

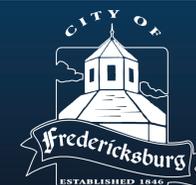
Fredericksburg Relief Route Study

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



TYPICAL PROJECT DEVELOPMENT PROCESS

We are here

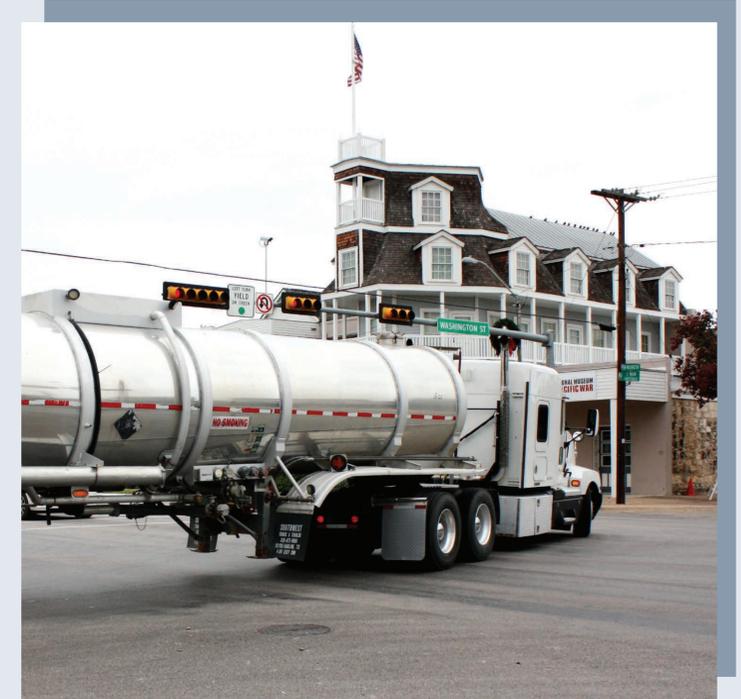


* Advancement from step to step is contingent upon the outcome of the previous step and the availability of funding.

Fredericksburg Relief Route Study

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

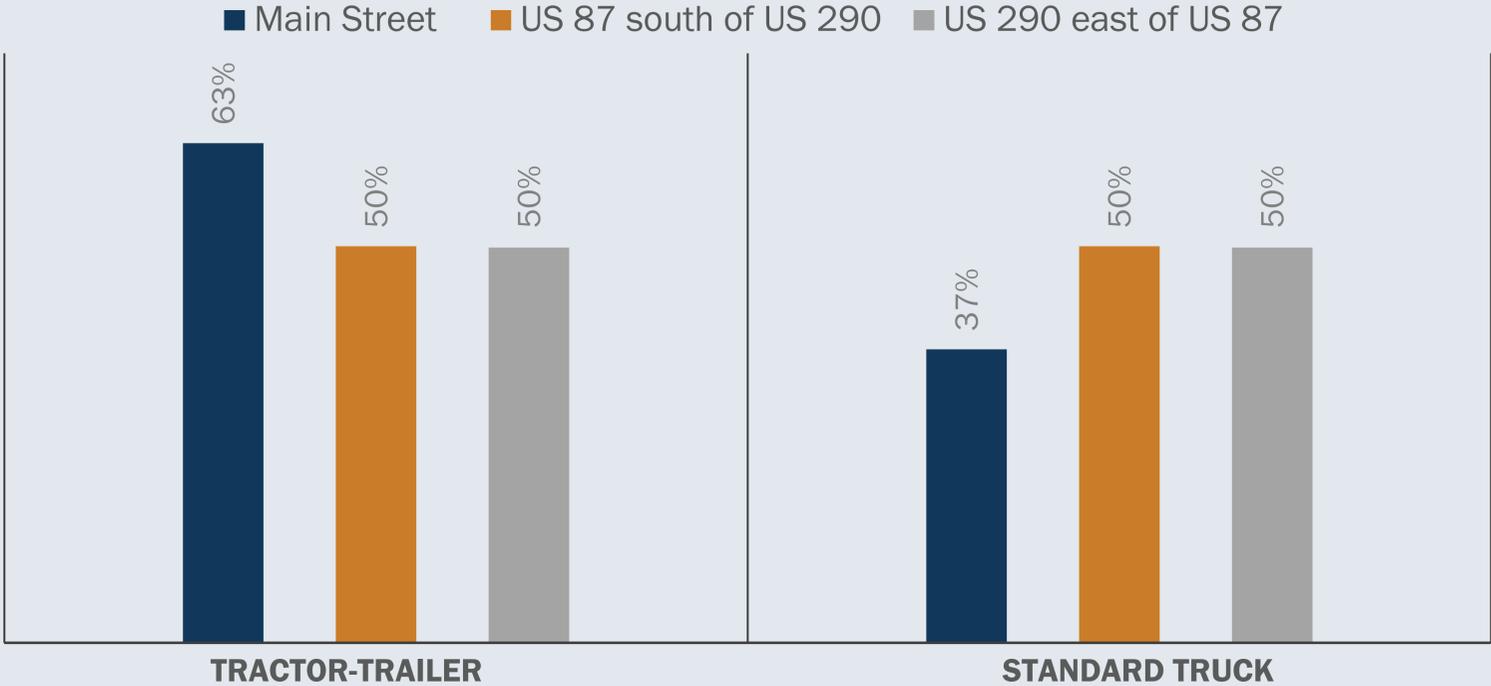
- If a relief route is not built, it is expected that traffic on Main Street would continue to increase over the next 20 years, with a corresponding increase in truck traffic.
- A more detailed traffic analysis will be conducted as part of future phases of this study.



