

Complete Streets



4. Complete Streets



Complete Streets

Community Input

GNA received significant input from the Survey regarding ideas or suggestions on what the downtown corridors could or should look like in the future. The features and design of these downtown corridors will have a lasting and powerful impact on how people experience Georgetown.

GNA summarized these Survey comments below. All specific comments (names redacted) made by survey participants in “Section 8 - Appendix”.

Corridor Survey – Future Look & Feel of the Downtown Corridors (90 responses)

SUMMARY OF COMMENTS:

Too many suggestions to summarize all of them but one predominant desire is to slow traffic down to a speed that pedestrians can deal with in safety and without fear of their lives. We should regard the need to calm traffic as a design challenge and an opportunity for increased beautification.

Consider Stop signs rather than lights, and traffic circles rather than either. Consider reducing vehicle lanes to add wider sidewalks, bike lanes and planted medians for a strolling, boulevard feel. Use planters to separate pedestrians from bikes and cars.

*Get the heavy traffic re-routed around these roads. Make them undesirable for drivers in a hurry. Enforce speed limits and traffic rules. The test of design **MUST** be increased walkability and attractiveness to pedestrians. Consider pedestrian-only areas, with outdoor amenities.*

Based on these the Survey comments and GNA Interviews, the needs of cars traveling through, not to, central Georgetown, but all modes of transportation.

Research

Building road networks for automobiles alone has left pedestrians without safe sidewalks and street crossings. Complete Street policies address these problems. They provide the planning framework for routinely using transportation investments to create streets intended to serve all users.

4. Complete Streets

Community Vision for University & Austin Ave Downtown Corridors



During Pete Buttigieg's Senate testimony, the newly confirmed Secretary of the U.S. Department of Transportation was clear on his support of Complete Streets approach.

Senator Schatz, a cosponsor of the Complete Streets Act, asked the nominee whether he would *“clarify that the objective [is to] not to always think in terms of widening the aperture through which the maximum number of cars can move at the maximum speed.”* The Senator as said, *“our departments of transportation tend to be the departments of cars”*

“When we were undertaking a Complete Streets approach in the city of South Bend, it meant a lot to us to have moral support from folks in the [U.S.] DOT under Secretary Foxx, who agreed with that vision. I think it's very important that we recognize the importance of roadways where pedestrians, bicycles, vehicles in any other mode can coexist peacefully. That Complete Streets vision will continue to enjoy support from me, if confirmed.”



In answering a question from Sen. Klobuchar, he continued his support stating:

“I think often we've had an auto-centric view that has forgotten, historically, about all of the other different modes. We want to make sure anytime we're doing a street design that it enables cars, and bicycles, and pedestrians and any other modes — and businesses — to co-exist in a positive way, and we should be putting funding behind that.”

As Mayor of South Bend, Indiana (2019 population of 102,037, just slightly larger than Georgetown), Secretary Buttigieg passed a comprehensive Complete Streets policy that states: *“Complete Streets shall mean streets that are designed and operated to enable safe access for all users, in that motorists, freight providers, pedestrians, bicyclists, users of public transportation, users of all ages and abilities (including children, the elderly, and the disabled), emergency responders, and*

4. Complete Streets



adjacent land users are accommodated and are able to safely move along and across a street.”

A Complete Street, as defined by the National Complete Streets Coalition is a street where the entire right-of-way (streets, sidewalks, etc.) is planned, designed, and operated for all modes of transportation and all users, regardless of age or ability. This results in a well-balanced transportation system that would provide mobility, support livability, and spur economic development objectives.

A typical Complete Street contains accessible sidewalks with frequent and safe crossing opportunities, defined pedestrian and bicycles spaces including bicycle parking, street trees and benches, pedestrian scaled lighting and accessible pedestrian signals, median refuges, landscaped curb extensions, roundabouts and on-street parking.

Pedestrians, bicyclists and motorists of all ages and abilities should be able to safely cross the street, walk to shops, board a bus and bicycle to work. The development of a Complete Street can usually be developed within the existing right of way.

As described by the NCSC, there is no one design for a Complete Street – each one is unique and responds to its community context. In Sun City, for example, a Complete Street would look different than one for University or Austin Avenues, but both are designed with the same principles in mind – to balance safety and convenience for everyone using the road.

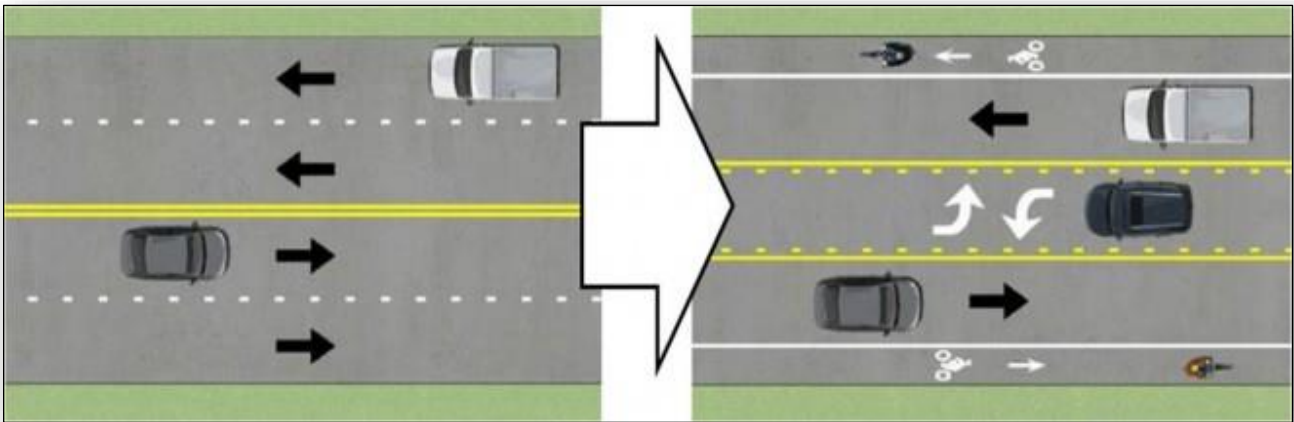
In 2014, the City of Austin adopted a Complete Street policy which states, “*City streets are public spaces where the shared life of our city occurs. They need to be safe, comfortable, and convenient for everyone.*”

Research – Complete Streets Mobility Tools

During GNA’s research, several proven mobility tools were identified that can empower cities to create Complete Streets from existing roadways. The most effective tool was the road design concept known as Road Diets or Road Rightsizing.

Road Diet (Rightsizing). A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane.

4. Complete Streets

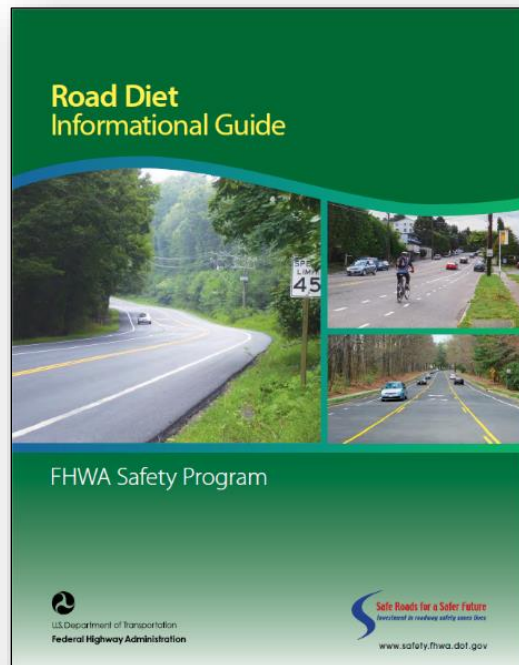


This approach offers several high-value improvements at a low cost when applied to traditional four-lane undivided roads. In addition to low cost, the primary benefits of a Road Diet include enhanced safety, mobility and access for all road users and a Complete Street environment to accommodate a variety of transportation modes.

The Federal Highway Administration (FHWA) has deemed Road Diets a proven safety countermeasure and promotes them as a safety-focused design alternative to a traditional four-lane, undivided roadway. Road Diet-related crash modification factors are also available for use in safety countermeasure benefit-cost analysis.

According to the FHWA, additional benefits of Road Diet installations may include:

- An overall crash reduction of 19 to 47 percent.
- Reduction of rear-end and left turn crashes due to the dedicated left turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Traffic calming and more consistent speeds.
- A more community-focused, Complete Street environment that better accommodates the needs of all road users.



