SECTION 2 Existing Transportation Conditions

This chapter outlines the existing transportation network and conditions within the City of Georgetown and the ETJ. While there have been a number of improvements since the previous transportation plan, the City is still primarily served by the same roadway system. Improvements which have occurred since the last update are either the construction of new facilities resulting from new development (residential or commercial) or the localized improvement to an existing facility (i.e. the widening of Williams Drive). Included in this chapter are discussions concerning area roadways and functional classification, capacity analyses and proposed improvements.

2.1 Existing Functional Classification System

Roadway functional classification refers to the hierarchical differences between roadways and the interaction therein. The classifications are a general guideline and they can change over time as land use changes and transportation facilities develop.

As defined within the City of Georgetown’s UDC, there are eight distinct classifications: Alley, Residential Lane, Residential Local Street, Residential and Major Collector, Minor and Major Arterial, and Freeway. With the exception of the Alley and Residential Lane classification, each of these roadways is shown in Figure 2-1. It should be noted that the Local and Collector designation shown on the Map Key correspond to the Residential Local Classification and Residential and Major Collector (combined) Classification.
Figure 2-1

Existing Functional Classification System

Georgetown
Georgetown ETJ
Round Rock
Weir
Cedar Park
Lakes

Freeways/Frontage Roads
Major Arterial
Minor Arterial
Collector
Local Roads
**Alley** – An alley serves primarily as a side or rear access point to a residential or commercial establishment. Traditionally alleys are not intended to accommodate traffic beyond that accessing the adjacent land uses. This classification is required to allow for fire, emergency and solid waste service vehicles.

**Local Street** – Residential Lanes and Residential Local Streets fall under this designation. These streets are intended to provide access to adjoining properties by collecting the traffic from surrounding areas and distributing it to adjoining collectors or arterial streets. Local streets can access both collector level streets and arterial level streets.

**Collector Streets** – Residential and Major Collector classifications fall under this designation. These streets are intended to balance traffic between arterial streets and local streets. These streets tend to carry a high volume of traffic over shorter distances, providing access and movement between neighborhoods, parks, schools, retail areas and the arterial street system.

**Arterial Streets** – Arterial streets provide traffic movement through and between different areas within the city and access to adjacent land uses. Access is more controllable because driveway spacing requirements are much greater and, if safety dictates, overall access can be limited to specific turning movements. Minor Arterials connect lower functional classifications and major arterials and tend to be shorter in distance. Major Arterials connect major traffic generators and land use concentrations and serve much larger traffic volumes over greater distances.

**Freeways/Tollways** – Freeways and Tollways are controlled access roadways that allow for the movement of traffic through and around the City. This classification includes interstate highways, state highways, tollways and loops. Direct property access is limited as access is not the intended purpose of these facilities. Design characteristics
of these facilities include multiple travel lanes, limited access points, high traffic volumes and high traffic speeds.

It is the goal of the City of Georgetown to limit roadway connections to no more than one step above wherever possible. For example, residential streets should connect to collector streets wherever possible, but not connect to streets larger than a minor arterial, for more information on this, see Figure 2-2 and Table 2-1. Detailed roadway cross sections are shown in Figures 2-2a thru 2-2d.

Figure 2-2: Connectivity Diagram
Figure 2-2a

Freeway Cross-Sections

Path: C:\Users\friellol\Desktop\2-2a Cross-Sections.mxd
NOTE:

1. PAVEMENT MEASUREMENTS ARE FACE OF CURB TO FACE OF CURB.
Figure 2-2c

Collector Cross-Sections

NOTE:
1 PAVEMENT MEASUREMENTS FACE OF CURB TO FACE OF CURB.

