



# Interactive Survey Results (November – December 2017)

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## Kendall Gateway Study

San Antonio District in cooperation with Kendall County and the City of Boerne

Kendall County, Texas

March 2018

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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## 1. Introduction

The Texas Department of Transportation (TxDOT), in cooperation with Kendall County and the City of Boerne, conducted an interactive online survey asking the public to share their thoughts and ideas on the transportation and mobility challenges facing Boerne and Kendall County. The survey was just one of the ways the “Study Team” (TxDOT, City of Boerne, and Kendall County) engaged people in the planning effort for the Kendall Gateway Study – a feasibility study.

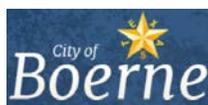
The goal of the Kendall Gateway Study is to identify viable transportation corridors to include in local and regional long-range planning. The Study was inspired by the need to address numerous concerns, including:

- Past, present, and future population growth;
- Traffic congestion;
- Lack of east-west corridors in the area; and
- Heavy traffic through downtown Boerne.

The Kendall Gateway Study is a data-driven planning project that is based on technical data (traffic data, environmental constraints, etc.), as well as public involvement and feedback. The final product will be a feasibility report that identifies recommended concepts to aid in local and regional long-range planning.



*Downtown Boerne*



## 2. Logistics and Outreach

The survey was available from November 8, 2017 to December 4, 2017 online at [txdot.gov](http://txdot.gov), keywords “Kendall Gateway Study”. It took approximately 5 to 7 minutes to complete, and was available online 24/7.

The survey was advertised via the following methods:

- **Open House** – An Open House was held for the Kendall Gateway Study on Wednesday, November 8, 2017. Approximately 163 project stakeholders attended the meeting. The survey was unveiled at the meeting and i-Pads were available at the meeting for attendees to complete the survey.
- **Palm Cards** – Palm cards were handed out at the November 8, 2017 Open House. The cards contained a link to the survey for those wishing to complete it later.
- **Go-to-Them Meeting** – On Monday, November 20, 2017, Study Team members were available in-person at the Patrick Heath Public Library (451 N. Main St., Boerne, Texas) for a three-hour period to help community members complete the survey.
- **Email Notifications** – On November 17, 2017, an invitation email was sent to individuals included on the Study’s Stakeholder Database. A second email was sent to these individuals on November 27, 2017, extending the survey commenting period through December 4, 2017 (originally ended on November 27, 2017).
- **Website Postings** – A link to the survey was published on TxDOT’s website at <http://www.txdot.gov/inside-txdot/projects/studies/san-antonio/kendall-gateway-study.html>.
- **Media** – An article describing the survey was posted on November 17, 2017 in the Boerne Star newspaper.

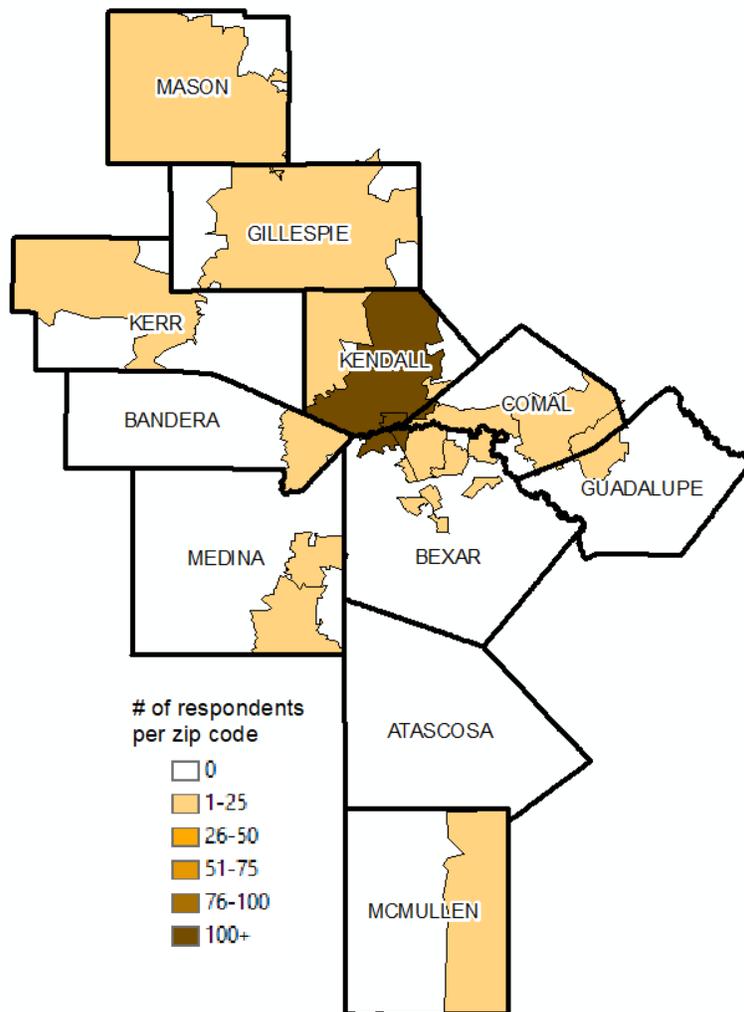


*Interactive Survey Station at the Open House*

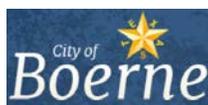
### 3. Survey Summary

Kendall Gateway Study stakeholders weighed in with their opinions on transportation and mobility challenges in the Boerne and Kendall County study area. There was a total of 1,124 participants in the survey, and an additional 711 persons who opened the survey link but never progressed to the next screen.

Most participants (approximately 97 percent) were residents of the City of Boerne and/or Kendall County, with only approximately 3 percent residing in other areas (**Figure 1** and **Table 1**).



*Figure 1: Residency Locations of Survey Participants*

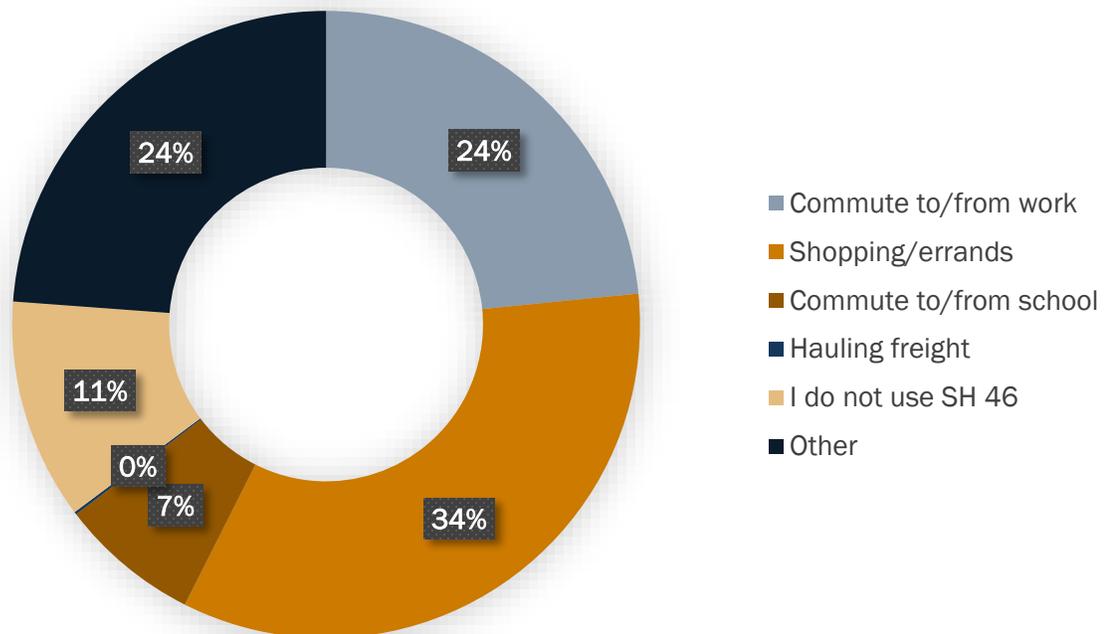


**Table 1: Residency Locations of Survey Participants**

County	Zip Code(s)	# of Survey Participants*	% of Survey Participants
Bandera	78063	1	0.1%
Bexar	78201	8	1.1%
Collin	75013	2	0.3%
Comal	78130, 78132, 78163	4	0.5%
Gillespie	78624	1	0.1%
Kendall	78004, 78006, 78013, 78015	708	97.1%
Kerr	78025	1	0.1%
Mason, Menard	76856	1	0.1%
McMullen	78007	1	0.1%
Medina	78009, 78016	2	0.3%

\*395 of the survey participants did not provide their zip code.

When asked, “What is your primary reason for traveling on SH 46.”, the largest percentage of participants (approximately 34 percent) said it was for shopping and running errands. Another large percentage (approximately 24 percent each) use State Highway (SH) 46 for: (1) commuting to and from work, and (2) for other undisclosed reasons (Figure 2).



**Figure 2: Reasons for Traveling on SH 46**

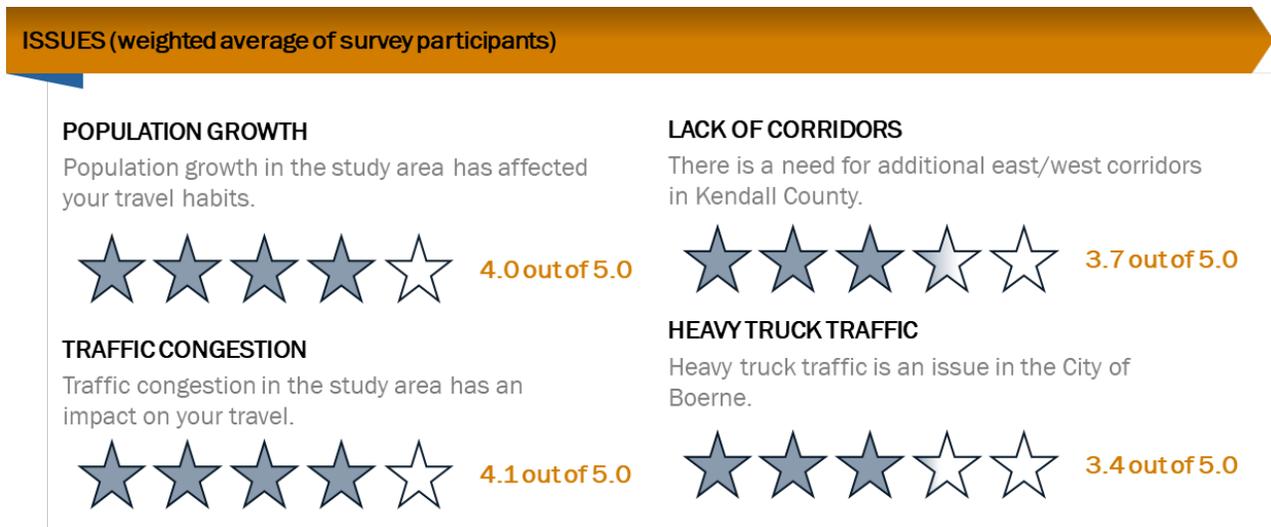


### 3.1 Issues and Goals

Participants were asked to rate a list of issues and goals on how well they thought each capture and address the issues facing the Boerne and Kendall County community. Each issues and goal were rated on a scale of 1 to 5, with 1 representing the least important and 5 representing the most important.

#### Issues

Of the issues provided, participants ranked traffic congestion (4.1 out of 5.0) and population growth (4.0 out of 5.0) as the most important issues in the study area. Heavy truck traffic was ranked with the lowest score (3.4 out of 5.0) (**Figure 3**).



*Figure 3: Importance of Issues in the Study Area*

Participants were also given the opportunity to provide comments on each issue. A representative of comments received during this question are presented below. A complete listing of comments is provided in **Appendix A**.



## Population Growth

- “Especially true on south side.”
- “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.”
- “Population growth is not the problem. Inefficient movement of people is the problem.”

## Traffic Congestion

- “Area in front of Champion [High School] is a mess.”
- “Ammann entrance onto [SH] 46 is terrifying.”
- “I try to avoid areas near the H-E-B on west Blanco near IH 10.”
- “The traffic surrounding Herff Ranch Boulevard all the way to Herff Ranch Road is ridiculous!”
- “Congestion would be substantially reduced if all SH 46 westbound trucks to I-10 were diverted...down [FM] 3351.”
- “Primarily on [SH] 46 east of Boerne and on Main Street.”
- “Widen already placed roads and travel would flow more easily.”

## 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.”
- “What about widening the existing corridors – adding turn lanes where appropriate?”
- “Yes, there is a need but NOT through the middle of quiet rural areas that would be ruined if a corridor is bulldozed through.”
- “Need more access routes into San Antonio.”
- “There needs to be an established and enforced truck route around Boerne.”
- “There needs to be more north-south corridors other than Main St. and School St.”

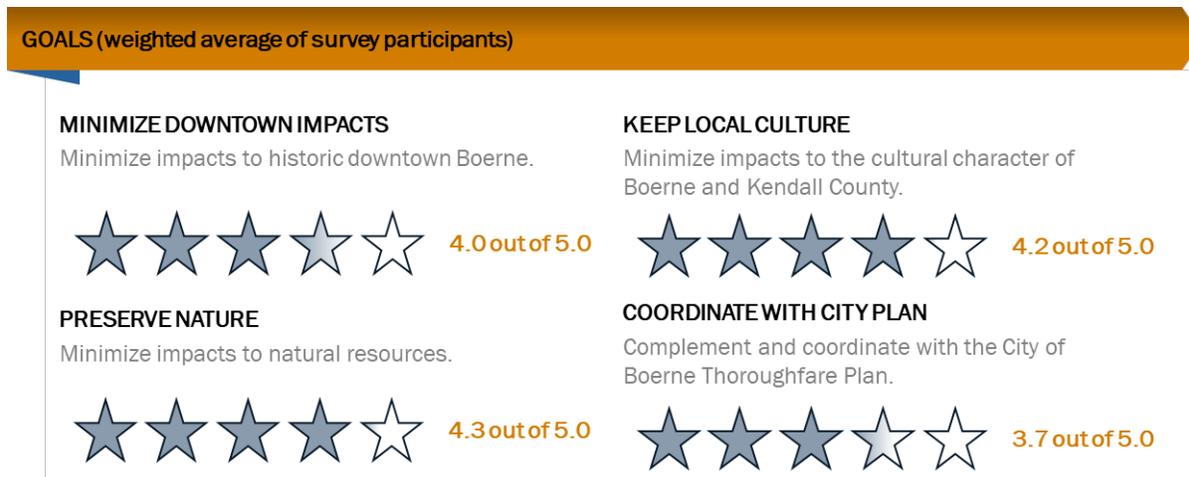
## Heavy Truck Traffic

- “River Road and Main Street (downtown) is especially a problem.”
- “By banning through truck traffic in the middle of Boerne, we would greatly reduce noise, pollution, and traffic, making it overall a much more pleasant town again.”
- “Route them around Boerne, not through it!”



## Goals

Participants were also asked to rate project goals identified by the public for development of future transportation projects within the study area. All the goals were ranked high in importance, with preserving nature being the most important (ranked 4.3 out of 5.0), and coordinating with the City of Boerne's Thoroughfare Plan as the least important (ranked 3.7 out of 5.0) (**Figure 4**).



*Figure 4: Importance of Project Goals in the Study Area*

Like for issues, participants were given the opportunity to provide comments on each project goal. A representative of comments received are presented below, while a complete listing is provided in **Appendix A**.

### 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...”
- “Historic Downtown should be left as that...historic.”

### Preserve Nature

- “Protect our water recharge areas.”
- “Water quality is a big concern.”
- “We need parks, green spaces, and play areas for children to explore.”
- “Roads in undeveloped areas just lead to sprawl and degradation of open space and scenic views.”
- “Avoid new construction over areas like Cascade Caverns.”

### 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.”
- “This will only happen if pass-through traffic can move more easily.”

### 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.”
- “Local plans should take priority; county or state plans should be based on/expand from local plans.”

## 3.2 Tradeoffs

The survey asked participants to prioritize the issues they think are most important for the Kendall Gateway Study by sharing their opinions on a set of provided “tradeoffs”. The results of this poll are summarized in **Figure 5**.

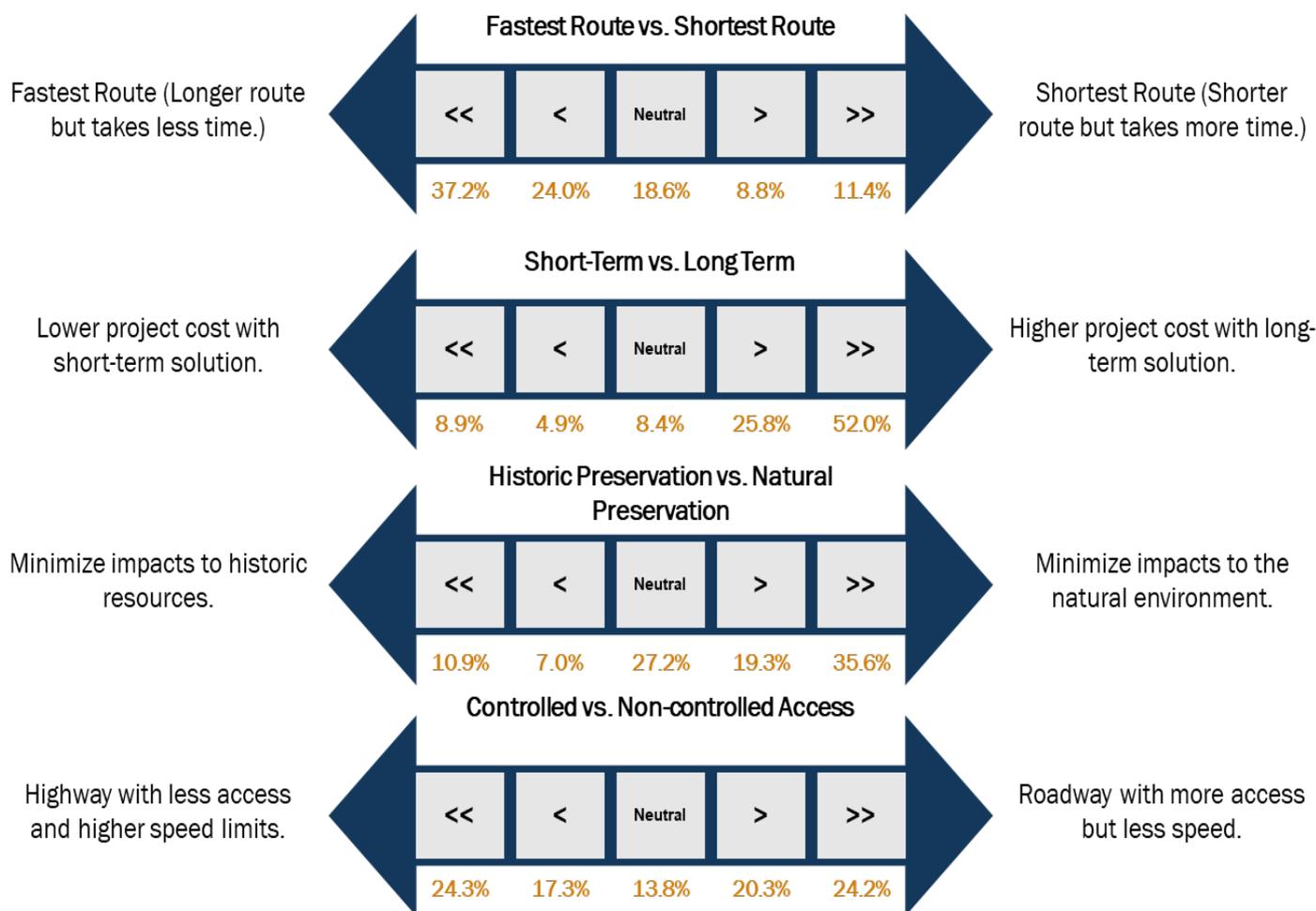
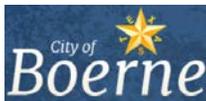


Figure 5: Tradeoffs of Concept Design Options



Most participants (approximately 61.2 percent) said they would prefer a faster route that is longer in length versus a shorter route that takes more time. Over three-quarters of participants (approximately 77.8 percent) said they would prefer a concept with a higher project cost that addressed study area issues in the long-term, rather than a concept with a lower project cost that only addresses issues in the short-term.

Around half of the participants (approximately 54.9 percent) prefer to minimize impacts to the natural environment, rather than minimizing impacts to historic resources. However, over a quarter of respondents (approximately 27.2 percent) were neutral to this question and did not choose one tradeoff over the other.

The last tradeoff involved the preference of designing a controlled-access facility (e.g. a highway with less access and higher speeds) versus a non-controlled-access facility (e.g. a roadway with more access but less speed). Responses to this tradeoff were nearly the same, with approximately 41.6 percent of participants preferring a controlled-access facility, and approximately 44.5 percent of participants favoring a non-controlled-access facility.

Participants were also allowed to submit additional comments on the tradeoffs. A representative of comments received is summarized below; a complete listing of comments is included in **Appendix A**.

#### **Fastest Route vs. Shortest Routes**

- “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.”

#### **Short-Term vs. Long-Term**

- “I think the best objective is to build low-cost short-term improvements that are designed to facilitate future improvements.”
- “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 investigation appropriately.”

#### **Historic Preservation vs. Natural Preservation**

- “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.”

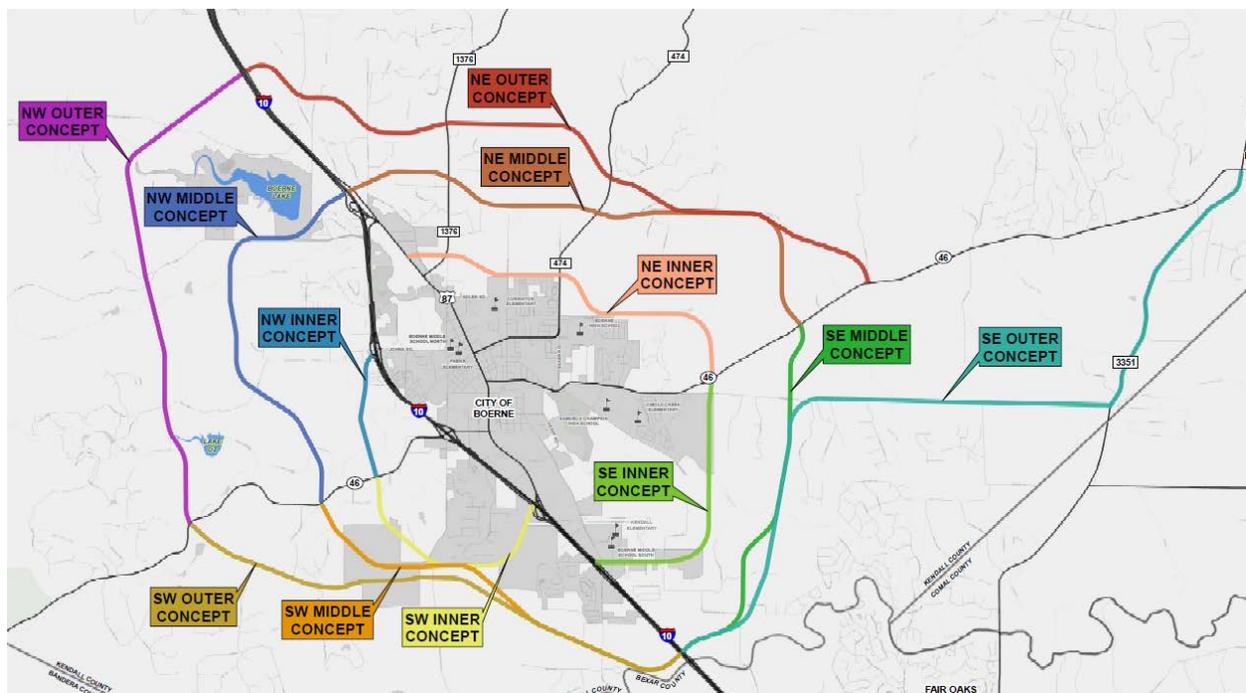


### Controlled vs. Non-Controlled Access

- “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.”

### 3.3 Concept Responses

For this question, survey participants were asked to review the potential Kendall Gateway Study roadway concepts and respond if they believe they should or should not be a priority. A total of 728 survey participants responded to this question. There were three concepts presented in each of the Northeast, Northwest, Southeast, and Southwest quadrants, as shown in **Figure 6**.



*Figure 6: Overall Concept Map*

Potential constraints of each concept were provided to help users make their responses, including potential acres of new right-of-way (ROW) required, number of stream crossings, number of acres within the floodplain, and estimated number of potential residential or commercial impacts.

The results of this question, including the number of participants who responded “yes” (i.e. they believe the concept should be a priority) and “no” (i.e. they do not believe the concept should be a priority) is summarized in **Table 2**.



