CITY OF Georgetown
FOUNDED IN 1848

PART 4:
PROPOSED SIDEWALK ROUTES
PART 4: Proposed Sidewalk Routes

A. Evaluation of the Planned Sidewalk Routes

City of Georgetown personnel provided HDR with a drawing indicating planned sidewalk routes. (Refer to the Planned Sidewalk Routes Exhibit on the following page.) We were asked to evaluate the information contained on this drawing. It was a very comprehensive plan covering all portions of the city and including many of the unincorporated areas adjacent to the city.

Our evaluation consisted of determining what areas really needed sidewalks upon total build out of the city’s complete sidewalk system. We began by eliminating those areas that would seldom be used by pedestrians. U.S. Interstate 35 (and its attendant frontage roads) is a good example of a vehicular system with little need for sidewalks and pedestrian movement. This roadway would be very hostile and unsafe to pedestrian movements, and it is not expected that it would be used very much by citizens walking through Georgetown. Other planned sidewalk locations that could be eliminated for similar lack of use issues include:

- Austin Avenue south of Leander Road
- F.M. 971 east of Cooper Elementary School
- Maple Street south of Southwalk Street
- SE Inner Loop Road (and the proposed extensions of this loop road to the northeast and southwest)
- Leander Road south of Riverview Drive

As has already been stated elsewhere in this report, it was determined that sidewalks outside the limits of the city would not be included in the master sidewalk plan. These areas present an unknown factor to the city that can be evaluated once a particular development takes place and/or those areas become an official part of the city.

In general, the remaining planned sidewalk routes proposed by the city are in excellent locations, and will be included in the final master sidewalk plan.
B. Proposed Sidewalk Locations

1. Master Sidewalk Plan

The Proposed Master Sidewalk Plan indicates where HDR recommends new sidewalk construction occur now and in the future. (Refer to the \textit{Master Sidewalk Plan Exhibit} on the following page.) This plan is based on careful evaluation of the criteria mentioned previously in this report, and a careful analysis of the field conditions (existing sidewalk inventory and conditions) within the “focus area”. The key to this plan was providing the city with safe and effective pedestrian movements all throughout the city, but in particular at the “Critical Linkage Areas”.

The Proposed Master Sidewalk Plan is similar to the city’s planned sidewalk routes plan in many respects. However, as was discussed in a previous part of this report, many of the sidewalk routes have been eliminated due to no apparent current need for sidewalks in those particular areas. There are other areas where new sidewalks have been added based on a definite need or opportunity for improvement in pedestrian movement. Specifically, sidewalks have been added in the following locations:

- **Old Town Area** – Sidewalks have been added in several locations to complete this heavily-used pedestrian area. The Master Sidewalk Plan completes several links in the “Ridge” area and also adds new locations in the downtown and Williams Middle School area.
- **Gabriel Heights Area** - Sidewalks have been added in this residential area to provide links to Rhea McCoy Elementary School, as well as to Williams Drive.
- **Reata Trails Area** – Sidewalks have been added in this residential area to provide links to a public swimming pool on Lakeway Drive at Williams Drive, and to the Frost Elementary/Benold Middle School area.
- **San Gabriel Heights Area** – Sidewalks have been added in this area to provide links into downtown Georgetown via Leander Road, as well as links for the multi-family residential areas to the Dell Pickett Elementary School area.
2. Phase I Sidewalk Plan

The Phase I Sidewalk Plan consists of the sidewalks proposed for implementation as part of the initial $500,000 budget. This plan was presented in concept to city personnel on August 7, 2001. At that meeting, it was basically decided that the recommendations for Phase I implementation were good. Several small adjustments to the plan have been made based on input received at that meeting, including the following:

- Introduction of a pedestrian route underneath U.S. Interstate 35 beginning at Williams Drive and extending to Morrow Street in a southwesterly direction
- Elimination of some sidewalks proposed in the Reata Trails area
- Addition of sidewalks along Dawn Drive instead of Westwood Lane
- Addition of sidewalks to complete the area around Frost Elementary
- Adding a pedestrian crossing at Scenic Drive and University Avenue, rather than Railroad Avenue and University Avenue.

