Appendix U: Williams Drive Study Transects
Acknowledgments

LEAD AGENCIES

City of Georgetown
113 E. 8th Street
Georgetown, Texas 78626
Lead Staff:
Matt Waggoner, AICP, PW - Transportation Services Analyst

Capital Area Metropolitan Planning Organization
3300 N. Interstate 35, Suite 630
Austin, Texas 78705
Lead Staff:
Kelly Porter, AICP - Regional Planning Manager

STAKEHOLDERS

Georgetown City Council
Georgetown Transportation Advisory Board
Georgetown Planning and Zoning Commission
CAMPO Transportation Policy Board
Williams Drive Study Steering Committee

The Project Team also acknowledges stakeholders that participated in this study including businesses, major and non-profit organizations, property owners, developers, and real estate brokers.

CONSULTANT TEAM

Nelson\Nygaard Consulting Associates
1440 1st NW, Suite 350
Washington, DC 20005

HR&KA Advisors
925 15th St NW
Washington, DC 20005

Code Studio
1200 East 11th Street
Austin, TX 78702

Chic Collaboration
8700 Brodie Lane, #1833
Austin, TX 78745

Cultural Strategies
3601 S. Congress #2200
Austin, TX 78704

June 19, 2012
The complete Williams Drive Study is available at: https://transportation.georgetown.org/williams-drive/.
FIGURE 2: RECOMMENDED CORRIDOR TRAJECTORY

- Jim Hogg Rd. to Cedar Lake Blvd.
- Cedar Lake Blvd. to Sanamada Dr.
- Sanamada Dr. to Lakeway Dr.

June 10, 2017
JIM HOGG TO CEDAR LAKE

RECOMMENDATIONS

Automobiles
- 11' wide travel lanes
- 8' wide pedestrian refuge at intersections

Pedestrians
- 6' min sidewalk on north-side of Williams Drive
- 10' wide tree lawn planted with native vegetation

Stormwater
- 2' wide median planted with native vegetation
- Use planted medians for conveyance of stormwater where possible/appropriate

Frontage
- Full country feeling preserved
- Minimum 30', maximum 50' wide landscape buffer planted with native vegetation
- Buildings pulled up to internal sidewalk or set behind a double row and aisle of parking
- Curb cuts consolidated, backage road provides inter-parcel connectivity

EXISTING CONDITIONS

<table>
<thead>
<tr>
<th>Description</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-Way</td>
<td>100' to 145'</td>
</tr>
<tr>
<td>Shoulder Width (2)</td>
<td>10'</td>
</tr>
<tr>
<td>Travel Lane Width (4)</td>
<td>12'</td>
</tr>
<tr>
<td>Center Turn Lane Width (1)</td>
<td>16'</td>
</tr>
<tr>
<td>Total Pavement Width</td>
<td>85'</td>
</tr>
</tbody>
</table>
CEDAR LAKE TO SERENADA

RECOMMENDATIONS

Automobiles
- 14' wide travel lanes.

Pedestrians
- 6' min sidewalk on north-side of Williams Drive.
- 12' wide tree lawn with formalized street tree planting.

Pedestrians/Cyclists
- 12' wide multi-use path on south-side of Williams Drive.
- 12' wide tree lawn with formalized street tree planting.

Stormwater
- 12' wide median planted with native vegetation.
- Use planted medians for conveyance of stormwater where possible/appropriate.

Frontage
- 25' wide landscape buffer planted with native vegetation.
- Buildings pulled up to internal sidewalk or set behind a double row and aisle of parking.
- Curb cuts consolidated, package road provides inter-parcel connectivity.

**EXISTING CONDITIONS**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-way</td>
<td>100' to 135'</td>
</tr>
<tr>
<td>Shoulder Width (L)</td>
<td>10'</td>
</tr>
<tr>
<td>Travel Lane Width (A)</td>
<td>11.5'</td>
</tr>
<tr>
<td>Center Turn Lane Width (C)</td>
<td>12'</td>
</tr>
<tr>
<td>Total Pavement Width</td>
<td>60'</td>
</tr>
</tbody>
</table>

June 19, 2017
Plan View: Typical Improvement Examples (Cedar Lake to Serenada)

1. Existing curb cuts consolidated and reduced. Adjacent parking and circulation areas are linked away from Williams Drive.
2. Side path at grade, materials carried across driveway to reinforce visual cues that pedestrians and cyclists have right-of-way.
3. To maintain traffic flow, new medians include left turn lanes at major intersections and key driveways.
4. Stormwater management features incorporated into center medians.
5. Shared parking lot serves multiple destinations. Destinations either share patrons, so that people park once and visit multiple destinations, or have different periods when parking demand is highest.
6. Parking located at the rear of buildings where appropriate contributes to increased aesthetic appeal of the corridor.
APPENDICES

SERENADA TO LAKEWAY

RECOMMENDATIONS

- Automobiles
  - 11' wide travel lanes.

