GEORGETOWN

DECEMBER 2023

Future Mobility Plan

GEORGETOWN
TEXAS
more than welcome

Acknowledgements

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GEORGETOWN TEXAS
more than welcome

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Quality Counts

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How to Use This Document

Agencies

The mobility plan identifies transportation priorities based on existing and future needs. The City of Georgetown may reference this mobility plan when identifying funding. This plan can assist in planning for potential mobility bonds or the City's annual Capital Improvement Plan. Regional entities (adjacent cities, Williamson County, CAMPO, CapMetro, and TxDOT, e.g.) may use this plan to understand Georgetown's long-term priorities to plan more regionally. Additionally, agencies use mobility plans during pre-development meetings to identify any potential requirements of incoming development.

Development Community

The mobility plan is a communication tool between an agency and the development community. It indicates what may be required by an agency for the transportation network. For instance, if a future roadway is showing on the thoroughfare plan in the property, a development may be required to dedicate right-of-way for future construction of the roadway. Depending on the length of roadway that is within a property's boundary, or how much traffic they are projecting to add to the network, a development may be required to construct the roadway. The mobility plan also indicates future plans for the active transportation network that developments may also be required to support.

General Public

The thoroughfare plan references where agencies are planning for future mobility. If you, as a member of the public, have an idea of a future improvement, you can use this plan to identify if that improvement is already being planned by the City of Georgetown and if so, what the potential timeline is. This will help you talk with your elected officials and city representatives about future changes in the transportation network. You can see how certain mobility related concerns are studied, how recommendations are made, and the value of public participation.

Content Summary

Chapters 1 and 2 provide background information and summarize public engagement efforts

Chapter 3 presents existing conditions data within Georgetown and in comparison to the surrounding region

Chapter 4 explains how the project team analyzed data found and the methods used to study the results

Chapter 5 describes the recommendations based on the findings discussed in Chapters 2-4

Chapter 6 outlines a summary of how to make the recommendations a reality

Table of Contents

Chapter 1

INTRODUCTION

Source: City of Georgetown

Introduction

What is the Georgetown Future Mobility Plan?

The definition of mobility in the city planning context is the ability to move people and goods from one place to another using a variety of transportation modes. It is measured by the ability to access transportation services and arrive at a destination in a timely manner.

In other words, this living document looks at traffic congestion, transportation safety concerns, and accessibility to non-vehicular transportation. A living document is one that can be updated and tracked.

The Georgetown Future Mobility Plan (FMP) is a document that examines the existing mobility-related conditions of the city and incorporates efforts since its previous plans. This document is the result of a proactive effort from the City, an involved group of stakeholders, and a community that actively participated in engagement opportunities.

The goal is to examine existing mobility in the City of Georgetown and provide recommendations from the feedback and data obtained. During the planning process, the consultant examined past plans adopted by the City to ensure that this FMP will build upon the work accomplished from previous planning documents. The updates recommended in this plan too especial consideration to align with the most recent version of the Williamson County's Long Range Transportation Plan.

Additionally, the Future Land Use Plan and Sidewalk Master Plan are being updated simultaneously. This was a conscious effort by the City to ensure that all three plans have cohesive and supportive recommendations that share the same vision and work together to support the individual plan's goals.

A Future Mobility Plan...

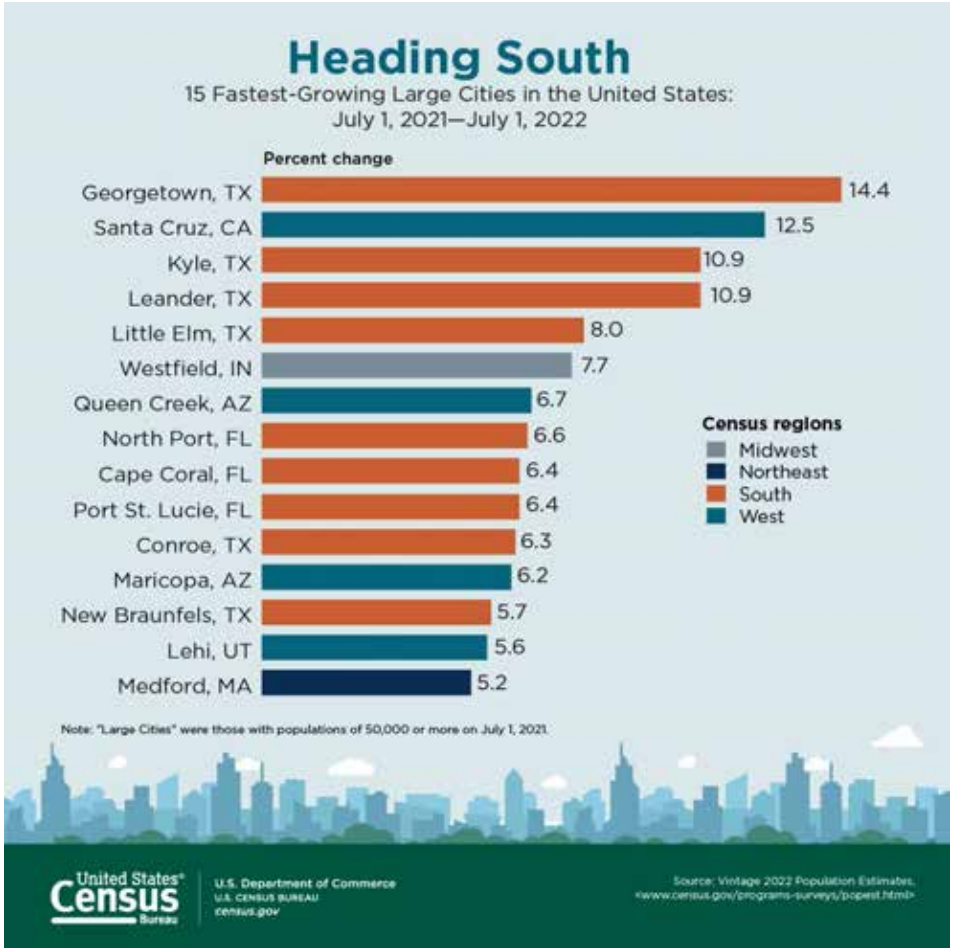
INCLUDES

- Engagement with the public and feedback obtained on overarching mobility concerns
- A proposed future thoroughfare map
- A list of future roadway projects for prioritization
- Estimates on the cost of construction
- Implementation plan for the recommendations

DOES NOT

- Determine the schedule for road construction
- Change roadway ownership
- Provide roadway design or schematics
- Change the zoning of existing land

Ultimately, the purpose of the FMP is to be a guidebook that the City and adjacent municipalities use to plan for the future of Georgetown's transportation needs. Implementation of the FMP affects the overall development of the city, as the FMP outlines the city's transportation goals and guides future roadway improvements and the construction of new facilities. Recommendations in this plan aim to enhance daily commutes, recreational travel, and overall quality of life for everyone choosing to live, work, or play in Georgetown.



Source: Census Bureau

The City's decision to undergo this Future Mobility Plan, in combination with many other plans, will help manage the recent and ongoing growth.

Need for Update

The last transportation plan the City of Georgetown adopted was in 2015 (previously known as the Overall Transportation Plan). Since then, the city has experienced tremendous growth. Per the United States Census Bureau, for multiple years in the last decade, Georgetown, Texas, has placed on the 15 fastest growing large cities in the United States[1] . With this projected growth, it is vital that the City:

+ Make proactive decisions to plan for this growth
+ Preserve rights-of-way that are to be used for future roadway infrastructure, and
+ Have a list of prioritized projects for implementation and a plan for staff and CIP projects.

[1]https://www.census.gov/newsroom/press-releases/2023/subcounty-metro-micro-estimates.html

2015 Overall Transportation Plan

In able to properly plan for the future, it is essential to examine lessons learned from the last Overall Transportation Plan. Some of the high-level recommendations from the 2015 Overall Transportation Plan (OTP) involved the following:

- Recommendations for roadway design standards
- Updates to functional classification systems of street cross sections
- Context sensitive solutions overview
- Table of recommended roadway improvements, widenings, and extensions

Project recommendations that were included in the 2015 OTP that are also included in this plan update are identified in Chapter 6 of this plan.

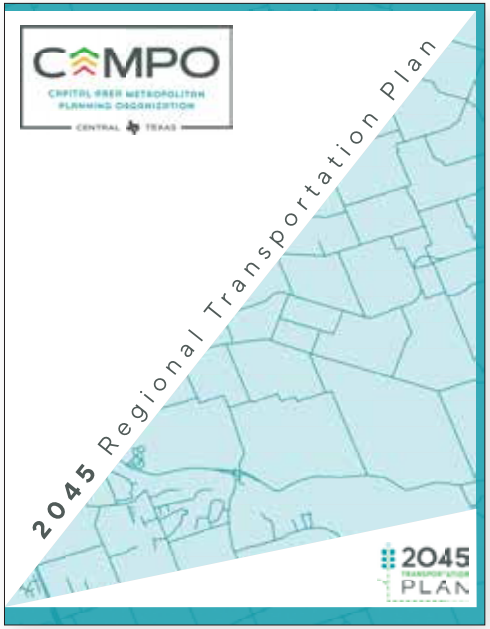
Past Plans Summary

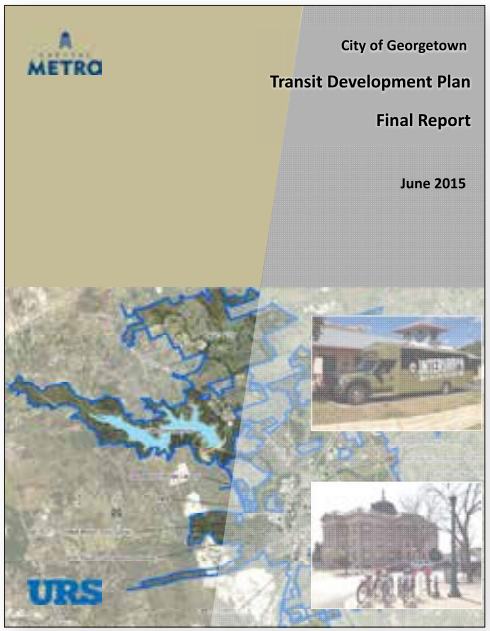
Other past planning efforts that were examined during the FMP production include:

- Georgetown 2030 Plan
- 2015 Overall Transportation Plan Update
- 2014 Sidewalk Master Plan
- 2019 Bicycle Master Plan
- 2019 Transportation Impact Fee Study
- Georgetown Mobility Bond 2021

Chapter 3 includes a brief summary of the content included in the Past Plan Summary, located in the Appendix.

In addition to incorporating recommendations from previous plans, the Future Mobility Plan also incorporated the overarching visions and goals into the guiding vision for this plan, identified later in this chapter.



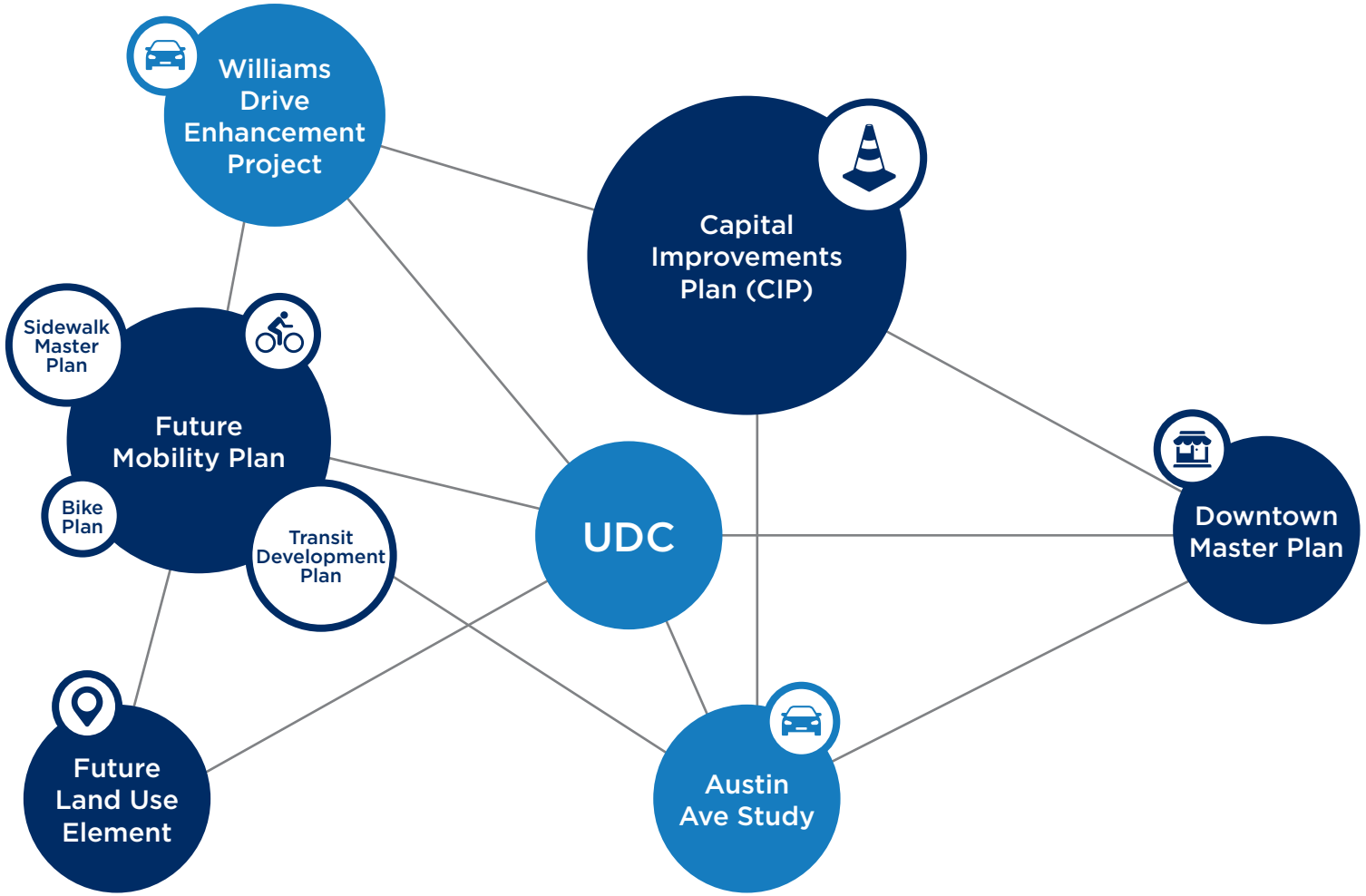


Source: City of Georgetown

How the plans work together

The City of Georgetown has been proactive in balancing the needs of the residents with the growth of the City by staying up to date on all planning efforts. At the time of the creation of the FMP, there were also updates to the Sidewalk Master Plan and the Future Land Use Plan to ensure that the Future Mobility Plan accounts for all recent and planned development growth, and for the recent updates to the pedestrian infrastructure and future needs. Additionally, there are ongoing efforts such as the Williams Drive Enhancement Project, the Austin Avenue Study, the Downtown Master Plan, and the Unified Development Code (UDC).

PLAN SYNERGY



Source: City of Georgetown

Local Agencies Involved

Representatives from each of the organizations below participated in the creation of this plan as primary stakeholders. Additionally, the project team met with multiple members of City staff as part of the Interdepartmental Working Group (IWG), the Planning and Zoning Commission, City Council, and members of the public who interact with Georgetown on a daily basis. More detailed information on the public engagement process can be found in Chapter 2 and the Appendix.

CITY OF GEORGETOWN

The technical client for this project. This organization is the government entity that oversees the day-to-day operations of all that goes on in Georgetown. For this plan, an Interdepartmental Working Group consisted of members from the Planning and Public Works departments of the organization, to provide guidance to the consultants along the way.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)

Is the federally mandated metropolitan planning organization (MPO) responsible coordinating regional transportation planning with counties, cities, and other government agencies that are involved in the Transportation operations. Georgetown is within the service area.

TXDOT GEORGETOWN/WILLIAMSON COUNTY AREA OFFICE

The Georgetown/Williamson County Area Office is a division within the TxDOT Austin District. The employees in this office work together to plan and maintain the state transportation system.

CAPMETRO

This organization provides public transportation services, including buses, rail, and paratransit to the Austin metro area, Travis County, and parts of Williamson County

WILLIAMSON COUNTY

This organization is the government entity that is the functional arm of state government and acts as the governing body for unincorporated cities within the County.

Project Timeline

2022

JUL

AUG
Project Kick-Off
August 2022

SEP

OCT
Stakeholder Meeting
October 2022

Planning & Zoning Commission Meeting
October 2022

Pop-Up Event #1
Art Stroll
October 2022

NOV
Public Meeting
Georgetown Public Library
November 2022

DEC

2023

JAN

FEB
Sun City Neighborhood Representative Organization Meeting
February 2023

Georgetown Neighborhood Roundtable
February 2023

MAR

APR
UDC and Downtown Master Plan Coordination
April 2023

Pop-Up Event #2
Red Poppy Festival
April 2023

MAY

JUN
Joint Planning & Zoning and City Council Meeting
June 2023

JUL

AUG
Pop-Up Event #3
Gather 'round Georgetown Expo
August 2023

SEP

OCT
City Council Workshop
October 2023

NOV
Planning & Zoning Commission and City Council Public Hearings
November 2023

DEC
Adoption
December 2023

2024

JAN

The FMP process began in August 2022. The plan involved several rounds of in-person and online public engagement, stakeholder meetings, and agency meetings.

Main Goals and Key Objectives

The list below includes the goals and objectives of the Future Mobility Plan, as presented in the UDC. Section 12.02 states the goals as:

A. **Improve the local street system, including new thoroughfare linkages to enhance connectivity, improved and coordinated traffic signalization, and access management standards.**

B. **Provide a functional, integrated, multi-modal transportation system with a variety of choices.**

C. **Reduce reliance on single-occupant automobile traffic and enhance bicycle and pedestrian mobility and accessibility by encouraging compact land use development.**

D. **Provide for a high degree of safety for motorists, transit users, pedestrians and bicyclists.**

E. **Discourage primary traffic routing through local streets.**

F. **Preserve right-of-way for future roadway development and expansion.**

Through the planning process, goals and objectives were established for the update process. Those can be found in the Appendix.

