

# 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

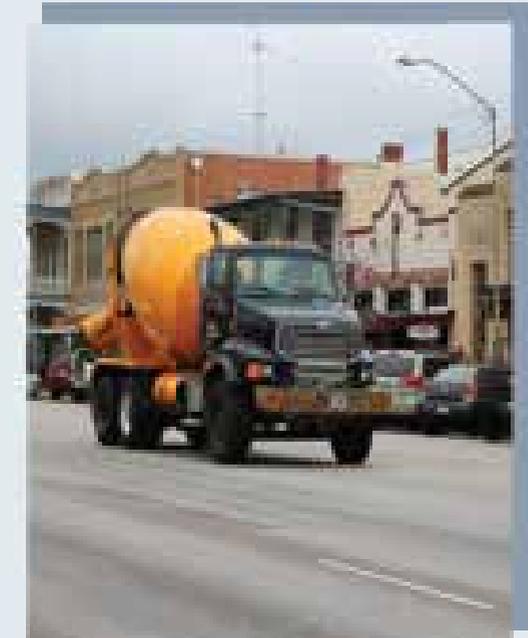
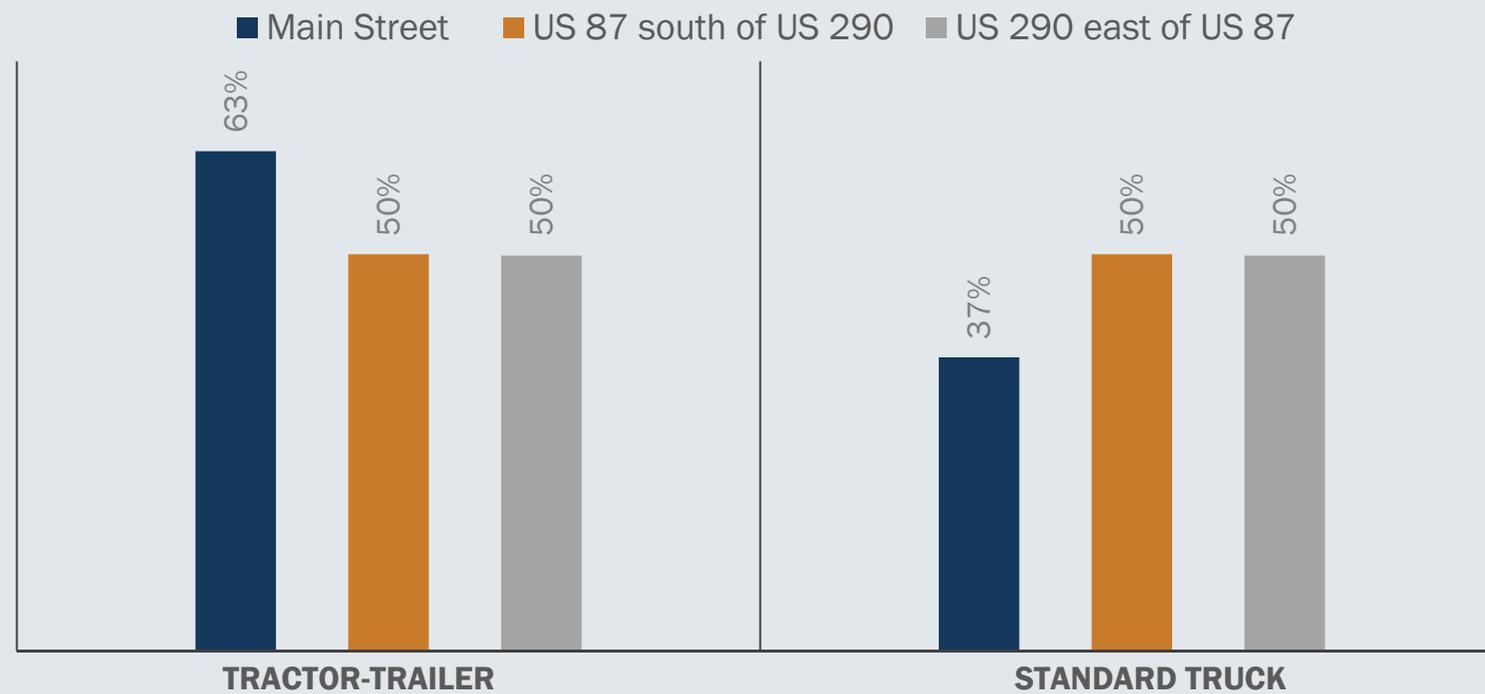
- If a relief route is not built, it is expected that traffic on Main Street would continue to increase over the next 20 years, with a corresponding increase in truck traffic.
- A more detailed traffic analysis will be conducted as part of future phases of this study.



