

Driving Consensus: Public Involvement and the Interstate Advantage



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Planning Considerations



ENGINEERING



NON-ENGINEERING

“People support what they help to create.”

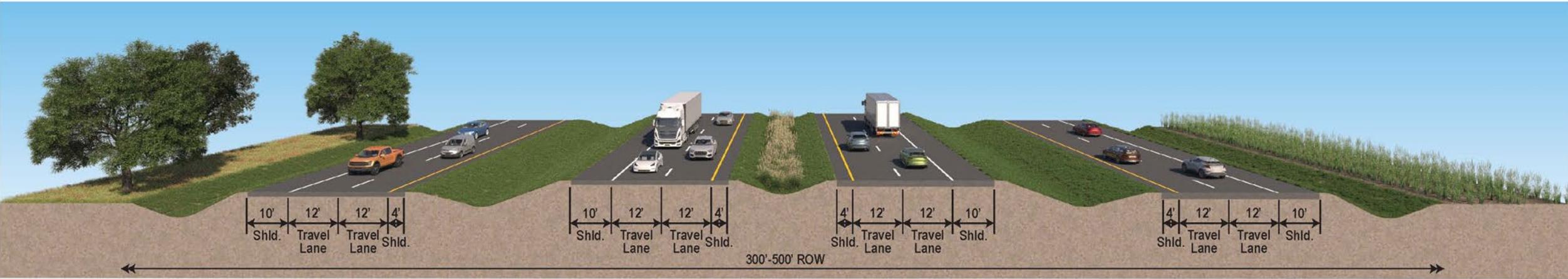
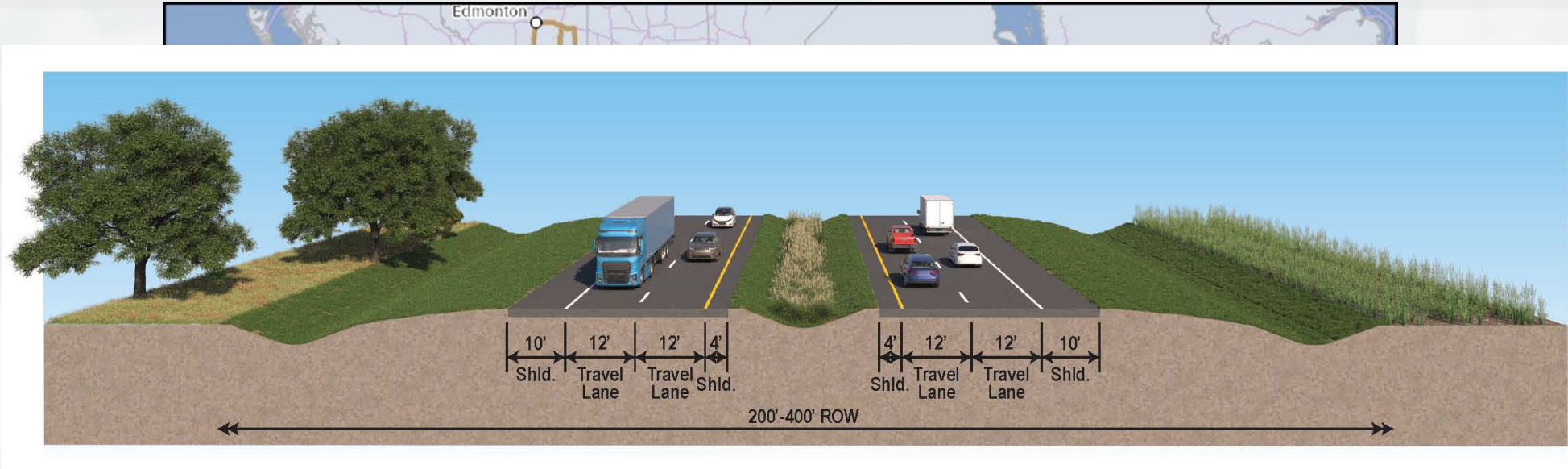
People support what they help to create...



Stakeholder Engagement



Ports to Plains: Something Big!