**Table 2: Concept Preference**

Map Quad	Concept	“Should this be a priority?” # of Participants		
		“Yes” (“Priority”)	“No” (“Non-Priority”)	No Response (“Neutral”)
Northwest	NW Outer	132 (18%)	183 (25%)	413 (57%)
	NW Middle	166 (23%)	167 (23%)	395 (54%)
	NW Inner	140 (19%)	140 (19%)	448 (62%)
Northeast	NE Outer	148 (20%)	190 (26%)	390 (54%)
	NE Middle	194 (27%)	172 (24%)	362 (50%)
	NE Inner	258 (35%)	166 (23%)	304 (42%)
Southwest	SW Outer	123 (17%)	173 (24%)	432 (59%)
	SW Middle	166 (23%)	157 (22%)	405 (56%)
	SW Inner	146 (20%)	131 (18%)	451 (62%)
Southeast	SE Outer	137 (19%)	241 (33%)	350 (48%)
	SE Middle	299 (41%)	196 (27%)	233 (32%)
	SE Inner	307 (42%)	161 (22%)	260 (36%)

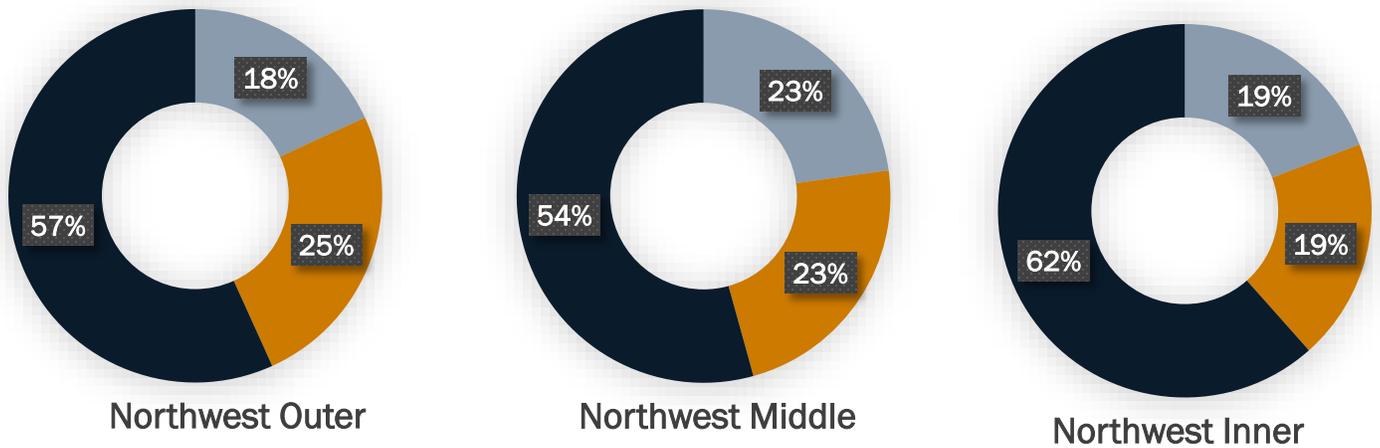
Out of the four quadrants, the largest number of responses was received for concepts in the Southeast Quadrant. The Northeast Quadrant received the second highest number of responses.

The concept that had the largest number of responses as a priority concept was the Southeast Inner Concept, followed by the Southeast Middle Concept. The Southeast Outer Concept received the largest number of responses as a non-priority concept, followed by the Southeast Middle Concept. The Northwest Inner Concept and Southwest Inner Concept received the fewest number of responses; these are considered more “neutral” concepts.

In the Northwest Quadrant, the majority of survey participants did not respond to this question. Out of the three concepts, the Northwest Middle Concept received the most responses as a priority (166 votes, 23 percent of participants), while the Northwest Outer Concept received the most responses as a non-priority (183 votes, 25 percent of participants) (**Figure 7**).



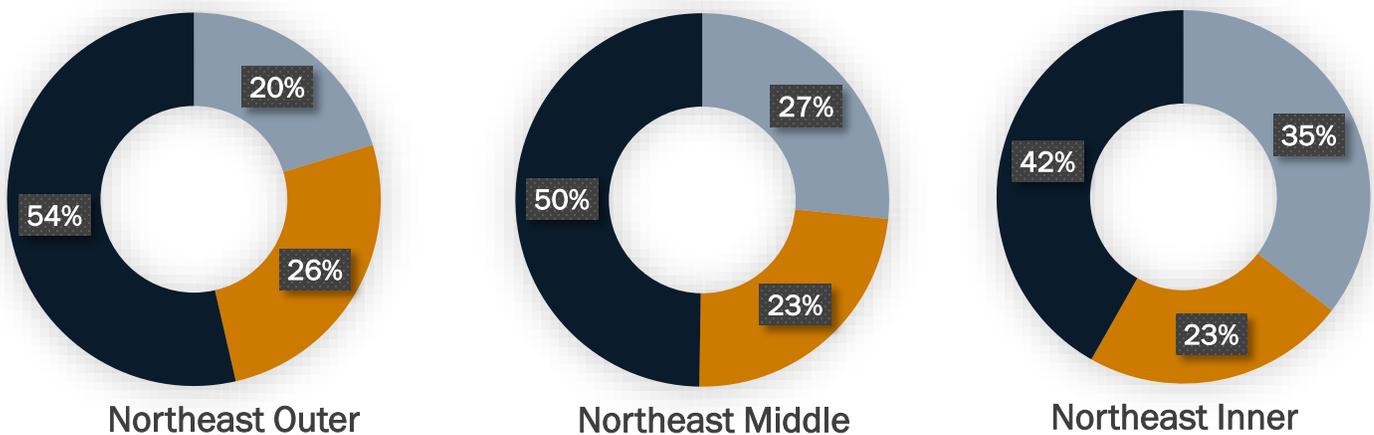
■ Priority ■ Non-Priority ■ Neutral



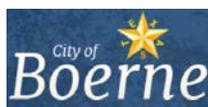
*Figure 7: Concept Preferences in the Northwest Quadrant*

In the Northeast Quadrant, most of the survey participants were neutral (i.e. did not provide a response) to the Northeast Outer Concept. The Northeast Inner Concept received the most responses as a priority concept (approximately 35 percent of survey participants'). All three concepts received a nearly equal number of responses as not being a priority (Figure 8).

■ Priority ■ Non-Priority ■ Neutral



*Figure 8: Concept Preferences in the Northeast Quadrant*



In the Southwest Quadrant, many participants were neutral to all three concepts (i.e. they did not respond to this question). None of the concepts received more than a quarter percentage of survey responses as either a priority or non-priority concept (Figure 9).

■ Priority ■ Non-Priority ■ Neutral

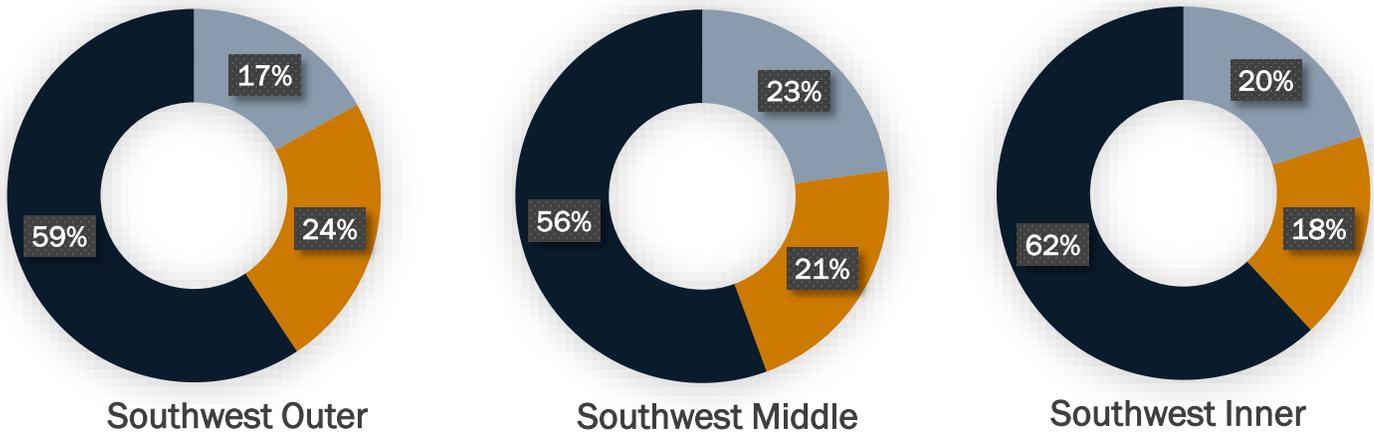


Figure 9: Concept Preferences in the Southwest Quadrant

In the Southeast Quadrant, a large percentage of survey participants chose the Southeast Middle Concept (approximately 41 percent) and Southeast Inner Concept (approximately 42 percent) as priority concepts. On the contrary, a much lower percentage of people chose the Southeast Outer Concept (approximately 19 percent) as a priority concept; this concept received the most number of responses as a non-priority concept (approximately 33 percent).

■ Priority ■ Non-Priority ■ Neutral

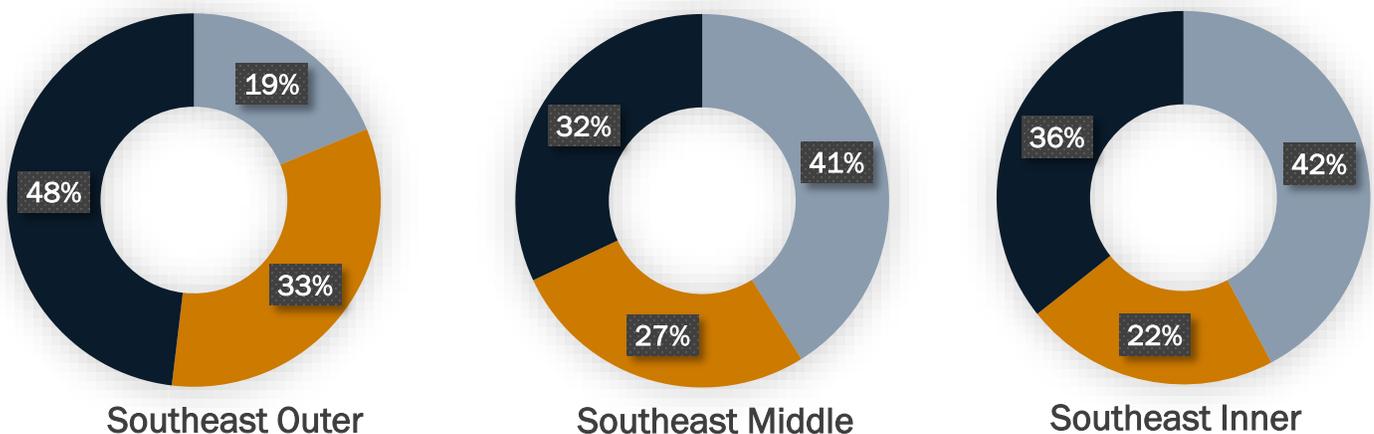
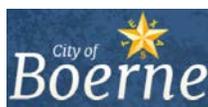


Figure 8: Concept Preferences in the Southwest Quadrant



Like the other questions, participants were given the opportunity to submit additional comments regarding the concepts; these are summarized below and included in **Appendix A**.

### **Northwest Outer Concept**

- “This would be much better for long term and much less “floodable” in catastrophic floods...”
- “This has the least disruption to where people have made their homes and business.”
- “Far out seems like it would be the best.”
- “This moves traffic further away from downtown.”

### **Northwest Middle Concept**

- “Too impactive on Boerne Lake area.”
- “This is necessary but lower priority than the SE and NE concepts.”
- “Too close to IH 10.”

### **Northwest Inner Concept**

- “I like this concept as a lower speed type route to compliment the outer loop.”
- “Keep traffic outside [of downtown], but as close in as possible.”
- “Best option to minimize access points on I-10 and environmental impacts.”

### **Northeast Outer Concept**

- “Northeast Outer concept appears to be the most needed route.”
- “There is no traffic here. Adding a highway would just bring more traffic.”
- “This MUST be done SOON! Traffic needs to get diverted OFF Boerne Main St. ASAP.”
- “Some of this land is habitat of Texas songbird. Also I am...concerned about residential impacts.”

### **Northeast Middle Concept**

- “Too much bicycle traffic, crooked road.”
- “Not needed if westbound traffic on 46E can take the southern bypass.”
- “Helps northeast communities to get to Boerne or farther northwest.”

### **Northeast Inner Concept**

- “This route of the 3 would do the most to relieve traffic congestion in Boerne.”
- “Too close to town.”
- “Not necessary. We already have adequate access with Adler and Esser/474 Road.”

### **Southwest Outer Concept**

- “Given long-term needs and cost and drainage, why wouldn’t you pick this one vs the one closer in?”
- “A larger loop is better due to the degree of anticipated growth.”
- “Yes, any option west of I-10 would be better.”



### Southwest Middle Concept

- “This option would appear to be the least expensive and have least impact to residential or commercial property.”
- “Too close to IH 10.”

### Southwest Inner Concept

- “This comes into IH10 too close to Boerne. Bypass needs to be farther south.”
- “Why does this concept connect at Bucee’s rather than opposite the SE Inner Concept?”

### Southeast Outer Concept

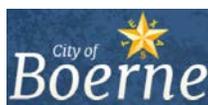
- “Not necessary because of easy access to I-10 from 46 via Ralph Fair.”
- “Too many stream crossings!! Too much disruption to the untouched natural landscape and open ranchland.”
- “There are at least two aquifer recharge zones within feet of, if not under, this route just west of Cibolo Ridge Trail.”
- “A seemingly better approach to divert Cordillera traffic off 46.”

### Southeast Middle Concept

- “Concept cutting through Kendall Pointe would destroy small community lifestyle.”
- “This route when connected to other quadrants does very little to relieve traffic congestion in Boerne.”
- “This is the best option, but I believe it should tie into Hwy 46 a little further east of Boerne.”
- “This would appear to be the least expensive option, while impacting fewer residential properties.”

### Southeast Inner Concept

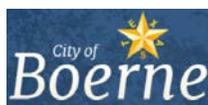
- “This would be a better option for quick access to 46 and the schools off 46.”
- “Construction of a road here would destroy a fragile environment and negatively affect homesteads.”
- “You have mapped this right over Cascade Caverns sink, a large cave on the west side of the Cascade Caverns property.”
- “This concept would allow it to connect with IH 10’s newest construction and help traffic flow.”



#### 4. Additional Comments

Lastly, the survey asked participants for additional comments on the Kendall Gateway Study. These are included in **Appendix A**.

Participants were given the opportunity to provide their email address to be added to the Study's stakeholder database and to receive updates throughout the project development process. As a result, 363 email addresses were collected and added to the database.



**Appendix A**  
**Comments Received**

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## Comments Matrix

No.	Date	Survey Section	Comment
<b>Issues &amp; Goals</b>			
1	11/9/2017	Issues- Population Growth	Especially true on south side.
2	11/10/2017	Issues- Population Growth	City of Boerne pushed growth east along 46 and south along 10 without a thought for cars on the road. We travel west and south and can avoid the unfortunate mess of 46.
3	11/10/2017	Issues- Population Growth	Particularly into San Antonio... fix that and 46 and Developmsnt halt before moving fwd... government influenced by greedy persists developers has gotten us here and if you don't slow growth then any bandwidth increase will only incentivize more development..
4	11/13/2017	Issues- Population Growth	I make plans to travel after 9 AM and return home before 4 pm.
5	11/14/2017	Issues- Population Growth	I purchased my property in the "south east quadrant" between Cascade Cavern and Old Fredericksburg Road so as to specifically avoid the population density and traffic as well as the traffic "by-ways". I did not want a major traffic "by-ways/arterials in my front or side yard!!
6	11/15/2017	Issues- Population Growth	Excessive density in development has been allowed and NOT controlled by city or county officials.
7	11/15/2017	Issues- Population Growth	Biggest time I avoid areas is during school traffic. I will go completely different routes.
8	11/15/2017	Issues- Population Growth	I conduct most of my shopping in Bulverde due to the traffic and congestion on 46 to get into Boerne. Basically, spending my tax dollars in another city/county.
9	11/15/2017	Issues- Population Growth	Traffic on 46East is horrible and dangerous. Visibility when turning from Los Indios onto 46 is a nightmare
10	11/15/2017	Issues- Population Growth	It is taking longer to get to places due to slow traffic especially at certain times.
11	11/15/2017	Issues- Population Growth	Growth eastward along hwy 46 has increased traffic with minimal routes to connect to I10.
12	11/16/2017	Issues- Population Growth	Too many houses are being built.
13	11/16/2017	Issues- Population Growth	The manpower and time put into planning our roads should have resulted in less traffic and roads being built BEFORE developments and companies were brought into Boerne.
14	11/17/2017	Issues- Population Growth	Traffic congestion is terrible especially at 46 and 10.
15	11/17/2017	Issues- Population Growth	Way too much lobby strength by the developers. It is wrong for the developers to hold local districts hostage to their legislative influence!
16	11/17/2017	Issues- Population Growth	TXDOT has not managed the traffic lights to meet the additional growth, which causes vehicle to set at traffic lights for extended periods, wasting fuel and time. Poor management. In addition, TXDOT has torn up exit/entry ramps, built new ones that were not designed correctly and required them to be torn up again. Waste of manpower and money.
17	11/17/2017	Issues- Population Growth	IH-10 south bound congestion at Leon Springs has caused my travel time to work to increase from 32 minutes to 45 minutes in the mornings. In the evenings, traffic congestion northwest bound has caused me to sue service road from 1604 north to the Dominion-on ramp

## Comments Matrix

No.	Date	Survey Section	Comment
18	11/18/2017	Issues- Population Growth	Being retired, we never leave the house before 0900 hours due to school traffic on Cascade Caverns Rd.
19	11/18/2017	Issues- Population Growth	Primarily on Hwy. 46 east of Boerne
20	11/19/2017	Issues- Population Growth	The city/county addressed the traffic needs we had on the north side by the Herff Rd. improvement.
21	11/19/2017	Issues- Population Growth	Had to change my work schedule because coming from San Antonio to Boerne now takes twice as long
22	11/20/2017	Issues- Population Growth	Too many homes being built without the infrastructure fixed first.
23	11/20/2017	Issues- Population Growth	People do not observe the speed limits. We need more police to ticket, and then maybe people will slow down and be polite.
24	11/20/2017	Issues- Population Growth	Population growth, hhighly encouraged by both city and county officials, is the primary problem affecting all else. If officials choose not to place some controls on it, we all suffer. At this rate, I will soon be looking for somewhere else to live.
25	11/20/2017	Issues- Population Growth	I now avoid using I 10. I use traffic aps to find alternate routes. I plan my weekends to stay at home
26	11/20/2017	Issues- Population Growth	Subdivisions are too dense. Require larger lots in new developments.
27	11/20/2017	Issues- Population Growth	Yes, I stay off the main streets and take my shortcuts down School street, Herff Road, Oak park.
28	11/21/2017	Issues- Population Growth	It makes me consider alternate routes avoiding Main Street
29	11/23/2017	Issues- Population Growth	Need more regulations for low density housing or require all households to have a resident that works in Kendall County. No more large KB-like subdivisions.
30	11/25/2017	Issues- Population Growth	Growth allowed has been too fast and with little regard to actual impact.
31	11/25/2017	Issues- Population Growth	Particularly around school drop off and pickup times.
32	11/25/2017	Issues- Population Growth	Particularly around area schools.
33	11/25/2017	Issues- Population Growth	Stop letting Home Builders and Businesses buy properties, to build new homes and strip centers. People that have gone to school here and have lived here most of their lives, see their town grow into a suburb of San Antonio. It sickens me. By letting "big business" come in and build, they have put small, home town businesses out of business. Yes it created jobs, but all those jobs wouldn't have been needed if you wouldn't have let Home Builders come in and start buying up land to build big neighborhoods
34	11/26/2017	Issues- Population Growth	poses a serious problem with no relief in sight
35	11/26/2017	Issues- Population Growth	I plan my travel to avoid traffic congestion at specific times of the day.
36	11/27/2017	Issues- Population Growth	Agreed.

## Comments Matrix

No.	Date	Survey Section	Comment
37	11/27/2017	Issues- Population Growth	Why allow building permits for subdivisions when you know that the infrastructure and roads can't handle the growth already here. Original roads should've been widened years ago. Taking people's land for new roads that don't even exist, such as putting in a bypass is completely illegal due to the roads benefiting a builder. Texas Law!!!! Boerne has crooked people in office who don't give a crap to landowners who have lived in the town for over 25 years. It's disgusting what has happened to this town.
38	11/27/2017	Issues- Population Growth	The rapid growth of new homes east of Boerne, with 46 East being the only route to/from Boerne, has, and will continue to create tremendous traffic congestion on 46. It will become a true nightmare when the redevelopment begins shortly...
39	11/28/2017	Issues- Population Growth	Too much commercial residential development
40	11/28/2017	Issues- Population Growth	The powers that be for the city of Boerne have allowed unrestricted growth to destroy the quiet small city that most of us moved here to enjoy. Growth is inevitable but the speed with which the growth is being allowed is unforgivable
41	11/28/2017	Issues- Population Growth	Uncontrolled growth is ruining the quiet Boerne most of us moved here to enjoy. Some growth is inevitable but it needs to be slower
42	11/28/2017	Issues- Population Growth	School traffic has slowed my commute time unless I time my trips to avoid those times of congestion.
43	11/28/2017	Issues- Population Growth	After living in Boerne for 21 years, I MOVED because of the traffic and overcrowding! Our Commissioner's Court never says "NO" to any developer. They ruined Boerne. I left.
44	11/28/2017	Issues- Population Growth	Population growth is not the problem. Inefficient movement of people is the problem.
45	11/30/2017	Issues- Population Growth	Exit 543 construction during the past 2 years has caused me to consider alternate routes because of the lack of travel management during construction. In fact, TXDOT gets a "F" grade because it appears no thought was given to enhancing traffic flow during the construction. The traffic light is grossly out-of-sync with typical traffic load, resulting in long wait periods for non-existent traffic to flow while sitting, sitting, sitting for the light to turn green. Dozens of cars will wait and wait. Contracts need to include an incentive clause for traffic flow enhancement during construction.
46	11/30/2017	Issues- Population Growth	I live on the North end of town, and traffic hasn't changed.
47	12/1/2017	Issues- Population Growth	Not really. There are no alternatives
48	12/2/2017	Issues- Population Growth	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.
49	12/2/2017	Issues- Population Growth	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.No toll roads!!
50	12/4/2017	Issues- Population Growth	It could be eased if we quit allowing massive development of commercial and residential properties in this area... "If you build it they will come"
51	11/8/2017	Issues- Traffic Congestion	I avoid town at all cost.

## Comments Matrix

No.	Date	Survey Section	Comment
52	11/9/2017	Issues- Traffic Congestion	Area in front of champion hs is a mess. Ammann entrance on to 46 is terrifying.
53	11/9/2017	Issues- Traffic Congestion	Many times I have to wait through two light cycles at 46 & 10.
54	11/10/2017	Issues- Traffic Congestion	I am retired so I try to do all my San Antonio errands between 10 am and 3 pm.
55	11/10/2017	Issues- Traffic Congestion	I try to avoid areas near the H-E-B on west Blanco near IH I10.
56	11/15/2017	Issues- Traffic Congestion	Definitely. Often the times needed to travel for many are the worst. Again due to poor planning by city and county officials.
57	11/15/2017	Issues- Traffic Congestion	46 school traffic for both elementary and high school is horrible! we need another artery besides 46 coming in and out of Boerne.
58	11/15/2017	Issues- Traffic Congestion	See previous comments. Too many subdivision have been allowed to litter this corridor making it unsafe. Large trucks from the various developments make it dangers to people using the road and existing land owners and businesses on it!
59	11/15/2017	Issues- Traffic Congestion	We no longer go to Boerne during certain hours during the day and on weekends, avoid it all together.
60	11/15/2017	Issues- Traffic Congestion	Yes, especially when schools let out.
61	11/15/2017	Issues- Traffic Congestion	Morning traffic on 46 near town is an issue in both directions. As growth along 46 continues it is getting worse.
62	11/15/2017	Issues- Traffic Congestion	Too many houses being built before there are roads and schools capable of taking care of the number of people. And not enough water ever for the number of people being brought in.
63	11/16/2017	Issues- Traffic Congestion	Stop building houses and finish the construction on I10 and the traffic will get better.
64	11/16/2017	Issues- Traffic Congestion	Road conditions in Boerne are about 10 years behind population growth.
65	11/16/2017	Issues- Traffic Congestion	It determines when I plan on leaving and moving around Boerne due to traffic when Champion HS lets out, as well as everyone coming home from the middle schools.
66	11/16/2017	Issues- Traffic Congestion	The traffic surrounding Herf Ranch Boulevard all the way to Herf Ranch Rd is ridiculous!! On a normal day, around 7:30 to 9 am, it wi take 30 min to get from the first light, coming into Boerne on 46 from Bergheim, until you get to Herf Rd. And it starts up again around 4pm to 6:30. Sometimes this time is greater.
67	11/17/2017	Issues- Traffic Congestion	main street is much busier and now many smaller neighborhood streets are beginning to see increases in thru traffic.
68	11/17/2017	Issues- Traffic Congestion	46 and 10 horrible. I can't avoid. I live on 46.

## Comments Matrix

No.	Date	Survey Section	Comment
69	11/17/2017	Issues- Traffic Congestion	Congestion could be substantially reduced if all SH-46 westbound trucks to I-10 were diverted (NO through-town traffic on 46 ) down 3351. Eastbound SH46 truck traffic likewise sent to 3351. Yeah, they are inconvenienced, but they pose a grave safety hazard in town. Furthermore, in the current state for traffic it would have helped to put Herff Rd through to I-10 at Main; between bank and Verizon. It was extremely short sighted to drop all that traffic onto Main when the potential exists to take it straight to I-10.
70	11/17/2017	Issues- Traffic Congestion	Fair oaks ranch has limited entry/exit roads in and out of the city. Ralph Fair and Fair Oaks Parkway at I10 have heavy traffic. So have started using Dietz. However they are now putting in a school and additional churches. So that road will also be impacted. Very difficult and time consuming to get out of the city of Fair Oaks. We do NOT need additional traffic coming down those roads by non FOR residents.
71	11/17/2017	Issues- Traffic Congestion	Much of the congestion is due to bad planning (ie. start & finish times during peak traffic periods). Entry & exit locations from access road selection has caused backups on IH-10 and the roads going east-west between them. Signal lights timing is not correct, making vehicles set for extended periods.
72	11/17/2017	Issues- Traffic Congestion	IH-10 south bound congestion at Leon Springs has caused my travel time to work to increase from 32 minutes to 45 minutes in the mornings. In the evenings, traffic congestion northwest bound has caused me to use service road from 1604 north to the Dominion-on ramp
73	11/18/2017	Issues- Traffic Congestion	With the hundreds of new folks moving to Kendall Co. the traffic is bad and will get much worse. You know this. Not good.
74	11/18/2017	Issues- Traffic Congestion	Hwy 46 between HEB and Chili's is a disaster. The lines at time block the HEB exits
75	11/18/2017	Issues- Traffic Congestion	For the past 12 years I have commuted from Boerne to San Antonio. Although the drive has become longer by an average of 10 minutes each way, the traffic in Boerne is on congested in a very small region such as the overpass bridge of 46/I-10 as well as Cascade Caverns Road.
76	11/18/2017	Issues- Traffic Congestion	Primarily on Hwy 46 east of Boerne and on Main Street
77	11/18/2017	Issues- Traffic Congestion	Some of the congestion is due to construction- road & building.
78	11/19/2017	Issues- Traffic Congestion	I10 needs more, useable lanes. Not HOV lanes.
79	11/19/2017	Issues- Traffic Congestion	Work at the intersection of IH10 and Cascades Caverns is the only thing that has changed my driving habits. If 2 turning lanes had been added 5 years ago, this would not have reached the congestion it had.
80	11/19/2017	Issues- Traffic Congestion	Too much traffic of HWY 46 East with all the schools and new neighborhood housing construction. Main Street is ridiculous! Can't safely make a left hand turn.
81	11/20/2017	Issues- Traffic Congestion	SH 46 at Esser/Herff Rd is horrible. 46 needs to be widened.

