

Kendall Gateway TXDOT Study Overview:

- In 2015, the City of Boerne and Kendall County provided a joint Resolution of support to resume with the Kendall Gateway Study that had been halted over 10 years ago.
- The purpose of the study is to provide solutions for connectivity and regional linkage to the City of Boerne and Kendall County while minimizing impacts and maintaining Boerne's unique natural and cultural resources.
- TxDOT has completed the Study and will provide the results of that at the September 11th City Council meeting.
- There are three primary objectives:
 - Reduce truck traffic through downtown
 - Provide an East/West connection
 - Maintain infrastructure capacity for anticipated population growth
- After presentation of the Study, TxDOT will be seeking Resolution of support for the Plan so they may seek funding that will allow TxDOT to continue the planning process.

Outreach:

- Several groups were involved in review of the Plan:
 - Technical Working Group invitees consisted of City of Boerne, Kendall County, Kendall West Utility, BKEDC, City of Fair Oaks, AACOG, Alamo Area MPO, Matkin Hoover and TxDOT.
 - Stakeholder Working Group invitees consisted of 40 different groups from the 12 residential HOA's, Cow Creek Groundwater, Cibolo Nature Center, Boerne Chamber of Commerce, BISD, the Sierra Club, etc.
- TxDOT provided multiple surveys, mailings, Facebook, newspaper posting.
- Three open houses were held between January 2017 and May 2018
 - Over 700 attendees from the open houses provided over 500 comments.

Traffic Analysis Process:

- Analysis has included the collection of origin and destination data, intersection volume and turning movements along points beginning south of Fair Oaks Ranch and just north of the City of Boerne.
- The TXDOT analysis concluded that without the proposed alignment the Level of Service (LOS) on the City of Boerne's major arterials will be at a high volume or near capacity by 2040. If the alignment is constructed, the LOS will be at medium volume and under or near capacity within the City's Major arterials.
- The biggest affect would be on Highway 46 outside the City limits in which the LOS will be at low volume and under capacity. Without the proposed alignment, Highway 46 will be at capacity by 2040.

Affected Areas Identified:

- No formal analysis was completed related to environmental impacts. This will be completed during the Environmental and Design and review stage of the project (typically a 4-year process). The recommended alignment did identify 39 stream crossings and 15 acres of flood zone that will be reviewed for mitigation with the potential alignment.⁹⁹
- The entire Study area identifies a total of 933 acres in a 300 foot swath. This includes 153 parcels; the majority (over 100 parcels) of those parcels are in the extraterritorial jurisdiction (ETJ). Seventy-three (73) of the parcels are in the southern portions of the alignment.

Next Steps:

- No funding is available for construction of the project at this time.
- Prior to moving forward, the Alamo MPO will need to act on the recommended alignments and determine its inclusion in the MPO's Long Range Plan.
- TxDOT will seek funding opportunities
- With funding, environmental review and design will take +/- 6 years.
- Right-of-way acquisition and utility relocations will take +/- 3 years
- Construction could begin in +/- 10 years.