Preliminary Planning

NEPA

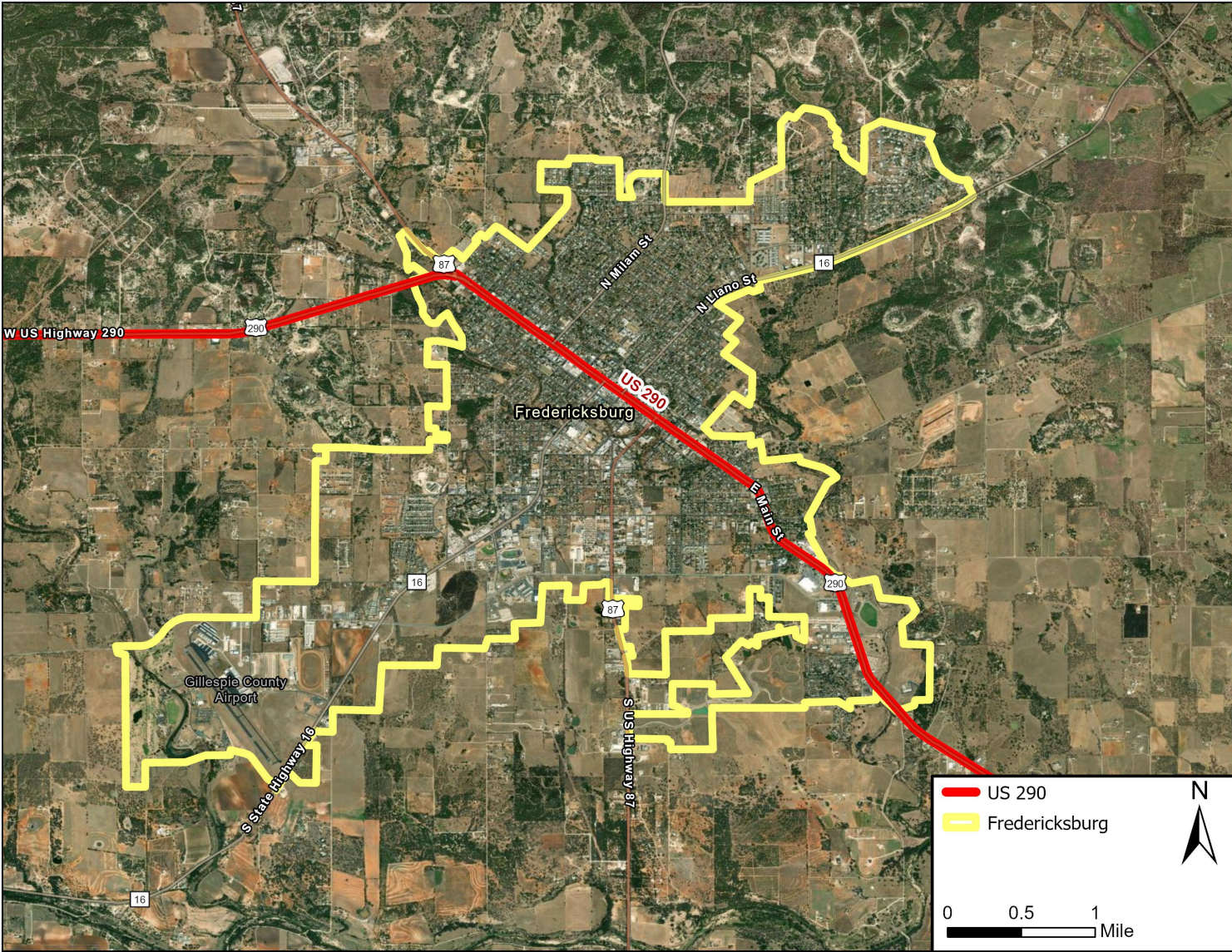
Final Design & Construction

Public Involvement

Fredericksburg (Texas) Relief Route Study



City of Fredericksburg



Fredericksburg Relief Route Study - PI Plan

GOAL: Publicly-driven process

- Engage the Relief Route Task Force
- Public Open Houses — Key Milestones
- Public Workshops — Historic, Access
- Individual Stakeholder Meetings