The sidewalks proposed in Phase I will provide the city with the best use of these available monies, and give Georgetown a great start in becoming a "pedestrian-friendly" city. (Refer to Phase I Sidewalk Plan Exhibit on the following page.)
3. Phase I Sidewalk Detail Plans

The Phase I Sidewalks occur throughout the city. These new sidewalks have been grouped into five general areas. What follows is a brief description of the new sidewalks proposed for each of these areas.

a. Reata Trails – This area is located in the northwest portion of Georgetown. This area contains two schools, Frost Elementary and Benold Middle School. The GISD administration building is also located in this area. A public swimming pool is located at the intersection of Lakeway Drive and Williams Drive, and is a major attraction for pedestrian movements (during certain months of the year, primarily June through August). This area also contains several fast food restaurants, convenience stores, shopping, and basketball courts/recreation areas that can generate pedestrian movements. The following sidewalk construction is proposed for Phase I. (Refer to the Reata Trails Exhibit on the following page.)

- Provide a connection from the residential areas to the north by extending a sidewalk from Lakeway Drive to Wagon Wheel Trail along Buffalo Springs Trail.
- Provide a sidewalk that connects Buffalo Springs Trail to the school grounds via Western Trail allowing residents easy access to the schools.
- Provide a sidewalk that completes the run of existing sidewalks at the corner of Northwest Boulevard and Lakeway Drive.
- Provide a segment to complete the existing sidewalk along Williams Drive.

Approximate Cost to complete sidewalk construction in this area: $61,660
b. **Gabriel Heights** – This area is located on the west side of U.S. Interstate 35, and on the north side of Williams Drive. This area contains the Rhea McCoy Elementary School. The following sidewalk construction is proposed in Phase I. (Refer to the *Gabriel Heights Exhibit* on the following page.)

- Provide a connection from the residential areas to Rhea McCoy Elementary School via Dawn Drive, Central Drive, and Park Lane.
- Provide sidewalk segments along Williams Drive to complete sidewalks on north side.
- Provide sidewalks from Williams Drive to the hike/bike trail underneath U.S. Interstate 35. Link Williams Drive with the hike/bike system located along the San Gabriel River underneath U.S. Interstate 35. This will provide safe pedestrian passage east to west within the city without requiring pedestrians to navigate the U.S. Interstate 35 and Williams Drive intersection. Future sidewalk extensions from underneath U.S. Interstate 35 along West Morrow Street to the east will serve as valuable links to the city's Parks and Recreation Center, and other existing municipal facilities as well. (Refer to the *Williams/Interstate Pedestrian Bypass Sketches* on the following pages.)

**Approximate Cost to complete sidewalk construction in this area:** $235,480
Williams/Interstate Pedestrian Bypass

Existing Condition

Proposed – Sketch #1
Williams/Interstate Pedestrian Bypass

Existing Condition

Proposed – Sketch #2

Williams/Interstate Pedestrian Bypass
Existing Condition

Proposed – Sketch #3
c. **Old Town – West** – This area is located on the east side of U.S. Interstate 35 and contains most of downtown Georgetown, Blue Hole Park and Carver Elementary School. Also included in this area is the hospital and U.S. Post Office. The following sidewalk construction is proposed in Phase I. (Refer to the *Old Town - West Exhibit* on the following page.)

- Provide a sidewalk connection from the residential areas ("The Ridge") across University Avenue to Railroad Avenue.
- Provide sidewalks on the east side of Railroad Avenue from University Avenue to 17th Street.
- Provide sidewalks connecting Railroad Avenue to Carver Elementary School via 17th Street and 18th Street.
- Provide sidewalks from Church Street to Elm Street along 15th Street.

**Approximate Cost to complete sidewalk construction in this area:** $63,620
d. **Old Town – East** – This area is located on the east side of U.S. Interstate 35 and contains the east side of downtown Georgetown, VFW Park, Williams Middle School and Annie Purl Elementary School. Also included in this area is Southwestern University and Smith Branch Park. The following sidewalk construction is proposed in Phase I. (Refer to the *Old Town - East Exhibit* on the following page.)

- Provide sidewalks to complete the connection between East 2nd Street and Williams Middle School along College Street.
- Provide sidewalks along East 7th Street to connect Southwestern University with the downtown area.
- Provide sidewalks along 15th Street to provide a connection for Church Street with Annie Purl Elementary.
- Provide sidewalks along East 18th Street to provide a connection for residential areas with Annie Purl Elementary School.
- Provide sidewalks along Quail Valley Drive and Maple Street allowing access to Annie Purl Elementary and Smith Branch Park.

*Approximate Cost to complete sidewalk construction in this area: $70,920*
e. **San Gabriel Heights** – This area is located on the west side of U.S. Interstate 35 and contains Dell Pickett Elementary School and Tippit Middle School. The following sidewalk construction is proposed in Phase I. (Refer to the **San Gabriel Heights Exhibit** on the following page.)

- Provide sidewalks to complete the connection along Leander Road between U.S. Interstate 35 and San Gabriel Boulevard (refer to sketch below).
- Provide sidewalks along Rockcrest Drive to provide access to the schools from Leander Road.

