

GEORGETOWN SIDEWALK MASTER PLAN

November 2023





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EXECUTIVE SUMMARY



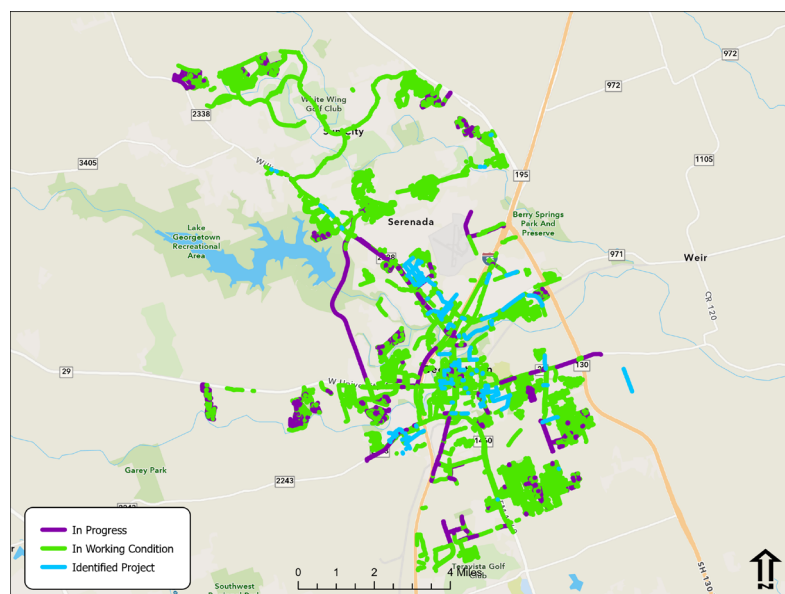
~759,112 LF OF EXISTING
INFRASTRUCTURE IN 2014

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The city's growth rate was 14.4% from July 1, 2021, through July 1, 2022, resulting in a population estimate of 86,507, according to census data. Mirroring the overall growth trend, the number of pedestrians, roadway network and mobility needs within the City have also grown. This increase in pedestrian activity, combined with the aging pedestrian infrastructure, has created a demand for a Sidewalk Master Plan Update. The original Sidewalk Master Plan was created in 2014, identifying both capital and maintenance needs as well as priority projects for implementation.

The 2023 Update serves to revisit the priority projects, update the sidewalk system inventory, and make projected costs current for sidewalk programming in the City of Georgetown. This plan also serves to complete implementation strategy LU.15.c in the 2030 Plan to “Re-evaluate and confirm priority of segments identified in the Sidewalk Master Plan through an update to the plan and secure potential funding for future years.”



Plan Vision

The City of Georgetown will repair, improve and integrate its pedestrian network; ensuring the condition, design and location of all facilities promotes a safe, walkable city which accommodates all users. This plan identifies a framework for fulfilling the goals of the 2030 Plan, including high quality infrastructure and to maintain high quality services as Georgetown grows by improving and diversifying the transportation network.

Plan Purpose

The City of Georgetown initiated the Sidewalk Master Plan as an update to the 2014 City of Georgetown Sidewalk Master Plan (2014 Plan). **The purpose of the City of Georgetown Sidewalk Master Plan, from this point on referred to as the Master Plan, is to inventory existing pedestrian infrastructure, identify design deficiencies, and develop an implementation plan for all priority pedestrian facilities within the City of Georgetown city limits.** The implementation plan will also be utilized by City staff to assist in the prioritization of future pedestrian infrastructure improvements. The Master Plan will be a stand-alone document, serving as the primary sidewalk facility management plan. The 2023 Update did not include any updates to the project list for ADA-compliance improvements within the City, which was last completed in 2014.

Plan Boundary

The Master Plan includes all sidewalks within right-of-way within the Georgetown city limits as of April 2023, excluding the extra-territorial jurisdiction. The plan is intended to include an evaluation of all City maintained sidewalks and potential future City maintained sidewalks, but may include some sidewalks that are maintained by other entities.

Progress since 2014 Sidewalk Master Plan

Since completion of the 2014 Sidewalk Master Plan, the City has made strides to implement nearly all of the Priority 1 Sidewalk Projects in the 2014 Plan. As of November 2022, 60% of the Priority 1 projects in the 2014 Plan have been completed and the remaining 40% are in progress (under construction or in design). Additionally, all new neighborhoods since the previous plan are building sidewalks on both sides of the street and contributing along frontage for major streets, which is helping to avoid lack of infrastructure in new development, but increasing long-term maintenance at a high rate.

The Planning Process

The Master Plan process includes several key steps to provide a comprehensive assessment of the current state of sidewalk planning within the City of Georgetown.

- Existing Conditions Analysis
- Public Engagement
- Sidewalk Prioritization
- Implementation Plan

1. Existing Conditions Analysis

The process of evaluating existing sidewalk infrastructure conditions provided crucial insight into the current state of Georgetown's pedestrian network. Existing design deficiencies and infrastructure gaps compromise connectivity, pedestrian safety and ultimately mobility. The comprehensive evaluation process set a baseline to determine where resources should be focused for improvements and new facilities.



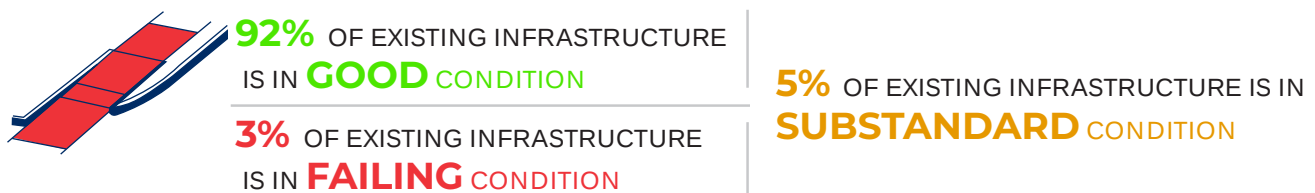
Data Collection Process

To develop a complete sidewalk inventory, the project team initially used NearMap Aerial Imagery current as of November 2022, existing City GIS data, and 311 reports of pedestrian infrastructure related issues. The sidewalk inventory included a review of existing sidewalk segments, segments along streets without sidewalks (referred to as “no sidewalk present” segments), curb ramps (which included reviewing intersection crosswalks for adequate curb ramps), and Audible Pedestrian Signals (APS). Conditions were confirmed during a field review in January 2023, where pedestrian elements were assessed using established evaluation criteria. Evaluation criteria included sidewalk conditions, types of sidewalk failures (i.e. faulting, distortion, etc.), sidewalk obstructions, curb ramp conditions, and presence of pedestrian push buttons and corresponding tone emitted. **It should be noted that the evaluations did not include detailed information and analysis of slopes and failures for ADA compliance that were done previously in the 2014 Plan for the**

Downtown overlay district. The City has policies in place to annually update the ADA Transition Plan. The City will include the information collected in this Sidewalk Master Plan to update the Public Right-of-Way sections of the City of Georgetown ADA Transition Plan.

Existing Conditions

This evaluation inventoried the conditions of approximately 10,500 sidewalk segments totaling 905 miles (this includes existing and not present segments). Additionally, the characteristics of 1,122 curb ramps and 272 APS units were documented. The 2014 Sidewalk Master Plan rated sidewalk condition based on 5 categories, including Excellent for newer sidewalk, Good for functional sidewalk, Passable for sidewalk with no noticeable of failures that may be insufficient width, Limited Failures for functional with spot failures, and Failing for nonfunctional sidewalk that cannot be used by wheelchairs. The 2023 update included a consolidation of categories in Good, Substandard, and Failing. Significant results of the sidewalk assessment include (Table 1-1 and Figure 1-1):

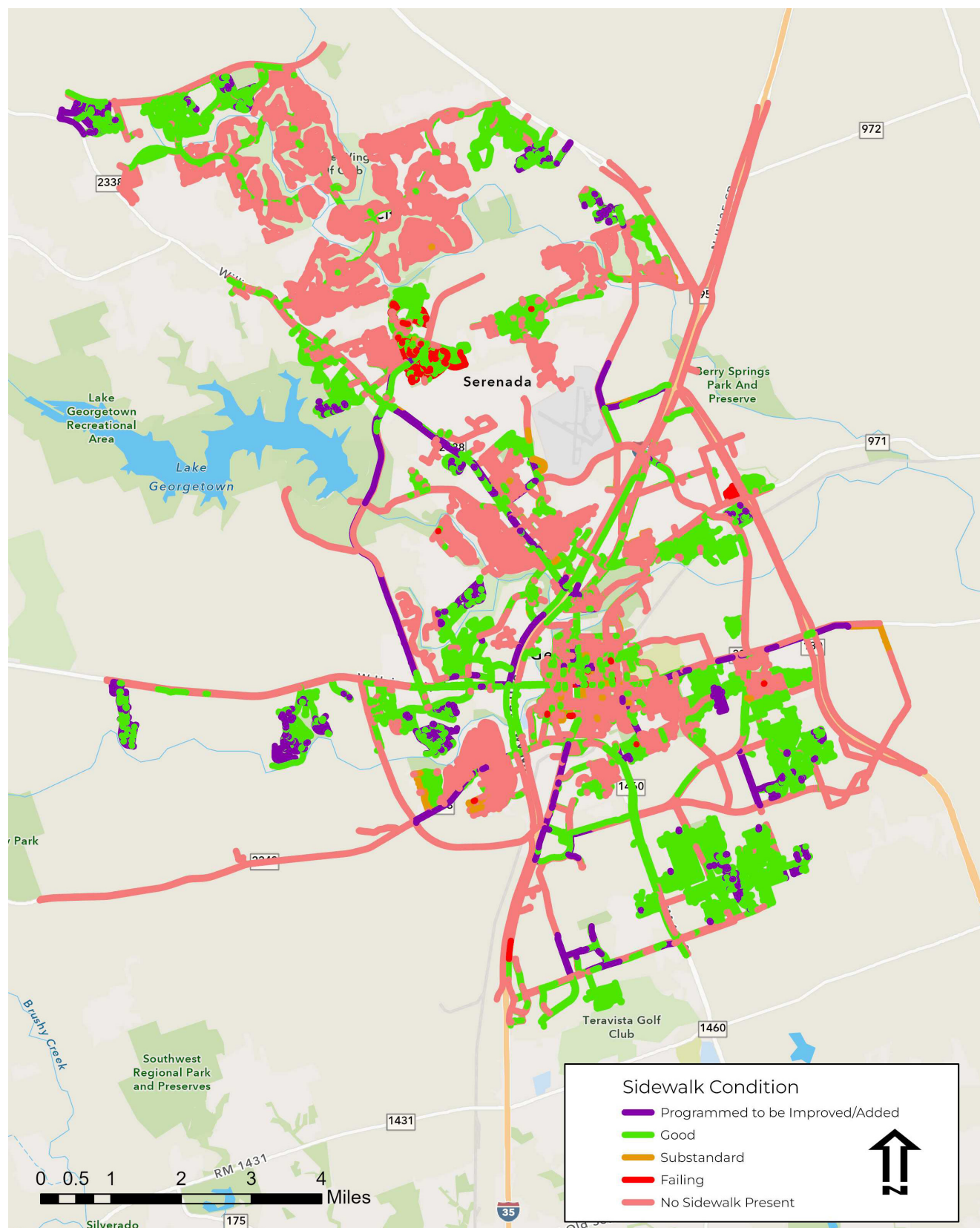


This inventory of existing sidewalk infrastructure was used to develop an implementation plan for sidewalk maintenance and construction of new sidewalks within the Georgetown city limits.