4. Complete Streets

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When a Road Diet is planned in conjunction with reconstruction or simple overlay projects, the safety and operational benefits are achieved essentially for the cost of restriping. A Road Diet is a low-cost solution that addresses safety concerns and benefits all road users, particularly in cases where only pavement marking modifications are required.

The FHWA has produced a series of brochures [See Section 7. Attachments] on the benefits and myths of Road Diets.

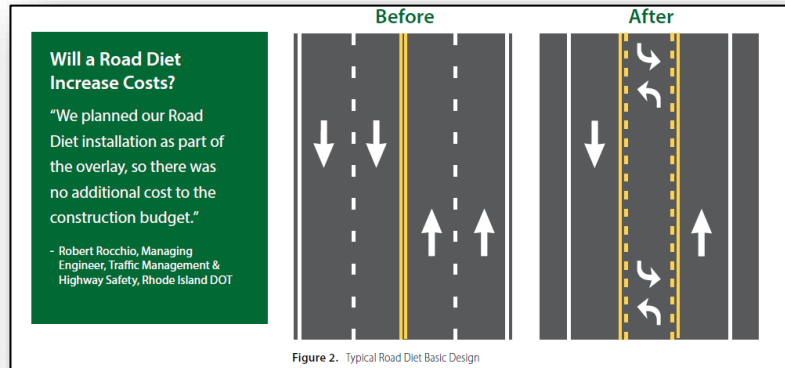


Figure 2. Typical Road Diet Basic Design

Here are 2 of the most common “Myths” about Road Diets:

Myth: A Road Diet may divert traffic from the area, affecting economic growth.

This is false. A Road Diet can drastically improve a corridor's quality of life and the appeal or “livability” of an area. Livability is a term used to describe the tie between the quality and location of transportation facilities to broader opportunities such as access to jobs, affordable housing, and safer streets, which all promote economic development. For the majority of Road Diets, the Average Daily Traffic (ADT) remains constant.

Myth: If you remove a travel lane, then traffic will backup.

This is false. Road Diets typically do not adversely affect travel times within a corridor; rather, clearing clogged travel lanes of left-turning traffic actually improves operations.

4. Complete Streets

Community Vision for University & Austin Ave Downtown Corridors



For example, when a corridor has numerous access points (driveways), the majority of through traffic tends to utilize the outside travel lanes to avoid being delayed by left turning vehicles slowing and stopping in the inside travel lanes. These four-lane corridors essentially behave like a three-lane road (see left figure). As such, when these four-lane corridors are converted to a three-lane section, they are unlikely to increase congestion.

Based on FHWA studies, Road Diets have successfully benefited thousands of communities nationwide and their research shows they can positively impact business sales and property values.

For local businesses, a Road Diet can improve economic vitality by changing the corridor from a place that people “drive-through” to one that they “drive-to.”

Replacing vehicle travel lanes with on street parking options, walking areas, landscaping and bicycle lanes can make the street a more attractive “park once” area. With these improved facilities, a motorist is more likely to park, walk around, visit restaurants or shops, and enjoy the setting, benefiting the economy and public safety of the neighborhood.

Left-turning vehicles, delivery trucks, police enforcement and stranded vehicles can move into a center lane, which eliminates double-parking and reduces crash risks.



4. Complete Streets

Community Vision for University & Austin Ave Downtown Corridors



A Road Diet on a street through a commercial district can transform the area into an urban village that becomes a magnet for attracting new shoppers to local stores and restaurants.

LESS THAN 10,000 ADT	10,000 – 15,000 ADT	15,000 – 20,000 ADT
<i>Great candidate for Road Diets in most instances. Capacity will most likely not be affected.</i>	<i>Good candidate for Road Diets in many instances. Agencies should conduct intersection analysis and consider signal retiming to determine any effect on capacity.</i>	<i>Good candidate for Road Diets in some instances. Agencies should conduct a corridor analysis. Capacity may be affected at this volume depending on the "before" condition.</i>

FHWA and several other transportation agencies have developed guidelines for selecting locations that would be good candidates for Road Diets and would have a minimal or positive impact on vehicle capacity. These volume guidelines for four-lane undivided roadways are summarized below.

The American Association of Retired Persons or **AARP** has also endorsed the use of Road Diets as part of their Livability Fact Sheet program.

According to the AARP brochure, *“When done properly, a road diet improves the performance and efficiency of the street and makes it safer for all users. At the same time, motorists experience a shorter delay while waiting at traffic lights and other crossings.*

A road diet can help a neighborhood become a more desirable place to live, work and shop, which in turn can be a boost to businesses and property values. Wider sidewalks lined by trees and dotted with benches,

Road Diets | A LIVABILITY FACT SHEET

Most drivers base their travel speed on what feels comfortable given the street design. The wider the road, the faster people tend to drive and, the faster the car, the more severe the injuries resulting from a crash.¹

Research suggests that injuries from vehicle crashes rise as the width of a road increases.

To protect both pedestrians and drivers, many communities are putting their roads on “diets” by reducing street widths and vehicle lanes. The gained space is being reallocated toward other ways of getting around — such as walking, bicycling and public transit.

The most common road diet involves converting an undivided four-lane road into three vehicle lanes (one lane in each direction and a center two-way left-turn lane).² The remaining fourth lane space can be used to create such features as bicycle lanes, pedestrian crossing islands, bus stops, sidewalks and on-street parking.³

Road diets work best on streets that have daily traffic volumes of 8,000 to 20,000 vehicles. When done properly, a road diet improves the performance and efficiency of the street and makes it safer for all users.


For instance, by enabling pedestrians to cross only one lane of traffic at a time — rather than up to four or more lanes — a road diet reduces the risk of crashes and serious injuries. At the same time, motorists experience a shorter delay while waiting at traffic lights and other crossings.⁴

A road diet can help a neighborhood become a more desirable place to live, work and shop, which in turn can be a boost to businesses and property values.

Wider sidewalks lined by trees and dotted with benches, bicycle racks, streetlights and other useful additions help create a lively, attractive streetscape.

Bike lanes, on-street vehicle parking, curb extensions and “parklets” (tiny parks created from former parking spots) can be used to provide a buffer between people who are walking and motor vehicles on the move.

By enabling pedestrians to cross only one lane of traffic at a time — rather than up to four or more lanes — a road diet reduces the risk of crashes and serious injuries.



In addition to making East Boulevard in Charlotte, N.C., more attractive, a road diet reduced travel speeds, bicycle and pedestrian injury rates and the number of rear-end and left-turn collisions. Photo courtesy of Charlotte

AARP
Real Possibilities

Walkable and Livable
Communities Institute

4. Complete Streets

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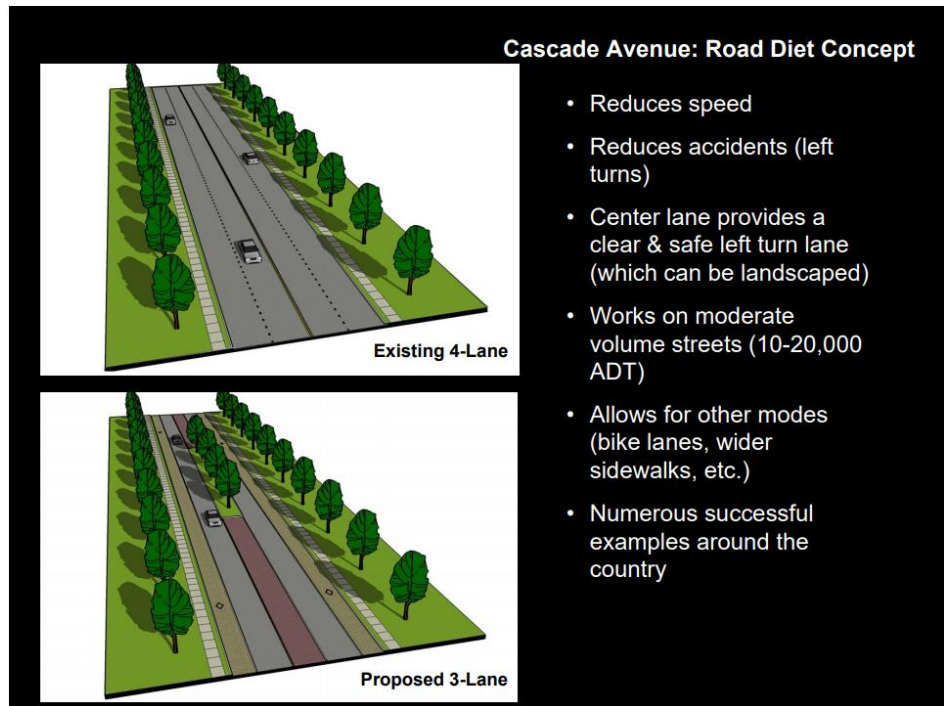


bicycle racks, streetlights and other useful additions help create a lively, attractive streetscape."

