

CORRIDOR CONCEPTS

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Introduction

The concept development process for improvement recommendations for Austin Avenue aimed to be inclusive, transparent, and data driven.

The process included a series of steps to gather relevant information, including engaging the public through open house meetings, multiple stakeholder meetings and online surveys. Alternative solutions and options were developed, evaluated, and refined so that concepts that were ultimately selected offered the most effective and feasible solutions for the Corridor.

The recommended concepts for Austin Avenue are described in two sections.

- The Corridor-Wide Concept Improvements present recommendations and best practices applicable to the full extent of Austin Avenue.
- The Subarea Concept Improvements focus on each of the six subareas and present concepts applicable to needs and issues unique to the subarea.

These recommendations uphold the goals identified at the beginning of the Study process, align with the goals of previous plans and studies, and correspond with initiatives outlined in the Downtown Master Plan. The final concepts will be presented as recommendations to carry forward to preliminary engineering, design and construction.

Methodology

The concept development methodology involved a systematic approach to identify, evaluate, and refine potential solutions to improve multimodal efficiency, accessibility, and sustainability along Austin Avenue.

Drawing upon the existing and future conditions analyses, preliminary recommendations were generated across a variety of strategies and alternatives for improving multimodal connectivity and user experience along the Corridor. Conceptual renderings of preliminary improvements for each of the six subareas were presented to the public during open house events. Feedback received from the events was then presented to City Council as an update to the Corridor Study. Refinements to the concepts were made based on the public and Council feedback.

The refined concepts were then further evaluated based on feedback

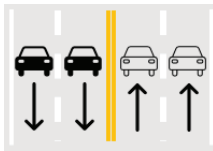
from the project's Steering Committee and predetermined criteria, such as effectiveness, feasibility, equity, environmental impact, and cost-effectiveness. In this process, continuous engagement with stakeholders and interdisciplinary collaboration with the Steering Committee ensured that the concept development met the needs of stakeholders, regulatory requirements, and followed best practices in multimodal transportation planning and design. A variety of recommendations are outlined in these concepts, including infrastructure enhancements, incentive programs to encourage modal shifts, policy reforms, and operational improvements.



Traffic Scenarios

Three traffic model scenarios were developed to analyze Future Year 2045 traffic operations along Austin Avenue. Projects and improvements programmed to be built by 2045 were assumed completed and included in the scenarios. Based on feedback, Build Scenario 2 was selected as the preferred scenario.

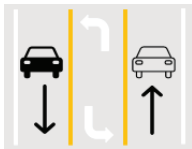
Feedback from the public, stakeholders and Council supported Build Scenario 2 as the preferred scenario.



Build Scenario 1

This 2045 Scenario analyzed two travel lanes in each direction along Austin Avenue, along with mitigations to improve intersection operations to LOS D or better where feasible.

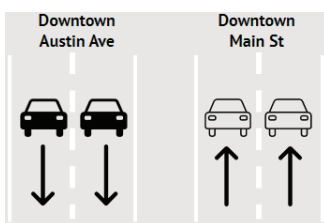
Traffic operations along the corridor were modeled under Future 2045 AM and PM peak hour traffic conditions.



Build Scenario 2

This 2045 Scenario analyzed a lane reduction on Austin Avenue from four lanes to two lanes between 2nd Street and 18th Street as well as mitigations to improve intersection operations to LOS D or better where feasible.

Traffic operations along the corridor were modeled under Future 2045 AM and PM peak hour traffic conditions.



Build Scenario 3

This 2045 Scenario analyzed a lane reduction on Austin Avenue from four lanes to two lanes between 2nd Street and 18th Street and conversion of both Austin Avenue and Main Street from two-way to one-way operations between 2nd Street and University Avenue. The model indicated poor performance through failing level-of-service and high levels of congestion. As a result, Build Scenario 3 was removed from the concept consideration process.

2045 SCENARIO KEY DECISIONS AND TRADEOFFS

DOWNTOWN

Build Scenario 1

PROS	
OPERATIONS	Provides additional through capacity
SAFETY	Left-turn lanes provided at intersections
CONS	
ACTIVE TRANSPORTATION (OR)	Limited ROW for back-of-curb options (pedestrian / bicycle)
PARKING	Limited ROW for on-street parking

Build Scenario 2

PROS	
SAFETY	Left-turn lanes provided at intersections
ACTIVE TRANSPORTATION (AND)	Sufficient ROW for back-of-curb options (pedestrian / bicycle)
PARKING	ROW for on-street parking
CONS	
OPERATIONS	Lower capacity; minor operational issues projected

UNIVERSITY DRIVE

Build Scenario 1

PROS	
OPERATIONS	Provides additional capacity on Austin Ave and University Drive and improves intersection operations
CONS	
COSTS/PUBLIC ENGAGEMENT	ROW required on Austin Ave and University Drive

Build Scenario 2

PROS	
OPERATIONS	Provides additional capacity on University Drive and improves intersection operations
CONS	
COSTS/PUBLIC ENGAGEMENT	ROW required on University Drive

OLD TOWN

Build Scenario 1

PROS	
OPERATIONS	Provides additional through capacity
CONS	
ACTIVE TRANSPORTATION (OR)	Limited ROW for back-of-curb options (pedestrian / bicycle)
SAFETY	Insufficient ROW to provide left-turn lanes at unsignalized intersections

Build Scenario 2

PROS	
SAFETY	Left-turn lanes provided at intersections
ACTIVE TRANSPORTATION (AND)	Sufficient ROW for back-of-curb options (pedestrian / bicycle)
CONS	
OPERATIONS	Lower capacity; minor operational issues projected

TRAVEL TIME PROJECTIONS

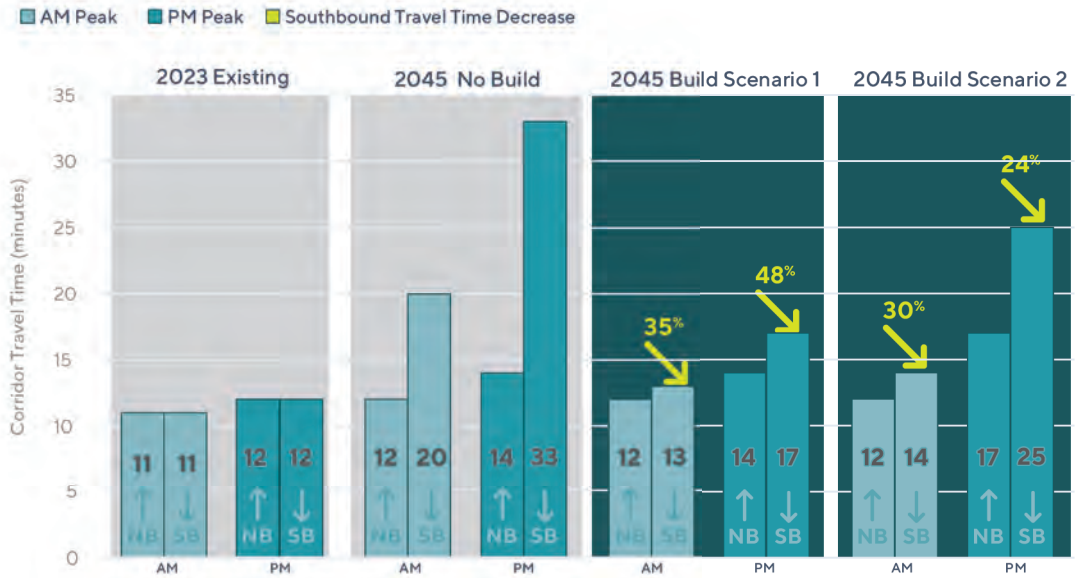
CORRIDOR TRAVEL TIME

Southbound

Build Scenarios 1 and 2 significantly improve upon No-Build corridor travel time.

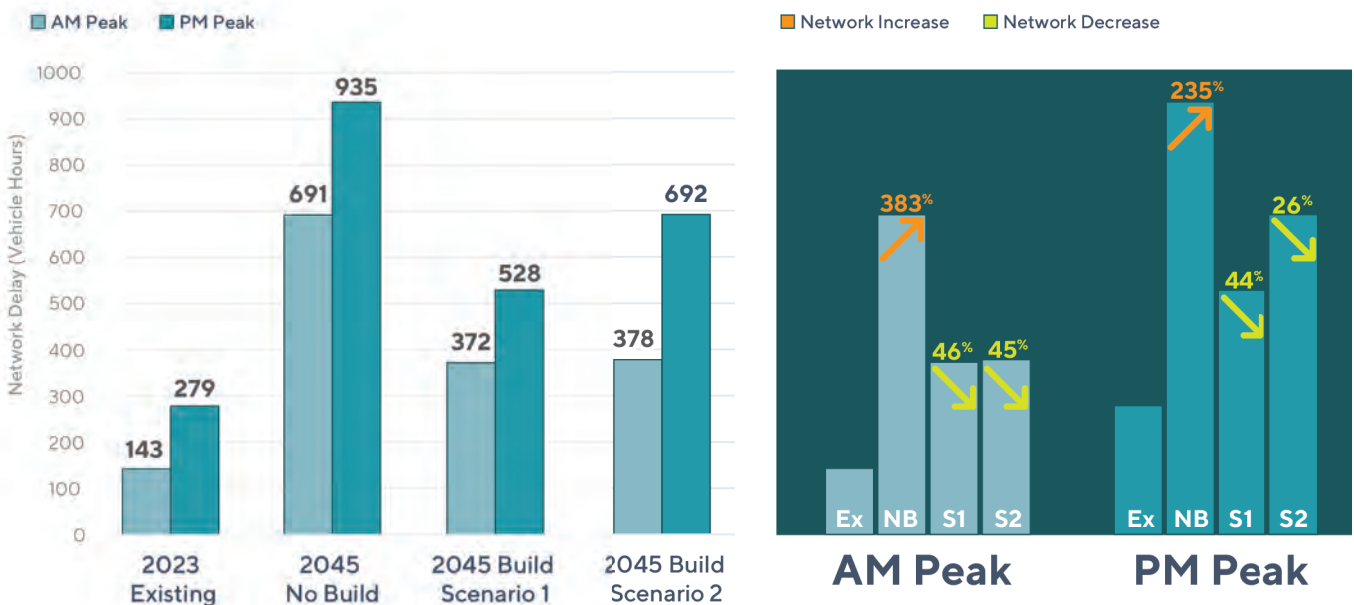
Northbound

Build Scenarios 1 and 2 generally maintain the same travel time as the No-Build scenario; a three-minute increase was projected due to new signaled intersections in the network.




TOTAL NETWORK DELAY

Total network delay captures the amount of total delay in vehicle-hours experienced by vehicles during the peak hour traffic simulation. Both Build Scenarios significantly improve upon No-Build total network delay. Build Scenario 2 is expected to have more total network delay than Build Scenario 1 due to the proposed lane reduction.



2045 INTERSECTION LEVEL OF SERVICE

SIGNALIZED INTERSECTIONS



 Stop controlled in No-Build Scenario. Critical Approach LOS shown for No-Build Scenario.

LOCATION	NO-BUILD		SCENARIO 1		SCENARIO 2			
	AM	PM	AM	PM	AM	PM		
1 Lakeway Dr/NE Inner Loop	C (32.9)	E (59.3)	C (33.8)	D (47.4)	NO CHANGE FROM SCENARIO 1			
2 I-35 NB FR/Apt Drwy	F (392.6)	F (308.8)	B (18.5)	C (31.2)				
3 Old Airport Rd/Stadium Dr	F (1,657.5)	F (1,393.9)	B (13.6)	B (19.2)				
4 Georgetown HS Drwy	B (15.8)	C (20.5)	B (15.7)	C (20.5)				
5 Weir Rd/Northwest Blvd.	F (96.5)	F (85.7)	F (80.7)	F (85.1)				
6 Austin Ave and Williams Dr	D (35.5)	D (52.0)	D (35.5)	D (52.0)				
7 Austin Ave and Morrow St	A (6.7)	B (12.9)	B (14.5)	C (20.9)				
8 San Gabriel Village Blvd	A (6.7)	B (17.7)	F (94.6)	B (14.2)				
9 Austin Ave and 2nd St	B (15.5)	E (61.6)	B (13.3)	B (19.5)			C (30.6)	F (83.7)
10 Austin Ave and 6th St	E (44.7)	F (800.1)	B (18.7)	B (15.2)			A (6.7)	C (23.8)
11 Austin Ave and 7th St	B (19.4)	B (19.1)	A (2.8)	A (8.0)	A (4.9)	B (15.7)		
12 Austin Ave and 8th St	A (5.0)	A (8.3)	A (3.0)	B (10.1)	A (5.0)	A (8.2)		
13 Austin Ave and 9th St	D (27.4)	E (43.8)	C (20.7)	A (7.8)	A (7.0)	A (9.4)		
14 SH 29/University Ave	F (215.4)	F (171.3)	C (27.5)	C (27.5)	D (52.2)	D (46.4)		
15 SH 29/University Ave/Main St	F (89.1)	F (118.1)	A (9.4)	B (19.1)	NO CHANGE FROM SCENARIO 1			
16 Leander Rd/FM 1460	F (100.2)	F (146.7)	C (28.5)	D (42.8)				
17 SE Inner Loop	F (91.2)	F (96.7)	D (38.1)	E (69.6)				
San Gabriel Village Roundabout			A (7.2)	B (13.1)	NO CHANGE			

UNSIGNALIZED INTERSECTIONS CRITICAL APPROACH

All unsignalized intersections are two-way stop controlled (right-of-way given to Austin Avenue).

