

WELCOME

OPEN HOUSE

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

Share your comments by August 7, 2019.

Take the survey by August 7, 2019.



HOW CAN I STAY INFORMED?

For questions or comments, please...

-  **Visit** the project website at www.fbgtx.org, search “Relief Route Task Force”
-  **Call** Joe Muck at 512-715-5702
-  **Send email** to Joe Muck at joe.muck@txdot.gov



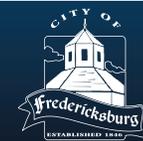
Fredericksburg Relief Route Study

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

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

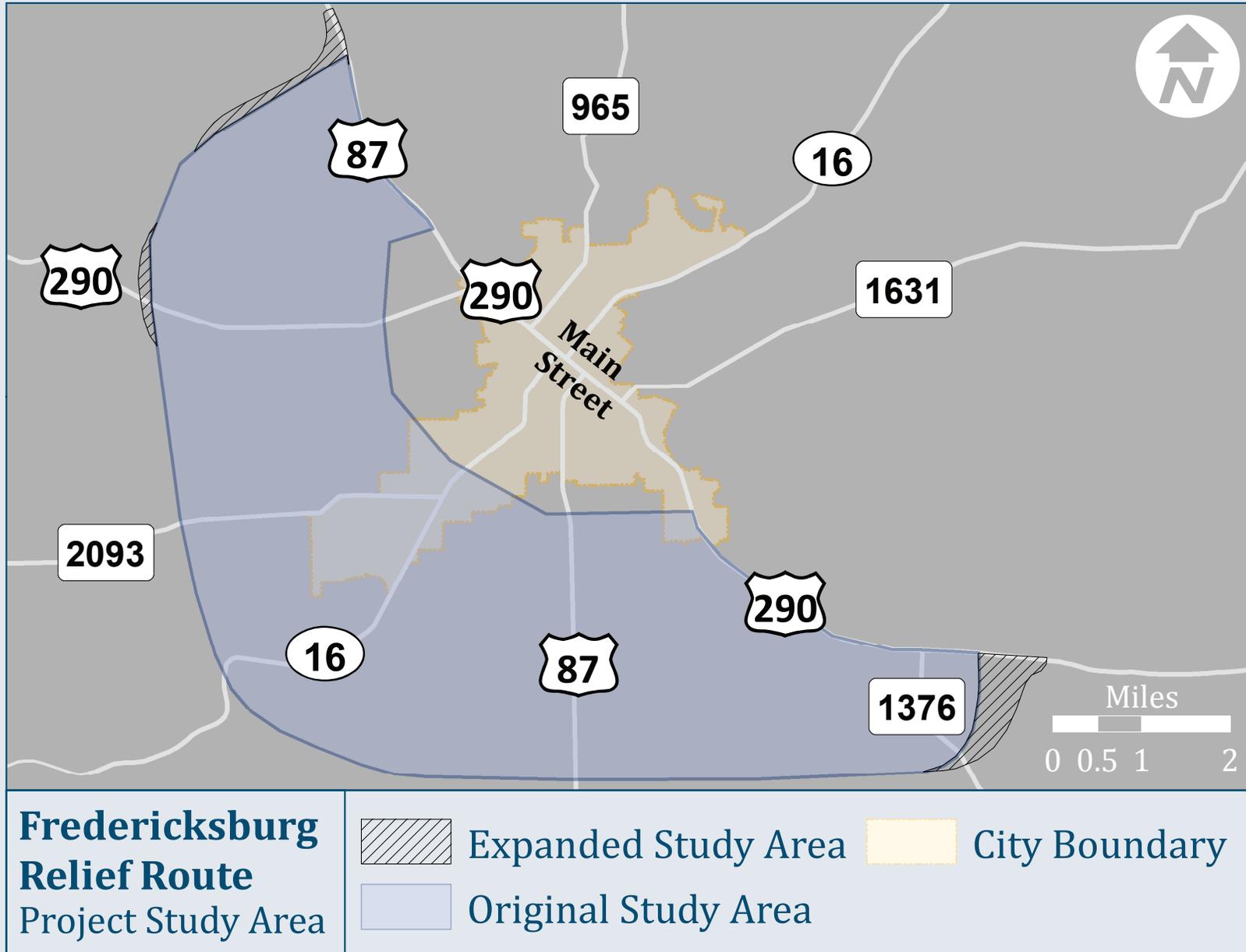
- Maintain Main Street as a tourist destination and business center
- Reduce traffic noise
- Protect historic resources from residual effects of traffic

