

FREDERICKSBURG RELIEF ROUTE STUDY

The Fredericksburg Relief Route Study is exploring a potential US 290 Relief Route which would give people the option to travel around, rather than directly through, Fredericksburg. The Study is overseen by the Gillespie County Relief Route Task Force. Support for the Study is provided by the City of Fredericksburg, Gillespie County and the Texas Department of Transportation (TxDOT).

Project History

The goal of the Fredericksburg Relief Route Study is to identify a relief route option that is consistent with the minimum requirements agreed to by TxDOT, the City of Fredericksburg and Gillespie County. The purpose of the Study is to determine if there is a viable and publicly supported route option that addresses Main Street traffic concerns.

- The Study, which was initiated in early 2018, is relying heavily on public input to steer the process. To date, three public workshops (May 2018, September 2018, and January 2019), one public open house (July 2019), and one access workshop (September 2019) have been held.
- Suggestions and input received from the public were used to refine the study goals and objectives; identify and develop the initial range of route options; and, most recently, to reduce the number of options being considered. Public input continues to be an important consideration in the study process.
- At the July 2019 public open house, five route options were recommended for further evaluation.
- Over the last few months, the five remaining route options have been further evaluated using public input received during the open house, the results of technical studies (traffic modeling; historic resources survey) and additional land use information. This process, which is referred to as "Screen Two" within this brochure, led to the identification of the "Technically Preferred Route Option" presented today.

The Technically Preferred Route Option would be the starting point for any future phases of project development, including a detailed environmental study, should the project advance.

Evaluation Process

The evaluation process consists of two "screens": Screen One and Screen Two. The results of Screen One, which led to the elimination of three route options, were presented at the July 2019 public open house. The remaining (five) route options were evaluated further during Screen Two. The Screen Two results are presented today. The Screen Two evaluation process mirrored the process used for Screen One, but focused on an additional set of evaluation criteria. To identify the Technically Preferred Route Option, the results of the two screens were combined and an overall score for each option was calculated.

During each screen, raw data was collected. Using the raw data, each route was ranked from 1-5, with 1 being the best and 5 being the worst. For example, Route F (Orange) had the least potential impact to historic resources and was ranked #1, whereas Route D (Purple) had the greatest potential for impacts to historic resources and was ranked #5.

	Route D		Route E		Route F		Route G		Route H	
	Ranking	Raw Data								
Impacts to Potentially Historic Properties	5	19	3	9	1	6	4	10	2	7

In the event of a tie, the tied routes received the same ranking. For example, Routes F (Orange) and H (Maroon) tied with 58.2 acres of planned developments impacted and both are ranked as #4.

	Route D		Route E		Route F		Route G		Route H	
	Ranking	Raw Data								
Impacts to Proposed Development (Acres)	1	0	1	0	4	58.2	1	0	4	58.2



GOALS AND OBJECTIVES

The chart below shows each goal for the potential Relief Route and the objectives associated with each goal. Paired with each objective are the criteria used to gauge potential impacts associated with the objective. The goals and objectives were adopted by the Gillespie County Relief Route Task Force after considering public input received at the May 2018 public workshop.

OBJECTIVES	EVALUATION CRITERIA
Goal: PROTECT AND PRESERVE PROPERTY	
Minimize potential displacements (residential and commercial)	Number of homes within the anticipated right of way
	Number of commercial properties within the anticipated right of way
Minimize number of divided parcels	Number of properties that would be divided by the route (leaving a property owner with property on both sides of the road)
Minimize right of way required	Acres of right of way required
Minimize potential for noise and neighborhood impacts	Number of residences within 250 feet of route option (does not include residences located within the anticipated right of way)
Goal: ENHANCE ACCESSIBILITY AND MOBILITY	
Facilitate local (intracity) trips*	Number of intracity trips per day (Pass/Fail)
Accommodate bicyclists*	Compliance with TxDOT bike/pedestrian policy (Pass/Fail)
Goal: ACCOMMODATE EXISTING AND PROJECTED TRAFFIC VOLUMES	
Reduce the number of trucks using Main Street to travel through downtown	Number of trucks per day on Main Street (based on computer-based traffic modeling)
Help reduce congestion on Main Street	Number of vehicles per day on Main Street (based on computer-based traffic modeling)
Accommodate projected increases in traffic	Percentage of unused traffic capacity on Main Street (based on computer-based traffic modeling)
Goal: ENHANCE SAFETY	
Reduce number of large trucks on Main Street	Number of large trucks per day on Main Street (based on computer-based traffic modeling)
Reduce potential for vehicular/pedestrian conflicts on Main Street*	Number of vehicle/pedestrian conflicts on Main Street (Pass/Fail)

