

APPENDIX

Public Involvement Technical Report



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APPENDIX

A1

Public Engagement Plan



Public Involvement Plan

Austin Avenue Corridor Study

March 3, 2023



Project Introduction

The Capital Area Metropolitan Planning Organization (CAMPO) and the City of Georgetown are conducting the Austin Avenue Corridor Study to identify transportation needs and recommend improvements for safety and mobility along Austin Avenue, from Southeast Inner Loop to Northeast Inner Loop.

The Study will result in recommendations for a context-sensitive transportation vision for six subareas along the corridor. The Study will also identify catalytic land use and placemaking for the six different subareas.

This Public Involvement Plan (PIP) will outline public engagement goals and objectives and outreach opportunities and tools that will be used to gain input to create a well-supported plan that reflects the needs and values of the Georgetown community.

Study Goals and Objectives

A vision statement, goals and objectives will be developed in coordination with CAMPO and the City, with input from the stakeholder working group to guide the study and review recommendations. The vision statement, goals and objectives of the Study will also be included for review during the first community outreach and public comment.

Public Involvement Objectives

The PIP will be used as a guide to implement outreach strategies, activities, and how input will be used in each stage of the process to inform project outcomes. This engagement effort will be transparent, well-documented, and provide convenient opportunities for the public to stay informed and provide input. The objectives of the public involvement process are to:

- Create public awareness of the study and facilitate active and collaborative participation
- Maintain an open and transparent process throughout the engagement effort and provide timely and informative study updates
- Engage, collect, and incorporate input from a wide range of stakeholders
- Use public input and comments in the development and refinement of recommendations



Steering Committee

The steering committee will help guide the study, review the study's recommendations, and provide a forum for interagency coordination. The project team will provide the committee with updates on the planning and design processes and incorporate feedback received from the steering committee. With this input, the team will develop and confirm a set of principles/goals to guide the development of the study concept plan and recommendations.

Four Steering Committee meetings will be held around key milestones in the planning process to review and gather feedback on technical and public outreach material. The steering committee roster includes:

Agency	Department	Name	Role
CoG	Economic Development	Cameron Goodman	Economic Development Director
CoG	Planning	Sofia Nelson	Director of Planning
CoG	Systems Engineering	Wesley Wright	Systems Engineering Director
CoG	Public Works	Eric Johnson	Public Works Director
CoG	Parks and Recreation	Kimberly Garret	Parks and Recreation Director
CoG	Fire Department	TBD	Chief
CoG	Police Services	TBD	Chief
TxDOT	Georgetown/WilCo	John Peters	Area Engineer

Stakeholders

The project team will employ strategies to maximize participation across diverse audiences, which reflect the Georgetown community including underserved communities, seniors, persons with disabilities, zero-car households, and those with Limited English Proficiency (LEP). A stakeholder database will be maintained to retain current contact information and used to track outreach and log communications. Stakeholders the team will engage include:

- Property owners, residents, and businesses
- Elected and appointed officials
- Community groups such as HOAs, civic, environmental, and business organizations. A few examples include the Georgetown Chamber of Commerce, Old Town Neighborhood Association, Georgetown Heritage Society, The Georgetown Project, Downtown Georgetown Association, Health & Human Services Commission, Georgetown Community Center, and the Georgetown Recreation Center
- Area schools, universities, faith-based entities, non-profits, and social service organizations
- Coordination Agencies and Transportation partners, including first responders, local government entities, MPOs, transit providers, health care facilities, necessary state and federal agencies
- Traveling public, including visitors and destination travelers

Public Involvement and Comment Methods

Outreach Tools and Tactics

The project team will use a variety of communication tools to reach community members. Both online and traditional print communication tools will be used and tailored to different stakeholders and outreach tools/tactics and will be available in languages to serve LEP population around the study area. These tools could include:

Outreach Tools and Tactics	
<p>Webpage updates: The project team will provide materials and content updates to be shared on the City of Georgetown and CAMPO webpages throughout the Study process. Website content will include project description and information, presentations and meeting materials, and information about participation opportunities.</p>	<p>Surveys: Surveys will be used to gather stakeholder input and will provide necessary framing information, graphics, or resources and will be tailored to help participants provide informed and meaningful input that will inform improvement concepts. Two surveys will be made available during the study. The first will seek input on existing conditions, goals and objectives of the study and will be launched prior to the first public meeting and active for two weeks after the meeting. The second will seek input on preliminary concept recommendations and will be launched prior to the second public meeting and will be active for two weeks after the meeting.</p>
<p>Social Media and Mass Communication: Mass communication tools, such as newsletters, social media, mailers, and email blasts, will be used to share information about engagement opportunities and Study updates.</p>	<p>Media: Press releases and interview opportunities with study staff will be shared with local media outlets to promote the study, input opportunities, and study recommendations</p>
<p>Print Materials: Print materials such as flyers, display boards, and fact sheets will be developed to share project information and updates.</p>	<p>Stakeholder Database: Maintain project mailing list database of elected and local officials, external stakeholders, and the public.</p>

Coordination with other studies

The project team will coordinate to combine outreach efforts with other city of Georgetown projects happening concurrently when possible. This will be done to avoid public fatigue with input opportunities and encourage informed comments that can be better incorporated into multiple plans. Other city planning efforts include:

- Future Land Use Update
- Sidewalk Master Plan Update
- Unified Development Code Diagnostic
- Downtown Master Plan

- Wayfinding
- Austin Avenue Bridges
- Future Mobility Plan
- Economic Development Strategic Plan
- Recreation Center Study
- Williams Drive Enhancement Project

Engagement opportunities

- **Public Meetings/Open Houses:** Public meetings will be held to share information and collect input from the public and stakeholders. Events will be coordinated with the studies mentioned above. Both in-person and virtual public meetings will be planned around key project milestones:
 - Existing Conditions and Needs Assessment – spring/early summer 2023
 - Preliminary Concept Plan Development – fall 2023
 - Recommendation/Prioritization Analyses – spring 2024
- **Community Group Presentations and Pop-up Meetings:** Community Group Meetings and pop-ups will be used to share information and engage the community at existing local events, such as HOA and Neighborhood Association Meetings, business groups and associations, the Red Poppy Festival, and Farmers Markets.
- **Online Engagement:** The project team will provide opportunities to participate in the study and provide input through online tools such as the project webpage, surveys, social media, and interactive mapping exercises.

Anticipated Schedule

Activity	Schedule
Steering Committee Meetings	Spring 2023 - Spring 2024
Public Survey	Spring 2023
Public Meeting/Open House #1	Spring 2023
Stakeholder focus groups and interviews	Summer 2023
Public Survey	Fall 2023
Public Meeting/Open House #2	Fall 2023
Stakeholder Meeting/Open House #2	Fall 2023
Public Meeting/Open House #3	Spring 2024
Stakeholder focus groups and interviews	Spring 2024
Anticipated Final Report	Spring 2024

Tracking and Reporting

The project team will analyze effectiveness of communication and outreach strategies, through metrics such as total number of people engaged, survey responses received, email campaign and social media engagement, and adjust strategy to ensure targeted groups are being reached and an equitable process for all stakeholders. All input and communication methods will be summarized in meeting reports and will include key themes from comments and a quantitative analysis of data collected. A final community engagement report will be developed at the end of the project to summarize community feedback and how input shaped final recommendations.

APPENDIX

A2

Public Meeting #1 Outreach Materials

Austin Avenue Corridor Study



PROJECT OVERVIEW

The Capital Area Metropolitan Planning Organization (CAMPO) and the City of Georgetown are conducting the Austin Avenue Corridor Study between Southeast Inner Loop and Northeast Inner Loop. The study will be multimodal in nature meaning it will consider various transportation modes such as driving, walking, and biking.

In addition to transportation recommendations, land use recommendations and placemaking opportunities will also be included. The study will build upon existing local and regional plans, guide recommendations for the City's Downtown Master Plan Update and Future Mobility Plan, and be incorporated into CAMPO's long-range Regional Transportation Plan. Community involvement and input is a key part of this study and public comment opportunities and open houses will take place throughout the study.

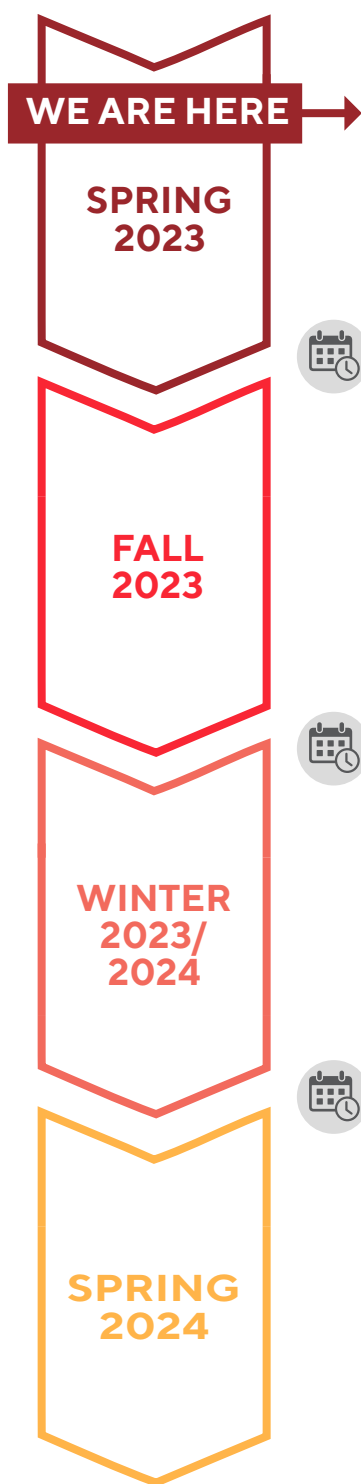
Why the Study is Needed

Austin Avenue serves as a gateway for the City of Georgetown. This corridor supports residential, industrial, commercial, and tourism uses. As Georgetown continues to grow, it's important to begin planning for future transportation needs, land uses and placemaking options along Austin Avenue.

What the Study Will Accomplish

The study will identify transportation needs and develop a vision and recommendations for areas along the corridor. Study recommendations will be organized into topic areas such as transportation, placemaking, etc. Recommendations will also be broken into short-, mid-, and long-term improvement projects.





PROCESS & TIMELINE

Assess Current and Future Conditions

- Review previous plans and studies as they relate to Austin Avenue
- Compile and analyze data such as existing and future connections along the corridor, travel patterns, traffic numbers, and current land uses
- Identify transportation needs along the corridor using public feedback



Public Meeting 1

Develop Concept Plan

- Establish a conceptual plan based on public and stakeholder feedback, project goals, and transportation needs
- Identify relevant transportation and land use projects and policies to address mobility, safety, connectivity, and multimodal travel options
- Support economic development with land use and placemaking opportunities



Public Meeting 2

Draft Recommendation and Project Prioritization

- Incorporate public feedback and data gathered from the draft concept plan to create study recommendations
- Draft and prioritize projects based on short, medium, and long term goals
- Present draft recommendations to the City of Georgetown, regional transportation agencies, elected officials, property owners, and the public



Public Meeting 3

Final Report and Implementation Plan

- Develop final report and implementation plan using input gathered on the draft recommendations
- Use the implementation plan as guidance for project decisions, stakeholder partnerships, and investment strategies
- As funding is available, implement recommendations based on short, medium, and long term goals

CONTACT:



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nat.waggoner@georgetown.org



(512) 930-6597



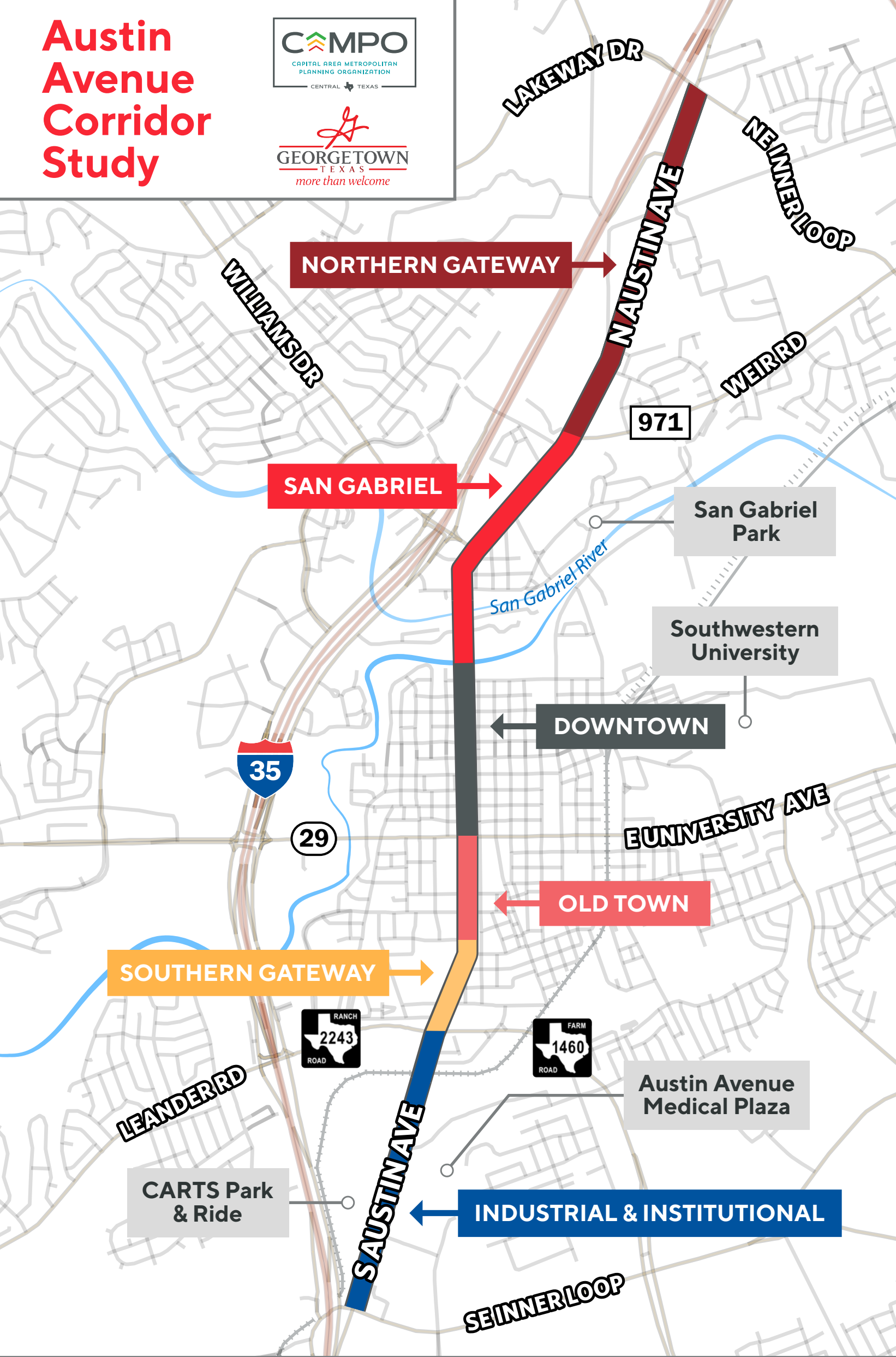
Will Lisska, CAMPO

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Austin Avenue Corridor Study



LEGEND

- Northern Gateway**
(NE Inner Loop to FM 971)
- San Gabriel**
(FM 971 to South Fork of the San Gabriel River)
- Downtown**
(South Fork of the San Gabriel River to SH 29)
- Old Town**
(SH 29 to 18th St.)
- Southern Gateway**
(18th St. to Leander Road)
- Industrial & Institutional**
(Leander Road to SE Inner Loop)



Austin Avenue Corridor Study



PRELIMINARY GOALS AND OBJECTIVES

1

Further the goals and priorities of existing plans including the City’s 2030 Comprehensive Plan, specifically the Future Land Use Plan, Downtown Master Plan, and Future Mobility Plan.

Objectives:

- Apply solutions that address immediate and future multimodal transportation needs as they relate to the land use patterns and other priorities encouraged in existing plans.



2

Enhance multimodal movement, operations, and safety.

Objectives:

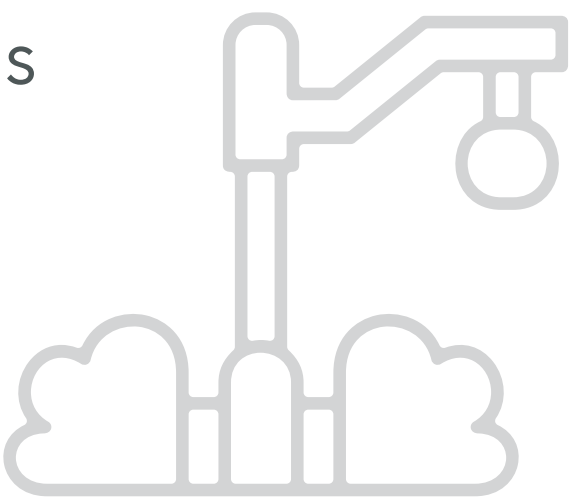
- Balance transportation needs for all users of the corridor.
- Improve safety throughout the corridor for all modes of transportation.
- Improve access to alternative modes of transportation, prioritizing connections with adjacent neighborhoods.
- Enhance access to existing and planned amenities such as parks, retail, and other community centers.

3

Enhance the corridor character and pedestrian experience.

Objectives:

- Consider roadway designs that incorporate median and pedestrian landscaping and lighting.
- Prioritize sidewalk improvements to enhance walkability and increase connections to off-street trails.
- Improve aesthetics consistent with the character of each sub-area. Support local businesses by creating a streetscape that attracts customers through pedestrian-scaled lighting, landscaping, and visible access to businesses.
- Create a sense of place and arrival/departure for the sub-areas and overall study area.



4

Support economic development along the corridor.

Objectives:

- Improve traffic operations to create a reliable and consistent network for the movement of persons and goods along the corridor.
- Plan for anticipated economic redevelopment activity along the corridor through multimodal connections to businesses and surrounding neighborhoods and by envisioning potential catalytic development.

Austin Avenue Corridor Study

Make your voice heard.
Take the 5-minute survey!

The survey will
be available
through May 31



Austin Avenue Corridor Study

Make your voice heard.
Take the 5-minute survey!

The survey will
be available
through May 31



Austin Avenue Corridor Study



CAMPO and The City of Georgetown are conducting a study to consider multimodal transportation needs and develop a vision and recommendations for areas along Austin Avenue between Southeast Inner Loop and Northeast Inner Loop.

Community involvement and input is key to developing a plan that reflects you!

Take the 5-minute survey today and make your voice heard. The survey will be available through May 31.



Scan now to
take the survey

Contact the Austin Avenue Study Team:



512-677-9532



austinavenuestudy@hdrinc.com

**Contact us to request mailed print materials*

Learn more and participate!

campotexas.org/local-plans-and-studies/austin-avenue



Estudio del Corredor de Austin Avenue



CAMPO y la Ciudad de Georgetown están llevando a cabo un estudio para considerar las necesidades de transporte multimodal y desarrollar una visión y recomendaciones para las áreas a lo largo de Austin Avenue entre Southeast Inner Loop y Northeast Inner Loop.

¡La participación y comentarios de la comunidad son clave para desarrollar un plan que lo refleje a usted!

Tome la encuesta de 5 minutos hoy y comparta su opinión. La encuesta será disponible hasta el 31 de mayo.



Escanea ahora para tomar la encuesta

Comuníquese con el equipo del Estudio de Austin Avenue:



512-677-9532



austinavenuestudy@hdrinc.com

**Contáctenos para solicitar materiales impresos enviados por correo*

¡Aprenda más y participe!

campotexas.org/local-plans-and-studies/austin-avenue



Austin Avenue Corridor Study

Community Survey #2

The Capital Area Metropolitan Planning Organization (CAMPO) and the City of Georgetown are conducting the Austin Avenue Corridor Study (Study) to consider transportation needs and develop a vision and recommendations for areas between Southeast Inner Loop and Northeast Inner Loop.

Currently, the Study is in the phase of exploring conceptual recommendations within the study area. The Study is developing ideas for how to use improvements to identify relevant projects and policies to improve the transportation network and supportive land uses that, if implemented, will enhance mobility, connectivity, safety, and various multimodal travel options; support economic development with catalytic land use opportunities; and enhance a sense of place.

These concepts developed through the Corridor Study will support the goals identified in the first round of engagement of this study.

- **Goal 1:** Further the goals and priorities of existing plans including the City's 2030 Comprehensive Plan, specifically the Future Land Use Plan, Downtown Master Plan, and Future Mobility Plan.
- **Goal 2:** Enhance multimodal movement, operations, and safety.
- **Goal 3:** Enhance the corridor character and pedestrian experience.
- **Goal 4:** Support economic development along the corridor.

Austin Avenue Corridor Study Map



1. Get Project Updates!

Name

Email

2. What transportation changes do you think would improve driving conditions along Austin Avenue? Select all that apply.

- ☐ Reduce congestion and delays at intersections
- ☐ Establish slower speeds through roadway design
- ☐ Reduce roadway turning conflicts
- ☐ Improve lighting
- ☐ Other (please specify)

3. What improvements do you believe would enhance transportation for non-drivers along Austin Avenue? Select all that apply.

- ☐ More shared use paths
- ☐ More bicycle lanes
- ☐ More sidewalks
- ☐ Slower automobile traffic
- ☐ Improved lighting
- ☐ More frequent transit service
- ☐ I would not bike, walk or use transit service along the Austin Avenue Corridor.
- ☐ Other (please specify)

Austin Avenue Corridor Study

Subarea Concepts

For this Study, Austin Avenue is divided into six different subareas:

- **Northern Gateway** (NE Inner Loop to FM 971)
- **San Gabriel** (FM 971 to South Fork of San Gabriel River)
- **Downtown** (South Fork of San Gabriel River to SH 29)
- **Old Town** (SH 29 to 18th Street)
- **Southern Gateway** (18th Street to Leander Road)
- **Industrial and Institutional** (Leander Road to SE Inner Loop)

The following questions include several images of roadway and intersection concepts that would address transportation needs and enhance user experience throughout the corridor.

Please review each concept before answering brief questions at the bottom of each page.

Northern Gateway - NE Inner Loop to FM 971



Existing Austin Avenue

- 4-lane road with a continuous center-turn lane and shoulders
- Intermittent sidewalks with a grassy buffer separating the sidewalk from the travel lanes
- Three pedestrian crossings with signals and curb ramps
- Overhead utilities

Identified Needs

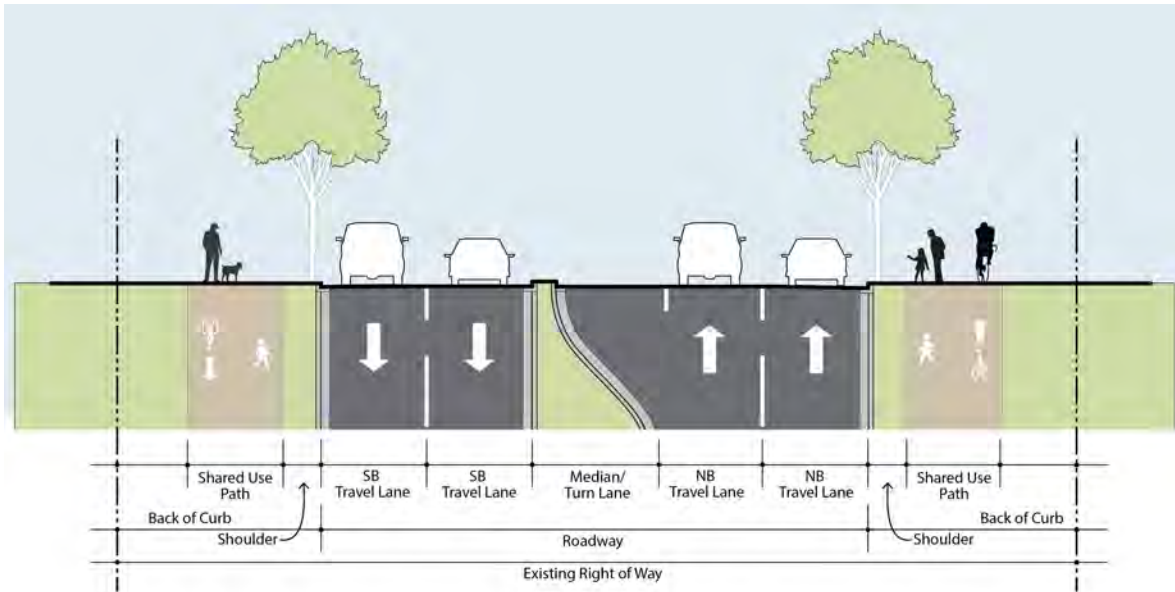
- Safe access management for abutting properties
- Improved access and safety at the northbound I-35 exit
- Safer pedestrian and bicyclist accommodations

Roadway Concept

The below image represents a potential roadway configuration for a future Austin Avenue from NE Inner Loop to FM 971.

This roadway concept includes:

- 2-lanes in each direction
- Landscaped median
- Continuous sidewalks for both pedestrians and bicyclists (shared-use path)
- Dedicated left-turn lane at select intersections



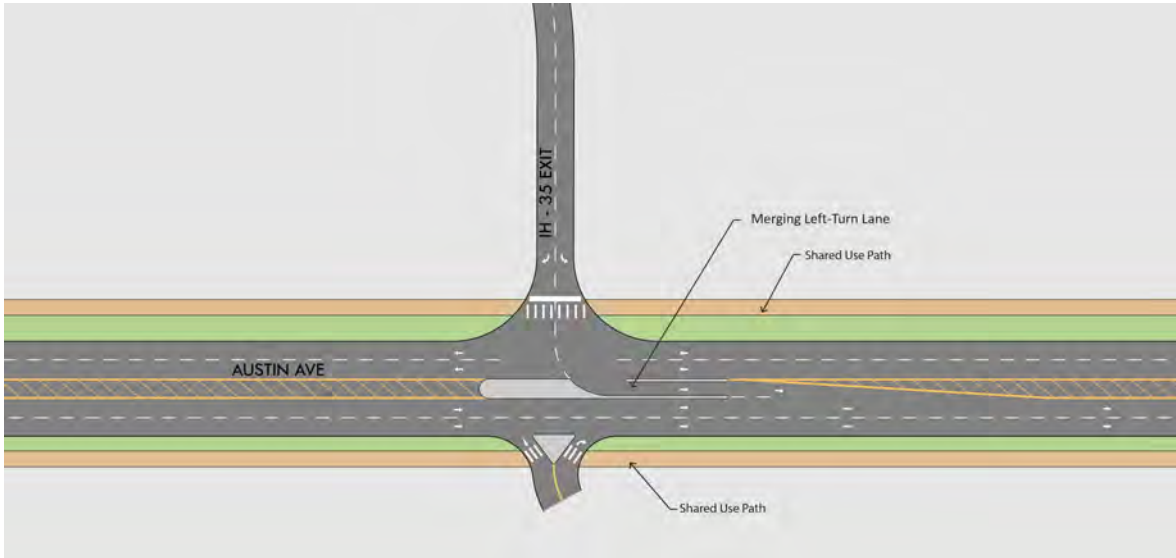
Other Potential Improvements Could Include:

- Trail connections and improved pedestrian crossings
- Raised median
- Driveway consolidation
- New traffic signals and improve existing signal operations
- Intersection design improvements

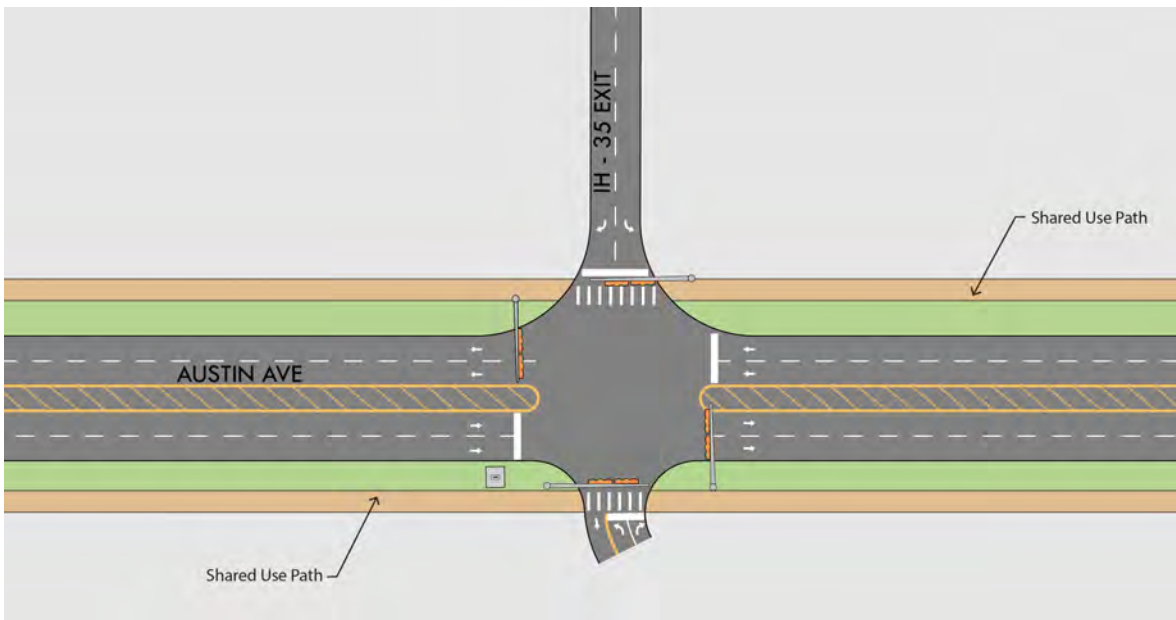
Intersection Concepts - Austin Avenue at the I-35 Northbound Exit

The two images below represent potential intersection reconfigurations for Austin Avenue at the northbound I-35 exit. These concepts improve driver and pedestrian safety at the intersection while enhancing access to Austin Avenue.

Concept 1 - Merging Left-Turn Lane



Concept 2 - Add Traffic Signal



4. Based on the information and images above, do you think these improvements would address transportation needs within the Northern Gateway subarea?

- ☐ Yes
- ☐ No
- ☐ Maybe

5. What other improvements would you consider for the Northern Gateway subarea, if any.

Austin Avenue Corridor Study

San Gabriel - FM 971 to the South Fork of the San Gabriel River



Existing Austin Avenue

- 4-lane road with continuous center-turn lane and shoulders
- Intermittent sidewalks
- Four pedestrian crossings with signals and curb ramps
- Dedicated left-turn lanes from Williams Drive to north of the historic vehicle bridge
- Historic vehicle bridge over the river is 4 lanes with narrow sidewalks

Identified Needs

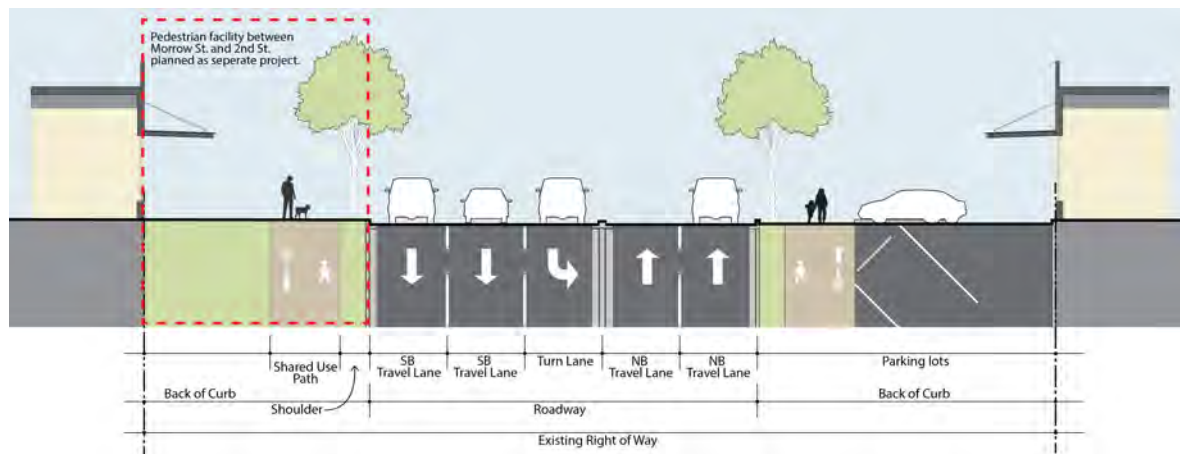
- Additional and improved pedestrian crossings
- Safer left-turns at San Gabriel Boulevard and Austin Avenue
- Congestion relief at intersections
- Access management for abutting properties

Roadway Concept

The below image represents a potential roadway configuration for a future Austin Avenue from FM 971 to the South Fork of the San Gabriel River.

This roadway concept includes:

- 2-lanes in each direction
- Dedicated left-turn lanes at select intersections
- Raised median near Chamber Way
- Continuous sidewalks for both pedestrians and bicyclists (shared-use path)



Other Potential Improvements Could Include:

- Bridge improvements*
- Driveway consolidation
- New traffic signals and improve existing signal operations
- Innovative intersections such as roundabouts
- Trail connections and improved pedestrian crossings**

*The City is planning to rehabilitate the existing historic Austin Avenue bridges with construction beginning late 2023.

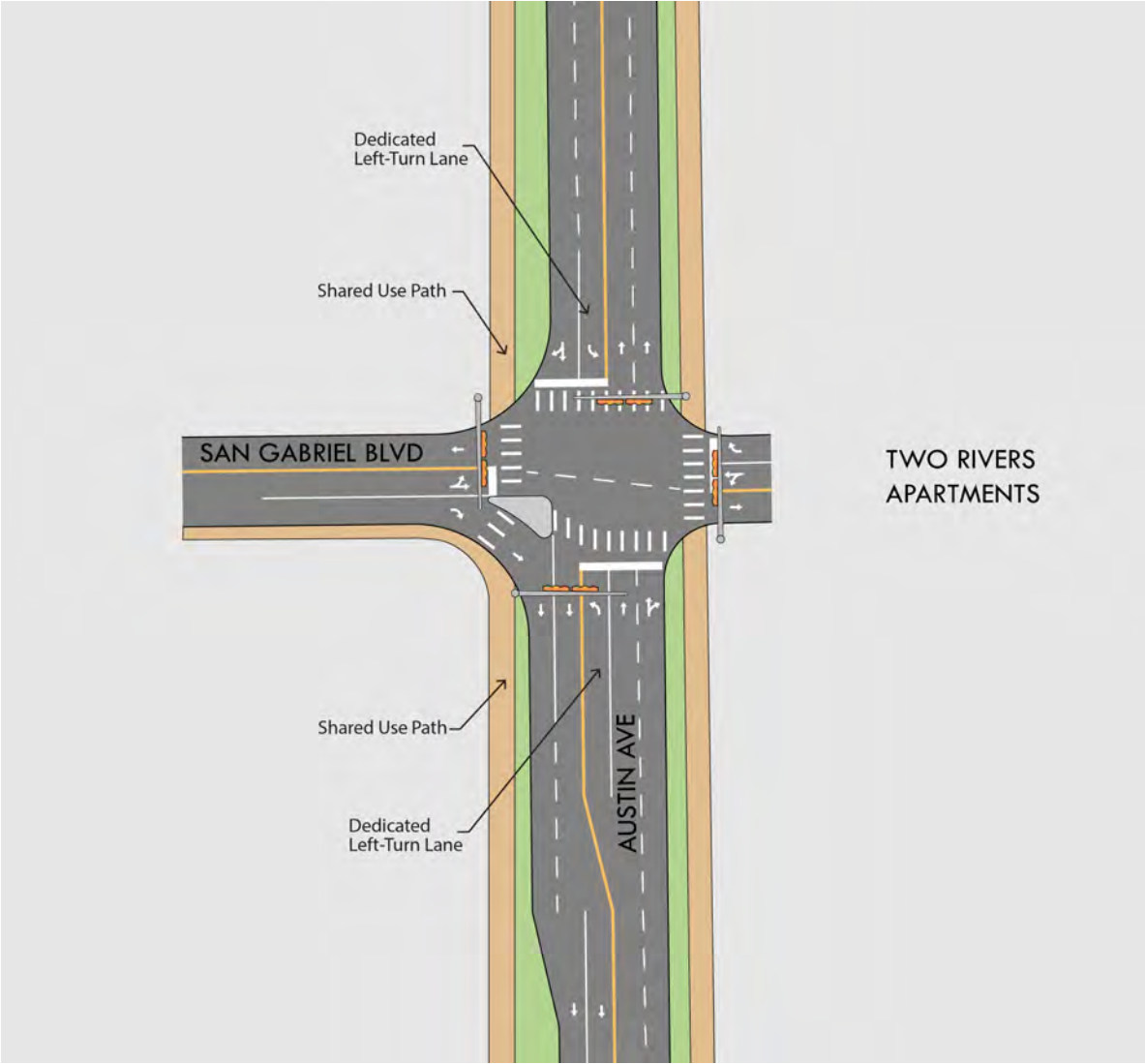
**The City is currently in early conceptual design for new pedestrian and bicycle bridges adjacent the historic Austin Avenue vehicle bridges.

Visit transportation.georgetown.org to learn more about both projects.

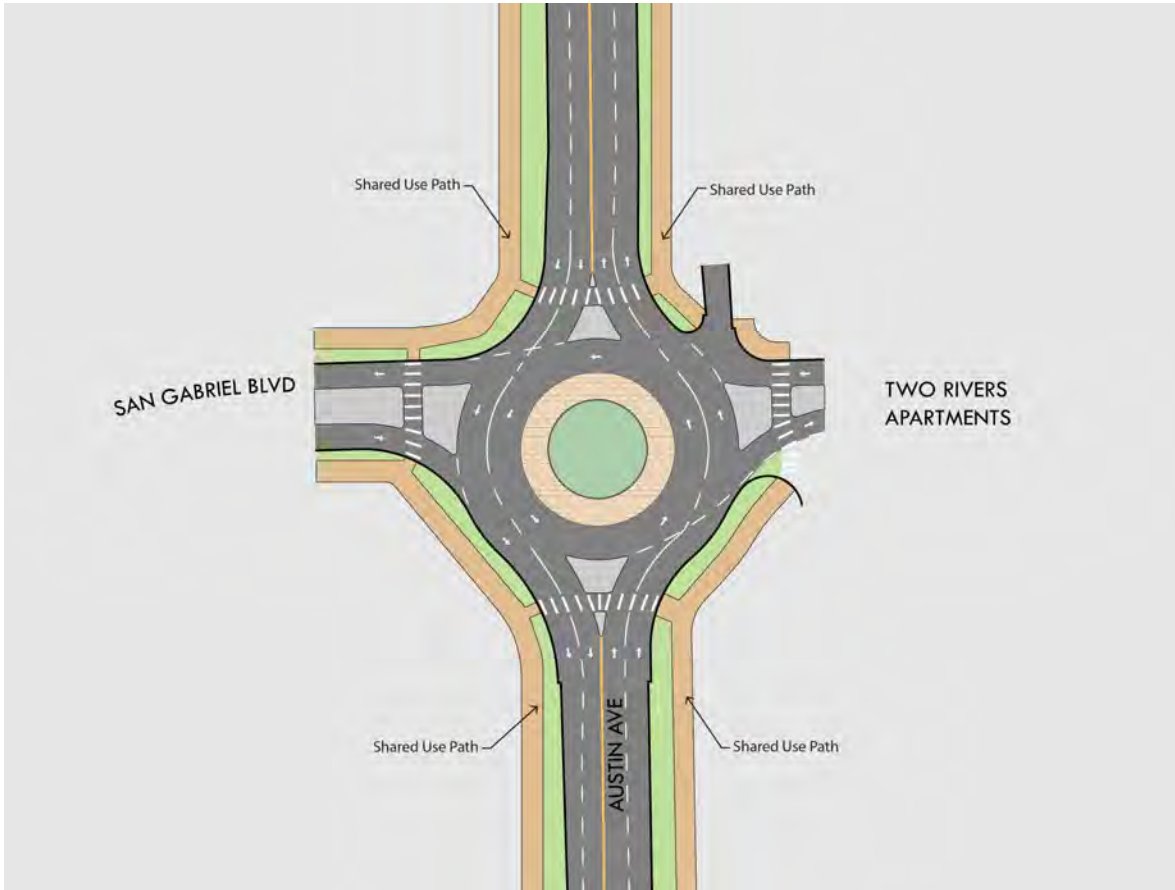
Intersection Concepts - Austin Avenue at San Gabriel Boulevard

The two images below represent potential intersection reconfigurations for Austin Avenue at San Gabriel Boulevard. While both concepts improve left-turn safety for drivers, the roundabout in Concept 2 reduces speeding while maintaining traffic flow through the intersection.

Concept 1 - Add north and southbound dedicated left-turn lanes



Concept 2 - Two-lane roundabout



6. Based on the information and images above, do you think these improvements would address transportation needs within the San Gabriel subarea?

- ☐ Yes
- ☐ No
- ☐ Maybe

7. What other improvements would you consider for the San Gabriel subarea, if any.

Austin Avenue Corridor Study

Downtown Subarea - South Fork of the San Gabriel River to University Avenue



Existing Austin Avenue

- 4-lane road
- Intermittent sidewalk and street lighting
- Nine pedestrian crossings with signals, curb ramps, and pavement treatments at various crossings

Identified Needs

- Pedestrian and bicycle accommodations
- Additional pedestrian crossings
- Congestion relief and easier right-turns at University Avenue
- Enhanced experience for downtown visitors and patio dining

Roadway Concepts

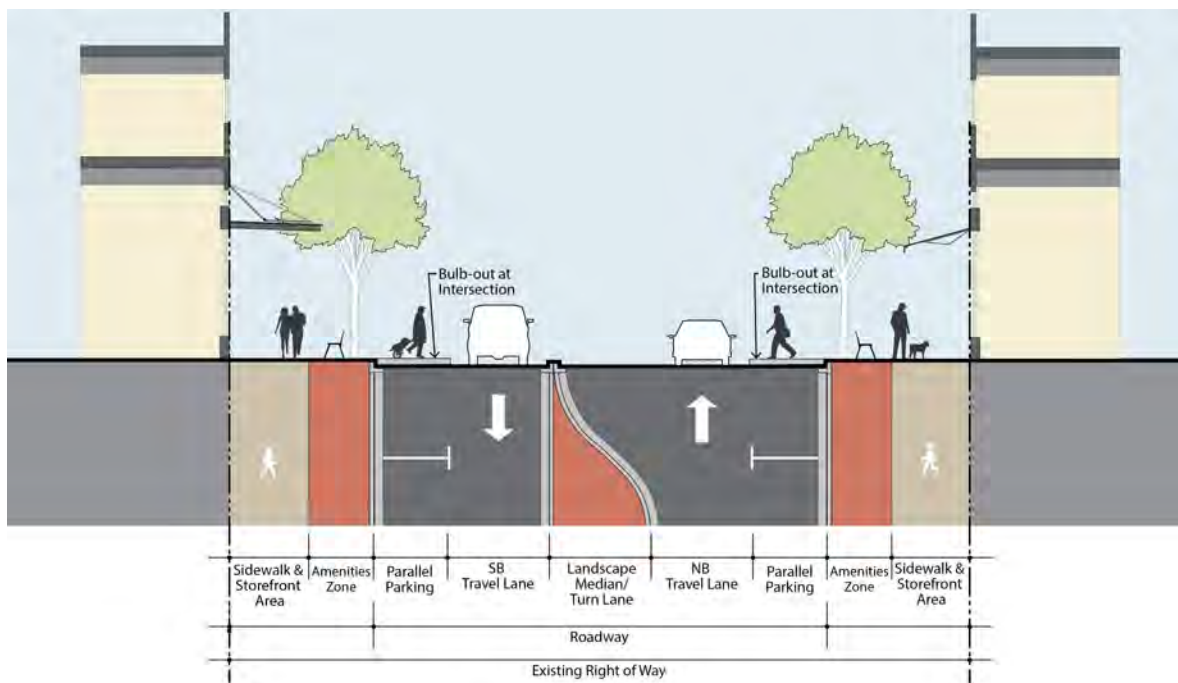
The images below represent potential roadway configurations for a future Austin Avenue.

Concept 1

This roadway concept includes:

- Reducing the number of travel lanes from two in each direction to one*
- Median
- Dedicated left-turn lane at select intersections
- On-street parallel parking
- Continuous, wide sidewalk for pedestrians movement and gathering space
- Amenities zones
- Bicyclists accommodated with improvements to a parallel route (Main Street and/or Rock Street, not shown)

*Lane reductions allow for wider sidewalks, additional public space, and slower traffic speeds.

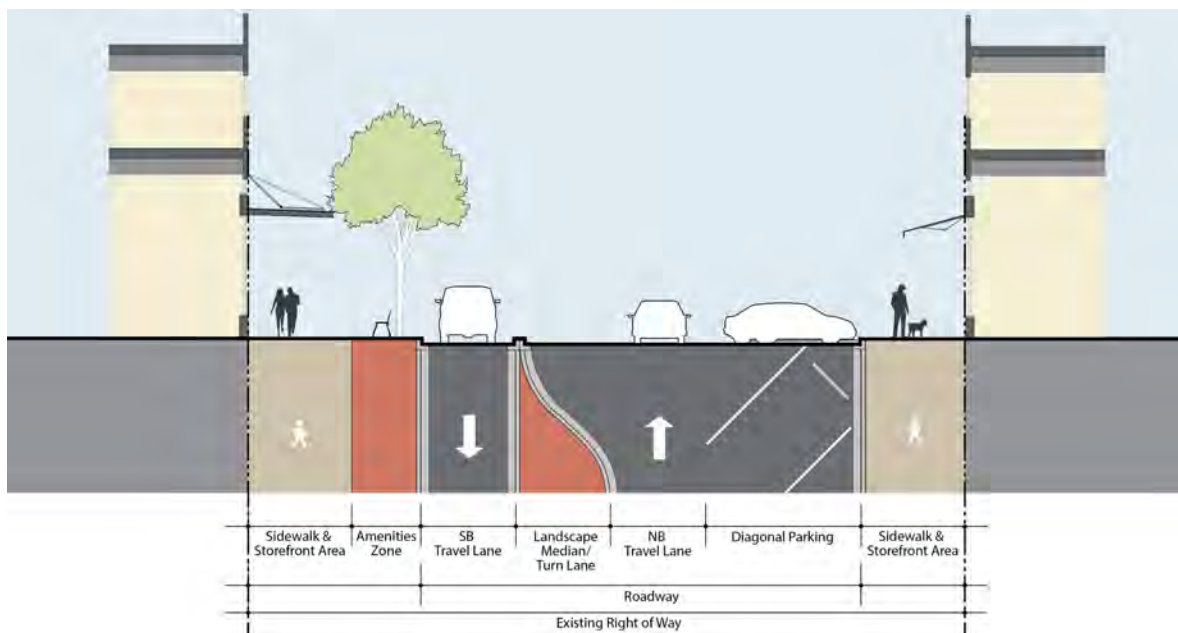


Concept 2

This roadway concept includes:

- Reducing the number of lanes from two in each direction to one in each direction*
- Median
- Dedicated left-turn lane at select intersections
- On-street angled parking
- Continuous, wide sidewalk for pedestrians movement and gathering space
- Amenities zones
- Bicyclists accommodated with improvements to a parallel route (Main Street and/or Rock Street, not shown)

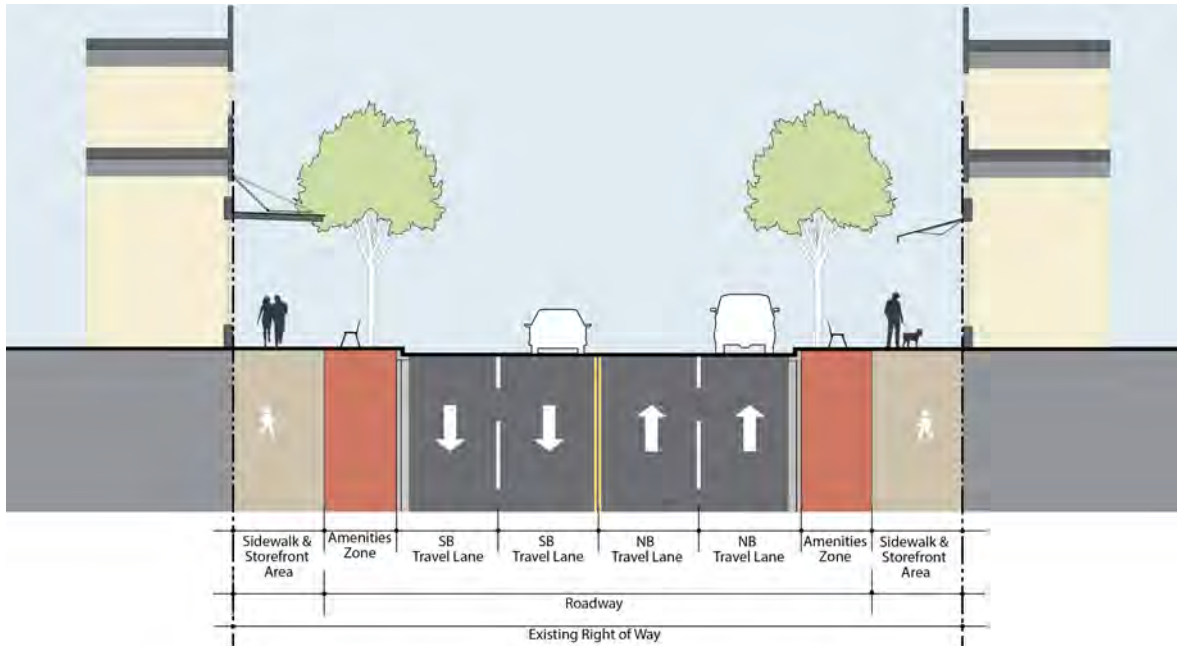
*Lane reductions allow for wider sidewalks, additional public space, and slower traffic speeds.



Concept 3

This roadway concept includes:

- 2-lanes in each direction
- Continuous, wide sidewalk for pedestrians movement and gathering space
- Amenities zones
- Bicyclists accommodated with improvements to a parallel route (Main Street and/or Rock Street, not shown)



Other Potential Improvements Could Include:

- Driveway consolidation
- Protective barriers
- Curb extensions
- Rounded corners for easier turning movements
- New traffic signals and improved signal operations
- Improved pedestrian crossings

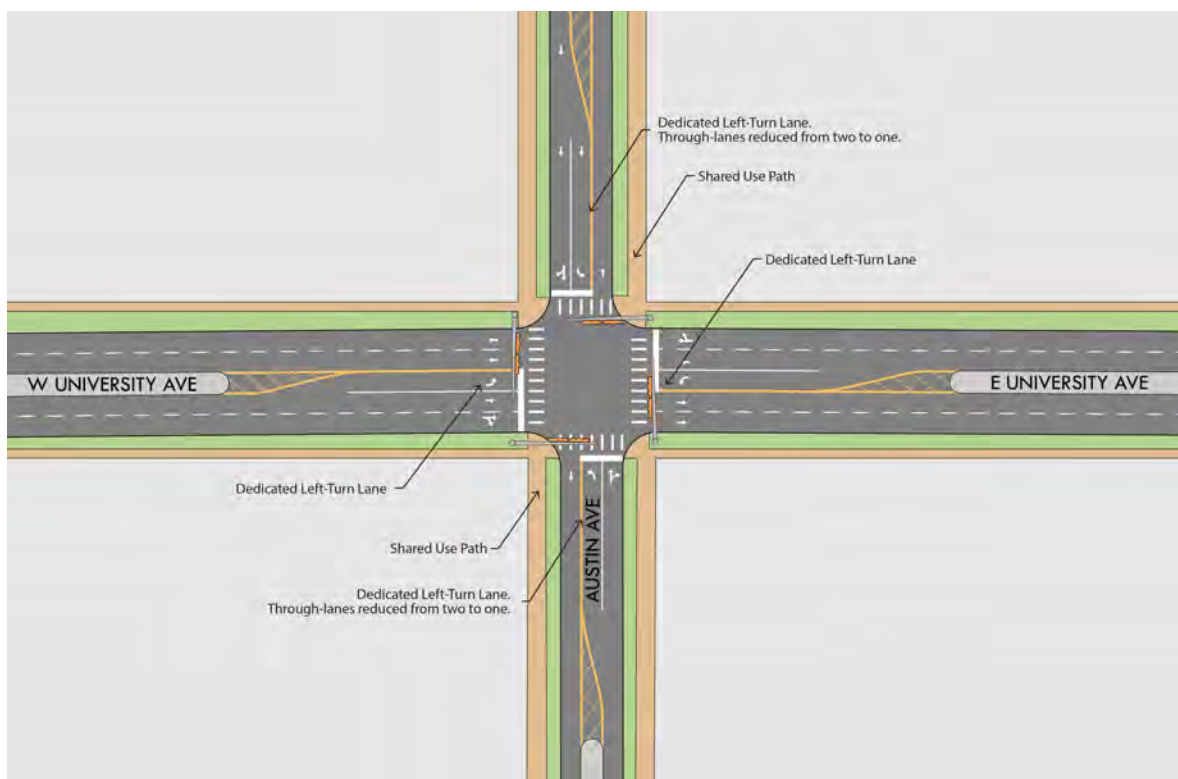
Intersection Concepts - University Avenue at Austin Avenue

The two images below represent potential intersection reconfigurations for Austin Avenue at University Avenue. Concept 1 reflects the lane reduction and maintains existing flow at the intersection with a shared through/left-turn and shared through/right-turn lane.

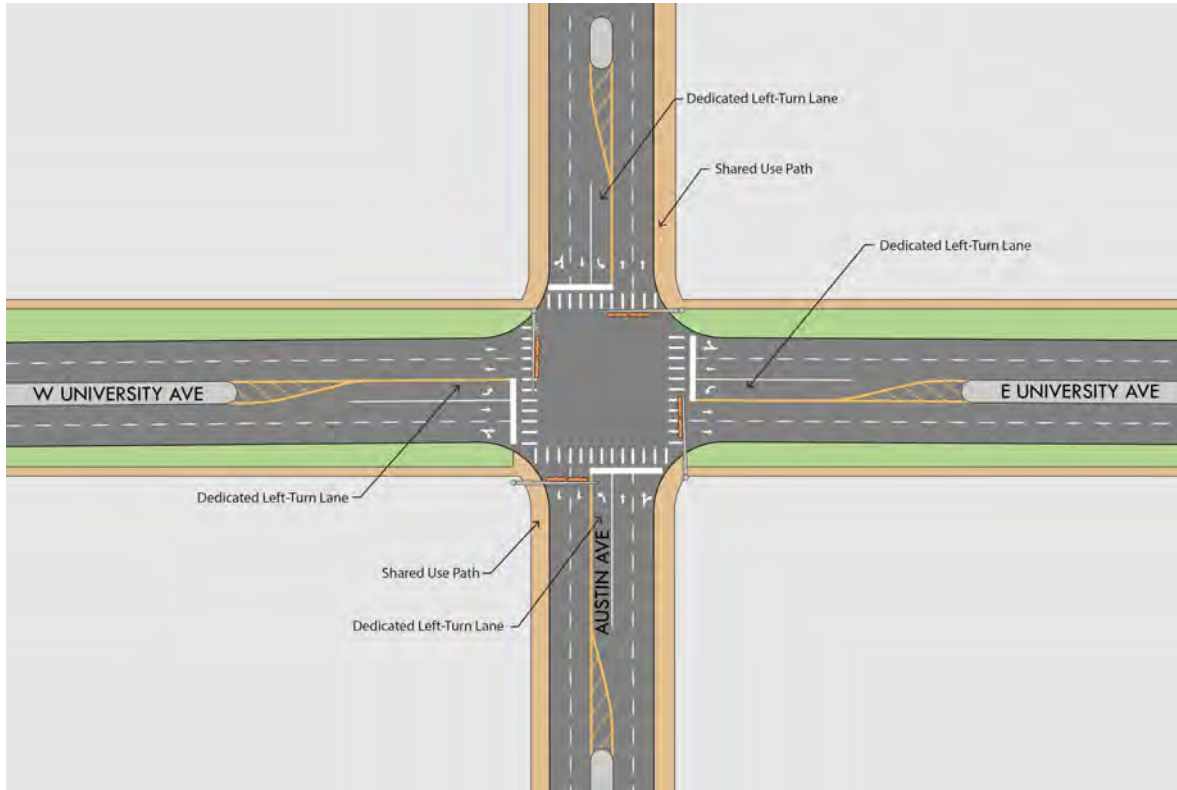
Concept 2 includes a shared through/left-turn lane, a dedicated through lane, and a shared through/right-turn lane. Both concepts will enhance safety at the intersection by adding dedicated left-turns on all approaches.

These concepts improve driver and pedestrian safety at the intersection while enhancing access to Austin Avenue.

Concept 1 - Reduced lanes, dedicated left-turn lanes, and easier right-turns



Concept 2 - Dedicated left-turn lanes and easier right-turn



8. Based on the information and images above, do you think these improvements would address transportation needs within the Downtown subarea?

- ☐ Yes
- ☐ No
- ☐ Maybe

9. What other improvements would you consider for the Downtown subarea, if any.

Austin Avenue Corridor Study

Old Town - University Avenue to 18th Street



Existing Austin Avenue

- 4-lane road with sidewalks on both sides of the road
- Pedestrian crossing with curb ramps and signage
- Overhead utilities

Identified Needs:

- Slower traffic
- Improved pedestrian and bicycle accommodations
- Additional pedestrian connections to Old Town Park and surrounding amenities

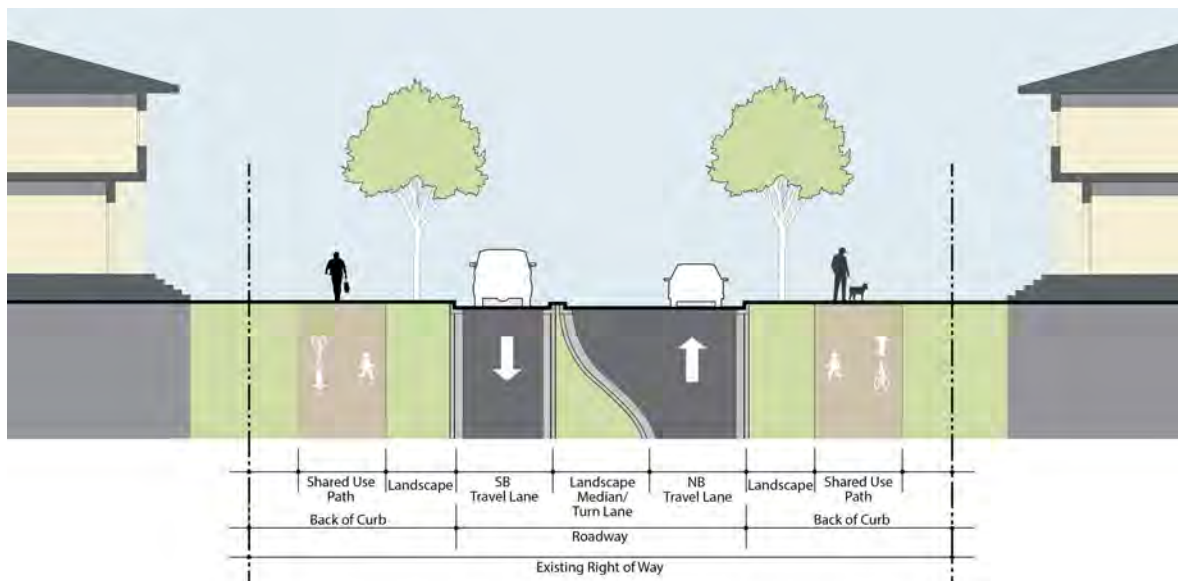
Roadway Concept

The below image represents a potential roadway configuration for a future Austin Avenue from 18th Street to Leander Road.

This roadway concept includes:

- Reducing the number of travel lanes from two in each direction to one in each direction*
- Median
- Dedicated left-turn lane at select intersections
- Continuous sidewalks for both pedestrians and bicyclists (shared-use path)

*Lane reductions allow for wider sidewalks, additional public space, and slower traffic speeds.



Other Potential Improvements Could Include:

- Traffic calming improvements
- Improved pedestrian connections to Old Town Park

10. Based on the information and images above, do you think these improvements would address transportation needs within the Old Town subarea?

- ☐ Yes
- ☐ No
- ☐ Maybe

11. What other improvements would you consider for the Old Town subarea, if any.

[illegible]

Existing Austin Avenue

- 4-lane road with inconsistent lane widths
- Continuous sidewalks with a grassy buffer between the travel lanes
- One pedestrian crossing with curb ramps and signal at Leander Road/FM 1460
- Overhead utilities

Identified Needs:

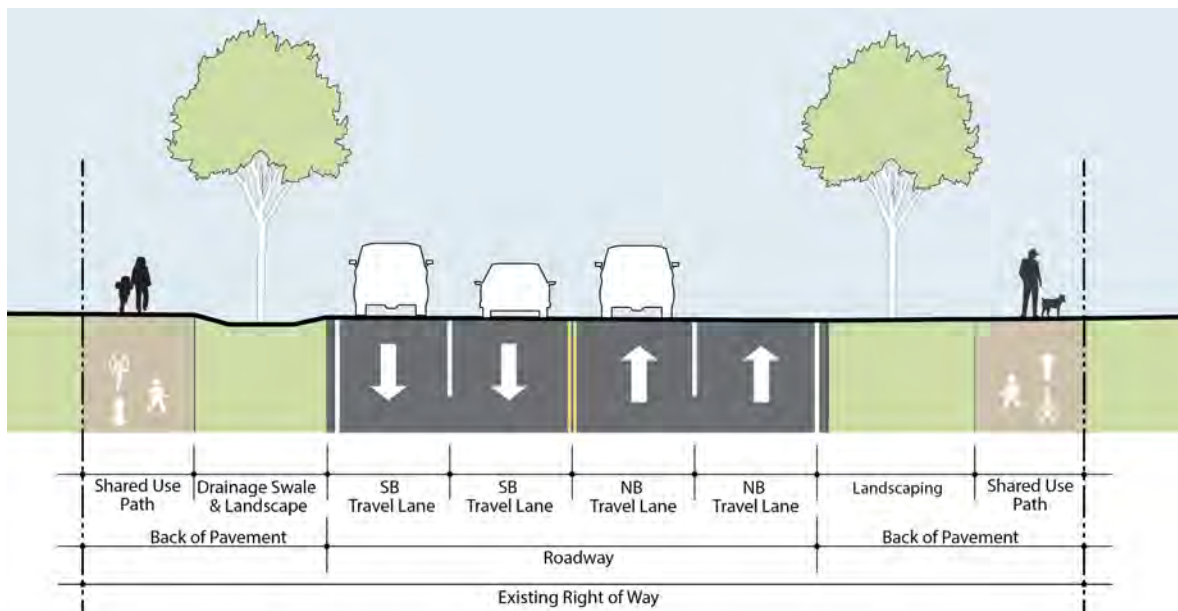
- Improved pedestrian and bicyclist accommodations
- Access management for abutting properties
- Enhanced safety for drivers accessing Austin Avenue and intersecting roadways near Brushy Street

Roadway Concept

The below image represents a potential roadway configuration for a future Austin Avenue from 18th Street to Leander Road.

This roadway concept includes:

- 2-lanes in each direction
- Continuous sidewalks for both pedestrians and bicyclists (shared-use path)
- Drainage features with landscaping

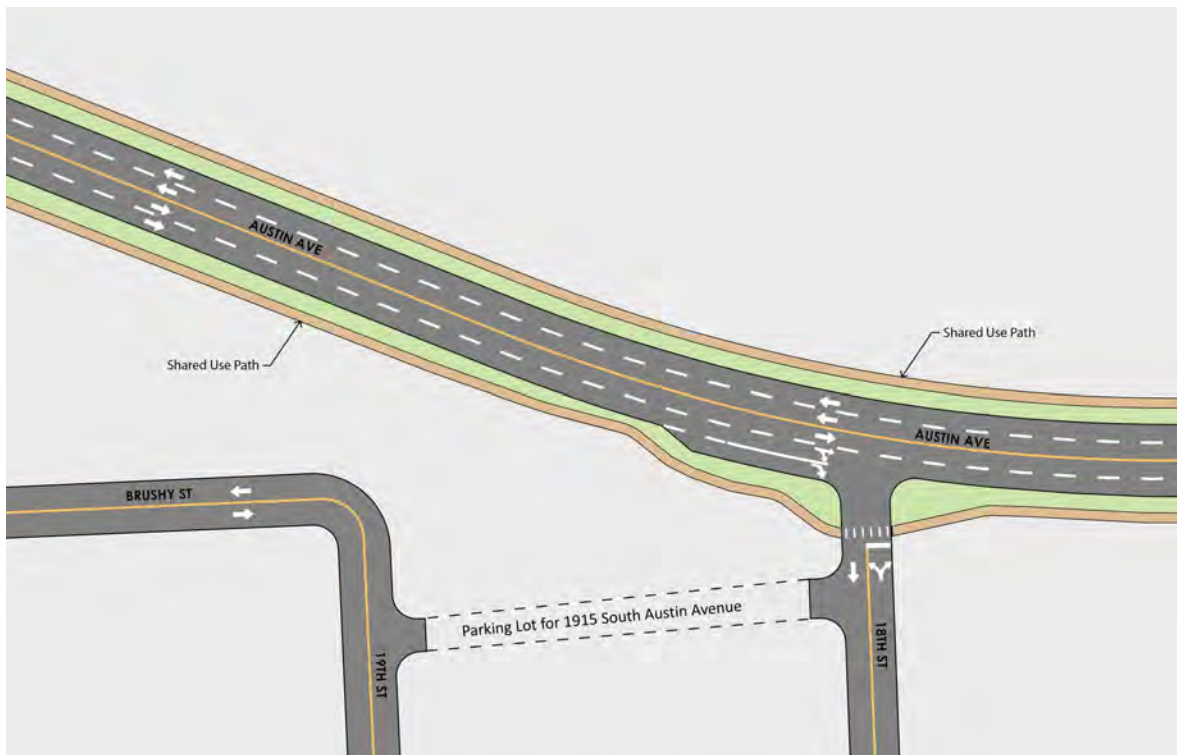


Other Potential Improvements Could Include:

- Driveway consolidation
- New traffic signals and improved signal operations
- Improved pedestrian crossings
- Innovative intersections such as roundabouts
- Raised median

Intersection Concept - Austin Avenue at Brushy Street

The image below represents a potential intersection reconfiguration at Brushy Street to enhance safety and access. The concept includes closing the Brushy Street connection to Austin Avenue/18th Street to eliminate the unsafe angle of approach. This would allow for safer access to abutting properties and better visibility for vehicles turning from 18th Street.



12. Based on the information and images above, do you think these improvements would address transportation needs within the Southern Gateway subarea?