Path: C:\Users\friellol\Desktop\2-2d Cross-Sections.mxd
NOTES:

1. PAVEMENT MEASUREMENTS ARE FACE OF CURB TO FACE OF CURB.
2.2 Existing Area Roadways

The City of Georgetown is largely served by a combination of State, County and local roadway facilities, including Interstate Highway (IH) 35, State Highways (SH) 29, 195 and 130, Farm-to-Market (FM) 2243 (Leander Road) and Williams Drive. The City has the authority to provide permitting and design oversight for state and county roads; but many of the primary design and maintenance responsibilities lie with others. Existing travel lane designations based on the 2010 CAMPO roadway network are shown in Figures 2-3 and 2-3a.

Interstate Highway 35
IH 35 is the only interstate facility serving the Georgetown area. This facility bisects the city north-south and continues from the United States/Mexico border north to the United States/Canada border. IH 35 connects the City to the Austin urbanized area to the south and the Waco/Killeen urbanized area to the north. Access to and from IH 35 is provided by grade-separated interchanges and frontage roads on the east and west sides of the facility throughout most of its length within the Georgetown area.
Figure 2-3

Existing 2010 Travel Lanes
(Based on 2010 CAMPO Network)
Figure 2-3a

2010 Travel Lanes
Central Business District
(Based on 2010 CAMPO Network)

<table>
<thead>
<tr>
<th>Lanes</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Georgetown ETJ</td>
</tr>
<tr>
<td>3</td>
<td>Lakes</td>
</tr>
<tr>
<td>4</td>
<td>Rivers &amp; Streams</td>
</tr>
<tr>
<td>5</td>
<td>Roads</td>
</tr>
<tr>
<td>6</td>
<td></td>
</tr>
</tbody>
</table>
IH 35 is a four- and six-lane divided interstate highway with shoulders for most of its length through Georgetown. The posted speed limit is 70 mph and, for safety reasons, trucks are prohibited in the far left lane. Both the mainlanes and the shoulder are asphalt with concrete barriers separating the directions of traffic. On the northern and southern edges of the City there are limited frontage roads.

State Highways
There are a total of three state highway (SH) facilities within the study area: SH 29 (through the center of town – running east-west), SH 195 (north of the City – running east-west) and SS 26 and SS 158; through the CBD – running north-south). These roadways are officially TxDOT roadways and TxDOT continues to maintain and have primary jurisdictional control of them, while the City has limited access management oversight.

SH 29 facilitates east-west travel and is a route for people traveling through Georgetown from West Texas to the Central Texas region. SH 29 serves as a primary access route to Southwestern University and the City’s CBD. SH 29 varies from a two-lane rural facility to a four- and five-lane facility in the central city area.
SH 195 runs east-west along the northern boundary of the City. The roadway was upgraded to a divided 4 lane rural thoroughfare in 2009. Construction continues north of Georgetown.

Austin Avenue is the primary north-south route through the City (east and west of IH 35). This roadway was initially constructed as Business 35 and provided the local, parallel bypass to IH 35, allowing the City to develop outside of the direct path of IH 35. As the area has grown, Austin Avenue has become the primary access route into and out of the CBD. Austin Avenue provides primary access to significant activity centers, including the Georgetown City Hall and City offices, Williamson County Court House and other county offices, San Gabriel Park, and Georgetown High School. The route begins south of the City at the Inner Loop exit from northbound IH 35. While Inner Loop goes to the east, Austin Avenue continues north into the city beyond SH 29 and Williams Drive and eventually terminates at Inner Loop.

Farm-to-Market and Ranch-to-Market Roads
There is little difference between Farm-to-Market (FM) and Ranch-to-Market (RM) roads, and the City of Georgetown has both within the city limits including FM 971, FM 972, and FM 1460, and RM 2243. These thoroughfares provide access to major roadways and accommodate traffic between rural areas of the community and the denser, developed areas.