There are numerous reports and case studies on the benefits and outcomes of the installation of a Road Diet. GNA has highlighted 2 case studies below that are similar in scope and appearance to Georgetown's University and Austin Avenue Corridors.

Cascade Corridor Redevelopment, Atlanta, GA Case Study. Cascade Avenue is in the Westview neighborhood in Southwest Atlanta. In 2006, the City of Atlanta approved an overall redevelopment plan that included a Road Diet for Cascade Avenue. A copy of the Cascade Corridor Redevelopment Plan is in Section 7 – Attachments.

Based on significant public input throughout the planning process including stakeholder meetings and interviews, advisory committee meetings, and public presentations, an overall vision statement and set of goals were created to capture the desired character and vision for the corridor.



A Cascade Avenue Vision Statement:

Strengthen Cascade Avenue as “a Neighborhood Avenue” that serves as the front door to the area’s homes, schools, churches, and parks. Revitalize Cascade Avenue’s neighborhood commercial nodes to better serve the community’s needs.

4. Complete Streets

Community Vision for University & Austin Ave Downtown Corridors

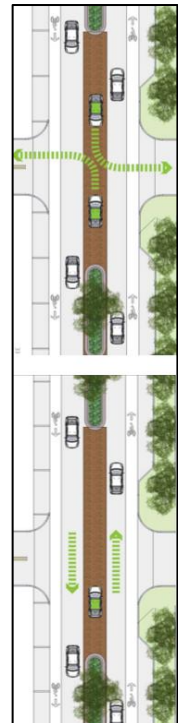
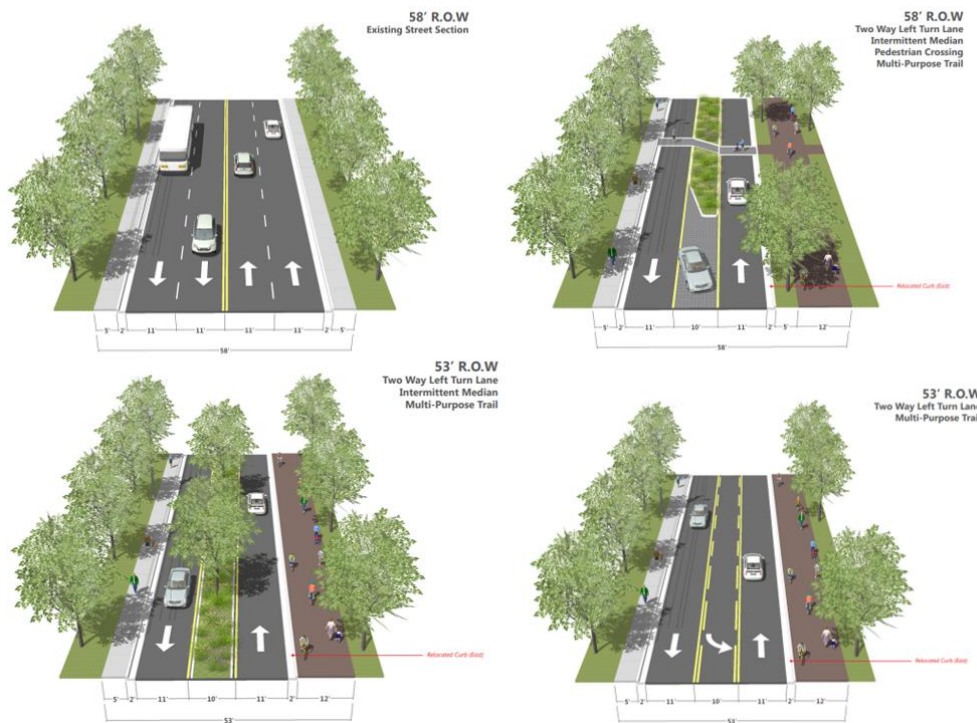
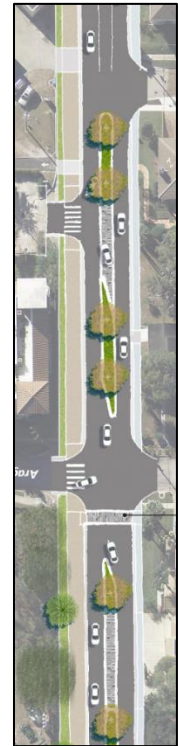


Denning Drive, Winter Park FL. Case Study. Winter Park is a bedroom community surrounded by Orlando, FL. In 2018, the Winter Park City Council funded the installation of a 1-mile Road Diet for Denning Drive, starting from Webster Ave and continuing to Orange Ave. through heavy retail, commercial and residential (multi-family and single family) districts that are similar in length and use to University and Austin Avenues in Georgetown.

The diet required that the number of lanes on Denning Drive be reduced from four (two in each direction) to three (one in each direction with a center turn lane). The controlled left-turn lanes at major intersections effectively managed traffic flow, while maintaining vehicle travel times.

The final design included planted medians, a multi-use trail on the east side for bikes and pedestrians, intersection and crosswalk improvements, mid-block crossings, and street trees.

Here are several street sections from the Denning Drive Road Diet that visually describes the before and after plans approved by the City of Winter Park.



4. Complete Streets



Pedestrian Refuge Island. A Refuge Island is a median with a “refuge area” that is intended to help protect pedestrians crossing a multilane road. A Refuge Island should be considered as a supplement to the crosswalk.

A Road Diet that converts an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center median lane for two-way left turns creates a median area between the left turn lanes. This median area allows for the installation of a Pedestrian Refuge Island.



The presence of a Refuge Island allows pedestrians to focus on one direction of traffic at a time as they cross and provides space to wait for an adequate gap in oncoming traffic before finishing the second phase of a crossing.

It can be hard curbed island raised from the street and sometimes landscaped, or it can simply be marked space in the road

that separates traffic beyond a double yellow line.



Refuge Island Benefits

- By simplifying crossings, allows pedestrians to more comfortably cross streets.
- Provides a protected space for pedestrians to wait for a gap in traffic.
- On two-way streets allows pedestrians to cross one lane at a time.
- Reduces the overall crossing length and exposure to vehicle traffic for a bicyclist or pedestrian.

4. Complete Streets



Research – Existing Traffic Impact on Secondary Residential Streets

During GNA's Interviews, numerous participants brought up increased traffic on 3 residential streets that are located within the University and Austin Avenue Corridors. These streets have become major thoroughfares for fast car and truck traffic travelling through their residential neighborhoods to other parts of town.

College Street North of University Avenue. College Street is a residential street with elderly homeowners and families with young children. College Street has become a busy roadway for traffic that passes through the neighborhood.

The new GUSD headquarters' parking lots use College Street for ingress and egress. Automobile traffic is now using College Street as a shortcut to other parts of town, especially the recreational facilities in and around San Gabriel Park. A major problem appears to be the number and speed of trash trucks coming and going from the Trash Disposal facility on W L Walden Drive.

The increased the volume and speed of traffic driving on College Street has become a problem for neighbors.

2nd Street East of Austin Avenue. 2nd Street is a residential street on the north edge of Old Town. Now that the City rebuilt 2nd Street from Austin Avenue to College Streets, traffic volume and speed has significantly increased. This increase appears to be due to drivers using 2nd Street as an Austin Avenue short cut to the recreational fields and University Avenue.

Railroad Avenue South of University Avenue. Railroad Avenue is mainly a residential street that has become a short cut for traffic travelling between University Avenue and Leander Road, increasing the volume and speed on the road.

Mitigation Options. Again, due to the number of Interview participants that brought up these traffic problems on secondary residential streets, GNA has researched options to help mitigate the speed and volume of added cut-through traffic on these neighborhood streets.

Based on GNA research, the most effective option is known as "traffic calming". The FHWA and Institute of Transportation Engineers (ITE) has developed the following definition for traffic calming:

4. Complete Streets



“The primary purpose of traffic calming is to support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network. Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects.”

There are several traffic calming measures that cities have successfully used to manage vehicle speeds and cut-through traffic on residential streets. Generally, traffic calming involves the use of various geometric features designed to either reduce vehicle speeds or discourage cut-through traffic in residential neighborhoods.

GNA found several effective traffic calming measures that were identified during our research and found to have merit.

Speed Cushions. Speed cushions are like speed humps but have wheel cut-out openings to allow large vehicles to pass unaffected while reducing car speeds. The cushions are installed as a series of small speed humps across the road width with room between them for the wider wheelbase.