*All route options satisfied this "pass/fail" criteria. Since all options passed (resulting in a five-way tie), these criteria were not ranked.

Goal: SUPPORTS ECONOMIC DEVELOPMENT

Minimizes negative impacts to existing businesses	Number of commercial properties within the anticipated right of way
Maintain accessibility for deliveries to businesses*	Maintains access to existing businesses (Pass/Fail)
Support “new growth” opportunities	Percentage of length where route encompasses existing roadways (requiring frontage roads)
	Percentage of currently undeveloped land at US and State highway intersections (assumes a 1-mile diameter development node around these intersections)

Goal: PRESERVE UNIQUE CHARACTER OF DOWNTOWN

Maintain Main Street as a tourist destination and business center*	Maintains Main Street as a tourist destination and business center (Pass/Fail)
Reduce traffic noise	Not Evaluated (Effective evaluation of this criteria requires traffic noise modeling that is beyond the scope of the current study. If the project advances, traffic noise modeling would be conducted in conjunction with the detailed environmental studies and investigations.)
Protect historic resources from residual effects of traffic*	Reduces residual traffic-related effects (Pass/Fail)

Goal: PROTECT AND PRESERVE ENVIRONMENTAL RESOURCES

Minimize potential impacts to Environmental Justice (low income and minority) populations	Percentage of length within Environmental Justice (EJ) areas as identified by United States Census data
Minimize potential impacts to natural environmental features (floodplains, wetlands, and waterways)	Number of river/creek crossings
	Acres of potential wetland impacts
	Acres of potential floodplain impacts
Minimize potential impacts to protected species	Acres of potential impacts to protected or rare habitat or vegetation communities as identified on TPWD’s Natural Diversity Database
Minimize impacts to parks and other known Section 4(f) facilities including historic properties	Acres of public parkland and recreational areas impacted by anticipated right of way
	Number of historic properties impacted by anticipated right of way. (Includes properties that are listed on the National Register of Historic Places as well as properties known to be eligible for listing.)

OTHER EVALUATION FACTORS

Length	Length of route
Facilitates utilization	Preliminary (round trip) travel time savings (in minutes) when compared to traveling on existing US 290
Provides a cost-effective solution	Preliminary cost estimate (in millions)
Public support	Screen One rankings based on survey results and comments received from January 2019 public workshop. Screen Two rankings based on survey results and comments received from July 2019 public open house.