- ☐ Yes
- ☐ No
- ☐ Maybe

13. What other improvements would you consider for the Southern Gateway subarea, if any.

Austin Avenue Corridor Study

Industrial and Institutional - Leander Road to SE Inner Loop



Existing Austin Avenue

- 4-lane road with inconsistent lane widths
- One pedestrian crossing with curb ramps and signal at Leander Road/FM 1460
- Overhead utilities
- Intermittent sidewalks with a grassy buffer separating the sidewalk from the travel lanes

Identified Needs:

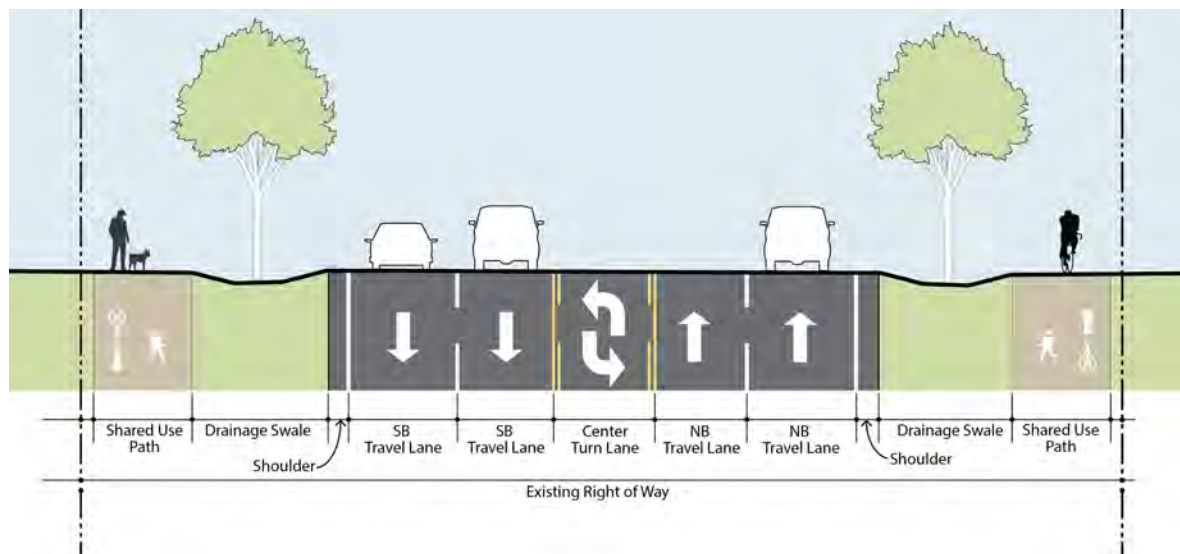
- Access management for abutting properties and side streets
- Improved pedestrian and bicycle accommodations
- Safety improvements for drivers at Austin Avenue and Leander Street
- Improved access for non-drivers to CARTS station

Roadway Concept

The below image represents a potential roadway configuration for a future Austin Avenue from Leander Road to SE Inner Loop.

This roadway concept includes:

- 2-lanes in each direction with a center-turn lane
- Continuous sidewalk for both pedestrians and bicyclists (shared-use path)
- Drainage features with landscaping



Other Potential Improvements Could Include:

- Driveway consolidation
- Multi-modal connectivity to CARTS station
- Dedicated left-turn lanes
- New traffic signals and improved signal operations
- Improved pedestrian crossings

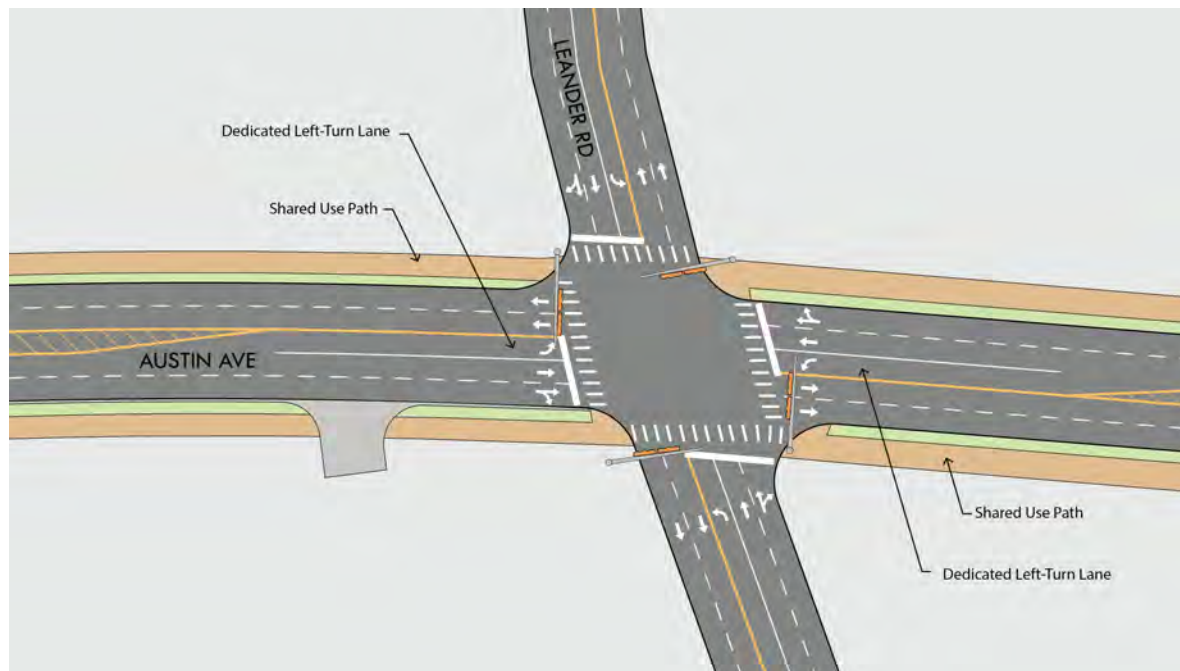
Intersection Concepts - Austin Avenue at Leander Road

The two images below represent potential intersection reconfiguration and improvements at the Austin Avenue and Leander Road intersection.

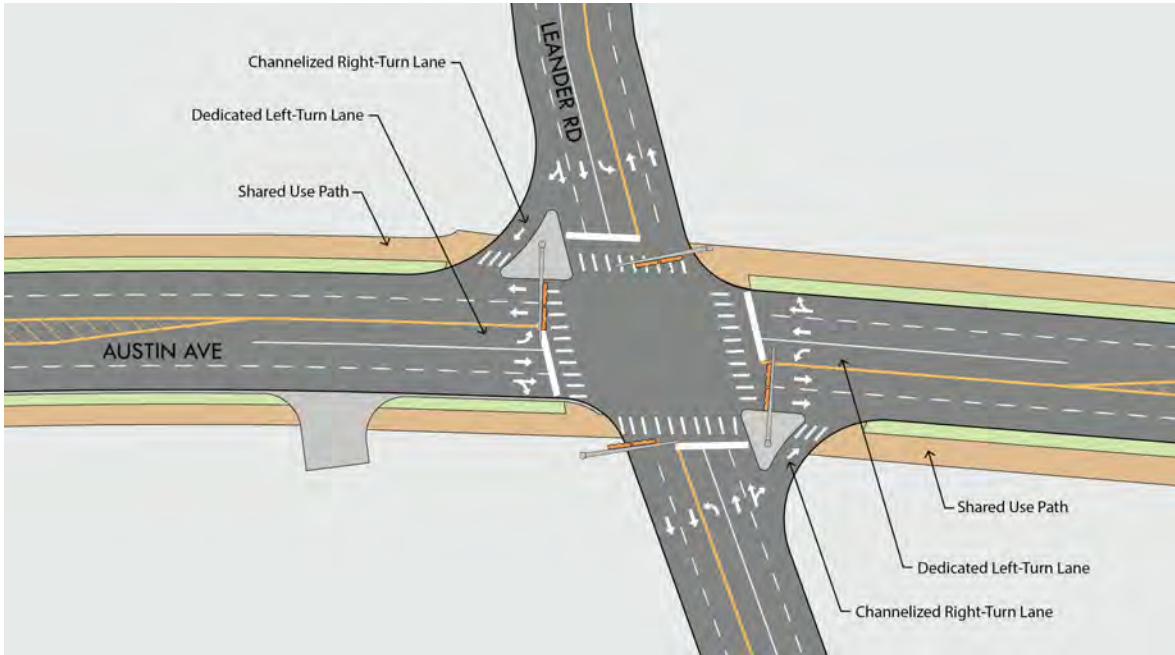
Both concepts maintain the dedicated left-turn lanes onto Austin Avenue from east and westbound Leander Road and add a dedicated left-turn lane onto Leander Road from north and southbound Austin Avenue. Concept 2 includes a channelized right-turn lane onto Austin Avenue from east and westbound Leander Road. A channelized right-turn allows drivers to turn right once traffic is clear without having to wait for the signal.

Both concepts improve access, traffic flow, and safety through the intersection.

Concept 1 - Dedicated left-turn lanes



Concept 2 - Dedicated left-turn lanes and channelized right-turn lanes



14. Based on the information and images above, do you think these improvements would address transportation needs within the Industrial and Institutional subarea?

- ☐ Yes
- ☐ No
- ☐ Maybe

15. What other improvements would you consider for the Industrial and Institutional subarea, if any.

Austin Avenue Corridor Study

Demographics (optional)

16. In what zip code do you live?

17. Which gender do you identify as most?

- ☐ Female
- ☐ Male
- ☐ Nonbinary
- ☐ Prefer not to answer
- ☐ Other

18. Please tell us your age group.

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+
- ☐ Prefer not to answer

19. What language is primarily spoken in your home?

- ☐ English
- ☐ Spanish
- ☐ Prefer not to answer
- ☐ Other

20. Which category best describes you? (Choose all that apply)

- ☐ American Indian or Alaska Native
- ☐ Asian or Asian American
- ☐ Black or African American
- ☐ Hispanic, Latino, or Spanish origin
- ☐ Native Hawaiian or other Pacific Islander
- ☐ White
- ☐ Some other race, ethnicity, or origin
- ☐ Prefer not to answer



APPENDIX

A3

Public Meeting #2 Outreach Materials

Northern Gateway



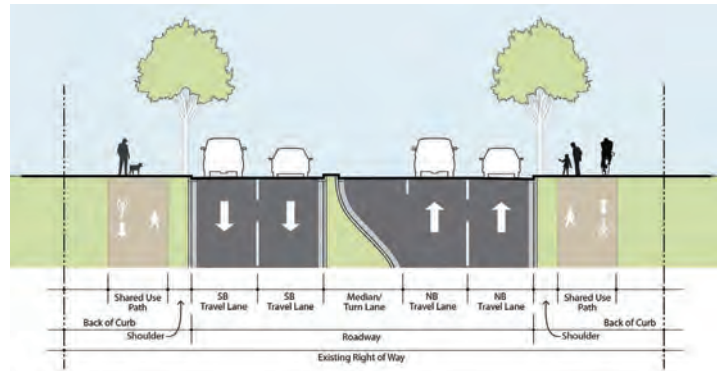
NE INNER LOOP TO WEIR ROAD/FM 971



F Potential Configuration

Existing Austin Avenue

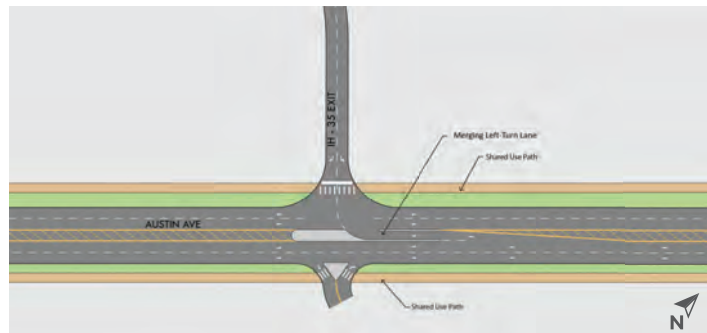
- 4-lane road with a continuous center-turn lane and shoulders
- Intermittent sidewalks with a grassy buffer separating the sidewalk from the travel lanes
- Three pedestrian crossings with signals and curb ramps
- Overhead utilities



Potential Corridor Improvements

- Continuous sidewalks for both pedestrians and bicyclists (shared-use path)
- Trail connections and improved pedestrian crossings
- Raised median
- Driveway consolidation

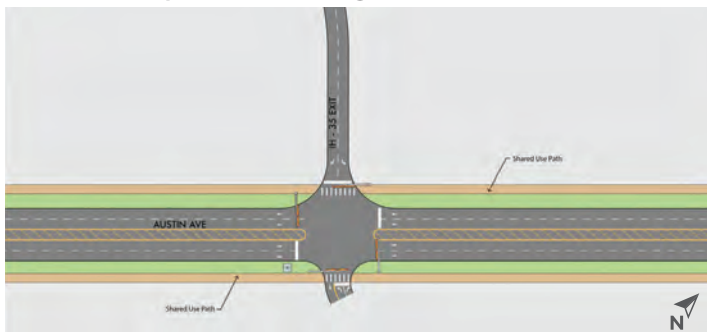
1 I-35 Exit Concept – Merging Left Turn Lane



I-35 Exit Concept – Add Traffic Signal

Potential Intersection Improvements

- Dedicated left-turn lanes
- New traffic signals and improve existing signal operations
- Improve pedestrian crossing
- Safety design improvements



San Gabriel



WEIR ROAD/FM 971 TO SOUTH FORK OF THE SAN GABRIEL RIVER



Existing Austin Avenue

- 4-lane road with continuous center-turn lane and shoulders
- Intermittent sidewalks
- Four pedestrian crossings with signals and curb ramps
- Dedicated left-turn lanes from Williams Drive to north of the historic vehicle bridge
- Historic vehicle bridge over the river is 4 lanes with narrow sidewalks

Potential Corridor Improvements

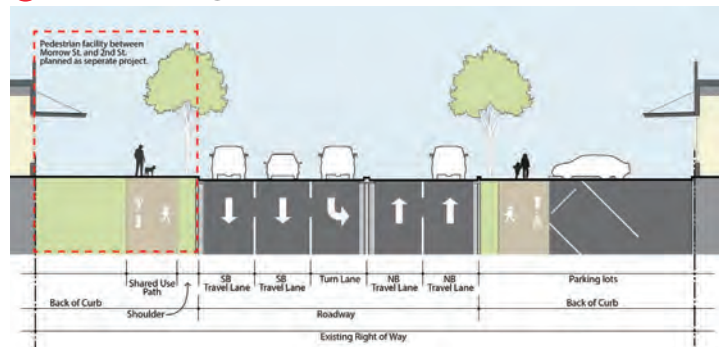
- Continuous sidewalks for both pedestrians and bicyclists (shared-use path)
- Trail connections and improved pedestrian crossings
- Bridge improvements
- Traffic signal improvements
- Driveway consolidation
- Raised median near Chamber Way

Potential Intersection Improvements

- Dedicated left-turn lanes
- New traffic signals and improve existing signal operations
- Improve pedestrian crossings
- Consider innovative intersections such as roundabouts

Note: The City of Georgetown is currently planning improvements to the historic Austin Avenue bridges and anticipates construction will begin late 2023. Additional information can be found at bit.ly/AustinAve-Georgetown.

(E) Potential Configuration



① San Gabriel Blvd. at Austin Ave. Concept: Add northbound and southbound dedicated left-turn lanes



San Gabriel Blvd. at Austin Ave. Concept: Two-lane roundabout



Downtown



SOUTH FORK OF THE SAN GABRIEL RIVER TO UNIVERSITY AVENUE/SH 29



- ② University Ave. at Austin Ave. Concept: Reduced lanes, dedicated left-turn lanes, and easier right-turns



- University Ave. at Austin Ave. Concept: Dedicated left-turn lanes and easier right-turn



Existing Austin Avenue

- 4-lane road
- Intermittent sidewalk and street lighting
- Nine pedestrian crossings with signals, curb ramps, and pavement treatments at various crossings

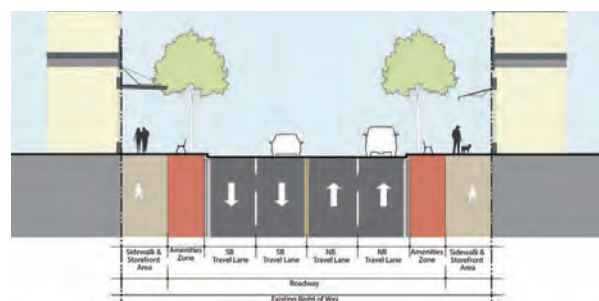
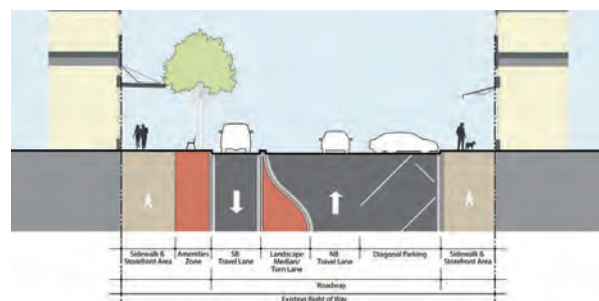
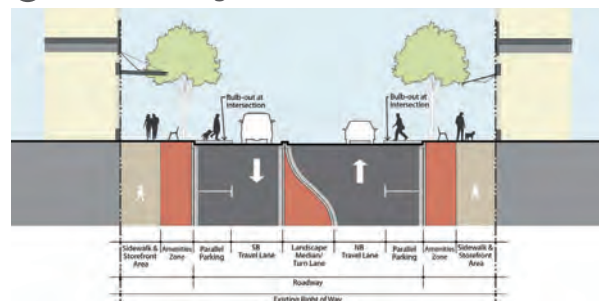
Potential Corridor Improvements

- Continuous sidewalks for both pedestrians and bicyclists (shared-use path)
- Lane reductions for wider sidewalks, additional public space, and safer traffic speeds
- Driveway consolidation
- Protective barriers
- Curb extensions

Potential Intersection Improvements

- Dedicated left-turn lanes
- Rounded corners for easier turning movements
- New traffic signals and improved operations
- Improved pedestrian crossings

④ Potential Configurations



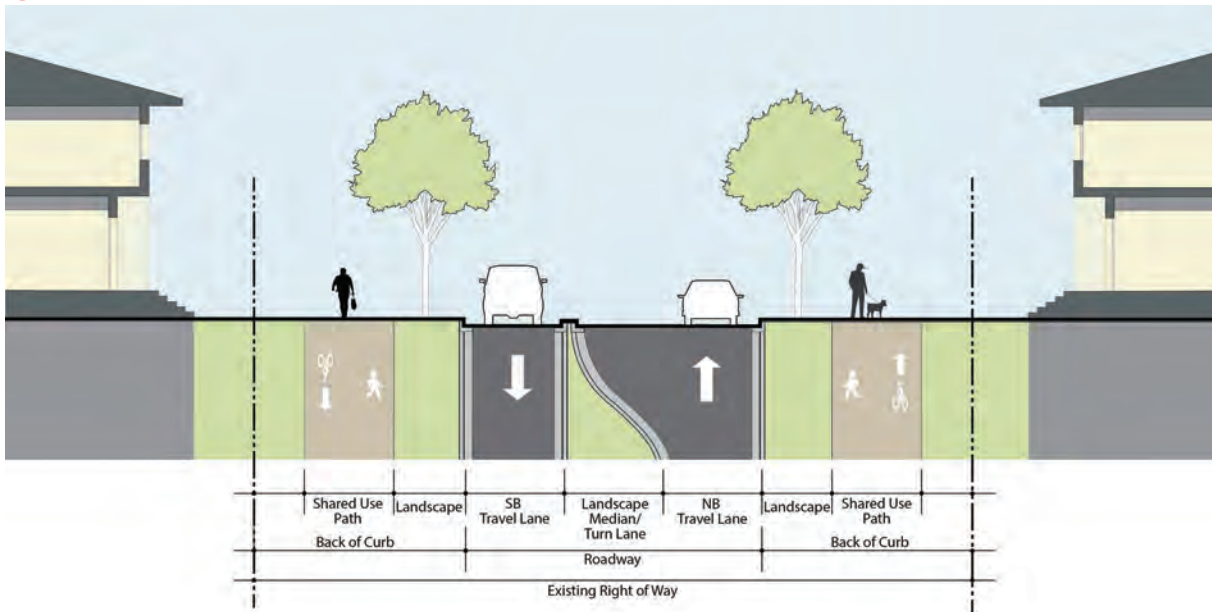
Old Town



UNIVERSITY AVENUE/SH 29 TO 18TH STREET



C Potential Configurations



Existing Austin Avenue

- 4-lane road with sidewalks on both sides of the road
- Pedestrian crossing with curb ramps and signage
- Overhead utilities

Potential Corridor Improvements

- Continuous sidewalks for both pedestrians and bicyclists (shared-use path)
- Lane reductions and traffic calming (speed bumps and narrower lanes)
- Improved pedestrian connections to Old Town Park

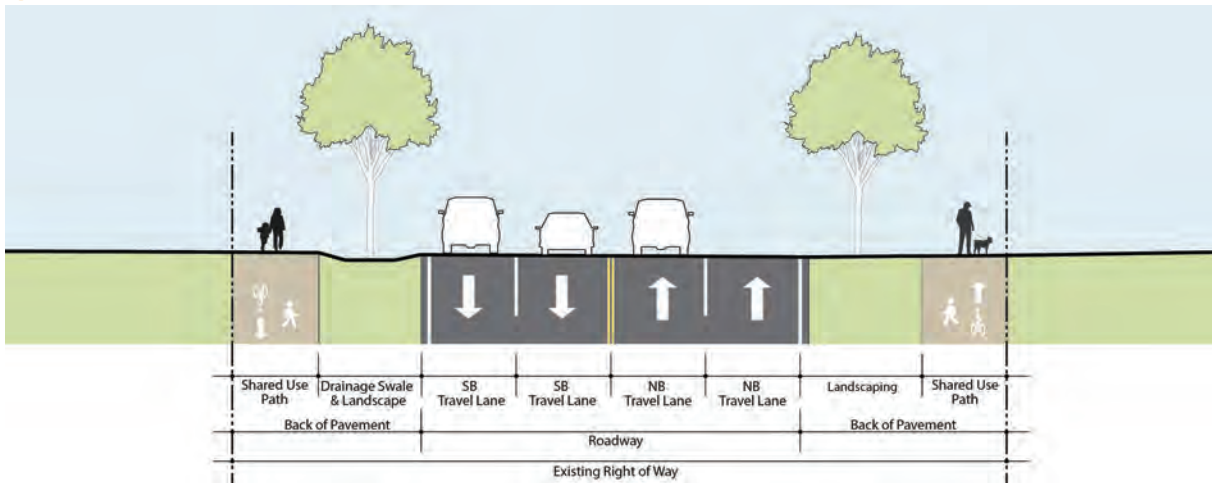
Southern Gateway



18TH STREET TO LEANDER ROAD



B Potential Configurations



Existing Austin Avenue

- 4-lane road with inconsistent lane widths
- Continuous sidewalks with a grassy buffer between the travel lanes
- One pedestrian crossing with curb ramps and signal at Leander Road/FM 1460
- Overhead utilities

Potential Intersection Improvements

- New traffic signals and improved operations
- Improved pedestrian crossings
- Consider innovative intersections like roundabouts
- Access management
- Improve access management and safety by closing the existing intersection of Austin Ave. and Brushy St.

Potential Corridor Improvements

- Continuous sidewalks for both pedestrians and bicyclists (shared-use path)
- Driveway consolidation

① Brushy St. and Austin Ave. Concept: Close access from Austin Ave. to Brushy St.



Industrial and Institutional



LEANDER ROAD TO SE INNER LOOP



Existing Austin Avenue

- 4-lane road with inconsistent lane widths
- One pedestrian crossing with curb ramps and signal at Leander Road/FM 1460
- Overhead utilities
- Intermittent sidewalks with a grassy buffer separating the sidewalk from the travel lanes

Potential Corridor Improvements

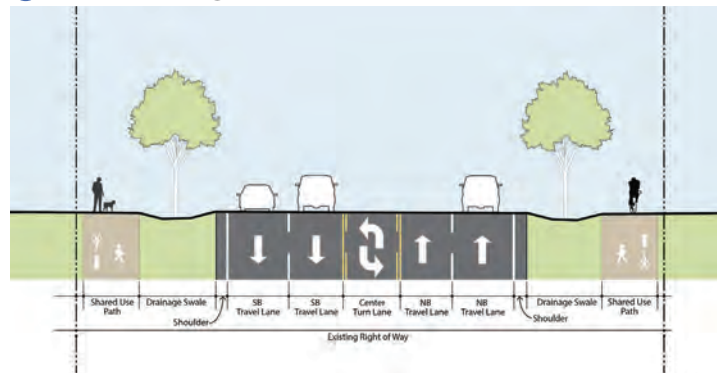
- Continuous sidewalks for both pedestrians and bicyclists (shared-use path)
- Driveway consolidation
- Center turn lane
- Multi-modal connectivity to CARTS station

Potential Intersection Improvements

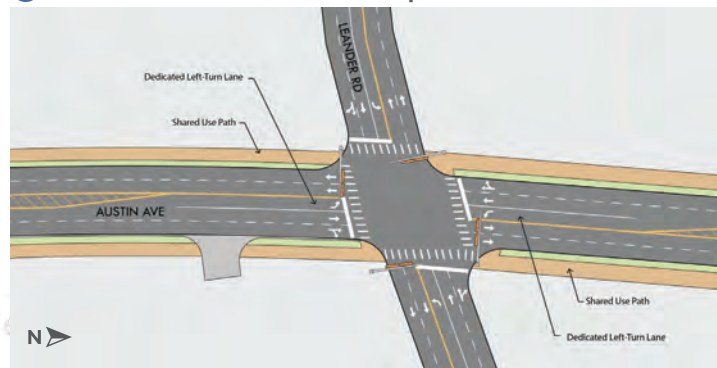
- Dedicated left-turn lanes
- New traffic signals and improved operations
- Improved pedestrian crossings

Note: TxDOT is currently planning improvements to Austin Avenue between SE Inner Loop and Leander Road

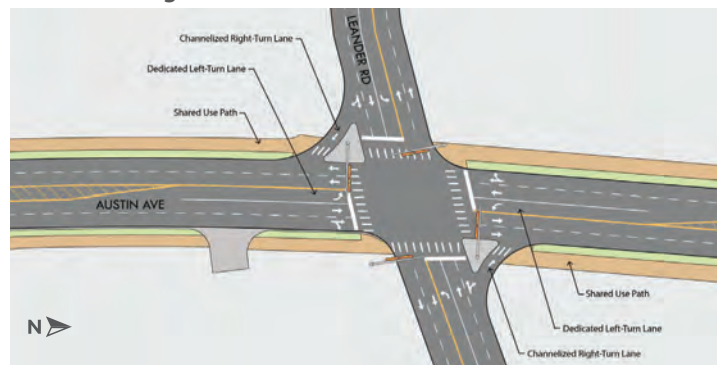
A Potential Configuration



4 Leander Rd. at Austin Ave. Concept: Dedicated left-turn lanes



Leander Rd. at Austin Ave. Concept: Dedicated left-turn lanes and channelized right-turn lanes



Austin Avenue Corridor Study



PROCESS & TIMELINE

**SPRING
2023**

Assess Current and Future Conditions

- Review previous plans and studies as they relate to Austin Avenue
- Compile and analyze data such as existing and future connections along the corridor, travel patterns, traffic numbers, and current land uses
- Identify transportation needs along the corridor using public feedback



Public Meeting 1

WE ARE HERE →

**SUMMER/
FALL
2023**

Develop Concept Plan

- Establish a conceptual plan based on public and stakeholder feedback, project goals, and transportation needs
- Identify relevant transportation and land use projects and policies to address mobility, safety, connectivity, and multimodal travel options
- Support economic development with land use and placemaking opportunities



Public Meeting 2

**WINTER
2023/
2024**

Draft Recommendation and Project Prioritization

- Incorporate public feedback and data gathered from the draft concept plan to create study recommendations
- Draft and prioritize projects based on short, medium, and long term goals
- Present draft recommendations to the City of Georgetown, regional transportation agencies, elected officials, property owners, and the public



Public Meeting 3

**SPRING
2024**

Final Report and Implementation Plan

- Develop final report and implementation plan using input gathered on the draft recommendations
- Use the implementation plan as guidance for project decisions, stakeholder partnerships, and investment strategies
- As funding is available, implement recommendations based on short, medium, and long term goals

Tell Us Your Thoughts!



REVIEW MATERIALS
ASK QUESTIONS
SHARE YOUR INPUT



Take the **survey**

bit.ly/AACS-Survey



Email us at
austinavenuestudy@hdrinc.com



Fill out a
comment form



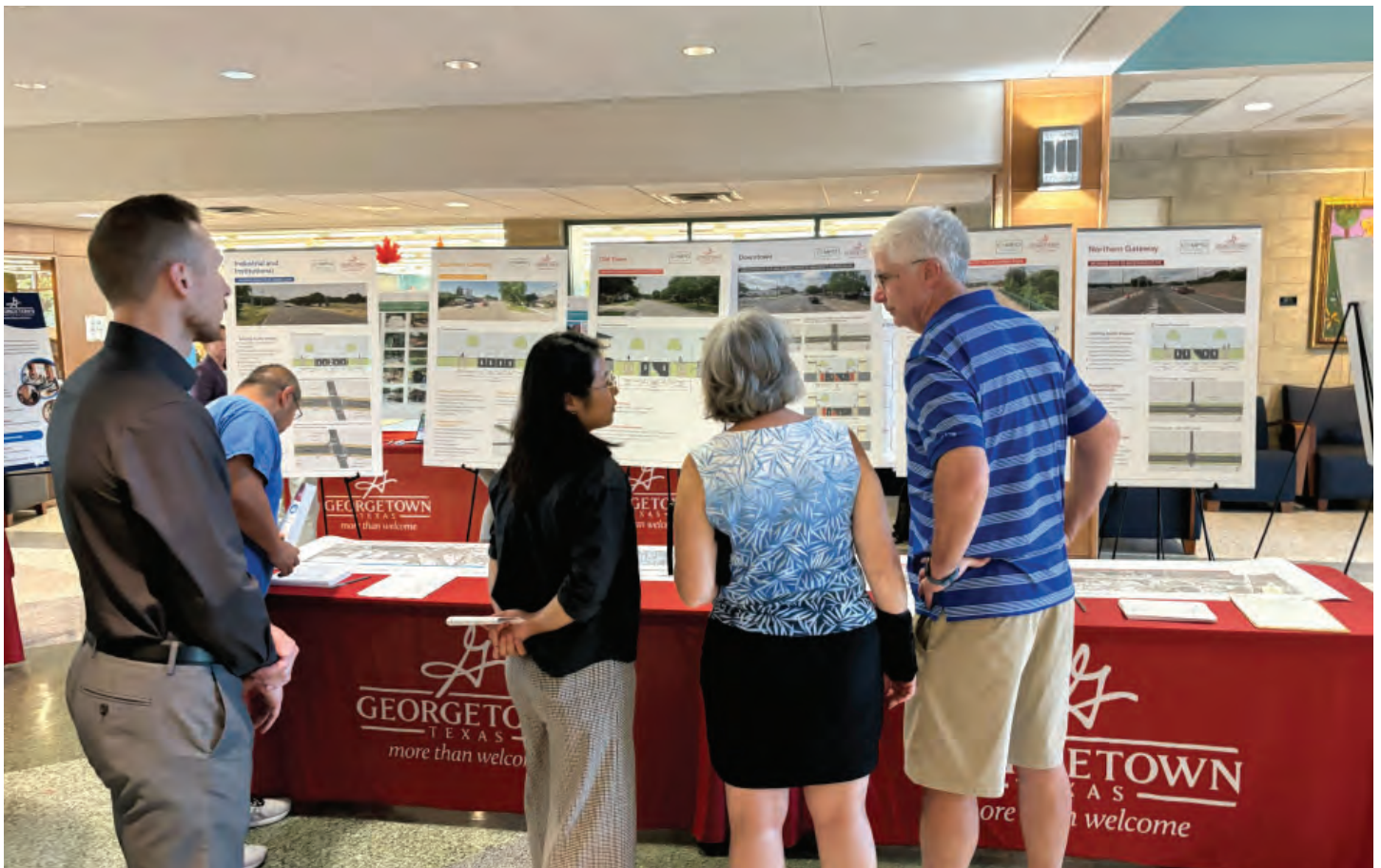
Mail them to
Austin Ave. CS, c/o CD&P
PO Box 5459, Austin, TX 78763

ALL COMMENTS MUST BE SUBMITTED BY
MONDAY, NOV. 13, 2023

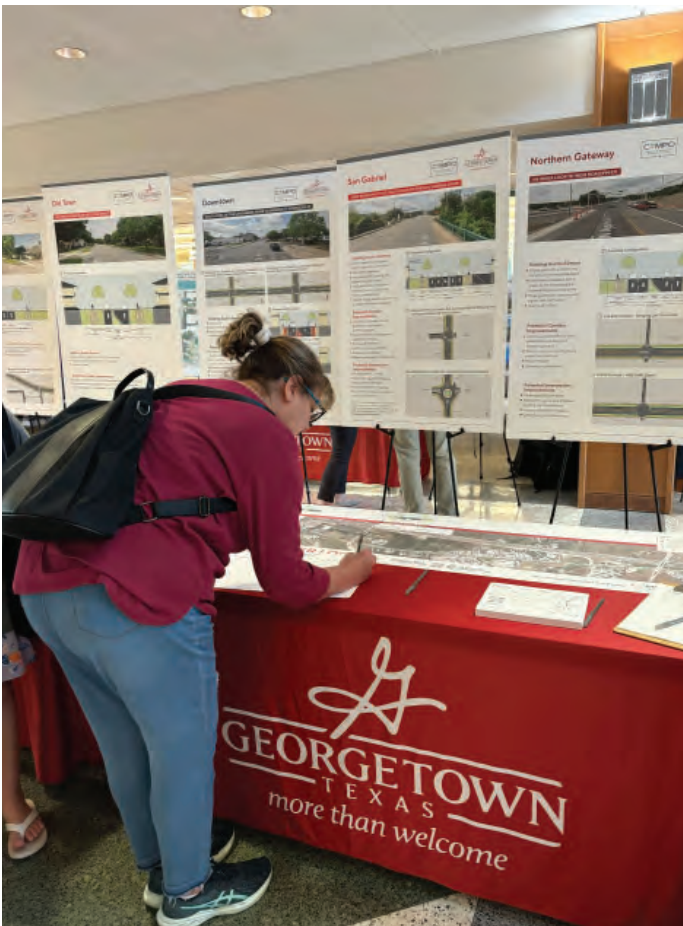
Public Meeting #2



Public Meeting #2



Public Meeting #2



APPENDIX

A4

Public Meeting #3 Outreach Materials

Austin Avenue Corridor Study



PROJECT OVERVIEW

The Capital Area Metropolitan Planning Organization (CAMPO) and the City of Georgetown are conducting the Austin Avenue Corridor Study between Southeast Inner Loop and Northeast Inner Loop. The study considers various transportation modes and will encompass land use recommendations and opportunities for placemaking.

Study Goals

- Further the goals and priorities of existing plans including the City's 2030 Comprehensive Plan, specifically the Future Land Use Plan, Downtown Master Plan, and Future Mobility Plan
- Enhance multimodal movement, operations, and safety
- Enhance the corridor character and pedestrian experience
- Support economic development along the corridor

Recommendations will be categorized into topics like transportation and placemaking, with a further breakdown into short-, mid-, and long-term improvement projects.



LEGEND

- Northern Gateway (NE Inner Loop to FM 971)
- San Gabriel (FM 971 to South Fork of the San Gabriel River)
- Downtown (South Fork of the San Gabriel River to SH 29)
- Old Town (SH 29 to 18th St.)
- Southern Gateway (18th St. to Leander Road)
- Industrial & Institutional (Leander Road to SE Inner Loop)

SPRING 2023

Assess Current and Future Conditions

FALL 2023

Develop Concept Plan

WINTER 2023/2024

Draft Recommendation and Project Prioritization

SPRING 2024
WE ARE HERE

Final Report and Implementation Plan

Austin Avenue Corridor Study

GOALS & OBJECTIVES



1

Further the goals and priorities of existing plans including the City's 2030 Comprehensive Plan, specifically the Future Land Use Plan, Downtown Master Plan, and Future Mobility Plan.

Objectives:

- Apply solutions that address immediate and future multimodal transportation needs as they relate to the land use patterns and other priorities encouraged in existing plans.



2

Enhance multimodal movement, operations, and safety.

Objectives:

- Balance transportation needs for all users of the corridor.
- Improve safety throughout the corridor for all modes of transportation.
- Improve access to alternative modes of transportation, prioritizing connections with adjacent neighborhoods.
- Enhance access to existing and planned amenities such as parks, retail, and other community centers.



3

Enhance the corridor character and pedestrian experience.

Objectives:

- Consider roadway designs that incorporate median and pedestrian landscaping and lighting.
- Prioritize sidewalk improvements to enhance walkability and increase connections to off-street trails.
- Improve aesthetics consistent with the character of each sub-area. Support local businesses by creating a streetscape that attracts customers through pedestrian-scaled lighting, landscaping, and visible access to businesses.
- Create a sense of place and arrival/departure for the sub-areas and overall study area.



Support economic development along the corridor.

Objectives:

- Improve traffic operations to create a reliable and consistent network for the movement of persons and goods along the corridor.
- Plan for anticipated economic redevelopment activity along the corridor through multimodal connections to businesses and surrounding neighborhoods and by envisioning potential catalytic development.

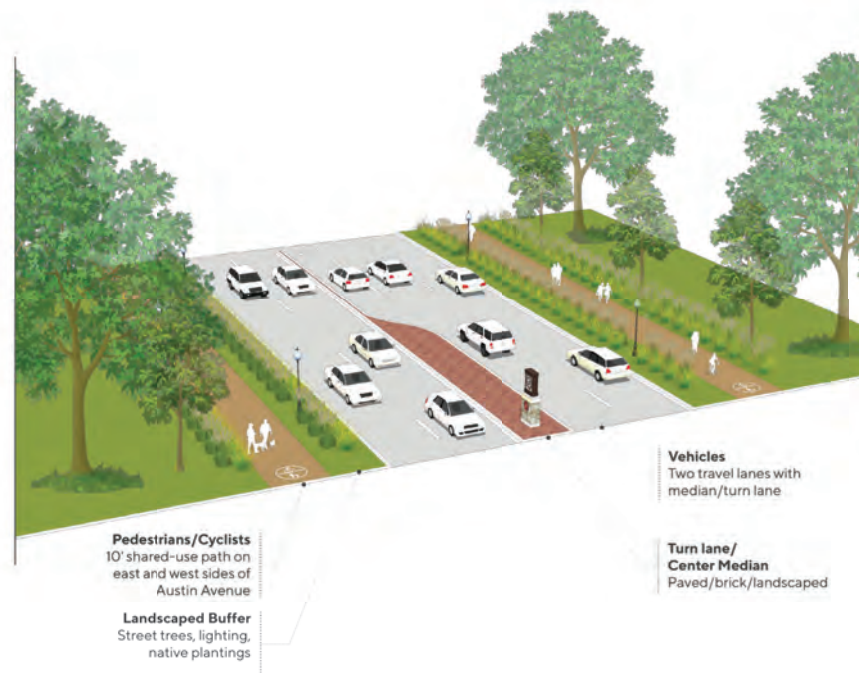
4

Vision for Northern Gateway

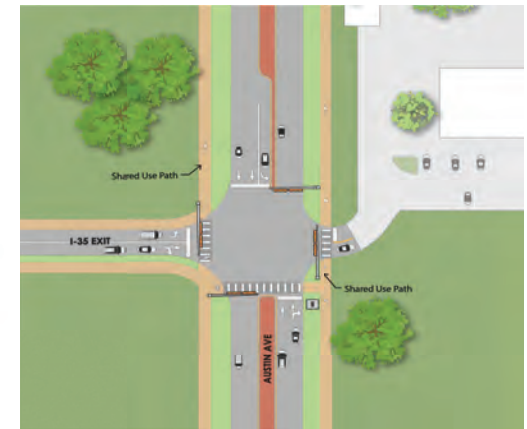
NE INNER LOOP TO WEIR ROAD/FM 971



Conceptual Cross Section (Northbound and Southbound)



Austin Ave. at I-35 Concept



Community Concerns

Safety concerns at the NE Inner Loop intersection

Unauthorized turning onto Austin Ave. at I-35 exit

Safety concerns near Georgetown High School

High Priority Improvements

Modify signal and improve intersection to increase safety and improve traffic flow

Build traffic signal with protected pedestrian crossings

Improve Georgetown HS driveways multimodal access and pedestrian crossings

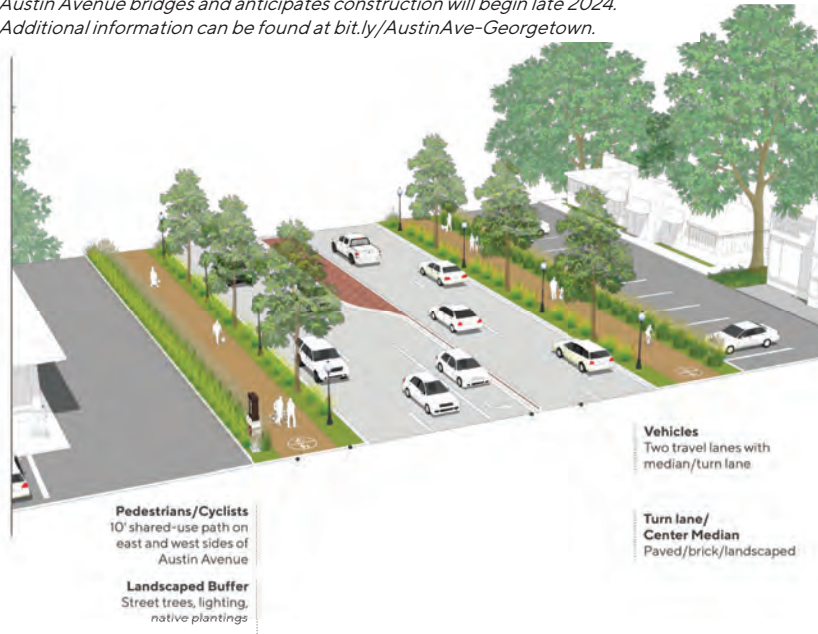
Vision for San Gabriel

WEIR ROAD/FM 971 TO SOUTH FORK OF SAN GABRIEL RIVER



Conceptual Cross Section (Northbound and Southbound)

Note: The City of Georgetown is currently planning improvements to the historic Austin Avenue bridges and anticipates construction will begin late 2024. Additional information can be found at bit.ly/AustinAve-Georgetown.



Community Concerns

Safe crossing options near the Recreation Center

Turning conflicts between Church Street and Myrtle Street

Safety concerns at San Gabriel Village Boulevard intersection

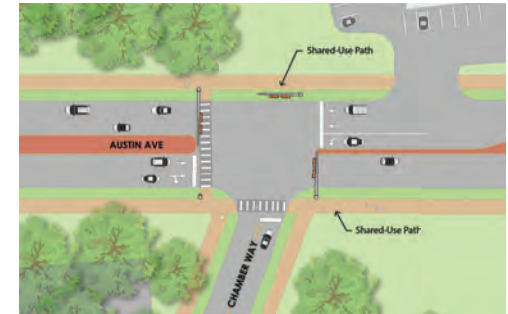
High Priority Improvements

Install signal with protected ADA-compliant crosswalks

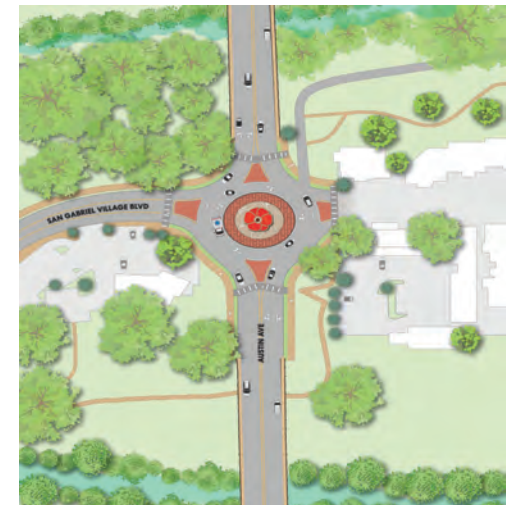
Evaluate driveway consolidation

Incorporate two-lane roundabout to calm traffic and reduce turning conflicts. Include ADA-compliant pedestrian crossings

Austin Ave. at Chamber Way Concept



Austin Ave. at San Gabriel Village Boulevard Concept

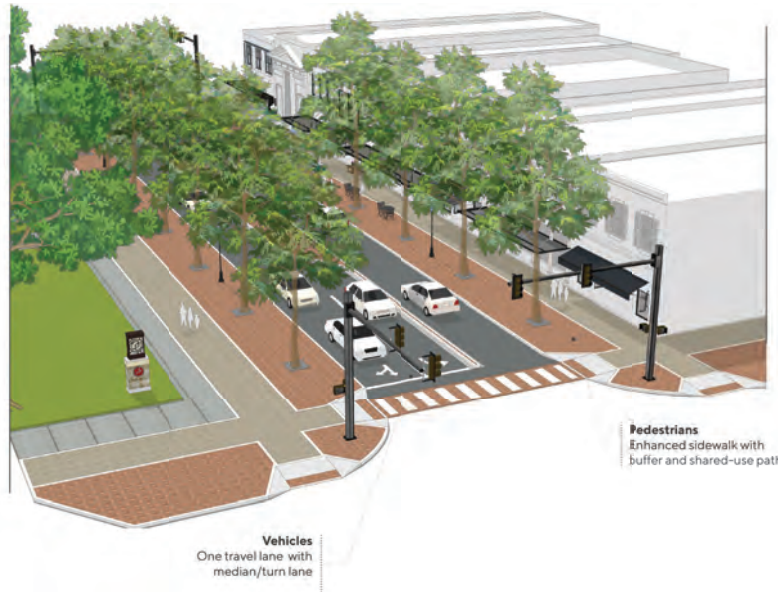


Vision for Downtown

SOUTH FORK OF SAN GABRIEL RIVER TO UNIVERSITY AVENUE/SH 29



Conceptual Cross Section (Northbound and Southbound)



Downtown Sidewalk Concept



Downtown Crosswalk Concept



Community Concerns

Desire to make Downtown more walkable and pedestrian focused

Unauthorized mid-block crossings on Austin Avenue

Intersection improvements along Austin Avenue at University Avenue and Main Street

High Priority Improvements

Incorporate lane reduction with expanded multimodal amenities

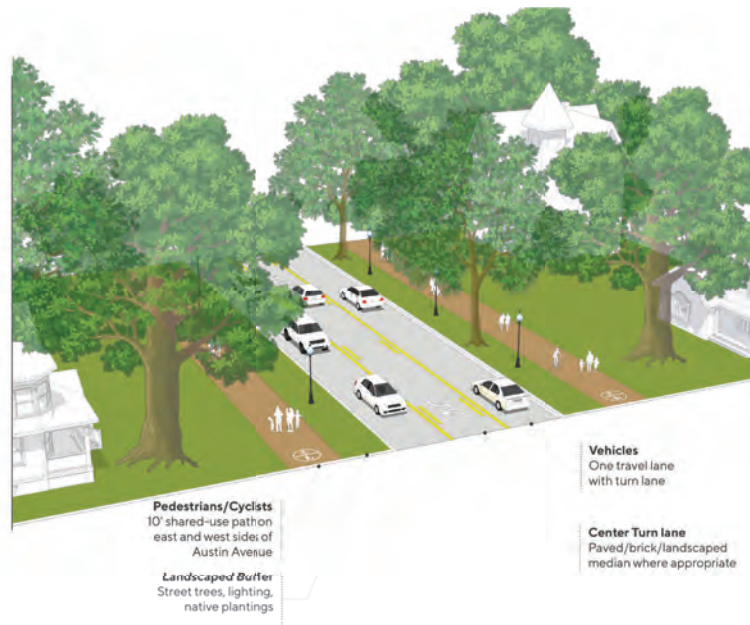
Install additional protected pedestrian crossings with a center median to serve as a pedestrian refuge

Improve signal operations and provide dedicated left-turn lanes to reduce congestion

Vision for Old Town

UNIVERSITY AVENUE/SH 29 TO 18TH STREET

Conceptual Cross Section (Northbound and Southbound)

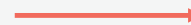


University Ave./Main Street Improvements



Community Concerns

Desire to make Old Town more walkable and pedestrian-focused



Reduce traffic speed



High Priority Improvements

Incorporate lane reduction with expanded multimodal amenities

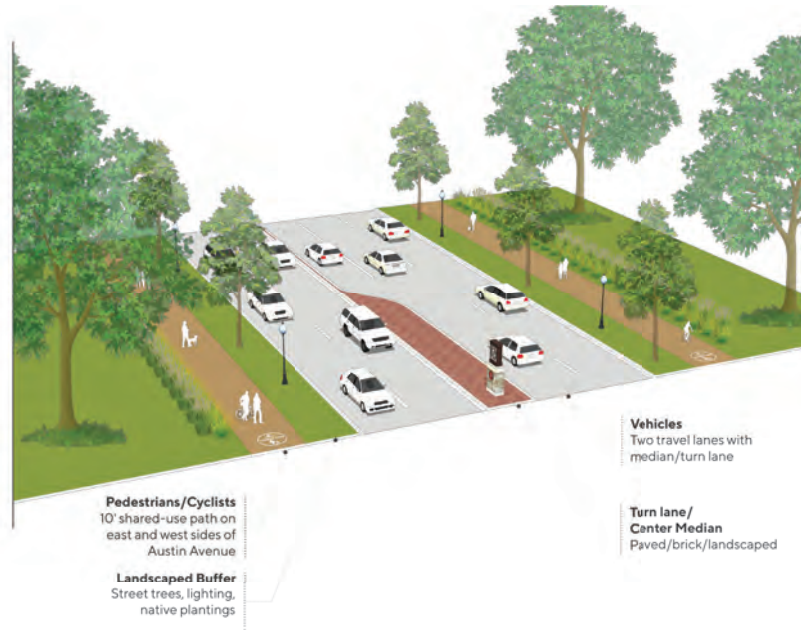
Implement traffic calming and speed monitoring strategies

Vision for Southern Gateway

18TH STREET TO LEANDER ROAD



Conceptual Cross Section (Northbound and Southbound)

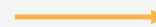


Austin Ave. at Brushy Street Concept



Community Concerns

Safety concerns with the number of driveways



Entry of Brushy Street onto Austin Avenue



High Priority Improvements

Perform driveway consolidation analysis and improve access management

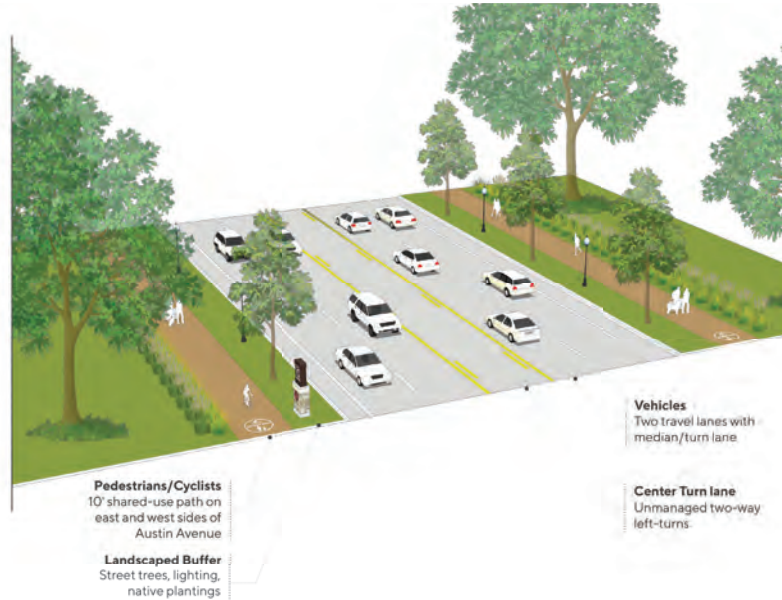
Close Brushy Street at Austin Avenue and evaluate options for commercial redevelopment or potential placemaking

Vision for Industrial and Institutional

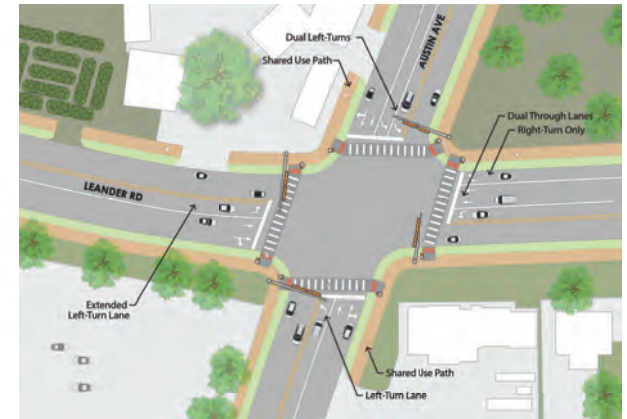
LEANDER ROAD TO SE INNER LOOP



Conceptual Cross Section (Northbound and Southbound)



Austin Ave. at Leander Road Concept



Note: TxDOT is currently planning improvements to Austin Avenue between SE Inner Loop and Leander Road

Community Concerns

Safety concerns at Leander Road intersection



Improve traffic operations at SE Inner Loop intersection



High Priority Improvements

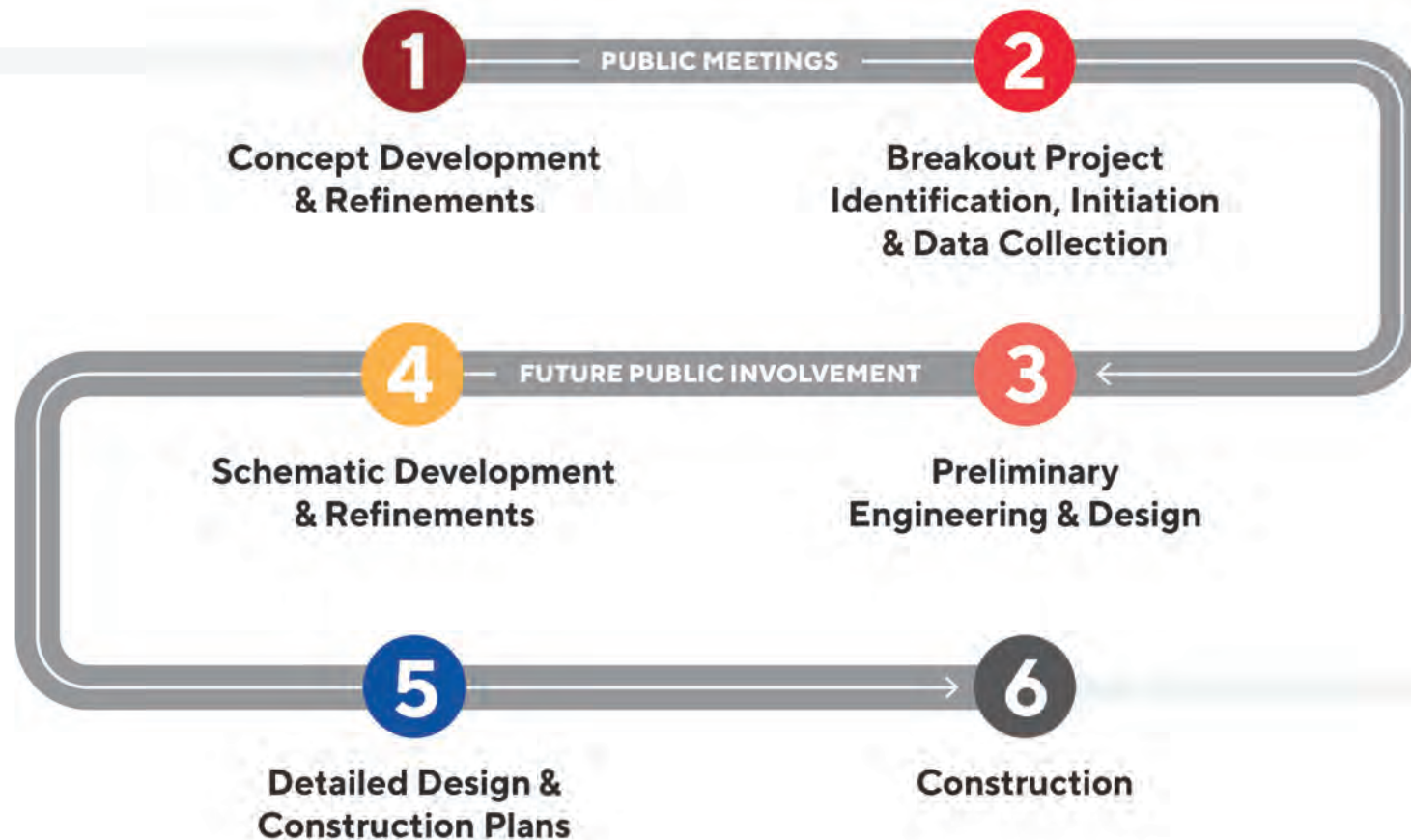
Improve signal operations, provide dedicated turn lanes, protected phasing, and ADA-compliant sidewalks

Improve signal operations and provide dedicated turn lanes to improve traffic flow

Next Steps



Future phases, **pending funding**, may include additional community input, performing detailed environmental studies and design, detailed design, right-of-way acquisition, and utility coordination prior to construction.



Tell Us Your Thoughts!



REVIEW MATERIALS
ASK QUESTIONS
SHARE YOUR INPUT



Take the **survey**
bit.ly/AACS-Survey



Fill out a **comment form**



Email comments to
austinavenuestudy@hdrinc.com



Mail comments to
Austin Ave. CS, c/o CD&P
PO Box 5459, Austin, TX 78763

ALL COMMENTS MUST BE SUBMITTED BY
MONDAY, APRIL 1, 2024

Austin Avenue Corridor Study - Community Survey #3

1.

The Capital Area Metropolitan Planning Organization (CAMPO) and the City of Georgetown are conducting the Austin Avenue Corridor Study (Study) to consider transportation needs and develop a vision and recommendations for areas between Southeast Inner Loop and Northeast Inner Loop.

Currently, the Study has developed concept recommendations throughout the corridor to enhance mobility, connectivity, safety, and various multimodal travel options. These concept recommendations developed through the Corridor Study will support the goals identified in the first round of engagement of this study.

- **Goal 1:** Further the goals and priorities of existing plans including the City's 2030 Comprehensive Plan, specifically the Future Land Use Plan, Downtown Master Plan, and Future Mobility Plan.
- **Goal 2:** Enhance multimodal movement, operations, and safety.
- **Goal 3:** Enhance the corridor character and pedestrian experience.
- **Goal 4:** Support economic development along the corridor.

1. Get Project Updates!

Name

Email

Austin Avenue Corridor Study - Community Survey #3

2.

For this Study, Austin Avenue is divided into six different subareas:

- **Northern Gateway** (NE Inner Loop to FM 971)
- **San Gabriel** (FM 971 to South Fork of San Gabriel River)
- **Downtown** (South Fork of San Gabriel River to SH 29)
- **Old Town** (SH 29 to 18th Street)
- **Southern Gateway** (18th Street to Leander Road)
- **Industrial and Institutional** (Leander Road to SE Inner Loop)

Austin Avenue Corridor Study Map



Austin Avenue Corridor Study - Community Survey #3

3. Subarea Concepts

The following images show the proposed cross sections and recommended concepts for each subarea.

Please review each concept before answering brief questions at the end of the survey.

Vision for Northern Gateway

NE INNER LOOP TO WEIR ROAD/FM 971



Conceptual Cross Section (Northbound and Southbound)



Austin Ave. at I-35 Concept



Community Concerns

Safety concerns at the NE Inner Loop intersection

Unauthorized turning onto Austin Ave. at I-35 exit

Safety concerns near Georgetown High School

High Priority Improvements

Modify signal and improve intersection to increase safety and improve traffic flow

Build traffic signal with protected pedestrian crossings

Improve Georgetown HS driveways multimodal access and pedestrian crossings

Vision for San Gabriel

WEIR ROAD/FM 971 TO SOUTH FORK OF SAN GABRIEL RIVER



Conceptual Cross Section (Northbound and Southbound)

Note: The City of Georgetown is currently planning improvements to the historic Austin Avenue bridges and anticipates construction will begin late 2024. Additional information can be found at bit.ly/AustinAve-Georgetown.



Community Concerns

- Safe crossing options near the Recreation Center
- Turning conflicts between Church Street and Myrtle Street
- Safety concerns at San Gabriel Village Boulevard intersection

High Priority Improvements

- Install signal with protected ADA-compliant crosswalks
- Evaluate driveway consolidation
- Incorporate two-lane roundabout to calm traffic and reduce turning conflicts. Include ADA-compliant pedestrian crossings

Austin Ave. at Chamber Way Concept



Austin Ave. at San Gabriel Village Boulevard Concept



Vision for Downtown

SOUTH FORK OF SAN GABRIEL RIVER TO UNIVERSITY AVENUE/SH 29



Conceptual Cross Section (Northbound and Southbound)



Community Concerns

- Desire to make Downtown more walkable and pedestrian focused
- Unauthorized mid-block crossings on Austin Avenue
- Intersection improvements along Austin Avenue at University Avenue and Main Street

High Priority Improvements

- Incorporate lane reduction with expanded multimodal amenities
- Install additional protected pedestrian crossings with a center median to serve as a pedestrian refuge
- Improve signal operations and provide dedicated left-turn lanes to reduce congestion

Downtown Sidewalk Concept



Downtown Crosswalk Concept



Vision for Old Town

UNIVERSITY AVENUE/SH 29 TO 18TH STREET



Conceptual Cross Section (Northbound and Southbound)



University Ave./Main Street Improvements



Community Concerns

- Desire to make Old Town more walkable and pedestrian-focused
- Reduce traffic speed

High Priority Improvements

- Incorporate lane reduction with expanded multimodal amenities
- Implement traffic calming and speed monitoring strategies

Vision for Southern Gateway

18TH STREET TO LEANDER ROAD



Conceptual Cross Section (Northbound and Southbound)



Austin Ave. at Brushy Street Concept



Community Concerns

- Safety concerns with the number of driveways
- Entry of Brushy Street onto Austin Avenue

High Priority Improvements

- Perform driveway consolidation analysis and improve access management
- Close Brushy Street at Austin Avenue and evaluate options for commercial redevelopment or potential placemaking

LEANDER ROAD TO SE INNER LOOP



Note: TxDOT is currently planning improvements to Austin Avenue between SE Inner Loop and Leander Road

Safety concerns at Leander Road intersection

Improve traffic operations at SE Inner Loop intersection

Improve signal operations, provide dedicated turn lanes, protected phasing, and ADA-compliant sidewalks

Improve signal operations and provide dedicated turn lanes to improve traffic flow

[illegible]

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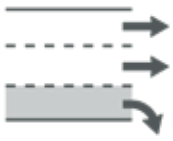
4. Any additional comments?

Thank you! We appreciate your input.

Potential Roadway Improvements

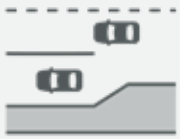
POTENTIAL BENEFITS

EXAMPLE



Turn-Lanes

Reduces congestion and improves traffic flow by separating through traffic from turning vehicles. Reduces delay and frustration of drivers.



Raised Medians

Improves traffic flow and safety by managing left-turn location and reducing conflict points.



Roundabouts

Improves traffic flow through the intersection for connecting streets and reduces conflict points.



Consolidate Non-Residential Driveways

Enhance safety by reducing potential conflict points with drivers entering and exiting the transportation network.



Speed Monitoring Device

Raises driver awareness of their own speeds, some monitors can track driving behaviors, providing helpful data to planners.



Design Policy for Pedestrian Zones

Establishes regulation and design guidance for high-demand pedestrian zones in busy areas.



Street Trees

Elevates aesthetic of the built environment, improves experience for all users of the roadway, aids in stormwater management.



Median/Pedestrian Island

Shortens the width of the roadway pedestrians have to cross and offers a refuge during long crossings. Visually narrows the roadway, encouraging drivers to reduce speeds.



Potential Bike and Pedestrian Improvements

POTENTIAL BENEFITS

EXAMPLE



Shared Use Path

Accommodates the movement of pedestrians and cyclists and provides a dedicated facility physically separated from the roadway.



Safety Lighting

Improves safety by enhancing lighting in areas with limited visibility.



Increased Sidewalk Space

Provides more space for pedestrians to walk or dine comfortably and provides more opportunities for placement of placemaking amenities.



Median Islands

Allows pedestrians to cross the street in two stages, focusing on each direction of traffic separately.



Curb Extension/Bulbouts

Shortens the distance pedestrians have to cross, decreases exposure time, improves pedestrian visibility.



In-Street Pedestrian Crossing

Highly visible to motorists, encourages drivers to yield to pedestrians and improves safety at crosswalks.



Raised Crosswalks

Slows vehicle travel speeds, improves pedestrian visibility and accessibility and provides a safer crossing.



Wayfinding Signs

Provides directions and reference points to destinations and encourages more active mode trips.



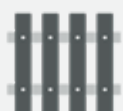
Leading Pedestrian/Bicycle Intervals

Increases yielding compliance and helps reduce conflicts between turning vehicles and pedestrian/bicyclists.



Permanent Planters

Acts as a barrier between sidewalk elements and the travel way and helps to maintain pedestrian circulation and desire lines.



Fenced Barrier

An enclosed protective fence that separates patio sidewalks from the travel way, increases pedestrian comfort and safety.