Gillespie County Relief Route Task Force

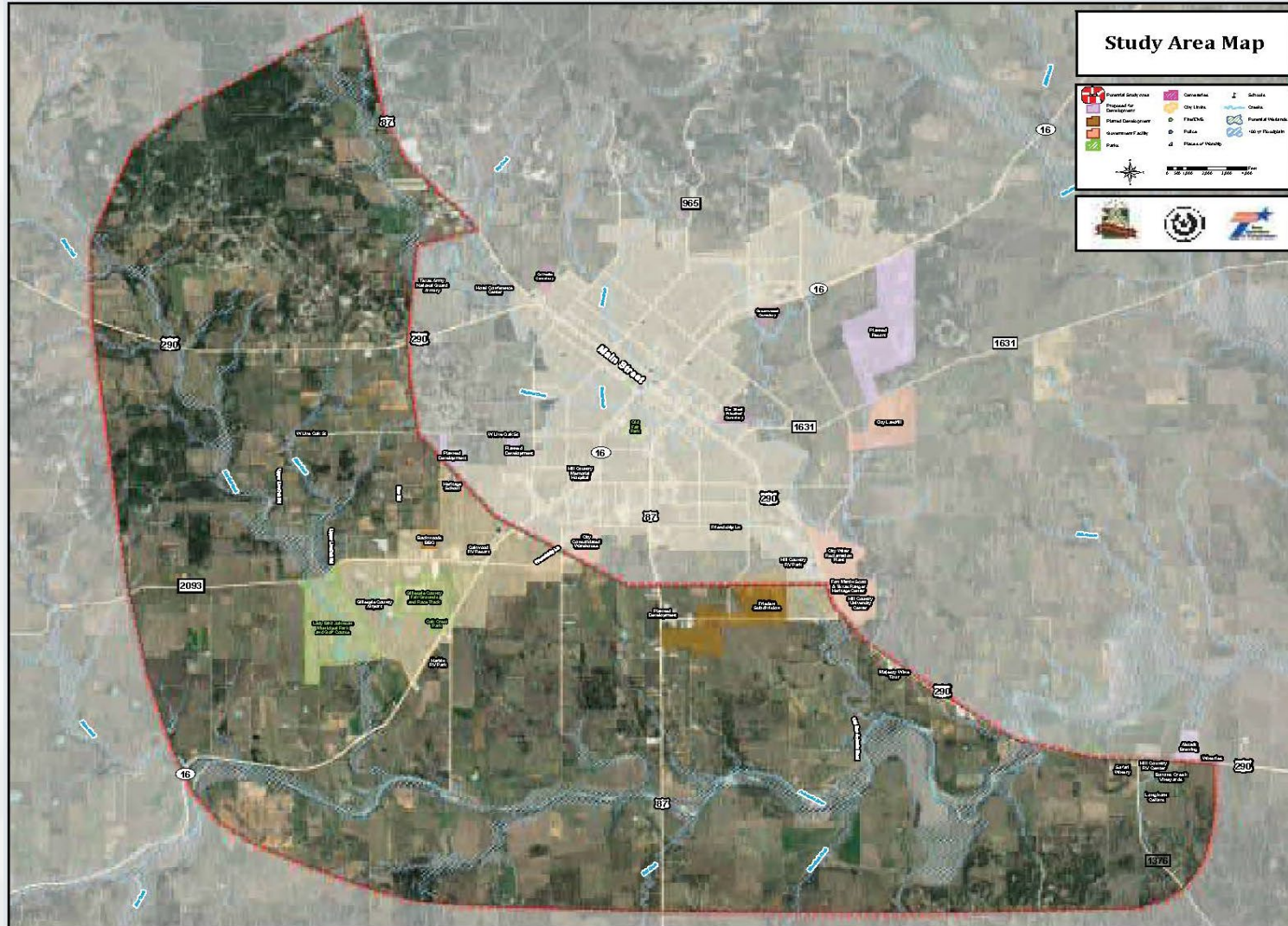
Mission: “...develop a viable solution” for a Fredericksburg Relief Route

- Established goals and objectives for the study
