

STUDY AREA ASSESSMENT

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LOOKING NORTH ON AUSTIN AVENUE AT UNIVERSITY AVENUE

Socioeconomic Conditions

Block Group data from the U.S. Census Bureau was used to analyze the socioeconomic conditions of the Study Area. Block groups are the smallest geographic area for which the Census collects data. Boundaries are defined by features such as roads, rivers, or city limits.

Socioeconomic data includes portions of the eighteen block groups overlapping the Study Area.



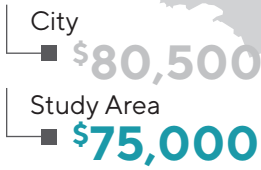
MEDIAN HOUSEHOLD INCOME

Census Block Group data was analyzed to compare median household incomes within the Study subareas. The Study Area average income is just over \$75,000, approximately \$5,500 below the City average of \$80,500.

Subarea	\$30-45k	\$45-65k	\$65-80k	\$80-150k
Northern Gateway		✓		✓
San Gabriel		✓	✓	
Downtown		✓	✓	
Old Town	✓		✓	
Southern Gateway	✓		✓	
Industrial & Institutional			✓	✓

US Census 2020

MEDIAN INCOME



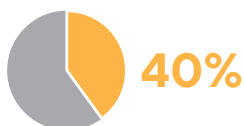
UNDERSERVED COMMUNITIES

In January 2021, the federal government enacted the **Justice40 Initiative** to address gaps in transportation infrastructure and public services. The initiative directs funds to disadvantage communities in an effort to help build more equitable transportation systems.

DISADVANTAGED COMMUNITIES

Census tract #48491021402 has a concentrated number of residences meeting the Disadvantaged Communities socioeconomic threshold.

Meets the Disadvantaged Communities socioeconomic threshold.



Percentage of federal funds the Justice40 initiative directs to disadvantaged communities.

LIMITED ENGLISH PROFICIENCY

Per square mile, 7-11% of people residing in the Study Area have LEP. This is generally higher than the City as a whole.

Percentage of Households with Limited English Proficiency



Percentage of residents with LEP living in the Study Area.

POVERTY

Households within the poverty threshold are concentrated to the south of University Avenue/SH 29 and to the north of Weir Road/FM 971.

Percentage of Households living at Poverty Level



Accounts for half of the expenses in an average US household.

POPULATION

Georgetown is the fastest growing large city in the United States according to 2023 U.S. Census Data. In the ten years between 2010 and 2020 the City's population jumped 42% from 47,400 people to 67,176 people. The City grew 14.4% between 2021 - 2022.

2010-2020



42%
CITY
Population Increase



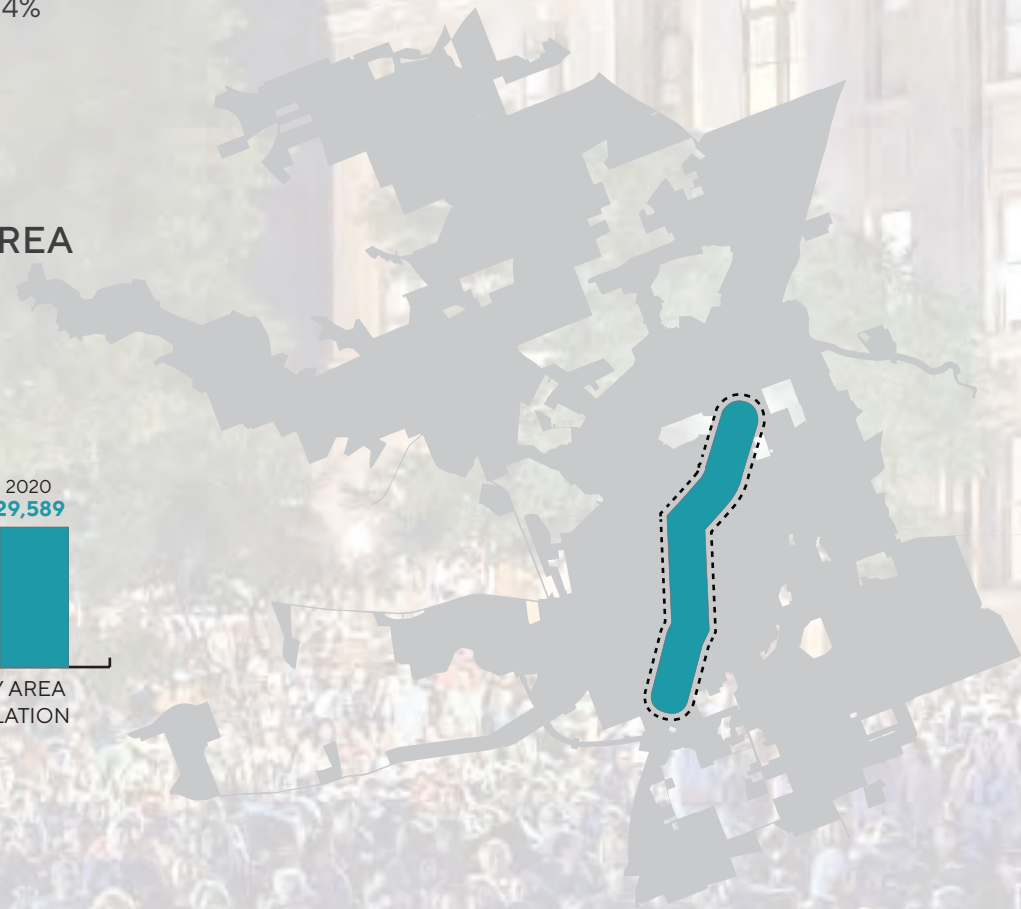
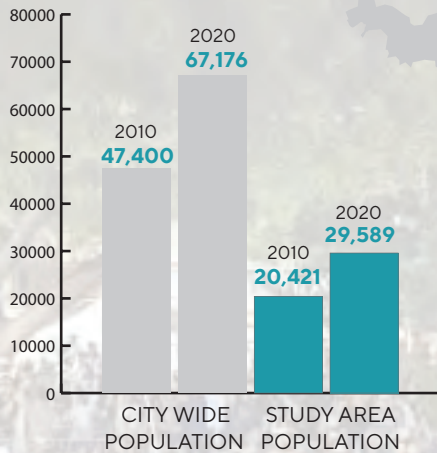
44%
STUDY AREA
Population Increase

2021-2022



14.4%
CITY
Population Increase

CITY VS. STUDY AREA



“ Of all U.S. cities and towns with 50,000 people or more, Georgetown is the fastest-growing by percent change in 2022.

US Census, May 2023

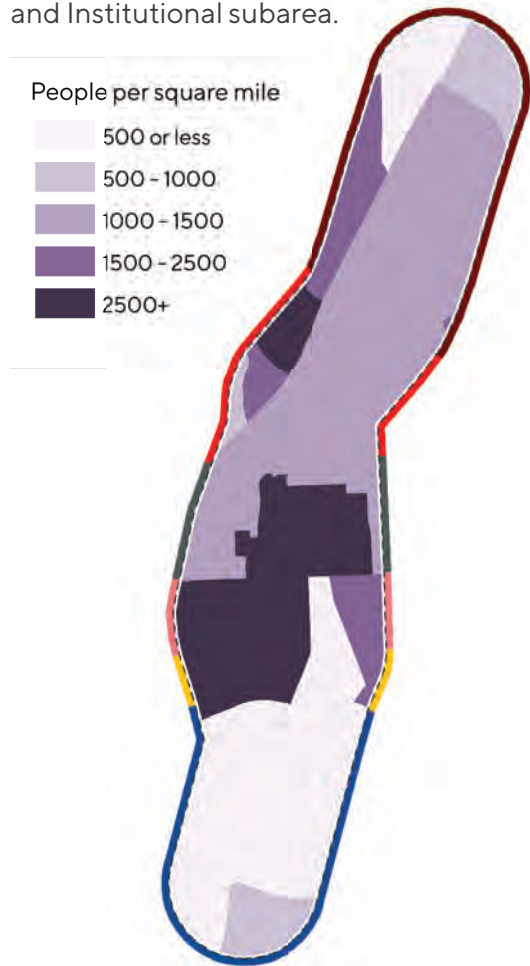


Image Source: City of Georgetown Facebook

A Traffic Analysis Zone (TAZ) is a unit of geography used in transportation planning models. One or more census blocks, block groups, or census tracts often make up a TAZ. Similarly to census blocks, TAZ boundaries are predefined.*