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



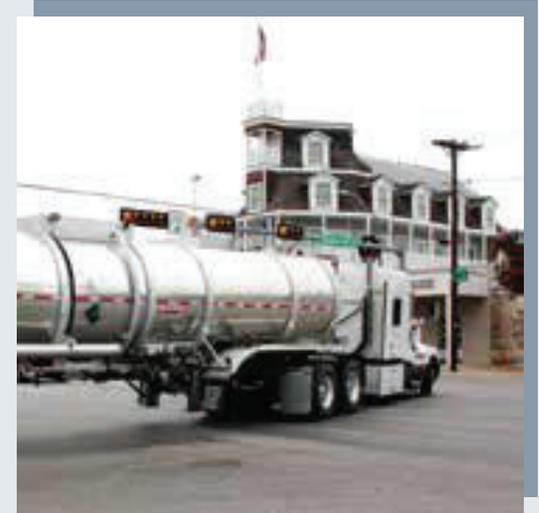
Fredericksburg Relief Route Study



Fredericksburg Relief Route Study

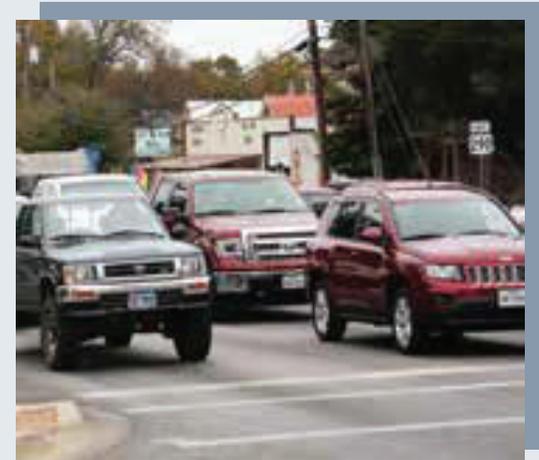
Existing Main Street Traffic

- 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

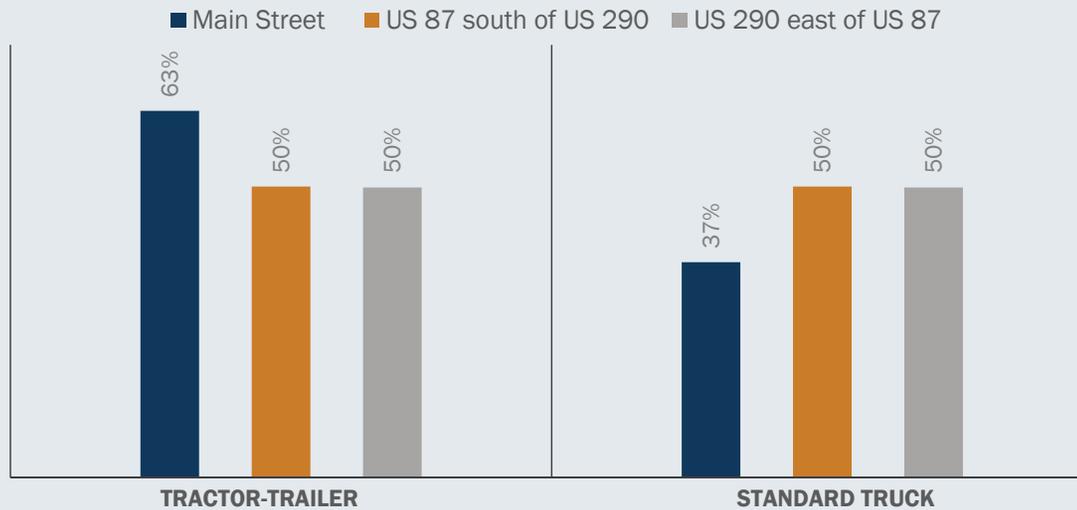
- If a relief route is not built, it is expected that traffic on Main Street would continue to increase over the next 20 years, with a corresponding increase in truck traffic.
- A more detailed traffic analysis will be conducted as part of future phases of this study.



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%

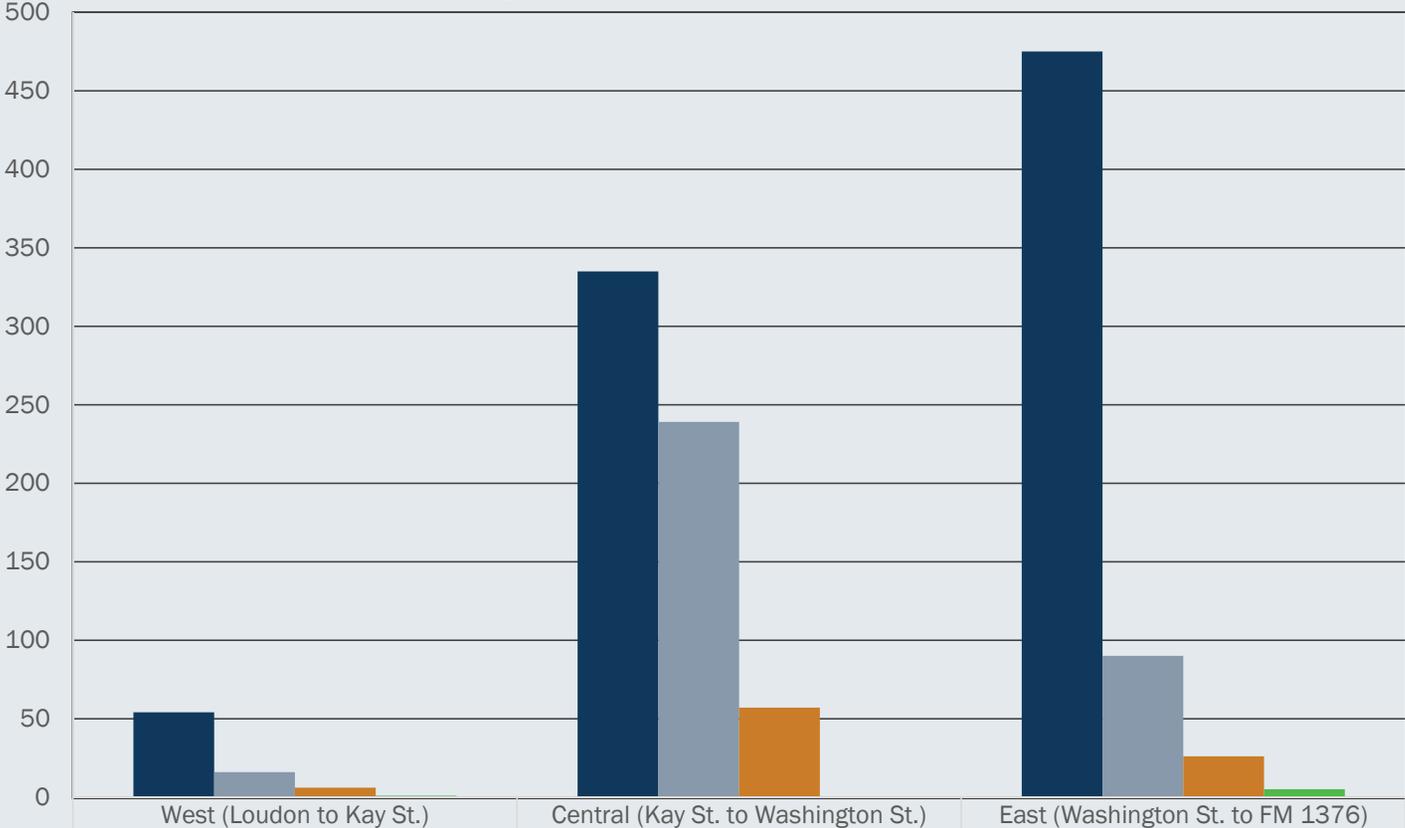
Source: Texas A&M Transportation Institute