Public Meeting #3



Public Meeting #3





APPENDIX

A5

Stakeholder List and Meeting Notes

Type	Organization	Name	Sub-Area
Project Team	HDR	Jory Dille	
Project Team	CAMPO	Will Lisska	
Project Team	CAMPO	Doise Miers	
Project Team	City of Georgetown	Nat Waggoner	
Project Team	CD&P	Jacqie Wilson	
Project Team	CD&P	Caroline Golden	
Project Team	HDR	Chelsey Cooper	
Project Team	City of Georgetown	Lua Saluone	
Project Team	Aguirre & Fields	Jennifer Moczygemba, P.E.	
Project Team	McCann Adams Studio	Randahl Matsuno	
Project Team	CAMPO	Nicholas Samuel	
Project Team	CAMPO	Jay Keaveny	
Project Team	CAMPO	Simon Sheran	
Project Team	City of Georgetown	Mayra Cantu	
Project Team	City of Georgetown	Keith Hutchinson	
Project Team	City of Georgetown	Kim McAuliffe	
Project Team	City of Georgetown	Sofia Nelson	
Project Team	City of Georgetown	Wesley Wright	
Project Team	City of Georgetown	Lauren Boenig	
Project Team	City of Georgetown	Eric Johnson	
Project Team	City of Georgetown	Kimberly Garret	
Project Team	Aguirre & Fields	Dave Lubitz	
Project Team	HDR	Leslie Pollack	
Project Team	McCann Adams Studio	Jim Adams	
Civic Group	Georgetown Heritage Society		
Community Organization/D	Sun City Texas Community Organization		
Civic Group	The Georgetown Project	Leslie Janca	
Civic Group	Prosper Georgetown		
Faith-based Organization	Faith in Action Georgetown		
Civic Group	Rotary Club of Georgetown	Myra Page	
Civic Group	GTX Connect	Chuck Collins	
Social Service	Georgetown Health Foundation		
Civic Group	Georgetown Chamber of Commerce		
Education	Southwestern University	Laura Sewell	
Education	Southwestern University	David Ochsner	
Education	Georgetown ISD	Fred Brent	
Education	Georgetown ISD	David Gray	
Education	Georgetown ISD	Melinda Brasher	
Faith-based Organization	New Life Church - Georgetown		Northern Gateway
Residential	TRG Neighborhood Association		
Business	Ewald Kubota		Northern Gateway
Residential	Austin Avenue Apartments		Northern Gateway
Business	RideNow Powersports Georgetown		Northern Gateway
Business	H & H Auto Repair		
Business	Mesquite Creek Outfitters		Downtown
City	Georgetown Public Library		Downtown
Business	El Monumento		Downtown
Business	Georgetown Medical Clinic		Industrial & Institutional
Civic Group	Georgetown Business Association		
HOA	Village Park Condominiums HOA	Fred Sellers, Treasurer	
Community Group	Georgetown Texas Heritage Society (GHS)	Scott Firth	
Community Group	Historic Bridge Foundation	Kitty Henderson	
Civic Group	Texas Historical Commission	Linda Henderson	
Local Government	City of Georgetown Planning Department	Matt Synatschk	Downtown
Residential	Sun City Neighborhood Association		
Community Organization/D	White Wing Golf Club		
Community Organization/D	Habitat for Humanity Williamson County	Linda Sloan	
Community Organization/D	VFW Post No 8587	Heather Jameyson	
Civic Group	Downtown Georgetown Association	Rhonda Majalca	
Civic Group	Downtown Georgetown Association	Kay Briggs	
Social Service	Chisolm Community Foundation		
Social Service	Community Resource Center		
Community Organization/D	The Natural Child Learning Community		
Community Organization/D	Georgetown Youth Baseball Association		
Community Organization/D	Clements Boys & Girls Club		

Type	Organization	Name	Sub-Area
Emergency Services	Williamson County EMS		
Emergency Services	Williamson County Criminal Justice		
Emergency Services	Texas Department of Public Safety		
Community Organization/D	Georgetown Running Club		
Faith-based Organization	Faith United Methodist Church & Ministerial Alliance	Ron Swain	
Civic Group	Historic Bridge Foundation	Kitty Henderson	
Civic Group	Williamson County Historical Commission	David Ciambrone	
Local Government	City of Georgetown HPO/CLG	Matt Synatschk	
Residential	Village Park Condominiums	Fred Sellers	
Business	El Monumento	Sam Pfister	
Residential	North Old Town Neighborhood Association (NONA)	Larry Olson	
Residential	Georgetown Neighborhood Alliance	Len Denton	
Business	Urban Homes and Land	Marcy Urban	
Civic Group	Downtown Resource Council	Ross Hunter	
Business	Monument Café	Rusty Winkstern	Downtown
Business	Diva The Ultimate Design Studio	Bobby Weisbrod	Downtown
Business	Figg Bridge Engineers Inc.	Wade Bonzon	
Elected/Appointed Official	City of Georgetown	Josh Schroeder	
Elected/Appointed Official	City of Georgetown	Jake French	
Elected/Appointed Official	City of Georgetown	Ron Garland	
Elected/Appointed Official	City of Georgetown	Shawn Hood	
Elected/Appointed Official	City of Georgetown	Amanda Parr	
Elected/Appointed Official	City of Georgetown	Kevin Pitts	
Elected/Appointed Official	City of Georgetown	Ben Stewart	
Elected/Appointed Official	City of Georgetown	Mike Triggs	
Elected/Appointed Official	City of Georgetown	David Morgan	
Elected/Appointed Official	Williamson County	Valerie Covey	
Elected/Appointed Official	Williamson County	Bill Gravell	
Emergency Services	Williamson County	Mike Gleason	
Emergency Services	City of Georgetown	Cory Tchida	
Emergency Services	City of Georgetown	John Sullivan	
Community Organization/D	Sun City TX Cyclists	Greg Hughes	
Business	Cyclewrx	Paul Littlefield	
Business	Twin Liquors	Leo Sandhu	
Business	Twin Liquors	David Jabour	
Business	Red Silo Studios		
Business	DTC Air Conditioning & Heating		
Business	Austin Gutter Man		
Business	Gracy Title	Janis Shields	
Business	The Fit Home Team Real Estate		
Business	Double Wide Décor LLC		
Business	Moksha Yoga and Pilates on the Square		
Business	Georgetown Law	Randy Grimes	
Advisory / Policy Board	Main Street Advisory Board	Vicki Jackimiec	
Utilities	Atmos Energy	Martin Perez	
Business	Sonic	Mike Mersiosky	
Business	MSB	JJ Parker	
Business	RSX Studios	Rudy Ximenz	
Business	Magic Hotline	Kent Cummins	
Residential	Pleasant Valley neighbors	Beth Beckman	
Local Government	City of Georgetown	Kim McGiliffe	
Business	Honda		Northern Gateway
Civic Group	Health & Human Services Commission		Northern Gateway
Social Service	Georgetown Project		Northern Gateway
Business	CubeSmart Self Storage		Northern Gateway
Business	Junk King Georgetown		Northern Gateway
Business	Lone Star Autowerks		Northern Gateway
Business	iLabs		Northern Gateway
Business	Guns Plus		Northern Gateway
School	Chip Richarte High School		Northern Gateway
Business	Georgetown Auto Sales		Northern Gateway
Business	AR15 Targets		Northern Gateway
Business	Georgetown Storage & Parking		Northern Gateway
Business	Georgetown Muffler & Automotive		Northern Gateway
Business	Classic Collision		Northern Gateway
Business	Air Vent Cleaning of Georgetown Tx		Northern Gateway

Type	Organization	Name	Sub-Area
Business	A-Tex Waterproofing Inc		Northern Gateway
Business	Georgetown Mini Storage		Northern Gateway
Business	Suburban Propane		Northern Gateway
Education	Early Wings Child Development		Northern Gateway
Education	Georgetown High School		Northern Gateway
Community Organization/D	Habitat for Humanity Georgetown ReStore		Northern Gateway
Business	GTX Sports Recovery		Northern Gateway
Business	Tail Wagging Dog Bakery		Northern Gateway
Business	Town Square Floors		Northern Gateway
Faith-based Organization	Deliverance Temple in Jesus' Name		Northern Gateway
Community Organization/D	Rodney A. & Mary Klett Performing Art Center		Northern Gateway
Residential	Parkview Place Apartment Complex		Northern Gateway
Business	Triple P Studios		Northern Gateway
Business	Purr-fect Pets Georgetown		Northern Gateway
Business	Patriot Driving Academy		Northern Gateway
Business	Just A Tease Hair Salon		Northern Gateway
Business	A. Vega Rubio Law, LLC		Northern Gateway
Business	Appliance Express		Northern Gateway
Business	Bobby R Davis PC		Northern Gateway
Business	Central Texas Massage and Bodyworks		Northern Gateway
Business	Dollar General		Northern Gateway
Business	Neighborhood Barbershop		Northern Gateway
Faith-based Organization	Kingdom Hall of Jehovah's Witnesses		Northern Gateway
Business	Park Place Health Care Center		Northern Gateway
Business	Nanny's & Granny's		Northern Gateway
Business	Park Place Market		Northern Gateway
Business	Chevron		Northern Gateway
Social Service	DaVita Georgetown Dialysis		Northern Gateway
Residential	Georgetown Square Apartments		Northern Gateway
Business	Hog Alley		Northern Gateway
Faith-based Organization	Church on the Rock		Northern Gateway
Business	Hardtails Bar and Grill		Northern Gateway
Business	Magnum Custom Trailers		Northern Gateway
Business	Rothenberg Realty	Alan Parks	San Gabriel
Business	Georgetown Title	David	San Gabriel
Business	Bob's Catfish-N-More		San Gabriel
Residential	302 North Apartments		San Gabriel
Business	Days Inn by Wyndham Georgetown		San Gabriel
Business	San Gabriel Eye Center		San Gabriel
Business	TXB Market		San Gabriel
Business	Frozen Flamingo		San Gabriel
Business	Whataburger		San Gabriel
Business	Mel's Lone Star Lanes		San Gabriel
Business	Little Tim's Classic Barbering		San Gabriel
Business	Harbor Freight Tools		San Gabriel
Business	Holiday Inn Express & Suites Georgetown, an IHG Hotel		San Gabriel
Business	Candlewood Suites Georgetown, an IHG Hotel		San Gabriel
Business	The Gabriels Funeral Chapel and Crematory		San Gabriel
Business	Westside Mercantile		San Gabriel
Business	Cloud 7		San Gabriel
Business	Compliance Resources, Inc.		San Gabriel
Business	One Love Tattoos		San Gabriel
Business	Urban Cottage		San Gabriel
Business	Frankie's Italian Restaurant		San Gabriel
Business	Pink Poppy Artisans Boutique	Charlie Briggs	San Gabriel
Business	Plaka Greek Café		San Gabriel
Business	R Bank		San Gabriel
Business	VeraBank		San Gabriel
Business	Rodeway Inn		San Gabriel
Business	Mayfield Dairy Queen		San Gabriel
Business	Hard Part Parlour		San Gabriel
Business	Georgetown Interstate Transmission & Auto Repair		San Gabriel
Business	Star Taekwondo		San Gabriel
Business	Georgetown Fitness		San Gabriel
Business	Performing Arts Studio Georgetown		San Gabriel
Business	Pizza Hut		San Gabriel

Type	Organization	Name	Sub-Area
Business	Sears Appliance Repair		San Gabriel
Business	Dollar Tree		San Gabriel
Social Service	Assistance League		San Gabriel
Business	AI Thrift Shop		San Gabriel
Business	Shanghai Express		San Gabriel
Business	Good Day Donuts		San Gabriel
Business	NextCare Urgent Care		San Gabriel
Business	LV Nails		San Gabriel
Business	Cricket Wireless		San Gabriel
Business	Starbucks		San Gabriel
Business	Louisiana Crab Shack		San Gabriel
Business	Chipotle Mexican Grill		San Gabriel
Business	Pokeworks		San Gabriel
Business	McDonalds		San Gabriel
Business	PNC Bank		San Gabriel
Business	Valero		San Gabriel
Business	Progressive Office Systems Inc		San Gabriel
Business	Circle K		San Gabriel
Business	Linda's Nails		San Gabriel
Business	Misu Sushi		San Gabriel
Business	DoubleDave's Pizzaworks		San Gabriel
Business	The Golf Ranch		San Gabriel
Business	NKB Dance & Expressions		San Gabriel
Business	Regions Bank		San Gabriel
Business	Papa John's Pizza		San Gabriel
Business	Maggie's Hair Designs		San Gabriel
Business	Lift Salon		San Gabriel
Faith-based Organization	Hope Family Fellowship		San Gabriel
Faith-based Organization	Harvest Baptist Church		San Gabriel
Business	Drip n Rip Vapes		San Gabriel
Business	Sierra's Mexican Food		San Gabriel
Business	Tortilleria Y Taqueria San Pedro Limon		San Gabriel
Business	Zydeco Ice		San Gabriel
Business	BiG Café and Shop - Brookwood in Georgetown		San Gabriel
Business	Georgetown Event Center		San Gabriel
Community Organization/D	Georgetown Community Center		San Gabriel
Community Organization/D	Georgetown Recreation Center		San Gabriel
Residential	Village Park Condos	Kathy Sellers	Downtown
Business	Novita Spa and Medical Rejuvenation Clinic	Megan DiMartino	Downtown
Business	H&H Systems, Inc	Tom Homerding	Downtown
Business	Arandale Insurance Managers		Downtown
Business	Advanced 1 Cable Company		Downtown
Social Service	Bridges to Growth Office	Jane Hazelton	Downtown
Business	Sweet Lemon Kitchen		Downtown
Business	Display Your Art		Downtown
Faith-based Organization	Saving Grace Christian Bible		Downtown
Business	Capital Title of Texas, LLC		Downtown
Business	Brandcave		Downtown
Business	Century 21 HS/Sherri Salley, Realtor		Downtown
Business	Handcrafts Unlimited		Downtown
Business	Gumbo's North		Downtown
Business	Razmataz Salon		Downtown
Residential	CMA - Village Park Condos Property Management Company	Vangie Bocaneru	Downtown
Business	Wildfire		Downtown
Business	Galatea Enterprise	Chris Damon	Downtown
Business	Framers Gallery		Downtown
Business	All Things Kids		Downtown
Business	The Law Office of Gregory Terra		Downtown
Business	The Union on Eighth		Downtown
Faith-based Organization	St. John's United Methodist Church	Brett Darning	Downtown
Faith-based Organization	First Presbyterian Church	Christina Bondesen	Downtown
Faith-based Organization	Main Street Children's Center		Downtown
Business	Forest Surveying & Mapping Co	Bill Forest	Downtown
Business	Gatsby Salon		Downtown
Business	Georgetown Winery		Downtown
Business	Georgetown Palace Theatre	Marissa Austin	Downtown

Type	Organization	Name	Sub-Area
Business	GTX Awards and Engraving		Downtown
Business	Hat Creek Burger Company		Downtown
Residential	Two Rivers Apartments		Downtown
Community Organization/D	Blue Hole Park		Downtown
Residential	RiverPlace Lofts		Downtown
Business	The Flower Box		Downtown
Business	Graphismo		Downtown
Residential	RiverBluff Townhouses		Downtown
Business	ABC Home & Commercial Services		Downtown
Residential	The Courtyard Apartments		Downtown
Business	Papa Frank's Hair Designs		Downtown
Residential	RiverPark Cottage Apartments		Downtown
Business	El Charrito		Downtown
Business	Freedom Bail Bonds Georgetown		Downtown
Local Government	Williamson County and Cities Health District Administrative Offices		Downtown
Local Government	Williamson County Jail		Downtown
Business	Kimley-Horn		Downtown
Business	Wish Well House		Downtown
Business	Grow Salon + Wine Bar		Downtown
Business	Wag Heaven Pet Supplies & Self-Serve Dog Wash		Downtown
Business	The Golden Rule		Downtown
Business	Rough and Ready Antiques		Downtown
Business	Laurie's Café		Downtown
Business	Grape Creek on the Square - Tasting Room		Downtown
Business	Black Sugar Caffe		Downtown
Business	Goodfolks		Downtown
Business	309 Coffee		Downtown
Utilities	Live Oak Water Delivery		Downtown
Local Government	Williamson County Justice Center		Downtown
Local Government	Williamson County Attorney		Downtown
Local Government	Williamson County District Courts		Downtown
Business	Law Office of Phillips & Ranney		Downtown
Business	Lipstick Bail Bonds		Downtown
Business	City Post		Downtown
Business	Roberts Printing Company		Downtown
Civic	Williamson County Courthouse		Downtown
Business	Fuego Latino Gastropub		Downtown
Community Organization/D	The Williamson Museum		Downtown
Business	Blue Corn Harvest Bar & Grill Georgetown		Downtown
Business	The Daytripper World Headquarters		Downtown
Business	Union Merchant Wine Bar		Downtown
Business	Third Coast Logistics		Downtown
Business	600 Degrees Pizzeria		Downtown
Business	ThunderCloud Subs		Downtown
Business	District Six		Downtown
Business	Mikey V's Tacos On The Square and Hot Sauce Shop		Downtown
Business	Roots		Downtown
Business	Palace Playhouse		Downtown
Business	The Exchange of Georgetown Consignment Boutique		Downtown
Business	Coreena's Bridal		Downtown
Local Government	Georgetown City Hall		Downtown
Business	Frontier Communications		Downtown
Local Government	Williamson County Tax Office - Larry Gaddes		Downtown
Business	First Texas Bank		Downtown
Business	Law Firm of West Short and Howell, PLLC		Downtown
Faith-based Organization	Main Street Baptist Church		Downtown
Business	Keller Williams Realty Lone Star		Downtown
Business	Gatherings Antique Store		Downtown
Business	Rio Bravo Mexican Café		Downtown
Business	Texas Car Title and Payday Loan Services, Inc.		Downtown
Business	Golden Chick		Downtown
Business	The Accounting Firm of Donald L. Allman, CPA, PC		Downtown
Business	Smile Haus on the Square - Modern Family Dentistry and Orthodontics		Downtown
Business	Little Ceasars Pizza		Downtown
Business	Wells Fargo Bank		Downtown
Business	CVS		Downtown

Type	Organization	Name	Sub-Area
Business	Headwater Commercial Real Estate Agency		Downtown
Business	Skin Boutique by Angelique		Downtown
Government	USDA Rural Development		Downtown
Business	Natural Resources Conservation Service		Downtown
Faith-based Organization	Light of Christ Anglican Church		Downtown
Business	U Wash M Laundromat		Downtown
Business	Simon and Sons Flooring LLC		Downtown
Business	Dos Salsas		Downtown
Business	Strickland Brothers 10 Minute Oil Change		Downtown
Business	Just Your Style Hair Salon		Downtown
Business	Rodeo Western Wear		Downtown
Business	Lamppost Coffee		Downtown
Business	Kilwins		Downtown
Business	River and Ranch		Downtown
Business	All Things New Florals & Design by Debra		Downtown
Business	Cadence Bank		Downtown
Business	Bandy Jewelers		Downtown
Business	Silver Moon Curious		Downtown
Business	Georgetown Antique Mall	Glenda Ovenfern	Downtown
Business	Mango Tango Bistro and Bar		Downtown
Business	Ken'z Guitars & Accessories		Downtown
Business	Hydrate on the Square		Downtown
Business	The Escape Fine Crafts and Gifts		Downtown
Business	City Barber Shop		Downtown
Business	Quenan's Jewelers		Downtown
Business	Foundry42 Coffee and Gifts		Downtown
Business	Barrels & Amps		Downtown
Business	To Have & To Hold		Downtown
Business	Atelier Thomas Anselment Jewelry		Downtown
Business	Galaxy Bakery & CoffeeHouse		Downtown
Business	The Baked Bear		Downtown
Business	Bear's Compounding Pharmacy		Downtown
Business	The Knitting Cup		Old Town
Community Organization/D	Georgetown Soccer Association	Amy Ward	Old Town
Business	Jimmy Vega's Smokehouse		Old Town
Business	Law Office of Lori Watson		Old Town
Business	AA-Action Bail Bonds		Old Town
Business	Exxon		Old Town
Business	National Pawn & Jewelry		Old Town
Business	Georgetown Liquor		Old Town
Business	Tony and Luigi's		Old Town
Business	Sugar Mommy's Bakery		Old Town
Residential	Georgian Apartments		Old Town
Business	Minuteman Press		Old Town
Business	Waterboy Graphics		Old Town
Social Service	Georgetown Housing Authority		Old Town
Business	Flooring Warehouse		Old Town
Business	Budget Inn		Old Town
Business	Valero Georgetown		Old Town
Business	BYB Fitness TX		Southern Gateway
Business	Rame Lash & Tan Studio		Southern Gateway
Business	Dream Smiles Dental		Southern Gateway
Business	Alan's Auto Sales		Southern Gateway
Business	Mr. T's Automotive and Inspection		Southern Gateway
Business	Topsy Beverage & Grocery		Southern Gateway
Business	Auto & Fleet Reconditioners		Southern Gateway
Business	La Plaza Meat Market		Southern Gateway
Business	McIntire's Garden Center		Southern Gateway
Business	Hello Sweetie BBQ		Southern Gateway
Local Government	Williamson Central Appraisal District		Southern Gateway
Business	American Medical Equipment		Industrial & Institutional
Business	Builders FirstSource		Industrial & Institutional
Business	McCoy's Building Supply		Industrial & Institutional
Business	Pro Glass		Industrial & Institutional
Local Government	Georgetown Fire Station 1		Industrial & Institutional
Local Government	Georgetown Municipal Complex		Industrial & Institutional

Type	Organization	Name	Sub-Area
Business	Tasus Texas Corporation		Industrial & Institutional
Business	Russell Glass Company		Industrial & Institutional
Business	Georgetown Veterinary Hospital		Industrial & Institutional
Local Government	Georgetown Area Engineer and Maintenance Facility		Industrial & Institutional
Business	Dealers Electrical Supply		Industrial & Institutional
Business	84 Lumber		Industrial & Institutional
Business	George DeVillar, Paula Thomas Real Estate Group		Industrial & Institutional
Business	Anthony Massage Georgetown		Industrial & Institutional
Business	Anthony Medical & Chiropractic Center Georgetown		Industrial & Institutional
Business	Maple Dental		Industrial & Institutional
Business	Paula Thomas Real Estate Group, Carla Pennington		Industrial & Institutional
Business	Lorem Technologies		
Community Organization/D	CycloPaths		
Community Organization/D	Sun City Tx Cyclists	Greg Hughes	
Community Organization/D	Cyclewerx	Paul Littlefield	
Transportation	CARTS		
Business	Austin Avenue Medical Plaza		
	Old Town Neighborhood Association	Larry Olson	
		Cammy Wade	
		Chéré Heintzmann	
Civic Group	Historic Bridge Foundation	Kitty Henderson	
Community Group	Preservation Georgetown	Alton Martin	
Civic Group	Williamson Museum	Nancy Hill	
Advisory / Policy Board	Main Street Advisory Board	Michele Jaroszewski-Webb	
Advisory / Policy Board	Main Street Advisory Board	Kim McAuliffe	
Advisory / Policy Board	HARC	Michael Walton	
Neighborhood Meeting		Jen Bradac	
Neighborhood Meeting		Jake French	
Neighborhood Meeting		Brad + Kitty McFreu	
Neighborhood Meeting		Jennifer Ridigs-Myhra	
Neighborhood Meeting		Alton Martin	
Neighborhood Meeting		Ki Browning	
Neighborhood Meeting		Jay Holmaas	
Neighborhood Meeting		Llorete Navarctle	
Neighborhood Meeting		Rich Crowley	
Neighborhood Meeting		Mary Barclay	
Neighborhood Meeting		Christina Woodall	
Neighborhood Meeting		Lance + Kris Thompson	
Neighborhood Meeting		Erin "Alex" Curra-Spurger	
Neighborhood Meeting		Maria Hein	
Neighborhood Meeting		Rosemary + Ruben Rodriguez	
Neighborhood Meeting		Liz Weaver	
Neighborhood Meeting		Troy Nichols	
Neighborhood Meeting		Sandy Hood	
Neighborhood Meeting		Catherine Nishimuta	
Neighborhood Meeting		Brad Jackson	
Neighborhood Meeting		Phil Brown	
Neighborhood Meeting		Kristy Brown	
Neighborhood Meeting		Daniel DiJoseph	
Civic Group	Downtown Resource Council	Ross Hunter	
Civic Group	Georgetown Chamber of Commerce	Shontel MaysBrad Strittmatter	
Civic Group	Downtown Georgetown Association	Ashley Whitt	
Civic Group	Downtown Georgetown Association	Lisa King	
Business	Monument Café	Rusty Winkstern	
Business	El Monumento	Sam Pfiester	
Community Organization/Destination		James (Jim) Dongog	
Community Organization/D	CycloPaths		
Community Organization/D	Sun City Tx Cyclists	Tom Barrett	
Community Organization/D	Cyclewerx	Paul Littlefield	
Community Organization/D	Georgetown Trails Foundation		
Community Organization/D	Georgetown Running Club		
Education	Southwestern University	Laura Sewell	

Type	Organization	Name	Sub-Area
Education	Southwestern University	David Ochsner	
Education	Southwestern University	Paul Secord	
Education	GISD Council of PTA		
Education	Georgetown ISD	Kirby Campbell	
Education	Georgetown ISD	Bretton Schulz	
Education	Georgetown ISD	Lindsay Harris	
Education	Georgetown ISD	Melinda Brasher	
Education	Georgetown ISD		
Education	Georgetown High School		
Education	Chip Richarte High School		
Social Service	Assistance League	Jane Shepard	
Social Service	Chisolm Community Foundation		
Emergency Services	Williamson County EMS		
Emergency Services	Williamson County Sheriff	Mike Gleason	
Transportation	CARTS	Dana Platt	
Transportation	CARTS	Rachid Breir	
Social Service	Georgetown Housing Authority	Nikki Brennan	
Social Service	Georgetown Housing Authority	Dahlia Gonzales	
Healthcare	Georgetown Health Foundation	Suzy Pukys	
Community Organization	Brookwood in Georgetown	Luke Ellis	
Community Organization	Brookwood in Georgetown	Tim Curtis	
Social Service	Georgetown Cultural Citizen Memorial Association (GCCMA)	Alma Allen-Johnson	
Social Service	Georgetown Cultural Citizen Memorial Association (GCCMA)	Paulette Taylor	
Social Service	Georgetown Cultural Citizen Memorial Association (GCCMA)	Regina Durden	
Social Service/Community O	GTX Connect	Chuck Collins	
HOA	Village Park Condominiums HOA	Fred Sellers	
Resident	Old Town Neighborhood Association	Lary Olson	
Resident	Old Town Neighborhood Association	Liz Weaver	
Resident	Old Town Neighborhood Association	Cammy Wade	
Residential	North Old Town Neighborhood Association (NONA)	Jen Bradac	
Residential	Georgetown Neighborhood Alliance	Len Denton	
Residential	TRG Neighborhood Association	Carlos Bustillos	
Residential	Georgetown Parkview Estates	Jen Bradac	
Residential	Two Rivers Apartments	Michelle Vinyard	
Residential	Two Rivers Apartments	Sally Bolick Strong	
Residential	Leadership Coach and Consultant	Barbara Salisbury	
Residential	San Gabriel Senior Village		

Stakeholder Meeting

Civic and Historic Groups

Austin Avenue Corridor Study

June 28, 2023

Attendees: Nancy Hill, Williamson Museum; Alton Martin, Preservation Georgetown

Team: Jacqie Wilson, CD&P; Harley Guarnere, HDR; Doise Miers, Will Lisska, CAMPO; Nat Waggoner, City of Georgetown

Introduction

CAMPO and the City of Georgetown are conducting the Austin Avenue Corridor Study between Southeast Inner Loop and Northeast Inner Loop to identify opportunities to enhance safety, mobility, and the experience of pedestrians and businesses along roadway. The study will consider various transportation modes such as driving, walking, and biking.

Study Goals:

- Further the goals and priorities of existing plans including the City's 2030 Comprehensive Plan, specifically the Future Land Use Plan, Downtown Master Plan, and Future Mobility Plan.
- Enhance multimodal movement, operations, and safety.
- Enhance the corridor character and pedestrian experience.
- Support economic development along the corridor.

We are meeting with various stakeholders to better understand how the community uses Austin Avenue and their experiences traveling the roadway and the area near the study limits.

Questions

How often do you travel on Austin Avenue using the following options?

- Alton uses Austin Ave. 5 days per week
- Nancy walks on Austin Ave. because she lives close and uses it to walk to trails and the square
 - Her experience as a pedestrian when sitting outside the restaurants is unpleasant due to cars and lack of safety. She has heard other residents mention near deaths

Which areas around Austin Avenue do you regularly visit?

(Industrial & Institutional (SE Inner Loop to Leander Road); Southern Gateway (Leander Road to 18th Street); Old Town (18th Street to E University Avenue); Downtown (E University Avenue to South Fork of San Gabriel River); San Gabriel (South Fork of San Gabriel River to Weir Road); Northern Gateway (Weir Road to NE Inner Loop))

- Nancy – Williams Drive
- Alton – corridor street, loves Georgetown
 - This AA could be more attractive
 - Mix of unattractive commercial buildings
 - From PG standpoint – wants to avoid coming into a tunnel – idea of a 60 foot tall building is unsettling, doesn't want to be crowded by buildings
 - Move buildings further back from the road
 - Nice thing about the northern section is the park – it opens up the area
 - Into downtown from Main Street is gorgeous, buildings are to scale and lovely entrance
 - Cars are a separate issue – the square attracts people to Georgetown
 - Force people around downtown would make it better –
 - Likes the idea of bike lanes – not too small (like Austin), needs to be separated, make it one lane only
 - Parking (Alton)
 - Doesn't think parking is a problem in downtown
 - If bofA spots are taken away the garage will be needed
 - Parking is issue during large events – Red Poppy and Two Step Fest
 - Parking (Nancy)
 - Number 1 complaint from board – increasing mobility issues; heat
 - Hears it all year long, parking is SOOO bad

Would you feel comfortable using a wide shared-use path that is shared with bicyclists and pedestrians?

- Alton
 - Block between 7th and 8th in front of Mesquite Creek is a good example of this – likes this – was grumblings at first but now is crazy popular
 - Pedestrian dense environments due better than car dense environments
 - Discourtesy by bikers and walkers can cause crashes – doesn't mix well
 - Kids could jump out in front of biker

- Nancy
 - Concerned for sharing with bikers and walkers
 - Doesn't seem like it makes sense
 - Could be a problem for folks with hearing disabilities or wearing headphones looking at phones, etc

What is something you would like to keep along Austin Avenue?

- Alton
 - Loves area near Monument Café and Barrels and Amps
 - Welcoming feel from the north when coming into town
 - Would like to see mixed use opportunities with the older buildings
- Nancy
 - Wonders if walkability, charm and mix of buildings and businesses can be potential entertainment opportunities

Who else do we need to talk to?

- Larry Olsen and Jen Bradac
- Ricky
- Tim
- TRG neighborhood group

Any events where we can advertise study

- Amanda Parrs District – July 4th Parade

General

- Nancy is an avid walker and crossing the bridges is very scary, excited about the ped bridge
 - Moved from Kansas city and lived in downtown – they had undergone a vision plan for their downtown and did a road diet very successfully
 - Reduced traffic and increased safety and ped experiences
 - Also has to drive and recognizes this it can't be a ped only zone
- Alton – this is tough corridor
 - Variety of circumstances – near monument is lots of walker – crosswalks here are dangerous because
 - Further north is higher speeds plus the park
 - Lots of different types of areas along AA
- What do you love about the museum area?
 - Historical place and special place to work

- Grateful for their work
- Noise is awful
- Walking across the street is terrible – distracted driving – crosswalks are hard to see – sidewalks
- Disappearing sidewalks of Georgetown – problem for kids and strollers

Stakeholder Meeting

Georgetown Housing Authority
Austin Avenue Corridor Study
August 15, 2023

Attendees: Dahlia Gonzales, Georgetown Housing Authority

Team: City of Georgetown: Nat Waggoner; HDR: Chelsey Cooper; CD&P: Kelli Culp; CAMPO: Doise Meyers

General Discussion

- There are portions of Austin Avenue where the road narrows and that is to make drivers slow down
- Nat mentioned GoGeo, a transit service in Georgetown and a comment was made that seniors do not use this option due to difficulty stepping up
 - Participant would like to see a bus route to Wolf Ranch Town Center & HEB
- Future public meeting in October, date TBD
- The City can come back to the community later this year to discuss the speed study along Railroad Ave

General Comments

- Group enjoys pedestrian facilities around College St.
- Concrete on Main Street & 29th blends in with the rest of the concrete, making it difficult to see
- Speed bumps are needed on 17th street
 - City is going to do a speed study on 17th, Railroad and Scenic
- Long waiting times at San Gabriel Village intersection
- Bus route needed to Costco and Recreation Center
- Install color coded signs on pavement as they are safer and cheaper for pedestrians and motorists
- N 18th Street to University Ave along Austin Ave.
 - Historic area, should be honored that way and not commercialized
 - 18th back to Leander Road – should have islands put in to slow traffic down
- Austin Avenue is a major cut through for traffic on I-35
- 16th and 18th street – quick connector streets
 - Good opportunities to aid pedestrians and slow traffic down
- Encourage tree planting all over Georgetown
- Leander Road

- Sees a lot of issues during school year
 - Kids are crossing over to Tippit Middle School
- 17th street is seeing an increase in traffic and other issues, including:
 - Turns and crossings
 - Traffic is backed up
 - Hospital, parks, post office are all along 17th street
 - 17th and Forrest- high accident area. Resident is scared accidents will come into their yard
- Resident was curious if bicycle routes accommodate golf carts and if that was legal
- Add safety speaker for safety announcements along the square and for big events

Stakeholder Meeting

Old Town Neighborhood Association

Austin Avenue Corridor Study

July 7, 2023

Attendees: Larry Olson, Liz Weaver, Old Town Neighborhood Association

Team: Doise Miers, CAMPO; Keith Hutchinson, Nat Waggoner, City of Georgetown; Kelli Culp, CD&P

Introduction

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Study Goals:

- Further the goals and priorities of existing plans including the City's 2030 Comprehensive Plan, specifically the Future Land Use Plan, Downtown Master Plan, and Future Mobility Plan.
- Enhance multimodal movement, operations, and safety.
- Enhance the corridor character and pedestrian experience.
- Support economic development along the corridor.

We are meeting with various stakeholders to better understand how the community uses Austin Avenue and their experiences traveling the roadway and the area near the study limits.

Study Questions

Would you feel comfortable using a wide shared-use path that is shared with bicyclists and pedestrians?

- Main Street is the main corridor for bicyclist. It is wider but traffic does move slower
- Larry and Liz agreed they do not see a lot of bicycle traffic along Austin Avenue
- For a shared use path, Larry would like to have a separation from path to pavement
-

General

- Liz would like to have more pedestrian access along Austin Ave south of University Dr. but safety accommodations are needed. Width is an issue as well. Sidewalks on 8th St. are tight
- Liz noted a dedicated left turn lane is needed at Austin Ave and San Gabriel Village Blvd - near Hat Creek
 - High accident area
- Liz supports the “3 lane option” to include a safety lane
 - Would like for it to extend to 18th
- Speeding is one of the main issues for Austin Avenue
 - Parking is another issue
- Intersection on Austin Ave and University is a safety concern
 - Pedestrians often cross university on foot
- Sequencing on Main Street is “awkward”
- Walkability
 - Crosswalks – Larry does not like the large flashing crossing signs and noted issues with visibility
 - Signs are too far from the road and white – they do not stand out and are hard to see as a driver
 - Crosswalks are loud
 - Crosswalk striping needs to be improved with increased maintenance
 - Larry noted the use of a Pedestrian Hybrid Beacon
 - Barrier is needed between pedestrians and vehicles along the west side of Austin Avenue
 - Austin Ave is loud. Breaks in pavement creates noise at crosswalks
- Sidewalks
 - East side of Austin Avenue does not have as many trees. Can we increase the size of the sidewalk?
 - Would like to see more vegetation along Austin Ave and sidewalks
 - Would like to see planters and barriers
- Larry mentioned the idea of closing particular streets to vehicular traffic
 - 7th St. between Main St. and Church St.
 - Use on streets with restaurants
- Larry mentioned the idea of adding a free trolley service
 - Loop from 2nd St. and Rock to 9th St., Main to 2nd. Example includes Waco and McKinney
 - Could connect businesses, restaurants, employers

- Outside of downtown, what can the City do to make more placemaking?
 - Larry – Rock St. and Main St. could provide opportunities to complement Austin Ave.
 - Would like to see pedestrian access merge with the future pedestrian bridge
 - University and 2nd has become a detour for people avoiding downtown traffic
 - Non-residents use this a lot as well
- Speed bumps on Maple St. deter traffic
- Morrow Street intersection is not welcoming into San Gabriel Park. Is there an opportunity with the pedestrian bridge and continuation of a Shared Use Path?

Neighborhood Meeting

Old Town Neighborhood

Austin Avenue Corridor Study

Feb. 15, 2024

Attendees: Old Town Neighborhood

Team: Jacqie Wilson, Kelli Culp, CD&P; Daniel DiJoseph, Christine Cheng, HDR; Doise Miers, CAMPO; Nat Waggoner, Lua Salone, City of Georgetown

Discussion

The project team broke the large group into two smaller groups to give guided discussion.

Group 1 Notes:

- **Group question: What are you most excited about? What do you want to see?**
 - Participant asked if trucks will still be able to come through Old Town on Austin Avenue if there is a lane reduction. Lua explained that some trucks would likely still come through Austin Avenue and explained that intersection improvements should help with traffic.
 - Participants asked if traffic would be diverted to other streets and if we assessed which streets traffic would be diverted to. Lua said we haven't determined which specific streets traffic would shift to. Participant noted that this is concerning and was worried that aggressive drivers will switch to other streets like Main Street. There was concern that we may be creating a safety problem on multiple corridors. Councilmember in attendance said that Council understands the tradeoffs of a road diet.
- Group noted they support the road diet
- Some people said they may not support the shared use path until they have more information on the design. Lua noted the City is looking to avoid trees
- Group is in favor of increasing pedestrian accessibility
- Participant asked if intersection improvements would have a positive impact without the road diet and was trying to understand what components of the project recommendations have the largest benefits and could potentially be broken out.
 - Lua explained a few potential "quick wins". City Manager noted reducing Austin Avenue to three lanes would have the biggest impact and that the intersection improvements are to enable this lane reduction.
- The group suggested that a SUP on one side could be bike only and the SUP on the other side could be pedestrian only. City explained it would be hard to enforce this.

- The group discussed the 16th and 17th street intersections with Austin Avenue and how the road diet with bulb outs should improve safety. Noted that adding “cross traffic doesn’t stop” to stop signs at these intersections is a quick win to increase safety.
- When discussing pedestrian crossings, the group asked if adding additional flashing signs is an option and that it could help with safety and is a low cost solution. benefit.
 - Multiple people said it is scary to cross with the existing flashers because you cant see them in their current location. Lua said it is preferable that people cross at signalized or stop-controlled intersections so the city may not want to add more flashing crossings. Lua said HDR can assess crash locations and types to see if pedestrian crashes are located at these intersections and can see if we have pedestrian counts to see if crosswalks with flashers are warranted.
 - One man suggested adding pedestrian islands in the median at crosswalks so people can cross one lane at a time. Lua said one issue with adding these would be that the city doesn’t have them anywhere else and they could get hit if drivers are not expecting them.
- Project team mentioned the upcoming public meeting on March 21 and City Council workshop on April 9.

Group 2 Notes:

- **Group question: What are you most excited about?**
 - Addressing the busyness of Austin Ave, speeding cars, particularly at night
 - Need to convey that you're entering a historical area that cues slower speeds
 - Support for the idea of a 3-lane cross-section as a method of reducing speeds
- Group noted the pedestrian experience is not an enjoyable one
- Supports the idea of beautification of the corridor, standardizing the look from 18th into downtown. This would increase homeowners value and improve safety.
 - There have been past incidents where cars have sped into residential yards and once even flipping over onto a driveway.
- Participant asked where are speeding cars going to get redirected to?
 - The City answered that improving signals at other locations should help.
- **Group question: Is there something you thought you would get out of this study that you're not seeing tonight? What would you like to see incorporated?**
 - Desire for bike lanes and shared use path
 - Continuing sidewalks on the other side of 17th St. to connect to hike and bike trail.
 - Agreed that 17th street needs improvements

- Group voiced concerns with continued medians and access issues
- Group is mostly satisfied with the proposed plan as it is
- Group voiced support for the closure/re-alignment of Brushy. Someone agreed that intersection is strange.
- Group asked if speed bumps are an option and the City noted that speed bumps are not supported by the fire department
- **Group question: What else do we need to be thinking about? As we enter into engineering and design? Any fatal flaws?**
 - Overall support for the project

Stakeholder Meeting

Social Service Groups

Austin Avenue Corridor Study

July 5, 2023

Attendees: Jane Shepard- Pres Assistance League of Georgetown, Chuck Collins- Executive Director for GTX Connect

Team: Harley Guarnere, Jory Dille, HDR; Doise Miers, CAMPO; Keith Hutchinson, Nat Waggoner, City of Georgetown; Kelli Culp, CD&P

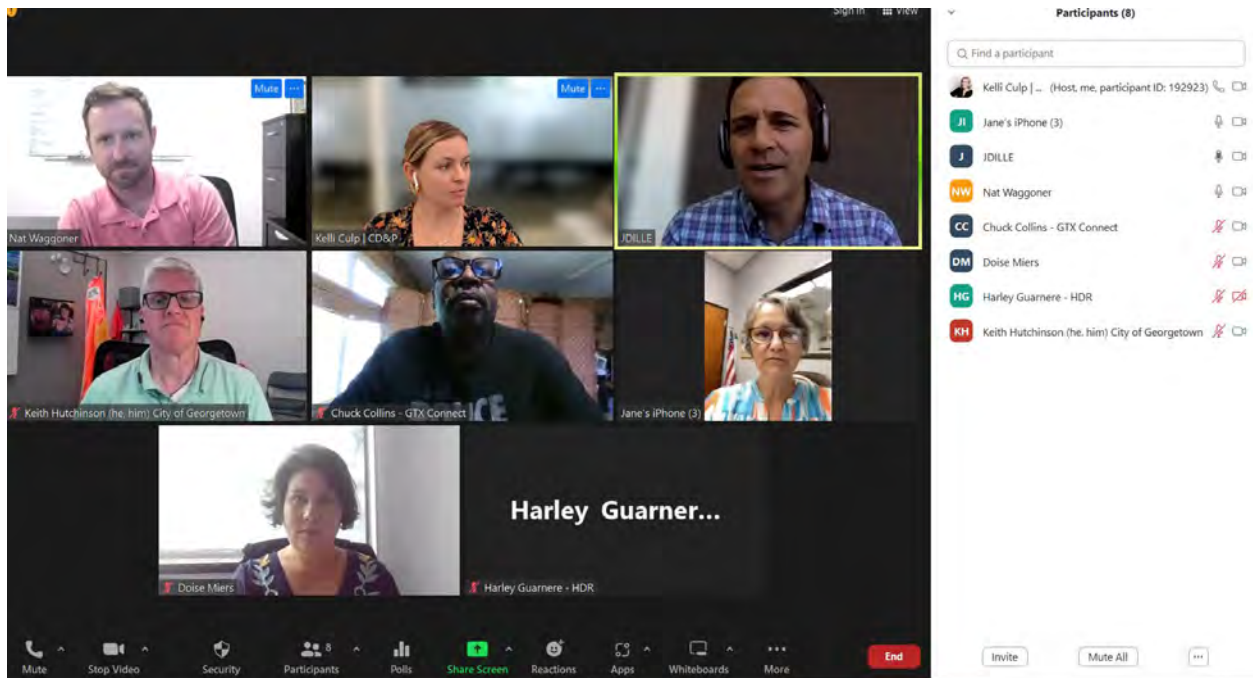
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- Enhance multimodal movement, operations, and safety.
- Enhance the corridor character and pedestrian experience.
- Support economic development along the corridor.

We are meeting with various stakeholders to better understand how the community uses Austin Avenue and their experiences traveling the roadway and the area near the study limits.



General Discussion

- Who else do we need to be talking to or who else should be considered?
 - Jane Shephard – the Nest, middle school and high school nurses, Bridges.
 - Chuck Collins – Georgetown Health Foundation, GCCMA (Regina Dartin??) Georgetown Cultural Citizens
 - Brookwood in Georgetown – Judy King 512-688-5004
 - <https://brookwoodingeorgetown.org/contact-3/>
 - Jane would like to see pedestrian improvements on the west side of Austin Avenue coming into Republic Square. Pedestrian visibility is not good. Intersection of Williams Drive and Austin Avenue is very dangerous and pedestrians will try and cross unsafely
- Jane noted pedestrians will run from the Rec Center to Assistance League
- Assistance League runs System School Bell
 - Gave \$110,000 in scholarships this year
 - Supports local police with victim services and providing gift cards for victims of crime
 - Deliveries come from back door – this has become a safety concern with crowds but no large trucks are used for deliveries
- GTX Connect

- Umbrella organizations for community members to voice ideas that could potentially become community services
 - Chuck agreed with Jane's concerns about Republic Square safety
- Chuck noted that he would not bike down Austin Avenue. Downtown is a bit safer but the ends of Austin Ave are not safe
- Chuck noted transportation time for children to and from after school activities is long
- Chuck noted lack of visibility for flashing pedestrian crossing lights

[illegible]

[illegible]

All Meetings are 45min (HOA meetings will be individual meetings)

Type	Organization
Group A - Civic Groups/Historical	
Civic Group	Historic Bridge Foundation
Community Group	Preservation Georgetown
Civic Group	Williamson Museum
Advisory / Policy Board	Main Street Advisory Board
Advisory / Policy Board	Main Street Advisory Board
Advisory / Policy Board	HARC
Group B - Downtown/Businesses	
Civic Group	Downtown Resource Council
Civic Group	Georgetown Chamber of Commerce
Civic Group	Downtown Georgetown Association
Civic Group	Downtown Georgetown Association
Business	Monument Café
Business	El Monumento
Group C - Walking and Biking	
Community Organization/Destination	
Community Organization/Destination	CycloPaths
Community Organization/Destination	Sun City Tx Cyclists
Community Organization/Destination	Cyclewerx
Community Organization/Destination	Georgetown Trails Foundation
Community Organization/Destination	Georgetown Running Club
Group D - Education	
Education	Southwestern University
Education	Southwestern University
Education	Southwestern University
Educaton	GISD Council of PTA
Education	Georgetown ISD
Education	Georgetown ISD
Education	Georgetown ISD
Education	Georgetown ISD
Education	Georgetown ISD
Education	Georgetown High School
Education	Chip Richarte High School
Group E - Social Services/Healthcare	
Social Service	Assistance League
Social Service	Chisolm Community Foundation
Emergency Services	Williamson County EMS
Emergency Services	Williamson County Sheriff
Transportation	CARTS
Transportation	CARTS
Social Service	Georgetown Housing Authority
Social Service	Georgetown Housing Authority
Healthcare	Georgetown Health Foundation

Community Organization	Brookwood in Georgetown
Community Organization	Brookwood in Georgetown
Social Service	Georgetown Cultural Citizen Memorial Association (GCCMA)
Social Service	Georgetown Cultural Citizen Memorial Association (GCCMA)
Social Service	Georgetown Cultural Citizen Memorial Association (GCCMA)
Social Service/Community Organization	GTX Connect

Individual Meetings - HOA's

HOA	Village Park Condominiums HOA
Resident	Old Town Neighborhood Association
Resident	Old Town Neighborhood Association
Resident	Old Town Neighborhood Association
Residential	North Old Town Neighborhood Association (NONA)
Residential	Georgetown Neighborhood Alliance
Residential	TRG Neighborhood Association
Residential	Georgetown Parkview Estates

Residential	Two Rivers Apartments
Residential	Two Rivers Apartments
Residential	Leadership Coach and Consultant
Residential	San Gabriel Senior Village

City OrganizationsSchedule presentation at existing meeting

Local Government	City of Georgetown Planning and Zoning Commission
County government	Williamson County
County government	Williamson County
County government	Williamson County

Stakeholder Meeting

Sun City Cyclist

Austin Avenue Corridor Study

June 27, 2023

Attendees: Tom Barrett, President of Walking Board, Sun City Cyclists (~200 members)

Team: Jacqie Wilson, CD&P; Harley Guarnere, HDR; Doise Miers, CAMPO; Keith Hutchinson, City of Georgetown

Introduction

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- Enhance the corridor character and pedestrian experience.
- Support economic development along the corridor.

We are meeting with various stakeholders to better understand how the community uses Austin Avenue and their experiences traveling the roadway and the area near the study limits.

Study Questions

How often do you travel on Austin Avenue using the following options?

- As a motorist – very often, several times per week. Tom uses it from the northern section to University but does not use southern section past University often
- As a cyclist – never. Tom noted the only way to get from Sun City to Downtown is the shared-use path (SUP) from the San Gabriel River dam to the park. There is not a good solution for cyclists and Tom noted too many people with litter and dogs
 - The route Tom takes to go downtown goes through the Serenada and Golden Oaks neighborhoods, comes to Northwest Highway and loops around the park. Then enters downtown through the back
 - The new Costco has obstructed his typical path

Which areas around Austin Avenue do you regularly visit?

(Industrial & Institutional (SE Inner Loop to Leander Road); Southern Gateway (Leander Road to 18th Street); Old Town (18th Street to E University Avenue); Downtown (E University Avenue to South Fork of San Gabriel River); San Gabriel (South Fork of San Gabriel River to Weir Road); Northern Gateway (Weir Road to NE Inner Loop))

-

Do you feel comfortable walking or biking across Austin Avenue now?

- No

Would you feel comfortable using a wide shared-use path that is shared with bicyclists and pedestrians?

- Doesn't really like SUP
 - Would like to see a path that is wide enough to fit bicyclist and pedestrians and include a buffer between the two
 - Mentioned having a speed limit for bicyclists
 - Markings needed to identify separate paths– this will be an educational piece for a little bit
- Doesn't think that a dedicated bike lane is possible but is in favor
- Some examples are the Parmer Ranch and Berry Creek Highlands areas
 - They use green for crosswalks near intersections to designate that the bikes have right of way
 - Lane markings in different colors to help drivers see what is going on

- Tom mentioned there are no bike lanes in Sun City

What are your top 3 concerns along Austin Avenue?

- Safety/congestion
- Accessibility
- Inability to get to Austin Ave on bike other than the Northwest Highway

Wants downtown to be a destination and wants the area to be as walkable and bikeable as possible

What is something you would like to change or see implemented along Austin Avenue?

-

What is something you would like to keep along Austin Avenue?

- The square – everyone loves the square
 - Destination for cyclists to have a good time, drink coffee, and go home
- As pedestrian wants to be connected to the park (San Gabriel or Blue Hole)
 - Trail that goes to dam is great for pedestrians

Is there anything else you would like to tell us about Austin Avenue?

General

- About 800 members in Sun City bike
 - Don't feel safe outside of Sun City area
 - Not necessarily for Austin Ave. but generally
- Feels like the team would be missing something if we didn't consider how hard it is to get to Austin Ave.
- Doesn't typically see pedestrians north of Williams Drive – maybe this could be dedicated bike lane and then do SUP through University
- 971 – extension of Berry Springs park trail – entrance is on 971 – if we could connect to and ride through trail there is 3 miles to AA
 - Seems roundabout way to get to AA but would work especially if 971 is SUP
- How many bikers are on Austin Ave?
 - JW to reach out to team and find out
- The square needs to match 7th, 8th, 9th streets for consistency

- Whatever is done on AA should be done on all the streets surrounding the square for consistency

Stakeholder Meeting

Two Rivers Apartments

Austin Avenue Corridor Study

Aug. 24, 2023

Attendees: Two Rivers Apartments: Sally Strong, Michelle Vinyard

Team: City of Georgetown – Nat Waggoner, Lua Salone, Jorge Hernandez; CAMPO- Doise Miers; HDR- Chelsey Cooper; CD&P- Jacqie Wilson

Discussion

- Sally noted she has seen 6 crashes at the intersection
 - City noted 6 reported crashes per year for left-turns and emphasized that these are reported crashes
 - Sally noted the data that Barbara has witnessed is much more than that
- The City asked if they think it's a speeding issue or a visibility issue
 - Sally and Michelle both agreed it is a visibility issue
- Nat shared the City's objective and noted safety is paramount. The project team is here to share solutions and listen
- Question: What do you want to see?
 - Michelle noted a need for a protected left turn and that she sees at least 1 crash per month and near misses every hour
 - People that whip around left-turning vehicles are causing crashes
- Sally noted this has become a bigger concern because of the near by retail businesses. There is an Airbnb that uses their driveway
- When there are accidents at the intersection, their single entrance gets blocked and it is an issue for EMS
- Sally also noted the Two Step Inn festival caused issues
- Chelsey gave a brief overview of the study – shared presentation
- Team notified them that the public meeting will be in October at the Art Stroll
- Nat reviewed the project timeline and noted the project will include 10-year recommendations but there will also be short-term solutions
- Bridge work is putting a damper on the timeline because it will change the traffic flow
- Team asked what hours during the day they see the most issues?
 - 11 a.m. to 6 p.m.
- Participants noted that pedestrians are not prominent in that area

Intersection Options Review

1. Do nothing
 - a. Pro – no additional dollars
 - b. Con – unaddressed safety concerns
2. Add a protected left turn
 - a. Pro – longer car que, reduce chance for crashes
 - b. Con – will reduce the number of cars traveling through the intersection; require physical changes like striping or curbs, changes to signal timing
 - c. Lua noted that the City sees 20,000 trips through the intersection
 - d. Lua noted biggest constraint is the Austin Avenue bridge width
 - e. Team noted the rehab work for the bridge is going out to bid mid to late September
 - i. Construction could begin late 2023 or early 2024
 - f. Sally noted that she thought utilizing a red light would work
3. Split-phasing
 - a. This could be the best option
 - b. However, don't want to cause issues with other intersections (SH 29)

Neighborhood Meeting

North Old Town Neighborhood

Austin Avenue Corridor Study

March 18, 2024

Attendees

Team: Kelli Culp, Sarah Pederzani, CD&P; Daniel DiJoseph, Christine Cheng, HDR; Will, CAMPO; Nat Waggoner, City of Georgetown

Discussion:

- A man suggested having a barrier to protect the sidewalk downtown from cars that could go off the road (especially with sidewalk cafes)
 - Nat said bollards, slowing traffic, and improved crosswalk visibility are proposed solutions that will be considered in design phase
- A woman expressed concern that there aren't good alternative routes to Austin Ave and if we add signals to Austin Ave people will try to avoid Austin Ave
- A woman asked questions about safety at the entrance/exit to the Parkview neighborhood
 - Asked whether a signal will be added there (a signal is not proposed)
 - Expressed concern about traffic and trucks cutting through the neighborhood
 - Wondered if access could be removed (Nat said it wouldn't be)
- A woman asked if there are any treatments for the gateways into downtown
 - Nat talked about signs and beautification and encouraged people to send ideas
- A woman asked about the project timeline
 - Nat said pedestrian bridges and bridge rehab will come first and likely the roundabout
 - Other expensive improvements may have to wait for the next city bond
- A woman said to be careful taking the Papa John's because doing so could affect parking for the neighboring property
- A woman suggested not closing Myrtle driveway (implied that closing Church is a better option)
 - Nat said turning conflicts between Church and Myrtle has been identified as a safety issue
- Keith and others suggested adding a high-quality pedestrian crossing of Austin Ave at Northwest Blvd as a recommendation
- A lot of students cross from apartments west of Austin Ave to get to the high school

North Old Town Meeting March 18, 2024



North Old Town Meeting March 18, 2024





Neighborhood Meeting

Old Town Neighborhood

Austin Avenue Corridor Study

Feb. 15, 2024

Attendees: Old Town Neighborhood

Team: Jacqie Wilson, Kelli Culp, CD&P; Daniel DiJoseph, Christine Cheng, HDR; Doise Miers, CAMPO; Nat Waggoner, Lua Salone, City of Georgetown

Discussion

The project team broke the large group into two smaller groups to give guided discussion.

Group 1 Notes:

- **Group question: What are you most excited about? What do you want to see?**
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- Group noted they support the road diet
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- Group is in favor of increasing pedestrian accessibility
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- Project team mentioned the upcoming public meeting on March 21 and City Council workshop on April 9.

Group 2 Notes:

- **Group question: What are you most excited about?**
 - Addressing the busyness of Austin Ave, speeding cars, particularly at night
 - Need to convey that you're entering a historical area that cues slower speeds
 - Support for the idea of a 3-lane cross-section as a method of reducing speeds
- Group noted the pedestrian experience is not an enjoyable one
- Supports the idea of beautification of the corridor, standardizing the look from 18th into downtown. This would increase homeowners value and improve safety.
 - There have been past incidents where cars have sped into residential yards and once even flipping over onto a driveway.
- Participant asked where are speeding cars going to get redirected to?
 - The City answered that improving signals at other locations should help.
- **Group question: Is there something you thought you would get out of this study that you're not seeing tonight? What would you like to see incorporated?**
 - Desire for bike lanes and shared use path
 - Continuing sidewalks on the other side of 17th St. to connect to hike and bike trail.
 - Agreed that 17th street needs improvements

- Group voiced concerns with continued medians and access issues
- Group is mostly satisfied with the proposed plan as it is
- Group voiced support for the closure/re-alignment of Brushy. Someone agreed that intersection is strange.
- Group asked if speed bumps are an option and the City noted that speed bumps are not supported by the fire department
- **Group question: What else do we need to be thinking about? As we enter into engineering and design? Any fatal flaws?**
 - Overall support for the project

Old Town Neighborhood Meeting Feb. 15, 2024





A group of people are gathered outdoors at night for a social event. The scene is illuminated by warm string lights hanging from above. In the foreground, a man wearing a grey hat and a blue jacket is seated, looking towards the camera. To his left, a woman with long brown hair is seated at a wooden table. In the center, a man in a dark jacket is seated, and a woman in a black top is standing next to him. To the right, a man in a grey 'SPURS' t-shirt and shorts is standing, holding a drink. A woman in a brown and black poncho is standing next to him. In the background, several other people are standing and talking. A small table with a white tablecloth is visible in the background. The overall atmosphere is relaxed and social.



APPENDIX

A6

Public Input

Austin Avenue Corridor Study



PROJECT OVERVIEW

The Capital Area Metropolitan Planning Organization (CAMPO) and the City of Georgetown are conducting the Austin Avenue Corridor Study between Southeast Inner Loop and Northeast Inner Loop. The study considers various transportation modes and will encompass land use recommendations and opportunities for placemaking.

Study Goals

- Further the goals and priorities of existing plans including the City's 2030 Comprehensive Plan, specifically the Future Land Use Plan, Downtown Master Plan, and Future Mobility Plan
- Enhance multimodal movement, operations, and safety
- Enhance the corridor character and pedestrian experience
- Support economic development along the corridor

Recommendations will be categorized into topics like transportation and placemaking, with a further breakdown into short-, mid-, and long-term improvement projects.



LEGEND

- | | | |
|---|---|--|
| Northern Gateway
(NE Inner Loop to FM 971) | Downtown
(South Fork of the San Gabriel River to SH 29) | Southern Gateway
(18th St. to Leander Road) |
| San Gabriel
(FM 971 to South Fork of the San Gabriel River) | Old Town
(SH 29 to 18th St.) | Industrial & Institutional
(Leander Road to SE Inner Loop) |

SPRING 2023

Assess Current
and Future Conditions

FALL 2023

Develop
Concept Plan

**WINTER
2023/2024**

Draft Recommendation
and Project Prioritization

SPRING 2024

Final Report and
Implementation Plan

CONTACT:

Nat Waggoner, City of Georgetown

✉ nat.waggoner@georgetown.org
📞 (512) 930-6597
🌐 transportation.georgetown.org/austin-avenue-bridges/

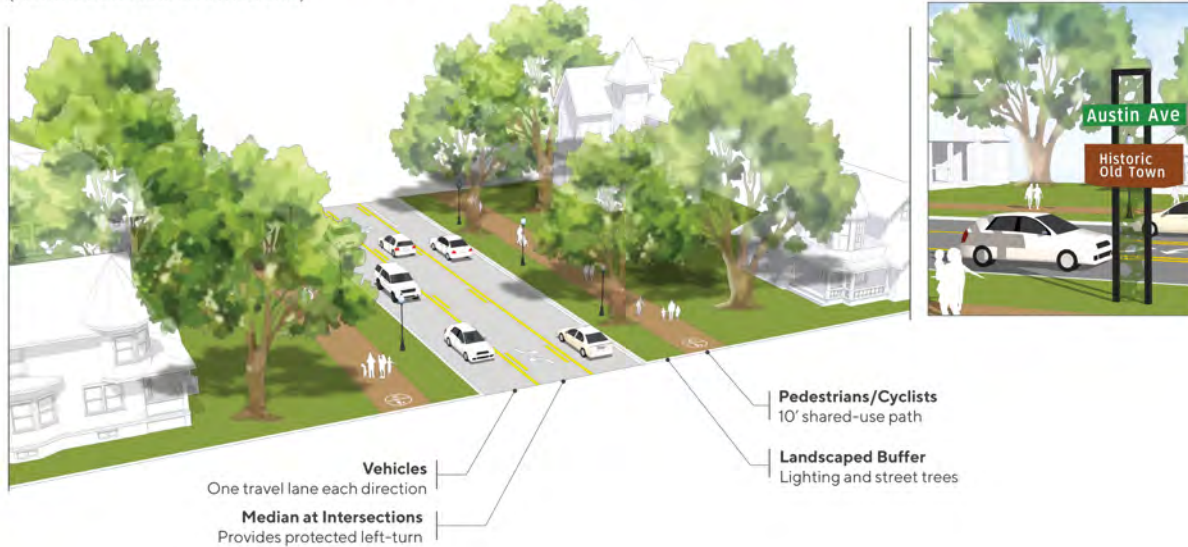
Will Lisska, CAMPO

✉ william.lisska@campotexas.org
📞 (737) 218-3847
🌐 campotexas.org/local-plans-and-studies/austin-avenue

Vision for Old Town

UNIVERSITY AVENUE/SH 29 TO 18TH STREET

CONCEPTUAL CROSS SECTION (NORTHBOUND AND SOUTHBOUND)



Potential Corridor Improvements

Short-Term

- Opportunities for placemaking
- Increase pedestrian crossing awareness at intersections

Mid-Term

- Construct a shared use path while avoiding trees

Long-Term

- Slow down traffic through Old Town by reducing lanes
- Reduce lanes to provide additional buffer between traffic and houses/pedestrians
- Reconfigure University Ave and Main St. intersections at Austin Ave. to include dedicated left-turn lanes
- Create direct access to Old Town Park

UNIVERSITY AVE/MAIN ST IMPROVEMENTS



NOTE: Future project development phasing to advance recommendations from this study is a multi-year process that will require additional funding. Future phases may include gathering additional community input and may also include performing detailed environmental studies, detailed design, right of way acquisition and utility coordination, and construction.

Old Town Neighborhood Meeting



Austin Avenue Corridor Study Public Meeting 3 Report

Spring 2024

Monday, March 18 to Monday, April 1, 2024

Overview

The Austin Avenue Corridor Study conducted its third phase of outreach, seeking further input on proposed concept recommendations for the six subareas along the corridor. Building on previous public feedback, the study has developed recommendations aimed at improving mobility, connectivity, and safety, while also promoting various multimodal travel options. Additionally, the recommendations seek to support economic development through strategic land use opportunities and enhance the overall character of the area.

Open House

The project team held the third open house during the City of Georgetown's State of the City event. Materials shared at the State of the City were available online and comments were received through a survey that was available online and at the open house. The survey was available online from Monday, March 18 to Monday, April 1, 2024.

In-person Open House	Online Survey
Georgetown State of the City Thursday, March 21, 2024 5 p.m. to 6 p.m. Georgetown City Hall 808 Martin Luther King Jr St, Georgetown, TX 78626	Monday, March 18, 2024 to Monday, April 1, 2024

The open house had a total of **125 participants** and **44 surveys** were completed.

The open house style format allowed attendees to review project exhibits and a schematic of the corridor. The information presented at the meeting included:

- Project overview and timeline
- Project goals and objectives
- Previous feedback
- Conceptual cross sections
- Placemaking improvements
- Intersection improvements

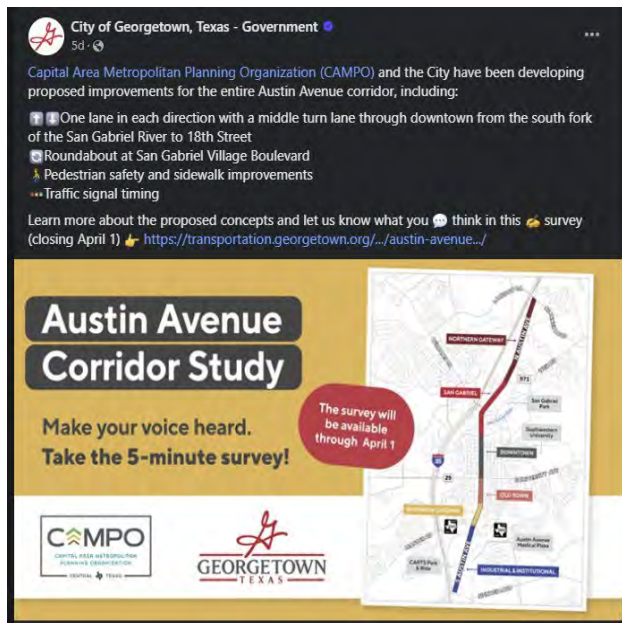
Promotion

To combine efforts with Georgetown's State of the City, the City of Georgetown lead the promotion of the event which included promotion of the public meeting.

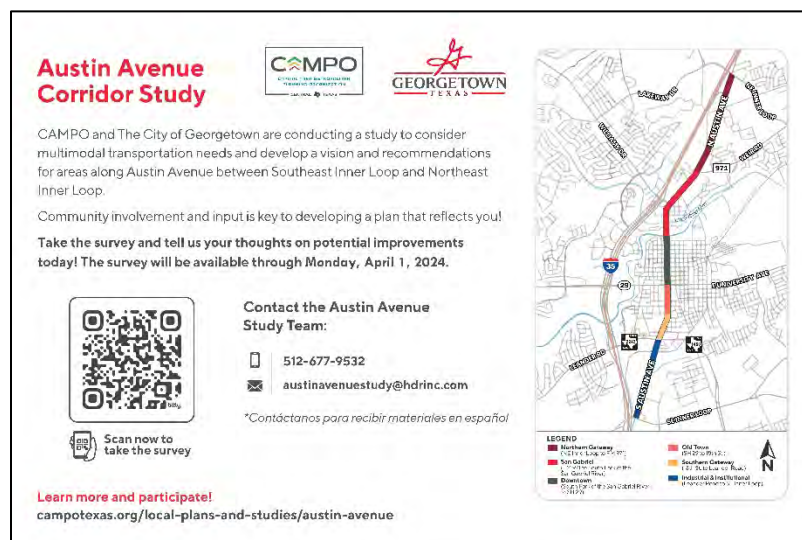
Social Media- Five social media posts were shared through the City's Facebook, Instagram and Nextdoor accounts to promote the engagement opportunities at the State of the City.

Georgetown Weekly Newsletter– Five weekly newsletters shared by the City promoted the State of the City and included 2,066 link clicks to the event website.

Push Card- A push card was developed and shared at the Old Town North neighborhood meeting to promote the online survey. The push card included a QR code to direct participants to the online survey.



City of Georgetown Social Media Promotion



Survey Push Card

Survey Summary and Key Takeaways

From March 18 to April 1, 2024, the Georgetown community had the opportunity to share their feedback on proposed cross sections and concept recommendations to improve the Austin Avenue corridor. Participants were asked to review subarea concept recommendations before answering general questions on the proposed recommendations. A total of 44 surveys were completed and below are the key takeaways.

Key Takeaways

The survey results identified several key takeaways:

- Overall, survey respondents noted they were most excited about the Downtown concepts, dedicated turning lanes, pedestrian improvements, and the roundabout at San Gabriel Village Boulevard
- For items respondents felt were missing in the Study, respondents noted concerns about parking near downtown and the need for protected crosswalks throughout the entire corridor
- As the Study moves to the next phase, respondents feel that additional north and south connections need to be considered and access to downtown including parking and sidewalks should be kept in mind
- Additional comments included traffic concerns on Williams Drive and the need for an increase of public transit

Survey Response Data

Question 1 contains the personal information of the respondents and has not been included in this report.

Question 2: What are you most excited about?

24 respondents

1	The concept and vision for Austin Ave. detailed by Nore' Winter the past twenty years is finally getting buy-in and will hopefully become our reality.
2	Roundabouts
3	Concerned lower lanes through downtown. Concerned about a roundabout at a major intersection
4	The improvements for downtown. People trying to turn left are usually watching the traffic, not the pedestrians.
5	The entire plan for the downtown section and the increased use of traffic circles.
6	Leander Rd to SE Innerloop
7	All of it. The plan looks good.
8	Paved medians and dedicated left turn lanes and, if I understand correctly, additional signals.
9	Left turn lanes at all intersections
10	Nothing
11	Safer turns and walking near the rec center, it's not often crowded, but people do speed up in that section far more than they should, and as a walker and driver that concerns me. Also, downtown walkways being expanded is fantastic.