## Comments Matrix

No.	Date	Survey Section	Comment
82	11/20/2017	Issues- Traffic Congestion	The neighborhoods need to stop being developed in mainly one direction. The traffic can be unbearable.
83	11/20/2017	Issues- Traffic Congestion	I leave for work at 5AM and return at 4 to avoid traffic.
84	11/20/2017	Issues- Traffic Congestion	require traffic studies (with suggestions or offers to minimize congestion) before permitting a subdivision
85	11/20/2017	Issues- Traffic Congestion	I commute in from New Braunfels. The congestion at Amman Rd can cause inconsistent scheduling for early appointments. I'm not ever sure what the wait time will be on any given weekday.
86	11/20/2017	Issues- Traffic Congestion	Not so much because I try to stay home using high traffic times.
87	11/22/2017	Issues- Traffic Congestion	Downtown is a mess
88	11/23/2017	Issues- Traffic Congestion	Need more regulations for low density housing or require all households to have a resident that works in Kendall County. No more large KB-like subdivisions.
89	11/25/2017	Issues- Traffic Congestion	Mainly during school start/end hours
90	11/25/2017	Issues- Traffic Congestion	Particularly during school drop off and pickup times around area schools.
91	11/26/2017	Issues- Traffic Congestion	traffic is definitely an issue on 46 in and out of Boerne. You must add 2 hrs a day to travel time. unacceptable
92	11/26/2017	Issues- Traffic Congestion	I travel at low congestion times.
93	11/27/2017	Issues- Traffic Congestion	Agreed
94	11/27/2017	Issues- Traffic Congestion	Widen already placed roads and travel would flow more easily.
95	11/27/2017	Issues- Traffic Congestion	the Hwy 46 traffic east of Boerne (around Champion HS) has become very bad. Additional traffic lights were necessary, but slow things down.
96	11/28/2017	Issues- Traffic Congestion	South of downtown and downtown pretty crowded
97	11/28/2017	Issues- Traffic Congestion	Too many people, too many cars, not enough roads to handle it all
98	11/28/2017	Issues- Traffic Congestion	Too many people, too many cars
99	11/28/2017	Issues- Traffic Congestion	As noted on the previous question, yes.
100	11/28/2017	Issues- Traffic Congestion	I lived 3 miles from HEB. Got too difficult to get there and then there may not be a place to park. I left Boerne because of overcrowding.

## Comments Matrix

No.	Date	Survey Section	Comment
101	11/28/2017	Issues- Traffic Congestion	Again, congestion is the product of people moving in many directions at the same time. We don't need more roads for more cars, we need a more efficient way to move many people at the same time. A primary component of the traffic congestion issues in Boerne surround children going to school (by private vehicle) at the same time parents are travelling to work. If more children were able to safely walk to appropriately located schools or encouraged to ride the bus, there would be less vehicles on the road and therefore less congestion. Same would be true to adult commuters. Mass Transit!
102	12/2/2017	Issues- Traffic Congestion	Traffic is growing faster than the supporting infrastructure. Example: Boerne's main intersection at SH 46 and IH 10. Conditions approaching gridlock exist there in the evenings. SH 46 on the east side of Boerne is also heavily congested. People move to Boerne to escape San Antonio congestion, not to see it recreated.
103	12/2/2017	Issues- Traffic Congestion	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.
104	12/2/2017	Issues- Traffic Congestion	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.No toll roads!!
105	12/4/2017	Issues- Traffic Congestion	It could be eased if we quit allowing massive development of commercial and residential properties in this area... "If you build it they will come"
106	11/9/2017	Issues- Lack of Corridors	I see that 46 & 10 access is being fixed but 87 south really needs to be addressed too.
107	11/9/2017	Issues- Lack of Corridors	I believe the solution should be to expand 46 as has been done with 1604. Expand the lanes, build overpasses, exit and entrance ramps, etc. so 46 becomes a major thoroughfare.
108	11/10/2017	Issues- Lack of Corridors	There is a need for a whole plan that includes n/s and e/w corridors. Primarily in my driving experience the heavy traffic comes from the east and is going south. Perhaps what's needed are ways to move that traffic south other than Herff and Main St.
109	11/10/2017	Issues- Lack of Corridors	Slow down broth intentionally until this is funded and done.
110	11/12/2017	Issues- Lack of Corridors	You don't need more roads! You need passing lanes on Highway 46. Instead of building roads across ranch land and over caves (hello! there are dozens of caves down the Cibolo creek) you could just widen the roads we already have.
111	11/14/2017	Issues- Lack of Corridors	More options for routes around the developed areas of Boerne are needed. Care must be taken to makes these routes far enough away as to not impact the small-town rural feel of the city including many of the ranches around the city center.
112	11/14/2017	Issues- Lack of Corridors	I understand the traffic patters. those corridos should not infringe on the peaceful enjoyment of the rural lifestyle afforded outlying homes and, farms and ranches. those corridors can take the traffic load off the current road system while staying as closer to the more dense population areas while accommodating the rerouting of the additional traffic causing a northerly turn as close in to the east side Boerne as reasonably possible.
113	11/15/2017	Issues- Lack of Corridors	The current corridors are perhaps adequate in terms of location but not in design or size.

## Comments Matrix

No.	Date	Survey Section	Comment
114	11/15/2017	Issues- Lack of Corridors	See prior comments... plus existing corridor insufficient to a city/town that has not planned well for growth for schools, utilities, etc.
115	11/15/2017	Issues- Lack of Corridors	All the way from Bergheim to Pipe Creek. Extremely dangerous, narrow, winding lanes.
116	11/15/2017	Issues- Lack of Corridors	Turning on and entering Hwy. 46 has become more dangerous over the last 3 years. Hwy. 46 needs to be 4 lanes with more turn lanes.
117	11/15/2017	Issues- Lack of Corridors	46 is the only corridor for all the new residential areas to access I10. Choke point at Herff and also at Main intersection.
118	11/15/2017	Issues- Lack of Corridors	we don't need more roads. we need less density in future development.
119	11/15/2017	Issues- Lack of Corridors	Ralph fair road is already an option .
120	11/15/2017	Issues- Lack of Corridors	Yes there is a need but NOT through the middle of quiet rural areas that would be ruined if a corridor is bulldozed through. North or boerne or using Ralph fair road if the only sensible thing to do. Ralph fair is already a major road. Making it four lanes would take a minimum financial outlay as well as minimal impact on the neighboring areas.
121	11/16/2017	Issues- Lack of Corridors	This is not a problem for me.
122	11/16/2017	Issues- Lack of Corridors	This depends on where the lead.
123	11/17/2017	Issues- Lack of Corridors	Need more access routes into San Antonio.
124	11/17/2017	Issues- Lack of Corridors	There are sufficient corridors now. TXDot needs make better use of those that exist, not carve up property to satisfy what developers messed up.
125	11/17/2017	Issues- Lack of Corridors	There seems to be no coordination between job sites, which causes one construction site to adversely impact the next. It this a coordinated project between the Blanco exit in Boerne going south to Ralph Fair Road? If it is, you could sure not tell it from how they are compounding problems up and down IH-10.
126	11/17/2017	Issues- Lack of Corridors	North of Boerne would be the best alternative. Using RT 46 is busy but not a problem.
127	11/17/2017	Issues- Lack of Corridors	North/South Corridors also.
128	11/17/2017	Issues- Lack of Corridors	a southerby-pass from hwy 46 west to IH 10 northbound and 46 west at IH-10...make it a parkway not a roadway with no access for anything but residences, no service roads...parkway ala Wurzbach Pkwy in SA from IH-35 to NW Military Hwy
129	11/18/2017	Issues- Lack of Corridors	Yes. Following Hwy. 46 through Boerne is no fun.
130	11/18/2017	Issues- Lack of Corridors	The real need is to provide traffic on east Hwy 46 with better access to SA and Kerrville
131	11/18/2017	Issues- Lack of Corridors	Cibolo Nature Center should be used BEFORE homes are disturbed. They have made a handsome profit on their sale to developing, now let them help support what they brought in.
132	11/18/2017	Issues- Lack of Corridors	What about widening the existing corridors- adding turn lanes where appropriate?

## Comments Matrix

No.	Date	Survey Section	Comment
133	11/19/2017	Issues- Lack of Corridors	We need a relief route for hwy 46 east of boerne but I strongly disagree with placing a highway over portions of cascade caverns. I feel that the proposed loop needs to be further out from Boerne or by the time it's finished it will be insufficient & crowded.
134	11/19/2017	Issues- Lack of Corridors	More lanes are needed on I10. Functional, mass use lanes. Not HOV lanes.
135	11/19/2017	Issues- Lack of Corridors	Past studies have shown that 60% of traffic from SH46 commutes south. Another percent goes into Boerne, to HEB or other destinations along Main. While it was not readily displayed, your own study shows that south bound traffic on SH 46 turns on to 3351 and west bound traffic on SH46, now turns on to Herff Rd and the new cut-off, before reaching Main St. . Showing that 30% of traffic into Boerne turns north and 10% south, is misleading in that it fails to mention the amount of southbound traffic that has already turned on 3351 and Herff, giving the impression that most of the traffic is northbound, which is false. Why is that? One conclusion is that the city has been pushing for utilizing the ROW through Esperanza or adjoining developments, as well as the prospect of investors west of FM474. This does not make for good road planning.
136	11/19/2017	Issues- Lack of Corridors	What they really need are more lane on the 10
137	11/19/2017	Issues- Lack of Corridors	More business zones
138	11/20/2017	Issues- Lack of Corridors	Depends on where they are located
139	11/20/2017	Issues- Lack of Corridors	There needs to be an established and enforced truck route around Boerne. Things are becoming dangerous.
140	11/20/2017	Issues- Lack of Corridors	46 is a problem that will get worse. Need an alternate route or bypass
141	11/20/2017	Issues- Lack of Corridors	There needs to be more north - south corridors other than Main St. and School St .
142	11/20/2017	Issues- Lack of Corridors	Especially between Boerne and Bergheim
143	11/20/2017	Issues- Lack of Corridors	Corridors are needed but not near our schools. Cascade Caverns road is not a good choice. Drop a little more south to Deitz-Elkhorn to loop around to 46 East.
144	11/22/2017	Issues- Lack of Corridors	1) no. there is a need to improve flow of traffic on to / off of the interstate where existing east-west corridors intersect 2) there is a need for a new north-south corridor for local traffic, vice I-10
145	11/22/2017	Issues- Lack of Corridors	1) we need an alternate north-south corridor 2) we need better access to I-10 at points where existing east-west corisors intersect
146	11/22/2017	Issues- Lack of Corridors	Not if it going to further destroy the beauty of the Hill Country and the Natural resourses. Stop the growth!!!!
147	11/23/2017	Issues- Lack of Corridors	We don't need more people coming in

## Comments Matrix

No.	Date	Survey Section	Comment
148	11/26/2017	Issues- Lack of Corridors	Kendall County absolutely needs a loop around Boerne and 46 must be 4 lane
149	11/26/2017	Issues- Lack of Corridors	Current E/W through the new Herff road to join Hwy 46 East extension and it's, soon to be, extension to join I10w is sufficient. The problem is that BISS insists on building in the E/W corridor areas. Recommend all new schools be on the west side of I10.
150	11/27/2017	Issues- Lack of Corridors	The area that they want the corridors built on will be tearing through/down family own houses and properties. If you want to improve the problem - stop selling to developers that build cookie cutter houses and improve the road system already in place.
151	11/27/2017	Issues- Lack of Corridors	Existing roads with easements already in place could be expanded to handle the increase in traffic such as Ralph Fair Rd.
152	11/27/2017	Issues- Lack of Corridors	Highway 46 should have been rerouted years ago and NOT connected on Main Street. Herff Road should have been a connection to 46 and not dumped more traffic on Main. TXDoT does not use foresight
153	11/27/2017	Issues- Lack of Corridors	NIMBY!!!
154	11/27/2017	Issues- Lack of Corridors	Boerne needs to widen already in place roads (HWY 46 and FM 3351), make these roads 4 lane. Taking people's land and putting a road through my parents and my home is completely unacceptable. May be just a structure to those with no heart and pockets being filled illegally, but it is a home to us. We have lived there for over 25 years. Home is where the heart is and any bypass through, or near our property would shatter ours!!!!!!! My parents are dealing with cancer at the moment and don't need this stress of possibly losing their home!!!!!!! It's completely disgusting that they were never informed and never received any word a proposed bypass would take some of their land and home.
155	11/27/2017	Issues- Lack of Corridors	There MUST be a workaround so that why 46 isn't the only option!
156	11/27/2017	Issues- Lack of Corridors	There arguably needs to be a loop that encircles Boerne so as to not direct additional traffic from outlying areas thru existing residential and commercial areas.
157	11/28/2017	Issues- Lack of Corridors	NO. do not traverse private property. Boerne has two east west thorofares
158	11/28/2017	Issues- Lack of Corridors	There is definitely a need but NOT through the middle of quiet country areas. Ralph Fair Road already has the necessary space to expand to four lanes to handle most of the traffic without destroying quiet neighborhoods
159	11/28/2017	Issues- Lack of Corridors	Needs to be corridors but through Ralph Fair to the south as it is already in place and theres room for four lanes. Far north Boerne to minimize destruction of quiet country neighborhoods
160	11/28/2017	Issues- Lack of Corridors	It would take some of the traffic using 1604 and put it on highway 46. That will only cause more traffic, congestion, and truck travel. We will be further destroying our hill country environment.

## Comments Matrix

No.	Date	Survey Section	Comment
161	11/28/2017	Issues- Lack of Corridors	Beginning in 1972 there was talk of a loop around Boerne to get traffic (diesel 18 wheelers, etc.) off of Main St. Never done. Boerne has been ruined! I left.
162	11/28/2017	Issues- Lack of Corridors	See Traffic Congestion comment. Corridors for the sake of convenience are not smart planning. This is a temporal issue, not a spatial issue.
163	11/28/2017	Issues- Lack of Corridors	The search for corridors will put great pressure on what is already diminishing green space
164	11/30/2017	Issues- Lack of Corridors	In our opinion, the more relevant need is an east/west highway from northern Kendall County (Comfort area) to the IH-35 corridor (perhaps somewhere north of San Marcos).
165	11/30/2017	Issues- Lack of Corridors	I feel like there is a strong need for another east/west state hwy. that needs to run parallel to the north of SH 46. I feel like it will be very beneficial to be situated between the Comfort area (I 10) & the San Marcus area (I 35).
166	12/2/2017	Issues- Lack of Corridors	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.
167	12/2/2017	Issues- Lack of Corridors	No toll roads!!Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.
168	12/3/2017	Issues- Lack of Corridors	The ship has sailed on this. There should have been impact fees and road corridors established 10 years ago.
169	12/3/2017	Issues- Lack of Corridors	Only on the North and East Side of Boerne
170	12/4/2017	Issues- Lack of Corridors	It could be eased if we quit allowing massive development of commercial and residential properties in this area... "If you build it they will come"
171	11/9/2017	Issues- Heavy Truck traffic	River Road and Main St. (downtown) is especially a problem.
172	11/10/2017	Issues- Heavy Truck traffic	I rarely go into Boerne.
173	11/10/2017	Issues- Heavy Truck traffic	City, county and TxDot knew 10 yrs ago the environmental hazards of trying to route truck traffic south over Cibolo creek. And it's still problematic as that is the preferred direction.
174	11/15/2017	Issues- Heavy Truck traffic	There is too much on Main Street and these trucks should be re-routed to 46 east BEFORE they even get to the Hwy 87 exit.
175	11/15/2017	Issues- Heavy Truck traffic	I avoid even going into Boerne unless I absolutely HAVE to. Traffic and dangerous it presents are the driving force in my decision. I work in San Antonio, any access point into Boerne whether it's I10 or 46 I avoid it at all costs. Frankly 3351 through Fair Oaks is just as bad given poor planning, location of existing and new schools, and explosive growth!
176	11/15/2017	Issues- Heavy Truck traffic	I avoid even going into Boerne unless I absolutely HAVE to. Traffic and dangerous it presents are the driving force in my decision. I work in San Antonio, any access point into Boerne whether it's I10 or 46 I avoid it at all costs. Frankly 3351 through Fair Oaks is just as bad given poor planning, location of existing and new schools, and explosive growth! I am against the introduction of the dangers that a plant like Vulcan would create both for traffic safety and air quality. I have said on several occasions that highway 46 will eventually earn the "death loop" title 1604 had. The only thing that has helped 1604 shake that at least on this side of town is it's basically a parking lot due to overgrowth.

## Comments Matrix

No.	Date	Survey Section	Comment
177	11/15/2017	Issues- Heavy Truck traffic	Had the windshield broken from flying rocks 2 times in less than a year.
178	11/15/2017	Issues- Heavy Truck traffic	The heavy truck traffic has increased and adds to road hazards. I have seen an increase in aggressive drivers, passing slower moving trucks and heavy truck drivers going too fast. Now, Vulcan Concrete is requesting permission to build a plant on a sight off Hwy. 46, Heavy truck traffic is a serious concern.
179	11/15/2017	Issues- Heavy Truck traffic	There are already too many trucks in the area and we don't need anymore!
180	11/15/2017	Issues- Heavy Truck traffic	Heavy truck traffic seems to go with the residential construction activity.
181	11/15/2017	Issues- Heavy Truck traffic	By banning through truck traffic in the middle of boerne we would greatly reduce noise, pollution, and traffic making it overall a much more pleasant town again.
182	11/16/2017	Issues- Heavy Truck traffic	The heavy truck traffic would go away if there was no construction.
183	11/16/2017	Issues- Heavy Truck traffic	Keep the trucks off main street.
184	11/16/2017	Issues- Heavy Truck traffic	And in the county- outside city limits.
185	11/17/2017	Issues- Heavy Truck traffic	yes - I have seen a lot of big semi's on main street.
186	11/17/2017	Issues- Heavy Truck traffic	No not so much trucks. Just to much traffic for road sized.
187	11/17/2017	Issues- Heavy Truck traffic	Forbid main street travel for all double axle trucks! They don't need to travel through Boerne.
188	11/17/2017	Issues- Heavy Truck traffic	I live in Fair Oaks Ranch, we see these big earth movers rolling down Fair Oaks Parkway between Keenland Road, the turn off at Fair Oaks Parkway, all leading back & forth to IH-10. They are destroying the roads, causing additional congestion and endangering pedestrian traffic (walkers, joggers and bikers). Many of the trucks don't have their loads covered or when they are empty, rocks and gravel are flying out and causing problems to pedestrians and cars following them.
189	11/18/2017	Issues- Heavy Truck traffic	Not just Boerne
190	11/18/2017	Issues- Heavy Truck traffic	Tough to solve as long as Hwy 46 and 87 remain state highways
191	11/18/2017	Issues- Heavy Truck traffic	And in the county
192	11/19/2017	Issues- Heavy Truck traffic	We used to enjoy sitting outside a local bakery on Main Street and visiting but now you can't even have a conversation due to the loud trucks.
193	11/19/2017	Issues- Heavy Truck traffic	Route them around Boerne not through it!
194	11/19/2017	Issues- Heavy Truck traffic	I10 is the primary East/West corridor. Trucks are understood.
195	11/19/2017	Issues- Heavy Truck traffic	This is promoted by the city, anyone sitting on Main St can observe that most trucks, the few that come through, are going to someplace in town.
196	11/19/2017	Issues- Heavy Truck traffic	Currently there is heavy truck traffic. With the addition of the Vulcan plant, this would be unacceptable.
197	11/20/2017	Issues- Heavy Truck traffic	Down main street

## Comments Matrix

No.	Date	Survey Section	Comment
198	11/20/2017	Issues- Heavy Truck traffic	Very large trucks add to the air pollution and are dangerous.
199	11/20/2017	Issues- Heavy Truck traffic	Heavy trucks running through Main Street in downtown detracts from the very things that made Boerne attractive to me.
200	11/20/2017	Issues- Heavy Truck traffic	Really need some kind of bypass. This compounds the problem and is dangerous.
201	11/20/2017	Issues- Heavy Truck traffic	On Main St in Boerne Heavy Truck Traffic has become a Dangerous
202	11/20/2017	Issues- Heavy Truck traffic	Lunch time, school dismissal, evening rush hour(s) so much traffic.
203	11/22/2017	Issues- Heavy Truck traffic	on TX46
204	11/22/2017	Issues- Heavy Truck traffic	on TX 46.
205	11/22/2017	Issues- Heavy Truck traffic	Especial leith at least two requests for Concrete Batch Plants on Highway 46 East. Stop the Growth!!!
206	11/26/2017	Issues- Heavy Truck traffic	trucks traffic must be routed around Boerne
207	11/26/2017	Issues- Heavy Truck traffic	Restrict 18 wheelers to Hwy 1604/ I10. Restrict dump trucks to avoid downtown Boerne from Herff to Adler.
208	11/27/2017	Issues- Heavy Truck traffic	Trucks should be rerouted around downtown Boerne.
209	11/27/2017	Issues- Heavy Truck traffic	Again, poor planning by TXDoT to not design a route around Main St
210	11/27/2017	Issues- Heavy Truck traffic	Of course it's an issue everywhere when you have homes and businesses being built at an uncontrolled rate. Oh did I mention, that original roads through Boerne (HWY 46) (FM 3351) were never widened to accommodate the growth that was to come, has come... it's a no brainer, except to those in office that approved all the chaos that has come to Boerne.
211	11/28/2017	Issues- Heavy Truck traffic	not really
212	11/28/2017	Issues- Heavy Truck traffic	Trucks should not even be allowed through the middle of Boerne unless delivering to businesses. They can use Ralph Fair or go north of the city to get to I10
213	11/28/2017	Issues- Heavy Truck traffic	Trucks should not even be allowed through the middle of Boerne unless delivering to businesses
214	11/28/2017	Issues- Heavy Truck traffic	I really can't say about this.
215	11/28/2017	Issues- Heavy Truck traffic	Heavy truck traffic down Main Street ruins Boerne's small town reputation for charm and tourist shopping. Too late for Boerne. It has been ruined. I left.
216	12/2/2017	Issues- Heavy Truck traffic	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.
217	12/2/2017	Issues- Heavy Truck traffic	NO toll roads!!Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.
218	12/4/2017	Issues- Heavy Truck traffic	It could be eased if we quit allowing massive development of commercial and residential properties in this area... "If you build it they will come"

## Comments Matrix

No.	Date	Survey Section	Comment
219	11/16/2017	Issues- Suggest Another	I would like to know how they plan to address REGULATED ENTY NAME BOERNE READY MIX CBP 1 RN NUMBER: RN110005808 PERMIT NUMBER: 149060 DOCKET NUMBER: COUNTY: KENDALL PRINCIPAL NAME: VULCAN CONSTRUCTION MATERIALS LLC CN MBER: CN600355465I This is a nightmare in the making.
220	11/10/2017	Goals- Minimize Downtown Impacts	You don't want to ruin downtown but if you route traffic too far from downtown it will affect it!
221	11/10/2017	Goals- Minimize Downtown Impacts	No trucks should be allowed in Downtown Boerne.
222	11/14/2017	Goals- Minimize Downtown Impacts	All roads (except I-10) now go through downtown. Alternatives, many well outside of town are needed to route commuters around town.
223	11/15/2017	Goals- Minimize Downtown Impacts	Yes, River Rd. Should be kept as a safe, minimal usage road, families and the Boerne ducks need to be kept safe from speeding cars and trucks.
224	11/15/2017	Goals- Minimize Downtown Impacts	Inappropriate development which DO NOT complement the community need to be either limited or eliminated.
225	11/15/2017	Goals- Minimize Downtown Impacts	Historic Downtown should be left as that...historic.
226	11/15/2017	Goals- Minimize Downtown Impacts	I believe this area already suffers due to the traffic related to get to the heart of town. Seems you see more "for lease" signs than you did even 5 years ago.
227	11/15/2017	Goals- Minimize Downtown Impacts	Put a halt to growth to allow things to catch up, and keep downtown Boerne historic and quaint.
228	11/15/2017	Goals- Minimize Downtown Impacts	Preserve the downtown feel by changing the way you travel down main street. Change the parking to be like Fredericksburg Main Street and divert traffic that is merely going through to get to the other end of town or get to ih10 or to 46.
229	11/17/2017	Goals- Minimize Downtown Impacts	our main street and River Road are pretty definitive to our culture.
230	11/17/2017	Goals- Minimize Downtown Impacts	Yes.
231	11/17/2017	Goals- Minimize Downtown Impacts	Absolutely.
232	11/17/2017	Goals- Minimize Downtown Impacts	Who ever is planning these operations (or not) needs to try and have these scheduled during periods of the lowest traffic volume. Right now it appears as if you are consciously trying to conduct this construction at peak traffic periods.
233	11/18/2017	Goals- Minimize Downtown Impacts	Downtown traffic should be local, not a pass-through to I-10.
234	11/19/2017	Goals- Minimize Downtown Impacts	This is a one sided question. What if the question asked: push the negative impacts into the outlying neighborhoods, historic farms and environmentally improtant areas? This city was built along a highway. A 'loop' will negatively impact downtown's economy. These routes are for San Antonio, to move truck and through traffic off of the pressured 1604 loop and reduce emissions for San Antonio into the future.
235	11/19/2017	Goals- Minimize Downtown Impacts	We need a loop too many big trucks on main

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236	11/20/2017	Goals- Minimize Downtown Impacts	Keeping heavy trucks off the downtown portion of Main Street is the only way to really handle this one.
237	11/20/2017	Goals- Minimize Downtown Impacts	Keep it quaint! I love the parades. Love the small town atmosphere
238	11/20/2017	Goals- Minimize Downtown Impacts	Yes, downtown needs protection.
239	11/22/2017	Goals- Minimize Downtown Impacts	this is CRITICAL. small town feel of Kendall County is a major part of why people move here. do NOTHING that changes/jeopardizes history
240	11/22/2017	Goals- Minimize Downtown Impacts	CRITICAL. preserve downtown and other historical/culturally significant sites
241	11/23/2017	Goals- Minimize Downtown Impacts	No more chain stores. Support small, local businesses
242	11/26/2017	Goals- Minimize Downtown Impacts	downtown should maintain its' historic look and feel pertaining to anything related to traffic routes, new roads, etc. Leave downtown alone and try to plan all new roads around downtown at all costs.
243	11/26/2017	Goals- Minimize Downtown Impacts	long overdue (10) years behind.
244	11/27/2017	Goals- Minimize Downtown Impacts	Much of the historic character of downtown has been lost to retail businesses.
245	11/27/2017	Goals- Minimize Downtown Impacts	Too much traffic already passing through downtown and should have been planned otherwise years ago
246	11/27/2017	Goals- Minimize Downtown Impacts	Allowing runaway building within the existing traffic corridors has caused this problem. With nothing in place to stop this how can more roads help. More and More will be needed which means the county/country landowners will have to give up so the more subdivisions can be built in dense area. Not solving any of the underlying problems.
247	11/27/2017	Goals- Minimize Downtown Impacts	Most new growth will be away from downtown.
248	11/28/2017	Goals- Minimize Downtown Impacts	downtown is being properly protected
249	11/28/2017	Goals- Minimize Downtown Impacts	I would rate this much higher years ago. The City irreversibly changed the character of downtown and the city overall. At this point preserving a couple of blocks is going to be at the expense of many others
250	11/28/2017	Goals- Minimize Downtown Impacts	Yes!!!
251	12/2/2017	Goals- Minimize Downtown Impacts	Let's keep Boerne quaint and unique. Growth should not obliterate the very things that bring people here in the first place.
252	12/2/2017	Goals- Minimize Downtown Impacts	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.
253	12/2/2017	Goals- Minimize Downtown Impacts	No toll roads!! Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.
254	12/3/2017	Goals- Minimize Downtown Impacts	I don't see impacts of Downtown Boerne other than the East Side. With the new added loop off 46 to Hwy 87, this has elevated traffic congestion in DT Boerne.
255	11/9/2017	Goals- Preserve Nature	Large high speed highways and thoroughfares will have significant negative impact on the native Hill Country look and feel of our beautiful county.