Fredericksburg Relief Route Study

US 290 CRASH SUMMARY

January 2010 to April 2018



■ Total Crashes	54	335	475
■ Crashes Per Mile	16	239	90
■ Injury Crashes Per Mile	6	57	26
■ Total Fatal Crashes	1	0	5

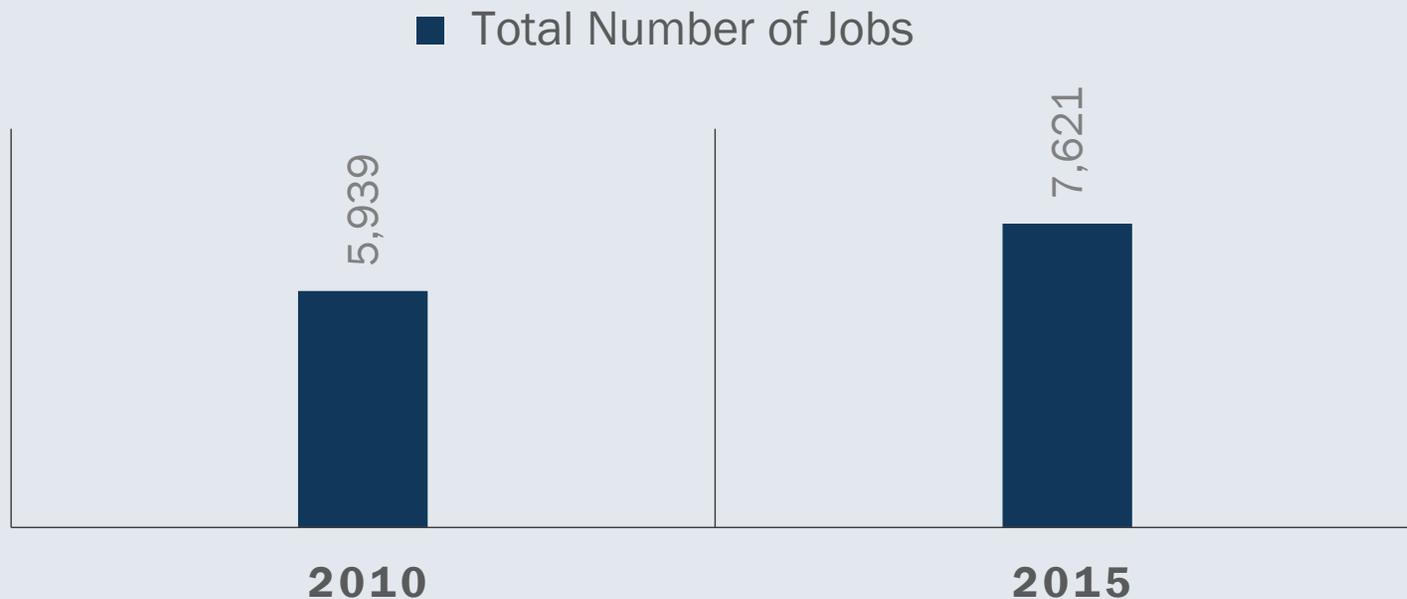
PLEASE NOTE: The West segment of US 290 is 3.4 miles, the Central segment of US 290 is 1.4 miles, and the East segment of US 290 is 5.3 miles.