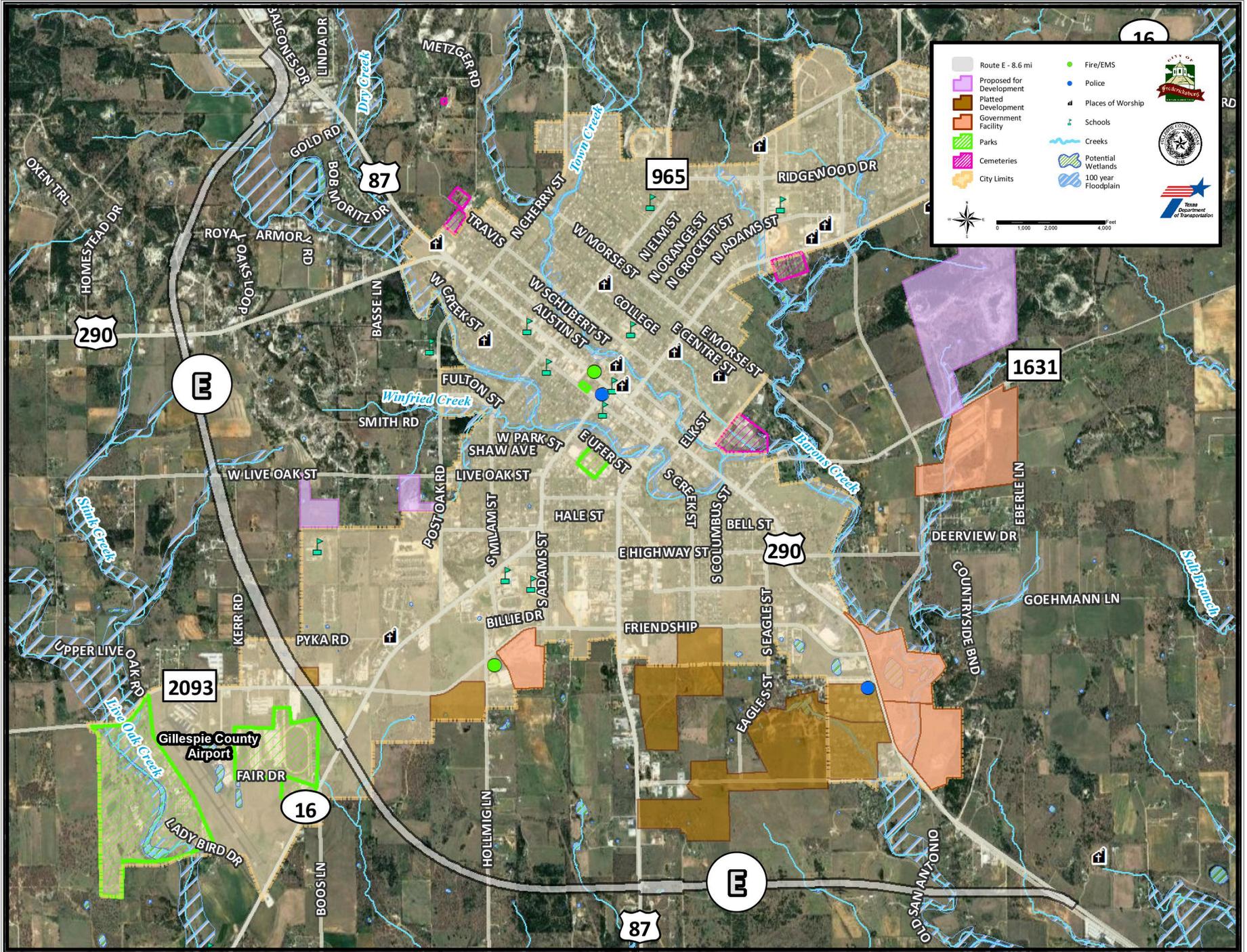
*All route options satisfied these “pass/fail” criteria. Since all options passed (resulting in a five-way tie), these criteria were not ranked.

