

US 290 Fredericksburg Feasibility Study

Route Development Process

Public Workshop #3
January 24, 2019



On behalf of the City of Fredericksburg, Gillespie County, and the Gillespie County Relief Route Task Force, welcome to the third public workshop of the Fredericksburg Relief Route Study. Financial support for this study is being provided by the City of Fredericksburg, Gillespie County and the Texas Department of Transportation.

Thank you for being here today. We are excited to hear your input as we continue working together to explore a potential US 290 relief route around Fredericksburg. The relief route will give people the option to travel around, rather than directly through, the city. As traffic volumes and congestion continue to increase, the need for a relief route has become an important safety and quality-of-life issue for the community.

Today we will walk you through the step-by-step process that led to the preliminary route options presented at this workshop. And, you will see how input from you and your neighbors has been used to guide the process.

If you have questions after this presentation, we have staff available in the next room to visit with you. They will be happy to answer any questions you may have about the study or the preliminary route options. In the next room you will also be able to take a closer look at the remaining route options and provide input through an online survey or by filling out a comment form. We greatly value your participation and input.

Fredericksburg Relief Route Study – Guiding Principles

Vision

Bring a solution to the people

Purpose

To identify the need for a Fredericksburg Relief Route and develop and propose a viable solution so Fredericksburg citizens may discern true information.

Values

Be honest.

Respect others as oneself.

Be candid.

Unity in community.



It is important for you to understand that the Fredericksburg Relief Route Study is a locally driven process – led by the Gillespie County Relief Route Task Force.

In 2013, prior to this feasibility study, the Gillespie County Relief Route Task Force was established. The task force includes representatives from the City of Fredericksburg, Gillespie County, the Fredericksburg Chamber of Commerce, the Gillespie County Economic Development Commission, the Fredericksburg Convention and Visitor Bureau, the Gillespie County Farm Bureau, and the general public.

The Task Force identified its Vision, Purpose, and Values—shown here—with the community in mind. It is the hope of the Task Force that a solution for a Relief Route will be proposed in a way that all citizens will be able to fully understand and be involved in the process, as well as receive all necessary information. The Task Force members believe in honesty, respect, being candid, and fostering unity in the community.

Fredericksburg Relief Route Study – Purpose

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 issue
- a quality-of-life issue

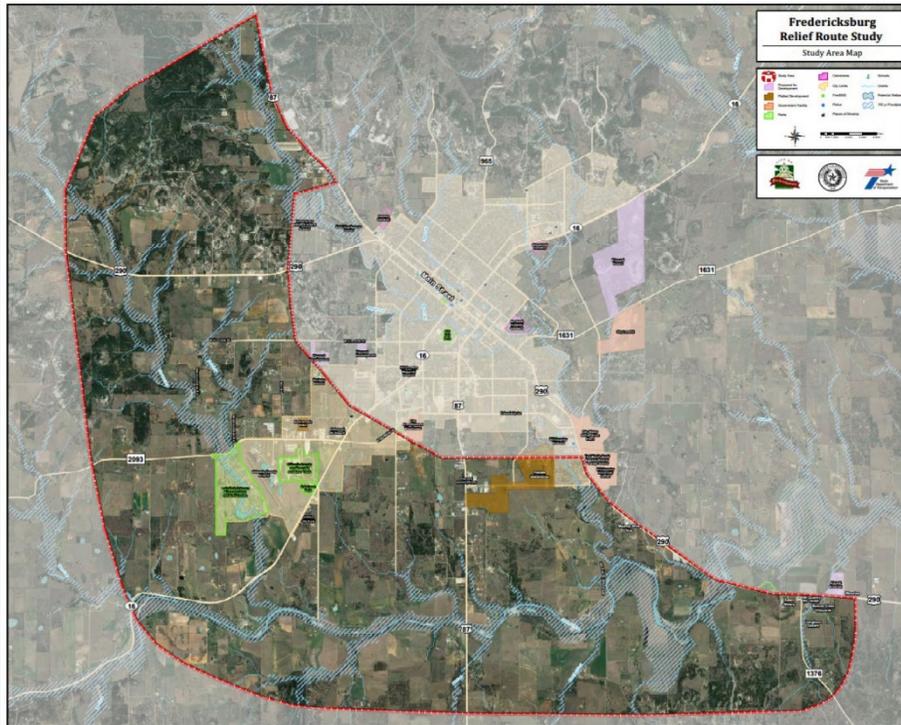
The task force and project team aim to engage the public throughout the process to help identify a transportation solution that:

- preserves Main Street as the heart of Fredericksburg
- minimizes community impacts
- reflects community values



The purpose of the Relief Route Study is to identify a locally preferred route option that reflects community values and is consistent with the minimum requirements agreed to by TxDOT, the City of Fredericksburg, and Gillespie County.

Fredericksburg Relief Route Study - Original Study Area



One of the first steps in the process was to determine the general area to be studied. Preliminary traffic studies were performed along the major highways surrounding Fredericksburg and at various areas within town to determine the traffic volumes on each of the surrounding major highways. Results showed that the most efficient placement of a proposed Relief Route would be on the southern side of the city with a connection to US 87 on the north.

This slide shows the study area as presented for public review and comment at the first public workshop which was held in May 2018.

Fredericksburg Relief Route Study – Workshop #1

Results

- 415 public attendees
- 122 comments received
 - 62 comments at the workshop
 - 60 comments via postal mail, email, or phone calls
- 81 surveys at the workshop and 105 afterwards



At the May workshop, the public was asked to provide input about the project goals and objectives, help to identify study area constraints, and participate in an on-line survey. 122* comments were received at the workshop or via mail. 186 people participated in the online survey.

*changed

Fredericksburg Relief Route Study - Workshop #1



In addition, using the study area map as the backdrop, public workshop participants were asked to provide route suggestions.

Fredericksburg Relief Route Study - Workshop #1



As you can see from these photos, we received many, many suggestions. (flip through slides)

Fredericksburg Relief Route Study - Workshop #1



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Fredericksburg Relief Route Study - Workshop #1



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Fredericksburg Relief Route Study - Workshop #1



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Fredericksburg Relief Route Study - Workshop #1



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Fredericksburg Relief Route Study - Workshop #1



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Fredericksburg Relief Route Study - Workshop #1



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Fredericksburg Relief Route Study - Workshop #1



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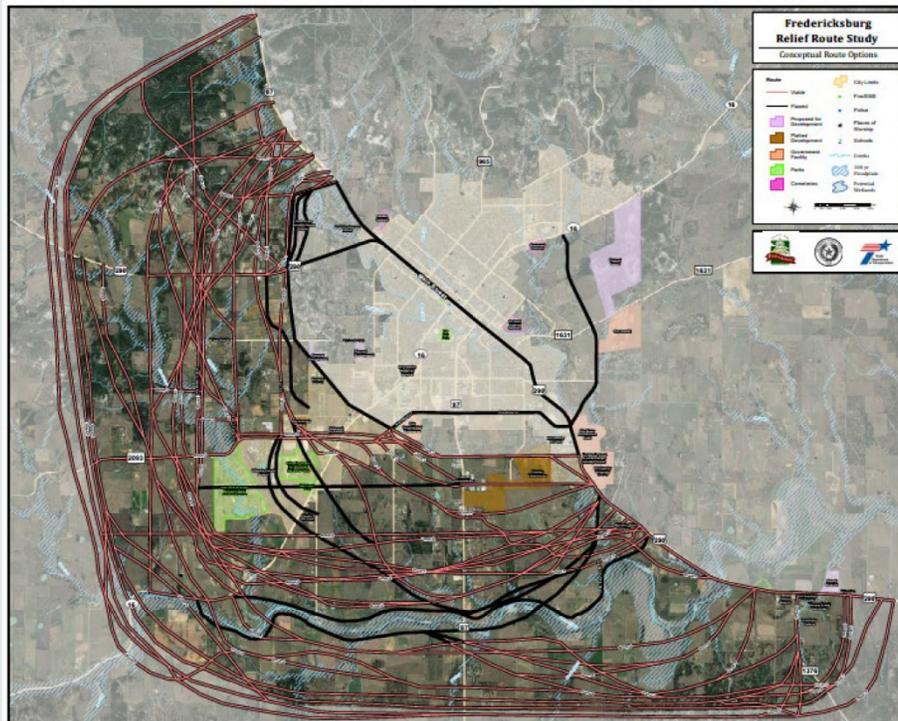
Fredericksburg Relief Route Study - Workshop #1



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Fredericksburg Relief Route Study – All Route Suggestions



