
EXECUTIVE SUMMARY

As a result of completion of the Capital Area Metropolitan Planning Organization's (CAMPO) 2035 Transportation Plan, the City of Georgetown has updated the City's Overall Transportation Plan (OTP). The implementation of the OTP is critical in the overall development of the City as it guides future roadway improvements, construction of new facilities, and outlines the City's transportation goals. The revision and adoption of the OTP is a deliberate and thoughtful process whose goal is the complete understanding of the relationship between land use and the transportation infrastructure required to support those land uses. The adoption of the OTP by ordinance, sets forth long term capital planning and financing considerations designed to ensure that basic transportation infrastructure needs and right-of-way will be available as the city grows and network needs improvements.

STUDY BACKGROUND AND PURPOSE

This updated document is a continuation of the effort that the City completed in 2004 with the adoption of the initial OTP, which provided an analysis of existing conditions and travel characteristics, a travel demand model, review of the City's roadway functional classification system, and a revised Transportation Improvement Program (TIP). The 2004 OTP assisted the City in defining cross-sectional needs as well as access management and detailed intersection needs.

Since the 2004 OTP, the City has experienced tremendous growth, including several major retail and residential developments. Additionally, the 2030 Comprehensive Plan adopted in 2008 includes a revised Future Land Use Plan. While the Comprehensive Plan serves as a guide for physical growth and land use within the City, the OTP provides guidelines for transportation management and development. These documents should be used in coordination with one another, not as separate competing documents.

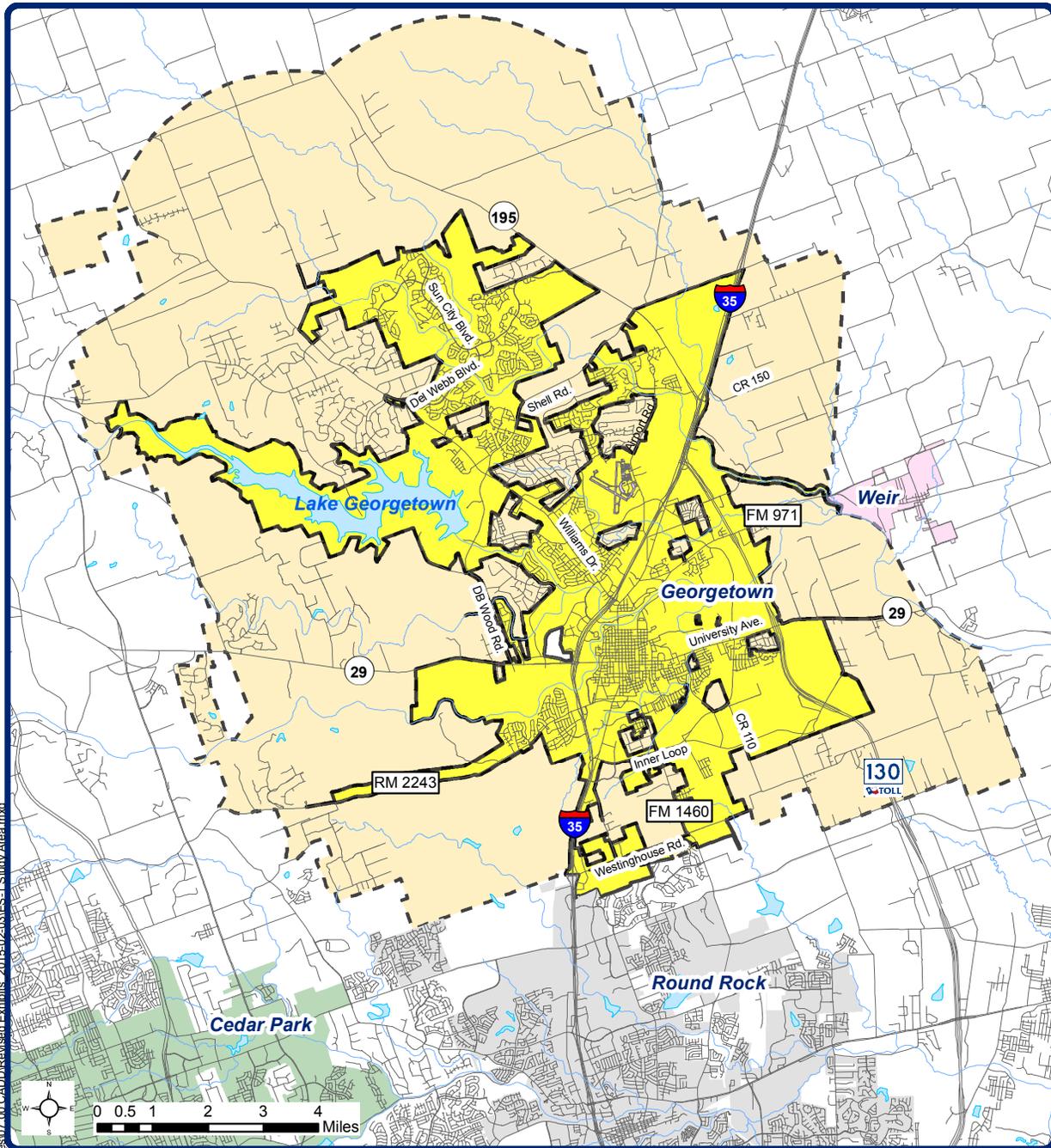
This update serves many purposes. It builds upon the previous plan, accommodates city wide changes, recommends new roadway locations and functional classifications, revises the implementation program and improves design recommendations through the implementation of Context Sensitive Solutions. The update also provides a review of the existing sidewalk and pedestrian/bicycle infrastructure and outlines the requirements for future analysis and planning studies.