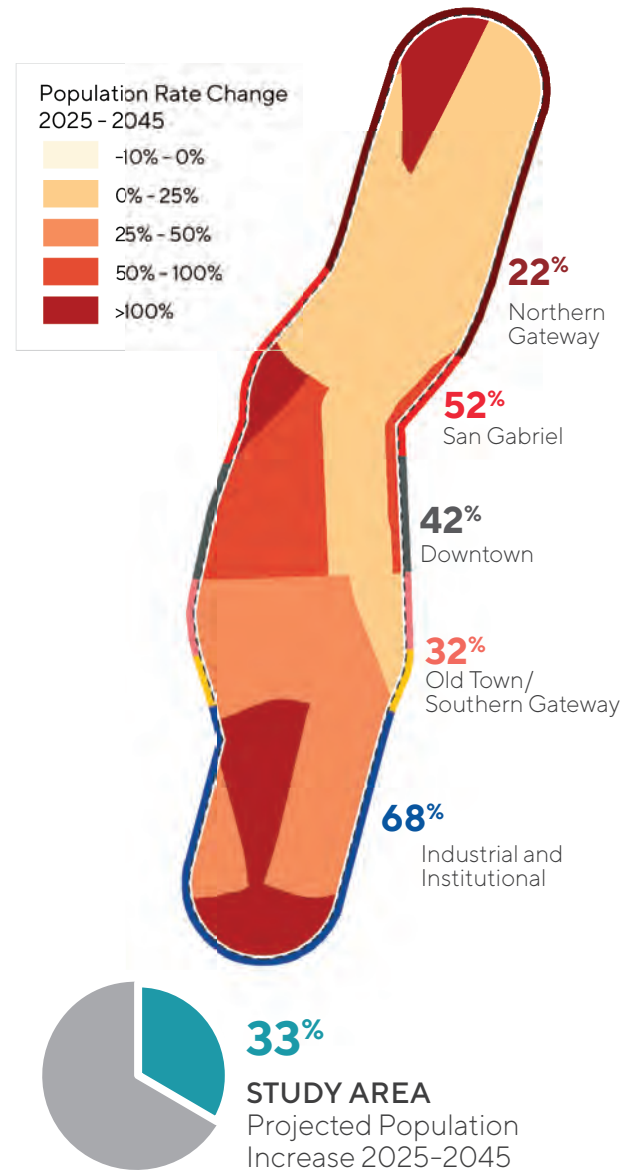
2025 POPULATION

The majority of the Study Area has a population density of 500-1,000 people per square mile. Density is higher north of University Avenue/SH 29 near Downtown and in Georgetown’s historic districts. Density is lower at the southern end of the Corridor in the Industrial and Institutional subarea.



2045 POPULATION INCREASE

TAZ data was used to project the percentage of population increase along the Corridor between the years 2025 and 2045. In some cases, the percent of change shown is influenced by shifts outside the Study area, due to predefined TAZ boundaries.



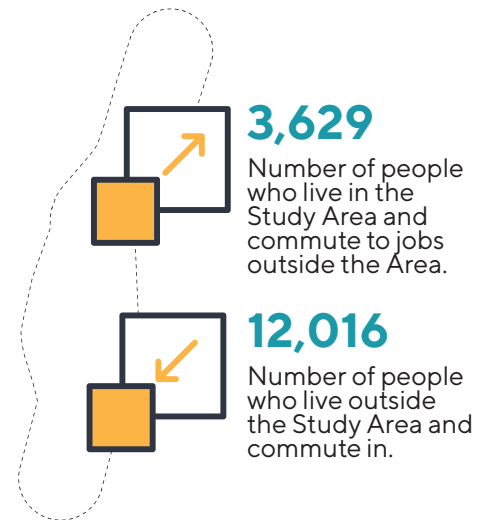
*TAZ data from the CAMPO 2045 Regional Transportation Plan was used to compare estimated population density and growth between 2025 and 2045.

EMPLOYMENT

The number of people working within the Study Area is projected to double by 2045.

2010-2020 EMPLOYMENT ORIGIN-DESTINATION (O-D)

The O-D analysis examined the start and end locations of vehicles making trips within a defined area. Approximately 2,800 more people hold jobs in the Study Area now than in 2010. The number of people working those jobs and living in the Study Area has decreased by just over 800.



Number of people	2010	2020	CHANGE
Employed in the Study Area	9,527	12,410	2,883 ↗
People who commute in	9,006	12,016	3,010 ↗
Living in the Study Area	4,831	4,023	-808 ↘
Residents who commute out	4,310	3,629	-681 ↘

97%
People who commute to jobs within the Study Area.

3%
People who live and work within the Study Area.

Image Source: City of Georgetown Facebook



San Gabriel Subarea

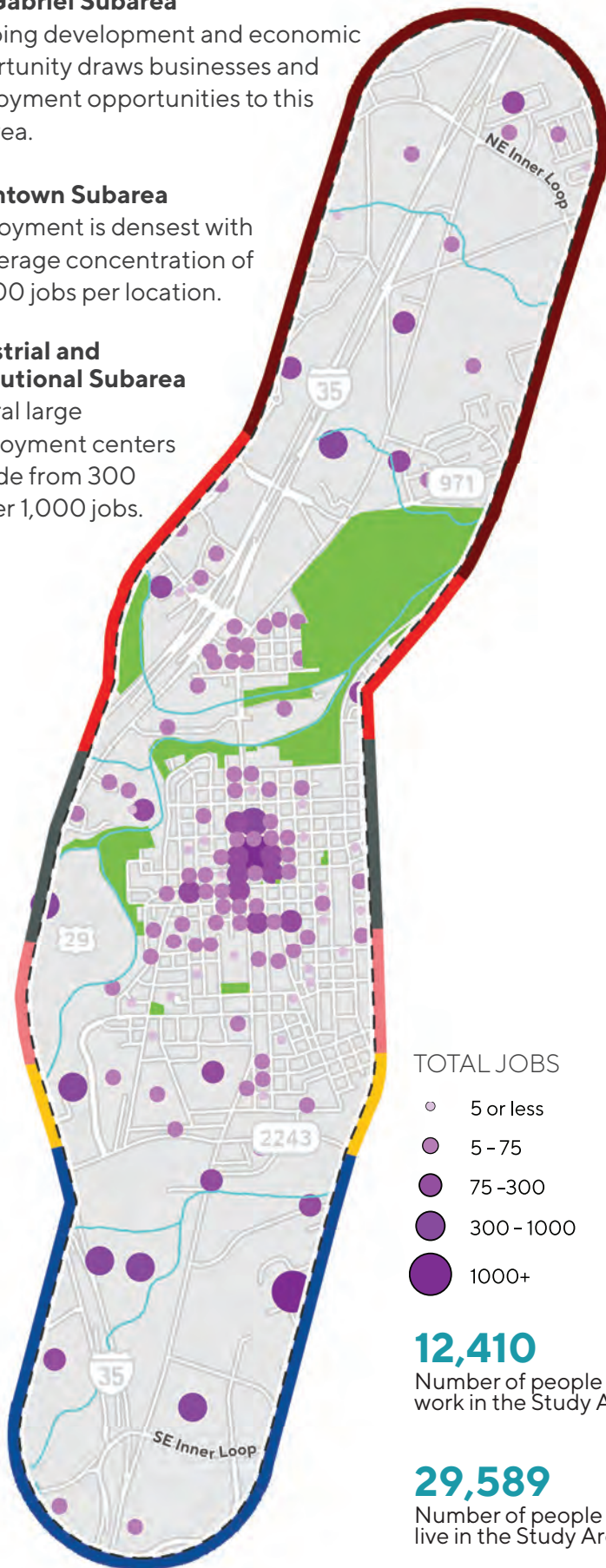
Ongoing development and economic opportunity draws businesses and employment opportunities to this subarea.

Downtown Subarea

Employment is densest with an average concentration of 75-300 jobs per location.

Industrial and Institutional Subarea

Several large employment centers provide from 300 to over 1,000 jobs.



TOTAL JOBS

- 5 or less
- 5 - 75
- 75 - 300
- 300 - 1000
- 1000+

12,410
Number of people who work in the Study Area.

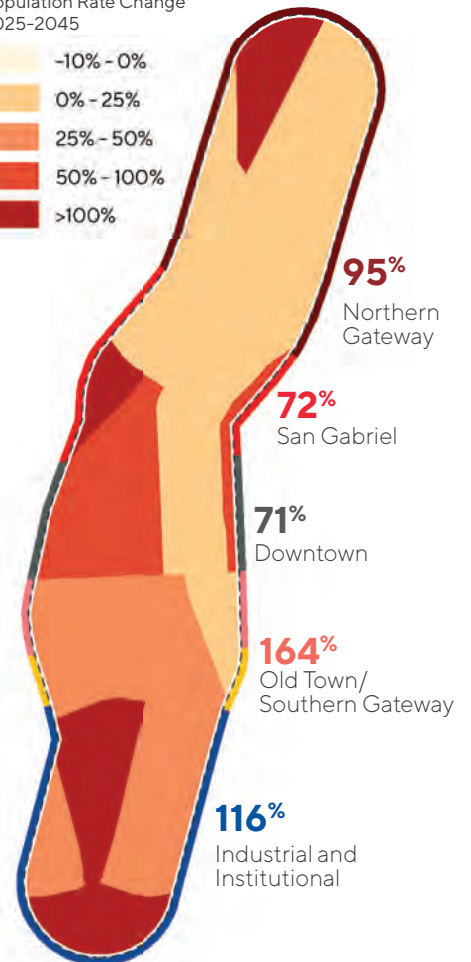
29,589
Number of people who live in the Study Area.

2045 EMPLOYMENT INCREASE

The 2045-year projection TAZ data indicates the number of people working within the Study Area will increase by 104%. Similar to analysis presented for projected population increase, employment projections carry influence from TAZ areas beyond the limits of the Study Area.