Evaluation Matrix

	Route D		Route E		Route F		Route G		Route H	
Screen One Results										
	Ranking	Raw Data								
Residential Displacements	1	15	2	19	3	28	4	39	5	48
Commercial Displacements	1	2	2	3	4	22	3	10	5	29
Divided Parcels	5	54	3	41	2	36	3	41	1	34
Additional ROW Required (Acres)	5	358	2	294	1	292	4	311	3	309
Residences within 250'	1	51	2	58	4	83	5	92	3	68
% of Existing Roadways Utilized	1	3	3	4	1	3	3	4	3	4
% Undeveloped Land at Intersections	1	80.6	2	75.5	4	72.5	3	75.3	5	72.4
Creek Crossings	5	14	4	9	2	5	3	7	1	3
Wetland Impacts (Acres)	1	1	3	2	5	5.7	2	1.5	4	5.2
Floodplain Impacts (Acres)	5	23	2	10.5	1	8.8	4	20	3	18.3
NDD Impacts (Acres)		0		0		0		0		0
Length (Miles)	5	11.4	4	8.6	2	7	3	8.3	1	6.7
% of Length Within EJ Areas	1	0	2	9.7	3	15.7	4	28.7	5	39.7
Park Impacts (Acres)		0		0		0		0		0
NRHP-Listed Property Impacts		0		0		0		0		0
Preliminary Travel Time Savings (Minutes)	5	12	1	16	1	16	1	16	1	16
Preliminary Cost (\$ Million)	5	266.8	2	226.3	1	224.9	4	250.9	3	249.9
Public Input (From Public Workshop #3)	5	10	3	7	3	7	1	2	2	4
Screen One Score	47		37		37		47		45	
	Route D		Route E		Route F		Route G		Route H	
Screen Two Results										
	Ranking	Raw Data								
Reduce # of Trucks on Main Street (Per Day)	5	-1480	1	-1610	3	-1580	1	-1610	4	-1550
Reduce Congestion on Main Street (Per Day)	5	-4600	1	-6400	4	-5600	1	-6400	3	-5700
Accommodate Projected Increases in Traffic (% Unused Main Street Capacity)	5	24	1	31	4	27	1	31	3	28
Impacts to Proposed Development (Acres)	1	0	1	0	4	58.2	1	0	4	58.2
Impacts to Potentially Historic Properties	5	19	3	9	1	6	4	10	2	7
Public Input (From Open House #1 - Survey Results)	5		4		2		3		1	
Public Input (From Open House #1 - Written Comments)	1		2		5		3		4	
Screen Two Score	27		13		23		14		21	
Combined Score	74		50		60		61		66	

- The “Combined Score” reflects the overall score for each option based on all criteria/both Screens.
- The lower numbers indicate better performing/higher ranked routes.
- Public input scores were derived from written comments as well as ratings and comments given by online survey participants.

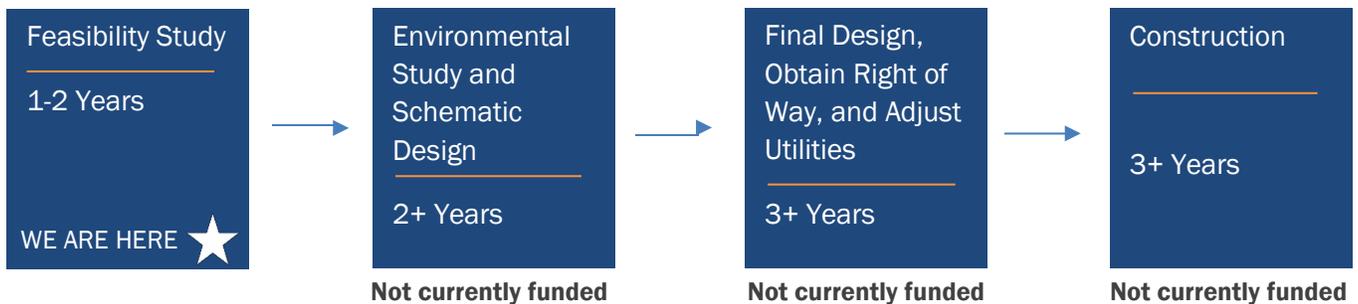
The Technically Preferred Route Option (Route E)



NEXT STEPS

- Feasibility Study Complete – Spring 2020
- City, County, TxDOT coordination to determine whether relief route project advances further – Spring/Summer 2020
- Environmental Study – TBD/Not currently funded

TYPICAL PROJECT DEVELOPMENT PROCESS



**Advancement from step to step is contingent upon the outcome of the previous step and the availability of funding.*



For more information, visit www.txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.