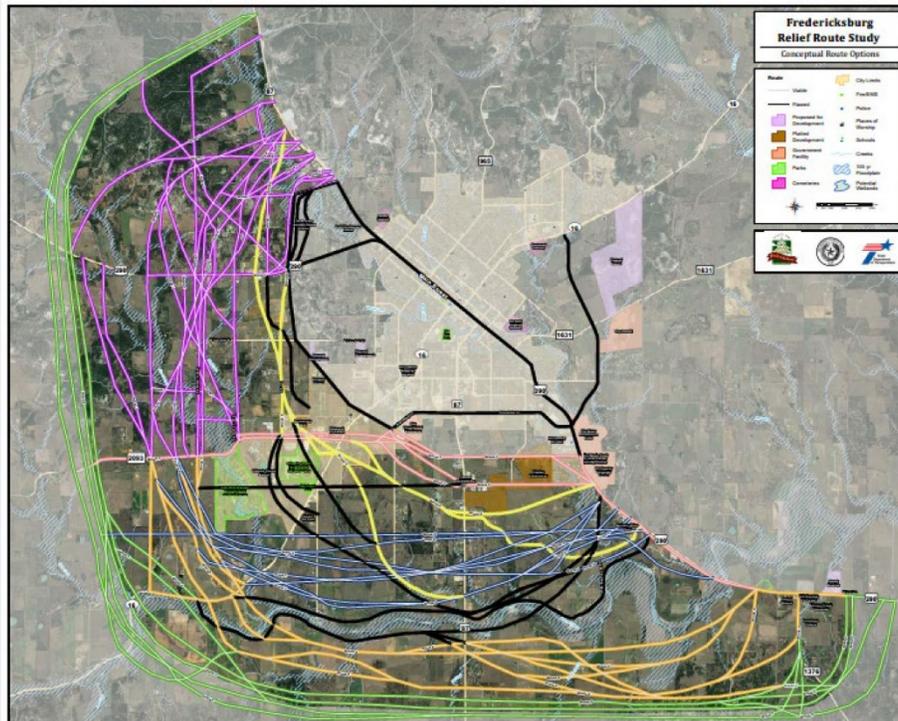
After the public workshop, the study team did its absolute best to identify and map the routes suggested by you and your neighbors. This map is a compilation of all the route suggestions we received from the first public workshop. For obvious reasons, we refer to this map as the “spaghetti bowl map.”

Next, we did two things.

First, we identified those routes that were either fatally flawed—such as those that impacted the park, fairgrounds or airport—or severely flawed. The severely flawed group included routes that meandered along the river and would result in greater impacts to floodplains and waterways, requiring more structures.

The second thing we did was to identify common themes or common concepts within the suggestions.

Fredericksburg Relief Route Study - Grouped Suggestions

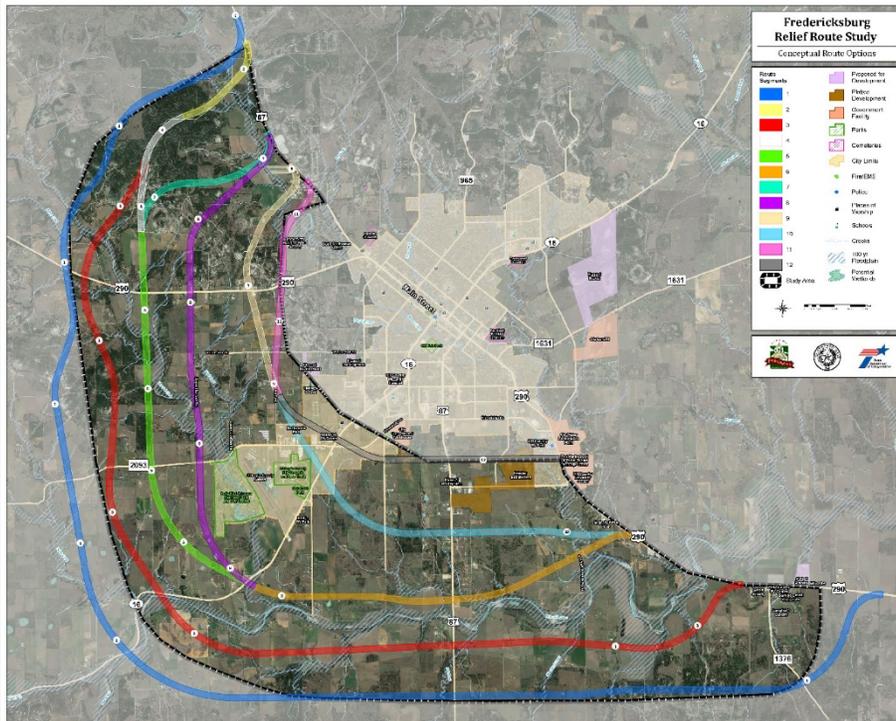


This map is the result of that effort. The routes you see in black are the fatally and severely flawed routes; the black routes were eliminated from further consideration. Six primary groups were identified within the remaining route suggestions. Each grouping is shown in a different color on this map. The next step in the route identification process was to develop a representative route for each of the six groups. At this point, engineering requirements were considered—such as design speed and curvature—and, when possible, efforts were made to minimize impacts by avoiding structures, following existing property lines, and minimizing impacts to creeks, floodplains and natural resources.

As you'll see in just a moment, we divided the routes into 12 distinct segments. This provided flexibility by allowing us to mix-and-match the route segments in various configurations.



Fredericksburg Relief Route Study - Conceptual Route Options



This map shows the 12 route segments – each in a different color. It should be noted these 12 segments can be combined in various configurations to create a total of 9 end-to-end route options. This map – showing the 12 route segments – was the focus on the second public workshop.



Fredericksburg Relief Route Study – Workshop #2

Results

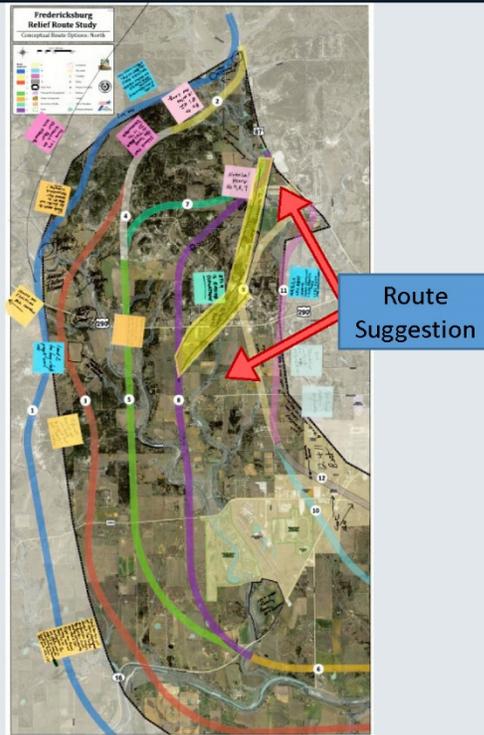
- 280 public attendees
- 115 comments received
 - 35 comments at the workshop
 - 80 comments via postal mail, email, or phone calls
- 24 surveys at the workshop and 286 afterwards



Public Workshop #2 was held on September 24, 2018. A total of 280 people attended the workshop. 115 written comments, including letters, emails, and completed comment forms, were received, and 310 responses were received from the online survey.

Workshop participants were again invited to provide comments or suggestions directly on the maps.

Fredericksburg Relief Route Study – Workshop #2 Public Maps



As seen in these pictures, at the September workshop we received suggestions for route modifications at several locations. (flip through slides)

Fredericksburg Relief Route Study – Workshop #2 Public Maps



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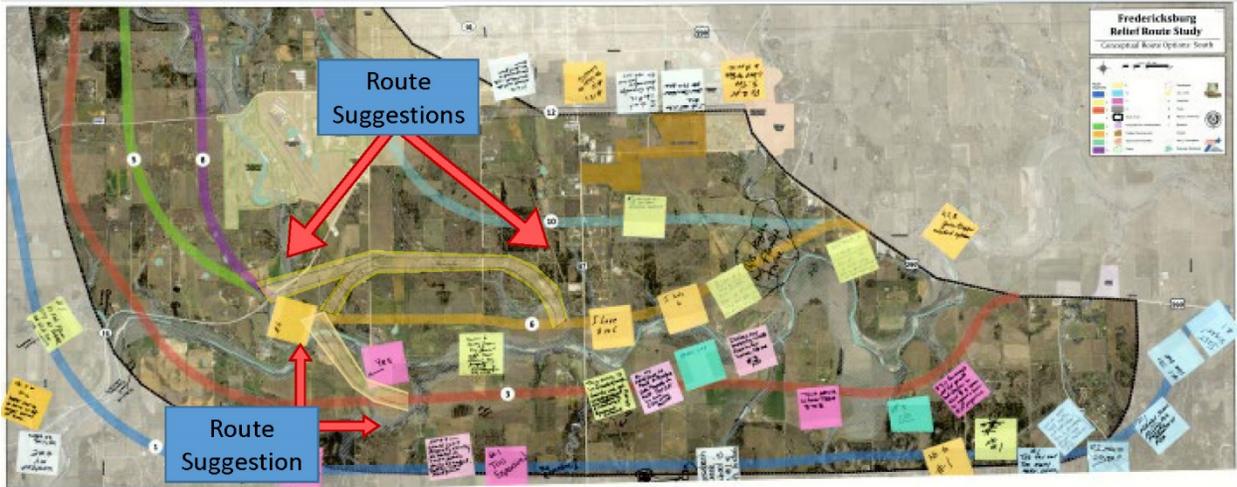
Fredericksburg Relief Route Study - Workshop #2 Public Maps



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Fredericksburg Relief Route Study - Workshop #2 Public Maps