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% |

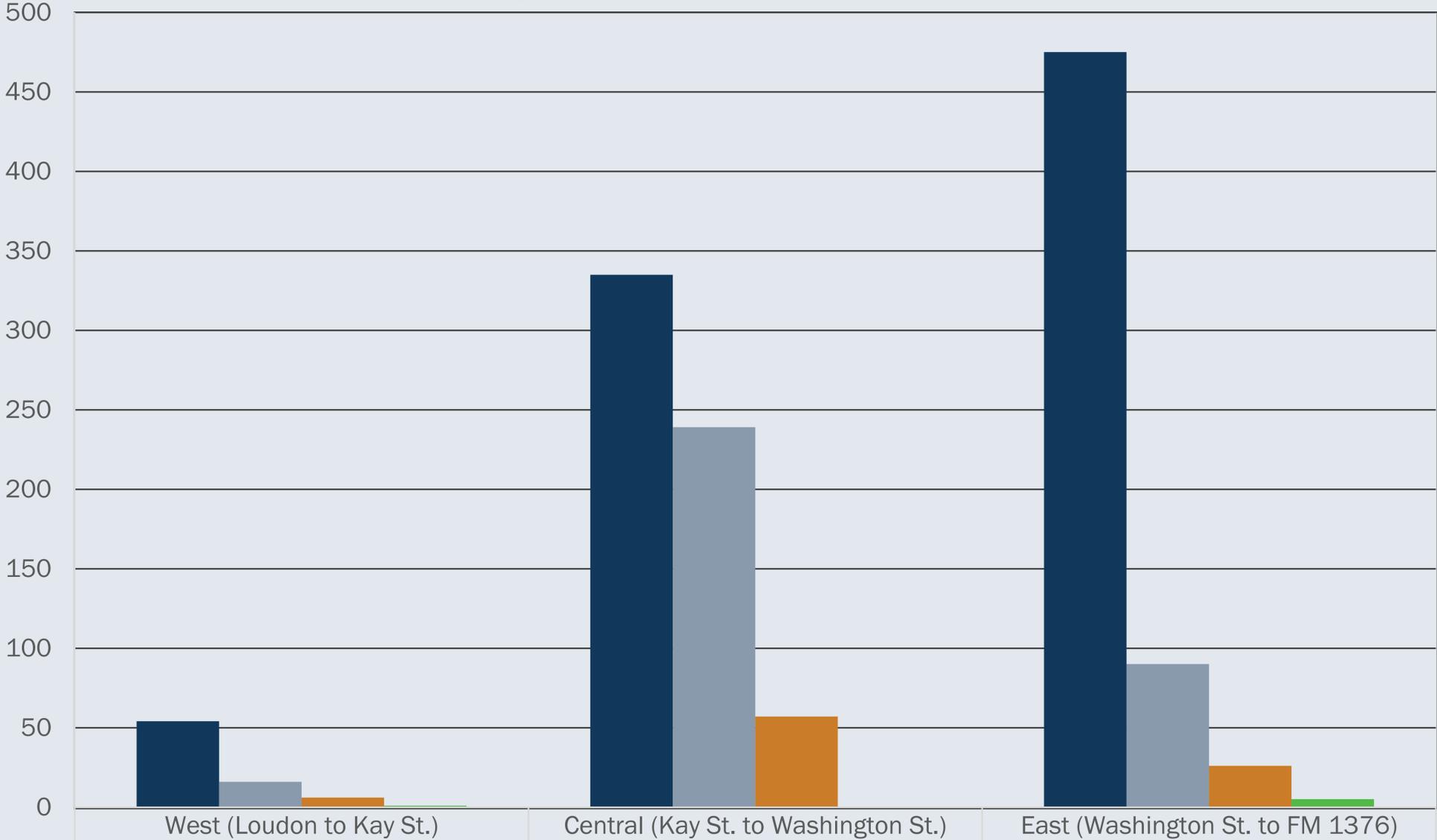
Source: Texas A&M Transportation Institute