Table 1-1. Existing Sidewalk Conditions

Sidewalk Condition	Description	Sidewalk Condition	Description
Good	Functional sidewalk, good condition	Failing	Nonfunctional, cannot be used by wheelchairs, difficult for pedestrians
Substandard	Functional sidewalk of insufficient width or spot failures	No Sidewalk Present	No sidewalk exists or a gap in the sidewalk segment is present
Programmed to be Improved/Added	Programmed or in a stage of design or construction as of late 2023		

Figure 1-1. Sidewalk Inventory, 2023



2. Public Engagement

The people who live, work, and play in Georgetown use the transportation system daily. A critical piece of the Sidewalk Master Plan was receiving feedback from stakeholders, elected officials, and residents, to better understand the existing system and local priorities. As part of the public engagement process, there was a series of meetings, online surveys, and a project website with interactive engagement tools to collect feedback. **All comments and engagement tool outputs were tabulated and incorporated into the prioritization process as weighted criteria**, which are detailed in Chapter 3.

Interdepartmental Working Group

An Interdepartmental Working Group (IWG) was established with staff from multiple City departments, including Planning, Public Works, Engineering, Economic Development, and Communications and Public Engagement (CAPE). The purpose of the IWG was to garner technical focus with an emphasis on identifying conflicts in recommendations or solutions on implementation of projects or policies. The IWG met monthly throughout the process to provide feedback regarding sidewalk priorities, facilitated the development of a process to address challenges and increased support for the Master Plan.

Stakeholder Groups

Stakeholder meetings were conducted in order to introduce the plan and engage

representatives in discussions about sidewalk infrastructure challenges within the City. These meetings were held as part of the Future Mobility Plan, but sidewalk needs were discussed. The meetings solicited feedback regarding sidewalk priorities and increased support for the Master Plan.

- Sun City Neighborhood Representative Organization
- Planning and Zoning Commission (P&Z)
- Georgetown Neighborhoods Roundtable
- Georgetown Independent School District (GISD)
- City Council

Staff and Council Workshops

The project team met with City staff and City Council throughout the process to

introduce the project and ensure project scoring and prioritization and align with the City's goals and priorities. The following workshops were held throughout the planning process:

- Fall 2022 Project Overview with Council
- 3 Staff workshops on prioritization of projects in spring and summer 2023
- Council workshop in spring 2023 on prioritization goal weights
- Council workshop in summer and fall 2023 to review priority projects

Phase I Public Feedback – General Feedback

The first public open house was conducted in November 2022, in combination with the Future Mobility Plan. The public meeting solicited feedback regarding all modes of transportation, including sidewalks.

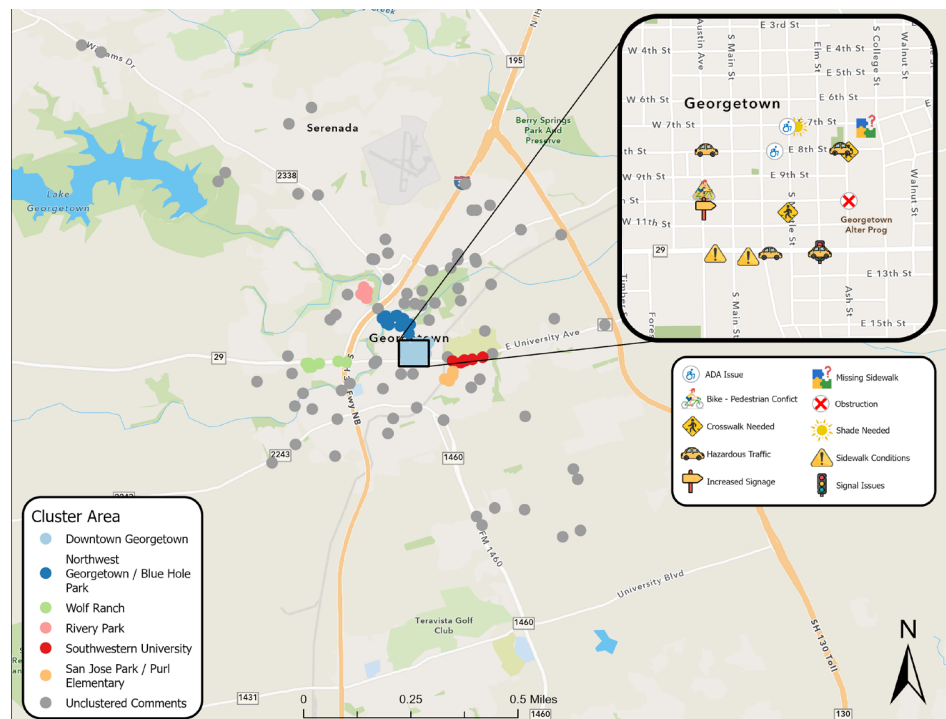
Exhibits displayed existing sidewalks and other modes of transportation, City land uses, City facilities, GISD schools, park and trail locations, and recent pedestrian-automobile crashes. Attendees were encouraged to provide comments regarding safety and where current gaps or issues existed.

An online engagement tool (Figure 2-1) was created using Social Pinpoint, which was available to the public

from October to December, 2022 and was used to mimic the in-person version of the comment map. Overall, 167 comments were received that were related to sidewalks. These comments covered topics such as ADA issues, bike-pedestrian conflicts, the need for crosswalks, hazardous traffic, the need for increased signage, missing sidewalks, sidewalk obstructions, the need for shade, poor sidewalk conditions, and traffic signal issues.

Areas that received multiple sidewalk related comments included downtown, University Avenue, Blue Hole Park, and Rivery Park. All sidewalk-specific data collected during this open house and in the online tool were incorporated into the Master Plan.

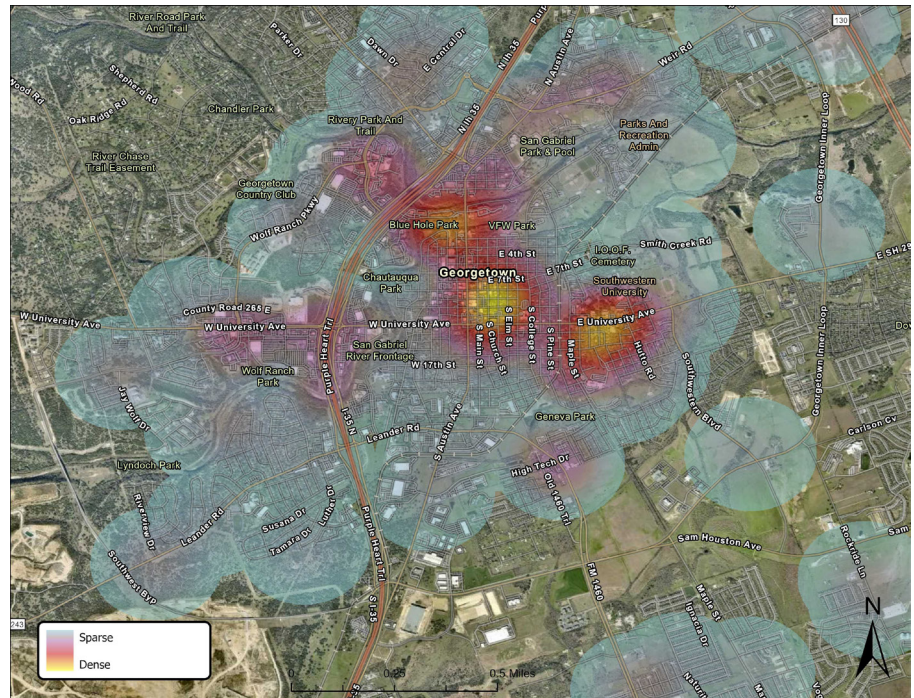
Figure 2-1. Online Engagement Tool Summary
See Appendix for further detail



Phase II Public Feedback

An interactive map was published online on the project website that asked participants to leave sidewalk-specific comments. The map received 115 comments, 84% identifying missing segments, 12% identifying needed repair, and 4% identifying safety concerns. Figure 2-2 is a heat map that shows where comments were placed, with areas with the deepest red color indicating a higher number of comments received.

Figure 2-2. Sidewalk Comment Heat Map
See Appendix for further detail



THE MAP RECEIVED **115** COMMENTS, **84%** IDENTIFYING MISSING SEGMENTS, **12%** IDENTIFYING NEEDED REPAIR AND **4%** IDENTIFYING SAFETY CONCERNS.