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

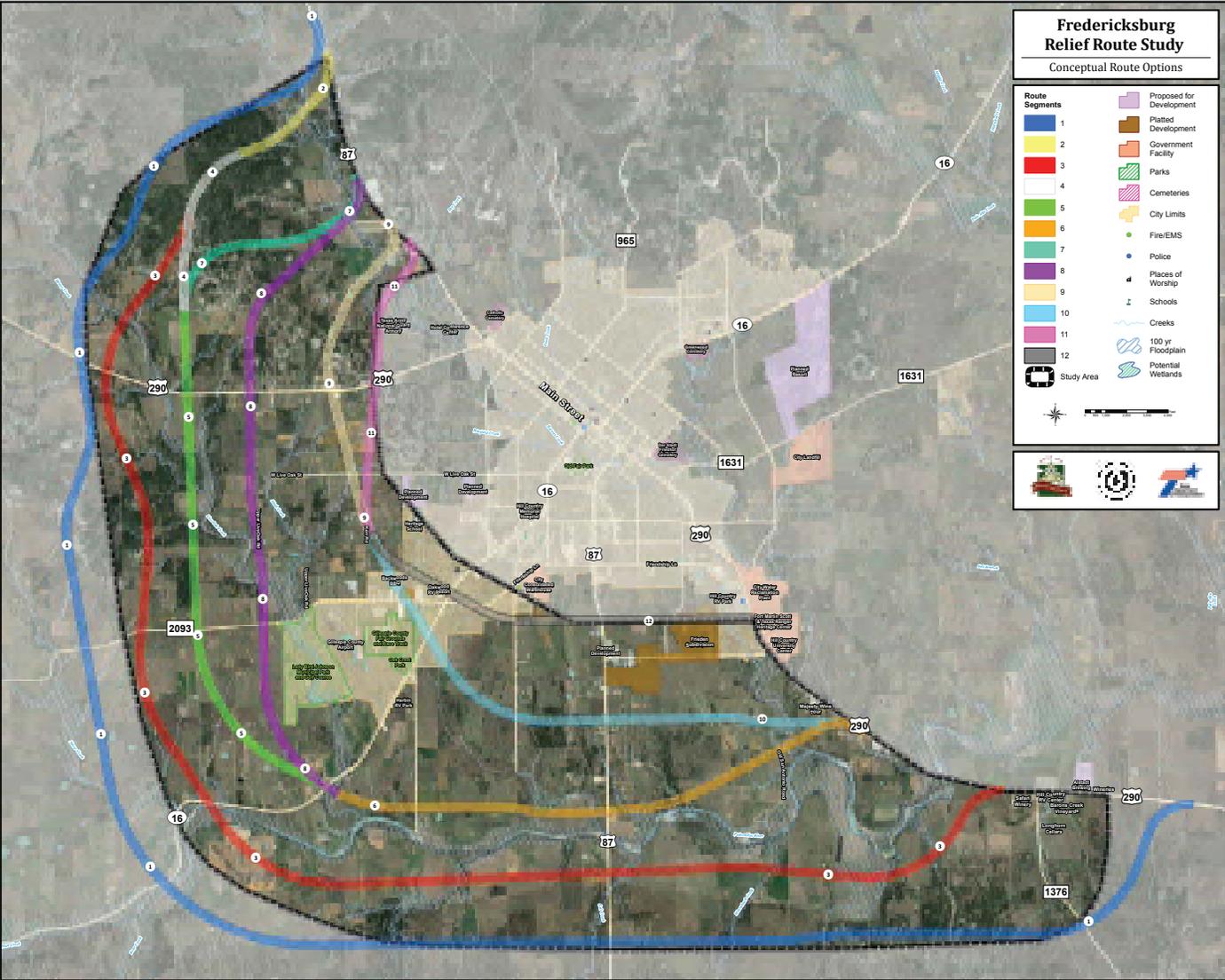


2017



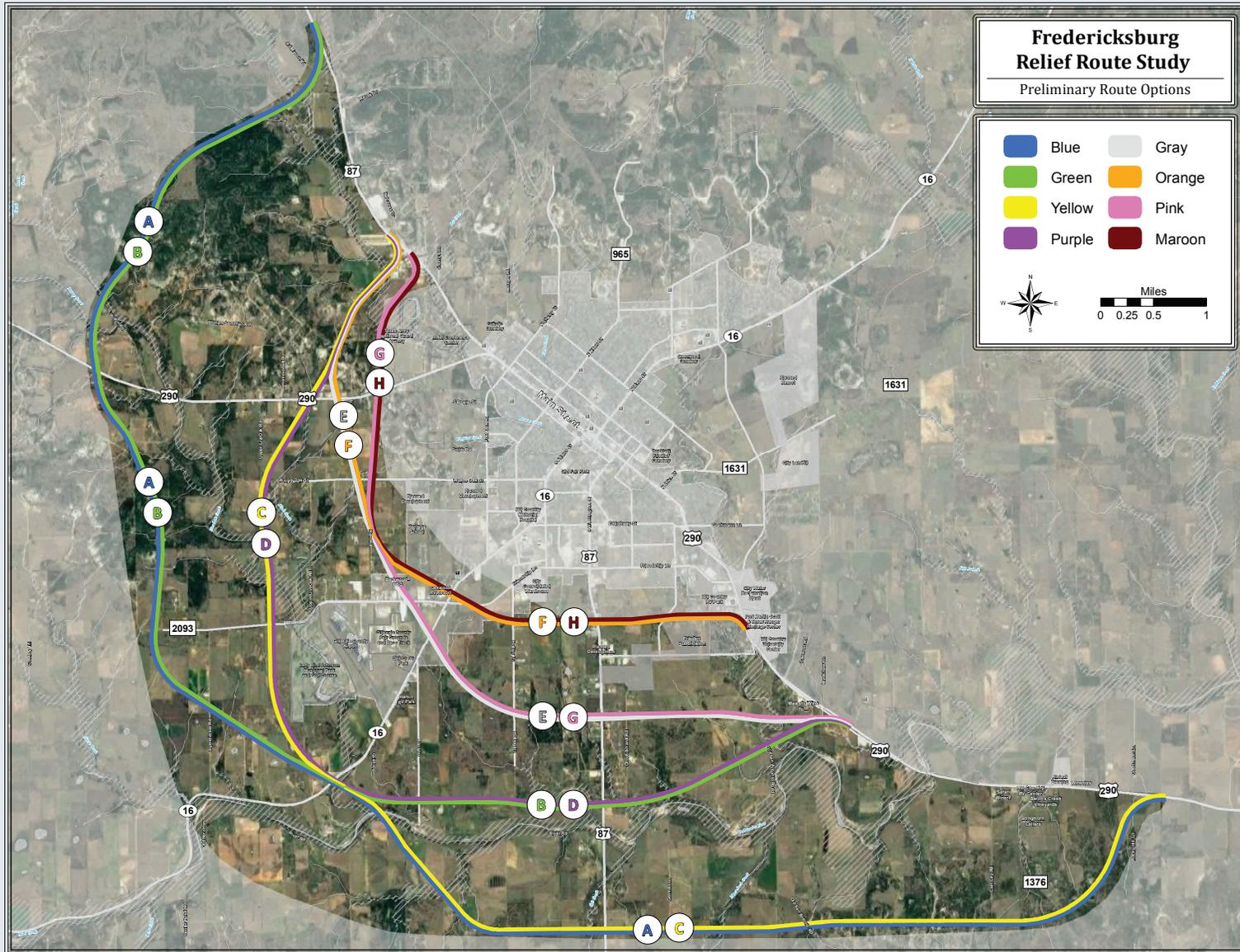
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Conceptual Route Options