12	Bicycle lanes. 12' wide lanes would be better but 10' lanes are far better than the 5' lanes on the proposal in the Williamson County Sun last month.
13	Wider sidewalks.
14	Removal of Downtown Georgetown parking spaces around the square, and incorporating large pedestrian areas within the old spaces.
15	Signal improvements.
16	Not 1 single thing. These are not going to make anything better. Traffic will be worse, waits at lights longer and probably more crashes. You aren't thinking you're building resumes.
17	The vision for the San Gabriel and Downtown.
18	I'm excited to see this project done.
19	Better sidewalks and improved timing of traffic signals. Accessing 35 from San Gabriel Blvd seems really helpful in reducing Williams drive congestion and Im not sure everyone is aware of that option.
20	Downtown pedestrian walkways and access. Round about additions to help flow of traffic
21	I'm excited that consideration is being made for pedestrians..I am not sure how the expanded sidewalk is suppose to work with restaurants adding tables outside of their locations . Are servers suppose to dodge pedestrian traffic to get to their customers
22	the San Gabriel section including the roundabout at san gabriel village, the pedestrian safety along the whole route.
23	Slowing traffic through the town square & Old Town, and the roundabout.
24	The walk ability and options for bicycles are a welcomed improvement.

Question 3: Is there something you thought would be included that is not? What else would you like to see incorporated throughout the Study area?

19 respondents

1	I believe that the mixed use path should be differeated between pedestrian walkers and runners and bicycles, scooters, etc
2	Bike lanes
3	Lakeway and Williams Drive is HORRIBLE. needs correction soon than later
4	I hope there will be better signage, maybe a left-turn lane for the medical complex.
5	No medians and no round abouts
6	No
7	Will there still be parking all the way around the Courthouse as there is currently?
8	Nithing
9	Quit building in Georgetown and send growth to Kyle, San Marcos, New Braunsfels, Wimberly, Canyon Lake, etc.
10	In the downtown segment, it would be nice if along the newly added pedestrian spaces had a barrier that serves as an additional safety barrier between the pedestrian and road. Trees may not be the best option to add there, because of the downtown environment life. Parades, festivals, farmers markets, and other events such as lighting of the square, would all be impacted by the addition of the trees. Yes, the trees look nice and would be nice to have, however they would create too many negative impacts to the already existing traditions of the square. Don't

	eliminate traditions be adding new elements. An idea could be adding planters that barrier the pedestrian and street spaces. That would also help with the stray people walking across the street.
11	Light rail and express bus service, long overdue for a city this large.
12	The dedicated turn Lanes in downtown is stupid! That is going to back traffic up even more. You are trying to put 100 lbs of flour in a 20 lb sack. This isn't going to work. It will cause more issues.
13	Why are the only ADA Compliant cross walks and lights in San Gabriel. They need to be in all the visions
14	Why is the city being so dumb about the bridges on Austin Ave. Fix them and fix them correctly. Quit kicking that can down the road.
15	I am curious about the safety of roundabouts in the areas they are being considered for. If they keep the traffic flowing better I think they'd be great. Reducing street parking seems to be catering to a younger resident. I don't want Georgetown to become a gentrified city targeted towards people under 40. When we are trying to allocate funds, increasing the size and maintenance of the curb extensions is not a high priority for me. Haha. I guess this comment is in the wrong "box"
16	Traffic study noting how flow will be for parking around downtown since lanes are reducing and a parking garage will have a main entrance on Austin Ave.
17	I would like to see how they would limit traffic going northbound on Austin avenue turning northbound on Eighteenth street and going northbound on Main , Church , Ash or college street to get to the square. West of Austin vehicles can go to Railroad or Scenic drive then north . I can not see why people being backed up when Austin becomes one lane in each direction from adding congestion to the other streets . Where are they suppose to park and walk up Austin ? On the neighborhood streets ?
18	more protected crosswalks with signals, the one at 16th has helped a lot.
19	Better LIGHTING -- efficient full cut-off light fixtures that cast light DOWN where it is needed, and not OUT producing glare, and UP, ruining our skies. There are historic-type fixtures that are much more effective than acorn lamps!

Question 4: What else do we need to be thinking about as we wrap up this study and move into the next phases of project development?

22 respondents

1	Plan Project in Phases and start immediately to be completed within ten years, as we have been talking about it for twenty-five years. We're already ten years behind on 2015 Road Bond projects like with Phase 1 portion of DB Wood from Hwy 29W just starting. When is the next leg to Williams Drive to be started and completed?
2	Keeping foot traffic safe; no right on red. University traffic stinks. No matter how much you approve this area the chokepoints to get there are still a deterrent.
3	Reducing traffic flow thru downtown takes another north south option away. You're separating the town into two separate towns. Need more restaurant options on Leander at Austin Ave area. The old Monument needs new life

4	Landscaping should be drought-tolerant and native wherever possible. There are a variety of groundcovers that would do well in medians.
5	No medias or round abouts
6	no
7	I realize that this is concentrated on Austin Ave but some of the sidewalks in the blocks around and near the square are dangerous - especially the areas where there is a step between the sidewalk and the street. These are especially dangerous and difficult to navigate when attempting to get to a car that is parked along the street.
8	Nothing
9	Don't build it so they won't come. When they come you still have the same problem of over crowding and less water
10	In terms of road design and crossing spaces, think of how actual average people will use the spaces, rather than people who work/design with roads as a living. Also consider that a large chunk of Georgetown is elderly people that change can cause issues. There are not many main roads within the city that have round abouts on them, plopping a round about into one of the busiest parts of Austin Avenue many not be a great idea. Also think as Georgetown expands, people come in from all over the place with different driving styles, keeping it simple is a safer option than adding more "complex" designs.
11	All forms of mass public transit.
12	If you care about the city and residents or just your bank account and resume. From this side it seems council and planners do not care about the people!
13	Parking and safe passage to the square for those coming from other areas, especially wheelchair accessible & friendly walkways.
14	Close the entrances and exits to McDonalds and Starbucks on Williams right before Austin Ave. Who ever approved that design shouldn't be given the recipe for ice.
15	EVERY day there is a lot of traffic that reducing the number of lanes aggravate the congestion. The stretch of road between Leander and the inner loop doesn't seem to be a high priority. Im wondering why it needs to be redone at this time. Sidewalks are the exception. They should be continuous and accessible
16	How will the parking garage off Austin Ave. affect traffic as lanes are reduced in this area?
17	The flow of traffic and where people will park ..how they will get to the square without adversely impacting the residents south of University
18	would like to see a connection along austin ave to the north san gabriel trail, currently the only way to access is to go through a parking lot and the grass
19	GISD SPED busses have issues on Austin Ave (and other areas) where people run our "Reds" (the flashing red lights and stop signs) when we are loading and unloading our students. How can we make it safer to service these families?
20	There are far more large trees on these renderings than do, or ever will, exist. Sidewalk space with no shade will not get used during the heat.
21	No to increase heights downtown
22	Where are the bike racks going?

Question 5: Any additional comments?

19 respondents

1	We need to prioritize all other Capital Improvement Projects over Water, Wastewater, and Electric Utility Infrastructure and Operational Costs as the burden on the City of Georgetown's ability to use it's debt and bonding capacity for projects within the city limits is being significantly restricted by regional utility projects outside the city limits. We need to decide what it is we want to be. Big City, Small Town Charm or a Regional Utility like SAW?
2	Hopefully this will attract more high end retailers and restaurants. I love Legacy and Grandscape in the Dallas area. We need this environment in the area.
3	Need more sit down restaurants south of the square. Not really fast food. Actual dine in restaurants.
4	Not easy to cope with all this growth. Make yourselves heard at the state level about the need for more local control of zoning and commercial usage.
5	no
6	I am happy to see that improvements to the flow of traffic and safety for left turns are being made. I believe that all intersections in heavily traveled areas should have protected left turns with dedicated left turn traffic signals. The blinking green arrows for left turns should be eliminated as should the ok to turn left on green when it's safe.
7	These improvements are definitely needed. Next is improving the mess on Williams Drive.
8	My family goes back five generations on both sides of the family and we have always had bad hail storms and seasonal rain. Don't put solar farms in this area.
9	I love this town, and I love that it's becoming even better. Keep up the good work. *thumbs up
10	Really look hard at any lane changes. Going to one lane from two is going to cause some fairly large backups. This will reverse any positive benefits. Elimination of some parking can help with wider sidewalks, if you make sure parking spaces remain the same (i.e. parking garage). So in the end, the current plan causes more traffic backups and parking spaces are harder to find.
11	Traffic congestion will never improve without public mass transit.
12	I have many ,but I'll leave it there..
13	The city WILL have to address the traffic on Williams. The light timings really impact the ability for the roads to handle the increased volume of traffic, especially on Williams.
14	Exciting developments!
15	Consideration should be given to how people might alter their travel patterns
16	great job overall, really excited / hope to see all of these designs implemented, thank you!
17	Since Rock Street is anticipated to carry more traffic, an easier way to access it at the north and south ends, such as dedicated turning lanes and/or wayfinding signage would help.
18	vote no to increase heights. Keep family oriented.
19	Thank you for your effort and bringing in community concerns and feedback.

Austin Avenue Map - Comment Card

1



Austin Avenue Map - Comment Card

Name and Email: _____

Comments: Speeding 3 ~~places~~ Sitting close to road

business

2



Austin Avenue Map - Comment Card

Name and Email: _____

Comments: Lights through here (church to forest) are terrible

Austin Avenue Map - Comment Card

3



Austin Avenue Map - Comment Card

Name and Email: _____

Comments: ^{red} Crossing issues here ~ church ~ lots of destinations

lots of 18-wheelers on University they can't make
turn e 29 & 35

4



Austin Avenue Map - Comment Card

Name and Email: madsr@k@hotmail.com

Comments: madsr@k@hotmail.com

Parking garage coming here could be big prob

Another garage @ Forest 4th

Austin Avenue Map - Comment Card



Austin Avenue Map - Comment Card

Name and Email: Steff Steff R81@comcast.com

Comments: _____



Austin Avenue Map - Comment Card

Name and Email: Ryanfcooper@gmail.com

Comments: Slow Traffic Downtown
lots of families & no ped protection

When I-35 Backup picks up Ave

Austin Avenue Map - Comment Card



Austin Avenue Map - Comment Card

Name and Email: _____

Comments: _____

Katy crossing & Leic Road light crossing

Reduce

Parkview installed curb for traffic calming

P Enforcement

HERB



Austin Avenue Map - Comment Card

Name and Email: Hart Haymaker harthaymaker@hotmail.com

Comments: _____

Traveling East to West on University there is no sidewalk between the University & SE Inner Loop. This prevents more bike traffic from coming down town.

Austin Avenue Map - Comment Card



Austin Avenue Map - Comment Card

Name and Email: General Comment

Comments: CLOSE DOWN THE DOWNTOWN AREA TO ONLY
PEDESTRIANS.

Q1 Get Project Updates!

Answered: 142 Skipped: 81

ANSWER CHOICES	RESPONSES	
Name	100.00%	142
Email	100.00%	142
	0.00%	0
	0.00%	0
	0.00%	0

#	NAME	DATE
1	Jeff Manley	11/13/2023 5:18 PM
2	George Ohlendorf	11/13/2023 3:35 PM
3	Michelle Vinyard	11/13/2023 12:40 PM
4	Sally strong	11/13/2023 12:29 PM
5	Chris Wade	11/13/2023 9:24 AM
6	Mark Powell	11/13/2023 9:09 AM
7	Amanda McIntosh	11/13/2023 9:08 AM
8	Tania Easton	11/13/2023 8:59 AM
9	Cammy Wade	11/13/2023 8:28 AM
10	Trent Jacobs	11/12/2023 11:22 PM
11	Margaret	11/12/2023 7:43 PM
12	Shirley and Hugh Davenport	11/12/2023 5:33 PM
13	Mary Bujalski	11/12/2023 2:27 PM
14	Susan	11/11/2023 10:58 PM
15	Arsalan Al janabi	11/11/2023 10:55 PM
16	Olivia Zamarripa	11/11/2023 9:26 PM
17	Erin	11/11/2023 8:51 PM
18	DeBe Wantzloebe	11/11/2023 12:53 PM
19	John	11/11/2023 10:45 AM
20	Heather Jameyson	11/11/2023 8:55 AM
21	Beth Willis	11/11/2023 2:26 AM
22	Mindy F	11/10/2023 8:43 PM
23	Helen Miles	11/10/2023 4:50 PM
24	Mark Lemnah	11/10/2023 4:07 PM
25	alton martin	11/10/2023 4:05 PM
26	Ryan Cooper	11/10/2023 3:58 PM

Austin Avenue Corridor Study

27	Melissa Barhydt	11/10/2023 3:08 PM
28	Brian Banning	11/10/2023 3:00 PM
29	Christopher Demers	11/10/2023 2:55 PM
30	David Laughlin	11/10/2023 2:30 PM
31	Jane M Vevea	11/10/2023 2:05 PM
32	Doug Teague	11/10/2023 12:25 PM
33	Jackie	11/10/2023 11:02 AM
34	Mike Lovelace	11/10/2023 10:59 AM
35	Donna	11/10/2023 10:23 AM
36	Fred George Henry	11/10/2023 6:03 AM
37	nina cronin	11/10/2023 5:02 AM
38	Jim Golden	11/10/2023 12:08 AM
39	Joyce Voegtli	11/9/2023 7:17 PM
40	Malcolm DeWees	11/9/2023 7:11 PM
41	Harm F Aning	11/9/2023 6:52 PM
42	David Harris	11/9/2023 6:44 PM
43	Linda Schaffer	11/9/2023 6:28 PM
44	Glenn Holzer	11/9/2023 6:11 PM
45	Kimberly Haas	11/9/2023 5:42 PM
46	Cheryl Poag	11/9/2023 5:40 PM
47	Staci	11/9/2023 4:44 PM
48	Helen Elkins	11/9/2023 4:27 PM
49	Richard Lester	11/9/2023 4:25 PM
50	John Clegg	11/9/2023 4:07 PM
51	Debbie McGuyer	11/9/2023 4:03 PM
52	Bob Sweda	11/9/2023 4:02 PM
53	Mary Templeman	11/9/2023 3:53 PM
54	Dan Eynon	11/9/2023 3:41 PM
55	Debra Heater	11/9/2023 3:41 PM
56	Jess Delk	11/9/2023 3:41 PM
57	Dan Eynon	11/9/2023 3:39 PM
58	Dina Cavazos	11/9/2023 3:38 PM
59	lindahuntley@me.com	11/9/2023 3:32 PM
60	Richard Robinson	11/8/2023 5:05 PM
61	Kevin Scott MacWatters	11/8/2023 2:52 PM
62	Shelley Bland	11/8/2023 2:28 PM
63	Mike Chapman	11/7/2023 8:12 AM
64	Brenda Pennington	11/7/2023 1:21 AM

Austin Avenue Corridor Study

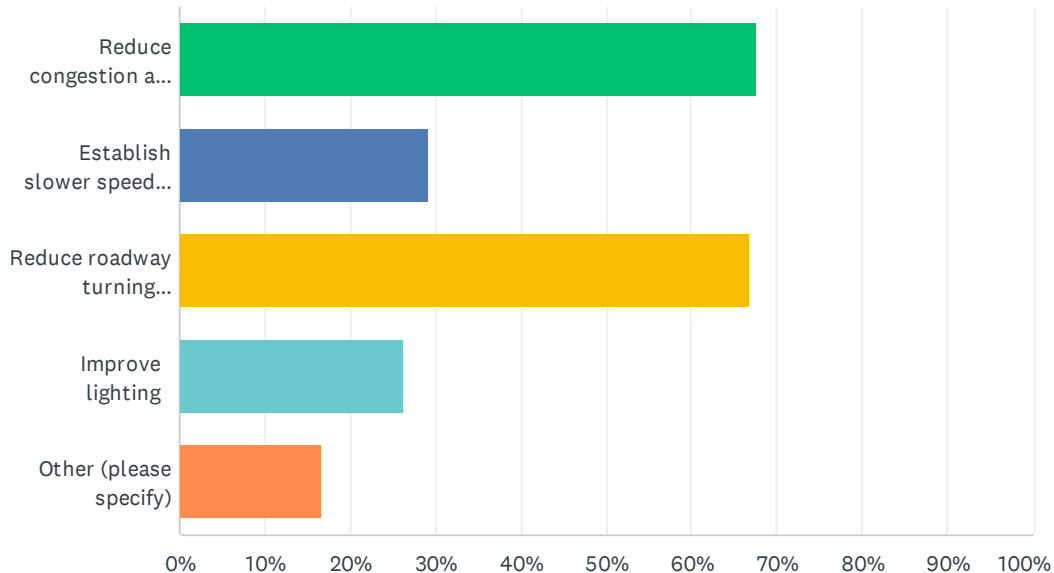
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67	Donna J Hunt	11/6/2023 5:41 PM
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69	Shunil Jacob	11/5/2023 1:32 PM
70	LaVonne Frazier	11/4/2023 10:43 AM
71	Molly Rembert	11/3/2023 10:26 PM
72	Duke Turpin	11/3/2023 8:01 PM
73	Kristi Walton	11/3/2023 4:17 PM
74	Lorraine Brady	11/3/2023 11:15 AM
75	Dwight Richter	11/3/2023 11:02 AM
76	John Stock	11/3/2023 10:03 AM
77	Lori Granillo	11/3/2023 6:25 AM
78	Tom Price	11/2/2023 9:40 PM
79	Mary	11/2/2023 8:58 PM
80	Kelly Pattillo	11/2/2023 8:20 PM
81	Trisha Tallman	11/2/2023 8:19 PM
82	Daniela Smith	11/2/2023 8:10 PM
83	Don Smith	11/2/2023 8:01 PM
84	Elizabeth	11/2/2023 7:05 PM
85	Lexie	11/2/2023 6:55 PM
86	K. Tabor	11/2/2023 6:49 PM
87	Ken Steed	11/2/2023 6:38 PM
88	Harm F Aning	11/2/2023 5:28 PM
89	Tom Snoddy,	11/2/2023 5:25 PM
90	Jake French	11/2/2023 5:15 PM
91	Brad Curlee	11/2/2023 4:31 PM
92	Kathryn Meinzer	11/2/2023 4:19 PM
93	gary I stoner	11/2/2023 4:07 PM
94	Glenn R. Schwab	11/2/2023 3:52 PM
95	jackie barnett	11/2/2023 3:49 PM
96	Don Atherton	11/2/2023 3:44 PM
97	Linda	11/2/2023 3:36 PM
98	Alyson Van Dyke	11/2/2023 2:10 PM
99	Jaclyn	11/2/2023 12:23 PM
100	Danni Babik	11/2/2023 9:01 AM
101	Malissa	11/2/2023 8:14 AM
102	Jonny Dunleavy	11/2/2023 6:45 AM

Austin Avenue Corridor Study

103	Lana Stone	11/2/2023 6:38 AM
104	Danielle saunders	11/1/2023 10:41 PM
105	Kelli	11/1/2023 10:36 PM
106	Sadie	11/1/2023 10:35 PM
107	Cindy	11/1/2023 10:25 PM
108	Whitney	11/1/2023 9:31 PM
109	William Cox	11/1/2023 8:46 PM
110	Nick Craig	11/1/2023 7:22 PM
111	Cody	11/1/2023 6:53 PM
112	melissa waggoner	11/1/2023 6:46 PM
113	Scooby	11/1/2023 6:01 PM
114	Melissa Ramey	11/1/2023 4:39 PM
115	Bill STUTZRIEM	11/1/2023 4:01 PM
116	Mike Green	11/1/2023 4:01 PM
117	Johnny Anderson	11/1/2023 3:36 PM
118	Lindsey Slack	11/1/2023 2:19 PM
119	Derrick young	11/1/2023 2:12 PM
120	Jaco Visser	11/1/2023 2:03 PM
121	Sheila	11/1/2023 12:59 PM
122	Chelsey Doering	11/1/2023 11:11 AM
123	Carol Nygaard	11/1/2023 11:04 AM
124	Tim	11/1/2023 10:50 AM
125	John Gizdich	11/1/2023 10:33 AM
126	Greg	11/1/2023 10:23 AM
127	mark freerks	11/1/2023 10:17 AM
128	Jason Bonazzi	11/1/2023 10:08 AM
129	Scott	11/1/2023 10:07 AM
130	JJ	11/1/2023 10:05 AM
131	Ted Doering	11/1/2023 10:00 AM
132	Melanie Barrier	11/1/2023 9:59 AM
133	Diana lewis	11/1/2023 9:54 AM
134	Duke Turpin	11/1/2023 9:50 AM
135	Karen Turpin	11/1/2023 9:46 AM
136	Javier z	11/1/2023 9:46 AM
137	Lori	11/1/2023 9:44 AM
138	Alona Vinnyk	11/1/2023 9:42 AM
139	Marissa Russo	10/23/2023 6:39 AM
140	Robert Cravens	10/20/2023 6:52 AM

Q2 What transportation changes do you think would improve driving conditions along Austin Avenue? Select all that apply.

Answered: 222 Skipped: 1



ANSWER CHOICES	RESPONSES	
Reduce congestion and delays at intersections	67.57%	150
Establish slower speeds through roadway design	29.28%	65
Reduce roadway turning conflicts	66.67%	148
Improve lighting	26.13%	58
Other (please specify)	16.67%	37
Total Respondents: 222		

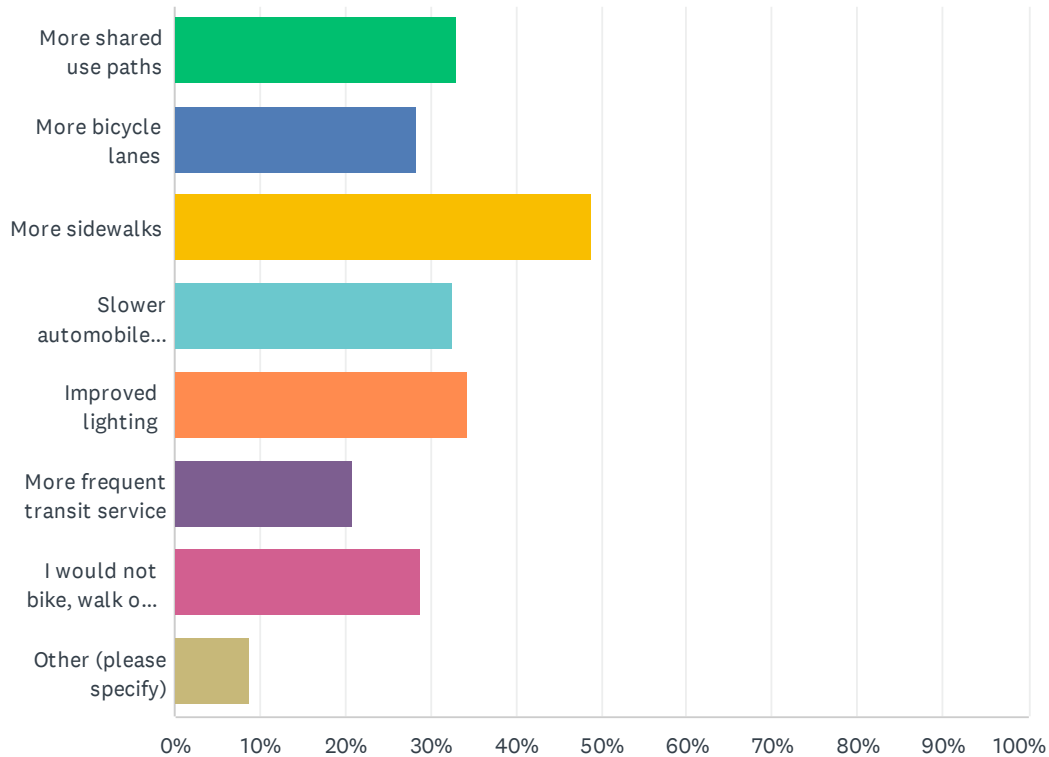
#	OTHER (PLEASE SPECIFY)	DATE
1	Improve pedestrian safety, make the road more pedestrian/bike friendly	11/13/2023 10:06 AM
2	Improve pedestrian experience via improved lighting and more lighted pedestrian crosswalks along Austin Ave, especially in the old town section of the corridor.	11/13/2023 9:24 AM
3	REBUILD THE BRIDGES NOW, ADDING LEFT TURN LANES AT 2ND, SAN GABRIEL VILLAGE AND MORROW. DON'T PUT IT OFF AND CONTINUE TO DRIVE UP THE TOTAL, ULTIMATE COSTS TO THE TAXPAYERS!!!!!!!!!!	11/12/2023 2:39 PM
4	Public transportation	11/11/2023 10:55 PM
5	Close entrances to McDonald's and Starbucks on Williams at the Austin Ave intersection	11/11/2023 8:51 PM
6	Make the roads around downtown one-way travel.	11/11/2023 1:20 PM
7	Transportation to the Square from other parts of Georgetown like Wolf Ranch and Sun City	11/10/2023 8:43 PM
8	One ways, roundabout, more ped and bike options	11/10/2023 2:05 PM

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9	provide another usable north-south alternative	11/10/2023 10:59 AM
10	The downtown section pedestrian section needs attention to reduce accidents. Maybe no right on reds there?	11/10/2023 10:23 AM
11	add bike lanes	11/9/2023 6:11 PM
12	Add turn lanes	11/9/2023 4:23 PM
13	Increased safety enhancement for pedestrians	11/9/2023 3:53 PM
14	Divert traffic off of Austin Ave and make it pedestrian parkway only	11/9/2023 3:41 PM
15	Prohibit left turns if no left turn lane is available	11/9/2023 3:41 PM
16	Stop moving traffic through the area	11/8/2023 8:27 PM
17	bring back the public transit system	11/6/2023 11:19 PM
18	Add left turn lane	11/6/2023 9:55 PM
19	Customers of Mcdonalds and starbucks in Austin ave and Williams dr. contribute to congestion in that area.	11/6/2023 6:21 PM
20	Stop moving traffic through the area	11/3/2023 1:32 PM
21	The police actually enforcing traffic laws, to create a deterrent against frequent traffic violations	11/2/2023 8:20 PM
22	Pedestrian Crosswalk Enhancements	11/2/2023 5:15 PM
23	Police enforcement of rules	11/2/2023 5:10 PM
24	Stop moving traffic through the area	11/2/2023 3:56 PM
25	The timing of the stop lights often result in north and southbound Austin Ave being backed up for several blocks either way.	11/2/2023 3:41 PM
26	I don't think many would change their habits with a lower speed limit.	11/2/2023 12:23 PM
27	Improve awareness/safety for pedestrians, NOT just in downtown	11/2/2023 9:01 AM
28	Do NOT close the Square from automobile traffic.	11/1/2023 10:36 PM
29	Designated ADA Dropoff Points	11/1/2023 8:46 PM
30	Smart traffic lights. Turn lanes in median, additional right turn only lanes for applicable venues	11/1/2023 7:22 PM
31	Better analysis of actual traffic uses and patterns before making changes	11/1/2023 4:01 PM
32	More space (and it should be protected space) for pedestrians and cyclists. One way streets.	11/1/2023 11:11 AM
33	Provide alternate routes to avoid congestion through neighborhoods	11/1/2023 10:23 AM
34	Establish a car free zone in the square to make it more walkable.	11/1/2023 10:00 AM
35	Lots of turning conflicts along Austin and Williams	11/1/2023 9:46 AM
36	Timing of the lights	11/1/2023 9:42 AM
37	Improve pedestrian crossings/crosswalks including safety signage	10/20/2023 6:52 AM

Q3 What improvements do you believe would enhance transportation for non-drivers along Austin Avenue? Select all that apply.

Answered: 215 Skipped: 8



ANSWER CHOICES	RESPONSES	
More shared use paths	33.02%	71
More bicycle lanes	28.37%	61
More sidewalks	48.84%	105
Slower automobile traffic	32.56%	70
Improved lighting	34.42%	74
More frequent transit service	20.93%	45
I would not bike, walk or use transit service along the Austin Avenue Corridor.	28.84%	62
Other (please specify)	8.84%	19
Total Respondents: 215		

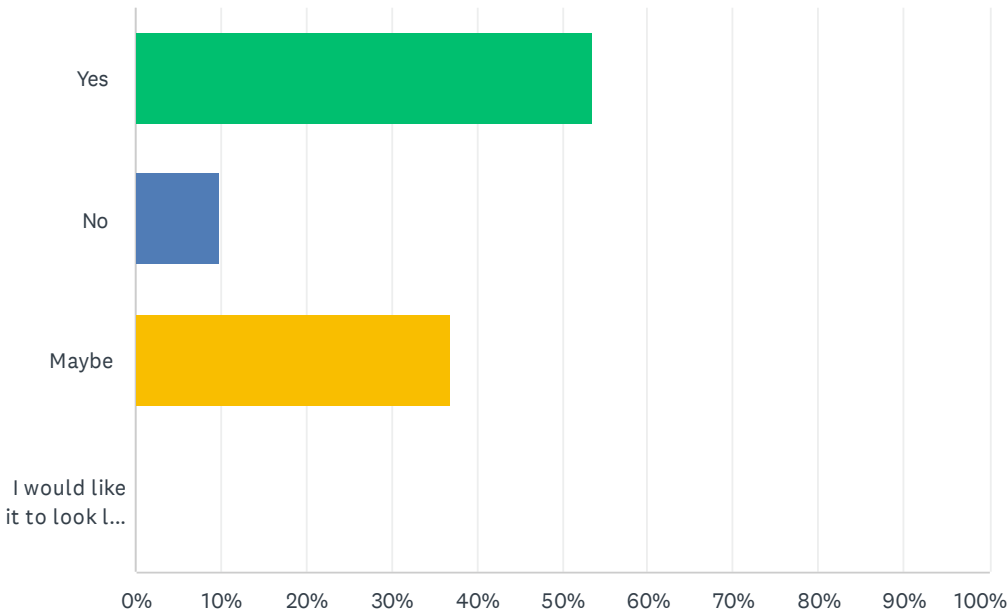
#	OTHER (PLEASE SPECIFY)	DATE
1	Improved sidewalks that are protected from traffic	11/13/2023 12:40 PM
2	More pedestrian crossing lights	11/13/2023 10:06 AM
3	Public transportation	11/11/2023 10:55 PM

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4	Protected ped/bike lanes, one ways only	11/10/2023 2:05 PM
5	Protected crosswalks	11/10/2023 11:02 AM
6	Clear up congestion along I35 so people don't use Austin as an alternate route	11/10/2023 10:23 AM
7	Other than downtown, it is a huge waste of roadway land to have any sort of specialized lanes like bike lanes etc. PLEASE DON'T KEEP DRIVING THIS STUIPD AGENDA. IT IS TOO HOT 99% of the year WE DON't NEED BIKE Lanes and such!!!	11/9/2023 3:41 PM
8	Divert traffic off of Austin Ave and make it pedestrian parkway or widen sidewalks	11/9/2023 3:41 PM
9	Other than downtown, it is a huge waste of roadway land to have any sort of specialized lanes like bike lanes etc. PLEASE DON'T KEEP DRIVING THIS STUIPD AGENDA. IT IS TOO HOT 99% of the year WE DON't NEED BIKE Lanes and such!!!	11/9/2023 3:39 PM
10	I like to have multiple entry on and off Austin. Right now 29/University is very congested and I think it has a major impact on Austin ave. I'm not in favor of bicycle lanes or anything else that would reduce automobile use.	11/8/2023 2:52 PM
11	bring back the public transit system	11/6/2023 11:19 PM
12	Do not turn Austin or the Square into a walking mall. You will lose business!	11/4/2023 10:43 AM
13	Develop lanes for bicyclists to avoid Austin Avenue, such as along Scenic and College streets..	11/3/2023 11:15 AM
14	Crosswalks with pedestrian enabled stop lights.	11/3/2023 11:02 AM
15	Divert as much vehicular traffic away as possible.	11/2/2023 3:41 PM
16	There should however be an anti cursing law and decibel law enforced. People intentionally drive through & rev engines with their loud mufflers. Lame	11/2/2023 12:23 PM
17	USEFUL lighting — full cut-off light fixtures that cast light down, where it's needed, not out to produce glare or up to ruin sky views	11/2/2023 9:01 AM
18	Do NOT add bike lanes. Improve crosswalks for pedestrians and disallow jaywalking.	11/1/2023 10:36 PM
19	Don't care. I only walk within the square. I care more about the traffic for the whole of Austin Ave.	11/1/2023 10:05 AM

Q4 Based on the information and images above, do you think these improvements would address transportation needs within the Northern Gateway subarea?

Answered: 174 Skipped: 49



ANSWER CHOICES		RESPONSES	
Yes		53.45%	93
No		9.77%	17
Maybe		36.78%	64
I would like it to look like something else. Please explain.		0.00%	0
TOTAL			174

#	I WOULD LIKE IT TO LOOK LIKE SOMETHING ELSE. PLEASE EXPLAIN.	DATE
	There are no responses.	

Q5 What other improvements would you consider for the Northern Gateway subarea, if any.

Answered: 53 Skipped: 170

#	RESPONSES	DATE
1	I don't think the grassy median would do much. Just seems wasteful of money. The big congestion is really on when the high school lets out. Maybe check light schedules for school hours.	11/13/2023 12:43 PM
2	Concept 1 concerns me	11/13/2023 12:34 PM
3	Business congestion on the NW corner IS creating many of the issues. Consolidate some of that space or relocate some of that area to widen the traffic and turn points. Plus eliminating Starbucks would help greatly!	11/13/2023 9:18 AM
4	Merging left turn lanes are more hazardous than a full traffic stop. Don't do this. I live near a right merging lane that is too short and heavy fast-moving traffic makes it difficult to accelerate quickly enough to merge smoothly. More focus should be on the area between Wlms Drive and Industrial Blvd--there are many businesses where the driver has difficulty timing when to enter Austin Ave from the business because of little or no sight lines (ex. Rec Cent.)	11/12/2023 4:58 PM
5	Signalize the intersection; don't just put a band-aid on it as shown in Concept 1. All you're doing is delaying the ultimate remedy and allowing costs to inflate during the interim "solution" time.	11/12/2023 2:42 PM
6	This area is a mess. Too many business entrance/exits on the I-35 entrance on both sides. It backs up now onto off ramp to turn left on Austin with the timing of lights from new bridge lanes. I hope once we get the new u-turn bridge done, it will take some traffic off on off ramp.	11/12/2023 2:39 PM
7	Pedestrian bridge	11/11/2023 10:57 PM
8	Keep speed limit below 50 mph.	11/11/2023 8:28 AM
9	Concept 2 with the light would be better than concept 1. I've already seen people confused and turning left into oncoming traffic	11/10/2023 8:48 PM
10	Traffic signal not merging left lane	11/10/2023 3:11 PM
11	Enhanced car speed limits	11/10/2023 2:57 PM
12	Protect the walkway.	11/10/2023 2:06 PM
13	Special lane for bikes & pedestrians.	11/10/2023 1:45 PM
14	Go with concept #1	11/10/2023 12:29 PM
15	I like the raised median and the traffic light. Merging traffic so close to a high school might not be a great idea as younger drivers are frequently in that area. Lights are easier to understand and work with.	11/10/2023 10:26 AM
16	Bike lanes and facilities	11/9/2023 6:12 PM
17	I think those poles you put between the two lanes at intersections like you put on west University Dr where HEB was and Austin Ave where the new QT Gas Station is, are ugly. Is there no place for center turn lanes? Some of your ideas add to the confusion that are already at entersections. Work on Williams Dr. I've never seen so many wrecks!	11/9/2023 5:51 PM
18	Just leave it alone and let drivers plan on learning the busiest times of the day and schedule accordingly. The more txdot meses with stuff the worse it gets.	11/9/2023 4:47 PM
19	use round a bouts	11/9/2023 4:27 PM
20	Add a turnout lane to figure 2	11/9/2023 4:10 PM

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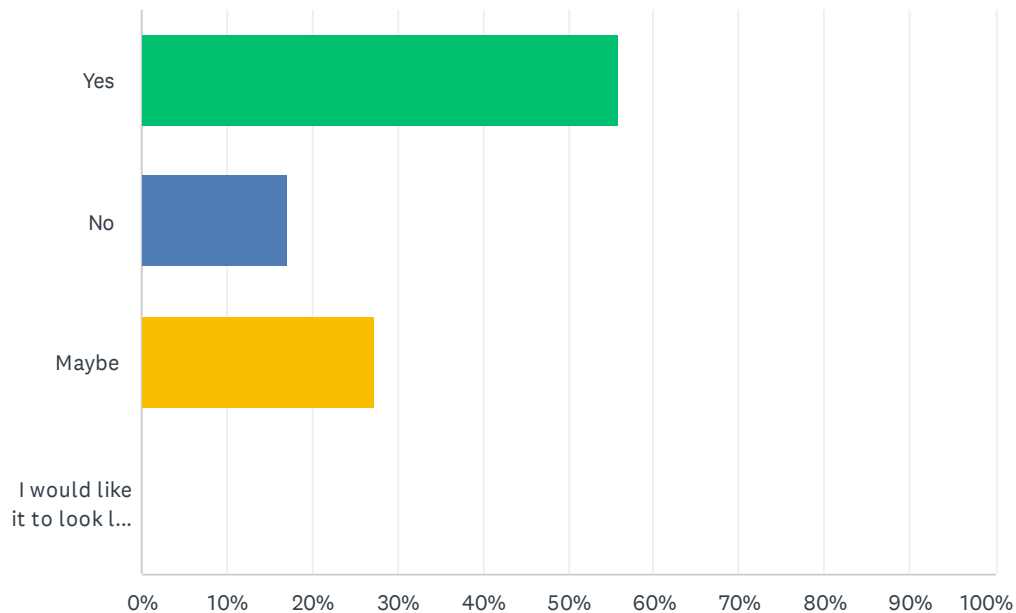
21	Longer merging left turn lane.	11/9/2023 3:56 PM
22	Pedestrian bridges	11/9/2023 3:53 PM
23	Too much space wasted for the shared use path. put in more lanes.	11/9/2023 3:47 PM
24	Concept 2 might be a bit better (definitely not Concept 1), but I think the majority of the issue with that entrance was people trying to turn into the shopping center across traffic. Eliminating that option was great.	11/8/2023 4:29 PM
25	I think keep it simple so concept 2 is better.	11/8/2023 2:55 PM
26	bring back the public transit system	11/6/2023 11:20 PM
27	Remove apartment driveway. Why was it approved there anyways?	11/6/2023 9:57 PM
28	Concept 2 may improve it. Concept 1 will cause car accrdents	11/6/2023 6:23 PM
29	N/A	11/6/2023 5:45 PM
30	I like concept 2: I wouldn't spend on both	11/6/2023 3:15 PM
31	roundabout	11/6/2023 12:25 PM
32	Concept 2 is safer. Add the lights to better manage traffic flow.	11/3/2023 11:26 AM
33	Trails do no seem needed in this area.	11/2/2023 9:00 PM
34	We absolutely need continuous sidewalks down the western side of Austin Ave. Children walk on the side of the road there all the time, and it's not safe for them.	11/2/2023 8:25 PM
35	Concept 2 is better.	11/2/2023 8:15 PM
36	Raised walkways	11/2/2023 5:38 PM
37	Use traffic signals.	11/2/2023 5:11 PM
38	I don't approve of concept 1, merging left turn lane. This will only cause more traffic accidents and backups. Concept 2 is the most straightforward, but bad light timing could cause large backups.	11/2/2023 4:25 PM
39	prefer traffic signal here	11/2/2023 3:41 PM
40	Sure but No raised median, those things are annoying & seem less safe	11/2/2023 12:50 PM
41	Is there room for a much-hated but highly efficient roundabout? And thumbs up on continuous buffered sidewalk s!	11/2/2023 9:04 AM
42	Concept 2 is better	11/1/2023 10:43 PM
43	Larger shoulder on roads + smooth sidewalks with good crosswalks	11/1/2023 10:37 PM
44	Pedestrian/cyclist bridge over the roadway to not impede traffic	11/1/2023 7:24 PM
45	Continuous sidewalks. Incorporating this area with the running trail	11/1/2023 6:54 PM
46	Protect the shared use paths with barriers	11/1/2023 11:13 AM
47	None. Leave it as is	11/1/2023 11:06 AM
48	Number is a terrible concept.	11/1/2023 10:26 AM
49	Would probably be better if it went into lakeway exit instead	11/1/2023 10:25 AM
50	I would not have a cross walk going across the I-35 connection. The crosswalk/sidewalk on the East side of Austin Avenue would be good though, as with the new gas station, I'm sure they'll be a higher pedestrian need from the apt complex to the gas station. That being said, out of the two, I'd prefer Option 1, as I wouldn't have to wait for the light to change before I could turn onto Austin Ave from I-35.	11/1/2023 10:15 AM
51	More share us paths around town, protected crossings (flashing stop signs), less congested in main areas like Austin avenue and 29. Decrease light time at intersections and add right turn only lanes?	11/1/2023 9:57 AM

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52	Light at corner of Austin Ave and Stadium Dr!!!!	11/1/2023 9:43 AM
53	benches and planters and shade structures	10/19/2023 10:32 AM

Q6 Based on the information and images above, do you think these improvements would address transportation needs within the San Gabriel subarea?

Answered: 165 Skipped: 58



ANSWER CHOICES	RESPONSES	
Yes	55.76%	92
No	16.97%	28
Maybe	27.27%	45
I would like it to look like something else. Please explain.	0.00%	0
TOTAL		165

#	I WOULD LIKE IT TO LOOK LIKE SOMETHING ELSE. PLEASE EXPLAIN.	DATE
	There are no responses.	

Q7 What other improvements would you consider for the San Gabriel subarea, if any.

Answered: 65 Skipped: 158

#	RESPONSES	DATE
1	I think concept 1 would be most beneficial.	11/13/2023 12:44 PM
2	Although I am a fan of roundabouts, I don't feel that would be a good solution at that intersection for a number of reasons (I live at Two Rivers). Concept 1 is best but merging into the left turn lane heading southbound is also tough - where would the merging start.	11/13/2023 12:44 PM
3	Concept 2 would be preferable	11/13/2023 8:36 AM
4	First, the street name is San Gabriel VILLAGE Blvd--there are too many versions of SG in Gtn now and this needs to be corrected in all examples presented to the public. A roundabout at that intersection would be more hazardous than now because of the potential confusion, last minute swerving, and overall speed of north/south bound traffic. I've seen the confusion at Northwest Blvd and it's with much slower traffic. Re dedicated left-turn lanes: southbound into Two Rivers is unnecessary, since it would impede flow and there is not that much demand. On the n-bound dedicated left turn lane onto SGVlg are you also planning to bump out the pedestrian island further into the intersection? It looks like it won't work. I think the way to handle this is to force traffic to flow in only one direction by timing the lights, similar to the AustinAve-University intersection. IE, only one direction travels at a time. This would also mitigate the problem of the too short rt-turn merging lane from SGV onto s-bound fast bound Austin Ave. Accidents also occur when northbound Austin Ave cars try to turn left onto SGV against fast moving and shifting lane southbound cars. If only one direction of traffic is allowed to proceed the accident potential should be greatly decreased.	11/12/2023 4:58 PM
5	As much as I like the concepts of roundabouts, Concept 2 is impractical at this location. Concept 1 will work, but not within the confines of the existing geometry of Austin Avenue. It is almost physically impracticable to have bi-directional left turn lanes at this intersection without rebuilding BOTH bridges NOW and not artificially driving up the ultimate total cost to the taxpayers by delaying the ultimate remedy while wasting tax dollars in interim, short-term, unviable so-called "solutions!"	11/12/2023 2:48 PM
6	Need traffic lights not a traffic circle	11/12/2023 2:44 PM
7	Roundabout is confusing, intersections more sufficient	11/11/2023 10:59 PM
8	Roundabout would be better than lights	11/11/2023 8:56 PM
9	Only the turn lane. The round about would be a total train wreck. that intersection has an entrance to housing on one side and tiny SG road all with Austin Ave inn the niddke	11/11/2023 2:37 AM
10	Please don't add the roundabout, confusing the older drivers in Georgetown will make it worse. But the intersection change with the light would help.	11/10/2023 8:52 PM
11	The traffic circle will not work at this location.	11/10/2023 5:55 PM
12	Reduced speed limit and reduced access to Austin Ave for cars	11/10/2023 2:58 PM
13	Use concept#2	11/10/2023 12:32 PM
14	I'm not a fan of roundabouts in high traffic areas. Concept 1 should have a dedicated turn lane on both north and south sides. Few people will get that the left lane is left turn only.	11/10/2023 10:32 AM
15	this looks great	11/9/2023 6:14 PM
16	Georgetown LOVES circles at intersections! Why? Decades ago there was a famous one in Waco that they could hardly wait to remove! Stop with the circles!!!!	11/9/2023 5:53 PM
17	Do not put in a roundabout	11/9/2023 5:45 PM

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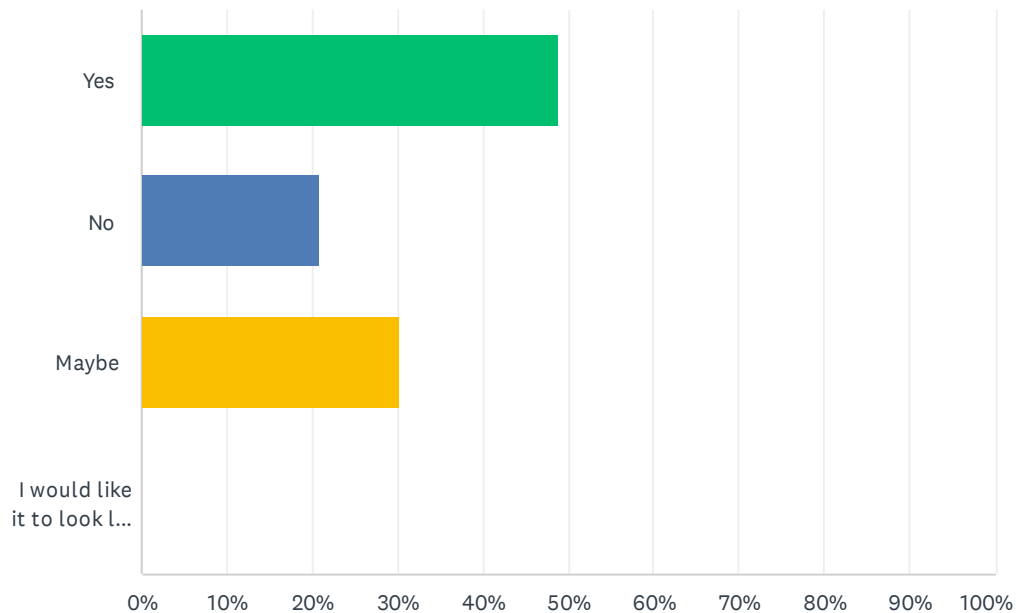
18	concept 2 seems best	11/9/2023 4:30 PM
19	Please do not add a round about. There is way too much traffic flowing through that intersection.	11/9/2023 4:02 PM
20	I don't drive and I. have to use these streets with a scooter please do something to make it easier for non drivers to get around	11/9/2023 3:55 PM
21	Concept 1 is a better option than Option 2	11/9/2023 3:52 PM
22	You have WAY too much real estate dedicated to shared use path. WE DON'T HAVE ENOUGH WALKERS/RIDERS to justify it!!!	11/9/2023 3:49 PM
23	No roundabout, that will cause more congestion during higher usage times, which is a lot of the time.	11/9/2023 3:49 PM
24	Austin Ave seems to carry too much traffic for a round about in my opinion. Given the experience driving the Northwest Blvd round about and Park Round About....This is one of the main gateways to down town activities and I think it would cause a lot of congestion	11/9/2023 3:43 PM
25	Concept 2!	11/8/2023 4:31 PM
26	I don't think this interchange needs a change. A traffic circle is not a good idea. Concept 1 is ok but I don't think it is necessary.	11/8/2023 2:59 PM
27	bring back the public transit system	11/6/2023 11:21 PM
28	Concept 1 horrible idea. Why make southbound inside lane a trap lane. That's stupid. Widen road and it requires bridge to be widened do it.	11/6/2023 9:59 PM
29	N/A	11/6/2023 5:49 PM
30	Concept 1 : no more roundabout	11/6/2023 3:18 PM
31	Concept 2 is better, keeps traffic flowing and roundabouts are safer in the long run.	11/6/2023 12:29 PM
32	Know your road names. San Gabriel Blvd is off Leander Rd in San Gabriel Heights. The road you are depicting is San Gabriel Village Blvd. There is a difference.	11/4/2023 3:39 PM
33	Do not put a roundabout there! There isn't enough space to accommodate it or enough side traffic need to warrant it.	11/4/2023 10:50 AM
34	I think people are not good with roundabouts.	11/3/2023 10:28 PM
35	Forget about the roundabout. That poses great danger for bicyclists and pedestrians trying to cross the road.	11/3/2023 11:33 AM
36	Don't think people are equipped to handle a roundabout in that area. The biggest concern here is Williams drive. That intersection is atrocious. The Starbucks location as created a ridiculous about of traffic at the intersection.	11/2/2023 9:02 PM
37	Please please create pedestrian paths along the full length of the road, on both sides, that have some sort of distance or barrier (even a low one) between the path and the road.	11/2/2023 8:31 PM
38	I like the round about concept, if that will work for the amount if traffic usually flowing through there.	11/2/2023 8:26 PM
39	No roundabouts	11/2/2023 8:06 PM
40	Happy as presented	11/2/2023 5:56 PM
41	Do NOT do a roundabout.	11/2/2023 5:12 PM
42	Roundabouts are dangerous because most drivers don't know how to use them and don't follow the rules.	11/2/2023 4:30 PM
43	Roundabout to limit red light	11/2/2023 4:10 PM
44	Round-a-bout would be better.	11/2/2023 3:56 PM
45	NO Roundabouts! Roundabouts only work until you get to medium traffic loads and are awful at high traffic levels. I spent many years living abroad where we had 3-lane roundabouts and as traffic increased all of those were eventually taken out.	11/2/2023 3:45 PM

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46	Although a roundabout is safer, there is limited room for an effective one. Dedicated left-turn lanes will definitely help there.	11/2/2023 9:06 AM
47	Concept 1. Paint lanes all over Georgetown. Non-existent.	11/1/2023 10:47 PM
48	No roundabouts. The people of this town don't know how to use them	11/1/2023 10:38 PM
49	As larger events are becoming more common at San Gabriel - need to look at 3-lanes each direction	11/1/2023 7:27 PM
50	4 way cross walks at the lights	11/1/2023 6:05 PM
51	No round abouts	11/1/2023 4:06 PM
52	Reduce curb cuts especially near existing intersections.	11/1/2023 4:04 PM
53	Do not add a traffic circle unless you will have police there to ticket people for not yielding. We've had way too many near miss accidents because people fly into the circles without properly yielding.	11/1/2023 2:25 PM
54	Have cars SLOW DOWN; have more LIGHTING near our beautiful park and river walk; create more TRAILS that extend to SOUTHWESTERN UNIVERSITY and NE INNER LOOP going up the HILL.	11/1/2023 11:14 AM
55	Protect the shared use paths with barriers	11/1/2023 11:13 AM
56	Correction: The road is actually San Gabriel Village Blvd. Not San Gabriel Blvd because that name already exists elsewhere within Georgetown. Maybe a name change for that road should be considered due to this confusion because this happens way too often with confusion of package deliveries.	11/1/2023 10:41 AM
57	No roundabout.	11/1/2023 10:31 AM
58	For the love of god don't do a round about.	11/1/2023 10:26 AM
59	Both of these options are horrible. The congestion on the southbound lanes are bad enough without removing one of the straight lanes to turn it into a turn lane. (Option1) Again, drivers are morons here. The round about is just asking for accidents and road rage!	11/1/2023 10:20 AM
60	I like the roundabout concept the most.	11/1/2023 10:12 AM
61	None don't know this area	11/1/2023 9:59 AM
62	Two lane round about! Keep traffic flowing	11/1/2023 9:52 AM
63	Light at Chamber Way	11/1/2023 9:49 AM
64	Complete stop at traffic light in each direction with only one direction allowed to proceed at a time	10/20/2023 4:07 PM
65	lighting	10/19/2023 10:32 AM

Q8 Based on the information and images above, do you think these improvements would address transportation needs within the Downtown subarea?

Answered: 158 Skipped: 65



ANSWER CHOICES	RESPONSES	
Yes	48.73%	77
No	20.89%	33
Maybe	30.38%	48
I would like it to look like something else. Please explain.	0.00%	0
TOTAL		158

#	I WOULD LIKE IT TO LOOK LIKE SOMETHING ELSE. PLEASE EXPLAIN.	DATE
	There are no responses.	

Q9 What other improvements would you consider for the Downtown subarea, if any.

Answered: 78 Skipped: 145

#	RESPONSES	DATE
1	I would go with concept 3 downtown - going down to one lane in each direction is really going to create terrible congestion problems. Nice idea but don't feel it will work well. I would opt for option two at the intersection of University and Austin Avenue.	11/13/2023 12:55 PM
2	I dislike the one lane each way through downtown.	11/13/2023 12:46 PM
3	Divert more traffic to side streets for access to established businesses. Move the jail and make downtown parking garage for patrons to walk from a centrally located area to the amenities within this section.	11/13/2023 9:24 AM
4	Roadways: Concept #1 Intersection: Concept #1	11/13/2023 8:40 AM
5	Keep the one directional signals at Austin Ave and Univ as they are now. Reducing the lanes through the square to one will make drivers angry. The square traffic will be jammed if only one lane is created. Easier right turn lanes at Univ will encourage drivers to race the light. Slower traffic pace through downtown with only one lane won't enhance the visitor experience. The sound of angry honking drivers...Don't do the one-lane!	11/12/2023 5:14 PM
6	"Road diet" concept is impractical within this corridor. The problems begins at 2nd Street - lack of bi-directional left turn lanes (LTL) is a traffic safety issue, directly leading to increases rear end collisions as well as the high potential for on-coming left turn collisions because drivers become impatient waiting for proper gap time to execute a left turn movement. Unfortunately, the City "leadership" has allowed development at the NE Corner which could prevent the possibility of constructing LTLs with the required widths of all lanes. Further, in order to have sufficient lane widths available, the bridge over the South Gabriel would require reconstruction to provide necessary roadway width. REBUILD THE BRIDGES NOW, saving the taxpayers the costs of the interim impractical "solutions" when the "leadership" KNOWS that the ultimate solution is complete reconstruction. All the delay is producing is excess and UNNECESSARY costs to the taxpayers.	11/12/2023 2:57 PM
7	Reducing lanes on Austin will only back up traffic on University even more. Keep two lanes each way. Add sidewalks where there is none on Austin. Do not reduce parking by doing parallel spaces.	11/12/2023 2:50 PM
8	Pedestrian bridge	11/11/2023 10:59 PM
9	Concept 3 would be best	11/11/2023 8:59 AM
10	Angled parking is better than parallel, but unless you reduce the number of cars coming downtown it seems like the lines of traffic would be a nightmare during busy times (Christmas Stroll, yikes) with 1 lane. Maybe build dedicated parking areas just outside of the square with shuttles?	11/10/2023 8:58 PM
11	Concept 2 on roadway this survey needs to be more specific there are too many concepts to say if it might be effective.	11/10/2023 4:01 PM
12	Concept 3 would be best, the on street parking will result in more accidents.	11/10/2023 3:03 PM
13	I think traffic should only go in one direction on Austin Ave. Or you could close the square to traffic completely. I don't believe we should care about paying spaces. I think more focus should be on walking, biking, e biking, or alt forms of transport.	11/10/2023 2:10 PM
14	Use concept #2	11/10/2023 12:35 PM
15	eliminate all on-street parking on Austin Ave in selected blocks.	11/10/2023 11:14 AM
16	Protected crosswalks	11/10/2023 11:09 AM

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17	Best idea is to not have parking on Austin in Downtown - side streets can handle the parking. I'm not sure the second set of concepts means much. I guess a wider intersection would be better.	11/10/2023 10:37 AM
18	I think reducing the lanes to one each way would be a huge mistake and cause more long lines of traffic. The lights at 8th and 7th street are only 1 block apart and would take several turns of the light for a driver to get through these. The northbound traffic would be impacted by people turning left for The Monument Cafe if there is no dedicated turn lane for it. The area between 7th and 5th is horrible in my opinion and a dedicated left turn lane for The Monument could help. Drivers turning left onto Austin Ave from 4th, 5th, and 6th is an issue for traffic congestion and dangerous.	11/10/2023 7:52 AM
19	If the guy in front of me decides to stop to wait for someone to get in their car and pull out of a parking space so he can have it, traffic will back up forever	11/10/2023 5:16 AM
20	Need safe pedestrian crossing at University Ave. need dedicated pedestrian crossing lights.	11/10/2023 12:11 AM
21	do not reduce the number of lanes. need designated left and right turn lanes	11/9/2023 6:28 PM
22	separate uses on the shared use path	11/9/2023 6:16 PM
23	I don't like reducing the lanes	11/9/2023 5:47 PM
24	need a plan to reroute normal traffic away from downtown, ideally close off austin by courthouse, move thru traffic in other directions	11/9/2023 4:35 PM
25	Dedicated left turn lanes at Austin avenue and 3rd	11/9/2023 4:15 PM
26	Concept 1 & 3 are in direct conflict, 1 lane & 2 lanes. Dedicated right turn lanes at 29 and Austin will help traffic flow	11/9/2023 4:11 PM
27	Small bus that would go up and down Austin Ave and around the square to accommodate older and mobility impaired population	11/9/2023 3:59 PM
28	For downtown, option 3, with 2 lanes each direction, with no left turns permitted would help the flow of traffic. Those needing access to the left side do it before downtown, hopefully aided by a dedicated left turn lane or they turn right, go around the block to cross Austin Ave to get to their destination.	11/9/2023 3:56 PM
29	Quit trying to put so much space for buffers and shared use paths. Do not reduce Austin to 1 lane. Make it 1 way around the square like a giant round about with 3 lanes of traffic and extra parking and space for the businesses	11/9/2023 3:52 PM
30	I don't know how to fix the traffic issues but I currently avoid downtown during festivals and market week-ends due to lack of parking. Reducing the lanes is NOT going to improve the issue. Maybe stop inviting 30,000 people to come would help!	11/9/2023 3:51 PM
31	Probably should go with the diagonal parking option rather than parallel in a town with such a high aging population.	11/8/2023 4:34 PM
32	I like concept 2 more. For me the extra lanes would be better.	11/8/2023 3:01 PM
33	I think that the parallel parking with one lane each direction would cause further congestion as it takes most people longer to parallel park versus pulling into a angled parking spot!	11/7/2023 8:23 AM
34	bring back the public transit system	11/6/2023 11:21 PM
35	Need to just widen to add left turn lane.	11/6/2023 10:01 PM
36	N/A	11/6/2023 5:53 PM
37	Concept 2: dedicated turning lanes will assist in traffic movement. Any thoughts of going from 2 lanes to 1 is absolutely crazy traffic congestion would be worse then it is now - need to install more lighted crosswalks (people don't understand who has right of way) even our police I've seen them drive thru even with pedestrians in cross walks	11/6/2023 3:22 PM
38	Concept 1 would make downtown more pedestrian friendly, but traffic would be worse. There needs to be an optional route to remove the cars from this intersection.	11/6/2023 12:33 PM
39	Move the shared use path off of the main thoroughfare. Move it to Main or Rock.	11/4/2023 3:41 PM
40	Do NOT turn Austin into 1 lane each way! Do NOT turn any part of the Square into a one-way	11/4/2023 10:53 AM

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	pedestrian mall.	
41	Make the area pedestrian friendly by cutting travel lanes to 2 and create alternative routes on east and west sides of the square.	11/3/2023 11:40 AM
42	Crosswalks at intersections with no traffic signal should have pedestrian operated red flashing lights as opposed to the yellow ones currently in use.	11/3/2023 11:16 AM
43	A single lane in the downtown area is a terrible idea.	11/2/2023 9:04 PM
44	Please don't reduce Austin Ave to one lane in each direction through the core of downtown. That will be a nightmare with how many people use that road on a daily basis. Austin Ave at the Square isn't only a destination, it's also a throughway for people needing to get from north to south on this side of town. Also, I wish the previous question was split up to ask about the initial concepts for the area vs the specific University Ave intersection concepts. I have different responses for the two that can't be captured in one question.	11/2/2023 8:40 PM
45	Widen a couple of streets east and west of downtown to create a bypass around downtown.	11/2/2023 8:26 PM
46	The square is turning into 6th street north the only businesses are bars.	11/2/2023 8:10 PM
47	Route more traffic not through downtown.	11/2/2023 5:13 PM
48	If these are the best concepts the city can come up with, just leave Austin Ave. as is.	11/2/2023 4:38 PM
49	Roundabout at Austin Ave and University to reduce congestion.	11/2/2023 4:25 PM
50	You are not asking the right question. How about which option is better	11/2/2023 4:13 PM
51	No one walks along this area and we do not need bicyclists who will not obey anything.	11/2/2023 3:56 PM
52	DO NOT reduce down to one travel lane. Consider reducing pedestrian crossings to only one side of each north-south and one side of each east-west direction rather than at all four corners.	11/2/2023 3:49 PM
53	I think it should be reduced to one lane but there should be more walkways and outdoor seating for restaurants. There is a really neat model of that in Menlo Park California on one side of the street where tmore restaurants were. It was especially helpful & popular during the pandemic. We don't have enough outdoor seating and that's just lame.	11/2/2023 12:53 PM
54	There is a preoccupation in downtown plans with more sidewalk/amenities space, but that doesn't take into account how little use those areas would get in our extreme heat. If the spaces aren't shaded, no one will use them most of the year. MCO works because it faces east, so it's shaded in afternoon/evening. Main St. storefronts facing west are unbearable in the afternoon most of the year.	11/2/2023 9:11 AM
55	Timing of traffic lights needs to be adjusted. Congestion backs up due to poorly timed lights that are a block apart from one another.	11/2/2023 8:34 AM
56	Lower speed limits and monitoring of those speed limits.	11/2/2023 6:48 AM
57	Concept 1 (maybe) or 3 but you need dedicated left turn lanes and signals for them. NO bike lanes. NO angle parking. No jaywalking allowed for pedestrian safety. Aus/Uni Ave. #2. If medians, MAINTAIN better than the area medians are now.	11/1/2023 10:57 PM
58	Pedestrian friendly downtown square is what will keep this gem special. Reduce vehicular traffic, make it more cyclist friendly, and overhead walkways to not impede or stop traffic when pedestrians need to cross	11/1/2023 7:40 PM
59	More parking	11/1/2023 6:07 PM
60	Have people with oversized trucks park somewhere else. They block the entire lane and park with the truck bed blocking the roads	11/1/2023 4:41 PM
61	Reducing from 2 lanes to 1 in each direction is idiotic.	11/1/2023 3:41 PM
62	Please do NOT reduce traffic to one lane. It will make the congestion much worse and commutes longer through downtown.	11/1/2023 2:26 PM
63	You have named too many concepts the same name and they don't match. Concepts 1, 2 and 3 for Downtown should not have the same concept numbers as the possible intersections at Austin Ave and Univ. Concepts 1 and 2 for the roadway going through downtown are again,	11/1/2023 1:06 PM

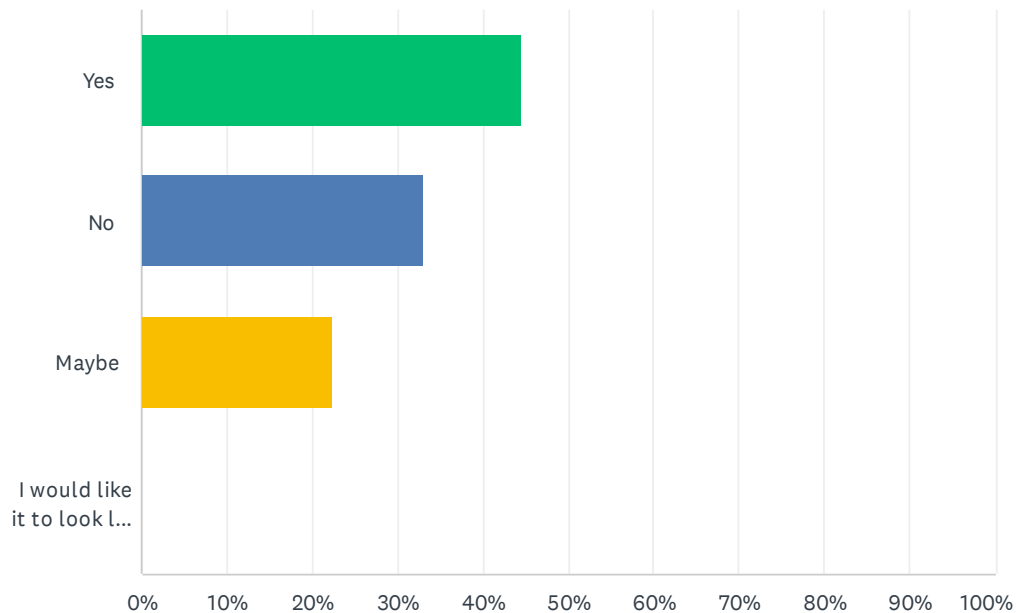
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terrible ideas. The thru traffic is bad enough without narrowing it down further by turning one into a dedicated turn lane. Would much rather you expand the roadway to include an ADDITIONAL lane for turning than to add in sidewalks, etc. That being said, the second concept for the Austin Ave and Univ intersection is the better of the two. Ideally though, you'd have a dedicated turn right lane AND a dedicated turn left lane, while still maintaining two through lanes. Please note though - I appreciate y'all considering the different ways to improve these roadways. With I-35 being a hot mess, Inner Loop being congested, and Rabbit Hill Rd being shut down, Austin Ave is the only option for a thru road. Despite me calling it terrible, I appreciate the ideas and the attempt to improve.

64	Do not decrease lanes of traffic. DO NOT INCREASE/WIDEN SIDEWALKS	11/1/2023 1:03 PM
65	Concept 2 for downtown portion for sure	11/1/2023 11:36 AM
66	Protect pedestrian paths, including crossings. Push buttons for RED LIGHTS, not flashing yellows for pedestrian crossings. No right turn on red at every intersection for cars.	11/1/2023 11:15 AM
67	Leave as is. Not many traffic issues in DT Georgetown	11/1/2023 11:10 AM
68	One lane per direction is a good idea to encourage other modes of transportation. But, I think we should go even further by removing on-street parking entirely to focus more on the people than cars. Parking garages can be used to replace on-street parking. If done right, this could encourage more people to use other modes of transportation instead of cars.	11/1/2023 10:46 AM
69	What about no parking on Austin Avenue with one dedicated lane in each direction? Any parking on Austin Avenue will impede traffic with one dedicated lane.	11/1/2023 10:45 AM
70	Try not to widen the road	11/1/2023 10:27 AM
71	Research into the possibilities it would present to have the area around the square be pedestrian/bicycle only to create a city center as seen in other cities around the country and world.	11/1/2023 10:09 AM
72	Concept 3 is the best option	11/1/2023 10:03 AM
73	More parking for downtown to allow more people to walk. Reduce speeds in this area. Teach drivers road rules about pedestrian crossings	11/1/2023 10:03 AM
74	My concern is that by reducing lanes Austin avenue would be bottle necking traffic at the square As it is, turning into the square causes slow downs because of lack of parking spaces. I don't think Austin avenue lanes should be removed for parking.	11/1/2023 9:58 AM
75	Monitored speed control. Speeding here is off the charts!!	11/1/2023 9:52 AM
76	Reducing to one lane is bad idea. Will create congestion.	11/1/2023 9:46 AM
77	No thru traffic at all in downtown	10/23/2023 6:40 AM
78	Gateway entry features	10/19/2023 10:32 AM

Q10 Based on the information and images above, do you think these improvements would address transportation needs within the Old Town subarea?