Chapter 2

PUBLIC ENGAGEMENT

Source: City of Georgetown

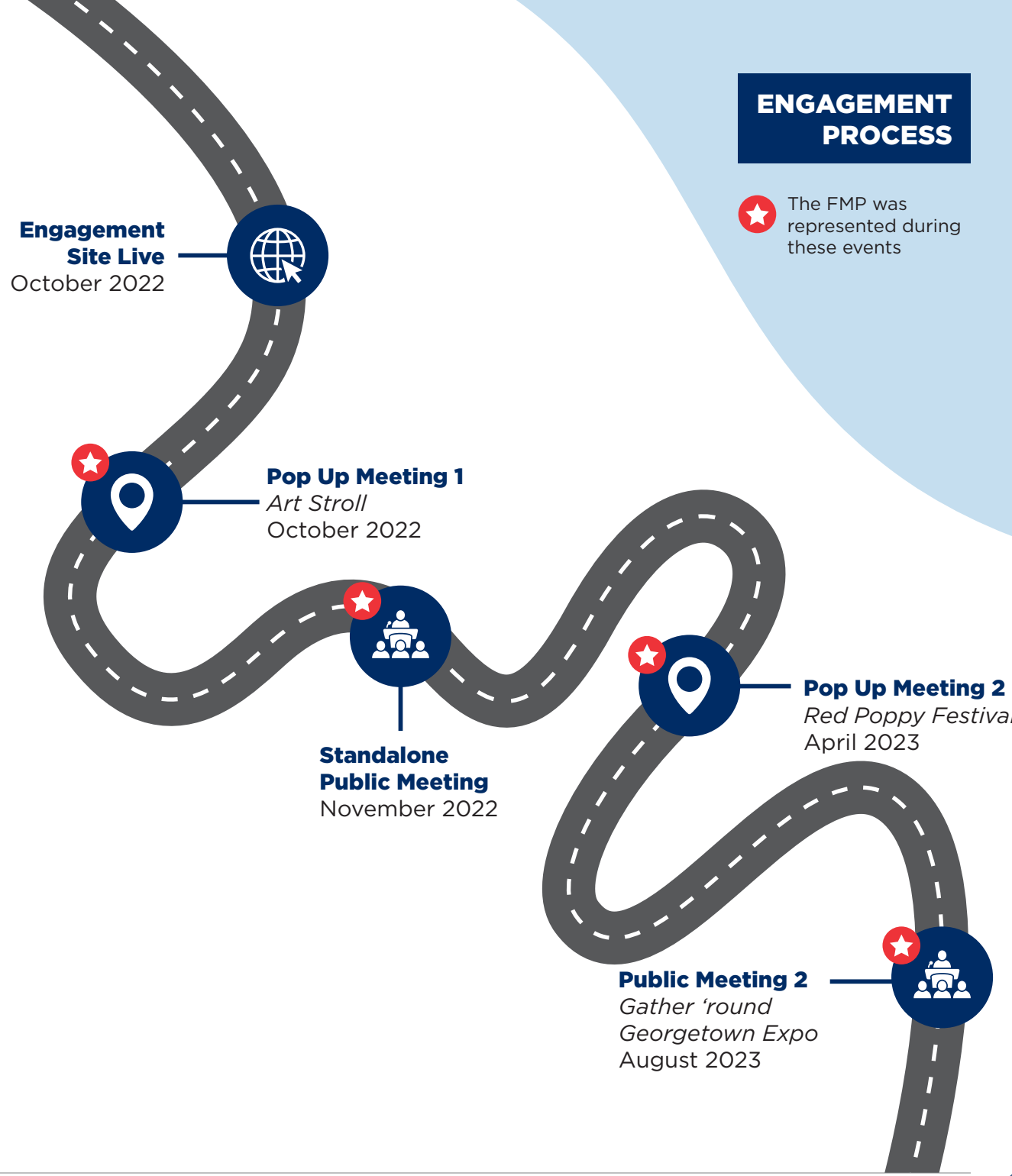
Public Engagement

The planning process began with the creation of the Public Engagement Plan (PEP). This was done in large partthrough coordination with the Communications and Public Engagement (CAPE) team at the City of Georgetown. CAPE used their existing methods of engagement to effectively spread the word about the ongoing planning process, ensuring high levels of participation and incorporation of the public's priorities into the final recommendations.

Major Milestones

Engagement was requested during major milestones of the project: at the beginning, to understand what the community enjoyed about the Georgetown transportation system and where there were issues; in the middle of the process, to hear which categories of transportation were most important to them; and near the end, to have them prioritize potential projects.

Throughout the course of this plan, there were three main components to the public engagement strategy: planned project meetings, pop-up events, and online activities. The project team also had a website available with activities that mirrored the engagement activities at the in-person events, allowing people to engage when and where they were able. In total, there were two public meetings, three pop-up events, and five online activities. Summaries of all feedback received can be found in the Appendix.



Who We Heard From

Throughout the planning process, there were five (5) core groups that provided feedback for the plan:

INTERDEPARTMENTAL WORKING GROUP (IWG)

The IWG was composed of representatives from multiple City departments to ensure an accurate reflection of City operations and needs

LOCAL AGENCIES

Regional agency partners to discuss regional plan alignment, potential future service, and existing plans or recommendations from other agencies within the Georgetown City Limits and ETJ

STAKEHOLDERS

Stakeholder representatives from both public and private organizations have a vested interest in the production of this FMP. The Stakeholders include organizations such as WilCo, CAMPO, CapMetro, and TxDOT

GENERAL PUBLIC

The general public consists of anyone that is potentially impacted daily by the recommendations from the FMP, including residents, business owners, visitors, and commuters

ELECTED OFFICIALS

The Planning and Zoning Commission and the City Council were both involved as key decision makers and priority setters. Both groups were instrumental in the adoption of this plan.

▲ Attendees at the Gather 'round Georgetown Expo

Big Picture Themes

ENGAGED PUBLIC

Through the multiple rounds of public outreach, one characteristic is clear: the residents of the City of Georgetown are engaged and are ready to provide input on their mobility priorities.

MULTI-MODAL TRANSPORTATION

Most Georgetown residents and commuters utilize cars as the main form of transportation, and the majority prioritize automobile facilities over other modes. There was also consistent feedback that residents showed an interest in public transit and would like to see an expansion of the bike trail system and more sidewalk connections.

INFRASTRUCTURE

Additionally, respondents value the quality of infrastructure within their community. Specifically, comments received prioritized infrastructure upgrades such as additional traffic lights, turn lanes, streetlights, paved trails, pedestrian amenities, signage, and well-maintained roadways/sidewalks.

SAFETY AND CONGESTION CONCERNS

There are concerns about ongoing congestion issues and overall safety on the transportation network. Many respondents would like to see targeted improvements at busy intersections and safer bicycle facilities throughout the city.

▲ Attendees at Gather ‘round Georgetown Expo

▲ Red Poppy Festival Parade

Key Events

OCTOBER 20, 2022

Art Stroll held on Main Street

(An annual event put on by the City)

This pop-up meeting provided a chance for the project team to set up a small booth and spread the word about the project, the website, and upcoming events.

KEY TAKEAWAYS

+ Residents stated interest in the expansion of the existing bike trails, and more advertising when future bike plans and comprehensive plans are being developed.
+ Traffic priorities include the expansion of Shell Road as traffic has significantly increased from Williams Drive to SH 195

NOVEMBER 10, 2022

Public meeting held at the Georgetown Public Library

During the public meeting, participants were given two mapping exercises. On one map, participants were asked to place dots that were color-coded to reflect their frequent destinations in Georgetown. On the other, participants were asked to identify transportation elements that were either working well or that needed some attention.

▲ Engagement activities from the 1st public meeting

Key Events

APRIL 29, 2023

Red Poppy Festival Pop-up Event

The project team hosted a booth at the Red Poppy Festival on Saturday, April 29th, from 11am-4pm that welcomed 83 total participants.

Participants were provided $10,000 of fictional money and were asked to allocate it according to their priorities among 6 categories:

+ Automobile facilities
+ Transportation technologies
+ Pedestrian facilities
+ Public transit
+ Bicycle facilities
+ Micromobility

The online version of the budget activity was also available to participants between April 27th and May 8th.

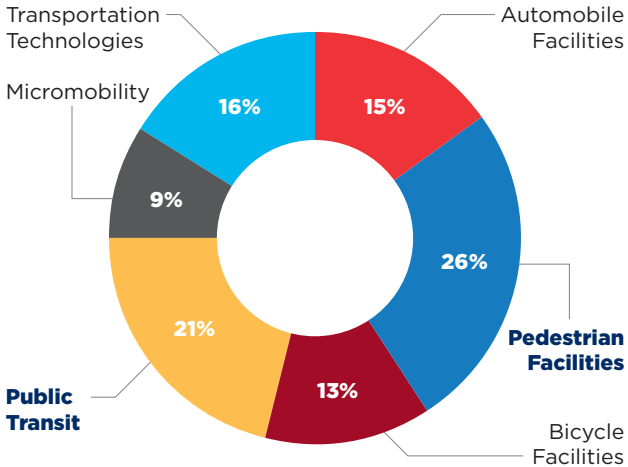
In total, there were 459 participants between the in-person and online engagement.

Some participants did not use all funds allotted. Therefore, these results only add to 99%.

◂ Attendees at the Red Poppy Festival

RED POPPY FESTIVAL RESULTS

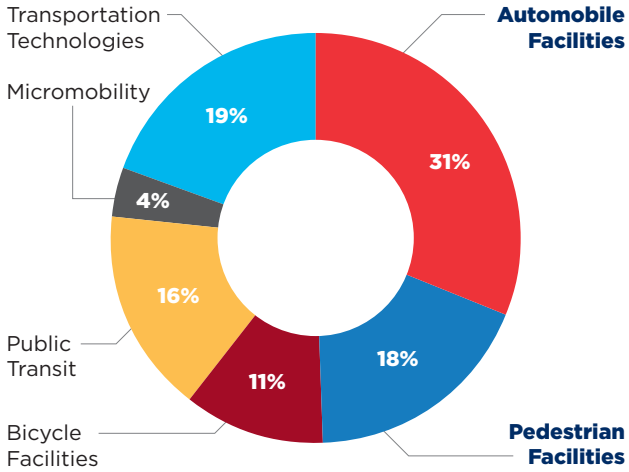
(83 participants)



Participants at the Red Poppy Festival prioritized **Pedestrian Facilities and Public Transit**

WEB RESULTS

(376 participants)



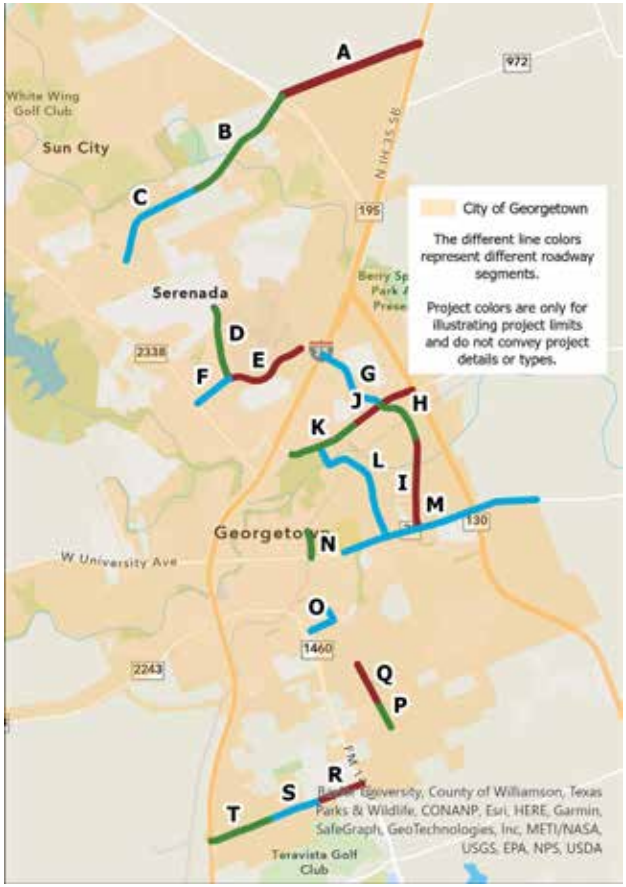
Online participants prioritized **Automobile Facilities and Transportation Technology**

**Some participants did not use all funds allotted. Therefore, these results only add to 99%*

AUGUST 3, 2023

Gather 'round Georgetown Expo Pop-up Event

The project team hosted a booth at the Gather 'round Georgetown Expo on Thursday, August 3rd between 6-8 pm and had a total of 70 total participants.



Results of engagement activity

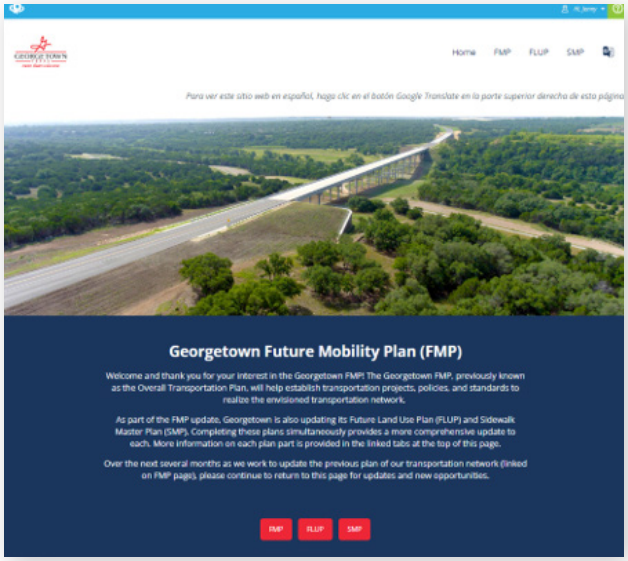
Participants were asked to use the stickers given and vote on the top 6 projects they wanted to see prioritized out of a list of 20 projects.

TOP 6 PROJECTS WITH THE MOST NUMBER OF VOTES

Segment	Starting Location	Ending Location	Votes
M – Widen State Highway 29	Patriot Way	Taylor Road / Haven Lane	34
B – Widen Shell Road	SH 195	Shell Spur	33
C – Widen Shell Road	Shell Spur	Bellaire Drive	30
E – Widen Lakeway Drive	Northwest Boulevard	Airport Road	26
T – Widen Westinghouse Road	Rabbit Hill Road / Mays Road	I 35	23
G – Widen NE Inner Loop	I 35	FM 971 / Weir Road	22

This overall map to the left shows the general locations of all 20 projects from the list. The online version was open on the project website between July 28th and August 18th and received 115 total participants.

Online Engagement



For the production of this plan, the online platform, "Social Pinpoint" was used for feedback collection. Additionally, seen in the figure to the left, there is a landing page created for the general public to stay updated/informed on the project. The interested parties were able to provide their email to be included in the mailing list of this project.

Along with the public/pop events, the corresponding online activities were published within the same time frame to widen the reach of the published. Specifically the following dates:

+ Round 1 Engagement: October 18 – December 1, 2022
+ Red Poppy Festival Engagement: April 27 – May 8, 2023
+ Gather 'round Georgetown Engagement: July 28 – August 18, 2023

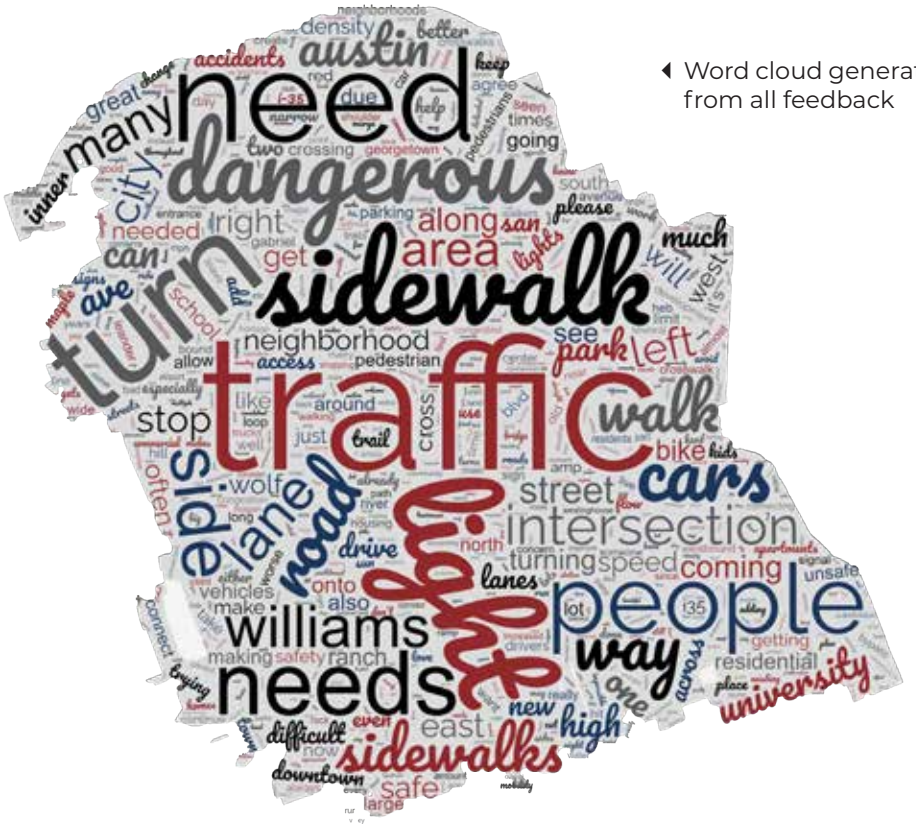
27,435
Total Visits

1,169
Comments

7,392
Unique Users

1,265
Budget/Survey Responses

▲ The numbers shown here are representative of all online participation received for the Future Mobility Plan, Sidewalk Master Plan, and Future Land Use Plan combined by August 28, 2023.



◀ Word cloud generated from all feedback

Chapter 3

EXISTING CONDITIONS

Source: City of Georgetown

Existing Conditions

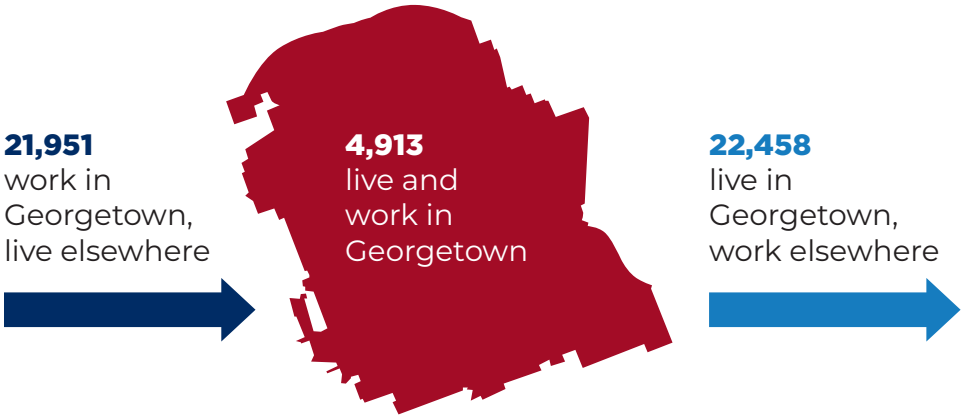
Regional Context

The City of Georgetown is 25 miles north of the City of Austin via I-35, and is situated north of other Austin Metropolitan Area suburbs, including the cities of Leander, Cedar Park, and Round Rock. The study area, made up of Georgetown city limits (60 square miles) and the extraterrestrial jurisdiction (61 square miles), covers a total of 121 square miles.

Georgetown is the county seat for Williamson County and is currently the most populated city entirely located in the county. The City of Round Rock has a bigger population overall, but a small part of its boundary is located in Travis County. Georgetown, as part of Williamson County, falls under the jurisdiction of the Capital Area Metropolitan Planning Organization (CAMPO).