- Provided guidance and community perspective
- Served as a sounding board throughout the study process

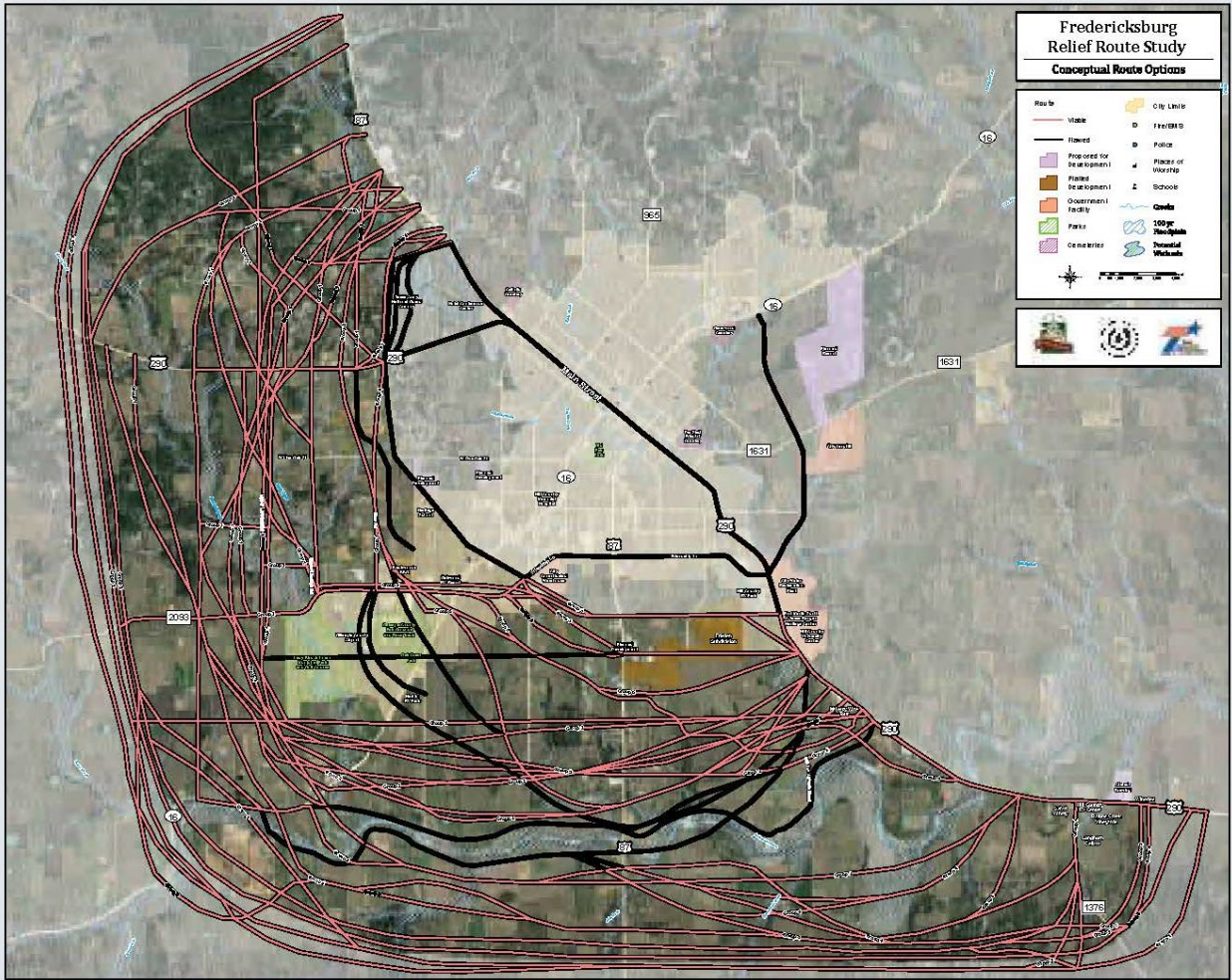
Goals and Objectives – as adopted by the Task Force