# 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%

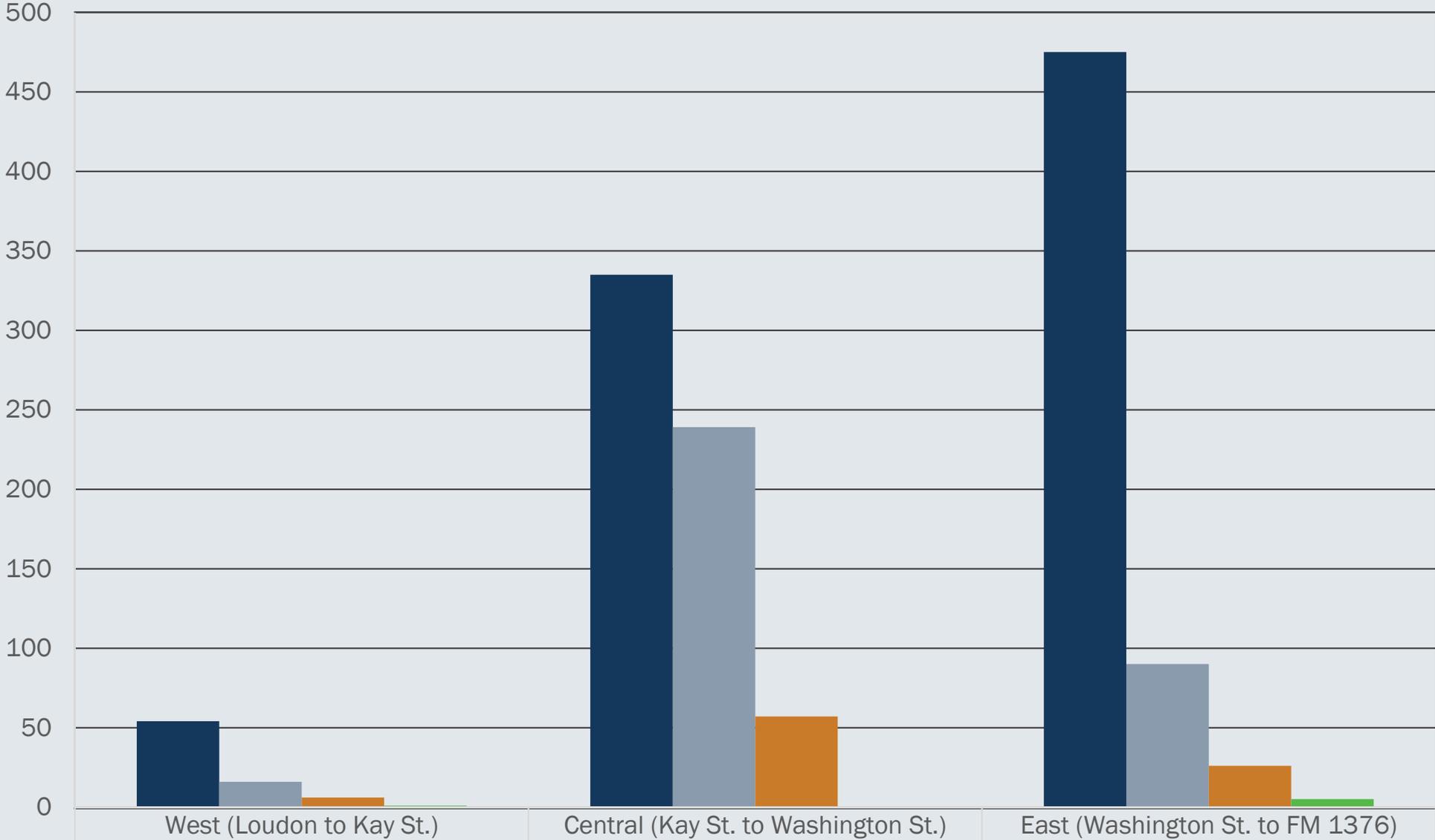
Source: Texas A&M Transportation Institute



# Fredericksburg Relief Route Study

## US 290 CRASH SUMMARY

January 2010 to April 2018



■ 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



# Fredericksburg Relief Route Study

## WORKSHOP 1 COMMENT OVERVIEW

"Why can't you use Friendship Lane?"

"If you are considering Friendship Lane, adding truck traffic as well would be detrimental to the flow of traffic that is already there."

"I don't believe a truck route is needed."

"Please take into consideration not only the historical aspect of downtown, but also the historical aspect of the 100-150 year farms, still being farmed by the same family."

"The only thing that really needs to be done is to get some of the big trucks and tractor/trailer rigs off Main Street."

"We need a relief route but don't want to sacrifice our heritage for it!"

"Do not build something that will not serve the community in the 2030s!"

"Have the bypass start as far out of town as possible."

"I would encourage a route as far away from the city as feasible to minimize disruption and accommodate future growth."

"Has to be done. Downtown is no longer a safe place."