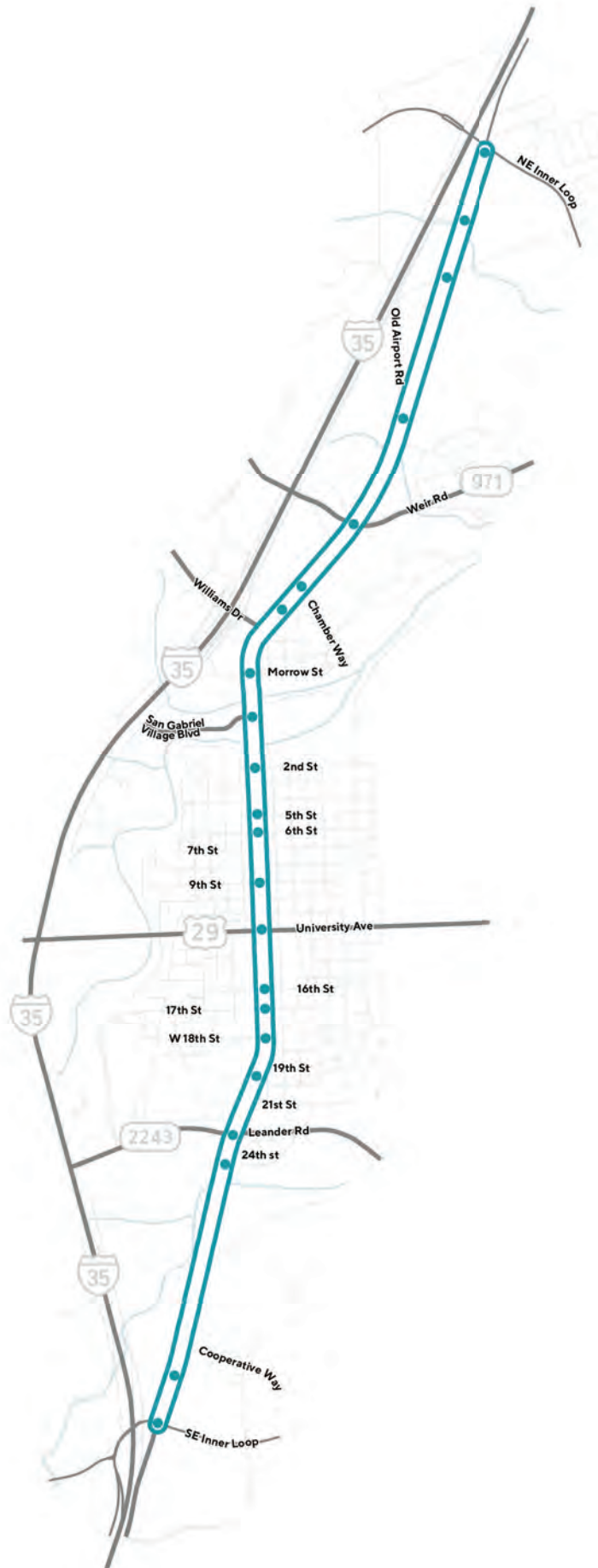
 Rectangular Rapid Flashing Beacon

LOCATION	NO-BUILD		SCENARIO 1		SCENARIO 2	
	AM	PM	AM	PM	AM	PM
1 Austin Ave and 3rd St	F (266.6)	F (183.6)	F (232.5)	F (161.3)	F (117.6)	F (143.2)
2 Austin Ave and 4th St	F (74.6)	F (134.5)	F (73.4)	F (126.8)	E (48.7)	F (96.0)
3 Austin Ave and 5th St	F (54.2)	F (235.3)	F (51.1)	F (161.8)	E (39.0)	F (147.9)
4 Austin Ave and 10th St 	D (31.0)	E (39.1)	D (30.1)	E (37.0)	D (26.1)	D (31.7)
5 Austin Ave and 11th St	D (33.5)	E (40.3)	D (32.2)	E (37.7)	D (30.9)	E (35.5)
6 Austin Ave and 16th St 	E (42.2)	E (45.3)	E (42.2)	E (45.3)	E (41.8)	E (39.8)
7 Austin Ave and 17th St	D (31.9)	E (36.9)	D (31.9)	E (36.9)	D (26.3)	D (31.4)
8 Austin Ave and W 18th St	C (16.5)	B (14.3)	C (16.5)	B (14.3)	C (16.7)	C (16.5)
9 Austin Ave and E 18th St	C (20.5)	C (17.3)	C (20.5)	C (17.3)	C (22.3)	C (18.7)

Corridor-Wide Concept Improvements

The corridor-wide concept improvements address access management strategies, multimodal transportation elements, safety and operational improvements, and recommendations for improved connectivity projects that support a variety of transportation modes, transportation equity, and a sense of place.

The six subareas defined for this Study reflect variations in the Corridor's cross-section, surrounding land use context, and function. Street cross-sections and other defining characteristics for the subareas are discussed in the following sections.



KEY CORRIDOR CONCEPT RECOMMENDATIONS

Several overarching concepts can be applied to the entire corridor to enhance its multimodal functionality and improve overall transportation efficiency

Improve the Functionality of the Corridor.

- Reduce the number of non-residential driveways along the corridor, when feasible and contextually appropriate.
- Coordinate traffic signal timing along Austin Avenue.
- Address drainage issues and implement improvements.
- Add raised median with left-turn lanes where appropriate.
- Evaluate speed limits on Austin Avenue.

Foster a Sense of Placemaking.

- Create a sense of place with lighting, public art and creative use of urban space.
- Incorporate enhanced landscape buffers and planting strips.
- Develop policy for development for pedestrian zones.
- Install parklets and pocket parks where space allows.

Improve Equity for Disadvantaged and Impoverished Communities

- Improve connectivity and multimodal infrastructure in historically lower income areas, near parks, and downtown.
- Expand the network of safe and accessible connections to existing bicycle and pedestrian networks.
- Build infrastructure adaptable and supportive of all modes.

Improve Sidewalk Continuity and ADA Compliance

- Construct a shared use path along Austin Avenue.
- Connect the sidewalk network along the corridor and throughout the Study Area.
- Improve failing or substandard sidewalk, ramps, and pedestrian crossings.
- Bring all existing pedestrian facilities into ADA compliance.
- Implement the City's existing policy to construct new infrastructure to ADA standards.



IMPROVE THE CORRIDOR FUNCTIONALITY

REDUCE THE NUMBER OF NON-RESIDENTIAL DRIVEWAYS.

Preliminary engineering analysis is recommended to determine where safety and operations improvements could be achieved through driveways consolidation or closure. It's also recommended to incorporate access management policies where new development occurs to avoid introducing new conflicts into the transportation network in the future. The reduction in access points along the corridor will help to improve traffic flow, reduce crashes, and improve safety for all modes.

COORDINATE TRAFFIC SIGNAL TIMING.

Traffic signal management can be one of the most cost-effective ways of reducing traffic and improving safety and operations. Signal timing is recommended along the full length of Austin Avenue to optimize the operation of signalized intersections to improve congestion and better respond to the demands of all modes. FHWA recommends signals be retimed every two to three years. Some traffic signal management programs are eligible for federal funding.

ADDRESS DRAINAGE ISSUES.

Public and stakeholder feedback indicated standing water accumulates at several locations along the Corridor during rainfall events. Water ponding at intersections can be especially hazardous as vehicles may need greater distances to stop.

ADD RAISED MEDIANS WITH LEFT-TURN LANES WHERE APPROPRIATE.

Raised medians help to manage vehicle traffic and provide openings for dedicated left-turn lanes at designated access points and intersections. Raised medians are also beneficial to other modes, such as serving as a refuge island for pedestrians, especially where crossings are longer. Design accommodations can be made to construct medians that maintain access for larger vehicles and emergency vehicles, such as fire trucks. Aesthetic treatments such as landscaping and stamped colored concrete can be applied to raised medians.

EVALUATE SPEED LIMITS ON AUSTIN AVENUE.

Evaluating speed limits on Austin Avenue is recommended to ensure speed limits are appropriately set and adjusted to meet the needs of all road users while balancing the goals of safety, mobility, and livability recommended as part of this study. Based on the findings of the study, recommendations can be developed for adjusting speed limits, if necessary.

Pilot projects or temporary speed limit changes can be utilized to assess their effectiveness before making permanent adjustments. Once implemented it's important to continuously monitor the Corridor after implementing any changes to speed limits to assess their impact on safety, traffic flow, and overall corridor performance.

FOSTER A SENSE OF PLACEMAKING

CREATE A SENSE OF PLACE WITH LIGHTING, PUBLIC ART AND CREATIVE USE OF URBAN SPACE.

Placemaking fosters a unique character that sets target locations apart as a distinctive destination and promotes a sense of connection among residents. Urban design elements along Austin Avenue can promote a unique sense of place that distinguish the Corridor and its subareas. There are opportunities for the City to build on existing efforts and build on the recent Downtown Master Plan to incorporate elements such as public art, creative spaces, and lighting throughout the Corridor.

Austin Avenue has lighting that varies throughout the Corridor. Lighting is recommended in locations where there is increased pedestrian activity such as the Downtown and Old Town subareas where there may be sight distance concerns. It's also recommended to increase lighting at locations that experience high crash rates or previous fatal crashes, including the intersections of San Gabriel Village Boulevard, NE Inner Loop, Chamber Way, Williams Drive.

INSTALL PARKLETS AND POCKET PARKS WHERE SPACE ALLOWS.

Parklet programs and pocket parks are a placemaking tool that supports the development of small-scale parks in urban environments. Parklets can be temporary, lasting a few hours to one day or longer, or they can be permanent year-around features. Extending the sidewalk space through temporary means and installing barriers, seating, tables, planters, and shade structures is a common method of creating parklets. Potential locations

to consider include areas in San Gabriel subarea near Republic Square and the Big Café and Shop; Downtown near the Monument Café and near the courthouse between 7th and 9th Streets; and in the Southern Gateway subarea near Brushy Street and the intersection of Leander Road.

INCORPORATE ENHANCED LANDSCAPE BUFFERS AND PLANTING STRIPS.

Landscaped buffers along roadways elevate the built environment aesthetic and improve the multimodal experience for users. Street trees and plantings provide separation from the roadway and shade for users while also supporting other goals such as stormwater management and economic appeal and in some cases noise reduction and improved air quality. They also provide a sense of enclosure that can help achieve the Corridor's speed management goals.

Landscaping along the Corridor should take the character of the roadway into consideration in order to further develop Austin Avenue's sense of place. For example, a landscaped buffer through Downtown may call for street trees that offer more shade while more rural subareas would be better suited to xeriscaped buffers with drought tolerant native plantings. It's recommended to implement buffers throughout Austin Avenue where feasible and incorporate elements identified in the Downtown Master Plan, such as planters and street trees. Examples of landscaped buffers can be viewed in Appendix D.



IMPROVE EQUITY FOR DISADVANTAGED AND IMPOVERISHED COMMUNITIES

IMPROVE CONNECTIVITY AND MULTIMODAL INFRASTRUCTURE IN HISTORICALLY LOWER INCOME AREAS, NEAR PARKS, AND DOWNTOWN.