The speed cushions slow cars down to between 15 and 20 mph as they ride over them. However, the wider axle of emergency vehicles such as fire trucks and ambulances allow them to straddle the cushions, driving over them without slowing down.

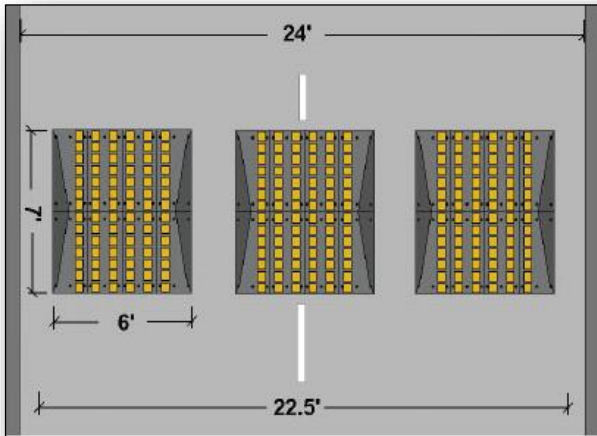


The cushion is exactly 6-feet across. This is the minimum track width of any standard emergency vehicle and will allow any fire, ambulance, or other first responder to

4. Complete Streets



clear without contact. Typically, 3" high, speed cushions are an innovative solution that can help slow speeders and protect your roads without slowing emergency vehicles.



Speed cushions are usually placed at mid-block and produce less noise than speed humps for emergency or other large vehicles. They are more accommodating for bicyclists than speed humps, as bicyclists can utilize the openings to traverse the device.

FHWA and ITE data indicate an average reduction in operating speeds of 5 - 7 mph.

Neighborhood Traffic Circle. These Circles are small raised circular islands constructed in the center of residential street intersections. They reduce vehicle speeds by forcing motorists to maneuver around them and are sometimes used instead of Stop signs. They are an intersection improvement as well as a traffic calming device. Their objective is to reduce motor vehicle speeds, manage traffic, and improve safety at intersections in residential areas.

Neighborhood Traffic Circle advantages:

- Can significantly reduce travel speeds.
- Promote a more consistent rate of travel on streets that encourages pedestrian and bicycle usage.
- Can have a positive aesthetic value and enhance the quality of the streetscape through landscaping and other enhancements.
- Provide an opportunity for community activity in residential areas, with citizens installing and maintaining plantings or other enhancements.



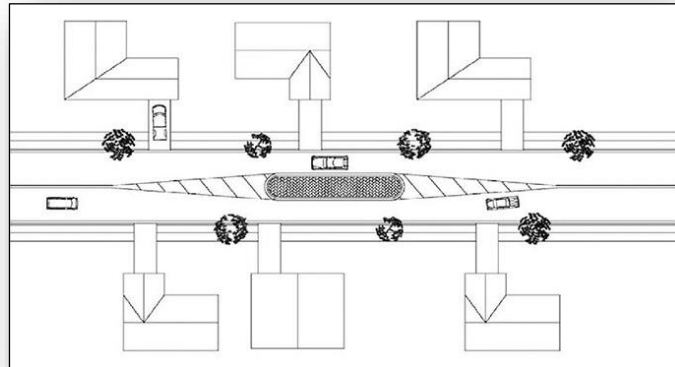
4. Complete Streets



Shrubs or trees in the circle increases the traffic calming effect and beautify the street. A circle on a residential street is intended to keep speeds to a minimum. Provide approximately 15 feet of clearance from the corner to the widest point on the circle. The circles can be curbed with landscaping as mentioned above or just raised rubber islands for a low-cost solution.

Median Island. A Median Island involves placement of a raised island in the middle of the roadway in order to narrow the vehicle travel lanes. The visual appearance of narrowed lanes encourages a motorist to slow.

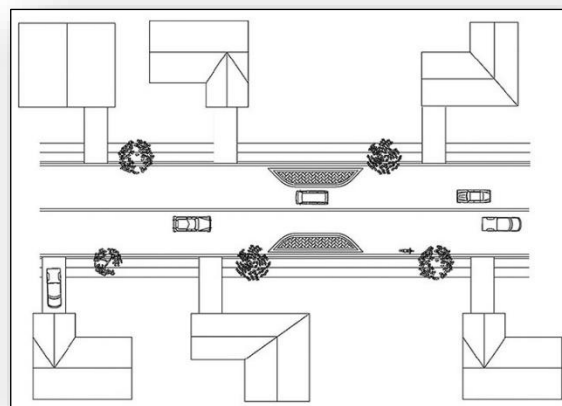
This device is generally located at mid-block but can also serve as a gateway treatment when located at the entrance to a community.



A Median Island may simply be a painted area that is designated for non-automobile use, though a median island is more effective when it is defined by a raised curb and landscaped to further reduce the open feel of a street. Median Islands often incorporate textured pavement on the island itself, particularly for a median island without a raised concrete curb.

Choker. Chokers are curb extensions that narrow a street by widening the sidewalks or planting strips, effectively creating a pinch point along the street. They are constructed at mid-block or as a curb extension to reduce the width of the road while allowing emergency vehicles to pass unimpeded.

A Choker reduces cut-through traffic and provides protection for on-street parking which increases safety for pedestrians as well as vehicles when entering and exiting driveways. Landscaping on a choker can make this traffic calming feature attractive and can make it more visible to the motorist. Chokers



4. Complete Streets

Community Vision for University & Austin Ave Downtown Corridors



can also be used at intersections, creating a gateway effect when entering a street.

Chicane. Chicanes are a series of curb extensions that alternate from one side of the street to the other forming S-shaped curves on a straight section of street. They require drivers to slow down in order to negotiate the curved section.



This device can reduce vehicular speeds since drivers have to weave through the extensions particularly at mid-block locations. By adding landscaping, they green and beautify the streetscape with trees and/or vegetation and make it more visible to drivers.

For a lower cost solution, chicanes can use roadway markings to delineate a curving travel lane, with rubber speed bumps placed at curves to discourage vehicles from driving over markings.

Chicanes can reduce vehicle speeds inside the measures by 5 to 13 mph and may reduce traffic volumes by as much as 20 percent.

[Research – Local Roadway Infrastructure Projects](#)

There are several transportation infrastructure projects planned by the City of Georgetown and Williamson County that will impact current traffic congestion on University Avenue.

Most of these roadway projects have been under construction for years and some projects are still in the planning stages awaiting funding.

4. Complete Streets



East University Avenue Expansion Project (2015 Bond)

With the passage of the City's 2015 Road Bond, the East University Avenue Expansion project was approved for design. The project, if completed, would widen University Avenue from 2 lanes to 4 lanes from Haven Land (east of Hutto Road) to State Highway 130 (Toll Road).



GNA feels that the widening of University Avenue to 4 lanes from the Inner Loop to Haven Lane would increase traffic on University Avenue through downtown and create a major highway further dividing Georgetown's Old Town.

State Highway 29 Bypass Plan

As mentioned in Section 1 in this report, the City and County have been planning a bypass of Georgetown along State Highway 29 (University Avenue). This bypass will connect the Inner Loop to the new Southwest Bypass.

The completion of this State Highway 29 Bypass is critical to reduce the traffic load congesting University Avenue. Once completed, commercial traffic traveling through Georgetown on University Avenue will be able to be diverted south of the City and tie back into State Highway 29 approximately a mile west of D.B. Wood Road.

As you can see from the map below, the finished Southwest Bypass/Inner Loop will go from the intersection of University Avenue and Inner Loop in the east to the

4. Complete Streets

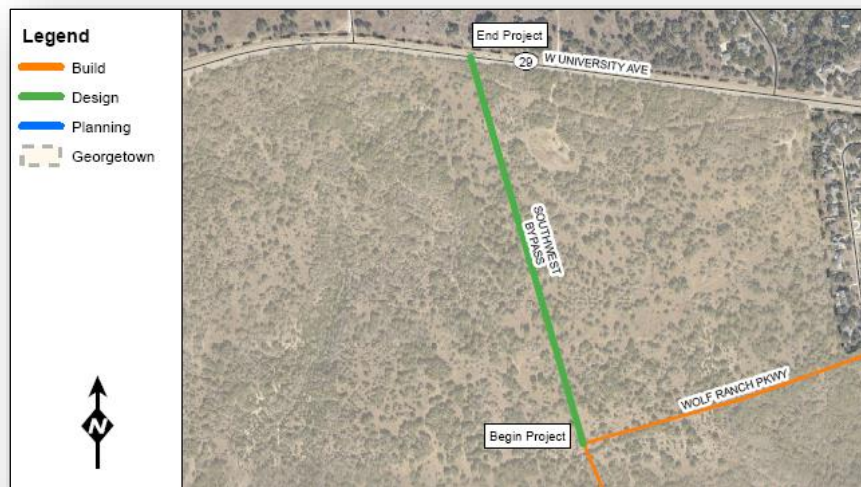
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intersection of the planned Southwest Bypass Extension and University Avenue on the west side of Georgetown.