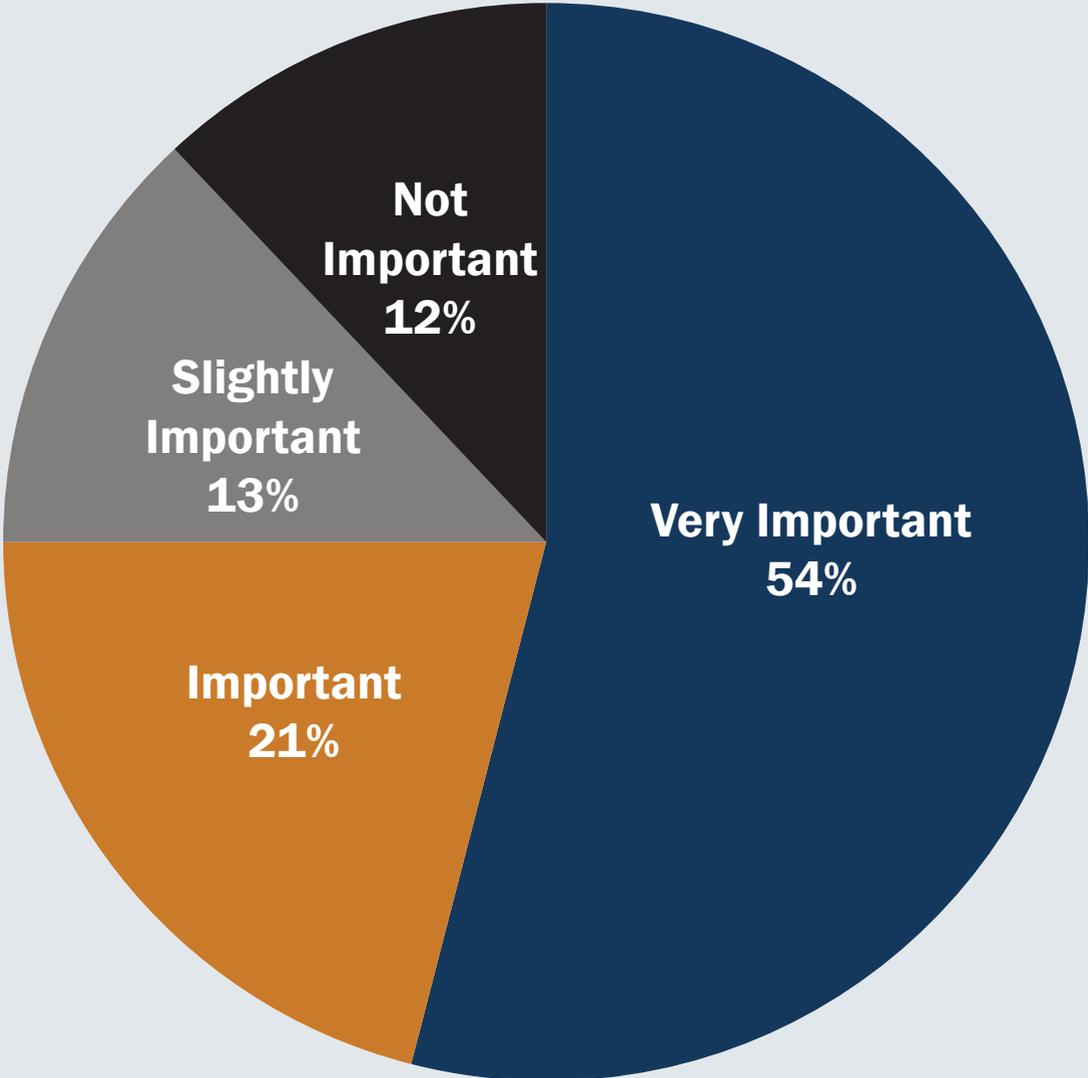
"Don't disrupt property unless you can accommodate the property owner."