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 |

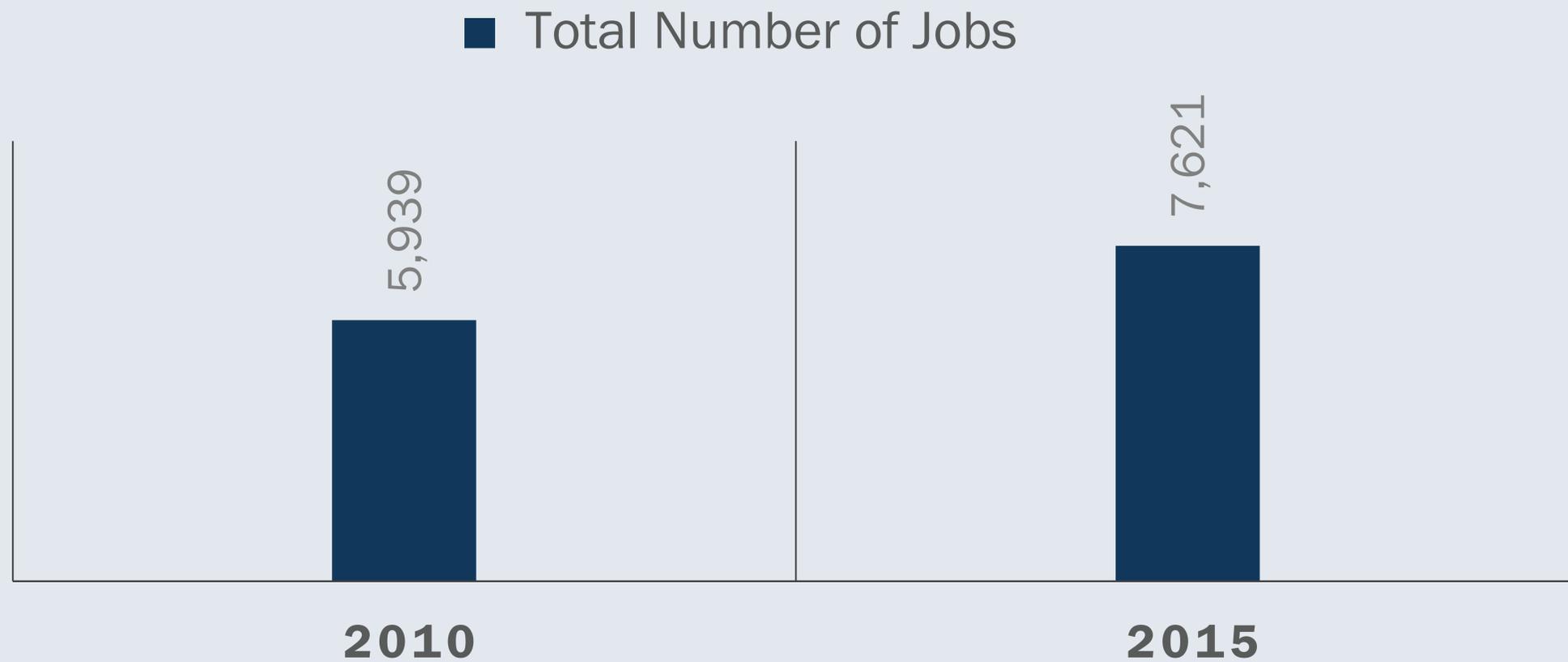
PLEASE NOTE: The West segment of US 290 is 3.4 miles, the Central segment of US 290 is 1.4 miles, and the East segment of US 290 is 5.3 miles.