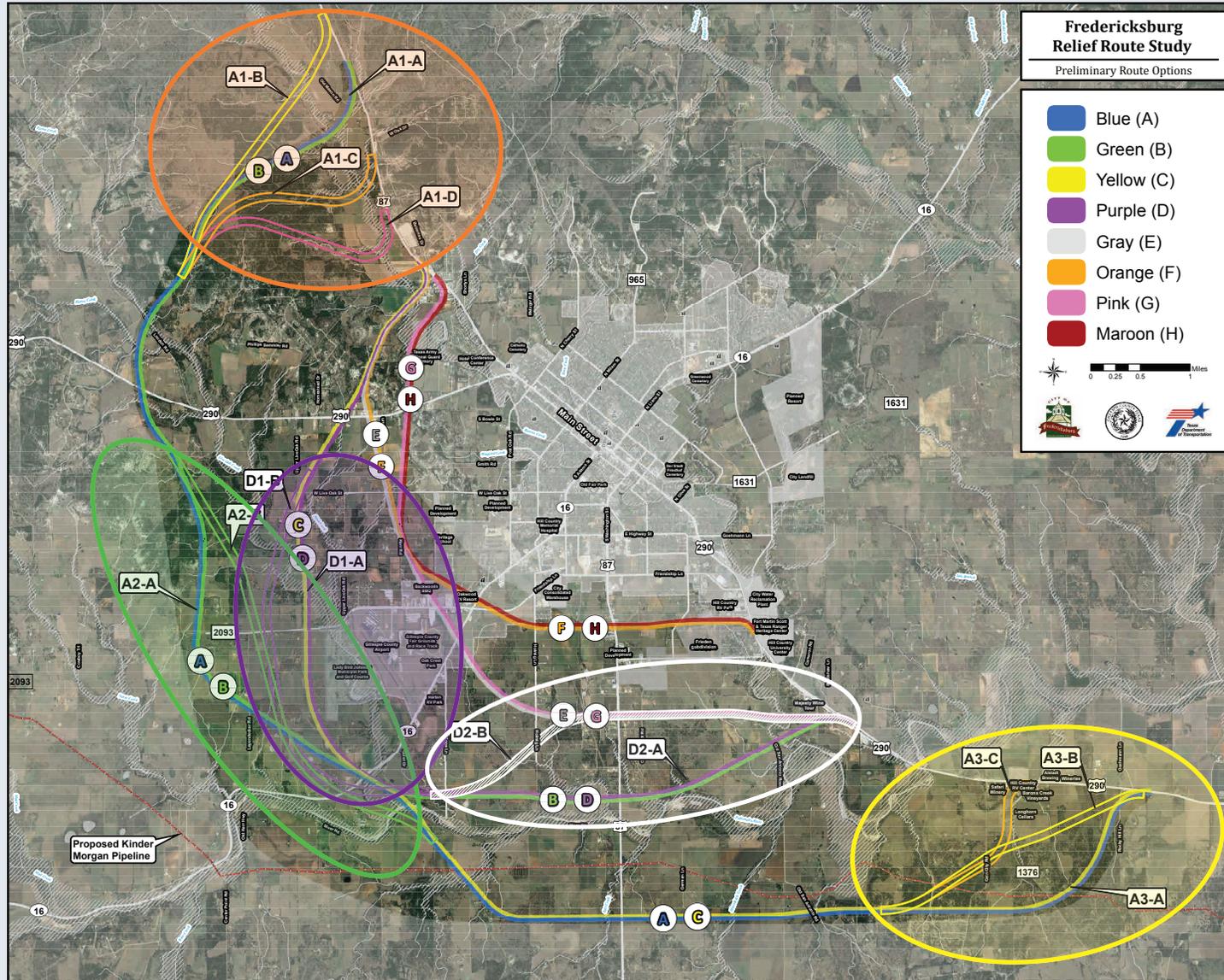
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Preliminary Route Options shown at Public Workshop #3



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Suggested Modifications to Preliminary Route Options



