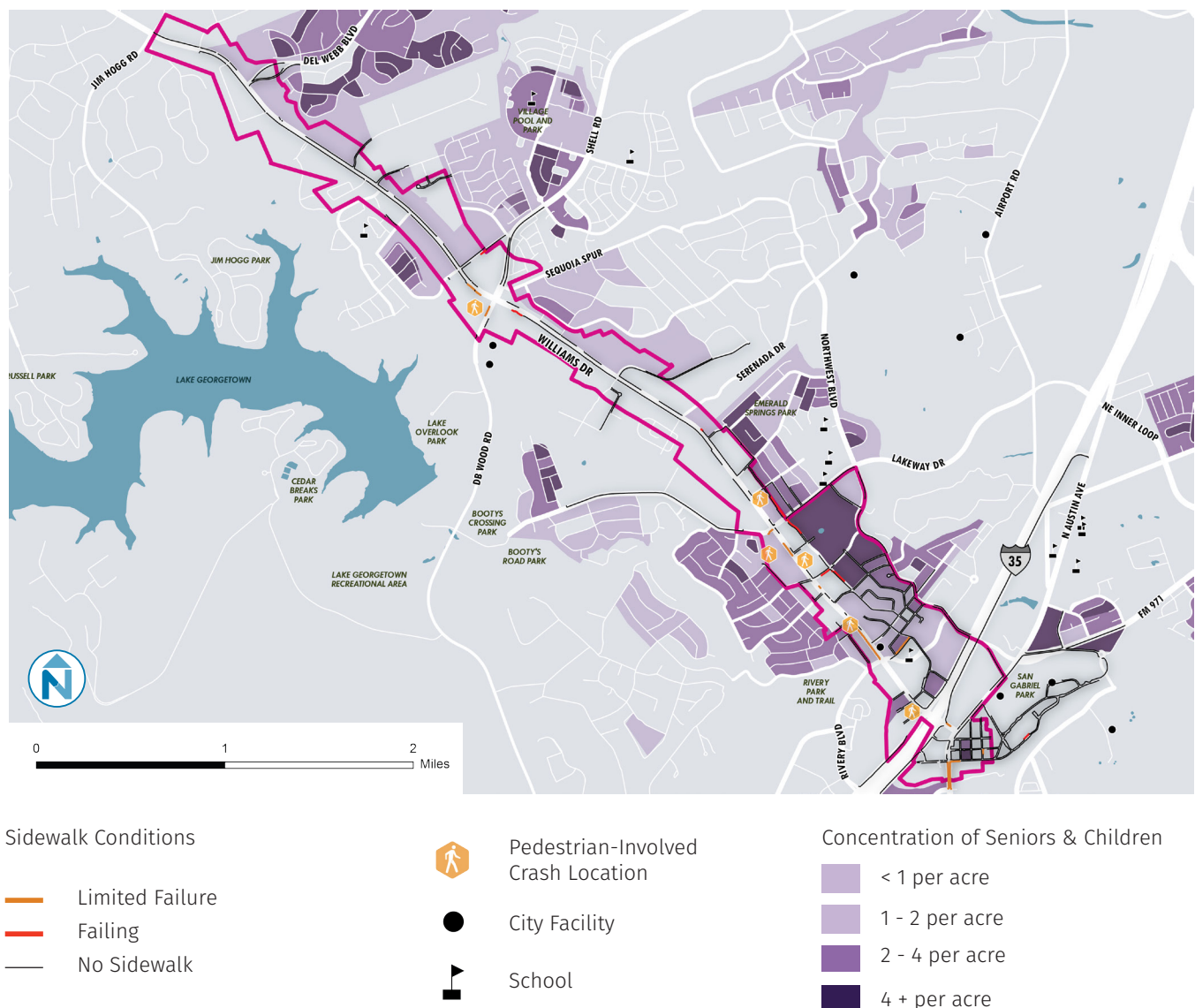


The number of school-age children, who may walk or ride a bike to schools in the study area, provides an indicator for areas that may need attention in order to meet the needs of this population. This may require things such as installation of safe crossings, speed management, improvement

of sidewalks, or installation of shared use paths. Routes between high concentrations of school-age residents and school facilities should be the most critical for these considerations. As senior citizens also make up a significant portion of the population along the corridor, it is important to

consider the needs of these residents as well. The map in Figure 12 illustrates the gaps in the current sidewalk network in relation to the percentage of seniors and children in the area. Areas shown in dark purple should be of highest concern where there are gaps in the sidewalk network.

Figure 12 Sidewalk Facilities with Total Percentage of Seniors and Children





The Sidewalk Master Plan categorized planned sidewalk improvements as priority one, two, or three. Priority One projects are scheduled for completion within the first ten years of the adoption of the Master Plan (by 2025). Priority Two projects are anticipated to be completed within the subsequent ten-year period, and Priority Three projects will be addressed in a future update to the Master Plan. The map in Figure 13 illustrates the locations within the study area that were included in the Sidewalk Master Plan.

Two Priority Two projects within the Williams Drive study area were identified in the Sidewalk Master Plan. The first project will install new, and repair existing, sidewalks and curb ramps along the following road segments: Williams Drive between Lakeway Drive and Rivery Boulevard, Lakeway Drive between Williams Drive and Northwest Boulevard, Whisper Oaks Lane between Lakeway Drive and Northwest Boulevard, and Dawn

Drive between Western Trail and Lakeway Drive. This project will add over 2 miles of new sidewalk. The second project will fill in sidewalk gaps along Shell / DB Wood Road by installing new facilities and repairing those in poor condition along the corridor between Lake Overlook Road and the city limit at approximately Westbury Lane. This project will add nearly 3 miles of new sidewalk. An additional portion of Williams Drive between Estrella Crossing and Lakeway Drive was identified in the Master Plan as a Priority Three project, but no other improvements along Williams Drive were included.