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



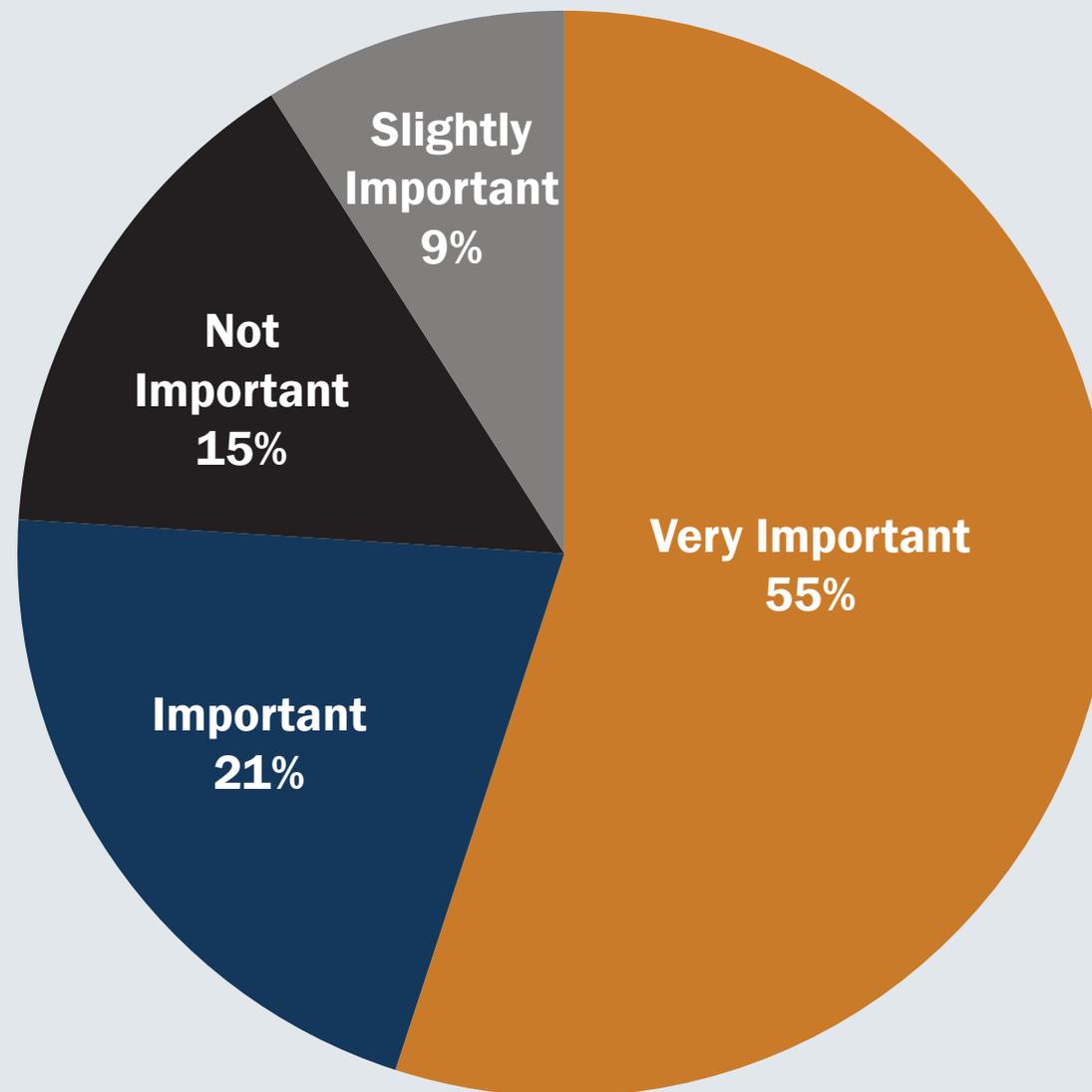
## IMPORTANCE OF RELIEF ROUTE

Workshop #1 survey participants were asked how important they believe a US 290 relief route to be. The figure below summarizes the responses to this question.



## TRUCK TRAFFIC

Workshop #1 survey participants were asked how important they felt it was to get commercial trucks off Main Street. The figure below summarizes the responses to this question.



