

# WELCOME

## PUBLIC WORKSHOP #3

### Fredericksburg Relief Route Study

**Sign in** so we can keep you updated on the study.

**View** the information boards in the Sanctuary and take a seat. A presentation will begin at the top of the hour.

**Follow** signs to the Social Hall to review route options.

**Submit** your comments by February 8, 2019.

**Take** the survey by February 8, 2019.



# Fredericksburg Relief Route Study

## Purpose of the Study

### **Identify a Locally Preferred Relief Route Option**

As traffic volumes on US 290 and congestion in downtown Fredericksburg continue to increase, the need for a relief route has become a critical safety and quality-of-life issue for the community.

The task force and project team will engage the public throughout the process in order to help identify a transportation solution that preserves Main Street as the heart of Fredericksburg, minimizes community impacts and reflects community values.



# Fredericksburg Relief Route Study

## Gillespie County Relief Route Task Force

### Vision

Bring a solution to the people.

### Purpose

To identify need, develop and propose a viable solution for a Fredericksburg relief route in order that Fredericksburg citizens may discern true information.

### Values

Be honest.

Be candid.

Respect others as oneself.

Unity in community.



# Fredericksburg Relief Route Study

## Gillespie County Relief Route Task Force

### MEMBERSHIP

**City of Fredericksburg**

**Gillespie County**

**Fredericksburg Chamber of Commerce**

**Gillespie County Economic Development Commission**

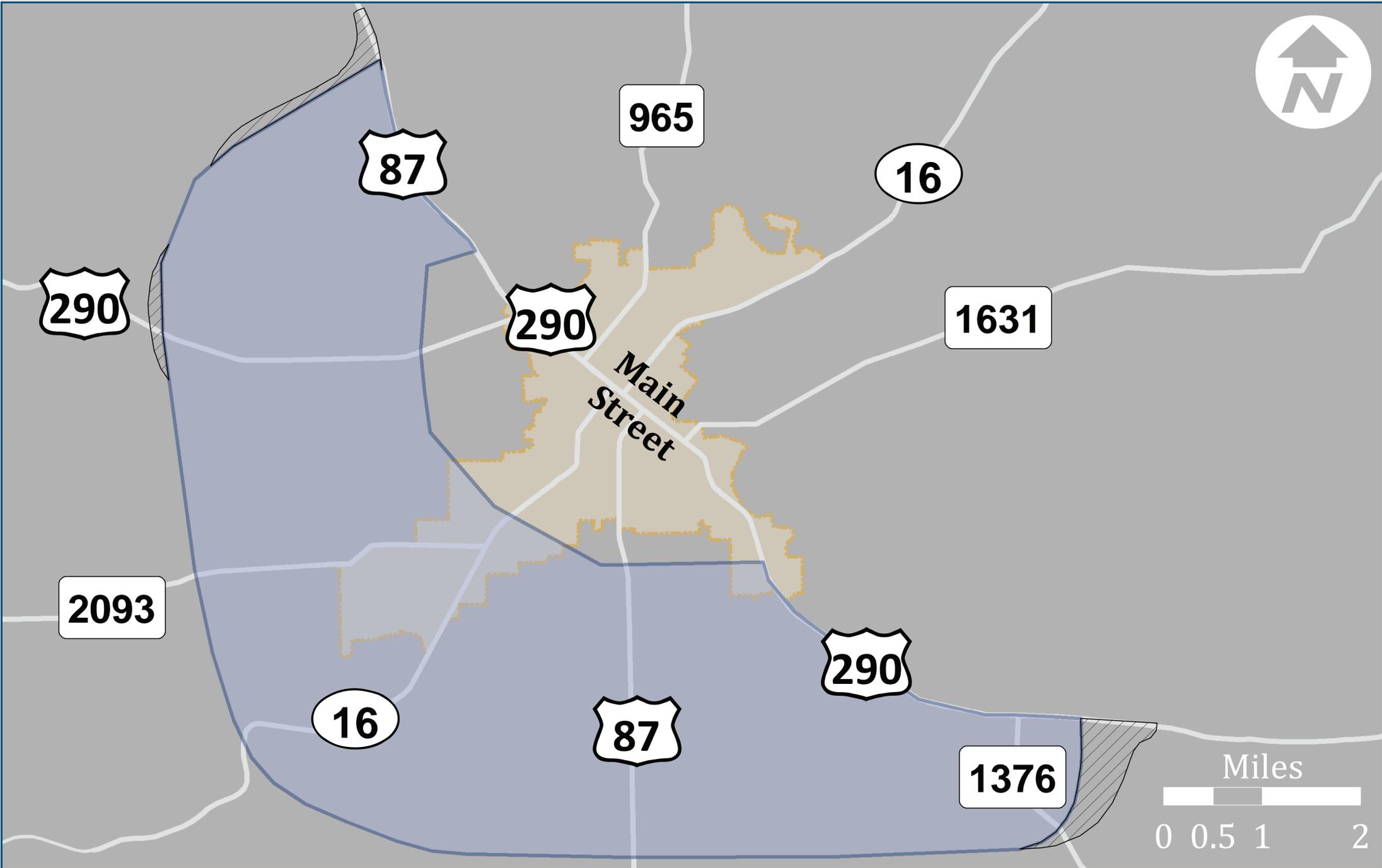
**Fredericksburg Convention and Visitor Bureau**

