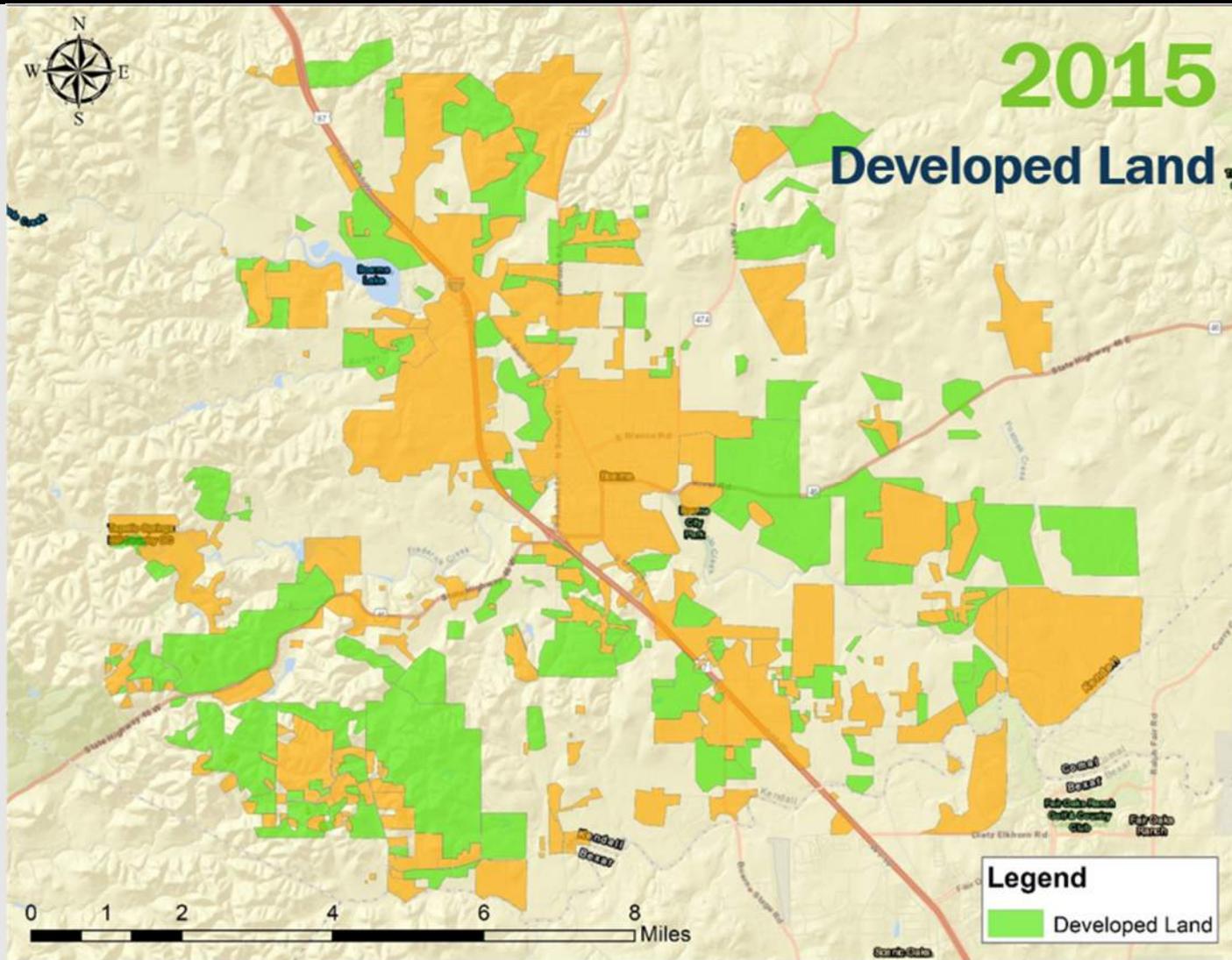




How the Kendall Gateway Study Got Started

Joint Resolution
Approved on September 28, 2015 by the Kendall County Commissioners Court and the City of Boerne City Council.







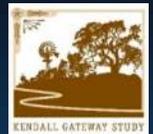
➔ THIS IS A DATA DRIVEN PLANNING PROJECT

➔ TECHNICAL ANALYSIS

➔ PUBLIC INVOLVEMENT/FEEDBACK

➔ GOAL OF STUDY – IDENTIFY VIABLE CORRIDORS WITH INTENT TO PRESERVE RIGHT OF WAY (ROW)

➔ METHOD OF CORRIDOR ROW PRESERVATION TO BE DETERMINED





TEXAS DEPARTMENT OF TRANSPORTATION





Kendall Gateway Study PUBLIC OUTREACH AND INVOLVEMENT STATISTICS

1 STAKEHOLDER & TECHNICAL WORKING GROUPS

TECHNICAL WORK GROUP (TWG)

11 / 21
21 Representatives from
11 Key Technical Agencies

2 TWG MEETINGS
28 TOTAL ATTENDEES
42 TOTAL INVITED

STAKEHOLDER WORKING GROUP (SWG)

42 / 63
63 Individuals and Representatives from
42 Local and Regional Businesses, Environmental Organizations, Advisory Groups, HOAs, and Agencies