Figure 13 Sidewalk Master Plan Priorities



Sidewalk Conditions

- Limited Failure
- Failing
- No Sidewalk

Master Plan Priority Tiers

- Priority One
- Priority Two

Pedestrian-Involved
Crash Location

City Facility

School

Bicycling

Current conditions on Williams Drive exhibit moderate traffic volumes and high vehicle speeds. These conditions are a deterrent to most people who might otherwise be interested in using a bicycle for transportation. Without dedicated and protected bicycle facilities, this environment will not encourage many new bicyclists along the corridor. There currently are no bicycle facilities on or directly connecting to Williams Drive, but there is a trail to the southwest that provides a connection from Lake Georgetown to San Gabriel Park and into Downtown.

This trail, known as the Randy Morrow Trail, can be seen on the map in Figure 14. There are no bicycle facility connections from Williams Drive into the existing trail network, but it is possible to access it using local residential streets. Booty's Crossing Road connects to Williams Drive at the intersection with Lakeway Drive, and provides an access point to the trail. DB Wood Road and Rivery Boulevard also offer connections to the trail within a short distance of

Williams Drive. Extending the trail network and providing additional connections could serve as an alternative to Williams Drive for any bicyclist traveling between the study area and Downtown.

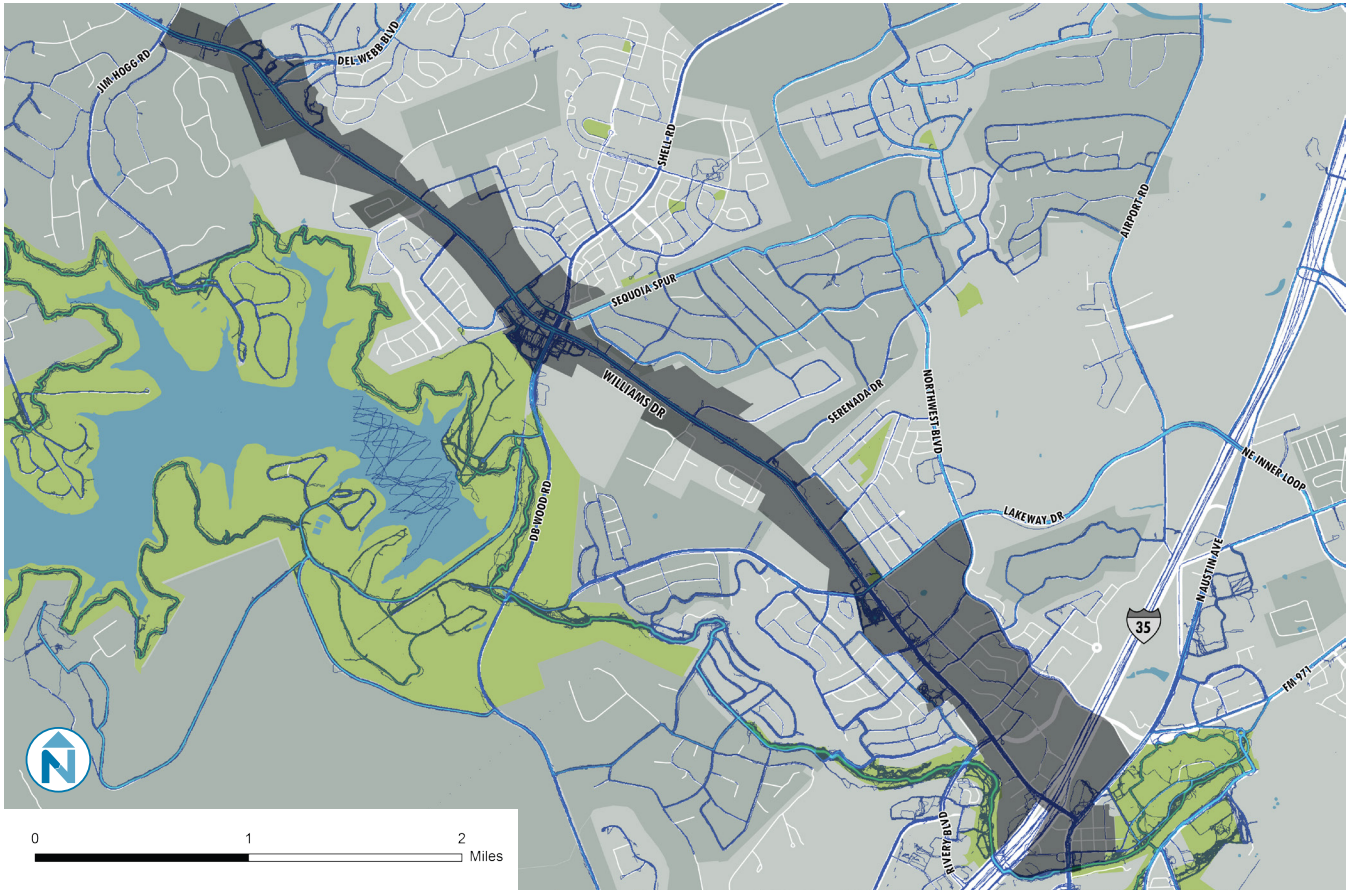
Data was pulled from the Strava Global Heatmap lab to help understand where current bicyclists are riding, and what areas they may be avoiding. As shown in Figure 14, the data illustrate a significant number of bicyclists currently using the Randy Morrow Trail, while few are using Williams Drive as it approaches I-35 and Downtown. This portion of Williams Drive has higher traffic volumes and less right of way compared to the area of Williams Drive west of Shell Road. The area closer to I-35 also has a high number of driveways and intersections for motorists to make turning movements, which can create conflict with bicyclists.