Inclusion of disadvantaged and underserved areas within the corridor are part of the prioritization process of this Study. Multimodal improvements were given local priority and prioritized given their proximity to areas of low income and underserved communities. This initiative will help address needs of these areas, upholds objectives of this Study and is also equitable. Connectivity zones around parks and the Downtown area should also be identified and included in the prioritization process of any future projects.

EXPAND THE NETWORK OF SAFE AND ACCESSIBLE CONNECTIONS TO EXISTING BICYCLE AND PEDESTRIAN NETWORKS.

The Georgetown Sidewalk Master Plan vision "promotes a safe, walkable city which accommodates all users." The Bike Master Plan Vision Statement calls for a "safe, well-connected bicycle network that is accessible to all ages, abilities, and backgrounds, supports the local economy, and promotes a bicycle friendly culture". Recommendations to construct a 10-foot sidepath include connections to Old Town Park and Blue Hole Park, as well as parks and bike networks on adjacent facilities.

BUILD INFRASTRUCTURE ADAPTABLE AND SUPPORTIVE OF ALL MODES.

Provide infrastructure to support transit service by designing the road to accommodate planned/desired transit service and providing amenities and safe walking/biking connections for riders.



IMPROVE SIDEWALK CONTINUITY AND ADA COMPLIANCE

CONSTRUCT SHARED USE PATHS ALONG AUSTIN AVENUE.

Providing a sidepath, or shared use path, has many benefits for communities, individuals, and the environment. These paths accommodate a variety of users, including pedestrians, cyclists, joggers, and people using mobility devices. Shared use paths can provide a lower stress environment due to their physical separation from motor vehicle traffic, and therefore attract a wider range of users compared to conventional on-street bicycle lanes. Proposed cross-sections for Austin Avenue call for a continuous, ADA accessible 10-foot shared use path along both sides of the roadway from NE Inner Loop to SE Inner Loop, with connections to the bike path on Main Street, to Old Town Park and Blue Hole Park. This aligns with City goals to build a safe and connected network as well as the Study goals and objectives .



CONNECT THE SIDEWALK NETWORK ALONG THE CORRIDOR AND THROUGHOUT THE STUDY AREA.

To address gaps in sidewalks in the transportation network connecting to the Austin Avenue Corridor, it is recommended the City utilize the recommendations from the recent Sidewalk Master Plan. Connecting to priority projects adjacent to Austin Avenue will improve connections along the Corridor. Additionally, a program of projects could be developed by utilizing the sidewalks gap analysis in this study's Existing and Future Conditions Report (Appendix B) along with the prioritization results of the Sidewalk Master Plan.

IMPROVE FAILING OR SUBSTANDARD SIDEWALK, RAMPS, AND PEDESTRIAN CROSSINGS.

As improvements are implemented along the Austin Avenue Corridor, locations of failing and substandard infrastructure should be prioritized for repair as funding and opportunity allow. The 2024 Sidewalk Master Plan also provides a comprehensive evaluation process to identify where resources should be focused to eliminate existing design deficiencies and infrastructure gaps that compromise mobility, connectivity, and pedestrian safety.

BRING ALL PEDESTRIAN FACILITIES INTO ADA COMPLIANCE.

The Sidewalk Master Plan establishes ADA repairs and compliance as a top priority and emphasizes Downtown as a priority area. The Plan recommends existing pedestrian curb ramps and crosswalks at signalized intersections be brought to ADA compliance as traffic signals are updated. Other intersection improvements and initiatives recommended in this Study such as the shared use path and connecting the sidewalk network should be constructed in compliance with ADA regulations.

IMPLEMENT POLICY TO ENSURE NEW INFRASTRUCTURE IS CONSTRUCTED TO ADA STANDARDS.

In compliance with ADA's Title II, the City's 2016 Transition Plan calls for new construction to be built in accordance with the applicable ADA Standards for Accessible Design and for the maintenance of required equipment and features that provide access to individuals with disabilities. Public pedestrian rights-of-way include sidewalks and curb ramps in front of City-owned facilities and City-owned parking lots.



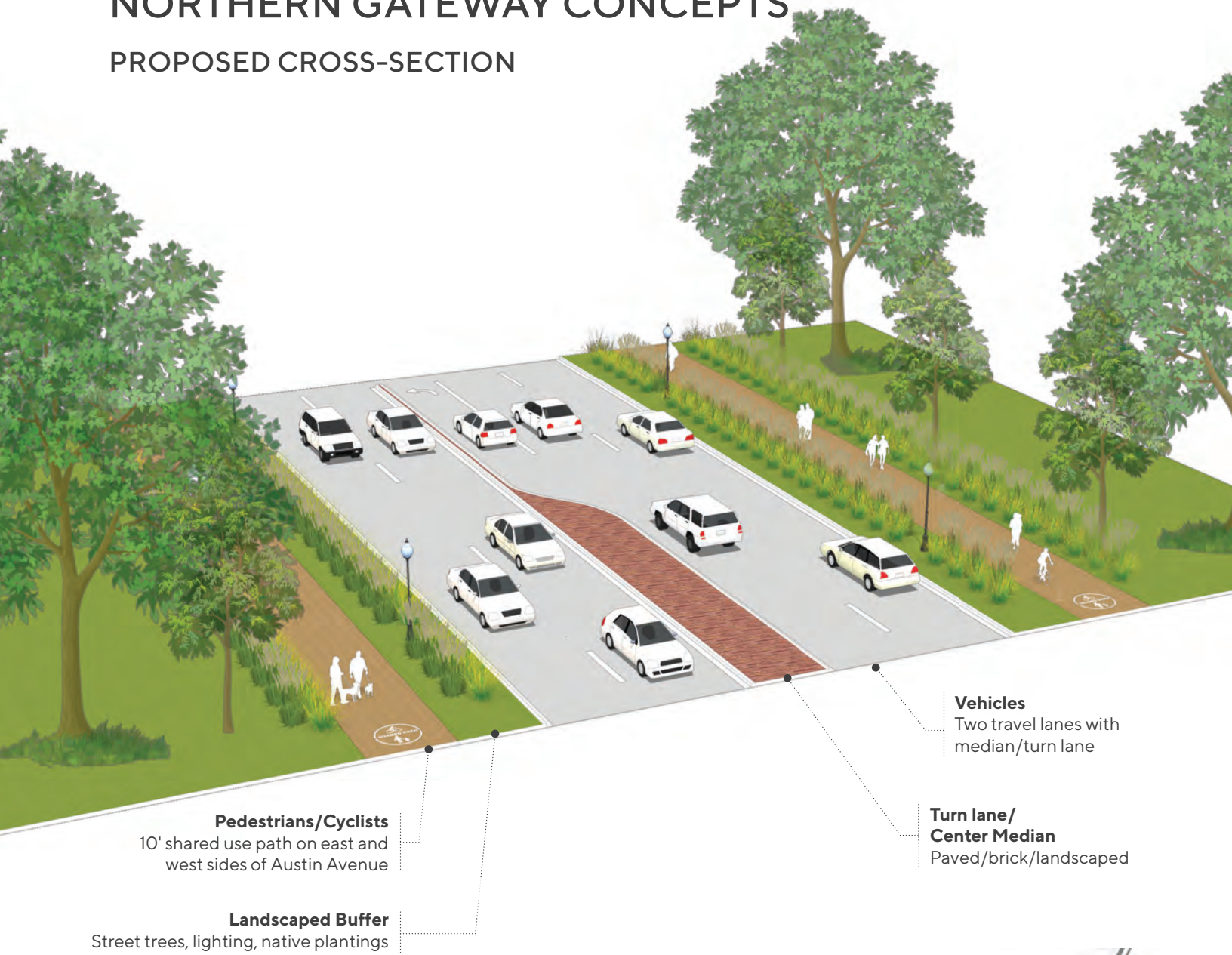
Subarea Concept Improvements

The six subareas defined for this Study reflect variations in the character, surrounding land use, and function of Austin Avenue. Issues and needs vary as the Corridor shifts between rural, suburban, and urban settings. The following proposed recommendations address issues identified in each subarea during the Study process.



NORTHERN GATEWAY CONCEPTS

PROPOSED CROSS-SECTION



The proposed cross-section maintains two travel lanes in each direction. A raised median with left-turn lanes will improve safety, reduce conflicts and maintain connectivity at key intersections and locations. A 10-foot shared use path with a landscaped buffer is recommended to provide a safe and enhanced facility for pedestrians and bicycles on both sides of the roadway.

KEY CONCEPTS MAP



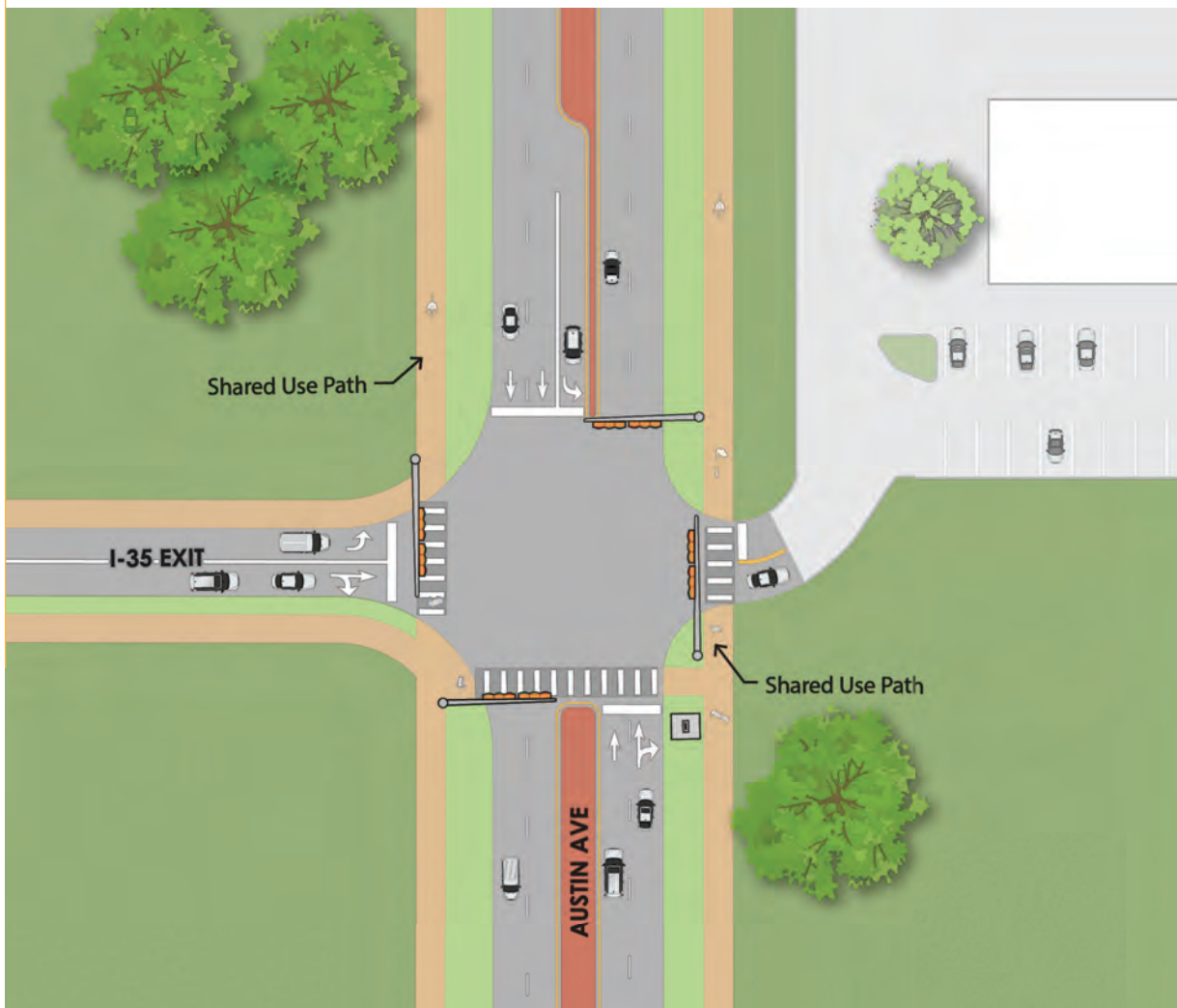
KEY CONCEPT 1 | Intersection improvements at NE Inner Loop.

