Executive Summary

The official 2010 Census reported 47,400 residents within Georgetown's city limits; a 67% increase in population since the 2000 Census, when the population count was 28,339. 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.

PLAN VISION

By 2025, 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.

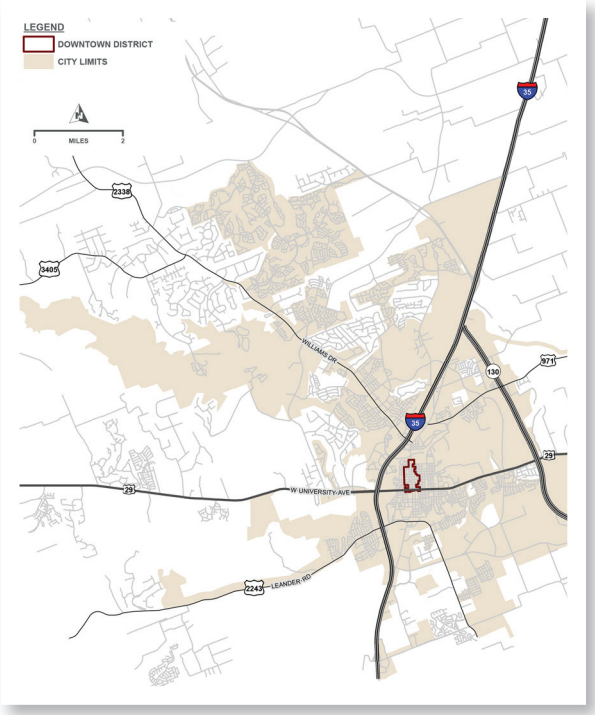
PLAN PURPOSE

The City of Georgetown Transportation Services Department initiated the Sidewalk Master Plan as an update to the 2001 City of Georgetown Sidewalk Study. The purpose of the City of Georgetown Sidewalk Master Plan, heretofore referred to as the Master Plan, is to inventory existing pedestrian infrastructure, identify design deficiencies, evaluate future sidewalk requirements and develop an implementation plan for all 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 with regulatory authority conferred by the City of Georgetown Overall Transportation Plan (OTP). This study will also serve as an addendum to the City of Georgetown Americans with Disabilities Act (ADA) Transition Plan by providing a project list for ADA-compliance improvements within the City.

PLAN BOUNDARY

The Master Plan includes all sidewalks within right-of-way within the Georgetown city limits, excluding the extra-territorial jurisdiction. In addition to the citywide inventory, a detailed survey of the Downtown Overlay District was included in the study.



Georgetown City limits served as the study boundary. A detailed survey of downtown was included in the study.

SIDEWALK MASTER PLAN UPDATE

The 2001 Sidewalk Study developed general design guidelines, procedural recommendations and a detailed sidewalk implementation plan. Through the City's Uniform Development Code (UDC) and City Design Standards, the City has implemented many of the procedural recommendations from the 2001 study. Several design recommendations are still applicable and should continually be enforced by the City; these will be sustained in this Master Plan document. Since completion of the 2001 Sidewalk Study, the City has also made strides to implement a significant portion of the Phase 1 Sidewalk Plan recommendations. Phase 1 projects, complete and incomplete, are reflected in this analysis.

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.

- Literature and Document Review
- Existing Conditions Analysis
- Government and Stakeholder Engagement
- Public Engagement
- Development of Prioritization Methodology
- Analysis and Recommendations

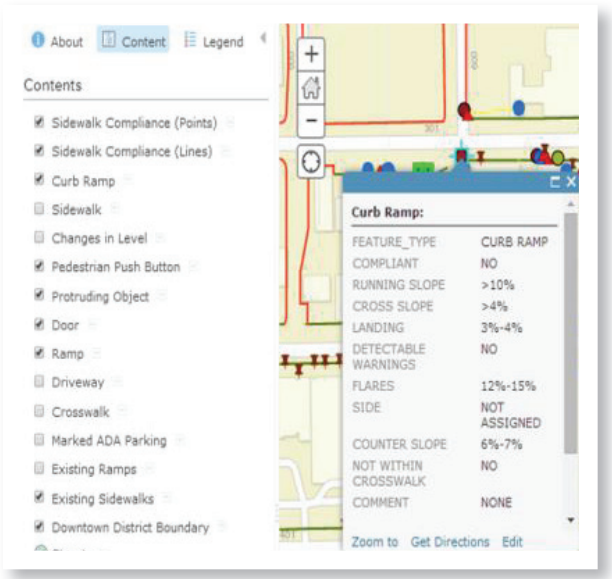
EXISTING CONDITIONS ANALYSIS

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 determined where resources should be focused for improvements and new facilities.