The transportation improvement recommendations are based on the projected 2035 travel demands. The implementation program will categorize improvements through short-term and long-term prioritization recommendations. The improvements already chosen for funding are identified as “near term” and those where funding, routing, and right-of-way have not been identified are considered “long term”. Potential improvements offered for consideration include roadway widening and/or extensions, bicycle and pedestrian infrastructure, and transit programming. The study involves an evaluation of various transportation improvements and considers the impacts related to traffic/mobility, anticipated construction, and right-of-way costs as well as environmental/land use criteria. As part of the study, the travel demand model has been updated and integrated with the CAMPO’s 2035 plan/model providing a more detailed transportation zone structure and socioeconomic data enabling a better forecast of future travel demands in and around the Georgetown area.

STUDY AREA

The study area for the OTP includes the City of Georgetown city limits as well as the Extra Territorial Jurisdictional (ETJ) area, which typically extends one to two miles beyond the city’s limits. This area includes added roadways of which the City has sole control, including Williams Drive, Shell Road, D B Wood Road, and Inner Loop. These facilities provide critical connectivity for the residents within the City and, while there are some limitations, there are opportunities for roadway expansion. The study area is depicted in **Figure ES-1**.

There are many transportation facilities within the city that are not under the City’s jurisdictional control. These include Texas Department of Transportation (TxDOT) facilities such as Interstate Highway 35, Business Highway 35 (Austin Avenue), State Highways 29 and 195, as well as the tolled State Highway 130. There are also state facilities that provide regional circulation – Farm-to-Market Roads 971, 972 and 1460, as well as Ranch-to-Market roads 2243 (Leander Road) and 2338 (Williams Drive). These facilities are outside of the purview of the City and as such, only limited improvements can be recommended. In addition, many roads are challenged by the surrounding geography and land uses such that improvement recommendations are extremely difficult and cost prohibitive to implement. Many of these facilities provide a critical link in the City’s overall development plan yet there is little opportunity for roadway improvement.



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Figure ES-1
Study Area

 Roads	 Georgetown
 Rivers & Streams	 Georgetown ETJ
 Lakes	 Weir
 Round Rock	 Cedar Park



City of Georgetown, Texas
Overall Transportation Plan Update

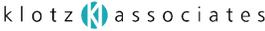




Figure ES-1

STUDY PARTICIPANTS

The development of the OTP was a cooperative effort between the City of Georgetown Staff and other City-supported agencies. While a Technical Advisory Committee was not specifically set up for this effort, the Georgetown Transportation Advisory Board (GTAB) was updated on a regular basis. During each of the presentations, comments and suggestions were solicited and considered during completion of the OTP.