Goals	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 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
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 populations
	Minimize potential impacts to natural environmental features
	Minimize potential impacts to protected species
	Minimize impacts to parks and other known Section 4(f) facilities including historic properties

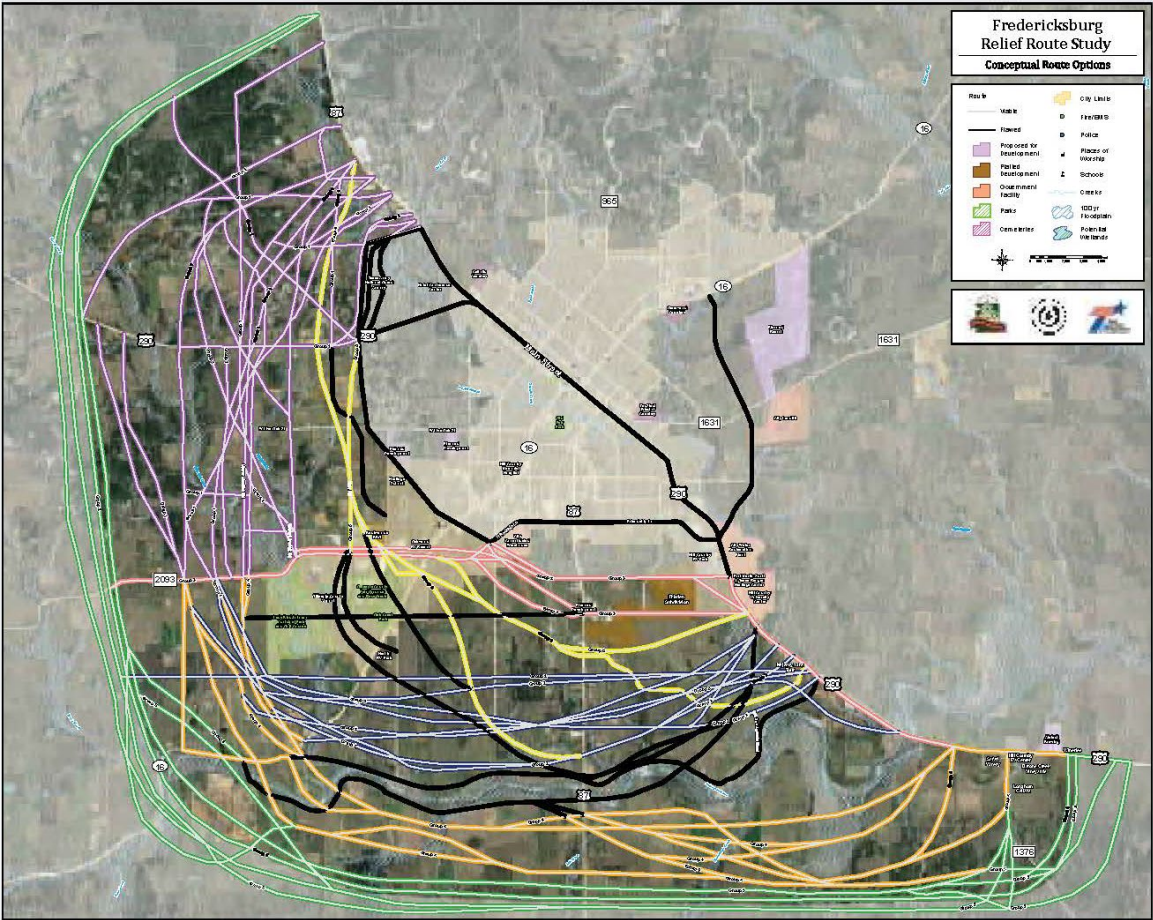
Open House #1 – “Blank Map Meeting”