Data Collection Process

To develop a complete sidewalk inventory, the project team initially used Google Earth Imagery, City aerial photography and existing City GIS data prior to on-site field analysis. The sidewalk inventory included a review of existing sidewalk segments, segments along streets without sidewalks (referred to as "no sidewalk" segments), curb ramps, traffic signals and marked crosswalks along roadways. During field review, 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, types of curb ramp failures and a crosswalk assessment where presence of striping and pedestrian push buttons was noted.



Data collection efforts utilized mobile GIS technologies.

Sidewalk infrastructure in the Downtown Overlay District was evaluated in greater detail for ADA-compliance. In addition to assessing sidewalks, curb ramps and crosswalk conditions, field crews noted non-compliant infrastructure including protruding objects, pedestrian push buttons, door thresholds, ramps and driveways.

Existing Conditions

Field crews inventoried the conditions of approximately 2,400 sidewalk segments totaling 144 miles. Additionally, the condition of more than 2,000 curb ramps and 300 crosswalks were documented. Significant results of the sidewalk assessment include:

Table E1. Existing Sidewalk Conditions

Sidewalk Condition	Description	Quantity	Percent
Excellent	New or nearly new sidewalk	47,013 lf	6%
Good	Functional sidewalk, good condition, may be of insufficient width	474,988 lf	63%
Passable	Functional sidewalk with no noticeable failures, may be of insufficient width	132,249 lf	18%
Limited Failures	Functional with spot failures	48,836 lf	6%
Failing	Nonfunctional, cannot be used by wheelchairs, difficult for pedestrians	56,026 lf	7%
Total		759,112 lf	100%

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.

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?*

In addressing the three questions above, a project list was developed for the Master Plan. The prioritization process allowed for consideration of several elements, including pedestrian attractors, pedestrian safety, demographics, government, stakeholder and public input, which were weighed into a final prioritization tool. The prioritization tool is a transparent methodology for selecting sidewalk projects without inputting bias into the selection process.

Prioritization Considerations

Among the major considerations for the prioritization of sidewalk facilities were stakeholder input, public input, residential demographics, pedestrian safety 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. The first public open house facilitated similar input from the public on key sidewalk projects as well as preferred pedestrian attractors. This qualitative data was combined with a quantitative analysis of pedestrian safety and demographics within the City of Georgetown. Results from this public outreach were included in the prioritization process.

Government and Stakeholder Input

More than 15 stakeholder meetings were conducted in order to engage representatives in discussions about sidewalk infrastructure challenges within the City. These meetings encouraged feedback regarding sidewalk priorities, facilitated the development of a process to address those challenges and increased support for the Master Plan.