# 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

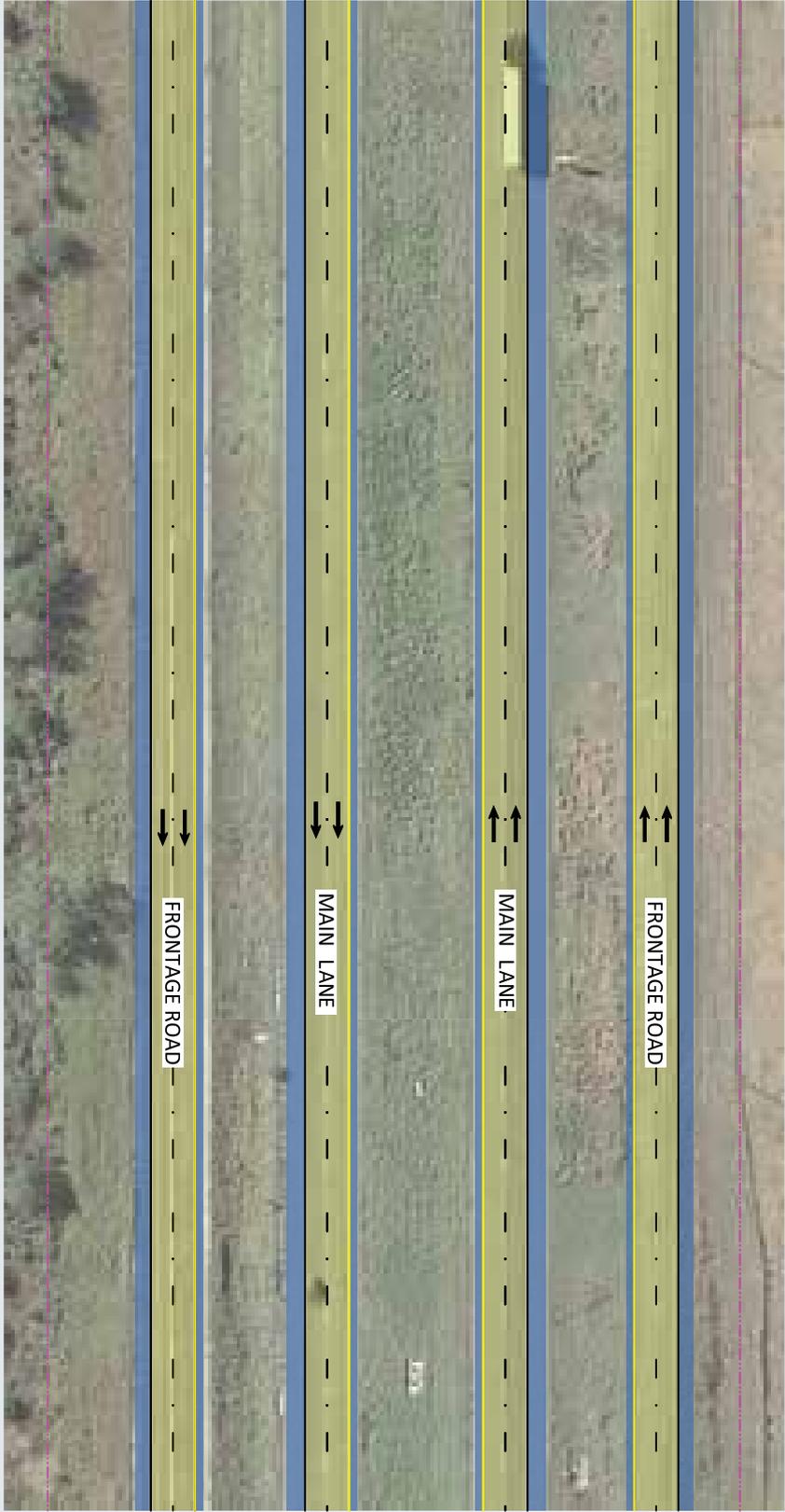
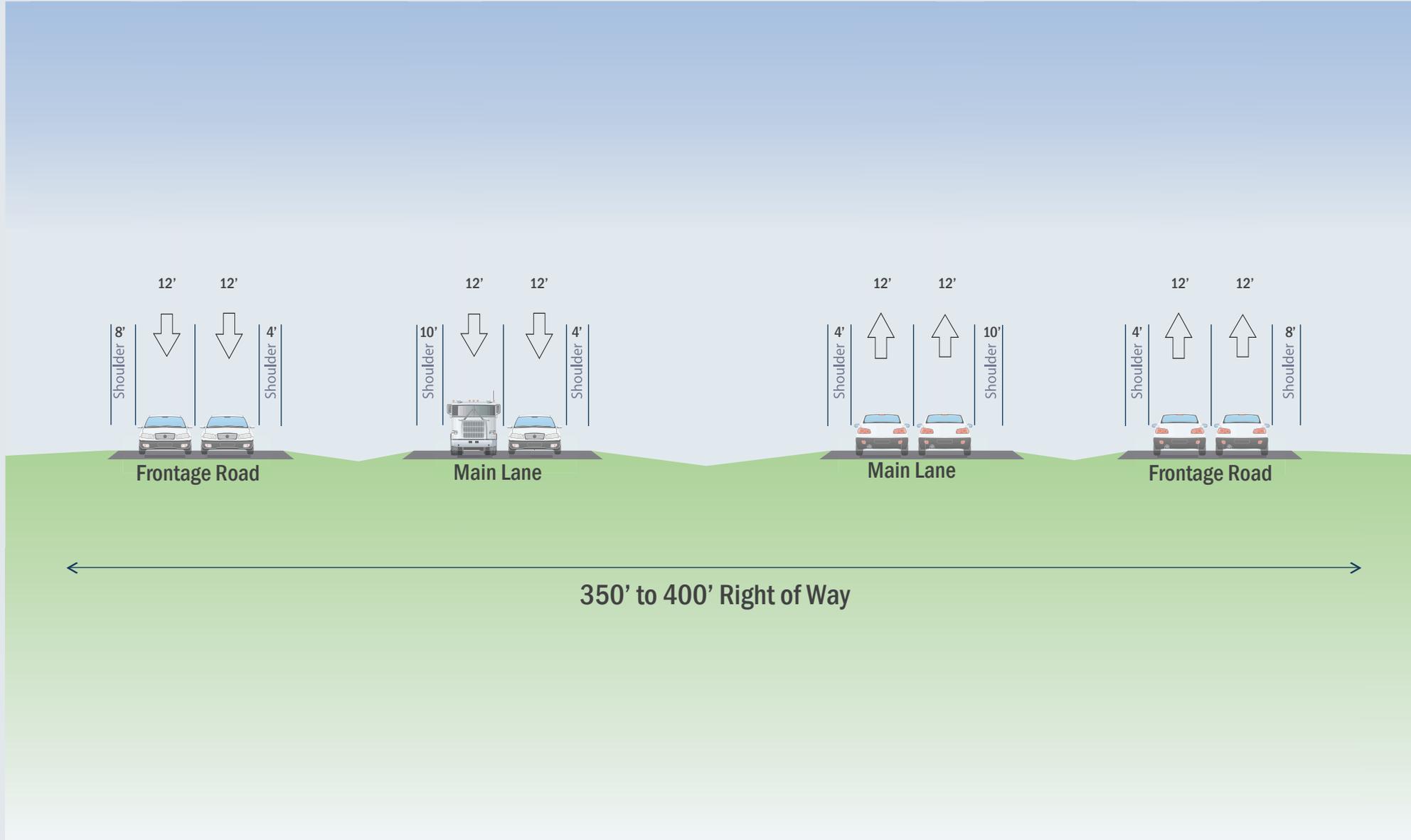
### Protect and Preserve Environmental Resources