**Gillespie County Farm Bureau**

**General Public Representatives**



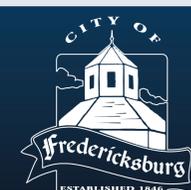
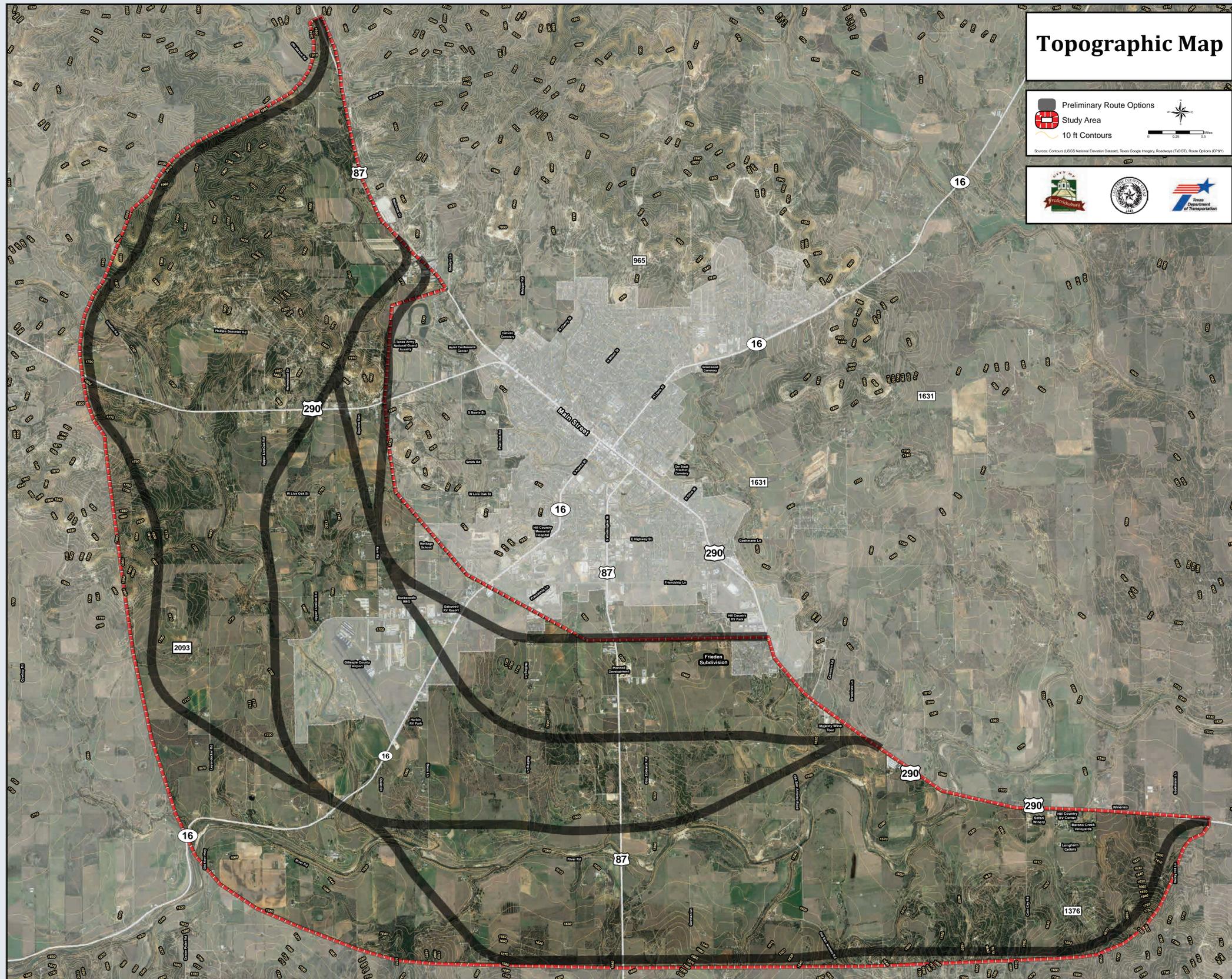
# Fredericksburg Relief Route Study



<b>Fredericksburg Relief Route</b> Project Study Area	 Expanded Study Area	 City Boundary
	 Original Study Area	



# Fredericksburg Relief Route Study



## TYPICAL PROJECT DEVELOPMENT PROCESS

We are here 



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

# Fredericksburg Relief Route Study

## WORKSHOP 2 COMMENT OVERVIEW

"I am against the bypass."

"Please use commercial properties and stay away from historical family homesteads."

