Transportation

Existing Conditions

The transportation network in the Williams Drive Gateway Redevelopment Area (Redevelopment Area) consists of two of Georgetown’s primary arterials, Northwest Boulevard and Williams Drive, and Interstate Highway 35. It also contains a local street, called Park Lane, that functions as a neighborhood collector level road, especially when McCoy Elementary is open.

Issues and Analysis

The intersection of Williams Drive and IH-35 serves several primary functions. The first and most obvious is it connects downtown Georgetown to northwest Georgetown, the fastest growing residential area in Georgetown. The second function is that it is the Gateway to Downtown Georgetown for southbound travelers on IH-35, and the Gateway to Sun City, Georgetown Village, and other residential areas located along Williams Drive. Finally, it is the primary access point to the new commercial development in the Rivery Shopping Center. With those distinct functions, traffic circulation is often at odds with capacity of the intersection.

Exhibit Q, Transportation Existing Conditions, shows a combination of recent traffic counts and modeled trips surrounding the Redevelopment Area. Combining the IH-35 main lane traffic with the frontage roads, we are now experiencing almost 75,000 trips a day along the Interstate. Williams Drive currently carries over 35,000 trips a day within the Redevelopment Area.

When the Overall Transportation Plan was completed for the City of Georgetown in 2004, the intersection of Williams Drive and IH-35 was modeled at a Level of Service “E”. A Level of Service “E” is described as an area of unstable flow, poor signal progression, traffic near roadway capacity, with frequent cycle failures. Since the modeling was completed for the Overall Transportation Plan, two important improvements have been made to the intersection. A northbound turnaround lane was added to the IH-35 frontage road, and Rivery Boulevard was completed to allow a quick bypass of the intersection for traffic traveling from Williams Drive to southbound IH-35.

The City of Georgetown, through it’s 4B corporation also has committed to financing necessary improvements to the Williams Drive intersection to allow greater flow for trips entering Williams Drive from the Interstate. This project has been discussed with the Texas Department of Transportation (TxDOT) and is awaiting engineering and final design based on the recommendations of TxDOT staff and design recommendations from the Williams Drive Gateway Study.

Other projects have been recommended in the Overall Transportation Plan to alleviate the Level of Service “E” as it currently exists along Williams Drive. These improvements are all out of the Redevelopment Area. They include: widening of Inner Loop/D.B. Wood Road; replacing and increasing lanes at the Lakeway/IH-35 bridge, making improvements to Airport Road, and building a new bridge over IH-35 at Airport Road. These improvements alone would bring the existing conditions to a Level of Service “C” along Williams Drive. However, with future population growth, more trips will be added to the roadway. TxDOT currently has modeled Williams Drive as a six-lane divided roadway to meet those future conditions. That would require two additional lanes and a widening of the median/turn lane along the roadway to meet capacity by 2025.
Pedestrian Network

The pedestrian network in the Redevelopment Area was virtually non-existent until recently. The City of Georgetown, through its 4B corporation, funded implementation of Phase I of the Georgetown Sidewalk Master Plan two years ago. As can be seen in Exhibit R, Sidewalks Existing Conditions, Phase I projects have been constructed in the past year along Williams Drive. The only area where Phase I projects have not been funded or completed are those along IH-35. There are currently no funds available for further development of the sidewalk system into or through the Redevelopment Area.

Exhibit R  Sidewalk Existing Conditions
This page intentionally blank.