PUBLIC INVOLVEMENT

Four public meetings were held, inviting the public to learn about the project and the changes that have occurred city wide since the previously adopted OTP. Two meetings were held on April 13, 2010 and two were held on November 10, 2010. On April 13, one meeting occurred in the morning at Sun City and the second meeting occurred that evening at the City of Georgetown offices. There were a total of 20 people in attendance at these two meetings. Individuals were invited to discuss issues and concerns as they related to the Georgetown transportation system and network, including the existing roadway network, pedestrian and bicycle trails/paths, and transit needs/usage. The meeting attendees were asked to provide input regarding all aspects of the updated OTP.

The feedback received at the first two meetings was analyzed and a second set of public meetings was held in November 2010 to present the recommended roadway improvements. As with the April 2010 meetings, the morning meeting was held at Sun City and the evening meeting was held at the City of Georgetown offices. There were approximately 20 people at the morning session and four people at the evening session.

GOALS AND OBJECTIVES

The goals established as part of this study will mirror those set forth in the previous 2004 plan as well as the overriding transportation goals from the recently completed 2030 Comprehensive Plan.

The goal of the OTP is to develop a transportation system that is safe, efficient and economically feasible and will accommodate present and future needs for mobility of all people and goods traveling within and through the Georgetown area. This goal will be revisited during subsequent updates, but will remain unchanged; only the underlying objectives will be further refined. A secondary goal of this study is to review the existing pedestrian/bicycle plans and recommend further planning development and programming needs. These recommendations provide a

foundation on which to build a more complete system through the implementation and adoption of a comprehensive bicycle and sidewalk plan.

The following goals and objectives established in the 2030 Comprehensive Plan provided the framework for the development of the OTP. They establish the community values and aspirations, as they relate to transportation, in each of four main themes: quality of life, sustainable development, balanced transportation/efficient mobility, and effective governance.

The transportation goals and objectives are:

- Implement improvements to the local road and traffic control system, including new thoroughfare linkages to enhance connectivity, improved and coordinated traffic signalization, standards for access management to enhance traffic flow and safety.
- Progress toward a functional, well-integrated, multi-modal transportation system that provides a variety of choices – bicycle, public transportation, and pedestrian – on a local and regional level.
- Reduce reliance on single-occupant automobile traffic by retrofitting bicycle lanes and sidewalks in underserved areas to enhance bicycle and pedestrian mobility; incorporating these facilities in new developments; and encouraging compact mixed-use and other “walkable” development types.
- Guide the future growth and development of the City toward a more balanced approach between employment and commercial centers, schools and other high traffic generators.

As further refined by the stakeholders, the following goals and objectives were set forth to guide the development of the OTP:

1. Provide for a high degree of safety for motorists, transit users, pedestrians and bicyclists
2. The transportation system should be a total system approach, incorporating the various modes of transportation in appropriate combination, based on analysis of travel demand and consideration of community costs, benefits and needs.
 - a. Roadway facilities should be planned and classified by function and relative importance, providing a proper balance of freeways, toll ways, expressways, major/minor arterials, collectors and local streets.

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- b. Through traffic should be encouraged and accommodated on the classified roadway network and discouraged on collectors and local neighborhood streets.
 - c. The most efficient use of existing and future highway and street facilities should be encouraged to maximize the benefits of capital investments.
3. The transportation system should consider planned development patterns, accessibility and mobility needs.
 - a. Improve overall accessibility to employment, education, public facilities, downtown and other activity centers
 - b. Provide access between all developed areas of the region and connections to other cities and facilities in the region
 - c. Minimize disruption of existing and planned developments and establish community patterns
 - d. Consider development potential within and beyond the extraterritorial jurisdiction (ETJ) for the design years and provide tools to assess the impacts of growth to assist the decision making. This includes the recently adopted CAMPO Growth Center model, the specifics of which are discussed further within this report.
 4. Meet the area's long range transportation needs.
 - a. Establish the procedures for monitoring the OTP and provide for periodic updating and revision. The OTP should be updated on a pre-scheduled annual basis to allow for incorporation of all new developments and roadway projects. It should provide sufficient flexibility to accommodate changes in land use planning for the City of Georgetown and other unforeseen changes and conditions.
 - b. Preserve right-of-way for future roadway development and expansion.
 - c. Transportation planning should be performed within the framework of comprehensive regional planning and should support regional growth and development goals.

