

Date	Source	Comment/Question	Response
		MPO Process Questions	
5-18-11	CC	How do we get involved in the Citizen Advisory Committees?	There is no citizen advisory committee for preparation of this plan, as there is no MPO oversight yet. All citizens are encouraged to make note of jurisdictional web page updates, as well as meeting dates and locations, and the project email address: (NewBraunfelsSeguinRTP@designworkshop.com) in order to actively participation in plan development.
5-18-11	CC	Has anyone approached Cibolo about joining the NB-Seguin MPO? Only a small part of the current Cibolo City Limits is within the SA-BC MPO.	At this time, there is no MPO to join. As stated in the presentation, the need to establish MPO planning for the New Braunfels area will have to be addressed in some form within one year of identifying that it is within a 2010 Census Urbanized Area, which hasn't happened yet. It should also be noted that the jurisdictions involved in plan preparation are not approaching other municipalities to become part of the identified planning area.
5-20-11	CC	What if the final plan does not reflect our community interests? What recourse would the citizens have and what agency would oversee that?	As with any planning document, it is probably unrealistic to expect unanimous acceptance of all of the Preliminary Regional Transportation Plan elements. It is likely that some such comments will become part of the official record of the fourth round of public involvement to take place during the vetting of the completed plan. These comments will need to be considered as individual projects advance. In addition, the MPO planning process being explored is distinguished by its Comprehensive, Cooperative, and Continuing ("3-C") nature; which provides the opportunity for further dialogue with long range plan adoption and updates.
6-20-11	CC	Please fix projector screen. Electronic clickers do not provide assurance of proper function.	The voting technology worked well at both meetings. The New Braunfels projector issue will be resolved for the next meeting.
06-20-11	CC	Voting system was flawed as insufficient context was provided prior to the questions being asked. In particular the customized section question should have outlined what a standard section included so that people could make a more educated decision.	As explained in the meeting, the question regarding customized street sections was meant to gauge public acceptance of adding each feature in appropriate situations. Each feature was explained in detail prior to the vote and no further clarifications were requested.
6-20-11	Speaker	The public is concerned about truly being informed of the process and sources of information.	All information is located on both City's websites. All information presented at the public meetings includes a 14 day review period where the public can send comments to the project email or city representatives. The public will also have an opportunity to comment during the formal review periods each city has with their city councils.

Date	Source	Comment/Question	Response
		Growth and Environmental Questions	
5-18-11	CC	New Braunfels appears to [be evolving] into a San Antonio suburb. How does this affect future planning? Future transportation decisions?	It is clear from federal law that having an MPO will soon be a requirement for the New Braunfels area, which will include representation from Comal and Guadalupe Counties. Portions of Comal and Guadalupe Counties are already within the planning area of the San Antonio – Bexar County MPO (SA-BC MPO). This being the case, coordination of MPO planning efforts with the SA-BC MPO is assured. Beyond that, if the 2010 census identifies the New Braunfels area as an extension of San Antonio's and a new MPO is formed, there is an added federal requirement for a coordination agreement to be adopted between the two MPOs.
5-18-11	CC	Where are you going to get water for this explosion in population?	Comment is beyond the scope of this transportation plan, but the sentiment of concern about the demands of regional growth upon resources is noted.
5-18-11	CC	Watershed study of Geronimo and Alligator Creeks has amassed quality information so as to avoid water/flooding furies rather than build roads and later experience disasters. Contact Agrilife: Warden Ling	The availability of this information is noted. The next meeting regarding this information is on June 14. Information can be found at http://www.geronimocreek.org/
5-18-11	CC	Look at Seguin master plan with good attention to green areas, hike and bike, etc.	The Seguin Comprehensive Master Plan continues to be an important resource document for the plan.
5-18-11	CC	Please be certain priority is given to the impact of transportation routes upon working farms and ranches as those locations WILL drive development. My vision for the area includes a high priority for contributing zones for Edwards Aquifer, etc. and flooding issues.	Features of the Edwards Aquifer will be included in the identification of environmental constraints. The comment regarding the interrelationship of changes in transportation facilities and land use patterns is noted, and is one of the fundamental reasons for the cooperative, local decision making process conducted by MPOs.
5-18-11	CC	What impact does future road construction have on rivers, floodways, and other?	The impacts would depend on the particular typical section and location of the project and the design stormwater standards. The preliminary plan will note areas of concern by referencing available mapping resources, including floodplains, subbasins and the Edwards Aquifer.
5-18-11	CC	Review the 2006 League of Women Voters white paper on land use	The availability of this information is noted.
5-18-11	CC	What does "creative funding" and "public/private" mean? Do either of these equate to toll roads?	Not necessarily; there are a wide variety of ways in which transportation projects have been funded beyond tolling. The preliminary plan will review various creative approaches and suggest those that appear to hold promise for the region for future consideration.
06-04-11	email	Help plan carefully east of I 35 for the many plans coming for that "easy to develop" land and watch watershed issues.	The comment regarding growth pressures is noted. The available Geronimo and Alligator Creeks watershed study information will be reviewed to determine its applicability to the plan. Further detailed comments are encouraged.

