KENDALL GATEWAY STUDY

FAQ

FREQUENTLY ASKED QUESTIONS

1. I AM CONCERNED ABOUT THE PROXIMITY OF THE CONCEPT ROUTES TO MY HOME. WHY DID YOU CHOOSE THESE PARTICULAR CONCEPTS?

The concepts considered existing *land use and tried to minimize impacts. None of the current concepts are final or "in stone" and represent corridors for which the study team is seeking feedback from the community. The concepts will be refined in a later phase to reduce impacts even further.*

2. BOTH CASCADE CAVERNS AND CIBOLO CREEK ARE IMPORTANT ENVIRONMENTAL RESOURCES. WILL THE CONCEPTS AVOID THESE AREAS?

Publicly available data, coupled *with input from the public, has been used to gather data on environmental resources, including Cascade Caverns and Cibolo Creek. This information will be used by project engineers as they continue to refine proposed concepts in order to avoid or reduce impacts.*

3. ARE THE CONCEPTS BEING DEVELOPED TO BENEFIT DEVELOPERS (E.G., ESPERANZA, BUCCEES, CEMENT PLANTS, ETC.), NOT THE GENERAL PUBLIC?

The end goal of the Kendall *Gateway Study is to identify traffic issues within the City of Boerne and Kendall County and recommend solutions that will best meet those challenges. The study and recommendations are data-driven and take into account public input. No pre-selected routes, pre-defined areas, or influence from developers have ever directed the study. Project engineers have selected the proposed concepts to provide improved mobility as the population of the study area continues growing.*

4. WHEN WILL THE KENDALL GATEWAY STUDY BE FINISHED, AND WHEN WILL A FINAL DECISION BE MADE REGARDING THE ROUTE OF A NEW ROAD?

The study is expected to *conclude in 2018. This is a feasibility study; therefore, no future projects are funded or identified. Any decisions/acceptance regarding preferred concepts would be made jointly between TxDOT, City of Boerne, and Kendall County, and would consider public input gathered during this feasibility study process. One of the most likely outcomes will be that this study can be used as a tool for preservation of the identified concepts as development occurs.*

5. INSTEAD OF BUILDING NEW ROADS, WHY DOESN'T TxDOT WIDEN THE ROADS THAT ARE ALREADY IN PLACE SUCH AS FM 3351 AND AMMANN ROAD?

Both existing roads and *new location roads are being considered in this study. The inner, middle and outer concepts that were shown at the November 8, 2017 open house were all created in an attempt to avoid impacts as much as possible and measure what can provide the most relief to congested roads. In general terms, the overall strategy has focused on reducing congestion and increasing safety without ruining downtown Boerne and its historical and environmental resources. Widening these roads alone would not provide the capacity that is needed to alleviate congestion. A new road is needed to remove traffic that is cutting through Boerne, and not staying in Boerne.*

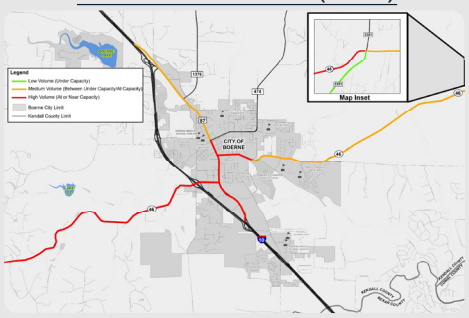
6. IS THERE A MAP THAT SHOWS THE PROPOSED CONCEPTS?

Yes, information is available *for viewing at txdot.gov (search "Kendall Gateway Study"). Because this is a feasibility study process and not a road construction project, the concepts are fluid and will continue to be refined as additional technical data is available and public input is considered.*

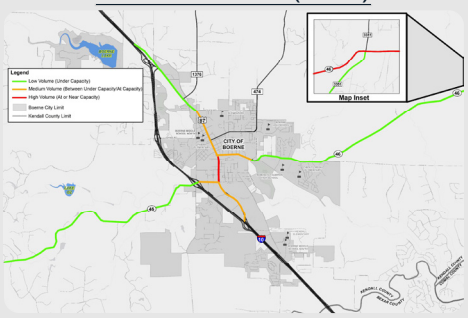
TEXAS DEPARTMENT OF TRANSPORTATION

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

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7. IS THE STUDY LOOKING AT DRAINAGE ISSUES?

Drainage considerations as *related to the Kendall Gateway Study will be featured as a key discussion item for the Kendall Gateway Feasibility Study.*

8. WILL EMINENT DOMAIN BE USED TO ACQUIRE PROPERTY?

This is a feasibility study; *therefore, no future projects or property acquisitions are funded or identified at this time.*

9. HOW ARE ENVIRONMENTAL CONCERNS GOING TO BE HANDLED, SUCH AS THE IMPACT ON CAVES, ENDANGERED SPECIES, STREAM CROSSINGS, AQUIFER RECHARGE ZONES, WATER QUALITY AND SUPPLY, AND LIGHT POLLUTION NEAR THE MILITARY INSTALLATIONS?