On March 7, a survey was sent to City of Georgetown FlashVote subscribers. It was open for comment until March 9. The survey asked about residents' walking and biking habits, availability of sidewalks in their neighborhoods, and their priorities for sidewalk improvements. Results from the survey included data collected from 454 local participants (see Appendix for further detail). Results showed that:

- **Do you regularly walk or bike on Georgetown's local streets?** Most respondents do walk and bike locally and do not have sidewalks in their neighborhoods
- **Where would you prioritize sidewalk improvements in Georgetown, if anywhere?** Respondents would generally prefer for sidewalk improvements be prioritized near schools and downtown
- **Which improvements to the trail and sidewalk systems would be most important to you, if any?** Connecting gaps and repairing cracks in sidewalks were the preferred type of future improvements



The Sidewalk Master Plan project team also solicited feedback at the Red Poppy Festival in April 2023. The in-person activity at the Red Poppy Festival received feedback from 83 participants. The same activity was available online on the project website from April 27 to May 8 and received feedback from 376 participants. Participants were asked to allocate a fictional budget of \$10,000 to different categories of transportation. The feedback from this activity helped prioritize modes of travel, including automobile facilities, transportation technologies, pedestrian facilities, public transit, bicycle facilities, and micromobility. While the participants from Red Poppy Festival prioritized pedestrian facilities and public transit, the final responses when combined with the online participation showed a prioritization of automobile facilities and transportation technologies. This activity helped to prioritize sidewalk facilities in the larger transportation network as a whole.

Red Poppy Festival: 83 Participants

Category	Amount in \$ (In descending order)
Pedestrian Facilities	\$ 2,614
Public Transit	\$ 2,072
Transportation Technologies	\$ 1,627
Automobile Facilities	\$ 1,530
Bicycle Facilities	\$ 1,277
Micromobility	\$ 880
Unused	\$ -
TOTAL	\$ 10,000

Social Pinpoint: 376 Participants

Category	Amount in \$ (In descending order)
Automobile Facilities	\$ 3,480
Transportation Technologies	\$ 1,938
Pedestrian Facilities	\$ 1,631
Public Transit	\$ 1,503
Bicycle Facilities	\$ 1,060
Micromobility	\$ 340
Unused	\$ 48
TOTAL	\$ 10,000

Combined Total: 459 Participants

Category	Amount in \$ (In descending order)
Automobile Facilities	\$ 3,128
Transportation Technologies	\$ 1,880
Pedestrian Facilities	\$ 1,809
Public Transit	\$ 1,606
Bicycle Facilities	\$ 1,100
Micromobility	\$ 438
Unused	\$ 39
TOTAL	\$ 10,000

***The individual category amounts are calculated based on the averages per participant.

3. Sidewalk Prioritization

The prioritization process was initiated to answer three primary questions asked in the original Sidewalk Study:

- **What factors most dramatically affect pedestrian movement in the City?**
- **What land uses or pedestrian attractors generate the most pedestrian traffic?**
- **What improvements would most impact pedestrian safety and connectivity in the City, specifically addressing gaps in the existing network?**

Council Input

These three questions were posed to City Council during a workshop in April of 2023. City Council supported the following:

- **The proposed prioritization considerations for scoring projects**
- **Prioritize segments of roadway that had no sidewalks on either side, and to de-prioritize segments where sidewalk currently exists on at least one side of the road (excluding downtown)**
- **Increase the weight of Pedestrian Safety to 30% from 25% and decrease Demographics from 10% to 5% (see p. 14)**

Prioritization Methodology

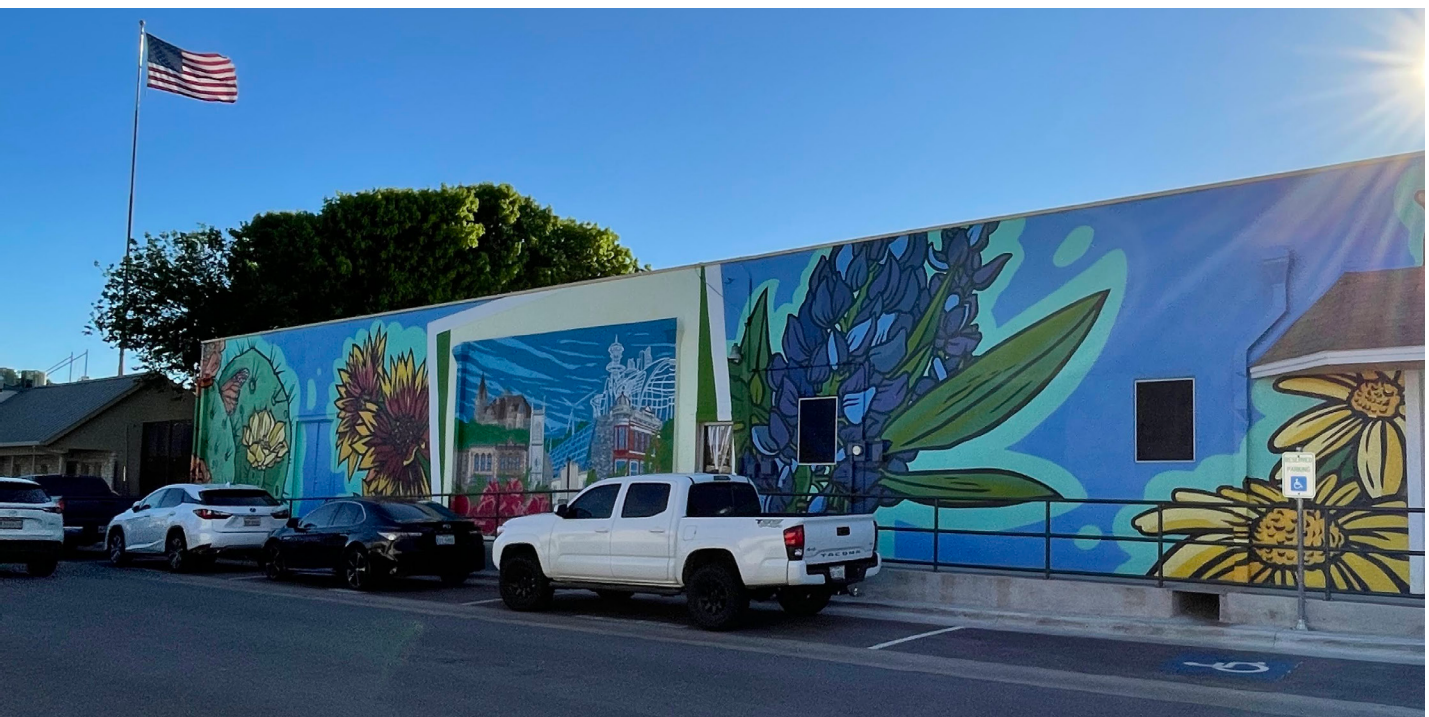
A prioritization methodology was developed based on the 2014 methodology with updates for current priorities, such as filling gaps along major corridors and improving connectivity on the existing network. The Georgetown sidewalk prioritization methodology evaluated five major categories:

- Special Considerations
- Pedestrian Attractors
- Pedestrian Safety
- Public Feedback
- Demographics

Prioritization Considerations

Among the major considerations for the prioritization of sidewalk facilities were stakeholder input, public input, connectivity to existing facilities, residential demographics, pedestrian safety, project readiness and existing sidewalk conditions. Government and stakeholder meetings were conducted to obtain a list of key sidewalk projects considered important to the functionality of that agency. In general, stakeholders identified critical routes, missing sidewalk segments and safety concerns. Virtual engagement through surveys and online comment maps facilitated similar input from the public on key sidewalk projects as well as preferred pedestrian attractors. Results from this public outreach were included in the prioritization process. This qualitative data was combined with a quantitative analysis of varying performance measures within the City of Georgetown.

Performance measures were established for each major consideration and points were allowed to projects based on whether that project met the criteria for that performance measure, or in some cases met the range of eligibility of that specific performance measure (i.e., within a 1/4 mile of a trail = 10 points, within 1/8 mile of a trail = 10 points, and not within a 1/4 mile of a trail = 0 points).



Sidewalk Project Priority Weighting

The prioritization tool assigned a score to each sidewalk segment within the City of Georgetown based on their relation to each element described above. The five major categories were each weighted as follows:

Special Considerations - 20%

Special Considerations include internal and external agency requests and sidewalk projects prioritized in the 2014 Sidewalk Master Plan. Each special consideration was documented to ensure input from stakeholders and previous City planning efforts were equally considered.

Pedestrian Attractors - 30%

Sidewalks were assigned points based on their proximity to pedestrian attractors (see p. 16) (within 1/4 and 1/8 mile). A distance of 1/4 mile is commonly considered an acceptable walking distance to a pedestrian attractor. Sidewalk segments were then weighted between the various attractors based on the public input received during open houses and online surveys and City Council feedback.

Pedestrian Safety - 30%

Points were assigned to sidewalks on arterials and collectors based on higher volumes and speeds of vehicles experienced on these roadways. The final pedestrian safety score was based on both the functional classification of adjacent streets, pedestrian-automobile crash history, and whether the project supported the creation of a safe route to a school.

Public Feedback - 15%

Sidewalks were assigned points if they received a high amount of attention from public engagement activities or 311 requests.

Demographics - 5%

The Demographics category gave points to sidewalks within areas with high population density and areas with lower incomes, low car ownership, areas where residents travel to work by walking and workforce housing is located. The proximity of affordable housing developments was also considered for a final demographics score.



Special Considerations

Special considerations were included in the sidewalk prioritization methodology to capture unique factors impacting sidewalk prioritization that fall outside the categories defined above. This category allows inclusion of recommendations identified in previous City of Georgetown studies. It also incorporates feedback received through government and stakeholder meetings and feedback received in the public comment period.

AGENCY REQUEST

Agency requests included both internal agencies requests (City departments), as well as external agency requests (such as the GISD).

GISD PRIORITIES

The planning team met with GISD Construction and Facilities throughout the project. GISD identified critical sidewalk needs adjacent to school facilities within the City of Georgetown, as well as along known walking and biking routes.

2014 SIDEWALK MASTER PLAN

The 2014 Sidewalk Study identified Priority 1, 2, and 3 sidewalk projects. Several of these projects have been completed since 2014. Sidewalk facilities recommended, but not installed, since the initial study were given additional weight for consideration.

Pedestrian Attractors

This criterion prioritizes projects that have close proximity to land uses that generate a large number of pedestrian trips.

DOWNTOWN OVERLAY DISTRICT

Downtown Georgetown is a vibrant district with places to work and play. The Downtown Overlay District has the highest concentration of pedestrian activity in the City. It is important that the sidewalks in the Downtown Overlay District are complete and accessible.