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6-20-11	CC	Most people I talk with in Comal County stress using the current roads for growth and improving them as necessary.	Comment is noted.
6-20-11	CC	How does your plan accommodate concerns re: water drainage issues, aquifers (run-off, pollutants, over development on specially environmentally sensitive areas) – list your sources please. There will be consequences to your plan, both positive and negative.	Analyses of project specific and development related environmental impacts are not within the scope of this work. The project team continues to work with the Technical Advisory Committee to identify potential environmental issues based upon readily available information, as well as recommends strategies to address such issues within the plan.
7-05-11	email	This areas is uniquely blessed with some of the most spectacular natural beauty in Texas (note USA today noted River Rd as most beautiful drive). It is vitally important that plans developed preserve our natural resources.	Comment is noted.
07-05-11	email	Any transportation plans should include preservation of historical bridges, farms, ranches, buildings and sites. There should be incentives to preserving these things as well as historical agriculture which was the basis for those who settled these areas. In addition, the land use zoning should not be 'commercial' but planned zoning areas that include residential and green, open spaces.	Comments are noted.
		Specific Road Comments	
5-18-11	CC	Any discussion on improving FM306 northward from Hunter Road to Canyon Lake? Any plans to extend FM306 to New Braunfels Airport?	Comal County's Major Thoroughfare Plan shows FM 306 as being a Primary Arterial Type A with a 144-foot wide right-of-way between the New Braunfels ETJ boundary and US 281. The New Braunfels Thoroughfare Plan has FM 306 extending southward as a 150-foot wide arterial, eventually connecting with FM 2623 at SH 123 north of Seguin.
5-18-11	CC	Does the MPO formation affect already approved/funded road projects (i.e. FM306 from I-35 to Hunter Road)?	The initial MPO planning and programming functions will need to take into consideration existing projects at their various states of development.
5-18-11	CC	FM306 and I-35 are choking points	Comment is noted
5-18-11	CC	Why has the Outer Loop around New Braunfels been designated a freeway? Given the scenic nature of the area, wouldn't a limited access "scenic byway" make more sense?	Work to date on the Outer Loop has been intended to identify a potential corridor for right-of-way preservation and ETJ planning. A freeway-frontage road system would identify the widest possible corridor, and was probably chosen for that reason. The Preliminary Regional Transportation Plan is intended to express collective local decision making about roads and other facilities of regional importance. As such, all comments received about the Outer Loop corridor will be considered in its preparation.