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- d. Provide for an orderly improvement and expansion of the roadway system at a minimum cost as the need for improvement arises.
5. Consideration should be given to social and environmental impacts.
 - a. Minimize air and water pollution, noise and other environmental impacts of transportation improvement and new facility construction and reduce negative impacts when possible.
 - b. Minimize the impacts social impacts to particular areas of the City. All roadway improvement recommendations should not be concentrated in a single location. As much as possible they should be equitable across the City.

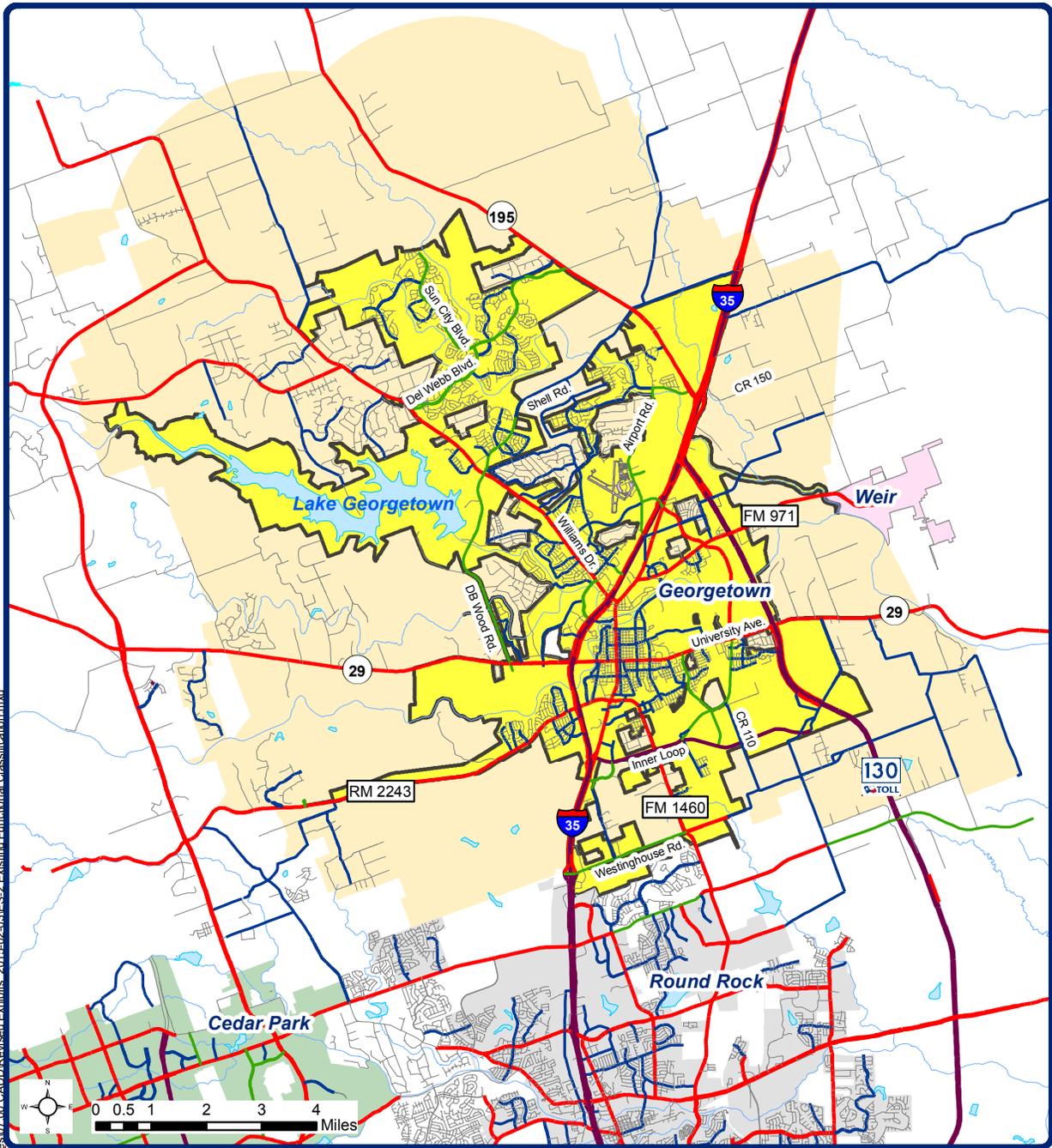
TRAVEL DEMAND MODEL DEVELOPMENT

The primary focus of the updated OTP is the development and refinement of the existing Travel Demand Model (TDM). Using this travel demand model, existing and forecasted future traffic demands on the transportation network were determined. For this study both the completed 2035 CAMPO model and the existing Georgetown TDM were used. The CAMPO model was used to project future traffic demands on a regional basis and the existing roadway network was obtained from the Georgetown TDM. These two models were combined to complete the refined Georgetown network using 2035 regional data in conjunction with the existing Georgetown model network. The refined Georgetown network has been input into the existing TDM and was defined further to include areas that had been annexed and/or developed since completion of the 2004 OTP. Once completed, both models (CAMPO and Georgetown) work in coordination with one another providing not only a regional review of roadway operating conditions, but a more localized analysis based solely on the refined Georgetown network.

FUNCTIONAL CLASSIFICATION SYSTEM

Roadway functional classification refers to the hierarchical arrangement between roadways and the interaction therein. The City of Georgetown UDC uses eight distinct classifications; Alley, Residential Lane, Residential Local Street, Residential and Major Collector, Minor and Major Arterial, and Freeway. Each classification has a distinct function in terms of allowing movement in and around the City of Georgetown. For example, alleys serve local residences, providing access to and from individual residences at low speeds and volumes. In comparison, freeways primarily

provide regional access, traveling across town or connecting Georgetown to other cities within the region. Those roadway classifications within the study area are depicted in **Figure ES-2**.



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Figure ES-2

Existing Functional Classification



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Figure ES-2