Answered: 157 Skipped: 66



ANSWER CHOICES	RESPONSES	
Yes	44.59%	70
No	33.12%	52
Maybe	22.29%	35
I would like it to look like something else. Please explain.	0.00%	0
TOTAL		157

#	I WOULD LIKE IT TO LOOK LIKE SOMETHING ELSE. PLEASE EXPLAIN.	DATE
	There are no responses.	

Q11 What other improvements would you consider for the Old Town subarea, if any.

Answered: 43 Skipped: 180

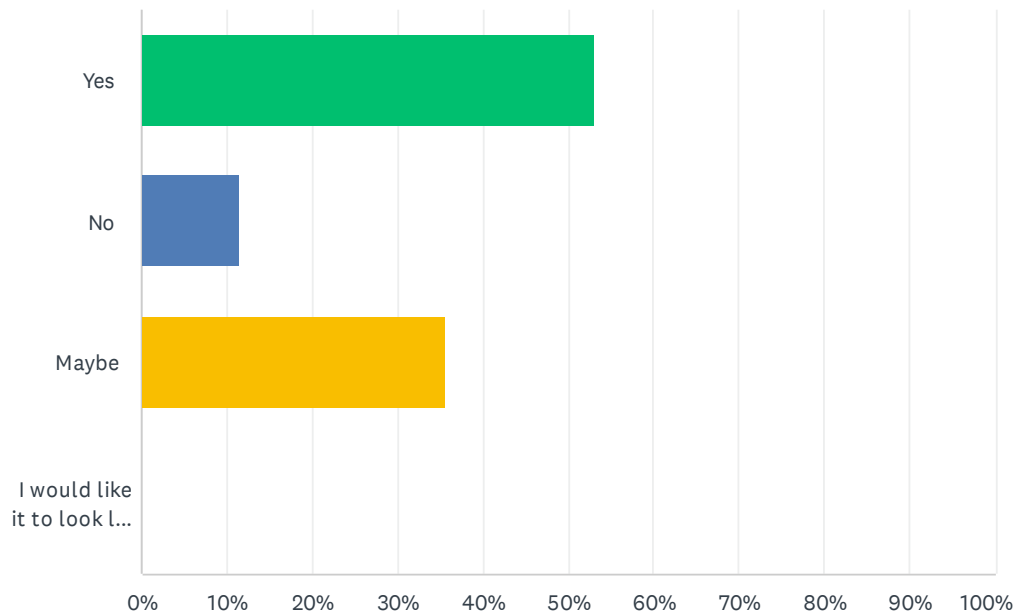
#	RESPONSES	DATE
1	Although my husband and I are big on walking and sidewalks, Georgetown residents are not big walkers as bicyclers in my mind. The visitors are but I don't see them walking a lot south in the Old Town area. What is the motivation to walk South of University? Maybe there are some commercial developments planned for that area that I am not aware of.	11/13/2023 1:01 PM
2	Improving the experience for pedestrians and bicyclists is very important. This also requires additional lighted crosswalks and overhead street and sidewalk lighting along the corridor.	11/13/2023 9:28 AM
3	Divert traffic to main routes. And parking garage. Use better pass through methods at the highly congested areas to feed the downtown. Keep traffic out of this area. Reducing speeds and lanes will cause overflow into the neighborhoods.	11/13/2023 9:27 AM
4	Better street lighting is needed. Flashing Ped Crossing at 17th & Austin Ave. Prominent Old Town Signage	11/13/2023 8:46 AM
5	Could you somehow divert all thru traffic from Williams Dr south to the square. (Probably no.) The desire to enhance the square conflicts with Austin Ave functioning as an artery for drivers who only have one path to their destination. Don't narrow lanes down. Don't allow business owners on the square to expand their outside space any further--it sacrifices access to the many for the few.	11/12/2023 5:24 PM
6	Road diets are NOT the solution. Traffic demand of today substantially supports the existing 4-lane roadway. A raised median should be installed south of University Avenue for the first block as an added safety feature and to prevent excessive delay in this area, however, a raised median south of this area would cause needless inconvenience to the residents and [other] businesses along Austin Avenue. As the area re-develops from residential to commercial, strong consideration should be emphasized for combining driveways and reducing the points of potential rear-end collisions. Otherwise, this section of Austin Avenue should be left alone!	11/12/2023 3:05 PM
7	Do not reduce lanes. Just add wider sidewalks/shared use on each side. That part of Austin Ave is fine.	11/12/2023 2:51 PM
8	Pedestrian bridge	11/11/2023 11:00 PM
9	Make it safer for pedestrians	11/11/2023 9:00 AM
10	keep 4 lanes and improve existing sidewalks	11/10/2023 9:01 PM
11	Protected walkways. One way traffic. No parking spaces in old town. Alternative transportation.	11/10/2023 2:11 PM
12	None	11/10/2023 12:36 PM
13	Survey the people living on this road, as they will be the most impacted. I'm sure they would prefer whatever slows down the traffic. Not sure access to the park is a big deal, but perhaps some area for parking would be nice. The Stroll and other events often impacts these people with parking in their driveways or front yards.	11/10/2023 10:39 AM
14	I disagree with 1 lane each direction - traffic congestion will be increased. The area that is not pedestrian friendly is north of University to 8th street. If those businesses had better sidewalks/pedestrian access (not walking across a parking lot), that would improve the connection between the Old Town section and downtown.	11/10/2023 7:57 AM
15	I use this corridor to go to RR when 35 is backed up ..reducing the number of lanes just means this road will now back up	11/10/2023 5:19 AM

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16	I'm seldom in that area and have never noticed any major cogestion.	11/9/2023 4:52 PM
17	1 lane with a continuous left turn lane is preferable	11/9/2023 4:18 PM
18	Improve visibility for turning onto AA from side streets	11/9/2023 4:17 PM
19	Leave it alone, even during rush hour it is not that bad. Refund money to the taxpayers (a novel idea).	11/9/2023 3:59 PM
20	You are just making it worse. Dont reduce it to 1 lane, Dont put speed bumps, don't add more pedestrian and bike lanes that RARELY get used.	11/9/2023 3:53 PM
21	Austin Ave. is a major thoroughfare through town. Reducing the lanes will only add to congestion.	11/9/2023 3:53 PM
22	I'm not sure any change is needed in this area.	11/8/2023 3:03 PM
23	bring back the public transit system	11/6/2023 11:22 PM
24	Why the road diets? Stupid idea.	11/6/2023 10:01 PM
25	Don't know.	11/6/2023 5:55 PM
26	Any thoughts to taking lanes from 2 to 1 is wrong : we have more drivers and currently with 2 lanes travel is slow the lights north /south are set for much less flow the. East west flow	11/6/2023 3:25 PM
27	I do not know this area well enough to advise.	11/2/2023 9:05 PM
28	These concepts will make traffic worse, not better. Pedestrians and bicycles should NEVER have a shared use path. Too dangerous because cyclists won't alert pedestrians that they are passing and they ride too fast.	11/2/2023 4:45 PM
29	While not as congested as University to Williams, I think reducing to 1 lane each way will increase congestion. If that happens, then I recommend a street parallel to Austin Ave. be widened to help move traffic through that section of town. Main Street is wide most of the way and might be an option.	11/2/2023 4:28 PM
30	How does one lane help traffic flow?	11/2/2023 3:57 PM
31	In all the areas there should be pretty natural landscaping like poppies & bluebonnets. Our town is darling, it could be easier on the eyes. More murals	11/2/2023 1:13 PM
32	What is the alternate route for north-south traffic? This will greatly improve the situation for pedestrians, but frustrate drivers and cause backups at University Ave. What are the viable alternate/diversion routes?	11/2/2023 9:34 AM
33	More visible signs for the side streets.	11/2/2023 8:45 AM
34	Need to stay uniform with the rest of Austin Ave. Going to one lane only there will screw up traffic. You need a better choice.	11/1/2023 10:59 PM
35	More stop signs on the side streets	11/1/2023 10:39 PM
36	Most north-south streets intersecting University need a traffic light!	11/1/2023 7:41 PM
37	Nobody gives a tinkers damn about hike and bike	11/1/2023 3:42 PM
38	Adding in an elevated pedestrian bridge could help without tearing up more roads.	11/1/2023 2:27 PM
39	Key word here being TRANSPORTATION!!! Why are y'all limiting the roadways to include larger sidewalks when more people drive this road than walk it?? You're making it worse!	11/1/2023 1:08 PM
40	Protective barriers for pedestrian use. RED LIGHTS for pedestrian crossings, not just flashing yellows (drivers largely ignore these). No right turn on red at any intersection for drivers.	11/1/2023 11:17 AM
41	Not sure here old town is beautiful and simple so changing road would not improve area but hinder access to sight seeing and cause traffic which is annoying	11/1/2023 10:05 AM
42	Two lanes are needed. Traffic enforcement is the way to go.	11/1/2023 9:53 AM
43	Reducing lanes is not helpful.	11/1/2023 9:48 AM

Q12 Based on the information and images above, do you think these improvements would address transportation needs within the Southern Gateway subarea?

Answered: 149 Skipped: 74



ANSWER CHOICES	RESPONSES	
Yes	53.02%	79
No	11.41%	17
Maybe	35.57%	53
I would like it to look like something else. Please explain.	0.00%	0
TOTAL		149

#	I WOULD LIKE IT TO LOOK LIKE SOMETHING ELSE. PLEASE EXPLAIN.	DATE
	There are no responses.	

Q13 What other improvements would you consider for the Southern Gateway subarea, if any.

Answered: 29 Skipped: 194

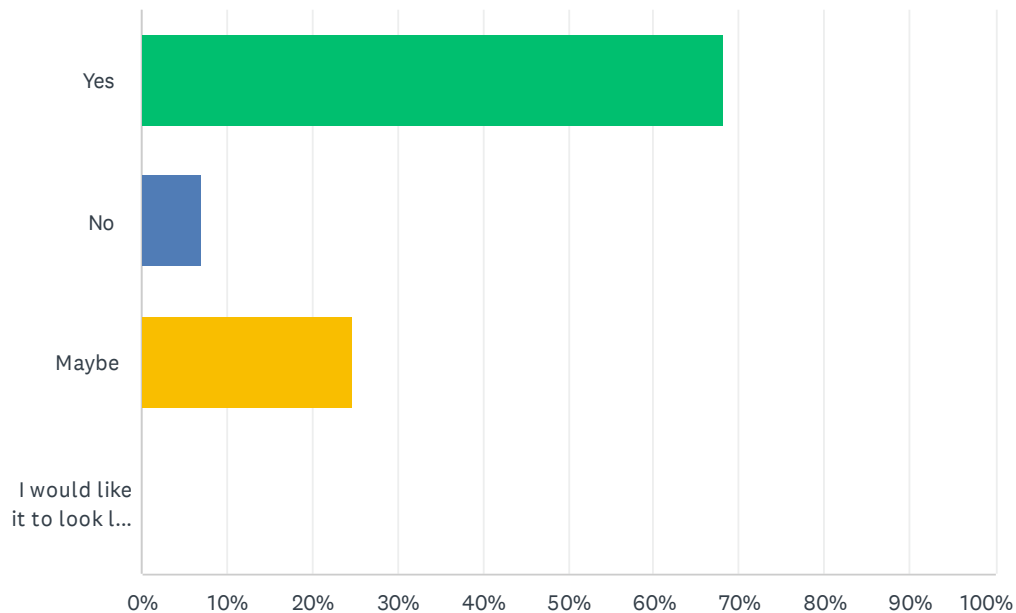
#	RESPONSES	DATE
1	Needs lots of signing about entering a housing district and to lower speed	11/13/2023 10:14 AM
2	Parking garage and shuttle services before Old Town corridor.	11/13/2023 9:28 AM
3	Here you want to make 2 lanes each direction, when it may not be necessary, whereas you want to downsize to one lane in critically busier parts north of there. Don't get it.	11/12/2023 5:27 PM
4	Though the removal of the existing sharply acute intersection has great merit, the intersection concept for Austin Avenue at Brushy/18th/19th Streets, while innovative, also creates a safety concern of having too many "legs" at/near an intersection with a major/minor streets - the concept of connecting 18th with 19th through a private property driveway is flawed. 1) You're asking public traffic to be directed through PRIVATE property and this in and of itself is basically confiscating private property. 2) The driveway connection with 18th Street basically creates an additional leg to an intersection of a local street with a major roadway. Consider extending 19th Street to Austin Avenue, acquiring new rights-of-way and creating new closer to 90° intersection and creating a cul-de-sac on Brushy Street at/near the center drive to the strip center. This would eliminate any unsafe leg to an intersection as shown in the concept drawing and the resultant, new intersection would be spaced in more compliance with other existing intersections along Austin Avenue.	11/12/2023 3:22 PM
5	Widen sidewalks to make mixed use.	11/12/2023 2:53 PM
6	Median line	11/11/2023 11:00 PM
7	Traffic only going one way. Medians. Protected walkways. No parking. Alt transportation	11/10/2023 2:12 PM
8	None	11/10/2023 12:37 PM
9	Protected crosswalks	11/10/2023 11:10 AM
10	Speed reductions.	11/10/2023 10:41 AM
11	Bus  route going between medical center and grocery in s Austin Ave and n. Austin Ave shopping for those who don't have cars or who cannot walk far	11/9/2023 4:02 PM
12	You are allocating WAY too much space for bike and pedestrian traffic	11/9/2023 3:54 PM
13	bring back the public transit system	11/6/2023 11:22 PM
14	N/A	11/6/2023 5:58 PM
15	Dangerous intersection already and now you're proposing two lanes making a right hand turn on 18th from Austin while a person is wanting to turn left or right from 18th. Why not a roundabout. Keeps traffic flowing and is safer then an unprotected left hand turn.	11/6/2023 12:37 PM
16	I don't drive this area at all so my Knowledge is useless here.	11/2/2023 9:05 PM
17	This change doesn't show enough of the other streets for the viewer to determine how this would impact drivers. Can't make a determination with so little to look at.	11/2/2023 4:56 PM
18	Roundabout at Austin and Leander Rd to keep traffic flowing.	11/2/2023 4:29 PM
19	When did you see a person walking or on a bicyclist?	11/2/2023 4:00 PM
20	Consolidate driveways. DO NOT ADD ROUNDABOUTS!!!!	11/2/2023 3:51 PM
21	Make it a true gateway, with an Historic Old Town entry feature.	11/2/2023 9:36 AM
22	Left turn lane at the entrance to the medical complex	11/2/2023 8:47 AM

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23	Make it smart.	11/1/2023 11:01 PM
24	The NE corner of Austin Ave and Leander Road has so much potential for a mixed commercial /residential zone with the silos. It would really make the gateway to downtown Georgetown special and help spread the volume of traffic to places other than the square.	11/1/2023 7:44 PM
25	Dont waste money on hike and bike trails	11/1/2023 3:43 PM
26	No real opinion on this change as long as you don't remove existing lanes on Austin Ave	11/1/2023 1:10 PM
27	Protective barriers for pedestrians	11/1/2023 11:18 AM
28	Add lots of shade trees for walkable areas	11/1/2023 10:08 AM
29	This area needs no change only possible traffic light	11/1/2023 10:06 AM

Q14 Based on the information and images above, do you think these improvements would address transportation needs within the Industrial and Institutional subarea?

Answered: 154 Skipped: 69



ANSWER CHOICES	RESPONSES	
Yes	68.18%	105
No	7.14%	11
Maybe	24.68%	38
I would like it to look like something else. Please explain.	0.00%	0
TOTAL		154

#	I WOULD LIKE IT TO LOOK LIKE SOMETHING ELSE. PLEASE EXPLAIN.	DATE
	There are no responses.	

Q15 What other improvements would you consider for the Industrial and Institutional subarea, if any.

Answered: 37 Skipped: 186

#	RESPONSES	DATE
1	Concept 2 looks great	11/13/2023 1:04 PM
2	CARTS focus is good. Channelized right turn lanes might improve the situation too.	11/12/2023 5:33 PM
3	IMO, either concept is a significant improvement for safety and reduction in delay at this intersection, particularly since TxDOT will be reconstructing the I 35. RM 2243 (Leander Road) intersection into a modified Continuous Flow intersection, probably resulting in increased traffic at this intersection. For Concept 2, consider adding a channelized RTL for SB Austin Avenue to WB RM 2243 (Leander Road) as this is a significant existing traffic movement already.	11/12/2023 3:34 PM
4	Widen sidewalks and "pretty up" area. Looks like a slum area.	11/12/2023 2:54 PM
5	We should aim for protected walkways and dedicated bike lanes. Alt transportation should take priority. No new parking spaces. Discouraged car usage by making it difficult to park and drive	11/10/2023 2:14 PM
6	Use concept #2	11/10/2023 12:39 PM
7	protected crosswalks	11/10/2023 11:10 AM
8	I don't see many pedestrians in this area. Very commercial and speed limits are high. Maybe speed reductions would help.	11/10/2023 10:42 AM
9	Still way too much space for bikes and pedestrians. I do like the channelized turn lanes to keep traffic moving, especailly because NO ONE WILL EVER BE IN THE BIKE AND PEDESTRIAN AREA. LIKE EVER...	11/9/2023 3:55 PM
10	Concept 1 should be enough.	11/8/2023 3:04 PM
11	bring back the public transit system	11/6/2023 11:23 PM
12	Only section that seems to be correct	11/6/2023 10:03 PM
13	N/A	11/6/2023 6:00 PM
14	Concept 2 - is my preferred	11/6/2023 3:28 PM
15	Typical generic Texas intersection. No out of the box thinking. Concept 1 is better for pedestrians if they are brave enough to go that far south.	11/6/2023 12:39 PM
16	See last 2 comments.	11/2/2023 9:05 PM
17	Definitely need a bike path here	11/2/2023 8:44 PM
18	Don't do the channels. Local drivers don't obey them.	11/2/2023 5:14 PM
19	Concept 1 looks like it would help, but the channelized right turn lanes in concept 2 are not need. Those raised concrete islands make it more difficult for large vehicles, plus they get hit and broken and have weeds growing out of them.	11/2/2023 5:08 PM
20	Roundabouts at the major intersections.	11/2/2023 4:31 PM
21	Concept 2	11/2/2023 4:16 PM
22	This is industrial great place for walking(to where) and fun for bicyclists?	11/2/2023 4:02 PM
23	Concept 2 is better than Concept 1 in my opinion.	11/2/2023 3:52 PM
24	Right turn enhancements would really help!	11/2/2023 9:37 AM
25	The center turn lane should be avoided as much as possible.	11/2/2023 8:48 AM

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26	Concept 2 the best.	11/1/2023 11:02 PM
27	Better pedestrian crossing and sidewalks	11/1/2023 10:40 PM
28	The I-35S exit onto SE Inner Loop needs a light ASAP in order for this section to truly yield any significant improvements in traffic congestion. We still hope that CARTS station becomes part of a light rail system into Austin.	11/1/2023 7:47 PM
29	I never travel this section of Austin Ave	11/1/2023 3:44 PM
30	We definitely need the left turn lanes so that people can get in and out of the post office more easily.	11/1/2023 2:29 PM
31	I would also put channelized right turn lanes in both directions on Austin Avenue.	11/1/2023 1:11 PM
32	hate to see more pedestrian and bike paths where no one uses them	11/1/2023 11:38 AM
33	Protective barriers for pedestrians. No right turn on red for drivers.	11/1/2023 11:20 AM
34	I like concept two!	11/1/2023 10:08 AM
35	No change needed	11/1/2023 10:06 AM
36	Need left turning lane into medical complex south of Madison Oaks	11/1/2023 9:59 AM
37	Gateway Entry features	10/19/2023 10:35 AM

Q16 In what zip code do you live?

Answered: 138 Skipped: 85

#	RESPONSES	DATE
1	78628	11/13/2023 3:50 PM
2	78626	11/13/2023 1:05 PM
3	78626	11/13/2023 12:49 PM
4	78626	11/13/2023 10:14 AM
5	78626	11/13/2023 9:29 AM
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7	78626	11/13/2023 9:12 AM
8	78626	11/13/2023 8:47 AM
9	78626	11/12/2023 11:24 PM
10	78633	11/12/2023 10:10 PM
11	78626	11/12/2023 5:33 PM
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16	78633	11/11/2023 1:35 PM
17	78626	11/11/2023 9:01 AM
18	78633	11/11/2023 8:43 AM
19	78628	11/11/2023 6:44 AM
20	78628	11/10/2023 9:04 PM
21	78626	11/10/2023 4:18 PM
22	78626	11/10/2023 4:12 PM
23	78626	11/10/2023 4:02 PM
24	78628	11/10/2023 3:05 PM
25	78633	11/10/2023 3:00 PM
26	78626	11/10/2023 2:14 PM
27	78628	11/10/2023 12:40 PM
28	78633	11/10/2023 11:20 AM
29	78626	11/10/2023 11:10 AM
30	78628	11/10/2023 10:43 AM
31	78628	11/10/2023 8:01 AM
32	78628	11/10/2023 6:08 AM
33	78633	11/10/2023 5:24 AM

Austin Avenue Corridor Study

34	78626	11/10/2023 12:13 AM
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37	78633	11/9/2023 6:32 PM
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49	78633	11/9/2023 4:13 PM
50	78626	11/9/2023 4:04 PM
51	78633	11/9/2023 4:02 PM
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63	78628	11/6/2023 10:03 PM
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Austin Avenue Corridor Study

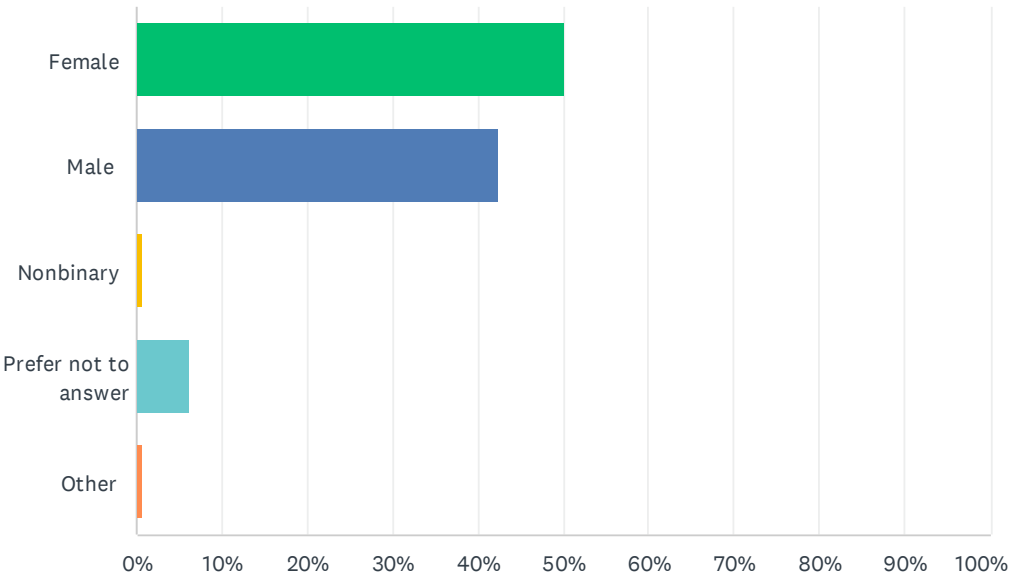
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105	78628	11/1/2023 10:40 PM
106	78628	11/1/2023 9:38 PM
107	78626	11/1/2023 7:47 PM
108	78628	11/1/2023 6:56 PM
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Austin Avenue Corridor Study

110	78626	11/1/2023 4:42 PM
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113	78626	11/1/2023 2:29 PM
114	78626	11/1/2023 2:05 PM
115	78628	11/1/2023 1:44 PM
116	78626	11/1/2023 1:12 PM
117	78628	11/1/2023 1:04 PM
118	78626	11/1/2023 11:20 AM
119	78628	11/1/2023 11:12 AM
120	78628	11/1/2023 11:11 AM
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125	78628	11/1/2023 10:19 AM
126	78626	11/1/2023 10:16 AM
127	78628	11/1/2023 10:15 AM
128	78628	11/1/2023 10:09 AM
129	78626	11/1/2023 10:07 AM
130	78628	11/1/2023 10:05 AM
131	78728	11/1/2023 9:59 AM
132	78665	11/1/2023 9:53 AM
133	78628	11/1/2023 9:49 AM
134	78628	11/1/2023 9:46 AM
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136	78626	10/20/2023 7:00 AM
137	78626	10/19/2023 5:38 PM
138	78628	10/19/2023 10:35 AM

Q17 Which gender do you identify as most?

Answered: 146 Skipped: 77

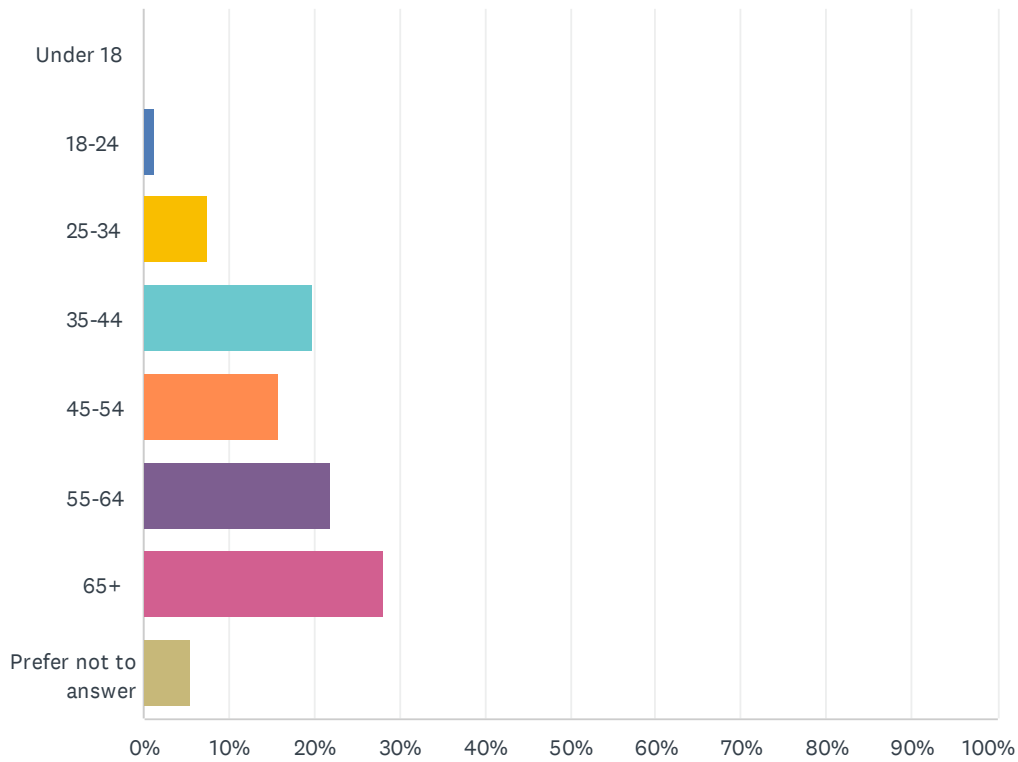


ANSWER CHOICES		RESPONSES	
Female		50.00%	73
Male		42.47%	62
Nonbinary		0.68%	1
Prefer not to answer		6.16%	9
Other		0.68%	1
TOTAL			146

#	OTHER	DATE
1	Keep your questions out of my pants.	11/2/2023 3:53 PM

Q18 Please tell us your age group.

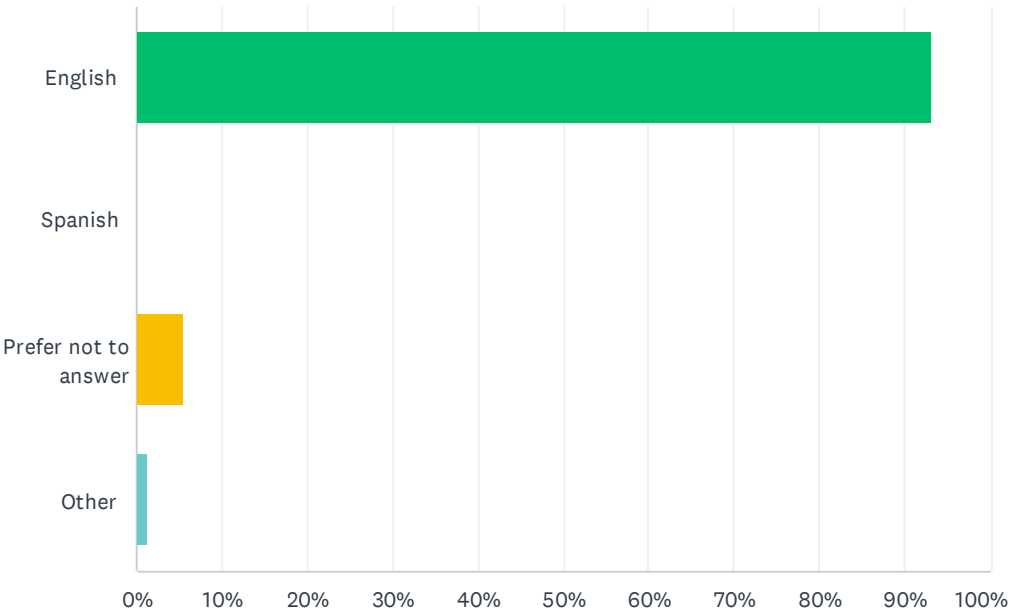
Answered: 146 Skipped: 77



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	1.37%	2
25-34	7.53%	11
35-44	19.86%	29
45-54	15.75%	23
55-64	21.92%	32
65+	28.08%	41
Prefer not to answer	5.48%	8
TOTAL		146

Q19 What language is primarily spoken in your home?

Answered: 145 Skipped: 78

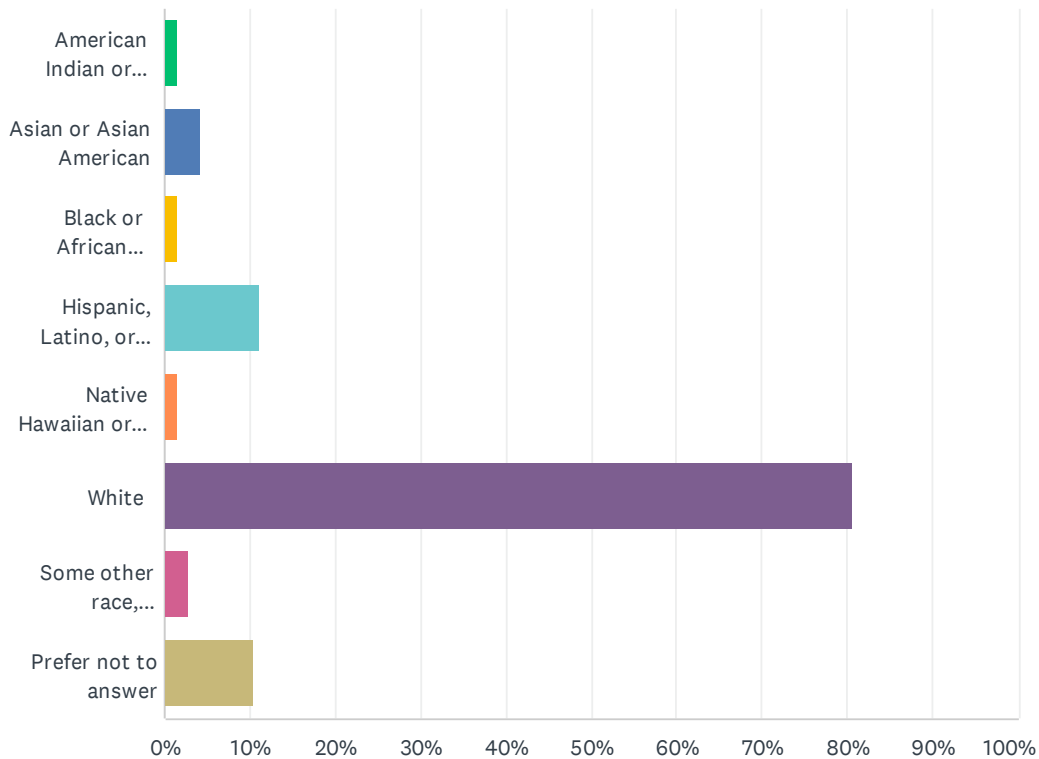


ANSWER CHOICES		RESPONSES	
English		93.10%	135
Spanish		0.00%	0
Prefer not to answer		5.52%	8
Other		1.38%	2
TOTAL			145

#	OTHER	DATE
1	Vietnamese	11/2/2023 4:11 PM
2	9	11/1/2023 9:49 AM

Q20 Which category best describes you? (Choose all that apply)

Answered: 144 Skipped: 79



ANSWER CHOICES	RESPONSES	
American Indian or Alaska Native	1.39%	2
Asian or Asian American	4.17%	6
Black or African American	1.39%	2
Hispanic, Latino, or Spanish origin	11.11%	16
Native Hawaiian or other Pacific Islander	1.39%	2
White	80.56%	116
Some other race, ethnicity, or origin	2.78%	4
Prefer not to answer	10.42%	15
Total Respondents: 144		

Q2: What are you most excited about?

Responses: 24

The concept and vision for Austin Ave. detailed by Nore' Winter the past twenty years is finally getting buy-in and will hopefully become our reality.

Roundabouts

Concerned lower lanes through downtown. Concerned about a roundabout at a major intersection

The improvements for downtown. People trying to turn left are usually watching the traffic, not the pedestrians.

The entire plan for the downtown section and the increased use of traffic circles.

Leander Rd to SE Innerloop

All of it. The plan looks good.

Paved medians and dedicated left turn lanes and, if I understand correctly, additional signals.

Left turn lanes at all intersections

Nothing

Safer turns and walking near the rec center, it's not often crowded, but people do speed up in that section far more than they should, and as a walker and driver that concerns me. Also, down town walkways being expanded

Bicycle lanes. 12' wide lanes would be better but 10' lanes are far better than the 5' lanes on the proposal in the Williamson County Sun last month.

Wider sidewalks.

Removal of Downtown Georgetown parking spaces around the square, and incorporating large pedestrian areas

Signal improvements.

Not 1 single thing. These are not going to make anything better. Traffic will be worse, waits at lights longer and probably more crashes. You aren't thinking you're building resumes.

The vision for the San Gabriel and Downtown.

I'm excited to see this project done.

Better sidewalks and improved timing of traffic signals. Accessing 35 from San Gabriel Blvd seems really helpful in reducing Williams drive congestion and Im not sure everyone is aware of that option.

Downtown pedestrian walkways and access. Round about additions to help flow of traffic

I'm excited that consideration is being made for pedestrians..I am not sure how the expanded sidewalk is suppose to work with restaurants adding tables outside of their locations . Are servers suppose to dodge

the San Gabriel section including the roundabout at san gabriel village, the pedestrian safety along the whole

Slowing traffic through the town square & Old Town, and the roundabout.

The walk ability and options for bicycles are a welcomed improvement.

Q2: Is there something you thought would be included that is not? What else would you like to see incorporated throughout the Study area?

Responses: 19

I believe that the mixed use path should be differeated between pedestrian walkers and runners and bicycles,
Bike lanes
Lakeway and Williams Drive is HORRIBLE. needs correction soon than later
I hope there will be better signage, maybe a left-turn lane for the medical complex.
No medians and no roundabouts
No
Will there still be parking all the way around the Courthouse as there is currently?
Nithing
Quit building in Georgetown and send growth to Kyle, San Marcos, New Braunsfels, Wimberly, Canyon Lake, etc.
In the downtown segment, it would be nice if along the newly added pedestrian spaces had a barrier that serves as an additional safety barrier between the pedestrian and road. Trees may not be the best option to add there, because of the downtown environment life. Parades, festivals, farmers markets, and other events such as lighting of the square, would all be impacted by the addition of the trees. Yes, the trees look nice and would be nice to have, however they would create too many negative impacts to the already existing traditions of the
Light rail and express bus service, long overdue for a city this large.
The dedicated turn Lanes in downtown is stupid! That is going to back traffic up even more. You are trying to put 100 lbs of flour in a 20 lb sack. This isn't going to work. It will cause more issues.
Why are the only ADA Compliant cross walks and lights in San Gabriel. They need to be in all the visions
Why is the city being so dumb about the bridges on Austin Ave. Fix them and fix them correctly. Quit kicking
I am curious about the safety of roundabouts in the areas they are being considered for. If they keep the traffic flowing better I think they'd be great. Reducing street parking seems to be catering to a younger resident. I don't want Georgetown to become a gentrified city targeted towards people under 40. When we are trying to allocate funds, increasing the size and maintenance of the curb extensions is not a high priority for me. Haha. I
Traffic study noting how flow will be for parking around downtown since lanes are reducing and a parking garage
I would like to see how they would limit traffic going northbound on Austin avenue turning northbound on Eighteenth street and going northbound on Main , Church , Ash or college street to get to the square. West of Austin vehicles can go to Railroad or Scenic drive then north . I can not see why people being backed up when Austin becomes one lane in each direction from adding congestion to the other streets . Where are they suppose
more protected crosswalks with signals, the one at 16th has helped a lot.
Better LIGHTING -- efficient full cut-off light fixtures that cast light DOWN where it is needed, and not OUT producing glare, and UP, ruining our skies. There are historic-type fixtures that are much more effective than

Q3: What else do we need to be thinking about as we wrap up this study and move into the next phases of project development?

Responses: 22

Plan Project in Phases and start immediately to be completed within ten years, as we have been talking about it for twenty-five years. We're already ten years behind on 2015 Road Bond projects like with Phase 1 portion of DB Wood from Hwy 29W just starting. When is the next leg to Williams Drive to be started and completed?

Keeping foot traffic safe; no right on red. University traffic stinks. No matter how much you approve this area the chokepoints to get there are still a deterrent.

Reducing traffic flow thru downtown takes another north south option away. You're separating the town into two separate towns. Need more restaurant options on Leander at Austin Ave area. The old Monument needs

Landscaping should be drought-tolerant and native wherever possible. There are a variety of groundcovers that

No medias or roundabouts

no

I realize that this is concentrated on Austin Ave but some of the sidewalks in the blocks around and near the square are dangerous - especially the areas where there is a step between the sidewalk and the street. These are especially dangerous and difficult to navigate when attempting to get to a car that is parked along the street.

Nothing

Don't build it so they won't come. When they come you still have the same problem of over crowding and less

In terms of road design and crossing spaces, think of how actual average people will use the spaces, rather than people who work/design with roads as a living. Also consider that a large chunk of Georgetown is elderly people that change can cause issues. There are not many main roads within the city that have roundabouts on them, plopping a roundabout into one of the busiest parts of Austin Avenue many not be a great idea. Also think as Georgetown expands, people come in from all over the place with different driving styles, keeping it simple is a

All forms of mass public transit.

If you care about the city and residents or just your bank account and resume. From this side it seems council and planners do not care about the people!

Parking and safe passage to the square for those coming from other areas, especially wheelchair accessible &

Close the entrances and exits to McDonalds and Starbucks on Williams right before Austin Ave. Who ever approved that design shouldn't be given the recipe for ice.

EVERY day there is a lot of traffic that reducing the number of lanes aggravate the congestion. The stretch of road between Leander and the inner loop doesn't seem to be a high priority. Im wondering why it needs to be redone at this time. Sidewalks are the exception. They should be continuous and accessible

How will the parking garage off Austin Ave. affect traffic as lanes are reduced in this area?

The flow of traffic and where people will park ..how they will get to the square without adversely impacting the

would like to see a connection along austin ave to the north san gabriel trail, currently the only way to access is to go through a parking lot and the grass

GISD SPED busses have issues on Austin Ave (and other areas) where people run our "Reds" (the flashing red lights and stop signs) when we are loading and unloading our students. How can we make it safer to service

There are far more large trees on these renderings than do, or ever will, exist. Sidewalk space with no shade will

No to increase heights downtown

Where are the bike racks going?

Q5: Any additional comments?

Responses: 19

We need to prioritize all other Capital Improvement Projects over Water, Wastewater, and Electric Utility Infrastructure and Operational Costs as the burden on the City of Georgetown's ability to use it's debt and bonding capacity for projects within the city limits is being significantly restricted by regional utility projects outside the city limits. We need to decide what it is we want to be. Big City, Small Town Charm or a Regional

Hopefully this will attract more high end retailers and restaurants. I love Legacy and Grandscape in the Dallas area. We need this environment in the area.

Need more sit down restaurants south of the square. Not really fast food. Actual dine in restaurants.

Not easy to cope with all this growth. Make yourselves heard at the state level about the need for more local control of zoning and commercial usage.

no

I am happy to see that improvements to the flow of traffic and safety for left turns are being made. I believe that all intersections in heavily traveled areas should have protected left turns with dedicated left turn traffic signals. The blinking green arrows for left turns should be eliminated as should the ok to turn left on green when

These improvements are definitely needed. Next is improving the mess on Williams Drive.

My family goes back five generations on both sides of the family and we have always had bad hail storms and seasonal rain. Don't put solar farms in this area.

I love this town, and I love that it's becoming even better. Keep up the good work. *thumbs up

Really look hard at any lane changes. Going to one lane from two is going to cause some fairly large backups. This will reverse any positive benefits. Elimination of some parking can help with wider sidewalks, if you make sure parking spaces remain the same (i.e. parking garage). So in the end, the current plan causes more traffic backups and parking spaces are harder to find.

Traffic congestion will never improve without public mass transit.

I have many ,but I'll leave it there..

The city WILL have to address the traffic on Williams. The light timings really impact the ability for the roads to handle the increased volume of traffic, especially on Williams.

Exciting developments!

Consideration should be given to how people might alter their travel patterns

great job overall, really excited / hope to see all of these designs implemented, thank you!

Since Rock Street is anticipated to carry more traffic, an easier way to access it at the north and south ends, such as dedicated turning lanes and/or wayfinding signage would help.

vote no to increase heights. Keep family oriented.

Thank you for your effort and bringing in community concerns and feedback.

What else	Any additional comments?						
Open-End	Open-Ended Response						

Plan Project We need to prioritize all other Capital Improvement Projects over Water, Wastewater, and Electric Keeping fo Hopefully this will attract more high end retailers and restaurants. I love Legacy and Grandscape ir Reducing t Need more sit down restaurants south of the square. Not really fast food. Actual dine in restaurant Landscapir Not easy to cope with all this growth. Make yourselves heard at the state level about the need for e downtown section and the increased use of traffic circles.
No medias or round abouts

no no

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them, plopping a round about into one of the busiest parts of Austin Avenue many not be a great idea. Also th

link as Georgetown expands, people come in from all over the place with different driving styles, keeping it sin

nple is a safer option than adding more “complex” designs.

	A	C	G	H	I	J	K	L	M	N	O
1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
2	3	4/29/2023 23:34	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
3	4	5/1/2023 14:50	76537	These goals are acceptable - note unlike those pursued by similar plans. In the face of such rapid growth, I had hoped to see something more ambitious. Specifically, a transit plan should mitigate the impacts of growth rather than accommodate the growth. As more people move to Georgetown, the Austin Avenue experience will worsen. Adding more lanes and parking for cars won't fix that. I hope to see a more radical solution to this problem, like making downtown a car-free zone or dramatically increasing bus service and bike lanes. Anything short of that won't really fix any problems - it will simply delay them for a few years.	I_visit_shops_restaurants_rec		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
4	5	5/1/2023 15:58	78626	Nice work creating a virtual way to participate!	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Everyday_week	Everyday_week	Not Often_week	Not Often_week
5	6	5/1/2023 21:27	78626	Improving bicycle and pedestrian facilities in the downtown segment of Austin Avenue should be a top priority.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
6	7	5/3/2023 19:30	78628	No	I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
7	8	5/3/2023 21:22	78628		I_visit_shops_restaurants_rec	139 Estrella Xing	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
8	9	5/3/2023 21:32	78628	Hope to see Austin Avenue become more pedestrian friendly and beautified with trees and landscaping between Leander Rd and Williams Drive.	I_visit_shops_restaurants_rec		3-4_days_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
9	10	5/4/2023 13:49	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
10	11	5/4/2023 15:34	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
11	12	5/4/2023 19:17	78633		I_work_on_Austin_Avenue,I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
12	13	5/4/2023 19:30	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
13	14	5/4/2023 19:33	78628		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
14	15	5/4/2023 19:38	76537		I_work_on_Austin_Avenue,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Leander Rd, SE Inner Loop, Morrow, Williams, NE Inner Loop	Everyday_week	Not Often_week	3-4_days_week	1-2_days_week	Not Often_week
15	16	5/4/2023 19:40	78626	I think it's important to ensure safe and accessible pedestrian transit along the corridor.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
16	17	5/4/2023 19:55	78626		I_live_on_or_use_to_get_home,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
17	18	5/4/2023 19:56	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
18	19	5/4/2023 20:09	78628		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
19	20	5/4/2023 20:10	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
20	21	5/4/2023 20:10	78628		I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
21	22	5/4/2023 20:11	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
22	23	5/4/2023 20:12	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
23	24	5/4/2023 20:12	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week

	A	C	G	H	I	J	K	L	M	N	O
1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
24	25	5/4/2023 20:12	78626	The corridor needs to move. It should not cut through the middle of old town. Between University being the nightmare that it is and Austin Avenue becoming a nightmare, everything that was charming about Georgetown is gone.	I_live_on_or_use_to_get_home,I_use_to_get_through_town	University	Everyday_week	Not Often_week	Everyday_week	Not Often_week	Not Often_week
25	26	5/4/2023 20:15	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town	525 Sarazen Loop South	3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
26	27	5/4/2023 20:15	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
27	28	5/4/2023 20:17	78626	I am most supportive of efforts to enhance the safety, character, and pedestrian experience of this corridor.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_g et_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
28	29	5/4/2023 20:28	78626	I am particularly interested in enhanced pedestrian experience along this corridor.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec		Everyday_week	Not Often_week	Everyday_week	Not Often_week	Not Often_week
29	30	5/4/2023 20:28	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_g et_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
30	31	5/4/2023 20:30	78633	I think it is a good initiative	I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
31	32	5/4/2023 20:31	78633	Looks like the priorities are already decided.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_g et_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
32	33	5/4/2023 20:32	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
33	34	5/4/2023 20:32	78628	Parking	I_visit_shops_restaurants_rec		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
34	35	5/4/2023 20:35	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec	971, Highway 29 and Inner Loop	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
35	36	5/4/2023 20:38	78633		I_work_on_Austin_Avenue,I_visit_shops_restaurants_rec		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
36	37	5/4/2023 20:39	78633	I worry that the historic areas of Our town will become lost and it will be a mess like Austin.	I_use_to_get_through_town	University Ave.	Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
37	38	5/4/2023 20:49	78633		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_g et_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
38	39	5/4/2023 20:54	78633		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
39	40	5/4/2023 20:54	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_g et_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
40	41	5/4/2023 20:54	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
41	42	5/4/2023 20:56	78626	EXCITED	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_g et_through_town		Everyday_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
42	43	5/4/2023 20:56	78626	I am a stakeholder and Georgetown Utility customer residing near and south of the study corridor. I have walked and biked South Austin Avenue on numerous occasions. South Austin Avenue and the Southern Gateway lack adequate active transportation facilities connecting the SUP along SE Inner Loop to Old Town and Downtown. Pedestrians and cyclists experience measurable health and safety risk when traveling along this roadway corridor. The Study must specifically and clearly define required right-of-way exactions, utility deconflictions, and physical, cultural, historical, and environmental constraints that must be resolved in order to design and construct highly functional multi-modal improvements.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_g et_through_town		3-4_days_week	Everyday_week	Not Often_week	Not Often_week	Not Often_week

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1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
43	44	5/4/2023 20:57	78626	I would like to see improvements to intersections throughout, but especially from Williams Dr. to NE Inner Loop. A few specific issues: 1. The intersection at Stadium Dr. by Georgetown High School desperately needs a traffic signal and is at a very sharp angle. 2. The exit from I-35 North to Austin Ave (directly across from the new apartment complex) is confusing to many drivers and I have seen several near-collisions. It is awkward and congested at rush hour. The driveway for the apartment complex is set up to disallow left turns but they occur constantly, and often from unsafe angles due to the curbs. 3. Somehow, some way, some day - the exit from I-35 to Lakeway Dr./Inner Loop specifically needs to be reworked. Exiting off of the highway, turning left on Austin Ave., then sitting through another light at Lakeway Dr./Inner Loop is inefficient and will prove highly problematic once Costco and QT open, much less future businesses in the area. It's about to get very busy.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	NE Inner Loop/Lakeway Dr., Stadium Dr., Weir Rd., Williams Dr., and along Austin Ave. into downtown.	Everyday_week	1-2_days_week	1-2_days_week	Not Often_week	Not Often_week
44	45	5/4/2023 21:01	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	3-4_days_week
45	46	5/4/2023 21:04	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
46	47	5/4/2023 21:05	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town	University/SH 29, Williams, College, Church, Shell Rd	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
47	48	5/4/2023 21:06	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
48	49	5/4/2023 21:09	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
49	50	5/4/2023 21:11	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
50	51	5/4/2023 21:11	78626		I_use_to_get_through_town	University	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
51	52	5/4/2023 21:16	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
52	53	5/4/2023 21:21	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Everyday_week	Not Often_week	Not Often_week
53	54	5/4/2023 21:27	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
54	55	5/4/2023 21:30	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town,I_don't_use_but_use_side_st		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
55	56	5/4/2023 21:32	78626	Public transportation is a must for this city	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	3-4_days_week	3-4_days_week	Not Often_week	Not Often_week
56	57	5/4/2023 21:35	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	3-4_days_week	1-2_days_week	Not Often_week	Not Often_week
57	58	5/4/2023 21:47	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town	Williams, Hwy 29, Leander, E 2nd, University	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
58	59	5/4/2023 21:49	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Main St, 6th-8th Aves, University Ave.	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
59	60	5/4/2023 21:58	78626	I 100% support improving Austin Avenue - it's a vital roadway in our city.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
60	61	5/4/2023 22:09	78626	I 100% support improving Austin Avenue - it's a vital roadway in our city.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
61	62	5/4/2023 22:28	78628		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
62	63	5/4/2023 22:29	78628	Timely	I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week

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1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
63	64	5/4/2023 22:32	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town	I-35; Williams Drive; SH 29; RM 2243	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
64	65	5/4/2023 22:36	78633		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
65	66	5/4/2023 22:47	78633		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Main and third	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
66	67	5/4/2023 22:57	00000		I_don't_use_but_use_side_st	Test	Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
67	68	5/4/2023 23:10	78626	No	I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
68	69	5/4/2023 23:16	78633		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
69	70	5/4/2023 23:17	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	3-4_days_week	Not Often_week
70	71	5/4/2023 23:21	78759	Testing	I_own_or_operate_a_business,I_work_on_Austin_Avenue,I_live_on_or_use_to_get_home	5421 Hanging Cliff Cove	1-2_days_week	Everyday_week	3-4_days_week	Everyday_week	Everyday_week
71	72	5/4/2023 23:23	78633		I_own_or_operate_a_business,I_work_on_Austin_Avenue,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Williams and University	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
72	73	5/4/2023 23:27	78633	Please make sure to clearly analyze the TRUE modes of transportation of your constituents. E.g. don't skew highly toward wanna be bicyclers (who swear they'd bike everyday if you just take away 1/2 the traffic lanes and put in a bike lane). Face it, Texas weather just isn't amenable to bike commuting most of the year!	I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
73	74	5/4/2023 23:27	78628		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
74	75	5/4/2023 23:28	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
75	76	5/4/2023 23:32	78628	Hope they help with traffic flow	I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
76	77	5/4/2023 23:44	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
77	78	5/4/2023 23:47	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
78	79	5/4/2023 23:48	78633		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
79	80	5/5/2023 0:28	78628		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
80	81	5/5/2023 0:44	78626	Austin Ave definitely needs improvement. We need more options for transportation than driving. Currently, it is really difficult to walk in this area.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
81	82	5/5/2023 0:47	78633	I believe that the charm and looks of the area should be kept over increased mobility for cars and trucks.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
82	83	5/5/2023 0:49	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
83	84	5/5/2023 0:54	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
84	85	5/5/2023 0:56	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week

	A	C	G	H	I	J	K	L	M	N	O
1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
85	86	5/5/2023 0:57	78626	Sidewalks and crosswalks should be a priority along the Austin Avenue study from SE inner Loopto NE Inner Loop. Many sidewalks along S. Austin Ave are not complete, forcing pedestrians to walk alongside traffic on the street, or through tall grassy areas (basically forming a trail). I live within a mile of the city center and would use S. Austin Ave to walk to and from the downtown area. However, due to the lack of sidewalks and pedestrian safety signage, I choose not to walk out of concern for my personal safety and the safety of those with me. I would choose to walk more often if the infrastructure accounted for pedestrians.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
86	87	5/5/2023 1:01	76527	There's no reason to drive on NW Blvd so traffic doesn't go that way. I cut down Dawn Dr a lot. And use NW Blvd bridge to go N on Austin Ave to avoid the I35 intersection if I'm going N out of town,	I_visit_shops_restaurants_rec,I_use_to_get_through_town,I_don't_use_but_use_side_st	Main Street	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
87	88	5/5/2023 1:06	78628		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
88	89	5/5/2023 1:16	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
89	90	5/5/2023 1:43	78628	I don't know	I_work_on_Austin_Avenue,I_visit_shops_restaurants_rec		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
90	91	5/5/2023 1:48	78633		I_visit_shops_restaurants_rec	Scenic Dr, University Ave	1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
91	92	5/5/2023 1:55	78626		I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Everyday_week
92	93	5/5/2023 1:59	78626		I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
93	94	5/5/2023 2:10	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
94	95	5/5/2023 2:29	78628		I_live_on_or_use_to_get_home,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
95	96	5/5/2023 2:49	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
96	97	5/5/2023 3:12	78628		I_visit_shops_restaurants_rec		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
97	98	5/5/2023 3:13	78626	Not at this moment	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
98	99	5/5/2023 3:19	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
99	100	5/5/2023 3:34	78628	None	I_visit_shops_restaurants_rec,I_use_to_get_through_town	University, Hwy 29	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
100	101	5/5/2023 3:39	78628	Large trucks should NOT use ... alternate route for all large trucks ... roads too small to support	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Main, 9th, university square	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
101	102	5/5/2023 3:53	78633	Let's get moving with the parking garages!	I_work_on_Austin_Avenue,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
102	103	5/5/2023 4:05	78633		I_use_to_get_through_town	Williams, Shell	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
103	104	5/5/2023 4:06	78633		I_visit_shops_restaurants_rec	913 Holiday Creek Lane	1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
104	105	5/5/2023 4:06	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
105	106	5/5/2023 4:08	78626	I hope there is sufficient participation and recommendations on how to successfully set conditions for Georgetown's growth	I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
106	107	5/5/2023 4:13	78628	Prioritizing character, charm, and pedestrian trails and sidewalks would be most beneficial to the city of Georgetown and the surrounding communities. Georgetown should be an example of a positive and vibrant pedestrian experience as it grows to accommodate a larger population.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	3-4_days_week	3-4_days_week	1-2_days_week
107	108	5/5/2023 5:03	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week

	A	C	G	H	I	J	K	L	M	N	O
1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
108	109	5/5/2023 10:27	78626		I_work_on_Austin_Avenue,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
109	110	5/5/2023 10:34	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
110	111	5/5/2023 11:28	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
111	112	5/5/2023 12:25	78626	not certain the corridor needs "support for economic development"	I_visit_shops_restaurants_rec,I_use_to_get_through_town	1207 Hutto Rd	Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
112	113	5/5/2023 12:35	78633	The intersection of Austin and Williams is a mess. Partly due to the I-35 ramps being there, but also very congested is increased by the lights. I don't know what the new bridge will do to help this, but i/m hoping it will. I mostly don't have any issues with the Austin Ave from Williams to the square, but Austin and 29 can be ugly at times.	I_visit_shops_restaurants_rec	328 OLD BLUE MOUNTAIN LN	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
113	114	5/5/2023 12:44	78628		I_visit_shops_restaurants_rec	313 La Grotta Ln	1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
114	115	5/5/2023 12:44	78633		I_don't_use_but_use_side_st		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
115	116	5/5/2023 13:02	78633		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
116	117	5/5/2023 13:04	78626	I would like to see increased infrastructure for biking and walking that is safe and connects to other areas throughout Georgetown.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	I use HWY 29, inner loop and Southwestern Ave the most	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
117	118	5/5/2023 13:09	78633		I_visit_shops_restaurants_rec		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
118	119	5/5/2023 13:14	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town,I_don't_use_but_use_side_st	2nd, Main and street to park	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
119	120	5/5/2023 13:49	78634		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
120	121	5/5/2023 13:49	78634		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
121	122	5/5/2023 13:50	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	3-4_days_week	3-4_days_week
122	123	5/5/2023 14:06	78626	Yes: we need to slow traffic down before it enters Old Town / Downtown. We need a much stronger focus on people - slowing driver speeds and increasing pedestrian and bike safety. It's dangerous.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec	University Ave (especially through Old Town / Downtown) needs work as well - it's dangerous.	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
123	124	5/5/2023 14:06	11111	Test CA	I_own_or_operate_a_business		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
124	125	5/5/2023 14:07	11111	Test CA	I_own_or_operate_a_business		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
125	126	5/5/2023 14:13	78633	So admirable! I'm glad there are smart people who are excited to tackle these important issues! Thank you!	I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
126	127	5/5/2023 14:19	78633		I_visit_shops_restaurants_rec		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
127	128	5/5/2023 14:46	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	1-2_days_week	1-2_days_week	Not Often_week
128	129	5/5/2023 14:47	78633	Goals are broad and not specific. The devil is in the details.	I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
129	130	5/5/2023 15:00	78759	Test	I_work_on_Austin_Avenue	test	1-2_days_week	3-4_days_week	3-4_days_week	3-4_days_week	3-4_days_week
130	131	5/5/2023 15:01	78759		I_own_or_operate_a_business	test	3-4_days_week	3-4_days_week	Everyday_week	3-4_days_week	Everyday_week

	A	C	G	H	I	J	K	L	M	N	O
1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
131	132	5/5/2023 15:15	78628	Planning is good. Adding bicycle lanes is great but may necessitate constriction of current drivable lanes. Perhaps one-way traffic pattern in the downtown area would help.	I_use_to_get_through_town,I_don't_use_but_use_side_st	8th	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
132	133	5/5/2023 17:00	78626	Change zoning to mixed use throughout. Lower speed limit to neighborhood street levels. Encourage density. Remove a lane making street parking and another lane into two way protected bike paths. Make it a street and stitch together the city. It's next to i35. That can be a high speed avenue. Through the city should only have people going TO the city as a destination. Same about university which is even more important. Understand it's not a city road. Negotiate with the county and lower speed limit through the city. Same changes as above. No high speed avenues dividing the city.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town,I_don't_use_but_use_side_st	I use Main Street regularly. I try to avoid using Austin avenue because it's a dangerous stroad and you can't walk or hike on it. If you want to know if your development pattern and infrastructure is correct for walkers and hikers, stand outside and count	Everyday_week	1-2_days_week	Everyday_week	Not Often_week	Not Often_week
133	134	5/5/2023 17:18	78628		I_own_or_operate_a_business,I_work_on_Austin_Avenue,I_visit_shops_restaurants_rec,I_use_to_get_through_town	MLK	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
134	135	5/5/2023 17:21	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town	212 Independence Creek Lane	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
135	136	5/5/2023 17:22	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
136	137	5/5/2023 17:33	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
137	138	5/5/2023 18:13	78674		I_visit_shops_restaurants_rec,I_use_to_get_through_town	Main	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
138	139	5/5/2023 18:22	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
139	140	5/5/2023 19:25	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Main St	1-2_days_week	Everyday_week	Not Often_week	Not Often_week	Not Often_week
140	141	5/5/2023 19:49	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
141	142	5/5/2023 22:19	78665	More bike and walking trails. Stop building apartments and housing.	I_visit_shops_restaurants_rec,I_use_to_get_through_town	Inner loop	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
142	143	5/5/2023 22:29	78626	I 100% support improving Austin Avenue - it's a vital roadway in our city.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
143	144	5/5/2023 23:37	78633		I_visit_shops_restaurants_rec	106 Whitewing Way	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
144	145	5/6/2023 0:27	78626		I_visit_shops_restaurants_rec		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
145	146	5/6/2023 2:00	78628		I_work_on_Austin_Avenue,I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
146	147	5/6/2023 3:25	78628	Make Austin Ave 5 lanes. No left turn lane sucks	I_work_on_Austin_Avenue,I_visit_shops_restaurants_rec	William Dr	Everyday_week	Not Often_week	Not Often_week	Not Often_week	1-2_days_week
147	148	5/6/2023 4:12	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
148	149	5/6/2023 10:43	78628	Slow down growth. Focus on safety.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
149	150	5/6/2023 12:06	78633	I think they provide needed interest from the public.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
150	151	5/6/2023 13:19	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
151	152	5/6/2023 14:29	78633	It would nice to have some small, electric, transportation option between those corridors to help dilute traffic on days with events going on in downtown.	I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
152	153	5/6/2023 15:14	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
153	154	5/6/2023 15:16	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
154	155	5/6/2023 15:47	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Main St, College st, Holly st, Maple St., Morrow St	3-4_days_week	3-4_days_week	Not Often_week	Not Often_week	Not Often_week
155	156	5/6/2023 19:01	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	1-2_days_week	Not Often_week	1-2_days_week	Not Often_week
156	157	5/6/2023 22:23	78633		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
157	158	5/7/2023 0:18	78628	Safe dedicated bike lanes are needed throughout the area and especially as connections to trails	I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	1-2_days_week	1-2_days_week	Not Often_week	Not Often_week
158	159	5/7/2023 2:10	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
159	160	5/7/2023 5:24	78626		I_visit_shops_restaurants_rec		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
160	161	5/7/2023 15:33	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town	Main Street	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week

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1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
161	162	5/7/2023 16:08	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
162	163	5/8/2023 3:05	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
163	164	5/8/2023 13:25	78628	No, looks good.	I_work_on_Austin_Avenue,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
164	165	5/8/2023 13:54	76537	I think that a significant amount of money will need to go into this project. I am worried the city will be left to pay the most. I think the city needs to seek grants/state/federal funding sources before agreeing to pay for this project using the budget funds.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
165	166	5/8/2023 15:40	78665		I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	1-2_days_week
166	167	5/8/2023 17:34	78628	Although it would be great to create an efficient bus system and improve bike lanes around town, I think it's important to first focus on street improvements and safety. This should include traffic signal improvements and periodic adjustments to accommodate changes in flow and increase in traffic. Having traffic signal cameras that function would be great as we have more and more people running red lights in high speed and heavily trafficked areas.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Williams Drive, DB Woods, Shell Rd, Leander Rd., Morrow Street, Stadium Dr., Lakeway, Northwest Blvd.	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
167	168	5/8/2023 18:37	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
168	169	5/8/2023 18:42	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec	I live in MLK Jr	1-2_days_week	Everyday_week	Everyday_week	Not Often_week	Not Often_week
169	170	5/8/2023 23:55	78626	I'd love to see bicycle infrastructure made a priority for this project.	I_work_on_Austin_Avenue,I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	1-2_days_week	Not Often_week	Not Often_week	Not Often_week
170	171	5/9/2023 16:52	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town	Entire downtown georgetown	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
171	172	5/9/2023 18:57	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
172	173	5/9/2023 19:11	78628	Too focused on biking and walking	I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
173	174	5/9/2023 20:01	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
174	175	5/10/2023 16:38	78633		I_visit_shops_restaurants_rec		3-4_days_week	3-4_days_week	Not Often_week	Not Often_week	Not Often_week
175	176	5/10/2023 16:44	78628		I_work_on_Austin_Avenue,I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_don't_use_but_use_side_st	Main Street	Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
176	177	5/10/2023 18:46	78628		I_visit_shops_restaurants_rec		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
177	178	5/10/2023 19:04	78628		I_live_on_or_use_to_get_home,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
178	179	5/10/2023 19:13	78626	We don't need any more business development along that area it will make traffic a thousand times worse than it already is. The accidents the backup the people that don't turn it the right time all of that will be significantly increased and cause far more damage and delays than what we already have.	I_work_on_Austin_Avenue,I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	I use Austin ave for most things. Use the access roads when needed. And of course Williams drive for alot.	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Everyday_week
179	180	5/10/2023 19:14	78633		I_work_on_Austin_Avenue,I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec	9th, 10th	Everyday_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
180	181	5/10/2023 19:19	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Fm97-	Everyday_week	1-2_days_week	1-2_days_week	Not Often_week	Not Often_week

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1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
181	182	5/10/2023 19:23	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
182	183	5/10/2023 20:05	78628	No	I_work_on_Austin_Avenue,I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
183	184	5/10/2023 20:24	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
184	185	5/10/2023 20:53	79628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
185	186	5/10/2023 21:46	78628	Blah, blah, blah, typical government study bullshit and a waste of money. The goal should be to "Make the consulting company a boatload of money".	I_visit_shops_restaurants_rec		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
186	187	5/10/2023 21:47	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Main St and university	3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
187	188	5/10/2023 21:58	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	1-2_days_week	Not Often_week
188	189	5/10/2023 22:40	78626	Traffic Speed on Austin Ave. in the downtown area around the square.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
189	190	5/10/2023 23:04	78626	I agree with the goals.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
190	191	5/10/2023 23:18	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Everyday_week	Not Often_week
191	192	5/11/2023 0:46	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
192	193	5/11/2023 2:05	78626		I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
193	194	5/11/2023 2:07	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
194	195	5/11/2023 2:11	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
195	196	5/11/2023 2:45	78633		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
196	197	5/11/2023 4:09	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
197	198	5/11/2023 10:53	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
198	199	5/11/2023 11:39	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
199	200	5/11/2023 11:51	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
200	201	5/11/2023 11:54	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
201	202	5/11/2023 11:55	78633		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
202	203	5/11/2023 12:02	78628	We must include safe walking and bike riding (off street when possible). From any neighborhood should be able to safely walk or ride into town or to parks.	I_visit_shops_restaurants_rec,I_use_to_get_through_town,I_don't_use_bike,I_use_side_street	Main street	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
203	204	5/11/2023 12:04	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
204	205	5/11/2023 12:06	78626		I_work_on_Austin_Avenue,I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
205	206	5/11/2023 12:11	78626		I_work_on_Austin_Avenue,I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec	Scenic avenue	Everyday_week	Not Often_week	Everyday_week	Not Often_week	Not Often_week
206	207	5/11/2023 12:31	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
207	208	5/11/2023 12:39	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
208	209	5/11/2023 12:40	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Main St, Church St, S. Rock St.	Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week