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5-18-11	CC	The Outer Loop proposal has proponents on both sides of an important issue. Does the MPO Executive Board have the final say on this issue?	In all likelihood, the Outer Loop would need to appear in the MPO's Long Range Plan and Transportation Improvement Program in order to be accomplished, given the magnitude of the project. This is not to take away from the oversight functions also exercised by the state and federal government that may apply.
5-18-11	CC	Does the Outer Loop have an EIS?	No.
06-06-11	email	Serve the future with something other than an "outer loop" that doesn't really help with local and recreational traffic needs.....it's someone else's bypass or so it seems!	Comment is noted. To date, no detailed travel demand forecasting has been conducted to determine the trip patterns that would be handled by the planned Outer Loop, or its impact on other area roads.
06-17-11	CC	Why are the maps showing the "old" outer loop plan and not the one that was discussed during the task force committee meetings?	The Round 2 maps were derived from geographic information provided by the localities. The New Braunfels Outer Loop alignment shown is the version most recently adopted by City Council.
6-10-11	Email	The MPO should have a vision for 20-30 years out. The New Braunfels Outer Loop must remain in the future transportation plans of the MPO. Transportation is one of the engines that drive the economic well being of the community, if there is a difficulty in getting from point A to point B with congested traffic flow there will be an adverse effect on economic development. The group must plan for future roadways that will carry traffic in a safe, reasonable, and economic manner.	Comment is noted.
6-20-11	Speaker	What is the level of roadway proposed for the outer loop? The task force on the outer loop found that the data used to plan the outer loop was inaccurate and inconsistent. It was originally designed as a toll road.	This process looks at the outer loop with a clean slate and allows the consultants to evaluate the need and reasons for the proposed outer loop. This process will vet out options for connectivity in that area.
06-20-11	Speaker	My35 process polled people and 60% did not feel the need for the outer loop. The traffic model in the My35 plan did not indicate the need for the outer loop.	Comments are noted and My35 plan has been reviewed.
06-20-11	Speaker	The outer loop would take out major trees.	Comment is noted.

Date	Source	Comment/Question	Response
06-28-11	Email/ Newspaper	The proposed NBOL is less than three miles from the existing Loop 337. Recreation traffic in New Braunfels and particularly along Farm Road 306 causes considerable headaches for area residents. Many people along 306 have serious concerns about the accessibility of emergency services to their homes because of the traffic logjams. Why wasn't the proposed route located far enough outside the city to alleviate some of these problems? Will this loop in actuality bring more congestion into New Braunfels?	Detailed travel demand forecasting would be required to fully address this question, and is not within the scope of this effort. There are a number of factors that go into identifying preferred alignments for new roads. In terms of relieving existing congested locations, it is generally preferable to minimize the distance between the problem location and the alternative route in order to attract away the largest amount of affected vehicles.
06-28-11	Email/ Newspaper	What will be the source of construction funds for NBOL?	The prioritizing and programming of funds for individual transportation projects is outside the scope of this effort.
06-28-11	Email/ Newspaper	The plan, presented at a Task Force meeting, calls for blasting through the cliffs at 2 nd Crossing to accommodate a grade level road over the river to benefit 18 wheelers and recreational vehicles. Was any consideration given to the fact that the Guadalupe River from Canyon Lake to New Braunfels has been designated by the State of Texas as an 'Ecologically Significant River & Stream Segment of South Central Texas'? The high water quality, exceptional aquatic life and its high aesthetic value as the #2 scenic river in our state are some reasons for this designation.	This plan, and future such transportation planning efforts, must recognize and work to minimize the environmental consequences of planned improvements. It is recognized that the Texas Department of Parks and Wildlife lists portions of the Comal River, Geronimo Creek, and Guadalupe River as Ecologically Significant River & Stream Segments with various identified environmental concerns.
06-28-11	Email/ Newspaper	The Guadalupe River Road area is well recognized throughout the state as being one of most loved recreation areas. Campers, bicyclists, kayakers, tubers and winter Texans come to experience the unique and rugged beauty that is the Texas Hill Country. The economic well being of Comal County is directly related to the tourism industry. Could this plan destroy the 'goose that lays the golden egg'?	Comments regarding the context of River Road and its role with the region's tourism industry are noted.
5-18-11	Map	There needs to be a good east west connection between I-35 and Hwy 130.	Comment is noted.
5-18-11	Map	Improve FM306 in the area between the western side of the railroad to the edge of the study area.	Comment is noted.
5-18-11	Map	Improve Walnut Street as it changes from State Hwy 46 at the Loop to the railroad.	Comment is noted. The portion of Walnut Avenue south of Landa Street is currently being reconstructed.