EXISTING TRANSPORTATION CONDITIONS

Using the refined TDM, a detailed roadway analysis was completed. This analysis, commonly referred to as a Level of Service (LOS) analysis, is used to evaluate existing and projected traffic volumes on the study area roadways. Once the operating conditions have been analyzed, an operational LOS is assigned to each roadway link. There are six LOS capacity conditions for each roadway facility, designated “A” through “F”. This is much like a rating system with roadway segments ranked from LOS A (representing a free-flow optimal condition) to LOS F (representing a congested forced flow condition).

As proposed within the OTP, LOS D is the threshold at which a roadway operates at or above acceptable conditions. Currently the City of Georgetown’s Unified Development Code has a threshold of LOS C; however, this is primarily for peak hour intersection conditions. Improvements are easier to make at intersections as opposed to roadway segments because attaining LOS C is more difficult and costly. Typically LOS D is utilized in more urbanized areas. As the City of Georgetown continues to grow, this LOS threshold may need to be evaluated. LOS D is a more realistic performance measure to achieve in roadway operations, and as such, it is the recommended goal threshold.

Under existing conditions, most roadways operate at or better than LOS D. There are some exceptions, primarily segments of Williams Drive and SH 29. A number of segments associated with these roadways are operating at LOS E or LOS F.

FUTURE GROWTH AND DEVELOPMENT

As was highlighted within the CAMPO 2035 plan, the City of Georgetown is expected to experience significant growth and development. With this influx of residential developments and the myriad commercial/office developments, population and employment are projected to increase. It is anticipated that Georgetown will attain a population level of at least 100,000 residents by 2030, a substantial increase from 47,400 residents in 2010. This has significant funding and control implications for the City, from control of all traffic signals to funding a separate/independent transit system. Thus, the need for transportation infrastructure improvements becomes paramount.

As part of the CAMPO 2035 Plan, the concept of Activity Centers was developed. This concept evolved out of the Envision Central Texas (ECT) initiative that began in the early 2000s and has spurred a number of new ideas to improve the way Central Texas grows into the future. The

preferred growth pattern developed through the scenario planning effort of the ECT identified key areas where future population and employment growth could be developed into walkable activity centers around the region.