There is one remaining section (Southwest Bypass Extension) that is needed to be completed to finish the Bypass. That remaining section (see the map below) of the Bypass is approximately 3,000 feet in length and is located on the west side of town between the last completed section of Wolf Ranch Parkway and Highway 29.

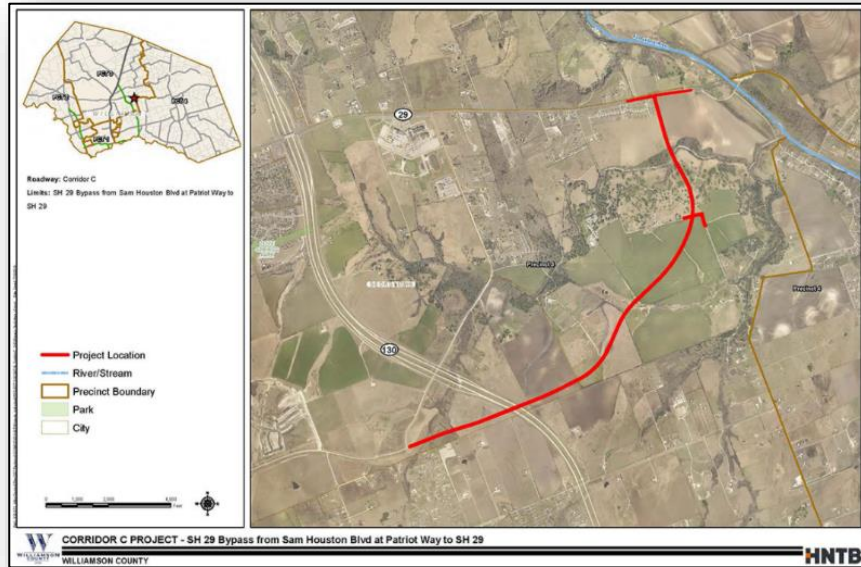


4. Complete Streets

Community Vision for University & Austin Ave Downtown Corridors



In addition to the currently planned Highway 29 Bypass described above, the County is working on another Highway 29 bypass east of Georgetown. This project known as Southwest Inner Loop Extension (Corridor C) and is located between Sam Houston Avenue at Patriot Way and State Highway 29.



4. Complete Streets



Complete Streets Recommendations

GNA Recommendation #4.1. – Complete Street Policy

As mentioned above, Secretary Pete Buttigieg, U.S. Department of Transportation, stated in his recent Senate testimony that he strongly supports Complete Street policies: *“I think it’s very important that we recognize the importance of roadways where pedestrians, bicycles, vehicles in any other mode can coexist peacefully. That Complete Streets vision will continue to enjoy support from me, if confirmed.”*

According to Smart Growth America, a total of 1,477 US communities had already adopted Complete Streets policies as of the end of 2018, making a *“clear, public statement that moving people, not just vehicles, is the priority of their transportation networks”*. Complete streets policies address these problems. They provide the planning and political framework for a new paradigm of routinely using transportation investments to create streets intended to serve all users.

GNA recommends the City of Georgetown consider developing a Complete Street policy to be the driver in all future transportation projects.

GNA Recommendation #4.2. – University Avenue.

GNA has 2 short-term and 1 long-term recommendations for University Avenue.

1. **East University Reconstruction Project (Short Term).** Part of the 2015 Road Bond was funding for construction ready plans for the widening from the existing 2 lanes to 4 lanes of East University between Haven Lane to State Highway 130 (Toll Road).

GNA recommends that the City only consider the widening of East University from the Inner Loop to State Highway 130. This approach would force



4. Complete Streets



heavy west bound traffic to use the Inner Loop/Southwest By-Pass as they travel through Georgetown.

- 2. Rightsizing University Avenue (Short Term).** According to the City of Georgetown, University Avenue between Scenic Drive and Southwestern Boulevard has an Average Daily Traffic (ADT) count below the Federal Highway Administration’s guideline of 20,000 ADT for selecting locations that would be good candidates for Road Diets, which would have a minimal or positive impact on vehicle capacity.

According to the City, here are the latest TxDOT-supplied ADT counts for different locations along University Avenue between 2008 and 2019. The ADT counts between Scenic Drive and IH-35 (outside of the scope of this report) were above the FHWA Road Diet of 20,000 ADT and should not be included in a Road Diet.

Location	2008	2010	2014	2019**
East of IH-35 (just west of Scenic Loop)	23,000	22,000	21,200	23,100
West of Austin Avenue	16,900	16,100	16,000	17,700
East of Austin Avenue	15,500	14,900	13,900	16,000
East of Maple	12,300	14,400	13,100	15,900
East of Southwestern	11,000	12,000	11,700	13,100

** TxDOT District Traffic Counts are published typically a 1-2 years after the counts are taken

GNA recommends, based on these ADT counts and FHWA guidelines, that the City implement a Road Diet on University Avenue from Southwestern Boulevard to Scenic Drive. This would reduce University Avenue’s 4 lanes (2 lanes in each direct) to 3 lanes (1 lane in each direct and 1 dedicated left-turn lane). GNA feels this approach would still have a minimal or



4. Complete Streets

Community Vision for University & Austin Ave Downtown Corridors

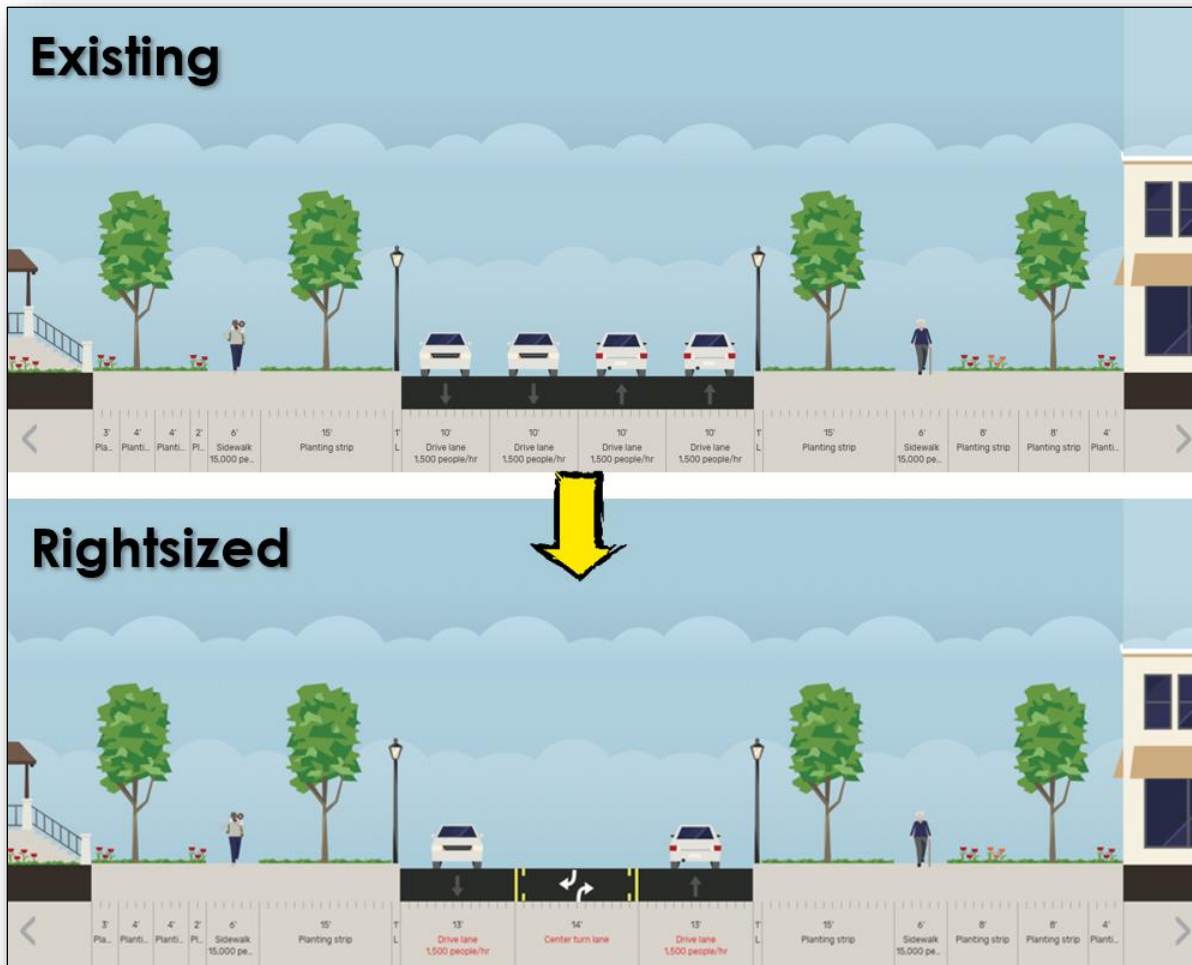


possibly positive impact on vehicle capacity, while enhancing pedestrian safety and becoming a more Complete Street as discussed earlier in this Section.