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No.	Date	Survey Section	Comment
256	11/10/2017	Goals- Preserve Nature	There are two aquifer recharge caves next to cibolo ridge trail which stand to be dramatically impacted by one of the proposed routes!
257	11/10/2017	Goals- Preserve Nature	This includes county property as well. Suburbanizing the county is giving away an asset for the short term gains of taxes while creating a flood hazard and diminishing aquifer recharge capacity.
258	11/10/2017	Goals- Preserve Nature	Water Quality is a big concern.
259	11/14/2017	Goals- Preserve Nature	Cibolo Creek is a major resource to the Boerne area. Bridges across this will be necessary to link to I-10 but must be minimized and moved as far out of town as possible. Much of the wildlife we enjoy in Woodland Ranch Estates comes from the Cibolo Creek area to the south.
260	11/14/2017	Goals- Preserve Nature	Please, lets preserve the rural nature of those areas of the community that still remain "rural" and enjoy quite open space. otherwise the community will loose its appeal and property values.
261	11/15/2017	Goals- Preserve Nature	There seems to be NO regard for our natural resources, land and especially WATER. One is unable to imagine how city planners can possibly foresee the water needs of the type of population expansion they seem to want.
262	11/15/2017	Goals- Preserve Nature	Once these resources are gone, there is no getting them back. They are what make this place unique.
263	11/15/2017	Goals- Preserve Nature	Boerene is quickly turning into a mini San Antonio with uncontrolled sprawl. This town and decision to put tax dollars over quality of living will force people to move.
264	11/15/2017	Goals- Preserve Nature	We need parks, green spaces and play areas for children to explore.
265	11/15/2017	Goals- Preserve Nature	This is what draws people out here, makes our area unique. Do not destroy it or compromise it.
266	11/15/2017	Goals- Preserve Nature	Concerned about keeping nature green for our birds and butterflies and bees. No more pollution!
267	11/15/2017	Goals- Preserve Nature	This is my biggest concern that roads and development will not take in our most important aspect of our area-natural beauty! Once destroyed-old growth trees cut down and clear cut it can never be replaced! I urge you to stop and look at other high growth areas that enforced set backs and protection of their tress in order to retain the natural beauty! PLEASE!
268	11/16/2017	Goals- Preserve Nature	More transportation projects will adversely affect nature. I'm not sure what natural resources you are referring to.
269	11/16/2017	Goals- Preserve Nature	A high density subdivision in the shore of Boerne City Lake is an environmental accident waiting to happen. And trucking poop from these subdivisions to the treatment plant will turn Boerne into a Third World Country.

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No.	Date	Survey Section	Comment
270	11/16/2017	Goals- Preserve Nature	Nature and the small downtown feel are what makes this town attractive. Keep as much area natural as possible. Create requirements around how many rooftops can be built that will eventually block the hill country hill tops... if there are no restrictions then land and nature areas will be turned into rooftop farms.
271	11/17/2017	Goals- Preserve Nature	Protect our water recharge areas.
272	11/17/2017	Goals- Preserve Nature	this is a huge reason we can continue to claim we're a gateway to the hill country. Our walking trails, creeks, HERF FARM, Nature Center, parks are all huge assets to quality of life for our residents and tourism.
273	11/17/2017	Goals- Preserve Nature	Some thing has to give so it will be nature.
274	11/17/2017	Goals- Preserve Nature	Absolutely--that includes Cibolo Nature Center, Cascade Caverns, Fair Grounds and Private property.
275	11/17/2017	Goals- Preserve Nature	I've seen different areas along Ralph Fair Road and the easter access roads used as dump sites for these big earth movers. The large trucks are also pulling off into the deep shoulders, tearing up the natural sod, resulting in erosion when we have a follow on rain. One of the newest residential sites off Ralph Fair (east side) has earth movers coming & going all the time. They are leaving large amounts of dirt (which turns to mud in the rain), which increases the danger for north-south bound traffic. In addition, this debris is ground into the asphalt by the north south traffic and prematurely destroys the road. Is the builder/developer being charged for any of this?
276	11/17/2017	Goals- Preserve Nature	A western bypass of Boerne would minimize current business and residential areas.
277	11/18/2017	Goals- Preserve Nature	Absolutely! Any new roads must be sited and built with this in mind. Do not promote sprawl with new roads.
278	11/18/2017	Goals- Preserve Nature	That sounds nice, but the decisions made earlier to grant all this building narrow the ability to keep a lot of "nature" close by. Please do not make homeowners now have highways through their backyards in order to preserve Cibolo Nature Cibolo center.
279	11/19/2017	Goals- Preserve Nature	Not once in all of the years of discussions about these roads, has anyone looked at, much less, studied the environmental impacts on the proposals for the NE 'connector'. That connector goes over rural land with century oaks and wet weather creeks, that is a habitat to wild turkey, foxes, deer, numerous bird species and mammals. All of this area drains into the Cibolo, which feeds into the aquifer. There are some people within the city and county planning that have and continue to say that these things have been looked at and that those of us impacted by these corridors have been contacted. That is absolutely false. A general postcard from TxDot announcing an open house does not constitute informing homeowners that a road is being proposed to go through their home or property.
280	11/19/2017	Goals- Preserve Nature	There will be some 'cost' that are unavoidable.

## Comments Matrix

No.	Date	Survey Section	Comment
281	11/20/2017	Goals- Preserve Nature	Too many homes mean more water problems for the city.
282	11/20/2017	Goals- Preserve Nature	When city officials allow developments along one of the principal natural resources in Boerne, Cibolo Creek, they are affecting this issue negatively. 17 Herff Road is a prime example.
283	11/20/2017	Goals- Preserve Nature	Cibolo nature trail is a benefit. Same with the park. Any way to expand is greatly appreciated
284	11/20/2017	Goals- Preserve Nature	Definitely - avoid new construction over area like Cascade Caverns
285	11/22/2017	Goals- Preserve Nature	see previous comment. preserve quality of life, minimize urbanization
286	11/22/2017	Goals- Preserve Nature	see previous comment
287	11/22/2017	Goals- Preserve Nature	Why do people want to move here?? They want open areas and the beauty of the Hill country. There are communities that put our natural resources first. Follow their ideas.
288	11/23/2017	Goals- Preserve Nature	No more building ago Cibolo or Menger Creeks
289	11/26/2017	Goals- Preserve Nature	important
290	11/27/2017	Goals- Preserve Nature	There are sensitive creeks & watersheds & caverns & unidentified subterranean structures in the area that have yet to be studied & the impact new roadways would have on them.
291	11/27/2017	Goals- Preserve Nature	The SE Connector is poorly planned as it passes over Cascade Caverns and other known karst areas. The rural nature of this area will be destroyed by this Loop route
292	11/27/2017	Goals- Preserve Nature	Most definitely!
293	11/27/2017	Goals- Preserve Nature	Absolutely!!
294	11/27/2017	Goals- Preserve Nature	Once again you cannot without zoning or other impact restricting codes being implemented.
295	11/28/2017	Goals- Preserve Nature	do not encroach on private property and ranches. they gave a lot to the city and high school
296	11/28/2017	Goals- Preserve Nature	Some of the proposed routes would do exactly the opposite by destroying quiet country neighborhoods
297	11/28/2017	Goals- Preserve Nature	Building too many large subdivisions is taking a big toll on the natural beauty that used to be Boerne
298	11/28/2017	Goals- Preserve Nature	Double yes!!
299	11/28/2017	Goals- Preserve Nature	Roads in undeveloped areas just lead to sprawl and degradation of open space and scenic views.
300	11/28/2017	Goals- Preserve Nature	The proposed Gateway route goes way too close to Cascade Caverns.
301	11/29/2017	Goals- Preserve Nature	Protect Cibolo nature park and develop more greenways for walking and biking
302	11/30/2017	Goals- Preserve Nature	Yet development is being allowed by Cibolo Nature Center. Not good.
303	12/2/2017	Goals- Preserve Nature	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.

## Comments Matrix

No.	Date	Survey Section	Comment
304	12/2/2017	Goals- Preserve Nature	No toll roads!! Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.
305	12/4/2017	Goals- Preserve Nature	It could be eased if we quit allowing massive development of commercial and residential properties in this area... "If you build it they will come"
306	11/9/2017	Goals- Keep Local Culture	More access will cause more development of corporate/retail real estate.
307	11/10/2017	Goals- Keep Local Culture	But that got ruined a long time ago!
308	11/13/2017	Goals- Keep Local Culture	Local culture is being substantially diluted by increased development without planning. The result is a transportation crisis, that you now want the existing landowners to subsidize.
309	11/14/2017	Goals- Keep Local Culture	People want to visit and live in Boerne for the small town atmosphere. This needs to be protected. Growth is inevitable but major routes need to be pushed as far away from town as possible. The small local ranches and open space around the city center also contribute to the culture and feel of Boerne.
310	11/15/2017	Goals- Keep Local Culture	Again, by allowing businesses that do not complement Boerne either in their substance or at least in their architecture.
311	11/15/2017	Goals- Keep Local Culture	Too many "chains" make this small town feel like every other strip center town in America. People aren't moving here for that experience.
312	11/15/2017	Goals- Keep Local Culture	we keep wanting small town culture but yet we advertise every event everywhere for tourism. We can't have it both ways.
313	11/15/2017	Goals- Keep Local Culture	Boerne/Bergheim is/was a rural community...we moved here in 2009 and are disappointed with planning on the part of community leaders...there are only benefits to large corporations with deep pockets...when much more could be done to make this a nice place to visit.
314	11/15/2017	Goals- Keep Local Culture	Keep Boerne Boerne unlike Austin being weird!
315	11/15/2017	Goals- Keep Local Culture	If we destroy the beauty of the Boerne corridor it will affect the charm and beauty of our precious downtown! Let be wise in allowing large national stores to develop that will kill our downtown shops! Many charming towns in our country have restrictions on this! They protect their local business and historic charm!!! Please research set up task groups to slow us down and grow responsibly protecting all that we hold dear!!!!
316	11/16/2017	Goals- Keep Local Culture	More construction and more people are already adversely affecting the culture of Boerne.
317	11/16/2017	Goals- Keep Local Culture	Building all these high density subdivisions is really changing the culture of our quaint little town.
318	11/17/2017	Goals- Keep Local Culture	Buc-ees is a disgrace for Boerne's character.
319	11/17/2017	Goals- Keep Local Culture	Hah been gone for a while now.

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No.	Date	Survey Section	Comment
320	11/17/2017	Goals- Keep Local Culture	Residential construction is out of control between Fair Oaks Ranch and Boerne. Where is all the water coming from to support all these new homes and families? Water bills in the Fair Oaks Ranch area have crippled since we moved from Boerne to Fair Oaks Ranch in 2006? What are our elected officials doing to slow this growth down so we don't end up with water shortages or having water costing more per gallon than gasoline.
321	11/17/2017	Goals- Keep Local Culture	There is limited cultural areas in Boerne today, there would be minimal impact if a bypass was west of Boerne.
322	11/18/2017	Goals- Keep Local Culture	This will only happen if pass-through traffic can move more easily.
323	11/19/2017	Goals- Keep Local Culture	The impacts of the NE corridor have been both unstudied and ignored. The routes go through homes- both old and new, a new neighborhood, historic properties and will destroy large caliber oak trees. My property alone has over a hundred oaks on it, many which are large caliber. There are \$500,000+ new homes and historic, founding family homes that these roads are drawn over. Not one word has been said about these impacts by the city or by TxDot. Is this a result of the city failing to communicate through it's representatives?
324	11/19/2017	Goals- Keep Local Culture	So far boerne has done well preserving culture
325	11/20/2017	Goals- Keep Local Culture	This is the major reason why people come to our city so why destroy it.
326	11/20/2017	Goals- Keep Local Culture	The city/county hasn't allowed every fast food joint, but I am certain that will come!! That house is already out of the barn!! And then there is Buckee's...how ridiculous!! Why is this on the list?? Local culture already is trashed.
327	11/22/2017	Goals- Keep Local Culture	see previous 2 comments
328	11/22/2017	Goals- Keep Local Culture	people moved to or live in Boerne for Boerne. don't vjange the town to facilitate traffic thru town
329	11/23/2017	Goals- Keep Local Culture	Need more regulations for low density housing or require all households to have a resident that works in Kendall County. No more large KB-like subdivisions.
330	11/25/2017	Goals- Keep Local Culture	Not sure what this means. If it refers to keeping the rural feel of gateway roads, then yes.
331	11/26/2017	Goals- Keep Local Culture	Do not allow growth to ruin what Boerne is, a historic town with lots of charm. I am all for growth, but we must minimize the impact it will have on our town. Otherwise we will become a small version of San Antonio, which no one wants.
332	11/26/2017	Goals- Keep Local Culture	this is why we need a loop
333	11/27/2017	Goals- Keep Local Culture	Already lost.
334	11/27/2017	Goals- Keep Local Culture	Absolutely. That is why we moved here 20 years ago.
335	11/27/2017	Goals- Keep Local Culture	It's already been ruined due to an insane amount of apartments and subdivisions being built!!!!

## Comments Matrix

No.	Date	Survey Section	Comment
336	11/27/2017	Goals- Keep Local Culture	So the town gets to keep its character as long as the county folk get to take on the traffic? Not a real solution with continued unrestricted growth.
337	11/28/2017	Goals- Keep Local Culture	Again, bringing major roads through country areas would destroy a lot of the local culture that makes Boerne beautiful. Make the roads to I10 far north of Boerne or use Ralph Fair to go south
338	11/28/2017	Goals- Keep Local Culture	If you care so much for the cultural character of Kendall Co., stop all the new development.
339	12/2/2017	Goals- Keep Local Culture	Kendall County and Boerne should never model themselves after Bexar and San Antonio.
340	12/2/2017	Goals- Keep Local Culture	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.
341	12/2/2017	Goals- Keep Local Culture	No toll roads!! Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.
342	11/9/2017	Goals- Coordinate with City Plan	More concerned with the Amman road extension on land that is already developed.
343	11/9/2017	Goals- Coordinate with City Plan	Need to also coordinate with Fair Oaks Ranch.
344	11/9/2017	Goals- Coordinate with City Plan	The City plan seems to cater to developers over residents.
345	11/10/2017	Goals- Coordinate with City Plan	Update the plan and follow the plan. I check up on the transportation plan and it continues to look like the same frail plan that isn't followed. I reference locating Buccee where no access or egress to I10 exists.
346	11/10/2017	Goals- Coordinate with City Plan	Don't trust the motivation behind the city's thoroughfare plan.
347	11/10/2017	Goals- Coordinate with City Plan	The city needs to quit supporting the economic development group... why do we want to keep bringing in businesses that accelerate the worsening of an already bad situation... traffic... and putting most of the small retail and other local businesses out of business?... you have enough tax base.... obviously!
348	11/10/2017	Goals- Coordinate with City Plan	Influence better thinking and action on protecting not enabling non beneficial growth...
349	11/13/2017	Goals- Coordinate with City Plan	Don't be a sellout to the out of town developers by claiming land from local landowners to 'enhance transportation plans'.
350	11/15/2017	Goals- Coordinate with City Plan	That assumes that the City plan is correct and adequate.
351	11/15/2017	Goals- Coordinate with City Plan	We agree with the need for a thoroughfare plan as long as it is not crammed with business that removes the beauty of our area.
352	11/15/2017	Goals- Coordinate with City Plan	Should this be done, yes! Had this been done, not in my opinion explaining why I copse not to drive into Boerne any more to spend my dollars. Any planning that I feel may have been done traces back to deep pockets (Bucees and Vulcan and the like), and don't appear to be things that the community in general want.
353	11/15/2017	Goals- Coordinate with City Plan	Yes, provided the city regulates growth.
354	11/15/2017	Goals- Coordinate with City Plan	Stop slow down research other areas who kept their charm and natural beauty! Gain their insight so we protect our beauty!!

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No.	Date	Survey Section	Comment
355	11/15/2017	Goals- Coordinate with City Plan	I am not fully aware of the City's plans so its difficult to answer this question.
356	11/16/2017	Goals- Coordinate with City Plan	Stop changing Boerne.
357	11/16/2017	Goals- Coordinate with City Plan	The city thoroughfare plan looks good on paper but it's all dependent on developers to build the roads. It's putting the cart before the horse.
358	11/16/2017	Goals- Coordinate with City Plan	Not aware of what the City's plan is. They don't keep us informed. They continue to approve way too many developments with way too many houses.
359	11/16/2017	Goals- Coordinate with City Plan	Boerne should have thought of before allowing the growth.
360	11/17/2017	Goals- Coordinate with City Plan	I admittedly need to understand/research the referenced plan. I don't want to agree or disagree without knowing specifics.
361	11/17/2017	Goals- Coordinate with City Plan	Yes.
362	11/17/2017	Goals- Coordinate with City Plan	Listen to the people! The city often doesn't listen to the people!
363	11/17/2017	Goals- Coordinate with City Plan	Residential construction is out of control between Fair Oaks Ranch and Boerne. Where is all the water coming from to support all these new homes and families? Water bills in the Fair Oaks Ranch area have crippled since we moved from Boerne to Fair Oaks Ranch in 2006? What are our elected officials doing to slow this growth down so we don't end up with water shortages or having water costing more per gallon than gasoline.
364	11/17/2017	Goals- Coordinate with City Plan	It's my understanding Boerne had an opportunity to have state funding of a bypass from east of the city on HWY 46 to IH-10, but did not get there required documentation and approvals done by the established deadline. So, we lost the state dollars and now throwing entire cost on the backs of Boerne residents (although many more vehicles from other communities and counties are benefiting from traveling on these roads). So, where is the coordination and who is really in charge?
365	11/17/2017	Goals- Coordinate with City Plan	The current city plan is not available so it is impossible to determine if this would fit in with any plan.
366	11/18/2017	Goals- Coordinate with City Plan	The plan needs to consider the impact on people's property!
367	11/18/2017	Goals- Coordinate with City Plan	Of course, but don't let an out-dated plan dictate what is best for our future.
368	11/19/2017	Goals- Coordinate with City Plan	Unfortunately, the city P&Z commission and City Council don't read, understand, or follow the master plan.
369	11/19/2017	Goals- Coordinate with City Plan	Where can I find information about this plan?
370	11/20/2017	Goals- Coordinate with City Plan	Should have provided a link to the Thoroughfare Plan. Most people won't be familiar with it.
371	11/22/2017	Goals- Coordinate with City Plan	base planning for the county on local plans, Boerne and others. do not superimpose a generic plan on top
372	11/22/2017	Goals- Coordinate with City Plan	local plans should take priority; county or state plans should be based on/expand from local plans

## Comments Matrix

No.	Date	Survey Section	Comment
373	11/23/2017	Goals- Coordinate with City Plan	City plan's is a bad one
374	11/25/2017	Goals- Coordinate with City Plan	I can't give any stars on this because I don't know what the City Thoroughfare Plan is
375	11/26/2017	Goals- Coordinate with City Plan	great idea
376	11/26/2017	Goals- Coordinate with City Plan	I don't know what the City plan entails
377	11/26/2017	Goals- Coordinate with City Plan	Unsure of what the City's Plan is so I don't know if it is important to coordinate with it.
378	11/26/2017	Goals- Coordinate with City Plan	See all previous comments.
379	11/27/2017	Goals- Coordinate with City Plan	Extensive environmental studies needed.
380	11/27/2017	Goals- Coordinate with City Plan	The City's Plan is a joke. It was clearly designed by pro-development groups for sole benefit of residential and commercial developers.
381	11/27/2017	Goals- Coordinate with City Plan	Need to know more details about the city plan
382	11/27/2017	Goals- Coordinate with City Plan	The Plan that was ignored when recent zoning hearings were address as it is just a plan and not considered when zoning codes are enforced? Not really important than is it.
383	11/28/2017	Goals- Coordinate with City Plan	Boerne does NOT need newer bigger roads. Its not the suburbs and better not become one.
384	11/28/2017	Goals- Coordinate with City Plan	Very non specific statement. Don't even know what you mean!
385	11/28/2017	Goals- Coordinate with City Plan	Very vague. Don't even know what this means
386	11/28/2017	Goals- Coordinate with City Plan	This would be ideal, but I don't feel like the City has followed their Master Plan and is not likely to follow a Thoroughfare plan when new tax dollars are dangled in front of them.
387	11/28/2017	Goals- Coordinate with City Plan	Boerne has a plan?
388	11/30/2017	Goals- Coordinate with City Plan	Coordinate with the residents of the area!
389	11/30/2017	Goals- Coordinate with City Plan	There is a need for another highway that runs E to W, but I feel it could be built between the Comfort area (IH-10) and IH-35 (San Marcos).
390	12/2/2017	Goals- Coordinate with City Plan	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.
391	12/2/2017	Goals- Coordinate with City Plan	No toll roads!! Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.
392	12/3/2017	Goals- Coordinate with City Plan	I do not know what the City's plan is.
393	11/8/2017	Goals- Suggest Another	Thoroughfare Plan should be updated.
394	11/9/2017	Goals- Suggest Another	Make sure that neighborhoods don't get impacted by a sudden increase in traffic.
395	11/17/2017	Goals- Suggest Another	Stop stop stop building housing that is stacked together. 1-5 acres for each house is what would help. Make roads connect to each other. To many with just one way in and one way out.
396	11/18/2017	Goals- Suggest Another	Please eliminate the two most northern "loop options" around Boerne. The option that utilized the Road "Spanish Pass", at least 1/3 of that option is my land and driveway on the 20 acres we live on in Boerne