- Stormwater
  - 12' wide median planted with native vegetation.
  - Use planted medians for conveyance of stormwater where possible/appropriate.

- Pedestrians/Cyclists
  - 12' wide multi-use path on south side of Williams Drive.
  - 10' wide tree lawn with formalized street tree planting.

- Pedestrians
  - 8' wide sidewalk on north side of Williams Drive.
  - 10' wide tree lawn with formalized street tree planting.

EXISTING CONDITIONS

<table>
<thead>
<tr>
<th>Condition</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-Way (R.O.W.)</td>
<td>65' to 145'</td>
</tr>
<tr>
<td>Shoulder Width (2)</td>
<td>10'</td>
</tr>
<tr>
<td>Travel Lane Width (l)</td>
<td>11.5'</td>
</tr>
<tr>
<td>Center Turn Lane Width (c)</td>
<td>12'</td>
</tr>
<tr>
<td>Total Pavement Width</td>
<td>80'</td>
</tr>
</tbody>
</table>

Frontage
- 15' wide landscape buffer planted with native vegetation.
- Buildings pulled up to internal sidewalk or set behind a double row and aisle of parking.
- Gutters consolidated, backage road provides inter-petal connectivity.
PROPOSED CENTER AREA TRANSECTS

- Lakerose Dr. to Golden Oaks Dr.
- Golden Oaks Dr. to Rivery Blvd.
- Rivery Blvd. to I-35
- Austin Ave.
APPENDICES

LAKEWAY TO GOLDEN OAKS
RECOMMENDATIONS

- Stormwater
  - 11’ wide landscaped median.
  - Use planted medians for conveyance of stormwater where possible/appropriate.

- Buildings
  - Moderate transparency and entrance spacing.

- Automobiles
  - 11’ wide outside travel lane.
  - 10.5’ wide inside travel lane.

- Pedestrians/Cyclists
  - 8’ wide sidewalk on both sides of street.
  - 8’ wide tree lawn with formalized street tree planting.
  - Primary bike route off of Williams Drive (Dawn Drive).

Frontage
- 15’ wide landscape buffer planted with formal vegetation.
- Buildings pulled up to internal sidewalk or set behind a double row and aisle of parking.
- Curb cuts consolidated, blading road provides inter-parcel connectivity.

EXISTING CONDITIONS

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-way</td>
<td>70’ to 85’</td>
</tr>
<tr>
<td>Shoulder Width</td>
<td>--</td>
</tr>
<tr>
<td>Travel Lane Width (4)</td>
<td>11.5’</td>
</tr>
<tr>
<td>Center Turn Lane Width</td>
<td>12’</td>
</tr>
<tr>
<td>Total Pavement Width</td>
<td>60’</td>
</tr>
</tbody>
</table>

June 19, 2017
Plan View: Typical Improvement Examples (Lakeway to Golden Oaks)

A. Existing curb cuts consolidated and reduced. Adjacent parking and circulation areas are linked behind buildings away from Williams Drive.

B. Sidewalk and cycle track at grade, materials carried across driveway to reinforce visual cues that pedestrians and cyclists have right-of-way.

C. To maintain traffic flow, new medians include left turn lanes at major intersections and key driveways.

D. Stormwater management features incorporated into center medians.

E. Curbide pull-out bus facility. Bus exits travel lane completely for passenger boarding and alighting, and then merges back into the flow of traffic.

F. Shared parking lot serves multiple destinations. Destinations either share patrons, so that people park once and visit multiple destinations, or have different periods when parking demand is highest.
APPENDICES

GOLDEN OAKS TO RIVERY

RECOMMENDATIONS

Frontage
- Scenic corridor and mature tree canopy preserved.
- 40' wide frontage.
- Where practical, no parking between building and street.
- Where possible, driveways consolidated and shared.