Constructing dual left-turn lanes at the northbound approach of NE Inner Loop will help to improve future traffic level-of-service by providing additional storage for queued vehicles. Dual left-turn lanes can accommodate a higher volume of left-turning vehicles compared to a single lane, reducing congestion and minimizing delays during peak traffic periods. They can also enhance safety by reducing the risk of rear-end collisions caused by abrupt stops in single left-turn lanes and by providing dedicated space for turning vehicles, minimizing conflicts with through traffic.

KEY CONCEPT 2 | Intersection improvements at I-35 Frontage Road Exit.

Alternatives were developed to address safety issues and high-risk maneuvering at this location. The recommended improvement includes a traffic signal with ADA compliant pedestrian crossings and dedicated left-turn lanes.

A traffic signal will help regulate the flow of traffic and reduce the risk of collisions with clearly defined phasing for each movement and enhanced safety facilities for pedestrians.



NORTHERN GATEWAY CONCEPTS

KEY CONCEPT 3 |

Signal warrant studies and improvements at Stadium Drive.

A traffic signal warrant analysis is recommended at the intersection of Austin Avenue and Stadium Drive. If warranted it is recommended to build dedicated left-turn lanes at all approaches and ADA compliant pedestrian facilities.

KEY CONCEPT 4 |

Coordinate with Georgetown ISD to improve multimodal ingress and egress at Georgetown/Richarte High School driveways.

The portion of Austin Avenue adjacent to the Georgetown/Richarte High School Campus is indicated with school zone signage and reduced speeds; however, only one of the four Corridor-adjacent driveways is signalized, and all four lack adequate signage and striping to provide a safe enhanced crossing for multimodal users, such as students walking or biking to school.

KEY CONCEPT 6 |

Embankment improvements from Old Airport Road to Apple Creek Drive.

The concrete embankment on the west side of Austin Avenue creates a walkability barrier. Constructing underground drainage and additional modifications could allow for sidepaths and multimodal connectivity between Old Airport Road and Apple Creek Drive.

KEY CONCEPT 5 |

Intersection improvements at Weir Road/Northwest Blvd.

Although recent improvements were completed at the intersection, future growth indicates a likelihood of reduced level-of-service. To help mitigate the congestion, it is recommended to extend northbound left and right-turn lanes along Austin Avenue and extend the eastbound left-turn lane along Northwest Boulevard.

KEY CONCEPT 7

TxDOT turnback analysis and implementation recommendations.

Austin Avenue through the Northern Gateway subarea is owned by TxDOT. Improvements along this portion of the corridor will require coordination with TxDOT for implementation or the use of TxDOT's Turnback Program.

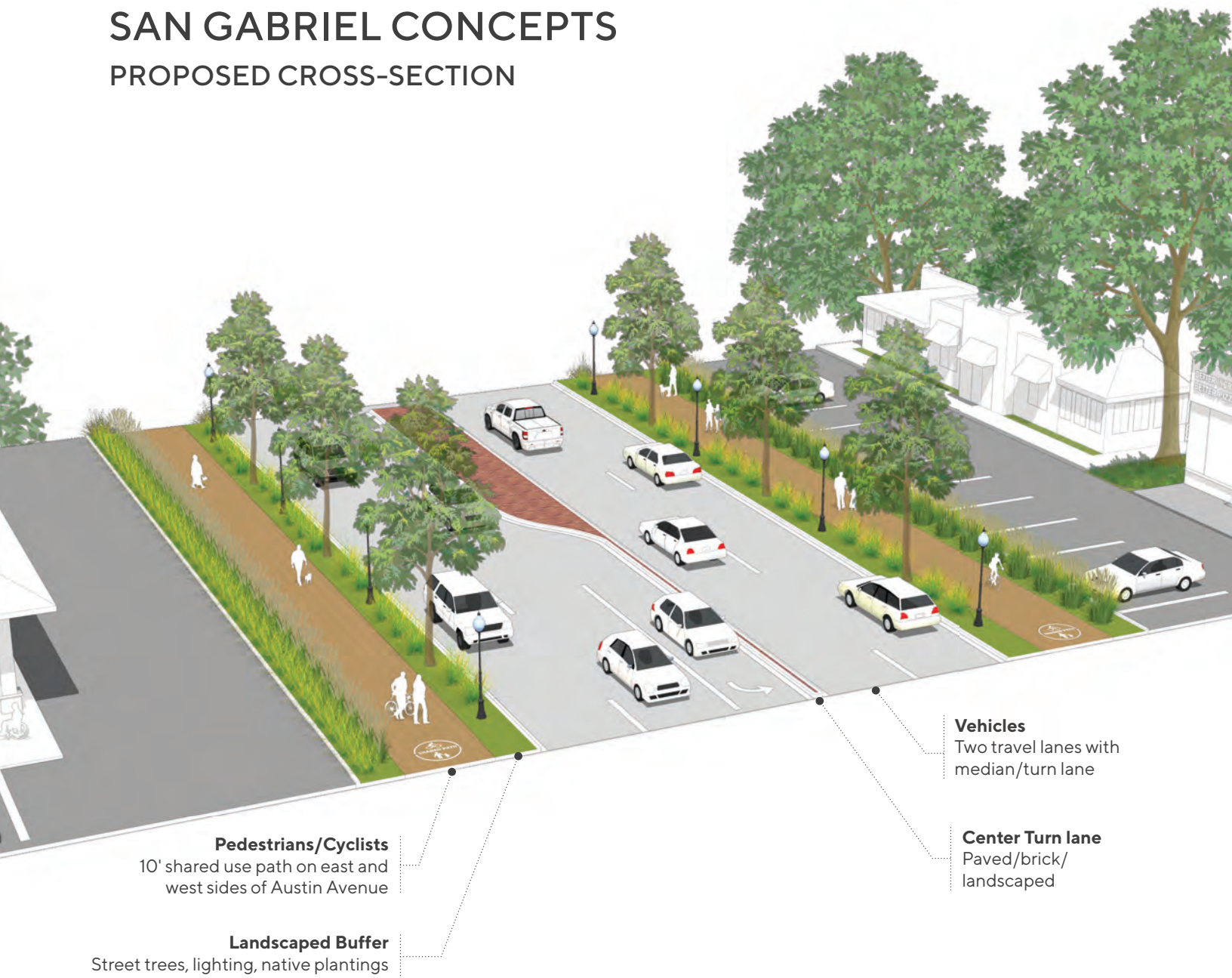
It's recommended that the City continue to evaluate this option to progress improvements identified in this study and future studies. Additional details on the TxDOT Turnback Program can be found in Appendix D.



Austin Ave

SAN GABRIEL CONCEPTS

PROPOSED CROSS-SECTION



Pedestrians/Cyclists
10' shared use path on east and west sides of Austin Avenue

Landscaped Buffer
Street trees, lighting, native plantings

Vehicles
Two travel lanes with median/turn lane

Center Turn lane
Paved/brick/landscaped

The proposed cross-section maintains two travel lanes in each direction with a raised median to improve safety and reduce conflicts. Proposed median breaks will provide left-turn lanes to maintain connectivity while promoting access management throughout the subarea. A 10-foot shared use path with a landscaped buffer provides an enhanced facility for pedestrians and bicycles.

KEY CONCEPTS MAP

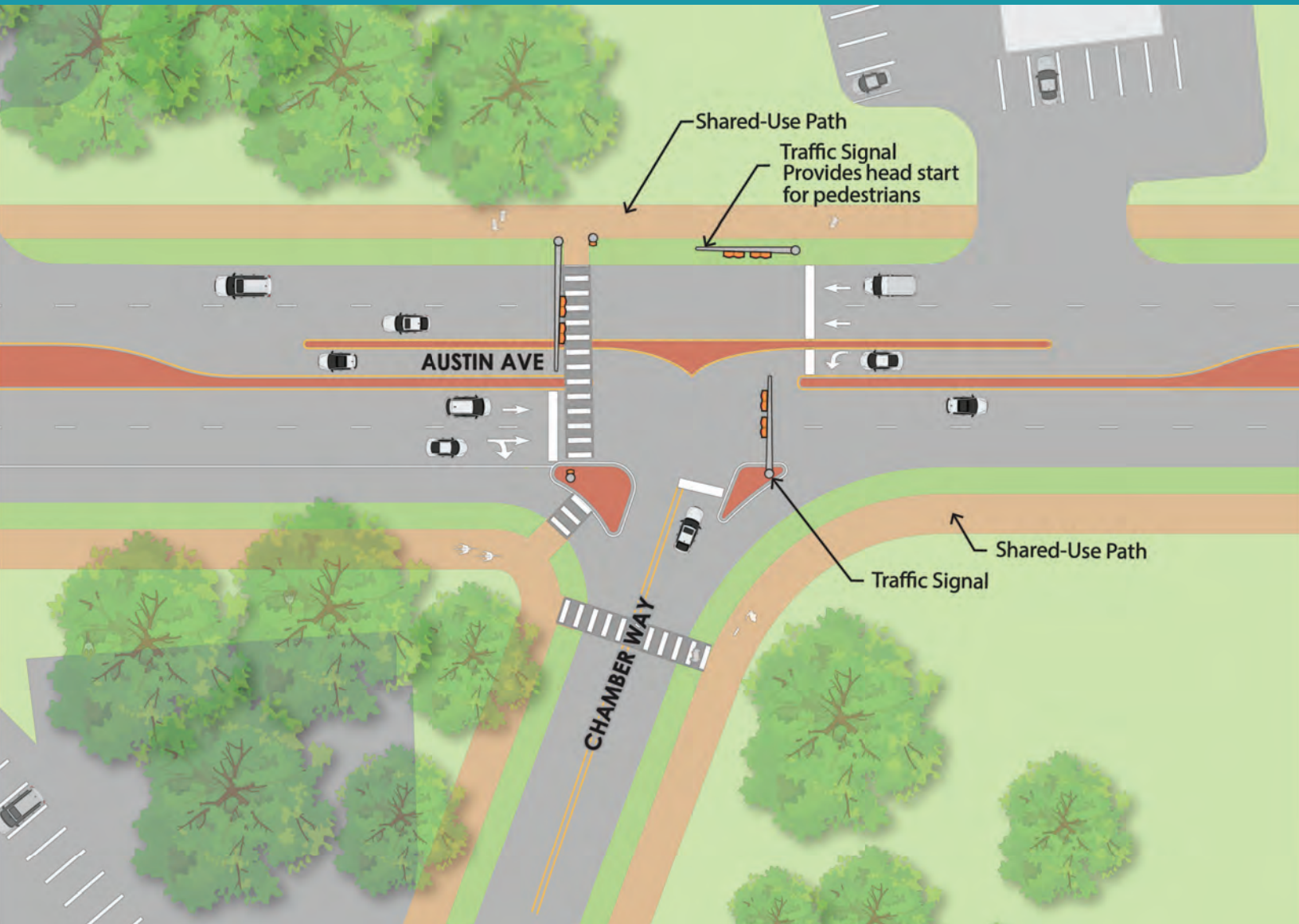


KEY CONCEPT 1 | Traffic signal with crosswalks at Chamber Way.

A high number of pedestrians cross Austin Avenue near Chamber Way. The closest marked pedestrian crossing is over 1,000 feet north at Northwest Blvd./Weir Road. A recent signal warrant analysis performed by the City confirmed the need for a traffic signal. Due to the pedestrian activity and increased activities during events at San Gabriel Park, provision of a signal and marked pedestrian crossing at this location is recommended to improve safety.

Based on the speed limit and configuration of Chamber Way, a design that provides continuous flow for southbound Austin Avenue is recommended. For the free flowing through

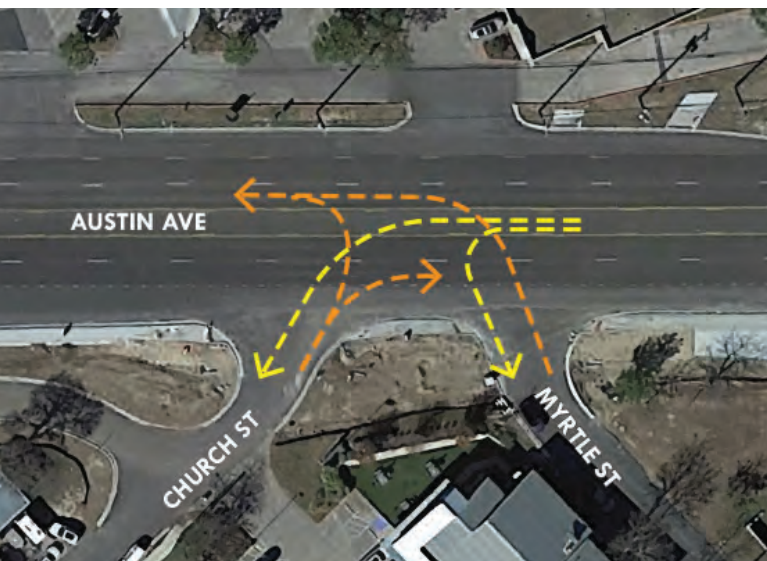
lanes, dedicated turn lanes provide access into and out of Chamber Way. For northbound travel along Austin Avenue, access into and out of Chamber Way operates similarly to a conventional T- intersection. The traffic signal will include enhanced pedestrian crosswalks and ADA compliant equipment. A Leading Pedestrian Interval (LPI) in the signal phasing will provide pedestrians with a 3-7 second head start when entering the intersection. When a green light is given to vehicles, through and turning traffic must yield to pedestrians already in the crosswalk.