Source: TxDOT



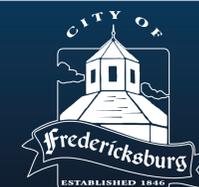
ECONOMIC GROWTH

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

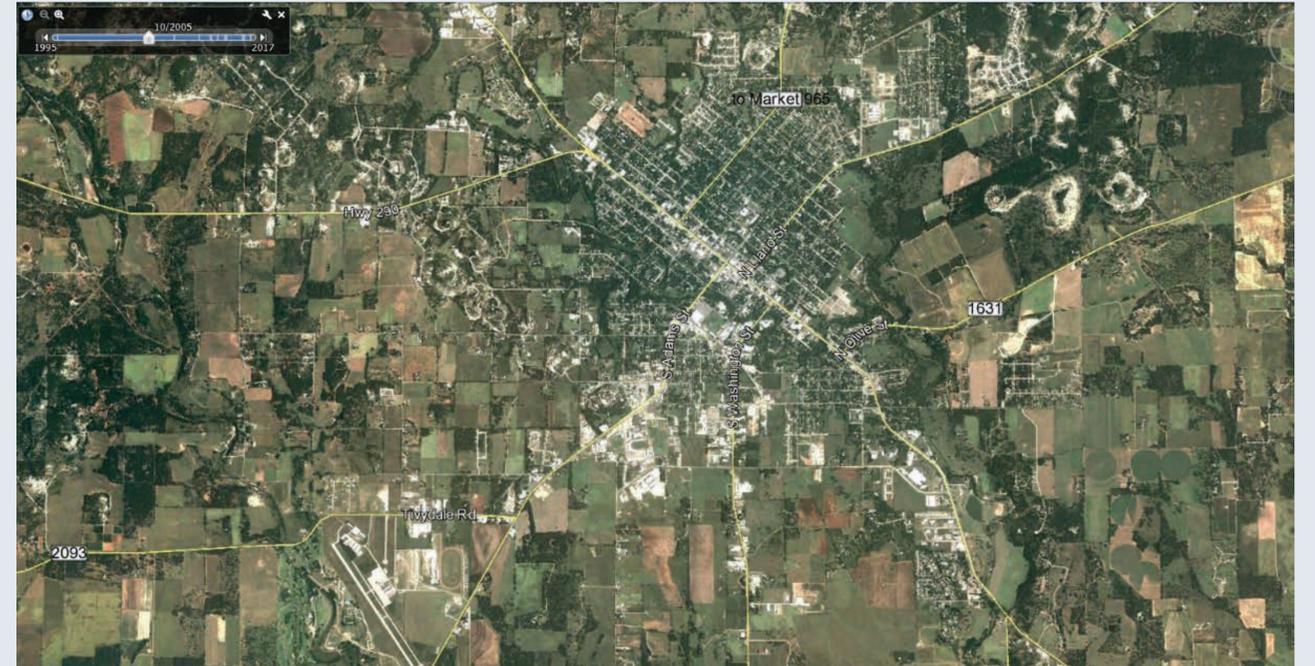


Fredericksburg Relief Route Study

