




AGENDA ITEM SUMMARY

Agenda Date	September 24, 2024																
Requested Action	APPROVE RESOLUTION NO. 2024-R74; A RESOLUTION IN SUPPORT OF PROPOSED HIGHWAY 46 IMPROVEMENTS AT THE INTERSECTION OF HERFF ROAD AND ESSER ROAD																
Contact Person	Jeffrey Carroll – Engineering & Mobility Director																
Background Information	<p>The intersection of River Road and Herff Road is currently one of the busiest intersections in the city. The Kendall County, Boerne, Fair Oaks (KCBFO) Transportation Committee labeled the intersection “the worst intersection in Kendall County” in their 2022 County at a Crossroads report.</p> <p>Per recent traffic counts in April 2024, the peak hour of traffic, at the location occurs in the AM and the intersection sees 3,641 vehicle trips as distributed as shown in the image below:</p>  <table border="1"><caption>Traffic Count Data from Image</caption><thead><tr><th>Approach</th><th>Count 1</th><th>Count 2</th><th>Count 3</th></tr></thead><tbody><tr><td>Herff Rd (Left)</td><td>15</td><td>444</td><td>18</td></tr><tr><td>S Esser Rd (Right)</td><td>29</td><td>357</td><td>273</td></tr><tr><td>Bottom Approach</td><td>39</td><td>212</td><td>699</td></tr></tbody></table> <p>This hourly trip count thru the intersection is a 5.6% increase from the previous peak hour count of 3,446 observed by the City in February of 2022. City staff has studied this location for several years and has developed multiple schematics for improvement plans, prepared traffic simulation models, and purchased a parcel northeast of the intersection which may be needed for future roadway improvements.</p>	Approach	Count 1	Count 2	Count 3	Herff Rd (Left)	15	444	18	S Esser Rd (Right)	29	357	273	Bottom Approach	39	212	699
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The geographic location of the intersection is on the eastern edge of the City. The existing major roadway network has been referred to as a hub and spoke layout with all roads leading to Boerne which causes a large amount of traffic from north and east sections of the County to travel through this intersection daily to get to Boerne businesses, adjacent schools, and to and from Interstate 10. In addition, the location of the adjacent schools requires many families located south of the City of Boerne to travel through the intersection twice in the peak hour of traffic; towards the school for drop-off/pick-up and then a return trip back through the intersection.

The existing intersection includes turn lanes that were installed with the County’s Herff Road Widening and Extension project that was approved by Kendall County voters in 2011. The county’s road project lists the Average Daily Traffic (ADT) volume of Herff Road as 3,500 vehicles per day in 2012 and used an assumed ADT of 7,600 vehicles per day in 2032 for the project’s design traffic volume.

For many years, city staff has performed annual traffic counts on our city collector and arterial roadways. The observed daily traffic counts near the intersection of Herff Road and Oak Park are provided below:

ADT @ Herff/Oak Park			
	North	South	Total
2021	8,013	8,282	16,295
2022	9,750	8,962	18,712
2023	9,817	7,619	17,436
2024	11,622	12,039	23,661

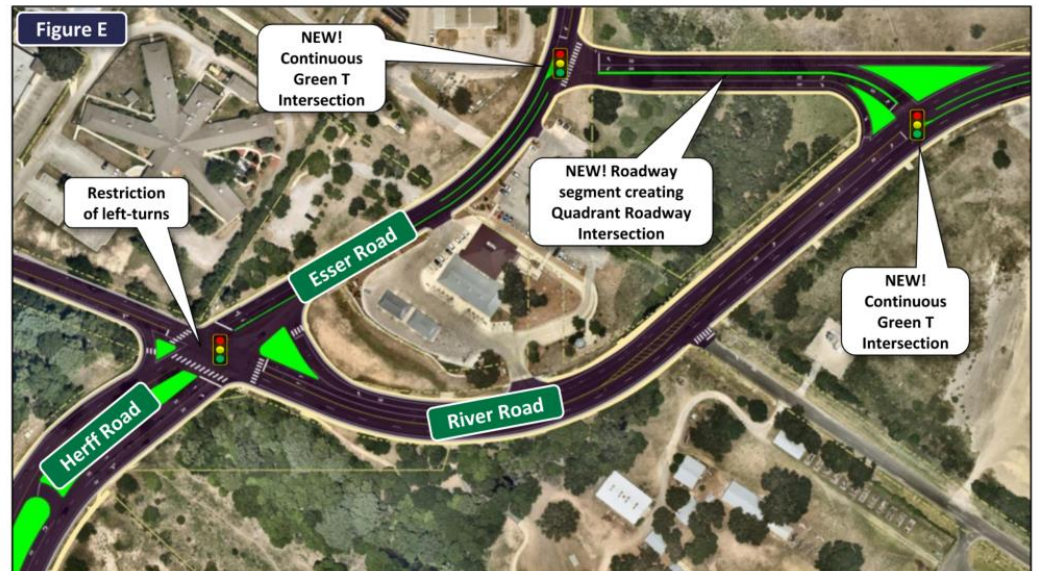
Reviewing the observed daily traffic volume on Herff Road it appears the current traffic volume on Herff Road has already exceeded the 2032 projections that were used for the design of the County’s 2011 Herff Road bond project.

In 2022, the City prepared a Mobility Master Plan (MMP), which can be found on the City website link [here](#), that studied the 15 major existing intersections in town and evaluated the existing Level of Service (LOS) of these intersections. The LOS measures a driver's experience on the road and at intersections, based on the speed and number of cars using the road. The LOS of a road is designated by a letter grade of A (free flow) to F (near gridlock). The MMP report provided recommendations to improve these intersections to improve the LOS. These recommended improvements were added to the City’s Capital Improvement Program (CIP) project list.