KEY CONCEPT 2 | Evaluate entry points of Church Street and Myrtle Street from Austin Avenue.

Just north of Williams Drive, Church Street and Myrtle Street connect to Austin Avenue with less than 100 feet between the two intersections. This introduces multiple conflict points to the network at a location already under high demand due to high volumes at the Williams Drive intersection and the Williams Drive Shopping Center. It is recommended to evaluate consolidating entry to the two streets to remove these high-risk turning movements from the network and improve safety for both the drivers and the pedestrians in this location. Other options could include closing access to one of the two streets, or enforcing right-in, right-out access at one or both locations.

These efforts should be done in coordination with a planned drainage utility capital improvement in the area to address stormwater inundating the properties along N. Myrtle street between Austin Ave and San Gabriel Park. The proposed project includes new curb, an improved underground storm drainage system, inlets, regrading, and a trench drain.



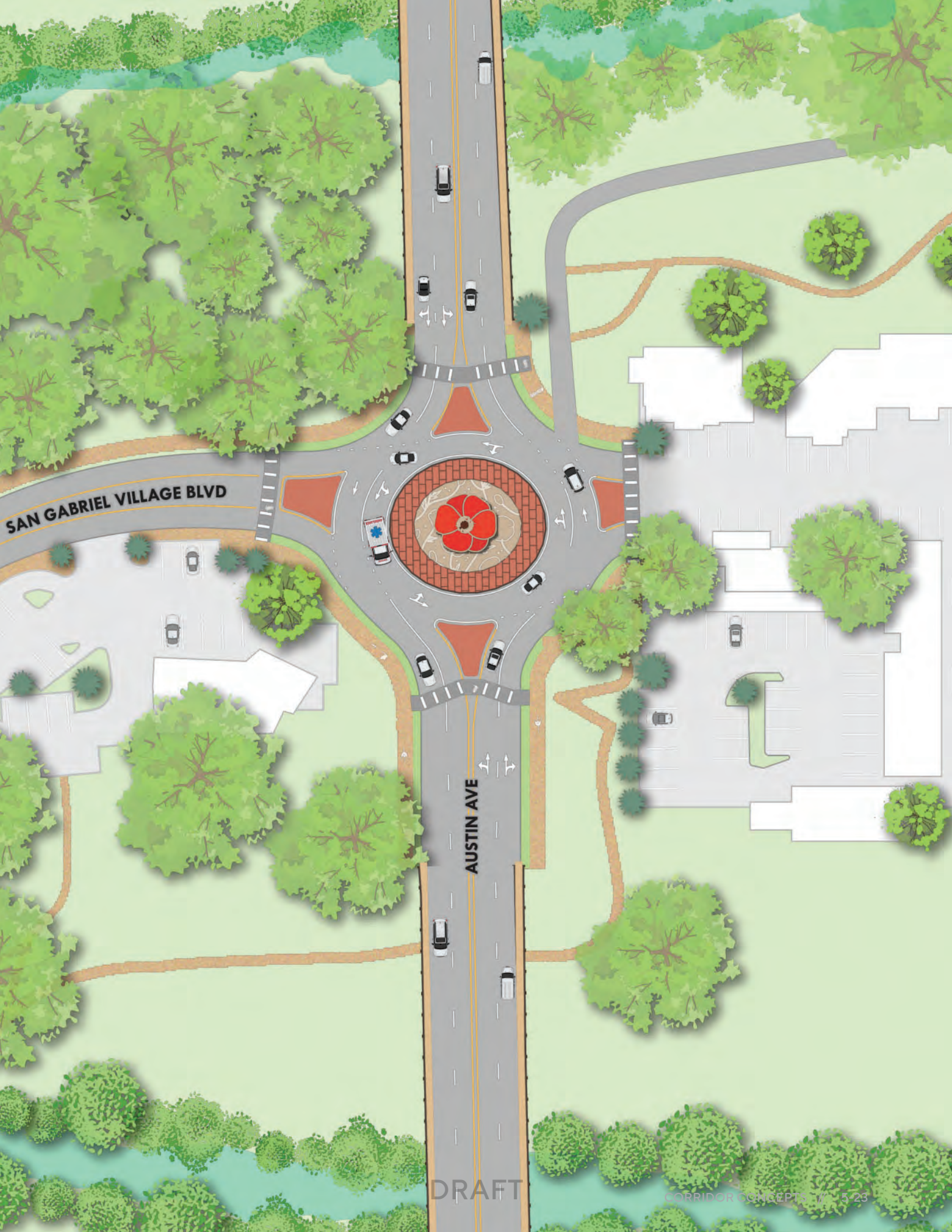
KEY CONCEPT 3 | Improve traffic operations at Morrow Street.

Improvements at the intersection of Morrow Street include signal timing optimization and modification to provide dedicated-approach phasing and left-turns at all approaches. Recommended modifications include an extended left-turn lane on the northbound approach with eastbound and westbound left-turn lanes.

KEY CONCEPT 4 | SAN GABRIEL VILLAGE BLVD.

Improve safety and traffic operations at San Gabriel Village Boulevard by constructing a two-lane roundabout.

To improve safety and operations a two-lane roundabout is recommended at the intersection. Modeling scenarios determined two lanes would be required to maintain operations. A two-lane roundabout with a raised center island with differentiating, textured truck apron, and raised splitter islands at all entry points was the preferred alternative at San Gabriel Village Boulevard. Accessible pedestrian crossings, a landscaped buffer and shared use path will enhance safety and multimodal connectivity.



SAN GABRIEL VILLAGE BLVD

AUSTIN AVE

DRAFT

KEY CONCEPT 5 | Coordinate with ongoing projects in the subarea.

Several adjacent projects are in progress along the Corridor. As the city continues to move forward with these projects, it's important to continue with coordinating activities for the outreach, design, and implementation of each. The Williams Drive project and the Austin Avenue Bridges Project were underway and included in the development of concept recommendations for this study.

KEY CONCEPT 6 | TxDOT turnback analysis and implementation recommendations.

Austin Avenue north of Williams Drive is owned by TxDOT. Improvements along this portion of the corridor will require coordination with TxDOT for implementation or the use of TxDOT's Turnback Program.

It's recommended that the City continue to evaluate this option to progress improvements identified in this study and future studies. Additional details on the TxDOT Turnback Program can be found in Appendix D.

KEY CONCEPT 7 | Gateway signage and other pedestrian improvements.

Gateways are often the first point of entry for visitors and travelers into a corridor or neighborhood. They serve as the initial impression of the area and can significantly impact perceptions of the city's attractiveness, safety, and quality of life. The proposed roundabout at San Gabriel Village Boulevard is a potential location for a gateway feature.

It is also recommended to evaluate walkability and necessary pedestrian improvements as this subarea continues to grow. This includes the development around the Williams Drive intersection and the connections into the San Gabriel bridges.



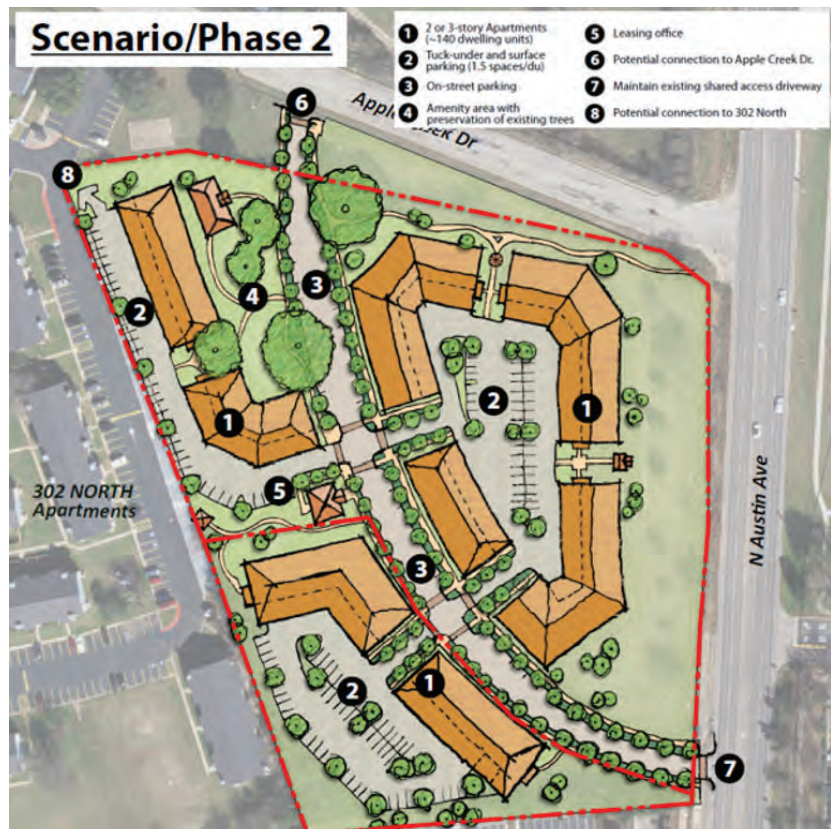
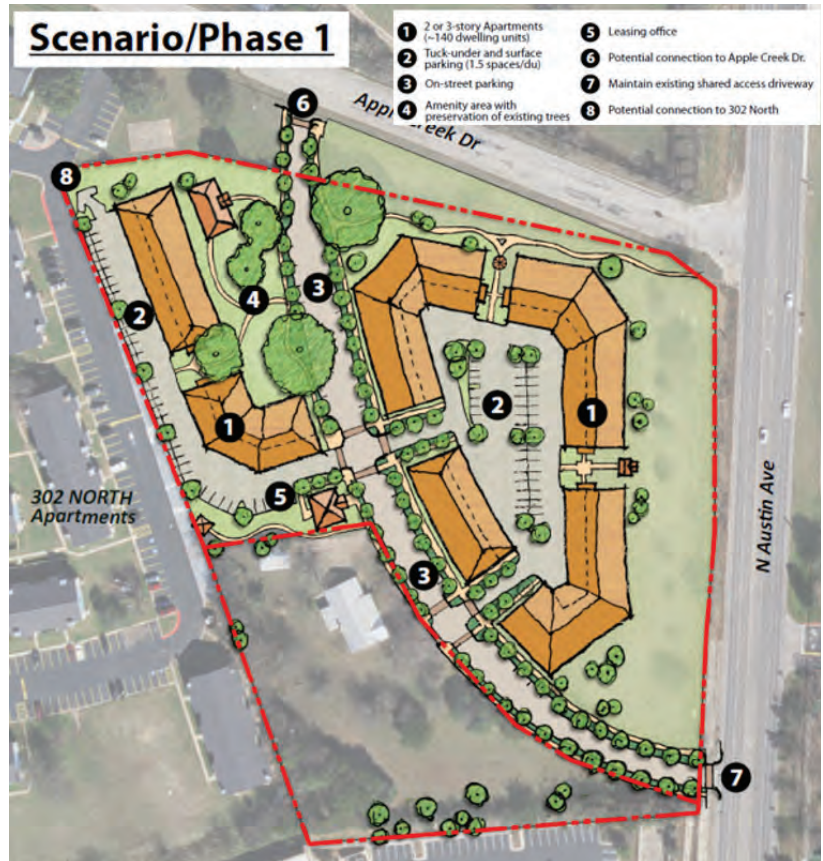
Source: Georgetown Downtown Master Plan

KEY CONCEPT 8 | Catalytic Site Development at Apple Creek.