## Comments Matrix

No.	Date	Survey Section	Comment
397	11/18/2017	Goals- Suggest Another	What about any sort of public transportation, such as trolleys?
398	11/19/2017	Goals- Suggest Another	Why isn't a true, limited access parkway being suggested for moving through traffic off of SH 46? Why haven't there been impact studies done in the NE corridor areas?
399	11/22/2017	Goals- Suggest Another	Control and minimize urban sprawl, both commercial and private residential
400	11/22/2017	Goals- Suggest Another	Control urban sprawl, both commercial/industrial and residential
401	11/27/2017	Goals- Suggest Another	Establish Zoning codes which require sub-dividers/builders to contribute to road upgrades needed due to population increase, prior to sale of lots/buildings
<b>Trade-offs</b>			
402	11/9/2017	Fastest Route vs Shortest Route	Traffic light avoidance is a major factor in choosing a route
403	11/9/2017	Fastest Route vs Shortest Route	It highly depends which roads are we talking about. Faster is better. However, accessibility to businesses and other placed is key.
404	11/10/2017	Fastest Route vs Shortest Route	Cannot read street info
405	11/10/2017	Fastest Route vs Shortest Route	I couldn't view the maps with enough clarity to know what the trade off is.
406	11/13/2017	Fastest Route vs Shortest Route	<p>Use existing roadways and expansion thereof, rather than running through existing landowners properties to make life 'easier' for the new move ins that want faster access to the city they just left. The taxpayers, homeowners and existing landowners should not have to subsidize developers that chose to develop with less expensive land without access to I10, but now want access to I10 through our properties. There are plenty of willing land owners ready to sell that would provide a path, or the developers that want the path can buy the path through normal market means rather than using eminent domain to enhance development at the expense of those that have invested their livelihood to this community.</p> <p>I own the land that you want to make a NE middle parkway. You will be bulldozing the home that we created for our family and that my father (now 82) built for us. We saved for years and bought what we could afford and what we wanted. You want to take away something that cannot be replaced to benefit an 'easier and faster path' back to SA for those that chose not to buy a home with quick access to SA, and again, thereby subsidizing developers that have not contributed to this community for years, and generations.</p>
407	11/14/2017	Fastest Route vs Shortest Route	Fast routes around town are necessary. However they need to be placed well out of town and through unimproved areas to maintain the small town feel of Boerne. There must be a sizable buffer zone maintained around Boerne to keep the small town feel. Keeping these routes in unimproved areas will also allow for easier right-of-ways today and for expansion in the future.
408	11/15/2017	Fastest Route vs Shortest Route	This is useless map nothing is marked
409	11/15/2017	Fastest Route vs Shortest Route	Could you possibly provide a grainier more useless map? I almost can make out 1 of the roads

## Comments Matrix

No.	Date	Survey Section	Comment
410	11/15/2017	Fastest Route vs Shortest Route	Pics provide are inadequate for view on a mobile device. You should have at least made the visible if you want good feedback for this particular question.
411	11/15/2017	Fastest Route vs Shortest Route	Safety is primary concern
412	11/15/2017	Fastest Route vs Shortest Route	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.
413	11/15/2017	Fastest Route vs Shortest Route	Answer choices are confusing.
414	11/15/2017	Fastest Route vs Shortest Route	Choose the one that will have to least impact on the natural beauty, caves water etc of our community...lenngh does not matter if all natural beauty is gone forever!
415	11/15/2017	Fastest Route vs Shortest Route	I can't even see your map.
416	11/15/2017	Fastest Route vs Shortest Route	You should probably map your maps visible. These small blurred maps tell us nothing. I need to see road names to know where these proposed routes actually go. Just a thought.
417	11/15/2017	Fastest Route vs Shortest Route	Not sure I understand this one, but to clarify I'd rather travel longer to avoid a road coming through a neighborhood and disrupting where people have made their home.
418	11/16/2017	Fastest Route vs Shortest Route	No comment, as I can not make out the map given.
419	11/16/2017	Fastest Route vs Shortest Route	I can't read the maps. They are blurry. I tried clicking on them but they do not get bigger.
420	11/16/2017	Fastest Route vs Shortest Route	Why haven't they thought about widening Ralph Fair Road from Hwy 46 to IH 10. This would allow quicker access and faster times.
421	11/17/2017	Fastest Route vs Shortest Route	I tend to want to make sure I don't over extend my commute - however, I don't want to congest smaller streets. If there's a given route that is comparable time frame and has less impact on the community - I'd strongly prefer that.
422	11/17/2017	Fastest Route vs Shortest Route	Least invasive, and consensus of the citizens, regardless of speed or distance.
423	11/17/2017	Fastest Route vs Shortest Route	Do not want heavy pass thru traffic on Fair Oaks Parkway. Plan is to reduce speed on FOR parkway! So more traffic will just slow this main route out of the city!
424	11/17/2017	Fastest Route vs Shortest Route	A western bypass by going north of Boerne would minimize residential and businesses. Going down Ralph Fair would create more of a bottle neck than looping north.
425	11/17/2017	Fastest Route vs Shortest Route	Our time is valuable, so minimize waste of our time and fuel.
426	11/17/2017	Fastest Route vs Shortest Route	It would be helpful if we could see the street names to know routes!
427	11/18/2017	Fastest Route vs Shortest Route	You can't see the area impacted to answer these questions
428	11/18/2017	Fastest Route vs Shortest Route	Please eliminate any future plans that utilize the road "Spanish Pass." That route takes away a great deal of my 20 acre property that is under state wildlife protection
429	11/18/2017	Fastest Route vs Shortest Route	Your southerly route impacts very sensitive environmental areas.
430	11/19/2017	Fastest Route vs Shortest Route	What does this question mean, exactly?
431	11/19/2017	Fastest Route vs Shortest Route	Didn't understand but we need a loop

## Comments Matrix

No.	Date	Survey Section	Comment
432	11/19/2017	Fastest Route vs Shortest Route	This is a useless question. Obviously desirable is shortest faster but the QUESTION IS at what cost. That is tradeoff. We are not being asked that. What is being sacrificed in the particular instance. Will you go 1 more mile or 5 min longer to save a historic place or natural resource?? That is the question that should be asked.
433	11/20/2017	Fastest Route vs Shortest Route	These maps are unreadable. How can one make a reasoned decision without clarity?
434	11/21/2017	Fastest Route vs Shortest Route	Map too small even with glasses and magnifying glass. Can't see where this is so can't pick choice.
435	11/21/2017	Fastest Route vs Shortest Route	Can't read the map!!!
436	11/22/2017	Fastest Route vs Shortest Route	can't read either of the maps associated with this question, too small
437	11/25/2017	Fastest Route vs Shortest Route	It is very difficult to make a judgement because the picture is very blurry and I am unable to see the roads!!!!
438	11/25/2017	Fastest Route vs Shortest Route	Cannot read the map. It's not in focus.
439	11/26/2017	Fastest Route vs Shortest Route	each road is different. you have to look at each one to make improvements
440	11/27/2017	Fastest Route vs Shortest Route	Shorter Route along existing thoroughfares should be less expensive and less environmental impact. Why spend funds on land acquisition when rights of Way are already in place. Also consider Ralph Fair Rd- it should be widened and be the loop around Boerne
441	11/27/2017	Fastest Route vs Shortest Route	maps too small to see details
442	11/27/2017	Fastest Route vs Shortest Route	Map is not sufficiently clear or readable to respond.
443	11/27/2017	Fastest Route vs Shortest Route	Should expand current capacity not put roads over private property and environmentally sensitive areas
444	11/27/2017	Fastest Route vs Shortest Route	I would prefer the use of existing roads
445	11/28/2017	Fastest Route vs Shortest Route	Sometimes the best route is neither the fastest or the shortest. Part of the charm of Boerne is the winding country roads. Back when roads were first paved and created, they were laid out between the existing tracks of Land. The roads may have to twist and turn between this ranch and that one but they traversed the edges. The farm to markets were not the shortest but were twisting and delightful with new Vistas around each corner. The shortest and or fastest routs offer neither the charm or delight of a meandering hill country road.
446	11/28/2017	Fastest Route vs Shortest Route	It's impossible to even read these maps! No legible street names or identifying points allow anyone to make an informed vote!
447	11/28/2017	Fastest Route vs Shortest Route	Cant even tell where these are. Blurry picture with unreadable streets and landmarks
448	11/28/2017	Fastest Route vs Shortest Route	Tell Commissioner's Court to STOP letting developers ruin Kendall County!!!
449	12/2/2017	Fastest Route vs Shortest Route	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches. Can't read your map!
450	12/2/2017	Fastest Route vs Shortest Route	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.

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No.	Date	Survey Section	Comment
451	12/4/2017	Fastest Route vs Shortest Route	"If you build it they will come"
452	12/1/20017	Fastest Route vs Shortest Route	I would much prefer a shorter route.
453	11/8/2017	Short-Term vs Long-Term	Please build a long term solution. Now, versus later.
454	11/10/2017	Short-Term vs Long-Term	Makes no sense
455	11/14/2017	Short-Term vs Long-Term	These projects always cost more than they are supposed to and take much longer. Do it right the first time! People can handle a little extra traffic until then.
456	11/15/2017	Short-Term vs Long-Term	How about you just do 1 F-ing road at a time. Finish it and then see where the congestion is instead of the horrible way you approach road construction currently. I am from the NE where they get 4 months to build a road/ year and somehow they get it done. How can you be building 10 for 10+years
457	11/15/2017	Short-Term vs Long-Term	Our view should be for the long term but, It is very hard to design long term solutions for a very fast growing area. I think the best objective is to build low cost short term improvements that are designed to facilitate future improvements. I lived in the fastest growing Virginia county, which had to tear up long term improvements within 10 years because of unanticipated additional growth. Let's build smartly!
458	11/15/2017	Short-Term vs Long-Term	keep the roads as rural as possible. no super highways
459	11/15/2017	Short-Term vs Long-Term	Cheapest short term always ends up to be more expensive in the long term.
460	11/15/2017	Short-Term vs Long-Term	Again long term with #1 goal of protecting our natural beauty
461	11/16/2017	Short-Term vs Long-Term	To make an educated disission, one would need more information. I may be infavor in one location, yet oppose it in another.
462	11/17/2017	Short-Term vs 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 invest appropriately
463	11/17/2017	Short-Term vs Long-Term	Again, least impact on the citizens should be the priority. However, a strategic, not tactical, solution will ultimately be the least expensive in time.
464	11/18/2017	Short-Term vs Long-Term	For too long short term solutions turn into temporary solutions because of poor estimations
465	11/18/2017	Short-Term vs Long-Term	Road projects are expensive and disruptive. Let's get it right the first time.
466	11/18/2017	Short-Term vs Long-Term	Would prefer higher cost & aesthetically pleasing long term solution i.e. divided boulevards (trees, etc.)
467	11/19/2017	Short-Term vs Long-Term	See first tradeoff comment. These are useless comparisons. These are not the right questions for a survey. Why don' t you try over?
468	11/20/2017	Short-Term vs Long-Term	Long term is necessary
469	11/26/2017	Short-Term vs Long-Term	What are you asking us here? Are you saying that we can get a lower cost project done sooner that would relieve traffic congestion sooner or we can wait for the full solution and suffer until then?

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No.	Date	Survey Section	Comment
470	11/26/2017	Short-Term vs Long-Term	it is important to plan for the future and not just solve the immediate problem. feel like many of the issues we face today was b/c of this tradeoff. prime example is I10 & 1604 with only 2 lanes going each way.
471	11/27/2017	Short-Term vs Long-Term	Do this project once and get it right even if it takes longer and is delayed. Consider the example of I-10 - TXDoT has wasted tax funds with projects done incorrectly and requiring redo- e.g Hwy 46 exit, Boerne access road, Cascade Caverns overpass
472	11/27/2017	Short-Term vs Long-Term	Road #3351 is already built and a no brainer, Expand it to a Highway
473	11/27/2017	Short-Term vs Long-Term	Depends on city plan and its alignment to grow proportionality with RESIDENTS moving in. If this is for BUSINESSES that Boerne is allowing to move in i.e Buckey's then maybe they should pay alot more in taxes vs abatement for bringing all the additional traffic in.
474	11/27/2017	Short-Term vs Long-Term	Short term solutions rarely solve anything
475	11/28/2017	Short-Term vs Long-Term	Again, depends upon what route you are envisioning. Smaller impact with lower cost if you insist on going through the middle of quiet neighborhoods. Higher cost but long term solution if you just widen Ralph Fair to handle the excess traffic
476	11/28/2017	Short-Term vs Long-Term	Lower cost and smaller roads if it must cut through neighborhoods. Higher cost if it is a more permanent solution like expanding Ralph Fair to four lanes
477	11/28/2017	Short-Term vs Long-Term	Bigger roads do not equate to problem solution. Solve the problem not the symptom.
478	12/2/2017	Short-Term vs Long-Term	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.
479	12/2/2017	Short-Term vs Long-Term	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.No Toll Roads!!
480	12/4/2017	Short-Term vs Long-Term	"If you build it they will come"
481	11/8/2017	Historic Preservation vs Natural Preservation	Please take into account, but should not be a stop to the project.
482	11/9/2017	Historic Preservation vs Natural Preservation	How can you save the historical buildings and change the environment or visa versa.
483	11/9/2017	Historic Preservation vs Natural Preservation	If the loops are far enough out it won't impact historic preservation or natural preservatiom
484	11/9/2017	Historic Preservation vs Natural Preservation	Both are important to me but there rate of natural area destruction is dramatic. Much of the beauty of Kendall County and Boerne lies in its rural and natural surroundings. Highways, developments, etc are changing the look and feel of the area. Natural habitat is declining at an alarming rate. I very much value the historical elements of Boerne and Kendall county as well and hope that as much as can be done to preserve our cultural heritage and history. Both are irreplaceable
485	11/9/2017	Historic Preservation vs Natural Preservation	Neither

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No.	Date	Survey Section	Comment
486	11/10/2017	Historic Preservation vs Natural Preservation	Find a way to balance both.
487	11/10/2017	Historic Preservation vs Natural Preservation	Perhaps a more appropriate choice is historic /environmental vs. subdivisions and Big box stores. That seems to be the choice we are making. Sacrificing historic or environment demeans the character of Boerne.
488	11/12/2017	Historic Preservation vs Natural Preservation	You could just widen the current highways instead of cutting roads through the hill country. You can start by widening the bridge at I-10 and 46. That would alleviate a ton of congestion in that area.
489	11/13/2017	Historic Preservation vs Natural Preservation	Cibolo and Herff farm went to the state to register the property so that they can protect it from development. All the landowners have a stake, but we all can't trot down and register our property as such.
490	11/14/2017	Historic Preservation vs Natural Preservation	This is an unfair comparison! There doesn't have to be a trade-off. Both are important, especially for a place like Boerne which is enjoyed for both aspects.
491	11/15/2017	Historic Preservation vs Natural Preservation	This is a totally bogus question. They BOTH should be prioritized and it is impossible to understand how one could trade these
492	11/15/2017	Historic Preservation vs Natural Preservation	Both are highly valuable to me
493	11/15/2017	Historic Preservation vs Natural Preservation	Nature is what makes us unique. It must be protected
494	11/15/2017	Historic Preservation vs Natural Preservation	This is the hardest question. The broader plan should include citizen input for each specific impacted area. That said every effort should be made to design a system and improvements that have the least impact on the flavor of Boerne. For instance, we may not have to widen HWY 46 along the river walkway if we divert non-essential traffic through other routes. Or perhaps downtown can be preserved as a low traffic location by improving school road, etc.
495	11/15/2017	Historic Preservation vs Natural Preservation	Protect open spaces and family ranches
496	11/15/2017	Historic Preservation vs Natural Preservation	I'm not sure why we would have to trade one of these for the other, both should be a priority in our community! History and nature are why people are moving to Boerne, let's not ruin it!
497	11/15/2017	Historic Preservation vs Natural Preservation	Both should be preserved. This is a bad question.
498	11/15/2017	Historic Preservation vs Natural Preservation	Both
499	11/15/2017	Historic Preservation vs Natural Preservation	This is not an either/or proposition. We can preserve both with an appropriate plan.
500	11/16/2017	Historic Preservation vs Natural Preservation	Both are important. We should not have to choose one and lose the other.

## Comments Matrix

No.	Date	Survey Section	Comment
501	11/16/2017	Historic Preservation vs Natural Preservation	If there's a way to do both, that would be preferred
502	11/16/2017	Historic Preservation vs Natural Preservation	Preserve both equally
503	11/16/2017	Historic Preservation vs Natural Preservation	Both should be preserved!
504	11/16/2017	Historic Preservation vs Natural Preservation	Again, a case by case basis.
505	11/17/2017	Historic Preservation vs Natural Preservation	minimize impact on both
506	11/17/2017	Historic Preservation vs Natural Preservation	Both of these are a high priority - this is not a meaningful choice.
507	11/17/2017	Historic Preservation vs Natural Preservation	I wouldn't compromise either of these.
508	11/17/2017	Historic Preservation vs Natural Preservation	I am much more concerned with our natural environment concerns as I believe this has much larger impacts on our health as a whole, however we do need to consider some historical preservation as part of our city culture
509	11/17/2017	Historic Preservation vs Natural Preservation	This is a bullshit question to me. Are you suggesting that we HAVE to choose one over the other? Can't BOTH be preserved. Seriously.
510	11/17/2017	Historic Preservation vs Natural Preservation	Natural preservation is of higher priority, although historic resources can be relocated if absolutely necessary.
511	11/17/2017	Historic Preservation vs Natural Preservation	This really depends on which specific resources are being considered. Cannot have a black and white question like this.
512	11/17/2017	Historic Preservation vs Natural Preservation	It is important to save BOTH!
513	11/18/2017	Historic Preservation vs Natural Preservation	Minimize to natural resource
514	11/18/2017	Historic Preservation vs Natural Preservation	Please eliminate the option that utilizes the road "Spanish Pass." My land and drive way are inclusive in that option and our land falls under wild life protection acts.
515	11/18/2017	Historic Preservation vs Natural Preservation	Structures can be moved or rebuilt. Natural areas can never be reclaimed after development.
516	11/18/2017	Historic Preservation vs Natural Preservation	Both are critically important to quality of life in our community. HORRIBLE TRADEOFF!
517	11/19/2017	Historic Preservation vs Natural Preservation	BOTH of these are important!

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No.	Date	Survey Section	Comment
518	11/19/2017	Historic Preservation vs Natural Preservation	Both are extremely important aspects that should be considered when deciding on traffic congestion remediation.
519	11/19/2017	Historic Preservation vs Natural Preservation	What kind of choice is this?? Why would you suggest that Kendall County residents would accept having to choose between these two areas that are critical to our quality of life and economy? Poor question.
520	11/19/2017	Historic Preservation vs Natural Preservation	I prefer the trade off of Historic Preservation AND Natural Preservation. It is NOT one or the other. IT IS BOTH and that is not a question. THE question is the cost of this preservation vs time and money. Are people willing to drive a little farther, or slower, a little more or whatever to keep the historic and natural resources that we have. THE TRADEOFF IS preservation vs. convenience. IF you were to ask that tradeoff I would choose preservation.
521	11/20/2017	Historic Preservation vs Natural Preservation	This doesn't make sense when you have a very historical city and also a beautiful natural environment.
522	11/20/2017	Historic Preservation vs Natural Preservation	Neither is a trade off. It's both. Period.
523	11/20/2017	Historic Preservation vs Natural Preservation	Natural preservation
524	11/21/2017	Historic Preservation vs Natural Preservation	Preserve Natural Preservation, do not take farmland or residential properties.
525	11/21/2017	Historic Preservation vs Natural Preservation	Both are equally important.
526	11/22/2017	Historic Preservation vs Natural Preservation	why is this an either-or question? the answer is preserve both. can be done: figure it out
527	11/26/2017	Historic Preservation vs Natural Preservation	This should not be a choice. Both are important. Why should we have to choose?!
528	11/26/2017	Historic Preservation vs Natural Preservation	This should not be a trade off! Both historic and natural elements should be able to be preserved. Why do we have to choose?
529	11/26/2017	Historic Preservation vs Natural Preservation	both are extremely important and should be minimized as both are irreplaceable. however, the natural environment is more important.
530	11/27/2017	Historic Preservation vs Natural Preservation	The natural environment will be lost forever with the current Kendall Gateway through Cascade Caverns
531	11/27/2017	Historic Preservation vs Natural Preservation	This appears to me to be a false trade-off. I don't know why historic and natural are indicated as oppositional.
532	11/27/2017	Historic Preservation vs Natural Preservation	poor question - they are one and the same and shouldn't be pitted against each other
533	11/28/2017	Historic Preservation vs Natural Preservation	this is a false choice, Gateway sucks, it is developer friendly. this is a false trade-off

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No.	Date	Survey Section	Comment
534	11/28/2017	Historic Preservation vs Natural Preservation	What kind of tradeoff is that?
535	11/28/2017	Historic Preservation vs Natural Preservation	The more we can preserve the few natural areas we have left, the better. As it is there is so much building going on that we are having more and more flooding issues when it rains due to all the impermeable ground cover
536	11/28/2017	Historic Preservation vs Natural Preservation	We need all the natural areas we can preserve. Already too much impermeable ground covers causing flooding during heavy rains
537	11/28/2017	Historic Preservation vs Natural Preservation	This does not seem like a fair question. Does this mean preserve the historic district at the expense of open space and nature?
538	11/28/2017	Historic Preservation vs Natural Preservation	This should not be an either/or. I value each of these resources equally and they should be equally preserved.
539	11/30/2017	Historic Preservation vs Natural Preservation	Both should be preserved!
540	11/30/2017	Historic Preservation vs Natural Preservation	BOTH are high Priority and should not be traded for each other.
541	12/2/2017	Historic Preservation vs Natural Preservation	Development should always consider and preserve access to ground water. Growth should not impact the aquifer, threaten private water wells, or impose additional water use restrictions.
542	12/2/2017	Historic Preservation vs Natural Preservation	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.
543	12/2/2017	Historic Preservation vs Natural Preservation	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches. No Toll Roads!!
544	12/4/2017	Historic Preservation vs Natural Preservation	we should preserve both
545	12/1/20017	Historic Preservation vs Natural Preservation	both are bad choices
546	12/1/20017	Historic Preservation vs Natural Preservation	both
547	11/8/2017	Controlled vs Non-Controlled Access	Depends on location
548	11/9/2017	Controlled vs Non-Controlled Access	Many of us drive long distances daily to San Antonio and other areas. Quick efficient routes are very important. No traffic lights!
549	11/9/2017	Controlled vs Non-Controlled Access	Either option will be a negative for adjacent properties as far as aesthetics and quality of life.
550	11/9/2017	Controlled vs Non-Controlled Access	It depends on the road and where it is taking you. Are we trying to get to a place far away? Or do we need to stop at various places. There is no map of where the new proposed roads are

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551	11/13/2017	Controlled vs Non-Controlled Access	whenever possible expand existing roadways rather than plowing through landowners/homeowner properties to make room for developers to sell one more house and pocket the profits.
552	11/14/2017	Controlled vs Non-Controlled Access	We already have I-10 adjacent to town.....we don't need another high speed access. What is needed are more routes around town for through traffic and those wishing to access I-10. These must be located far enough out of town as to not impact the cultural or natural aspects of Boerne.
553	11/15/2017	Controlled vs Non-Controlled Access	Given the growth on 46 and considering exiting farms and business I think you will need to come up with a hybrid solution to ensure safety for all. Neither of these images seem to address. The high access routine definitely presents safety issues and well as your high speed alternative. Speeds on 46 are already too high for conditions.
554	11/15/2017	Controlled vs Non-Controlled Access	It seems to me that access and intersection congestion are the two issues that impact the most on congestion. Speed is fine if it does not add to increased choke points and longer waits at intersections. Can we improve the natural flow/routes as well as ensure new developments don't create choke points--it is a travesty to allow a major development to rely on one exit and entrance. Most developments in Virginia don't allow cul de sacs anymore or developments with only one exit/entrance.
555	11/15/2017	Controlled vs Non-Controlled Access	Less speed
556	11/16/2017	Controlled vs Non-Controlled Access	Should be reviewed case by case.
557	11/17/2017	Controlled vs Non-Controlled Access	I think highway in close proximity to the city should have easy access and since close by should have controlled speed. The corridor between Boerne and SA should be higher speed less access (also same towards Comfort)
558	11/17/2017	Controlled vs Non-Controlled Access	It is not acceptable to conclude a generalized comment that differentiates between these options without selling out for a specific option. If I choose one for a certain option, it may be the wrong one for another. Poorly presented item.
559	11/17/2017	Controlled vs Non-Controlled Access	Depends on where it is.
560	11/17/2017	Controlled vs Non-Controlled Access	As long as the non controlled access is north of Boerne this would make sense. Trying to move the non controlled into existing residential communities would be detrimental and more costly.
561	11/18/2017	Controlled vs Non-Controlled Access	This option would seem to facilitate movement of pass-through traffic more effectively.

