

INTRODUCTION



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

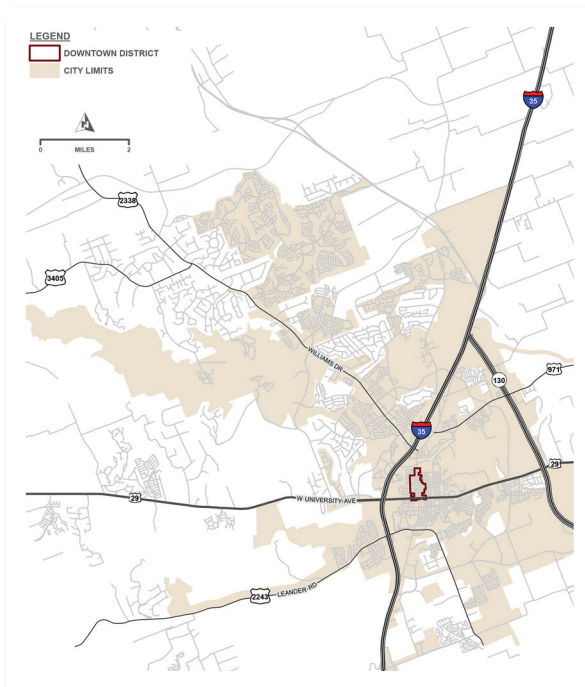
The City of Georgetown Transportation Services Department initiated the Sidewalk

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 City of Georgetown is responsible for maintenance of sidewalk and pedestrian curb ramp facilities within the right-of-way within the city limits. The Master Plan includes all sidewalks within the Georgetown city limits, excluding the extra-territorial jurisdiction.



Georgetown City limits served as the study boundary.

- A detailed survey of the Downtown Overlay District (outlined on the plan boundary map) was included in the study.
- This study evaluated sidewalk facilities along arterials within Sun City. The developer of Sun City has an existing agreement with the City of Georgetown to maintain sidewalk facilities within the development. Therefore, local streets within Sun City were excluded from this study.
- TxDOT facilities within the Georgetown city limits were included in the study. TxDOT and the City have a maintenance agreement through which the City maintains pedestrian infrastructure within the TxDOT right-of-way. This agreement is not applicable to IH 35 facilities.

PROGRESS SINCE 2001 SIDEWALK STUDY

The 2001 Sidewalk Study developed general design guidelines, procedural recommendations and a detailed sidewalk implementation plan. Through the City's Uniform Development Code and City Design Standards, the City has implemented many of the procedural recommendations from the 2001 Sidewalk Study. Several design recommendations are still applicable and should be sustained by the City; these are reiterated 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 and Phase 2 sidewalk projects, complete and incomplete, are reflected in this analysis.

A detailed review of the progress since the 2001 Sidewalk Study is included in the literature review for this project, in a subsequent section.

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. A detailed review of each one of these steps is provided in subsequent sections.

- Literature and Document Review. Existing city standards and planning documents were reviewed to evaluate current requirements, clarify ambiguities in those requirements, document conflicts and correct construction standard deficiencies.
- Existing Conditions Analysis. A detailed review of existing sidewalk infrastructure and related funding allocations were completed to establish a baseline for future management and long-term planning.
- Government and Stakeholder Engagement. The planning team established a Government and Stakeholder Participation Plan to engage key agencies impacted by the planning process. The team met with stakeholders to gather information on their sidewalk needs and priorities in the City of Georgetown.
- Public Engagement. A Public Participation Plan was also established to encourage open communication with the residents of the City of Georgetown. Two open houses were completed, an email blast list along with print media was published and a project website was developed to encourage public input. Residents provided information on the

current conditions of sidewalks in their community and prioritized needs.

- Development of Prioritization Methodology. A prioritization methodology was developed using key categories, based on public input. The methodology was applied to the existing infrastructure conditions to develop a prioritized project list.
- Analysis and Recommendations. The prioritized project list was presented to the Georgetown Transportation Advisory Board, the Georgetown City Council and to residents in a second public open house. Recommendations on City requirements, processes, design elements and installation and maintenance of sidewalk facilities were included in the final analysis and in this Master Plan.

DEFINITIONS

Definitions relevant to this Master Plan are provided for reference:

- Sidewalk – A paved path for pedestrians on the side of the roadway
- Curb Ramp – A ramp for pedestrian use that connects a sidewalk to an adjoining roadway
- Crosswalk – A marked portion of the roadway that pedestrians have right-of-way to cross
- Pedestrian Facilities – Infrastructure utilized by pedestrians, including sidewalks, curb ramps, crosswalks, pedestrian push buttons, etc.
- LF - Unit of measurement in linear feet.
- MI - Unit of measurement in miles.
- Maintenance - Repair of existing infrastructure, identified as failing or limited-failure. When maintained, extends the useful life of the infrastructure 10 years or addresses ADA compliance requirements.