Located along the San Gabriel segment of the Corridor, the 5.7 acres site is near the southeast corner of Apple Creek Drive and Austin Avenue intersection. Currently zoned as C-3 General Commercial, the site is designated as high-density mixed housing in the Williams Drive Subarea Plan.

Along Austin Avenue, the frontage has existing utility poles and a steep elevation change (approximately 20 ft.). To the west is 302 North apartments, with a portion of that property separating the northern site boundary from Apple Creek Drive. To the south is a single-family resident, currently zoned RS, that has a shared access driveway to the site.

The Concept Plan envisions two scenarios or phases for potential redevelopment. In Scenario/Phase 1, the site is developed for multi-family residential and maintains a shared access driveway with the adjacent residence. In Scenario/Phase 2 the site is consolidated with the adjacent residence or that residence is redeveloped in the future.



DOWNTOWN CONCEPTS

PROPOSED CROSS-SECTION



Pedestrians/Cyclists

10' shared use path provides connectivity

Pedestrians

Increased sidewalk space with barrier

Safer crossings with high-visibility crosswalk

Vehicles

One travel lane with median/turn lane

The preferred cross-section for Downtown consists of one lane of travel in each direction, a raised median with breaks for left-turn lanes and a 10-foot shared use path on both sides of the roadway.

KEY CONCEPTS MAP



KEY CONCEPT 1 | LANE REDUCTION

Modify roadway to one travel lane in each direction with a raised center median with left-turn lanes at intersections.

A lane reduction is recommended for the Downtown subarea, beginning near the north end of Downtown continuing to University Avenue and through Old Town to 18th Street. Further engineering analysis will be required to determine precise limits of the lane reduction. The street configuration would include one travel lane in each direction and a raised center median with dedicated turn lanes at cross streets and/or intersections. The lane reduction creates opportunity to meet the growing need of balancing increasingly heavy foot traffic with vehicular access and helps to foster a more pedestrian friendly Downtown.

Driver speeds will be more likely to follow posted speed limits, the raised center median will offer access management while also serving as a pedestrian

refuge while crossing Austin Avenue. Reclaimed right-of-way can be utilized for installation of pedestrian-friendly amenities and placemaking treatments to improve the overall quality of the built environment along this stretch of the Corridor.

The proposed cross-section offers many benefits and addresses public concerns captured during the Study process.



DOWNTOWN CONCEPTS

■ KEY CONCEPT 2 | Install gateway features as recommended in the Downtown Master Plan.

The 2024 Downtown Master Plan identifies locations for gateway feature along Austin Avenue south of the San Gabriel River and near the intersection of University Avenue. These gateways would strengthen Georgetown’s image and quality feel as you approach Downtown and the change in Corridor character and the change in cross-section from two travel lanes to one.



KEY CONCEPT 3 |

Build pedestrian and/or bike connections at 2nd Street to hike and bike trails and Blue Hole Park.

Connections from the proposed shared use path along Austin Avenue to existing hike and bike trails via 2nd Street are recommended to enhance connectivity and to build a more complete multimodal network. Providing a multimodal facility that connects to Georgetown’s trail system promotes multimodal connectivity and adheres to the goals defined at the beginning of this Study.

KEY CONCEPT 4 |

Provide additional pedestrian crossings.

Increasing development and foot traffic in the Downtown area has led to a need for additional enhanced pedestrian crossings. Recommendations in the Downtown Master Plan call for the installation of traffic signals with ADA compliant pedestrian equipment and crosswalks at 9th and 6th Streets. Enhancing the crossing at 5th Street with upgraded and ADA compliant facilities for pedestrians is also recommended.

KEY CONCEPT 5 | Improved separation of sidewalk and travel way.

A selection of businesses offer sidewalk dining and contribute to the streetscape along Austin Avenue between 7th and 8th Streets. The proposed lane reduction through this section would facilitate the installation of a more substantial barrier between the travel way and the sidewalk, improving both safety and comfort for patrons and business owners alike. It's recommended to adhere to Downtown Master Plan's recommendations for pedestrian Right-of-Way Zones, street trees, planters and sidewalk hierarchy to maintain connectivity and cohesion. Additional protection measures include bollards, bulb-outs, streetscaping and planters, and public art. The proposed barrier could be designed in such a way to enhance the Downtown area sense of place by incorporating placemaking treatments.



KEY CONCEPT 6 |

Add streetscape opportunities where appropriate.

Intentional and well-designed streetscape techniques would contribute to the unique character of the Downtown subarea. Pedestrian-friendly elements, such as widened sidewalks, parklets, and greenery, encourage foot traffic and create a vibrant and lively atmosphere. The inclusion of public art, street furniture, and decorative lighting adds cultural richness and can serve as focal points for community gatherings.

KEY CONCEPT 7 |

Remove on-street parking.

Elimination of on-street parking can improve visibility at intersections and driveways, reduce the risk of conflicts. Removal of on-street parking along Austin Avenue can help foster a more pedestrian-focused environment, improve safety and create opportunity for placemaking amenities and infrastructure more conducive to an area with high pedestrian activity.

DOWNTOWN CONCEPTS

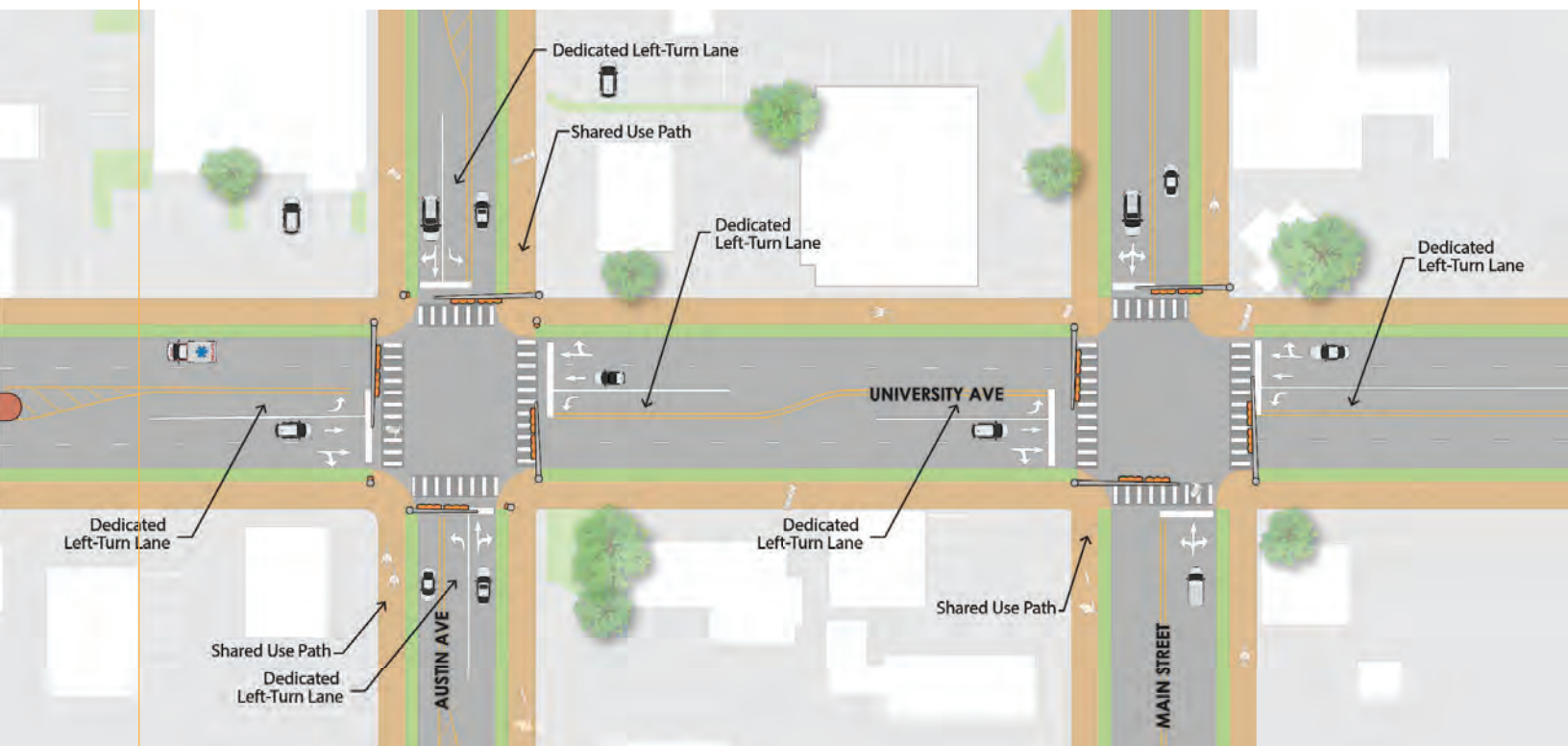
KEY CONCEPT 8 | Expand the network of safe and accessible connections by implementing improvements identified in the Sidewalk Master Plan and shared use path connections.

The Georgetown Sidewalk Master Plan vision "promotes a safe, walkable city which accommodates all users." The Prioritization Plan recommends constructing a sidewalk on both sides of East 4th Street between S. Church Street and Main Street. Continuing the sidewalks to connect to Austin Avenue should also be considered. It is also recommended to construct a 10 foot side path with connections to Blue Hole Park and any existing or future bicycle networks on adjacent facilities on Main Street.

KEY CONCEPT 9 | Improve traffic operations at Austin Avenue and University Avenue and Main Street and University.

Recommendations for Austin Avenue at University Avenue extend to the intersection of University Avenue and Main Street due to their close proximity. At approximately 300 feet apart, operations at one location are often affected by the other, usually due to queuing and heavy traffic along University Avenue/SH 29.

The recommended modifications provide dedicated left-turn lanes along University Avenue and on Austin Avenue, a dedicated left-turn signal phase to improve operations and improved signal timing synchronization to alleviate congestion. Wider corner radii or bollards ease right-turns and help direct turning vehicles. Lane reduction and shared use path promote traffic calming and multimodal connectivity.



KEY CONCEPT 10 | Coordinate with ongoing projects identified in the Downtown Master Plan.

It's important for the City to coordinate improvements identified in this study with ongoing projects identified in the recent Downtown Master Plan. Coordination will optimize outcomes of each study by leveraging synergies, avoiding duplication of efforts and conflicts, and integrating diverse perspectives. These efforts can lead to more effective solutions that address the needs of the community while minimizing negative impacts. A few key recommendations from The Downtown Master Plan identified along Austin Avenue include:

- Enhance the pedestrian experience of Austin Avenue.
- Traffic signals at 6th Street and 9th Street.
- Optimize and prioritize pedestrian crossing and connectivity through Downtown.
- Consider the application of enhanced lighting, bollards and other street elements to increase pedestrian safety.
- Consider studying existing driveways to improve access management along the corridor.
- Explore public transportation options for moving people to and from the south and eastern portions of Downtown and Blue Hole Park.
- Consider future development of the City-owned Daisy Lot, County Tax Office, and Old County Jail.