## Comments Matrix

No.	Date	Survey Section	Comment
562	11/19/2017	Controlled vs Non-Controlled Access	Your picture makes it appear that you can't have smaller ROW, less lanes and have limited access. Less impact, limited access is what is needed because these are all being proposed in mostly developed, historical or environmentally important areas.
563	11/19/2017	Controlled vs Non-Controlled Access	Another silly question. Please redo this survey. I prefer faster highways in lesser populated areas and slower speed higher access in higher populated areas obviously where it makes sense.
564	11/21/2017	Controlled vs Non-Controlled Access	what is the definition of controlled and Non-Controlled?
565	11/26/2017	Controlled vs Non-Controlled Access	This is a horrible question to ask the public because we have no idea what the implications might be of answering. We don't know what the actual roadway/location options are and thus cannot answer this with any confidence.
566	11/26/2017	Controlled vs Non-Controlled Access	It is difficult to answer this question as I do not understand what the plan would be for each option. It is hard to pick a tradeoff when I have no idea what the proposed routes would be.
567	11/26/2017	Controlled vs Non-Controlled Access	access points on highways slow speeds, less safe due to merging, and create bottlenecks. ex. closing just 2 on ramps on i10 between boerne and 1604 would have drastic effects on traffic movement.
568	11/28/2017	Controlled vs Non-Controlled Access	As long as the highway is not through the middle of neighborhoods
569	11/28/2017	Controlled vs Non-Controlled Access	Same as before. If it's Ralph Fair going to four lanes then go for it.
570	11/28/2017	Controlled vs Non-Controlled Access	Think Autobahn. Less access and higher speed for travelling long distances. Not appropriate for local travel. Cannot have both.
571	11/30/2017	Controlled vs Non-Controlled Access	An important consideration for this study is the impact of the proposed Bucee's near the south margin of Boerne. It was hard for me to determine if that was actually considered in the proposed alternatives for Kendall Gateway. The new Bucee's will bring additional heavy vehicular traffic (e.g., buses, 18-wheeler trucks) into the Exit 542/543 area.
572	12/2/2017	Controlled vs Non-Controlled Access	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches. No Toll Roads!!!
573	12/2/2017	Controlled vs Non-Controlled Access	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches.NO TOLL ROADS!!!
<b>Concept Selection</b>			
574	11/10/2017	Northwest Outer Concept	PLEASE stay away from the cibolo!!!!!!!!!!!!
575	11/10/2017	Northwest Outer Concept	This would be much better for long term and much less "floodable" in catastrophic floods... ie 1997 and 2002... also linking into close to welfare road would better support long term growth along I-10 as much of land from I-10 87 on s side is in flood plain or under conservation easements

## Comments Matrix

No.	Date	Survey Section	Comment
576	11/15/2017	Northwest Outer Concept	This is a terrible idea. Building a road and bridge above the lake will cause untold runoff and pollution. The lake is water for City of Boerne.
577	11/15/2017	Northwest Outer Concept	This has the least disruption to where people have made their homes and business.
578	11/15/2017	Northwest Outer Concept	Traffic relief not needed for this route.
579	11/17/2017	Northwest Outer Concept	Yes. Tool would not let me select. Outer or middle would be good depending on impact
580	11/19/2017	Northwest Outer Concept	I have no idea if this route goes through homes, environmentally important or historically significant areas. Does TxDot? If residents and a thorough study of these impacts allow for it, then this further out route is the only one to make sense for through traffic, not local.
581	11/22/2017	Northwest Outer Concept	This option appears to have the least impact to residential and commercial property and be least costly.
582	11/23/2017	Northwest Outer Concept	Current roads should be expanded. No new roads that divide undeveloped land. This will lead to more subdivision & make the over-population of the county a worse problem. No growth in drainage area for the lake
583	11/26/2017	Northwest Outer Concept	See other west side comment!
584	11/27/2017	Northwest Outer Concept	The notion only 8 residential/commercial property are impacted fails to acknowledge the adverse traffic and bucolic setting of Spring Creek Estates. Such impacts reduces property value, wildlife population & enjoyment, and property rights of quite enjoyment of properties.
585	11/27/2017	Northwest Outer Concept	This moves traffic further away from down town
586	11/28/2017	Northwest Outer Concept	Far out seems like it would be the best.
587	11/30/2017	Northwest Outer Concept	Should never happen!
588	11/30/2017	Northwest Outer Concept	Should never happen! The population on this side of IH10 and north of 46 is VERY minimal.
589	11/8/2017	Northwest Middle Concept	Bicyclists, farm equipment will be subjected to harm. Large trucks are unable to control their lane of travel. Too dangerous. I have been run off of this road 6 times this year by large trucks and sustained vehicle damage. Road is not wide enough
590	11/10/2017	Northwest Middle Concept	Have u guys looked at the envional impact and cost of this? Unbelievable this is an option!
591	11/14/2017	Northwest Middle Concept	Too impactive on Boerne Lake area.
592	11/15/2017	Northwest Middle Concept	Traffic relief not needed for this route.
593	11/23/2017	Northwest Middle Concept	Current roads should be expanded. No new roads that divide undeveloped land. This will lead to more subdivision & make the over-population of the county a worse problem. No growth near the lake.
594	11/27/2017	Northwest Middle Concept	necessary but lower priority than the SE and NE concepts
595	11/27/2017	Northwest Middle Concept	This is necessary but lower priority than the SE and NE concepts. The outer concept is no good.

## Comments Matrix

No.	Date	Survey Section	Comment
596	11/27/2017	Northwest Middle Concept	Too close to IH10
597	11/30/2017	Northwest Middle Concept	Should never happen!
598	11/30/2017	Northwest Middle Concept	Should never happen! The population on this side of IH10 and north of 46 is VERY minimal.
599	11/8/2017	Northwest Inner Concept	I like this concept as a lower speed type route to compliment the outer loop
600	11/15/2017	Northwest Inner Concept	keep traffic outside DT but as close in as possible. don't like bringing new traffic patterns thru larger ranches and expensive rural residential areas where residents are trying to escape congestion and traffic noise. keep it more commercial
601	11/17/2017	Northwest Inner Concept	Yes any of the optios west of i10 would help
602	11/19/2017	Northwest Inner Concept	I cannot comment, because the city and TxDot have not listed the impacts that such a road will have and therefore, allowed us to properly weigh the impacts and consequences of any 'choice' we might make.
603	11/23/2017	Northwest Inner Concept	Current roads should be expanded. No new roads that divide undeveloped land. This will lead to more subdivision & make the over-population of the county a worse problem
604	11/27/2017	Northwest Inner Concept	best option to minimize access points on I10 and environmental impacts
605	11/27/2017	Northwest Inner Concept	too close to IH10 for effective bypass
606	11/30/2017	Northwest Inner Concept	Should never happen! The population on this side of IH10 and north of 46 is VERY minimal.
607	11/8/2017	Northeast Outer Concept	Northeast Outer concept ppears to be the most needed route. I live here and understand the traffic.
608	11/9/2017	Northeast Outer Concept	Pulls traffic out of town and bypasses neighborhoods
609	11/10/2017	Northeast Outer Concept	Again much less impact and longer term management of ineedible growth than closer in loop
610	11/15/2017	Northeast Outer Concept	Traffic relief not needed for this route.
611	11/16/2017	Northeast Outer Concept	This is not necessary if west bound traffic traffic can detour to IH10 by going from 46 south to IH10 east of Boerne on the bypass
612	11/17/2017	Northeast Outer Concept	Maybe. Either this or northeast mddle makes sense
613	11/18/2017	Northeast Outer Concept	There is no traffic here. Adding a highway would just bring more traffic. Keep Sisterdale as it is!
614	11/19/2017	Northeast Outer Concept	The western part of this road might be far enough out, but having it dip down to Spring Creek Rd means the destruction of several homes, new and old, old family properties and enviornmental impacts. The amount of traffic going north does not warrant these roads. A SE connector, closer in, should be built to handle SH46 through traffic that needs to go both west and south.

## Comments Matrix

No.	Date	Survey Section	Comment
615	11/19/2017	Northeast Outer Concept	The western part of this road might be far enough out, but having it dip down to Spring Creek Rd means the destruction of several homes, new and old, old family properties and environmental impacts. It is still too close in, and should at the very least, circle further north around Friendly Hills subdivision, to line up with the western line of this route and avoid the existing homes in Spring Creek Estates and along Spring Creek Rd. However, the amount of traffic going north does not warrant these roads. A SE connector, closer in, should be built to handle SH46 through traffic that needs to go both west and south.
616	11/20/2017	Northeast Outer Concept	This MUST be done SOON! Traffic needs to get diverted OFF of Boerne Main St. ASAP.
617	11/20/2017	Northeast Outer Concept	Leave 46 East "as is".
618	11/21/2017	Northeast Outer Concept	There is not alot of traffic to this area. No one goes to the North of Boerne all traffic issues are South.
619	11/24/2017	Northeast Outer Concept	Some of this land is habitat of Texas songbird. Also I am coming concerned about residential impact.
620	11/26/2017	Northeast Outer Concept	This would have minimal effect on traffic in my opinion as it is primarily located in rural areas. Would be a waste of money and would not reduce traffic very much at all.
621	11/26/2017	Northeast Outer Concept	2nd best NE concept as majority of traffic going thru downtown are coming from east and heading North. with enhancements to 46, would create a bypass around SAT and would not disrupt boerne.
622	11/26/2017	Northeast Outer Concept	best NE concept as majority of traffic going thru downtown are coming from east and heading North. with enhancements to 46, would create a bypass around SAT and would not disrupt boerne.
623	11/26/2017	Northeast Outer Concept	Additional negative impact to already heavily congested areas of Hwy 474, Springcreek & Hwy 46.
624	11/26/2017	Northeast Outer Concept	TexDot has never shown the public the data on west bound traffic that justifies a northern bypass. Please show us the numbers!!
625	11/27/2017	Northeast Outer Concept	A Northeast Corridor is not needed.
626	11/27/2017	Northeast Outer Concept	This route allows Boerne to expand North more easily
627	11/28/2017	Northeast Outer Concept	The further away from the city the better
628	11/28/2017	Northeast Outer Concept	The farther out from the city the better.
629	11/8/2017	Northeast Middle Concept	Too much bicycle traffic, crooked road.
630	11/8/2017	Northeast Middle Concept	Too much bicycle traffic, crooked road. Large trucks are too wide for the road. I have been run off of the road by them. Lowering the speed limit has not reduced this.
631	11/10/2017	Northeast Middle Concept	Allows for bypassing of the city.
632	11/10/2017	Northeast Middle Concept	Why in the world would u do this?

## Comments Matrix

No.	Date	Survey Section	Comment
633	11/15/2017	Northeast Middle Concept	I think this option would serve better if it would tie into Hwy 46 around where the other option ties in that comes further east of Boerne.
634	11/15/2017	Northeast Middle Concept	Traffic relief not needed for this route.
635	11/16/2017	Northeast Middle Concept	Not needed if Westbound traffic on 46E can take the southern by pass.
636	11/16/2017	Northeast Middle Concept	This should be considered because it is a continuation to the dark green running along Ammann Rd
637	11/17/2017	Northeast Middle Concept	Yes makes more sense. Helps north east communities to get to boerne or farther northwest. Make 46 bigger more lanes from Ralph Fair and east. 46 can then connect up with this new northeast middle proposal.
638	11/18/2017	Northeast Middle Concept	There is no traffic here.
639	11/19/2017	Northeast Middle Concept	I live on this road and do not want it to become a major thoroughfare.
640	11/19/2017	Northeast Middle Concept	Again, this will destroy existing homes, a newer neighborhood and historic farms, as well as environmental impacts. These NE proposals will bi-sect Boerne, in the future they will not serve for through traffic, as local congestion will reduce capacity. Boerne High School is only 1 1/2 miles from this proposed 'truck' bypass and many student drive north on FM474 to go home, which would mean going through a major bypass at least twice a day. A bypass of this nature should not be planned through existing homes, neighborhoods or this close into town and school.
641	11/20/2017	Northeast Middle Concept	To me the biggest problem is the traffic using 46 to get to and from I 10. The biggest priority in my opinion should be focused on diverting that traffic first. It will help downtown congestion as well as the I 10 – 46 interchange. Unfortunately the HEB has caused a lot of traffic too as people come from all directions to get to it. People from Medina, Bandera etc. see it as a way to avoid SA.
642	11/21/2017	Northeast Middle Concept	There is not alot of traffic to the North side of Boerne.
643	11/26/2017	Northeast Middle Concept	2nd best alternative after NE inner concept.
644	11/26/2017	Northeast Middle Concept	Additional negative impact to already heavily congested areas of Hwy 474, Springcreek & Hwy 46.
645	11/26/2017	Northeast Middle Concept	Adds additional negative impact to already heavily congested areas of Hwy 474, Springcreek & Hwy 46.
646	11/26/2017	Northeast Middle Concept	None of these Northeastern routes are needed and will affect historic Herff ranch. The southern route can be used to get to I 10 much quicker.
647	11/27/2017	Northeast Middle Concept	strongly disagree with this one. Population is minimal out that way and being dumped on IH 10 on the northside of Boerne just leads to more congestion on East bound IH 10 heading toward San Antonio.
648	11/27/2017	Northeast Middle Concept	A Northeast corridor is not needed.

## Comments Matrix

No.	Date	Survey Section	Comment
649	11/27/2017	Northeast Middle Concept	too close in to Boerne to route traffic around town.
650	11/28/2017	Northeast Middle Concept	This crosses and bisects several of the oldest historic ranches of the county .
651	11/8/2017	Northeast Inner Concept	This is a good arterial inner loop that would compliment the outer loop
652	11/8/2017	Northeast Inner Concept	Extend road to I-10 versus stopping at 87.
653	11/8/2017	Northeast Inner Concept	Extend road to I-10 versus stopping at 87. Also, highway 46 should be 3 lanes from Boerne to Bulverde (281 intersection).
654	11/9/2017	Northeast Inner Concept	This route of the 3 would do the most to relieve traffic congestion in Boerne
655	11/9/2017	Northeast Inner Concept	Quick in/out access to schools is a priority
656	11/9/2017	Northeast Inner Concept	These neighborhoods are being developed. Develop and ease congestion.
657	11/10/2017	Northeast Inner Concept	keep new roads from cutting through rural areas, which would inevitably lead to more development and increased traffic
658	11/14/2017	Northeast Inner Concept	Too close to town
659	11/14/2017	Northeast Inner Concept	Too close to town
660	11/15/2017	Northeast Inner Concept	keep traffic outside DT but as close in as possible. don't like bringing new traffic patterns thru larger ranches and expensive rural residential areas where residents are trying to escape congestion and traffic noise. keep it more commercial
661	11/15/2017	Northeast Inner Concept	Traffic relief not needed for this route.
662	11/15/2017	Northeast Inner Concept	Traffic relief not needed for this route. Maximise use of existing roads to minimize impact on people and the environment.
663	11/16/2017	Northeast Inner Concept	Not needed if West bound traffic can get to I 10 from FM 46 E south to I 10 on the Southern bypass
664	11/17/2017	Northeast Inner Concept	Why multiple routes -- if the purpose is to move cars from the east to I-10, then the existing southern route accomplishes that purpose.
665	11/17/2017	Northeast Inner Concept	Maybe. Either this or middle or outer
666	11/19/2017	Northeast Inner Concept	If Esperanza is creating a traffic issue, it is incumbent upon the city to connect it with it's existing roadways, or better yet- they should have made that a requirement in the planning process. Deer Creek Rd and Bentwood should have been planned as connectors for city traffic flow. If these NE connectors are planned, they would be simply to alleviate the headache of Esperanza and other developments of the city, and not as bypasses for SH46. County residents should not have their homes and property taken by eminent domain by the city to accommodate this when there are other options on existing roads for that traffic. Since that's the case, then any true bypasses should be limited access, further out from existing neighborhoods and homes.

## Comments Matrix

No.	Date	Survey Section	Comment
667	11/20/2017	Northeast Inner Concept	Don't like this route already have Esser herd and Adler wouldn't help relieve congestion
668	11/20/2017	Northeast Inner Concept	Not necessary. We already have adequate access with Addler and Esser/474 road.
669	11/23/2017	Northeast Inner Concept	Current roads should be expanded. No new roads that divide undeveloped land. This will lead to more subdivision & make the over-population of the county a worse problem
670	11/24/2017	Northeast Inner Concept	This impacts a check of a lot more than 22 homes!!!! It would destroy our neighborhood!!!
671	11/24/2017	Northeast Inner Concept	This option affects a lot more than 22 homes
672	11/26/2017	Northeast Inner Concept	the NE inner concept is the best plan that has less disruption on the environment and still bypasses downtown.
673	11/26/2017	Northeast Inner Concept	the NE inner concept is the 2nd best plan b/c it brings much of the east to north traffic closest to downtown and champion high school, which is already congested.
674	11/26/2017	Northeast Inner Concept	Additional negative impact to already heavily congested areas.
675	11/26/2017	Northeast Inner Concept	This route is too close in to Boerne and goes thru the only Heritage ranch in Kendall county. Expect a public outcry and demonstrations if this is chosen .
676	11/27/2017	Northeast Inner Concept	2nd in priority. Very needed
677	11/27/2017	Northeast Inner Concept	A northeast corridor is not needed.
678	11/27/2017	Northeast Inner Concept	A northeast corridor is not needed. A truck corridor is needed to south with north access also.
679	11/27/2017	Northeast Inner Concept	A northeast corridor is not needed. A truck corridor is needed to south with north access.
680	11/27/2017	Northeast Inner Concept	Too much traffic near the schools
681	11/28/2017	Northeast Inner Concept	This is too near the city and doesn't allow for growth.
682	11/10/2017	Southwest Outer Concept	Given long term needs and cost and damage why wouldn't you pick this one vs the one closer in?
683	11/12/2017	Southwest Outer Concept	Given an environmental study, that nothing important is disturbed this would help lessen the flow of traffic of people who live in Bandera County and are heading into San Antonio. Being able to bypass the narrow bridge where traffic backs up at I-10 and Hwy 46 would be nice. However you could just widen the roads we have (especially that bridge!), and that would probably alleviate a whole lot of the problem.
684	11/15/2017	Southwest Outer Concept	Traffic relief not needed for this route.
685	11/17/2017	Southwest Outer Concept	Yes any option west of 10 would be better
686	11/19/2017	Southwest Outer Concept	I cannot comment, because the city and TxDot have not listed the impacts that such a road will have and therefore, allowed us to properly weigh the impacts and consequences of any 'choice' we might make.
687	11/23/2017	Southwest Outer Concept	Current roads should be expanded. No new roads that divide undeveloped land. This will lead to more subdivision & make the over-population of the county a worse problem

## Comments Matrix

No.	Date	Survey Section	Comment
688	11/26/2017	Southwest Outer Concept	Are we trying to be come Houston?
689	11/27/2017	Southwest Outer Concept	All three of the southwest outer concepts cross my land. The fact that all options impact a single landowner is inequitable. Additionally, these southwest options are much closer to Boerne than the options in the other quadrants. It seems to me that these thoroughfares would be overcome by growth and their benefit would be decreased (compared to other routes further away from the city).
690	11/27/2017	Southwest Outer Concept	Sure this top dollar subdivision will let this corridor go through. Really slanted survey.
691	11/27/2017	Southwest Outer Concept	Allows more expansion with less traffic in town
692	11/28/2017	Southwest Outer Concept	A larger loop is better due to the degree of anticipated growth
693	11/28/2017	Southwest Outer Concept	Why not. This areas already going to be ruined by the addition of Bucces...
694	11/10/2017	Southwest Inner Concept	Put it next to bucces!
695	11/10/2017	Southwest Inner Concept	Very low priority
696	11/10/2017	Southwest Inner Concept	Why does this concept connect at Bucee's rather than opposite the SE Inner Concept?
697	11/15/2017	Southwest Inner Concept	Traffic relief not needed for this route.
698	11/15/2017	Southwest Inner Concept	Traffic relief not needed for this route.
699	11/15/2017	Southwest Inner Concept	keep traffic outside DT but as close in as possible. don't like bringing new traffic patterns thru larger ranches and expensive rural residential areas where residents are trying to escape congestion and traffic noise. keep it more commercial
700	11/18/2017	Southwest Inner Concept	There isn't traffic here.
701	11/19/2017	Southwest Inner Concept	I cannot comment, because the city and TxDot have not listed the impacts that such a road will have and therefore, allowed us to properly weigh the impacts and consequences of any 'choice' we might make.
702	11/23/2017	Southwest Inner Concept	Current roads should be expanded. No new roads that divide undeveloped land. This will lead to more subdivision & make the over-population of the county a worse problem
703	11/27/2017	Southwest Inner Concept	All three of the southwest concepts cross my land. The fact that all options impact a single landowner is inequitable. Additionally, these southwest options are much closer to Boerne than the options in the other quadrants. It seems to me that these thoroughfares would be overcome by growth and their benefit would be decreased (compared to other routes further away from the city).
704	11/27/2017	Southwest Inner Concept	best option no minimize additional access points on I10
705	11/27/2017	Southwest Inner Concept	3rd in priority, after the two
706	11/27/2017	Southwest Inner Concept	3rd in priority, after the two Eastern concepts. higher priority than NW concept

## Comments Matrix

No.	Date	Survey Section	Comment
707	11/27/2017	Southwest Inner Concept	3rd in priority, after the two Eastern concepts. higher priority than NW concept. Outer concept is no good.
708	11/27/2017	Southwest Inner Concept	I am sure all those high value property owners would go along with this one is this a slanted survey?
709	11/27/2017	Southwest Inner Concept	this comes inti IH10 too close to Boerne. bypass needs to be farther South
710	11/19/2017	Southwest Middle Concept	I cannot comment, because the city and TxDot have not listed the impacts that such a road will have and therefore, allowed us to properly weigh the impacts and consequences of any 'choice' we might make.
711	11/22/2017	Southwest Middle Concept	This option would appear to be the least expensive and have least impact to residential or commercial property
712	11/23/2017	Southwest Middle Concept	Current roads should be expanded. No new roads that divide undeveloped land. This will lead to more subdivision & make the over-population of the county a worse problem. Don't grow toward San Antonio
713	11/23/2017	Southwest Middle Concept	Current roads should be expanded. No new roads that divide undeveloped land. This will lead to more subdivision & make the over-population of the county a worse problem. Don't grow toward San Antonio
714	11/27/2017	Southwest Middle Concept	All three of the southwest concepts cross my land. The fact that all options impact a single landowner is inequitable. Additionally, these southwest options are much closer to Boerne than the options in the other quadrants. It seems to me that these thoroughfares would be overcome by growth and their benefit would be decreased (compared to other routes further away from the city).
715	11/27/2017	Southwest Middle Concept	too close to IH10
716	11/9/2017	Southeast Outer Concept	Does not address immediate growth and congestion
717	11/9/2017	Southeast Outer Concept	This seems to do the least for traffic movement and traffic reduction. This routes is too far out of town. Concentration of population is too far away from this option. Also huge negative impacts for ammann road and corresponding neighborhood residents.
718	11/10/2017	Southeast Outer Concept	There are at least two aquifer recharge zones within feet of, if not under, this route just west of cibolo ridge trail.
719	11/10/2017	Southeast Outer Concept	This should alleviate some of hwy 46 problem but given the development already approved on top of current problems you should focus on making east side and southeast 90%+ of your investment for the next 50 years

## Comments Matrix

No.	Date	Survey Section	Comment
720	11/10/2017	Southeast Outer Concept	There is an Aquifer charger in this area that would impact everyone with wells. An Environmental study would be required to protect the investment of residents.  Concerned about entry and exits for Cibolo Ridge Estates. How would a left or even right turn be a safe option under this concept?
721	11/10/2017	Southeast Outer Concept	Ammann road was not designed to carry this much traffic. There is too much wildlife along this route...too many deer will be getting into the road.
722	11/12/2017	Southeast Outer Concept	There are several caves on the Cibolo including at least two others between Cascade Caverns and Van Raub (3 miles south). There are probably many others that are not known. The environmental impacts of cutting a highway through this area would be catastrophic.
723	11/13/2017	Southeast Outer Concept	Why isn't the option to go straight down 3351 where there is already right of way, rather than patching through multiple private properties for no real reason other than to tie into easy access to IH10 for Esperanza development
724	11/14/2017	Southeast Outer Concept	Ammann is a poor route to improve. It parallels highway 46 which is already a major route and would impact many of the small ranches and rural neighborhoods that give Boerne its small town character.
725	11/14/2017	Southeast Outer Concept	too many stream crossings!! too much disruption to the untouched natural landscape and open ranchland.
726	11/14/2017	Southeast Outer Concept	too many stream crossings!! too much disruption to the untouched natural landscape and open ranchland. A major road in the far outer loop concept area will materially negatively impact property values and quality of life. These are very expensive large parcels you will impact with this outer loop concept road.
727	11/15/2017	Southeast Outer Concept	Maximise use of existing roads to minimize impact on people and the environment.
728	11/16/2017	Southeast Outer Concept	Too many stream crossing impacts.
729	11/16/2017	Southeast Outer Concept	You need to take into account the opinions of the people that live along these proposed routes. No one wants these new roads except the developers.
730	11/17/2017	Southeast Outer Concept	Adds no value
731	11/17/2017	Southeast Outer Concept	Adds no value. Will just bring more traffic from north east communities thru FOR. Not good. Raises traffic and crime.
732	11/18/2017	Southeast Outer Concept	Not necessary because of Easy access to I-10 from 46 via Ralph Fair.
733	11/19/2017	Southeast Outer Concept	The plus on this route is using existing ROW as much as possible. The negative is that it isn't coming out further north on IH10, in order to provide more options for north or westbound traffic from SH46.

## Comments Matrix

No.	Date	Survey Section	Comment
734	11/19/2017	Southeast Outer Concept	What would you do this? 3351 runs all the way to 10. It has recently been redone (not very well since still funnel to limited turn lanes) so USE it. We do not need multiple parallel corridors. Fix the one that exists.
735	11/20/2017	Southeast Outer Concept	To avoid so much disruption (new ROW, flood areas, res-com impacts)-USE ALL of 3351 instead of cutting across & around Fair Oaks Ranch to the west. 3351 needs increased capacity NOW. In this scenario, it could kill 2 birds: the SE "outer loop" AND increased 3351 capacity.
736	11/20/2017	Southeast Outer Concept	Please avoid another cave and Endangered species
737	11/23/2017	Southeast Outer Concept	Current roads should be expanded. No new roads that divide undeveloped land. This will lead to more subdivision & make the over-population of the county a worse problem
738	11/26/2017	Southeast Outer Concept	This concept does not make sense to me at all. If someone was at 46 and 3351 wanting to get to I-10E south of Boerne, then it would be best to take existing 3351 route. If they wanted to travel to Boerne (from the same starting place) then then it would be best to take existing 46 route. Both 46 and 3351 (and intersections with these roads) could be improved. It makes no sense to encourage traffic to leave one of these highways to travel on a much smaller (for now) roadway or a new roadway that must be constructed through private property (many existing residents not willing to give up their homes to make way for a new highway).
739	11/26/2017	Southeast Outer Concept	this concept doesn't make sense. much of the traffic that would use route already has option of using ralph fair rd (3351) and would be expensive.
740	11/26/2017	Southeast Outer Concept	Keeps traffic away from already congested areas.
741	11/26/2017	Southeast Outer Concept	Keeps traffic away from already heavily congested areas.
742	11/26/2017	Southeast Outer Concept	Reroutes traffic away from already heavily congested areas.
743	11/27/2017	Southeast Outer Concept	Waste of tax dollars at this point and won't really relieve any congestion due to developments on or near SH 46.
744	11/27/2017	Southeast Outer Concept	this option makes no sense.