	A	C	G	H	I	J	K	L	M	N	O
1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
209	210	5/11/2023 12:41	78633	Public transportation options for seniors is critical since so many seniors are still driving that should not be driving. Uber/Lyft are not options I am comfortable with as a senior citizen.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
210	211	5/11/2023 12:42	78626	More protected bike lanes through town!	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	1-2_days_week	Not Often_week	Everyday_week	1-2_days_week
211	212	5/11/2023 12:57	78633		I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
212	213	5/11/2023 13:09	78633		I_use_to_get_through_town	To avoid Williams Drive traffic, I go from Sun City to 195 to I-35 to Lakeway Drive exit, to Austin Avenue. I hate trying to drive down Williams Drive to get to the downtown Georgetown area.	Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
213	214	5/11/2023 13:10	78633		I_visit_shops_restaurants_rec	Williams Drive, University, Main, Church	Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
214	215	5/11/2023 13:17	78625	Appreciate you asking for citizen input! I'd love to know that University Ave is also being studied. There is far too much noisy, large, heavy through traffic which should be diverted to a bypass.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
215	216	5/11/2023 13:36	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
216	217	5/11/2023 13:39	78728		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
217	218	5/11/2023 13:45	78628	There needs to be additional officers added to the police force to address the safety issues of those not obeying traffic laws. The population increased x% but the police force has not. Increasing the police force presence will not only help with traffic issues, it will also deal with the increase in crime.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
218	219	5/11/2023 13:54	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town	williams and austin avenue	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
219	220	5/11/2023 13:57	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
220	221	5/11/2023 14:11	78626		I_work_on_Austin_Avenue,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
221	222	5/11/2023 14:21	78626		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
222	223	5/11/2023 15:43	78633	The goals of the survey are good.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
223	224	5/11/2023 16:49	78626	Enhancing character, historic charm, pedestrian experience is vital.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec	all around downtown	1-2_days_week	1-2_days_week	1-2_days_week	Not Often_week	Not Often_week
224	225	5/11/2023 17:05	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	3-4_days_week	Not Often_week
225	226	5/11/2023 17:45	78626	Austin ave is a major thoroughfare. I drive on Austin ave almost every day and walk on Main St.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	I walk and ride a bike on Main St and drive on Austin ave. Please keep the cars on Austin ave and do not take away the peace and safety on neighboring streets.	Everyday_week	1-2_days_week	3-4_days_week	Not Often_week	Not Often_week
226	227	5/11/2023 18:40	78665		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
227	228	5/11/2023 19:48	78626		I_visit_shops_restaurants_rec,I_don't_use_but_use_side_st	College St to Second St then right on Austin towards Williams Drive	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
228	229	5/11/2023 20:05	78628		I_work_on_Austin_Avenue,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
229	230	5/11/2023 20:45	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town	213 South Ridge Circle	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week

	A	C	G	H	I	J	K	L	M	N	O
1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
230	231	5/11/2023 20:49	78633	20 years too late	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
231	232	5/11/2023 20:50	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
232	233	5/11/2023 21:06	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
233	234	5/11/2023 21:06	78633	I'm glad that you are able to take the time to plan in advance about how to best improve the area in light of such rapid growth	I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	1-2_days_week	Not Often_week
234	235	5/11/2023 21:35	78681		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
235	236	5/11/2023 21:37	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
236	237	5/11/2023 22:03	78626	No	I_visit_shops_restaurants_rec,I_use_to_get_through_town,I_don't_use_but_use_side_st	FM 1460 & Southeast Inner Loop. Live in Pleasant Valley neighborhood.	3-4_days_week	1-2_days_week	1-2_days_week	Not Often_week	3-4_days_week
237	238	5/11/2023 23:16	78626	They are comprehensive	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
238	239	5/12/2023 0:18	78638	Would really like to see emphasis on pedestrian/bicycle safety increases	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	1-2_days_week	1-2_days_week	Not Often_week	Not Often_week
239	240	5/12/2023 0:23	78633	Hope its long term for the long haul of ttraffic now and to come.	I_visit_shops_restaurants_rec,I_use_to_get_through_town	MLK, Scenic, College	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
240	241	5/12/2023 1:18	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
241	242	5/12/2023 1:25	78633	take extreme care for this one	I_visit_shops_restaurants_rec	234 Olde Oak Dr	3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
242	243	5/12/2023 2:43	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
243	244	5/12/2023 5:59	78633	Pretty broad and not easy to understand	I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
244	245	5/12/2023 10:34	78633	What is "multimodel movements"? If the thought is buses, I'm horrified. The amount of current traffic is already too much and buses would not help it.	I_visit_shops_restaurants_rec,I_use_to_get_through_town	Mostly Williams Dr.	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week

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1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
245	246	5/12/2023 11:18	78628		I_visit_shops_restaurants_rec		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
246	247	5/12/2023 12:21	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
247	248	5/12/2023 13:06	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
248	249	5/12/2023 13:54	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Everyday_week	Everyday_week	Not Often_week	Not Often_week
249	250	5/12/2023 15:57	78633	The lanes need to be wider for safe passage of vehicles. Many pickup vehicles are wider and longer. In addition, lanes from I-35 at University Avenue are a bottleneck causing traffic to backup at Austin Avenue. When is the I-35 Texas 29 interchange going to be addressed?	I_visit_shops_restaurants_rec	University Avenue, Williams Drive.	1-2_days_week	1-2_days_week	Not Often_week	Not Often_week	Not Often_week
250	251	5/12/2023 16:02	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Everyday_week	Not Often_week	Everyday_week
251	252	5/12/2023 16:06	78634	The City's 2030 Comprehensive Plan is out of date and needs to be updated to stay in step and in touch with the current growth patterns and projections.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
252	253	5/12/2023 16:32	78628	Tall task!	I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
253	254	5/12/2023 18:37	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
254	255	5/12/2023 20:37	78628	Too limited - need to consider the whole length of Austin Ave.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
255	256	5/12/2023 20:59	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
256	257	5/12/2023 21:15	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
257	258	5/12/2023 21:45	78633	Not sure what the study is for, but do NOT widen Austin Avenue. You will lose all of the flavor of a small town.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
258	259	5/13/2023 2:39	78626	No thoughts. Curious to measurements	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	College, 2nd, Holly, 15th, 8th morrow, weir Rd	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
259	260	5/13/2023 6:57	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	3-4_days_week	Everyday_week	Not Often_week	Everyday_week
260	261	5/13/2023 12:50	78628		I_work_on_Austin_Avenue,I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
261	262	5/13/2023 17:41	78628		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
262	263	5/13/2023 18:28	78626	Very happy the City intends to enhance the pedestrian experience! That's very important to us. Although we have cars, we prefer to walk everywhere we can. It's tough to cross Austin Ave in some places, such as near the intersection with Williams Drive. We still do, but feel like we're risking our lives every time.	I_work_on_Austin_Avenue,I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Everyday_week	Not Often_week	Not Often_week
263	264	5/13/2023 21:10	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
264	265	5/14/2023 2:40	78626	2nd Street needs speed bumps installed as to many cars go 50mph or faster. It's hard to get in you own driveway. Property at 201 S. Main	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	2nd Street	Everyday_week	Not Often_week	3-4_days_week	3-4_days_week	Not Often_week
265	266	5/14/2023 12:53	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week

	A	C	G	H	I	J	K	L	M	N	O
1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
266	267	5/15/2023 2:11	78628		I_work_on_Austin_Avenue,I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Rock Street, 29, Church	Everyday_week	Not Often_week	Everyday_week	Not Often_week	Not Often_week
267	268	5/15/2023 3:06	78628		I_use_to_get_through_town	Williams Drive; University Ave	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
268	269	5/15/2023 6:36	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
269	270	5/15/2023 10:57	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Everyday_week	Everyday_week	Not Often_week	Everyday_week
270	271	5/15/2023 12:33	78634	Please keep the small town charm in mind as you evaluate options.	I_visit_shops_restaurants_rec		Not Often_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
271	272	5/15/2023 16:35	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	3-4_days_week	Not Often_week	Everyday_week
272	273	5/15/2023 17:28	78628		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
273	274	5/15/2023 18:25	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
274	275	5/16/2023 0:00	78626		I_live_on_or_use_to_get_home		1-2_days_week	1-2_days_week	1-2_days_week	Not Often_week	Not Often_week
275	276	5/16/2023 1:05	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	1-2_days_week	1-2_days_week
276	277	5/16/2023 1:19	78633		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
277	278	5/16/2023 2:17	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
278	279	5/16/2023 3:04	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town	211 River Bow Drive	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
279	280	5/16/2023 11:46	78626	Aesthetics is important	I_work_on_Austin_Avenue,I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	University and all the numbered streets	Everyday_week	Not Often_week	Everyday_week	Not Often_week	Not Often_week
280	281	5/16/2023 14:11	78633	Mandate that law enforcement write citations for illegal handicapped parking.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	3-4_days_week	Not Often_week
281	282	5/16/2023 14:14	78628	Should encourage places for people, not cars. Preserve existing character	I_work_on_Austin_Avenue,I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	University, San Gabriel Village Parkway, Morrow, Railroad	3-4_days_week	Not Often_week	Everyday_week	Not Often_week	Not Often_week
282	283	5/16/2023 14:53	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	3-4_days_week	Everyday_week
283	284	5/16/2023 16:39	78628		I_use_to_get_through_town		Everyday_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
284	285	5/16/2023 20:43	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
285	286	5/16/2023 21:20	78633		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
286	287	5/17/2023 20:39	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
287	288	5/17/2023 21:26	78633		I_visit_shops_restaurants_rec		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
288	289	5/17/2023 22:14	78633		I_visit_shops_restaurants_rec	University	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
289	290	5/18/2023 1:30	78628		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
290	291	5/18/2023 3:06	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	1-2_days_week
291	292	5/18/2023 18:36	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town,I_don't_use_but_use_side_st	I live one block from Austin Ave between 4th and 5th streets in historic Georgetown	Everyday_week	Everyday_week	Everyday_week	Not Often_week	Not Often_week

	A	C	G	H	I	J	K	L	M	N	O
1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
292	293	5/18/2023 21:01	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
293	294	5/18/2023 21:06	78633		I_visit_shops_restaurants_rec		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
294	295	5/18/2023 21:16	78626		I_own_or_operate_a_business	971, hwy 29/university, IH-35	Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
295	296	5/18/2023 21:16	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
296	297	5/18/2023 21:34	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
297	298	5/18/2023 21:35	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town,I_don't_use_b ut_use_side_st	3rd Street	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
298	299	5/18/2023 21:35	78626	I live in Old Mill Crossing townhomes a little south of the downtown historic area. I would like to see enhancements in my area including a traffic light and crosswalk at High Tech Dr and 1460. Additional sidewalks and pedestrian friendly walkways would be great. Also periodic trash cans and dog waste stations would be nice.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_g et_through_town	From 1460 into downtown, there are many damaged and missing sidewalks on several of the side streets.	Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
299	300	5/18/2023 21:39	78664		I_live_on_or_use_to_get_home,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
300	301	5/18/2023 21:40	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
301	302	5/18/2023 21:43	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
302	303	5/18/2023 22:17	78633	In favor of road improvements -	I_live_on_or_use_to_get_home,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
303	304	5/18/2023 22:47	78633	Need extra turn lanes for Austin ave	I_visit_shops_restaurants_rec,I_use_to_get_through_town		Not Often_week	Not Often_week	Not Often_week	Not Often_week	1-2_days_week
304	305	5/18/2023 23:03	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_g et_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Everyday_week
305	306	5/18/2023 23:12	78628		I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
306	307	5/18/2023 23:43	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_g et_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
307	308	5/18/2023 23:49	78628	I'm not sure what the goal is. Safety and more traffic lights need to be implemented.	I_own_or_operate_a_business	I-35 exit at Lakeway. Needs to have a light due to new apartments.	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
308	309	5/19/2023 0:32	78633	Goal of maintenance of Austin Ave Bridges for both pedestrian and vehicle safety and ease, as well as maintenance of pleasant visual esthetic.	I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
309	310	5/19/2023 1:07	78633	I like the stated goals.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
310	311	5/19/2023 3:23	78626	The goals look good but please try to ensure that residential roads, particularly in old town, and particularly S. Church St. (Full disclosure, my street) are protected from further traffic. I understand access to emergency vehicles is required, and necessary, but Church St would benefit from traffic calming, speed enforcement and noise restrictions since it is used as a cut-thru with total dis-regard for speed and noise. It seems to attract speeding drivers often driving recklessly risking the lives of young and old alike.	I_visit_shops_restaurants_rec,I_use_to_get_through_town,I_don't_use_b ut_use_side_st	S Church St.	1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
311	312	5/19/2023 3:50	78628	Austin Ave north of University and south of 2nd street should be identified like RR did with the arches.	I_own_or_operate_a_business,I_visit_shops_restaurants_rec,I_use_to_g et_through_town,I_don't_use_but_use_side_st	Main	Everyday_week	Not Often_week	3-4_days_week	Not Often_week	3-4_days_week
312	313	5/19/2023 10:37	78633		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week

	A	C	G	H	I	J	K	L	M	N	O
1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
313	314	5/19/2023 12:31	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town	Scenic drive,Railroad ave,	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
314	315	5/19/2023 13:26	78633	NO	I_visit_shops_restaurants_rec,I_use_to_get_through_town		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
315	316	5/19/2023 15:51	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
316	317	5/19/2023 16:30	78634	No	I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
317	318	5/19/2023 20:24	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	3-4_days_week	3-4_days_week	Not Often_week	Not Often_week
318	319	5/19/2023 21:48	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
319	320	5/19/2023 23:42	78626	Sounds like a good idea to get community input. Appreciate the transparency. Georgetown continues to evolve and it's a beautiful community.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	1-2_days_week
320	321	5/20/2023 1:47	78626	Needs safe bike lanes.	I_visit_shops_restaurants_rec,I_use_to_get_through_town	SE Inner loop should bike lanes as well	3-4_days_week	Not Often_week	Not Often_week	3-4_days_week	Not Often_week
321	322	5/20/2023 5:31	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	1-2_days_week	1-2_days_week	Not Often_week
322	323	5/20/2023 14:01	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
323	324	5/20/2023 15:30	78628		I_visit_shops_restaurants_rec	Scenic Dr and S Rock	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
324	325	5/20/2023 23:19	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
325	326	5/21/2023 2:36	78633	The study goals are commendable. Austin Avenue is a key vehicle mover with multiple identities. I believe the Square and Square experience must be honored and kept. That area needs to be as pedestrian-friendly as possible, even if it means closing it to vehicular traffic. The rest of the avenue needs serious work to address the study goals.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
326	327	5/21/2023 5:42	78628	I hope they can improve traffic flow and maintain the beauty of Georgetown.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
327	328	5/21/2023 12:37	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
328	329	5/21/2023 19:10	78628		I_visit_shops_restaurants_rec		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
329	330	5/21/2023 20:58	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
330	331	5/22/2023 14:55	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
331	332	5/22/2023 17:27	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
332	333	5/22/2023 19:24	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
333	334	5/23/2023 22:24	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week

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1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
334	335	5/24/2023 5:23	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	1-2_days_week	Not Often_week
335	336	5/24/2023 8:17	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
336	337	5/24/2023 14:06	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
337	338	5/24/2023 14:47	78628	Would love better traffic flow and turning lanes	I_visit_shops_restaurants_rec,I_use_to_get_through_town	Georgetown Square	Everyday_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
338	339	5/24/2023 16:26	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
339	340	5/24/2023 16:38	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
340	341	5/24/2023 16:39	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
341	342	5/24/2023 16:50	78626	Only that too much emphasis on pedestrians will only further cause backups in traffic	I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
342	343	5/24/2023 17:18	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
343	344	5/24/2023 18:00	78628		I_visit_shops_restaurants_rec	I use Austin Ave. to get to First Presbyterian church . I live off Leander Road	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
344	345	5/24/2023 18:15	78626	Happy to see this study underway. I spent time with the CAMPO rep at the Red Poppy Festival and had a very good discussion.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec		Everyday_week	Not Often_week	Everyday_week	Not Often_week	Everyday_week
345	346	5/24/2023 19:20	78628		I_visit_shops_restaurants_rec		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
346	347	5/24/2023 19:58	78626	I support economic development along the corridor. Living on the Inner Loop corridor and 29 there is absolutely nothing except a 7"11 gas station. I live in the Riverhill Subdivision. .	I_visit_shops_restaurants_rec,I_use_to_get_through_town	Hwy 29 from where I live to Austin Avenue is too congestive.	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
347	348	5/24/2023 21:06	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
348	349	5/24/2023 21:24	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town	University , Rock	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
349	350	5/24/2023 21:48	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	From Shell road, Williams drive, Shinicock, Luna, Seranada, NW Blvd	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
350	351	5/24/2023 22:11	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
351	352	5/24/2023 22:11	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
352	353	5/24/2023 23:18	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
353	354	5/24/2023 23:37	78626	Survey should link to plans that it references; for example future use land plans, 'master' plan, future mobility plans	I_visit_shops_restaurants_rec,I_use_to_get_through_town,I_don't_use_but_use_side-st	All surround neighborhood streets to downtown, must avoid the cluster of traffic	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week

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1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
354	355	5/25/2023 1:31	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
355	356	5/25/2023 1:39	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
356	357	5/25/2023 2:13	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
357	358	5/25/2023 2:34	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Northwest	Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
358	359	5/25/2023 3:24	78626		I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
359	360	5/25/2023 3:36	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
360	361	5/25/2023 3:40	78626		I_visit_shops_restaurants_rec		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
361	362	5/25/2023 12:52	78628	If you close streets getting to downtown, you will choke downtown. Parking for events shouldn't cover the neighborhoods and detract from homeowners ability to park in front of their own house.	I_work_on_Austin_Avenue,I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Everyday_week
362	363	5/25/2023 13:00	78633		I_work_on_Austin_Avenue,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Rock Street	Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
363	364	5/25/2023 13:47	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
364	365	5/25/2023 17:33	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
365	366	5/25/2023 19:38	78728	Safety and accomodating all modes of travel including walking and bicycling.	I_visit_shops_restaurants_rec		3-4_days_week	1-2_days_week	Not Often_week	Not Often_week	Not Often_week
366	367	5/25/2023 20:10	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
367	368	5/25/2023 20:11	78628		I_visit_shops_restaurants_rec		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
368	369	5/25/2023 20:11	76537		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
369	370	5/25/2023 20:15	78628	Please make it safe cars constantly want to run through pedestrians	I_work_on_Austin_Avenue	507 E Janis Dr.	3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
370	371	5/25/2023 20:17	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
371	372	5/25/2023 20:21	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
372	373	5/25/2023 20:23	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
373	374	5/25/2023 20:24	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
374	375	5/25/2023 20:26	78633		I_visit_shops_restaurants_rec	332 FIELDSTONE DR 332 FIELDSTO	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
375	376	5/25/2023 20:27	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
376	377	5/25/2023 20:29	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
377	378	5/25/2023 20:32	78626		I_work_on_Austin_Avenue,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
378	379	5/25/2023 20:33	78633		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
379	380	5/25/2023 20:35	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	3418 LONESOME TRL, NORTHWEST BLVD, WESTERN, WAGON WHEEL	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
380	381	5/25/2023 20:37	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
381	382	5/25/2023 20:39	78626	I hope the outcome of the study goals are the result of more disabled access sidewalks, ramps and easier mobility for electric wheelchairs on the sidewalks.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
382	383	5/25/2023 20:43	78626		I_don't_use_but_use_side_st	Main& church	Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week

	A	C	G	H	I	J	K	L	M	N	O
1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
383	384	5/25/2023 20:45	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
384	385	5/25/2023 20:45	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
385	386	5/25/2023 20:45	78633		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
386	387	5/25/2023 20:45	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
387	388	5/25/2023 20:47	78633	No	I_visit_shops_restaurants_rec,I_use_to_get_through_town		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
388	389	5/25/2023 20:47	78633	I think the study has a lot of merit and with lofty goals; however, we need to also attend to the section within the city. Not in terms of speed limit, but in terms of how traffic is being handled. Right now, trying to go across Austin Avenue, either on foot or by vehicle is dangerous. Red lights aren't the answer because that only angers the public and we need to be able to expeditiously use that avenue. Mostly, I use Downtown areas and some Old Town areas.	I_visit_shops_restaurants_rec,I_use_to_get_through_town	Main, 6th, 5th, 4th, 2nd.	Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
389	390	5/25/2023 20:47	78626		I_live_on_or_use_to_get_home	971, NW Blvd extension.	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
390	391	5/25/2023 20:48	78628	No	I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
391	392	5/25/2023 20:49	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
392	393	5/25/2023 20:50	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
393	394	5/25/2023 20:54	78633		I_visit_shops_restaurants_rec	williams, 971, university	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
394	395	5/25/2023 21:00	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
395	396	5/25/2023 21:03	78626	We need something that goes around town. I live in downtown off square. Anything that can be used for trucks to take instead of H29 down through Austin Ave. I work in Georgetown at frontage & Hwy 195. Really bad getting out of here and home. The roads are a pretty bad getting around town. Thank you	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
396	397	5/25/2023 21:05	78628	I walk a lot and sometimes for distances, therefore I need safe sidewalks, especially next to busy streets. Do not plant grass in areas not requiring grass. Plant native grasses, shrubs, and trees.	I_visit_shops_restaurants_rec,I_use_to_get_through_town	2925 Addie Lane	3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
397	398	5/25/2023 21:06	78633	Just the idea of having transportation option for the large Sun City community to the inner city of Georgetown. Mass transit options and others, including means to get to Inner Loop to take advantage of this proposal and parking at the Inner Loop end of the improvement to allow access for single car or carpooling.	I_visit_shops_restaurants_rec	Williams Drive, Leander Rd, University Ave, NE Inner Loop	Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
398	399	5/25/2023 21:09	78626	This is an excellent and important study. Since moving to Georgetown three years ago, our families primary goal has been to improve the walk/bike access of our city.	I_visit_shops_restaurants_rec	112 Parque Vista Drive	Everyday_week	1-2_days_week	1-2_days_week	Not Often_week	Not Often_week
399	400	5/25/2023 21:11	78628	Incorporate public transportation and bicycle lanes in all road projects.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
400	401	5/25/2023 21:12	78738		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
401	402	5/25/2023 21:12	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
402	403	5/25/2023 21:14	78628	"Multimodal" is a good goal - but not at the expense of vehicular traffic - the reality is EVEN GIVEN OPTIONS - the majority of the general public still CHOOSES to travel in vehicles!	I_visit_shops_restaurants_rec		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
403	404	5/25/2023 21:15	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town	Main Street to visit friends, 7th to cemetery/SU and17th St (towards Hospital)	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
404	405	5/25/2023 21:22	78626	Love to see the lights timed well and pedestrians be more aware of traffic	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Leander road williams drive northwest bridge	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week

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405	406	5/25/2023 21:24	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_g et_through_town		Everyday_week	Not Often_week	Everyday_week	Not Often_week	Not Often_week
406	407	5/25/2023 21:25	78633		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
407	408	5/25/2023 21:28	78626	Unfortunately Austin Avenue is now mostly planned around downtown. The north and south neighborhoods have been neglected.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_g et_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
408	409	5/25/2023 21:28	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
409	410	5/25/2023 21:30	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	1-2_days_week	Not Often_week
410	411	5/25/2023 21:35	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
411	412	5/25/2023 21:35	78626	Study is very important given that Austin is the only street that goes through the square connecting with the areas north and south of the square . It definitely gets very congested by Williams drive intersection but hopefully once the construction is completed traffic patterns will be much smooth	I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
412	413	5/25/2023 21:37	78633	I like the study goals with the exception of the multimodal concentration. The emphasis put on biking options, in my opinion, is too strong and ends up being the expenditure of too much public funding for a very small benefit. Pedestrian and public transportation improvements has a much larger impact on the majority of residents and visitors.	I_visit_shops_restaurants_rec,I_use_to_get_through_town,I_don't_use_b ut_use_side_st	Main St, West St and MLK Jr St	1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
413	414	5/25/2023 21:38	78628	No	I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
414	415	5/25/2023 21:43	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
415	416	5/25/2023 21:44	78628		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	1-2_days_week
416	417	5/25/2023 21:44	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	1-2_days_week	Not Often_week
417	418	5/25/2023 21:46	78628	Just have an open mind about options. Safety, convenience, aesthetics, historical preservation and variety of businesses.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
418	419	5/25/2023 21:50	78626	Development should consider safety its primary goal. Speed limits, sidewalks, commercial driveways, stop lights, etc. should be well planned. The flow of traffic should get us where we're going but not at a breakneck speed.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_g et_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
419	420	5/25/2023 21:54	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town	2108 Mottey St.	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
420	421	5/25/2023 21:54	78633	it would be nice to have a straight shot through town	I_visit_shops_restaurants_rec		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
421	422	5/25/2023 21:55	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
422	423	5/25/2023 21:57	78626	They seem appropriate. I would add preserve current historical structures.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
423	424	5/25/2023 21:58	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_g et_through_town	all streets off of and surrounding Square	Everyday_week	Not Often_week	Everyday_week	Not Often_week	Not Often_week
424	425	5/25/2023 21:58	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
425	426	5/25/2023 21:59	78633	No	I_visit_shops_restaurants_rec		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
426	427	5/25/2023 22:00	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec		3-4_days_week	Not Often_week	Everyday_week	Not Often_week	Not Often_week
427	428	5/25/2023 22:09	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_g et_through_town	Main Street University Ave	Everyday_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
428	429	5/25/2023 22:13	78633	No	I_use_to_get_through_town	206 Potter Lane	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
429	430	5/25/2023 22:14	78626		I_own_or_operate_a_business,I_work_on_Austin_Avenue,I_live_on_or_u se_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_to wn	Forest Street and Rock Street and Main street	Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week

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430	431	5/25/2023 22:15	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
431	432	5/25/2023 22:15	78633		I_don't_use_but_use_side_st	107 Falcon Cv	Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
432	433	5/25/2023 22:18	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	1-2_days_week	Not Often_week	Not Often_week	Not Often_week
433	434	5/25/2023 22:39	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
434	435	5/25/2023 22:45	78633	Since the goals of the plans listed were not spelled out, how can I have thought concerning the goals? Any new priorities should ALWAYS include long left and right turn lanes (not the short turn lanes seen all over town), crosswalks, sidewalks, and bike lanes. And stop lights should be synchronized. Road signs should be installed BEFORE intersections giving drivers time to know what lane to be in for turns, etc.	I_visit_shops_restaurants_rec,I_use_to_get_through_town	I use the medical building on south Austin for several doctors and diagnostics. I use University and Williams to get to Austin Ave.	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
435	436	5/25/2023 22:50	78628	Agree with them. Especially walking mobility. Maintaining charm and 'small town' feel.	I_visit_shops_restaurants_rec,I_don't_use_but_use_side_st	Church, Rock	1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
436	437	5/25/2023 22:50	78626	Pedestrian safety	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	8th, austin, 7th, 5th, 6th 10th	Everyday_week	1-2_days_week	Everyday_week	3-4_days_week	Not Often_week
437	438	5/25/2023 22:53	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec		Everyday_week	3-4_days_week	Everyday_week	Not Often_week	Not Often_week
438	439	5/25/2023 22:59	78628		I_visit_shops_restaurants_rec		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
439	440	5/25/2023 23:02	78626	None	I_live_on_or_use_to_get_home	601 S. Church St,	Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
440	441	5/25/2023 23:06	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town	7th, 8th, 9th and Main	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
441	442	5/25/2023 23:06	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town	Main, 7th, 8th, 9th	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
442	443	5/25/2023 23:08	78628		I_work_on_Austin_Avenue,I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Main St.	Everyday_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
443	444	5/25/2023 23:10	78626		I_work_on_Austin_Avenue,I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
444	445	5/25/2023 23:13	78626	Like many residents - we moved here in 2002 - I am concerned that our infrastructure has not kept up with our rapid growth. The quality of life is declining due to overuse of certain areas.	I_don't_use_but_use_side_st	Walnut, 5th, 7th, San Gabriel Village	3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
445	446	5/25/2023 23:21	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
446	447	5/25/2023 23:32	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
447	448	5/25/2023 23:33	78633	Improve traffic flow.	I_visit_shops_restaurants_rec	Williams	Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
448	449	5/25/2023 23:43	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town	30113 Briarcrest Drive	3-4_days_week	3-4_days_week	Not Often_week	Not Often_week	Not Often_week
449	450	5/26/2023 0:13	78628		I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
450	451	5/26/2023 0:14	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week

	A	C	G	H	I	J	K	L	M	N	O
1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
451	452	5/26/2023 0:29	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
452	453	5/26/2023 0:31	78626		I_visit_shops_restaurants_rec	1604 Olive St	1-2_days_week	1-2_days_week	1-2_days_week	Not Often_week	Not Often_week
453	454	5/26/2023 0:40	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
454	455	5/26/2023 1:08	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
455	456	5/26/2023 1:20	78628	It is critical to integrate the appropriate multi-modal features in each segment bases on available land and vehicular speeds. An asymmetrical cross-section with a 5-foot minimum sidewalk along one side and a 10 -foot minimum Side Path along the other side can provide a suitable Level of Service and comfort level for all ages and abilities. It is crucial to integrate connections to other pedestrian and cycling facilities. Take into account that corridor facilities may have to extend beyond the actual corridor right-of-way. FOR EXAMPLE: the Side Path may have to be diverted at Leander Road to follow Scenic Drive from the Post Office to North of Downtown.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	3-4_days_week	3-4_days_week	Not Often_week
456	457	5/26/2023 1:41	78633	alleviate traffic jams and improve flow improve esthetics improve safety	I_visit_shops_restaurants_rec,I_use_to_get_through_town,I_don't_use_bike,I_use_side_street	35 frontage road	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
457	458	5/26/2023 1:48	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
458	459	5/26/2023 1:57	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town	401 HIGHLAND SPRING LANE	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
459	460	5/26/2023 2:13	78626	Yes! It's futile! The interest in expanding roads is all about money, for those who are getting rich off of the decisions being made. Terrible to see a study and the waste of resources as the roads will be expanded in any case.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	University Ave	Everyday_week	3-4_days_week	1-2_days_week	Not Often_week	3-4_days_week
460	461	5/26/2023 2:35	78633		I_live_on_or_use_to_get_home,I_use_to_get_through_town		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
461	462	5/26/2023 3:29	78626	I have noticed Austin Avenue doesn't have complete sidewalks, specifically along South Austin Avenue. There are residential neighborhoods surrounding the commercial district and many pedestrians who walk the neighborhoods. Due to the mix of commercial and residential traffic, safety is an issue where sidewalks appear to vanish. As a taxpayer, I would like to see tax dollars spent well in areas if the most need. However, I would also like to see safety a number one priority. Here's an idea that could save tax revenue while contributing to the safety of our neighborhoods. In zones where sidewalks are incomplete, make those portions natural multi-use trails.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Old 1460 Trail, Quail Valley, Maple, FM 1460, SE Inner Loop	3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
462	463	5/26/2023 4:13	78633	X	I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
463	464	5/26/2023 4:13	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week

	A	C	G	H	I	J	K	L	M	N	O
1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
464	465	5/26/2023 8:52	78633	"Economic development" is much too broad. Development should be stacked mixed use and include larger parking structure adjacent to and around downtown, reroute highway 29 which currently divides the southern gateway segments and old town from the northern segments, the same can be said of state hiway along Austin avenue....reroute the thru traffic from 29 and Austin avenue	I_visit_shops_restaurants_rec	All adjacent streets between db woods, 195, 130, And Leander road	3-4_days_week	Not Often_week	3-4_days_week	1-2_days_week	1-2_days_week
465	466	5/26/2023 10:27	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
466	467	5/26/2023 11:27	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
467	468	5/26/2023 12:08	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Williams Drive	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
468	469	5/26/2023 12:44	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Main Street	Everyday_week	1-2_days_week	3-4_days_week	Not Often_week	Not Often_week
469	470	5/26/2023 12:47	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town,I_don't_use_but_use_side_st	Rock street	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
470	471	5/26/2023 12:54	78633		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
471	472	5/26/2023 13:12	78626		I_visit_shops_restaurants_rec		1-2_days_week	3-4_days_week	3-4_days_week	Not Often_week	Not Often_week
472	473	5/26/2023 13:23	78628		I_visit_shops_restaurants_rec		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
473	474	5/26/2023 13:48	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Main, Church, 16th	3-4_days_week	1-2_days_week	3-4_days_week	Not Often_week	Not Often_week
474	475	5/26/2023 14:17	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
475	476	5/26/2023 14:21	78628		I_visit_shops_restaurants_rec,I_don't_use_but_use_side_st	S. Rock St	Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
476	477	5/26/2023 14:24	78626		I_live_on_or_use_to_get_home	409 E. 10th St	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
477	478	5/26/2023 14:38	78628		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
478	479	5/26/2023 14:52	78633		I_visit_shops_restaurants_rec,I_don't_use_but_use_side_st	Main Street	1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
479	480	5/26/2023 14:57	78626	Need to make Austin Ave safer for pedestrians.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	all streets around the square	1-2_days_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
480	481	5/26/2023 15:07	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
481	482	5/26/2023 15:27	78628	need bus service. i do not drive any longer. handicapped senior.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	williams	1-2_days_week	Not Often_week	Not Often_week	1-2_days_week	Not Often_week
482	483	5/26/2023 15:33	78633		I_visit_shops_restaurants_rec		Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
483	484	5/26/2023 16:15	78633		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week

	A	C	G	H	I	J	K	L	M	N	O
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484	485	5/26/2023 16:43	78626	My recommendation is to remove all parallel parking along Austin Ave and to widen for a middle turning lane which would allow 5 lanes along Austin Ave. This would also be for the safety of pedestrian who park along Austin Ave. and open their door as cars are zooming by. Recommend any head in parking along Austin Ave. preventing you from adding a middle turn lane be removed. The outside seating along Austin Ave. in front of Mesquite Creek is a a safety issue without any type of railing protecting pedestrians from potential drunk drivers or any car for that matter jumping the 6" curb and injuring people. I'd like to see the two bridges over San Gabriel River updated sooner rather than later since the cost of material and labor is going to continue to increase over the years. The intersection at Austin Ave & 29 needs to be beatified and updated. Get rid of El Monumento's delivery along Austin Ave. and stop Amazon trucks from parking on Austin Ave. for deliveries impeding traffic.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	4747 Williams Dr	Everyday_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
485	486	5/26/2023 17:22	78628	Good goals	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	1012 Country Club Rd	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
486	487	5/26/2023 18:05	78628	Safety along the Austin Avenue Corridor is a real concern; road conditions, multiple curb cuts and signage all need to be addressed to ensure the safety of pedestrians and drivers alike.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
487	488	5/26/2023 18:09	78633	Widen 29 to redirect traffic	I_use_to_get_through_town	Lakeway	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
488	489	5/26/2023 18:21	78633	anything that will help people to get around easier is always a plus.	I_visit_shops_restaurants_rec,I_use_to_get_through_town	118 Muir Ct.	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
489	490	5/26/2023 18:25	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
490	491	5/26/2023 19:23	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
491	492	5/26/2023 19:27	78626	i hope the improvement of Austin Avenue includes limiting car traffic, since that traffic takes away much of the pleasure of people on foot or on bicycles.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	1-2_days_week	3-4_days_week	Not Often_week	Not Often_week
492	493	5/26/2023 20:49	78633		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
493	494	5/26/2023 21:12	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
494	495	5/26/2023 22:03	78633	seem to be the right thing.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
495	496	5/26/2023 22:07	78633		I_visit_shops_restaurants_rec		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
496	497	5/27/2023 0:16	78626	No	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Mainst ,San Gabriel view Blvd, rock st, church st,University ave	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
497	498	5/27/2023 1:39	78628	These last 2 goals, Enhance the corridor character and pedestrian experience, while supporting economic development along the corridor, will need strong leadership to properly coalesce into the magic the should be our gateway to the town square. It's tempting to court chains and national brands, but, to me, this would be a missed opportunity. Please use this to uplift some local entrepreneurship.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
498	499	5/27/2023 2:09	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town	1503 ash st	Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
499	500	5/27/2023 7:27	78626	Alot of Georgetown isn't pedestrian friendly because sidewalks appear and disappear randomly.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week

	A	C	G	H	I	J	K	L	M	N	O
1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
500	501	5/27/2023 11:19	78626	Please no more sub divisions or apartments. I am concerned about our water source. Keep it quaint which is what drew us here to begin with. Limit the bike access on the busy roads. Save bike lanes for the side streets or trails.	I_visit_shops_restaurants_rec,I_use_to_get_through_town	University by Aldi and H-E-B that is a nightmare. What are the plans to improve that area?	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
501	502	5/27/2023 13:01	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
502	503	5/27/2023 14:27	78633	Planning is the best way to address any issues in the future that will have an impact on our citizens.	I_visit_shops_restaurants_rec	920 River Walk trail	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
503	504	5/27/2023 15:14	78628		I_live_on_or_use_to_get_home,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
504	505	5/27/2023 15:56	78626	I am NOT , repeat NOT, in favor of further economic development along this corridor from downtown to the north. Traffic is heavy, and more dangerous each day Walking is perilous.	I_visit_shops_restaurants_rec,I_use_to_get_through_town	Main Street, church street	Everyday_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
505	506	5/27/2023 18:32	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town	IH35, IH35 Access Road, Rivery Blvd	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
506	507	5/27/2023 20:40	78626	I would like to see more golf carts used by old town residents and possibly smaller parking spots for them.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	University, 6th, walnut, college, Williams.	Everyday_week	1-2_days_week	Everyday_week	Not Often_week	1-2_days_week
507	508	5/28/2023 0:49	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
508	509	5/28/2023 1:37	78633		I_use_to_get_through_town		Everyday_week	Not Often_week	3-4_days_week	1-2_days_week	1-2_days_week
509	510	5/28/2023 2:40	78633	I certainly hope to see traffic jams and slow downs corrected. It's getting so frustrating to drive into the Square or Wolf Ranch to shop	I_visit_shops_restaurants_rec,I_use_to_get_through_town,I_don't_use_but_use_side_street	Williams drive	3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
510	511	5/28/2023 3:53	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	Highway 29 and south church street	Everyday_week	Not Often_week	1-2_days_week	Not Often_week	1-2_days_week
511	512	5/28/2023 11:30	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
512	513	5/28/2023 12:51	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	1-2_days_week	Everyday_week	Not Often_week	Not Often_week
513	514	5/28/2023 13:48	78628		I_use_to_get_through_town,I_don't_use_but_use_side_street	Rock, Church, Main and sometimes Senic	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
514	515	5/28/2023 17:57	78626		I_live_on_or_use_to_get_home,I_use_to_get_through_town		3-4_days_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
515	516	5/28/2023 19:14	78633	Biking paths are great for recreation purposes, but I see bike paths on highways that are not useful and an impediment to traffic.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
516	517	5/28/2023 22:09	78643		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
517	518	5/29/2023 3:16	78626	It seems that the study goals could moot many of these comments. This survey is already weighted by its stated goals. I hope our comments aren't dismissed just because they don't align with the goals of this "study."	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
518	519	5/29/2023 14:21	78626	The one area missing is to limit large industrial traffic and keep it out of the downtown old town areas	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	University Ave	Everyday_week	1-2_days_week	3-4_days_week	Not Often_week	1-2_days_week
519	520	5/29/2023 17:46	78628	My husband and I ride our bikes from our home in River Ridge off Leander Road to downtown Georgetown and wolf ranch. Sometimes we ride along Williams to get to Wolf when circling back. We are always nervous on Leander Rd, Williams drive and the Wolf Ranch area because there is just no safe way. so taking our bikes shopping is not an option. However traffic is so tight in these areas and getting worse so encouraging better pedestrian and bike travel would be so welcome.	I_visit_shops_restaurants_rec,I_use_to_get_through_town	Leander Road, Williams Drive, Scenic Drive	3-4_days_week	1-2_days_week	1-2_days_week	Not Often_week	1-2_days_week

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520	521	5/30/2023 5:39	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
521	522	5/30/2023 11:25	78628	Your survey is flawed. Below you made me answer how often I bike on Austin ave and I NEVER BIKE or CARPOOL. You should have had a never on not made me answer??	I_visit_shops_restaurants_rec,I_don't_use_but_use_side_st	college, church	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
522	523	5/30/2023 14:14	78628	I'm all for people trying to improve safety and functionality of our roads!	I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
523	524	5/30/2023 14:50	78626		I_own_or_operate_a_business,I_work_on_Austin_Avenue,I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	1208 and 310 S Austin Ave	Everyday_week	Not Often_week	Everyday_week	Everyday_week	Everyday_week
524	525	5/30/2023 15:41	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	1-2_days_week	Everyday_week	Not Often_week	Everyday_week
525	526	5/30/2023 19:17	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	3-4_days_week	3-4_days_week	Not Often_week	Not Often_week
526	527	5/30/2023 20:05	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
527	528	5/30/2023 20:36	78633		I_visit_shops_restaurants_rec	2804 Sand Hill Circle	Not Often_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
528	529	5/30/2023 21:10	78626		I_live_on_or_use_to_get_home		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
529	530	5/31/2023 1:41	78633		I_visit_shops_restaurants_rec,I_use_to_get_through_town	128 Belfalls Dr.	1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
530	531	5/31/2023 13:36	78626	Where can we find the 2030 plan?	I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
531	532	5/31/2023 14:35	78633		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
532	533	5/31/2023 15:06	78626	I would like to see the Austin corridor be a safe place for pedestrians and drivers.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		1-2_days_week	Not Often_week	Everyday_week	Not Often_week	Not Often_week
533	534	5/31/2023 15:36	78626	I'd like to see the results. Please make them readily available when completed.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	3-4_days_week	Not Often_week	Not Often_week
534	535	5/31/2023 16:54	47628		I_own_or_operate_a_business,I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec		Everyday_week	Not Often_week	Everyday_week	Not Often_week	Not Often_week
535	536	5/31/2023 18:04	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Everyday_week	Not Often_week	Not Often_week
536	537	5/31/2023 18:16	78626		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town	College, 8th, Main Street	Everyday_week	Not Often_week	Everyday_week	Not Often_week	Everyday_week
537	538	5/31/2023 19:10	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
538	539	5/31/2023 20:33	78626		I_work_on_Austin_Avenue,I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec,I_use_to_get_through_town		Everyday_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week

	A	C	G	H	I	J	K	L	M	N	O
1	ObjectID	CreationDate	In what ZIP Code do you live?	Do you have any thoughts on the Study goals?	Why do you travel on Austin Avenue?	Please specify other streets used	Drive	Bicycle	Walk	Carpool/rideshare	Other
539	540	5/31/2023 21:03	78628	I am concerned about the city's growth and the infrastructure. It seems the powers that be have been negligent in approving all of the subdivision/tract homes and apartments they have allowed in. Georgetown is losing a lot of good original town folks for monetary gain. This town used to have small town values and good people. You all have destroyed it.	I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
540	541	5/31/2023 21:28	78633		I_visit_shops_restaurants_rec		1-2_days_week	Not Often_week	1-2_days_week	Not Often_week	Not Often_week
541	542	5/31/2023 21:55	78626		I_visit_shops_restaurants_rec,I_use_to_get_through_town	Main st and church	Everyday_week	1-2_days_week	Everyday_week	Everyday_week	Not Often_week
542	543	5/31/2023 22:38	78626		I_live_on_or_use_to_get_home,I_use_to_get_through_town		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
543	544	5/31/2023 23:52	78628		I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec		Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
544	545	6/1/2023 0:47	78628	Hopefully the City doesn't choose to further bi-sect Downtown and alienate the west side with a busier Austin Ave.	I_live_on_or_use_to_get_home,I_visit_shops_restaurants_rec	7th, 8th, Church, Main and Rock.	Everyday_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week
545	546	6/1/2023 2:10	78628		I_visit_shops_restaurants_rec,I_use_to_get_through_town		3-4_days_week	Not Often_week	Not Often_week	Not Often_week	Not Often_week

	P	Q	R	S	T	U	V
1	Which subareas do you regularly visit?	Do you feel comfortable walking or biking across Austin Avenue now?	Why or why not?	Would you feel comfortable using a wide shared-use path that is shared with bicyclists and pedestrians?	Why or why not?	Please rate your concerns along Austin Avenue?	Please explain Accessibility concern
2	Downtown,San_Gabriel,Northern_Gateway	No		Yes		Walkability,Safety,Bikeability,Traffic_congestion,Aesthetics,Development,Accessibility	
3	Industrial_&_Institutional,Downtown,San_Gabriel,Northern_Gateway	No	Austin Avenue is intended for driving, not cycling or walking. When I drive on Austin Avenue, especially downtown, I find it difficult to see cyclists and pedestrians because of the traffic, the number of cars parked on the roadside, and/or the narrow lanes.	Yes	As long as the shared use path was physically separated from Austin Avenue. There is simply not enough room on Austin Avenue to support bicycles.	Traffic_congestion,Bikeability,Walkability,Aesthetics,Development,Safety,Accessibility	
4	Downtown,San_Gabriel	No	There aren't adequate bike lanes or cross walks. The current cross walk lights that are setup are often ignored by cars. Not to mention, cars are often going way to fast through the downtown area.	Yes	Bikes and pedestrian paths work great together. There just needs to be proper vehicle protections in place.	Walkability,Bikeability,Safety,Aesthetics,Development,Traffic_congestion,Accessibility	
5	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	I feel comfortable crossing at 7th and 8th where there are signals, but not at 6th, 5th, 4th, or 3rd since there are not signals or good sight lines.	Yes		Bikeability,Walkability,Aesthetics,Safety,Traffic_congestion,Development,Accessibility	
6	Southern_Gateway,Downtown	Not sure	I've never really tried.	Yes	These are pretty standard.	Traffic_congestion,Walkability,Aesthetics,Safety,Development,Accessibility,Bikeability	N/A
7	Southern_Gateway,Downtown,San_Gabriel	No	Depends on when. When a lot is going on around the square (ex: Pistons on the Square) I do not feel safe	Not Sure	I am mobility challenged right now	Traffic_congestion,Safety,Accessibility,Walkability,Bikeability,Aesthetics,Development	I will probably be using a walker or an electric scooter soon. Austin Avenue is not handicapped friendly
8	Southern_Gateway,Old_Town,Downtown	No	By and large, Cars are prioritized, the pedestrian is not.	Yes	Im in favor of wide sidewalks. I don't see the need for bicycles on Austin Avenue, they could have paths on other streets. I am a regular Walker/runner on the trails in Georgetown and cyclists almost run me over, there is not good etiquette for yielding to other pedestrians.	Walkability,Safety,Aesthetics,Traffic_congestion,Development,Accessibility,Bikeability	
9	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes		Yes		Traffic_congestion,Safety,Walkability,Aesthetics,Bikeability,Development,Accessibility	
10	Downtown,San_Gabriel,Northern_Gateway	Not sure		No		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
11	Downtown,San_Gabriel	No	Lack of visibility for cross traffic and speeds.	Yes		Traffic_congestion,Safety,Walkability,Bikeability,Accessibility,Development,Aesthetics	
12	Downtown,San_Gabriel,Northern_Gateway	No	Too much traffic. Too much speeding. Too much inattention. Crossings not marked well enough.	No	We do not need to encourage walking and cycling along with driving on the most congested road in town.	Safety,Traffic_congestion,Walkability,Bikeability,Development,Accessibility,Aesthetics	Need to be able to get to businesses, need to be able to ever turn left.
13	Downtown,San_Gabriel	Not sure		Not Sure		Safety,Development,Traffic_congestion,Walkability,Aesthetics,Accessibility,Bikeability	
14	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Only around the square, not other places. Missing sidewalk segments.	Yes	Would allow adequate room and connectivity	Safety,Traffic_congestion,Development,Walkability,Accessibility,Aesthetics,Bikeability	
15	Downtown,San_Gabriel	Not sure	It depends on the location. Intersections downtown feel quite safe. Sidewalks and crossings at other locations seem less safe.	Not Sure	I'm my experience, cyclists on city paths (outside of parks) do not necessarily share the path with pedestrians. Indeed, some of my closest calls with injury as a pedestrian have been encounters with cyclists riding too quickly or without regard for pedestrian safety.	Traffic_congestion,Walkability,Safety,Accessibility,Aesthetics,Development,Bikeability	It's important that people with mobility challenges (uneven gait, wheelchairs, strollers) have equal access to sidewalks and crossings.
16	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure	I dont walk there.	Yes		Development,Traffic_congestion,Safety,Walkability,Aesthetics,Accessibility,Bikeability	
17	Industrial_&_Institutional,Downtown	Not sure	Yes in downtown. No in the SE inner loop/Leander road area.	Yes		Traffic_congestion,Development,Safety,Aesthetics,Walkability,Bikeability,Accessibility	
18	Old_Town,Downtown,San_Gabriel	No	Too much traffic	Yes		Traffic_congestion,Aesthetics,Walkability,Development,Safety,Bikeability,Accessibility	
19	Industrial_&_Institutional,Old_Town,San_Gabriel,Northern_Gateway	No		Not Sure		Walkability,Safety,Traffic_congestion,Bikeability,Aesthetics,Development,Accessibility	
20	Industrial_&_Institutional,Southern_Gateway,San_Gabriel,Northern_Gateway	Not sure		No	When putting in shared use and/or bike paths it makes all lanes very narrow.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
21	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes		Not Sure		Traffic_congestion,Safety,Development,Aesthetics,Accessibility,Walkability,Bikeability	
22	Industrial_&_Institutional,Downtown	Yes	I only cross where there are stoplights.	No		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
23	Downtown,Northern_Gateway	No	Too much traffic going too fast.	Yes	As long as it is wide enough.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	Sidewalks aren't ADA friendly.

	P	Q	R	S	T	U	V
1	Which subareas do you regularly visit?	Do you feel comfortable walking or biking across Austin Avenue now?	Why or why not?	Would you feel comfortable using a wide shared-use path that is shared with bicyclists and pedestrians?	Why or why not?	Please rate your concerns along Austin Avenue?	Please explain Accessibility concern
24	Industrial_ & Institutional,Old_Town,Downtown,Sa n_Gabriel	No	It has become very congested and much less pedestrian or bike friendly.	Yes	I would prefer less traffic but if this is the only alternative to keeping it walkable, fine.	Traffic_congestion,Safety,Walkability,Aesthetics,Bikea bility,Accessibility,Development	I cannot imagine a mobility impaired person trying to cross Austin Ave or using any part of University.
25	Downtown,San_Gabriel,Northern_Gateway	Yes		Yes		Development,Traffic_congestion,Walkability,Aesthetic s,Safety,Bikeability,Accessibility	
26	Downtown,San_Gabriel	Not sure		No		Traffic_congestion,Safety,Walkability,Bikeability,Aesth etics,Development,Accessibility	
27	Southern_Gateway,Old_Town,Downtown,San_Ga briel	No	The pedestrian crossings are terrible. The crossing in Old Town and Downtown with blinking lights (not a stoplight) do not increase safety. I have had to wait with the light blinking so long that my "turn" passes, and cars still haven't slowed down. I then have to press the button a second time, and most likely just wait on traffic to naturally clear the area.	Yes		Aesthetics,Safety,Traffic_congestion,Walkability,Bikea bility,Development,Accessibility	
28	Downtown,San_Gabriel,Northern_Gateway	No	Outside of the downtown area pedestrian access is limited, unsafe or unavailable. It should be easy/safe for pedestrians to access downtown or cross the street in the San Gabriel area.	Yes	Yes, it would be great to have a pedestrian and bike path separate from motor traffic lanes	Traffic_congestion,Safety,Walkability,Bikeability,Aesth etics,Development,Accessibility	
29	Industrial_ & Institutional,Southern_Gateway,Old_ Town,Downtown,San_Gabriel,Northern_Gateway	No	Lack of crosswalks outside of downtown area	No	Drivers do not pay attention to bike lanes	Traffic_congestion,Safety,Walkability,Aesthetics,Devel opment,Bikeability,Accessibility	
30	Downtown,San_Gabriel,Northern_Gateway	Not sure		Yes		Traffic_congestion,Bikeability,Walkability,Safety,Devel opment,Aesthetics,Accessibility	
31	Southern_Gateway,Old_Town,Downtown,Norther n_Gateway	No		No		Safety,Traffic_congestion,Development,Walkability,Bik eability,Aesthetics,Accessibility	
32	Downtown,San_Gabriel	No	On the San Gabriel section of Austin Ave there are no sidewalks for part of the street.	No	My dogs and I have been hit by bikes are share pathways before when bikes have speed up behind us without warning. Bicyclist seem very cautious when they see people (when is the key word).	Traffic_congestion,Safety,Walkability,Development,Ae sthetics,Bikeability,Accessibility	
33	Southern_Gateway,Northern_Gateway	Yes	Traffic is not speeding and seems more aware of pedestrians.	Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesth etics,Development,Accessibility	Improve traffic flow
34	San_Gabriel,Northern_Gateway	Not sure		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesth etics,Development,Accessibility	
35	San_Gabriel,Northern_Gateway	Not sure		Yes		Traffic_congestion,Accessibility,Development,Safety,A esthetics,Walkability,Bikeability	Even after some improvements done at the Williams Dr bridge that would connect traffic to Austin Ave, it's still a nightmare to drive through there. More lanes are needed for that bridge.
36	Industrial_ & Institutional,Southern_Gateway,Old_ Town	Not sure	I do not feel comfortable DRIVING with people walking or biking right next to my car!!	No	People can use the sidewalks. Leave the roads for CARS!!!	Accessibility,Safety,Traffic_congestion,Walkability,Bik eability,Aesthetics,Development	The signal at University and Austin has lanes that are much too narrow and people often cut the corner short while turning. It is an accident waiting to happen.
37	Southern_Gateway,Old_Town,Downtown,San_Ga briel	No	Too. much vehicular traffic--too dangerous.	No	Too. much vehicular traffic--too dangerous. Too much congestion to ever be safe outside of a vehicle.	Traffic_congestion,Safety,Aesthetics,Walkability,Acce ssibility,Development,Bikeability	No concerns
38	Old_Town,Downtown,San_Gabriel,Northern_Gate way	No		No		Traffic_congestion,Safety,Walkability,Bikeability,Aesth etics,Development,Accessibility	
39	Industrial_ & Institutional,Southern_Gateway,Old_ Town,Downtown,San_Gabriel,Northern_Gateway	No	Traffic and no signals for pedestrians	Not Sure	I'd be concerned about the other people on the path if it's in an area that is not very well traveled.	Traffic_congestion,Safety,Walkability,Bikeability,Aesth etics,Development,Accessibility	
40	Southern_Gateway,Old_Town,Downtown,San_Ga briel,Northern_Gateway	No	lack of crosswalks in areas	Yes		Safety,Traffic_congestion,Walkability,Development,Bik eability,Aesthetics,Accessibility	
41	Industrial_ & Institutional,Southern_Gateway,Old_ Town,Downtown,San_Gabriel,Northern_Gateway	No	Unsafe drivers, sidewalks are thin and near the road. I do love the light up crosswalks activated by button, these need to be across all of Austin Avenue from University to Williams Drive.	Yes	I love running and walking with my stroller and husband. We use the Randy Morrow trail usually so we would love more paths that connect areas of town. We only have 1 car!	Walkability,Traffic_congestion,Bikeability,Safety,Devel opment,Aesthetics,Accessibility	
42	Southern_Gateway,Old_Town,Downtown,San_Ga briel	No	For the South Austin Avenue and the Southern Gateway segments - unimproved shoulders; damaged and ill-maintained pedestrian assets; missing ADA/TAS compliant pedestrian facilities creating gaps in contiguity; uneven surfaces and severe slopes outside of edge of pavement; inadequate (urbanized) storm drainage collection and conveyance systems; inadequate proven safety countermeasures; inequitable multimodal LOS; unreasonably high vehicular speeds. In summary - a system devoid of context sensitivity.	Yes	A wide shared-use path would remedy the unsafe conditions discussed herein.	Walkability,Bikeability,Safety,Accessibility,Aesthetics,T raffic_congestion,Development	Please see the responses provided herein.

	P	Q	R	S	T	U	V
1	Which subareas do you regularly visit?	Do you feel comfortable walking or biking across Austin Avenue now?	Why or why not?	Would you feel comfortable using a wide shared-use path that is shared with bicyclists and pedestrians?	Why or why not?	Please rate your concerns along Austin Avenue?	Please explain Accessibility concern
43	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes	Most areas where I walk are okay - specifically downtown with the pedestrian signals. If I'm riding my bike near San Gabriel Park, I'm confident I'm quick enough to get across safely. I would not, however, feel safe with my kids on their bikes because people do tend to fly through the intersection and turns at Weir Rd/Northwest Blvd. For now we stick to the trails along the river while cycling for that reason, but I'd love to have them learn how to bike in urban areas as well. Drivers are just not used to cyclists in Georgetown and there isn't sufficient protection.	Yes	As long as people are disciplined and aware, this shouldn't be an issue. The problems come when cyclists travel entirely too fast and weave in and out of pedestrians OR when pedestrians are taking up the entire path by walking shoulder to should with four people, for example. If it's for leisure only, this is fine. If it's intended to be a bike-way for commuters, improvements like lines and signage should probably be included. Common safety practices and courtesies for cyclists such as bells and verbal announcements ("on your left", etc.) would be helpful as well.	Safety,Traffic_congestion,Aesthetics,Walkability,Bikeability,Development,Accessibility	I have a disabled son, but the areas where we walk (when pushing him in a stroller or when he's using his walker in downtown, for instance), are truly great for him and us. If there is more development on the northern part of Austin Ave., there would certainly need to be infrastructure improvements for accessibility in that area.
44	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure	Parts are fine most are not. People drove to fast	Yes		Traffic_congestion,Safety,Aesthetics,Walkability,Development,Bikeability,Accessibility	
45	Old_Town,Downtown	No		Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
46	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes	Streets with signal lights are good for pedestrian crossings. However, there are areas where people cross that doesn't have protection from a signal light. I'm pleased a crossing light was FINALLY put up near Monument Cafe.	No	Yes, if it was possible to widen the entire street. Much of Austin Ave. is landlocked so expansion is unlikely.	Traffic_congestion,Development,Safety,Walkability,Aesthetics,Bikeability,Accessibility	Bikeability isn't high on my list because I don't bike. Make sure all sidewalks and curb cuts are really ADA compliant. Weird sidewalk by Golden Rule is confusing to navigate for pedestrians since it herds you in so you can't directly walk across the street but have to walk around the fence.
47	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes		No		Traffic_congestion,Development,Safety,Accessibility,Walkability,Bikeability,Aesthetics	
48	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Traffic congestion - fast speeds, no lanes, lack of sidewalk	Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	I don't know how to access from Williams safely
49	Old_Town,Downtown,San_Gabriel	No	Lots of traffic no proper lanes	Yes	It would improve the flow	Safety,Traffic_congestion,Aesthetics,Walkability,Development,Bikeability,Accessibility	I know there are lower income people that use scooters along Austin Ave.
50	Industrial_&_Institutional,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Too much traffic	Not Sure		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
51	Downtown	No		Yes		Accessibility,Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development	
52	Old_Town	Yes		Not Sure		Traffic_congestion,Safety,Walkability,Aesthetics,Development,Accessibility,Bikeability	
53	Downtown,San_Gabriel,Northern_Gateway	No	In some areas yes - but other areas don't have sidewalks	Yes		Walkability,Safety,Traffic_congestion,Bikeability,Aesthetics,Development,Accessibility	
54	Old_Town,Downtown,San_Gabriel	No	Narrow street; broken sidewalks; many driveways and cars turning.	Yes		Safety,Traffic_congestion,Bikeability,Walkability,Aesthetics,Development,Accessibility	
55	Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	No bike lane people drive like jackasses	Yes	Yes but we need public transportation as well	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	A lot of elderly people and disabled people where put on foot when the dumbasses on the city council canceled the public transit system.
56	Downtown,Northern_Gateway	No	Too busy. Not enough pedestrian infrastructure	Yes		Bikeability,Aesthetics,Walkability,Traffic_congestion,Safety,Development,Accessibility	
57	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	speed of traffic	No	a lot of bicyclists do not obey traffic signals/signs	Aesthetics,Safety,Traffic_congestion,Walkability,Development,Bikeability,Accessibility	
58	Southern_Gateway,Downtown,San_Gabriel,Northern_Gateway	Yes		No	I see this as accidents waiting to happen.	Traffic_congestion,Aesthetics,Safety,Walkability,Bikeability,Development,Accessibility	Better Wheelchair accessibility.
59	Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	It's not at all safe for pedestrians or bicyclists, the way it is now. I'd love to be able to bike downtown but I refuse to bike on Austin Ave. There are no proper bike lanes, the sidewalks are very narrow and are directly next to the traffic speeding by. Crosswalks are inadequate (except in the Downtown traffic light intersections which are good).	Yes	As long as it's wide enough, the bikes would be able to safely pass pedestrians. Trails are made like this all the time.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Accessibility,Development	
60	Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	It's not at all safe for pedestrians or bicyclists, the way it is now. I'd love to be able to bike downtown but I refuse to bike on Austin Ave. There are no proper bike lanes, the sidewalks are very narrow and are directly next to the traffic speeding by. Crosswalks are inadequate (except in the Downtown traffic light intersections which are good).	Yes	As long as it's wide enough, the bikes would be able to safely pass pedestrians. Trails are made like this all the time.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Accessibility,Development	
61	Downtown,San_Gabriel	Yes	It's safe with crossing signals	Not Sure		Development,Aesthetics,Walkability,Accessibility,Bikeability,Safety,Traffic_congestion	Getting to downtown from west of 35 is not easy any other way then by car.
62	Downtown,San_Gabriel,Northern_Gateway	Yes	Only place I would cross Austin Ave is downtown, where there are plenty of cross walks and traffic lights to safely cross.	Yes	As long as it is marked and idiots don't try to cross whenever they feel like it.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	

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63	Downtown	Not sure		Not Sure		Traffic_congestion,Safety,Development,Aesthetics,Walkability,Accessibility,Bikeability	Lack of reasonable and convenient parking in the downtown area.
64	Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	Walking yes, biking absolutely not.	Not Sure		Traffic_congestion,Walkability,Safety,Aesthetics,Bikeability,Development,Accessibility	If the city is following ADA guidelines.
65	Old_Town,Downtown,San_Gabriel	No	Would you feel Comfortable crossing thet bridge !	Not Sure	Has to be wide enough to pass each other safely	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
66	None	Not sure	Test	Not Sure		Accessibility,Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development	
67	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Not sure	Some areas with less traffic or that have better defined pedestrian crossings. (Downtown)	Yes		Traffic_congestion,Walkability,Safety,Aesthetics,Development,Bikeability,Accessibility	
68	Old_Town,Northern_Gateway	No	Only in old town area. Rest of road doesn't encourage walking across street.	Yes	If it really is wide I would feel comfortable. I'd bike from the 971 area thru the park to old town.	Bikeability,Safety,Traffic_congestion,Walkability,Aesthetics,Development,Accessibility	Not sure there is any.
69	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Too much traffic, no one yields to pedestrians, right on red light too dangerous for pedestrians, speed limit too high,	Not Sure		Walkability,Accessibility,Traffic_congestion,Safety,Bikeability,Aesthetics,Development	There are a lot of handicapped citizens, and not enough parking available along Austin Ave and downtown. With limited parking, lots are walking long distances to stores and restaurants along Austin Ave especially during downtown events. With high speed traffic, this becomes a dangerous venture for families such as mine.
70	Downtown	No	TEst	No	Test	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	Test
71	Old_Town,Downtown,San_Gabriel	No	Too much traffic Not safe	Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
72	Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes	Yes, I feel comfortable walking on Austin. I probably wouldn't feel comfortable biking though - it just isn't designed for it and there isn't room to fix that for what is arguably a very low (though also very vocal) demographic. If you turn Austin into a bike friendly, undriveable thoroughfare, you will severely impact Georgetown businesses.	Not Sure	NOT if it makes car traffic worse/slower and/or traffic lanes less or smaller than they already are.	Traffic_congestion,Safety,Walkability,Aesthetics,Development,Bikeability,Accessibility	
73	San_Gabriel	Not sure	I only drive	No	Too dangerous	Traffic_congestion,Safety,Aesthetics,Development,Accessibility,Bikeability,Walkability	
74	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes		Yes		Traffic_congestion,Development,Safety,Aesthetics,Walkability,Bikeability,Accessibility	
75	Southern_Gateway,Old_Town,Downtown	Yes		Yes		Traffic_congestion,Aesthetics,Development,Walkability,Bikeability,Safety,Accessibility	
76	Downtown,San_Gabriel,Northern_Gateway	Yes		Yes		Development,Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Accessibility	
77	Old_Town,San_Gabriel,Northern_Gateway	No	Traffic	No	Traffic	Traffic_congestion,Safety,Development,Accessibility,Walkability,Aesthetics,Bikeability	Traffic
78	Old_Town,Downtown,San_Gabriel,Northern_Gateway	No		No		Traffic_congestion,Safety,Development,Aesthetics,Walkability,Bikeability,Accessibility	
79	Industrial_&_Institutional,Downtown	Not sure		Yes		Traffic_congestion,Safety,Walkability,Aesthetics,Development,Accessibility,Bikeability	
80	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	Congestion and traffic along Austin make me nervous to even walk in the area.	Not Sure	I think it is a great idea, but people in cars are going to have to make sure to be mindful. Mindfulness isn't always a priority for car drivers. Myself included.	Traffic_congestion,Safety,Walkability,Accessibility,Bikeability,Aesthetics,Development	The sidewalks aren't wide enough for the people walking and a wheelchair. Although, I do find people are mostly kind enough to make room. The ramps are aging and some of the sidewalk isn't wheelchair accessible.
81	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes	Due to age and bad knees I don't bike. I feel comfortable walking in Downtown and Oldtown and do so when shopping or visiting restaurants.	No	I do not like walking where bikes are present. Bikers are like drivers they come up behind you fast and startle you when they go by. In some cases they brush or bump you and on they go. Keep bikes and pedestrians apart. I rode bikes for many years and didn't like to ride where pedestrians were present since they would not know you coming or even if they saw you were apt to move into you path. Children were especially unpredictable I stayed on the street where bikes belong.	Aesthetics,Walkability,Accessibility,Safety,Development,Traffic_congestion,Bikeability	Areas without curbs or curb cuts. In the austin Ave, area down town there are areas with high curbs which make getting from parked cars to the sidewalk next to impossible unless you walk in the street to the corner. I have trouble stepping up on normal curbs due to leg issues. I do walk downtown and enjoy the area along with ares of old town But in old town you encounter areas without or substandard sidewalks,
82	Old_Town,Downtown	No	Traffic doesn't pay attention	Not Sure		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
83	Old_Town,Downtown	No	With the exception of the downtown area, there is not enough driver awareness and people are often speeding.	Yes		Safety,Walkability,Traffic_congestion,Aesthetics,Development,Bikeability,Accessibility	
84	Old_Town,Downtown	Yes		No	Too dangerous and bicycles think they own the road.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	

