

Georgetown Overall Transportation Plan

Summary of Written Comment Forms Received

Public Meeting – March 26, 2003

A total of twelve forms were submitted with comments regarding the Georgetown Overall Transportation Plan. A summary of the public comments received are shown below:

I am primarily interested in this study from a standpoint of a:

- Residential property owner or renter 6
- Roadway user 5
- Business property owner or lessee 2
- Other 3

In order of preference (1 being the most important), please rank the following in order of importance on transportation priorities:

	Rank			
	1	2	3	4
• Roadway Construction/Improvements	8	1	0	2
• Transit Facilities	0	2	6	3
• Traffic Signal Improvements	2	8	1	0
• Bicycle/Pedestrian Improvements	1	0	4	6
• (Quality of neighborhoods written in.)	1			

In order of preference (1 being the most important), please rank the following in order of importance for developing the Georgetown Overall Transportation Plan:

	Rank							
	1	2	3	4	5	6	7	8
• Reducing Congestion/Delay	2	3	2	3	0	1	0	0
• Construction Costs	0	0	0	1	3	1	2	3
• Minimizing Environmental Impacts	1	1	0	0	0	1	2	5
• Minimizing Impacts on Neighborhoods	2	1	1	1	1	3	3	0
• Furthering Economic Development	0	1	3	0	2	3	1	2
• Improving Everyday Travel Conditions	5	2	2	1	1	1	0	0
• Improving Safety for Motorists	1	3	1	5	0	0	1	0
• Cost Effectiveness (benefits exceed costs)	1	1	3	0	4	1	1	0
• Other (specify):	0	0	0	0	0	0	0	0

Please identify your top three major issues or concerns related to transportation facilities that should be addressed in this study:

- Keep local shopping traffic off IH 35 and frontage roads.
- Improve both east/west and north/south connections within Georgetown.
- Get away from crisis planning and do more long-range planning.

- Connect Inner Loop (DB Wood Road) with IH 35.
- Widen and signalize Williams Drive.
- Frontage Roads at IH 35 and SH 29.
- Find ways to address excessive speeding.
- Short exits and entrances to highways.
- Turning lanes.
- Move traffic effectively and efficiently.
- Build Loop immediately.
- Keep roadway infrastructure ahead of growth and don't get behind.
- Move traffic safely and effectively.
- Preserve integrity of old town neighborhoods.
- Expedite completion of Loops.
- U-turns at Williams Drive, SH 29, Leander Road (FM 2243).
- Complete Inner Loop
- Widening of SH 29 to 5 lanes from Southwestern Blvd. to CR 100.
- U-turns at the IH 35 overpasses.
- Widening bridges over the San Gabriel River on Austin Avenue.
- Plan for Outer Loop when Inner Loop is completed.
- Williams Drive study projections and plan for transportation.
- SH 130.
- Inner Loop or Bypass.
- Williams Drive – don't want too many curb cuts. Consider parallel side streets to get to individual businesses.
- Where will the bike path go from Lake Georgetown Park?
- I do not want to see University/SH 29 widened through Austin Avenue as proposed by TxDOT.
- I do not want Georgetown to be “automobile-driven” in their plans. No matter how many more roads are built or widened there will always be more vehicles than the roads can handle.
- I want to see big trucks off limits in the town square/Old Town area.
- Develop a plan that effectively uses available resources.
- Maintenance and rehabilitation are vital.
- We must leverage TxDOT, Williamson County and Developer funding.

Please provide any additional information regarding specific traffic improvements that you wish to be considered in this study (please discuss and use the map on the back to illustrate if necessary):

- Will this plan be a dynamic plan that is continually refined and used or will it become a dust collector?
- Finish current Inner Loop, plan for Outer Loop (Parmer Lane), to keep traffic off of University Avenue and Austin Avenue, and to keep congestion out of downtown Georgetown.