"Keep cost as low as possible."

"The shortest route is best. It will minimize cost and environmental impact, encourage Fredericksburg to remain compact rather than sprawl, and it the most cost-effective option. It's also short enough that trucks will actually utilize it."

"Please make a final decision as soon as possible so that all who will be affected can make the difficult decisions that will follow."

"Please move this route out as far as possible to allow Fredericksburg to expand within the loop."

"Everybody agrees that large trucks need to be re-routed around Main Street."

"Balanced access accomplishes the goal of traffic relief and at the same time allows the city to benefit our residents from tourist's dollars."

"Use Friendship Lane."

"I understand the need for a truck by-pass for the city. I hope the decision-makers will plan for future as well as current growth, and for preserving our heritage."

"Although it seems obvious that the shorter routes would involve less cost, how that relates to specific tax payers isn't clear."

*\* Comments shown reflect a representative sampling and are not all-encompassing.*



# Fredericksburg Relief Route Study

## Existing Main Street Traffic

- Approximately 16,000 vehicles per day (average)
- Approximately 1,600 trucks per day (average)
- Based on existing traffic volumes, a relief route would divert approximately 6,500 vehicles away from Main Street per day.
  - Of the 6,500 vehicles from Main Street, approximately 1,000 would be trucks (about 60% of existing truck traffic).



## Projected Main Street Traffic

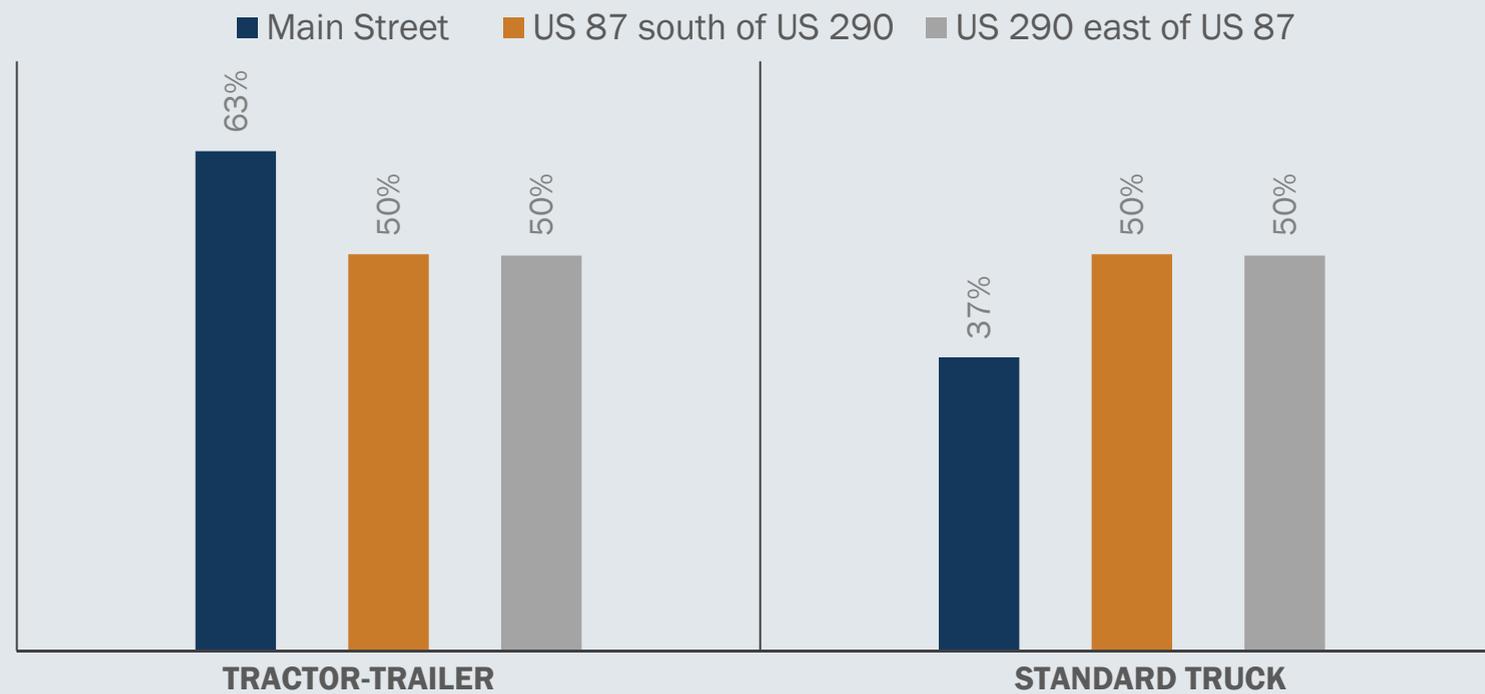
- If a relief route is not built, it is expected that traffic on Main Street would continue to increase over the next 20 years, with a corresponding increase in truck traffic.
- A more detailed traffic analysis will be conducted as part of future phases of this study.