AREA GROWTH



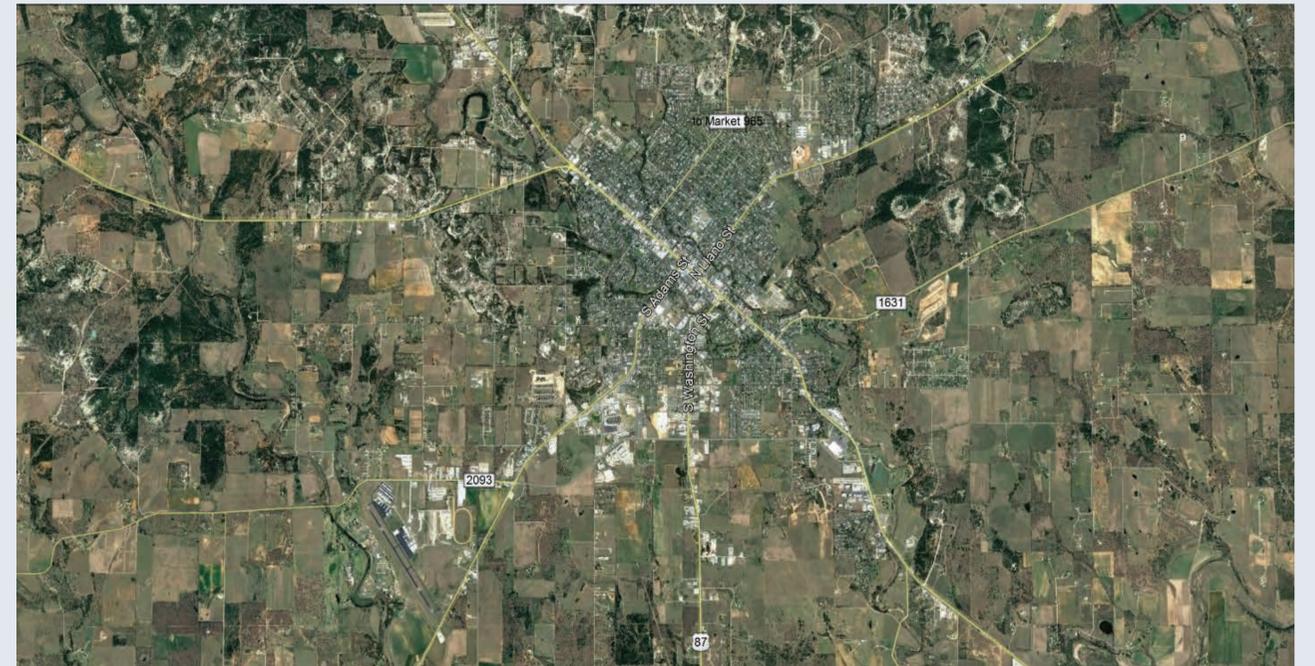
1995



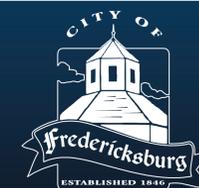
2005



2011

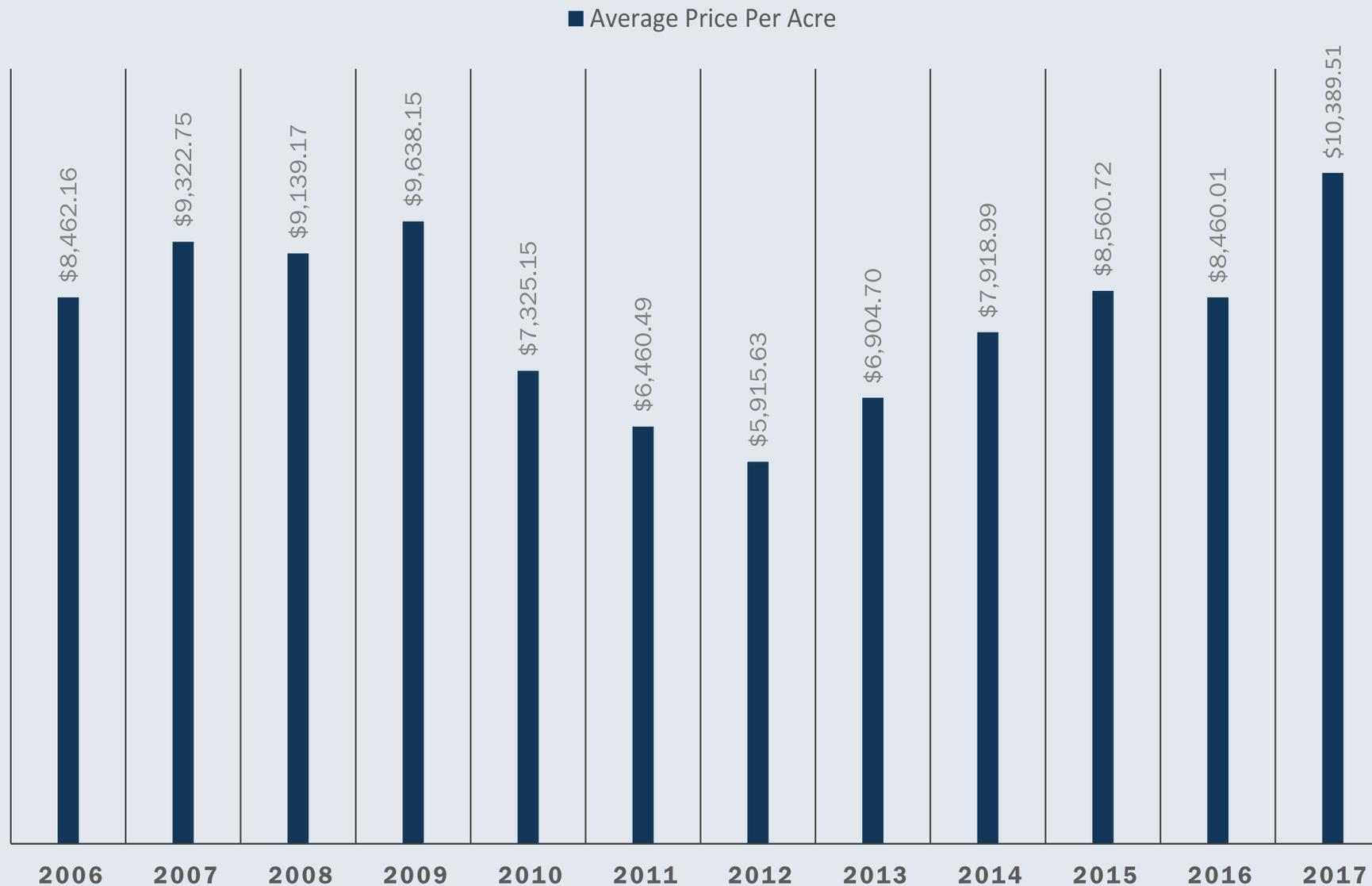


2017



Fredericksburg Relief Route Study

RAW LAND VALUES



From 2006 to 2017, the average price per acre for raw land in Gillespie County rose from \$8,462.16 to \$10,389.51, which is a 22.8% increase. The yearly average land appreciation rate was 1.9%.