GNA recognizes that this recommendation is a major shift for the City and further recommends that the University Avenue Road Diet be done at the next planned resurfacing of the avenue and that the dedicated left-turn median be painted to minimize the cost to the City.

Based on the City supplied curb-to-curb widths for University Avenue, GNA has plotted out what the proposed road sections would like at between Ash and Elm Streets and 8th Streets (looking east at 1st Methodist Church) and then between Timber/MLK and Hart Streets (looking east).

University Avenue Road Diet between Ash and Elm Streets

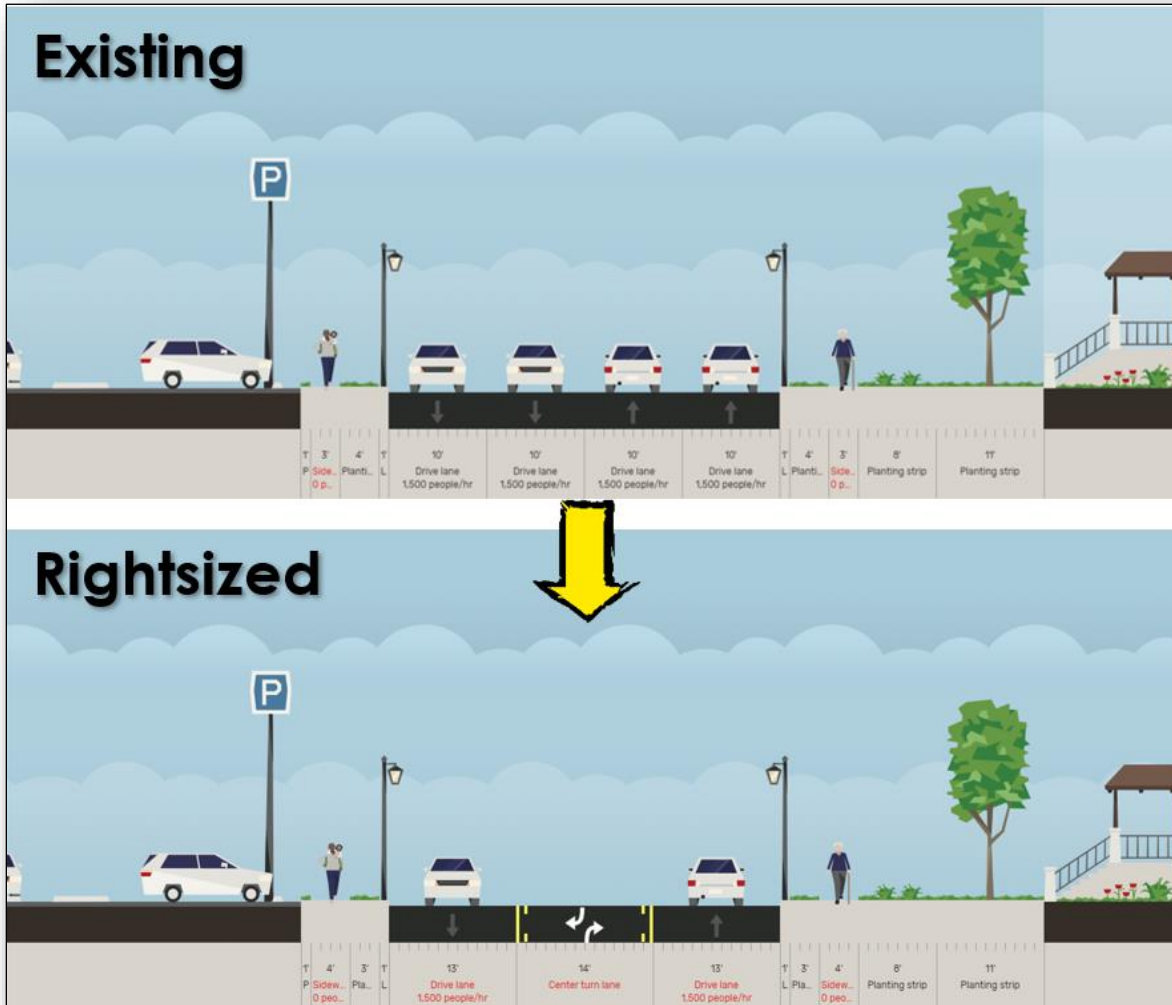


4. Complete Streets

Community Vision for University & Austin Ave Downtown Corridors



University Avenue Road Diet between Timber/MLK and Hart Streets



- 3. Rightsizing University Avenue (Long Term).** If the Rightsizing University Avenue (Short Term) project above is successful, GNA recommends at some point in the future the City make the Rightsizing (Short Term) project more permanent between Southwestern Boulevard and Main Streets and replace the painted dedicated center turn lane with raised curb medians between the dedicated left-turn areas.

GNA recommends as part of this Rightsizing (Long Term) project that the City reduce the 42-foot curb-to-curb street width to 37 feet by relocating the northside curb line. That 5-foot reduction in street width would then be added

4. Complete Streets

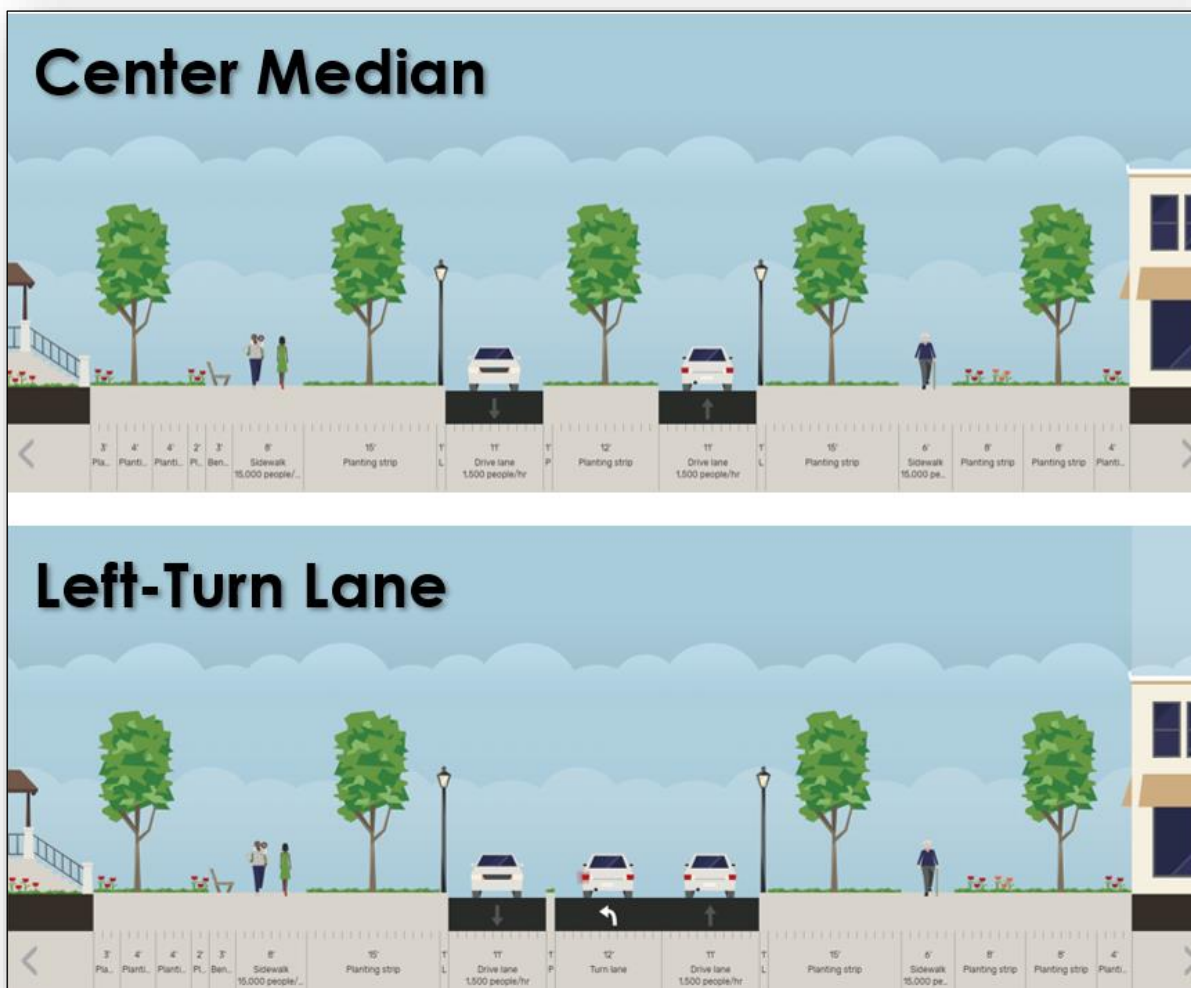
Community Vision for University & Austin Ave Downtown Corridors



to the existing sidewalk to create a new 11 foot wide Shared Use Path, including space for benches, walkers, runners and bikers.