# Fredericksburg Relief Route Study

## TRUCKS THROUGH FREDERICKSBURG

### TRUCK TYPES IN THE AREA



STANDARD TRUCK



TRACTOR-TRAILER

### PERCENTAGE OF TRUCKS CARRYING HAZARDOUS MATERIALS

MAIN STREET	4.26%
US 87 SOUTH OF US 290	6.67%
US 290 EAST OF US 87	2.20%

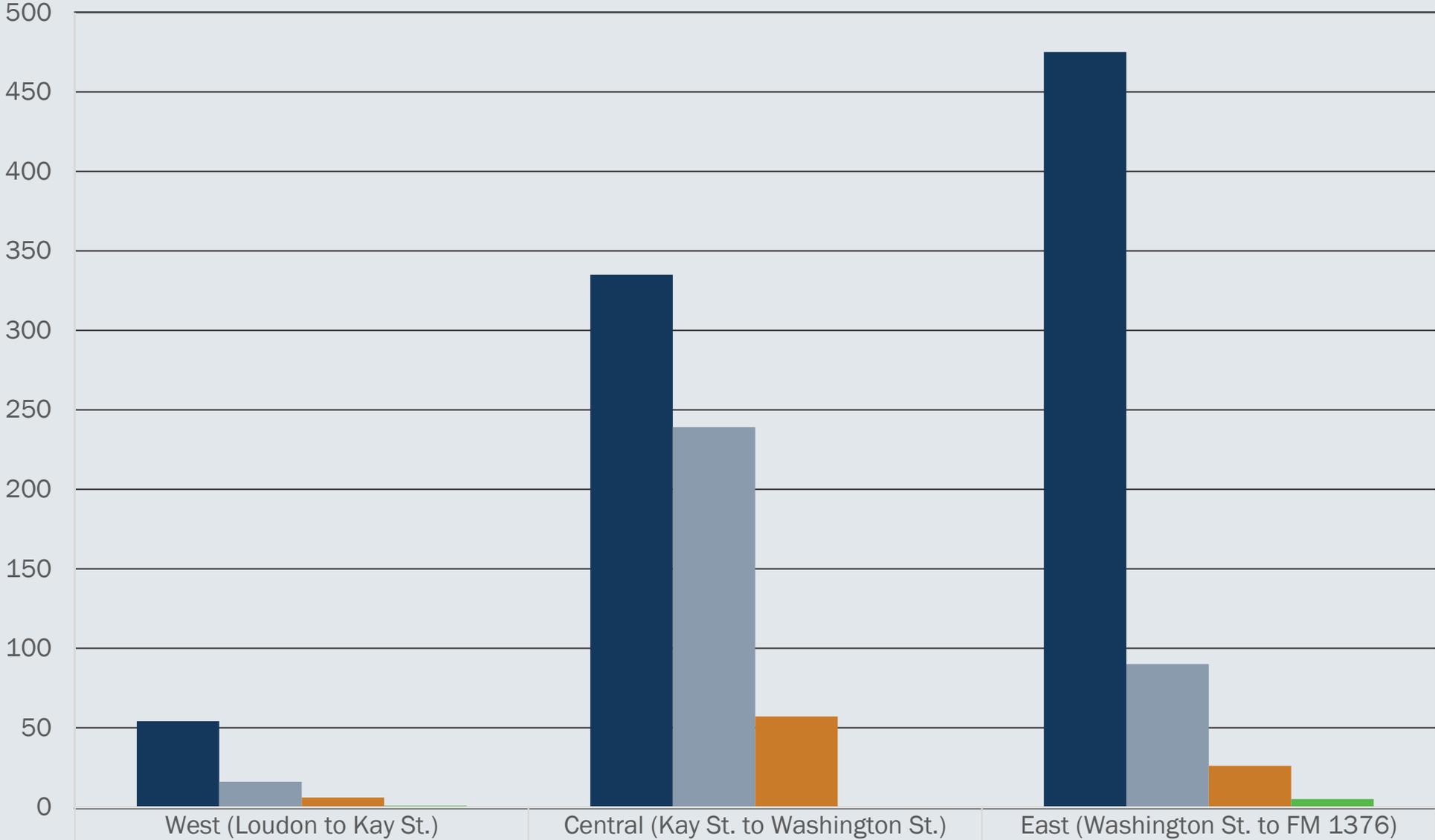
Source: Texas A&M Transportation Institute



# Fredericksburg Relief Route Study

## US 290 CRASH SUMMARY

January 2010 to April 2018



	West (Loudon to Kay St.)	Central (Kay St. to Washington St.)	East (Washington St. to FM 1376)
■ Total Crashes	54	335	475
■ Crashes Per Mile	16	239	90
■ Injury Crashes Per Mile	6	57	26
■ Total Fatal Crashes	1	0	5

PLEASE NOTE: The West segment of US 290 is 3.4 miles, the Central segment of US 290 is 1.4 miles, and the East segment of US 290 is 5.3 miles.