Source: Gillespie County Economic Development Commission



Fredericksburg Relief Route Study

Goals and Objectives

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

Support Economic Development

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



Fredericksburg Relief Route Study

Goals and Objectives

Preserve Unique Character of Downtown

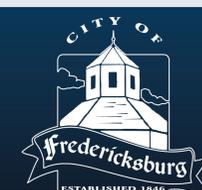
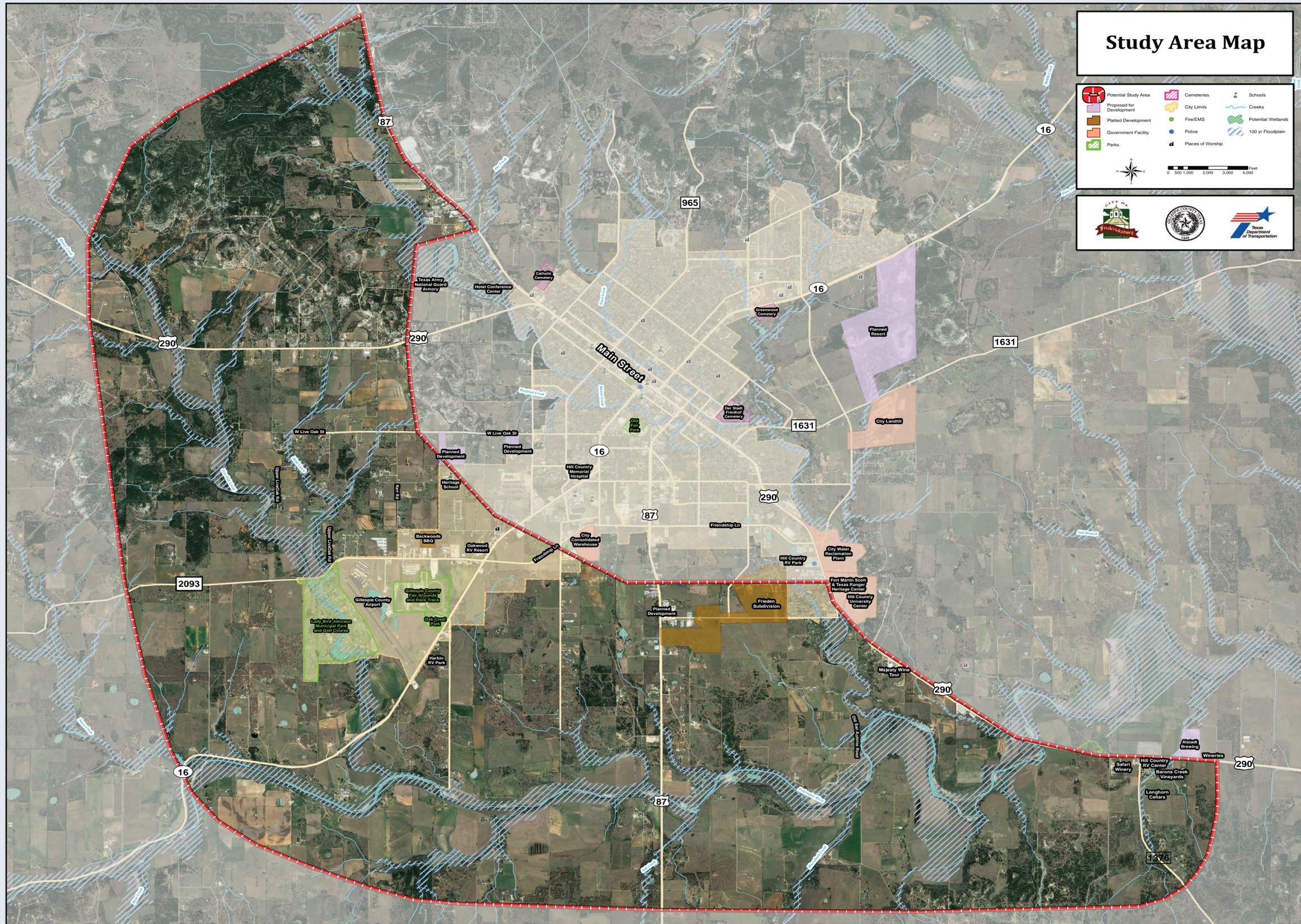
- Maintain Main Street as a tourist destination and business center
- Reduce traffic noise
- Protect historic resources from residual effects of traffic