Just west of Lakeway Drive, Williams Drive widens slightly to accommodate a shoulder on both sides of the street. In the area east of Serenada Drive, this

shoulder sometimes transitions into a right-turn only lane and is often used as a deceleration lane for right-turning motorists. Further west along Williams Drive near Del Webb Boulevard, the street widens out even more while maintaining the same lane configuration (and total number of lanes). While wider lanes (and the lower traffic volumes) encourage higher speeds, this area also has wide shoulder lanes that are likely used by the bicyclists that the Strava data indicate as being more consistently along this portion of the corridor.

It is also worth noting that the Strava data indicates a high volume of bicyclists using Ronald Reagan Boulevard to travel between Williamson County and Travis County, and it appears that many are connecting to Ronald Reagan from Williams Drive. While much of the data from Strava may be coming from primarily recreational bicyclists, it can still be used as an indicator for the areas and types of conditions that may not be suitable for bicycling.

Figure 14 Strava Labs Bicycling Data for Williams Drive



Source: <http://labs.strava.com/heatmap/#12/-97.75566/30.65017/blue/bike>

Bicycle Ridership Levels

- High
- Moderate
- Low

Transit

Fixed-route transit services currently do not operate along the Williams Drive corridor, as Capital Area Rural Transportation System (CARTS) interurban services between Georgetown and Round Rock depart from downtown and points south. However, demand-response services are offered by CARTS that currently serve the Williams Drive study area, along with most of Georgetown. Non-emergency medical transportation services are also offered within the CARTS service area.

The demand-response services within Georgetown are most often used to and from the Madella Hilliard Center for senior citizens. Other top destinations in the community include retail destinations such as the Walmart Supercenter off Rivery and the H-E-B off University, as well as medical or social service destinations including Davita Georgetown, The Caring Place, and Weslyann Nursing Home. On Williams Drive demand-response service is primarily used to make

trips to and from age-restricted senior communities. The locations listed in Figure 15 are near or within the Williams Drive study area and are among the top 10 most frequented locations for the demand-response service. These locations are also identified on the map in Figure 16, illustrated with varying size points based on the number of transit users boarding or alighting at those locations.

Figure 15 Top Demand-Response Trip Origins and Destinations along Williams Drive

Location	Number of Trips (Origin)	Number of Trips (Destination)
Apple Creek Apartments	55	59
Mariposa Apartment Homes	75	108
The Wesleyan at Estrella Senior Living Community	-	43
Cottonwood Drive Private Residence	58	57