2 SWG MEETINGS
27 TOTAL ATTENDEES
128 TOTAL INVITED

2 SURVEYS & NEWSLETTERS

STAKEHOLDER DATABASE STATS

1,127 Individuals
712 Mailing Addresses
696 Email Addresses

2016 OCT - TWG #1 MEETING

2016 DEC - SWG #1 MEETING

2017 JAN - STUDY NEWSLETTER #1 distributed to stakeholder database and posted on tdot.gov

2017 MAR - TWG #2 MEETING

2017 APR - STUDY NEWSLETTER #2 distributed to stakeholder database and posted on tdot.gov

2017 JUN - ONLINE SURVEY available to TWG/SWG members on priorities of concepts screening criteria

2017 JUN-AUG - ONLINE SURVEY available to the public on priorities of concepts screening criteria

2017 AUG - TWG/SWG #3 MEETING

2017 NOV-DEC - INTERACTIVE SURVEY available to the public on issues and goals, tradeoffs, and reasonable concepts

2018 FEB - TWG/SWG #4 MEETING

2018 MAR - STUDY NEWSLETTER #3 distributed to stakeholder database and posted on tdot.gov

2018 MAY - SWG #2 MEETING

3 PUBLIC OPEN HOUSES

#1 2017 JAN	255 ATTENDEES	33 COMMENTERS	7 ELEGED OFFICIALS
#2 2017 NOV	163 ATTENDEES	42 COMMENTERS	6 ELEGED OFFICIALS
#3 2019 MAY	300 ATTENDEES	371 COMMENTERS	6 ELEGED OFFICIALS

4 MEDIA OUTREACH AND COVERAGE

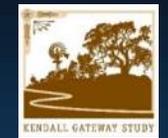
BOERNE STAR Subscribers: 3,824 Meeting Notices: 3 Articles: 3	LA PRENSA Subscribers: 60,561 Meeting Notices: 4	SAN ANTONIO EXPRESS-NEWS Subscribers: 137,059 Articles: 2
---	---	--

HILL COUNTRY WEEKLY
Subscribers: 3,000
Articles: 1

KTSA
Listeners: 138,500
Articles: 2

FACEBOOK POSTS
City of Fair Oaks Ranch: 868 Followers
Greater Boerne Chamber of Commerce: 3,577 Followers
City of Boerne, Texas-City Hall: 4,831 Followers

Meeting notices posted on City of Boerne, City of Fair Oaks Ranch, Greater Boerne Chamber of Commerce, TxDOT websites, Twitter (35.2K Followers)



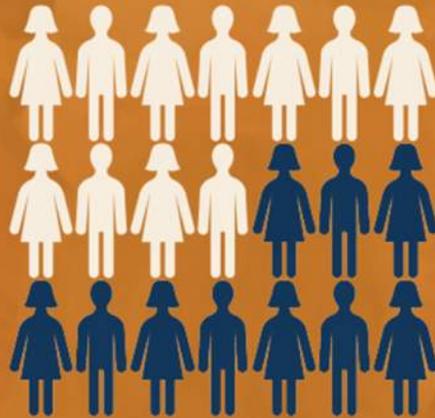


1

STAKEHOLDER & TECHNICAL WORKING GROUPS

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11 Key Technical Agencies



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- Businesses;
- Environmental Organizations;
- Advocacy Groups;
- HOAs; and
- Agencies



2 SWG MEETINGS

27 TOTAL ATTENDEES

126 TOTAL INVITED

6 TOTAL MEETINGS

2 TWG/SWG MEETINGS

91 TOTAL ATTENDEES

168 TOTAL INVITED





2

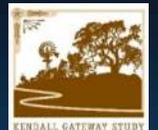
**SURVEYS &
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3

**PUBLIC
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300
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4

MEDIA OUTREACH AND COVERAGE

BOERNE STAR

Subscribers: 3,824

Meeting Notices: 3

Articles: 3

LA PRENSA

Subscribers: 60,581

Meeting Notices: 4

SAN ANTONIO

EXPRESS-NEWS

Subscribers: 137,059

Articles: 2

HILL COUNTRY WEEKLY

Subscribers: 3,000

Articles: 1

FACEBOOK POSTS

City of Fair Oaks Ranch: 868 Followers

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Meeting notices posted on City of Boerne, City of Fair Oaks Ranch, Greater Boerne Chamber of Commerce, TxDOT websites, Twitter (35.2K Followers)