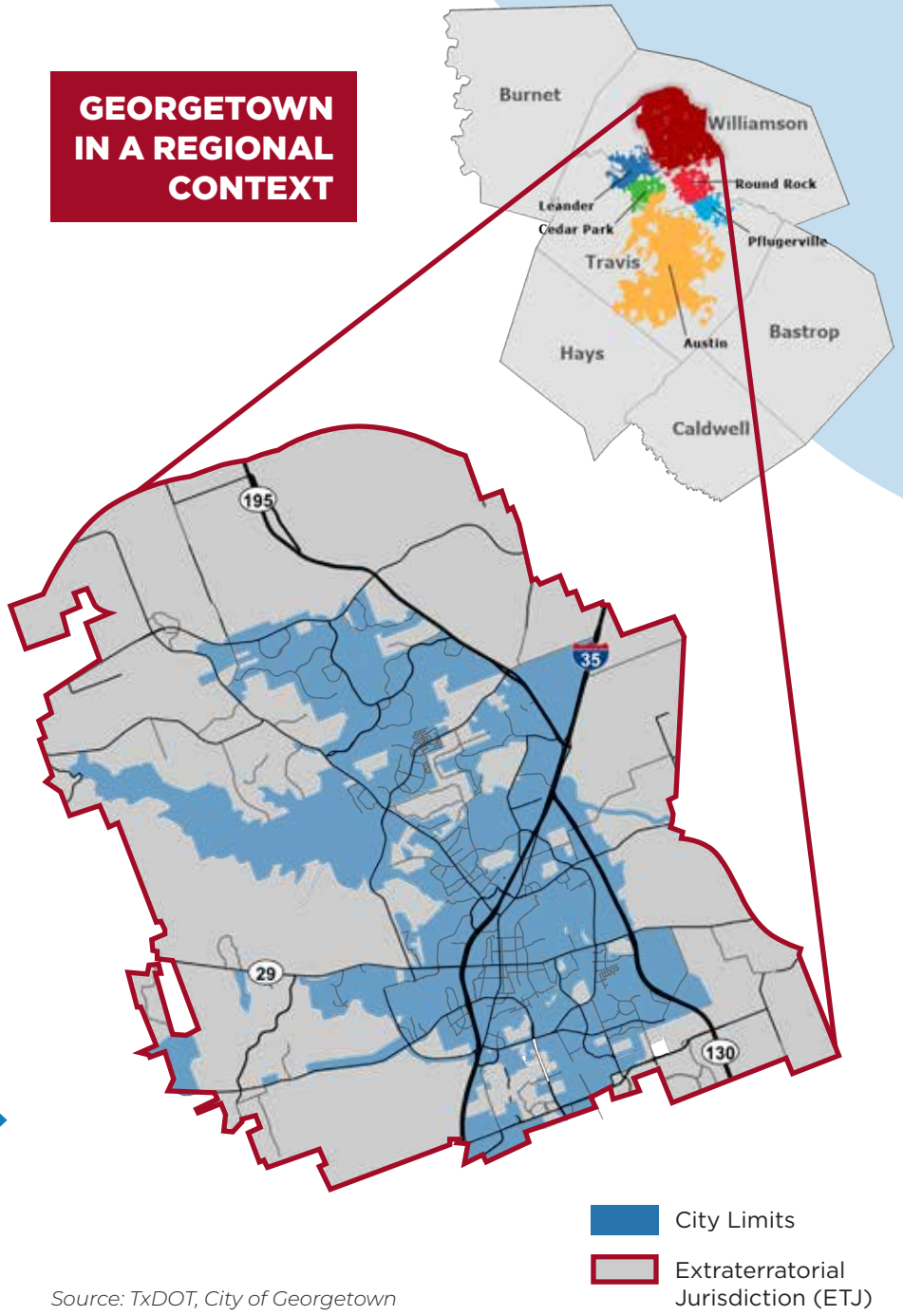
Entering Georgetown

The Census Bureau OnTheMap data application shows that more than 20,000 people commute into Georgetown for work. A similar number of residents commute outside of Georgetown for work. Approximately 5,000 people live and work in Georgetown.

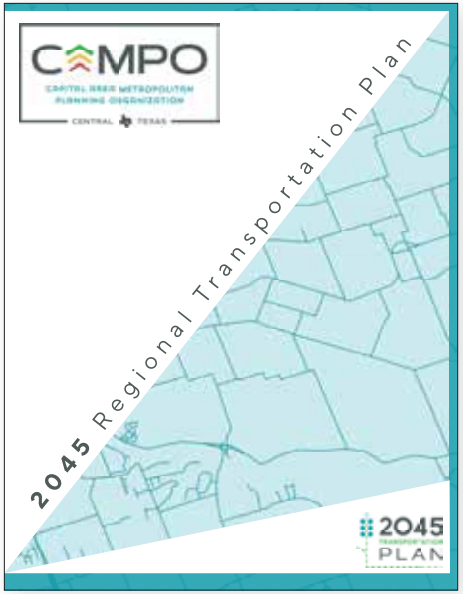


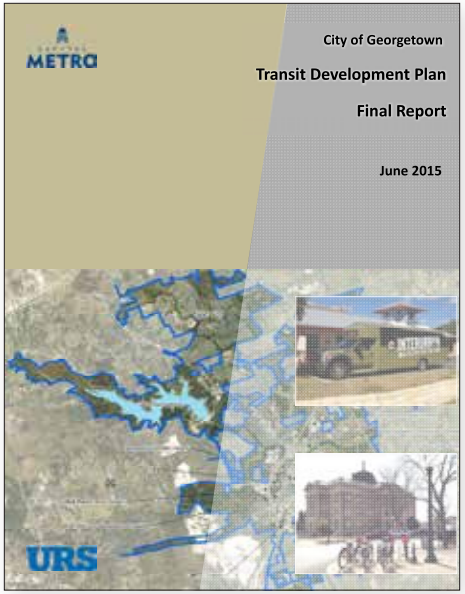
Source: TxDOT, Census Bureau

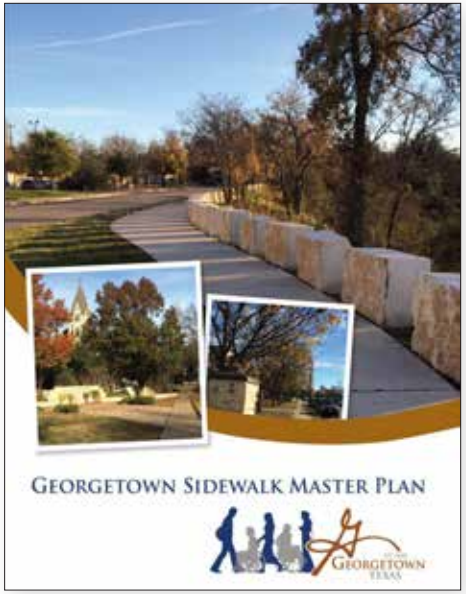
GEORGETOWN IN A REGIONAL CONTEXT

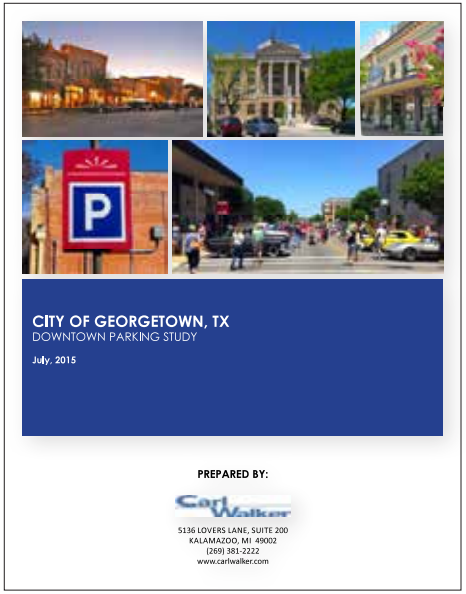


Source: TxDOT, City of Georgetown









Past Plans Summary

In the process of writing the FMP, a review of the past plans adopted by the City of Georgetown was performed to ensure that the updated FMP will make recommendations that has a holistic approach and is coordinated with the goals and objectives of other elements of the City.

The complete Past Plans Summary can be found in Appendix X. In this document, the project team summarized each of the past plan's general synopsis, vision/goals, and recommendations.

While all of these plans were examined, not all were pertinent to the recommendations in this plan. In particular, many of the recommendations made from this FMP build upon the key recommendations from the plans in red below.

GEORGETOWN 2030 PLAN

- \+ Future Land Use Plan
- \+ Utility Master Plan
- \+ 2020 Williams Drive Gateway Plan
- \+ 2015 Overall Transportation Plan (OTP) Update
- \+ 2022 Parks and Recreation Master Plan
- \+ Gateways and Image Corridors

2015 DOWNTOWN PARKING STUDY

2015 TRANSIT DEVELOPMENT PLAN

2014 SIDEWALK MASTER PLAN

2019 BICYCLE MASTER PLAN

2021 TRANSPORTATION IMPACT FEE STUDY

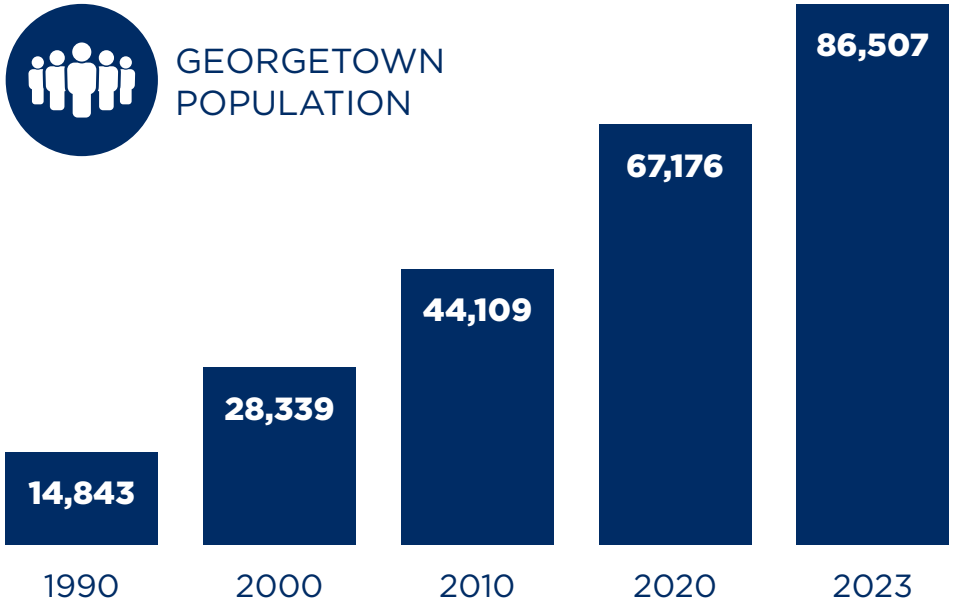
CAMPO 2045 REGIONAL TRANSPORTATION PLAN

Existing Conditions

The City of Georgetown has experienced tremendous growth in the last two decades. To make sound recommendations that will guide future decisions for mobility, it is essential to examine the existing conditions of the city. This chapter provides an analysis of the current state of Georgetown regarding demographics, environment, and transportation.

Population Changes

Georgetown added an estimated 19,331 residents from 2020 - 2023. Since the early 2000s, this city has experienced major growth every decade. In 2022, there were nearly 2,500 housing construction starts for the 4th year in a row. The influx of new residents, housing, commercial and office spaces, will change the demand on the existing roadway infrastructure and commute patterns.



Source: Decennial Census and American Community Survey 2023: 1-Year Estimates

[1]https://georgetown.org/2023/05/18/census-georgetown-is-again-fastest-growing-city-in-u-s/#:~:text=Georgetown's%20growth%20rate%20was%2014.4,estimate%20from%20a%20year%20ago.

Population Demographics

Since the last comprehensive plan update in 2020, Georgetown's median age has decreased from 45.8 to 41 years. Compared to the Austin-Round Rock Metropolitan Service Area and Williamson County, Georgetown has an older population. The data on this page shows that in comparison to the greater Austin-Round Rock Metropolitan Service Area, some trends that make Georgetown unique are that there are more people 65-85 years old and fewer people who are 30-64 years old.

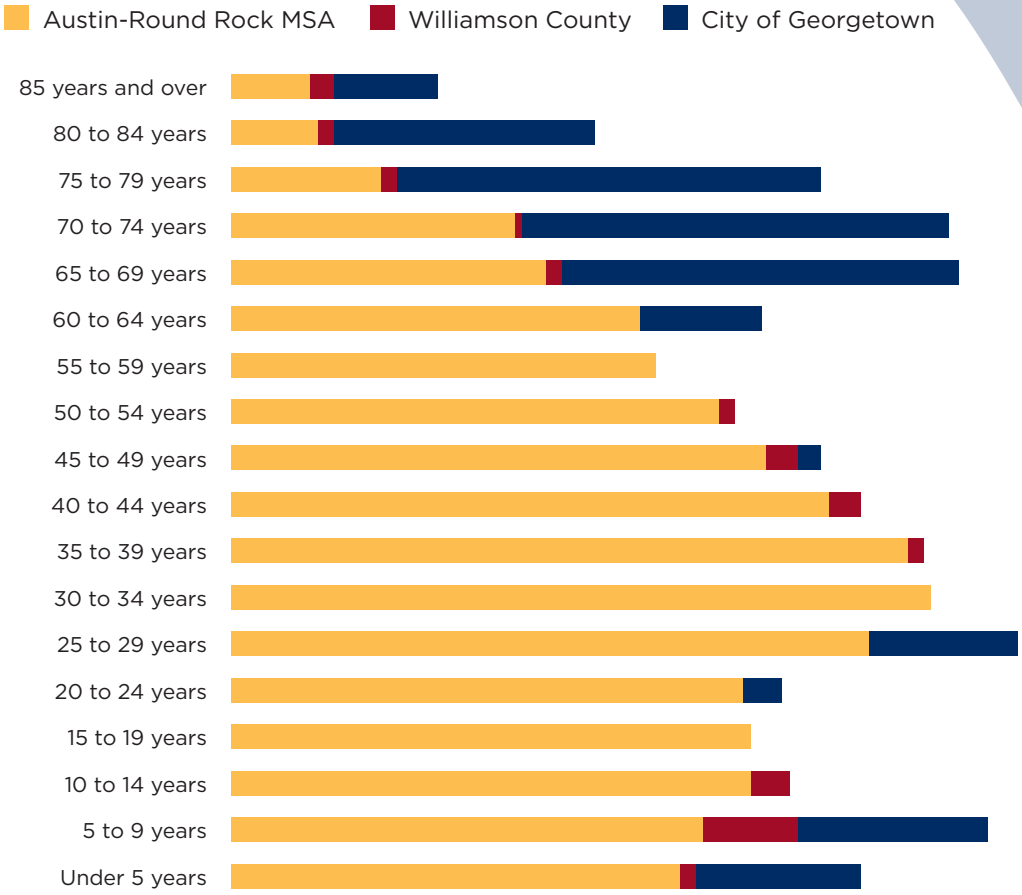
MEDIAN AGE

35.9 Austin-Round Rock Metropolitan Service Area

35.9 Williamson County

35.9 Georgetown

AGE DISTRIBUTION

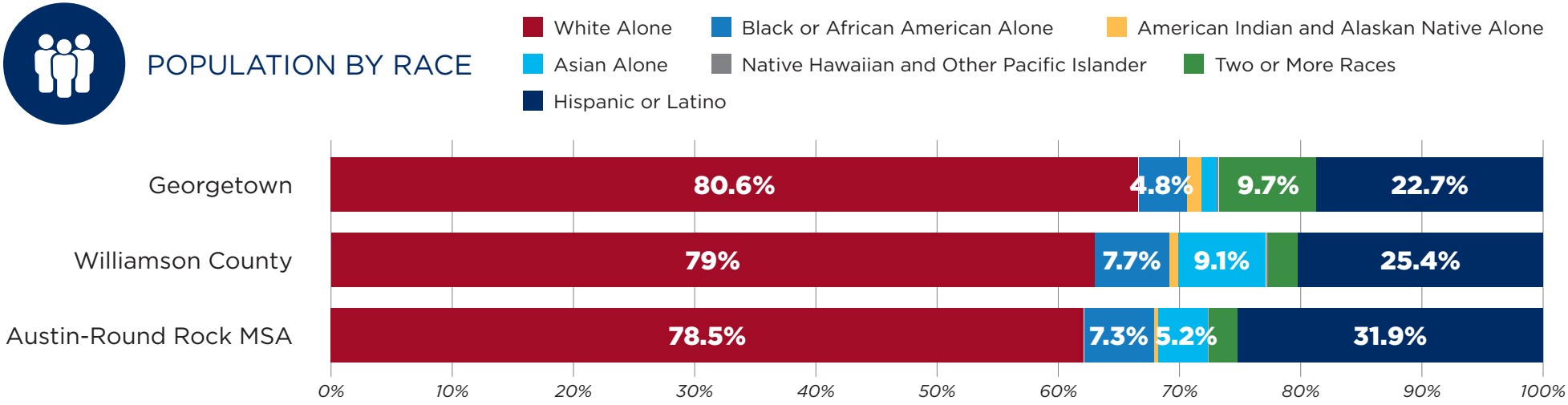


Source: American Community Survey 2021: 1-Year Estimates for Age and Sex

Racial Demographics

Georgetown's overall racial demographics reflect a similar trend to that of the overall Williamson County and the Austin – Round Rock Metropolitan Statistical Area (MSA). In comparison, Georgetown has a slightly higher representation of white people and a notably higher representation of people of two or more races. Georgetown has a smaller representation of the Hispanic / Latino, Asian, and black races compared to its regional counterparts.

POPULATION BY RACE



Source: American Community Survey 2021: Race

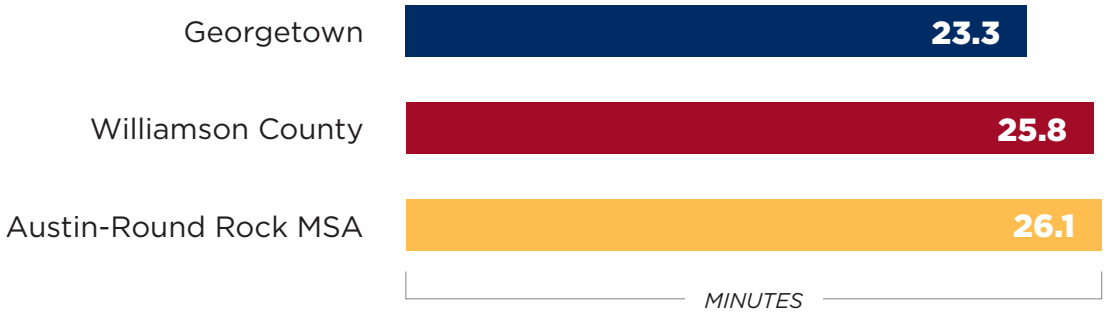
Employment Industries

Within Georgetown, 57.4% of people 16 years or older are in the workforce. The employment industries with the highest share of total employment are service, sales, and office occupations.

Daily Commute

The median commute time is 23.3 minutes. In comparison to the Williamson County and Austin – Round Rock MSA, Georgetown's median commute is roughly 3 minutes shorter, which is slightly above a 10% reduction from the overall travel commute.

MEDIAN COMMUTE TIMES



Source: American Community Survey 2021: Education Attainment, Means of Transportation to Work

Environmental Features

The City of Georgetown is landlocked and has over 2.13 square miles of wetlands. Of its 121 square miles, 8.46 square miles of Georgetown are located in the FEMA 100-year flood plain.

Floodplains and water features can be barriers to future roadway implementation and limit options for alternative mobility. In Georgetown, the land surrounding these features should be well planned to provide relief to the areas that have more restricted mobility.