GEORGETOWN INDEPENDENT SCHOOL DISTRICT

Georgetown Independent School District (GISD) will have 23 facilities within the city limits by 2024. Providing safe routes to schools provides a better quality of life for families in the City. Sidewalk facilities near GISD facilities were prioritized based on need for safe routes to schools, with elementary schools presenting the highest need, followed by middle and high schools.

SOUTHWESTERN UNIVERSITY

The Southwestern University campus serves more than 1,500 students in the heart of the City. Students and faculty often walk between the University and Downtown Georgetown. A safe sidewalk system will facilitate these routes.

PARKS & TRAILS

The City of Georgetown has nearly 83 miles of trails and 53 park facilities. The City of Georgetown Parks Master Plan calls for equitable access to the City parks, indicating they should be readily accessible, no matter where residents live.

Ten minutes on foot in dense areas and ten minutes apart by bicycle in suburban areas is recommended. A complete sidewalk network to trail heads will help facilitate this goal. City parks vary in size from neighborhood “pocket” parks to the San Gabriel River Park, following the existing trail system.

RETAIL

Approximately 3% of Georgetown is zoned for retail use. While not all retail developments are conducive to walking, some are enhanced by quick trips from adjacent residential developments. For example, complete sidewalks between restaurants and adjacent offices enhance the convenience of employees. For the purposes of this study, restaurants are categorized as retail due to a common zoning.

Pedestrian Safety

The safety of existing pedestrian facilities is paramount to providing a walkable City. Sidewalks should not only be provided, but well-maintained and accessible for all citizens. To better evaluate the existing sidewalk network, the following categories were evaluated.

ROADWAY CLASSIFICATIONS

Traffic volumes and vehicle speeds increase correspondingly with the roadway classification. Vehicle speeds can be correlated to the severity of pedestrian injuries in pedestrian-automobile crashes.

PEDESTRIAN/AUTOMOBILE CRASHES

A history of pedestrian-automobile crashes can be an indicator of an existing safety concern. Texas Department of Public Safety crash records were reviewed to determine hot-spots and focus pedestrian infrastructure upgrades. 23 pedestrian related crashes were reported between 2018 and 2022. 18% of these crashes occurred on I-35, 13% occurred on University Avenue (SH 29) and 13% occurred on Austin Ave.

The Georgetown Future Mobility Plan includes the following classifications for roadway facilities in the City:

- **Local Streets**
- **Collectors**
- **Minor Arterials**
- **Major Arterials**
- **Freeways/Expressways**



SAFE ROUTES TO SCHOOLS

Safe Routes to School appearing in both the pedestrian attractors category and the pedestrian safety category emphasize Georgetown's desire to provide safe walking conditions for students, with a prioritization on elementary schools, followed by middle schools and high schools. Ensuring elementary schools are prioritized helps create a safe walking environment for younger students who may be navigating to school facilities for the first time. This also helps ensure younger students who rely on bus transportation more heavily have a safe route to the nearest bus stop for pickup and drop-off procedures.

Public Feedback

This criterion seeks to prioritize projects that received a high amount of attention from public engagement activities. This is separate from 311 or agency requests and was purely based off engagement activities that supported common anecdotes highlighted throughout the planning process.

INTERACTIVE MAP UPVOTES

During the public engagement activities, residents were able to pinpoint segments on the map and make comments about sidewalk related issues. Residents could also upvote that comment to indicate a feeling of agreement on this issue, indicating that the specific issue was not only the feelings of one individual, but more so the feelings of multiple individuals throughout the community.

PUBLIC INPUT

The residents of Georgetown are most familiar with the conditions of the existing network and pedestrian needs. Public input received through Open House I, FlashVote Survey, Red Poppy Festival pop-up, 311 requests, email and the project website were incorporated into the prioritization process.

Demographics

MEDIAN HOUSEHOLD INCOME AND WORKFORCE HOUSING

Recent studies have shown that lower income neighborhoods experience higher pedestrian crashes. These increased pedestrian safety concerns can be linked to an increase in pedestrian activity and lacking pedestrian infrastructure. Median household income and location of workforce housing developments were reviewed as a metric.

CAR OWNERSHIP

Where the car ownership rates are lower, pedestrian trips will increase.

MODE OF TRAVEL TO WORK

Pedestrian trips increase in areas where the primary mode of travel to work is walking.

SINGLE FAMILY RESIDENTIAL

With a population of 67,176, 18% of the City of Georgetown is zoned single family residential. A significant portion of walking trips will generate from the residences in the City. Older parts of the City of Georgetown severely lack sidewalk facilities. It is necessary to consider the single-family residences in the study, as they will serve as a frequent origin.

MULTI-FAMILY RESIDENTIAL

Multi-family residential areas can generate more pedestrian trips than single-family residential neighborhoods, as the population density is much greater. Multi-family units were considered as a unique attractor.

Project Readiness

Once segments were scored using the above criteria, segments were then screened for other factors that may make constructing certain sidewalk projects more difficult, such as limited right-of-way, drainage issues, or steep slopes. It was also noted whether segments were eligible for alternative funding programs. These factors were grouped into the following category of Project Readiness.

Ease of Project

Sidewalk projects that would not require a complicated design process and could be easily constructed in the field without intense engineering oversight.

Alternative Funding Sources

This criterion reviewed sidewalk segments for the inclusion of a larger transportation project or the ability to be funded with some alternative source of funding.

Once ranked projects were then categorized into each tier of need, a screened prioritized project list was established.

Needs Assessment

Based on Council and City staff feedback, “tiers” or themes of projects were identified. These tiers include **Downtown, Schools, Gaps, and Small Capital Improvement Program (CIP) projects**. These tiers were first established as priorities by residents through public engagement efforts, as residents indicated that these areas were the most important in terms of sidewalk connectivity and safety. The tiers also help to support momentum to implement prioritized projects by directly connecting to community priorities identified through public engagement events. These tiers were later endorsed through City staff and City Council workshops.

Public Schools

Sidewalk segments that provided direct routes or access to schools were considered a priority tier.



Gaps

Connectivity gaps in the sidewalk network identified along arterial roadways or those that could provide trail access.

Downtown

This tier of projects focused on completing the downtown sidewalk network for Priority 1 projects not yet complete from 2014 Plan.

Small CIP

A subset of CIP projects that doesn't require professional engineering or right-of-way acquisition and are less than 200' in length.

Maintenance Considerations

In addition to the 4 tiers presented here for capital improvement projects, maintenance considerations were evaluated and included separately in Chapter 4 of the Master Plan.

Prioritization Results

Ultimately, each of the five major categories were weighted and a final ranking was assigned to each segment. A detailed prioritization matrix is provided in the appendix. The prioritization tool assigned a score to each sidewalk segment within the City of Georgetown based on their relation to each element. Sidewalk segment priority rankings ranged from 0 to 65 points, with a possible maximum score of 85.

In addressing the three questions, mentioned at the beginning of the chapter, a screened project list was developed for the Master Plan by scoring the City's sidewalk inventory. The complete list of sidewalk projects and estimated costs can be found in the Appendix.

The screened project list captures the public's three main priorities: trail access, along arterials, and connectivity to schools facilities.

- 75% of projects are supportive to trail access
- 36% of projects are recommended within 1/4 mile of a school
- 12% of projects are recommended adjacent to an arterial roadway

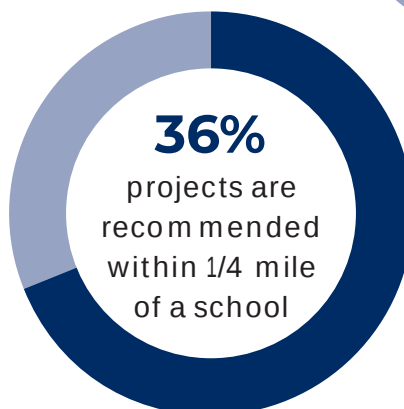
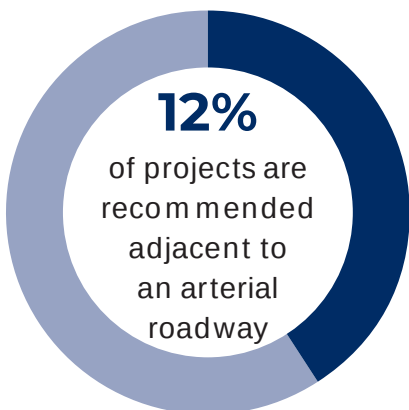
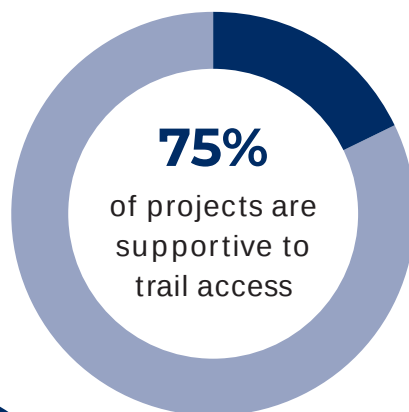