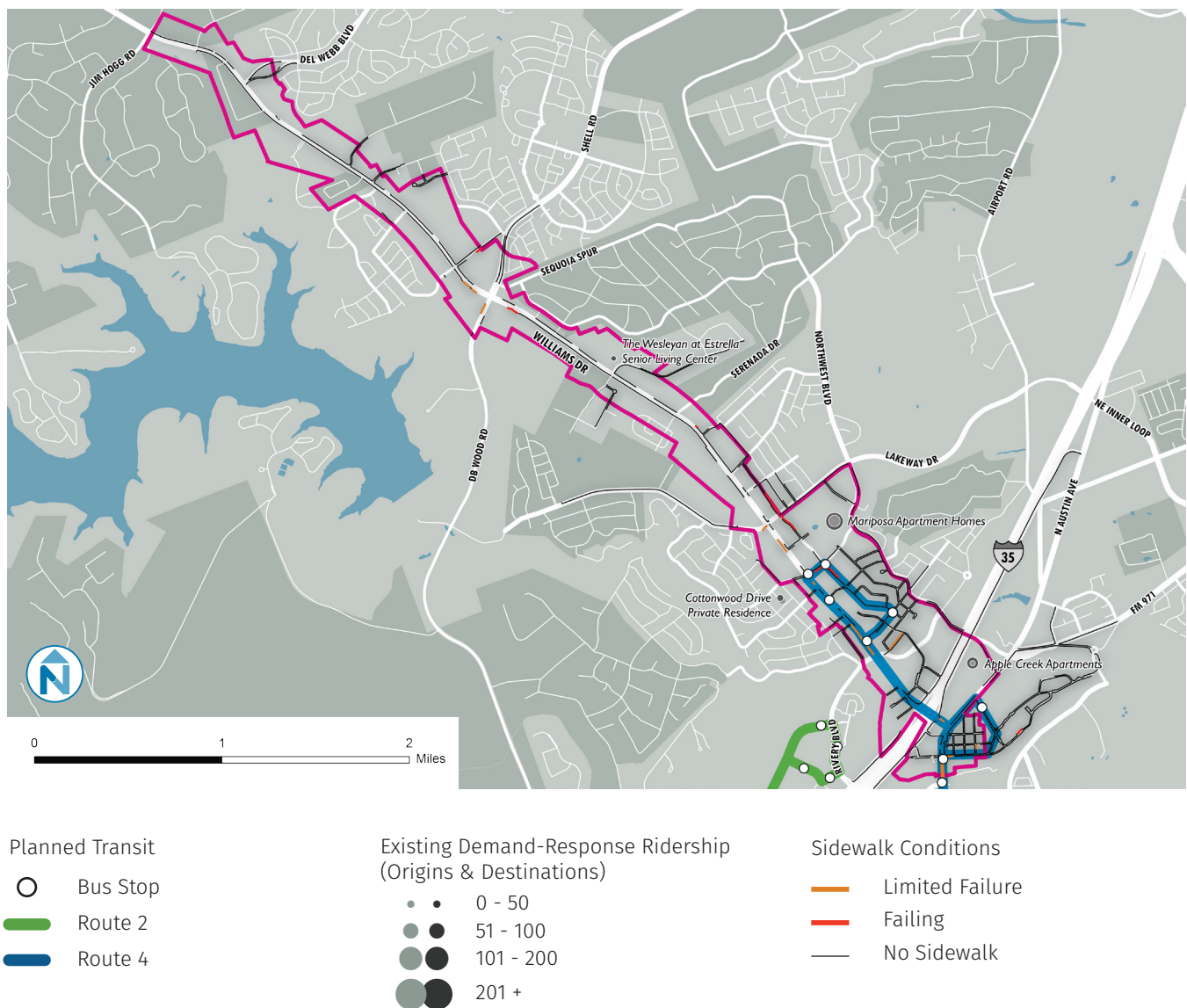
Source: CARTS

In 2015 Capital Metro, the transportation authority for parts of Travis and Williamson County, commissioned a study to develop a local transit plan for the City of Georgetown. A 2016 update reduced the reach of this plan from a five-route system, which would have

served the entirety of Williams Drive, to a four-route system whose reach extends only as far as River Bend Drive, and is shown in Figure 16. The routes, anticipated to begin operation in August 2017, will operate only every 60 minutes from 6:45 a.m. to 6:45 p.m. on

weekdays, and 8:00 a.m. to 6:00 p.m. on Saturday. Complementary paratransit service for seniors and persons with disabilities will replace the existing CARTS services for Georgetown residents.

Figure 16 Planned Transit Routes and Stops - Capital Metro Transit Development Plan





The maps in both Figure 17 and Figure 18 illustrate how many of the planned bus stops are in locations where there are currently significant gaps in the sidewalk network. While these gaps will create a barrier for any potential transit users, they are not the only barrier that exists within the study area. The lack of street connectivity, both into and adjacent to Williams Drive, severely restricts not only vehicular traffic but pedestrian movement as well. As illustrated by the map in Figure 17, the distance a pedestrian can walk in 10 minutes from many of the planned bus stops is fairly limited. Nearly 20% of residents in the general study area live within a 10-minute walk of the transit stops shown on the map. That number increases to almost 30% within a 20-minute walk. Only about 3% of the residents within 10 minutes, or about 4.5% within 20 minutes, are seniors. Improving connectivity can help increase the number of residents with access to transit. This can include providing a pathway connection between neighborhood streets,

cul-de-sacs, and major corridors, or establishing pedestrian pathways through major retail sites with expansive parking lots.

The map in Figure 18 illustrates the distances that can be traveled by bicycle from the planned transit stops within the same 10 or 20-minute periods. As shown, it's possible to travel a good distance along or away from Williams Drive by bicycle. An average person riding a bicycle can travel up to 2 miles within 10 minutes, which would allow potential transit users to travel from much farther away, dramatically expanding the reach of the planned transit system. Approximately 45% of residents within the general study area live within a 10-minute bike ride of the planned transit stops, and more than 60% live within a 20-minute bike ride. Dedicated and safe accommodations for bicyclists could provide a convenient alternative for those wishing to use transit who might live too far away to walk.