Main Bodies of Water

There are two large bodies of water within the city limits, Lake Georgetown and the San Gabriel River. Lake Georgetown is a 1200-acre lake that includes areas for camping, fishing, and boating. Along the lake, there is also a wildlife preserve and 16 miles of hiking trails. San Gabriel River flows northeast through various cities of Central Texas, 50 miles through Williamson and Milam Counties where it joins the Little River. Additionally, the Edwards Aquifer, an artesian well, is a ground water source.

Parks

Within the City and ETJ limits, there are 10 parks managed by the City, including:

- Stillwater Park
- Summers Green Park
- University Park
- Raintree Park
- Golden Bear Park
- Woodlake Park
- Summercrest Park
- La Conterra North Park
- Windridge Village Park
- Rowan Park

San Gabriel River

The Blue Hole Park, a lagoon located along the south fork of the San Gabriel River

Future Land Use Plan Update

The last update to the FLUP occurred in 2020. The purpose of the FLUP is to determine appropriate locations for future uses and activities while establishing a set of development characteristics for distinct areas within the city. As land uses change, the FLUP should be updated to accurately account for existing conditions and future needs.

Given the extensive development activity over the last several years and the concurrent update to the FMP, this was an opportune time to provide an update. Land uses were reevaluated as part of an update to the FLUP. The updated land uses were incorporated into the travel demand modeling efforts for the FMP to more accurately depict future travel patterns.

Land Use and Demand

There is a causal relationship between trip generation and density of associated land use. Whether the land use is residential or commercial, higher density corresponds to an increased demand on the transportation system. Increased capacity, increased efficiencies, and / or a significant shift in modes (driving to biking, e.g.) will be required in able to serve higher density. There are some recommendations in this plan for improving efficiency and accommodating active transportation, but because trips in Georgetown are predominantly completed using cars (90% of survey respondents indicated they drive as a primary mode of travel to work or school), this plan focuses on increasing capacity. In transportation planning, it is best practice to proactively plan for a transportation system that will have regular spacing between arterials and a supportive system of collector streets, while also accounting for natural and man made barriers and topography for feasible alignments.

Transportation Impact Fee Study

The City adopted a Transportation Impact Fee study (TIF) in March 2021, which approximated future growth while examining the components of the city's impact fees.

Coordination with Corridors

Williamson County has identified major planning corridors in the area that will have a future impact on Georgetown. By design, these arterial and access controlled facilities are meant to prioritize and improve long-distance mobility. The trade-off is that they can create barriers to mobility and limit connectivity within or around the city.

As the planning for these corridors proceeds, the City should be intentional to coordinate with Williamson County on where crossings will be designed, to ensure Georgetown's local mobility needs are accommodated.

It will be pertinent to provide an update to the TIF once the FLUP and FMP have been updated with the results of city's projected transportation demand and vehicle-miles traveled. For a more detailed analysis, please refer to the modeling section in Chapter 4.

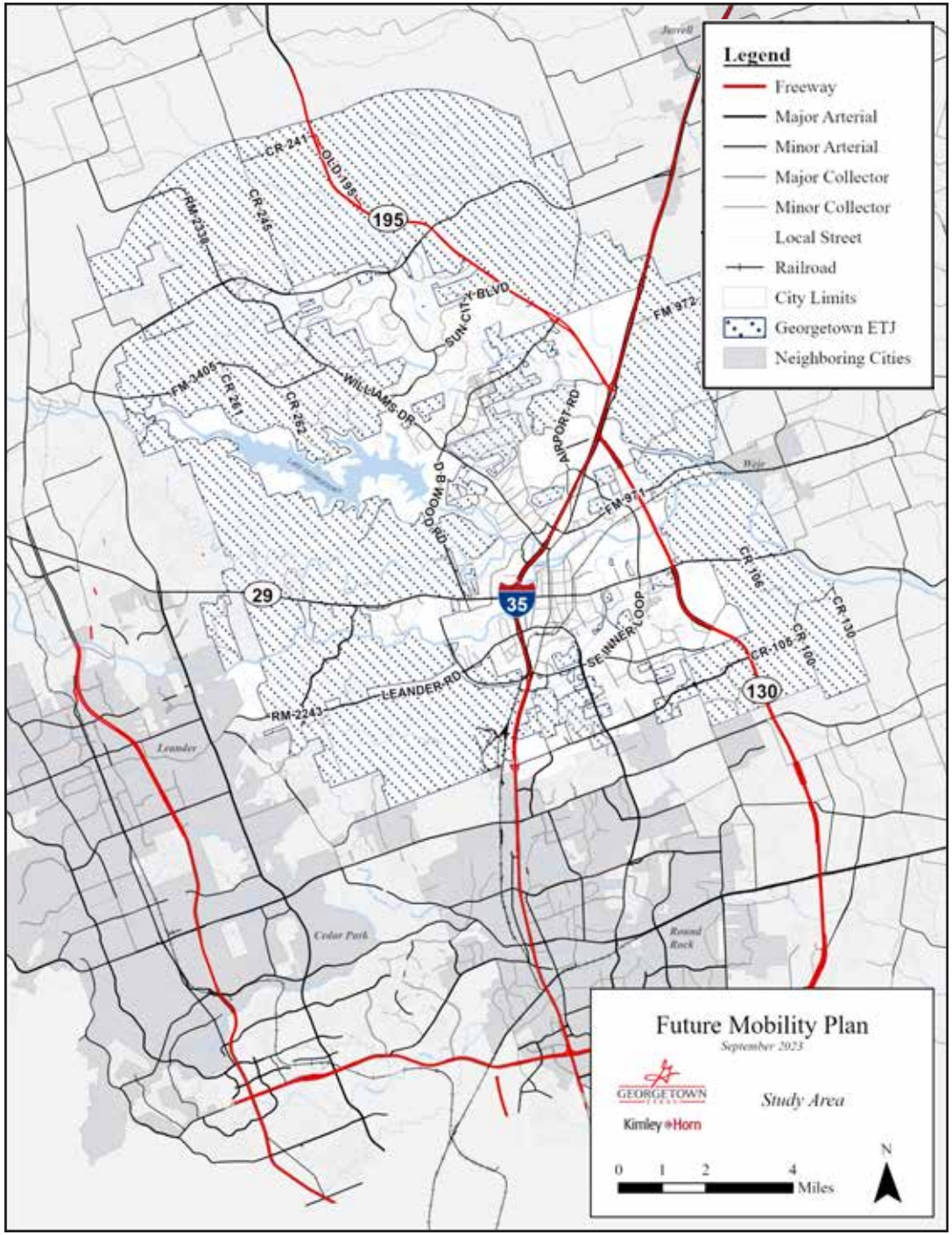
Major Roadways

There are several high-capacity roadways that enter the City of Georgetown from various directions. These highways are also part of the Texas Highway Freight network.

- **Interstate Highway 35** is the main north-to-south connection to the City; this is also the largest carrying capacity freeway in Georgetown
- **State Highway 29** is the main east-west connection through the city; the part of the roadway that runs through the heart of the city is also known as University Avenue
- **State Highway 130**, also known as Pickle Parkway, is an express tollway road that connects to IH 35 and SH 29 coming from outside the southeastern borders of the City
- **State Highway 195** is another north-south highway that comes from the northwest and connects to IH 35

Railroads

There is only one railway within Georgetown. The Georgetown Railroad (GRR), is a 10-mile railroad that runs from the City of Round Rock and ends at the City of Granger. This train is not available to the general public and is utilized specifically for commercial transportation.



▸ Study Area

Source: TxDOT, City of Georgetown

Projects Underway

In the City of Georgetown, many transportation projects are currently underway or have received funding for varying phases. These projects received funding through the 2015 and 2021 City Bond Programs, the 2019 Williamson County Road Bond Program, the Georgetown Transportation Enhancement Corporation, and TxDOT. Below is a list of of general projects currently in the construction, design, and future planning phases. For a detailed table regarding ongoing roadway projects, please refer to the Appendix.

CONSTRUCTION

+ Southwest Bypass extension
+ I-35 frontage road lane addition
+ Westinghouse Road partial reconstruction

DESIGN

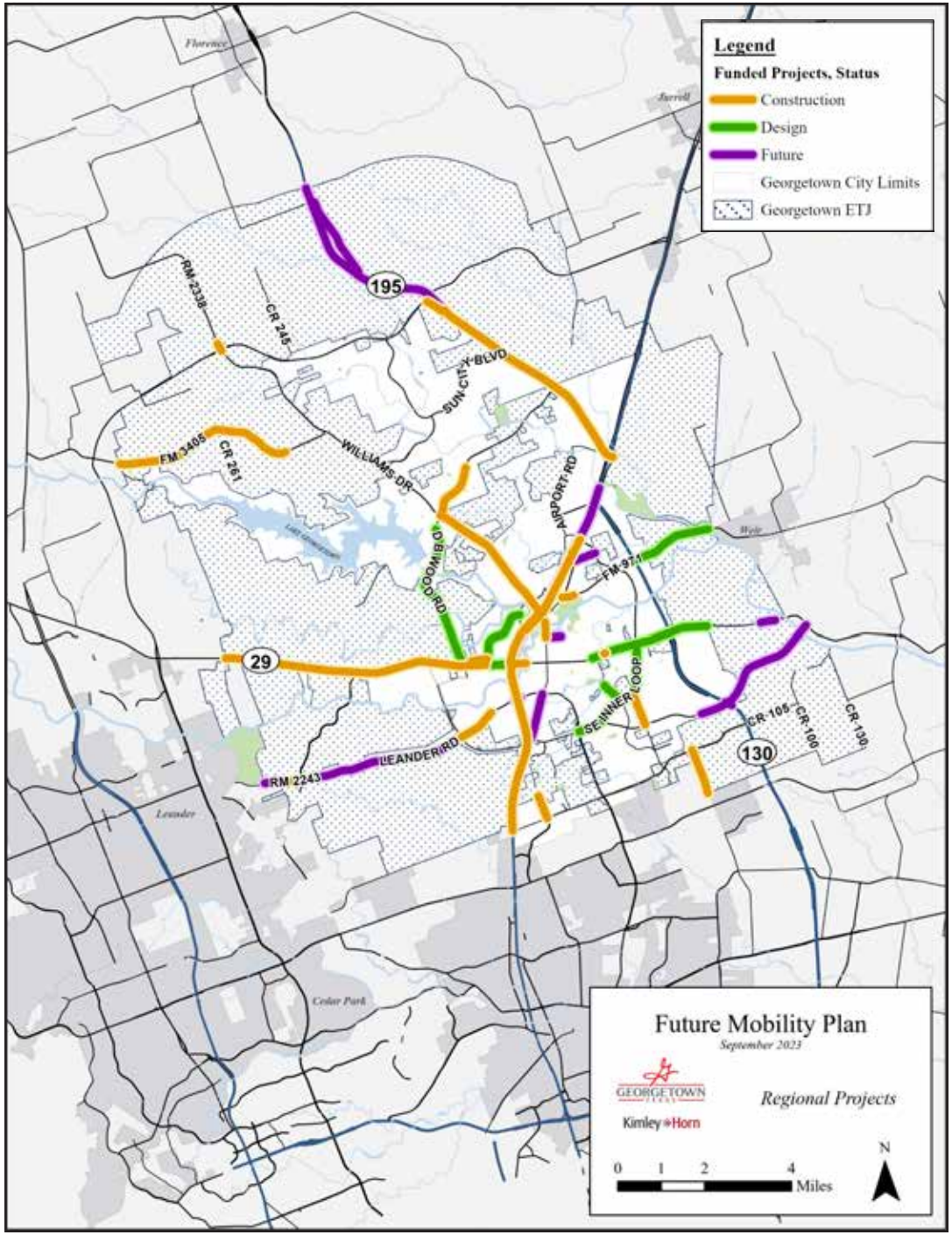
+ DB Wood Road widening (various sections)
+ Shell Road widening (various sections)
+ Southwestern Boulevard reconstruction
+ Austin Avenue Bridge rehabilitation
+ Southeast Inner Loop widening

FUTURE

+ Sam Houston Avenue Extension
+ Leander Road widening (various sections)
+ Leander Road Bridge reconstruction
+ Stadium Drive Reconstruction
+ University Avenue reconstruction
+ Williams Drive turn lane reconfiguration

▸ Regional Projects

Source: TxDOT, City of Georgetown



Active Transportation Network

Active transportation consists of pedestrian and bicycle infrastructure, including sidewalks, bicycle facilities, and trails.

As of November 2022, Georgetown has:

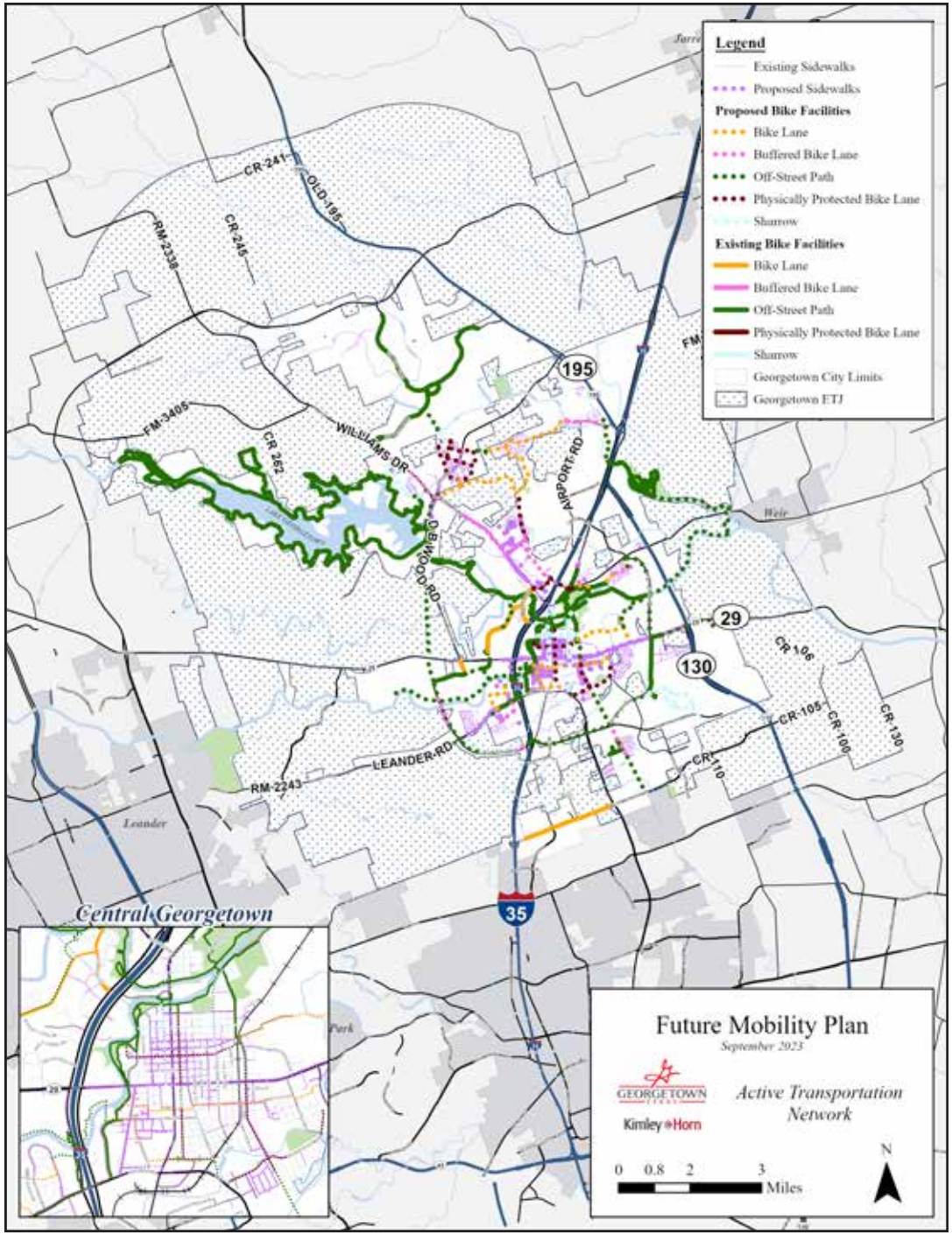
+ 523 miles of sidewalk
+ 17 miles of existing bike lanes
+ 98 miles of existing off-street paths / trails

The 2019 Georgetown Bicycle Master Plan has more detailed information about all of the existing and planned facilities.

Through the public engagement process, many comments were received regarding the active transportation network. In general, people would like to see an expansion of pedestrian and bicycle facilities throughout the city and enhancement of existing facilities. Specifically, comments were received regarding the need for more paved pathways, wayfinding signage to help navigate the network, and the need for additional amenities. Amenities could include lighting, trash cans, shade respites, benches, and bicycle parking, among others.

Based on this feedback, the proposed street cross-sections include sidepaths. As these street cross-sections are implemented, the active transportation network will be more connected.

The map on this page shows the future connected network that will allow residents and visitors to explore the city on foot or by bike.



▸ Active Transportation Network

Source: TxDOT, City of Georgetown

Crash Data by Functional Classification

Crash data within Georgetown and its ETJ was collected using the TxDOT Crash Record Information System (CRIS). Data includes crashes within a five-year period from 2017 – 2021.

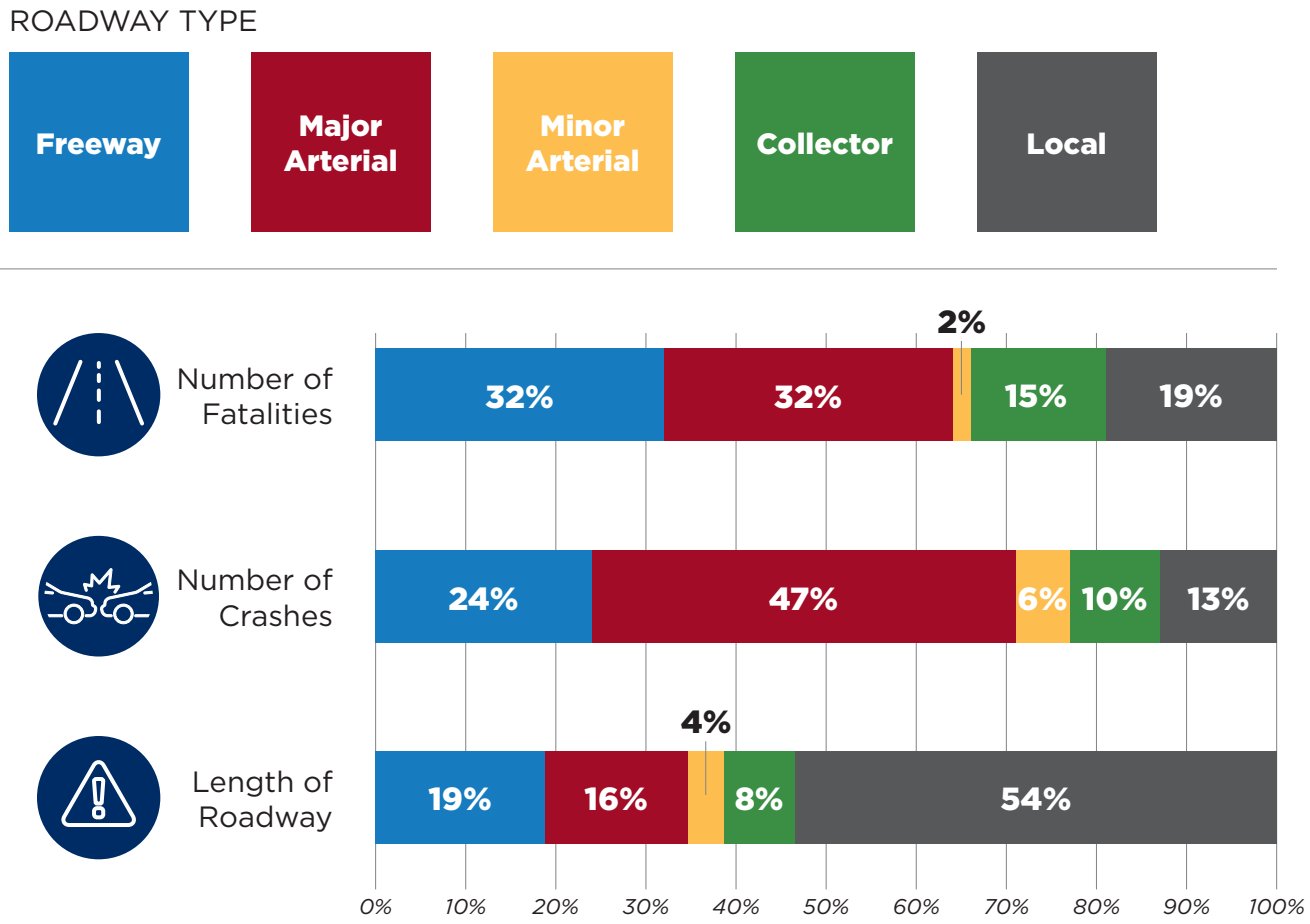
The data to the right indicates that while major arterials make up only 16% of total miles of roadway in Georgetown, they account for almost half of total crashes and are tied for the with Freeways for the highest percent share of the total number of fatalities.