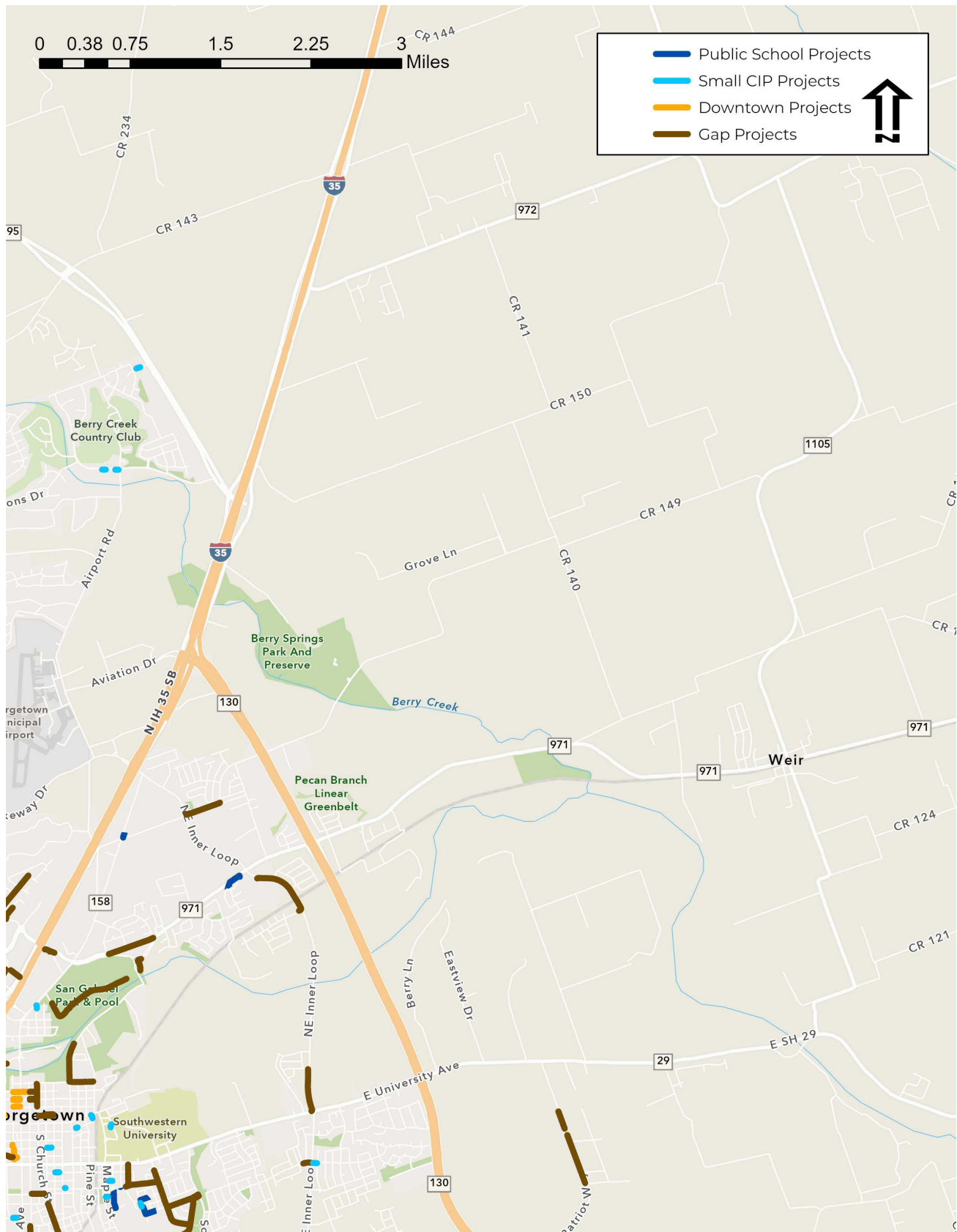
Figure 3-1. Priority Projects - Northwest



Click the following link to review the online version of the Sidewalk Inventory, 2023 Map ([Online Map](#))

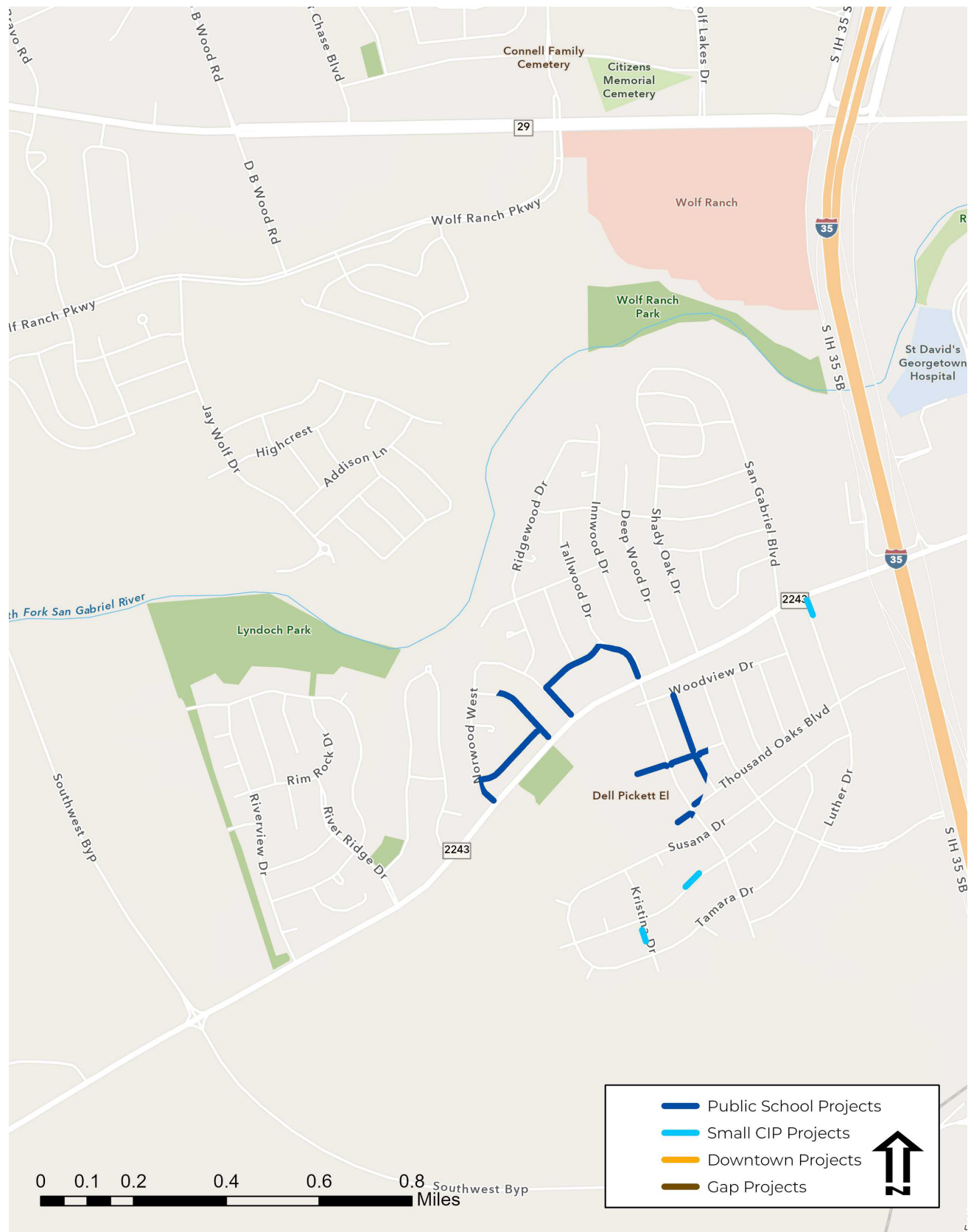


Figure 3-2. Priority Projects - Northeast



GEORGETOWN SIDEWALK MASTER PLAN

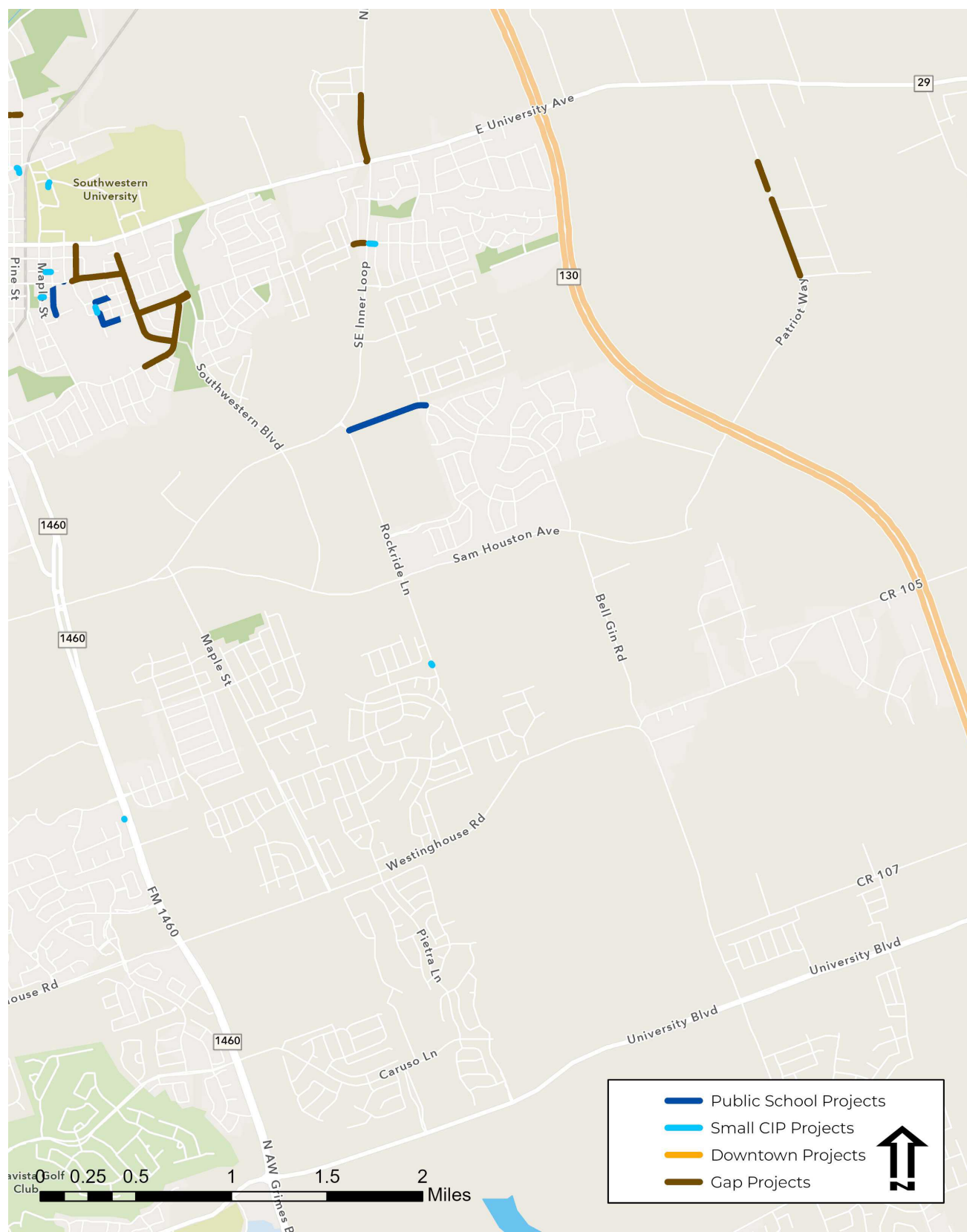
Figure 3-3. Priority Projects - Southwest



Click the following link to review the online version of the Sidewalk Inventory, 2023 Map ([Online Map](#))



Figure 3-4. Priority Projects - Southeast



4. Implementation Strategies

The pedestrian network within public right-of-way, within the city limits of Georgetown, presents a long-term asset management challenge in part because of its long useful life cycle, steady growth and cost of repair. It is appropriate that the asset management and financing strategies for the network account for Capital Improvement Plan (CIP) projects, ongoing operations and maintenance costs and accommodation of future network needs.