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5-18-11	Map	Improve FM1863 between the edge of the city boundary to the edge of the study area.	Comment is noted.
5-25-11	email	Direct more of the funds in to the actual roads' surfaces.	Comment is noted.
5-25-11	email	Future widening of and addition of overpasses will be necessary for Loop 337, Hwy 306, and Hwy 46.	Comment is noted.
06-04-11	Email	Help Improve 1102 from Hays County line to the inception of Common St. @306	Comment is noted.
06-04-11	Email	306 from east of I-35 to Canyon Lake and beyond to 281	Comment is noted.
06-04-11	Email	Basic rural road upgrades to carry today's and tomorrow's vehicles: Goodwin Lane, Hoffmann Lane, Purgatory Road and Walnut (from 337 to Landa St).	Comment is noted.
06-04-11	Email	Utilize the existing generous right-of-ways on 337 to get 4 lanes from 35 to 35 @ both ends!	Comment is noted.
6-17-11	CC	Complete all access roads on IH 10 between Hwy123 Bypass east of Seguin to Hwy46 west of Seguin	Comment is noted. Accomplishing a frontage road system east of SH 46 would entail crossing the active freight rail corridor and reconfiguring of the IH 10 combined interchange with SH 46 and FM 78.
6-17-11	CC	Land is being purchased out at Alvis Lane and Airport Road near Runway 13 (west of Murray). Have those conflicts been resolved in regards to future road planning?	Comment is being reviewed with City staff.
06-17-11	Email	In reference to the proposed Parkway connecting FM 78 to Hwy 46, is there a plan to study the environmental issues with such a development? This area is home to a large, old oak tree grove and sits on a water table. Please do not respond with a boiler plate environmental issue answer taken from a manual. Please give study specifics: who will conduct the study? What is the time plan? Have other routes been examined? Is there a plan/time analysis for condemnation? When will the property owner be contacted?	Comment is being reviewed with City staff.
06-20-11	Speaker	Flooding issues at Hwy 46 and FM2722.	Comment is noted.

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06-17-11	Verbal Comment	Cibolo population exploded during the last decade and continues to grow. Industrial development is an emerging concern as well. Improved FM 78 and FM 1103/Haeckerville Road corridors are important for East-West and North-South mobility, respectively. Improvements to the FM 78 and related North-South corridors in the Seguin area will be helpful.	Comment is noted. Pertinent corridors in this area identified for improvement include: SH 46, FM 78, FM 725, Realigned FM 1044/FM 775, and the Seguin Outer Loop.
06-17-11	Verbal Comment	Concerned that a four-lane FM 78 will not be adequate, given the magnitude of development along the corridor, the growth in Seguin and the opening of SH 130 (as an alternate to IH 35). Suggested that reservation for an ultimate six-lane section would be beneficial, given that the corridor is still developing.	Comment is noted.
		Alternative Transportation Methods	
5-18-11	CC	Why not utilize better solutions such as RTS and high speed rail rather than last century approaches which no longer work and are outmoded and functionally uneconomical? Let's look at new solutions.	The plan addresses facilities for all modes of travel that are regionally significant, such as acknowledgement of the Lone Star Rail work in progress. The commenter is encouraged to present specific suggestions in this regard during plan development.
5-18-11	CC	My vision is to walk to the end of my subdivision and catch the bus to the train station that would take me to the San Antonio Airport or to the Amtrak Station. My vision is also to have safe bike lanes that go where a person needs to go without becoming another mark on a car mirror. Check out Portland, OR train and bus system. I ride the red line after my plane ride to visit my grandchildren. My grandmother worked her whole life without learning to drive a car.	The plan addresses facilities for all modes of travel that are regionally significant, such as acknowledgement of the Lone Star Rail work in progress. The commenter is encouraged to present specific suggestions in this regard during plan development.
5-18-11	CC	With the widening of FM 306 (north side of New Braunfels) are bike trails/paths being considered between Creekside and on-going out to Canyon Lake (i.e. Parks, subdivisions, etc.) along the way? There are no safe ways to ride a bike in our area.	Comment regarding the need for a bike path(s) along FM 306 is noted.