- 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

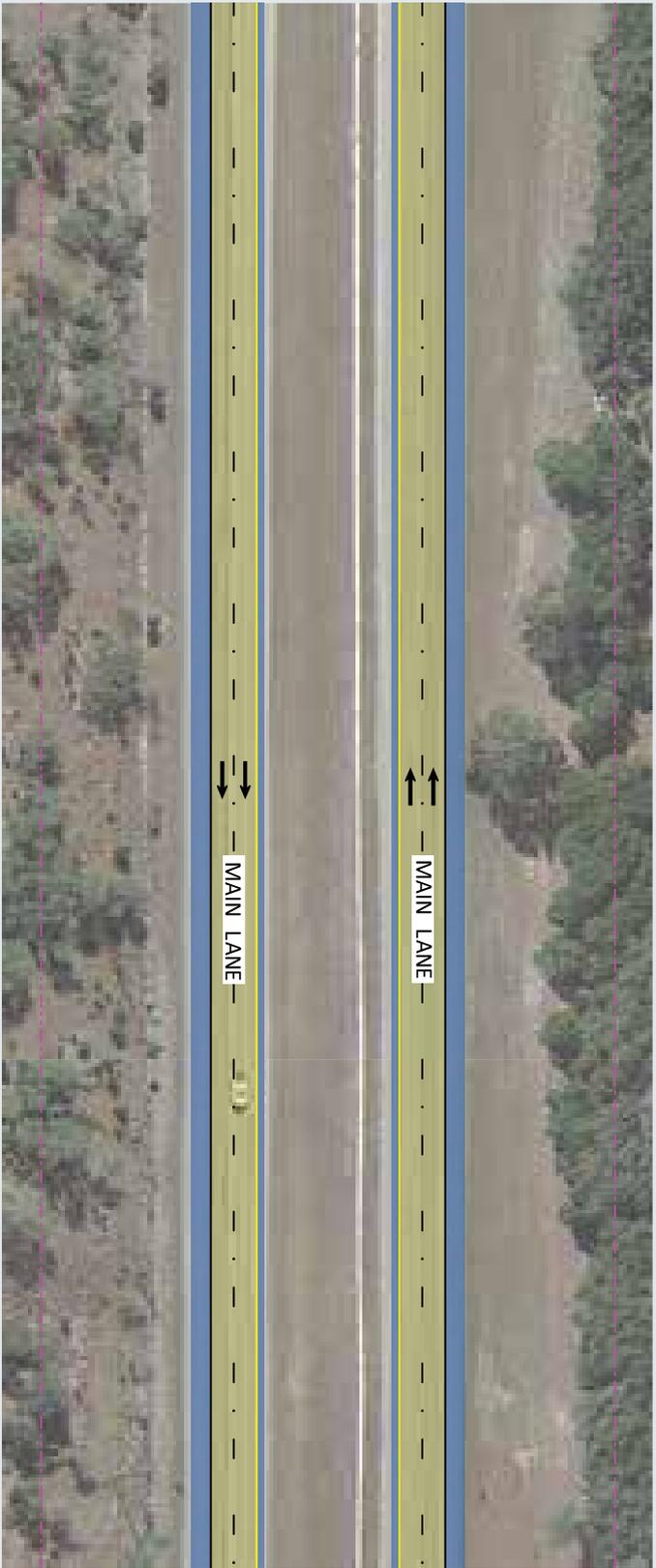
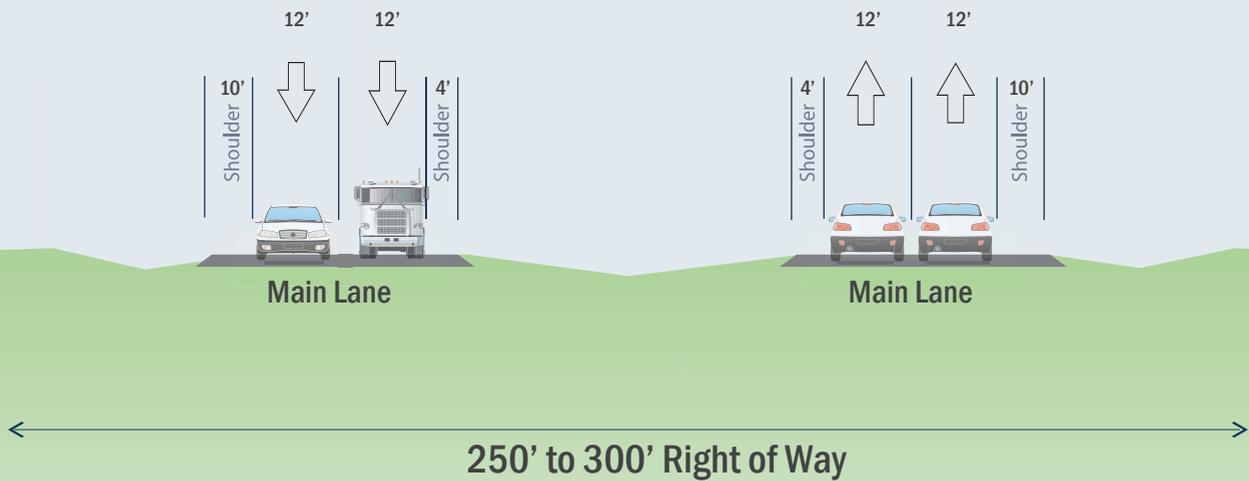