Summary of Approximate Costs

Preliminary construction cost estimates were developed for the sidewalk projects identified in the Master Plan. Many sidewalk projects were not included in screened priority list (the complete screen priority project list can be found in the Appendix on p. 30-33). If all sidewalks were built where missing segments exist based on inventory in Chapter 1, the total cost would be close to \$1 billion. A breakdown of potential sidewalk construction costs, in present dollars, is as follows:

Table 4-1. Preliminary Plan Costs

Description	Estimated Fee
Public School Projects	\$7,000,000
Downtown Projects	\$775,000
Gap Projects	\$22,815,000
Small CIP Projects	\$1,051,000
Total	\$31,641,000

Maintenance and Life-Cycle Programming

The planning cycle for operations and maintenance will follow the same 10-year cycle proposed for prioritized projects. In determining life cycle costs, the 2014 Plan reviewed industry literature and adopted best management practice life cycles for sidewalks.

Assumptions

According to that literature, a new sidewalk has an expected useful life of up to 50 years; sidewalks in fair condition have an expected useful life of 10 years. It is recommended that retirement and replacement programming and maintenance budgeting be tied to the staffing levels programmed through the annual budgeting process and materials be determined based on current costs with approximate amounts of construction possible at staffing levels.

This methodology assumes 16 curb ramps will need to be installed for about every mile of sidewalk network. Estimates for sidewalk and curb ramps maintenance assume that it would take 100 years to replace the entire system at current staffing levels; estimates for intersection improvements assume that the current system will require replacement every 20 years for Audible Pedestrian Signals (APS) and do not include labor estimates.

Accessible Pedestrian Signals (APS)

Accessible Pedestrian Signal (APS) units are audible push units with speech message capability and audible locator tones. These units are required by federal law when traffic signals are modified or upgraded. Where appropriate, it is recommended that upgrades to existing pedestrian signal equipment should be considered a priority maintenance project. Otherwise, upgrades or installations should take place on a standalone basis (see Table A-2 in the Appendix for prioritized crossing projects).

Cost per linear foot are based on recent sidewalk project bids provided by the City of Georgetown as a 20% increase for soft costs. These costs will increase annually based on inflation and are in today's dollars only. The methodology does not consider an increase in system size to maintain (based on CIP infrastructure built by City or by development that the City inherits); this would increase the total need estimated.

Table 4-2 illustrates the maintenance projects estimated to be completed on annual (or 1% of total maintenance needed) and 20-year basis. In addition to maintenance of sidewalks and ramps, this table represents a 20-year replacement cycle for crosswalks and APS equipment at all signalized intersections in the City.

Table 4-2. Maintenance Item Estimates

	1 Year of Work	20 Years of Work
Sidewalk Repairs	\$4,135,000	\$82,670,000
Curb Ramp Replacement/Installation	\$363,000	\$7,250,000
Intersection Improvements	\$278,000	\$5,550,000



In coordination with the Public Works Department, maintenance funding and efforts are addressing the following project types within current budgets, which often includes small CIP projects like the ones identified in Chapter 3 in the project tiers:

- *Construction of new sidewalk projects that don't require professional engineering or right-of-way acquisition and are less than 200' in length.*
- *Repairs to failing existing sidewalks segments of 200' or less*
- *Rebuilding curb ramps that are non-functional*
- *Minor sidewalk adjustments due to conflicts*
- *APS unit upgrades during existing intersection or signal maintenance projects*

Potential Funding Sources

Outside of the City's general fund, there are four areas, which could be harnessed to support the maintenance and operations of the City's pedestrian network.

1. Subsequent to the adoption of the 2014 Master Plan, the City passed bond referendums in 2015 and 2021 focused on transportation improvements. These bonds included dollars that helped make significant progress on the 2014 Plans' Priority 1 projects in the 2015 Bond. The 2021 bond included an allocation for additional projects that may arise out of the 2023 Update to the Sidewalk Master Plan.
2. Special revenue districts are appropriate sources of funding because excess revenues generated by that district above and beyond an established assessed value bring about additional reinvestment in that district through infrastructure improvements. Infrastructure within the Downtown, Rivery and Williams Drive Gateway Tax Increment Reinvestment Zones (TIRZ) are designed to serve pedestrian needs. Maintenance expenses within those districts should be supported by a dedicated source of funding directly related to the value it creates.
3. Like TIRZs, the City administratively supports Public Improvement Districts (PIDs), which through additional tax increments, manage infrastructure enhanced beyond minimal City requirements. Although the City cannot directly harness the additional taxes raised by PIDs, it could partner with PIDs to improve and maintain the pedestrian network.

Annual Review Process

An annual review process is paramount to the execution of the Master Plan. City staff and management have made a concerted effort to include pedestrian infrastructure within the same asset management schema as other capital items in the City's inventory. The pedestrian network serves the community in the public right-of-way which conveys liability and requires public expenditure.

The project team recommends that the Master Plan be reviewed annually in coordination with CIP efforts. Every effort should be made to synchronize roadway and pedestrian improvements to minimize impact to public and staff. Initial project prioritization and recommended scheduling are included in this Master Plan; however, additional project selection criteria will be included that allows staff to respond to public partners and elected official requests in a transparent and predictable manner. The annual review should include three components:

1

An audit of projects completed in the prior year in terms of costs, scheduling and scope.

2

Analysis of current needs compared to the prioritized project list.

3

Funding request through the CIP process, informed by expected revenues, community partnerships and grants.

Appendix

Table A-1. Screened Priority Projects and Preliminary Costs

Location	Tier	Description	Estimated Fee	Cumulative Fee
Olive St from 15th St to 17th St	Schools	New Sidewalks and Curb Ramps	\$250,000	\$250,000
Vine St & 19th St from Hutto Rd to Purl El	Schools	New Sidewalks and Curb Ramps	\$330,000	\$580,000
Georgetown Inner Loop between Forbes MS and SH 29	Gaps	New Sidewalks and Curb Ramps	\$1,320,000	\$1,900,000
17th St from Hutto Rd to Vine St.	Schools	New Sidewalks and Curb Ramps	\$260,000	\$2,160,000
South side of Weir from San Gabriel Rd to Inner Loop	Schools	New Sidewalks and Curb Ramps	\$1,760,000	\$3,920,000
1002 E 16th St	Small CIP	New Sidewalks and Curb Ramps	\$27,000	\$3,947,000
West side of Vine St at 18th St	Small CIP	New Sidewalks and Curb Ramps	\$47,000	\$3,994,000
Williams Dr. from Olde Oak Dr. to 275' south of Woodlake Dr.	Gaps	New Sidewalks and Curb Ramps	\$900,000	\$4,894,000
Carlson Cv from Rockride Ln to Bell Gin Rd	Schools	New Sidewalks and Curb Ramps	\$655,000	\$5,549,000
Stagecoach Dr from Bluebonnet Trl to Cactus Trl; Cactus Trl from Stagecoach Dr to Arrowhead Ln	Schools	New Sidewalks and Curb Ramps	\$140,000	\$5,689,000
Wagon Wheel Trl from Williams Dr to sidewalk connection between Old Mill Rd and Bluebonnet Trl	Gaps	New Sidewalks and Curb Ramps	\$635,000	\$6,324,000
River Bow Dr from Norwood St W to Leander Rd	Schools	New Sidewalks and Curb Ramps	\$300,000	\$6,624,000
Green Lee Dr from Tippit MS to Rockmoor Dr	Schools	New Sidewalks and Curb Ramps	\$280,000	\$6,904,000
Thousand Oaks Blvd from Rockcrest Dr to SB I-35 FR	Schools	New Sidewalks and Curb Ramps	\$730,000	\$7,634,000
3rd St. from Austin Ave. to Main St.	Downtown	New Sidewalks and Curb Ramps	\$205,000	\$7,839,000
Rockcrest Dr from Thousand Oaks Blvd to Tamara Dr	Schools	New Sidewalks and Curb Ramps	\$235,000	\$8,074,000
River Wood Dr from Leander Rd to River Bow Dr	Schools	New Sidewalks and Curb Ramps	\$340,000	\$8,414,000
Norwood Dr to Friendswood Dr to Talwood Dr	Schools	New Sidewalks and Curb Ramps	\$535,000	\$8,949,000
802 Wagon Wheel Trl	Small CIP	New Sidewalks and Curb Ramps	\$64,000	\$9,013,000
Whisper Oaks Ln from Northwest Blvd to Lakeway Dr	Gaps	New Sidewalks and Curb Ramps	\$375,000	\$9,388,000
Wood Stone Dr from Woodview Dr to Thousand Oaks Blvd	Schools	New Sidewalks and Curb Ramps	\$320,000	\$9,708,000
Lonesome Trl from Wagon Wheel Trl to Lakeway Dr	Gaps	New Sidewalks and Curb Ramps	\$790,000	\$10,498,000
605 E 8th St	Small CIP	New Sidewalks and Curb Ramps	\$20,000	\$10,518,000
Buffalo Springs Rd from Western Trl to Lakeway Dr	Gaps	New Sidewalks and Curb Ramps	\$330,000	\$10,848,000
4th St. between Austin Ave & Rock St.	Downtown	New Sidewalks and Curb Ramps	\$195,000	\$11,043,000
Rock St from 10th St to 11th St	Downtown	New Sidewalks and Curb Ramps	\$110,000	\$11,153,000
401 W 6th St	Downtown	New Sidewalks and Curb Ramps	\$55,000	\$11,208,000
15th St from Laurel St to Hutto Rd	Gaps	New Sidewalks and Curb Ramps	\$395,000	\$11,603,000