Within the MMP report, the 2022 existing condition LOS at the River/Herff intersection has a value of “F” for both the AM and PM peak hour. As the River/Herff Intersection was one of the worst scoring Level of Service locations, City staff and our consultants have been working to develop solutions and find funding opportunities.

Boerne has applied for multiple federal grants to plan and implement improvements to the intersection:

- In Fall of 2022, the City prepared and submitted for a Safe Streets for All (SS4A) federal grant requesting \$14.1M for the design and construction of intersection improvements using an innovative design concept that used both “quadrant roadway” and “continuous green-T intersection” concepts as shown in the following image.



- In Fall of 2023, the City prepared and submitted a Reconnecting Communities and Neighborhoods (RCN) federal grant requesting \$2M for the planning of intersection improvements to improve pedestrian/bike from the No. 9 Trail thru the intersection and continuing to the City Park. Included in the request was planning for drainage improvements for this flooded intersection. Boerne ISD was consulted on the grant application and provided a letter of support. Director Carroll spoke at the October 10, 2023, Kendall County Commissioners Court, requesting a letter of support from the County, however the letter was not provided until several months after Boerne made the RCN grant submittal.

Unfortunately, both federal grant applications were unsuccessful. City staff will continue to evaluate future federal grant opportunities for this location.

City staff has worked directly with the Metropolitan Planning Organization (MPO) to have this intersection included in the MPO's unfunded project list, which can be download [here](#), which is the first step toward receiving future funding thru the MPO's distribution of federal funds.

River Road is technically State Highway 46, as such the roadway and existing traffic signal is owned and maintained by TxDOT. Any modifications or improvements to the intersection would require meeting all TxDOT's design requirements and would require TxDOT approval.

In the last 20 years, at the request of Boerne and Kendall County, TxDOT has twice performed studies of Boerne and Kendall County traffic and congestion issues.

- In 2005, Kendall County requested TxDOT to study transportation issue in southern Kendall Couty. In the summer of 2005, TXDOT held two Public Open Houses to present their proposals including improvements to Herff Road and a "southern relief route". However, in October 2005 Kendall County commissioners requested TxDOT to recall all published maps from their planning efforts. It has been stated that TxDOT interpreted the Court's action as opposition to any TXDOT activity in Kendall County and removed funding for all proposed projects in Kendall County at the time.
- In 2015, created by a joint resolution with Kendall County and the City of Boerne, TxDOT began studying what was later known as the Kendall Gateway Study. It was a feasibility study to identify potential alternatives to relieve traffic congestion in Kendall County and the City of Boerne. The primary goal of the study was to identify solutions that could provide improved mobility as the area continues to grow. The plan contained numerous recommendations for improving mobility across Kendall County, including intersections of River/Main and River/Herff, as well as including a proposed loop around Boerne. Three public meetings were held, and the proposed loop was contentious with some residents and Kendall County Commissioners in October 2018 rejected the entire Gateway study. Although no action occurred from the City Council, TxDOT discontinued their work on the planning effort due to a lack of support from the County.

	<p>Although TxDOT was no longer actively studying transportation issues in the Boerne area, City staff continued to discuss both short term and long-term solutions of this intersection with TxDOT staff.</p> <p>City staff was recently informed that TxDOT is performing new traffic counts and is planning on developing an intersection improvement project to be submitted to the MPO for possible funding in future call for projects. TxDOT has requested that both City and County provide resolutions of support for an improvement project for the River/Herff intersection.</p>										
Item Justification	<table border="0"> <tr> <td><input type="checkbox"/> Legal/Regulatory Obligation</td> <td><input checked="" type="checkbox"/> Infrastructure Investment</td> </tr> <tr> <td><input checked="" type="checkbox"/> Reduce Costs</td> <td><input checked="" type="checkbox"/> Customer Pull</td> </tr> <tr> <td><input type="checkbox"/> Increase Revenue</td> <td><input type="checkbox"/> Service Enhancement</td> </tr> <tr> <td><input checked="" type="checkbox"/> Mitigate Risk</td> <td><input type="checkbox"/> Process Efficiency</td> </tr> <tr> <td><input checked="" type="checkbox"/> Master Plan Recommendation</td> <td><input type="checkbox"/> Other:</td> </tr> </table>	<input type="checkbox"/> Legal/Regulatory Obligation	<input checked="" type="checkbox"/> Infrastructure Investment	<input checked="" type="checkbox"/> Reduce Costs	<input checked="" type="checkbox"/> Customer Pull	<input type="checkbox"/> Increase Revenue	<input type="checkbox"/> Service Enhancement	<input checked="" type="checkbox"/> Mitigate Risk	<input type="checkbox"/> Process Efficiency	<input checked="" type="checkbox"/> Master Plan Recommendation	<input type="checkbox"/> Other:
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Strategic Alignment <i>(Example: C2 – Customer Feedback, B1 – Data Driven Decision)</i>	<p>F1 – Committing to strategic, responsible, and conservative financial management.</p> <p>F2 – Investing in and maintaining high-quality infrastructure systems and public assets.</p> <p>B2 – Advancing master plan recommendations.</p>										
Financial Considerations	Potential cost sharing with TxDOT, Kendall County, and/or MPO										
Citizen Input/Board Review	Per recommendation of the City’s 2018 comprehensive masterplan (item 3.1.3), <i>“Continue to work in partnership with TxDOT, Kendall County, and other area partners to find solutions regarding regional transportation issues.”</i>										
Legal Review	N/A										
Alternative Options	N/A										
Supporting Documents	Resolution No. 2024-R74										