GNA recommends that the new curbed medians (between the dedicated left-turn lanes) be landscaped with trees and other vegetation to enhance the Avenue as a true Complete Street.

GNA has plotted out what the proposed road sections would look like between Ash and Elm Streets and 8th Streets (looking east at 1st Methodist Church)



4. Complete Streets



GNA Recommendation #4.3. – Austin Avenue.

GNA recommends that the City consider 1 short-term and 1 long-term recommendations for Austin Avenue.

1. **Rightsizing Austin Avenue (Short Term).** According to the City of Georgetown, Austin Avenue between 2nd Street and 18th Street has an Average Daily Traffic (ADT) count below the Federal Highway Administration's guideline of 20,000 ADT for selecting locations that would be good candidates for Road Diets and would have a minimal or positive impact on vehicle capacity.

According to the City, here are the ADT counts for different locations on Austin Avenue during the June-July 2020 time period.

Austin Ave @ 2 nd Street	12,900
Austin Ave @ 5 th Street	13,500
Austin Ave @ 9 th Street	10,400
Austin Ave @ 11 th Street	10,800
Austin Ave @ 16 th Street	8,500

GNA would like to point out that these ADT counts are pre-COVID-19 and are probably lower than the average ADT counts before the COVID-19 pandemic occurred. The latest GNA figures show an ADT count of 15,400 on Austin Avenue at 2nd Street on August 20, 2020.

GNA recommends, based on these ADT counts and FHWA guidelines, that the City implement a Road Diet on Austin Avenue from 2nd Street to 18th Street. This would reduce Austin Avenue's 4 lanes (2 lanes in each direction) to 3 lanes (1 lane in each direction and 1 dedicated left-turn lane). GNA feels this approach would still have a minimal or possibly positive impact on vehicle capacity, while enhancing pedestrian safety and becoming a more Complete Street as discussed earlier in this Section.



4. Complete Streets

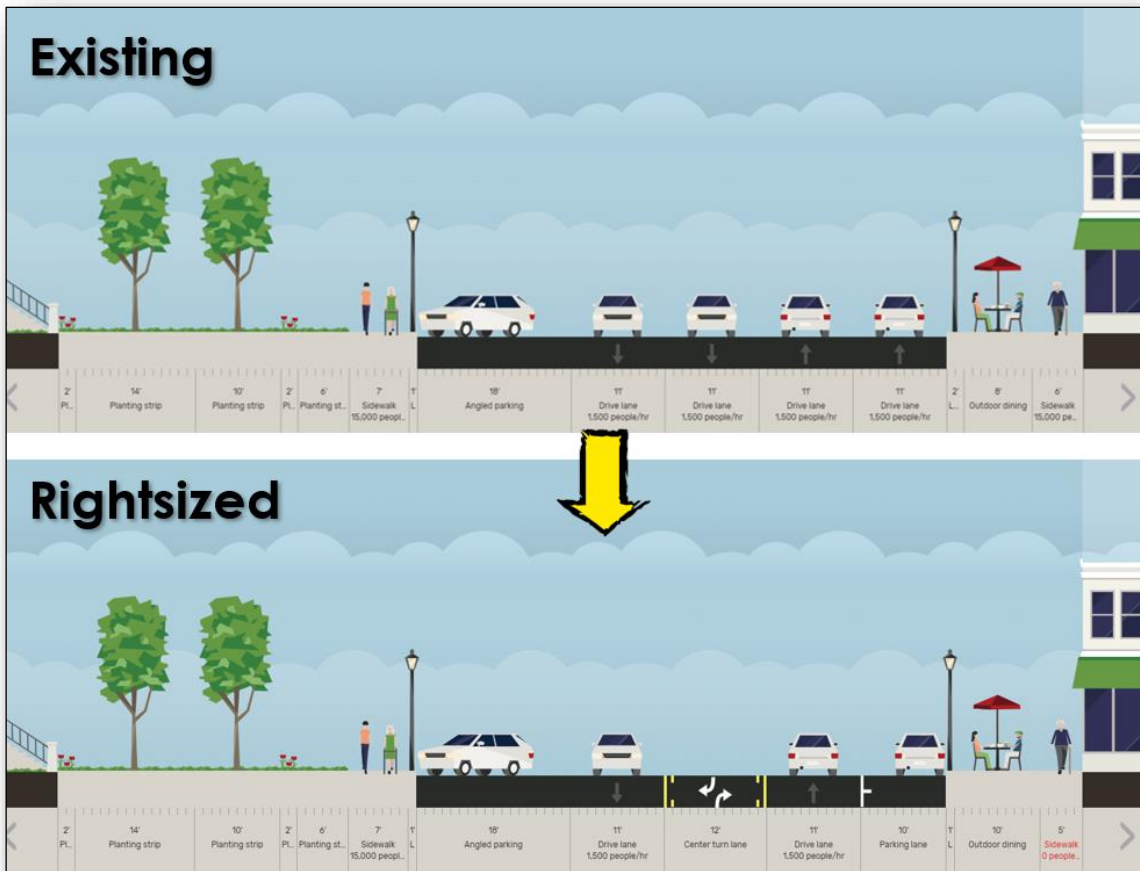
Community Vision for University & Austin Ave Downtown Corridors



GNA recognizes that this recommendation is a major shift for the City and further recommends that the Austin Avenue Road Diet be done at the next planned resurfacing of the road and that the left-turn median be painted to minimize the cost to the City.

Based on the City supplied curb-to-curb widths for Austin Avenue (64 feet between 7th & 8th and 46 feet between 6th & 7th), GNA has plotted out what the proposed road sections would look like between 7th and 8th Streets (looking south at the Square) and then between 6th and 7th Streets (looking south at the Bank of America building) one block north of the Square.