Public Input

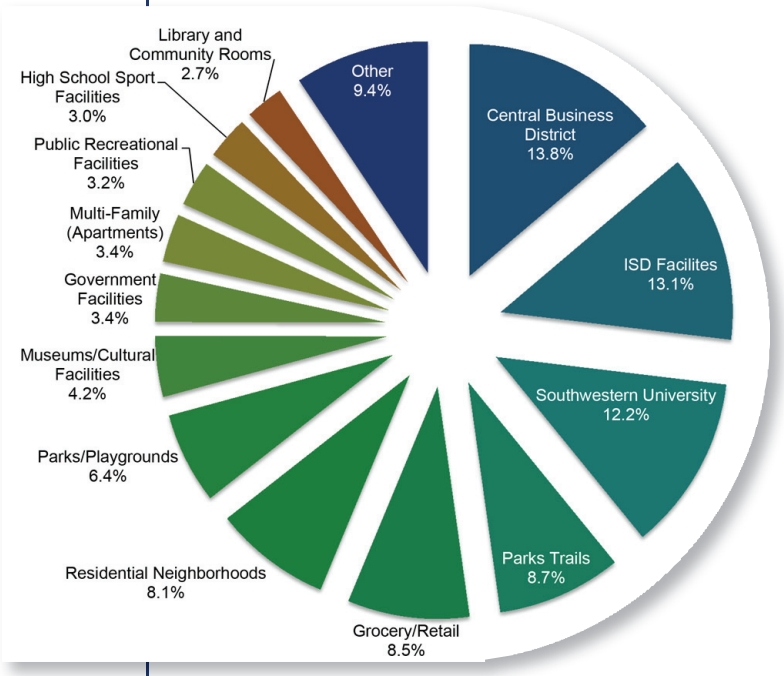
The first Master Plan public open house was conducted after completion of the data collection and field inventory phases. The public meeting communicated the purpose of the Master Plan and gathered input from attendees. Exhibits displayed sidewalk inventory results, City land uses,

Stakeholder meeting with GISD staff.

City facilities, GISD schools and priorities, parks and trails locations and priorities, recent pedestrian-automobile crashes, pedestrian safety issues and provided information on ADA-compliance. Attendees were encouraged to provide comments regarding safety and the location of desired sidewalk infrastructure improvements.

The open house also leveraged an interactive land use "dot-voting" exercise took place at the open house that asked attendees to choose their preferred sidewalk location preference by associated destination. The results of this exercise are shown in the pie chart on the next page. The dot-voting exercise gathered preferences from more than 80 attendees, representing private citizen interests as well as several community partners. Attendees gave the highest priority to sidewalk access to Southwestern University, Georgetown ISD facilities and the Central Business District.

Pedestrian Access Survey forms were distributed at the open house and were available online for those who could not attend the meeting. The survey asked participants to rate the importance of improved access to four different types of amenities - City Buildings and Facilities, City Parks and Trails, Retail Centers and Schools. The results of this survey aligned with the dot-voting exercise with participant ranking improved pedestrian access to schools as the most important planning consideration. Access to City parks and trails was rated the second most important. Public comments provided



Sidewalk Location Preference by Land Use Types

valuable insight into existing sidewalk infrastructure challenges and improvement priorities. Comments were tabulated and incorporated into the prioritization process as weighted criteria.

Prioritization Methodology

A prioritization methodology was developed based on a literature review of sidewalk prioritization methodology developed in other U.S. cities, input from stakeholders, and public input. The Georgetown sidewalk prioritization methodology evaluated four major categories: pedestrian attractors, pedestrian safety, demographics and special considerations. Within each category, several elements were weighed as described below.

Pedestrian attractors included:

- Downtown District
- Proximity to Schools (GISD)
- Proximity to Schools (Southwestern University)

- Proximity to Trails
- Proximity to Retail
- Proximity to Single-Family Residential Land Uses
- Proximity to Playgrounds, Parks
- Proximity to Multi-Family Residential Land Uses
- Proximity to City Facilities
- Pedestrian safety elements included:
- Functional Classification of Streets
- Pedestrian-Automobile Crashes

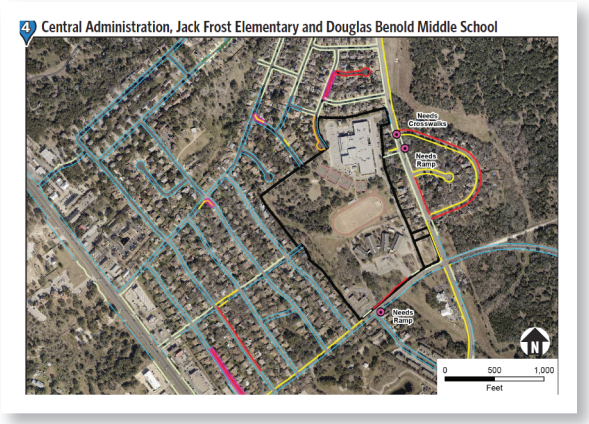
Demographic elements included:

- Median Household Income
- Residential Population Density
- Affordable Housing

Special considerations included:

- Requests by Georgetown Independent School District
- Requests by Parks and Recreation Department
- Identified as a Priority in 2001 Sidewalk Study
- Identified as a Priority in the Downtown Master Plan
- Requests by Public
- Sidewalk Gaps

An open house helped to gather public input.