Fredericksburg Relief Route Study

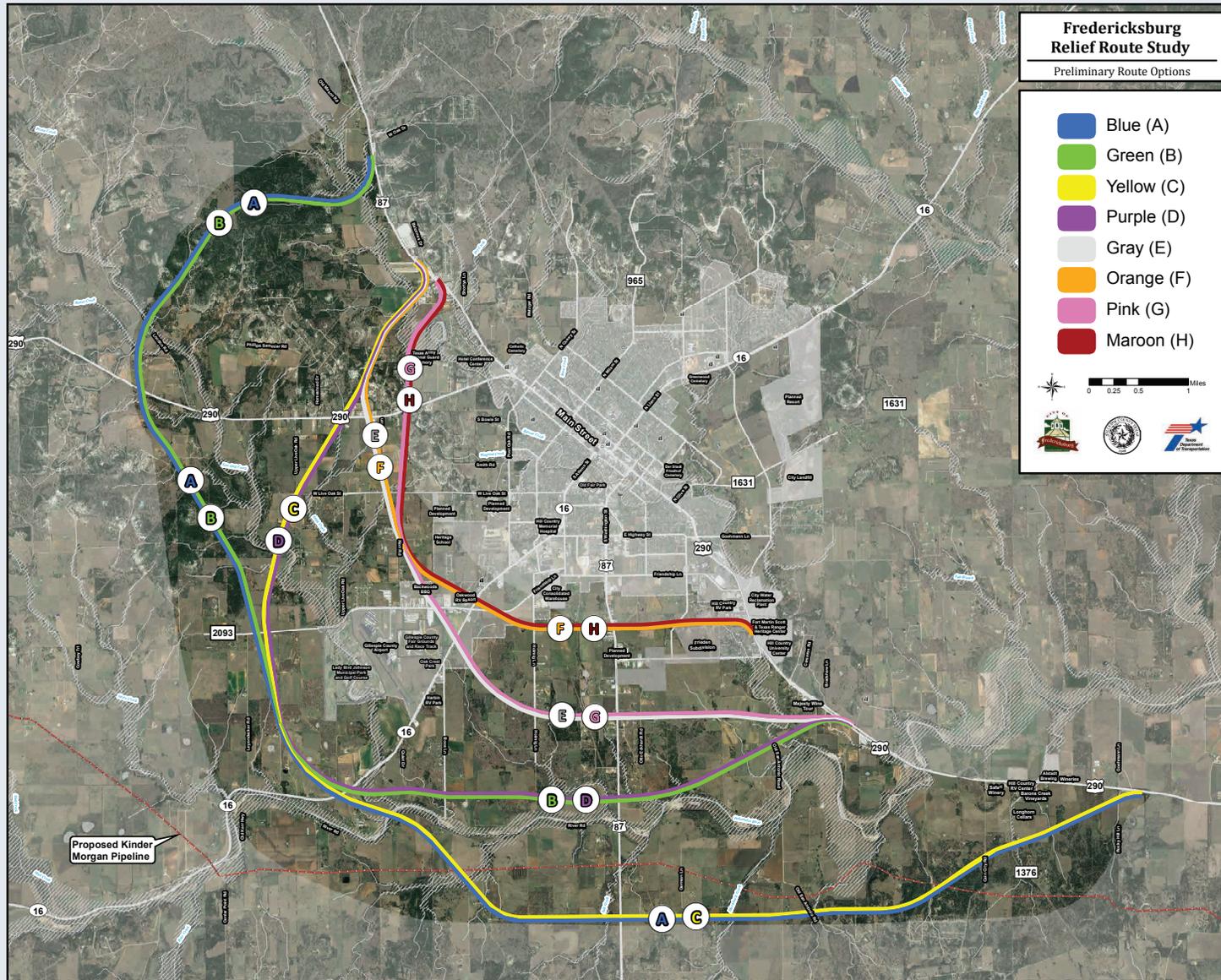
Evaluation Matrix

	A (Blue)		B (Green)		C (Yellow)		D (Purple)		E (Grey)		F (Orange)		G (Pink)		H (Maroon)	
Residential Displacements	1	8	2	10	3	13	4	15	5	19	6	28	7	39	8	48
Commercial Displacements	1	0	1	0	3	2	3	2	5	3	7	22	6	10	8	29
Divided Parcels	7	57	5	49	7	57	6	54	3	41	2	36	3	41	1	34
Additional ROW Required (ac)	8	537	6	417	7	478	5	358	2	294	1	292	4	311	3	309
Residences w/i 250'	1	29	2	35	3	45	4	51	5	58	7	83	8	92	6	68
% of existing roadways utilized *	8	1	6	2	6	2	4	3	1	4	4	3	1	4	1	4
% undeveloped land at intersections *	1	92.4	2	90.3	3	82.7	4	80.6	5	75.5	7	72.5	6	75.3	8	72.4
Creek Crossings	8	25	7	21	6	18	5	14	4	9	2	5	3	7	1	3
Wetland Impacts (ac)	6	2.4	2	1.5	4	1.9	1	1	5	2	8	5.7	2	1.5	7	5.2
Floodplain Impacts (ac)	7	25.8	8	26.7	5	22.1	6	23	2	10.5	1	8.8	4	20	3	18.3
NDD Impacts (ac)	7	.9	1	0	7	.9	1	0	1	0	1	0	1	0	1	0
Length (mi)	8	17.3	6	13.8	7	14.9	5	11.4	4	8.6	2	7	3	8.3	1	6.7
% of length w/I EJ areas	3	1.4	4	1.8	1	0	1	0	5	9.7	6	15.7	7	28.7	8	39.7
Park Impacts (ac)		0		0		0		0		0		0		0		0
NRHP-property Impacts		0		0		0		0		0		0		0		0
Preliminary Travel Time Savings (minutes)	7	11	8	10	5	12	5	12	1	16	1	16	1	16	1	16
Preliminary Cost	8	334.6	6	288.3	7	313.8	5	266.8	2	226.3	1	224.9	4	250.9	3	249.9
Public Input	6	14	6	14	6	14	5	10	3	7	3	7	1	2	2	4
		87		72		80		64		53		59		61		62



Fredericksburg Relief Route Study

Modified Preliminary Route Options as Evaluated



Fredericksburg Relief Route Study

COMMUNITY SUGGESTIONS

The Community drew initial route concepts on a blank map at the May 2018 workshop.

The Community ranked each of the Conceptual Route Options from a high of 5 to a low of 1, provided written comments and suggested refinements at the September 2018 workshop.

The Community asked to separate the goal of “Protect and Preserve Property” from the goal of “Protect and Preserve Environmental Resources.”

The Community requested that historic properties be highlighted in the study.

The Community requested that the project team consider costs in the first phase of the evaluation process rather than the second.

The community requested that the project team re-evaluate the width of the right of way.

The Community ranked the eight Preliminary Route Options and provided feedback at the January 2019 workshop.

HOW WE RESPONDED

Route options received during the May 2018 workshop were used by the project team to develop “Conceptual Route Options.”

Several Conceptual Route Options were eliminated based on public input and the remaining options route options were refined. The remaining route options – the eight Preliminary Route Options - were presented at the January 2019 workshop.

The project team separated the two goals.

Historic surveys were expedited and moved from a later phase in the process to the feasibility study.

The project team moved the “cost” evaluation criteria from the second phase of evaluations to the first.