TRAFFIC COLLECTION OVERVIEW – FALL 2016

Data Collection Methods

Bluetooth Readers

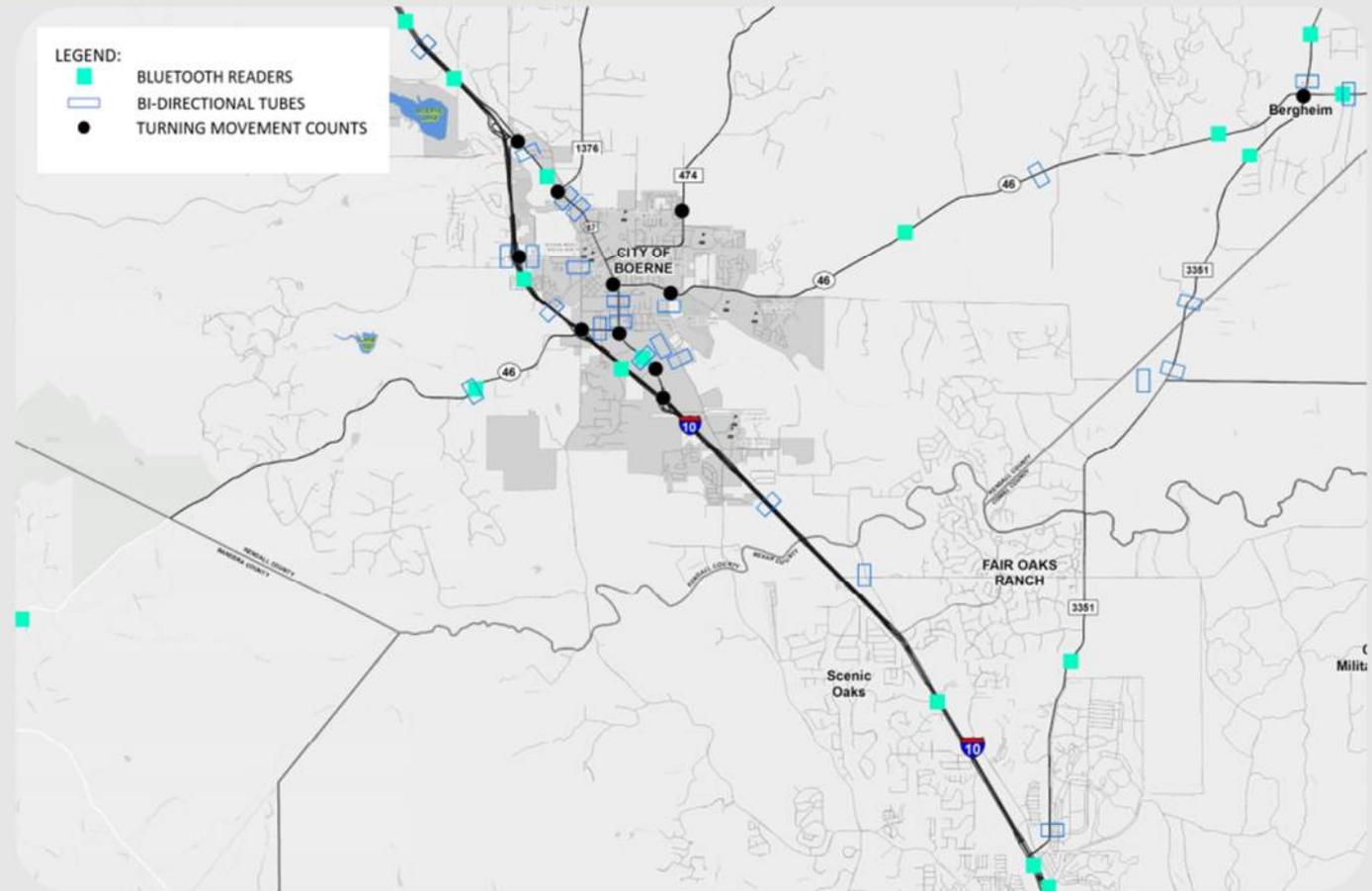
- Used to determine through traffic in study area

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





DEVELOPMENT

OF THE 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 **recommended concepts**.

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.

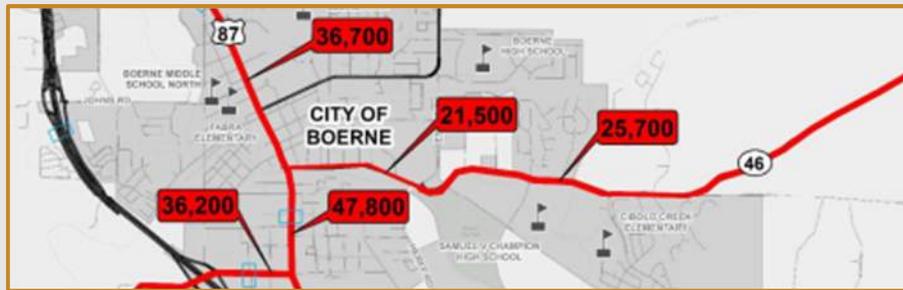




TRAFFIC RESULTS

SUMMARY

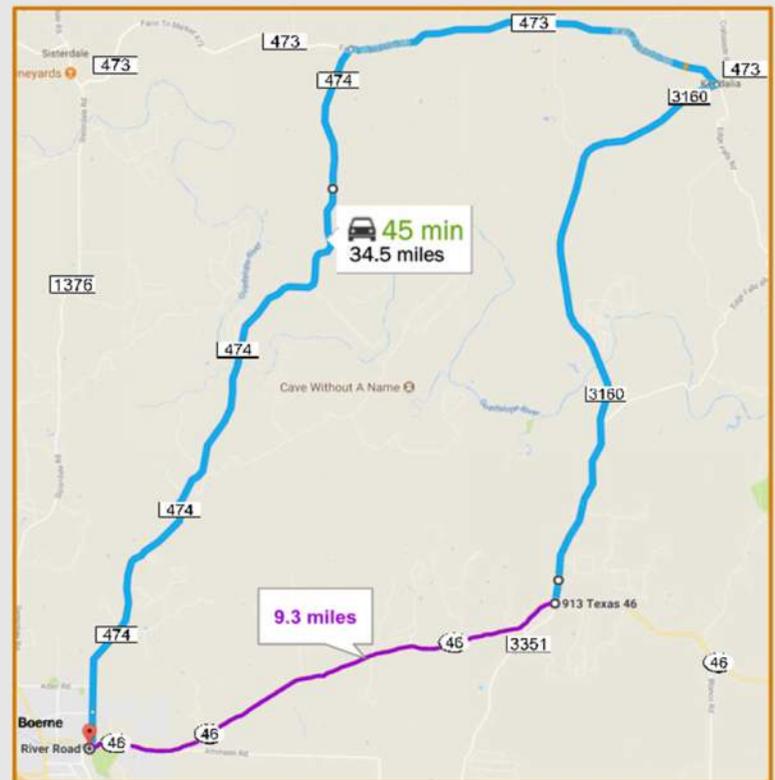
NEED 1: POPULATION GROWTH & TRAVEL DEMAND