As, Farm-to-Market roads were originally designated for farming communities east of US 281 and used for the movement of agricultural and farm goods, whereas the Ranch-to-Market roads were located in the ranch lands west of US 281 and used for the movement of livestock. Both designations provide access between residential and commercial areas.
Typically, these roadways are two-lane facilities without shoulders. The exception is Williams Drive, which originates at Austin Avenue and continues west over IH 35, terminating in the community of Andice, Texas. The section of Williams Drive within the City of Georgetown is a four-lane roadway with continuous center turn lane and is the primary route for drivers traveling east into the City. RM 2243, Leander Road, is largely a two-lane roadway that provides a critical link between the City of Georgetown and the cities of Leander and Cedar Park.

FM1460 is also a critical north-south link between the cities of Round Rock and Georgetown. The roadway was recently widened from a two-lane facility to four lanes. There are a number of large residential developments along this roadway, as well as higher education campuses and a hospital. The majority of this roadway is under the jurisdiction of Round Rock but does serve as an important north/south corridor for Georgetown. FM(s) 971 and 972 provide rural access to the City from communities east of Georgetown. These roads have limited usage, but as the city grows northeast these roads will become heavily traveled. FM 971 is slated for realignment, widening as well as intersection redesign at Austin Avenue. Northwest Boulevard will be extended over the IH 35 main lanes so that these two roadways create a four-way intersection at Austin Avenue. FM 971 will be widened from Austin Avenue to SH 130.

Local Roads
Local roads form the backbone of the City’s Thoroughfare network and service the majority of travel needs within the City. Local roads are traditionally designed as two-lane facilities with posted speed limits of 30 MPH with lower traffic volumes. Inner Loop and DB Wood Road/Shell Road, located on the east and west sides of the City are two exceptions. Inner Loop is a two-lane facility with limited shoulders on both
sides that forms the eastern loop around the City and provides alternative access for drivers traveling to the eastern portions of the City, SH 29 or SH 130. It begins south of Georgetown at Austin Avenue and continues east around the City, terminating at the Lakeway Drive/IH 35 intersection and providing direct access to numerous county facilities. Shell Road/D B Wood Road is a significant north-south roadway serving western areas of Georgetown and Williamson County. Shell Road begins at SH 195 and continues south to Williams Drive where it becomes D B Wood Road to SH 29. The road is a two-lane facility and provides a north-south route, in addition to IH 35 and Ronald Regan Boulevard.

Inherit in the proper function of the City’s local roads is connectivity. As defined in the City’s UDC chapter 12.03.030, Local Street Connectivity, “The street network for any subdivision with internal roads or access to any public road shall achieve a connectivity ratio of not less than 1.20, measured within the subdivision unless the Director determines that this requirement is impractical due to topography and/or natural features”.

### 2.3 Existing Traffic Signal Locations

Traffic signals facilitate traffic control on a system wide basis and have a significant impact on the overall roadway and intersection capacity. There are a total of 53 signalized intersections within the City of Georgetown; 35 under the jurisdictional control of TxDOT and 18 under the control of the City. These signals are primarily located at major intersections along arterials, collectors, and frontage roads. Specific locations are shown in Figure 2-4. Over the past decade, the City has been acquiring
control over a number of the existing traffic signals that are part of the overall traffic signal system. According to the 2010 census, the City of Georgetown had a population of less than 50,000 residents and therefore will not acquire jurisdictional control over the entire traffic signal system.

Since the City will not gain control of the system in its entirety until 2020, there is time to plan for construction of a traffic signal system center that can house all traffic signal functions and provide for one general location from which modifications can be made and responses handled. From that system center, traffic signals can be interlinked, providing real time video for incident management and/or emergency response. Startup costs for an integrated system can be significant. Once implemented, operations and maintenance costs can be reduced due to shorter response times, mobility increased and emergency response and traffic management operations improved through coordinated signal timing).
Figure 2-4

Existing Traffic Signal Locations

- Local Roads
- Lakes
- Georgetown
- Georgetown ETJ
- City of Georgetown Traffic Signal
- TxDOT Traffic Signal

Figure 2-4

Klotz Associates Project No. 0573.003.001  February 2015
City of Georgetown
Overall Transportation Plan Update
2.4 Existing Traffic Generators

The location of major traffic generators must be considered when reviewing the traffic network. These generators have significant influence over traffic volumes and traffic patterns. Major generators within the City include both Williamson County and City of Georgetown government offices, the Georgetown Municipal Airport, Southwestern University, a number of Georgetown Independent School District (GISD) facilities, City Parks and Recreation areas, major employers and major commercial centers. The major traffic generators within the City are shown on Figure 2-5. A number of the identified generators are discussed in the following sections.