- NOTES:
- 1) Access would be controlled; driveway connections would be allowed along frontage roads.
  - 2) It is anticipated that construction would occur in phases. During initial phases, only portions of the roadway depicted here would be constructed.
  - 3) Layouts are not to scale.



# Fredericksburg Relief Route Study

## Conceptual Layout without Frontage Roads

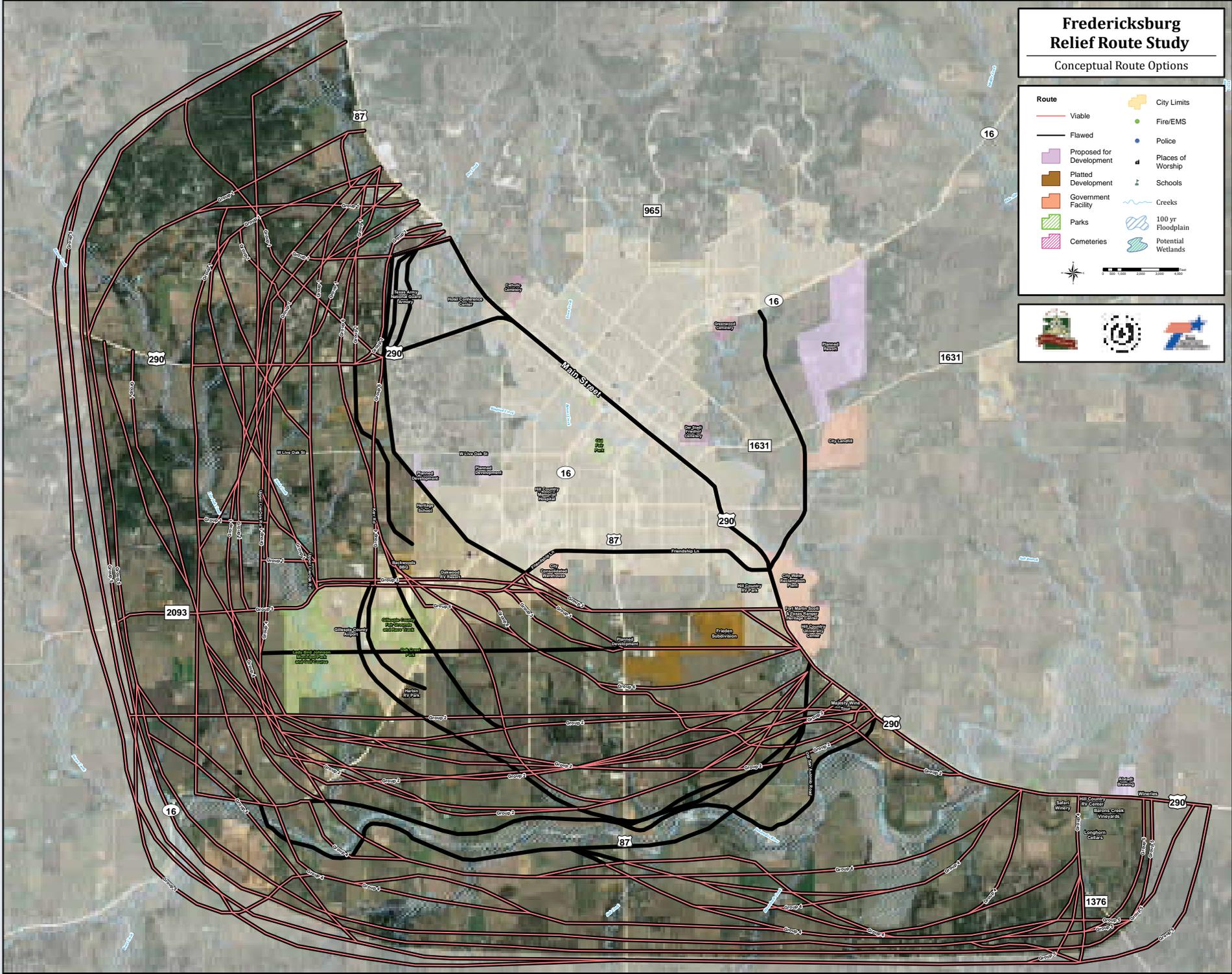