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5-18-11	CC	What is the Lone Star Rail EIS Process?	An Environmental Impact Statement (EIS) is being prepared for this intercity rail project concurrently with preliminary engineering. It is a federal requirement of the National Environmental Policy Act (NEPA) intended to integrate environmental considerations with project level decision making. Completion of the NEPA process is a necessary project accomplishment before it can enter final design.
5-18-11	CC	River crossings are a choking point. Therefore, any rail stops should be north of the river.	Comment is noted.
5-25-11	email	Hike and bike trails are not a means of mass transit and while a few of them are nice to have they are by no means necessary. Light rail is a future planning item but until the infrastructure is in place to handle the “from the terminals to the final destination” it will not have the ridership to be self supporting and any of those funds could have been much better used on other forms of transportation.	Bicycle & pedestrian features and transit accommodations are two distinct considerations in preparing the preliminary regional transportation plan. Light rail is a potential form of mass transit, but has not appeared in any planning document to date and may or may not be applicable, depending on future development patterns and other transportation improvements.
06-20-11	email	A commuter rail system is greatly needed. There are quite a bit of people like me who make the trip daily to Austin or San Antonio. And with a system like that it would really help to reduce traffic on 35. It would be great if Amtrak could have more trains until a commuter rail system is up and running. Also I would like to see if a commuter bus could leave New Braunfels to a park and ride lot in Austin or San Antonio.	Comments are noted. The Lone Star Rail initiative is advancing intercity passenger rail between New Braunfels and both the San Antonio and Austin metropolitan areas. The Seguin Comprehensive Plan also anticipates an eventual passenger rail service along the existing freight rail corridor in that portion of the region.
06-20-11	CC	I think as a general planning idea: that we provide as much as possible for bicycle traffic both competitive lane and common use. I think bike use will explode in the future.	Comment is noted.
06-20-11	CC	Would love to see connectivity of bike lanes around town!	Comment is noted.
06-20-11	CC	This week I rode Amtrak and boarded in San Marcos. I learned about CARTS. I met the Light rail representative at the last meeting and I know there is a group supporting high speed rail. My Question: Who is coordinating rail activity?	There are multiple passenger and freight rail initiatives for corridors traversing different parts of the region. The best way to learn about each and stay informed is to contact TxDOT’s Rail Division (http://www.dot.state.tx.us/contact_us/rail.htm).
06-20-11	Speaker	Bike Lanes need to be created on collector roads – specifically Hueco Springs and _____.	Comment is noted.

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		Reconciliation Issues	
6-17-11	CC	Area #1: Questions – 1. Seguin’s U4M or R4M; 3. FM20; 4. Alternative Typical Section	Responses are noted.
6-17-11	CC	Area #2: 1. Yes	Response is noted.
6-17-11	CC	Area #4: 1. Yes, No	Responses are noted.
6-17-11	CC	Area#5: 1. 4-Lane; 2. Collector between SH123 and SH123 Bypass	Responses are noted. Major collector designation applied.
6-20-11	CC	Reconciliation #3: 6 lane loop no frontage road, 1 grade separated access point for area.	Responses are noted.
6-20-11	CC	Reconciliation #2: Q1-Yes; Q2- Don’t Understand	Response is noted.
6-20-11	CC	Reconciliation #1: Q3 – FM20 Priority, 4x12’ lanes; Q4- If no outer loop, 120’ ROW inadequate for growth; Q3- no comment; Q1-Buy ROW now, 90’ \$land Short Term, Airport needs good access long term.	Responses are noted.
6-20-11	CC	Springs Hill WSC has asked me to help them identify the pipelines and infrastructure that will need to be relocated in their service areas when the roadways are constructed. There is also a major water transmission pipeline (about 30 inches) will transport Carrizo Aquifer Water to the Springs Hill WSC service area located north of IH 10 that is currently served by Lake Dunlap water.	Comments are noted.
7-05-11	CC	Area #2 – New Braunfels FM725 – wider ROW; Seguin re-route to different property lines (see map)	Comment is noted.
07-05-11	CC	Area #3 – needs to use existing roads. Schwab Road as example	Comment is noted.