Alternatively, local roadways account for more than half of the roadways in Georgetown, but account for only 13% of all crashes. Local and collector roadways account for a disproportionately large number of fatalities, when compared to total number of crashes on those facilities. In this graphic, the data was analyzed by the length of the roadway.

This analysis did not account for traffic volume or lane miles. There is a direct correlation between volume of traffic, number of lanes, and number of accidents. Larger capacity roadways (freeways, e.g.) have more cars and more lanes on them than local roadways, and therefore experience higher crash rates. This analysis solely examines the length of the roadway, it's classification, and number of accidents.

ROADWAY CLASSIFICATION SAFETY CATEGORIES

(As Percent of Total)



Source: TxDOT CRIS Data (2017 – 2021), City of Georgetown

Chapter 4

ANALYSIS/METHODOLOGY

Source: Josie Ortiz

Cross-Section Development

The process for updating the street cross sections began with a review of the current standards contained in the 2015 Overall Transportation Plan and the Unified Development Code. Documentation of these is included in this chapter. Recommendations contained in this chapter should be incorporated into the concurrent update of the Unified Development Code to remain consistent. When development applications are being considered, they should adhere to the requirements of the Thoroughfare Plan. In addition, the City of Georgetown should coordinate with Williamson County regarding street cross sections in the Extraterritorial Jurisdiction (ETJ).

The Thoroughfare Plan identifies two areas that do not use the proposed street cross sections. Those areas are:

The City of Georgetown Downtown District Overlay

+ Street cross sections for this overlay district are identified in the Downtown Master Plan

Williamson County Corridors

+ These corridors are intended to be access-controlled facilities with approved schematics defining typical sections and right-of-way (ROW) footprints. ROW should be required for dedication by development to accommodate these larger regional facilities. Approved schematics may be through either Williamson County or TxDOT.

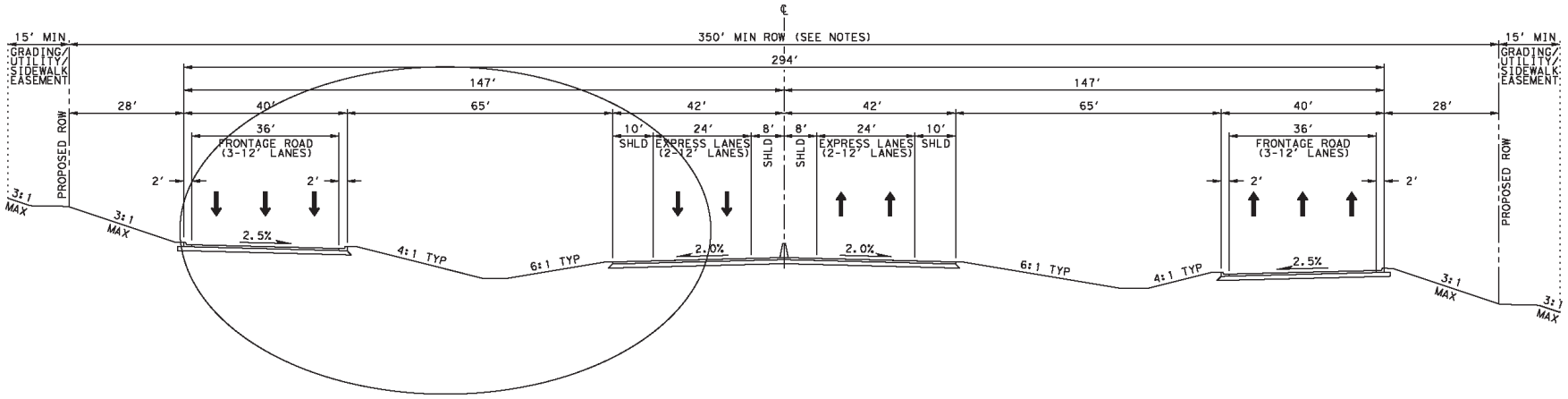
The development of the street cross sections primarily involved the following changes to the previous standards:

+ Removed on-street bike lanes
+ Established 10’ sidepath as the preferred bicycle facility on arterial and collector streets
+ Narrowed lanes from 12’ to 11’ on arterial and collector streets, excluding the gutter pan (identified separately on the street cross sections)
+ Identified the appropriate location of street trees between the curbs and ROW
+ Included details on curbs and sidewalk buffer areas
+ Included sidewalk or sidepath widths

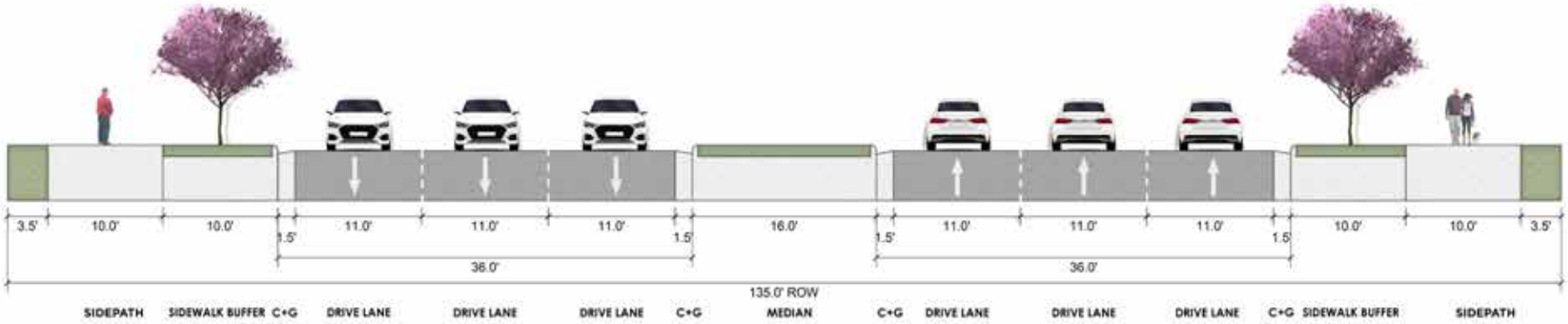
Freeway Cross Sections

The original version of the Williamson County Long Range Transportation Plan (LRTP) was created in 2009 and subsequently updated in 2016 and 2021, primarily with changes to the arterial network. The cross section presented on this page illustrates a Freeway cross-section, as required by the UDC. Substantial coordination occurred during FMP development with Williamson County to ensure this proposed cross-section matches the County's requirements.

350' RIGHT-OF-WAY FOR CORRIDORS (AS SHOWN IN THOROUGHFARE PLAN)

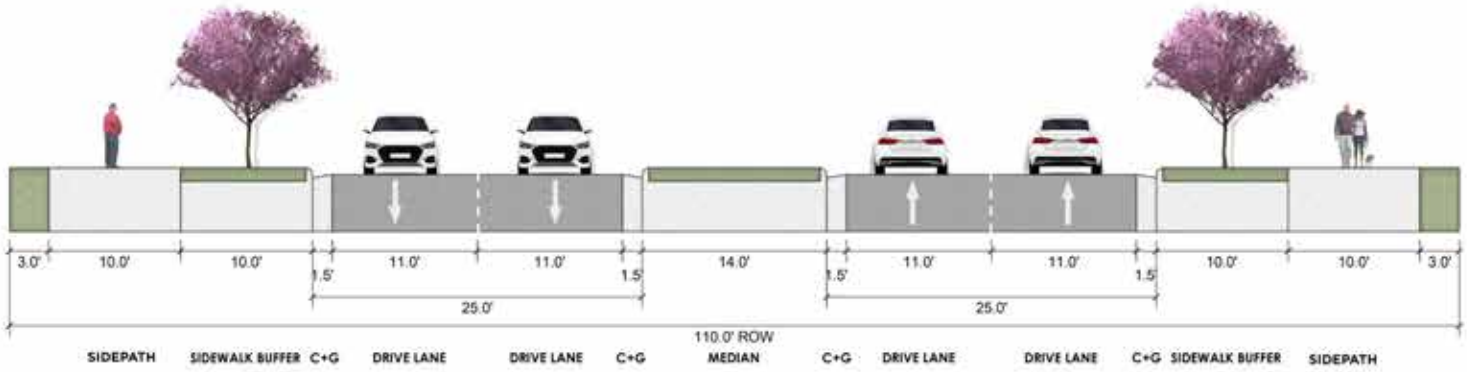


2023 CROSS-SECTIONS



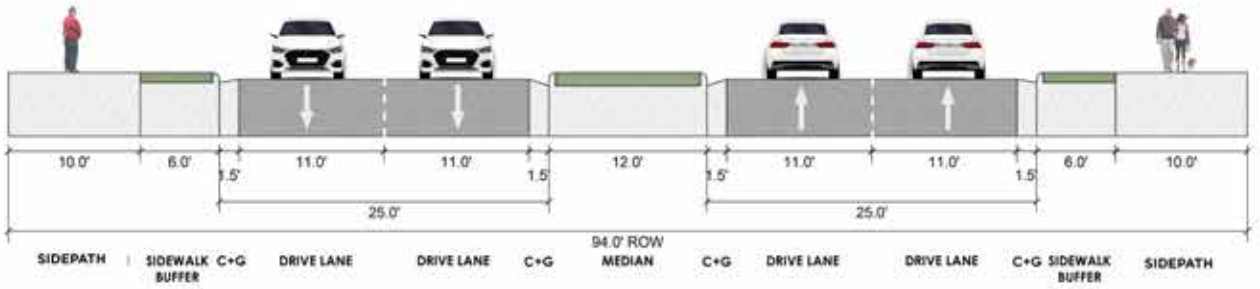
6-LANE MAJOR ARTERIAL

MEDIAN SURFACE TYPE TO BE DETERMINED BY DIRECTOR
CURB AND GUTTER IS 1.5' AND SHOWN IN CROSS SECTIONS FOR CLARITY



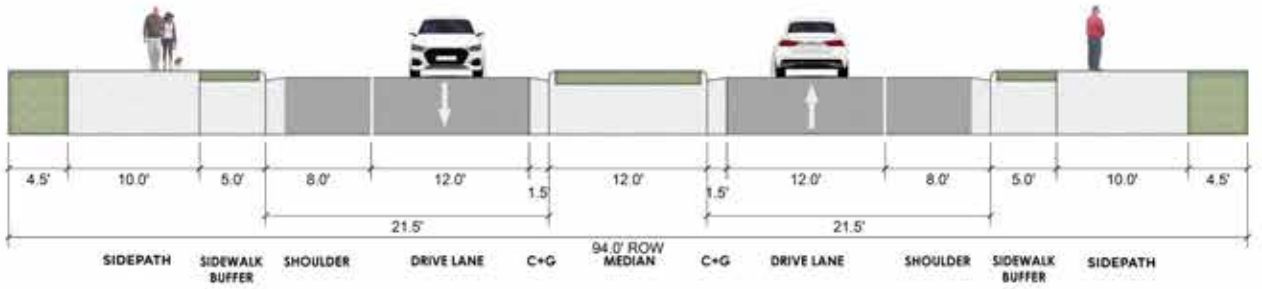
4-LANE MINOR ARTERIAL

MEDIAN SURFACE TYPE TO BE DETERMINED BY DIRECTOR
CURB AND GUTTER IS 1.5' AND SHOWN IN CROSS SECTIONS FOR CLARITY



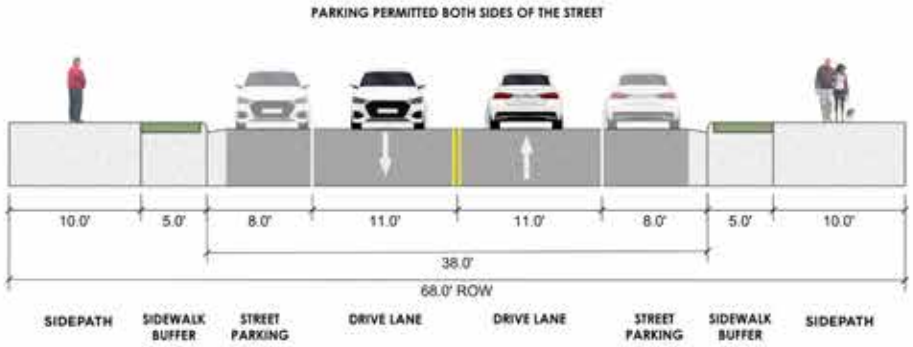
4-LANE MAJOR COLLECTOR

MEDIAN SURFACE TYPE TO BE DETERMINED BY DIRECTOR
CURB AND GUTTER IS 1.5' AND SHOWN IN CROSS SECTIONS FOR CLARITY



2-LANE MAJOR COLLECTOR

ALTERNATIVE FOR TERRAIN AND DRAINAGE ISSUES
MEDIAN SURFACE TYPE TO BE DETERMINED BY DIRECTOR
CURB AND GUTTER IS 1.5' AND SHOWN IN CROSS SECTIONS



2-LANE NEIGHBORHOOD/RESIDENTIAL COLLECTOR

2-LANE RESIDENTIAL LOCAL STREET

Travel Demand Model

The purpose of this analysis is to determine which roadways have the greatest need for improvement, such that projects can be proposed and prioritized as part of the Future Mobility Plan (FMP).

To better understand future demand on the city's roadway network, a travel demand model (TDM) analyzes how people move throughout the City. This analysis includes segmenting the city into smaller areas, called Traffic Analysis Zones (TAZs), that are connected by links that generally match the city's roadway system. Demographics, including number of households and number of employees, are collected within each TAZ to better understand how many people will be driving on the roadways. The output from a TDM shows whether the roadway network can handle the number of people traveling along it.

The project team produced TDMs for this analysis using the Capital Area Metropolitan Planning Organization's (CAMPO) publicly available base TDM. The output of a TDM is Average Daily Traffic volumes (ADTs) for each roadway in the study area. The project team then modified CAMPO's base TDM, using demographic projections produced by the project team, to represent four unique scenarios. The four scenarios are explained in the following page.

Generally, the process of analyzing the roadway capacities and performance was as follows:

1. **Approximate demographics for each TAZ**
2. **Verify demographics with City Staff**
3. **Run the TDM with final demographics and receive output**
4. **Associate TDM outputs with the roadway network such that each TDM link has an associated functional classification and / or cross-section attributes (number of lanes and median type)**
5. **Calculate capacity and volume-to-capacity ratio for each link in the TDM**
6. **Analyze where future changes in the roadway network will be required based on the final outputs**

Travel Demand Model Scenarios

SCENARIO 1
Base

Represents:
The City of Georgetown and its ETJ as they exist in year 2023.

Roadway Assumptions:
Existing roadway cross-section characteristics were used to compute the capacity of roadways.

Land Use Assumptions:
Existing parcel data from the Williamson Central Appraisal District was used to approximate demographics.

SCENARIO 2
Future No Build

Represents:
The City of Georgetown and its ETJ as they would be in year 2035, with no additional construction.

Roadway Assumptions:
The most current 2035 Thoroughfare Plan provided by the City of Georgetown was used to compute roadway capacities.

Land Use Assumptions:
The most current FLUP provided by the City of Georgetown was used to approximate demographics.

SCENARIO 3
Future FMP

Represents:
The City of Georgetown and its ETJ as they would be in year 2035, if the Thoroughfare Plan was updated and some land uses from the most current FLUP were realized.

Roadway Assumptions:
The Thoroughfare Plan created and proposed by Kimley-Horn was used to compute roadway capacities.

Land Use Assumptions:
A combination of existing parcel data and the most current FLUP was used to approximate demographics.

SCENARIO 4
Future FMP + FLUP

Represents:
The City of Georgetown and its ETJ as they are predicted to be in year 2045, with the new proposed thoroughfare plan and future land use fully realized.

Roadway Assumptions:
The Thoroughfare Plan created and proposed for this plan update was used to compute roadway capacities.

Land Use Assumptions:
The FLUP created and proposed for this plan update was used to approximate demographics.

ETJ - Extraterritorial Jurisdiction

FLUP - Future Land Use Plan

Scenario 1

Base

The **Base Scenario** represents the City of Georgetown and its Extraterritorial Jurisdiction (ETJ) as they exist in 2023.

DEMOGRAPHICS

Demographic data for the Base Scenario was approximated using existing parcel data acquired from the Williamson Central Appraisal District (WCAD). WCAD designates each parcel in the County with a Land Use Code for property tax purposes. Consultant Kimley-Horn translated these codes into categories that enabled the estimation of dwelling units and employees in the study area, which the sub-consultant, Cambridge could input into their modeling software. Dwelling units and residents are factors in the calculation of sources and sinks of travel demand in the study area. TxDOT's Traffic Data and Analysis Manual provides a detailed explanation of the land use categories and the travel demand modeling process overall, but in sum, the land use categories used in the modeling are as follows:

- **Basic** – mining, construction, manufacturing, wholesale trade, transportation, communication, and public utility groups.
- **Service** – service industry groups such as financial, insurance, real estate, and government entities. Parcels used for education or religious use are typically considered a subcategory of service, however the number of employees at these parcels was computed in a slightly different way.
- **Retail** – establishments selling consumer goods.
- **Residential** (single-family & multi-family) – parcels exclusively where people live.

The following table presents the translation between land use codes and categories.