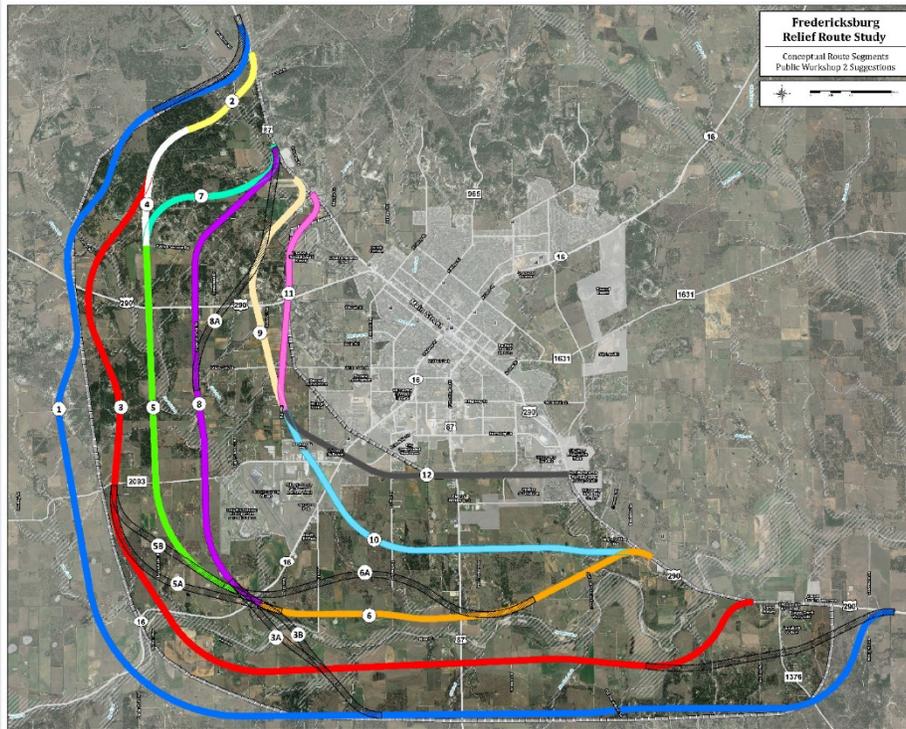
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Fredericksburg Relief Route Study - Workshop #2 Public Maps



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Fredericksburg Relief Route Study - Route Suggestions



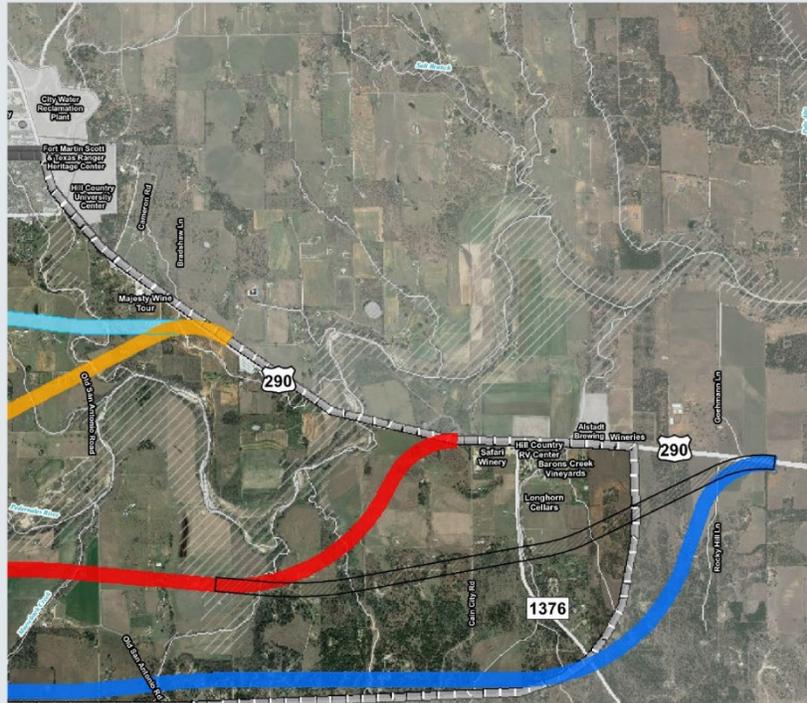
The suggestions affected six areas. Those areas are shown as “hatched” on this map. We are now going to talk about each of them individually.

Fredericksburg Relief Route Study - Location 1



A suggestion was made to modify the blue route to avoid an existing airstrip; this modification was made.

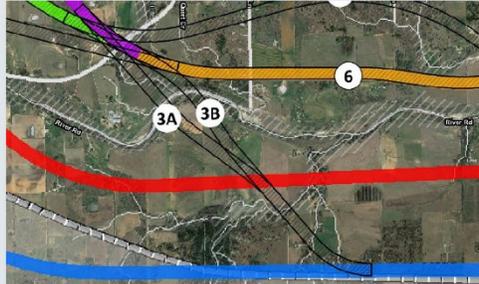
Fredericksburg Relief Route Study - Location 2



We received a suggestion to provide a connection between the blue route and the red route. By introducing this connection, new route combinations are created. This modification was made.

The other four locations were more complicated. In two cases, more than one person suggested the same basic concept, but at slightly different locations. In the other two cases, modifications were suggested that shifted a portion of a route option while maintaining the basic route concept. All four of these situations resulted in redundant concepts. To avoid introducing unnecessary redundancy in the process, each of these locations was examined in more detail.

Fredericksburg Relief Route Study - Location 3



Route	Parcels	250' Structures	Bisected Parcels	Displacements	ROW (Ac.)	Length (miles)	Floodplain Acres	Creek Crossings
3A	24	9	14	8	122.8	2.5	19.24	6
3B	25	11	13	7	123.4	2.5	15.48	5

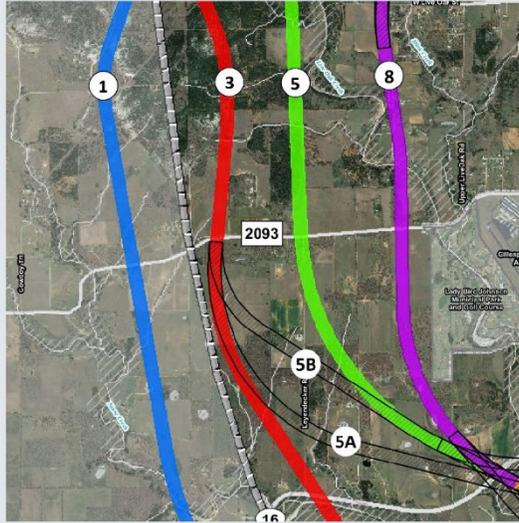


Here we are looking at what we called Option 3A and 3B. This is one of the situations where more than one person suggested the same basic concept but at slightly different locations. In this case, the concept provides a connection between the red and blue routes and the more-central routes. In order to decide which of these two options to recommend for further consideration, our team conducted an evaluation based on the following factors:

- Number of affected land parcels;
- Number of structures located within 250' of the route;
- Number of bisected parcels (bisected meaning that the parcel is split leaving the owner with property remaining on both sides of the route);
- Number of anticipated displacements;
- Amount of right of way required;
- Length;
- Acres of floodplain impacted; and
- Number of creek crossings required.

As shown in this matrix, anticipated impacts would be very close in all categories except floodplains. Based on anticipated floodplain impacts, we recommend that Option 3A be eliminated and Option 3B be carried forward.

Fredericksburg Relief Route Study - Location 4



Route	Parcels	250' Structures	Bisected Parcels	Displacements	ROW (Ac.)	Length (miles)	Floodplain Acres	Creek Crossings
5A	19	9	11	10	140.7	2.9	5.42	4
5B	20	10	12	6	130.7	2.7	4.61	4



This is the other situation where more than one person suggested the same basic concept. We're calling these Option 5A and Option 5B as they connect Segment 5 (the green route) to the red route. Here again the two options are very close in most categories; however, with Option 5A ten displacements are anticipated compared to six with Option 5B. For that reason, we recommend that Option 5A be eliminated and Option 5B be carried forward.

Fredericksburg Relief Route Study - Location 5



Route	Parcels	250' Structures	Bisected Parcels	Displacements	ROW (Ac.)	Length (miles)	Floodplain Acres	Creek Crossings
6	32	20	19	11	190.7	3.9	12.8	5
6A	44	19	16	16	195	4	22.53	7

Option 6A was suggested as an alternative to Segment 6. Option 6A would impact 44 parcels, require 16 displacements, and impact 22.53 acres of floodplain, all of which were significantly higher than the original Segment 6 option. For this reason, we recommend eliminating Option 6A and carrying the original route forward.



Fredericksburg Relief Route Study - Location 6

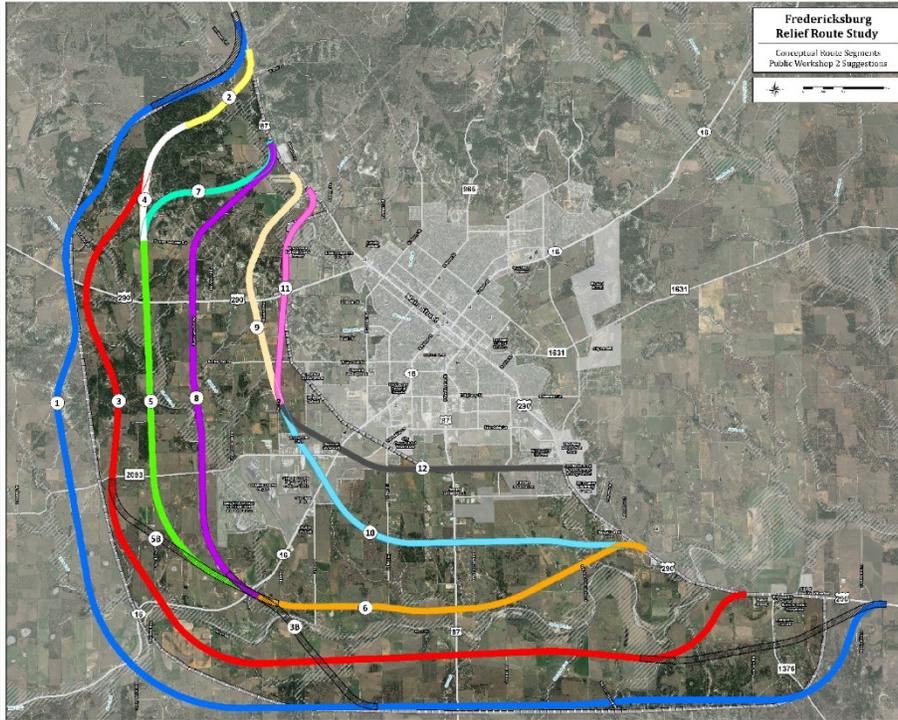


Route	Parcels	250' Structures	Bisected Parcels	Displacements	ROW (Ac.)	Length (miles)	Floodplain Acres	Creek Crossings
8	92	27	9	20	164.7	4	4.2	4
8A	88	40	19	22	157.6	3.25	6.25	4



Option 8A was suggested as an alternative path for Segment 8. As shown here, based on the evaluations factors, the original route would have less impact than the suggested modification. For that reason, Option 8A is not recommended.