## Comments Matrix

No.	Date	Survey Section	Comment
745	11/27/2017	Southeast Outer Concept	The SE middle and SE outer options, should be eliminated. Point being, developers should pay for their development's access to IH10 if they so choose it. Eminent domain should NOT be used to subsidize developers and commercial enterprise at the expense of private citizens and taxpayers. Developers should provide the land or purchase the access that they want from willing participants of the transaction; including Esperanza and Herff developments and any future Cement Plant proposals. Expansion of existing highways, SH46 to Herff Parkway to Main Street (Hwy 87) to a nonstop entrance to IH10 should be the path used for 'SE middle and inner' access. 3351 to IH10 should be the path used for 'SE outer' access. Enhancements of 3351, SH46 and those existing connectors should be expanded for current and future transportation issues. ROW already predominately exists for these options, the cost would be substantially smaller than creating NEW roads via eminent domain across private resident homes with the cost of resulting lawsuits in the process.
746	11/27/2017	Southeast Outer Concept	Unfairly disruptive to long-term neighborhoods.
747	11/27/2017	Southeast Outer Concept	So this is the only option for the jam packed subdivisions to utilize without going to area that environmental issues would stop.
748	11/27/2017	Southeast Outer Concept	So this is the only option for the jam packed subdivisions to utilize without going to area that environmental issues would stop. Truck access going south with north access at IH10.
749	11/27/2017	Southeast Outer Concept	A seemingly better approach to divert Cordierra traffic off 46.
750	11/27/2017	Southeast Outer Concept	As Boerne grows out 46 east this would route traffic away from town better
751	11/27/2017	Southeast Outer Concept	Aquifer recharge area
752	11/28/2017	Southeast Outer Concept	A larger loop is better due to the degree of anticipated growth
753	11/28/2017	Southeast Outer Concept	What does this do any differently than FM3351? Not clear how this is beneficial except to spur new growth that would occur along this road concept corridor which would result in same problem we are experiencing now.
754	11/28/2017	Southeast Outer Concept	It passes through gated community and that's not ok
755	11/29/2017	Southeast Outer Concept	This route should follow FM 3351 farther south than indicated. Why not use as much of existing right of way as possible? This would have the lease adverse effect on homeowners trying to preserve their peaceful enjoyment of their property.
756	11/30/2017	Southeast Outer Concept	This path cuts through 100 year ranch land approved by ag commissioner and the pinta trail
757	11/8/2017	Southeast Middle Concept	I feel that using 3351 extending back to IH10 would be a better solution thus redirecting traffic long before getting to Boeing as a priority.
758	11/8/2017	Southeast Middle Concept	I feel that using 3351 extending back to IH10 would be a better solution thus redirecting traffic long before getting to Boerne as a priority.
759	11/9/2017	Southeast Middle Concept	Do not do this

## Comments Matrix

No.	Date	Survey Section	Comment
760	11/9/2017	Southeast Middle Concept	Concept cutting through Kendall Pointe would destroy small community lifestyle
761	11/9/2017	Southeast Middle Concept	This route when connected to other quadrants does very little to relieve traffic congestion in Boerne
762	11/10/2017	Southeast Middle Concept	There are at least two aquifer recharge zones within feet of- or under- this proposed route just west of cibolo ridge trail
763	11/10/2017	Southeast Middle Concept	With the rapidly developing areas in and immediately around Fair Oaks Ranch, off Dietz Elkhorn, Old Fredericksburg, Cascade Caverns, this route would provide direct access to Boerne, Champion High School. Otherwise large numbers of vehicles are limited to roundabout access via I-10/Herff, or very indirectly via Old Fredericksburg/Cascade Caverns/Old San Antonio. This proposed roadway would ease a lot of traffic flow through existing and rapidly overcrowding routes in Boerne.
764	11/10/2017	Southeast Middle Concept	There is an Aquifer charger in this area that would impact everyone with wells. An Environmental study would be required to protect the investment of residents.
765	11/10/2017	Southeast Middle Concept	Allows better access to south bound IH-10. Also the loop is further out from the City of Boerne allowing for future growth and bypassing of the city.
766	11/12/2017	Southeast Middle Concept	There are several caves on the Cibolo including at least two others between Cascade Caverns and Van Raub (3 miles south). There are probably many others that are not known. The environmental impacts of cutting a highway through this area would be catastrophic.
767	11/13/2017	Southeast Middle Concept	One mile down the road you want to plow through many peoples homes and properties as a 'supplement' to the developer land access. this is not necessary, and is effectively using eminent domain to supplement developers of Esperanza. My home that I saved for, built ourselves, would be plowed over for all the NEW homeowners that have moved to the 'country' but still want fast access to the city. I do not want to supplement that attitude, those developers, at the sacrifice of the home that we worked so hard to create. Our home would forever be damaged by the state forcing access through private property for the benefit of development. That is not what eminent domain was for. 3351 is a better option and should be used. The inner NE access, again, is through 'developer' properties. You don't need a third access through my home.
768	11/14/2017	Southeast Middle Concept	Needs to be pushed further east to tie into NE Outer route
769	11/14/2017	Southeast Middle Concept	I would directly link the SE Middle concept to the NE Outer concept. I would also add a new connection directly to 46 by extending the short north/south section of Ammann Rd to the north to ease congestion at the current Ammann Rd intersections with 46 and FM 3351.
770	11/14/2017	Southeast Middle Concept	This is a better alternative than the outer loop but not as desirable as the inner loop. I don't understand the SE Section of the otter loop. this project needs to be kept as far west as possible

## Comments Matrix

No.	Date	Survey Section	Comment
771	11/15/2017	Southeast Middle Concept	Maximise use of existing roads to minimize impact on people and the environment.
772	11/15/2017	Southeast Middle Concept	This is the best option but I believe it should tie into Hwy 46 a little further east of Boerne.
773	11/15/2017	Southeast Middle Concept	This path seems to run right through an existing neighborhood (Kendall Pointe). NO.
774	11/16/2017	Southeast Middle Concept	Out of all the choices, this impacts the least overall.
775	11/16/2017	Southeast Middle Concept	Less damaging to sensitive natural areas, and allows for future expansion.
776	11/16/2017	Southeast Middle Concept	We do NOT need more roads. If you add more roads, all that will happen is more developments will come and clog those roads.
777	11/17/2017	Southeast Middle Concept	3351 is over loaded now. It is also part of the agreement relative to Camp Stanley and requires light be kept at a minimum. Basically can't add outdoor lighting.
778	11/18/2017	Southeast Middle Concept	Not necessary because of easy access to I-10 to/from 46 via Ralph Fair.
779	11/18/2017	Southeast Middle Concept	This is where all the traffic is and people are traveling either west to town or south to SA
780	11/19/2017	Southeast Middle Concept	This road needs to bypass Cascade Caverns, an environmentally sensitive area. It should cut further north, to IH10, like the inner concept route, and facilitate west and northbound traffic to IH10 and West SH46. It should be limited access to preserve capacity.
781	11/20/2017	Southeast Middle Concept	Please avoid another cove and endanger species
782	11/21/2017	Southeast Middle Concept	Gives another way to get to I10 other than Ralph Fair Road
783	11/22/2017	Southeast Middle Concept	This would appear to be the least expensive option while impacting fewer residential properties
784	11/23/2017	Southeast Middle Concept	I strongly oppose this approach. It would cut through significant residential areas and has way too much impact.
785	11/23/2017	Southeast Middle Concept	Current roads should be expanded. No new roads that divide undeveloped land. This will lead to more subdivision & make the over-population of the county a worse problem
786	11/26/2017	Southeast Middle Concept	This would impact fewer homes and takes traffic from Hwy 46 and Ammann all the way to I-10
787	11/26/2017	Southeast Middle Concept	2nd to Southwest inner concept
788	11/26/2017	Southeast Middle Concept	I am opposed to this concept as it includes all new roadways that must be constructed through private property (many existing residents -- including me -- not willing to give up their homes to make way for a new highway). This concept would destroy the rural nature of my family's home for the convenience of other, new residence and the profit of developers.
789	11/26/2017	Southeast Middle Concept	The middle loop seems to me to be the best option for the most residents in Boerne and gets the traffic around and out of Boerne with the least impact on the beautiful hill country!
790	11/26/2017	Southeast Middle Concept	for SE corridor, this is 2nd best after SE inner concept.
791	11/26/2017	Southeast Middle Concept	Additional negative impact to already heavily congested areas.

## Comments Matrix

No.	Date	Survey Section	Comment
792	11/27/2017	Southeast Middle Concept	This would directly and negatively impact at least 115 additional residential properties in the Kendall Pointe Subd. It would also create the need for a new overpass at IH-10.
793	11/27/2017	Southeast Middle Concept	not best option for SE corridor
794	11/27/2017	Southeast Middle Concept	The SE middle and SE outer options, should be eliminated. Point being, developers should pay for their development's access to IH10 if they so choose it. Eminent domain should NOT be used to subsidize developers and commercial enterprise at the expense of private citizens and taxpayers. Developers should provide the land or purchase the access that they want from willing participants of the transaction; including Esperanza and Herff developments and any future Cement Plant proposals. Expansion of existing highways, SH46 to Herff Parkway to Main Street (Hwy 87) to a nonstop entrance to IH10 should be the path used for 'SE middle and inner' access. 3351 to IH10 should be the path used for 'SE outer' access. Enhancements of 3351, SH46 and those existing connectors should be expanded for current and future transportation issues. ROW already predominately exists for these options, the cost would be substantially smaller than creating NEW roads via eminent domain across private resident homes with the cost of resulting lawsuits in the process.
795	11/27/2017	Southeast Middle Concept	Unfairly disruptive to long-term neighborhoods.
796	11/27/2017	Southeast Middle Concept	Too close to Boerne. Does not reroute westbound traffic soon enough.
797	11/27/2017	Southeast Middle Concept	Recharge and caves
798	11/27/2017	Southeast Middle Concept	Recharge and caves. Floodplain
799	11/28/2017	Southeast Middle Concept	Total aquifer recharge zone.
800	11/28/2017	Southeast Middle Concept	This route would interfere with Champion High School traffic.
801	11/28/2017	Southeast Middle Concept	Same comment as for the Southeast Outer Concept, except to add that this is an extremely environmentally sensitive area for aquifer recharge
802	11/28/2017	Southeast Middle Concept	It passes through a gated community and that is not ok
803	11/8/2017	Southeast Inner Concept	This would be a better option for quick access to 46 and the schools off 46
804	11/9/2017	Southeast Inner Concept	This tract eases access to schools and efficiently gets people to SA
805	11/9/2017	Southeast Inner Concept	Construction of a road here would destroy a fragile environment and negatively affect homesteads.
806	11/9/2017	Southeast Inner Concept	Would do the most to relieve traffic congestion in Boerne of the 3 Southeast options.
807	11/10/2017	Southeast Inner Concept	SE and SW is where most of growth will happen and where most of money should be spent over next 25 years... on the Northwest and north east there is not anywhere near the likelihood of the added bandwidth alleviating much...

## Comments Matrix

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808	11/10/2017	Southeast Inner Concept	An Environmental Study should be required as many of these properties are also on wells.
809	11/10/2017	Southeast Inner Concept	This route is too close to Boerne. It does not account for future growth of the City and county.
810	11/12/2017	Southeast Inner Concept	You have mapped this right over Cascade Caverns sink, a large cave on the west side of the Cascade Caverns property. There are at least three other caves besides the one that is open to the public on the Cascade property. There are also several caves on the surrounding properties. There are several caves on the Cibolo including at least two others between Cascade Caverns and Van Raub (3 miles south). There are probably many others that are not known. The environmental impacts of cutting a highway through this area would be catastrophic.
811	11/13/2017	Southeast Inner Concept	This option is substantially through properties that want access to SA or from developers that can set aside the land if handled timely. Rather than taking homeowners custom built homes a mile down the road. We don't need both. Take from the high density developers that want this bypass.
812	11/14/2017	Southeast Inner Concept	Impacts too many neighborhoods and Cibolo Creek Natural Area. Too close to town to keep it unobtrusive.
813	11/14/2017	Southeast Inner Concept	Too close to town and impacts too many homes. Also would impact Cibolo Natural Area at the I-10 bridge
814	11/14/2017	Southeast Inner Concept	The SE section of the inner loop provides east west access and takes the traffic burden off DT Boerne without infringing on outlying rural areas open space keeping the more rural zones with the open and quite feeling they currently enjoy and that many residents have come to love about the area.
815	11/14/2017	Southeast Inner Concept	The SE section of the inner loop provides east west access and takes the traffic burden off DT Boerne without infringing on very expensive outlying residential/ranches located in more rural areas benefiting from open space and keeping the more rural zones with the open and quite feeling they currently enjoy and that many residents have come to love about the area. A major road in the far outer loop concept area will materially negatively impact property values and quality of life.
816	11/15/2017	Southeast Inner Concept	Maximise use of existing roads to minimize impact on people and the environment.
817	11/15/2017	Southeast Inner Concept	Cascade caverns should not be impacted with roads.
818	11/15/2017	Southeast Inner Concept	keep traffic outside DT but as close in as possible. don't like bringing new traffic patterns thru larger ranches and expensive rural residential areas where residents are trying to escape congestion and traffic noise. keep it more commercial
819	11/15/2017	Southeast Inner Concept	maybe
820	11/16/2017	Southeast Inner Concept	Crossing cascade caverns is absolutely ridiculous ecologically.

## Comments Matrix

No.	Date	Survey Section	Comment
821	11/16/2017	Southeast Inner Concept	This is not far enough out of the city
822	11/16/2017	Southeast Inner Concept	Should not cross Hester Lake and Cascade Caverns - very sensitive natural areas.
823	11/16/2017	Southeast Inner Concept	Should not cross Hester Lake and Cascade Caverns - very sensitive natural areas. Too many residential impacts.
824	11/16/2017	Southeast Inner Concept	This concept would allow it to connect with IH 10's newest construction and help traffic flow.
825	11/16/2017	Southeast Inner Concept	The best and most reasonable option would be to use Hwy 3351 from Hwy 46 straight to IH 10. This is a straight line and an existing highway.
826	11/17/2017	Southeast Inner Concept	I don't understand why your have to destroy Boerne and populated Kendall County when HWY 3351 could be used to bring traffic from HWY 46 to I - 10. right of way is already there.
827	11/18/2017	Southeast Inner Concept	Too much impact on everything for all southeast concepts.
828	11/19/2017	Southeast Inner Concept	I know there are issues with all of the routes. This may not be the best placement for this road, given similar considerations and impacts that all of the roads imply. However, the idea that one road, close in, could meet the demands for south and west or north bound traffic from SH46, is an idea that must be considered given the minimization of cost, loss of homes and property, environmental impacts and future desired growth patterns and land use planning for our county, particularly the area close in to Boerne and the pressure being put on valuable environmental resources and homes.
829	11/19/2017	Southeast Inner Concept	This is the best selection. It would give good access to Kendall Elementary without disturbing any neighborhoods. The others look too close to long standing neighborhoods. I don't understand, there is lots of acreage in this area, why must we make roads through the more populated areas?
830	11/20/2017	Southeast Inner Concept	Already have herf
831	11/20/2017	Southeast Inner Concept	SCRAP this entirely. This is already too populated & built up & would be too disruptive.
832	11/20/2017	Southeast Inner Concept	Please avoid another cave with endangered species
833	11/23/2017	Southeast Inner Concept	I strongly oppose this approach. Way too much impact.
834	11/23/2017	Southeast Inner Concept	Current roads should be expanded. No new roads that divide undeveloped land. This will lead to more subdivision & make the over-population of the county a worse problem
835	11/26/2017	Southeast Inner Concept	This is route is the biggest bang for the buck, the shortest route for drivers going both East and west on I 10.

## Comments Matrix

No.	Date	Survey Section	Comment
836	11/26/2017	Southeast Inner Concept	<p>This concept does travel through much undeveloped land (or land owned by a willing developer, I assume) (especially in northern portion as it leaves 46E). However, the connection to 46 through Coppers Creek should be evaluated/considered.</p> <p>I am concerned about the impact to existing residents farther south along this route before it connects to cascade caverns road (I don't know what the impacts are and how this is would be viewed by impacted residents -- but their concerns must be determined and included in this study).</p>
837	11/26/2017	Southeast Inner Concept	in the SE corridor, believe this is best concept and less disruptive to the community/environment. also does not add additional intersection on I10.
838	11/26/2017	Southeast Inner Concept	Additional negative impact to already heavily congested areas.
839	11/27/2017	Southeast Inner Concept	This proposal is the best eastern option; will more effectively move traffic off of SH 46 and make use of newly-constructed interchange at Cascade Caverns.
840	11/27/2017	Southeast Inner Concept	best option for SE corridor
841	11/27/2017	Southeast Inner Concept	best option for SE corridor to minimize environmental impact and does not add access point to I10
842	11/27/2017	Southeast Inner Concept	This 'bypass' option, if built at all, should originate through the Herff development with the developers providing the land and access that they want; including Esperanza subsidizing the acquisition of properties for their development(s) use. Otherwise expansion of existing highways, SH46 to Herff parkway to Main street (Hwy 87) to nonstop entrance to IH10 should be the path used for West access. 3351 to IH10 should be the path used for East access. Enhancements of 3351, SH46 and those existing connectors should be expanded for current and future transportation issues.
843	11/27/2017	Southeast Inner Concept	Highest priority. Easily the biggest need to alleviate traffic
844	11/27/2017	Southeast Inner Concept	Highest priority. Easily the biggest need to alleviate traffic. Outer concept is no good.
845	11/27/2017	Southeast Inner Concept	<p>This goes over water recharge features for multiple aquifers, destroy a major environment Casade Caverns, goes directly thru several varieties of endangered species.</p> <p>Several groups, individuals and Strong Environmental Protection groups are prepared and willing to participate in legal action to stop this route.</p>
846	11/27/2017	Southeast Inner Concept	With all the environmental issues along this corridor was this ever real??
847	11/27/2017	Southeast Inner Concept	Too many underground water accesses for the surface water (sink holes)
848	11/27/2017	Southeast Inner Concept	This route avoids sensitive recharge zones
849	11/28/2017	Southeast Inner Concept	This route directly impacts sinkholes and may adversely affect aquifer water quality

## Comments Matrix

No.	Date	Survey Section	Comment
850	11/28/2017	Southeast Inner Concept	The only logical southeast concept is not even listed. Ralph Fair all the way to I10. Makes not sense to cut through and destroy current neighborhoods when the space is already there on Ralph Fair
851	11/28/2017	Southeast Inner Concept	This route crosses known caverns and sinkholes. It would destroy Cascade Caverns.
852	11/28/2017	Southeast Inner Concept	This appears to be the least objectionable re school traffic. It would allow for a greater bypass of the city as well.
853	11/28/2017	Southeast Inner Concept	Same comment as Southeast middle concept. Environmentally sensitive area for aquifer recharge and karst structure.
854	12/1/2017	Southeast Inner Concept	This would divert cars away from town but would pick up on 46 which could handle cars..ammann is not equipped to handle that much traffic and would ruin the quality of life for all that live on this country road.
855	12/1/2017	Southeast Inner Concept	Is there not any way to decrease the amount of residential and commercial impacts?
856	11/9/2017	Other Comments	I would not approve any of the concepts as they are short sighted. The roadway to consider already exists. Truck traffic on 46 should access 473 from 281 and get to 10 at Comfort to go West. I don't believe that most of the 46 traffic is heading west.
857	11/9/2017	Other Comments	Lightest green - we need to provide alternate access closest to the large developments
858	11/9/2017	Other Comments	It's time to slow the pace of development and stop the government overreach and appropriation of private property (stealing).
859	11/9/2017	Other Comments	Unable to access concept selection. From viewing the PDFs with the overlays, please reconsider the proximity of the roadway along the Boerne City Lake and water treatment plant. Keep our dark skies and quiet settings as much as possible.
860	11/9/2017	Other Comments	Wished you had a satellite image so we can see how many people are being displaced..
861	11/10/2017	Other Comments	What the heck does this solve but increase density of current problems... and incentives developers
862	11/15/2017	Other Comments	Getting from San Antonio to the east side of Boerne and Bergheim is horrendously slow, and Ranches and Creekside and Esparanza are going to make this much worse. A route this way makes sense for Boerne by decreasing the clogging of River Rd and Herff Rd, but the karst topography and closeness to Cascade Caverns and Cibolo Creek make it risky. It is still the highest priority in my eyes
863	11/15/2017	Other Comments	Northwest outer concept, Northeast outer concept, Southwest outer concept, Southeast outer concept
864	11/15/2017	Other Comments	Hwy 46 West cannot handle the traffic it has now. Do not put more vehicles on it.
865	11/15/2017	Other Comments	it would be wonderful if we could give people who prefer alternate transportation a place to use it. if bike lanes would be added to all roadways, then maybe less cars would be going through boerne.

## Comments Matrix

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866	11/15/2017	Other Comments	I would need more information to the one with the least environmental impact and that retains the beauty of our hill country...i.e. The herff road expansion with the median of beautiful oak trees retained! Got to be our goal please!
867	11/15/2017	Other Comments	That is ridiculous to ruin a residential subdivision. You have idiots creating these plans
868	11/15/2017	Other Comments	Southeast
869	11/15/2017	Other Comments	How can you disrupt several quiet neighborhoods for a highway. We moved out here to get away from busy roads and traffic and now you want to put it at our doorstep
870	11/16/2017	Other Comments	I don't approve of any of these. Boerne works just fine. If people want to get around town at 60 mph, they should move elsewhere.
871	11/17/2017	Other Comments	Need more input on who gets affected and the price to pay for those affected
872	11/17/2017	Other Comments	I can only comment on the the three southeast concepts, since I am not able to speak for those who will be impacted in the other three quadrants. With regard to the proposed options for the southeast quadrant, TxDOT proposed similar routes in 2005. All were met with strong county citizen resistance. Some one-thousand signatures were presented on a petition to the county judge recommending TxDOT abandon these routes. Approximately, two years of contested discussion ensued and in 2007 the county was informed TxDOT did indeed abandon the routes. I suggest you go into archives and find your department's documents on this issue. Kendall County should also have archived copies of these documents. Because there were personnel changes in TxDOT and County positions you should not now ignore the history of the withdrawal of these routes.
873	11/18/2017	Other Comments	I have no idea what the concepts are, what the color coding means, or or the boundaries of the quadrants.
874	11/18/2017	Other Comments	No. Not here! Pristine land, vulnerable cave system.
875	11/18/2017	Other Comments	This option has been argued at the Boerne City Council level in the past 10 years. When this option was argued, the Boerne City council struck the option from current and present loop/roadway options. This option utilizes my driveway and would not only impact my land, but the ground water and wild life protection trust our land ensures. We currently protect a very rare Texas Songbird. Construction in this area has more environmental and residential impacts than your mission states.
876	11/18/2017	Other Comments	This screen is not working!! There are no roadway concepts shown at all.
877	11/19/2017	Other Comments	We really need to consider the Cave when making these decisions please
878	11/20/2017	Other Comments	The software only allows for us to select one concept. Please update and extend deadline.
879	11/20/2017	Other Comments	Please please connect Kreuzberg to 46!
880	11/21/2017	Other Comments	choose the route that does not compromise existing homes or properties.

## Comments Matrix

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881	11/21/2017	Other Comments	The north options down spring creek road is disruptive to wildlife and ranches in the area. We do NOT want a major road coming through our quiet area of town because the building to the South was not controlled. This should have been planned much better. Greed has taken over - would you want a major road going through your country home???
882	11/25/2017	Other Comments	Against going through Kendall Pointe subdivision
883	11/26/2017	Other Comments	The middle routes make a loop and seem like a logical choice with fewer residential and environmental impacts. Everything in Kendall County seems to cross a flood plain so I don't see this as an area for concern as it is dealt with on a regular basis as is.
884	11/26/2017	Other Comments	The Middle loop seems like the best option for moving traffic around and out of Boerne.
885	11/27/2017	Other Comments	Use Ralph Fair for full route
886	11/27/2017	Other Comments	Use 3351 for a South Access
887	11/27/2017	Other Comments	Spring Creek options are not viable because it unduly disrupts existing Spring Creek Estate residents and wildlife habitat & populations.
888	11/30/2017	Other Comments	The primary objective should be to effectively manage Route 46 traffic flow through Boerne. That will be a major challenge. Alternatives that increase time/distance around Boerne will likely be less used and therefore not alleviate traffic congestion on major surface streets in Boerne.
889	12/2/2017	Other Comments	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches. No Toll Roads!!
<b>Additional Comments</b>			
890	11/8/2017	Additional Comments	Please plan long term.
891	11/8/2017	Additional Comments	Thanks for having this meeting.
892	11/9/2017	Additional Comments	Although I understand the need to widen Amman road if it means that existing homeowners have to tear down their existing rock entry ways/gates I am not for it unless we are compensated and the work is done by the county/state/city.
893	11/9/2017	Additional Comments	Do not take over properties
894	11/9/2017	Additional Comments	Stop stealing land from private citizens
895	11/9/2017	Additional Comments	I use SH46 for work, children's school, and errands
896	11/9/2017	Additional Comments	Concerned about traffic noise, water quality and quality of life.
897	11/9/2017	Additional Comments	Minimize impact on natural resources and our Hill Country views
898	11/9/2017	Additional Comments	A "outter loop" is a great way to plan for the inevitable growth
899	11/9/2017	Additional Comments	Commute to schools is a high priority also
900	11/9/2017	Additional Comments	new roadways should include shoulders and bike paths

## Comments Matrix

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901	11/9/2017	Additional Comments	Do not create something that is going to have to be torn up and made bigger 10 years down the road.
902	11/9/2017	Additional Comments	I'd like to see minimal impact on Ammann Road.
903	11/9/2017	Additional Comments	fix the freaking roads
904	11/9/2017	Additional Comments	MOst of the growth is east of town so I would think more development there would be a priority.
905	11/10/2017	Additional Comments	Will have children at Champion in a few years
906	11/10/2017	Additional Comments	Stay away from the lakes
907	11/10/2017	Additional Comments	Please avoid our cibolo creek in the northwest and our aquifer recharge caves on the outer southeast quadrant!!!!
908	11/10/2017	Additional Comments	I use SH 46 for all things because we live in that direction, traffic is horrible, need to do something quickly
909	11/10/2017	Additional Comments	After reviewing our choices for proposed routes you clearly see city of Boerne created this problem that the now want county property owners to solve for them.
910	11/10/2017	Additional Comments	traffic horrible
911	11/10/2017	Additional Comments	Why are the proposed concepts on the south side all designed to impact those with acreage, wells and aquifers on their properties. Find a solution closer to the high density developments contributing to the problem. Do not destroy our properties.
912	11/10/2017	Additional Comments	Road sucks
913	11/10/2017	Additional Comments	Ammann Road intersection with I 46 is very dangerous now
914	11/10/2017	Additional Comments	The outer loops look like nothing more than a developers will use to overdevelop the hill country. No one traveling around Boerne is going that far out of their way to get to the other side of town. They will just keep using 46.
915	11/10/2017	Additional Comments	Southerly route should be further away from City.
916	11/10/2017	Additional Comments	I travel 46 when going to New Braunfels or Austin
917	11/10/2017	Additional Comments	Look at where growth is and will be and likelihood I'd development and environmental impact... before moving to priorities... much of the north and northwest of Boerne is protected in family lands and environmental Easement and much more difficult and
918	11/10/2017	Additional Comments	Would rather see new roads go across unimproved land not so close to homes. We bought here for wildlife & quiet; if this goes thru, I'll have a hwy 300' from my back patio, ruining our peace & quiet, reducing our prop value, no way to sell
919	11/10/2017	Additional Comments	Some of this plan is awful for our creeks and envirmnt... particularly the option of a bypass that goes below the lake and 1/2 mile right next to Comanche springs creek... what were you thinking?