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, concepts 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 concept in their implementation plan. Environmental constraints will be identified and considered throughout all stages of project development.*

10. HOW ARE COMMUNITY MEMBERS INFORMED ABOUT THE KENDALL GATEWAY STUDY?

Numerous methods are used *for outreach and notification of meetings, including: U.S. mail and email to individuals listed in the project database; notices in the* Boerne Star *and in* La Prensa *(Spanish) newspapers; postings on txdot.gov; City of Boerne posts on* Nextdoor *and the City of Boerne website; Greater Boerne Chamber of Commerce Facebook posts; radio announcements on stations such as KTSA; City of Fair Oaks Ranch website posts; and changeable roadway message signs.*

11. WHAT IS THE BEST WAY TO PROVIDE INPUT ON OUR CONCERNS RELATED TO THE KENDALL GATEWAY STUDY?

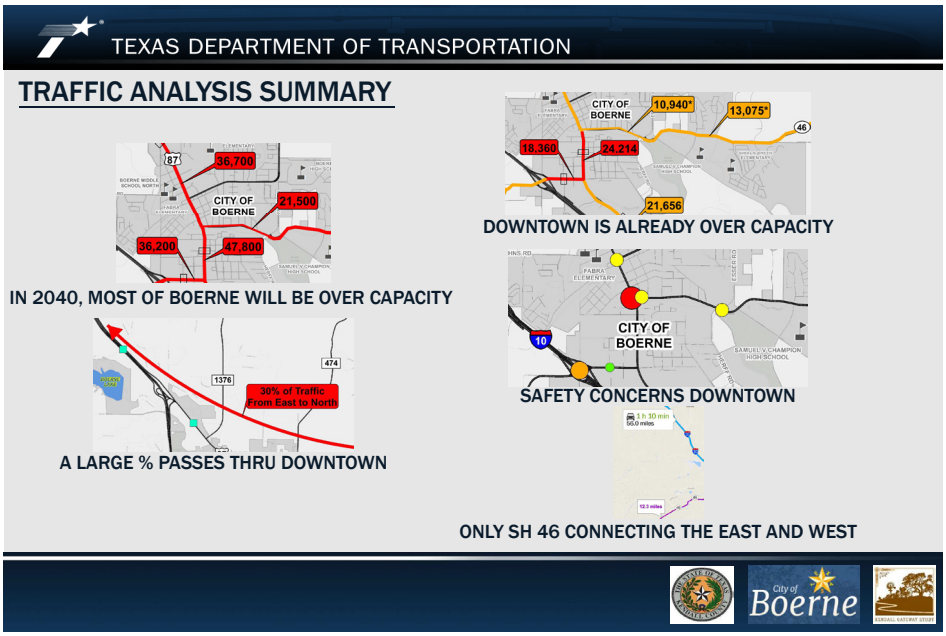
The best way to make your *concerns known is by providing written comments to the study team. Email KendallGateway@pozcam.com or contact Laura Lopez, Public Information Officer, TxDOT San Antonio District, phone 210-615-5839. Email: Laura.Lopez@txdot.gov. Website: txdot.gov (search "Kendall Gateway Study").*

12. WHERE CAN I GET MORE INFORMATION ON THE CITY OF BOERNE THOROUGHFARE PLAN, THE TRAFFIC STUDIES THAT WERE DONE FOR THIS PROJECT, AND THE FAIR OAKS RANCH MASTER PLAN?

- **Kendall Gateway Study traffic** *study information can be found at www.txdot.gov search for "Kendall Gateway Study". Click on "Open House - Nov. 8, 2017", click on "Exhibit Boards", and traffic data starts on page 5 of the Exhibit Boards document.*
- **An electronic pdf copy of** *the City of Boerne Thoroughfare Plan is available at: www.ci.boerne.tx.us/DocumentCenter/View/221*
- **The City of Fair Oaks Ranch** *is in the process of developing a new Comprehensive Plan. For information, please go to www.futureoffairoaksranch.com/home*

13. I'M REALLY CONCERNED ABOUT THE HEAVY TRUCK TRAFFIC THROUGH BOERNE AND THE PRESERVATION OF DOWNTOWN. ARE THESE THINGS BEING ADDRESSED?

Yes. The purpose of the *study, as written in the Kendall Gateway Study Purpose and Need Summary, 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." This includes reducing the number of trucks traveling through Boerne.*

14. THE ILLUSTRATION OF AN "EXAMPLE FACILITY TYPE" DISPLAYED AT THE PUBLIC MEETING AND ONLINE SHOWS A 300-FOOT RIGHT-OF-WAY WITH FOUR LANES AND A GRASS MEDIAN. WHY CAN'T THE PROPOSED ROAD BE SMALLER THAN 300 FEET WITH FEWER LANES?

To provide the necessary *future capacity, the concepts presented in the study include a 300-foot right-of-way in order to preserve and protect enough land to be able to build a road that will accommodate car and truck traffic, as well as provide bicycle and pedestrian paths. In some cases, the 300 feet could be reduced based on constraints and local needs, but for planning purposes, a 300-foot right-of-way will be considered the "default" right-of-way for each of the concepts.*