Source: TxDOT



# Fredericksburg Relief Route Study

## AREA GROWTH



1995



2005



2011

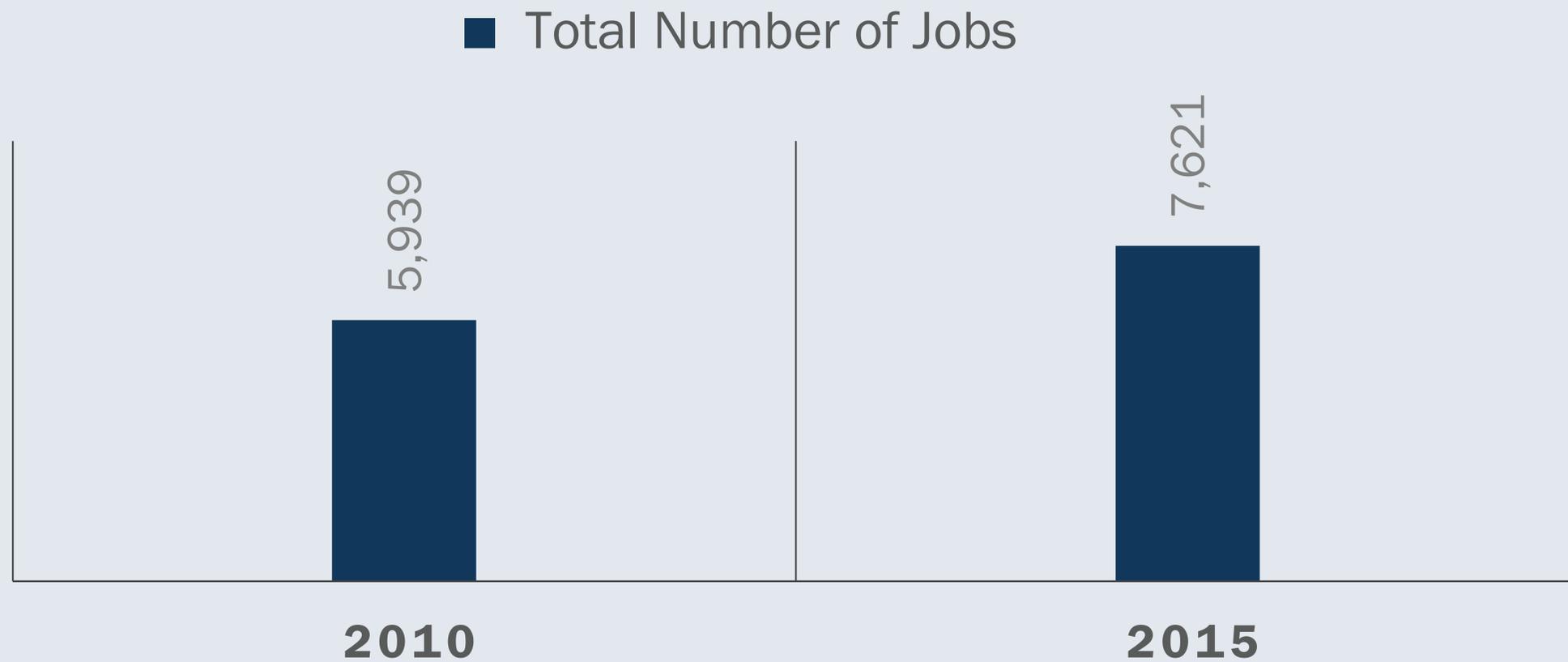


2017



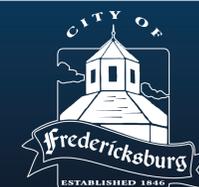
## ECONOMIC GROWTH

### TOTAL NUMBER OF JOBS IN FREDERICKSBURG



Fredericksburg's economy is growing, with a 28% increase in jobs between 2010 and 2015.

Source: United States Census



# Fredericksburg Relief Route Study

## Goals and Objectives

### Protect and Preserve Property

- Minimize potential displacements (residential and commercial)
- Minimize number of divided parcels
- Minimize right of way required
- Minimize potential for noise and neighborhood impacts

### Enhance Accessibility and Mobility

- Facilitate local (intracity) trips
- Accommodate bicyclists

### Accommodate Existing and Projected Traffic Volumes

- Reduce the volume of trucks using Main Street to travel through downtown
- Help reduce congestion on Main Street
- Accommodate projected increases in traffic

### Enhance Safety

- Reduce number of large trucks on Main Street
- Reduce potential for vehicular/pedestrian conflicts on Main Street



# Fredericksburg Relief Route Study

## Goals and Objectives

### Support Economic Development

- Minimize negative impacts to existing businesses
- Maintain accessibility for deliveries to businesses
- Support “new growth” opportunities

### Preserve Unique Character of Downtown

- Maintain Main Street as a tourist destination and business center
- Reduce traffic noise
- Protect historic resources from residual effects of traffic