## Comments Matrix

No.	Date	Survey Section	Comment
920	11/10/2017	Additional Comments	Live off of S. Plant
921	11/11/2017	Additional Comments	Section 4 is too hard to answer without more discussion.
922	11/12/2017	Additional Comments	Focus on widening the roads we already have instead of tearing up the Hill Country with more highways. You can start with the bridge at I-10 and Hwy 46. Thanks!
923	11/12/2017	Additional Comments	Diverting traffic west of 10 will not eliminate the current & future congestion east of 10 any developments of roadways West of 10 should not be considered as it will add no value and impact the lake, creeks and watersheds.
924	11/12/2017	Additional Comments	I believe the northern routes provide the best balance of access and minimal impact to existing property owners
925	11/13/2017	Additional Comments	Put in bypass roads where where subdivisions are being put in and land has already been acquired.
926	11/13/2017	Additional Comments	87 south at IH-10 needs improvement immediately. Cannot turn into or out of office bldg next to tractor supply without great risk. Daily!
927	11/13/2017	Additional Comments	I do not commute to SA for work, I go into Boerne to shop, bank and get mail
928	11/14/2017	Additional Comments	Change left turns from protected only to protected/safe to do so. Replace arrow only with arrow and solid green.
929	11/14/2017	Additional Comments	i bought a parcel to get away from the city not for the city and traffic to come to me...
930	11/15/2017	Additional Comments	Maybe a Southern exit from Champion High School would ease the burden on Hwy 46 between Herff and Amman rd
931	11/15/2017	Additional Comments	Herff Ranch resident
932	11/15/2017	Additional Comments	46 Doesn't need to be any wider you just need to get the through traffic off of it. It should be for residents and people going to actually do business in Boerne
933	11/15/2017	Additional Comments	Something truly needs to be done to alleviate traffic on HWY 46.
934	11/15/2017	Additional Comments	Take my daughter to dance lessons
935	11/15/2017	Additional Comments	Additional roadways need TURNING lanes from the outset. This seems to be a failure of many new roads (where Herff meets Main Street for example)
936	11/15/2017	Additional Comments	I live off of Ammann road and have a difficult time getting on to 46 during high traffic times. I hope there will be a light getting on to 46 soon.
937	11/15/2017	Additional Comments	Need to widen 46 over 10
938	11/15/2017	Additional Comments	I avoid 46 especially 7-9 am and 4-6 pm
939	11/15/2017	Additional Comments	Why can't you just improve existing roads. We already have roads in place. Improve them first.
940	11/15/2017	Additional Comments	I live west of I-10
941	11/15/2017	Additional Comments	I live on Highway 46

## Comments Matrix

No.	Date	Survey Section	Comment
942	11/15/2017	Additional Comments	Keep Boerne "Boerne", pls
943	11/15/2017	Additional Comments	I also travel 46 to and from working and for shopping/ errands. You need to make that prior question multi-select.
944	11/15/2017	Additional Comments	I live on 46 west, traffic is already a nightmare.
945	11/15/2017	Additional Comments	Please protect our water and natural resources.
946	11/15/2017	Additional Comments	I believe that access from the south and east is the worst congestion, I believe a route from south to east around boerne is the most important at this time. Also if entrance to Boerne from IH10 were all reworked and updated for better traffic flow.
947	11/15/2017	Additional Comments	Please preserve our natural resources and health
948	11/15/2017	Additional Comments	Flooding isolates Boerne from the east. We need a better way to connect to I10 and downtown, not loops into areas where no one lives
949	11/15/2017	Additional Comments	My experience with improved roads in the east tends to encourage more residence to move to the out lying communities for more and less expensive housing. That may be changing with the millennial, but let's develop a plan that can be additive.
950	11/15/2017	Additional Comments	Protect private property rights. Maximise use of existing roads to minimize impact on people and the environment.
951	11/15/2017	Additional Comments	I live off of Hwy 46. I commute to and from work and also for shopping. Everywhere I go I travel Hwy 46. I am very concerned with the greatly increased Heavy Truck traffic on SH 46 and especially with the proposed Vulcan Concrete Batching Plant.
952	11/15/2017	Additional Comments	keep traffic outside DT but as close in as possible. don't like bringing new traffic patterns to/thru larger ranches and expensive rural residential areas where residents are trying to escape congestion and traffic noise. DT traffic circle good
953	11/15/2017	Additional Comments	Love the scenic drive and natural areas. Keep it scenic!
954	11/15/2017	Additional Comments	I also use 46 for shopping and errands
955	11/15/2017	Additional Comments	Also use this corridor for work daily
956	11/15/2017	Additional Comments	SH 46 should not be used for industrial
957	11/15/2017	Additional Comments	I live off of 46
958	11/15/2017	Additional Comments	Travel 46 going to Austin
959	11/15/2017	Additional Comments	Please go forward with the focus on protecting the natural beauty of our area! Once gone we will no longer be unique!
960	11/15/2017	Additional Comments	Do not build this road east of East of Boerne
961	11/15/2017	Additional Comments	Building a road right through an established neighborhood is a bad option. I realize I could get somewhere much faster with more roads, but I'd rather take the long way to keep my neighborhood intact. Families have invested and made their homes here.

## Comments Matrix

No.	Date	Survey Section	Comment
962	11/15/2017	Additional Comments	Very confusing website
963	11/15/2017	Additional Comments	With new schools being built on 3351, it makes sense to widen those lanes for traffic, and to not route traffic through Boerne neighborhoods.
964	11/15/2017	Additional Comments	I think once ih10 is completed many of the current issues would subside
965	11/15/2017	Additional Comments	I believe the top priority is to be preserving the beauty of our beautiful hill country-old oak trees, caves, parks etc. We need to preserve the beauty that makes the hill country!
966	11/15/2017	Additional Comments	Highways should be northwest of boerne. More people will be moving there so get ahead of the traffic
967	11/16/2017	Additional Comments	I live in Kendall Pointe. I don't want traffic coming through my neighborhood. We bought in this neighborhood because it is gated and near our son's school. Please don't change our neighborhood. I think Boerne is better without all of this "progress"
968	11/16/2017	Additional Comments	I don't believe in displacing long standing residents and communities for "convenience"
969	11/16/2017	Additional Comments	The wider loop is a needed option
970	11/16/2017	Additional Comments	I live off hwy 46, so it's an important road to go anywhere for me.
971	11/16/2017	Additional Comments	Cascade Caverns/Scenic Loop interchange to I10 is already built. Use it for the 46 bypass.
972	11/16/2017	Additional Comments	Widen 3351 to 4 lanes
973	11/16/2017	Additional Comments	We need to preserve our community and not build to encourage development
974	11/16/2017	Additional Comments	The main concern should be to move traffic to IH 10, rather than building a loop to accommodate more commercial development
975	11/16/2017	Additional Comments	We use this road every day 2+ times a day in two different vehicles @ different times a day
976	11/16/2017	Additional Comments	Main street is loud and busy with road traffic at times when pedestrian should have priority. 46/herff/city park congestion is awful.
977	11/16/2017	Additional Comments	Please do not add any more roads. They will only benefit the developers, who will add more neighborhoods and more traffic.
978	11/16/2017	Additional Comments	The concepts selected still alleviates the flow into downtown Boerne.
979	11/16/2017	Additional Comments	Use 46 every day for work, school and shopping. 46 towards Bandera.
980	11/16/2017	Additional Comments	We live in Kendall Pointe Subdivision and wish to continue to enjoy our peace and quiet which we paid dearly \$\$\$\$
981	11/16/2017	Additional Comments	We moved to Kendall Pointe in April of this year to be near our daughter and family. We are in our 70's and were hoping to live here the rest of our lives. Please don't take away our peace and quiet!!!! May God give you wisdom and insight.
982	11/17/2017	Additional Comments	Please put a light at oak park and Main Street to cut down on cut thru traffic in neighborhoods. Or at least post officer in neighborhood. Cars speed on schweppe and it is so dangerous!!!!

## Comments Matrix

No.	Date	Survey Section	Comment
983	11/17/2017	Additional Comments	I know this has nothing to do with this but if y'all could pass it on to whoever. Dickens on main needs to be a different weekend maybe one a little closer to Christmas. Just a thought
984	11/17/2017	Additional Comments	It would be a shame to disrupt the beauty of Ammann Road and the water recharge areas near it.
985	11/17/2017	Additional Comments	Keep Boerne small. you are making us the next Katy, TX by thrying to over commercialize. Pending Buckee's is the worst thing that can happen. We have ample gas stations!
986	11/17/2017	Additional Comments	Boerne Business/Home Owner
987	11/17/2017	Additional Comments	Trucks should be required to bypass downtown unless they are making a delivery or pickup of freight.
988	11/17/2017	Additional Comments	We really need to be thinking about CROSSWALKS ON MAIN, FLASHING CROSSWALKS AT WALKING TRAILS, AND SIDEWALKS!!
989	11/17/2017	Additional Comments	Thank you for this survey! It really makes you realize that every option has impacts.
990	11/17/2017	Additional Comments	Use LOW IMPACT DEVELOPMENT for GOODNESS SAKE!!!!
991	11/17/2017	Additional Comments	I live on 46. Horrible traffic but do not want to be affected by growth bybtaking my property from me
992	11/17/2017	Additional Comments	Please, please listed to the people who will be affeted by the proposed routes. Yes, traffic is increasing; however, there are solution sets, not among those porposed, that might address the problem areas as well. Listen to the citizens!
993	11/17/2017	Additional Comments	FM 3351 shold be expanded to allow more traffic going South from Hwy 46
994	11/17/2017	Additional Comments	No value to route more traffic thru FOR
995	11/17/2017	Additional Comments	Travel between Boerne and New Braunfels to see family and shop
996	11/17/2017	Additional Comments	Bypassing Boerne via the northern route makes a lot more sense than trying to go south on Ralph Fair. Make 46 four lanes from east of Ralph Fair would make the most sense, looping north. The questions use will slant the answers to what you want.
997	11/17/2017	Additional Comments	Move traffic, especially truck traffic, out of downtown and route it in a beltway around Boerne that will also accommodate increasing traffic over the next 5-10 years. Plan for increase and execute now, don't delay and have to retrofit.
998	11/17/2017	Additional Comments	Boerne is our home town where we go to church, have relatives and do shopping.
999	11/18/2017	Additional Comments	46 East of Boerne needs immediate work
1000	11/18/2017	Additional Comments	We love in the impacted area off of sisterdale road and Pfeiffer road , I do not feel a thorough fare is needed
1001	11/18/2017	Additional Comments	Fix city "bad" intersections
1002	11/18/2017	Additional Comments	We need a cut through from 46/Amman to southern Boerne (Cascade Caverns). Crazy it's only a mile or so as the crow flies but you have to go to Herff to get there....

## Comments Matrix

No.	Date	Survey Section	Comment
1003	11/18/2017	Additional Comments	Traffic on 46 backs up to Ammann road every day, this is ridiculous in a town this size. we need more options that cut through to I-10 from 46 near Esperanza
1004	11/18/2017	Additional Comments	Current traffic is a nightmare, especially during school times. Please implement a comprehensive long term solution ASAP.
1005	11/18/2017	Additional Comments	Our land is located in the path of the most northwestern option. Our land is protected wildlife land. Please eliminate that option. It has previously been eliminated by the Boerne City Council
1006	11/18/2017	Additional Comments	I travel Hwy 46 to get to Austin or New Braunfels. Also, your Concept Selection Tab 4 is not working.
1007	11/18/2017	Additional Comments	Found survey confusing & thoughtful responses take far more than 5 min to complete
1008	11/18/2017	Additional Comments	I understand the need to address the traffic on 46 as that is where all the new construction is happening. But leave the north end alone. We live off of Sisterdale road, have no traffic issues and enjoy the piece and quiet of our ranch.
1009	11/19/2017	Additional Comments	My home property has frontage on Hwy 46 East
1010	11/19/2017	Additional Comments	I use 46 to get to IH 35 to go North
1011	11/19/2017	Additional Comments	Please NO cement plant on 46!!
1012	11/19/2017	Additional Comments	avoid imoacts of routing heavy traffic next to existing residential areas
1013	11/19/2017	Additional Comments	I asked a representative at the last open house, who the 'stakeholders' were. He said everyone impacted by the proposals. I asked if that meant home owners who would lose their homes, he said of course. We were never told, nor asked, about them.
1014	11/19/2017	Additional Comments	I try to avoid 46 at all costs!
1015	11/19/2017	Additional Comments	Bottleneck at the 10 coming in from SA is the real problem
1016	11/19/2017	Additional Comments	Too much buildup on 2 lane state roads in Boerne
1017	11/19/2017	Additional Comments	I use 46 to go to new braunfels
1018	11/19/2017	Additional Comments	Do not believe we should be taking up open space around the SE corridors just to make the commute for Esparanza buyers easier.
1019	11/19/2017	Additional Comments	I live on 46 so I use it for everything. It is not a cut through for me.
1020	11/20/2017	Additional Comments	Go to nursing home on 46 fro Fair Oaks Ranch, thru Boerne
1021	11/20/2017	Additional Comments	I think the most important "fix" for the traffic congestion in Boerne is to have roads that go around the center of town. Too many homes are being built along SH46 East which has caused the terrible congestion on it.
1022	11/20/2017	Additional Comments	Stop destroying Boerne.

## Comments Matrix

No.	Date	Survey Section	Comment
1023	11/20/2017	Additional Comments	We moved here for the schools now over population will ruin them. I don't see the need for 450 new houses a year from now until 2026
1024	11/20/2017	Additional Comments	It is helpful to see projected completion dates on road projects.
1025	11/20/2017	Additional Comments	SH 46 west of Boerne is a nightmare. North side of boerne and west side of boerne have very little roads to access.
1026	11/20/2017	Additional Comments	Obtain and develop school street to relieve downtown through traffic. Much like herff rd project.
1027	11/20/2017	Additional Comments	I do not see the need for new roadways at this current time. I am not being affected in anyway.
1028	11/20/2017	Additional Comments	Please create u-turn bridges going both directions on the bridge leading from 46 to Bandera road heading in town to help alleviate the congestion on the bridge Bandera
1029	11/20/2017	Additional Comments	Inner loop is needed now, outer loop will be needed soon enough
1030	11/20/2017	Additional Comments	Need better routes to Austin from IH10 and Boerne
1031	11/20/2017	Additional Comments	Roadway crossigns on the eastern sections must not impact the large ground water recharge features found on Upper Cibolo Creek. For more informaiton please consult CCGWCD and Upper Cibolo Creek Watershed Protection Plan
1032	11/20/2017	Additional Comments	None
1033	11/20/2017	Additional Comments	I ride my bicycle on 46. I am a taxpayer. I would like to see any improvements possible to improve the roads and conditions for bicycle riders. I also drive the area frequently and would like to see alternate routes, especially for trucks.
1034	11/20/2017	Additional Comments	Please build a bypass that addresses long term needs.
1035	11/20/2017	Additional Comments	PLEASE BE MINDFUL
1036	11/20/2017	Additional Comments	none
1037	11/20/2017	Additional Comments	This won't be done for decades. Plan ahead and go 46 to 281 to 473
1038	11/20/2017	Additional Comments	We are years behind in planing and unless we can protect a desired alignment all the studying is for nought .
1039	11/20/2017	Additional Comments	River Mtn Ranch has only one way in or out! Please connect Kreutzberg to 46!
1040	11/20/2017	Additional Comments	We Live on Hwy 46E
1041	11/20/2017	Additional Comments	The maps are not clear!!
1042	11/20/2017	Additional Comments	Why hasn't the city of Boerne maintained the traffic lines throughout the city?
1043	11/21/2017	Additional Comments	Many residents bought properties in Boerne years ago knowing the existing infrastructure, developers have taken over and are driving the need for more roads at the expense of people who have invested in good faith with existing roadways.

## Comments Matrix

No.	Date	Survey Section	Comment
1044	11/21/2017	Additional Comments	I prefer no highway changes
1045	11/21/2017	Additional Comments	I use 46 west periodically as I am a referee and umpire and live in Boerne and ref and ump in Bandera and points west and east.
1046	11/21/2017	Additional Comments	Traffic on 3351 is horrible. A better road surface would help
1047	11/22/2017	Additional Comments	Outer loops should not be built until IH10 has more lanes. You're just shifting the problem. We can wait on 46 or wait in traffic on I10, what's the difference?
1048	11/22/2017	Additional Comments	I own land 7 miles west on 46.
1049	11/22/2017	Additional Comments	I have lived in Boerne and worked in San Antonio for 13 years and traffic in Boerne is rarely an issue for me. If the goal is to anticipate future growth and congestion, then I would suggest locating new east and west routes further out from Boerne
1050	11/22/2017	Additional Comments	travel to customers/New Braunfels
1051	11/22/2017	Additional Comments	Excellent work
1052	11/23/2017	Additional Comments	Southeast options are a disaster. Stop the relentless development and you won't need so many roads. The town is turning into Stone Oak- one big mall and parking lot. It needs to stop. Preserve some open space before it's too late.
1053	11/23/2017	Additional Comments	I travel primarily on Scenic Loop/Boerne Stage Road to commute to San Antonio
1054	11/24/2017	Additional Comments	This survey is very inaccurate on how many properties it would affect. I am very disappointed in some of these plans
1055	11/25/2017	Additional Comments	growth is a problem
1056	11/25/2017	Additional Comments	Please don't break up areas purchased due to their privacy/seclusion.
1057	11/25/2017	Additional Comments	There needs to be a shorter route from IH-10 Boerne to IH- 35 Georgetown
1058	11/26/2017	Additional Comments	almost like living in downtown San Antonio with the traffic issues we face. something must be done now before the cost becomes unacceptable
1059	11/26/2017	Additional Comments	The Middle Loop seems like the best short and long term option for this area to help manage traffic accompanying the planned growth.
1060	11/26/2017	Additional Comments	Again, I believe the middle loop around Boerne is the most practical option, getting the most traffic out of and around Boerne with the least amount of impact to residents and the natural beauty of the hill country. Help preserve Boerne!
1061	11/26/2017	Additional Comments	46 is my only way out off of Ammann road
1062	11/26/2017	Additional Comments	less disruption of environment and less purchase of rightaway the better.
1063	11/26/2017	Additional Comments	slow down residential growth; more emphasis on commercial growth to expand tax base
1064	11/26/2017	Additional Comments	The east side is already too crowded. Stop building on the east side!
1065	11/27/2017	Additional Comments	Please keep us informed

## Comments Matrix

No.	Date	Survey Section	Comment
1066	11/27/2017	Additional Comments	Soth Egress use Highway 3351 and expand it
1067	11/27/2017	Additional Comments	We value the natural look. Creating more roads/loops just really only means creating the opportunity for more high density housing, junky strip malls, and half-vacant "professional" bldgs. The loops will come; keep them to a minimum, in # and length
1068	11/27/2017	Additional Comments	All three of the southwest concepts cross my land. The fact that all options impact a single landowner is inequitable.
1069	11/27/2017	Additional Comments	Seems like working through these types of growth challenges are more important than a new city hall...Cart before the horse
1070	11/27/2017	Additional Comments	the inner loop option is best to limit environmental impact and does not create additional access point to I10 (which creates bottlenecks on hwy)
1071	11/27/2017	Additional Comments	The SE middle and SE outer options, should be eliminated. Point being, developers should pay for their development's access to IH10 if they so choose it. Eminent domain should NOT be used to subsidize developers and commercial enterprise!
1072	11/27/2017	Additional Comments	I use 46 for commute to work, school and local shop/dining
1073	11/27/2017	Additional Comments	inner concept is great and very necessary. outer concept is unnecessary and impractical
1074	11/27/2017	Additional Comments	Long-term members of the Boerne community should not have their neighborhoods disrupted.
1075	11/27/2017	Additional Comments	This survey is very slanted to the get the high dollar subdivisions and enviromentally sensitive areas to vote not in my back yard!!!
1076	11/27/2017	Additional Comments	Generally speaking, road construction might be more useful and efficient if directed in south-easterly direction towards Hiway 10. The north portions of Boerne/Kendall are acerage propterities desirable for the bucolic/country Texas living.
1077	11/27/2017	Additional Comments	If y'all go the route of the SE inner loop it's going to be a fight you don't want to get into please look at other options
1078	11/27/2017	Additional Comments	The traffic from 46 east should be routed down to at least Deitz Elkhorn to keep it away from our schoolos.
1079	11/28/2017	Additional Comments	I believe a larger loop is a better approach due to the degree of anticipated growth. Avoid Cascade Caverns due to potential environmental issues (sinkholes, aquifer impact)
1080	11/28/2017	Additional Comments	We dont need increased road construction and population growth
1081	11/28/2017	Additional Comments	PLEASE do not consider cutting through the cascade caverns area. This was brought up ten years ago by TXDOT and was shut down and we were told it was NOT going to happen, ever!
1082	11/28/2017	Additional Comments	3351 provides access to the south toward San Antonio. Other routes i chose seem to provide access to inner city at least cost, minimal impact to environment and provides short route toward the I-10 to Kerrville
1083	11/28/2017	Additional Comments	I live near Casade Caverns
1084	11/28/2017	Additional Comments	Need to bypass the Champion High School area to get to main street from 46

## Comments Matrix

No.	Date	Survey Section	Comment
1085	11/28/2017	Additional Comments	I think we should keep traffic close to IH 10 not spread it around the county
1086	11/28/2017	Additional Comments	Only route into Boerne for all activities from work, doctor, shopping etc.
1087	11/28/2017	Additional Comments	San Antonio has a loop that has not solved its traffic congestion problems, why would a loop do any different here? Transportation is not just about moving private vehicles, but moving people.
1088	11/28/2017	Additional Comments	Building a new home on SH 46 (Jan. '18occupancy)
1089	11/29/2017	Additional Comments	I also use SH46 to shop in Boerne which is my closest town. And I use it because I live off SH46.
1090	11/29/2017	Additional Comments	Kendall County will continue grow and the roadway solutions need to take this into account. The inner loops will be ineffective in the long term, thus a waste of taxpayer money.
1091	11/29/2017	Additional Comments	Taking the pressure off of 46 seems really important
1092	11/29/2017	Additional Comments	Any new route should be the farthest removed from existing development. This would be a longer term solution.
1093	11/30/2017	Additional Comments	Big concern about water to support all these future homes.
1094	11/30/2017	Additional Comments	The majority of all the traffic issues are south of Boerne on IH10. The new "on ramp / off ramp access roads" are causing the backups. People are using them as lanes, and causing the main lanes to slow when they merge back in.
1095	11/30/2017	Additional Comments	I'm adamant about traffic flow enhancement during construction. Traffic in the greater Boerne area is heavy and has been made worse by a lack of consideration of flow during construction. A few \$100K of minor, temporary paving at 543 was needed.
1096	11/30/2017	Additional Comments	There is no reason to disrupt Boerne for a loop, but the improvements to 46 are needed.
1097	12/1/2017	Additional Comments	Boerne waited for 20yrs and have done very little. We are just a small town with traffic problems. Deal with it. I expect non of this to happen. truth be told, it's really not that bad
1098	12/1/2017	Additional Comments	The impact to residents on ammann road would be significant and affects hundreds that live here
1099	12/2/2017	Additional Comments	In addition to work commute, 46 is used as primary route for errands, shopping, appointments, etc.
1100	12/2/2017	Additional Comments	Widen SR#3351 and save the Cascade Cavern wildlife and nearby ranches. No Toll Roads!!!
1101	12/3/2017	Additional Comments	If the state of Texas and Kendall County were competent this wouldn't be an issue. Unbridled development should never proceed infrastructure. Developers buy land, build monstrous subdivisions and the existing taxpayers foot the bill. Just ignorant.
1102	12/4/2017	Additional Comments	New residential developments should cease until the future infrastructure issue is settled
1103	12/4/2017	Additional Comments	Travel SH 46 to visit family.



# Comments Matrix

Kendall Gateway Study  
Interactive Survey (Nov - Dec 2017)

No.	Date	Survey Section	Comment
1104	12/4/2017	Additional Comments	I hate the progress and all the new development, if the powers that be would just say no eventually this area would lose its appeal and the Californians would go corrupt someone elses town