Table 1 – Land Use Code to Category Translation

Land Use Code	Code Description	Land Use Category
A1	Residential, single-family	Residential – Single-Family
A2	Residential, mobile homes	Residential – Single-Family
A3	Residential, miscellaneous	Residential – Single-Family
A5	Residential, condominiums (details)	Residential – Single-Family
A7	Residential, community property	Residential – Single-Family
A8	Residential, condominiums	Residential – Single-Family
A9	Residential, duplexes	Residential - Multi-Family
A10	Vacant, residential	Undeveloped
B1	Residential, multi-family	Residential - Multi-Family
B2	Residential, duplexes	Residential - Multi-Family
B4	Residential, multi-family	Residential - Multi-Family
C1	Vacant	Undeveloped
C5	Vacant, commercial	Undeveloped
C7	Commonly Owned Area or Greenbelts	Undeveloped
D1	Qualified Open Space Land	Undeveloped
D2	Farm and Ranch Improvements on Qualified Open Space Land	Undeveloped
D3	Dry Crop or Farmland	Undeveloped
E1	Rural Land, not qualified for Open Space Land appraisal	Residential – Single-Family
E2	Farm and Ranch Improvements, mobile home	Residential – Single-Family
E3	Farm Buildings, excluding homestead	Basic
E4	Vacant, agricultural	Undeveloped
E5	Mobile Home attached to agricultural property	Residential – Single-Family
F1	Commercial	Retail
F2	Industrial	Basic
F3	Commercial (details)	Retail
G3	Mines and Quarries	Basic
J1	Utility Water System	Basic
J2	Gas Distribution System	Basic
J3	Electric Companies	Service
J4	Telephone Companies	Service
O1	Residential, Inventory	Residential – Single-Family
XD	Improving Property for Housing w/ Volunteer Labor	Residential – Single-Family
XE	Community Housing Development Organizations	Residential - Multi-Family
XI	Youth Spiritual, Mental and Physical Development	Service
XJ	Private Schools	Service
XV	Other Exempt (Incl Public, Religious, Charitable)	Service

To compute number of dwelling units in the study area, different assumptions were made for single-family and multi-family parcels. Each single-family parcel would have one single-family home; each multi-family parcel assumes one dwelling unit per 1,200 square feet of building on the parcel. Building footprint data was provided by the City of Georgetown.

Additionally, average household size was assumed to estimate the population of the study area, such that the City could verify the demographic analysis. The average household size was assumed to be 2.8 for a single-family home and 2.3 for a multi-family dwelling unit. Under these assumptions, the residential population of the City of Georgetown and its ETJ was estimated to be 124,954 for the Base Scenario, which the City verified.

The following table was used to compute number of employees in the remaining land use categories:

Land Use Category	Square Feet per Employee
Basic	1,093
Service	301
Retail	500
Education/Religious	1,500

Under these assumptions, the number of employees within the City of Georgetown and its ETJ was estimated to be 31,550 for the Base Scenario, which the City verified.

In addition to land use code, WCAD provided an evaluation of any "improvements" on the parcel, which could be any built structure on the property. In combination with land use code and gross building footprint, this was used to determine which parcels were developed, underdeveloped, and undeveloped; this information factors into the Future FMP Scenario. If the improvement value is zero, the parcel would be considered undeveloped. If the floor-to-area ratio is greater than zero and less than 10%, the parcel would be considered underdeveloped. If the land use category is "undeveloped," the parcel would be considered undeveloped. Otherwise, the parcel would be considered developed.

ROADWAY CAPACITY

The capacity of roadways in the Base Scenario was determined using an inventory of existing roadways in the City of Georgetown and its ETJ. Kimley-Horn verified cross-section attributes for collectors and arterials identified in the 2015 Overall Transportation Plan (OTP) using the latest high-definition aerial imagery provided by NearMap and limited field observations. After entering these attributes into the inventory, capacities for each roadway were calculated using the following table:

Table 3 – Base Scenario Roadway Capacity Calculations

					Number of Lanes (Daily Capacity measured by Vehicles Per Day)							
Functional Classification	**Median Type**	**Capacity (vehicle/ lane/ hour)**	**K-Factor****	**Daily Capacity (vehicles/ lane)**	1	2	3	4	5	6	7	8
Freeway	-	2,152	1/12	25,800	25,800	51,600	77,400	103,200	129,000	154,800	180,600	206,400
Frontage Road/Ramp	-	720	1/12	8,640	8,640	17,280	25,920	34,560	43,200	51,840	60,480	69,120
Major Arterial	DIvided/ TWLTL*	840	1/12	10,080	10,808	20,160	30,240	40,320	50,400	60,480	70,560	80,640
Major Arterial	Undivided	720	1/12	8,640	8,640	17,280	25,920	34,560	43,200	51,840	60,480	69,120
Minor Arterial	DIvided/ TWLTL*	760	1/12	9,120	9,120	18,240	27,360	36,480	45,600	54,720	63,840	72,960
Minor Arterial	Undivided	660	1/12	7,920	7,920	15,840	23,760	31,680	39,600	47,520	55,440	63,360
Collector	-	640	1/12	7,680	7,680	15,360	23,040	30,720	38,400	46,080	53,760	61,440
Local	-	330	1/12	3,960	3,960	7,920	11,880	15,840	19,800	23,760	27,720	31,680

*__TWLTL__ – Two way left turn lane

**Conversion factor from peak hour to daily volumes

Scenario 2

Future No Build

The **Future No Build Scenario** represents the City of Georgetown and its ETJ as they would have been in year 2035, under the City's most current thoroughfare plan and existing land use.

DEMOGRAPHICS

All demographic assumptions made in the Base Scenario apply to the Future No Build Scenario.

ROADWAY CAPACITY

The capacity of roadways in the Future No Build Scenario was determined using the functional classifications and cross-section attributes defined in the 2015 OTP, which have been summarized in the following table.

Table 4 – Future No Build Roadway Capacity Calculations

Functional Class	Capacity (vehicles/lane/hour)	K-Factor*	Daily Capacity (vehicles/lane)	Number of Lanes	Number of Lanes
Freeway Main Lane	2,150	1/12	25,800	3	3
Frontage Road	720	1/12	8,640	2	2
Ramp	720	1/12	8,640	1	1
Major Arterial	840	1/12	10,080	6	6
Minor Arterial	760	1/12	9,120	4	4
Collector	640	1/12	7,680	4	4

**Conversion factor from peak hour to daily volumes*

Scenario 3

Future FMP

The **Future FMP Scenario** represents the City of Georgetown and its ETJ as they would have been in year 2035, if the thoroughfare plan was updated and the land use is in transition from its existing state to the most current FLUP.

DEMOGRAPHICS

Recall how development status was determined in the Base Scenario. If the parcel was identified as developed, the land use from the Base Scenario was applied there. If the parcel was identified as undeveloped or underdeveloped, the land use from the City's most current Future Land Use Plan was applied. This is supposed to represent the study area in transition.

In the most current FLUP, the following assumptions were made for each proposed land use. The same employee and dwelling unit per land area assumptions were maintained from the Base Scenario.

Table 5 – Land Use Assumptions for the Future FMP Scenario

Land Use	FAR*	HH** per Acre	% Residential	% Education	% Basic	% Service	% Retail
Community Center	0.15	24	20%			40%	40%
Employment Center	0.15	24	20%		60%		20%
Regional Center	0.2	24	25%			25%	50%
Institutional	0.15		0%	10%		90%	
Mining	0.005		0%		100%		
Open Space			0%				
Parks and Recreation			0%				
Special Area	0.3	14	40%			20%	40%
Mixed Density Neighborhood	0.2	14	80%			10%	10%
Neighborhood	0.2	5	90%	5%			5%
Rural Residential	0.05	0.1	95%				5%

**FAR – Floor-to-Area Ratio*

***HH – Households*

Roadway Capacity

The capacity of roadways in the Future FMP Scenario was determined using the functional classifications and cross-section attributes defined in the thoroughfare plan currently under development by Kimley-Horn, which have been summarized in the table below.

Table 6 – Future FMP Roadway Capacity Calculations

Functional Classification	Median Type	Capacity (vehicle/lane/hour)	K-Factor*	Daily Capacity (vehicle/lane)	Number of Lanes	Capacity (Vehicles Per Day)
Freeway	-	2150	1/12	25,800	3	77,400
Frontage Road	-	720	1/12	8,640	2	17,280
Frontage Road Ramp	-	720	1/12	8,640	1	8,640
Major Arterial	Divided	840	1/12	10,080	6	60,480
Minor Arterial	Divided	760	1/12	9,120	4	36,480
Collector	Divided	640	1/12	7,680	4	30,720

**Conversion factor from peak hour to daily volumes*

Scenario 4

Future FMP + FLUP

The **Future FMP+FLUP Scenario** represents the City of Georgetown and its ETJ as they are predicted to be in year 2045, with the new proposed thoroughfare plan and future land use fully realized.

DEMOGRAPHICS

The same methodology used in the Future Scenario was applied to the Future FMP + FLUP Scenario. If the parcel was identified as developed, the land use from the Base Scenario was applied there. If the parcel was identified as undeveloped or underdeveloped, the land use from the currently proposed Future Land Use Plan was applied. This is supposed to represent the study area at full build out.

The same land use assumptions in Table 5 were utilized in this scenario.

ROADWAY CAPACITY

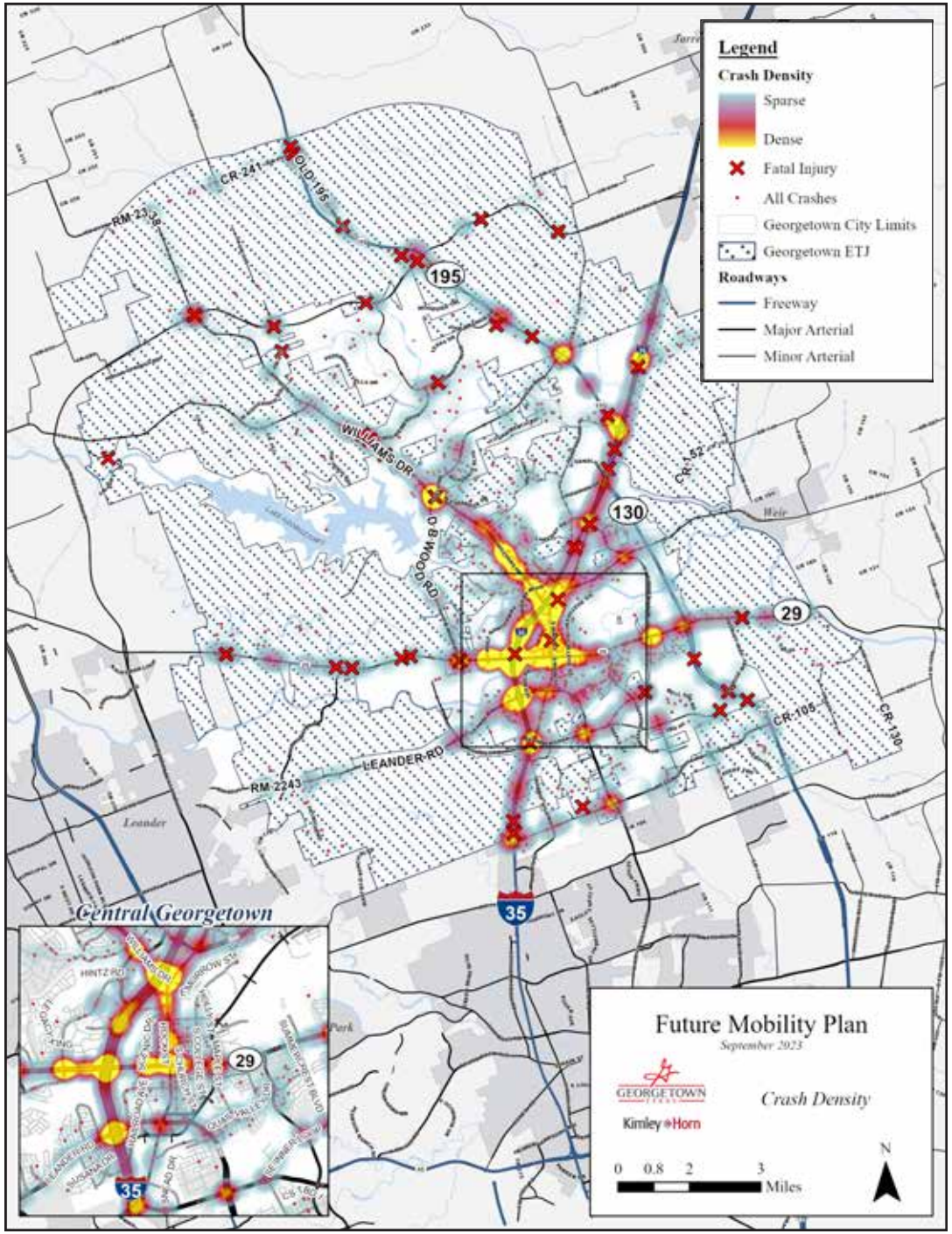
The same roadway capacity assumptions as shown in Table 6 were utilized in this scenario.

Safety Needs Assessment

A safety analysis was conducted to determine safety improvements at priority locations within City of Georgetown, alongside other aspects of the Georgetown Future Mobility Plan. The safety analysis was conducted in accordance with Highway Safety Manual (HSM) procedures to diagnose safety issues and recommend improvements which reduce fatal and injury crashes. Details of observations and improvements are included, alongside an estimate of project cost and benefits, in the Appendix.

A network screening was conducted using TxDOT's Crash Record Information System (CRIS) data for the recent five-year period (2017-2021). Twelve study locations were identified based on City input, crash severity, crash frequency, crash rate, and vulnerable road user crashes. A heat map of crashes within City of Georgetown is provided on this page.

Williams Drive was identified as a high-crash corridor and a separate study (Williams Drive Mobility Enhancement Study) is in progress to identify improvements. There is also a study currently being evaluated along Austin Avenue (Austin Avenue Corridor Study). High-crash locations that were undergoing separate study or were not prioritized due to jurisdiction are identified in the Appendix.



▸ Crash Heat Map (2017 – 2021)

Source: TxDOT CRIS Data, City of Georgetown

Twelve study locations were determined as a result of network screening: nine intersections, two roadway segments, and one small area. Six of the nine study intersections are within TxDOT rights-of-way (ROW). As of June 15, 2023, the City of Georgetown now has ownership of signals within TxDOT ROW as well as some County ROW.

In total, 353 total crashes are reported within the five-year period from 2017-2021. 34 crashes are duplicated some locations overlap. Four fatal (K-type) crashes, 14 incapacitating injury (A-type) crashes, and 32 non-incapacitating injury (B-type) crashes are reported at study locations. Of study intersections, SH 29 and NE Inner Loop reported the highest crash frequency. A summary of crash history is provided as Table 0-1 and an overview map is provided as Figure 0-2. Crash history details for each study location and a map of high injury locations are provided as Attachments.

Table 0-1 – Crash History at Study Locations

Type	Name	K	A	B	C	N	U	Total
Intersection	1. SH 29 @ Jack Nicklaus Boulevard (TxDOT)	1		2		11		14
Intersection	2. SH 29 @ Cedar Hallow Road (TxDOT)		1	1	1	5	1	9
Intersection	3. SH 29 @ NE Inner Loop (TxDOT)		2	7	8	45		62
Intersection	4. NE Inner Loop @ Stadium Drive		1		2	19		22
Intersection	5. Wolf Ranch Pkwy @ Rivery Boulevard			1		6		7
Intersection	6. Sun City Boulevard @ SH 195 (TxDOT)		2	1	4	22		29
Intersection	7. Ronald Reagan Boulevard @ CR 245 (TxDOT)	1	2	4	6	4		17
Segment	8. NE Inner Loop: Airport Road to FM 971	1	4	9	14	72		100 [1]
Area	9. Sun City Area	1	1	2	5	16		25 [2]
Intersection	10. High Tech Drive at FM 1460 (TxDOT)			1	2	7		10
Intersection	11. Lakeway Drive at Northwest Boulevard			1	4	10		15
Segment	12. Del Webb Boulevard: Sun City Boulevard to Williams Drive		1	3	5	34		43
	Total [1,2]	**4**	**14**	**32**	**51**	**251**	**1**	**353**

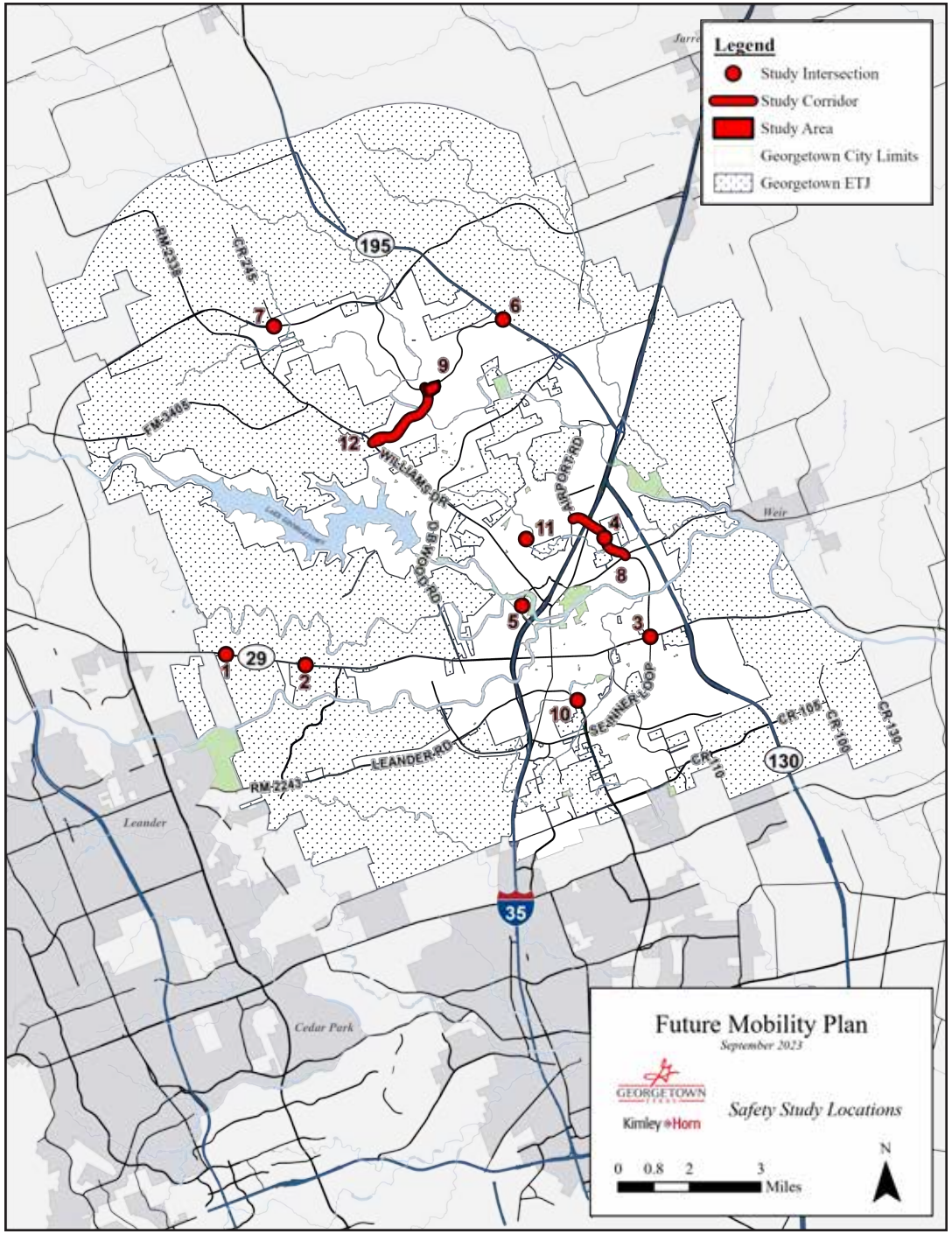
[1] 22 crashes duplicated from #4. NE Inner Loop @ Stadium Drive
[2] 12 crashes duplicated from #8. NE Inner Loop: Airport Road to FM 971

Crash Types:

K – Fatal injury
A – Suspected serious injury
B – Suspected minor injury
C – Possible Injury
N – No injury
U – Unknown

▸ Safety Analysis Study Locations

Source: TxDOT, City of Georgetown



Chapter 5

RECOMMENDATIONS

Source: City of Georgetown

Thoroughfare Plan

A thoroughfare plan is a long-range planning tool that designates a system of major roadways throughout the region intended to provide adequate access and mobility.