NOTES: 1) Access would be controlled; no driveway connections would be allowed.  
2) Layouts are not to scale.



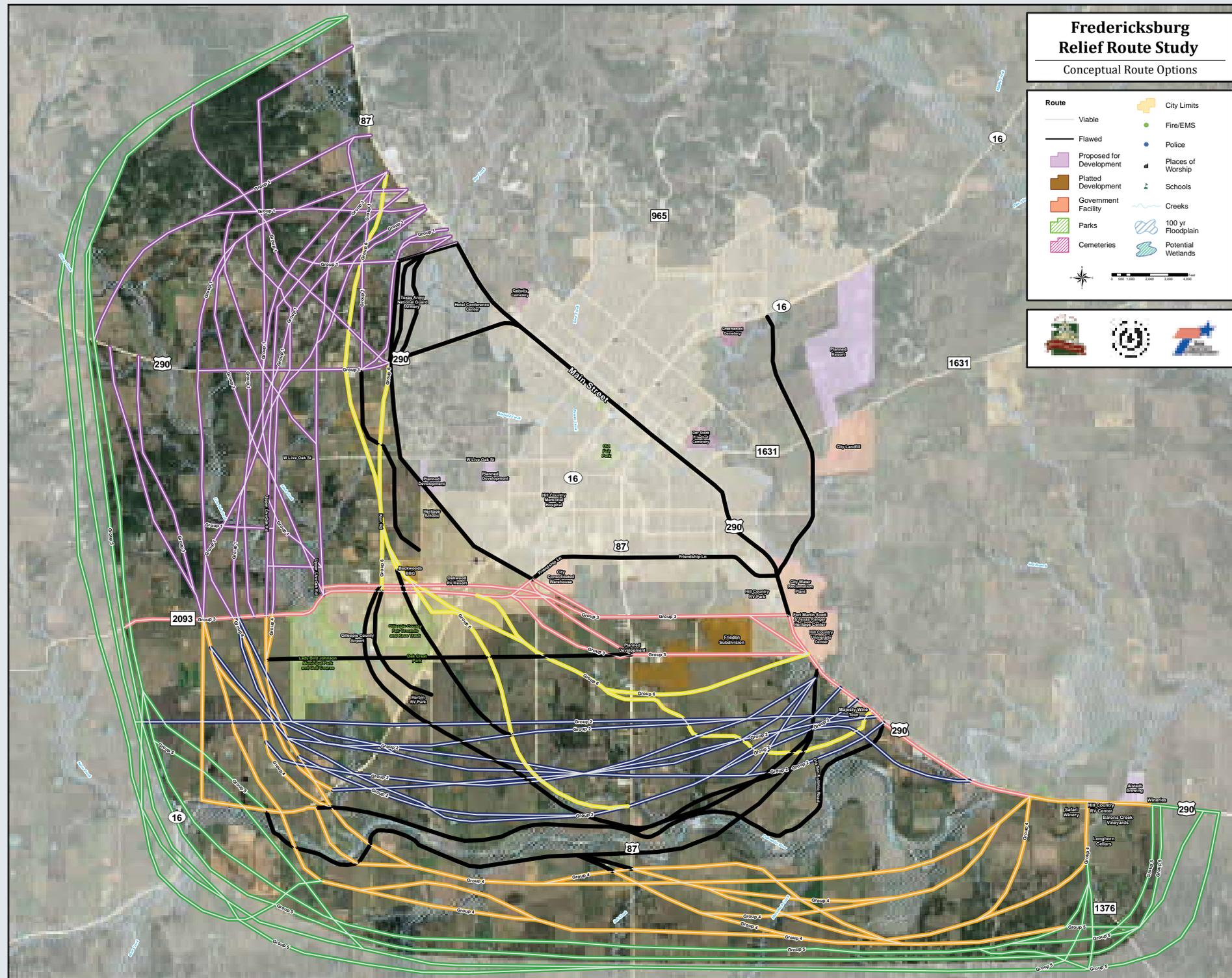
# Fredericksburg Relief Route Study

## May 31st Workshop Route Suggestions - All



# Fredericksburg Relief Route Study

## May 31st Workshop Route Suggestions - Grouped by Common Themes



# Fredericksburg Relief Route Study

## Conceptual Route Options