### Protect and Preserve Environmental Resources

- Minimize potential impacts to Environmental Justice (low income and minority) populations
- Minimize potential impacts to natural environmental features (floodplains, wetlands and waterways)
- Minimize potential impacts to protected species
- Minimize impacts to parks and other known Section 4(f) facilities including historic properties

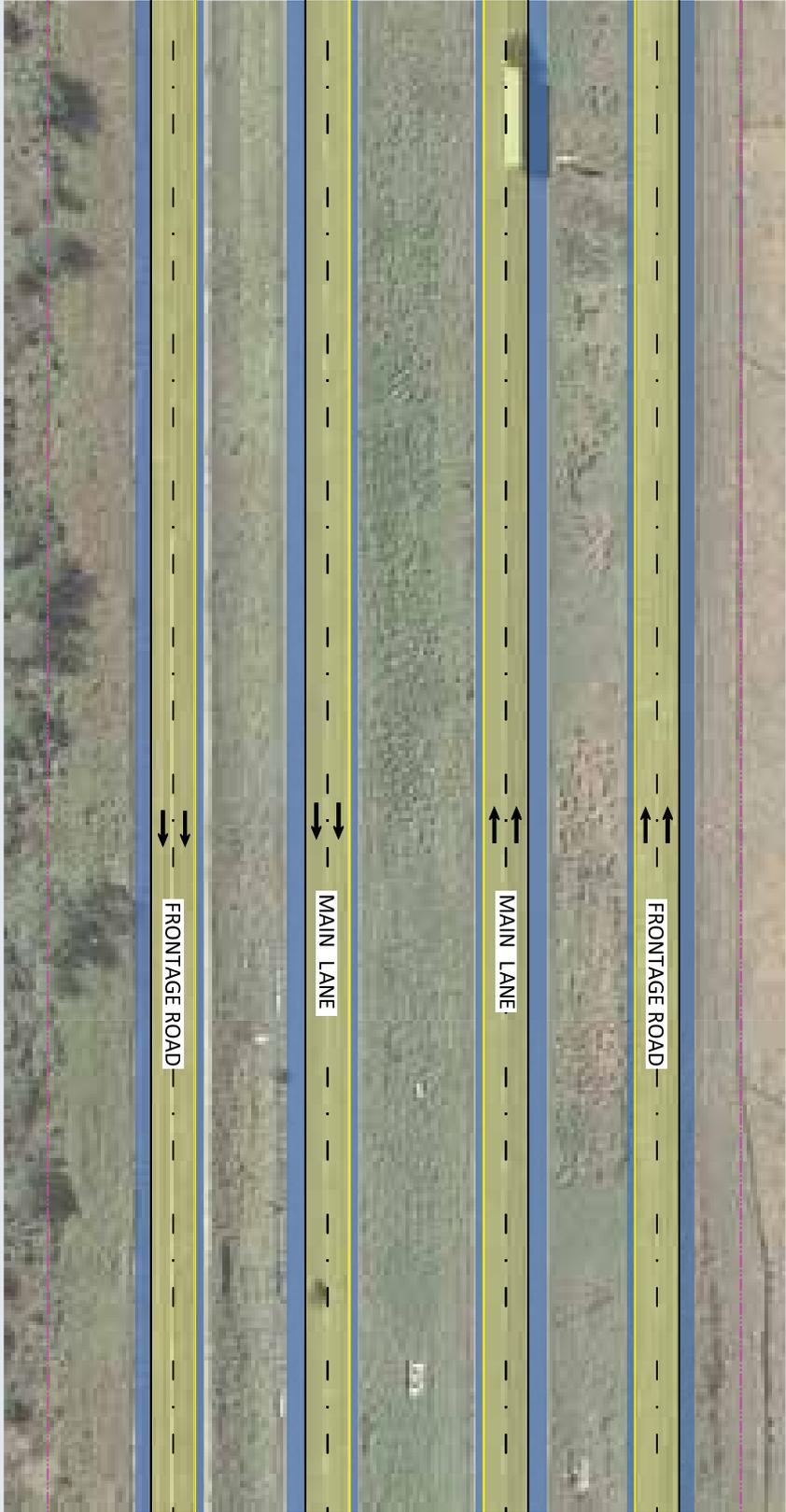
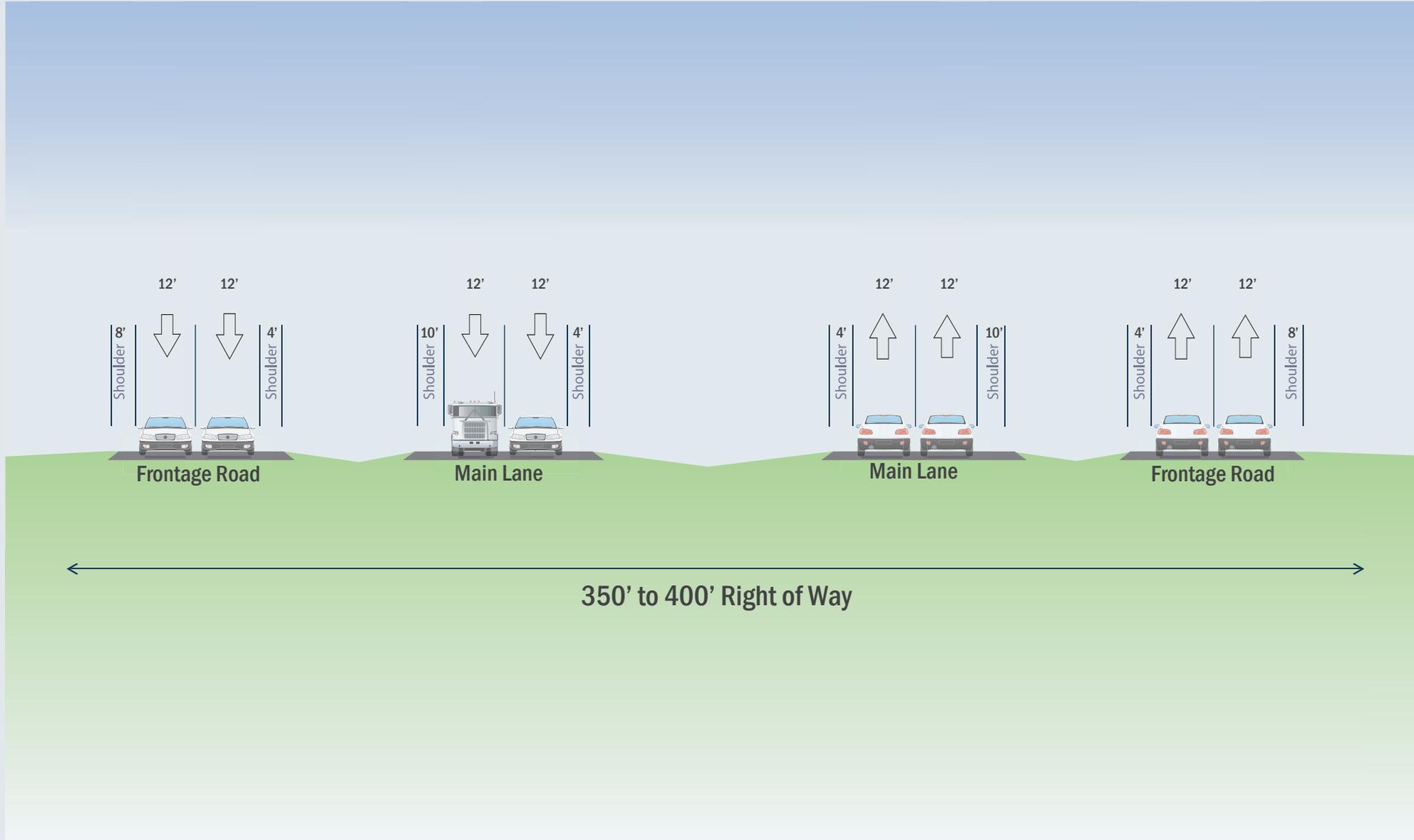