NEED 3: TRAFFIC DIRECTED THROUGH BOERNE



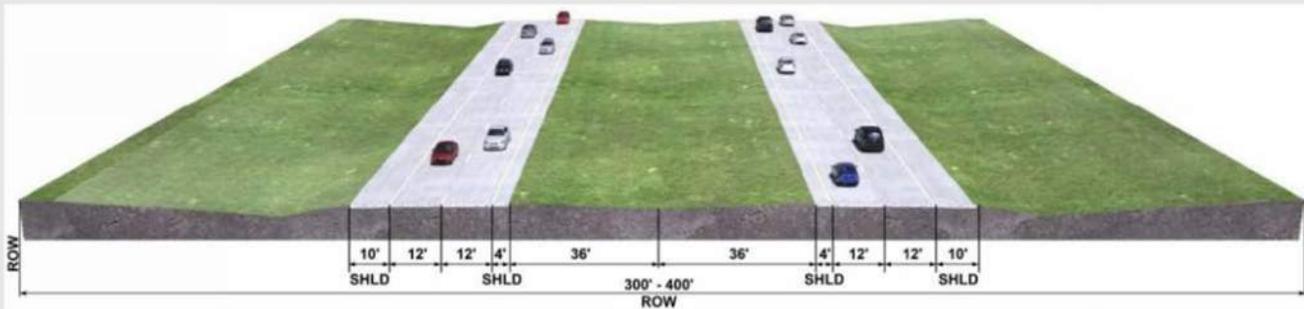
NEED 2: LACK OF EAST/WEST CONNECTIVITY





SOLUTIONS

THAT DO MEET THE PURPOSE AND NEED - TYPICAL SECTION



Conceptual 4-Lane Divided Highway with Grass Median

CONCEPTUAL EXAMPLE



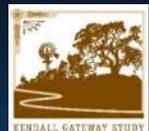
INTERIM EXAMPLE



IMAGES FROM GOOGLE

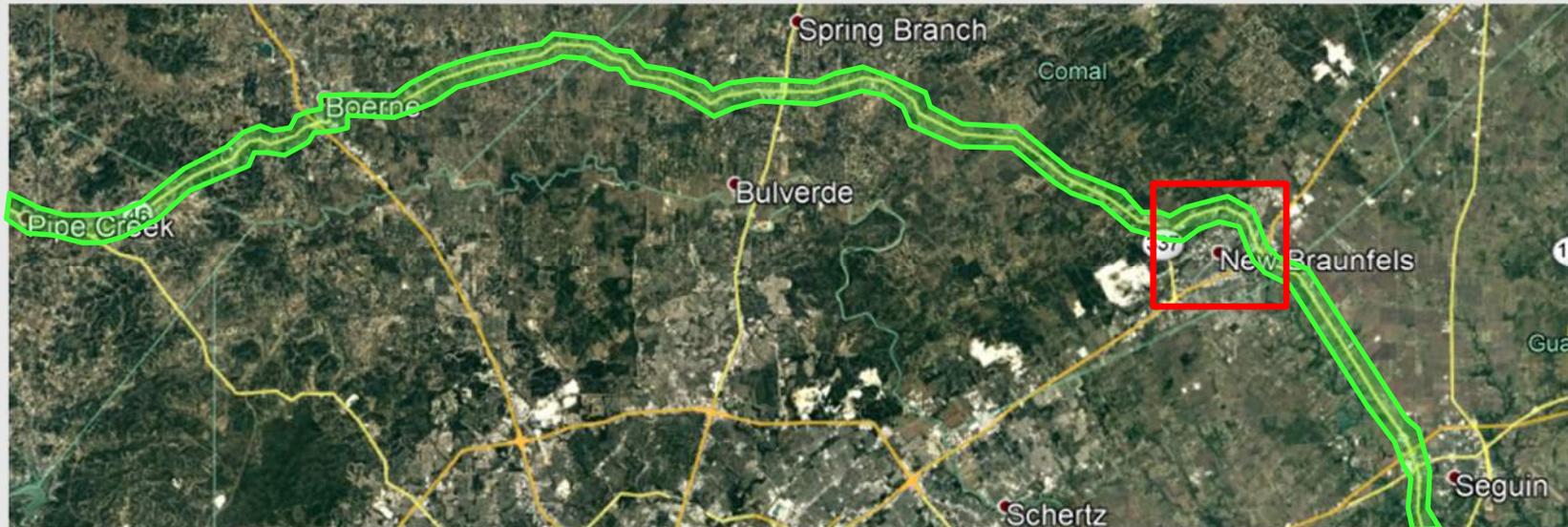


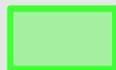
Possible 4-Lane Divided Highway with Barrier