Austin Avenue Road Diet between 7th and 8th Streets



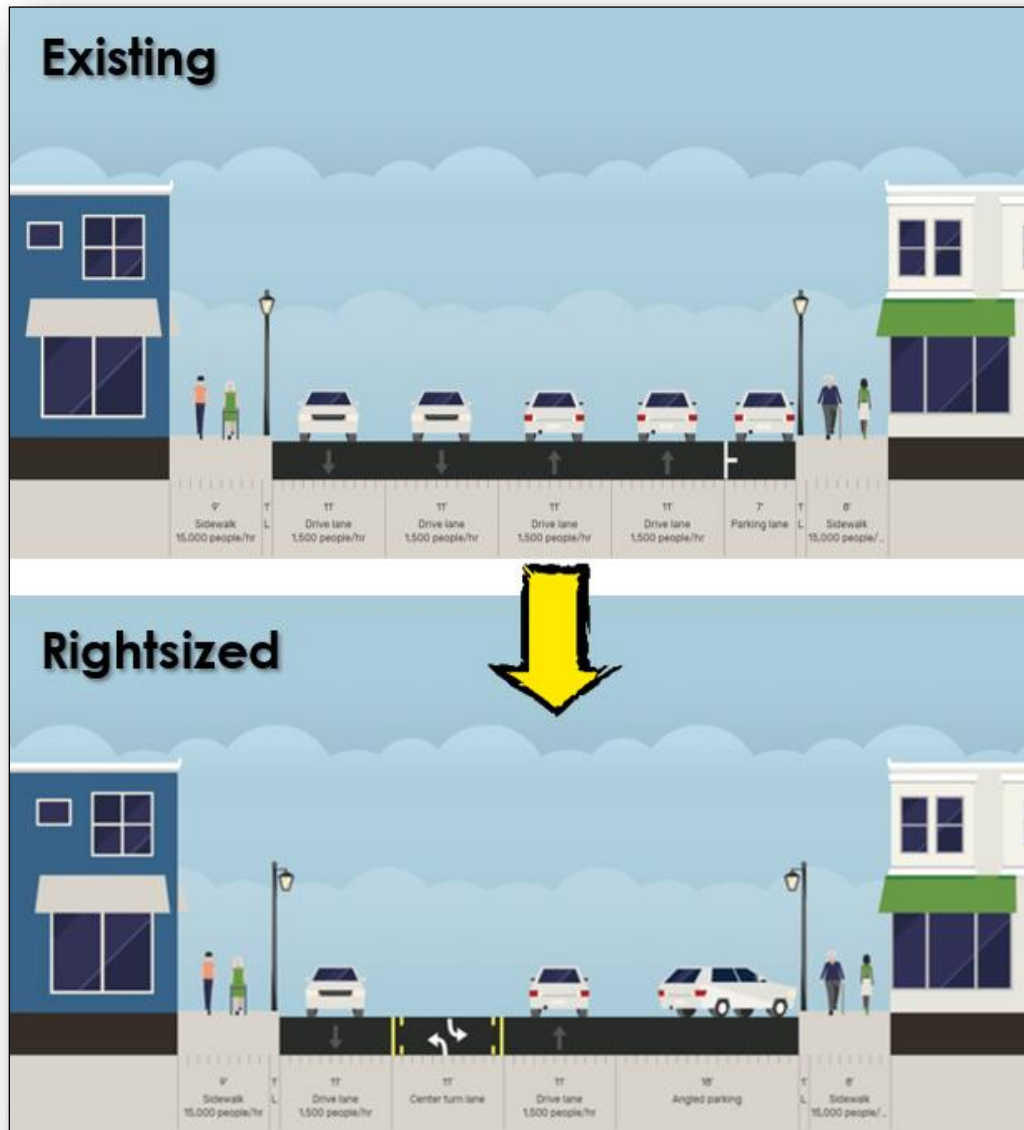
As you can see, this Road Diet approach has added new on-street parallel parking (12 new spaces) on the west side of Austin Avenue between 7th and 8th Streets.

4. Complete Streets

Community Vision for University & Austin Ave Downtown Corridors



Austin Avenue between 6th and 7th Streets



As you can see, this Road Diet approach has added new angled parking on the west side of Austin Avenue between 6th and 7th Streets. New angled parking would also be added between 8th and 9th Streets and between 5th and 6th Streets, giving the City 15 new angled parking spaces. When adding the 12 new parallel parking spaces on between 7th and 8th Streets, this Road Diet concept would immediately add 27 new parking spaces Downtown on Austin Avenue at little cost to the City.

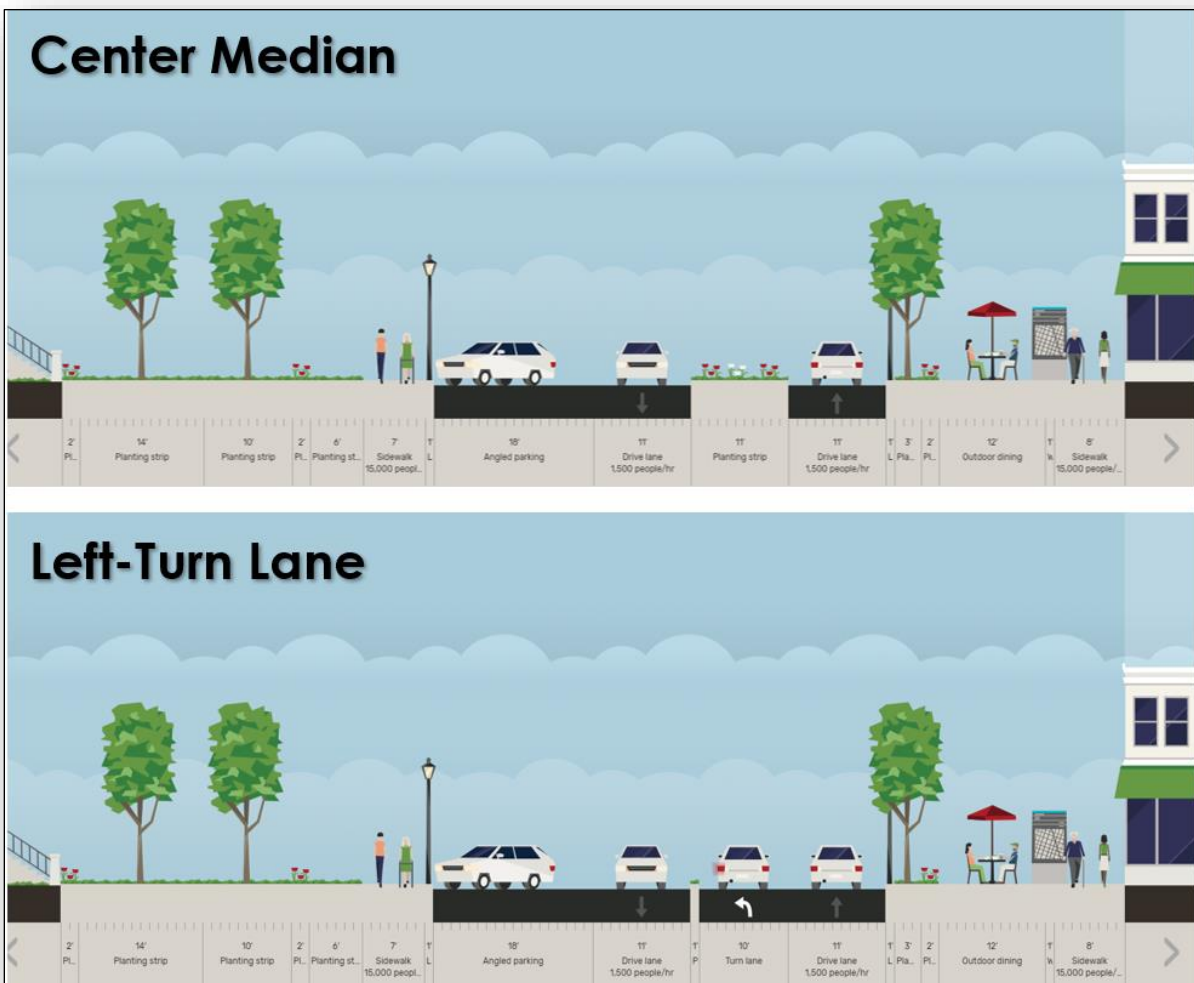
4. Complete Streets

Community Vision for University & Austin Ave Downtown Corridors



- 2. Rightsizing Austin Avenue (Long Term).** If the Rightsizing Austin Avenue (Short Term) project above is successful, **GNA recommends** at some point in the future the City make the Rightsizing (Short Term) project more permanent between 2nd and 18th Streets and replace the painted dedicated center turn lane with raised curb medians between the dedicated left-turn areas.

GNA recommends as part of this Rightsizing (Long Term) project that the City reduce the 64 feet curb-to-curb street width between 7th & 8th Streets to 54 feet by relocating the westside curb line. That 10-foot reduction street width would expand the outdoor eating areas and create a dedicated landscape barrier between the outdoor eating areas and the road.



4. Complete Streets

Community Vision for University & Austin Ave Downtown Corridors



The other parts of Austin Avenue would maintain their existing street widths and create raised curb medians between the dedicated left-turn areas, like the block between 6th and 7th Streets below.



GNA recommends that the new curbed medians (between the dedicated left-turn lanes) be landscaped with trees and other vegetation to enhance the Avenue as a true Complete Street.

4. Complete Streets

Community Vision for University & Austin Ave Downtown Corridors



GNA Recommendation #4.4. – Secondary Residential Streets.

Existing Traffic Impact on Secondary Residential Streets. As mentioned earlier in this Section, numerous participants brought up increased traffic on 3 residential streets that are located within the University and Austin Avenue Corridor area. These streets have become major thoroughfares car and truck cut-through traffic residential neighborhoods. Specifically, College Street North of University Avenue, 2nd Street East of Austin Avenue and Railroad Avenue South of University Avenue were identified during our Interviews.

GNA recommends to the City that Traffic Calming devices, described in this Section, be located on these streets. GNA realizes that the City will need to study and elevate the need for Traffic Calming devices along these streets and offers to assist City staff in any way.