

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.
		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.
		Growth 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.

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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.
		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

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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.
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.
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 .
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.

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		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 (northside of New Braunfels) are bike trails/paths being considered between Creekside and on-going out to Canyon Lake (ie. Parks, subdivisions, etc.) along the way. There are no safe ways to ride a bike in our area.	Comment is noted for further consideration.
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.