**Based on 2023 dollars, for budgeting purposes assume 4% annual inflation for programming of projects*

GEORGETOWN SIDEWALK MASTER PLAN

Table A-1. Screened Priority Projects and Preliminary Costs (Continued)

Location	Tier	Description	Estimated Fee	Cumulative Fee
Country Club Rd from Chandler Park trail to Rivery Blvd	Gaps	New Sidewalks and Curb Ramps	\$970,000	\$12,573,000
Broken Spoke Trl from Wagon Wheel Trl to sidewalk connection north of Lakeway Dr	Gaps	New Sidewalks and Curb Ramps	\$480,000	\$13,053,000
Park Ln between McCoy Ln and Clay St.	Gaps	New Sidewalks and Curb Ramps	\$185,000	\$13,238,000
Church St. from 3rd St. to 2nd St.	Gaps	New Sidewalks and Curb Ramps	\$90,000	\$13,328,000
North side of 2nd St. from College St. to Holly St.	Gaps	New Sidewalks and Curb Ramps	\$265,000	\$13,593,000
Buffalo Springs Trl from Hedgewood Dr to Wagon Wheel Trl	Gaps	New Sidewalks and Curb Ramps	\$330,000	\$13,923,000
Northwest Blvd from I-35 to 300' south along Apple Creek Dr from Northwest Blvd	Gaps	New Sidewalks and Curb Ramps	\$190,000	\$14,113,000
808 E 7th St	Small CIP	New Sidewalks and Curb Ramps	\$48,000	\$14,161,000
Austin Ave from Stadium Dr to I-35 FR	Schools	New Sidewalks and Curb Ramps	\$595,000	\$14,756,000
Stadium Dr from Inner Loop to Crystal Knoll Blvd	Gaps	New Sidewalks and Curb Ramps	\$750,000	\$15,506,000
SW Corner of Rock St and 11th St	Downtown	New Sidewalks and Curb Ramps	\$85,000	\$15,591,000
South side of 11th St. from Railroad St. to Rock St.	Gaps	New Sidewalks and Curb Ramps	\$440,000	\$16,031,000
6th St. from Myrtle St. to Elm St. (north side)	Gaps	New Sidewalks and Curb Ramps	\$90,000	\$16,121,000
CR 104 from East View HS sidewalk connection to Ronald Rd	Gaps	New Sidewalks and Curb Ramps	\$1,455,000	\$17,576,000
Church St between 17th St and 21st St	Gaps	New Sidewalks and Curb Ramps	\$590,000	\$18,166,000
16th St from Main St to Church St	Gaps	New Sidewalks and Curb Ramps	\$160,000	\$18,326,000
6th St. from Church St. to Myrtle St.	Gaps	New Sidewalks and Curb Ramps	\$90,000	\$18,416,000
6th St. from Myrtle St. to Elm St. (south side)	Gaps	New Sidewalks and Curb Ramps	\$85,000	\$18,501,000
Northwest Blvd from sidewalk connection north of Northwood Dr to sidewalk connection south of Janis Dr	Gaps	New Sidewalks and Curb Ramps	\$745,000	\$19,246,000
Rocky Hollow Trl from sidewalk connection north of Lakeway Dr to Lakeway Dr	Gaps	New Sidewalks and Curb Ramps	\$80,000	\$19,326,000
Primose Trl from Wagon Wheel Trl to Lakeway Dr	Gaps	New Sidewalks and Curb Ramps	\$610,000	\$19,936,000
Laurel St. from University to 15th St.	Schools	New Sidewalks and Curb Ramps	\$270,000	\$20,206,000
Janis Dr. between Shannon Ln and 525' East of Northwest Blvd	Gaps	New Sidewalks and Curb Ramps	\$745,000	\$20,951,000
North side of 10th St between Myrtle St and Elm St	Small CIP	New Sidewalks and Curb Ramps	\$57,000	\$21,008,000
West St. between 6th St. to 8th St.	Gaps	New Sidewalks and Curb Ramps	\$200,000	\$21,208,000
13th St. between Railroad St. and Hart St.	Gaps	New Sidewalks and Curb Ramps	\$105,000	\$21,313,000
Railroad St. between 10th St. and University Ave.	Gaps	New Sidewalks and Curb Ramps	\$105,000	\$21,418,000
Vine St. from University Ave. to 15th St.	Gaps	New Sidewalks and Curb Ramps	\$235,000	\$21,653,000
1904 S Austin Ave	Small CIP	New Sidewalks and Curb Ramps	\$46,000	\$21,699,000

**Based on 2023 dollars, for budgeting purposes assume 4% annual inflation for programming of projects*

Table A-1. Screened Priority Projects and Preliminary Costs (Continued)

Location	Tier	Description	Estimated Fee	Cumulative Fee
Quail Valley Dr. from Trails End Dr. to Southwestern Blvd	Gaps	New Sidewalks and Curb Ramps	\$710,000	\$22,409,000
Morrow St from Saguaro Trl sidewalk connection to trail connection on Morrow St	Gaps	New Sidewalks and Curb Ramps	\$180,000	\$22,589,000
Main St from 18th St to 21st St	Gaps	New Sidewalks and Curb Ramps	\$285,000	\$22,874,000
2202 Williams Dr	Small CIP	New Sidewalks and Curb Ramps	\$50,000	\$22,924,000
10th St. between Scenic Dr. and West St.	Gaps	New Sidewalks and Curb Ramps	\$175,000	\$23,099,000
906 S Rock St	Downtown	New Sidewalks and Curb Ramps	\$25,000	\$23,124,000
21st St. between Austin Ave. and Church St.	Gaps	New Sidewalks and Curb Ramps	\$430,000	\$23,554,000
Park Ln/Clay St. from I-35 to Park Ln and from Central Dr to Park Ln dead end	Gaps	New Sidewalks and Curb Ramps	\$420,000	\$23,974,000
Chamber Way from Austin Ave. to Morrow St. trail	Gaps	New Sidewalks and Curb Ramps	\$1,130,000	\$25,104,000
College St. from 2nd St. to Holly St.	Gaps	New Sidewalks and Curb Ramps	\$495,000	\$25,599,000
5th St from Rock St to Austin Ave	Downtown	New Sidewalks and Curb Ramps	\$100,000	\$25,699,000
4th St. & 3rd St. & Church St.	Gaps	New Sidewalks and Curb Ramps	\$275,000	\$25,974,000
Central Dr. from Williams Dr. to Golden Vista Dr.	Gaps	New Sidewalks and Curb Ramps	\$900,000	\$26,874,000
Weir Rd between River Haven Dr. to Morrow St.	Gaps	New Sidewalks and Curb Ramps	\$1,005,000	\$27,879,000
Hutto Rd from sidewalk connection north of McCoy Pl to 17th St	Gaps	New Sidewalks and Curb Ramps	\$250,000	\$28,129,000
Hedgewood Dr from sidewalk connection north of Foust Trl to Rocky Hollow Trl	Gaps	New Sidewalks and Curb Ramps	\$460,000	\$28,589,000
19th St from Hutto Rd to Southwestern Blvd	Gaps	New Sidewalks and Curb Ramps	\$415,000	\$29,004,000
San Gabriel Village Blvd from I-35 N to Austin Ave.	Gaps	New Sidewalks and Curb Ramps	\$420,000	\$29,424,000
4th St. & Church	Gaps	New Sidewalks and Curb Ramps	\$180,000	\$29,604,000
Rocky Hollow Trl from Hedgewood Dr to Wagon Wheel Trl	Gaps	New Sidewalks and Curb Ramps	\$350,000	\$29,954,000
1402 Olive St	Small CIP	New Sidewalks and Curb Ramps	\$43,000	\$29,997,000
Churchill Farms Dr from sidewalk connection east of Moulins Ln to Inner Loop	Gaps	New Sidewalks and Curb Ramps	\$90,000	\$30,087,000
Inner Loop from Rio Frio Ln to SH 29	Gaps	New Sidewalks and Curb Ramps	\$905,000	\$30,992,000
905 N Church St (Northeast Side)	Small CIP	New Sidewalks and Curb Ramps	\$40,000	\$31,032,000
Southeast corner of Riverbend Dr & Dawn Dr	Small CIP	New Sidewalks and Curb Ramps	\$41,000	\$31,073,000
1015 Leander Rd	Small CIP	New Sidewalks and Curb Ramps	\$53,000	\$31,126,000
5485-5515 RR-2338	Small CIP	New Sidewalks and Curb Ramps	\$34,000	\$31,160,000
North side of 13th St between Elm and Ash	Small CIP	New Sidewalks and Curb Ramps	\$50,000	\$31,210,000
30301 Berry Creek Dr	Small CIP	New Sidewalks and Curb Ramps	\$41,000	\$31,251,000
30321 Berry Creek Dr	Small CIP	New Sidewalks and Curb Ramps	\$46,000	\$31,297,000
410 Ranch Rd	Small CIP	New Sidewalks and Curb Ramps	\$49,000	\$31,346,000