Population Rate Change 2025-2045

- -10% - 0%
- 0% - 25%
- 25% - 50%
- 50% - 100%
- >100%

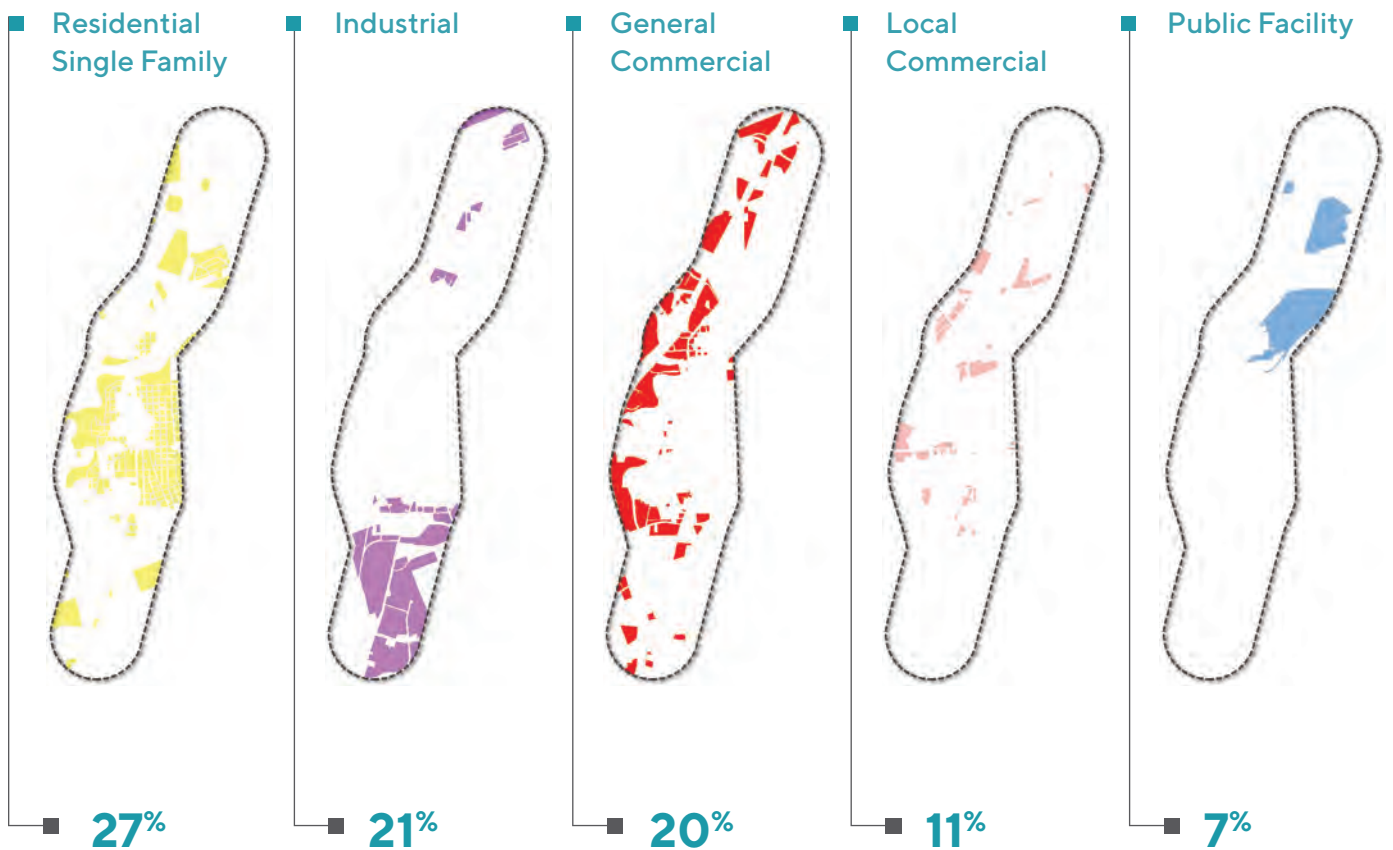


104%
STUDY AREA
Projected Employment Increase 2025-2045

Land Use

The City of Georgetown's land use development regulations include strategies for guiding development of all types and scales. Current zoning aligns with the City's Future Land Use Plan as defined in the 2030 Plan. The City's 2030 Plan also details goals and objectives to define and guide land use and development into the future. Gateway standards are desired to create an entrance to the Corridor and support the Downtown area's character.

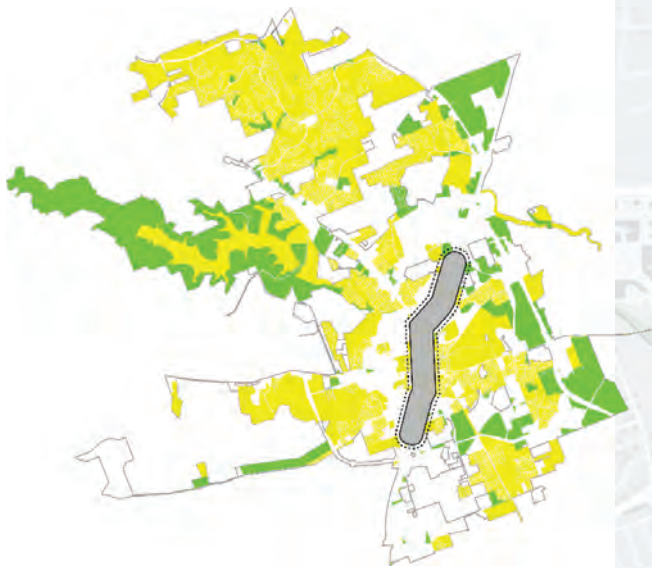
The Austin Avenue Corridor is identified as a Target Area in the City's 2030 Plan. Five zoning classifications constitute 85% of the land within the Study Area.



ZONING

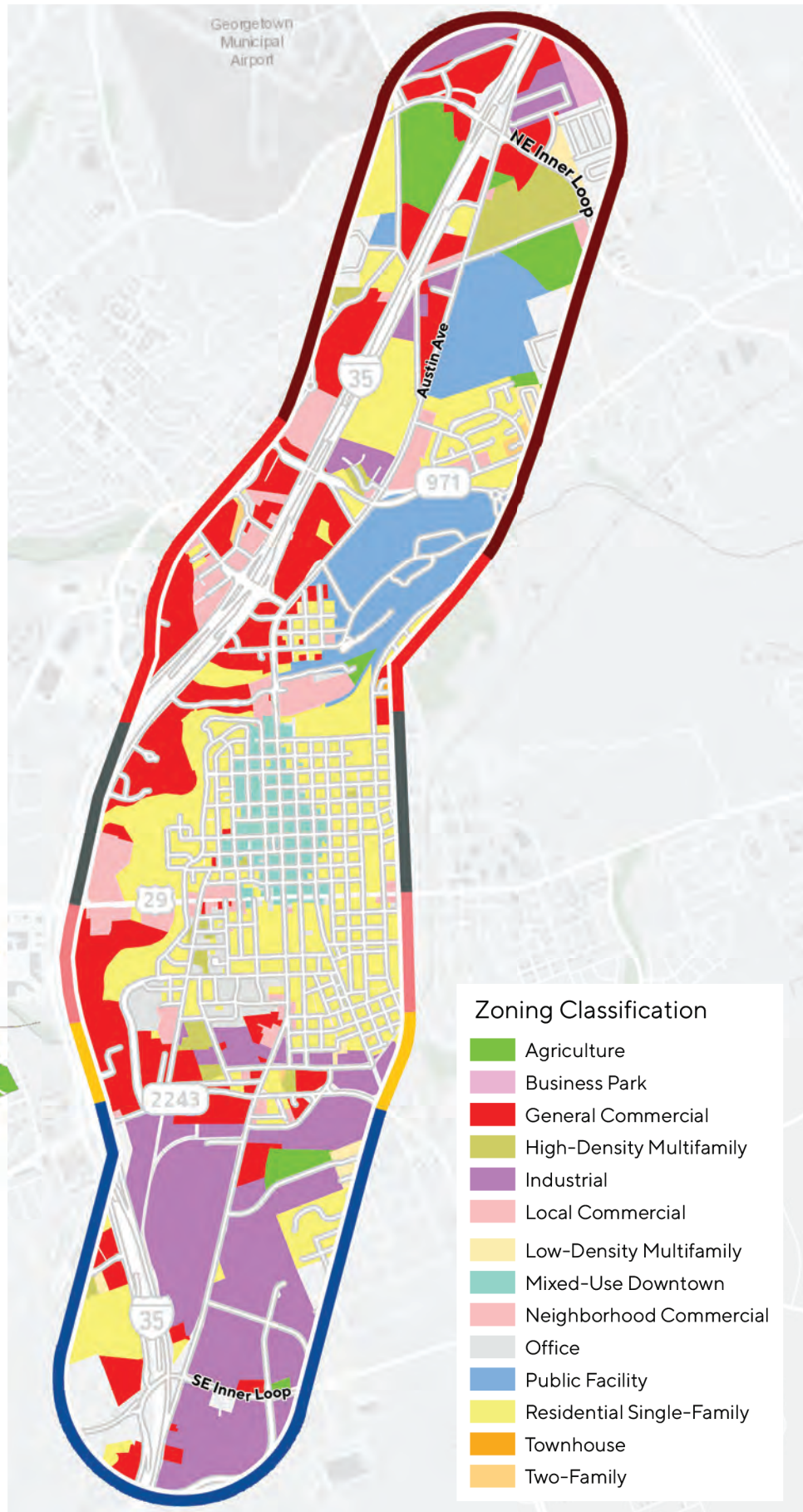
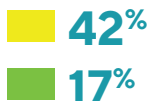
The City's Unified Development Code (UDC) is the primary tool used to regulate land use. It contains zoning and subdivision regulations along with related development standards. Zoning is guided by the procedures, standards, and regulations incorporated in the UDC.