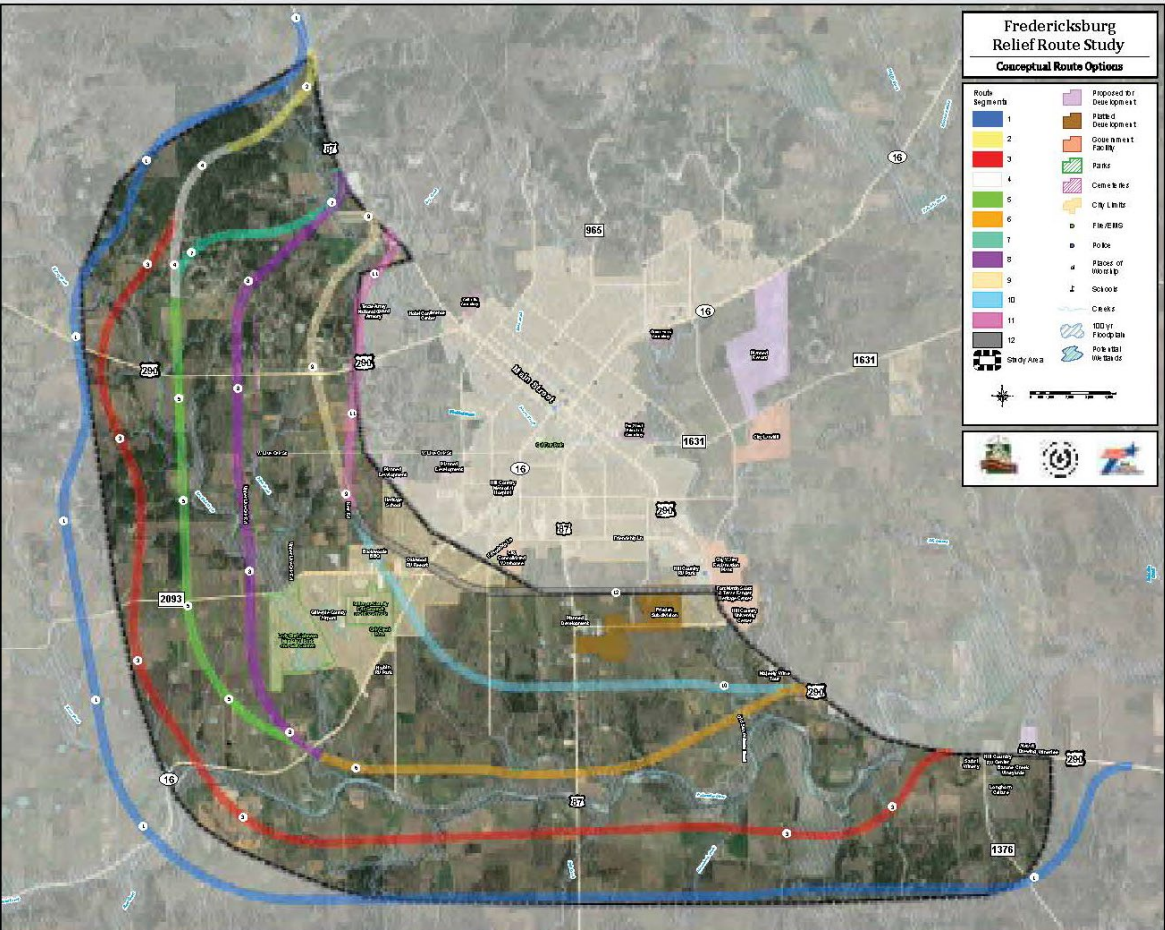


Public Route Suggestions

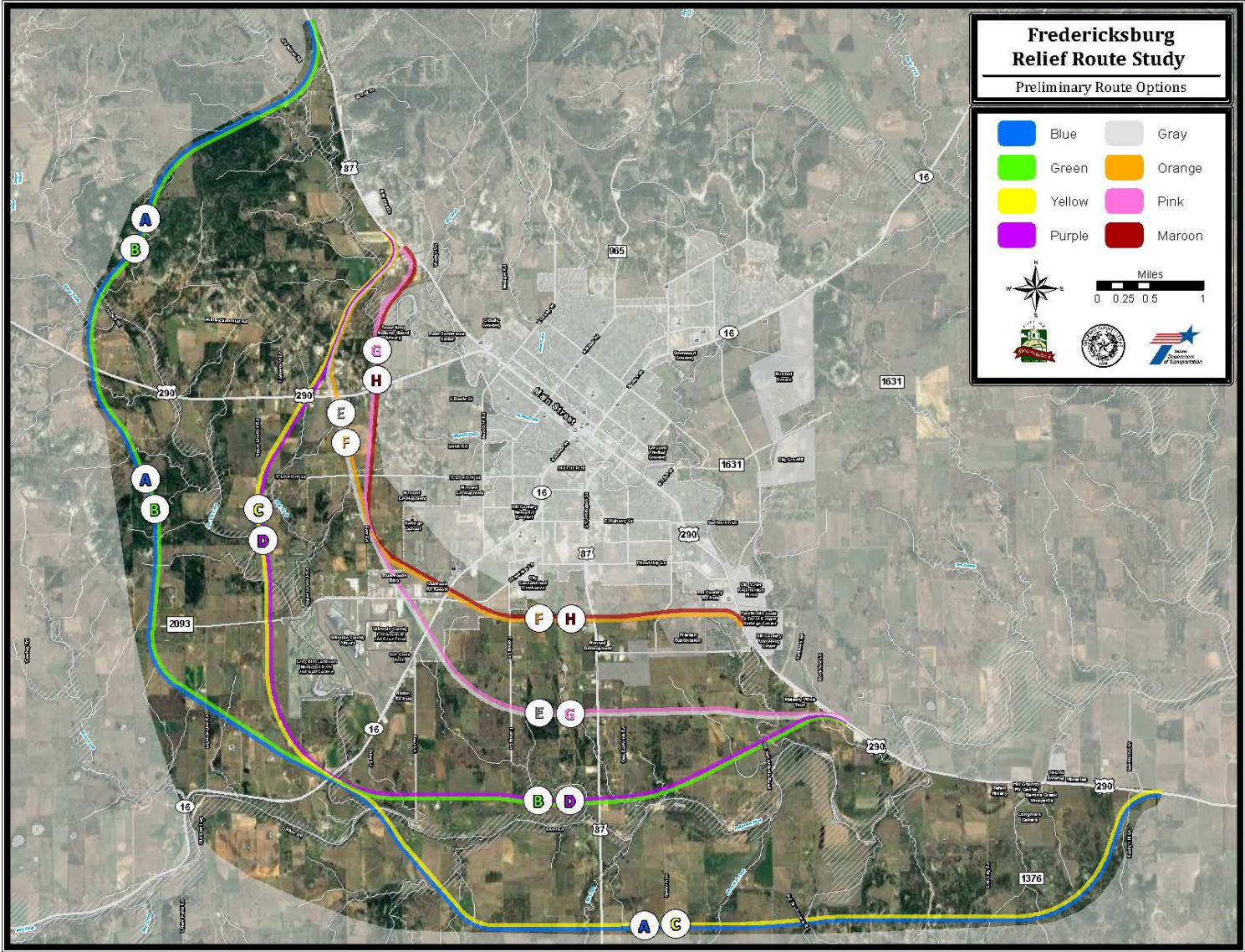


Grouped Route Suggestions