The advantage of a thoroughfare plan is that it indicates where roadway right-of-way (ROW) should be preserved so that as development occurs or traffic increases, there is sufficient space to develop appropriate transportation facilities.

Thoroughfare plans are often created at the city and county level. To ensure coordination across jurisdictional boundaries, the first step of the thoroughfare planning process was to confer with stakeholders.

Process

The thoroughfare plan from the Georgetown 2015 Overall Transportation Plan was used as the starting point for the planning process.

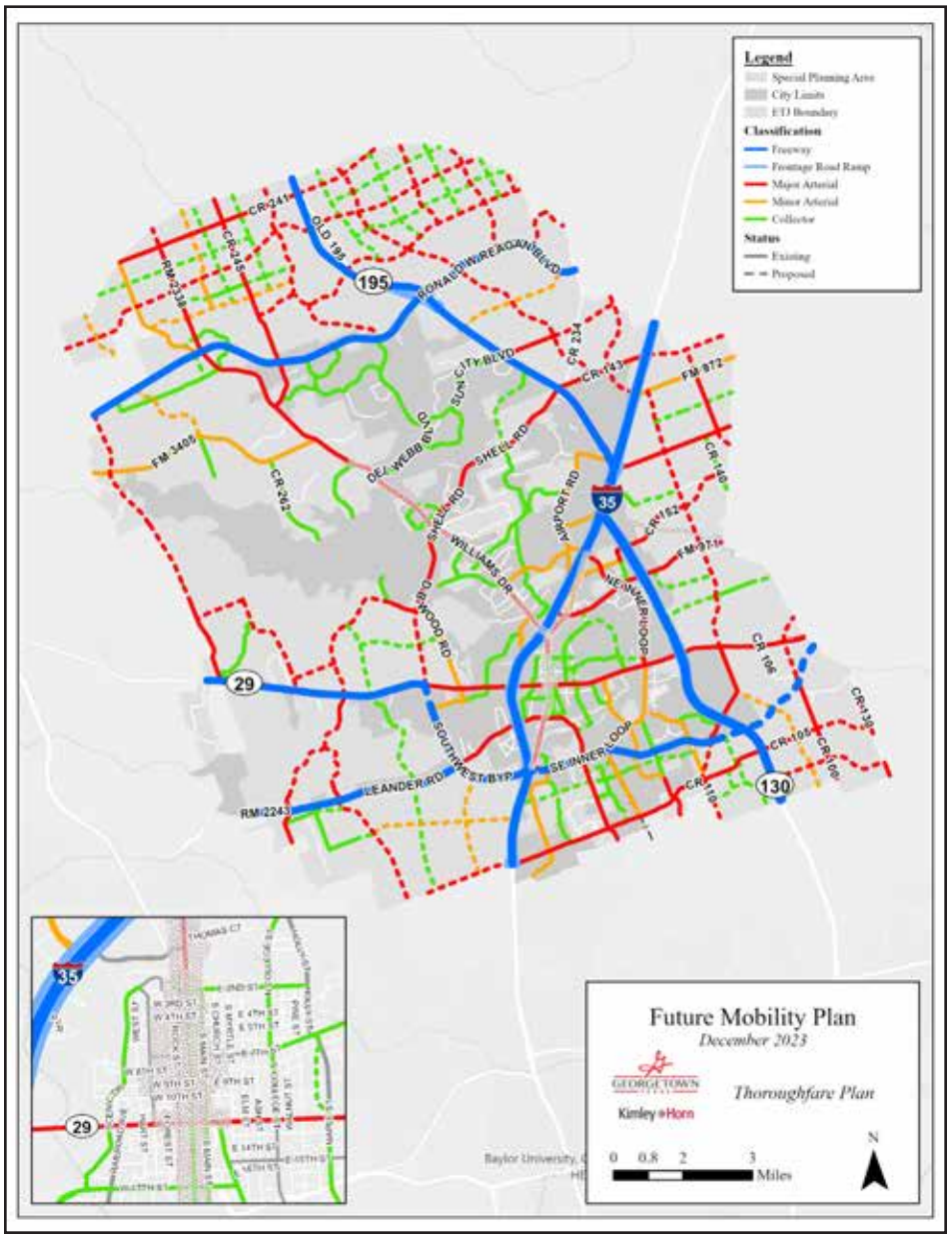
City staff and the project team coordinated with Williamson County, TxDOT, and the City of Round Rock to find where any existing proposed alignments or classifications in the thoroughfare plan were in major conflict with other agency's thoroughfare plans.

Incoming development was also accounted for to ensure any proposed alignments did not conflict with any development that was undergoing construction or that had recently been approved.

Additionally, the plan was updated to account for changes made to existing roadways since the last plan (roadway construction, realignment, etc.).

Finally, changes were made based on capacity needs determined by modeling outputs, need for additional connectivity, and general map clean up.

Special planning areas are identified on the map, including the study areas for the Williams Drive Enhancement Project, the Austin Avenue Corridor Study, and the Downtown Master Plan. Recommendations from these studies will inform the cross-sections of the roadways within the planning areas identified.



▲ Thoroughfare Plan

Source: TxDOT, City of Georgetown

This map represents the resulting thoroughfare plan. This should be used as development and planning decisions are made to ensure that land is saved for future mobility purposes.

Types of Changes

REALIGNMENTS

Changes to alignments are made to align with other agency plans, account for changes made to existing roadways since the last plan, or to plan for better roadway spacing.

CLASSIFICATION CHANGES

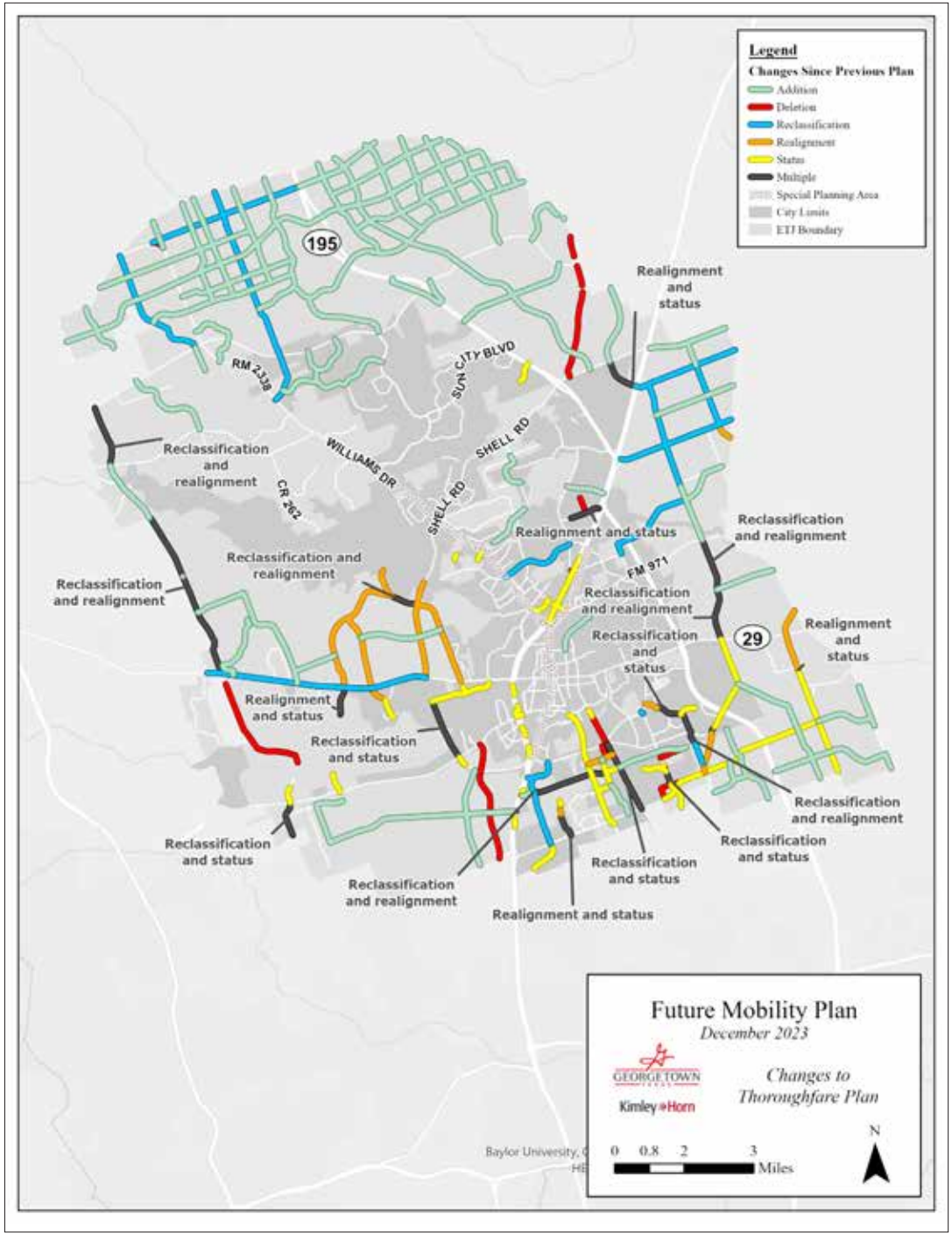
If modeling outputs indicated that a roadway would be over / under capacity in future scenarios, generally roadway classifications were changed to "right-size" the roadway. Roadway classifications used in this plan are further defined in this section.

ADDITIONS

Additional roadways are proposed in areas where existing there is limited connectivity. This was found typically in the currently underdeveloped areas.

REMOVALS

In limited instances, alignments were removed from the thoroughfare plan, generally to plan for better roadway spacing. This does not indicate the roadway itself will be removed, but rather it will not exist on the long-range planning document.



Changes to Thoroughfare Plan

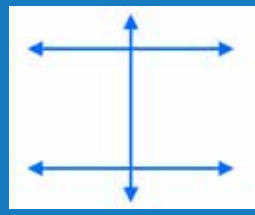
Roadway Classifications

Georgetown's roadway network is comprised of several roadway types, or classifications. Roadways are assigned a hierarchy classification to better regulate uses and make travel safer and more efficient.

INCREASING ACCESS

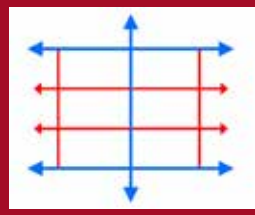
FREEWAY

These are the highest capacity roadways in Georgetown and span the longest distances, serving to allow people to travel great distances in the least amount of time. Not meant to directly serve the adjacent land uses.



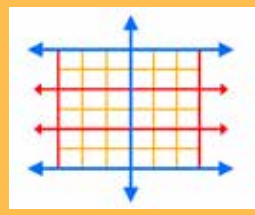
MAJOR ARTERIAL

High capacity, high speed roadways that have at-grade crossings and directly serve some adjacent land uses, although access is still more limited than lesser classifications. Major Arterials typically connect cities and major communities to one another.



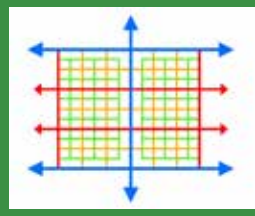
MINOR ARTERIAL

Major roadways that provide connectivity within communities. Minor Arterials connect Collectors to Major Arterials.



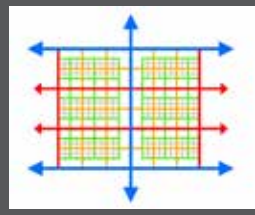
COLLECTOR

Moderate capacity roadways providing connections from local roadways to Minor Arterials.



LOCAL

Low-capacity roadways that provide access between homes and local businesses and to larger capacity roadways.



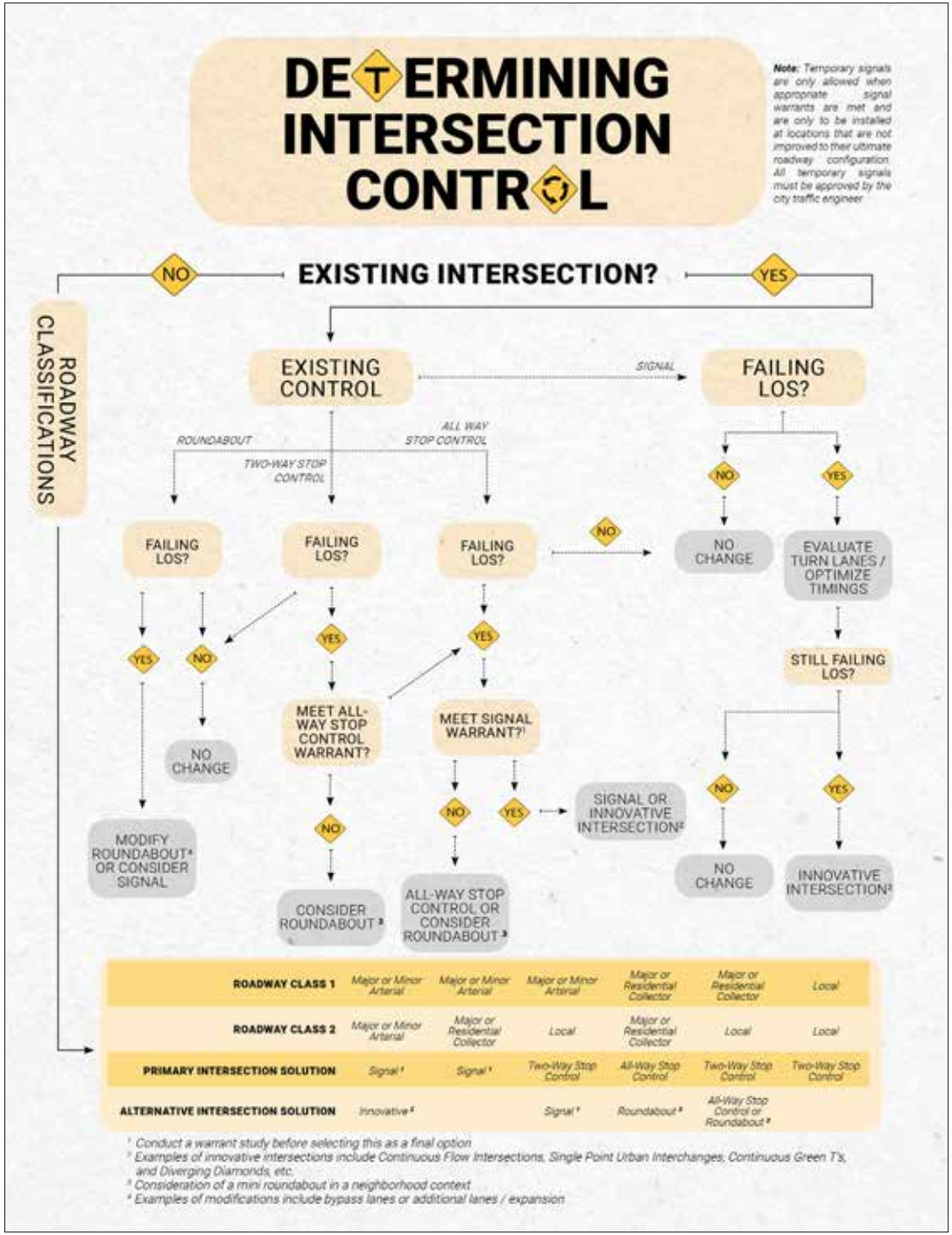
INCREASING SPEED AND CAPACITY

Intersection Improvements

The recommendations in the section include guidance on selection of traffic control devices at intersections to supplement requirements of the Texas Manual on Uniform Traffic Control Devices (TMUTCD) and engineering judgement. This section also provides an analysis of bottleneck intersections in the city as identified by staff during plan development. Recommendations for short and long-term improvements are also included at bottleneck intersections studied.

Intersection Control Selection

When evaluating intersection improvements in Georgetown, it is important to consider the appropriate type of intersection control within the context of the ultimate function of streets that are intersecting. The Intersection Control Flowchart on this page illustrates considerations based on the ultimate street classification from the thoroughfare plan and other characteristics. The purpose of the flowchart is to determine appropriate control types, including two-way stops, all-way stops, roundabouts, traffic signals, and innovative intersections. Highway interchanges or crossings of Corridors and other grade separated facilities identified in the thoroughfare plan require detailed design and traffic analysis and are not intended to be determined from this flowchart.



▸ Intersection Control Flowchart

Bottleneck Evaluations

Working with staff, seven intersections were evaluated for bottleneck analysis in the city and the following were analyzed based on traffic anticipated in 2045 based on travel demand model growth rates shown below from analysis. From the intersections shown in the table on this page, many were determined to have capacity expansion projects ongoing with TxDOT or Williamson County or were covered elsewhere in this plan for safety improvement evaluations. Lakeway Drive at Northwest Boulevard was evaluated for alternatives for improvements in an "Intersection Control Evaluation" to look at potential improvements. A scorecard is provided on the next page, summarizing how alternatives compared. A traffic signal is recommended as the long term solution at this intersection, pending a signal warrant study.

Intersection Bottleneck Evaluations

Control Type	Intersection	2045 Worst AM/PM Delay	2045 Worst AM/PM LOS
Signalized	Westinghouse Rd at FM 1460	778	F
	University Ave at Main St	684	F
	SH 29 at 800 ft east of IH 35	81	F
Unsignalized	FM 1460 at Industrial Ave	3.3	A
	Lakeway Dr at Northwest Blvd	576	F
	Ronald Reagan Blvd at Silver Spur Blvd[1]	2	A
	Ronald Reagan Blvd at Sun City Blvd[1]	57	C

[1]Ronald Reagan Blvd to be an access-controlled facility. For Ronald Reagan Blvd at Silver Spur and Sun City Blvd this is modeled as a frontage road with an estimated 10% of total through volumes

Intersection Control Evaluation: Lakeway Drive at Northwest Blvd

Lakeway Dr at Northwest Blvd					
Criteria	**No Build (2045 Volumes)**	**Single Lane Roundabout**	**Signal**	**Weight**	**Notes**
Intersection Delay (Worst Peak)	587.7	81.6	34.3		
Intersection LOS (Worst Peak)	F	F	C	15	
Average Turn Lane Queues (FT)	40	681	182	5	
Collision Index Score	29	29	29	10	1,000 for K, 100 for A, 10 for B, 1 for all others
Collision Cost ($)	$950,000	$950,000	$950,000		TxDOT
ROW Impact Score	5	2	2	5	Scale 0-5; 5 is no impacts, 0 is high impacts
Utility Impact Score	5	3	3	5	
Other Impact Score	5	5	5	5	Railroads and bridges combined
Drainage Impact Score	5	3	3	5	
Cost	$1	$2,500,000	$2,000,000		
Delay Savings Benefit ($)	-	$66,300,000	$84,734,000		
Collision Savings Benefit ($)	$0	$95,000	$95,000		10% to 50% of collision costs only
Benefit Cost Ratio	0.0	26.6	42.4	50	theoretical max is 10:1
Composite Score	**21**	**70**	**74**		**100 max**

Signal Network and Technology Tools

During the development of the Future Mobility Plan, the City of Georgetown was in the process of taking over all the traffic signals historically operated by the TxDOT due to the City surpassing 50,000 residents in the 2020 Census. Per state law, the City is required to take over the maintenance and operations of signals within the city limits after reaching this population milestone. Due to the substantial amount of increase in cost and staff time to carry out this requirement, the focus of the next several years will be integrating and modernizing the signals turned over by TxDOT and operating the new systems.