Generally speaking, industrial zoning at the southern end of the Corridor gives way to residential and mixed use through Downtown and the surrounding Historic District. North of the river, zoning categories are largely a conglomeration of commercial, industrial, and parkland.



Georgetown is divided into 17 zoning districts that each allow a range of compatible land uses.

The largest districts are Residential Single-Family and Agriculture.



Zoning Classification	
	Agriculture
	Business Park
	General Commercial
	High-Density Multifamily
	Industrial
	Local Commercial
	Low-Density Multifamily
	Mixed-Use Downtown
	Neighborhood Commercial
	Office
	Public Facility
	Residential Single-Family
	Townhouse
	Two-Family

SCHOOL ZONES

Georgetown High School and Chip Richarte High School share a campus in the Northern Gateway subarea directly off Austin Avenue. The facility serves approximately 2,000 students grades 9-12. Five driveways provide access to the campus from the Corridor.

The school zone for the campus is marked at the north and south boundaries with striping and a flashing beacon. The posted speed limit within the school zone drops from 50 mph to 30 mph during active hours and cell phone use is prohibited.

PRIVATE FACILITIES*

There are several additional learning facilities in the Study Area. Consideration should be given to safe routes and network connectivity based on the community members they serve and their location within the Study Area. The Sidewalk Master Plan should be utilized to connect the network beyond the Corridor.

Driving academies

Patriot Driving Academy
Defensive Driving School

Childcare programs

Mary Bailey Head Start Center
Learning Tree Preschool
Georgetown Spanish Academy

Private schools

Warriors Christian Academy
Community Montessori School

Enrichment programs

Hammerlun Center for Leadership and Learning
A Premium Blend School of Performing Arts
Anson Aviation Flight Training School
Cordovan Art School

*Schools do not have school zones.

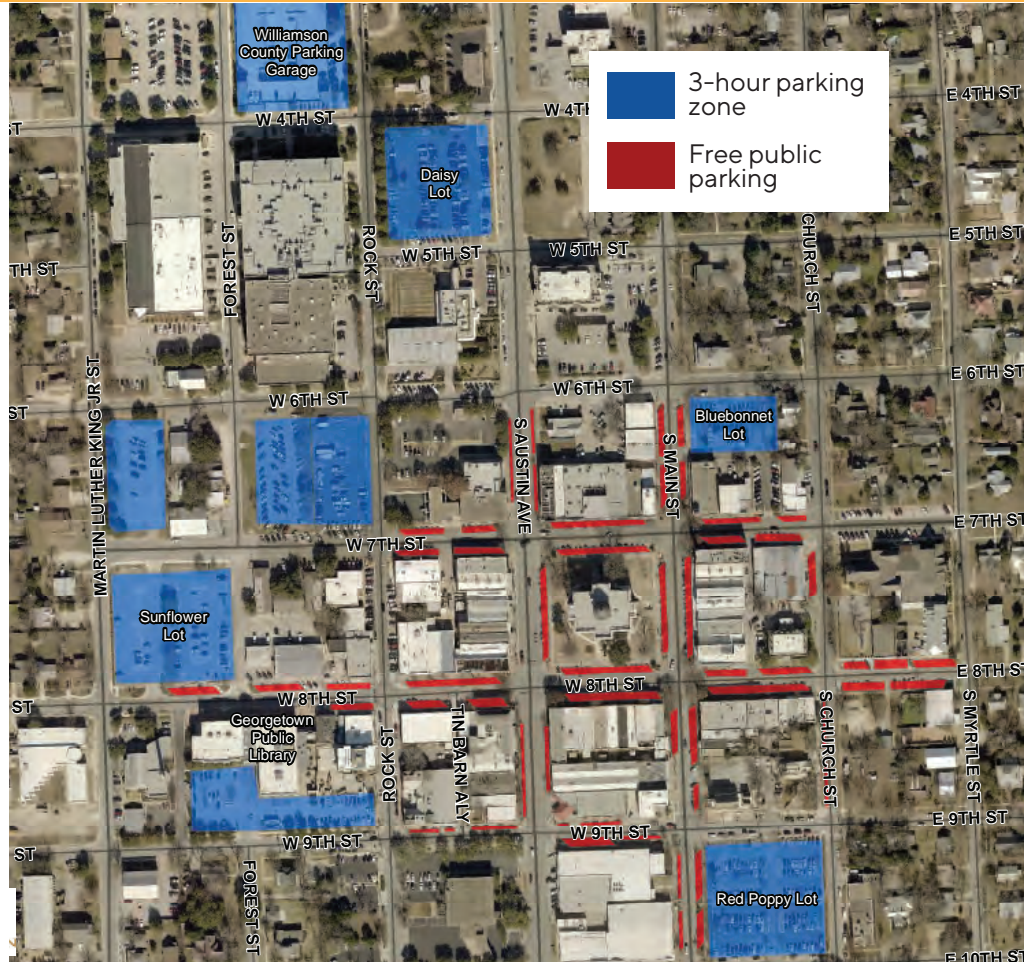


PARKING

On-street parking along Austin Avenue is limited to the Downtown subarea.

In January 2023, City Council approved design concepts for a new parking garage located at the southeast corner of Austin Avenue and 5th Street. The new structure will provide 315 additional parking spaces.

- 50** On-street parking spaces with 3-hour time limit.
- 32** On-street parking spaces with unlimited time limit.
- 7** Downtown area surface lots with unrestricted hours.



Driveways provide access to businesses, schools, churches, services, and residences.

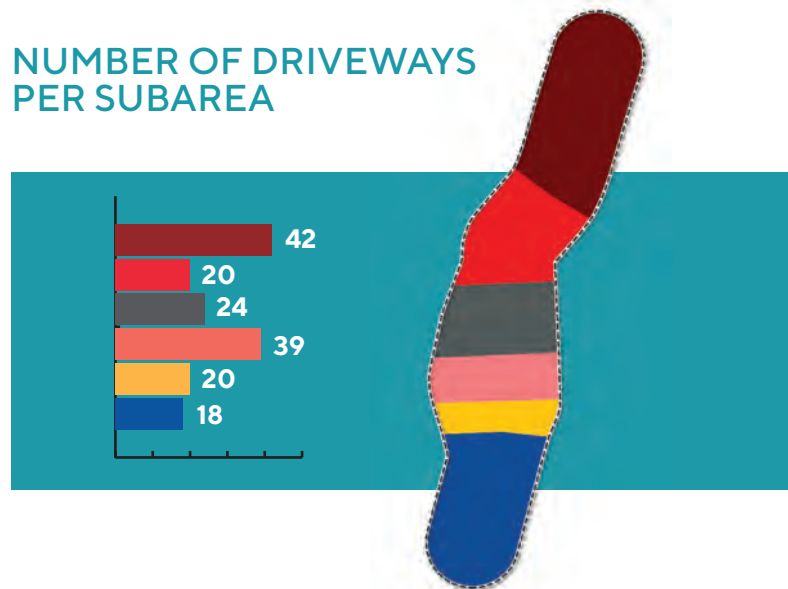
163
Total driveways along the Corridor.

ACCESS MANAGEMENT

Access management is the proactive planning and evaluation of driveways, including the width, location and density.

Austin Avenue's center lane configuration allows unrestricted turning movements along the entire Corridor. This unmanaged access increases the number of potential conflict points. Preliminary analyses indicate there are opportunities to modify access to the Corridor through driveway consolidation.

NUMBER OF DRIVEWAYS PER SUBAREA



Corridor Character

The six subareas defined in the StudyArea reflect variations in the Corridor's cross-section, surrounding land use context, and function. Lane configurations, speeds, sidewalks and other defining characteristics were documented as part of the evaluation process for the Study.

THOROUGHFARE CLASSIFICATIONS

Thoroughfares, roadways, and streets, are given a classification based on the type of service the road provides to the motoring public. Design standards are tied to the classification and the designation is used for data and planning purposes.

The Texas Department of Transportation (TxDOT) defines Austin Avenue as a minor arterial between NE Inner Loop and SE Inner Loop. Minor arterials are defined as roads that provide service for trips of moderate length, serve smaller geographic areas, and offer connectivity to the greater transportation network. They may also provide intra-community continuity and carry local bus routes. Beyond the boundaries of the Study Area, TxDOT classifies the Corridor as a major collector.

The City has expanded on TxDOT's classification based on character changes throughout the Corridor. The City's thoroughfare classification is determined by the design and operations factors of the facility, including number of lanes, design speed, and average daily traffic volume.

Three classifications have been assigned to Austin Avenue.

Minor Arterial

NE Inner Loop to
Weir Road/FM 971
Leander Road/FM 1460 to
SE Inner Loop

Major Arterial

Weir Road/FM 971 to
E 2nd Street

Collector

E 2nd Street to
Leander Road/FM 1460





AUSTIN AVENUE SOUTH OF 7TH STREET

DRAFT

STUDY AREA 0005514E10 1/1

NORTHERN GATEWAY

NE INNER LOOP TO WEIR ROAD/FM 971

At the north end of the Corridor, Austin Avenue operates largely as a high-speed arterial, with limited driveway access. Apartments, trade-oriented businesses, a church and a government facility are interspersed with undeveloped parcels spread along the facility.

South of Stadium Drive, the Georgetown High School campus is located on the east side of the road, with small businesses adjacent on the west. South of the campus, density and land use remain low along the Corridor. A few small business parks, a church and

other services are located on the east and about the Parkview Estates Neighborhood. The character of the roadway remains more suburban or rural than urban as the south end of the segment ends at Weir Road/FM 971.