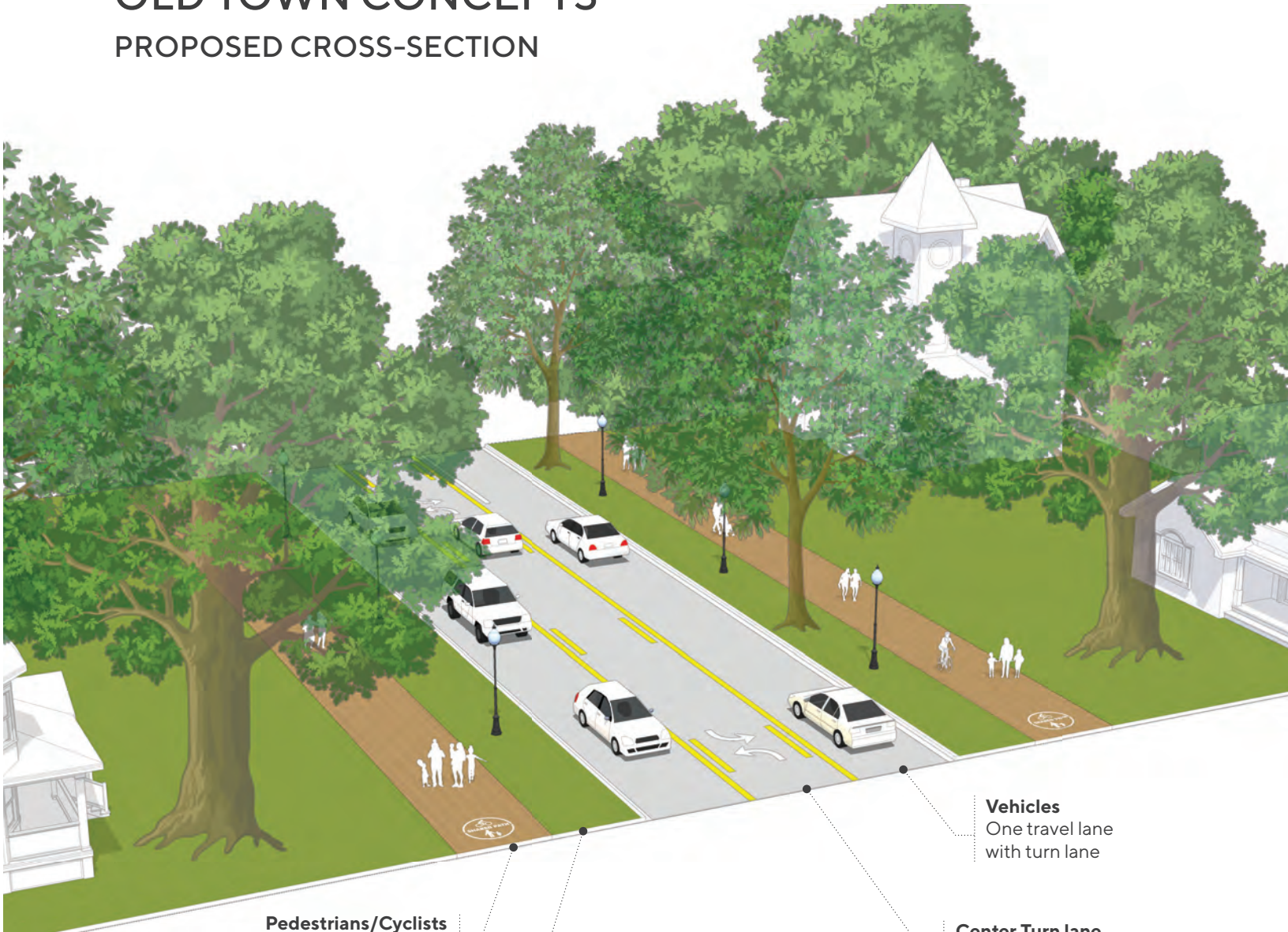


KEY CONCEPT 11 | Address drainage issues between 7th Street and 8th Street.

As described in the corridor-wide improvements, there are several actions that can be undertaken to improve drainage at problematic locations along the Corridor. Stakeholder feedback indicated standing water and poor drainage along Austin Avenue between 7th Street and 8th Street. To identify the most effective solution in this location it is recommended that preliminary engineering analyses be performed.

OLD TOWN CONCEPTS

PROPOSED CROSS-SECTION



Pedestrians/Cyclists
10' shared use path on east and west sides of Austin Avenue

Landscaped Buffer
Street trees, lighting, native plantings

Vehicles
One travel lane with turn lane

Center Turn lane
Paved/brick/landscaped median where appropriate

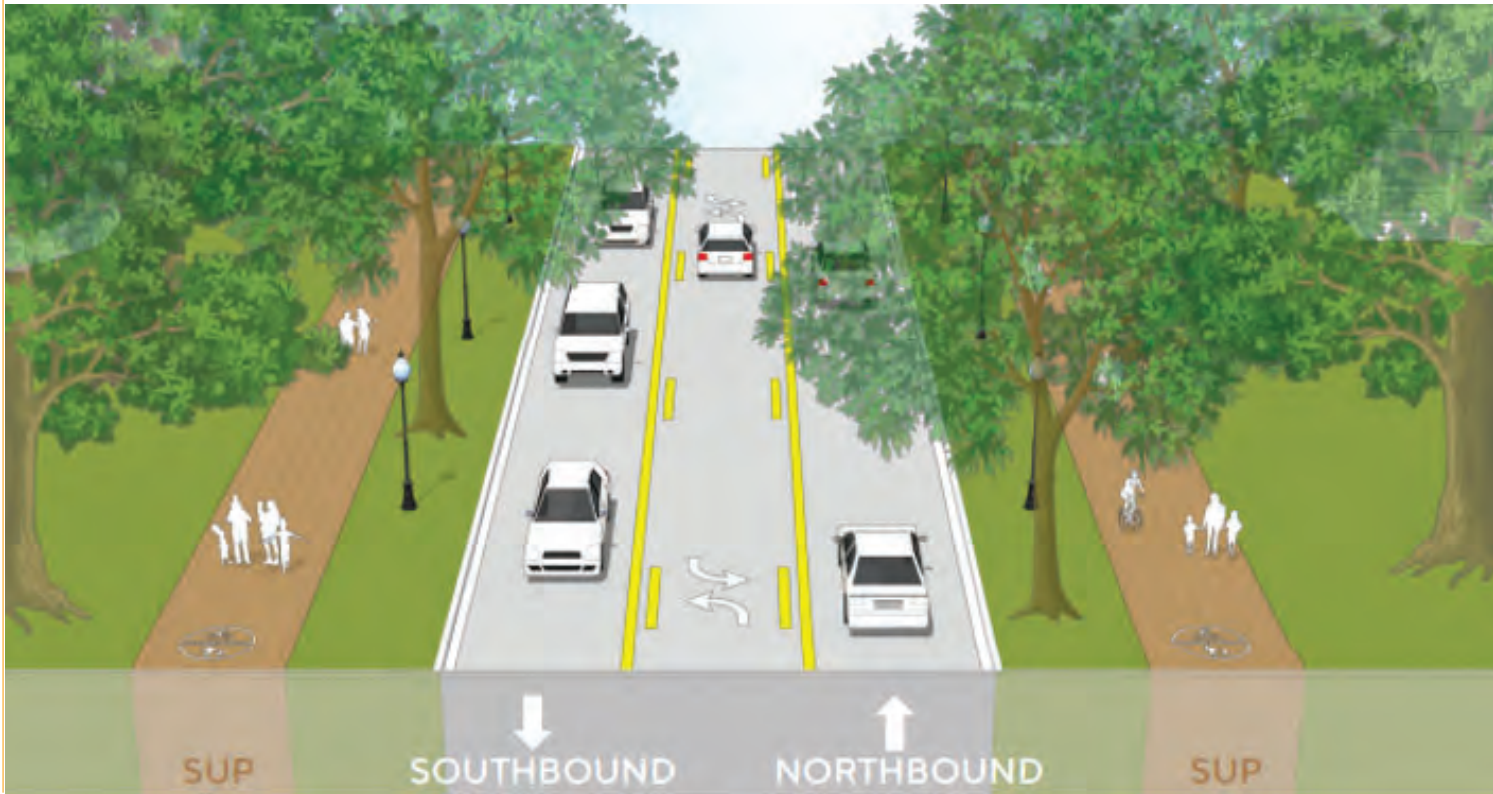
The proposed lane reduction would continue through Old Town with a travel way consisting of one lane in each direction with a center turn-lane. A 10-foot shared use path will parallel the travel way on both sides of the roadway, separated by a landscaped buffer with lighting and trees.

KEY CONCEPTS MAP



KEY CONCEPT 1 | Lane reduction with center turn lane.

Lane reductions from four lanes to three lanes provide many benefits. Passing maneuvers and lane changing are generally not supported by this configuration, helping to reduce speeds. Slower traffic speeds and fewer lanes create a more pedestrian friendly environment. When refuge islands are used, pedestrians can cross one lane of traffic at a time rather than navigating two-way traffic. The addition of left turn lanes has also been shown to reduce the number of crashes compared to a four-lane undivided roadway section.



KEY CONCEPT 2 | Implement speed monitoring and management devices to reduce driver speeds.

Speed monitoring or management devices can raise driver awareness of their own speeds while providing helpful data to the City. It is also recommended the City perform a speed study through Old Town. Other improvements to consider include adding pavement markings noting the speed limit and raised crosswalks at midblock pedestrian crossings.

KEY CONCEPT 3 | Build a bicycle and pedestrian connection to Old Town Park.

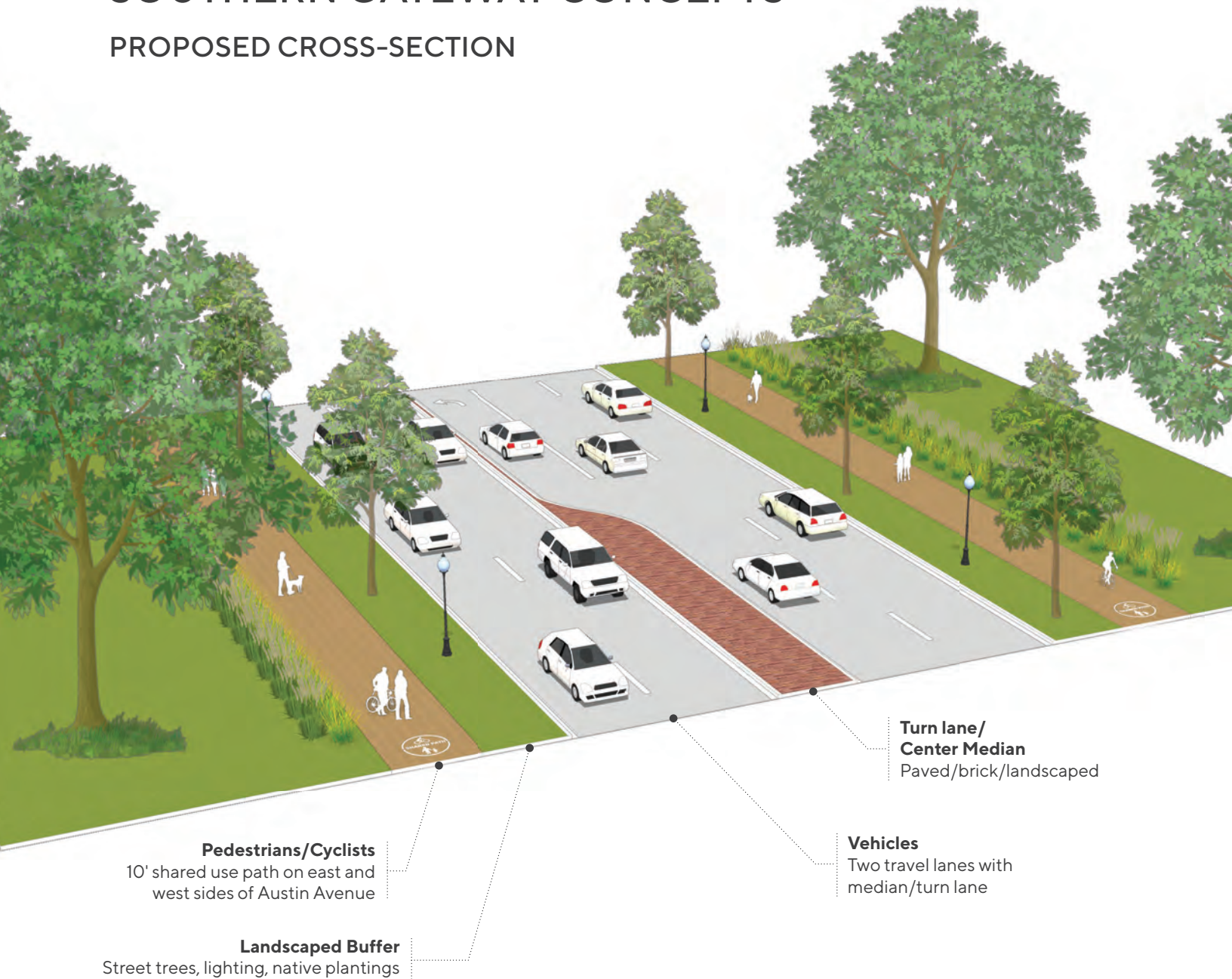
Old Town Park is a 2-acre City owned neighborhood park with approximately 10 parking spaces and recreational amenities. Currently, there are no connections from other trail systems and the existing sidewalk from Austin Avenue is incomplete. It is recommended to build an accessible ADA compliant connection on 16th Street from the proposed shared use path to the primary sidewalk leading to the park's core.

KEY CONCEPT 4 | Dedicated left-turn lanes at 16th, 17th and 18th Streets.

The recommended cross-section through Old Town consists of one travel lane in each direction with a center-turn lane. Dedicated left-turn lanes will be provided at these streets to help maintain safe traffic operations and flow.