Fredericksburg Relief Route Study - Modified Conceptual Route Options



You are now looking at the conceptual route options as modified following public workshop #2.

Fredericksburg Relief Route Study – Public Input Review

Route	Results
Blue - 1	✓
Yellow - 2	✗
Red - 3	✗
White - 4	✗
Green - 5	✗
Orange - 6	✓
Aqua - 7	✗
Purple - 8	✗
Tan - 9	✓
Lt Blue - 10	✓
Pink - 11	✓
Grey - 12	✓



The suggested route modifications were only one component of the input we received through Public Workshop #2. We also needed to consider the 150 written comments and 310 online survey responses received in response to the workshop. These comments provided valuable insight into public concerns and opinions.

Based on the comments received at workshop #2, the Blue, Light Blue, Pink and Grey routes were the most viable from the public's perspective.

Additionally, the Orange and Tan routes were not ranked particularly high or low by the public, so, while not seen as the most viable, they were not recommended for elimination.

The Purple, White, Aqua, Green and Red routes were seen by the public as the least viable.

The Yellow route was also deemed not viable, as the functionality of the route depends on the existence of the Red or White routes.

Fredericksburg Relief Route Study - Recommendations

Based on the comments received, the following routes were recommended by the project team to move forward for additional public input:

- Pink (#11)
- Grey (#12)
- Blue (#1)
- Lt. Blue (#10)
- Orange (#6)
- Tan (#9)

Based on public input, the following routes were recommended by the project team to be eliminated as possible relief route options:

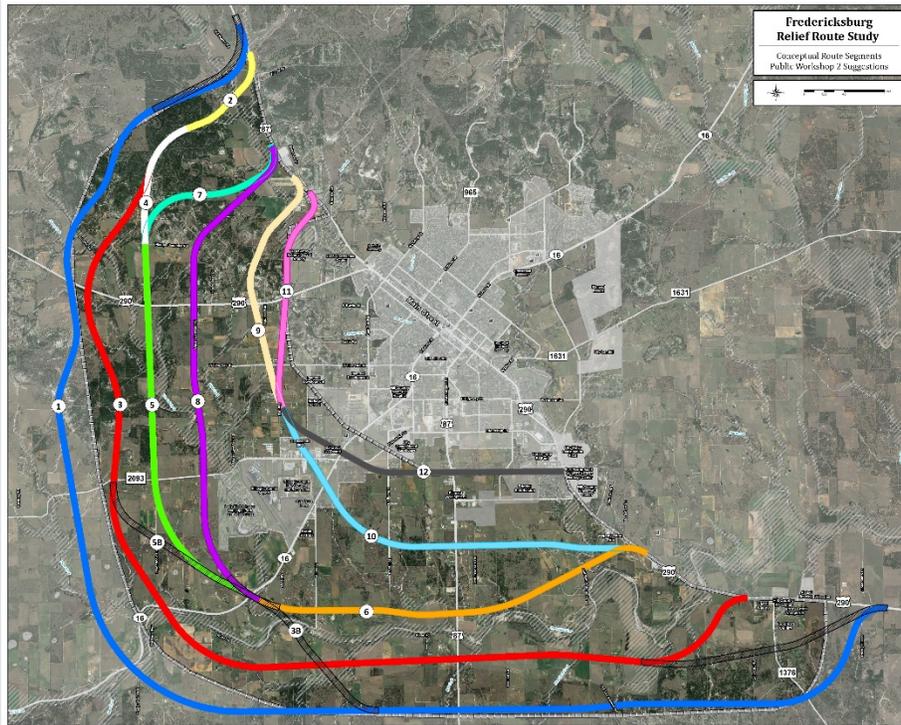
- Purple (#8)
- White (#4)
- Aqua (#7)
- Green (#5)
- Red (#3)
- Yellow (#2)



Consistent with the public input, the project team recommended that the Pink, Grey, Blue and Light Blue route segments be carried forward. The team also recommended that the Orange Route, with adjustments, and the Tan Route be carried forward.

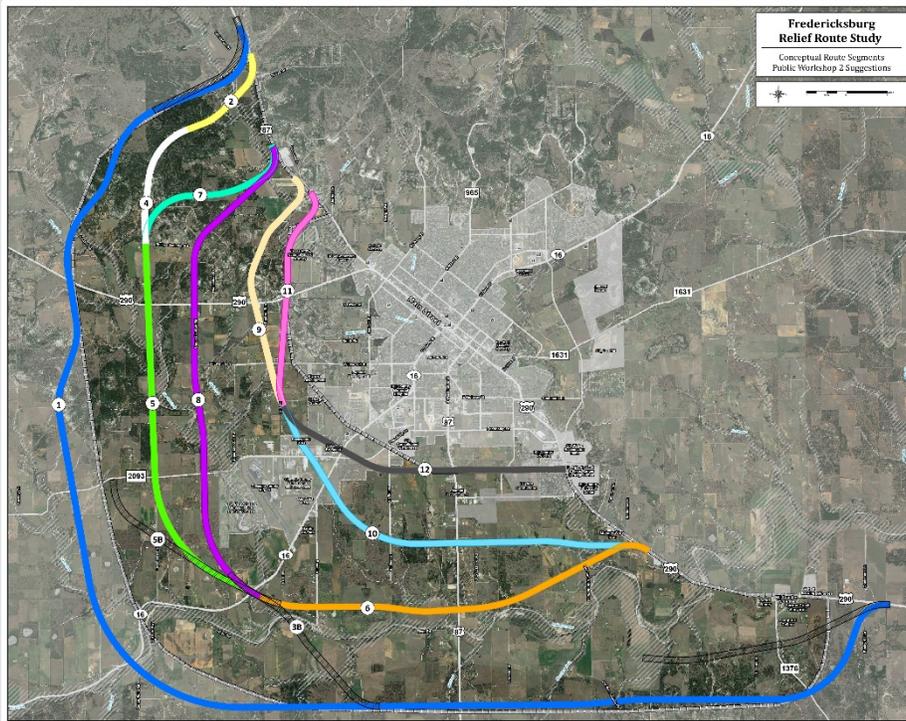
The team recommended that the Purple, White, Aqua, Green and Red route segments being eliminated. The team also recommended that the Yellow route be eliminated as it no longer connected to viable route. At its meeting on November 15, 2018, the Task Force concurred with the study team's recommendation.

Fredericksburg Relief Route Study - Conceptual Route Options Recommended for Elimination



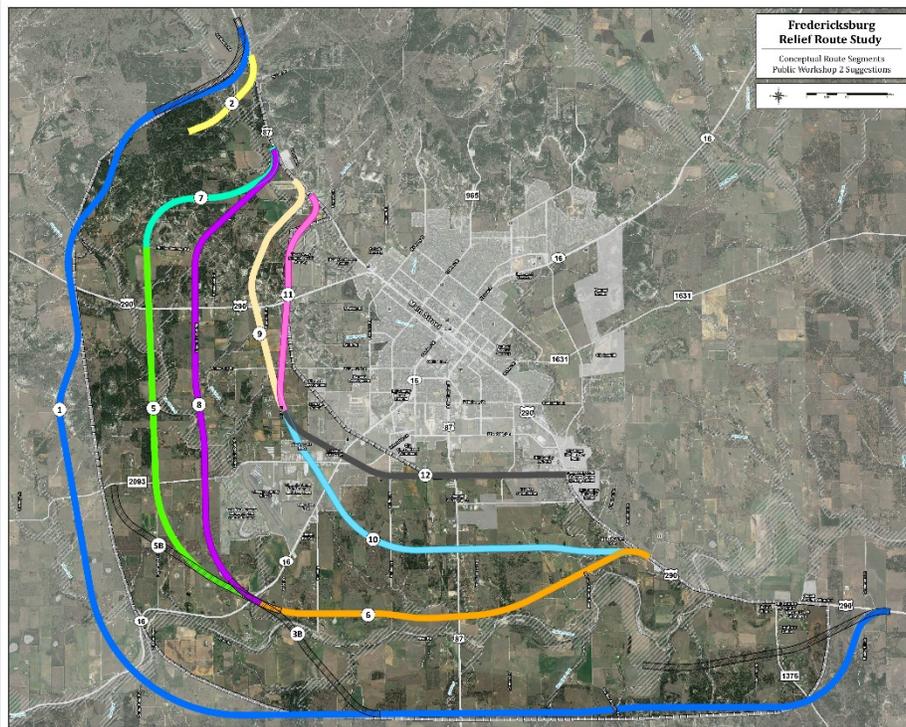
The routes recommended for elimination were removed... (flip through slides)