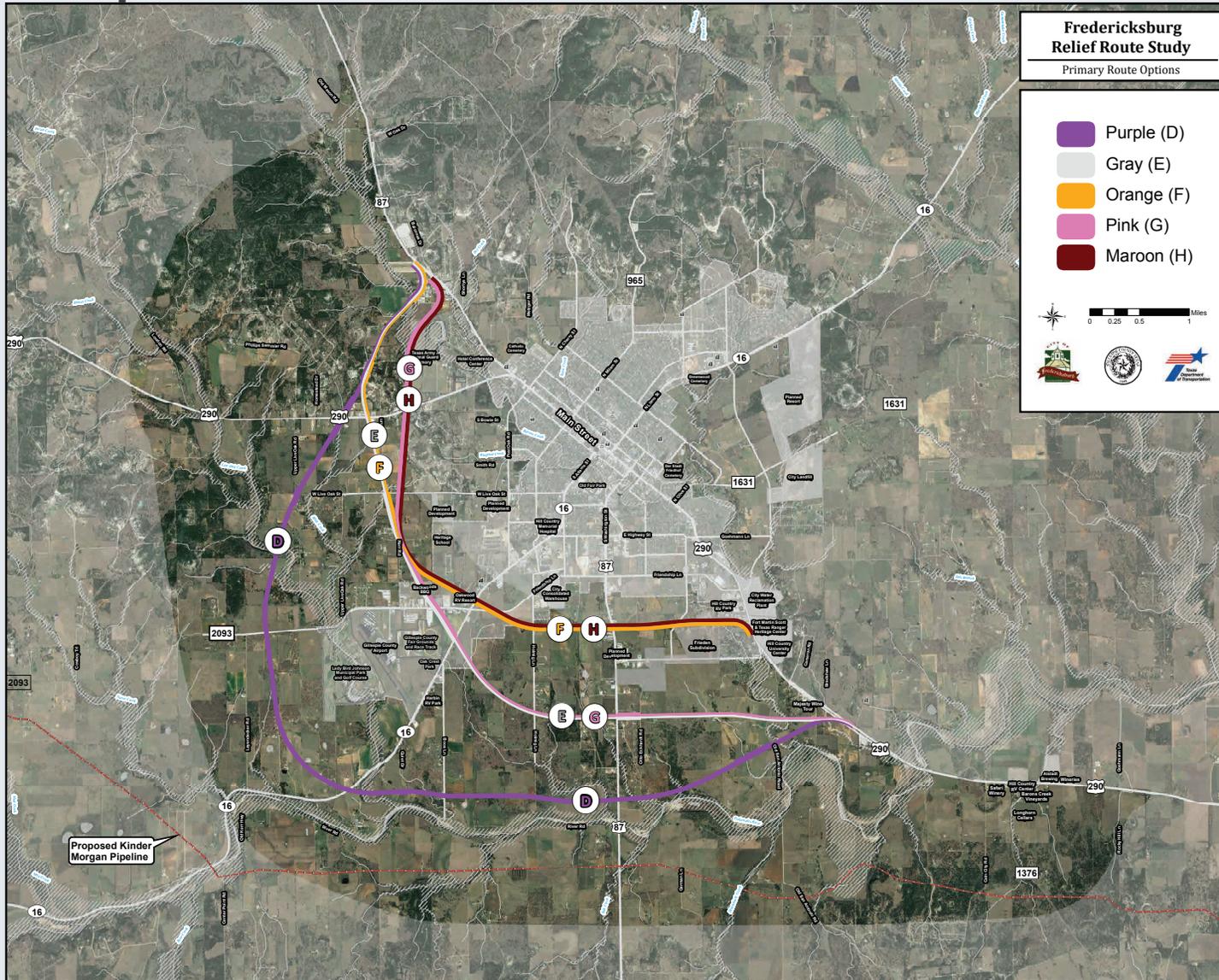
The project team conducted a preliminary assessment of frontage road and access needs. Right of way planning assumptions have been reduced accordingly. Although tentative and still subject to change, 400’ is assumed in areas where frontage roads are anticipated on both sides of the roadway; 325’ is assumed where frontage roads are anticipated only on one side; and 250’ is assumed where no frontage roads are anticipated.

Three Route Options were eliminated based on public input, engineering constraints and environmental considerations.



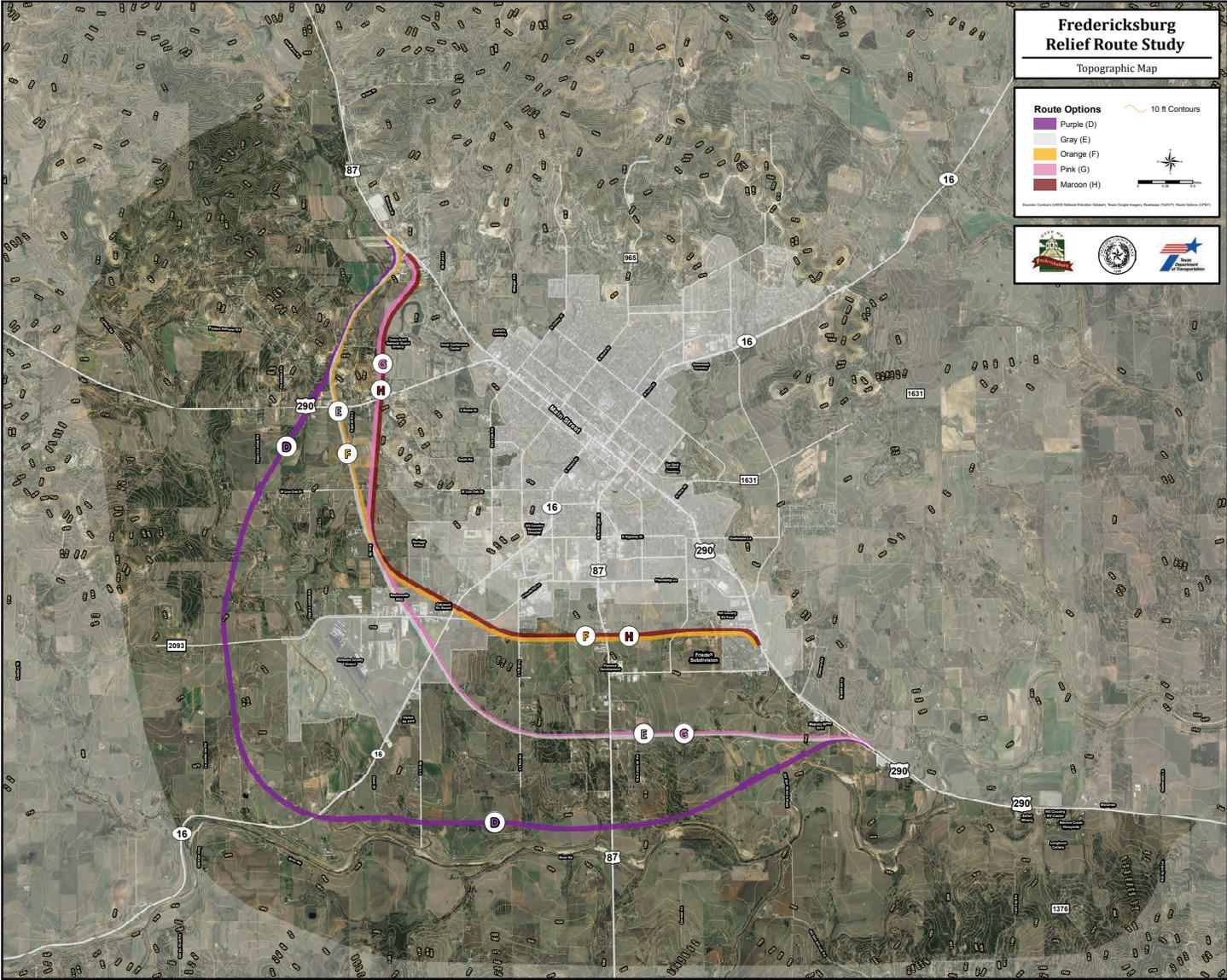
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Primary Route Options