Figure 17 Walkable Distance from Planned Transit Stops

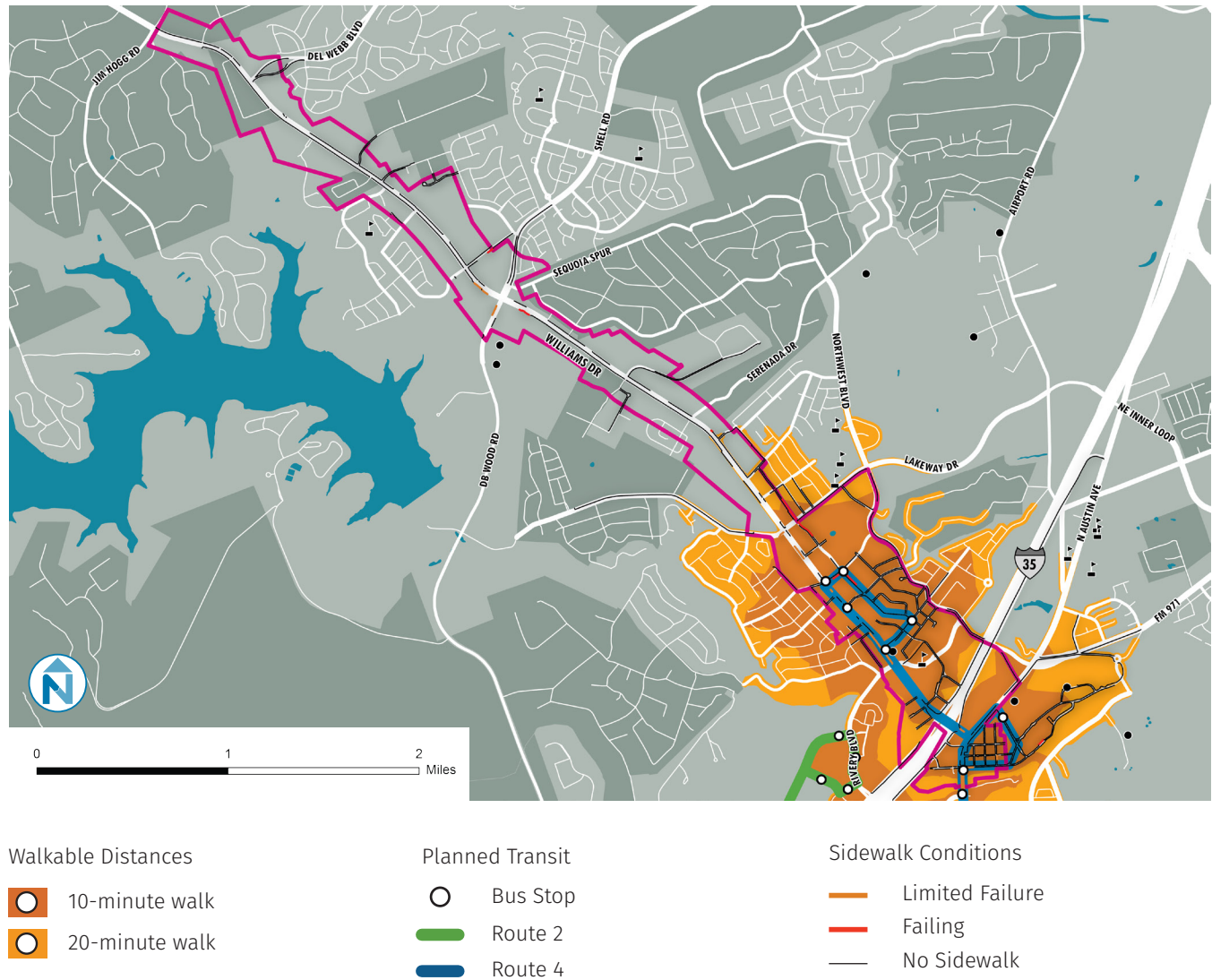
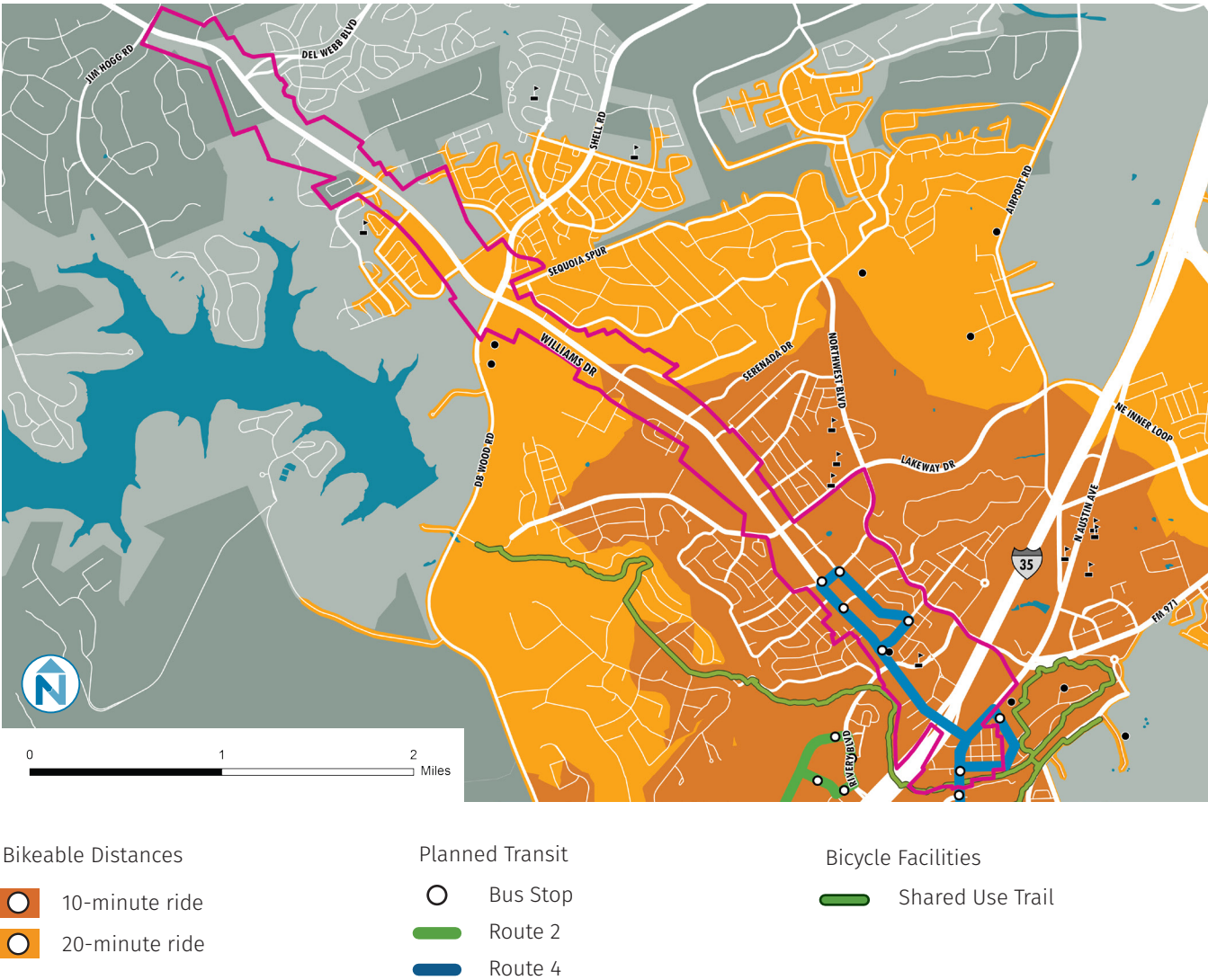


Figure 18 Bikeable Distances from Planned Transit Stops



*Note: The population taken into account for the Williams Drive area extends beyond the boundaries of the study area, as there are many residents living outside those boundaries that use Williams Drive on a daily basis.