Fredericksburg Relief Route Study - Conceptual Route Options Recommended for Elimination



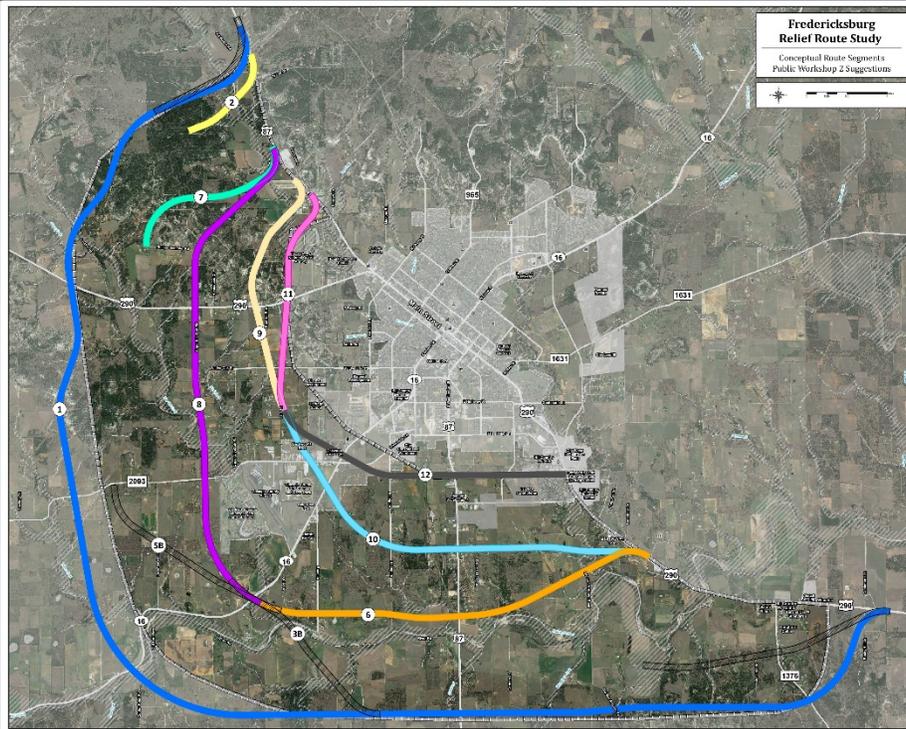
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Fredericksburg Relief Route Study - Conceptual Route Options Recommended for Elimination



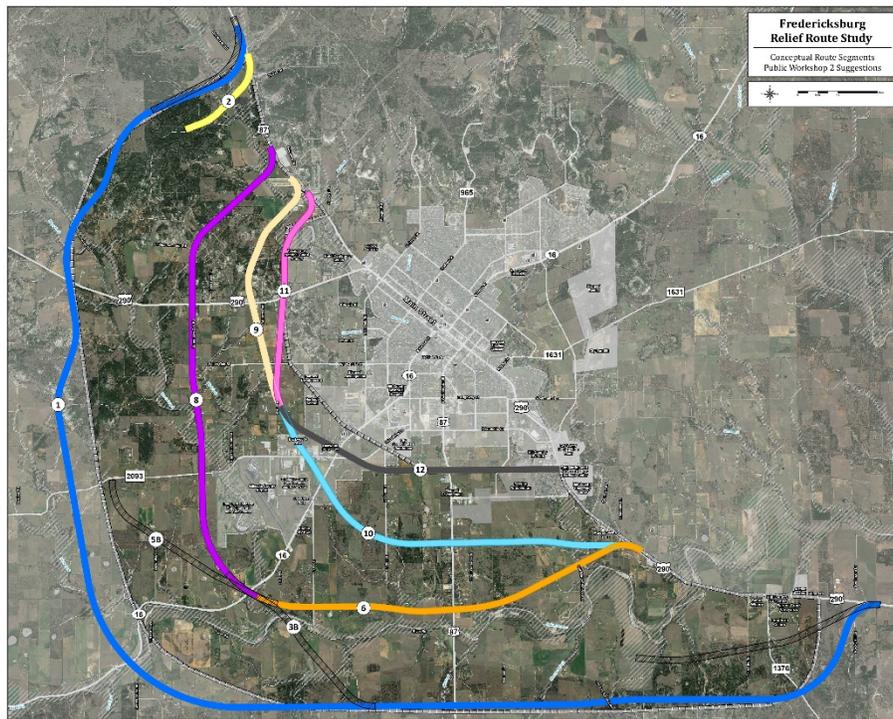
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Fredericksburg Relief Route Study - Conceptual Route Options Recommended for Elimination



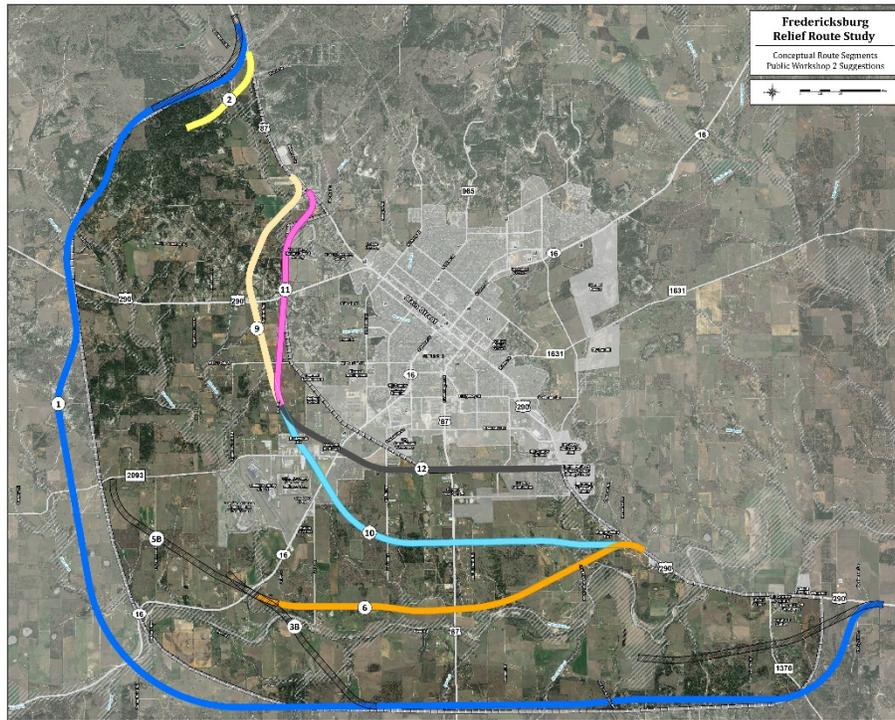
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Fredericksburg Relief Route Study - Conceptual Route Options Recommended for Elimination



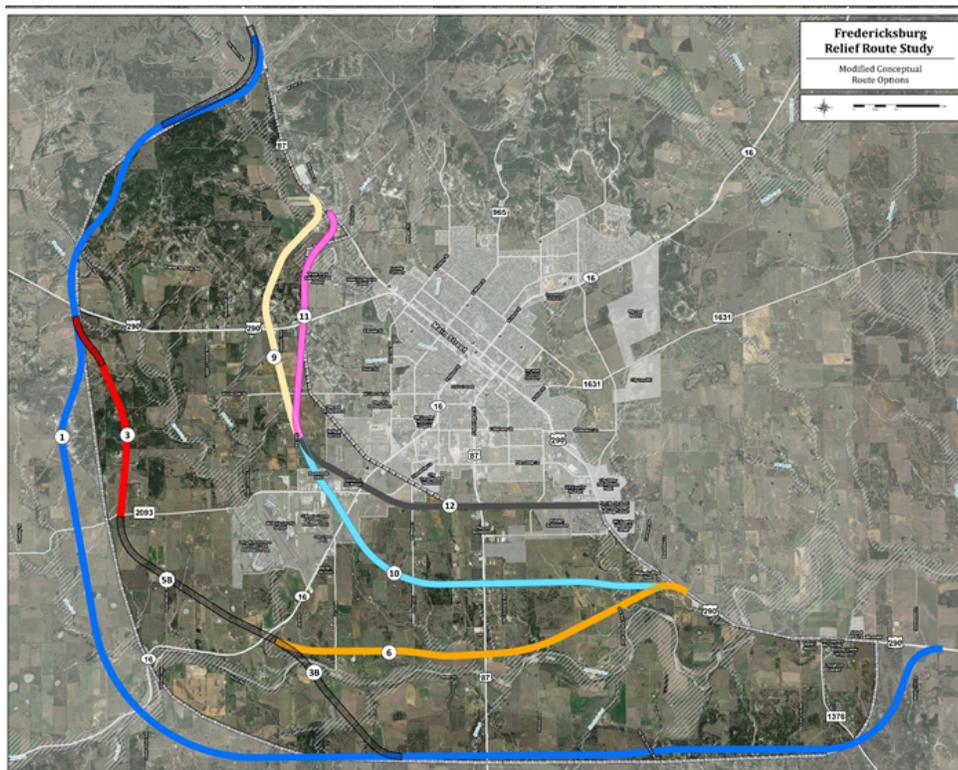
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Fredericksburg Relief Route Study - Conceptual Route Options Recommended for Elimination