Fredericksburg Relief Route Study

Topographic Map



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

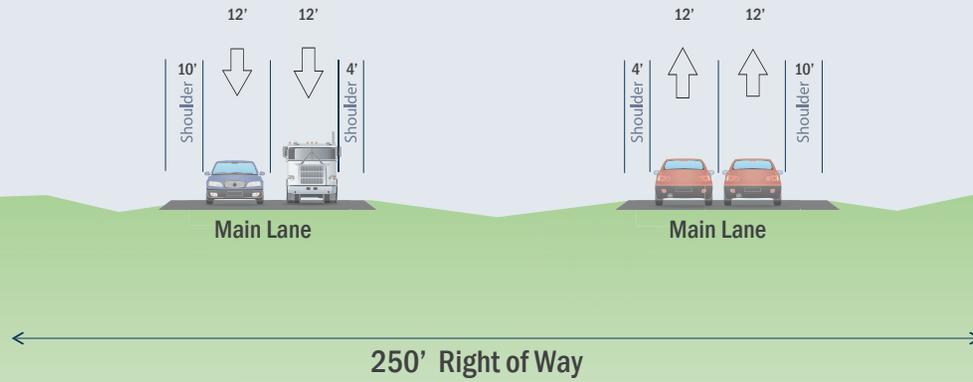
Applying that vision to Friendship Lane would require the following:

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



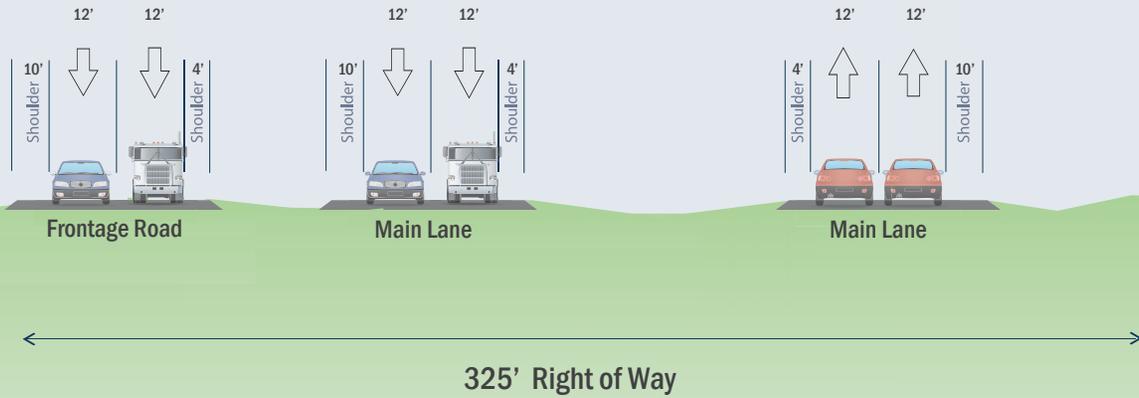
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Conceptual Layout without Frontage Roads



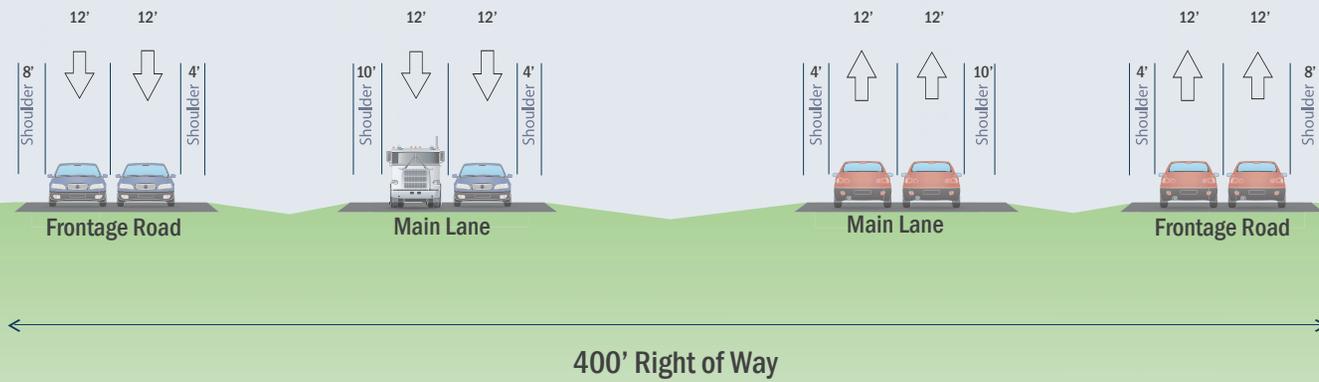
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Conceptual Layout with One Frontage Road



Fredericksburg Relief Route Study

Conceptual Layout with Two Frontage Roads



HISTORICAL SURVEY STATION



SURVEY

SHARE YOUR THOUGHTS



COMMENT
PROVIDE YOUR INPUT



ACCESS WORKSHOP

SIGN UP HERE