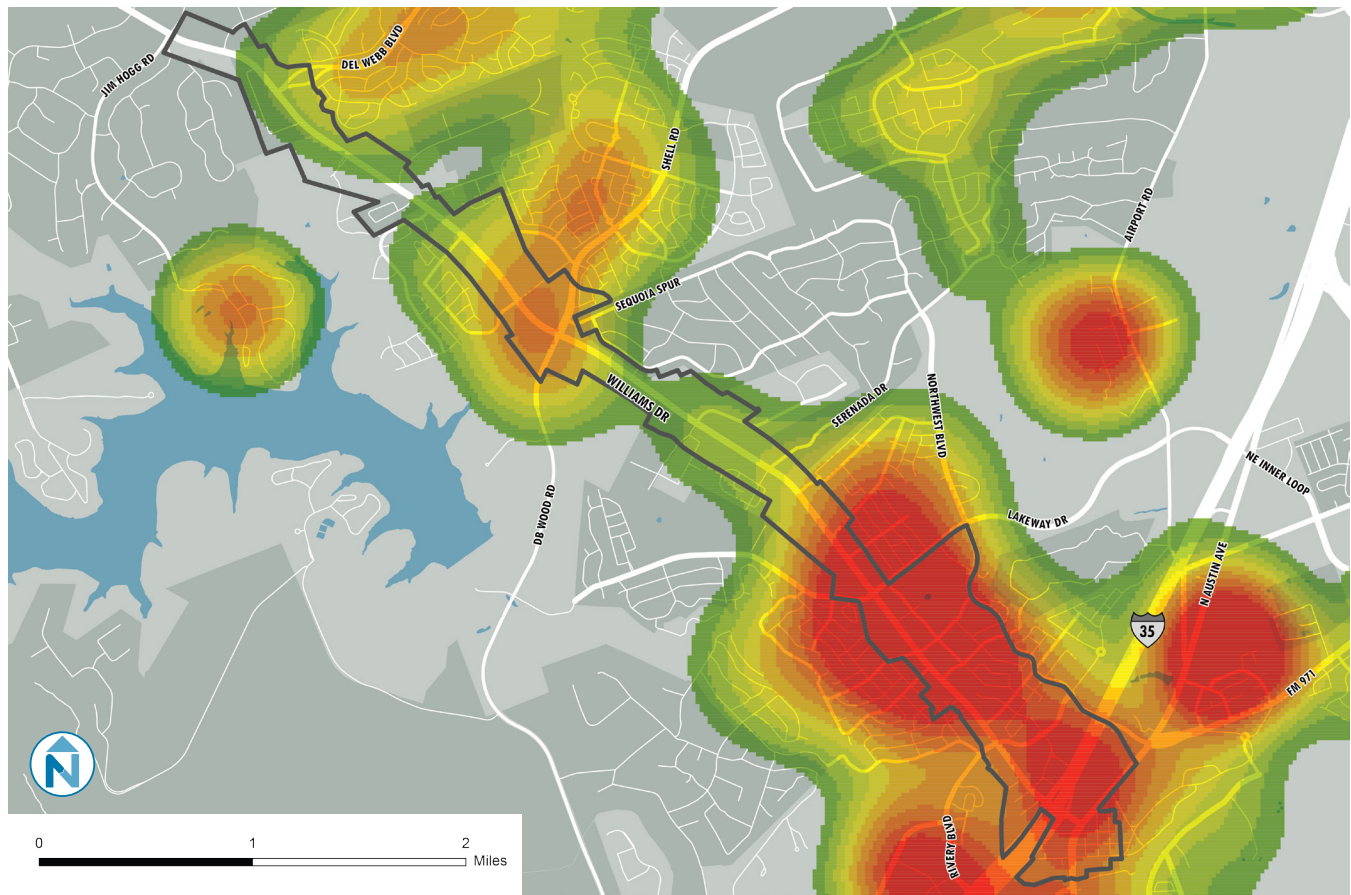
Impervious Surface

There are approximately 200 acres of surface parking lots, driveways, and building footprints within the project study area. These impervious surfaces make up around 21% of the total study area. This does not include the total land area covered by paved roads, which

stretch over 22 miles within the study area. As shown on the map in Figure 19, these surfaces are more concentrated within the Centers area and at the airport. This map only shows the concentration of surfaces within the City's boundaries, as data for beyond

the boundaries was not available. Impervious surfaces prevent rainwater from infiltrating the soil and recharging groundwater, which can cause flooding during heavy storm events and negatively impact the environment.