CHARACTER



Looking south from NE Inner Loop



Terminus of IH-35 Exit Ramp at Austin Avenue



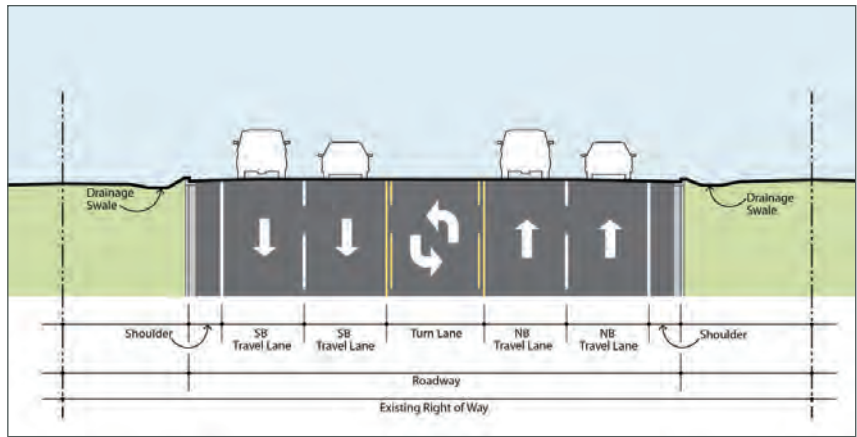
Georgetown High School/Richarte Campus



Weir Road/Northwest Boulevard

CROSS-SECTION

The cross-section consists of a center two-way left-turn lane, two 12-foot travel lanes and 5-foot shoulders in each direction. Overhead utilities are located along both sides of the road.



SIDEWALKS

Sidewalks are intermittent from NE Inner Loop to Stadium Drive. A continuous sidewalk is present along the east side of Austin Avenue from Weir Road/FM 971 to Stadium Drive.

A grass buffer of varying width separates the sidewalk from Austin Avenue.



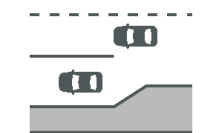
SPEEDS



The reduced speed zone of 45 mph supports the 15 mph school zone speed reduction.



SUBAREA STATISTICS



10,000

Average vehicles per day (2020-2023)



99

Total Crashes (2018-2022)



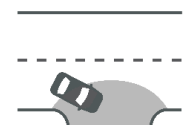
3

Signalized Intersections at NE Inner Loop GHS Campus Weir Road/FM 971



3

Pedestrian Crossings at NE Inner Loop GHS Campus Weir Road/FM 971



42

Driveways 25 west side of Corridor 17 east side of Corridor

SAN GABRIEL

WEIR ROAD/FM 971 TO SOUTH FORK SAN GABRIEL RIVER

From Weir Road/FM 971 to Chamber Way, Austin Avenue maintains a somewhat rural character as it traverses residential areas on the west and parkland on the east. Just south of Chamber Way, land use increases in density with restaurants, businesses,

and shopping centers lining the facility. The roadway also begins to widen as it approaches the junction with Williams Drive. The busy intersection marks the Corridor's transition from somewhat rural to urban as an increasing number of businesses line the roadway

into the downtown area. Continuous sidewalks become more consistent along the Corridor as it approaches the San Gabriel River and the two bridged sections leading into Downtown.

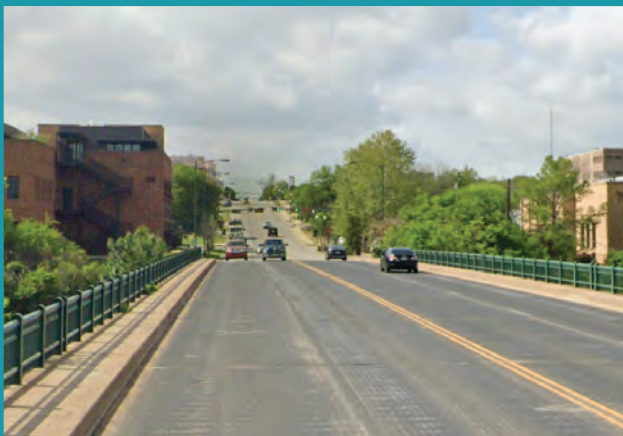
CHARACTER



Near Williams Drive



Near San Gabriel Village Boulevard



South Fork San Gabriel River Bridge

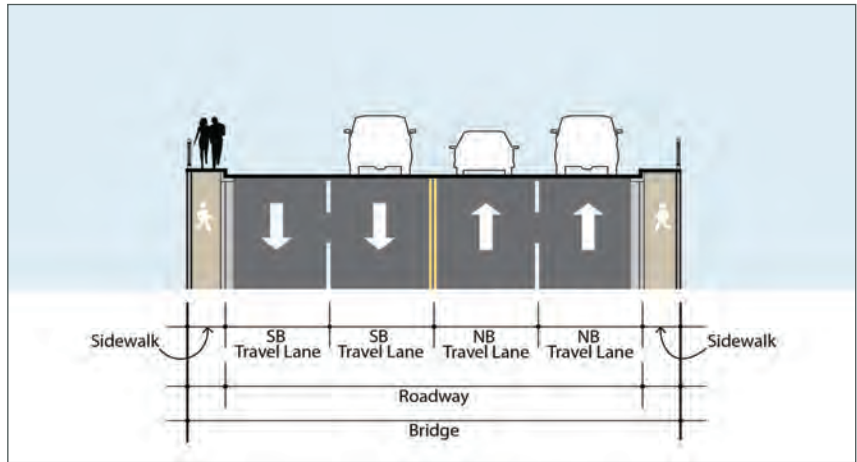


South of Weir Road/Northwest Boulevard

CROSS-SECTION

From Weir Road/FM 971 to Williams Drive, the roadway includes a center two-way left-turn lane, two 12-foot travel lanes, and 5-foot shoulders in each direction.

The two bridges over the San Gabriel River consist of two 11-foot travel lanes in each direction.



SPEEDS



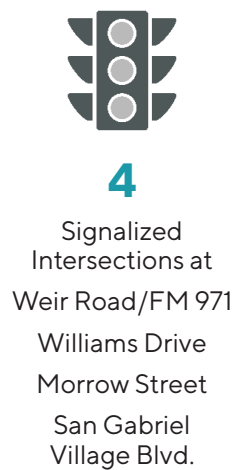
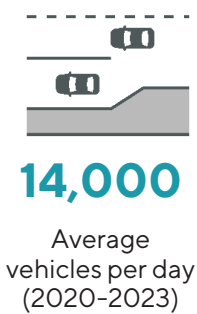
SIDEWALKS

From Weir Road/FM 971 to Williams Drive sidewalks are intermittent along the east side of the street.

The two bridges have 4-foot sidewalks on both sides.



SUBAREA STATISTICS



DOWNTOWN

SOUTH FORK SAN GABRIEL RIVER TO UNIVERSITY AVENUE/SH 29

Through the Downtown subarea from the South Fork San Gabriel River to University Avenue/SH 29, Austin Avenue serves a wide variety of businesses, government facilities, and the Williamson County Courthouse.

This section also provides connectivity to the adjacent neighborhoods and some of Georgetown's popular recreational destinations, including the town square and Blue Hole Park.

CHARACTER



University Avenue



5th Street



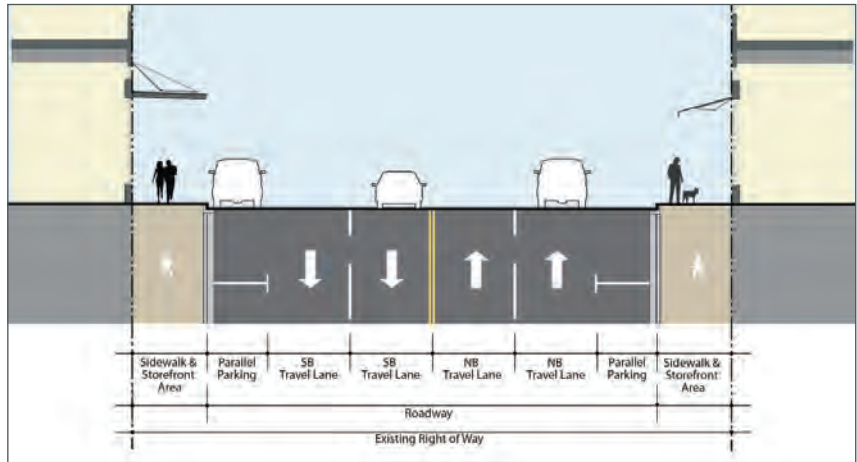
8th Street



7th Street

CROSS-SECTION

The cross-section consists of two 11-foot travel lanes, with a combination of parallel and angled parking along Austin Avenue. Overhead utilities are located along both sides of the road.



SPEEDS

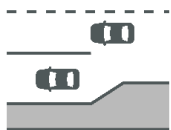


SIDEWALKS

Sidewalks are intermittent from 2nd Street to 5th Street, continuous from 5th Street to 9th Street and give way to drivewalks south of 9th Street. Curb ramps and pavement treatments are provided for crossings at 5th, 6th, 9th, and 11th Streets.