SH 46 - Regional Context

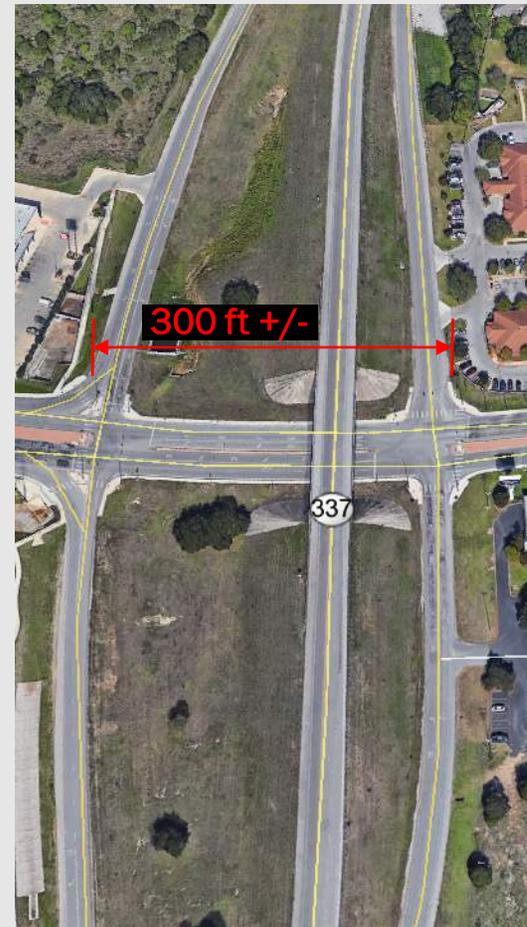


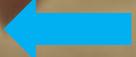
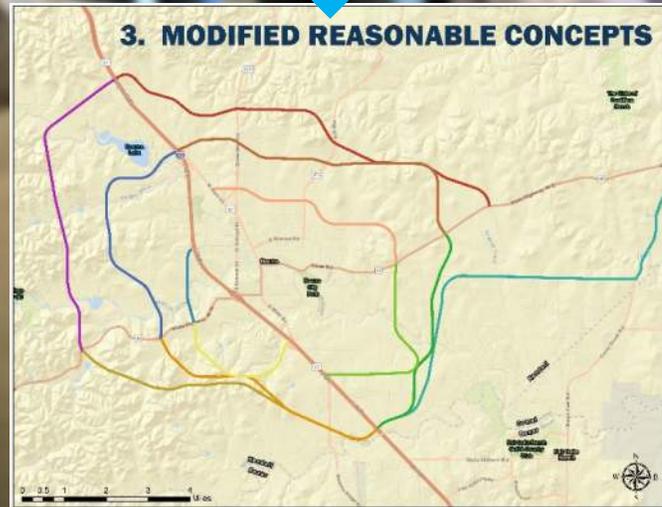
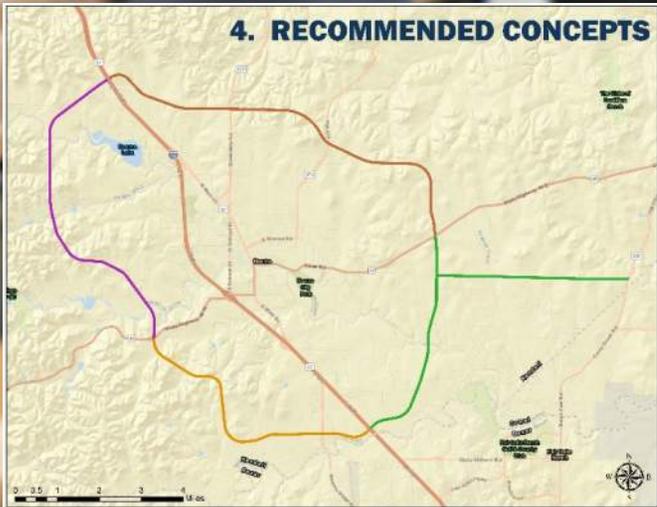
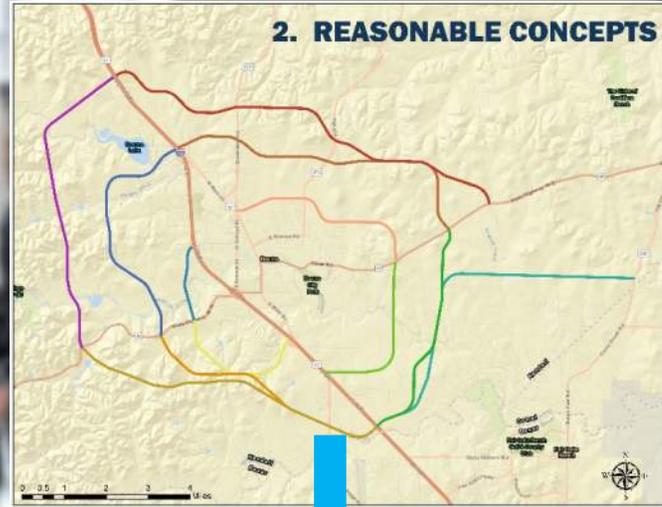
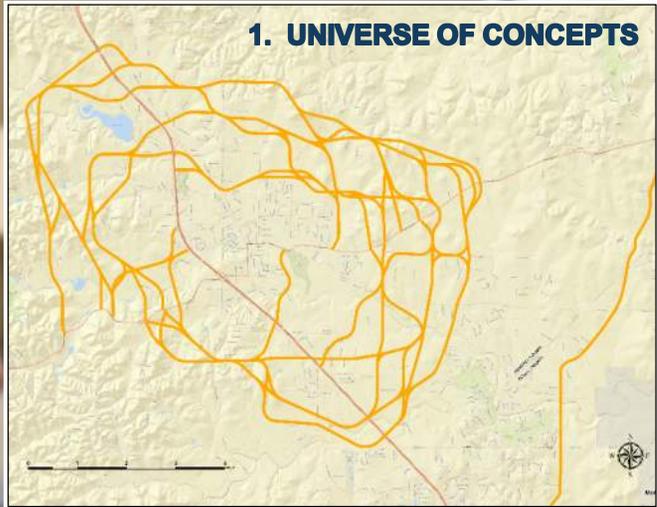
 EXISTING SH 46 LOOP