	P	Q	R	S	T	U	V
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85	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Due to the lack of sidewalks and pedestrian safety signage, I choose not to walk out of concern for my personal safety and the safety of those with me. I would choose to walk more often if the infrastructure accounted for pedestrians.	Yes	Many urban areas have shared-use paths for both pedestrians and cyclists. Of course, the shared-use paths usually have signage to support cyclist and pedestrian safety.	Safety,Walkability,Traffic_congestion,Accessibility,Bikeability,Aesthetics,Development	Accessibility includes dedicated left, and right turn lanes at major intersections with signs alerting motorists not to block intersections or driveways. Accessibility also includes pedestrian safety where sidewalks and shared-use paths intersect with roadways. Improvements should take into consideration access to businesses, residences, and access to shared-use paths.
86	Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	Sidewalks are not continuous. Only feel safe downtown where there are traffic lights and traffic is slow. It's hard to walk from the high school into town, especially trying to cross 971. My daughter used to cut thru the park but that's no longer safe.	Not Sure	Path would have to be very wide and pedestrian traffic should be separate from bike traffic. Bikes like to weave in and out and they run over people.	Traffic_congestion,Safety,Bikeability,Development,Walkability,Aesthetics,Accessibility	Road is chopped up with curbed lanes which make bicycling dangerous.
87	Downtown,San_Gabriel,Northern_Gateway	No		No		Traffic_congestion,Safety,Development,Walkability,Aesthetics,Bikeability,Accessibility	
88	Industrial_ & Institutional,Southern_Gateway,Downtown	Not sure		Not Sure		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	Your automated list is not functioning correctly. Here is my order 1. Congestion, 2. Safety, 3. Development, 4. Aesthetics
89	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure	Always so much traffic since the city has grown so much	Not Sure	I don't know how we think about this, walking with bikes on same sidewalks can cause injuries	Traffic_congestion,Walkability,Safety,Bikeability,Aesthetics,Development,Accessibility	
90	Industrial_ & Institutional,Old_Town,Downtown	No	Drivers don't look for pedestrians, even in crosswalks with the walk light on.	Yes	Better to have their own lane.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
91	Old_Town,Downtown,San_Gabriel,None	No		No		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
92	Industrial_ & Institutional,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure		Yes	Because the roads are to narrow so by them being wider that gives more space to the cars and bikes and walkers	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
93	Old_Town,Downtown,San_Gabriel	Yes		No	Bikes would be going too fast across bridge for walkers safety	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
94	Northern_Gateway	Not sure		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
95	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes		Yes		Aesthetics,Safety,Walkability,Traffic_congestion,Development,Accessibility,Bikeability	
96	Downtown	Not sure	I don't bike or walk around town. Only walk in downtown area during festivals, market days,etc	Not Sure	The trails along San Gabriel are shared by walkers & cyclists. They seem to work fine	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	I walk downtown during events only. I can see where golf cart/bikes could help around downtown
97	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure	I don't walk/bike,just drive	Not Sure	Safety Concerns	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
98	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No		Yes		Traffic_congestion,Safety,Development,Walkability,Aesthetics,Accessibility,Bikeability	
99	Old_Town,Downtown	Yes		Not Sure		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	Fast traffic and narrow roadways in some downtown areas
100	Old_Town,Downtown,San_Gabriel	No	Bad survey, don't bike at all but no question for that and don't walk these areas - drive	No	Na	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	Too many trucks which slow nor
101	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No		Not Sure		Safety,Accessibility,Aesthetics,Traffic_congestion,Walkability,Bikeability,Development	
102	Southern_Gateway,Old_Town,Downtown	Not sure		No		Safety,Traffic_congestion,Accessibility,Development,Aesthetics,Walkability,Bikeability	
103	Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Cars run red lights	No	Bicyclists should have their own lane	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
104	Downtown	No	Too much congestion	No	Don't California Texas	Traffic_congestion,Safety,Development,Accessibility,Aesthetics,Walkability,Bikeability	Too much traffic
105	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	Volume of traffic, speed of traffic, lack of crosswalks and sidewalks in certain parts, and lighting.	Yes	Seen it successfully implemented in Alexandria/Arlington, VA outside DC as well as in multiple cities in Europe.	Traffic_congestion,Walkability,Safety,Aesthetics,Bikeability,Development,Accessibility	
106	Downtown,San_Gabriel	Yes	I do feel comfortable walking but with the growing population more vehicles will be on the streets and more pedestrians shall use the sidewalks. Extending sidewalks and adding bike lanes will be advantageous. Along with alternative routes for traffic to take during congested hours.	Yes	I would so long as the lanes are marked. Would be concerned for folk unaware of their surroundings.	Aesthetics,Walkability,Bikeability,Traffic_congestion,Safety,Accessibility,Development	
107	Industrial_ & Institutional,Old_Town,Downtown	No	Too much traffic!	Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	

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108	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes		Yes		Safety,Walkability,Traffic_congestion,Bikeability,Accessibility,Aesthetics,Development	
109	Downtown,San_Gabriel,Northern_Gateway	Yes	Most of the time, yes, but with the huge influx of people over the last couple of years, it has gotten so busy. I've seen several near-misses of drivers not paying attention to pedestrians.	No	My experience on those in other places is that bicyclists generally want to be going fast. Not a good idea to mix them with pedestrians.	Traffic_congestion,Safety,Development,Walkability,Aesthetics,Accessibility,Bikeability	
110	Downtown,San_Gabriel,Northern_Gateway	No		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
111	Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	Crossings with stoplights are too far apart	Yes	I would hope that the path could have a designated bicycle lane.	Walkability,Safety,Traffic_congestion,Bikeability,Aesthetics,Development,Accessibility	
112	Downtown,San_Gabriel	Not sure				Traffic_congestion,Safety,Development,Walkability,Bikeability,Aesthetics,Accessibility	
113	Downtown,San_Gabriel	Yes	Crosswalks and signals.	No	I would if there were marked separate lanes for bicylists and pedestrians.	Safety,Walkability,Traffic_congestion,Aesthetics,Development,Accessibility,Bikeability	Making sure that accessibility is easy to navigate for wheelchars, walkers, and strollers.
114	Downtown	Yes				Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
115	Old_Town,Downtown,San_Gabriel	No	People don't want to get stuck sitting through multiple red lights so they speed up to make it on yellow or run it on red.	No	The bicyclist I have encountered seem to have a sense of entitlement towards others. Like everyone should yield to them and they ALWAYS have the right of way.	Safety,Walkability,Accessibility,Traffic_congestion,Aesthetics,Development,Bikeability	The traffic and congestion you have to go through just to get downtown and the ability to even find a parking spot is extremely difficult.
116	Industrial_&Institutional,Old_Town,Downtown,San_Gabriel	No	No designated bike lanes, few sidewalks, dangerous drivers who don't watch for pedestrians and regularly run red lights. I would bike and walk more often if the city had more bike lanes and sidewalks to make it safer for pedestrians and if the city policed and ticketed bad drivers	No	I want bike lanes and sidewalks but sharing can be dangerous as bikes often go faster than pedestrians. People who choose to bike to commute to work need a separate bike lane so they can go faster	Traffic_congestion,Safety,Bikeability,Walkability,Accessibility,Aesthetics,Development	I don't understand how someone in a wheelchair can move around Georgetown. There a few sidewalks and the sidewalks we do have are cracked, have potholes and/or don't have ramps
117	Downtown	No		Yes		Aesthetics,Safety,Traffic_congestion,Walkability,Bikeability,Development,Accessibility	
118	Industrial_&Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	I would not ever walk or bike on Austin and Williams. These are main arteries for our city that people use primarily in a motor vehicle. I believe we will be wasting tax payer dollars on walking and biking solutions.	No	The distance between the areas you are looking to make improvements is vast to think that walking and biking solutions are the answer to our traffic issues is ridiculous! I hope the money we are spending isn't for these types of answers	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	I have traffic congestion concerns currently there are 6 arteries that cross from West Georgetown into East Georgetown or vice versa these are main travel areas for people trying to move around Georgetown adding bike lanes and sidewalks here will only congest these areas more. We need light synchronization from 7:00 am to 7:00 that works along Williams and all crossing arteries from West to east Georgetown
119	Old_Town,Downtown	Not sure		Not Sure		Traffic_congestion,Safety,Walkability,Aesthetics,Bikeability,Development,Accessibility	
120	Old_Town,Downtown	Not sure		Not Sure		Traffic_congestion,Safety,Walkability,Aesthetics,Bikeability,Development,Accessibility	
121	Industrial_&Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	traffic and speed	No	A different method is needed especially on bridges , roundabouts and intersections.	Traffic_congestion,Safety,Accessibility,Development,Walkability,Bikeability,Aesthetics	traffic volume overall is an issue then the speed that everyone drives. walking or biking in any of these areas is a concern. pehaps use alternate safer routes for walking and biking.
122	Industrial_&Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	There are no bike lanes, and traffic has a current disregard for pedestrian and/or bike safety. Current vehicular traffic moves way to fast... well beyond posted speed limits through Old Town. Pedestrian experience is best/safest in Downtown around the square, but lacks significantly everywhere else.	Yes	Separating bikes and pedestrian movements is often preferred, but understanding that a shared use path is at times needed given site constraints.	Walkability,Safety,Aesthetics,Bikeability,Accessibility,Development,Traffic_congestion	
123	Industrial_&Institutional	Not sure		Not Sure		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
124	Industrial_&Institutional	Not sure		Not Sure		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
125	Downtown,San_Gabriel	Not sure	I only walk on Austin Ave. in the downtown area. I don't know what walking on other areas is like.	Not Sure	Depends on how wide it is. If it's 8 ft or so, I'm okay with that.	Development,Safety,Aesthetics,Traffic_congestion,Walkability,Bikeability,Accessibility	I'm not sure I have any real suggestions for improving accessibility. And, I'm assuming that that term refers to disabled people being able to participate, move around, enter buildings, etc. I think most places/governments are already cognizant of the modifications that would enable that, and are implementing them with a deliberate plan and timeline.
126	Downtown,San_Gabriel,Northern_Gateway	Yes		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
127	Old_Town,Downtown,San_Gabriel	Not sure	sometimes. Down by the square is usually ok, but I have almost been hit several times in the crosswalk by drivers turning onto 7th or 8th from Austin Ave	Not Sure	As long as both bicyclists and pedestrians were actually paying attention to each other!	Walkability,Safety,Traffic_congestion,Accessibility,Bikeability,Aesthetics,Development	Sidewalks and crosswalks are NOT wheelchair or walker friendly.
128	Industrial_&Institutional,Downtown,San_Gabriel	Not sure	I don't bike. Rarely walk across Austin Ave.	No	I don't believe that pedestrians and bicyclists should share same path because it can be source of accidents and contribute to rude behavior on the part of all on the path.	Traffic_congestion,Walkability,Safety,Aesthetics,Development,Bikeability,Accessibility	
129	Industrial_&Institutional	Yes	Test	No	test	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
130	Industrial_&Institutional	Not sure				Walkability,Safety,Traffic_congestion,Bikeability,Aesthetics,Development,Accessibility	

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131	San_Gabriel,Northern_Gateway	Not sure	Walking yes, biking no.	Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
132	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Because it's a dangerous stroad with high speed cars and no protected separate bike lanes. If it was safe or had the density to support it, you should be able to go outside and see hikers and bikers there. Go count. You will probably see 1000 cars before you see 1 biker. Means you don't have the density / infrastructure and you just have a stroad	No	It's an improvement but it's still prioritizing moving cars not people. Reduce the priority of car infrastructure. This is not an avenue to go through town. It should only be one to go TO town. I35 can be used for people going through. This should have mixed use dense housing alongside it the entire avenue with street parking replacing one car lane, and separate protected bike paths replacing another. The speed limit should be lowered to 20 and trees should be planted the entirety of the path. It's not rocket science	Bikeability,Walkability,Safety,Aesthetics,Development,Accessibility,Traffic_congestion	It won't be accessible until you stop prioritizing cars and you institute form based and mixed use zoning. It's really that simple.
133	Old_Town,Downtown	No		Not Sure		Traffic_congestion,Safety,Development,Walkability,Bikeability,Aesthetics,Accessibility	
134	Downtown,San_Gabriel,Northern_Gateway	Not sure	Traffic racing too fast at times and running red lights	Yes		Safety,Traffic_congestion,Walkability,Aesthetics,Bikeability,Development,Accessibility	
135	Industrial_&_Institutional,Southern_Gateway,Old_Town	No	Too much traffic that doesn't yield to walkers	Not Sure	Sometimes bicycles don't communicate to walkers when they come up behind	Traffic_congestion,Safety,Walkability,Aesthetics,Development,Accessibility,Bikeability	
136	Old_Town,Downtown	No	Speed limits are not enforced and there are long stretches without crosswalks, etc.	No	Bicyclists do not give pedestrians a wide berth when passing on most trails and there is the potential for serious injury to a pedestrian if they are hit by a bicyclist. The only way a shared path is safe is if there are designated walking lanes and biking lanes.	Safety,Traffic_congestion,Walkability,Aesthetics,Development,Accessibility,Bikeability	Businesses need to be accessible without creating unsafe traffic situations. Need turn lanes, lights, etc.
137	Industrial_&_Institutional,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No		No	Too much traffic distraction	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
138	Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	Cars don't stop for pedestrians, drive right past while you're crossing.	No	On a busy street I'd rather walk on a sidewalk; unless there was a substantial buffer I would only use shared use paths away from main roads.	Safety,Walkability,Bikeability,Development,Traffic_congestion,Aesthetics,Accessibility	
139	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	The sidewalks are too narrow and broken up, and there is no protected bike lane	Yes	As long as it is separated from car traffic, I would love to have a wide shared-use path.	Bikeability,Walkability,Safety,Traffic_congestion,Aesthetics,Development,Accessibility	
140	Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure	Didn't do either	Not Sure	Don't do either	Traffic_congestion,Development,Safety,Aesthetics,Walkability,Bikeability,Accessibility	
141	Northern_Gateway	No		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
142	Downtown,San_Gabriel,Northern_Gateway	No	It's not at all safe for pedestrians or bicyclists, the way it is now. I'd love to be able to bike downtown but I refuse to bike on Austin Ave. There are no proper bike lanes, the sidewalks are very narrow and are directly next to the traffic speeding by. Crosswalks are inadequate (except in the Downtown traffic light intersections which are good).	Yes	As long as it's wide enough, the bikes would be able to safely pass pedestrians. Trails are made like this all the time.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Accessibility,Development	
143	Downtown,San_Gabriel,Northern_Gateway	No	excess traffic and too much speeding	Yes	It's time to accommodate bicyclist	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
144	San_Gabriel	Not sure		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
145	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
146	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	Just getting there
147	Downtown	No	Cars don't actually stop at the lights.	Not Sure		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
148	Industrial_&_Institutional,Downtown,San_Gabriel,Northern_Gateway	No	Most drivers do not prioritize safety of anyone.	Not Sure	Depends on if the bicyclists actually follow safety rules.	Safety,Traffic_congestion,Walkability,Accessibility,Development,Aesthetics,Bikeability	Put in medians to prevent unsafe left turns/merges across multiple lanes of traffic.
149	Industrial_&_Institutional,Old_Town	Not sure	Don't walk or bicycle	Not Sure		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
150	Industrial_&_Institutional,San_Gabriel,Northern_Gateway	Yes		No	I'm not confident that motor vehicles will yield right of way to bicyclists or pedestrians in a wide shared-use path.	Traffic_congestion,Safety,Aesthetics,Walkability,Development,Bikeability,Accessibility	
151	Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure	I haven't considered that before. There are other places I go when I want to bike, like parks.	Yes	It's not my type of program, but sure.	Traffic_congestion,Aesthetics,Development,Safety,Walkability,Bikeability,Accessibility	
152	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	Not sure	In town I do, not anywhere else	Yes		Safety,Walkability,Accessibility,Traffic_congestion,Bikeability,Aesthetics,Development	
153	San_Gabriel,Northern_Gateway	No		Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
154	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Lack of bike lanes	Yes		Safety,Walkability,Bikeability,Traffic_congestion,Aesthetics,Development,Accessibility	
155	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	No bicycle lanes, drivers exceeding speed limit.	Yes		Safety,Traffic_congestion,Bikeability,Walkability,Aesthetics,Development,Accessibility	
156	Downtown,San_Gabriel,Northern_Gateway	Yes	I feel comfortable crossing Austin where there is a stop light to control traffic.	Not Sure	I would use the path if it is a "protected" path, meaning a physical barrier between the path and Austin Ave.	Traffic_congestion,Safety,Aesthetics,Walkability,Development,Accessibility,Bikeability	
157	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Lack of safe dedicated bike lanes separated from traffic	Yes	As long as it's separated from traffic with lanes marked for cyclists and for walkers, it would be ideal	Bikeability,Walkability,Safety,Aesthetics,Development,Traffic_congestion,Accessibility	It's needed everywhere in town
158	Industrial_&_Institutional,Old_Town,Downtown,San_Gabriel	No		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
159	Downtown	Not sure	I don't bike or walk, but driving across Austin is sometimes challenging not at a lighted intersection.	No	Bicyclists impede on the flow of automobile traffic. If you must, please have a protected path for cyclists with a curb to separate the bike lane.	Traffic_congestion,Aesthetics,Development,Safety,Walkability,Bikeability,Accessibility	Lack of parking. Large trucks stick out into the road on side streets (diagonal spots)
160	Downtown,San_Gabriel	No		Yes		Walkability,Aesthetics,Development,Traffic_congestion,Bikeability,Safety,Accessibility	

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161	Industrial_ & Institutional,Southern_Gateway,Downtown,San_Gabriel,Northern_Gateway	No	Few designated crosswalks, sped of traffic, bad drivers, unconnected sidewalks/paths	Yes	As long as bike lane was marked well for bikes only to keep bikes out of pedestrian walkway	Safety,Traffic_congestion,Walkability,Development,Bikeability,Aesthetics,Accessibility	
162	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	People drive carelessly or too fast.	Yes		Traffic_congestion,Development,Safety,Accessibility,Walkability,Aesthetics,Bikeability	
163	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	Outside of downtown (7th and 8th Streets), there are not really safe places to cross Austin Avenue. Also, there are sidewalk gaps or in the case of the bridges over San Gabriel River, the sidewalks are dangerously narrow. Near San Gabriel Park the street is very wide and there just isn't a good way to cross. It could be a very pedestrian-friendly corridor, but it's just not designed that way today.	Yes	It's done in other places and works well. We don't need dedicated lanes for bikes.	Walkability,Safety,Traffic_congestion,Accessibility,Aesthetics,Bikeability,Development	It would be dangerous for some people to navigate Austin Avenue without a car due to the configuration of the road and crosswalks, and the topography.
164	Industrial_ & Institutional,Downtown,San_Gabriel	Not sure	I don't regularly bike/walk across this bridge.	Not Sure	I don't often use a bike/walk here.	Traffic_congestion,Development,Accessibility,Safety,Walkability,Aesthetics,Bikeability	Being able to access businesses due to traffic and parking.
165	Old_Town,Downtown,Northern_Gateway	No		Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
166	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes	I feel generally safe, but walking or biking always relies on how aware drivers are in the area. It may be that some intersection signal/signage could aid in keeping walkers and bike riders safer.	Yes	I think this would be safe and it would be a good idea to clearly mark the path to direct walkers to one side of the path.	Safety,Accessibility,Aesthetics,Traffic_congestion,Walkability,Bikeability,Development	As the City improves the sidewalks and walking paths they should be made accessible for those with disabilities and designed to avoid potential fall/trip hazards. We have a large older population that would benefit from smooth surfaces and curbs and steps that are marked with contrasting patterns, materials or colors to clearly indicate the different steps. This could be done in a creative, beautiful way. It would be great if we had a family restroom option for visitors to downtown, I am not aware of one now. This option would allow families to assist their children, seniors, or disabled family members in an appropriate and dignified way. Downtown Marble Falls has a good example of this type of outdoor restroom.
167	Old_Town,Downtown,Northern_Gateway	No		Not Sure		Traffic_congestion,Development,Aesthetics,Accessibility,Safety,Walkability,Bikeability	
168	Old_Town,Downtown,San_Gabriel	Not sure	Need more side walks Cross walks Cross walk lights Bike lanes Bike racks I think vehicles should not be allowed to drive through square	Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
169	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	It is clear that this roadway was developed in an era when bicycles were not considered a mode of transportation that could be used for getting from one side of town to the other. There are sections that have attempted to make it safer for pedestrians and cyclist but these efforts are mostly constrained to san gabriel park and downtown. The majority of Austin Ave. is a dangerous place for bicycles.	Yes	This would be fantastic! I think there would need to be plentiful signage to let the pedestrians know that it is indeed meant to be shared with cyclists. Perhaps waymarking that included images of bicycles and pedestrians so it was very clear for all. I'd even support individual lanes for all users. It would be my hope that people would respect the shared use intention but have had issues in the past with people assuming bicycles are not meant to be on the shared pathways.	Safety,Bikeability,Walkability,Accessibility,Traffic_congestion,Aesthetics,Development	Individuals with mobility challenges should be considered in the design work.
170	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	Cars don't see you or stop	Yes		Traffic_congestion,Safety,Aesthetics,Development,Walkability,Bikeability,Accessibility	
171	Industrial_ & Institutional,Southern_Gateway,Old_Town,San_Gabriel	Not sure		Not Sure		Traffic_congestion,Development,Safety,Walkability,Bikeability,Aesthetics,Accessibility	
172	Downtown,San_Gabriel,Northern_Gateway	Yes	Not applicable	Yes	Not applicable	Development,Aesthetics,Traffic_congestion,Walkability,Safety,Accessibility,Bikeability	None
173	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure		Yes		Traffic_congestion,Aesthetics,Development,Accessibility,Safety,Walkability,Bikeability	
174	Old_Town,Downtown,San_Gabriel	No	Just not a bike friendly town at all. Moved here from Tucson. 150 miles of bike trails to ride my ebike on as a senior. Bike in garage. Haven't found a place safe enough to ride Sun City/Georgetown. Usually we would ride one weekend day for 40-50 miles	Yes	Just needs to be wide enough. And allow battery operated bikes.	Bikeability,Safety,Traffic_congestion,Walkability,Aesthetics,Development,Accessibility	
175	Southern_Gateway,Old_Town,Downtown	Not sure	Certain times of the week, the traffic is so heavy. I am not all that secure crossing with the lights at crosswalks.	Yes	I would feel more secure using a shared path with bicycles.	Safety,Traffic_congestion,Aesthetics,Development,Accessibility,Walkability,Bikeability	
176	Downtown	Yes	Crosswalks are clearly marked and traffic lights are operational.	Yes	Additional ares for pedestrians would be a plus.	Accessibility,Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development	Accessible sidewalks or paths are not walker or wheelchair friendly.
177	Old_Town,Downtown	Yes		No		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
178	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Traffic is insane. Lights don't last long. Crosswalks don't all have flashing lights and signs. Folks don't pay attention to crosswalks anyway. Simply not safe to walk or bike .	No	One or the other can create issues. A mom stops w her stroller to get something for her child. A nike doesn't realize she's stopped and bam.. or folks will do ugly things to cause damage to bikes. We've seen in other areas rocks/glass scattered to cause trouble. We don't need more trouble. The town has exploded and will die eventually because of the overgrowth.	Safety,Traffic_congestion,Development,Walkability,Bikeability,Accessibility,Aesthetics	Sidewalks need to be wide, Clear and have unbroken ramps for bikes, Strollers, Handicapped.
179	Industrial_ & Institutional,Downtown,Northern_Gateway	Yes		Yes		Walkability,Safety,Accessibility,Aesthetics,Traffic_congestion,Development,Bikeability	
180	Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	To much traffic	Yes		Safety,Development,Traffic_congestion,Bikeability,Walkability,Aesthetics,Accessibility	

	P	Q	R	S	T	U	V
1	Which subareas do you regularly visit?	Do you feel comfortable walking or biking across Austin Avenue now?	Why or why not?	Would you feel comfortable using a wide shared-use path that is shared with bicyclists and pedestrians?	Why or why not?	Please rate your concerns along Austin Avenue?	Please explain Accessibility concern
181	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes	At the appropriate stoplights I feel comfortable crossing - the only exception is the crosswalk at 16th.	Yes		Safety,Walkability,Aesthetics,Traffic_congestion,Bikeability,Development,Accessibility	
182	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Sidewalks narrow or no sidewalks, fast cars	Yes		Traffic_congestion,Safety,Walkability,Aesthetics,Development,Accessibility,Bikeability	
183	Old_Town,Downtown,San_Gabriel	No	Too busy	Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
184	Old_Town,Downtown,San_Gabriel	Yes		Yes		Traffic_congestion,Safety,Development,Walkability,Bikeability,Aesthetics,Accessibility	
185	Downtown,San_Gabriel,Northern_Gateway	Not sure	Dont bike or walk. Dont take up auto space to check off a box.	Not Sure	Dont want one	Traffic_congestion,Safety,Aesthetics,Walkability,Bikeability,Development,Accessibility	Not one
186	Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	Cars don't stop for pedestrians	Yes		Safety,Aesthetics,Development,Walkability,Bikeability,Traffic_congestion,Accessibility	
187	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	There is way too much traffic for that.	Yes	Cuz they're separated from the road, making it far better/safer for anyone using it.	Aesthetics,Development,Safety,Traffic_congestion,Walkability,Accessibility,Bikeability	Not going to lie. I don't really know what that means in this context. Soo your guess is as good as mine.
188	Downtown,San_Gabriel	Yes		Yes		Safety,Aesthetics,Walkability,Bikeability,Development,Traffic_congestion,Accessibility	
189	Southern_Gateway,Old_Town,Downtown	No	The traffic especially downtown with cars turning, distracted from sightseeing, and regularly cars speeding to show off. The time for cars and pedestrians to cross safely isn't long enough.	Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	Only wider sidewalks for pedestrians and/or seating and tables for shop owners.
190	Industrial_&_Institutional,Southern_Gateway,Downtown,San_Gabriel,Northern_Gateway	No	Not enough sidewalks. Too many potholes and bumps.	No		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
191	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	Too much traffic. No protected left turns.	No	Too much traffic and not enough traffic signals.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
192	Industrial_&_Institutional,Northern_Gateway	No		Yes		Traffic_congestion,Safety,Aesthetics,Walkability,Development,Accessibility,Bikeability	
193	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No		Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
194	Industrial_&_Institutional,Downtown,San_Gabriel	Not sure		Not Sure	I have little kids so it would depend on if I felt it was safe enough to take my kids on!	Aesthetics,Safety,Traffic_congestion,Walkability,Bikeability,Development,Accessibility	Na
195	Downtown,San_Gabriel	No	Sidewalks are too close to the busy roads	Yes	Don't suspect there would be high bicycle traffkc	Traffic_congestion,Safety,Walkability,Development,Aesthetics,Bikeability,Accessibility	
196	Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes	Generally feels safe, except crossing Austin Ave at 7th & 8th Streets - too many teenagers revving engines to show off, and no police enforcement for t.	Yes	Don't need to waste money on separate paths/trail for bikes and walkers.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
197	Old_Town,San_Gabriel	No	People drive too fast	No	Bicyclists think they own the road	Traffic_congestion,Safety,Development,Aesthetics,Walkability,Bikeability,Accessibility	
198	Old_Town,Downtown,San_Gabriel	Not sure	Lack of left turn signals makes it hard for pedestrians because drivers don't always wait for them to cross.	Yes		Bikeability,Safety,Traffic_congestion,Walkability,Aesthetics,Development,Accessibility	
199	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No		No	Congestion needs to be addressed. Sharing with bicycles would be dangerous.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
200	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes	I only use crosswalks and I always wait to make sure traffic comes to a stop before crossing.	No	Bicyclist could easily "sneak up on you" and you not hear them. Many are not courteous to walkers.	Traffic_congestion,Safety,Walkability,Aesthetics,Bikeability,Development,Accessibility	
201	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Too much speeding traffic	No	bicyclists and pedestrians are separate modes of travel. Do not want to be "run over."	Safety,Traffic_congestion,Aesthetics,Walkability,Development,Bikeability,Accessibility	
202	Industrial_&_Institutional,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	It is not safe to ride a bike in the street, even if lanes are present. Too much debris and interaction with cars and trucks. We need shared paths where possible, and keep pedestrians and cyclists off of busy streets, unless that is their destination.	Yes	Yes! That is preferred! I would ride everywhere if it was safe.	Safety,Bikeability,Walkability,Aesthetics,Traffic_congestion,Development,Accessibility	
203	Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes	Yes, but speed limits need to be lowered and better cross walk signage is needed. When I am traveling (Driving & Walking) on Austin Ave (Downtown) there are lots of drivers speeding and driving recklessly.	Not Sure	Unsure what you mean by wide shared-use path?	Safety,Walkability,Aesthetics,Traffic_congestion,Development,Bikeability,Accessibility	Parking concerns
204	Industrial_&_Institutional,Old_Town,Downtown	Yes		No	Bicyclists have a tendency to take over those kinds of paths and I have been nearly hit by them several times when I lived in Austin. They don't share well.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	It was just the one thing I was least worried about.
205	Old_Town,Downtown,San_Gabriel	No	People don't stop for pedestrians several streets don't have sidewalks when you get to the other side	Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
206	Southern_Gateway,Old_Town,Downtown	Yes	Generally only cross Austin Ave in downtown. The experience is easier and safer than most other downtown area crossings I have encountered. I assume this is due to the small population driving the road on most days.	No	The last thing I want, as a non-cyclist, is to ensure an increase in bicycle use in the pedestrian-centered downtown area.	Traffic_congestion,Safety,Aesthetics,Walkability,Development,Accessibility,Bikeability	
207	Industrial_&_Institutional,Southern_Gateway,Downtown,San_Gabriel,Northern_Gateway	Not sure		No		Traffic_congestion,Safety,Development,Walkability,Aesthetics,Bikeability,Accessibility	
208	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes		No		Traffic_congestion,Development,Walkability,Safety,Bikeability,Aesthetics,Accessibility	

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209	Southern_Gateway,Downtown,Northern_Gateway	No	Too much fast traffic and poor or no sidewalk availability in many places.	No	Too much fast traffic.	Traffic_congestion,Safety,Accessibility,Walkability,Development,Bikeability,Aesthetics	Lack of sidewalks in many places.
210	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown	No	It is narrow and very busy.	Yes	I would love access to the parks and trails via Austin Avenue	Bikeability,Walkability,Safety,Traffic_congestion,Aesthetics,Development,Accessibility	
211	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure		Not Sure		Traffic_congestion,Aesthetics,Development,Walkability,Safety,Accessibility,Bikeability	Parking
212	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	I don't do either up and down Austin Avenue, except walking across Austin Avenue around the square, which is controlled by pedestrian crossing lights. I have no issues with crossing the streets at the square.	No	Needs to be separate pedestrians on sidewalk; cyclists in cycling lane on the street.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
213	Industrial_&_Institutional,Old_Town,Downtown	No	Pedestrian crosswalks not safe. Need ped activated walk lights.	Not Sure		Safety,Traffic_congestion,Walkability,Accessibility,Development,Aesthetics,Bikeability	
214	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	Traffic! Too many cars using Austin Ave without slowing or being aware. Even in Down Town, on the Square, I check before using protected crosswalks.	Not Sure	From experience in old East Dallas, bicyclists tended to be less courteous to pedestrian traffic.	Safety,Walkability,Development,Bikeability,Aesthetics,Traffic_congestion,Accessibility	
215	Industrial_&_Institutional,Downtown,San_Gabriel	Not sure		Not Sure		Traffic_congestion,Safety,Development,Walkability,Bikeability,Aesthetics,Accessibility	
216	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown	Yes		Not Sure	It would depend on how wide the walkway would be. I could see it being just too small for a bike rider to safely stay away from a pedestrian.	Traffic_congestion,Safety,Aesthetics,Development,Walkability,Bikeability,Accessibility	
217	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Traffic congestion	Yes	A wide lane dedicated (and engorced) to bicycles and pedestrians would clearly help with safety.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
218	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	It is not safe. Roads are not in best quality, need longer turn lanes or turn lanes period. Need sidewalks for pedestrians, major speeding problem everywhere. Roads are narrow.	No	There will be more pedestrian accidents.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
219	Industrial_&_Institutional,Downtown,San_Gabriel,Northern_Gateway	No		No		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
220	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure	N/A for my use of Austin Avenue, as I usually am driving. However, if I go downtown, I use crosswalks, etc.	No	Not sure if I understand the suggestion here, but bike paths next to heavily traveled roads are a menace! The road is already too small for the amount of traffic that travels through downtown Georgetown. Limiting it even more for a bike path when we already have sidewalks is a ridiculous waste of money. Fix the sidewalks, and make those wider to accommodate both bikers and walkers!	Traffic_congestion,Safety,Aesthetics,Development,Accessibility,Walkability,Bikeability	Downtown parking is difficult. Too many buildings, not enough parking.
221	Downtown,San_Gabriel	Yes		Yes		Traffic_congestion,Development,Safety,Walkability,Bikeability,Accessibility,Aesthetics	
222	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes	When I'm walking it's in the downtown area. It's very safe to cross at all the lights. I usually cross all around the square. I also park off the square and use crosswalks at intersections without lights and all the drivers are very cautious. No issues at all.	Not Sure	I'd be concerned about cyclists around walkers, as I am equally concerned about cyclists on roads. To many varying speeds and things to lookout for.	Development,Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Accessibility	The survey isn't working properly. It only lets you choose #1 and will not let you alter the rest. 1 Development 2 Aesthetics 3 Accessibility (being able to get to and enjoy the downtown area easily) (Also, the congestion with Costco up by the high school and Benold. 4 walkability 5 traffic congestion 6 safety 7 Bikeability
223	Old_Town,Downtown,San_Gabriel	Yes		Yes		Safety,Aesthetics,Walkability,Bikeability,Traffic_congestion,Development,Accessibility	
224	Downtown,San_Gabriel,Northern_Gateway	No		Not Sure		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	This question did not let me do anything other than select the number 1 concern/priority
225	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes	I have no need to cross Austin Ave until I get to the Square.	Not Sure	Walking and riding occur at two different speeds.	Aesthetics,Safety,Accessibility,Development,Traffic_congestion,Walkability,Bikeability	Make sure that there are curb cuts at every corner for strollers and wheelchairs. I also like lighted crosswalks.
226	Southern_Gateway,Old_Town,San_Gabriel	Not sure		Not Sure		Safety,Traffic_congestion,Aesthetics,Development,Accessibility,Walkability,Bikeability	
227	Downtown,San_Gabriel,Northern_Gateway	No	Not enough protected crossings	Yes	Bikers seem to pay more attention to their surroundings and would be able to navigate safely with walkers	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
228	Industrial_&_Institutional,Downtown,San_Gabriel	No		Yes		Safety,Bikeability,Walkability,Accessibility,Traffic_congestion,Development,Aesthetics	
229	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Not sure		Yes		Safety,Development,Traffic_congestion,Aesthetics,Accessibility,Walkability,Bikeability	All areas need to be safely accessible to all people.

	P	Q	R	S	T	U	V
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230	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Lack of crosswalks, signs, and pavement markings	Yes	Go back and listen to Randall Arendt and More Winter on how less is more	Safety,Aesthetics,Walkability,Bikeability,Development,Traffic_congestion,Accessibility	Need ADA sidewalks and ramps around Downtown Georgetown Square plus remove tripping hazards
231	Old_Town,Downtown	No		No		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	The above grading system doesn't work. Congestion is my highest concern with aesthetics second. Too much development third.
232	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Visibility because of hill, traffic speed, lack of marked crosswalks, lack of speed control	Yes	Depending on how well-marked the crossing is, and how well enforced, I would feel comfortable.	Traffic_congestion,Safety,Aesthetics,Development,Walkability,Accessibility,Bikeability	If there were more shade trees and benches, especially after crossing the rivers, it would be more walkable.
233	Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	I would not consider walking or biking due to distance from my own home but also lack of sidewalks/shoulders in some areas and the speed of traffic	Yes	This is a good solution and a better one would be to have two paths (maybe narrower) to allow separation of pedestrian and bike traffic--ideally two way on one side of the road.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
234	Downtown,San_Gabriel,Northern_Gateway	Not sure	I never bike on or across Austin Avenue.	Not Sure	Mobility in Georgetown is going from bad to worse. The vast majority of traffic is by automobile. It is not equitable to spend taxpayer dollars for construction of bicycle lanes and elimination of automobile lanes.	Safety,Traffic_congestion,Aesthetics,Walkability,Development,Bikeability,Accessibility	
235	Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Walking/Bike path across Austin Ave Bridges is not safe.	Yes		Safety,Walkability,Bikeability,Traffic_congestion,Aesthetics,Development,Accessibility	
236	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	Lack of sidewalks. Exiting Pleasant Valley neighborhood to walk to Austin Ave. lacks sidewalks to connect from Technical Dr. to Austin Ave. on the West side & to get to East/other side means crossing 4 traffic lanes traveling at 50mph! For exercise walks, walking from FM1460 to Southeast Inner Loop to Austin Ave is unsafe because Austin Ave. lacks sidewalks at that section.	Yes	We enjoy both biking and walking and am comfortable doing either on same path. Could suggest adding lines to a wide shared-use path to indicate one side for bikers & other side for walkers/joggers for those having concerns sharing.	Walkability,Safety,Bikeability,Accessibility,Traffic_congestion,Aesthetics,Development	I am understanding accessibility to be for handicapped access. If no sidewalks and crossing 50 mph 4 lanes of traffic, then not handicapped accessible either.
237	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	Not sure	If crossing on foot I am always watching for cars that might run the traffic lights	Not Sure	Don't know enough about it	Development,Safety,Traffic_congestion,Walkability,Aesthetics,Accessibility,Bikeability	
238	Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	There are some sections, mainly outside of downtown, that are not super, safely walkable. There is also no real safe way to ride bicycles along the entire corridor in my opinion	Yes	A wide path with a designated bike lane would be great. I believe that it is better from a safety perspective to separate bicycles from the road for cars, but we also need to have a separate space from pedestrians. Ideally, the shared path would not only have a designated bike lane, but the bike lane would be "off curb" to really emphasize to pedestrians to stay out of the bike path	Bikeability,Safety,Walkability,Aesthetics,Development,Traffic_congestion,Accessibility	
239	Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure	Too congested with traffic and short lights so people rushing to get through. Need to synchronize the lights west to east for smoother traffic flow so people dont need to take side streets to get around slow downs. Please	No	Already do this on the trail from San Gabriel Park to Country Club road....hold breath and move to the right for bikers only when aware they are coming up behind. The majority give a warning toot or shout. Would be hazardous to add vehicles...ex. Austin Ave, Hwy 29 aka University,	Traffic_congestion,Safety,Accessibility,Development,Walkability,Bikeability,Aesthetics	Omgosh....impossible when any happenings on the square. Georgetown too small to handle Poppy Fest crowds etc. Parking is atrocious. Was late getting back to work with traffic backed up on Wms Drive over pass, so took downtown and got stuck on Scenic after side stepping from Austin Ave. Need to put these festivals somewhere more open, parking availability, etc. Or split it up even more. Kid foods, animals, shows, etc held at San Gab Park. Shopping around the square, adult beverages and foods set up, bands and street dancing, etc. Also have Garry Park, McMasters Fields, old food park by KFC behind car wash, etc...
240	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No		Yes		Safety,Traffic_congestion,Development,Aesthetics,Accessibility,Walkability,Bikeability	
241	Industrial_ & Institutional,Downtown	No	cars	Yes	ease riding and safety1	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	same
242	Downtown,San_Gabriel	No	Bicycling is an accident waiting to happen on the bridge sidewalk. Too narrow, to many distractions i.e. fast vehicles, overloaded trucks, walkers, et al.	Yes	Only if the lanes are clearly marked. Recent bicycle trail work south and east of I35 close to downtown are good examples.	Bikeability,Safety,Traffic_congestion,Walkability,Aesthetics,Development,Accessibility	
243	Downtown,San_Gabriel	No	I feel comfortable in downtown but the sidewalks are inconsistent	Yes	I would love a path especially if it connected with Williams Dr. I would bike from my house at Williams and shell	Traffic_congestion,Walkability,Bikeability,Safety,Aesthetics,Development,Accessibility	
244	Southern_Gateway,Old_Town,Downtown	Yes	I usually walk from where I've parked. I do not use a bicycle.	No	Too dangerous for the bicycles and pedestrians.	Traffic_congestion,Development,Safety,Walkability,Accessibility,Aesthetics,Bikeability	Not enough cross streets to alleviate the use for traffic.

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245	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Not enough adequate bike lanes or traffic control.	Yes	That's how New York does it, works great	Safety,Bikeability,Walkability,Traffic_congestion,Aesthetics,Development,Accessibility	Not concerned about accessibility, there are a number of ways to access Austin Ave at different points
246	Old_Town,Downtown,San_Gabriel	Not sure	Depends on the time of day and events occurring nearby.	Yes	I am used to using this in other communities and never had an issue.	Traffic_congestion,Walkability,Safety,Aesthetics,Bikeability,Development,Accessibility	
247	Southern_Gateway,Downtown,San_Gabriel	No	traffic backup	Not Sure		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
248	Downtown,San_Gabriel,Northern_Gateway	No	Speed, vehicles do not yield to crosswalks,	Yes		Safety,Traffic_congestion,Aesthetics,Walkability,Bikeability,Development,Accessibility	
249	Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	The speed of traffic and careless driving.	Yes	Streets need to be widened to allow for cyclists and pedestrians.	Safety,Bikeability,Traffic_congestion,Walkability,Aesthetics,Development,Accessibility	There is too much development in the Georgetown area which is lowering the quality of life. When we moved to Texas in 2003, Texans liked to say we will never be California. With attracting so many tech companies without addressing infrastructure, Texas has turned into California.
250	Industrial_&Institutional,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes		No		Safety,Traffic_congestion,Walkability,Accessibility,Development,Aesthetics,Bikeability	
251	Industrial_&Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	Inconsistent sidewalks, sidewalks are not ADA compliant, very few signal or protected crossings, speeding, running red lights.	Not Sure	San Gabriel Park shared-use paths are great but some bicyclists are rude and dangerous. Proper signage of who has the right of way, how bicyclist indicate they wish to pass on the LEFT, etc. No using the sidewalk for blankets/shade tents [most common area for this is Blue Hole]	Safety,Walkability,Accessibility,Bikeability,Traffic_congestion,Development,Aesthetics	Traffic signals need to be all red for pedestrian crossing AND sufficient time for folks with mobility challenges to traverse the entire crossing before the lights begin to change. In areas the current sidewalks are right on the edge of the road with no curb which renders the sidewalk one way for safety when, for example, a wheelchair is using the sidewalk.
252	Industrial_&Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	There is too much concern and effort put into biking...take care of the cars on the road.	Not Sure	Only if it did not take away ANY lanes of car traffic	Traffic_congestion,Safety,Walkability,Aesthetics,Development,Accessibility,Bikeability	Access to businesses and services by public transportation is non-existent. Prior Geo Bus was helpful but the majority of the stops were not helpful for folks who had no other form of transportation and/or unable to walk, etc.
253	Industrial_&Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Cars traveling too fast, traffic is getting much heavier.	Yes		Traffic_congestion,Safety,Walkability,Development,Aesthetics,Bikeability,Accessibility	Not taking 3 light cycles to get through an intersection...
254	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure	Downtown area is still a problem. Too much traffic traveling too fast. I don't think everyone watches for pedestrians.	Yes	I honestly don't think there are many who use Bikes on Austin Ave. So a path with no cars would be great.	Safety,Traffic_congestion,Walkability,Development,Aesthetics,Bikeability,Accessibility	
255	Downtown,San_Gabriel,Northern_Gateway	No	Nowhere to walk safely	Yes		Safety,Traffic_congestion,Aesthetics,Walkability,Bikeability,Development,Accessibility	
256	Old_Town,Downtown,San_Gabriel	No		Not Sure		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
257	Industrial_&Institutional,Downtown,San_Gabriel,Northern_Gateway	Yes	Wide sidewalks and a low speed limit on most of the busy in town parts	No	Sidewalks should be raised. It is a mental signal to drivers NOT to go there. The curb keeps them from hitting people most of the time. We have way too many distracted drivers of all ages operating vehicles. Pedestrians should be separated from them by a railing as well.	Aesthetics,Safety,Traffic_congestion,Walkability,Bikeability,Development,Accessibility	
258	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	I feel safe only downtown between university and 8th Ave - going down the hill and after the square the sidewalks and crosswalks aren't consistent. The bridge traffic gets congested and tight. Over by William's and the rec center you can not walk safely from the shopping center to the park or cross the street yo get to BiG . I've tried.	No	Im biased. I've not had pleasant experiences with Bikers on shared walk /run paths . People don't follow the rules, no one can enforce them so I opt out	Walkability,Safety,Traffic_congestion,Accessibility,Aesthetics,Development,Bikeability	Accessibility for all - deaf, blind, non-walking, elderly - bus options
259	Industrial_&Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	There are areas where I feel safe and others where I don't. The places I do not feel safe are southern gateway (no sidewalks) and San Gabriel (areas of no sidewalks and other areas where the sidewalk is very close to street such as crossing the rivers).	Yes	Not a big fan of bicycles sharing area with pedestrians but I'd consider it better than what we have as long as it's wide.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	I believe you mean ADA? It is important but doesn't affect me personally. But I keep it in my mind.
260	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes		Yes		Traffic_congestion,Accessibility,Development,Safety,Aesthetics,Walkability,Bikeability	There is a lack of parking.
261	Downtown,San_Gabriel,Northern_Gateway	Not sure		Not Sure		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
262	Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	In some places, it's fine, particularly those with a crosswalk. But to get across Austin Ave to go to our dentist (Healthy Smiles) or to Chipotle, Harbor Freight, that area, we have to cross five lanes without a crosswalk. There really isn't an option to get across there, and constantly has only made it worse.	Yes	We share the hike and bike trails all the time, and have never had a problem. Most people are kind and try to accommodate others.	Safety,Walkability,Traffic_congestion,Bikeability,Aesthetics,Development,Accessibility	
263	San_Gabriel,Northern_Gateway	No	North of downtown there is not a safe place to cross over. Getting from the west side of AA to the park safely would be nice. Between northwest blvd and Williams.	No	Bicycles would run over you. They do on the trails already.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
264	Downtown,San_Gabriel	No		Yes		Walkability,Safety,Traffic_congestion,Bikeability,Aesthetics,Development,Accessibility	
265	San_Gabriel	No	Traffic	Yes	X	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	Safety

	P	Q	R	S	T	U	V
1	Which subareas do you regularly visit?	Do you feel comfortable walking or biking across Austin Avenue now?	Why or why not?	Would you feel comfortable using a wide shared-use path that is shared with bicyclists and pedestrians?	Why or why not?	Please rate your concerns along Austin Avenue?	Please explain Accessibility concern
266	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
267	Downtown	Not sure	Don't usually walk this area	Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
268	San_Gabriel	Yes		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
269	Industrial_ & Institutional,Old_Town,Downtown	No	Because I've had a car flip over into my yard on S Austin before, because cars drive too fast.	Yes	It would need to be in the street, not on the sidewalk	Aesthetics,Walkability,Bikeability,Safety,Traffic_congestion,Accessibility,Development	Missing/undeveloped sidewalks
270	Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure	I haven't tried biking in this area.	Not Sure	Haven't tried biking in this area.	Aesthetics,Safety,Traffic_congestion,Walkability,Bikeability,Development,Accessibility	
271	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	The road is very narrow and there isn't room for larger trucks and cars.	Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
272	Southern_Gateway,Old_Town,Downtown,San_Gabriel	No			Not enough side walks, lanes for bicycles	Bikeability,Walkability,Traffic_congestion,Aesthetics,Safety,Development,Accessibility	
273	Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Development,Aesthetics,Accessibility	
274	Old_Town,Downtown,San_Gabriel	No	-motorists travel at a high rate of speed -motorists do not yield to pedestrians in crossings -the yellow flashing crosswalks are not effective -poor street/sidewalk lighting -lack of signage signaling a neighborhood/high pedestrian traffic area/historic district/children at play -lack of sidewalks on intersecting roads creating a hazard on corners -general lack of awareness/regard/patience for pedestrians	Yes	Only with a curb separating the path from the road as an on road path may not be observed by motorists creating a danger for bicyclists and pedestrians	Walkability,Bikeability,Aesthetics,Safety,Traffic_congestion,Development,Accessibility	Sidewalk continuity
275	Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes	Traffic lights are visible and traffic not so faat	Yes		Safety,Traffic_congestion,Development,Walkability,Bikeability,Aesthetics,Accessibility	
276	Downtown,San_Gabriel	Not sure		No		Aesthetics,Safety,Traffic_congestion,Walkability,Bikeability,Development,Accessibility	
277	Old_Town,Downtown,Northern_Gateway	No		No		Safety,Traffic_congestion,Accessibility,Walkability,Aesthetics,Development,Bikeability	
278	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	People often speed, and don't stop for crosswalks.	No	Motorists would not respect it.	Traffic_congestion,Safety,Aesthetics,Development,Walkability,Accessibility,Bikeability	The parking in the downtown area on Austin Ave. is not safe for mobility-limited people who might not have handicapped tags, nor is it safe for children.
279	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes	I make sure I cross at corners with the green light.	Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
280	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes	Because I'm smart enough to cross where permitted and look both ways first.	Yes		Accessibility,Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development	Not enough handicapped parking available
281	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	Not sure	Parts of Austin Ave are very comfortable to walk on. other parts have no sidewalks, unclear sidewalks (like in front of golden chick) or no sidewalks at all Some sidewalks are too close to the cars. Light at University is hard to cross	No	The bikes would just push me into the street. Sidewalks are too narrow. Cars are not moving too fast to put bikes on street.	Walkability,Aesthetics,Development,Safety,Traffic_congestion,Bikeability,Accessibility	Wheelchair accessibility is important but beyond that I think we just need to make spaces people want to walk
282	Old_Town,Downtown,San_Gabriel	Not sure		Yes		Traffic_congestion,Safety,Accessibility,Development,Aesthetics,Walkability,Bikeability	
283	Old_Town,Downtown	Not sure	Austin avenue between 7th and 8th I feel comfortable crossing. 6th and on and 9th and on are more challenging to cross and I usually don't feel safe.	Yes	I would feel more comfortable sharing with bicyclists than cars, but I feel like I would still be concerned if people were flying through, especially if I had children with me.	Safety,Walkability,Traffic_congestion,Development,Aesthetics,Bikeability,Accessibility	
284	Industrial_ & Institutional,Southern_Gateway,Old_Town	No		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
285	Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	No bike lane or	Yes		Traffic_congestion,Safety,Walkability,Aesthetics,Development,Accessibility,Bikeability	
286	Downtown,San_Gabriel,Northern_Gateway	Yes		Yes		Traffic_congestion,Development,Safety,Walkability,Accessibility,Bikeability,Aesthetics	
287	Industrial_ & Institutional,Downtown,San_Gabriel	Not sure	I do only at the square	Yes		Traffic_congestion,Safety,Bikeability,Walkability,Aesthetics,Development,Accessibility	
288	Downtown,San_Gabriel	Not sure	Crossing Austin at Williams is concerning! A bike path parallel to but not on Austin would be good	Not Sure	Depends on design location...	Aesthetics,Safety,Traffic_congestion,Walkability,Bikeability,Development,Accessibility	None
289	Southern_Gateway,Old_Town,Downtown	Yes	Cross only at lights	No	Dangerous	Aesthetics,Safety,Traffic_congestion,Walkability,Bikeability,Development,Accessibility	
290	Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Downtown yes any other area no. Limited crosswalks.	Yes		Traffic_congestion,Development,Safety,Accessibility,Walkability,Bikeability,Aesthetics	More roads connecting 35 access rd to Austin Ave to help with congestion at Williams and Austin Ave.
291	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Other than in the town square, crossings are subject to high traffic with little protection for cyclists or pedestrians. As you move north past the San Gabriel, traffic is less but the crossing are also wider and more dangerous.	Yes	I think this is critical. Georgetown is a hub for cycling and running in the Austin Area. One of the main launch points for these activities is Berry Springs Park. The only way to get to this park is battle the traffic on either Austin or Weir roads. Austin does have a small shoulder, but this is way too narrow and covered in debris. When coming southbound there is no safe way to cross Austin.	Bikeability,Safety,Walkability,Traffic_congestion,Aesthetics,Development,Accessibility	

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292	Southern_Gateway,Old_Town,Downtown,Northern_Gateway	No		No		Traffic_congestion,Safety,Development,Walkability,Bikeability,Aesthetics,Accessibility	
293	Downtown,San_Gabriel,Northern_Gateway	No		No		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
294	Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	Vehicular traffic congestion makes it very dangerous to cross the streets on foot. I've seen near misses multiple times.	Not Sure	As long as it doesn't increase traffic congestion and backed up cars at the stop lights.	Traffic_congestion,Development,Safety,Walkability,Bikeability,Aesthetics,Accessibility	Stop lights are often backed up for several blocks, particularly the southbound lanes on Austin Avenue.
295	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure		No		Traffic_congestion,Safety,Walkability,Development,Bikeability,Aesthetics,Accessibility	
296	Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure	Only where there is a light.	Yes		Traffic_congestion,Safety,Development,Walkability,Accessibility,Aesthetics,Bikeability	I use a walker or cane. Can be slow crossing road.
297	Old_Town,Downtown	Yes	Compatible sidewalks, lights, etc.	No	I've been hit by bicyclists before, here and other cities.	Walkability,Safety,Aesthetics,Traffic_congestion,Bikeability,Development,Accessibility	
298	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	Not sure	Once traffic gets south of downtown they drive very fast. Also the areas near Leander/1460 are full of big trucks that make it hard to walk in those areas. We cross 1460 at HighTech if we can and take the back roads into downtown, but that crossing is really dangerous and needs sidewalks and a traffic light.	Not Sure	I'm not going to walk in the street. I also don't think bicycles belong on sidewalks.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
299	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No		Not Sure		Accessibility,Development,Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics	The concrete triangles installed at the driveways make it impossible to turn left into apartment complexes such as the Georgetown Square Apartments. This means you need to drive through the GHS parking lot and then turn left so you can turn right into the apartment complex.
300	Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Too much traffic and drivers that don't follow the traffic signals/speed limit	Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
301	Downtown,San_Gabriel,Northern_Gateway	No	blind corners - narrow sidewalks - I'd like to see if a study could be done or researched at the courthouse to put in crosswalks that allow people to cross diagonally , essentially where the lights are all red, do not allow right turns on red and the pedestrians can cross all directions at once. I'd also like "alternate routes" so we don't have to go to 35 to get to the other side of downtown - should be able to get around this area without using Austin Ave or I-35. having alternate routes may reduce some traffic in downtown.	No	too many intersections. And a pedestrian and a bicyclist using the shared path are traveling at two different speeds. Image driving the interstate with some cars going 75 and some going 35. Now image them all sharing one lane.	Walkability,Safety,Development,Aesthetics,Traffic_congestion,Bikeability,Accessibility	
302	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Not able to anyway but have middle-aged friends who might want to.	Not Sure	N/A	Safety,Traffic_congestion,Accessibility,Walkability,Aesthetics,Development,Bikeability	I have encountered handicapped access difficulties going to a restaurant or theater / parking, being let out , etc.
303	Downtown,Northern_Gateway	Yes		Yes		Walkability,Safety,Traffic_congestion,Bikeability,Aesthetics,Development,Accessibility	
304	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	We need better sidewalks. If we are going to have successful events at the San Gabriel Park and downtown we need to have full bike and walk access to/from these areas through Austin Avenue.	Yes	Wide shared use paths promote use because they are accessible to many and encourage use by not having narrow unwelcoming or narrow one directional paths.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
305	San_Gabriel,Northern_Gateway	No	There is too much traffic and feel that it is not safe.	Not Sure		Traffic_congestion,Safety,Development,Walkability,Aesthetics,Bikeability,Accessibility	
306	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes	Only in downtown area; won't do it on any other part.	No		Traffic_congestion,Safety,Walkability,Accessibility,Aesthetics,Development,Bikeability	
307	Industrial_&_Institutional,Southern_Gateway,Downtown,San_Gabriel	No	Due to new construction, it is heavily trafficked and people are not respectful of the laws.	No	Drivers do not respect bicycles and pedestrians.	Traffic_congestion,Safety,Development,Aesthetics,Accessibility,Bikeability,Walkability	Not enough lights to slow traffic. The High School kids drag race along N. Austin Ave. No police presence.
308	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	No sidewalk in the Southern and Northern gateways. Sidewalk in the San Gabriel bridge is too close to road. Downtown is good for pedestrian travel.	Yes	Bicycles are just not safe sharing the roads in Texas. Proven by continued deaths of cyclists. Cars are just going too fast. The primary goal of getting from one place to another quickly in your car isn't going to change anytime in the near future. Bicyclists would need to have a designated lane on the sidewalk, or you have the same problem with them on the sidewalk wanting to go by pedestrians too fast.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Accessibility,Development	Safety includes making bridge safe and secure for increased traffic. Accessibility includes lights to get on Austin Ave from side streets AND access from bike trails along the river to the street level.
309	Downtown,San_Gabriel	Not sure	Bicycling is not particularly safe around Austin Ave. There is a strong need to build more bike trails that also connect to other bike trails to improve both safety and accessibility.	Yes	When it comes to shared use paths, size does matter. Wider is simply safer. Other aspects like separating car traffic from pedestrians and bicyclists is also essential. Signage, street markings, protected crossings go a long way to making everyone behave more predictably. Taking the guesswork out of what motor vehicles, bikes and pedestrians are supposed to do improves safety by minimizing mistakes or misunderstandings.	Safety,Bikeability,Walkability,Accessibility,Traffic_congestion,Aesthetics,Development	Accessibility is tough to summarize. From a walker's point of view it's the ability to safely move along and across the road. For a bicyclist it's the existence of connecting trails to get from outlying areas to restaurants and retail establishments. Once at a restaurant or retail business there needs to be places to lock the bike up. Vehicle traffic also needs to move slowly enough that pedestrians and cyclists are not in fear of being run over.
310	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes	Generally good visibility, but traffic getting busier.	Yes	I'd use my bicycle more, especially if there were bicycle parking 'posts' downtown.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	Traffic lights at University could be replaced with a traffic circle since they cause backed up traffic, often unnecessarily, and also the lights at Main St. Two traffic circles would almost certainly improve the traffic flow.
311	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes	Downtown crosswalks are great	Yes	Sure. Not sure it's going to be used by both. Bikers on the street and walkers on sidewalks. Don't spend out money on more flatworm. Use it for beautification	Aesthetics,Safety,Traffic_congestion,Walkability,Bikeability,Development,Accessibility	Low priority
312	Downtown,San_Gabriel,Northern_Gateway	Not sure		Not Sure		Traffic_congestion,Safety,Development,Walkability,Aesthetics,Bikeability,Accessibility	

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313	Southern_Gateway,Old_Town,Downtown	Not sure		No	Too dangerous	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
314	Industrial_&Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure	Never walk except when attending events where large crowds arealready there.	Yes	No traffic control devices for drivers to ignore	Development,Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Accessibility	Is there sufficient parking nearby to access shops on Austin Ave? And I drive from Sun City to use the City Barber shop on 8th. Parking is nuts!
315	Industrial_&Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No		Not Sure		Development,Traffic_congestion,Safety,Aesthetics,Walkability,Accessibility,Bikeability	Drivers on Austin Ave have become more aggressive when you slow to turn on side streets or into driveway of business. Left turns at San Gabriel Village Blvd can be very risky -- proper traffic light timings of oncoming traffic are critical -- seeing more people do turn-arounds at Hat Creek and Two Rivers parking lots, trying to get in the flow and not block traffic turning left. Traffic coming from Northern Gateway do not lower their speed when it chokes down south of Williams Drive
316	None	Not sure	R	Not Sure		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	D
317	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Depends on where but generally no	Yes	Used these in the past in other cities	Bikeability,Safety,Traffic_congestion,Walkability,Aesthetics,Development,Accessibility	
318	Old_Town,Downtown,Northern_Gateway	No	Traffic is always speeding.	Not Sure		Safety,Traffic_congestion,Aesthetics,Development,Walkability,Bikeability,Accessibility	
319	Southern_Gateway,Downtown,San_Gabriel	No	The bridge to cross San Gabriel river is so dangerous. And I get anxie every time I cross it because it's risky, like what if a car bumps the curb..... Other areas I use for shopping, food, or walks. And commute on the southern end of Austin Ave	Not Sure	It would be a big change for folks. Lots of folks rush when commuting to and from work. I see more bikers but don't know how much bikers use area. Sidewalks along the whole corridor, and crosswalks that light up so folks ca cross to get to the park. This whole street and sections all have potential for use, especially if we create more walkway access, the more foot traffic, then we maybe start seeing new businesses, or a grocery store, since heb will now be accross the highway.	Safety,Traffic_congestion,Walkability,Accessibility,Aesthetics,Development,Bikeability	The san Gabriel bridge is dark at night. Or on runs. And I like to run through downtown.
320	Industrial_&Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	No safe bike lanes.	Yes		Safety,Traffic_congestion,Bikeability,Development,Aesthetics,Walkability,Accessibility	
321	Industrial_&Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Walking is safe.	No	Pedestrians should be on sidewalks. Lower traffic loaded parallel roads should be used for bike traffic.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
322	Industrial_&Institutional,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Traffic moves quickly and not a lot of protected space/awareness for pedestrians and bikes. Many businesses that turn off/onto Austin Ave make for a lot of distractions for drivers that may not see a smaller vehicle/bike/pedestrian. Wide intersections also are not safe to cross	Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
323	Downtown,San_Gabriel	Yes		Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
324	Industrial_&Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	Not sure		Not Sure		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
325	Industrial_&Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	The general congestion and vehicular traffic. I do not feel it is safe.	Not Sure	Bicyclists can sometimes be as agreessive and as rude as vehicle drivers.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	Here is my ranking from above. It would not let me click past numbers 1 and 2. 1 Traffic Congestion, 2 Safety, 3 Development, 4 Accessibility, 5 Development, 6 Walkability and 7 Bikeability My accessibility concern is for all Austin Avenue users whether it be vehicles, bicyclists, and/or pedestrians. The entire street needs to be sufficiently wide with mulitple lanes allowing right and left turns as well as straight forward movement. While it sounds good to make it cyclist friendly and pedestrian friendly, where will they be moving? It is impossible to have the projected density with narrow streets that were past their use in the 1970s.
326	Downtown,San_Gabriel	No	I intersections are not protected for pedestrians	Not Sure		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
327	Downtown,San_Gabriel	Yes		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
328	Downtown,Northern_Gateway	No		No		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
329	Industrial_&Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure	I don't walk there often	Yes		Traffic_congestion,Safety,Development,Walkability,Bikeability,Aesthetics,Accessibility	
330	Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure	It depends on the section of Austin Avenue - outside the downtown area cars travel too fast and run the lights.	Yes	Everyone just needs to slow down and get out of their cars - lets walk and ride bikes more.	Development,Accessibility,Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics	Wheelchairs, those with walkers or crutches may have a harder time navigating the streets - even downtown
331	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No		Not Sure		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
332	Downtown	Yes		No		Traffic_congestion,Development,Safety,Aesthetics,Walkability,Accessibility,Bikeability	
333	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure	Some areas are better than others. Downtown and the San Gabriel areas are safer/easier.	Yes		Aesthetics,Development,Safety,Traffic_congestion,Walkability,Bikeability,Accessibility	

	P	Q	R	S	T	U	V
1	Which subareas do you regularly visit?	Do you feel comfortable walking or biking across Austin Avenue now?	Why or why not?	Would you feel comfortable using a wide shared-use path that is shared with bicyclists and pedestrians?	Why or why not?	Please rate your concerns along Austin Avenue?	Please explain Accessibility concern
334	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Way to much traffic and the speed of the vehicles is too fast.	Yes		Traffic_congestion,Accessibility,Walkability,Bikeability,Safety,Aesthetics,Development	Parking is hard.
335	Downtown,San_Gabriel,Northern_Gateway	No		Yes		Safety,Traffic_congestion,Walkability,Accessibility,Aesthetics,Development,Bikeability	
336	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes	I cross at traffic lights	Not Sure		Traffic_congestion,Safety,Development,Walkability,Bikeability,Aesthetics,Accessibility	
337	Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	Bridge is awful and missing some good sidewalks	No	Cars still drive too fast.	Safety,Traffic_congestion,Walkability,Development,Aesthetics,Bikeability,Accessibility	
338	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
339	Industrial_ & Institutional,Old_Town,Downtown,San_Gabriel	No	Too many cars, traffic and construction	No	Lack of respect from drivers.	Traffic_congestion,Safety,Development,Bikeability,Walkability,Aesthetics,Accessibility	
340	Downtown,San_Gabriel,Northern_Gateway	Not sure				Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
341	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes	Use intersections and it's fine	Not Sure		Traffic_congestion,Development,Safety,Aesthetics,Walkability,Accessibility,Bikeability	None
342	Industrial_ & Institutional,Old_Town,Downtown	Not sure	I normally drive	Not Sure	Would need to see concept of what will be created	Accessibility,Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development	Very confusing, not much flexibility to move around. The flow of traffic needs to be better, restrict times for deliveries so not being done during busy hours. Keep The Charm and stop development and building
343	Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	there is not a biking lane. I would not bike. Walking is ok	Not Sure		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	3 and 4 should change places, but I couldn't make it work
344	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Drivers do not pay attention at crosswalks. This is particularly true at the intersection with 16th street where there is a flashing pedestrian crosswalk light. Drivers do not stop for the flashing light.	Yes	I've used similar paths in other locations. They work very well.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
345	Old_Town,Downtown,San_Gabriel,Northern_Gateway	No		Yes		Traffic_congestion,Safety,Walkability,Accessibility,Development,Aesthetics,Bikeability	
346	Industrial_ & Institutional	No	Too congestive and cars do not yield to pedestrians. Cars drive too fast on Austin Ave. through town.	Yes	Accidents waiting to happen. Wanting to stay positive but....	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	I am disabled and a senior who walks with a cane. The traffic is too congested and not safe in my opinion. I was almost hit several times just driving in Austin Ave. and would not have been my fault if I were hit.
347	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No		No		Traffic_congestion,Safety,Aesthetics,Accessibility,Walkability,Development,Bikeability	
348	Southern_Gateway,Downtown	Not sure	Don't bike	No	As in a sidewalk or in the road? In the road NO! There isn't enough room for this, too many obstacles that block view, too many side streets, that people WOULD be injured on	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	There is a LOT of traffic on this road.
349	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes	As long as you get to lights/crosswalk, not a big deal. Except near Chipotle - people go crazy at this intersection.	Yes	Needs well marked lines and signs to keep motorists out.	Traffic_congestion,Development,Safety,Bikeability,Aesthetics,Accessibility,Walkability	
350	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Not sure	I'm not comfortable biking anywhere in this city. My previous car was totaled by someone not paying attention at a lighted intersection, and I've seen the way cars dismiss bikers. I walk some in downtown, but try to plan my stops to avoid crossing as many streets as possible. The new lights and crosswalks are better, but people still speed through downtown.	Yes	Maybe it would be seen more, and acknowledged more.	Traffic_congestion,Development,Accessibility,Safety,Walkability,Bikeability,Aesthetics	Parking has long been a problem downtown - until that's fixed, there will be cars circling looking for spots. The Austin/29 intersection is always a hot mess - it backs up for blocks in all directions and the timing of the lights doesn't seem to work. Add in the 35/29 intersection backing up in all directions during rush hours and it's a cluster that I go out of my way to avoid. I will drive up the SW Bypass and DB Wood to avoid dealing with 35/29, Austin/29, Austin/Williams, and 35/Williams. That's frustrating, especially when I need to get to someplace like the Rec Center or something on Austin Ave.
351	Downtown,San_Gabriel,Northern_Gateway	No	The bridges are scary to walk across with traffic so close.	Not Sure	Depends on how wide. The bicyclists on the trail are often aggressive and you can't hear them until they are on top of you. especially difficult for my 73 year old mother to quickly move out of the way on our daily walks.	Walkability,Safety,Traffic_congestion,Aesthetics,Development,Accessibility,Bikeability	
352	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown	No	Traffic and careless drivers.	Yes	I'm happy to share the path.	Safety,Traffic_congestion,Walkability,Development,Bikeability,Aesthetics,Accessibility	
353	Downtown,San_Gabriel,Northern_Gateway	Not sure		No		Traffic_congestion,Safety,Development,Aesthetics,Accessibility,Walkability,Bikeability	