SUBAREA STATISTICS



16,000

Average vehicles per day (2020-2023)



103

Total Crashes (2018-2022)



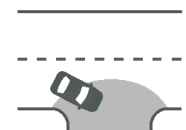
4

Signalized Intersections at
2nd Street
7th Street
8th Street
University Avenue



9

Pedestrian Crossings at
2nd -10th Streets
University Avenue



24

Driveways
11 west side of Corridor
13 east side of Corridor

OLD TOWN

UNIVERSITY AVENUE/SH 29 TO W 18TH STREET

Through the Old Town subarea, south of University Avenue/SH 29, Austin Avenue shifts into a tree-lined residential street. Single family homes and Old Town Park dominate the land use until 16th Street, where density and the prevalence of commercial land use slightly increase continuing south to 18th Street.

Driveways occur frequently but are largely residential and narrower than the commercial driveways elsewhere along the Corridor. Large heritage trees and utilities line both sides of the roadway.

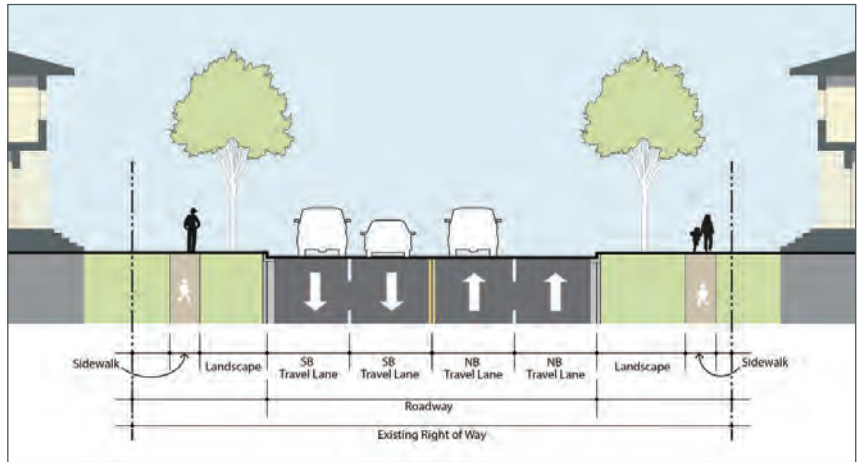
CHARACTER



Austin Avenue south of University Avenue

CROSS-SECTION

The cross-section consists of two 11-foot travel lanes in each direction, mature trees and paved 6-foot sidewalks on both sides of the road. Overhead electric is continuous within the right-of-way along the east side of the road.



SPEEDS

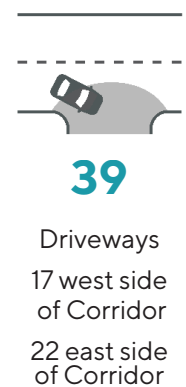
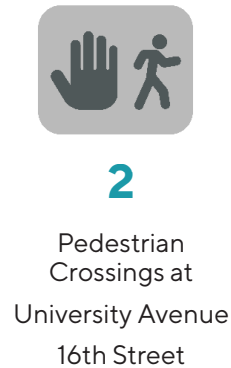
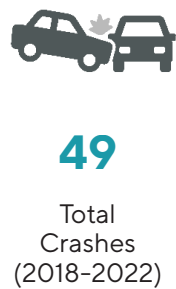
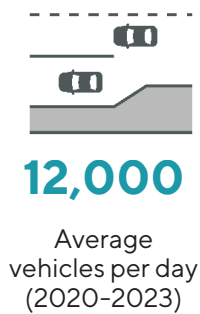


SIDEWALKS

Sidewalks are continuous throughout the Old Town subarea from SH 29/University Ave to W 18th Street.



SUBAREA STATISTICS



SOUTHERN GATEWAY

W 18TH STREET TO LEANDER ROAD/FM 1460

Through the Southern Gateway subarea, beginning at 18th Street, the residential character of the roadway begins to shift back to mixed use and commercial use. There is an increase in wider commercial driveways and speeds pick back up as

the road resumes its arterial character. Industrial use is introduced, and the roadway assumes a more car-centric feel as it continues towards the subarea boundary at Leander Road/FM 1460.

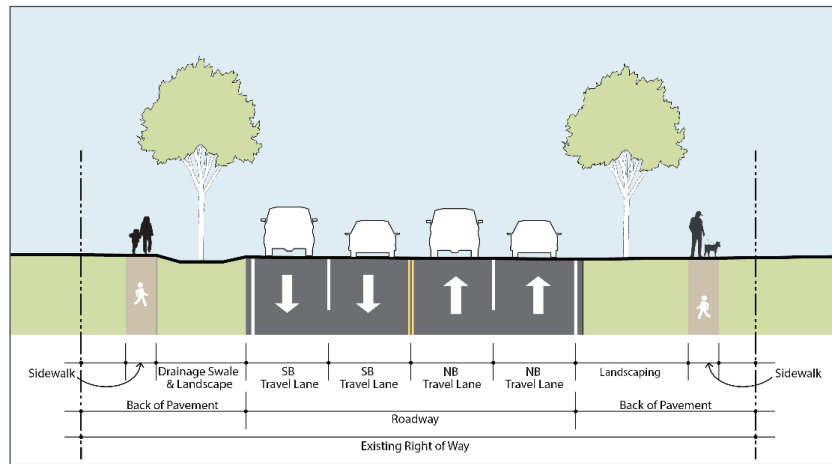
CHARACTER



Austin Avenue south of Brushy Street

CROSS-SECTION

The cross-section maintains two travel lanes in each direction. The inner lane measures approximately 11.5-feet with the outer lane measuring 9.5-feet. Overhead utilities are shifted to the west side of the street.



SPEEDS

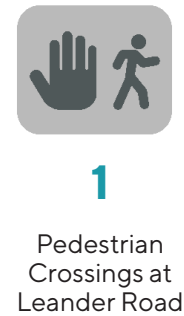
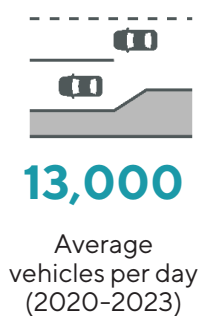


SIDEWALKS

Sidewalks are continuous along the Southern Gateway subarea measuring 6-feet in width. A grass buffer of varying width separates the sidewalk from Austin Avenue in intermittent locations.



SUBAREA STATISTICS



INDUSTRIAL AND INSTITUTIONAL

LEANDER ROAD/FM 1460 TO SE INNER LOOP

The Industrial and Institutional subarea is unique to other areas along the Corridor in that most land is zoned industrial. Land use is categorized largely as employment and regional center. Freight traffic is also heavier along this section of the Corridor than other subareas.

An at-grade railroad crossing just north of Tasmus Way is equipped with signal lighting and signage but lacks barriers. This section of Austin Avenue maintains the character of the frontage road that feeds it south of SE Inner Loop.

CHARACTER



Leander Road



At-grade railroad crossing north of Tasmus Way



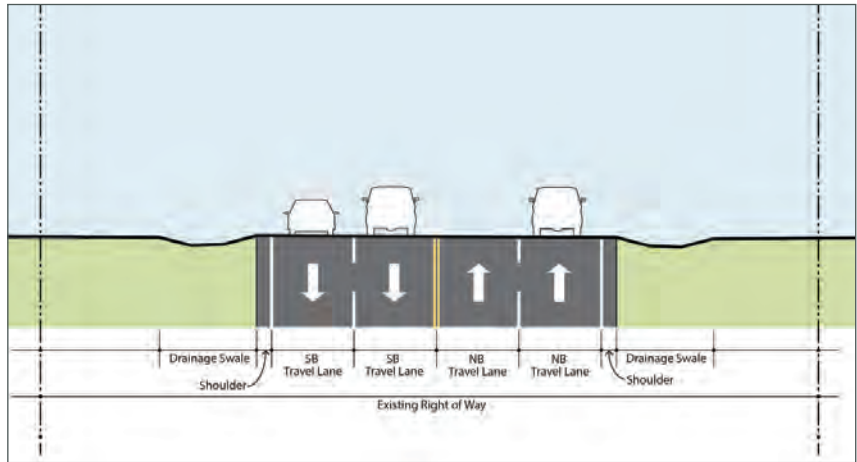
CARTS (Capital Area Rural Transportation System) Station



SE Inner Loop

CROSS-SECTION

The cross-section maintains two 11-foot travel lanes in each direction with a 1-foot shoulder. Overhead electric continues along both sides of the roadway.



SPEEDS

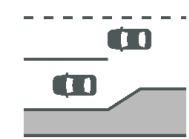


SIDEWALKS

Sidewalks are present on the west side of the roadway from Leander Road/ FM 1460 to north of the railroad. The sidewalk begins again at Madison Oaks Drive and serves east side business facilities intermittently until it terminates again approximately 800 feet prior to SE Inner Loop.



SUBAREA STATISTICS



8,000

Average vehicles per day (2020-2023)



92

Total Crashes (2018-2022)



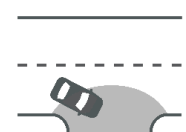
2

Signalized Intersections at Leander Road SE Inner Loop



1

Pedestrian Crossings at Leander Road



18

Driveways
8 west side of Corridor
10 east side of Corridor

Placemaking and Streetscape Elements

The City has implemented placemaking and streetscape design strategies to improve the quality of public spaces along the Corridor. Public spaces along Austin Avenue exist primarily throughout the Downtown subarea. Urban elements that generally comprise streetscapes and foster placemaking are concentrated closer to the downtown core of the Corridor. The Northern Gateway, Southern Gateway and Industrial and Institutional subareas have minimal streetscape components and placemaking elements. Intermittent sidewalk with a varied width buffer and trees contribute to the streetscape in these areas.