Within the Georgetown city limits and ETJ, there is only one activity center. Another 36 activity centers are located in the surrounding Central Texas region, including one large center, 13 medium centers, and 23 small centers. The Georgetown activity center is medium and is centered on the proposed location of the planned Lone Star rail station in the City's southeast quadrant. Since the ECT was initiated and the scenario planning efforts were accomplished, CAMPO has adopted these concepts and integrated them into their growth projections for 2035. The following descriptions were adapted from CAMPO's 2035 Regional Growth Concept report from May 2007.

The large growth area is the Austin Central City, which consists of the central business district (CBD), the Capitol, and the University of Texas. This area has the region's highest amount of housing, jobs and recreational opportunities. It has a radius of approximately two miles and has the potential to contain a population of at least 125,000 and employment of 200,000 in 2035.

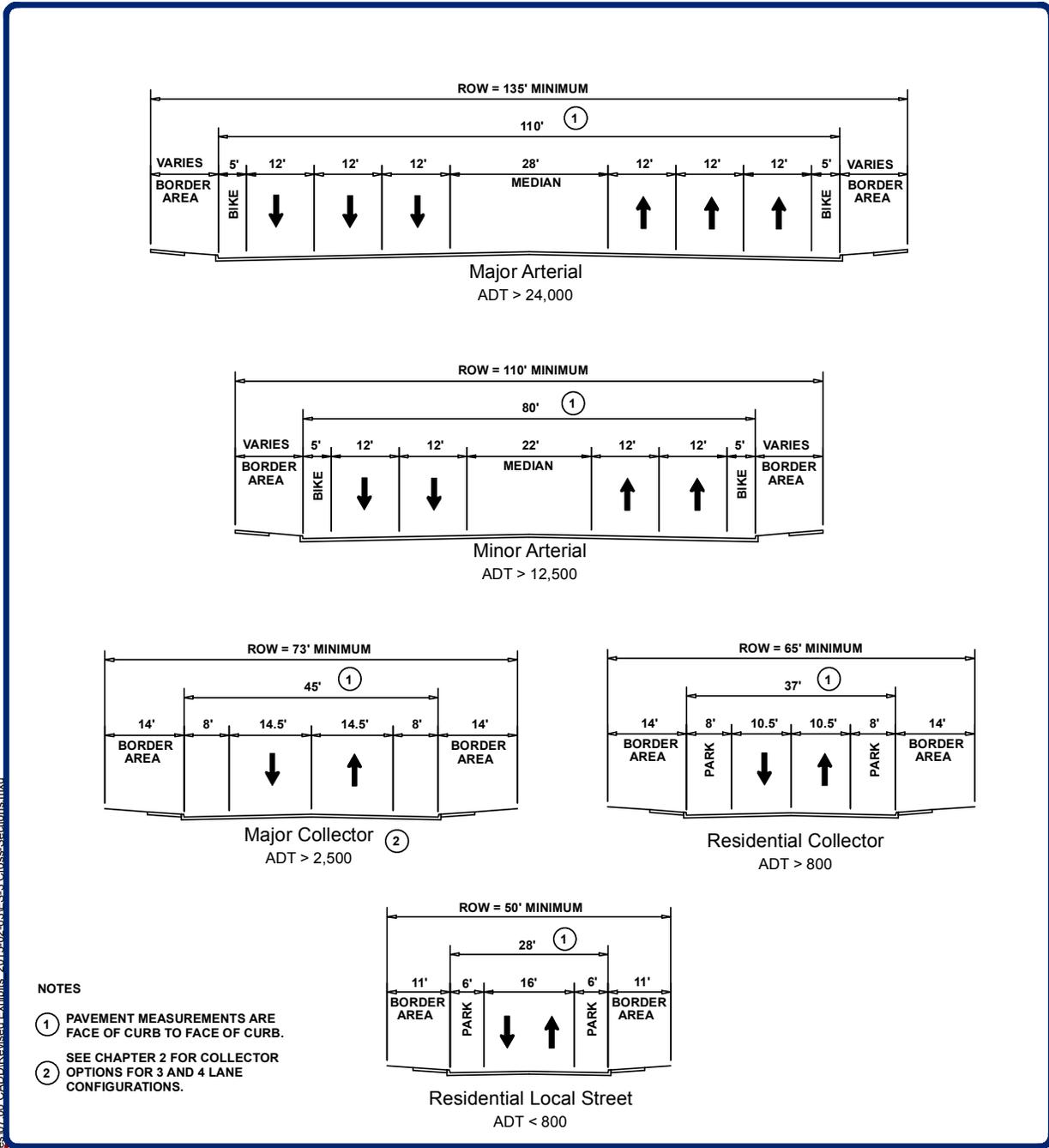
The medium growth areas (within the Georgetown city limits) are large regional cores that are major centers for population and employment in the future. They have a radius of approximately one mile and have the potential to contain a population in the range of 9,000 to 75,000. According to the Texas Workforce Commission, the Georgetown Activity Center had 1,400 employees in 2005. The potential for this area ranges from 9,000 to 40,000 employees in full build-out.