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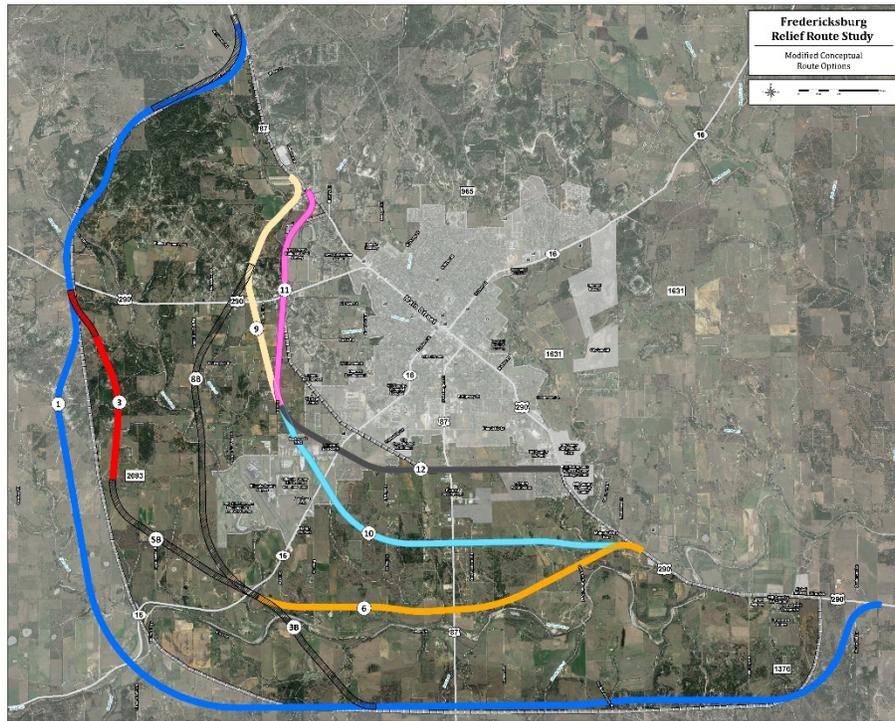
Modified Conceptual Route Options – Adjustments



Recognizing that most of the opposition to the Red route was directed toward the area north of US 290 and the Settler's Ridge Subdivision area, the study team recommended that a portion of the Red Route, south of US 290 be used to connect the Orange Route to the Blue Route (the outermost route).

The Task Force concurred with this adjustment.

Modified Conceptual Route Options – Adjustments

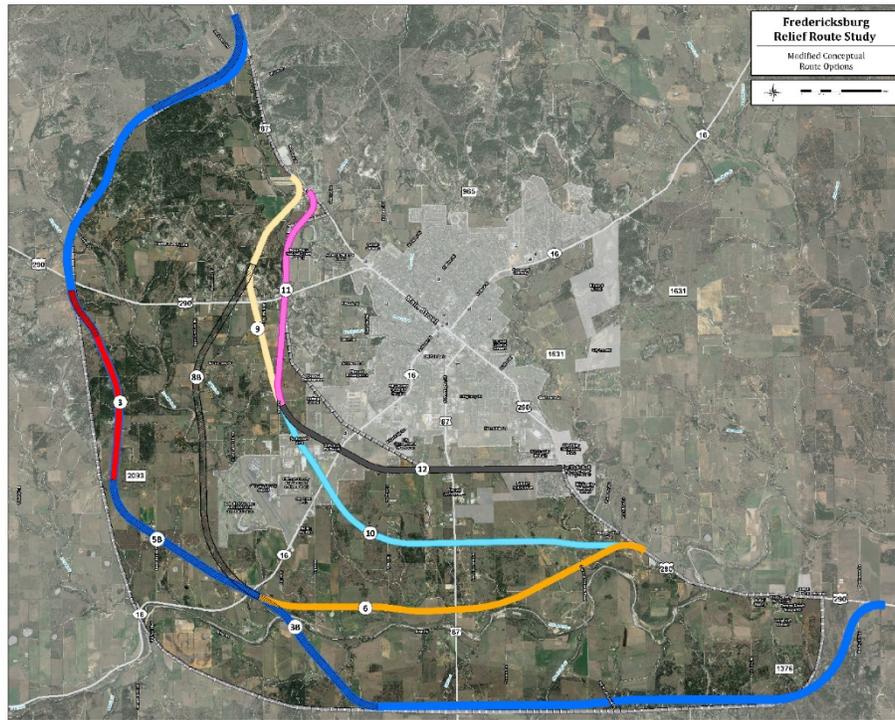


The Task Force also elected to provide a connection from the Orange Route to the inner route east of Settler's Ridge.

The adjustments served to maintain the viability of the Orange Route.



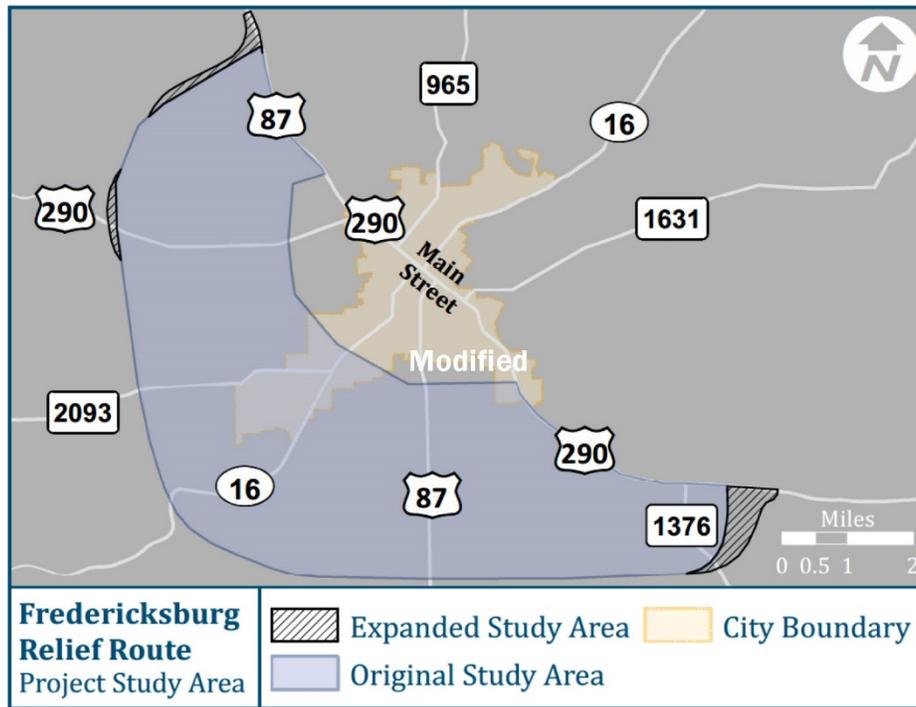
Modified Conceptual Route Options – Adjustments



Since initiating this study, many comments have been received encouraging efforts to minimize cost and the amount of right of way required. Those comments, combined with the fact that much of the Blue Route was located outside of the original study area, led to a modification of the Blue Route. As shown here a large portion of the Blue Route was shifted inward. Even with this shift, portions of the Blue Route remain outside the previously defined study area



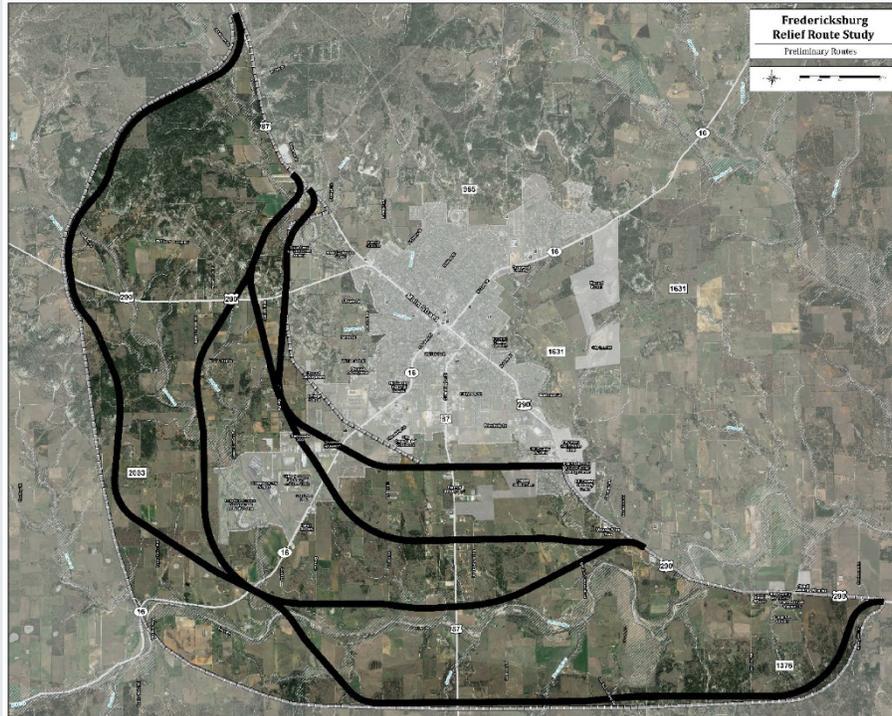
Fredericksburg Relief Route Study - Expanded Study Area



For this reason, the study area has been expanded. This map shows the expanded study area which encompasses all remaining portions of the Blue Route.