DOWNTOWN

The built environment includes sidewalk cafés, bench seating, trees, planters, wide sidewalks, and lighting primarily concentrated around the Square.

From 9th Street to University Avenue/SH 29 a series of building-adjacent parking areas on the east side of the street comprises the streetscape.

OLD TOWN

Old Town Park offers the only public space along Austin Avenue in the Old Town subarea.

Continuous sidewalks through this area, historic homes and mature trees comprise the overall streetscape.

SAN GABRIEL

Sidewalks, lighting and occasional trees augment the streetscape with a high concentration of access points to a variety of businesses from Williams Drive to the San Gabriel RiverBridge.

Access to Blue Hole Park can be found at the southern boundary of this subarea, with the popular park being visible to the west from the bridge.

OBSTACLES AND BARRIERS

Existing features along Austin Avenue that may detract from the quality of public space and streetscape include approximately 600' of concrete embankment on the west side of the road, north of Weir Road/FM 971 and the lack of a buffer between the sidewalk and Austin Avenue in many locations along the Corridor.

The presence of "drivewalks," business-adjacent driveways that provide vehicular access and/or parking and overlap the pedestrian walkway, may also diminish quality of the streetscape. "Drivewalks" can be found along University Avenue/SH 29 and at the Williams Drive Shopping Center.





Traffic Analysis

A traffic operations assessment of existing and future no-build conditions was performed for the Austin Avenue Corridor. Current operations are influenced by the Corridor's proximity to other regional corridors, demands of local commercial and residential interests, and the impacts of multiple modes of transportation.

STUDY AREA

The traffic analysis included 25 signalized and unsignalized intersections on Austin Avenue from NE Inner Loop to SE Inner Loop, as well as the signalized intersection of University Avenue/SH 29 and Main Street.

Existing Conditions

The Existing Scenario considers traffic operations along the corridor using existing (2023) vehicle turning movement volumes for the AM and PM peak hours. Existing conditions (2023) geometry was modeled along the corridor from NE Inner Loop to SE Inner Loop with no additional roadway improvements or modifications.

No-Build Scenario

The 2045 No-Build Scenario assumes funded transportation projects proposed to be complete prior to 2045 will be built, including TxDOT's planned roadway widening project on South Austin Avenue from Leander Road/FM 1460 to SE Inner Loop.

The No-Build Scenario does not include recommendations developed for this Study.

INTERSECTION TURNING MOVEMENT VOLUMES

Peak hour turning movements at 25 intersections and the intersection of University Avenue/SH 29 and Main Street were analyzed to:

- 1** Evaluate traffic operations
- 2** Determine opportunities to improve intersection operations
- 3** Improve overall corridor performance



Turning movement volumes were collected for weekday peak hours during the morning and afternoon. The peak hours were based on the hour of highest traffic demand at each intersection.

A common AM and PM peak hour was determined for the intersections of University Avenue at Austin Avenue and at Main Street based on their proximity to each other.

Turning movement volumes for 2023 were calculated using 2020 and 2022 peak hour turning movement counts.

MAJOR INTERSECTION TURNING MOVEMENT VOLUMES

COUNT LOCATION	Vehicles per hour	
	AM	PM
1 NE Inner Loop	2,233	2,235
2 Williams Dr	2,216	2,670
3 San Gabriel Village Blvd	1,388	2,011
4 SH 29/University Ave	2,135	2,426
5 SH 29/University Ave at Main St	1,272	1,688
6 Leander Rd	2,348	2,782
7 SE Inner Loop	1,944	2,261



Source: Existing turning movement counts previously collected by the City of Georgetown and counts collected in April 2023 by the project team.

13,536
AM Peak
Total Vehicles
Per Hour at
Major Intersections

16,076
PM Peak
Total Vehicles
Per Hour at
Major Intersections

DAILY TRAFFIC VOLUMES

An analysis of congestion and total vehicles traveling the Corridor was performed to evaluate transportation operations along the corridor.

EXISTING CONDITIONS

The Corridor averages 12,000 vehicles per day (VPD) across all six subareas.

Volumes are highest north of Downtown near 2nd Street and north of Williams Drive, with approximately 18,000 VPD at both locations.

Volumes decrease at the corridor limits to approximately 10,000 VPD in the Northern Gateway subarea, and approximately 8,000 VPD in the Industrial and Institutional subarea.

FUTURE PROJECTIONS

The 2045 Future daily traffic volumes were developed by applying an annual 2% exponential growth rate to existing daily volumes to approximate future demand.

The annual 2% exponential growth rate was based on an analysis of growth patterns along the corridor in the Capital Area Metropolitan Planning Organization’s Travel Demand Model between the calibrated base year 2015 and future year 2045.

AVERAGE TOTAL VEHICLES PER DAY ACROSS ALL SIX SUBAREAS

SUBAREA	LIMITS	2023	2045
Northern Gateway	NE Inner Loop to Weir Rd/FM 971	10,000	16,000
San Gabriel	Weir Rd/FM 971 to South Fork San Gabriel River	14,000	22,000
Downtown	South Fork San Gabriel River to SH 29/University Ave	16,000	25,000
Old Town	SH 29/University Ave to W 18th Street	12,000	18,000
Southern Gateway	W 18th Street to Leander Rd	13,000	20,000
Industrial and Institutional	Leander Rd/FM 1460 to SE Inner Loop	8,000	12,000

Sources used to obtain the most current vehicle traffic volumes included counts previously collected by the City, TxDOT annual traffic counts, counts collected by the project team on Thursday April 13, 2023, and a site visit conducted on Thursday May 18, 2023. Collected traffic volume counts included peak hour turning movement counts, 24-hour volume counts, and 24-hour classification counts.



2023 AVERAGE TRAFFIC VOLUMES

- Corridor-wide **12,000**
- Highest Average **18,000**
- Lowest Average **8,000**

TRAFFIC VOLUMES PROJECTED INCREASE

58%
Average Corridor Daily
Volume Increase 2023-2045

12,000
2023 Average Number
of Vehicles per Day

19,000
2045 Average Number
of Vehicles per Day

COUNT LOCATION

	2023	2045
1 S of Lakeway Drive	10,000	16,000
2 N of GHS Driveway	11,000	17,000
3 N of Weir Rd/FM 971	10,000	16,000
4 N of Williams Drive	18,000	28,000
5 N of San Gabriel River	7,000	11,000
6 Austin Ave Bridge (San Gabriel Village Blvd.)	17,000	27,000
7 Austin Ave Bridge (El Monumento)	18,000	28,000
8 Between SH 29/ University Ave and 8th St	13,000	21,000
9 S of SH 29/University Ave	11,000	17,000
10 N of W 18th St	12,000	19,000
11 Between W 18th St. and Leander Rd./FM 1460	13,000	20,000
12 S of Madison Oaks Avenue	8,000	12,000
13 N of Georgetown Medical Clinic	8,000	12,000

INTERSECTION LEVEL OF SERVICE (LOS)

Intersection LOS is a measurement of average delay. Factors like volume of traffic and geometric features ultimately influence delay. Factors such as safety, comfort, and operating cost do not impact LOS.

The delay for each approach is calculated based on several factors including lane geometrics, percentage of trucks, peak hour factor, number of lanes, signal progression, volume, signal green time to total cycle time ratio, roadway grades, parking conditions, and pedestrian flows.

Unsignalized intersection LOS is defined in terms of average control delay and, in some cases, volume to capacity (v/c) ratio. Control delay is the portion of total delay attributed to traffic control measures, either traffic signals or stop signs. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

The maps shown opposite depict overall intersection LOS for signalized intersections and critical approach LOS for unsignalized intersections.

SIGNALIZED INTERSECTIONS

Location	2023 Existing		2045 No-Build	
	AM	PM	AM	PM
Lakeway Dr/NE Inner Loop	C (22.5)	C (30.1)	C (32.9)	E (59.3)
Georgetown HS Dwy	B (11.1)	B (13.1)	B (15.8)	C (20.5)
Weir Rd/Northwest Blvd.	C (25.5)	C (30.3)	F (96.5)	F (85.7)
Austin Ave and Williams Dr	C (30.2)	C (34.2)	D (35.5)	D (52.0)
Austin Ave and Morrow St	A (5.3)	A (8.1)	A (6.7)	B (12.9)
San Gabriel Village Blvd	A (4.3)	A (5.3)	A (6.7)	B (17.7)
Austin Ave and 2nd St	A (8.0)	A (8.5)	B (15.5)	E (61.6)
Austin Ave and 7th St	B (15.9)	B (14.6)	B (19.4)	B (19.1)
Austin Ave and 8th St	A (4.3)	A (7.4)	A (5.0)	A (8.3)
SH 29/University Ave	E (56.1)	F (86.2)	F (215.4)	F (171.3)
SH 29/University Ave at Main St	D (37.4)	F (101.4)	F (89.1)	F (118.1)
Leander Rd/FM 1460	C (30.4)	D (46.3)	F (100.2)	F (146.7)
Austin Ave and SE Inner Loop	C (32.0)	D (35.1)	F (91.2)	F (96.7)

UNSIGNALIZED INTERSECTION CRITICAL APPROACH

UN SIGNALIZED	2023 Existing		2045 No-Build	
	AM	PM	AM	PM
I-35 NBFR/Apartment Dwy	E (41.7)	D (33.0)	F (392.6)	F (308.8)
Old Airport Rd/ Stadium Dr	F (86.1)	F (59.8)	F (1657.5)	F (1393.9)
Austin Ave and 3rd St	D (29.6)	D (27.8)	F (266.6)	F (183.6)
Austin Ave and 4th St	C (22.7)	D (28.2)	F (74.6)	F (134.5)
Austin Ave and 5th St	C (20.0)	D (26.2)	F (54.2)	F (235.3)
Austin Ave and 6th St	C (18.1)	D (31.2)	E (44.7)	F (800.1)
Austin Ave and 9th St	B (14.9)	C (17.1)	D (27.4)	E (43.8)
Austin Ave and 10th St	C (15.4)	C (16.3)	D (31.0)	E (39.1)
Austin Ave and 11th St	C (16.0)	C (17.0)	D (33.5)	E (40.3)
Austin Ave and 16th St	C (17.7)	C (17.3)	E (42.2)	E (45.3)
Austin Ave and 17th St	C (15.9)	C (16.3)	D (31.9)	E (36.9)
Austin Ave and W 18th St	B (12.1)	B (11.1)	C (16.5)	B (14.3)
Austin Ave and E 18th St	B (13.1)	B (12.5)	C (20.5)	C (17.3)

The shift in level of service from 2023 Existing conditions to 2045 No-Build conditions for the AM and PM peak hours is shown below. Twenty-six intersections were included in the Study.