The small growth areas are smaller centers that are more focused on serving medium-sized communities and neighborhoods. In most instances, these centers have a key transit node that connects to the larger regional transportation network. These small activity centers have a radius of approximately ½ mile and have the potential to contain a population in the range of 2,000 to 10,000 and employment of 2,000 to 10,000.

RECOMMENDED DESIGN STANDARDS

The roadway design standards represent the minimum criteria required to support the City's roadway spatial planning and rights-of-way needs while ensuring the functionality of the transportation network. The roadway design standards are presented below in **Figure ES-3**. The minimum criteria in this Plan include the number of lanes and their width, median widths, parking

allowances, bike lanes and sidewalks requirements per roadway functional classification. These classifications and their required minimums can and do change over time. As land use changes and transportation facilities develop, the classification and related design can be altered through the OTP amendment process described in this Plan. Although the recommended minimum cross-section criteria will not change significantly, this Plan does recognize the value in providing guidelines that complement the City's varying land uses and community characteristics.



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Figure ES-3
Functional Classification System
Cross-Sections



Figure ES-3

CONTEXT SENSITIVE SOLUTIONS OVERVIEW

In an on-going effort to coordinate transportation engineering and planning efforts, a national dialogue has been established to move toward the implementation of CSS applications to new roadway projects. CSS is a philosophy that guides public agencies and private entities in all phases of project development, from planning through project scoping, design and into construction and maintenance. CSS strives for outcomes that meet transportation service and safety needs in addition to environmental, scenic, aesthetic, cultural, natural resource and community needs. Context sensitive projects recognize community goals, and are planned, scoped, designed, built and maintained while minimizing disruption to the community and the environment. CSS is not an aesthetic treatment; rather, it involves development of a transportation solution that fits into the project's surroundings.