# Fredericksburg Relief Route Study

## Conceptual Layout with Frontage Roads

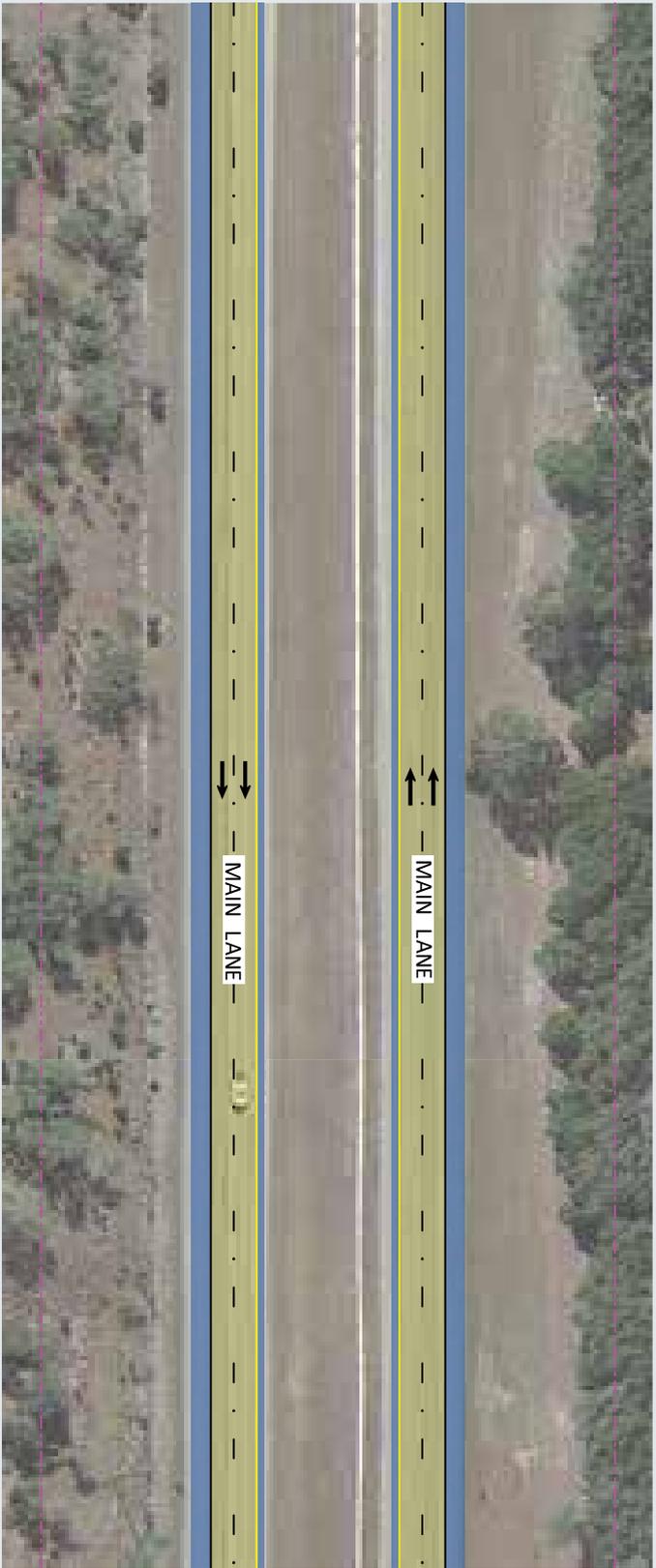
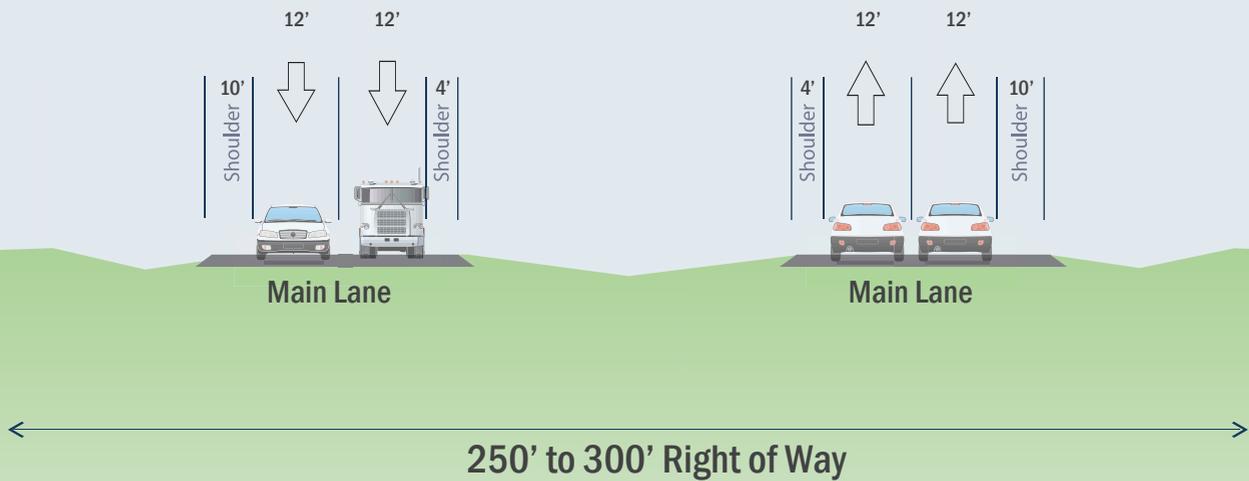


- NOTES:
- 1) Access would be controlled; driveway connections would be allowed along frontage roads.
  - 2) It is anticipated that construction would occur in phases. During initial phases, only portions of the roadway depicted here would be constructed.
  - 3) Layouts are not to scale.



# Fredericksburg Relief Route Study

## Conceptual Layout without Frontage Roads

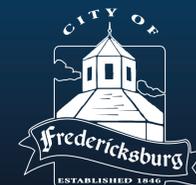


NOTES: 1) Access would be controlled; no driveway connections would be allowed.  
2) Layouts are not to scale.



# **FRIENDSHIP LANE**

**Representatives from the City of  
Fredericksburg are available to  
discuss Friendship Lane**



## WHY CAN'T WE USE FRIENDSHIP LANE?

**The City of Fredericksburg, Gillespie County and TxDOT agreed upon a set of design parameters to guide relief route planning efforts. Parameters include the following:**

- high speed facility (~70 mph)
- controlled access facility
- four main lanes
- frontage roads to maintain local access, where necessary

**Applying that vision to Friendship Lane would require the following:**

- total roadway reconstruction
- expanding right-of-way from 100 ft. to approximately 400 ft.
- displacing homes, businesses and community resources