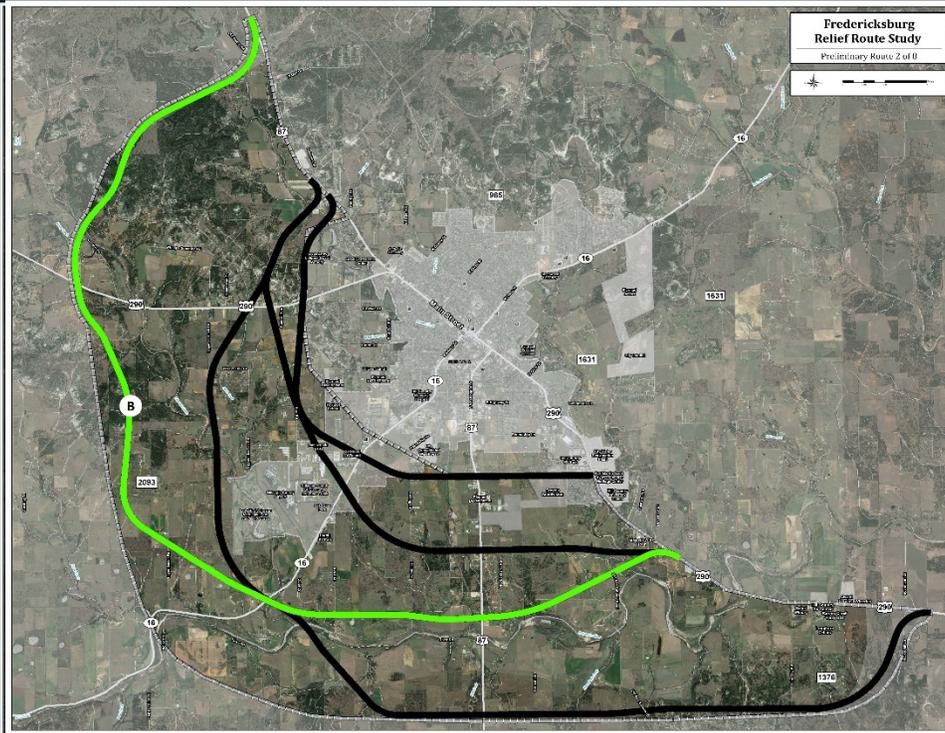


Fredericksburg Relief Route Study – Remaining Routes



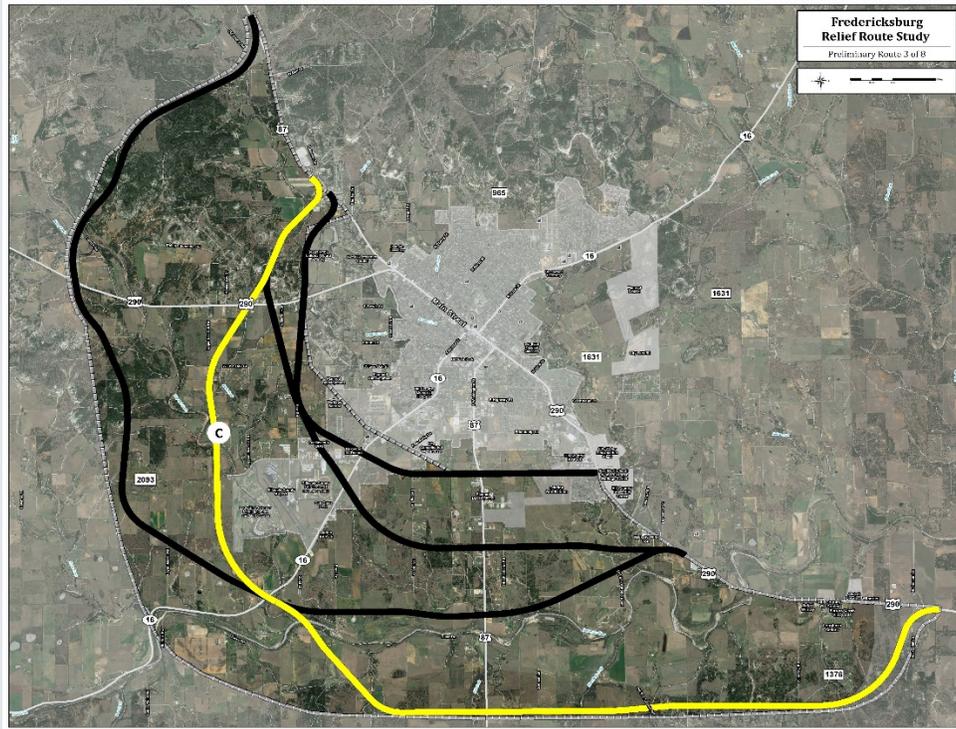
This map shows the remaining route segments after all modifications and adjustments have been made. Because the previously-used color scheme is no longer applicable, the route segments are shown here in black. These route segments combine in various configurations to create 8 end-to-end route options. Today we are asking for your feedback about the 8 end-to-end route options – now referred to as the “preliminary route options”.

Fredericksburg Relief Route Study – Preliminary Routes



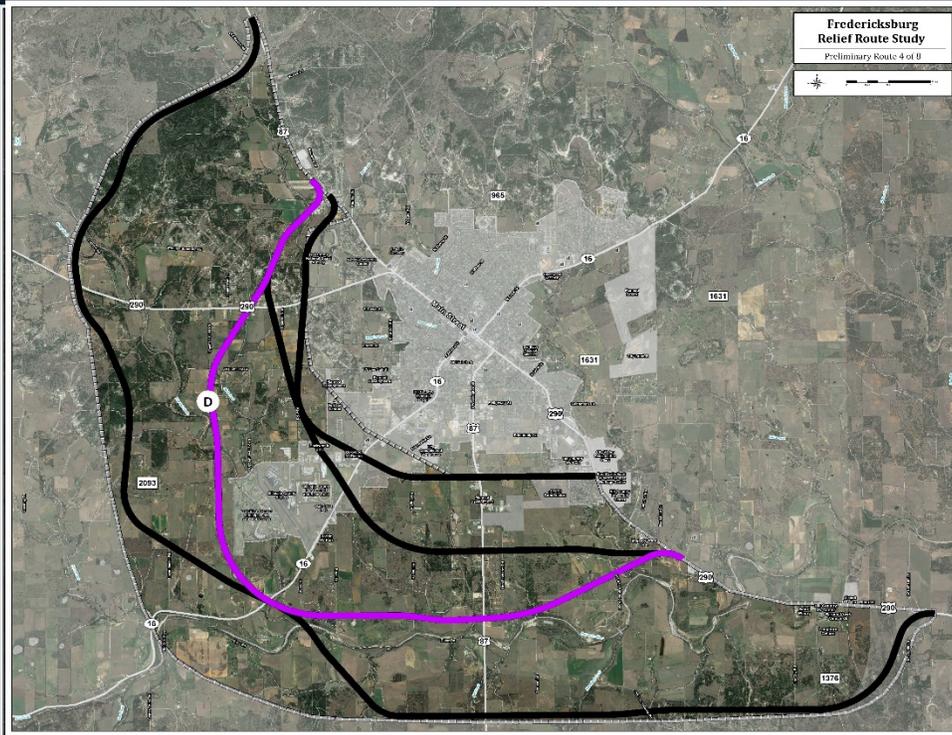
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Fredericksburg Relief Route Study – Preliminary Routes



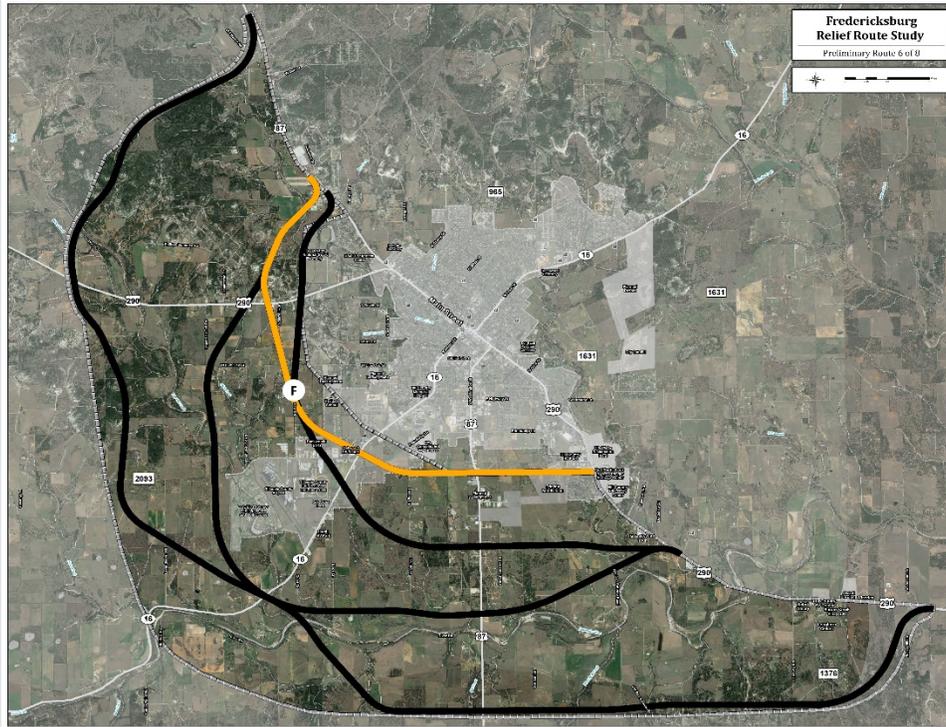
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Fredericksburg Relief Route Study – Preliminary Routes