City of Georgetown

There are a number of City facilities that are considered major traffic generators, including the following:

- City Hall
- Georgetown Municipal Complex (downtown)
- Georgetown City Facility (along Industrial Avenue)
- Georgetown Public Library
- Municipal Airport
- Municipal Court

Each of these facilities generate traffic from the workers who office there and the citizens doing business there. While each of these facilities has a different peak travel pattern, they all contribute to the traffic on the surrounding roadway networks.
Existing Major Traffic Generators
and Development Constraints

Figure 2-5
Williamson County Courthouse and Offices
The City is the heart of the County, and the Williamson County Court House sits on the square in the core of Georgetown. Being the seat of county government, the City experiences an influx of County-related traffic. In addition to the courthouse, there are other county facilities concentrated in the area surrounding the square, including the Tax Assessor office, Sheriff’s office, Williamson County Justice Center, and the County Jail. The other concentrated area of county facilities is along SE Inner Loop. The Central Maintenance facility, the Juvenile Services Center, and the County Animal Shelter are all within close proximity of one another.

Georgetown Independent School District
There are a total of 18 school campuses that comprise the GISD, including ten elementary schools, three middle schools, three high schools, and two alternative campuses serving over 10,500 students during the 2013/2014 academic year. The GISD also operates the Central Administration Office located on Lakeway Boulevard near Williams Drive. The location of each school is shown in Table 2.2. Through the passage of the 2010 Bond Package, McCoy Elementary School was relocated, East View High School was expanded to a four-year high school, and funds were allocated for the construction of an 11th elementary school and a 4th Middle School. In addition, plans are being developed and land has been acquired for a fourth high school near the intersection of Williams Drive and Ronald Reagan Boulevard.

The majority of elementary and middle school students arrive on school grounds via school bus between 7:15 am and 7:30 am (elementary school) and 7:45 am to 8:15 am (middle school). The number of students departing via school bus is typically
smaller due to after-school activities; however, the number of buses remains the same. The elementary school bus departures are more concentrated than arrivals; typically departing between 3:00 pm and 3:30 pm. The middle school departures typically range from 4:00 pm to 4:30 pm.

GISD provides school bus service to the three high schools; however, the number of students utilizing the buses is less than elementary and middle schools, due to student drivers and before- and after-school activities. Student arrival (via bus or private automobile) typically occurs between 8:00 am to 9:00 am with departures occurring between 4:00 pm and 4:30 pm.

The two alternative schools that are part of the GISD system are the Georgetown Alternative Program (GAP) and the Williamson County Academy.