In discussions with public works staff, the following were determined to be priorities over the next 5-10 years for the signal network and technology systems in Georgetown:

+ Have communications up and connected to central control systems to all traffic signals
+ Develop standards for communications and signal infrastructure for consistency in the City
+ Establish a dedicated traffic management center facility for central control and communications, but only to be staffed during peak traffic times and not a 24/7 operation
+ Convert existing span wire signals to mast arm signals within City limits

Safety Countermeasures

The safety analysis in Chapter 4 outlines the process used to determine safety issues throughout the City of Georgetown. Using the results from this analysis, recommended improvements were determined that are directly related to the existing safety issues. The goal is to improve safety conditions at the determined locations.

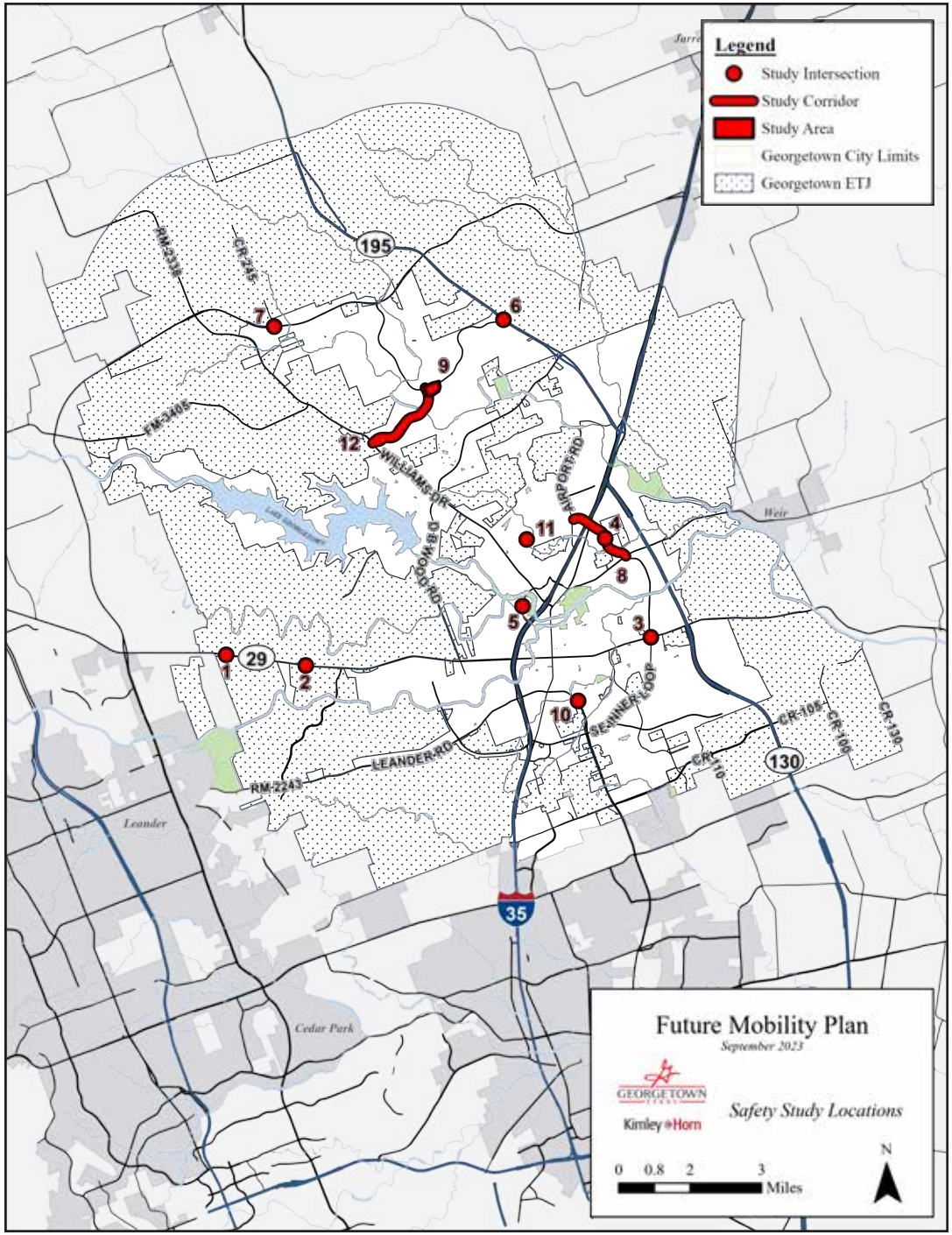
Locations Selected

The twelve study locations were identified based on the following sources: City input, crash severity, crash frequency, crash rate, and vulnerable road user crashes.

After examining the roadway network, the twelve study locations included:

+ Nine intersections
+ Two roadway segments
+ One small area

For a detailed analysis of the issues and recommended improvements at each location, refer to the full report in the Appendix.



▸ Safety Analysis Study Locations

Source: TxDOT, City of Georgetown

Roadway Performance Measures

Criteria for prioritizing roadway enhancement projects were divided into six categories, which included Readiness, Congestion, Meet Community Needs (Funding Opportunities), Connectivity (Local Focus), Feasibility, Enhance Connectivity, and Enhance User Safety. These categories directly correspond to the goals established for the Future Mobility Plan and the weights assigned to each category were informed by community input during community engagement events. Performance measures were then established within each category to further separate projects that best meet the needs and goals of the community. These performance measures were used to rank the project list presented in Chapter 6. The full scoring report is in the Appendix.

The first category scores projects based on their current state of design and if it has funding allocated. Projects that are in design or have secured funding are determined to be closer to a state of construction and receive more points.

Project Scoring Objectives: Readiness

Objective	Weight	Points Available	Objective Category	Performance Measure	Points
Readiness	20%	10	Design and Funding	Project is in design or has secured funding (federal, state, or local)	10
				Project is not in design or has not secured funding (federal, state, or local)	0
Maximum Points Available:					**10**

The second category scores projects based on their proposed improvements in relation to alleviating congestion by increasing roadway capacity, constructing a new alignment, and the growth potential surrounding the extent of the project.

Project Scoring Objectives: Congestion

Objective	Weight	Points Available	Objective Category	Performance Measure	Points
Congestion	15%	45	Functional Classification	Arterial	10
				Collector	5
				Local	0
			FMP Future Model Volume to Capacity Ratio	> 0.8 (LOS E/F)	15
				> 0.65 and < 0.80 (LOS D)	10
				< 0.65 (LOS A-C)	5
				Not Assessed	0
			Vehicular Capacity	Widening	10
				New Alignment	5
				No Additional Throughput	0
			Growth Potential for Existing Corridor	High (Minimally Developed)	10
				Medium (Moderately Developed)	5
				Low (Mostly Developed) or Not An Existing Corridor	0
		Maximum Points Available:			**45**

The third category scores projects based on their ability to meet the needs of the local community, through supporting local goals. It also takes into account feedback at community engagement events that showed support of the specific project.

Project Scoring Objectives: Community Needs

Objective	Weight	Points Available	Objective Category	Performance Measure	Points
Meets Community Needs (Funding Opportunities)	15%	20	Meets Local Goals	Meets 3+ goals in 2030 Comp Plan	10
				Meets 1-2 goals in 2030 Comp Plan	5
				Meets no goals in 2030 Comp Plan	0
			Community Support	3 or More Supporting Comments	10
				1 to 2 Supporting Comments	5
				No Supporting Comments	0
Maximum Points Available:					**20**

The fourth category scores projects based on their ability improve connectivity within the transportation network, whether that means providing a new route to popular destinations or constructing active transportation infrastructure (such as a sidepath) to utilize an alternative mode of transportation, such as biking or walking.

Project Scoring Objectives: Connectivity

Objective	Weight	Points Available	Objective Category	Performance Measure	Points
Connectivity (Local Focus)	10%	45	Local Destinations	Enhances Connectivity to Local Destinations (Schools, parks and recreation, grocery stores, shopping)	10
				Does Not Enhance Connectivity to Local Destinations	0
			Gap Closures	Connects to access control facility	15
				Connects two or more arterials	10
				Feeds into an arterial at an endpoint	5
				No enhancement to connectivity	0
			Local Connectivity	Provides a connection where there are only 1 or 0 alternate routes E-W / N-S within ½ mile of the project	10
				Does not provide a connection	0
			Bicycle and Pedestrian Mobility	Enhances Bicycle or Pedestrian Mobility	10
				Does Not Enhance Bicycle or Pedestrian Mobility	0
		Maximum Points Available:			**45**

The fifth category scores projects based on their feasibility given the surrounding physical environment characteristics, such as floodplains and right-of-way limitations.

Project Scoring Objectives: Feasibility

Objective	Weight	Points Available	Objective Category	Performance Measure	Points
Feasibility	20%	40	Floodplain	No Floodplains Present	10
				Floodplains Present	0
			Karst Features	No Karst Features	10
				Karst Features	0
			ROW Concerns	ROW appears to be present, has been identified, or is currently being acquired	10
				ROW appears to be acquirable	5
				ROW constrained	0
			Environmental Clearance	Environmental clearance has been obtained	10
				Environmental clearance has not been obtained	0
Maximum Points Available:					**30**

The sixth category scores projects based on their ability to enhance connectivity purely at a roadway level. This category looks at the transportation network and judges how well a project will help improve the connectivity of the overall roadway network.

Project Scoring Objectives: Enhance Connectivity

Objective	Weight	Points Available	Objective Category	Performance Measure	Points
Enhance Connectivity	10%	35	Connected Network	Connectivity to I-35, Inner Loop, SH 130, SH 195, or SH 29	15
				Connectivity to an Arterial	10
				Connectivity to a Collector or Local Street	5
				No Connectivity Enhancements	0
			Alternative Routes	Parallel to I-35, Inner Loop, SH 130, SH 195, or SH 29	10
				Parallel to an Arterial	5
				Does not Run Parallel to I-35, Inner Loop, SH 130, SH 195, or SH 29 or an Arterial	0
			Alignments	Gap Closure or New Alignment	10
				No Gap Closure or New Alignment	0
		Maximum Points Available:			**35**

The seventh category scores projects based on their ability to enhance user safety based on historical safety issues related to the extent of the project, such as high collision rates or sight distance issues.

Project Scoring Objectives: Enhance User Safety

Objective	Weight	Points Available	Objective Category	Performance Measure	Points
Enhance User Safety	10%	40	Five-Year Collision Rate	More than 10 Collisions Per Mile Per Lane	15
				Between 5 and 10 Collisions Per Mile Per Lane	10
				Between 2 and 5 Collisions Per Mile Per Lane	5
				<2 Collisions Per Mile Per Lane or a New Roadway	0
			Five-Year Crash Severity	Fatal Collisions Along Corridor	10
				Serious Injury Collisions Along Corridor	5
				No Fatal or Serious Injury Collisions Along Corridor	0
			Safety Issues	Extreme Safety Issues (Low water crossing, sight distance, poor pavement, lack of turn lanes)	15
				Moderate Safety Issues (Vertical or Horizontal Curvature, Vulnerable Road Users)	10
				Minor Safety Issues (Lighting)	5
				No Safety Concerns	0
Maximum Points Available:					**40**

Chapter 6

IMPLEMENTATION

Source: City of Georgetown

Funding

Process

The first step to implementation is documenting the recommendations in a planning document. This Future Mobility Plan will help communicate Georgetown's mobility priorities at all funding levels to help secure future funding.

Any facilities that lie within multiple jurisdictions or that are maintained by another agency require ongoing coordination. As previously mentioned, coordination with those agencies was done as part of the planning process, but that coordination should not end at the culmination of the plan.

Implementation of all recommendations will differ according to the complexity of the project, typically depending on size, right-of-way required, and the required coordination between implementing agencies, among other factors. While this plan has prioritized the recommended projects according to the six different factors outlined in Chapter 5, other factors influence the timing of implementation. Perhaps the most influential factor to a project's timeline is cost and available funding.

The cost of constructing and maintaining mobility improvements can be significant, particularly for communities that are also responsible for a myriad of other roadways and services. The following are different methods for financing construction and maintenance of improvements under local control.

Funding Sources

No revenue stream is more locally controlled than those directly available to the community as a result of local taxes and fees. Traditionally, local funds are only used on roads and rights-of-way where the local government is responsible for maintenance, unless the City's interests are furthered by providing a matching portion of funding. The methods most commonly used for funding local mobility improvements include:

+ **General Fund** – includes revenues available through the annual collection of taxes and fees
+ **City General Obligation Bonds** – allow communities to issue debt for the purposes of public works, including recommendations made by this plan. The last bond completed for the City of Georgetown was done in 2021. It is recommended that the City undertake another bond to implement some of the recommendations from this plan.
+ **Williamson County Bond** – similar to the City Bond Program, the County Bond Program allows to poll the voters to levy tax dollars for roadway improvements.
+ **Sales and Use Taxes** – Georgetown issues a special sales tax for purposes of economic development, including right-of-way improvements. The Georgetown Transportation Enhancement Corporation (GTEC) is the authorizing agency for dispersal of this funding.

Additional funds may be available through the following tools, agencies, and programs:

- Development partnerships – Chapter 380 of the Local Government Code allows counties to provide incentives encouraging developers to build in their jurisdictions, including loans, grants, and tax abatement.
- Tax Increment Reinvestment Zone (TIRZ) – is the creation of a municipality or county; a TIRZ is established within a defined area and collects taxes for the purpose of using the funds in increments to provide capital improvements within that area.
- CAMPO – As the Capital Area Metropolitan Planning Organization for the Austin region, CAMPO provides transportation funding through the following:
  - Transportation Improvement Program (TIP)
  - Carbon Reduction Plan (CRP)
  - Safe Streets for All (SS4A)
  - Regional Transportation Plan (RTP)
- Community Development Block Grants (CDBG) – funds are available through the US Department of Housing and Urban Development for the purposes of including benefit to people with low- and moderate-income , preventing or eliminating slums or blight, and meeting urgent needs
- TxDOT – The Texas Department of Transportation also provides grants available for mobility projects including:
  - Transportation Alternatives Program (TAP) – smaller-scale projects; bicycle and pedestrian
  - Safe Routes to School (SRTS) – funds to make improvements that promote walking and biking to school
  - Highway Safety Improvement Program (HSIP) – formulaic funds for safety related projects based on crash history

Partnerships with other entities that have the same end goal can also help secure funding for mutually beneficial results. For instance, partnerships with the Georgetown Independent School District (GISD) may lend themselves to a shared funding responsibility. It is recommended that the City work with GISD to identify connectivity improvements to schools for shared funding of projects. This may help reduce the dependency on bussing, saving GISD more money in the long run.

The following table includes the cumulative list of all roadway projects programmed during the FMP planning process, including projects from the 2021 Mobility Bond, Williamson County, and TxDOT. The projects represent roughly $420 million in transportation infrastructure programmed for Georgetown and the surrounding area. This list was prioritized using the scoring criteria discussed in Chapter 5.

Roadway Improvement Projects

Planning Level Cost Estimates

Project ID	Ranking	Functional Classification	Roadway	From	To	Project Cost
A	1	6 Lane Major Arterial	FM 971	SH 130	Gann Street	$28,400,000
B	3	6 Lane Major Arterial	SH 29	Haven Lane	Patriot Way	$45,900,000
C	10	6 Lane Major Arterial	Westinghouse Rd	Teravista Crossing	Rabbit Hill Rd / Mays St	$14,600,000
D	14	6 Lane Major Arterial	Westinghouse Rd	Rabbit Hill Rd / Mays St	I-35	$15,700,000
E	12	6 Lane Major Arterial	Westinghouse Rd	FM 1460	Teravista Crossing	$12,100,000
F	13	4 Lane Minor Arterial	Maple St*	Ridge Line Blvd	Sam Houston Ave	$8,000,000
G	4	6 Lane Major Arterial	NE Inner Loop*	Weir Rd / FM 971	South of Coldwater Ave	$14,200,000
H	6	6 Lane Major Arterial	NE Inner Loop*	I-35	Weir Rd / FM 971	$27,500,000
I	11	4 Lane Minor Arterial	Lakeway Dr	Northwest Blvd	Airport Rd	$16,400,000
J	23	4 Lane Minor Arterial	Northwest Blvd	Serenada Dr	Lakeway Dr	$1,024,000
K	20	4 Lane Minor Arterial	Rabbit Hill Rd	S Clearview Dr	Blue Springs Blvd	$11,900,000
L	15	4 Lane Minor Arterial	Lakeway Dr	Northwest Blvd	Williams Dr	$7,900,000
M	7	6 Lane Major Arterial	NE Inner Loop*	South of Coldwater Ave	SH 29 / University Ave	$37,900,000
N	25	4 Lane Collector	New Roadway (Southwestern Property)	Weir Rd / FM 971	Smith Creek / CR 158	$39,800,000
O	27	6 Lane Major Arterial	CR 143	SH 195	I-35	$47,100,000
P	17	6 Lane Major Arterial	Shell Rd*	Sycamore	SH 195	$52,900,000
Q	26	4 Lane Minor Arterial	Maple St*	Westinghouse Rd	Ridge Line Blvd	$8,000,000
R	24	4 Lane Collector	Maple St*	7th St	SH 29 / University Ave	$7,000,000

S	30	4 Lane Minor Arterial	New Roadway	Maple St	FM 1460	$11,800,000
T	5	4 Lane Collector	Wolf Ranch Parkway	SH29	Rivery Blvd	$9,000,000
U	9	4 Lane Collector	CR 152	FM 971	CR 140	$45,600,000
V	28	4 Lane Collector	Blue Ridge Drive	Thru Newland Park	Thru Newland Park	$2,800,000
W	8	4 Lane Collector	West Ridgeline Blvd	Naturita	FM 1460	$4,600,000
X	29	4 Lane Collector	West Ridgeline Blvd	FM1460	IH 35	$11,300,000
Y	21	6 Lane Major Arterial	SW Bypass	SH 29	DB Wood	$33,400,000
Z	22	4 Lane Minor Arterial	Airport Road	Lakeway Drive	Berry Creek Drive	$29,200,000
AA	19	4 Lane Minor Arterial	Stadium Drive	Austin Ave	NE Inner Loop	$14,200,000
AB	16	4 Lane Minor Arterial	Bell Gin Rd	Sam Houston	ETJ	$8,000,000
AC	2	6 Lane Major Arterial	Williams Drive	DB Wood	Jim Hogg Rd	$39,600,000
AD	18	4 Lane Minor Arterial	Rivery Blvd	Williams Drive	IH 35	$10,700,000

** Was identified in 2015 OTP as a roadway needing improvement*

Appendix