Special considerations included schools.

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 73 points. Initial output from the prioritization tool did not consider existing sidewalk conditions. The priority ranking for each sidewalk segment was compared with the existing conditions analysis to develop a prioritized project list.

Sidewalks with the following existing conditions were included in the prioritized project list – missing sidewalk segments, limited failure sidewalk segments and failing sidewalk segments. Pedestrian curb ramps identified as either limited-failure, failing, or missing were also included in the project list. For documentation purposes, pedestrian curb ramps are assumed to be installed or repaired as part of adjacent sidewalk projects.

Analysis results from the prioritization methodology identified individual sidewalk segments. These segments were then grouped with adjacent sidewalk needs to provide sidewalk "projects". Through this grouping, the sidewalk projects are better able to provide a connected, destination-oriented sidewalk project list.

Prioritization Results

Three tiers of projects were identified through the analysis: Priority 1, Priority 2 and Priority 3. Through the analysis process, sidewalk segments with 40 or greater points were considered Priority 1 and 2 projects. Segments with 30 to 40 points were considered Priority 3 projects.

In addition to the priority projects identified through this process, three other pedestrian accessibility projects were identified:

- 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. It is recommended that upgrades to existing pedestrian signal equipment be included as a Priority 1 project. During the APS upgrades, pedestrian curb ramps at signalized intersections should be brought to ADA compliance. This includes repair of non-functional ramps and crosswalks.
- ADA repairs to create a fully accessible route between City-operated facilities and provided parking is established as a top priority.
- It should also be noted that projects within the Downtown Overlay District were grouped as a single cohesive project due the importance they received in the prioritization and public comment process.

Priority 1 and 2 sidewalk projects and estimated costs are as follows.

The Priority 1 project list captures the public's three main priorities: sidewalks in the Downtown Overlay District, connectivity to Southwestern University and connectivity to Georgetown ISD facilities.

Table E2. Priority Projects and Preliminary Costs

Priority	Location	Description	Estimated Fee
1	Citywide	APS Signal Upgrades	$710,000
1	Citywide	Ramp and Crosswalk Upgrades at Signals	$150,000
1	Citywide	Accessible Routes to Government Facilities	$200,000
1	Downtown Overlay District	Accessibility Repairs	$1,730,000
1	Downtown Overlay District	New Sidewalks and Curb Ramps	$1,890,000
1	Old Town Northeast	New Sidewalk & Curb Ramps, Sidewalk & Curb Ramp Repairs	$1,180,000
1	SH 29 Central	New Sidewalk & Curb Ramps, Sidewalk & Curb Ramp Repairs	$2,070,000
1	2nd St.	New Sidewalk & Curb Ramps, Sidewalk & Curb Ramp Repairs	$410,000
1	South Austin Avenue	New Sidewalk & Curb Ramps, Sidewalk & Curb Ramp Repairs	$370,000
1	Old Town Southeast	New Sidewalk & Curb Ramps, Sidewalk & Curb Ramp Repairs	$1,470,000
2	Old Town Southwest	New Sidewalk & Curb Ramps, Sidewalk & Curb Ramp Repairs	$1,810,000
2	North Austin Avenue	New Sidewalk & Curb Ramps, Sidewalk & Curb Ramp Repairs	$230,000
2	Shell Rd.	New Sidewalk & Curb Ramps, Sidewalk & Curb Ramp Repairs	$1,950,000
2	Lakeway Dr. & Williams Dr.	New Sidewalk & Curb Ramps, Sidewalk & Curb Ramp Repairs	$2,130,000
2	Leander Rd.	New Sidewalk & Curb Ramps, Sidewalk & Curb Ramp Repairs	$920,000
2	IH 35 SBFR	New Sidewalk and Curb Ramps	$530,000