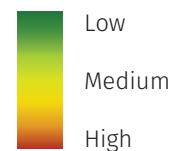
Figure 19 Impervious Surfaces



70
acres of building footprint
within the study area

130
acres of driveways and parking
lots within the study area

Concentration of Impervious Surfaces



LAND USE ASSESSMENT

BACKGROUND



This assessment of land use issues for the Williams Drive Corridor and Centers Area relies on existing available information contained in a variety of prior plans and studies conducted on behalf of the City of Georgetown (see list at the end of this document), as well as data available from the Williamson County Central Appraisal District, a recent windshield survey of the Williams Drive Corridor and Center Area and though the use of Google aerial and street-view photography. This assessment includes mapping of key concepts, including:

- Existing Land Use
- Future Land Use
- Existing Zoning
- Susceptibility to Change

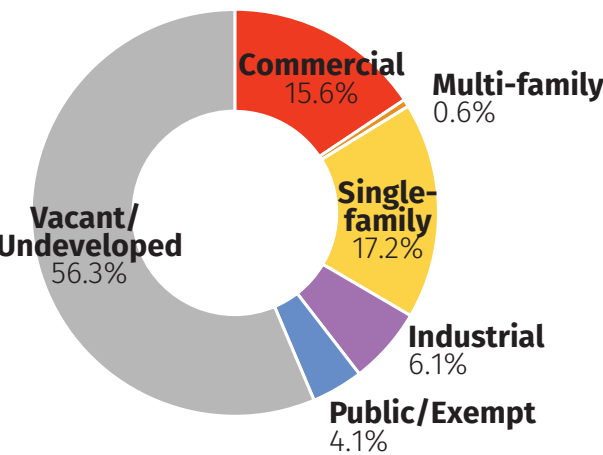
A series of photographs of existing land uses in the Corridor and Centers Area are also included to display the variety of ways in which development has occurred in the past.

A simplified summary of the major dimensional requirements of the various existing zoning districts applied throughout the study area has also been included for comparison purposes.

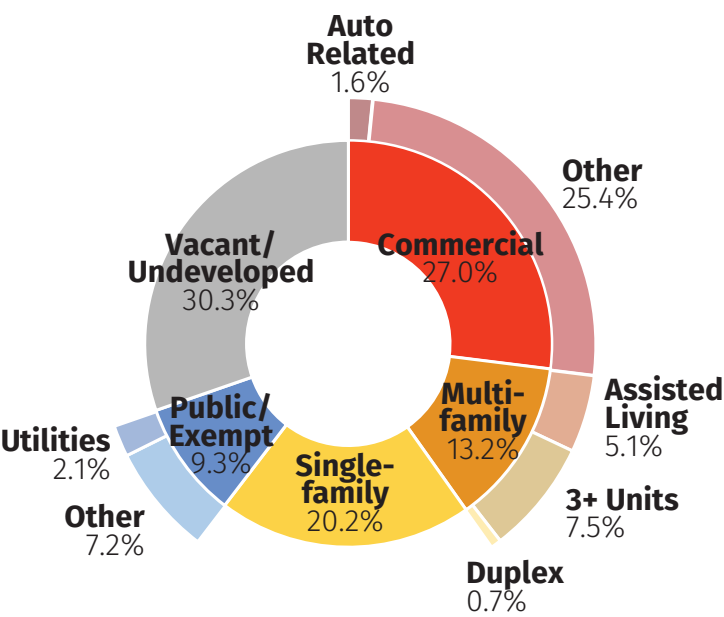
EXISTING LAND USE

Using the 2015 Williamson County Central Appraisal District data files, a windshield survey, and Google aerial and street-view photography, a 2016 existing land use map was prepared and is shown on the following page. To understand change that may have occurred over time, the 2016 existing land use data was compared with the land use data prepared as part of the 2003 Williams Drive Corridor Study. The results of the comparison are shown below. This comparison is not truly accurate, since the 2003 study area boundary is different from the boundary used as part of this planning effort; however, it does provide a sense of the changes occurring in the study area over time.

Existing Land Use (2003)



Existing Land Use (2016)



Land Use Descriptions

Multi-family includes two-family, triplexes, fourplexes, townhouses, apartments and condominiums. Multi-family also includes assisted living.

Commercial includes retail, office and self-storage.