### Table 2.2: Georgetown Schools

<table>
<thead>
<tr>
<th>School Campus</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carver Elementary</td>
<td>1200 West 17th Street</td>
</tr>
<tr>
<td>Cooper Elementary</td>
<td>1921 NE Inner Loop</td>
</tr>
<tr>
<td>Ford Elementary</td>
<td>210 Woodlake Drive</td>
</tr>
<tr>
<td>Frost Elementary</td>
<td>711 Lakeway Drive</td>
</tr>
<tr>
<td>McCoY Elementary</td>
<td>401 Bellaire Drive</td>
</tr>
<tr>
<td>Mitchell Elementary</td>
<td>1601 Rockride Lane</td>
</tr>
<tr>
<td>Pickett Elementary</td>
<td>1100 Thousand Oaks Boulevard</td>
</tr>
<tr>
<td>Purl Elementary</td>
<td>1700 Laurel Street</td>
</tr>
<tr>
<td>Village Elementary</td>
<td>400 Village Commons</td>
</tr>
<tr>
<td>Williams Elementary</td>
<td>507 East University Avenue</td>
</tr>
<tr>
<td>Benold Middle School</td>
<td>3407 Northwest Boulevard</td>
</tr>
<tr>
<td>Forbes Middle School</td>
<td>1911 Northeast Inner Loop</td>
</tr>
<tr>
<td>Tippit Middle School</td>
<td>1601 Leander Road</td>
</tr>
<tr>
<td>East View High School</td>
<td>4490 East University Avenue</td>
</tr>
<tr>
<td>Georgetown High School</td>
<td>2211 North Austin Avenue</td>
</tr>
<tr>
<td>Richarte High School</td>
<td>2295 North Austin Avenue</td>
</tr>
<tr>
<td>Georgetown Alternative Program (GAP)</td>
<td>502 Patriot Way</td>
</tr>
<tr>
<td>Williamson County Academy</td>
<td>200 Wilco Way</td>
</tr>
</tbody>
</table>
St. David’s Georgetown Hospital
St. David’s Georgetown Hospital has been a community healthcare resource for the citizens of Georgetown and Williamson County for over 60 years. The hospital provides comprehensive healthcare with emergency services, in-patient/out-patient services, rehabilitation, and maternity and newborn services. The 98-bed hospital facility is located at 2000 Scenic Drive, right in the heart of the city and employs over 500 full-time people.

Southwestern University
Founded in 1835, Southwestern University is part of Georgetown’s history. The 701-acre campus is located east of the central business district along SH 29 (University Avenue). The campus has limited cross-campus roadway access and has no plans for building future access points. The student population is approximately 1,500, and approximately 83% of the students live on campus. There are approximately 450 facility and staff serving the student population. There is ample parking located at various locations throughout the campus. The University is a major traffic generator and the vehicles enter and exit the site at varying times throughout the day.

Major Developments
With the City’s unprecedented growth, there have been major developments – both residential and commercial/retail – that have been completed in the last several
years. These developments have had a significant impact on the City’s roadway network.

Both the Wolf Ranch Town Center and The Rivery Development have brought significant retail development and traffic to the Southbound IH 35 Frontage Road and SH 29. The Rivery Development is a 280-acre multi-use development located between the Southbound IH 35 Frontage Road and the San Gabriel River. The Rivery Development includes a regional municipal park along the riverfront of the San Gabriel River. Wolf Ranch Town Center, located just south of The Rivery Development fronting Southbound IH 35 Frontage Road and SH 29, is a an open-air community center with over 80 retail stores and restaurants, an interpretive nature trail, ponds, and scenic areas.

Since 2000, the City of Georgetown has experienced increased residential development activity, primarily in the western part of the City. Sun City Texas is an ongoing residential development located along Williams Drive. This age-restricted community provides a number of on-site amenities, including golf and residential life activities. The traffic generated from this site tends to be lower than a typical suburban residential development. Many of the residents stay on-site and travel via
golf cart or some other form of “club car”. Another large residential community, Georgetown Village, is currently under construction. Ultimately, this community will have over 3,200 residential units with a number of municipal and community amenities such as parks, pools, and trails.

2.5 Georgetown Airport Master Plan

The Airport Master Plan currently in effect was accepted by the City Council in 2005 and is expected to be revised in 2015. The purpose of the City of Georgetown Airport Master Plan is to inventory existing infrastructure within the City of Georgetown City limits, identify design and compliance deficiencies, evaluate future program requirements and develop a ten year implementation plan. The plan also references existing guidelines, land development requirements and Federal Aviation Administration (FAA) requirements.