A

Good progression and short cycle lengths.

B

Good progression and short cycle lengths, more vehicle stops.

C

Fair progression and/or longer cycle lengths, some cycle failures.

D

Congestion becomes noticeable, high volume to capacity ratio.

E

Limit of acceptable delay, poor progression, long cycles, and/or high volume.

F

Unacceptable to drivers, volume greater than capacity.

EXISTING 2023 LEVEL OF SERVICE



NO-BUILD 2045 LEVEL OF SERVICE



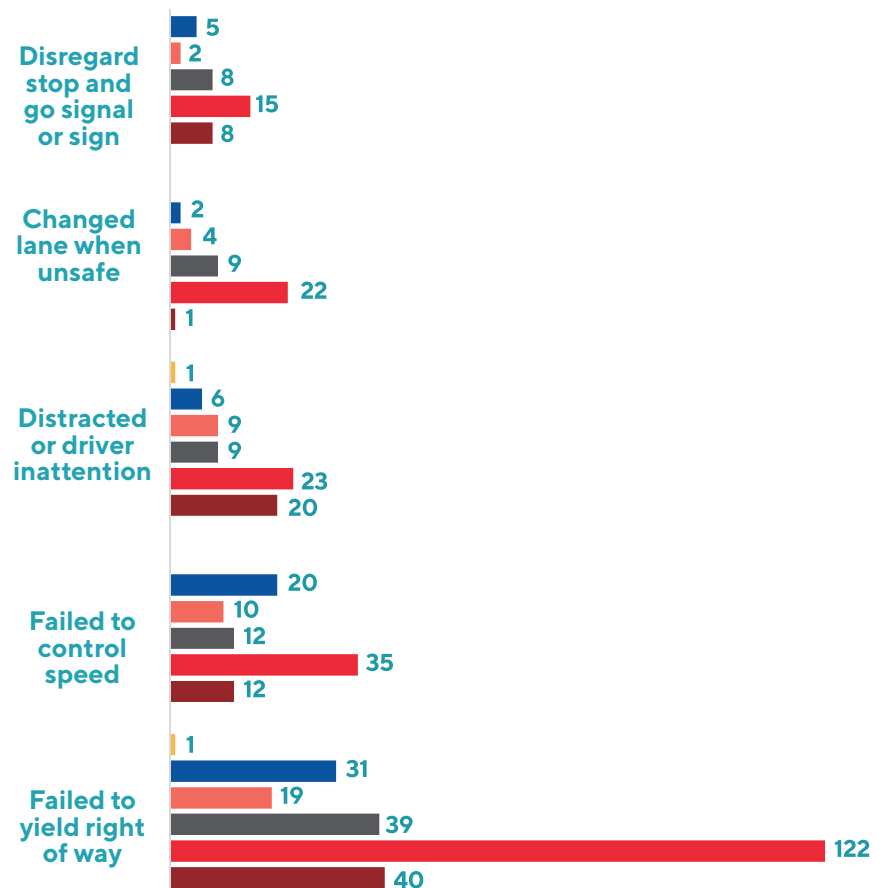
Safety Analysis

Crashes, crash hot spots, and crash rates along the Corridor were evaluated for existing hazards, patterns, and trends. Reported driver behaviors and other factors potentially contributing to unsafe conditions were also reviewed. The findings of the safety analysis were applied in the development of effective countermeasures and strategies to reduce crashes, injuries, and fatalities along the Corridor.

CRASHES

CONTRIBUTING FACTORS

From 2018-2022, there were 596 crashes reported within the Study Area. Five contributing factors account for 485 of the total crashes. Of the 249 crashes that occurred in the San Gabriel subarea, the driver failed to yield right-of-way in 122 incidents. The Southern Gateway subarea experiences the lowest occurrence of crashes, with only four recorded from 2018-2022.



Available data defining contributing factors overwhelmingly indicates driver behavior contributed to most of the recorded incidents.



AUSTIN AVENUE AT MADISON OAKS

VEHICLE RELATED CRASHES

Crash data for vehicles was sourced from TxDOT CRIS for 2018-2022.

596 
Reported crashes in Study Area from 2018-2022

13% 
Rate of increase from 2018-2022

2 Fatal
9 Serious Injury

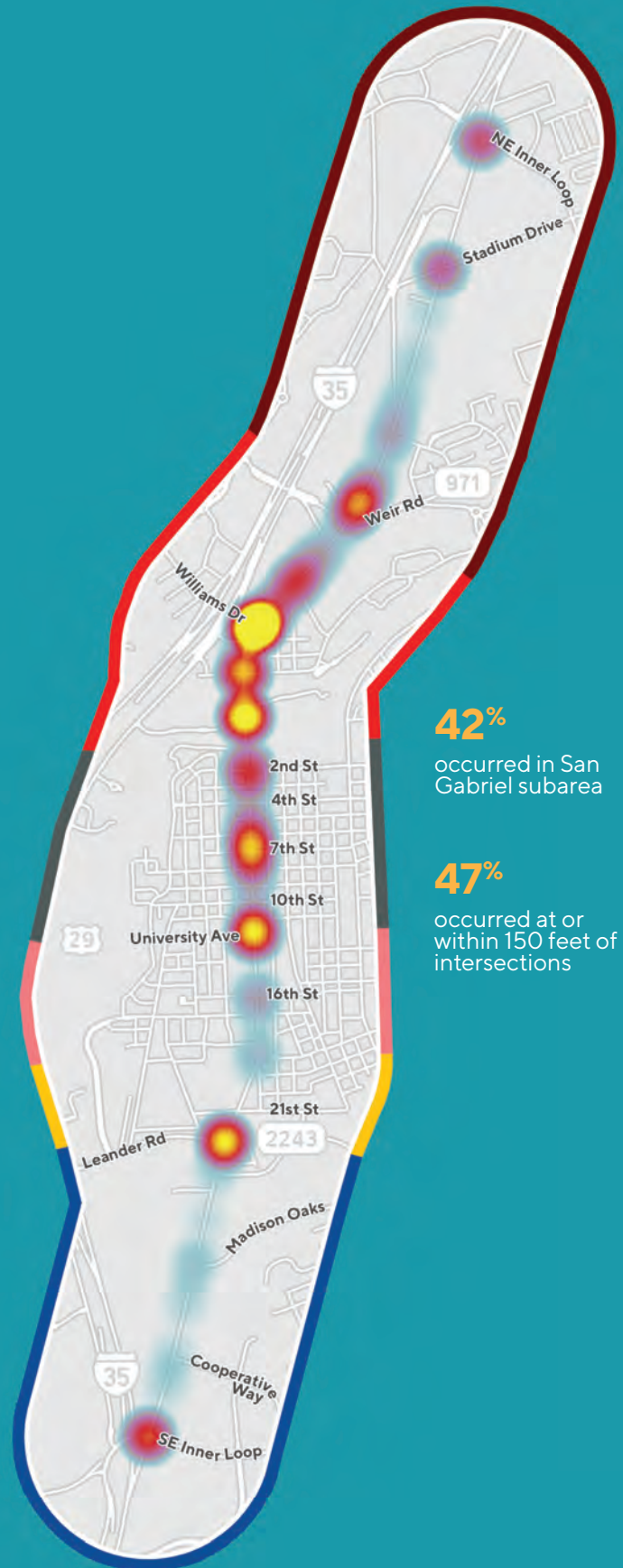
447 No Injury

VEHICLE CRASHES BY YEAR

YEAR	Reported Crashes		
	Total Crashes	Fatality	Serious Injury
2018	120	0	0
2019	127	1	0
2020	89	1	1
2021	124	0	4
2022	136	0	4
Total	596	2	9

VEHICLE CRASHES BY SUBAREA

YEAR	Reported Crashes		
	Total Crashes	Fatality	Serious Injury
Northern Gateway	99	1	2
San Gabriel	249	0	1
Downtown	103	1	3
Old Town	49	0	0
Southern Gateway	4	0	-
Industrial and Institutional	92	0	3
Total	596	2	9



42% occurred in San Gabriel subarea

47% occurred at or within 150 feet of intersections