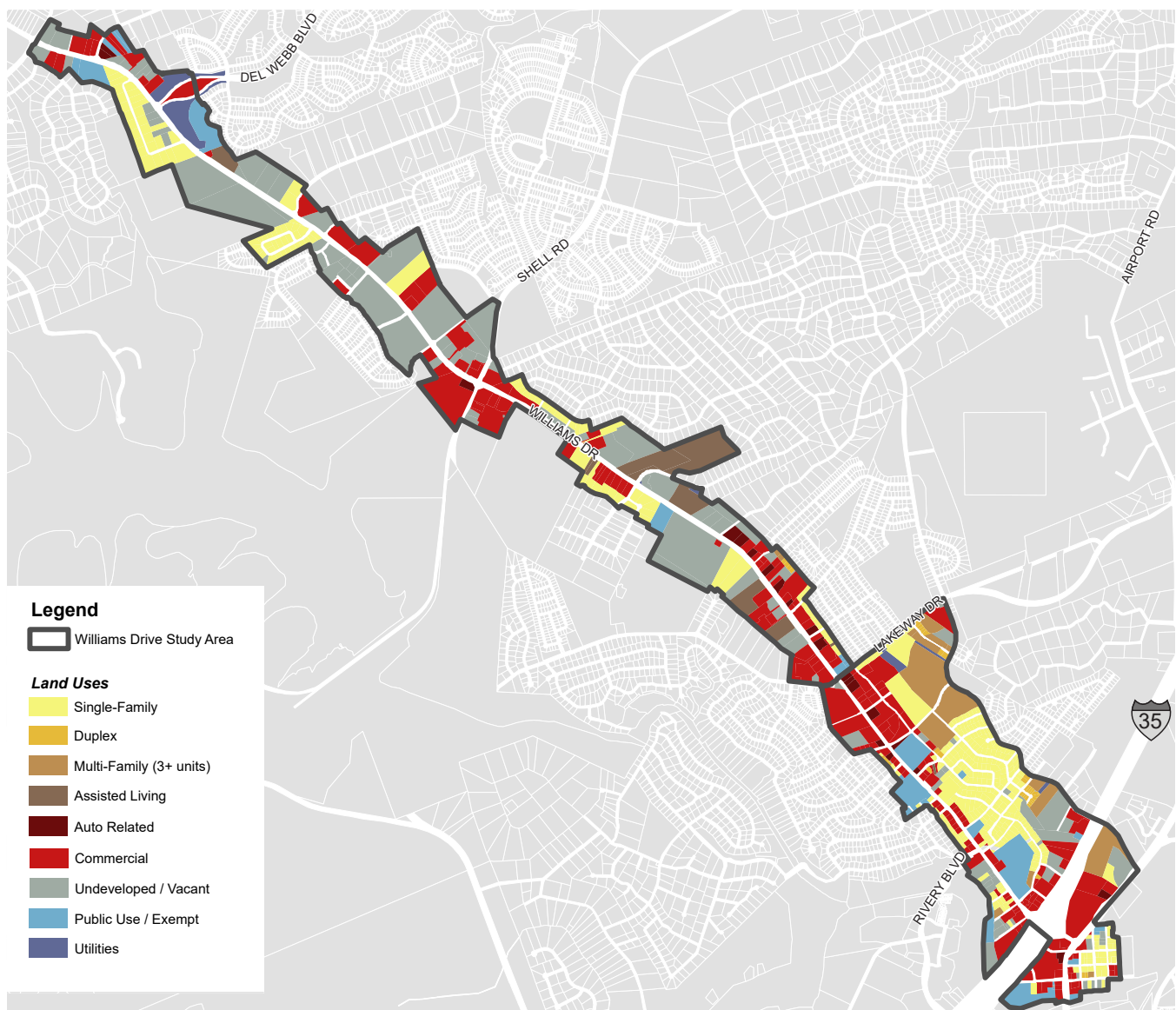
Auto-related includes auto-repair, gas stations, car washes and drive up only ATMs.

Public/exempt includes uses that are exempt for the tax roll, primarily includes schools, places of worship

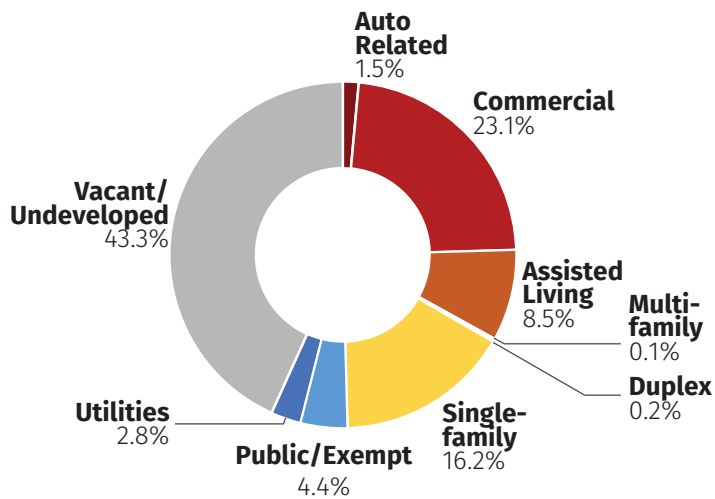
and stormwater facilities.

Vacant/undeveloped includes land that is built on but is currently not used, and land eligible for development but is currently not developed.

Figure 20 Existing Land Use Map

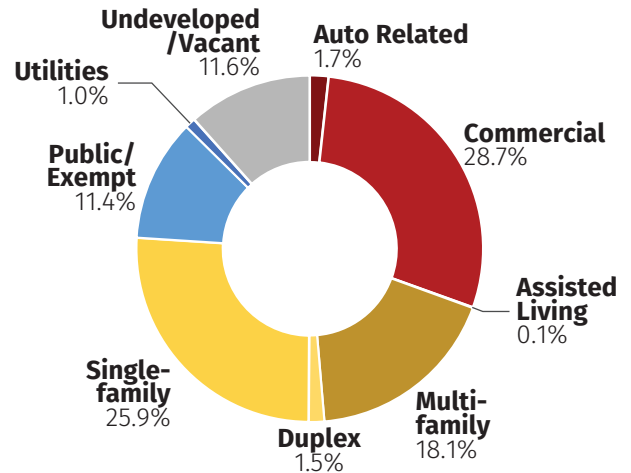


Corridor Land Use



SIZE: ~650 NET Acres

Center Area Land Use



SIZE: ~450 NET Acres

The following pages offer some insight into the various categories of land uses in the Williams Drive study area by providing photographic examples of each group of uses shown on the existing land use map. The photos were taken in October 2016.

Key changes since 2003, include:

- Single-family uses are declining;
- Commercial and multi-family uses are increasing;
- Availability of undeveloped parcels is declining rapidly; and
- Industrial activity is all but gone.

Key observations comparing the Corridor and Center Area include:

- The amount of land dedicated to commercial activity as a percentage of total net land area between the areas is very similar, including the amount of auto-related activity.
- The Center Area has more single-family;
- There is considerably more 3+ multi-family in the Center Area than the Corridor. However, there are more assisted living facilities in the Corridor.
- There are more opportunities for development on undeveloped/vacant land in the Corridor than the Center Area.
- There are more public/exempt uses in the Center Area.