2.6 Existing Daily Traffic Volumes

Existing daily traffic volumes were collected from the City of Georgetown database. Area wide, existing daily traffic volumes range from well over 100,000 vehicles per day (VPD) along IH 35 to less than 300 VPD on local roads. These volumes were projected to 2030 using the CAMPO 2030 Network and are represented on Figures 2-6 and 2-6a. The most heavily traveled roadways are IH 35, Williams Drive, RM 2234, D B Wood Road, Inner Loop, SH 29 and Austin Avenue.
Figure 2-6

Projected 2030 Daily Traffic Volumes
(Based on Existing Conditions)

Traffic Volumes

Georgetown ETJ
Local Roads
Model Network
Georgetown
Round Rock
Weir
Cedar Park
Lakes

Project No. 0573.003.001
February 2015

Klotz Associates
City of Georgetown
Overall Transportation Plan Update
Figure 2-6a
Projected 2030 Daily Traffic Volumes
Central Business District
(Based on Existing Conditions)
2.7 Existing Traffic Operations

Existing traffic operations were evaluated once the travel demand model was updated to account for completed roadway improvements. This updated analysis includes development-driven roadways, Williamson County and City of Georgetown 2008 Bond Projects, general maintenance and roadway improvement projects. This analysis took portions of the CAMPO 2035 model, refined it for the Georgetown area, revised it to reflect completed improvements and conducted a Roadway Capacity/Intersection Level-of-Service analysis. Capacity is defined as the maximum number of vehicles that a roadway can accommodate during a particular time period under prevailing roadway, traffic and control conditions. The qualifying result of a capacity analysis is identification of Level of Service (LOS) for each roadway.

It is directly related to the volume-to-capacity ratio, as shown in Table 2.3. Similarly, LOS is calculated for intersections and this criterion is included in Table 2.4. LOS is a letter designation from “A” to “F” (free flow conditions to heavily congested). LOS D is generally considered an acceptable LOS; however, the City of Georgetown recognizes LOS C as the minimum acceptable LOS. Utilizing the techniques outlined in the 2000 Highway Capacity Manual (HCM) and the traffic data obtained from the City, LOS was determined for all principal roadways within the City of Georgetown.

Although the City strives for LOS C at all intersections and along all roadways, given the rapid growth and development, this is difficult to achieve and costly to maintain especially within a rapidly changing urban area. Most of the roadways and intersections operate at or above LOS C during the day. It is during the AM and PM peak periods when the roadways and intersections operate below LOS C (LOS D or worse) and this primarily occurs along the main travel routes – IH 35 frontage road intersections, Williams Drive and SH 29. The HCM recommendation to use LOS D as the threshold should be considered acceptable given the rapidly changing environment.
### Table 2.3: Level of Service Definitions for Principal Roadways

<table>
<thead>
<tr>
<th>Level of Service (LOS)</th>
<th>Maximum Volume-to-Capacity Ratio (V/C)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Two-Lane Roadways</td>
<td>Multi-Lane Roadways</td>
</tr>
<tr>
<td>A</td>
<td>0.10</td>
<td>0.35</td>
</tr>
<tr>
<td>B</td>
<td>0.25</td>
<td>0.50</td>
</tr>
<tr>
<td>C *</td>
<td>0.40</td>
<td>0.65</td>
</tr>
<tr>
<td>D **</td>
<td>0.60</td>
<td>0.80</td>
</tr>
<tr>
<td>E</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>F</td>
<td>&gt;1.00</td>
<td>&gt;1.00</td>
</tr>
</tbody>
</table>

* Source:  *Highway Capacity Manual, Transportation Research Board, 2000*

* According to the City’s UDC, this is the LOS that the City considers acceptable for roadway or intersection operations.