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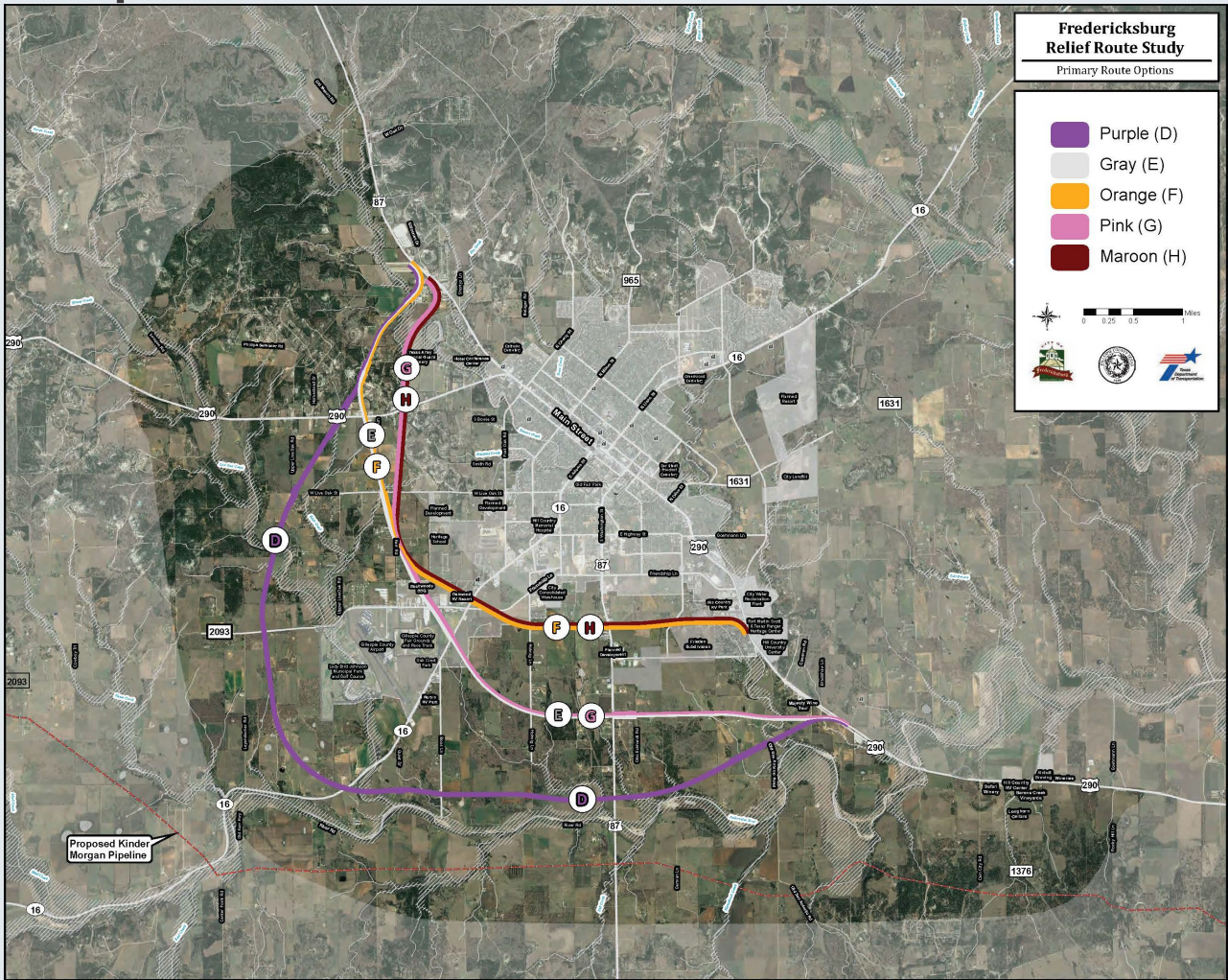
Open House #3 - Preliminary Route Options