- Relieve congestion at IH 35 intersections i.e. Leander Road, SH 29, Williams Drive, Lakeway Drive, Hwy 195 (u-turns possibly).
- Increase and improve safety for school traffic (sidewalks, crosswalks with red lights), especially at Georgetown High School and Richarte HS (Austin Ave.), Tippit Middle School (Leander Rd.), Williams Elementary (University Ave.), McCoy Elementary (Williams Drive), Frost Elementary (Lakeway Dr.), Forbes Middle School and Cooper Elementary (Hwy 971), Carver Elementary (Scenic Drive).
- Widen Airport Rd. to either 2 lanes with a turn lane or to 4 lanes.
- Smart traffic signals (Opticom System for Fire, Police and EMS).
- Extend Airport Road over or under the IH 35 and connect Business 35 (Austin Ave.).
- Tie SH 130 to the Proposed Parmer Lane and FM 1431 to create efficient Outer Loop. Begin process similar to Loop 1604 in San Antonio for future planning.
- Keep University East residential and let traffic be. Don't try to accommodate.
- The sooner Georgetown can complete the Loop to bypass SH 29 through town, the better.
- Be very careful when making changes to Williams Drive. You will end up with a 60-mph nightmare at every intersection.
- The total transportation plan including maintenance and rehabilitation and expansion of existing facilities within all available funding.

DRAFT
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Summary of Verbal Public Comments

- ***Comment:*** Transit should be a goal of the transportation plan. Transit serves a regional function as opposed to just the Georgetown area and we should tie into the regional transit plan.
- ***Response:*** CARTS and Capital Metro both have transit plans and the project team is coordinating with those agencies as well as CAMPO and the Austin-San Antonio Corridor Council.
- ***Comment:*** Is there any planning that involves parks and trail systems?
- ***Response:*** The City of Georgetown Plan includes the connection of parks by a trail system.
- ***Comment:*** Consider connecting northern region (Bell County) as plan is developed as it overlaps other activities in the area. Also, are we considering economic impacts and commercial development?
- ***Response:*** The CAMPO Plan does transportation modeling for the three County area (Travis, Hays and Williamson). There are about 500 zones in Williamson County in which population and employment forecasts are allocated. Williamson County recently conducted a transit study and coordinated with Hill Country Transit.
- ***Comment:*** A weakness in Georgetown is that SH 29 is the only east-west arterial. The person is strongly in favor of an east-west bypass around the city. Improving SH 29 would cause too disruptive to businesses, the University and neighborhoods. Georgetown needs an alternative.
- ***Response:*** Additional east-west access will be evaluated in this study. The City is in favor of the Inner Loop. Furthermore, the GTEC Board recently gave the City the go ahead to finish the SE portion of the Inner Loop on the east side of town. Meetings have also been held in Washington D.C. to try to obtain federal transportation dollars for a bypass.
- ***Comment:*** The question was asked what the City and residents could do to help make the bypass a reality.
- ***Response:*** The City will proposed to TxDOT to take over SH 29 and Austin Ave. as local arterials and in exchange, ask the State to build a bypass around town. The City would maintain the roadways and solve the drainage issues.
- ***Comment:*** Has the alignment of the SW Inner Loop been completed?
- ***Response:*** Not yet. The bypass would need to be a limited access road to protect neighborhoods. The questions remains: do we look at Inner Loop as the bypass or look at one further out.

- **Comment:** We need an overall plan with estimates of funding. How much effort will go into the financial planning?
- **Response:** The project team will look at medium and long range programming and estimate how much money would be available for future projects. CAMPO will develop a Financial Plan and Georgetown will provide our Plan to CAMPO for incorporation in the regional plan. Each Transportation Improvement Plan (TIP) will be constrained by the funds anticipated to be available.
- **Comment:** Will GTEC and developer funds be included in the Financial Plan?
- **Response:** Yes. Georgetown will provide to CAMPO all potential available funds including GTEC and developer funds.
- **Comment:** The County engineered the Inner Loop project but will not fund the SW portion of Inner Loop. ROW has not been identified.
- **Response:** First, the alignment has to be identified prior to purchasing ROW.
- **Comment:** If the SW Inner Loop is completed can the City prohibit truck traffic?
- **Response:** If the City takes over a roadway, the City can develop an ordinance that could prohibit truck traffic. The City cannot prohibit truck traffic on State facilities.