** According to national standards, this is the LOS at which both roadway and intersection operations are considered acceptable.
TABLE 2.4: Level of Service Criteria for Signalized/Unsignalized Intersections

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Delay Range for Signalized Intersections (sec/veh)</th>
<th>Delay Range for Unsignalized Intersections (sec/veh)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>&lt;10</td>
<td>≤10</td>
<td>Good progression and short cycle lengths</td>
</tr>
<tr>
<td>B</td>
<td>&gt;10 and ≤20</td>
<td>&gt;10 and ≤15</td>
<td>Good progression or short cycle lengths, more vehicle stops</td>
</tr>
<tr>
<td>C</td>
<td>&gt;20 and ≤35</td>
<td>&gt;15 and ≤25</td>
<td>Fair progression and/or longer cycle lengths, some cycle failures</td>
</tr>
<tr>
<td>D</td>
<td>&gt;35 and ≤55</td>
<td>&gt;25 and ≤35</td>
<td>Congestion becomes noticeable, high volume to capacity ratio</td>
</tr>
<tr>
<td>E</td>
<td>&gt;55 and ≤80</td>
<td>&gt;35 and ≤50</td>
<td>Limit of acceptable delay, poor progression, long cycles, and/or high volume</td>
</tr>
<tr>
<td>F</td>
<td>&gt;80</td>
<td>&gt;50</td>
<td>Unacceptable to drivers, volume greater than capacity</td>
</tr>
</tbody>
</table>

The results for the 2030 network system are shown in Figure 2-7. Under the existing conditions analysis, the majority of roadways within the study area operate at LOS D or better. The following are roadway sections are operating at LOS E or F; thus, they are considered at or above roadway capacity:

- Portions of IH 35 (both mainlanes and frontage roads)
- Williams Drive between IH 35 and Lakeway Drive
- Del Webb Boulevard from Williams Drive to Sun City Boulevard
- Sun City Boulevard from Del Webb Boulevard to Trail of the Flower
- County Road 143 just north of SH 195
- County Road 972 east of IH 35
- Portions of Austin Avenue and Church Street within the CBD

The existing operating conditions are much the same as the 2004 OTP, when portions of IH 35 and Williams Drive were at LOS E or F. During the 2004 analysis, portions of SH 29 (both east and west of IH 35), FM 1460, Airport Road, Serenada Drive and all of SH 195 were each at LOS E or F. Since that time, the Williams Drive and northern Austin Avenue corridors have continued to degrade due to increasing traffic volumes. Both of the corridors will be difficult to upgrade with added capacity given the local land uses and historical structures. Instead of
improving these corridors, consideration should be given to providing alternative travel routes.
Figure 2-7

2030 Roadway Level of Service
(Based on Existing Conditions)

Figure 2-7
2.8 Planned Transportation Improvements

The following is a brief discussion regarding the improvements highlighted in the 2004 OTP and the new improvements included in this updated OTP.

As presented previously, there are three agencies responsible for roadway improvements within the study limits: City of Georgetown, Williamson County, and TxDOT. In addition to traditional city funds, the City also has a Transportation Enhancement Corporation (GTEC).

GTEC is an appointed corporation that promotes economic and community development through the payment for roads, drainage, and other transportation improvement projects. GTEC receives funding through the quarter-cent sales tax levy called “4B” and is dedicated to roadway improvements. This tax must be re-approved through city-wide vote every four years. The citizens of Georgetown re-approved the tax during the November 2010 election cycle. GTEC has previously approved and completed the following projects:

- Installation of a traffic signal at SH 29 and Wolf Ranch Parkway
- Construction of CR 265 E and CR 265 W of SH 29
- Shell Road widening to four lanes from Williams Drive and Shell Spur

While GTEC has become an important funding source for the City of Georgetown, there are legislative limits with regard to the use of the funds. The 4B funds can be used for tourism, water projects, sports stadiums, parks, affordable housing, and infrastructure projects. The Legislature has restricted the use of 4B funds for retail developments; however, it can be used for the infrastructure for retail developments.