**Leander between San Gabriel Boulevard and U.S. Interstate 35** – Complete the sidewalk connection along Leander Road between U.S. Interstate 35 and San Gabriel Boulevard. This will provide for a safe crossing at grade for this busy intersection. A footbridge will be constructed between the U.S. Interstate 35 frontage road and Southfork Drive to allow drainage to pass through this area. Curb ramps along with crosswalk striping will complete this pedestrian route.

**Approximate Cost to complete sidewalk construction in this area:** $35,684
C. Summary of Approximate Costs for Phase I Areas

The following is a breakdown of the approximate costs for Phase I by area:

- **Reata Trails** - 15,415 S.F. @ $4 per S.F. = $61,660
- **Gabriel Heights** - 58,870 S.F. @ $4 per S.F. = $235,480
- **Old Town – West** - 15,905 S.F. @ $4 per S.F. = $63,620
- **Old Town – East** - 17,730 S.F. @ $4 per S.F. = $70,920
- **San Gabriel Heights** - 8,921 S.F. @ $4 per S.F. = $35,684
- **Misc. Site Improvements (Bridges, drainage, ramps, etc.)** = $32,636

**TOTAL** - $500,000
PART 5:
"STANDARDS" REVIEW
PART 5: Standards Review

A. Standards

Sidewalk implementation standards are an important part of providing quality pedestrian movements within a city. HDR has assembled a set of guidelines that serve as sidewalk implementation strategies for sidewalks proposed in this study, and for future construction of sidewalks in the future. These guidelines, fairly general and simplistic, but necessary to be stated for the purpose of establishing standards that all parties can acknowledge, are as follows:

- Sidewalks should be located on at least one side of every roadway within the city. Some roadways, in particular the major arterials, should have sidewalks located on both sides of the roadway throughout the developed portions of the city.
- Sidewalks should be separated from the curb and/or edge of roadway wherever possible. This separation provides for much safer movement of pedestrians through all areas.
- Sidewalk segments that are currently “missing” should be filled in as soon as possible. Filling in these areas will provide for quick and relatively easy upgrades to the current sidewalk system.
- Specific field determinations should be made by the city on an as needed basis in regard to constructing sidewalks around existing vegetation, mailboxes, utility poles and other miscellaneous obstacles. Some areas may require demolition or relocation of existing items before the sidewalk can be constructed. In some areas it may make sense to demolish and/or relocate, while in other instances it may be best to simply go around these existing items.
- Well-marked crosswalks should be provided at all points where sidewalks meet street intersections. This is especially critical where intersections are signalized, and where the pedestrian movements continue on beyond that intersection.
- Sidewalks should be constructed in new subdivision areas when there is enough critical mass to “complete” the pedestrian linkages. Isolated segments should be avoided. As new subdivisions develop, the city could request that an “escrow” of funds be started for the desired sidewalks to be constructed. Once continuous lengths of sidewalk forming a pedestrian link could be constructed (because the development patterns have matured in that area), then sidewalks could be built from the escrow funds and function better for overall pedestrian movements in the city.
As part of this study, we have also conducted a brief review of Georgetown's current standard sidewalk details. The "Concrete Driveway Approach Type A and B", "Sidewalk Section and Joint Detail", and "Sidewalk Ramp Details" were included in this evaluation.

Driveway approaches were the first details evaluated. It became important for HDR to evaluate these details in "plan" versus the isometric view. (Refer to the city's Driveway Approach Type 'A' and Type 'B' details on the following pages.) By evaluating these details in plan view, several important points can be made. First, the Type 'A' Driveway Approach should be used only in unusual locations. This detail provides the least desirable pedestrian movement across the driveway. This is because the pedestrian is forced to travel "unprotected" across the greatest width of the driveway, and in a location where all the vehicle movements and/or turns are occurring. The Type 'B' Driveway Approach should be the city's preferred detail as it provides for a shorter "unprotected" distance across the driveway (and further away from the vehicle movements and/or turns). The sidewalk should be separated as far away from the curb as possible, and the pedestrian movement across the driveway should occur at the narrowest possible driveway width. (Refer to sketches below for additional information.)

Upon further review, the remaining city details are consistent with industry standards for general "constructability". Minor comments for these details can be found on the following pages.
NOTES:

1. MAXIMUM WIDTH OF APPROACH SHALL BE 24'-0" FOR RESIDENTIAL, 30'-0" FOR NON-RESIDENTIAL UNDIVIDED AND 45'-0" FOR NON-RESIDENTIAL DIVIDED.