Pedestrians/Cyclists
- 5' wide sidewalk on both sides of street.
- 6' wide tree lawn supplement preserved front yard trees.
- Primary bike route off of Williams Drive (Dawn Drive).

Automobiles
- 11' wide outside travel lane.
- 10.5' wide inside travel lane.
- 14' wide center turn lane (too many small lots with individual driveways to loose center turn lane).

Buildings
- Small scale structures with building length restrictions.
- Limited transparency and entrance spacing.

EXISTING CONDITIONS

<table>
<thead>
<tr>
<th>Right of Way</th>
<th>70' to 120'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shoulder Width</td>
<td>--</td>
</tr>
<tr>
<td>Travel Lane Width</td>
<td>11.5'</td>
</tr>
<tr>
<td>Center Turn Lane</td>
<td>12'</td>
</tr>
<tr>
<td>Total Pavement Width</td>
<td>60'</td>
</tr>
</tbody>
</table>
Plan View: Typical Improvement Examples (Golden Oaks to Rivery)

- Existing curb cuts consolidated and reduced. Adjacent parking and circulation areas are linked behind buildings away from Williams Drive.
- Sidewalk and cycle track at grade, materials carried across driveway to reinforce visual cues that pedestrians and cyclists have right-of-way.
- In-lane bus facility with adjacent covered bus shelter cut into tree lawn. Bus stays in travel lane for passenger boarding and alighting.
- Shared parking lot serves multiple destinations. Destinations either share patrons, so that people park once and visit multiple destinations, or have different periods when parking demand is highest.
RIVER TO I-35

RECOMMENDATIONS

**EXISTING CONDITIONS**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Width (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-Way</td>
<td>70 to 100</td>
</tr>
<tr>
<td>Shoulder Width</td>
<td>--</td>
</tr>
<tr>
<td>Travel Lane Width (L4)</td>
<td>11.5</td>
</tr>
<tr>
<td>Center Turn Lane Width</td>
<td>12</td>
</tr>
</tbody>
</table>
| Total Pavement Width     | 60          

**Frontage/Buildings**
- Heavy pedestrian/cyclist environment
- Buildings pulled up to sidewalk
- High transparency and entrance spacing
- Curb cuts closed

**Automobiles**
- 10' wide outside travel lane
- 10' wide inside travel lane

**Stormwater**
- 13' wide landscaped median
- Use planted medians for conveyance of stormwater where possible/appropriate

**Pedestrians/Cyclists**
- 6' wide designated cycle track on both sides of street
- 6' wide tree lawn with formalized street tree planting
- 10' wide sidewalk on both sides of street
Plan View: Typical Improvement Examples (Rivery to I-35)

A. Existing curb cuts consolidated and reduced. Adjacent parking and circulation areas are linked behind buildings away from Williams Drive.

B. Sidewalk and cycle track at grade, materials carried across driveway to reinforce visual cues that pedestrians and cyclists have right-of-way.

C. To maintain traffic flow, new medians include left turn lanes at major intersections and key driveways.

D. Stormwater management features incorporated into center medians.
AUSTIN AVENUE
RECOMMENDATIONS

- Automobiles
  - 11' wide outside travel lane.
  - 10.5' wide inside travel lane.

- Buildings
  - Moderate transparency and entrance spacing.

- Stormwater
  - 1' wide landscaped median.
  - Use planted medians for conveyance of stormwater where possible/appropriate.

- Pedestrians/Cyclists
  - 6' wide designated cycle track on both sides of street.
  - 8' wide tree lawn with formalized street tree planting.
  - 6' wide sidewalk on both sides of street.

- Frontage
  - Access lanes with parallel parking allows for enhanced pedestrian environment.
  - Buildings address sidewalk and access lane to create a more walkable setting.

EXISTING CONDITIONS

<table>
<thead>
<tr>
<th>Item</th>
<th>Measurements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-Way</td>
<td>100' to 150'</td>
</tr>
<tr>
<td>Shoulder Width</td>
<td>--</td>
</tr>
<tr>
<td>Travel Lane Width (4)</td>
<td>11.5'</td>
</tr>
<tr>
<td>Center Turn Lane Width</td>
<td>12'</td>
</tr>
<tr>
<td>Total Pavement Width</td>
<td>60'</td>
</tr>
</tbody>
</table>