Provide Cost-Effective and Environmentally Efficient Options

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

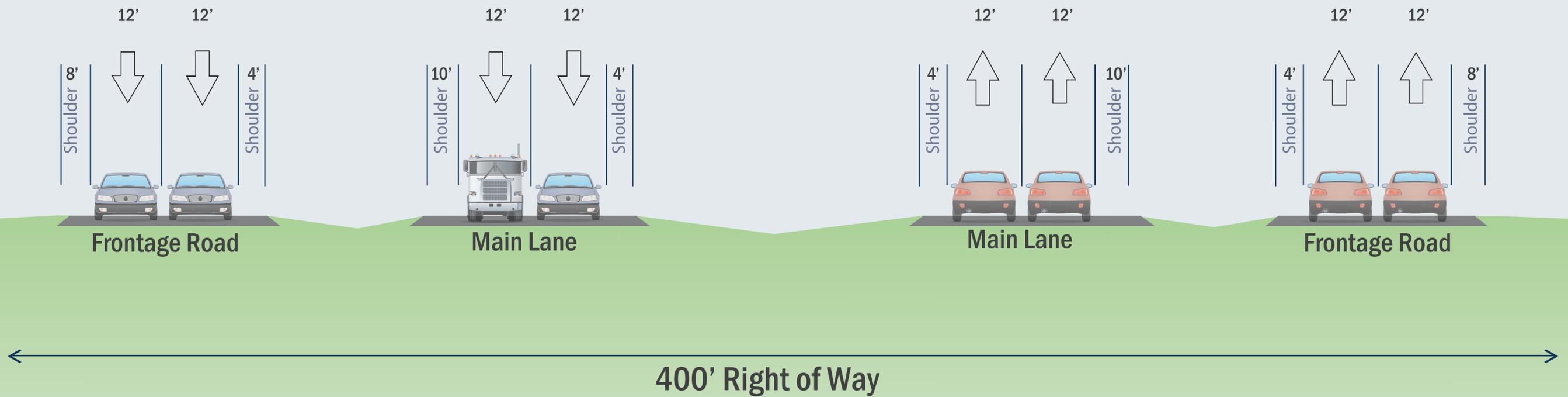


Fredericksburg Relief Route Study



Fredericksburg Relief Route Study

Conceptual Layout with Frontage Roads

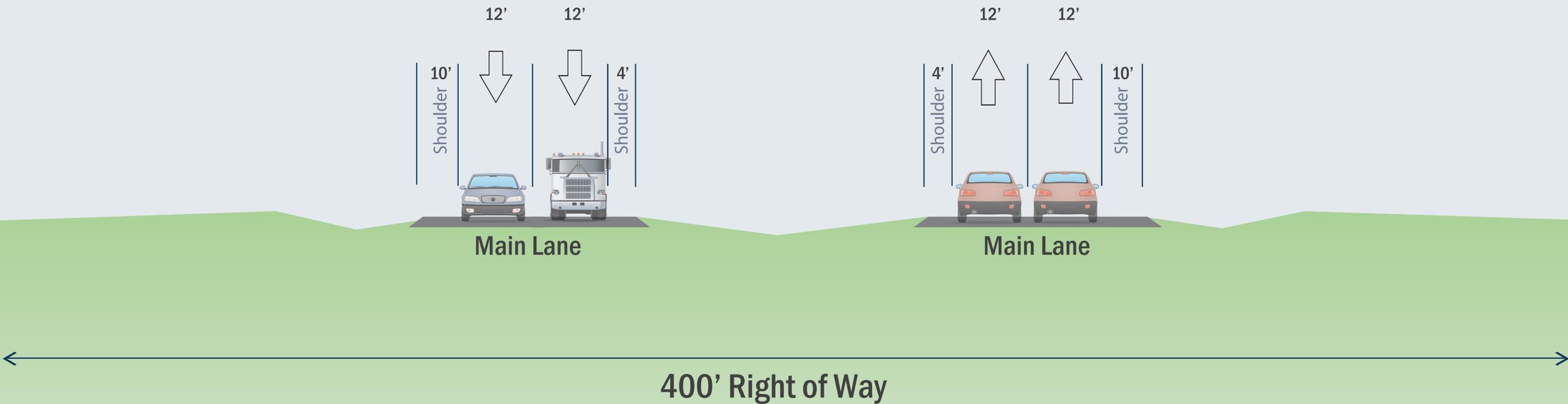


NOT TO SCALE



Fredericksburg Relief Route Study

Conceptual Layout without Frontage Roads



NOT TO SCALE