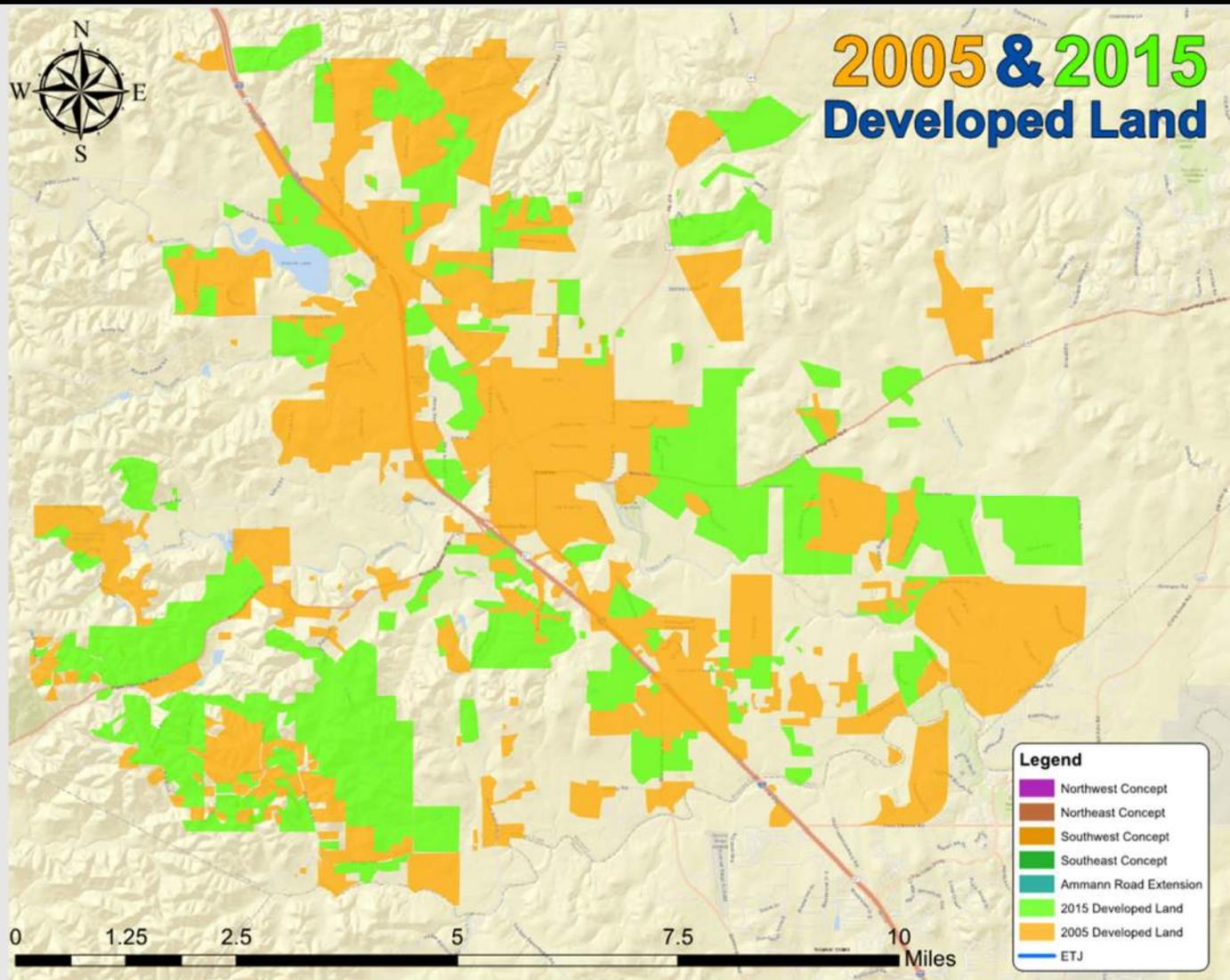


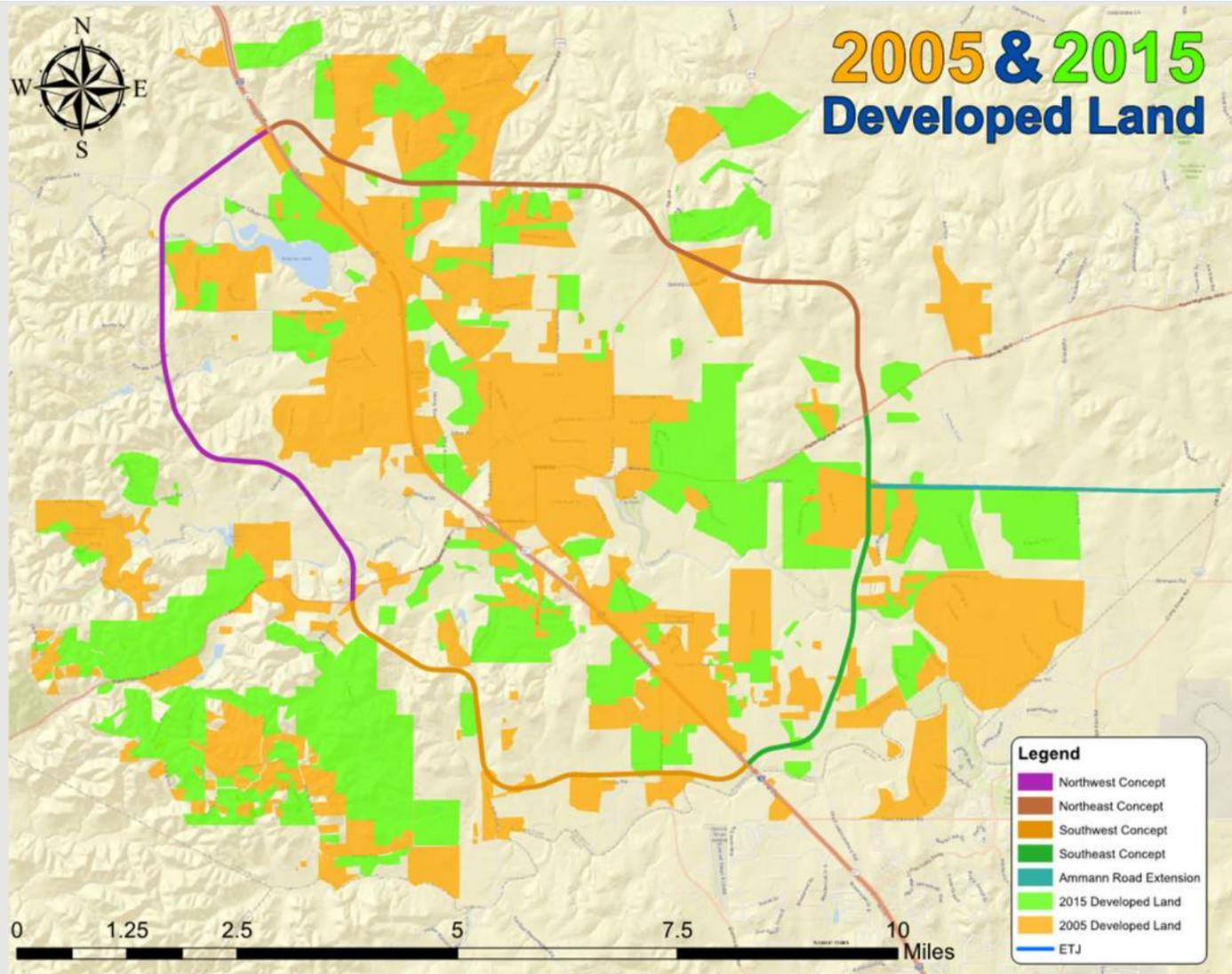