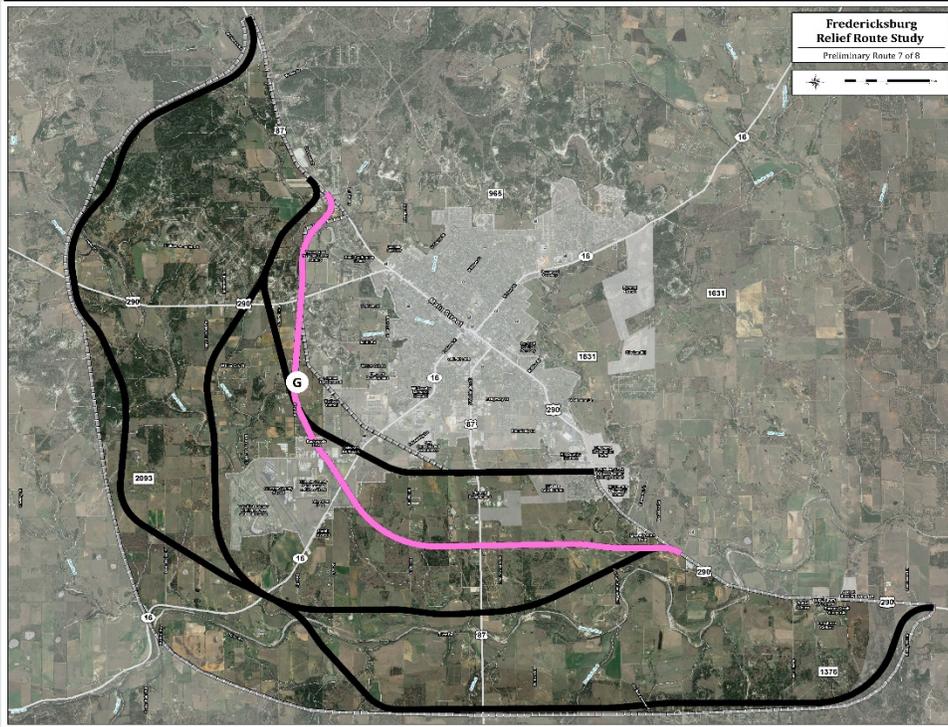
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Fredericksburg Relief Route Study – Preliminary Routes



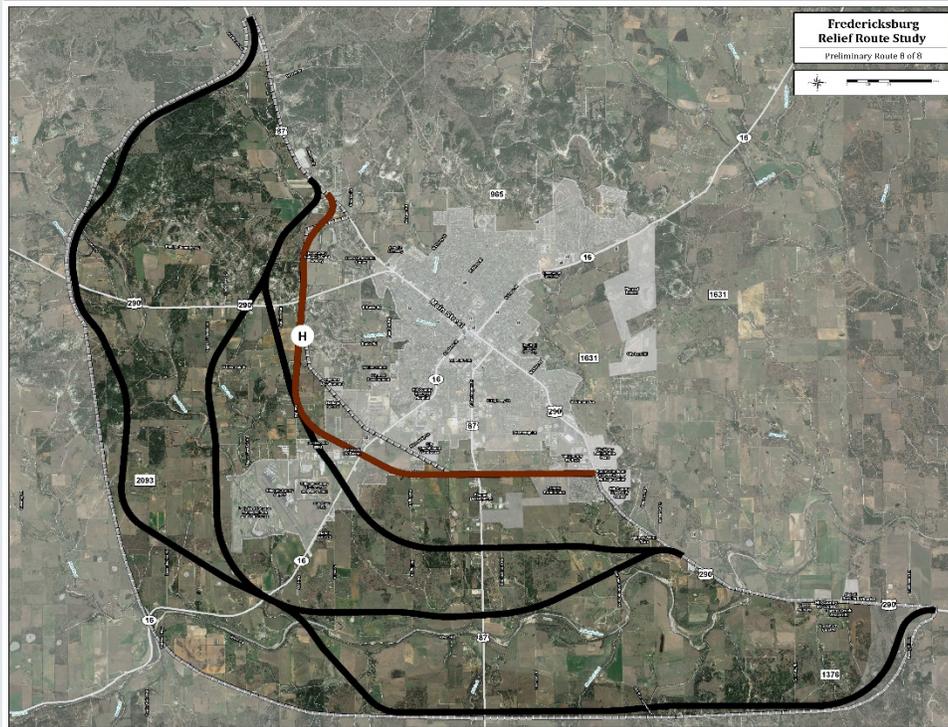
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Fredericksburg Relief Route Study – Preliminary Routes



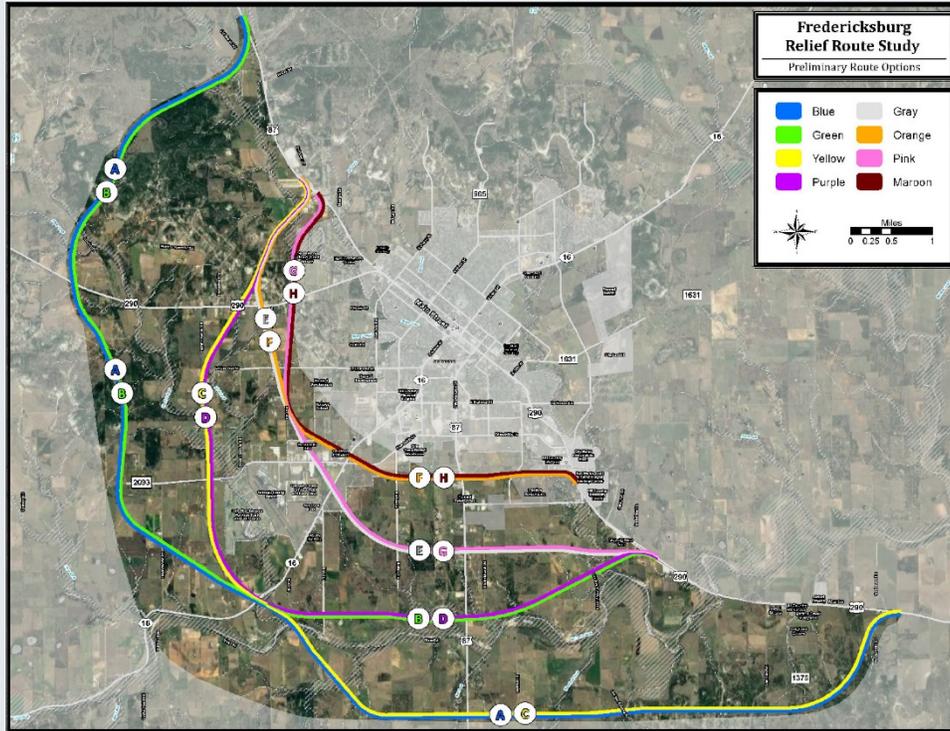
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Fredericksburg Relief Route Study – Preliminary Routes



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Fredericksburg Relief Route Study – Preliminary Routes



In a few minutes, we will ask that you move to the next room, where you will be able to review the routes in detail and discuss any questions or concerns with staff. But first I want to talk briefly about next steps.

Fredericksburg Relief Route Study – What’s Next?

Screenings will occur to ensure that the routes align with the goals and objectives of the study, as adopted by the Task Force.



Here’s what you can expect . . . tonight we are seeking your input on the potential relief route and, in particular, the 8 preliminary route options. The input and feedback we receive will be considered to further refine and evaluate the route options. A two-screen evaluation process is planned.

Fredericksburg Relief Route Study – 1st Screen

- First Screen reduces the number of route options
 - From 8 Preliminary Route Options shown today
 - To 3 or 4 Primary Route Options
 - Primary Route Options to be shown at Open House #1 in late spring/early summer 2019



In addition to public input, during the first screen we will consider things such as the number of water crossings, number of residential and commercial displacements and the amount of right of way required.

The goal of the first screen is to identify 3 or 4 “primary route options.” Our intent is to present the primary route options for public review and comment at Open House #1 tentatively planned for late spring/early summer of this year.

Fredericksburg Relief Route Study – 2nd Screen

- Second Screen further reduces the number of route options
 - From 3 or 4 Primary Route Options
 - To a recommended option (Locally Preferred Route Option)
 - Recommended option to be presented at Open House #2 in late summer/early fall 2019



After the open house, detailed traffic modeling and operational analyses of the primary route options will be performed. The input received during Open House #1 and the results of the traffic studies will be used to evaluate the routes during the second screening. The goal of the second screening is to identify a recommended route option. The recommended route option will then be presented at Open House #2 later in the year.

Thank you!
Please proceed into the next room.



Again, on behalf of City of Fredericksburg, Gillespie County, the Gillespie County Relief Route Task Force, and TxDOT, I want to thank you for your attendance this afternoon. Your input, and the input of your friends and neighbors, is critical to the success of the Fredericksburg Relief Route Study. We very much appreciate your interest and your participation in the planning process.

This concludes the presentation. At this point, please proceed to the next room where maps of the preliminary route options and other information is on display, and staff is available to answer any questions you may have. Thank you!