SOUTHERN GATEWAY CONCEPTS

PROPOSED CROSS-SECTION



The proposed cross-section for the Southern Gateway subarea maintains two travel lanes in each direction and a raised center median with left-turn breaks. A 10-foot shared use path along both sides of Austin Avenue separated by a landscaped buffer is also proposed for this section.

KEY CONCEPTS MAP



KEY CONCEPT 1 | W. 18th Street tie-in to lane reduction.

Intersection modifications at W. 18th Street will be required as the corridor transitions into and out of the lane reduction through Old Town. The recommendation is to modify geometry to provide one through and one dedicated right-turn lane for the NB approach, and one through and dedicated left-turn lane for the SB approach.

KEY CONCEPT 2 | Expand the network of safe and accessible connections by implementing improvements identified in the Sidewalk Master Plan and shared use path connections.

The Georgetown Sidewalk Master Plan vision "promotes a safe, walkable city which accommodates all users." The Prioritization Plan recommends a sidewalk be constructed along Main Street from West 21st Street to East 18th Street. Connections to Austin Avenue should be provided by constructing eastbound and westbound sidewalks along East 18th, 19th and 20th with a westbound sidewalk on East 21st Street.

KEY CONCEPT 3 | Improve safety and reduce conflicts caused by skewed geometry at Brushy Street and Austin Avenue.

Brushy Street intersects Austin Avenue at a severe skew, causing site distance issues and increasing risk of conflict for maneuvering vehicles. It is recommended to close the entrance to Brushy Street at Austin Avenue and implement a successful placemaking strategy to reclaim the space for future development opportunities.



KEY CONCEPT 4 | Catalytic Site Development at Brushy Street and 21st Street.

Located at the conjunction of the Old Town and Southern Gateway subareas is the site of the Old Monument Cafe and proposed Brushy Street Park. As part of the subarea key concepts, Brushy Street is proposed to terminate at 19th Street. The site is zoned for C-1 Local Commercial and is identified as Community Center land use in the Future Land Use map.

In addition to the Old Monument Cafe site, the adjacent industrial sites were studied as potential catalytic sites. The old factory buildings and silos have potential for adaptive reuse and the associated parking areas have potential for additional commercial buildings.

The Concept Plan envisions Brushy Street as an enhanced corridor for pedestrians and could serve as a shopping street should the site at the southeast corner of Leander Road and Austin Avenue redevelop.



Example Commercial Land Use and Adaptive Reuse





AUSTIN AVENUE NEAR BRUSHY STREET

KEY CONCEPT 5 | Catalytic Site Development at Austin Avenue and Leander Road.

Located along the Southern Gateway subarea, the site is less than one acre in size and currently zoned as RS Residential Single-Family and identified as Community Center land use in the Future Lanx Use map. Redevelopment of the site would require a rezoning. The site has access from both Austin Avenue and Leander Road. With right-of-way between the southern property line and the Austin Avenue and Leander Road intersection, the site has high-visibility with opportunity for placemaking.

The Concept Plan envisions two scenarios or phases for potential redevelopment. In Scenario/Phase 1, the site is developed as a one or two-story Commercial building. In Scenario/Phase 2 the site is consolidated with the adjacent RS zoned parcels as a larger Commercial redevelopment. Scenario/Phase 2 also envisions Brushy Street as an enhanced corridor for pedestrians and could serve as a shopping street when paired with the proposed redevelopment at the former site of Monument Cafe.



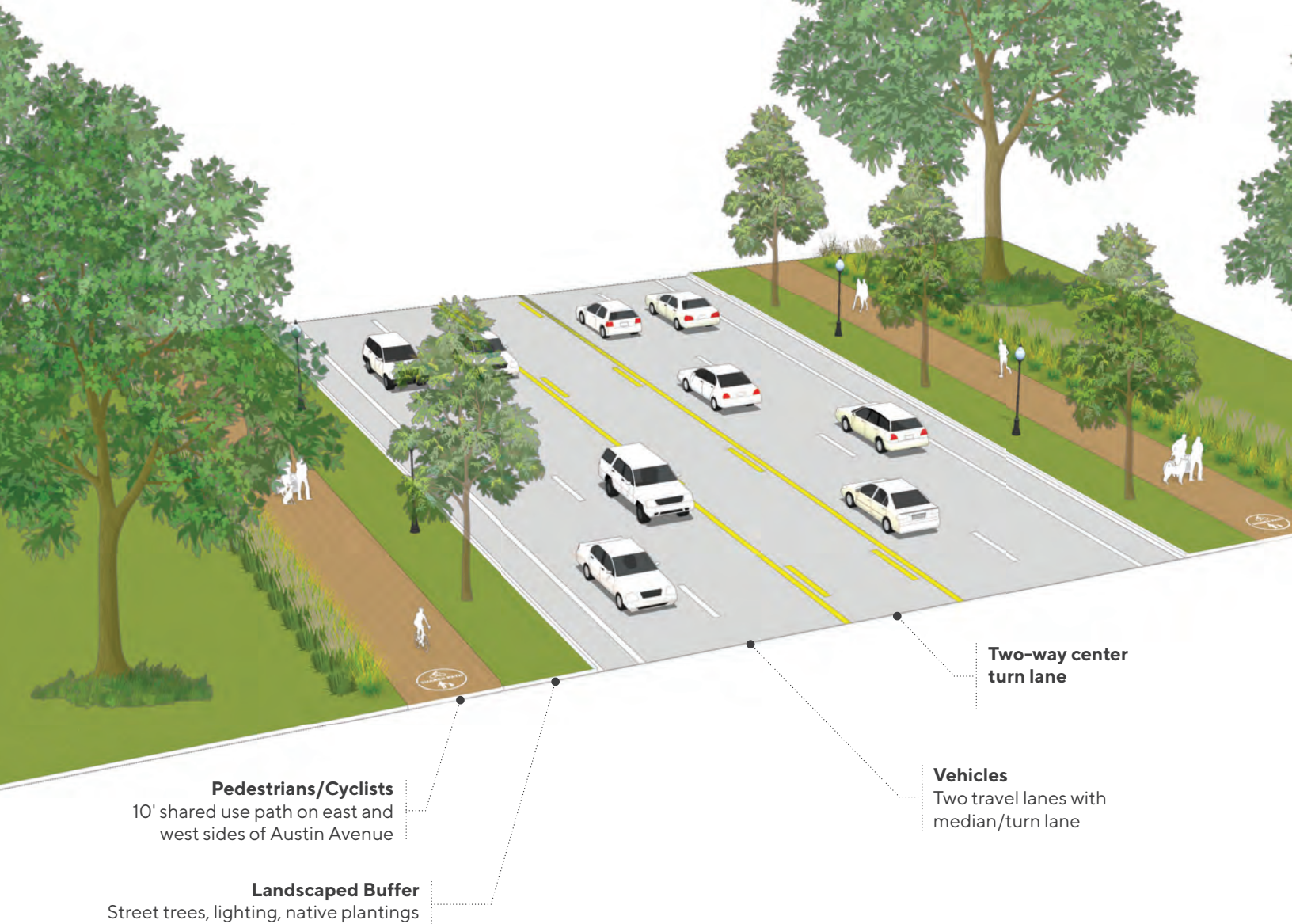


Example Office and Retail Centers



INDUSTRIAL AND INSTITUTIONAL CONCEPTS

PROPOSED CROSS-SECTION



Pedestrians/Cyclists
10' shared use path on east and west sides of Austin Avenue

Landscaped Buffer
Street trees, lighting, native plantings

Two-way center turn lane

Vehicles
Two travel lanes with median/turn lane

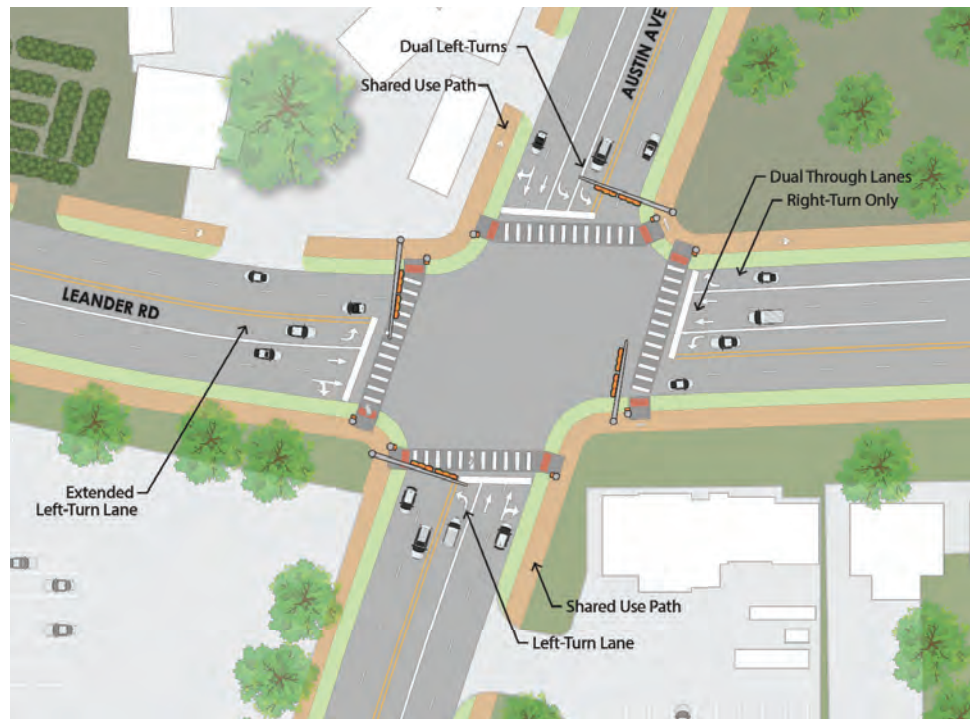
KEY CONCEPTS MAP



The proposed cross-section for the Industrial and Institutional subarea maintains two travel lanes in each direction and a two-way center turn lane. A 10-foot shared use path along both sides of Austin Avenue separated by a landscaped buffer is also proposed for this section.

KEY CONCEPT 1 | Intersection and signal improvements at Leander Road/FM 1460.

Recommended signal updates and intersection modifications include dedicated north and southbound left-turn lanes on Austin Avenue, a westbound right-turn lane, and extending the eastbound left-turn lane. An adjacent TxDOT project will include addition of a northbound left-turn lane. The new configuration of left-turn lanes at all approaches allows for a Dallas permitted/protected left turn signal phase for vehicles. These improvements will help to improve overall traffic operations, as well as improving safety and congestion.



KEY CONCEPT 2 | Access management at 24th Street and Industrial Avenue.

The ingress and egress points of Industrial Avenue and 24th Street often conflict with peak time queuing from Leander Road. This increases risk of conflict and introduces safety issues into the network. Implementing access management strategies or consolidating access of 24th Street and Industrial Avenue to one point is recommended to improve safety at this location.

KEY CONCEPT 3 | CARTS Driveway multimodal connection.

Extending an accessible, ADA compliant connection from the shared use path will enhance multimodal connectivity at the transit center.

KEY CONCEPTS 4 | Intersection improvements at SE Inner Loop.

Recommended improvements include building an eastbound through lane, extending the westbound through lane and retiming signal operations to provide overlap phasing for the southbound right turn. It's also recommended to add pedestrian crossing features on the north and east legs and make connections to existing sidewalks.

KEY CONCEPT 5 | TxDOT turnback analysis and implementation recommendations.

Austin Avenue through the Industrial and Institutional subarea is owned by TxDOT. Improvements along this portion of the corridor will require coordination with

TxDOT for implementation or the use of TxDOT's Turnback Program.

It's recommended that the City continue to evaluate this option to progress improvements identified in this study and future studies. Additional details on the TxDOT Turnback Program can be found in Appendix D.

Next Steps

These corridor-wide and subarea strategies and concepts are proposed to move forward as final recommendations for improvements to Austin Avenue. A toolbox of strategies and treatments that could aid in implementation of these concepts is provided in Appendix D.

Prior to final design, the concepts will need to be further refined through preliminary engineering and design. This could include adjustments to the proposed designs, locations of improvements, or inclusion of other design elements needed to address issues or challenges. Adjustments may also be made should further analysis identify modifications that will optimize benefits of the concepts. Any future adjustments will include public/stakeholder feedback prior to final design and implementation.

The final recommendations build on these preferred concepts and will be further evaluated and prioritized based on the vision, goals, and objectives of the study.







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