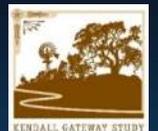
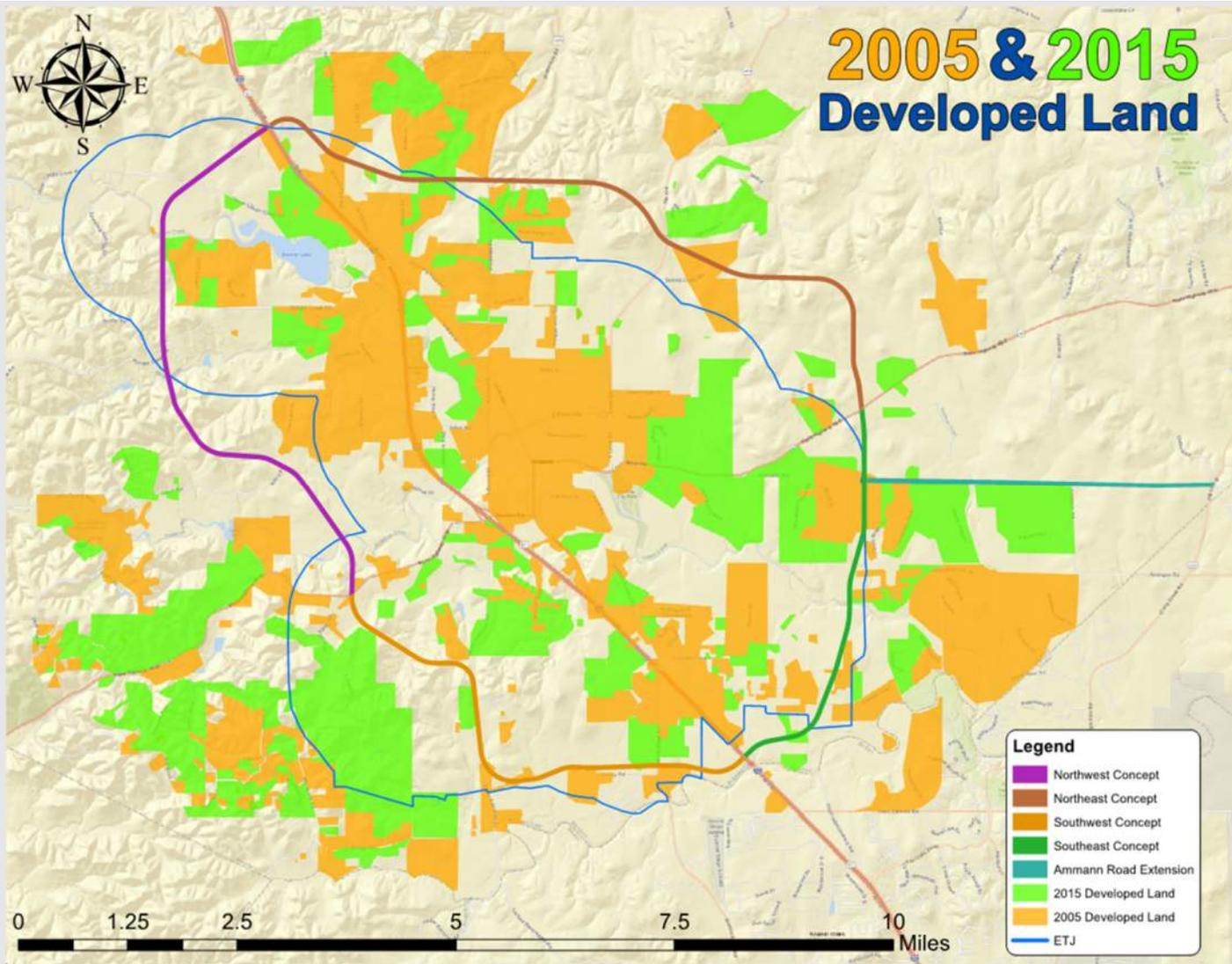
LOOP 337 – NEW BRAUNFELS