2. DRIVEWAY PERMITS TO BE ACQUIRED FROM CITY INSPECTION OFFICE.

3. SPACING OF DRIVEWAY CUTS SHALL BE AS REQUIRED BY SECTIONS 33043 - 33044 OF THE CITY'S SUBDIVISION REGULATIONS.

4. MINIMUM WIDTH OF APPROACH SHALL BE 10'-0" FOR RESIDENTIAL AND 15'-0" FOR NON-RESIDENTIAL.

5. LINEAR "RADIUS" AT CORNERS, PERMITTED FOR "SINGLE FAMILY" OR "TWO FAMILY" RESIDENTIAL DRIVEWAY APPROACH.
NOTES:
1. MAXIMUM WIDTH OF APPROACH SHALL BE 24'-0" FOR RESIDENTIAL, 30'-0" FOR NON-RESIDENTIAL UNDIVIDED AND 45'-0" FOR NON-RESIDENTIAL DIVIDED.
2. DRIVEWAY PERMITS TO BE ACQUIRED FROM CITY INSPECTION OFFICE.
3. SPACING OF DRIVEWAY CUTS SHALL BE AS REQUIRED BY SECTIONS 33043 - 33044 OF THE CITY’S SUBDIVISION REGULATIONS.
4. MINIMUM WIDTH OF APPROACH SHALL BE 10'-0" FOR RESIDENTIAL AND 15'-0" FOR NON-RESIDENTIAL.
5. LINEAR "RADIUS" AT CORNERS, PERMITTED FOR "SINGLE FAMILY" OR "TWO FAMILY" RESIDENTIAL DRIVEWAY APPROACH.
6. SIDEWALK LOCATION TO BE APPROVED BY CITY ENGINEER PRIOR TO FINAL DESIGN.
TYPE I - AS REQUIRED FOR SINGLE FAMILY, DUPLEXES AND TOWNHOUSES.

TYPE II - AS REQUIRED FOR APARTMENTS, OFFICE AND PARKING LOTS, COMMERCIAL AND INDUSTRIAL.

1. FOR ROLLER STAMPED SIDEWALK: 4000 P.S.I. CONCRETE WITH 3/8" AGGREGATE.
2. STANDARD LOCATION OF SIDEWALK IS OFF BACK OF CURB. SPECIAL DESIGNS MAY BE APPROVED BY THE CITY ENGINEER, PRIOR TO FINAL DESIGN.
NOTE:
1. SIDEWALK LOCATION TO BE APPROVED BY CITY ENGINEER PRIOR TO FINAL DESIGN.
PART 6:
SUMMARY AND FURTHER RECOMMENDATIONS
PART 6: Summary and Further Recommendations

A. Summary and Further Recommendations

This study was performed to provide Georgetown with professional design recommendations for making their community a “Pedestrian Friendly” city. Pedestrian circulation is a vital component to a city’s overall livability. This study is intended to guide sidewalk implementation in the near term, but also serve as a platform for future integration of a comprehensive sidewalk system into the city’s plans for future development.

Following are a few summary statements and further recommendations for the city to consider as the results of this study are implemented. HDR looks forward to participating in helping Georgetown with further development of these ideas.

- The city needs to further develop detailed plans for the Williams/Interstate pedestrian bypass under U.S. Interstate 35. This could be a marvelous and unique “feature” for the city to offer to their citizens.
- Phase I costs need to be investigated further to confirm estimates included in this report.
- The city should continue to monitor existing sidewalks on a regular basis, and update the conclusions of this report annually.
- The city should pursue a meeting with TXDOT officials to review the findings of this study and determine a comprehensive course of action that accommodates their concerns and/or requirements.
- The findings of this report should be shared with the city’s Parks and Recreation Department. Every opportunity to collaborate on projects that enhance pedestrian movements within the city should be pursued by all city agencies.
- New sidewalks should be required for all new developments within the city (especially for multi-family residential and commercial developments).
- The city should continue to pursue upgrades to sidewalks within the older neighborhoods of the city.
- The city should continue to capitalize on existing drainage ways as opportunities to enhance pedestrian movements within the city.
- The city should continue to collaborate with GISD officials, particularly as concerns sidewalks for school-aged children to use going to and returning home from their schools.
- The city should pursue a comprehensive study of utilizing the abandoned railroad right-of-way within the city for pedestrian movements.
- The city should document all barriers to accessibility within the existing sidewalks in the city and begin a program of removing these barriers in conjunction with ongoing sidewalk maintenance budgets. This would include the correction of all ADA deficiencies as well.
- The city should pursue detailed designs for pedestrian movements within the “Critical Linkage Areas” designated.