**Based on 2023 dollars, for budgeting purposes assume 4% annual inflation for programming of projects*

GEORGETOWN SIDEWALK MASTER PLAN

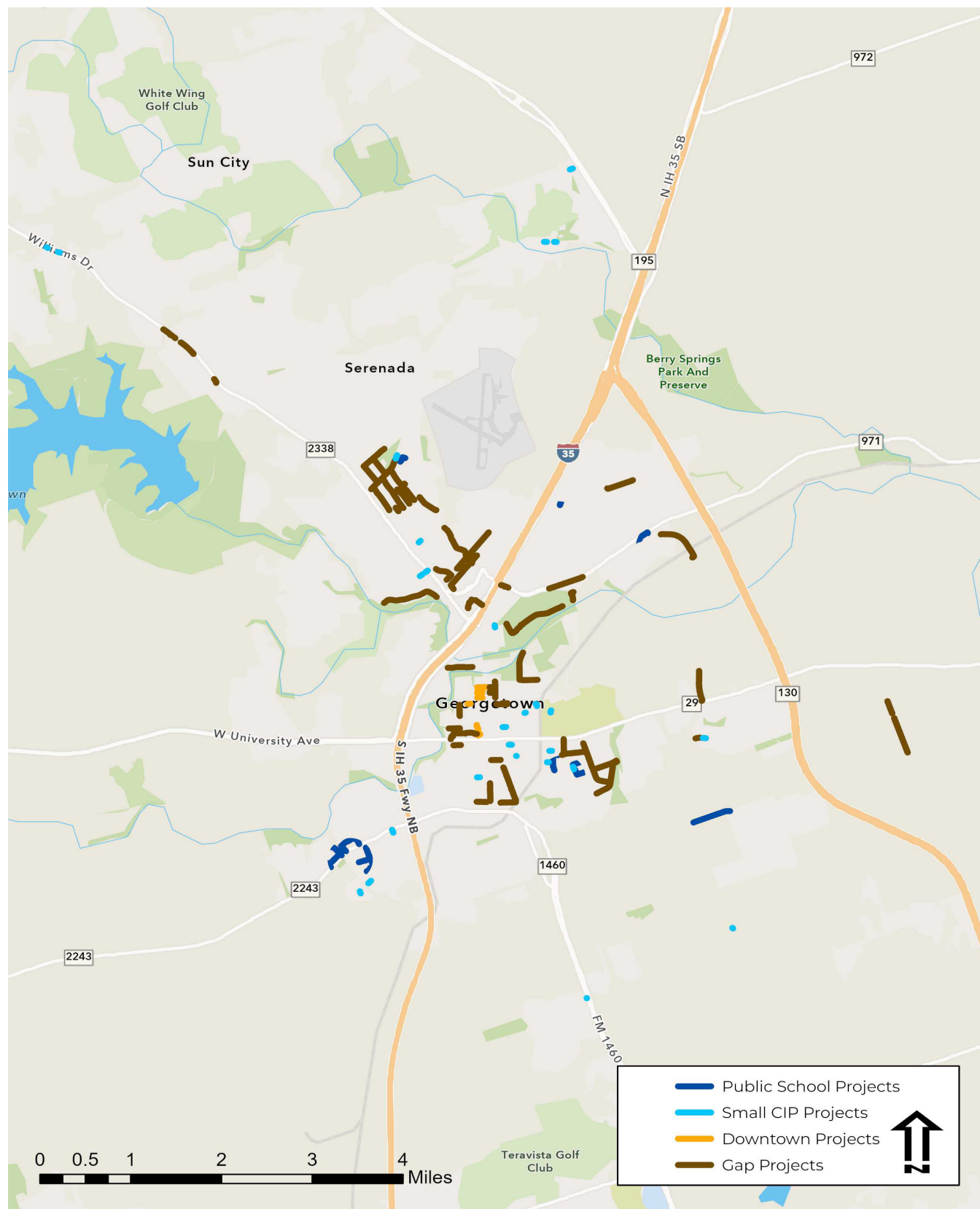
Table A-1. Screened Priority Projects and Preliminary Costs (Continued)

Location	Tier	Description	Estimated Fee	Cumulative Fee
1001 E University Ave	Small CIP	New Sidewalks and Curb Ramps	\$40,000	\$31,416,000
South side of Churchill Farm Dr between Inner Loop and Keenland Dr	Small CIP	New Sidewalks and Curb Ramps	\$50,000	\$31,466,000
Rockride Ln to connect missing piece between Fairhaven Gtwy and Arrowpoint Rd	Small CIP	New Sidewalks and Curb Ramps	\$16,000	\$31,482,000
West side of FM 1460, 570' south of La Conterra Blvd	Small CIP	New Sidewalks and Curb Ramps	\$5,000	\$31,487,000
501 Debora Dr	Small CIP	New Sidewalks and Curb Ramps	\$40,000	\$31,527,000
406 Debora Dr	Small CIP	New Sidewalks and Curb Ramps	\$63,000	\$31,590,000
30709 Chi Chi Dr	Small CIP	New Sidewalks and Curb Ramps	\$51,000	\$31,641,000

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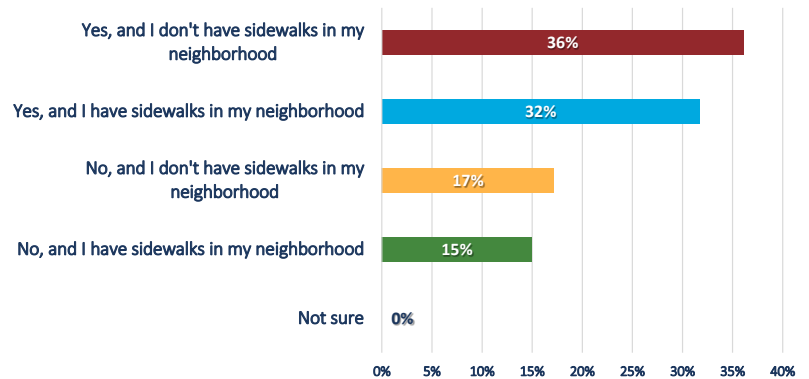
Figure A-1. Priority Group Sidewalk Projects



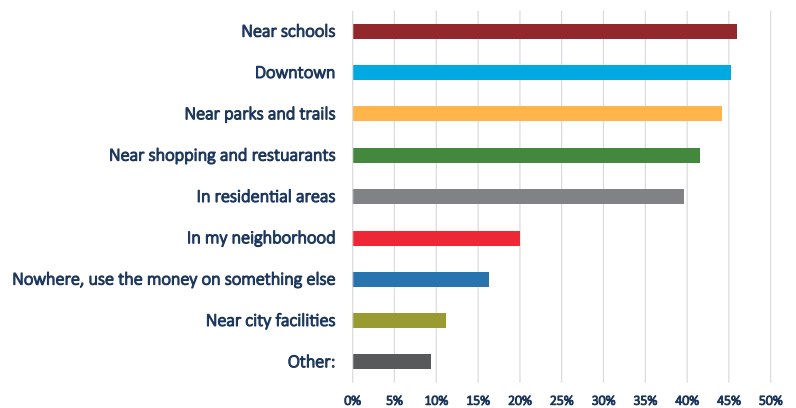
Click the following link to review the online version of the Sidewalk Inventory, 2023 Map ([Online Map](#))

Figure A-2. FlashVote Survey Results

Do you regularly walk or bike on Georgetown's local streets?

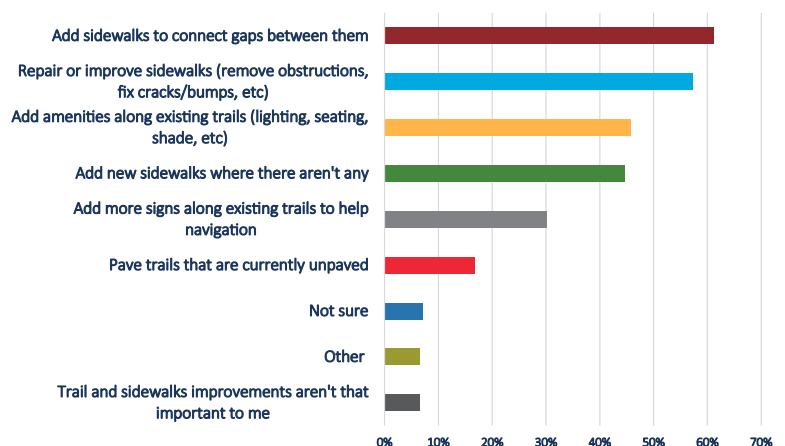


Where would you prioritize sidewalk improvements in Georgetown, if anywhere?



*Participants could choose up to four options

Which improvements to the trail and sidewalk systems would be most important to you, if any?



*Participants could choose up to four options



February 2023 - Engagement Summary

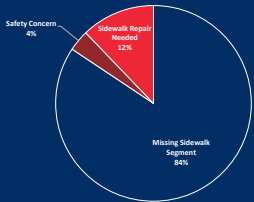
Sidewalk Master Plan Engagement Summary



115
MAP
COMMENTS

- ▶ The online map was open for comments from February 14th- February 28th, 2023.
- ▶ The website was open to the public, and residents were able to place a pin on locations and draw in areas they had feedback for.

Map Comment Breakdown



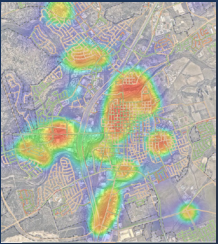
115 Total Responses

Comments with the most Upvotes

- ▶ "The missed connection between two nearby trails." – Located by the corner between the Wolf Ranch Park and San Gabriel River trails.
- ▶ "Completing this sidewalk would let people walk all the way from university avenue to quail valley. This is a heavily used path." – On the perimeter of San Jose Park, along Maple Street.
- ▶ "No connection to the pawed [sic] trail from the community." – At the end of Arrowhead Mound Road, a distance between the trail along San Gabriel River and the master-planned community.
- ▶ "These sidewalks are not connected." – Along Wolf Ranch Parkway, between River Vista Road and Carroll at Rivery Ranch Apartments.

Map Comment Heat Map

- ▶ The areas with the deepest red concentrations indicate a higher number of comments received.



Locations that received multiple comments

- ▶ Along Country Club Road west of Rivery Boulevard
- ▶ 6 comments requesting sidewalks along the southern half of Country Club Road, neighboring towards the border of Middle Fork San Gabriel River.



Locations that received multiple comments

- ▶ Intersection of W 11th Street & Forest Street
- ▶ This block received 4 comments requesting sidewalks and curbs



Locations that received Sidewalk Repair requests

- ▶ Intersection of Railroad Avenue and W. 19th Street
- ▶ 2 comments requested repair; identified existing sidewalks as a tripping hazard



Downtown Georgetown

- ▶ 15 out of the 97 comments for the missing sidewalk segments were from downtown
- ▶ Most missing sidewalk segments were identified north of University Avenue



November 2022 - Engagement Summary

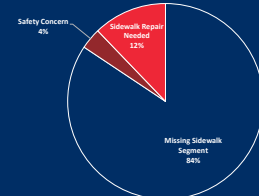
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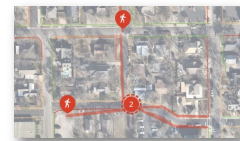
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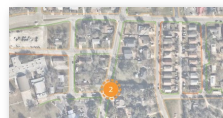
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