Since transportation funding became a critical issue on both the national and state level, Williamson County has taken an aggressive approach to funding roadway projects. Since 2004, there have been two bond elections totaling nearly 600 million dollars. Additionally, the County has previously committed money to a number of local projects including:
• Georgetown Inner Loop – The project was proposed to extend the Inner Loop between Austin Avenue and SH 29 East. This project has been completed.

• Parmer Lane/County Road 268 – The proposed route was to be constructed from FM 1431 north to ultimately intersect with IH 35. This project has been completed as Ronald Reagan Boulevard from FM 1431 to Williams Drive.

• Cedar Hollow Road – A left turn lane from Cedar Hollow onto SH 29 was to be constructed. This project has not been completed.

• Chandler Road – This roadway extension project would complete Chandler Road as a four/six-lane roadway from FM 1460 to SH 95. Some roadway improvements have been made in conjunction with the completion of SH 130, widening Chandler Road to four lanes immediately east of its intersection with SH 130, but the remainder of the roadway is still a two-lane facility from FM 1460 to SH 95.

TxDOT has also made improvements since the adoption of the 2004 plan; however, with annual budgetary restraints, available state funding has continued to decrease. One project which has been completed is SH 130. This project is significant to Georgetown and the entire Central Texas region.

The additional TxDOT roadway projects that have been funded include selected roadway widening projects, resurfacing projects and intersection improvements. These projects are beneficial to the area, but do not improve roadway capacity or corresponding LOS and are, therefore, not considered major planned transportation improvements for the purposes of the study. Additional planned projects include:

• SH 29 – As proposed, the section of roadway in the vicinity of the Wolf Ranch Development was to be upgraded to a five-lane cross section, to accommodate the growth and development associated with Wolf Ranch. This project has been completed.
- Williams Drive - Widening to a five-lane cross section northwest of Cedar Breaks Road. This project has been completed.

- FM 1460 - Widening from US 79 (in Round Rock) to Inner Loop, continuing north to Quail Valley (both in Georgetown). Section of FM 1460 have been upgraded but the entire project has not been completed; and

- RM 2243 (Leander Road) - Widening to four lanes from IH 35 (in Georgetown) to US 183. Portions of this project have been completed, but RM 2243 has not been widened in its entirety.

- IH 35 Frontage Road – This project includes a number of frontage road sections to be completed by either Williamson County or the City of Georgetown. Williamson County has two projects that include the northbound frontage road from Business 35 to RM 2243 and the second project is from RM 2243 to SH 29. The City of Georgetown is planning on completing the northbound frontage road between Williams Drive and Lakeway Drive.

2.9 Planned Projects

Several of the projects listed previously were never fully initiated or are still in the planning/ construction phases. As such, these projects must be accounted for under the Planned Projects. Many of the projects listed below, while under the jurisdiction of one entity, will actually be approved, funded and completed by multiple agencies.

Williamson County and the City of Georgetown are working cooperatively on the Inner Loop Project. Under the County’s 2006 Bond Program, this project was initially a Williamson County project but the addition of Sam Houston Avenue has made this a cooperative effort. As currently planned, the City will reconstruct portions of Inner Loop between IH 35 and Maple Street. Sam Houston Avenue intersects Maple Street and provides direct access to SH 130. The section of Inner Loop to the east of Maple will be improved as a four or five lane facility connecting to SH 29.
In addition to the roadway, the City is preparing for a potential Transit Oriented Development (TOD) adjacent to this route. This is important because the location of the TOD will bring significant development to the roadway, require multi-modal connections and change existing land use patterns.

TxDOT currently has limited plans for roadways under their jurisdictional control within the City of Georgetown. The primary project is the construction of a Northbound IH 35 Frontage Road between RM 2243 and SH 29. This is a project that is being completed by both Williamson County and TxDOT. Williamson County wanted to expedite the construction of the road so they are paying for a portion of the roadway. TxDOT is also completing widening of parts of SH 195. There are ultimately plans for a number of overpasses but at this time only the mainlanes are being designed.