Plan Purpose

The Sidewalk Master Plan seeks to:

**Inventory**
existing pedestrian infrastructure.

**Identify**
design deficiencies.

**Evaluate**
future sidewalk requirements.

**Develop**
an implementation plan.
Existing city standards and planning documents were reviewed to evaluate current requirements, clarify ambiguities in those requirements, document conflicts and correct construction standard deficiencies.

A detailed review of existing sidewalk infrastructure and related funding allocations was completed to establish a baseline for future management and long term planning.

The planning team engaged key agencies and met with stakeholders to gather information on their sidewalk needs and priorities in the City of Georgetown.

Residents provided information on the current conditions of sidewalks in their community and priority needs.

A prioritization methodology was developed using key categories based on public input and applied to the existing infrastructure conditions to develop a prioritized project list.

The prioritized project list was developed through the incorporation of City requirements, processes, design elements and existing and potential funding mechanisms.
What are people saying about pedestrian facilities in Georgetown?

**PUBLIC PRIORITIES**

- Bike access should be evaluated.
- The Downtown Square is important for pedestrian activity.
- University Avenue (SH 29) needs improved pedestrian access.
- Connectivity between Downtown and Southwestern is valuable.
- Many residential areas lack sidewalks.

**What’s that ‘Other’ 9.4%?**

- 2.5% Restaurants/Dining
- 1.4% Post Office
- 1.2% Banks/Financial Services
- 1.2% Hotels/Overnight Accommodations
- 1.1% Strip Center Retail
- 1.1% Religious Institutions
- .9% Swimming Pools/Aquatic Facilities
The prioritization process allowed for consideration of several elements, including:

**Pedestrian Attractors**

- Downtown District
  - City facilities
  - GISD Schools
  - Southwestern University
  - Retail
- Trails
  - Public recreational facilities, playgrounds and/or parks
  - Single Family residential land uses
  - Multi-Family residential land uses

**Demographics**

- Sidewalk proximity to areas of the City with important demographics.
  - Median Household Income
  - Residential Population Density
  - Affordable Housing

**Pedestrian Safety**

- Classification of Streets
  - How busy is the roadway?
- Pedestrian/Automobile Incidents
  - Have there been any crashes in the past five years?

**Special Considerations**

Certain facilities were identified as priorities by government agencies, stakeholders and the public.

- GISD
- Parks and Recreation Department
- Public Input

Consideration was also given to recommendations from previous City planning documents like the 2001 Sidewalk Master Plan and the Downtown Master Plan.
The sidewalk inventory included a review of existing sidewalk segments, segments along streets without sidewalks, curb ramps, traffic signals and marked crosswalks along roadways.
Implementation Strategies

How much will the Sidewalk Master Plan Cost?

Current funding is insufficient. Projects will depend on public support.

Are there existing funds available?
The City’s General Fund and the City’s Residential Sidewalk Fund are both available as mechanisms to fund sidewalks but currently lack the funding required.

What are the Maintenance Costs?
Annual budget requests will help to repair 1,500 feet of sidewalk and 100 curb ramps each year for a total of $4,980,000 in repairs over ten years.

What is the Annual Review Process?
Priority 1 Projects will be fine-tuned for implementation each year. The Capital Improvement Process will provide annual funding.
Priority 1 Projects

The Priority 1 Project list captures the public’s three main priorities:

- Sidewalks in the Downtown District
- Connectivity to Southwestern University
- Connectivity to Georgetown ISD facilities

Four citywide pedestrian accessibility projects will be included with Priority 1:

- **Downtown Projects**
  Improvements within the Downtown District were designated high importance in the prioritization process.

- **Ramps and Sidewalks at Signalized Intersections**
  Pedestrian curb ramps and crosswalks at signalized intersections will be brought to ADA compliance.

- **Accessibl Pedestrian Signal (APS) Upgrades**
  APS units are required by federal law when traffic signals are modified or upgraded. These push button units have speech message capability and audible locator tones.

- **Accessible Routes to Government Facilities**
  The City will ensure ADA compliant access to City-operated buildings.

Priority 1 Projects are anticipated to be completed in a 10-year timeframe.

Old Town Northeast
Priority 1 Projects

SH 29 Central

2nd Street
Priority 1 Projects

Austin Avenue South

Old Town Southeast
Priority 2 Projects

Priority 2 Projects seek to provide the same improved sidewalk connectivity and accessibility as Priority 1 Projects.

Priority 2 Projects:

- Will be initiated after Priority 1 Projects are completed
- Consist of five target areas
- Will provide nine miles of new sidewalk and 200 new curb ramps

Old Town Southwest
Priority 2 Projects

**Austin Avenue North**

**Shell Road/DB Wood Road**
Priority 2 Projects

Lakeway & Williams Dr.

Leander Road
Project Timeline