RECOMMENDATIONS

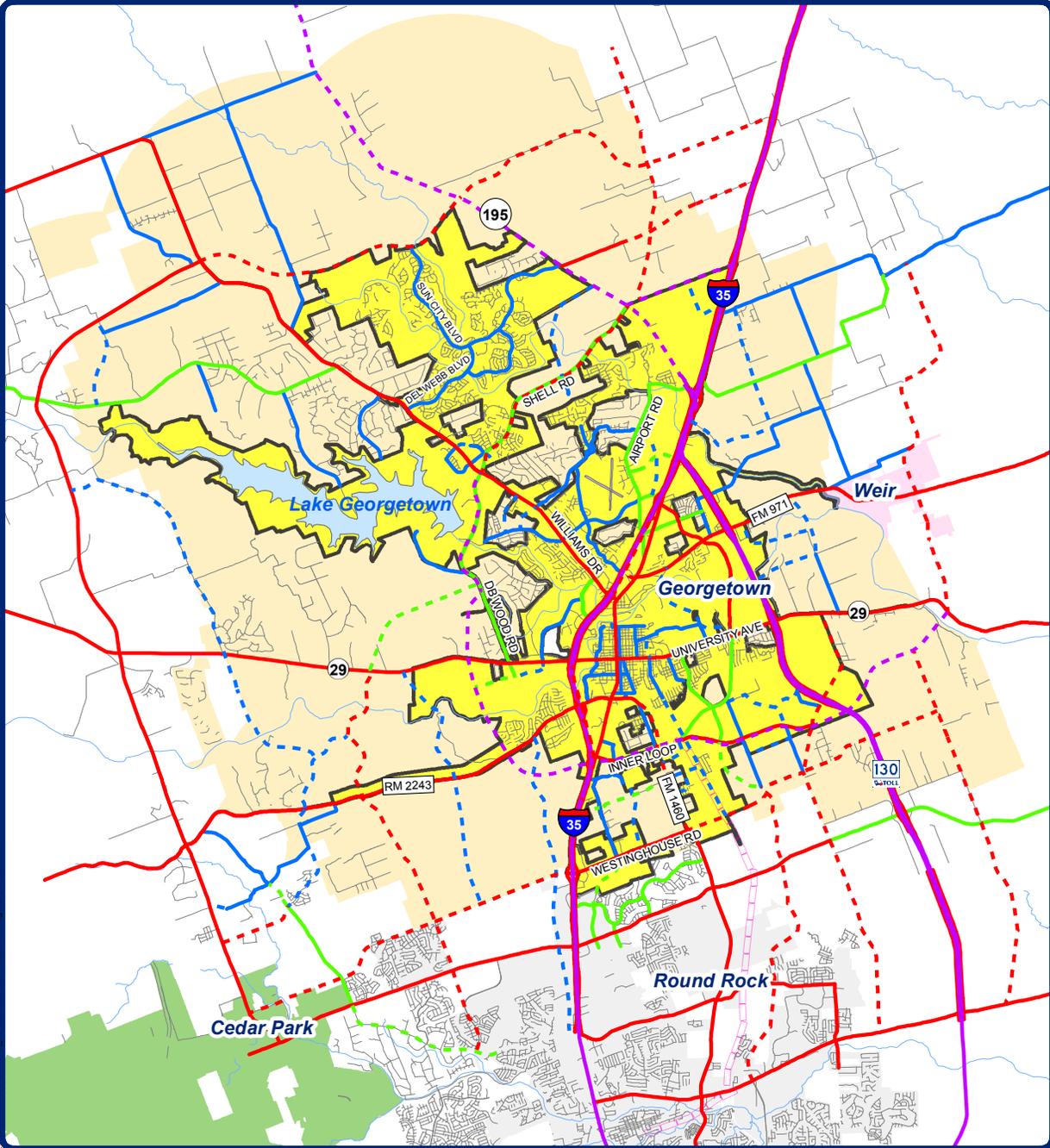
The recommended transportation plan for the City of Georgetown has been developed based on three primary components: community input, community needs and TDM results. Subsidiary inputs to the TDM ultimately determined what recommendations were made. These inputs included forecasted future traffic volumes, network continuity, future developments (based upon adopted future land use plan), corridor preservation and access management. The recommendations included in this Plan are for both roadway extensions and widening, as well as for construction of new roadways. While many of these recommendations have been previously identified, there are a number of new projects that have developed because of the growth and development that has occurred and is projected to continue. All identified roadway improvement projects are listed in Chapter 5 and the 2035 proposed thoroughfare plan is shown in **Figure ES-4**.

PLAN ADOPTION

Once the public has had an opportunity to provide comments and recommendations, the updated OTP will be finalized and implementation strategies will be developed. It is imperative that the Plan be fully adopted by the City Council and GTAB in order to recognize the development of the OTP as part of the City's policies and guidelines.

PLAN AMENDMENTS AND UPDATES

The OTP is developed through a deliberate, thoughtful and collaborative process. It forecasts needs based on existing conditions and assumptions and therefore is critical that it remain a flexible and working document. Acknowledging that as land uses, the economic environment, and travel demand needs evolve over time, amendments to the adopted network may be warranted. The recommendations provided herein set forth long term financing and technical design work flows for both public and private sector activities. Changes to the City's transportation infrastructure plan must recognize and fully understand the affect those changes will have on private and public interests. Modifications to the recommended transportation networks described by this OTP should only result from similar, deliberate and technical studies and the appropriate public processes set forth in the 2030 Comprehensive Plan.



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0 1 2 Miles



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|-------------------------|-------------------------|----------------|
| Existing Freeway | Proposed Major Arterial | Cedar Park |
| Existing Major Arterial | Proposed Minor Arterial | Round Rock |
| Existing Minor Arterial | Proposed Collector | Weir |
| Existing Collector | Proposed Rail | Georgetown |
| Proposed Freeway | Local Roads | Georgetown ETJ |

Figure ES-4

Proposed 2035 Thoroughfare Plan



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Figure ES-4