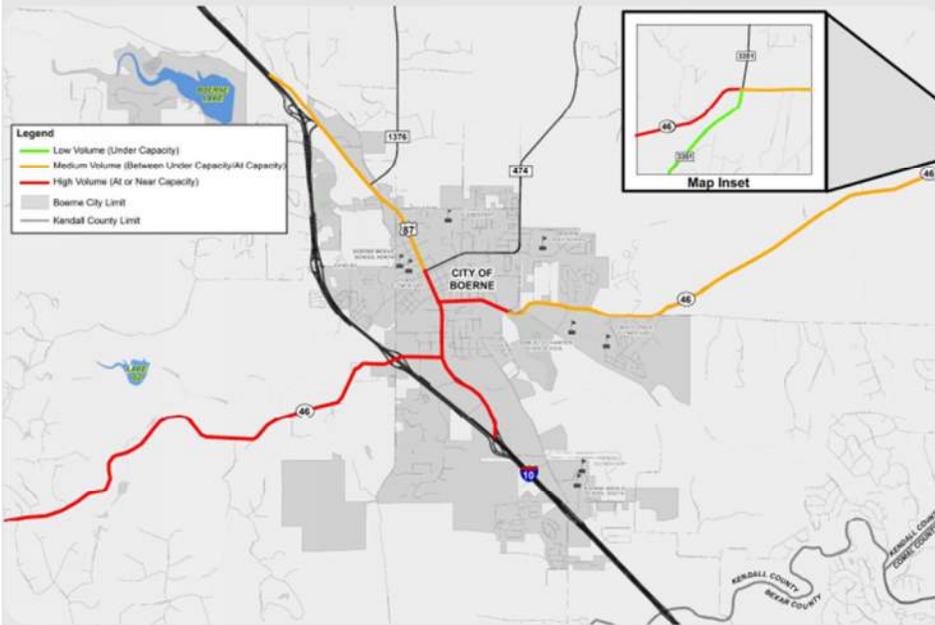




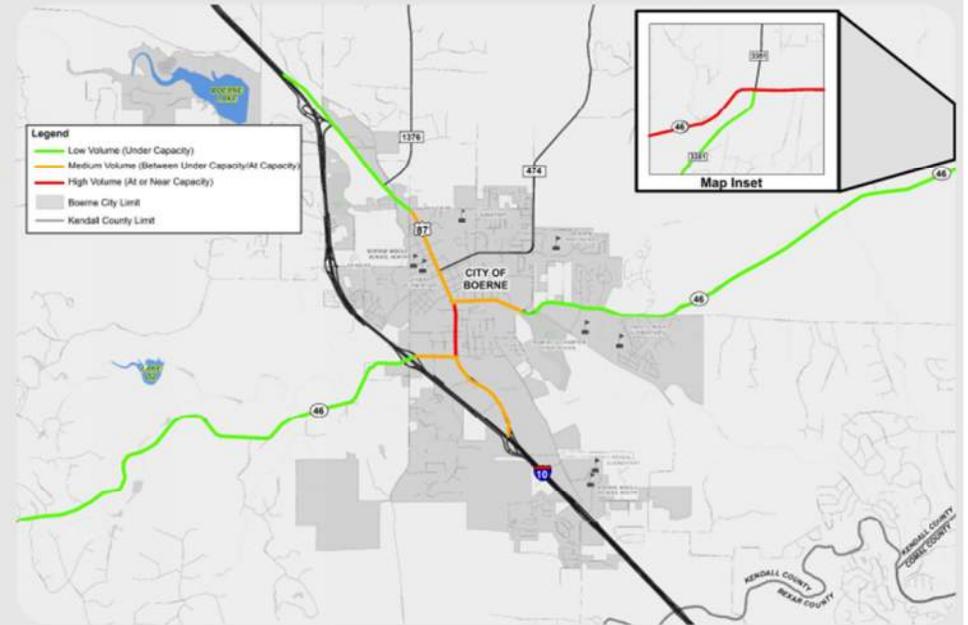


HOW THE CONCEPTS HELP

WITHOUT CONCEPTS (2040)



WITH CONCEPTS (2040)



- This map focuses on major arterials used to travel through Boerne
- The 2040 projections account for the completion of future MPO projects
- On average, the concepts remove 40% of the trucks traveling through Boerne





RECOMMENDED - CRITERIA RESULTS

Criteria Results	Northwest	Northeast	Southwest	Southeast	Total
Environmental					
*Known Geologic & Recharge Features (#)	0	0	0	0	0
*Stream Crossings (#)	10	14	10	5	39
*Air Quality (% Trucks Removed)	0%	24%	0%	13%	41%
Direct Commercial Impacts (#)	0	0	0	0	0
Direct Residential Impacts (#)	2	2	5	0	9
Engineering					
*Level of Service (% of Congestion Removed 2040)	9%	23%	17%	13%	23%
*Time Reduced (%)	0%	15%	1%	16%	31%
*Drainage (Flood Zone acres)	4	0	8	2	15
Right of Way (acres)	254	309	206	164	933
Parcels Affected (#)	30	50	40	33	153
Length of Roadway (miles)	7.0	8.6	5.9	4.6	26.1

* Public's Top 3 Criteria Results





Next Steps

- Present Study results to Boerne City Council and Kendall County Commissioners Court (Summer 2018).
- Final Feasibility Study (Fall 2018).
- There is no “funded project”.
- The Final Feasibility Study would be used in local and regional planning efforts.





Next Steps

- The recommended concepts are not an all or nothing solution. Portions and pieces can be developed into projects as the City, County, TxDOT and MPO decide.
- Any project that is derived from the recommended concepts must undergo another level of environmental evaluation, public outreach and design.
- These concepts are intended to be a starting point to help preserve ROW to avoid future development from closing up all corridors.





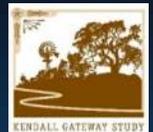
ROW PRESERVATION TOOLS – 2 PRIMARY METHODS

➔ COUNTY/CITY PLATTING PROCESS

- ROW DEDICATION
- ROW RESERVATION

➔ ROW ACQUISITION

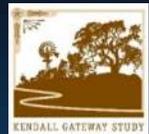
- LOCAL CAPITAL IMPROVEMENT PROJECT
- TXDOT PROJECT





TXDOT PROJECT DEVELOPMENT MILESTONES

- Discussion and Action Would be Needed by Alamo MPO - Long Range Plan
- Environmental and Schematic Design – 4 Years
- Design – 1.5 years
- Right of Way Acquisition and Utility Relocations – 3 years
- 7- 10 years before construction could begin – all dependent upon funding
- No Construction funding has been identified at this time
- Construction funding would compete with other statewide and regional needs





TEXAS DEPARTMENT OF TRANSPORTATION

Questions?