Screen One – 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

Open House #4 - Primary Route Options



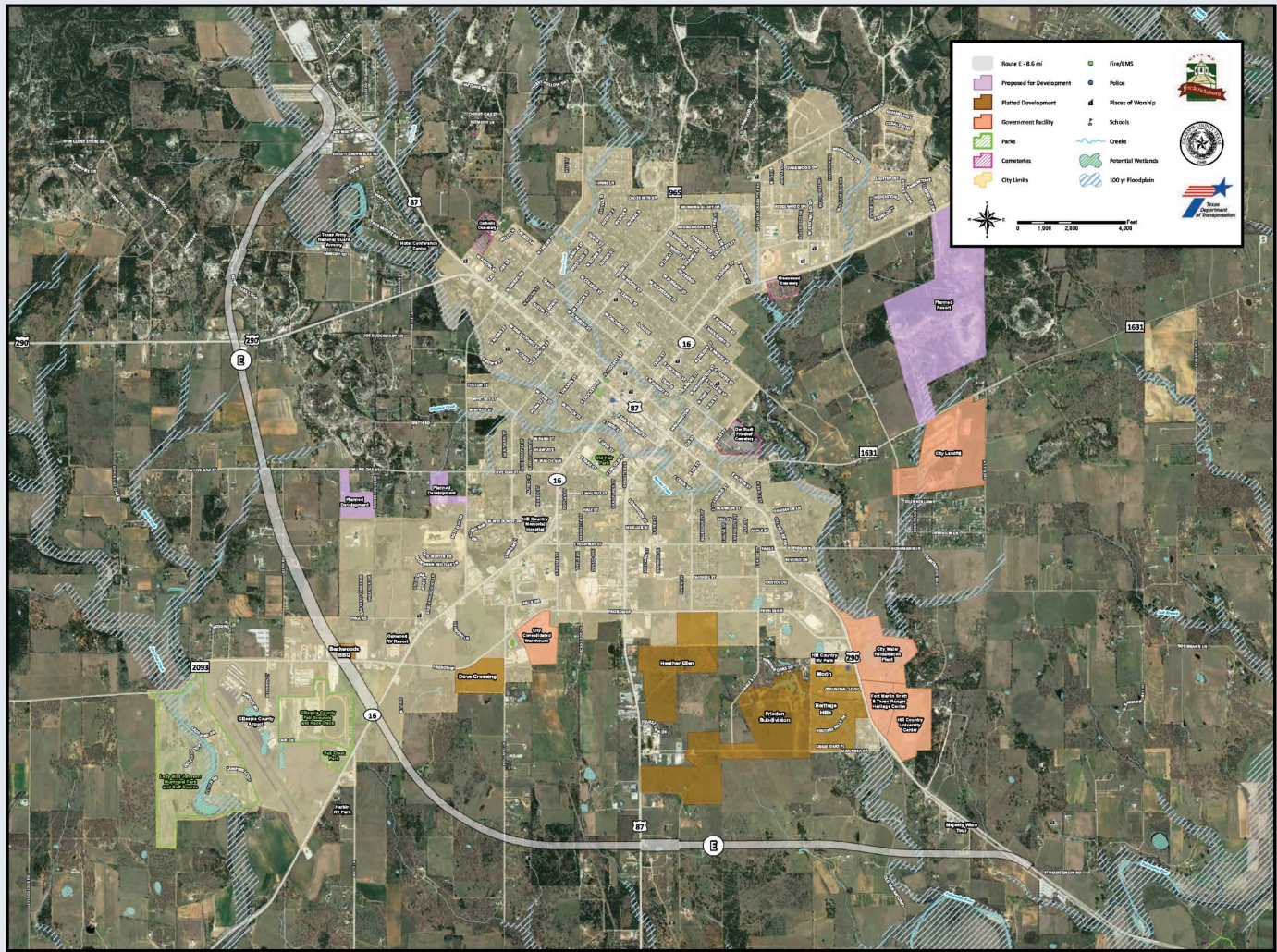
Screen Two – Evaluation Matrix

Evaluation Matrix

	Route D		Route E		Route F		Route G		Route H	
Screen One Results										
	Ranking	Raw Data	Ranking	Raw Data	Ranking	Raw Data	Ranking	Raw Data	Ranking	Raw Data
Residential Displacements	1	15	2	19	3	28	4	39	5	48
Commercial Displacements	1	2	2	3	4	22	3	10	5	29
Divided Parcels	5	54	3	41	2	36	3	41	1	34
Additional ROW Required (Acres)	5	358	2	294	1	292	4	311	3	309
Residences within 250'	1	51	2	58	4	83	5	92	3	68
% of Existing Roadways Utilized	1	3	3	4	1	3	3	4	3	4
% Undeveloped Land at Intersections	1	80.6	2	75.5	4	72.5	3	75.3	5	72.4
Creek Crossings	5	14	4	9	2	5	3	7	1	3
Wetland Impacts (Acres)	1	1	3	2	5	5.7	2	1.5	4	5.2
Floodplain Impacts (Acres)	5	23	2	10.5	1	8.8	4	20	3	18.3
NDD Impacts (Acres)		0		0		0		0		0
Length (Miles)	5	11.4	4	8.6	2	7	3	8.3	1	6.7
% of Length Within EJ Areas	1	0	2	9.7	3	15.7	4	28.7	5	39.7
Park Impacts (Acres)		0		0		0		0		0
NRHP-Listed Property Impacts		0		0		0		0		0
Preliminary Travel Time Savings (Minutes)	5	12	1	16	1	16	1	16	1	16
Preliminary Cost (\$ Million)	5	266.8	2	226.3	1	224.9	4	250.9	3	249.9
Public Input (From Public Workshop #3)	5	10	3	7	3	7	1	2	2	4
Screen One Score	47		37		37		47		45	
	Route D		Route E		Route F		Route G		Route H	
Screen Two Results										
	Ranking	Raw Data	Ranking	Raw Data	Ranking	Raw Data	Ranking	Raw Data	Ranking	Raw Data
Reduce # of Trucks on Main Street (Per Day)	5	-1480	1	-1610	3	-1580	1	-1610	4	-1550
Reduce Congestion on Main Street (Per Day)	5	-4600	1	-6400	4	-5600	1	-6400	3	-5700
Accommodate Projected Increases in Traffic (% Unused Main Street Capacity)	5	24	1	31	4	27	1	31	3	28
Impacts to Proposed Development (Acres)	1	0	1	0	4	58.2	1	0	4	58.2
Impacts to Potentially Historic Properties	5	19	3	9	1	6	4	10	2	7
Public Input (From Open House #1 - Survey Results)	5		4		2		3		1	
Public Input (From Open House #1 - Written Comments)	1		2		5		3		4	
Screen Two Score	27		13		23		14		21	
Combined Score	74		50		60		61		66	

- The "Combined Score" reflects the overall score for each option based on all criteria/both Screens.
- The lower numbers indicate better performing/higher ranked routes.
- Public input scores were derived from written comments as well as ratings and comments given by online survey participants.

Open House #5 - Recommended Alternative (to be carried into NEPA)



By the numbers...

5 open houses held

2,331 people signed in

1,173 letters, emails, comment forms submitted

3,152 on-line surveys submitted

Issues and Concerns

Property Owners:

- Loss of property
- Displacement
- Noise and air quality
- Visual impacts
- Bisecting property
- Access
- Property values

Business Interests:

- Reduced traffic/loss of revenue
- Too much traffic/loss of revenue
- New route development potential

Special Interests:

- Environmental (protected species, waters/wetlands, etc)
- Cultural resources (historic & archeological)
- Induced development

NEPA Phase Environmental Studies, Investigations & Documentation

Post-NEPA Public Involvement

Lessons Learned

Questions?