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354	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No		Not Sure	Depends if you are mixing motorized bikes with pedestrians, as well as other motorized hover boards etc. Kids and motorized items on same pathway are a bad idea. A hike and bike trail side walk runs in front of my house. I see and dodge these people daily. They are not as observant as they need to be.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	Too much traffic and lights don't let traffic flow well. It stacks up. Also, intersections at Austin Ave and Hwy 29 and Austin Ave and Williams Dr across 35 Bridge are a nightmare no matter which direction you are coming. Const on 35 bridge at Williams is mass chaos due to const and unclear lanes. Especially from Austin Ave across bridge. Lanes don't line up. Everyone tries to get in inside lane to ensure lane will go across bridge right or if in other lanes trying to hurry and all merge into inside lane due to lane confusion. People coming at you in wrong lane. HELP!!!!
355	Old_Town,Downtown,San_Gabriel	No	Traffic is too fast	Yes	Urban areas with safe walking and biking lanes are so much more pleasant and safe	Walkability,Bikeability,Aesthetics,Safety,Development,Traffic_congestion,Accessibility	
356	Downtown,San_Gabriel,Northern_Gateway	No	Too much traffic, not enough clear signs or a bike lane	No	People will ignore it and not give right of way to bicyclists. Too many big trucks in the area too	Safety,Traffic_congestion,Development,Walkability,Aesthetics,Bikeability,Accessibility	
357	Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes		Yes		Development,Traffic_congestion,Safety,Walkability,Bikeability,Accessibility,Aesthetics	
358	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes		Yes		Walkability,Aesthetics,Traffic_congestion,Safety,Bikeability,Accessibility,Development	
359	Downtown,San_Gabriel,Northern_Gateway	No	non functional crosswalks at Williams and Austin, too many red light runners	Yes	pedestrian and bicycle paths would be great!	Safety,Traffic_congestion,Walkability,Accessibility,Bikeability,Development,Aesthetics	wheelchair ramps for sidewalks
360	Downtown,San_Gabriel,Northern_Gateway	No		No		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
361	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Drivers driving too fast! Some intersections are downright dangerous. NW one on the square for instance. It is scary to cross that corner and in front of Monument Cafe.	No	Again too many who don't respect others and slow down.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	Don't shut down streets or narrow them with planters. Bad idea to tear up undercarriage of vehicles by putting concrete planters on streets meant for traffic and parking not for planters.
362	Old_Town,Downtown,San_Gabriel	No		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
363	Downtown,San_Gabriel,Northern_Gateway	Not sure		Yes		Development,Aesthetics,Traffic_congestion,Safety,Accessibility,Walkability,Bikeability	
364	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes		Not Sure		Safety,Aesthetics,Development,Traffic_congestion,Walkability,Bikeability,Accessibility	NA
365	Downtown,San_Gabriel,Northern_Gateway	No	Unprotected sidewalks across San Gabriel bridges in close proximity to auto traffic are dangerous.	Yes	As long as it is protected from automobile traffic.	Bikeability,Safety,Traffic_congestion,Walkability,Aesthetics,Development,Accessibility	
366	Downtown,San_Gabriel,Northern_Gateway	Yes		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
367	Downtown	No	Too much traffic. People running stop lights.	Yes	It's proven to be safer. Especially if there is some type of barrier between the bike/ped lane and not just some stripes on the road.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
368	San_Gabriel,Northern_Gateway	No	I'm old and crippled	Not Sure		Safety,Traffic_congestion,Development,Aesthetics,Accessibility,Bikeability,Walkability	crossing if walking along Austin Ave
369	Industrial_ & Institutional,Downtown	No	Cars run through the light by HEB all the time the drivers yell profanities at you while you are trying to cross	No	Other people don't watch for them I worry sometimes someone is going to get hit	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	It's always congested and it makes drivers impatient and then they act out towards others
370	Downtown,San_Gabriel,Northern_Gateway	No	Too much traffic with not enough safe space to walk/bike. Sidewalks are sometimes too close to road. Current construction makes it difficult and more chaotic.	Yes		Safety,Aesthetics,Traffic_congestion,Walkability,Bikeability,Development,Accessibility	
371	Downtown,San_Gabriel,Northern_Gateway	Not sure	There are a few points I would cross like 2nd street or San Gabriel or inside the square. That is it.	Yes	Designated space would bring safety	Traffic_congestion,Safety,Walkability,Accessibility,Bikeability,Development,Aesthetics	
372	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
373	Downtown,San_Gabriel,Northern_Gateway	No	just don't do it	No		Safety,Traffic_congestion,Aesthetics,Walkability,Development,Bikeability,Accessibility	
374	Old_Town,Downtown,San_Gabriel	Not sure	Do not bike		Combo paths work in other states (i.e. Florida)	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	Speed is a factor.....slow it down.
375	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	Not sure	I don't ever walk or bike there so I'm not sure if I would or how I would feel about it	No	Bikes historically aren't good at sharing the road with cars or pedestrians (my son has been run over by a bicyclist who thought children had to move for him).	Traffic_congestion,Safety,Walkability,Development,Aesthetics,Accessibility,Bikeability	
376	Southern_Gateway,Downtown	Yes		No		Safety,Traffic_congestion,Walkability,Aesthetics,Development,Accessibility,Bikeability	
377	Old_Town,Downtown,San_Gabriel	No	Cities crosswalks are poorly designed, drivers can't see the (now) grey crosswalk markings. Crossing 4 lanes at once is VERY dangerous..	Yes	If it has a green/planted area between it and the curb.	Safety,Walkability,Aesthetics,Traffic_congestion,Development,Bikeability,Accessibility	
378	Downtown,San_Gabriel,Northern_Gateway	Not sure	I don't bike in that area.	No	There are too many pedestrians (that's not a bad thing) for bicycles to weave in and out of safely in the downtown areas.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
379	Old_Town,Downtown,San_Gabriel	No	I HAVEN'T TRIED IT: IT SEEMS TOO DANGEROUS, ESPECIALLY WITH THE DRIVERS WHO RUN RED LIGHTS OR TURN WHEN THEY'RE NOT SUPPOSED TO.	No	The bicyclists often dominant the shared paths on the trails, although some warn walkers in advance of passing.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
380	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	too much traffic	Not Sure		Traffic_congestion,Safety,Development,Aesthetics,Walkability,Bikeability,Accessibility	
381	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown	Not sure	I have the fortune to HEB a vehicle and I am able to drive the vehicle.	Yes	If it is feasible it would be nice to share a wide shared-use path for all.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	So that bicycles, pedestrians and everyone may be able to utilize Austin Avenue. Ate there Ramos and sidewalks large enough for disabled pedestrians using electric or push wheelchairs?
382	Old_Town,Downtown,San_Gabriel	No	Traffic issues	Yes	Safety	Safety,Walkability,Traffic_congestion,Bikeability,Aesthetics,Development,Accessibility	

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383	Downtown	Yes	I am careful	Not Sure	If bike/pedestrian traffic is heavy, bikes are a danger to pedestrians.	Traffic_congestion,Safety,Walkability,Aesthetics,Development,Accessibility,Bikeability	I'm not aware of accessibility accommodations for wheelchair users, etc. to access 2nd floor businesses.
384	Downtown,San_Gabriel,Northern_Gateway	No	There is way too much traffic in this area.	Yes		Traffic_congestion,Development,Safety,Aesthetics,Walkability,Accessibility,Bikeability	
385	Industrial_&_Institutional,Downtown	Yes	I generally only walk in the Downtown Region. I do not feel safe on a bike.	Yes		Traffic_congestion,Safety,Walkability,Development,Aesthetics,Bikeability,Accessibility	
386	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Not sure		Yes		Aesthetics,Safety,Traffic_congestion,Walkability,Bikeability,Development,Accessibility	
387	Old_Town,Downtown	No	Hard to find gaps in traffic except at traffic lights	Not Sure	Bikes and pedestrians can, but sometimes don't mix well.	Walkability,Safety,Traffic_congestion,Bikeability,Aesthetics,Development,Accessibility	Could not rank with iPadp
388	Old_Town,Downtown,San_Gabriel	No	See above (re Study goals).	No	Bicyclists are usually very young people and they are not careful about how they use their bicycles.	Traffic_congestion,Walkability,Safety,Aesthetics,Accessibility,Bikeability,Development	Have you ever tried to cross Austin Ave, either in a car or walking? Stoplights help, but we are getting way too many of those. Perhaps a small bridge going across at key points such as they have in Europe would work.
389	San_Gabriel,Northern_Gateway	No	Too much traffic. Not pedestrian or bike friendly Excessive speed.	Yes	A wide and separated bike-pedestrian lane would make this area much more safe	Bikeability,Walkability,Safety,Traffic_congestion,Accessibility,Development,Aesthetics	If I was in a wheelchair or had restricted mobility, Austin avenue would not rank high on a my list transit.
390	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	Not sure		Not Sure		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
391	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	There is no safe path for walkers or bikers.	No	Bicyclists and walkers should not share a path. Two completely different modes. Separate them in some way.	Traffic_congestion,Aesthetics,Bikeability,Walkability,Development,Safety,Accessibility	
392	Industrial_&_Institutional,Old_Town,Downtown,Northern_Gateway	Not sure		Not Sure		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
393	Old_Town,San_Gabriel,Northern_Gateway	Not sure	I haven't tried to bike (although I'd like to) as there isn't bike lanes or protected areas for biking. The only place I'm comfortable walking is across streets around court house.	Yes	I'm assuming that this path will be protected from auto traffic.	Walkability,Traffic_congestion,Bikeability,Safety,Accessibility,Development,Aesthetics	want walk ways accessible to all people.
394	Downtown,San_Gabriel	No	Narrow shoulders, lots of traffic	Yes		Safety,Traffic_congestion,Development,Aesthetics,Bikeability,Walkability,Accessibility	
395	Industrial_&_Institutional,Old_Town,Downtown,San_Gabriel	Yes	Sometimes traffic goes too fast.	Not Sure		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
396	Northern_Gateway	No	Not enough non-auto paths.	Yes	A center dividing stripe may help keep traffic flow on the correct side of the line.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
397	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Too much traffic and speed of vehicles.	Not Sure	Difficult to say a bike and pedestrian path is wise for both parties using the surface. Potential for real and near miss accidents.	Traffic_congestion,Walkability,Safety,Bikeability,Development,Aesthetics,Accessibility	I am able bodied at this point, but I take some friends that do have difficulty and the areas with uneven surfaces, broken sidewalks and not enough ramps make it hard & dangerous for navigation.
398	Downtown,San_Gabriel,Northern_Gateway	No	Extremely vehicle centric design. In fact, until reaching the San Gabriel River, there is almost no the structure for Crossing Austin Avenue, making it a almost impenetrable barrier to crossing, unless you jaywalk. I recently had a discussion with a coworker about bicycle routes along this exact route, and combination of illegal sidewalk riding and unprotected road travel makes it down right inhospitable. My family lives 2 miles from downtown and we have never traveled there by bicycle because of the dangerous travel.	Yes		Safety,Bikeability,Aesthetics,Traffic_congestion,Walkability,Development,Accessibility	At risk of being naïve, I perceive most bicycle, friendly infrastructure to also be handicap accessible by nature, but I obviously don't fully understand the infrastructure requirements.
399	Downtown,San_Gabriel	No	No bike lane, speeding drivers, insufficient space in right lane for cars to comfortably pass. Drivers impatient and rude to bicyclists.	Yes	I can warn walkers when I am about to pass. Though, many walkers wear ear buds and cannot hear the warnings. Would be nice to have signs telling walkers to walk on the right side of paths.	Traffic_congestion,Bikeability,Walkability,Safety,Aesthetics,Development,Accessibility	Insufficient pedestrian crossing lights near the court house.
400	Southern_Gateway,Old_Town,Downtown	Yes	Safe and pedestrian friendly.	No	Bikers don't watch	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
401	Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	No bike lane	Yes		Aesthetics,Safety,Traffic_congestion,Walkability,Bikeability,Development,Accessibility	
402	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown	Not sure				Traffic_congestion,Safety,Aesthetics,Development,Walkability,Bikeability,Accessibility	
403	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown	No	Never did, since the 1950's. Just unsure traffic will stop or see pedestrians.	No	I'm too old for that. Not quick on my feet.	Traffic_congestion,Accessibility,Aesthetics,Safety,Walkability,Development,Bikeability	Accessibility refers to PARKING. Too many people drinking around the Square - not good. Too many antique shops and not enough real merchandise places that people need like we use to have around the Square.
404	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure	Walking downtown or driving many pedestrians don't pay attention and while we yield to them they mosey across as if no one else in a vehicle needs to be anywhere.	Not Sure	Live too far to bike so would park and walk which sharing a bike with walkers would be fine	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	Uneven streets and walkways make it hard for elderly or walkers

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405	Old_Town,Downtown,San_Gabriel,Northern_Gate way	Yes	I cross Austin Av. almost Dailey downtown . I would not feel safe biking or mopping from downtown to past the north San Gabriel. There are too many people speeding on Austin Av. . When we walk downtown almost every night we witness someone running the red light.	Yes	It doesn't hurt too much if you are run over by a bicycle but it sure does it hit by a car.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	traffic congestions limits accessibility. Extend Marrow street under the interstate to connect with the new HEB.
406	Downtown	Yes	There are always lots of people around when I am downtown. I would not want to ride a bike.	Yes	Bicylists need a means of travel. The areas needs to be marked so the cars don't get over to the bicyclists / walkers lane. Those orange cones that service trucks put out behind and on the side of their vehicle are good. Only a painted line and a sign every so often I don't think is good enough.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	There are some good parking lots in the downtown area now.
407	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Too narrow	Yes		Development,Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Accessibility	Not friendly to those with disabilities
408	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes		No	Difficult for walkers to share paths with bikers. Walkers can slow bikers down and aggravate them.	Development,Traffic_congestion,Walkability,Accessibility,Safety,Aesthetics,Bikeability	Accessibility in that climbing up and down steps to cross streets is difficult for older citizens who would love to spend more time downtown walking around,
409	Old_Town,Northern_Gateway	Not sure		No	Vering of bicycles around pedestrians	Traffic_congestion,Development,Safety,Accessibility,Aesthetics,Walkability,Bikeability	No turning lanes so clogs up traffic lanes
410	Downtown	No		Not Sure		Traffic_congestion,Development,Aesthetics,Accessibility,Safety,Walkability,Bikeability	Traffic congestion just makes accessibility difficult.
411	Old_Town,Downtown,San_Gabriel	Yes	Yes but sometimes feel like I have to use the signals . The caution lights are not always observed by vehicles even when the lights are flashing	No	Do not feel Theee is enough room especially through the downtown area with the traffic and parking. Too many opportunities for accidents to occur	Traffic_congestion,Safety,Walkability,Development,Aesthetics,Accessibility,Bikeability	Concern about accessibility to pedestrians crossing at caution lights
412	San_Gabriel,Northern_Gateway	Yes	I depend on the controlled crosswalks but am very careful to check traffic.	No	My experience is that the bicyclists expect more room and more priority even though they are in the minority of users of this type of pathways.	Safety,Traffic_congestion,Aesthetics,Walkability,Development,Accessibility,Bikeability	I have it ranked low because I feel the ramps and street crossing signage and controls are adequate. However, I have not needed the accessibility features and am not fully familiar with what new options are available.
413	Old_Town,Downtown	Yes		No	If riding a bike People do not share the lane.	Walkability,Safety,Bikeability,Traffic_congestion,Aesthetics,Development,Accessibility	
414	Industrial_&_Institutional,Southern_Gateway,Downtown,San_Gabriel	Yes		Yes		Traffic_congestion,Safety,Development,Aesthetics,Walkability,Bikeability,Accessibility	
415	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Too busy and not enough room. When biking, we choose alternate routes.	Not Sure	Depends on if there is room for both like the hike and bike trails	Traffic_congestion,Accessibility,Aesthetics,Safety,Walkability,Bikeability,Development	Ease in getting in and out of businesses
416	Downtown,San_Gabriel	Not sure	do not bike there	Not Sure		Traffic_congestion,Development,Safety,Aesthetics,Walkability,Bikeability,Accessibility	
417	Old_Town,Downtown,San_Gabriel,Northern_Gate way	Not sure		Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
418	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	Not sure		Not Sure		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
419	Downtown	No	Too much traffic and people driving aggressively.	Yes	So long as cars can't get into it. I'm a biker and would bike more if there were more and safer options.	Bikeability,Walkability,Safety,Traffic_congestion,Aesthetics,Development,Accessibility	None
420	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown	Not sure		No	cars drive too fast and bicylists do not pay attention	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
421	Downtown	Yes		No	Austin Ave is already too narrow.	Traffic_congestion,Walkability,Safety,Aesthetics,Development,Accessibility,Bikeability	
422	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Too much traffic going too fast. Williams and N. Austin is a hot mess and dangerous to cars and people.	No	"Wide" would have to be very wide. Walkers frequently go 3 or 4 abreast making it very dangerous for bikers in particular. Town Lake in Austin is a good example. Walkers tend to meander all over the path.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	ADA compliance at intersections seems to be in place today, at least at most of them.
423	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Only in the Downtown area. The streets are too narrow and congested in other areas/crossing major roads is dangerous.	Not Sure		Safety,Walkability,Traffic_congestion,Aesthetics,Development,Accessibility,Bikeability	
424	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown	Yes	Only if I'm at a controlled intersection.	Not Sure	I've not encountered that situation so don't know how to assess.	Aesthetics,Safety,Traffic_congestion,Walkability,Bikeability,Development,Accessibility	I have no idea what accessibility means in this case.
425	Industrial_&_Institutional,Old_Town,Downtown,San_Gabriel	Not sure		No	Pedestrians do not honor the bicyclists. I think thee should a walking side and a bike side. Then it would work.	Development,Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Accessibility	
426	Old_Town,Downtown	No	Very few places to safely cross..no lights or crosswalks.	Yes		Walkability,Safety,Traffic_congestion,Bikeability,Aesthetics,Development,Accessibility	
427	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	The lack of effective crosswalks across Austin Ave is a safety hazard. The only way the crosswalks work is if they have flashing lights associated with them so that folks can activate the lights with a button to alert crossing traffic. Otherwise drivers will flat out ignore pedestrians or bikers trying to cross Austin Avenue.	Yes	Assuming it has some effective barricades to keep pedestrians safe.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
428	Downtown	Yes		No	I am mobility impaired	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
429	Old_Town,Downtown,San_Gabriel	Not sure	I Don't bike...and would not bike on those roads.	No	People are no longer courteous and I think mixing the two will be a proble.	Traffic_congestion,Aesthetics,Safety,Walkability,Bikeability,Development,Accessibility	It is already fairly accessible.

	P	Q	R	S	T	U	V
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430	Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Too much traffic and lanes too narrow	Yes	More space and out of traffic	Traffic_congestion,Safety,Walkability,Aesthetics,Bikeability,Development,Accessibility	
431	Northern_Gateway	Yes	I have a driver	Yes	All roadways are shared use in Texas	Aesthetics,Safety,Traffic_congestion,Bikeability,Walkability,Development,Accessibility	Don't understand. Accessibility is my least concern. No one has difficulty accessing Austin Ave., except pedestrians. If you are in a motorized vehicle, you can turn on and off Austin Ave. with no problem. It is readily accessible in a whrrled vehicle.
432	Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Austin avenue has sidewalks. No concept of cycling.	Yes	The sidewalk/trail size should be consistent with San Gabriel park trails. The number one issue I see is safety. Bikes can cost as much as a car. What will the city do to support more cycling and combat theft? I will drive my car until I have a safe place to park my bike.	Safety,Bikeability,Walkability,Aesthetics,Development,Traffic_congestion,Accessibility	
433	Old_Town,Downtown,San_Gabriel	Yes	There are lights at the usual places I cross.	Not Sure	It depends on how wide it is, but bike paths THAT ARE NOT narrow lanes on a busy street are a great idea. The very narrow slivers of bike lanes that I see in Austin along some busy roads like Spicewood Springs Road in northwest Austin between the Arboretum and Jollyville Rd are ridiculous.	Safety,Walkability,Aesthetics,Bikeability,Traffic_congestion,Development,Accessibility	
434	Industrial_&_Institutional,Old_Town,Downtown	No	Driver's ignore pedestrians. Drivers run stop lights. Drivers set in the crosswalks, blocking pedestrians.	No	Many bicyclists do NOT let pedestrians know when they are approaching nor when they are passing pedestrians.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	Drivers routinely make lefthand and righthand turns off of Austin Ave. while pedestrians are in the crosswalks making it dangerous for pedestrians.
435	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes	Depends on time.of day, traffic	Yes	However, walkers and cyclists struggle to blend when children and pets are present. Would prefer separate pathways for safety.	Traffic_congestion,Aesthetics,Development,Safety,Walkability,Bikeability,Accessibility	Parking options or ride service to improve accessibility. DO NOT sell out charm and small scale projects to big money. Big developers will destroy the charm with density.
436	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	People driving do not pay attention at intersections or crosswalks	No	Bicyclists assume they have the right of way	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
437	Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	This is very dependent on where it is. In the downtown section it is great, the rest of the sections have heavy traffic and no major cross walks. There is one south of downtown with some lights but rarely do people stop.	Yes	The wide paths are good, though cyclists should use the road as it's safer for everyone involved.	Traffic_congestion,Walkability,Aesthetics,Bikeability,Development,Safety,Accessibility	None
438	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Not sure	I would only walk across Austin Avenue where there is a traffic-signal and a crosswalk	Yes	A wide path that is exclusively for bicycles and pedestrians would feel safe to me	Development,Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Accessibility	
439	Industrial_&_Institutional,Old_Town,Downtown,San_Gabriel	Not sure	I like the walk lights to get across in the town square but trying to use the walk lights around 10th st and at 4th st and Austin is usually unsafe because most cars do not stop for you.	Yes	As long as there is path guidance like walkers to the right, bikes to the left. Lanes if you will.	Safety,Walkability,Aesthetics,Traffic_congestion,Bikeability,Development,Accessibility	
440	Industrial_&_Institutional,Downtown	Yes		No	Do not add these types of paths. Do nothing to reduce traffic lanes.	Traffic_congestion,Development,Accessibility,Aesthetics,Safety,Walkability,Bikeability	Restaurants and bars should not be allowed to block sidewalks.
441	Industrial_&_Institutional,Downtown,Northern_Gateway	Yes		No	Do not add shared -use bicycle/pedestrian paths along Austin Ave.	Traffic_congestion,Development,Accessibility,Aesthetics,Safety,Walkability,Bikeability	Customers for restaurants and bars around the square block the sidewalks.
442	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes	As long as I use the cross walks.	Yes		Aesthetics,Safety,Walkability,Traffic_congestion,Development,Accessibility,Bikeability	Being able to find parking is huge and vital to our stores and restaurants downtown. You need to keep some parking so people can run in and run out.
443	Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes	Lights and crosswalks are at the main cross points. I don't feel safe crossing near Wildfire/First Texas Bank... it looks like pedestrians can cross there but traffic does not stop.	No	Generally I think that would work well but not at heavy pedestrian times.	Safety,Walkability,Traffic_congestion,Bikeability,Aesthetics,Development,Accessibility	
444	Old_Town,Downtown,San_Gabriel	Not sure	I do cross with the lights when walking or biking.	Yes	In other cities I have visited these routes are very pleasant and feel safe.	Safety,Walkability,Accessibility,Aesthetics,Bikeability,Development,Traffic_congestion	Persons with disabilities do not have many accommodations at present.
445	Old_Town,Downtown,Northern_Gateway	Not sure		Not Sure		Aesthetics,Safety,Traffic_congestion,Walkability,Bikeability,Development,Accessibility	
446	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes	I live nearby and am able to choose times when traffic is lighter to cross	Yes		Safety,Development,Aesthetics,Walkability,Bikeability,Traffic_congestion,Accessibility	
447	Downtown,San_Gabriel,Northern_Gateway	Not sure	Do not walk or bike in that area.	Yes		Traffic_congestion,Safety,Accessibility,Walkability,Bikeability,Aesthetics,Development	Need access between 29 and Williams
448	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	No bike lanes. No pedestrian crosswalk lights at all at Williams Dr at Austin--probably busiest intersection in the city!! Need to connect the Austin Ave bridge to the River hikeing biking trail!!!	Yes	Should be made wide enough both can use and share, just like the river trail is plenty wide.	Bikeability,Walkability,Safety,Accessibility,Traffic_congestion,Aesthetics,Development	
449	Industrial_&_Institutional,Old_Town	Not sure		No	Too dangerous	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
450	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes		Not Sure		Traffic_congestion,Development,Aesthetics,Safety,Accessibility,Walkability,Bikeability	

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451	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure	Where are the APPROPRIATE "N/A" options to the question "How often do you travel on Austin Avenue using the following options?" above. My correct answer to the "Bicycle", "Carpool/Rideshare" and "Other" questions is NEVER!	Not Sure	I believe the various forms of transportation - car/bicycle?pedestrian modes should not be intermixed without separate, designated corridors. Bicycles do NOT belong in motor vehicle lanes nor on sidewalks - EACH needs it own dedicated corridor. Last, motor vehicles should NOT be required to yield to bicycles when conflicting with vehicles.	Traffic_congestion,Safety,Development,Aesthetics,Walkability,Bikeability,Accessibility	Accessibility is a non-issue for me.
452	Old_Town,Downtown,San_Gabriel	Yes	seems like we have good cross walks but I feel that traffic has increased to the limitations of the area.	Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Accessibility,Development	
453	Downtown	Yes		Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
454	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Bridge shakes and cars do not follow speed limit	Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
455	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	CYCLING: Space is limited on most adjacent streets and there are few dedicated crossings. WALKING: Not as bad since there are several dedicated crosswalks in the downtown area.	Yes	A well designed Shared-Use Path (minimum 10-foot, 12-foot in congested areas, and 15-foot across bridges where there is ZERO run-off area and rails, and guard rails reduce the available space for passing or stopping). Intersections need special attention using techniques to enhance safety and comfort such as raised crosswalks and setbacks when space allows to keep 25-feet clearance between where vehicles yield to bikes and pedestrians and where they prepare to merge and are focused on other vehicles and not pedestrians.	Walkability,Bikeability,Safety,Accessibility,Aesthetics,Traffic_congestion,Development	More Raised crosswalks and fewer curbs and curb ramps
456	Industrial_&_Institutional,Downtown,San_Gabriel	Not sure		No	safety	Safety,Traffic_congestion,Aesthetics,Walkability,Bikeability,Development,Accessibility	
457	Downtown,San_Gabriel	No	Cars drive fast, lack of sidewalk safety / barriers	Yes		Safety,Traffic_congestion,Walkability,Aesthetics,Bikeability,Development,Accessibility	
458	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	traffic volume	Yes		Traffic_congestion,Safety,Aesthetics,Development,Walkability,Bikeability,Accessibility	There needs to be another cut through from 35 other than University or Williams drive
459	Industrial_&_Institutional,Old_Town,Downtown,Northern_Gateway	No	Auto drivers lack respect to share the road.	Yes	This would be great, it's good to see people living active lives.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	Excess-ability is vital, many who don't drive must be able to be seen, the traffic is congested, even expanding the roadways will not accommodate the growth in population. It's shameful to see the Sparta going up around SE Inner Loop, every renter will have a car, or truck. I'll start grocery shopping in North Austin again, where I can also see a movie, go to a cafe, visit favorite places. I am all about shop local, but it's no longer interesting due to the traffic and the aggressiveness of drivers.
460	Northern_Gateway	Not sure		No		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
461	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	Narrow lanes, no bike lanes, incomplete sidewalks / crosswalks, high-speed traffic along S Austin Ave Industrial complex.	Yes	A wide shared-use path would accommodate pedestrians and cyclists as they do in larger urban areas.	Safety,Walkability,Bikeability,Development,Traffic_congestion,Accessibility,Aesthetics	The street should provide accessibility to neighboring businesses and residential driveways without obstructing traffic flow or traffic in and out of businesses and residences.
462	None	No		Not Sure		Traffic_congestion,Safety,Accessibility,Walkability,Bikeability,Aesthetics,Development	Well marked
463	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	Not sure	Yes at the Square No at all other crossings	Yes		Traffic_congestion,Safety,Walkability,Aesthetics,Development,Bikeability,Accessibility	

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	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Traffic flow is too fast, crosswalks are not recognized by car drivers, cars are generally transient thru town instead of going downtown, there are no physical devices to slow traffic, roadway is designed for fast traffic flow and large traffic volume instead of slowest traffic and low volume, instead of controlled entrance onto Austin there are numerous entry points sometimes continuous for blocks	No	Cyclists and pedestrians do not mix due to difference in speeds of movement and ability for quick movements and change of direction and agility...the same reasons that cars and bicycles do not mix	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	Accessibility regarding Compliance with ADA is often not achievable while maintaining aesthetics and real world existing conditions. Accessibility, when describing parking, near the destination, is required to service retail, office and housing uses. Accessibility into Georgetown destinations from outside of Georgetown, must have controlled car and truck traffic, along controlled streets and must provide parking, to access walkable activities and to enter totally pedestrian areas. Accessibility for cars traveling thru town, should not be allowed when pedestrian activities are encouraged. Hi speed traffic must not be allowed where seating areas are encouraged and where families and small children are present. Auto traffic must be slow or excluded from areas where alcoholic beverages are consumed. Society must protect from danger, some factions of our society. Society must protect innocent people from irresponsible actions of others.
464	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Not sure	So much traffic! Red lights at intersections are helpful, as are the flashing yellow lights at Old Town Park and First Texas Bank crossings. But drivers can be distracted or just plain dumb.	Yes	Probably -- have to see it.	Safety,Traffic_congestion,Development,Walkability,Bikeability,Accessibility,Aesthetics	
466	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Traffic is too heavy to Walk except in the downtown area where they slow down due to the lights.	No	Get off the bicycle band wagon as this is not Austin- you are creating more problems-	Safety,Traffic_congestion,Accessibility,Aesthetics,Development,Walkability,Bikeability	Lack of parking -we don't need to worry about bikes-Keep Austin ideas out of Georgetown
467	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Speeding vehicles	Not Sure	Wrecklessness of drivers	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
468	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure		Not Sure		Safety,Traffic_congestion,Walkability,Bikeability,Development,Accessibility,Aesthetics	
469	Industrial_ & Institutional,Northern_Gateway	Yes		No	Hard to keep bicyclists interfering with pedestrians Some peds could be using assists as walkers, wheelchairs,etc	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
470	Southern_Gateway,Downtown	Yes	Currently I say yes. The traffic increase is beginning to cause concerns.	No	Bicyclists are not any safer than auto drivers. Many times less safe.	Safety,Traffic_congestion,Aesthetics,Development,Walkability,Bikeability,Accessibility	
471	Old_Town,Downtown,San_Gabriel	No	High amount of traffic, speeding and no access to bike racks for biking.	Not Sure	Speed of vehicle could make it uncomfortable but would like to have some option.	Bikeability,Safety,Traffic_congestion,Walkability,Aesthetics,Development,Accessibility	Concerns over the upcoming traffic with the new parking garage.
472	Old_Town,Downtown,Northern_Gateway	Not sure		Yes		Safety,Traffic_congestion,Bikeability,Walkability,Aesthetics,Development,Accessibility	
473	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	It gets busy and drivers don't always see pedestrians. When the traffic isn't as busy, it feels safe	Yes	Use that all the time in Sanibel, FL - it works	Walkability,Aesthetics,Development,Safety,Traffic_congestion,Bikeability,Accessibility	
474	Industrial_ & Institutional,San_Gabriel,Northern_Gateway	Not sure		Not Sure		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
475	Industrial_ & Institutional,Old_Town,Downtown,San_Gabriel	No	Congestion and distracted drivers	Not Sure		Traffic_congestion,Walkability,Safety,Bikeability,Aesthetics,Development,Accessibility	
476	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	Not sure		Not Sure		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
477	Old_Town,Downtown	No	Walking is okay. Cycling is not safety, in my opinion, just about anywhere in Georgetown (except trail from Lake Georgetown to downtown.	Not Sure	I do cycle and am careful of pedestrians, but do not like to share with fast cyclists.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	How to access downtown with less congestion and more safety.
478	Southern_Gateway,Old_Town,Downtown	No	Traffic too fast leaving downtown and moving North.	Not Sure	Not sure what a "wide shared-use path" actually looks like and its size.	Traffic_congestion,Safety,Development,Walkability,Bikeability,Aesthetics,Accessibility	
479	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	I have seen many near miss accidents in downtown, people running red lights, or accelerating in front of the local establishments in downtown.	Yes		Safety,Walkability,Traffic_congestion,Accessibility,Bikeability,Aesthetics,Development	Handicap access to parking & sidewalks is limited
480	Industrial_ & Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	Parts of it are walkable, but other parts feel like too much traffic	Yes		Traffic_congestion,Safety,Walkability,Aesthetics,Development,Accessibility,Bikeability	
481	Downtown,San_Gabriel,Northern_Gateway	No	fast moving traffic	Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
482	Old_Town,Downtown,San_Gabriel	Not sure	depends on where	Yes	there might be a chance to get through traffic out of "old" Georgetown	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
483	Industrial_ & Institutional,Old_Town,San_Gabriel	No	Wheelchair sidewalks not congruent Intersections Bricks are bumpy on back surgeries pain	Yes	Can ride wc next to friend	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	Wheelchairs bump over every brick intersection

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484	Old_Town,Downtown,San_Gabriel,Northern_Gate way	No	There are a lot of blind spots with parking along Austin Ave.	Not Sure		Safety,Traffic_congestion,Walkability,Aesthetics,Acce ssibility,Development,Bikeability	
485	Downtown	Not sure	"Across" Austin Ave? Why that question? Why not ask "Along" Austin Ave? I feel safe walking or biking across Austin Ave at stop lights, but I wouldn't feel safe biking along it, either on the road or on the sidewalks, and there are many places where walking would be difficult.	Yes	I'm used to sharing the hike and bike trail already. The wider the better, though.	Aesthetics,Walkability,Traffic_congestion,Developmen t,Safety,Bikeability,Accessibility	
486	Industrial_&_Institutional,Downtown,San_Gabriel, Northern_Gateway	No	posted speed limits, unsafe (narrow and debris filled) shoulders are not conducive to safe cycling : where there are sidewalks and crossing lights (San Gabriel, Old Town, Downtown) bikes are not permitted on sidewalks, traffic making right hand turns onto new lanes often don't see cyclists. no safe pedestrian spaces along Industrial section of Austin Avenue. new traffic patterns on Northern Gateway near Northwest Blvd overpass/971: right hand yield from N Austin Ave onto 971, vehicles take that as a clear lane to turn right, and the Yield sign as merely a suggestion when pedestrian/bike traffic is present.	Not Sure	use depends on the definition of "wide" 10' is not wide enough for safety when you're essentially asking 4 lanes of shared pedestrian/bike lanes (allowing for shared traffic in opposite directions using the same path, akin to the current San Gabriel Park trails/paths)	Safety,Accessibility,Bikeability,Walkability,Traffic_cong estion,Aesthetics,Development	If folks still have to drive and park to access the sidewalks for access to Austin Avenue corridor, that's a huge issue for folks dependent upon CARTS or the kindness of friends and family to get them where they need/want to go along that corridor, including access to jobs, the medical center, shops, library, City Hall, Court House, etc. Without a public transit system, walking, cycling is often the only means of transit from one side of town to another.
487	Southern_Gateway,San_Gabriel,Northern_Gatew ay	No		No	People drive too fast	Safety,Traffic_congestion,Walkability,Bikeability,Aesth etics,Development,Accessibility	
488	Industrial_&_Institutional,Old_Town,Downtown	Not sure	I do not walk or bike there.	Not Sure		Traffic_congestion,Safety,Accessibility,Development, Walkability,Bikeability,Aesthetics	From north to south it is confusing for new people.
489	Old_Town,Downtown,San_Gabriel,Northern_Gate way	No	It's not walkable.	Yes	It's be great to make it morre walkable, but I probably wouldn't walk much on it with having young kids.	Safety,Traffic_congestion,Walkability,Aesthetics,Devel opment,Bikeability,Accessibility	None.
490	Old_Town,Downtown,San_Gabriel	Yes	Downtown/Old Town have plenty of safety features (lights, crosswalks, wide sidewalks) that are safe. Lighting is fairly good as well, finding your way back to vehicles. During special events, roads are widely closed to accommodate participants. Park and Rec Department have set up many biking t r ails in these and other areas to get around without entering the streets (a big mistake Austin made). Let's keep it that way!	No	Not safe and generally takes away space needed for safe driving around our area (landlocked, cannot change that).	Safety,Traffic_congestion,Walkability,Bikeability,Aesth etics,Development,Accessibility	Do not reduce driving safety and likeability- leave roads for cars. Set lights periodically to move traffic safely and quickly. Keep sidewalks clear for two way walking. Bikers use off main street approaches, trails. Don't over develop what is already there. Keep in mind large elderly population.
491	Old_Town,Downtown,San_Gabriel	No	At many stretches of Austin Avenue crosswalks are absent. Where they do exist, the car traffic is still intimidating because of the lack of secure markers/barriers/plantings that bring the street back to the human scale.	Yes	Provided that this path is separated from the roadway by an low barrier or is an elevated path (curb height), pedestrians and cyclists can safely use it together.	Walkability,Bikeability,Safety,Accessibility,Traffic_cong estion,Aesthetics,Development	If accessibility relates to handicapped people, that is definitely a quality of life concern. If accessibility relates to the retail business, that is obviously a concern as well: these businesses must be able to attract customers without too many restrictions. However, the car should not have the monopoly on access.
492	Southern_Gateway,Old_Town,Downtown	No	Traffic too fast	Not Sure		Safety,Traffic_congestion,Walkability,Bikeability,Aesth etics,Development,Accessibility	
493	Southern_Gateway,Old_Town,Downtown,San_Ga briel,Northern_Gateway	Yes		Yes		Safety,Traffic_congestion,Aesthetics,Walkability,Bikea bility,Development,Accessibility	none
494	Industrial_&_Institutional,Southern_Gateway,Old_ Town,Downtown,San_Gabriel	Not sure	On the square, not sure about other parts like south of University	Yes	but not at the risk of losing lanes for traffic	Traffic_congestion,Development,Aesthetics,Safety,Wa lkability,Bikeability,Accessibility	
495	Industrial_&_Institutional	No	Traffic & no bike trails	Yes		Safety,Traffic_congestion,Walkability,Bikeability,Devel opment,Aesthetics,Accessibility	There are few options to arriving at Austin Avenue other than Williams Drive. There is congestion and construction there constantly
496	Industrial_&_Institutional,Southern_Gateway,Old_ Town,Downtown,San_Gabriel	No	Do not bike. Walking OK	No	Previous experience is that bicyclists don't give walkers much latitude. In my opinion, there aren't enough bike riders on the main road to change any plans. Cyclists can use the trails much more effectively	Traffic_congestion,Development,Aesthetics,Safety,Wa lkability,Bikeability,Accessibility	No comment
497	Old_Town,Downtown,San_Gabriel,Northern_Gate way	No	There's a bias for car traffic, success to me would mean a middle schooler could use the bike and pedestrian ways.	Yes	Builds community and cooperation	Aesthetics,Safety,Development,Bikeability,Walkability, Traffic_congestion,Accessibility	
498	Industrial_&_Institutional,Old_Town,Downtown	Yes		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Devel opment,Accessibility,Aesthetics	
499	Industrial_&_Institutional,Southern_Gateway,Old_ Town,Downtown,San_Gabriel	No	There is not alot of separation for pedestrians from traffic (no shoulder) and sidewalks appear and disappear randomly. The only place I currently walk along Austin Ave is at the square itself.	Not Sure	My university had these and they mostly worked, but it requires cyclists to respect people walking. In a place that has more diverse ages of people (more elderly and young children) who may not be able to move out of the way quickly, might ignore normal traffic ideals (keeping right), or are very unpredictable, I am not sure how well shared-use would work.	Traffic_congestion,Safety,Aesthetics,Walkability,Acce ssibility,Development,Bikeability	I have small children and being able to safely cross the street with them is a big concern. It can also be difficult to navigate curbs with a stroller or wagon.

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1	Which subareas do you regularly visit?	Do you feel comfortable walking or biking across Austin Avenue now?	Why or why not?	Would you feel comfortable using a wide shared-use path that is shared with bicyclists and pedestrians?	Why or why not?	Please rate your concerns along Austin Avenue?	Please explain Accessibility concern
500	Old_Town,Downtown,Northern_Gateway	Not sure		Not Sure		Traffic_congestion,Safety,Walkability,Bikeability,Accesssibility,Aesthetics,Development	I love Austin Ave. I would change just the bike piece. It's too narrow and busy to have bikes on it with the cars.
501	Downtown,San_Gabriel,Northern_Gateway	No	Inconsistent sidewalks/bike lanes.	Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
502	Downtown,San_Gabriel,Northern_Gateway	Yes	Traffic is sufficiently slow enough to feel safe to cross at a light	Yes	No particular reason	Traffic_congestion,Walkability,Safety,Aesthetics,Accesssibility,Bikeability,Development	Safe sidewalks, close in parking, good lighting
503	San_Gabriel,Northern_Gateway	Not sure		No	Because people like to drink on the square and I could some not so good things coming out of that	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
504	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Only at a light, and then carefully. . Too much traffic.	No	Bicyclists tend to be poor companions on a walking trail, they tend to not observe the necessity of yielding to pedestrians. They are traveling at very fast rates of speed. I favor a walking trail only . Dog owners are another problem. Dogs are not well managed by the owner, often poorly behaved , on too long a leash , so the owner has no control of the animal.	Development,Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Accessibility	For people who actually live here, in, on, or near this corridor, other interests are relegating us to the bottom of the list or the back burner. Developers, visitors, and any other interest takes precedence over those of us who actually live here. I'm concerned the accessibility for those who need it aren't being served in a safe or convenient manner.
505	Old_Town,Downtown	No	Heavy traffic, lack of visibility	Yes	I already use the trails and feel comfortable doing so	Safety,Traffic_congestion,Development,Walkability,Aesthetics,Accessibility,Bikeability	
506	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes	Too many moving parts with driving visitors that are distracted. I'm comfortable but not with little kids.	Yes	Love the idea of bike paths not only around town, But more bike paths connecting out in every direction!	Aesthetics,Walkability,Safety,Traffic_congestion,Bikeability,Development,Accessibility	See golf cart question.
507	Downtown,San_Gabriel,Northern_Gateway	No	Too dangerous. Georgetown drivers aren't as aware and as courteous to walkers or cyclists as they are in Round Rock.	Not Sure	Depends on how close edge of path is to the driving lane and speed of traffic next to the path.	Traffic_congestion,Safety,Development,Bikeability,Walkability,Aesthetics,Accessibility	
508	Old_Town	No		Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
509	Downtown,San_Gabriel,Northern_Gateway	No	The traffic is heavy. It doesn't stop. It is congested	Not Sure	I would like to see that but I'm not sure drivers would respect and recognize it. The merger into Williams from Austin Ave is a disaster!	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	This didn't work. I would rate safety #1 then congestion then aesthetics, walkability, accessibility, bike ability then development. It is ugly now.
510	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes		Yes	Because it would encourage people to not use their cars	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
511	Southern_Gateway,Old_Town,Downtown	Not sure		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
512	Old_Town,Downtown,San_Gabriel	No	There is little to no room for a walker or a cyclist on the "sidewalk". Heaven forbid both are present simultaneously.	Yes		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	none
513	Industrial_&_Institutional,Southern_Gateway,Northern_Gateway	Yes	Just drive carefully Give the pedestrians the opportunity to cross Lookout for people crossing mid block Enjoy the vibrancy!	No	I'm afraid the pediatrician would be more likely than not to be hampered by the bikers	Development,Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Accessibility	I checked Development it keeps coming up under Accessibility Development needs to be cohesive and retain the caracter of Okd Town square
514	Old_Town,Downtown,San_Gabriel	Yes		Yes		Walkability,Safety,Traffic_congestion,Bikeability,Aesthetics,Development,Accessibility	
515	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown	No	Lots of traffic. We saw a pedestrian hit on Austin Avenue.	No	Bicycles and pedestrians don't mix. I've seen pedestrians nearly hit by bicycles. It is uncomfortable for both cyclists and pedestrians to have slow walkers and fast bikes mixed.	Safety,Traffic_congestion,Walkability,Aesthetics,Development,Accessibility,Bikeability	
516	Downtown	Yes		No		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
517	Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	I feel comfortable where the lights are, but immediately north of Bank of America, the road slopes toward the river and visibility is lessened for southbound cars, who are often accelerating to get up the hill.	Not Sure	MANY bicyclists are aggressive or impatient with pedestrians and would have to be partitioned off into their own area, especially with elderly and children using the walkways.	Development,Aesthetics,Walkability,Safety,Traffic_congestion,Bikeability,Accessibility	I indicated that Accessibility is lowest on my list.
518	Old_Town,Downtown	No	When traffic is heavy the speed of traffic and visibility to pedestrian or bicycle traffic is limited	Yes	To give a barrier to traffic	Walkability,Traffic_congestion,Safety,Aesthetics,Bikeability,Development,Accessibility	Sidewalk conditions in some areas and visibility from motorized traffic
519	Southern_Gateway,Old_Town,San_Gabriel	Not sure		Yes	Bikers and pedestrians share access on the trails now and most use good judgement ring a bell then slow or announce when passing. It's a heck of a lot better than bikers and folks in scooters getting run over.	Bikeability,Safety,Traffic_congestion,Walkability,Aesthetics,Development,Accessibility	Not easy to ride my bike without getting run over.

	P	Q	R	S	T	U	V
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520	Old_Town,Downtown,San_Gabriel	No	Narrow roads and speeding cars	Yes		Traffic_congestion,Safety,Aesthetics,Development,Walkability,Accessibility,Bikeability	
521	San_Gabriel	No	too much traffic	No	Bicyclists travel too fast and are not always considerate of pedestrians	Traffic_congestion,Safety,Aesthetics,Accessibility,Development,Walkability,Bikeability	Anyone who has accessibility concerns would avoid Austin Avenue and only drive.
522	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	This isn't working for me. Traffic congestion is my number one concern everywhere in town. We keep building new homes and apartments and never widening the roads in anticipation of this growth. It is absolutely baffling to me! Development would be my #3 after traffic congestion and safety.
523	Old_Town,Downtown,San_Gabriel	Yes	Sidewalks are sufficient in most areas - problem is red light runners!	Yes	I used to live in Austin and walked/biked the trail around town lake on a regular basis	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	Not sure what this is asking - I live, work, exercise, dine, etc in my 'bubble' of Austin Ave. House is 1208 and office is 310
524	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No		Yes		Safety,Traffic_congestion,Walkability,Aesthetics,Bikeability,Development,Accessibility	
525	Industrial_&_Institutional,Old_Town,Downtown,San_Gabriel	Not sure	I would not feel comfortable biking or walking in the Industrial, South gate, Old town and San Gabriel zones. I only drive in these zones. I feel comfortable crossing Austin Ave by foot and on bike in Downtown because it has frequent lights.	Not Sure	Too much conflict in the Downtown area. The Austin Ladybird Lake trail has had problems with both bikes and pedestrians on the same trail. In Europe, they have semi-mixed walks where the bike lane is next to the curb and striped, but I think Americans are not aware when walking to stay out of the bike lane. I know I have violated the bike lane as a pedestrian in Europe. However, if wide sidewalks were added in zones: Industrial, South gate, Old town and San Gabriel, I think that shared use could work, because in these zones, people are on a mission to get somewhere and not window shopping as in Downtown. With signing and striping, I think there would be minimal conflict. Also, a lot less people in these zones.	Safety,Walkability,Bikeability,Aesthetics,Traffic_congestion,Development,Accessibility	I think it has been mandated that curb ramps must be installed at all intersections.
526	Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure	I only feel comfortable crossing at a light.	No	I don't trust some bike riders to drive courteously and safely around pedestrians.	Safety,Traffic_congestion,Walkability,Development,Aesthetics,Accessibility,Bikeability	Too much traffic or people or bike makes it difficult to access places to walk and cross safely.
527	Old_Town,Downtown,San_Gabriel,Northern_Gateway	No		Yes	Bikes should have a speed limit around pedestrians - maybe 8mph.	Safety,Walkability,Bikeability,Aesthetics,Development,Traffic_congestion,Accessibility	Not concerned about Accessibility.
528	Industrial_&_Institutional,Southern_Gateway,Old_Town	No	There are not enough areas to cross with a light	Not Sure		Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
529	Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Not sure		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
530	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	It's quite busy. The lights in the downtown area are ambiguous. If you are a pedestrian and there is a car turning left, all of traffic gets jammed up while waiting for the pedestrian or the car takes their turn by way of being bigger and puts the pedestrians at risk. Then there is just the problem of not being seen. Maybe pedestrian traffic can only go when cars are going straight and cars can only turn left when pedestrians are restrained?	Yes	Wide share paths mostly work. Cyclists seem to have forgotten they need to announce their coming and pedestrians need to scoot to the right to adequately share. Also, is there really room for this in the downtown area? The sidewalk and parked cars already feel too close. Especially in front of The Outfitters and down to the theater.	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	It is very busy and congested. Especially during an event.
531	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	Yes		No	Too dangerous with the amount of traffic to share with bikes.	Development,Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Accessibility	
532	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown	No	1.I have seen several times people (including me)close to getting hit in a crosswalk by people turn on/off of Austin ave especially turning off/on to 7th and 8th ave. 2. have seen several people run red lights on Austin ave between 8th and 7th ave. 3. People speed up to go around people or to take off from the light at a high speed.	Yes		Safety,Walkability,Development,Traffic_congestion,Aesthetics,Bikeability,Accessibility	1.A safe place for people to drop off and pick up people along Austin ave between 7th/8th ave 2. A barrier for the customers to feel safe eating/drinking outside without being worried a car could crash on the sidewalk.
533	Southern_Gateway,Old_Town,Downtown,San_Gabriel	No	Too busy a street.	Yes	It's not safe right now. A dedicated path would be welcomed.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
534	Downtown,San_Gabriel	Yes		No	The sidewalks on the bridges are tight to the road.	Traffic_congestion,Safety,Development,Aesthetics,Walkability,Bikeability,Accessibility	
535	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Cars drive too fast, consistently run red lights and don't watch for pedestrians in crosswalks when turning.	No	Would not alleviate the problem	Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Development,Accessibility	
536	Old_Town,Downtown	No	The traffic on austin Avenue through downtown is dangerous. They drive too fast and are reckless. I've seen more than a few auto/pedestrian accidents.	Yes		Safety,Traffic_congestion,Walkability,Development,Aesthetics,Bikeability,Accessibility	
537	Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	No bike lanes, fast cars, too many cars	Yes	If this means a lane for bike and walking then yes.	Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	I don't understand how to pick the numbers for this option, maybe not compatible with cell?? So I only have # 1 chosen correctly.
538	Industrial_&_Institutional,Southern_Gateway,Old_Town,Downtown,San_Gabriel	Yes	Yes, depending on what crossings you are referencing. No, if you are referencing crossing downtown.	Not Sure	The bicyclists I've encountered tend to not have the best etiquette when it comes to sharing a sidewalk with pedestrians.	Safety,Traffic_congestion,Development,Aesthetics,Walkability,Bikeability,Accessibility	Accessibility was my least concern. It is pretty widely accessible from most areas.

	P	Q	R	S	T	U	V
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539	Downtown	Not sure		Not Sure		Development,Safety,Traffic_congestion,Walkability,Bikeability,Aesthetics,Accessibility	
540	Old_Town,Downtown,San_Gabriel	Yes		Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	
541	Southern_Gateway,Old_Town,Downtown	Not sure	Sometimes people are very aware of pedestrians. Other times not so much. There has been too much speeding especially in the residential parts of these streets	Yes	My only concern are the distance cyclists who travel at high speeds.	Development,Traffic_congestion,Safety,Walkability,Aesthetics,Bikeability,Accessibility	More Accessible parking is low on my priority. I'd have to see an no parking garage go up. Accessing some stores and turning on to Williams drive by Starbucks needs help. I go out of my way to avoid that intersection
542	Southern_Gateway,Old_Town,Downtown,San_Gabriel	Not sure		No		Traffic_congestion,Safety,Development,Walkability,Bikeability,Aesthetics,Accessibility	
543	Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Too many cars with distracted and fast drivers. I don't feel safe riding a bike.	Yes		Traffic_congestion,Safety,Walkability,Aesthetics,Bikeability,Development,Accessibility	
544	Old_Town,Downtown	No	Too busy and rude drivers.	No	Difficult to manage 2-way bike traffic and pedestrians.	Traffic_congestion,Safety,Development,Accessibility,Bikeability,Walkability,Aesthetics	
545	Old_Town,Downtown,San_Gabriel,Northern_Gateway	No	Traffic and uncertain about sidewalks.	Yes		Traffic_congestion,Safety,Walkability,Bikeability,Aesthetics,Development,Accessibility	

	W	X	Y	Z	AA	AB	AC	AD
1	What is something you would like to change or see implemented along Austin Avenue?	What is something you would like to keep along Austin Avenue?	Is there anything else you would like to tell us about Austin Avenue?	Which gender do you identify as most?	Please tell us your age group.	What language is primarily spoken in your home?	Please specify language	Which category best describes you?
2				Male	35 to 44	English		White
3	I avoid Austin Avenue as much as possible because of the traffic. I support any plan that minimizes traffic downtown and near the intersections with Williams Drive and University Avenue. There is simply not enough space to accommodate more cars. This area needs car-free zones, bike paths, and bus service (especially a regular park-and-ride connecting to other parts of Georgetown). Then you need programs to market and support alternatives to driving (pitching those alternatives as safer and socially acceptable). In an ideal scenario, I would love to see train service between Georgetown and Austin/Round Rock.	It may be a given already, but prioritize the preservation of trees and historic buildings. I do not support the removal of either to add lanes.	Downtown Georgetown is a special place and deserves special solutions to growth and traffic. Put simply, traffic is ruining downtown Georgetown, and traffic will only get worse. The goal here should be to get cars off of Austin Avenue, especially downtown, so that people may continue to have a positive experience there.	Male	45 to 65	English		White
4	As a concerned citizen, I propose closing all roads surrounding the city square to create a safer, more inclusive, and sustainable public space. The city square serves as a vital gathering place, and closing roads would improve safety by eliminating vehicular traffic, reduce the risk of accidents, and make it more welcoming for all. Transforming roads into pedestrian-only zones provides additional public spaces for green spaces, playgrounds, seating areas, and outdoor performance venues, fostering community and offering diverse recreational options. Fewer cars mean improved air quality, reduced noise pollution, and a lower carbon footprint, contributing to a greener city. I urge the city to consider this proposal and collaborate with local businesses, organizations, and residents to create a modern, people-centered urban environment in our city square.			Male	18 to 34	English		White
5	Protected left turn lanes at Leander Road/FM 1460 and at San Gabriel Village Boulevard.	Outdoor restaurant seating on sidewalks on the Square.		Male	45 to 65	English		White
6	Just improved traffic congestion	I like the mixed uses along the corridor	No	Female	35 to 44	English		White
7				Female	65+	English		White
8	Slower speeds and more free space along the corridor between Leander Rd and Williams Drive. Especially in downtown. Also better quality businesses on this main road, fewer gas stations, remove oil change place, payday loan, pawn shop, and cannabis shop. They junk up what could be a nice looking road.	The beautiful heritage trees in Old Town along the road and the cute small businesses along the route.	Excited for improvements to happen on this road	Female	35 to 44	English		
9				Male	45 to 65	Spanish		Hispanic_Latino_Spanish
10				Other	Prefer not to say	Prefer not to say		Other_race_ethnicity_origin
11	Better parking and more protected turn signals	Sidewalks		Female	35 to 44	English		White
12	Slower speeds from El Mon to University, and ENFORCEMENT!!	School zones		Female	35 to 44	English		White
13		Charm of downtown shopping		Male	45 to 65	English		White
14	No parallel parking on Austin by the square. Sight distance issues and safety concerns. Better turn/signal Improvements at Austin and Williams.	Williams drive pass through		Female	18 to 34	English		Hispanic_Latino_Spanish
15		I'd like to ensure that the downtown area continues to feel like downtown (not just a major arterial roadway). I would oppose widening Austin Avenue to relieve congestion.		Female	35 to 44	English		White
16				Female	35 to 44	English		White
17				Female	18 to 34	English		Hispanic_Latino_Spanish,White
18				Female	45 to 65	English		Hispanic_Latino_Spanish
19				Male	35 to 44	English		White
20				Female	65+	English		White
21	Protected left turn lanes			Female	65+	English		White
22				Female	65+	English		White
23	Fix Williams Drive intersection.	Bridges, as long as they are improved.		Male	65+	English		White

	W	X	Y	Z	AA	AB	AC	AD
1	What is something you would like to change or see implemented along Austin Avenue?	What is something you would like to keep along Austin Avenue?	Is there anything else you would like to tell us about Austin Avenue?	Which gender do you identify as most?	Please tell us your age group.	What language is primarily spoken in your home?	Please specify language	Which category best describes you?
24	Speed bumps, and islands. Less through traffic.	The amazing houses and old buildings	It sucks.	Female	45 to 65	English		White
25				Female	45 to 65	English		White
26				Male	65+	English		White
27	More attractive "welcoming" aspects into this important Georgetown corridor.	Two lanes or fewer - do not widen.		Female	35 to 44	English		White
28	Enhanced shuttle service during events. Shuttle service to downtown from Sun City during events.	Access to trail system		Female	45 to 65	English		White
29	Stop approving large multi unit properties			Female	18 to 34	English		
30				Female	35 to 44	English		White
31								
32	At the intersection of Weir Road and N Austin Ave, I would like to see a sign stating that the middle lane is for straight traffic only. I have almost been sideswiped twice while making the turn in the left lane on to N Austin Ave by cars turning left in the middle lane.			Female	18 to 34	English		White
33	More parking	Historic storefronts. Historic themes	More turning lanes	Male	65+	English		White
34				Female	45 to 65	English		White
35	Maybe more sidewalks	I'd like to keep safety for walkers	The Williams Dr bridge needs more lanes. One lane that's dedicated to keep traveling through Williams Dr is not going to be enough for traffic to swiftly move along.	Female	35 to 44	English		
36	Fewer places where cars turn onto Austin Avenue, and better visibility of the railroad tracks where the lumber place is. If you are driving down Austin Avenue from The Leander intersection towards the Medical Center, the view of a train that may be coming is blocked by the lumber place until you are right at the tracks. More visibility is needed. People pull onto Austin Avenue from all sorts of obscure places.	The wider lanes by the Medical building area. The historic homes (that are well kept) are an asset to our historic city. Please don't turn them into stores or offices.	The downtown part is a mess. It is hard to navigate with all of the parked cars and people turning onto the road from lots of places. The corner of Williams and Austin Ave. needs to be made better, but NO diverging diamonds. What a dumb idea!	Female	65+	English		White
37	TURN LANES for Gods sake.		Turn lanes and synchronized lights!	Female	65+	English		White
38				Female	45 to 65	English		White
39	It would be wonderful to have the part of Austin Avenue that goes through the square closed on weekends for foot traffic dos town.		It would be wonderful to have the part of Austin Avenue that goes through the square closed on weekends for foot traffic dos town.	Female	45 to 65	English		White
40				Female	45 to 65	English		White
41	Bigger sidewalks, more cross walks with lights, a biking lane or some sort of mixed use walking and biking lane. Fixing the lanes changing after every intersection in the square. Way bigger sidewalk over the bridge near El Monumento.	The slow speed limit! It's appropriate.	The Austin Avenue and University intersection is terrible.	Female	18 to 34	English		Hispanic_Latino_Spanish
42	Provide selected areas of shaded cover (tree canopy or other) along the South Austin Avenue and the Southern Gateway segments.	Existing walkable character of corridor within Old Town and Downtown segments of study area.		Male	45 to 65	English		White

	W	X	Y	Z	AA	AB	AC	AD
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43	Aside from my comments above about traffic flow, medians, signals, etc., I'd like to see beautification efforts such as more trees. I like more trees in general as they help cool the area, but they also encourage pedestrian use (shade) and are calming for drivers as well.	I like all the greenery around San Gabriel Park. In fact, I would add more!	Lots of development is already here, but more is coming - as y'all know. The apartments along Stadium Dr. and NE Inner Loop will be being significantly more traffic, as will the QT and Costco. The road needs to be improved before much more development occurs or we'll be in a world of hurt. For the record, I'm all for the development - let's just keep up with the infrastructure (please expand Stadium Dr. to a four-lane road also!).	Male	35 to 44	English		White
44		Sidewalks		Female	35 to 44	English		White
45				Female	45 to 65	English		White
46	I am glad to see the parking garage will be build. New office buildings from 4th to 6th Streets are so close to the road they are imposing and claustrophobic feeling. I hope future development, particularly where former homes are likely to be replaced with commercial and retail space will be set back further from Austin Avenue so it doesn't feel like a canyon along that segment. Encourage development that is family friendly and attractive. No more gun shops. Add more parking 2-3 blocks off of Austin Ave. Encourage more planting of native trees along the whole street.	Keep the residential feel from University to Leander Rd and the "entertainment" feel around the Square.	It is beautiful through most of Old Town, lively in Downtown and depressing out by GHS.	Female	65+	English		White
47	Better timing on traffic lights. Too many side streets get priority.	Community feel.	Fewer apartments/condos/townhomes.	Male	Prefer not to say	Prefer not to say		White
48	slower car traffic			Other	65+	English		Hispanic_Latino_Spanish,White
49	No	I think I like it but more green space down town		Female	35 to 44	English		White
50				Female	65+	English		White
51				Female	65+	English		White
52					35 to 44	English		
53				Female	45 to 65	English		White
54	No Class 8 tractors (or trailers 48 ft. and longer.) Fix the University Ave. and I35 interchange NOW. Stop all University Ave. development on the west side of I35.			Male	Prefer not to say	Prefer not to say		Other_race_ethnicity_origin
55	Better access to public transportation			Male	45 to 65	English		White
56	Pedestrian bridges and bike lanes			Male	35 to 44	English		White
57	Lower speed limit	quaintess		Female	45 to 65	English		White
58	Large flowering pots, more greenery, better/additional sidewalks, trash receptacles on every corner.	Art	Needs to be better beautified.	Female	65+	English		White
59		The LOCAL businesses that make up the character of Georgetown.	So glad the bridges are being revamped soon; thank you!	Female	35 to 44	English		Asian,Hispanic_Latino_Spanish,White
60		The LOCAL businesses that make up the character of Georgetown.	So glad the bridges are being revamped soon; thank you!	Female	35 to 44	English		Asian,Hispanic_Latino_Spanish,White
61	Livability and more shops	The charm		Female	45 to 65	English		White
62	Better vehicle movement ==> less congestion at Austin Ave and 29 intersection.		Will need traffic control where I35 N exit ramp feeds into Austin Ave in the Northern Gateway once Costco opens.					

	W	X	Y	Z	AA	AB	AC	AD
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63	The San Gabriel bridges need to be COMPLETELY REPLACE to accommodate left turning safety hazards (lack of [any] left turn bays at 2nd Street and San Gabriel Village Boulevard and inadequate NB length at Morrow Street significantly increase the probability of rear-end and left turn crashes. Further said lack of adequate LT bays INCREASE congestion); to provide adequate and safe pedestrian mobility.			Male	65+	English		White
64	Areas for rest and cover from elements (mostly sun). A shuttle perhaps to drop off and pick up along Austin Ave. especially during special events downtown. First Baptist is a long way for park and ride.	Smooth traffic flow, sidewalks, businesses, aesthetic features.		Female	65+	English		White
65	Do something about the horrible turn in situation at the McDonald's			Female	65+	English		
66								
67				Female	45 to 65	English		Other_race_ethnicity_origin
68	Bike lanes.	Old town walkability.	Intersection with Williams is challenging, especially with people trying to turn into McDonald's off of Williams.	Male	65+	English		White
69	Lower speed limits, more handicap parking, safer crosswalks, well timed cross lights, eliminate the right turn on red light to protect pedestrians.	Trees, sidewalks,		Female	45 to 65	English		White
70	Test	Test	Test	Male	35 to 44	English		American_Indian_Alaska_Native
71	Wider road Safer for cars and pedestrians			Male	45 to 65	English		White
72		Keep the traffic lanes, don't remove them. This is a major arterial for downtown and multiple businesses up and down Austin and its side streets. If you make it harder to drive there, we WILL stop frequenting it for business/recreation/entertainment.		Female	45 to 65	English		White
73				Male	65+	English		White
74	The intersection at Austin Avenue and University needs to be completely redone. Eminent domain all 4 businesses at the intersection and build a proper intersection.	The old houses are beautiful on the south end of town. The intersection at Austin Avenue and university is a poor representation of our beautiful city	Austin Avenue needs to be widened from 7th - Williams. Intersection at Williams and Austin Avenue needs to be widened to accommodate traffic.	Male	35 to 44	English		White
75				Female	35 to 44	English		
76				Female	65+	English		White
77				Female	65+	English		White
78				Male	65+	English		White
79				Female	45 to 65	English		White
80	I would like to see a pedestrian park. Especially close to the square. Traffic could be rerouted with minimal disruption. The area needs more room. The square gets super crowded which is a large reason my family and I limit our time on the square during the weekends.	All the historic buildings. I love the aesthetic of the old time area Austin Ave provides to GT.	Incentivize small business along the square. We have all the big business we need next door. Keep big business out of our downtown and help small businesses thrive. Small business will, believe it or not, be the future to success and something residents will come back for time and time again.	Female	18 to 34	English		White
81	Better light timing at University and Austin Ave and Main St. time it so traffic on Uiniversity can flow through main and Austin and then give Sutin Ave the same time to travel as University to help clear up conestion on both streets. The area that realy needs to be changed is in the San Gabrial area. Where Austin Ave.and Williams meet eespecially concerning traffic to McDonalds, Close all the entrances to McDonalds on Austin Ave. and Williams aince they block traffic as cars back up into those main streets. Making all traffic using McDonalds to go onto it from Spring St. The same for the entrance to Chopotle, etc on Austin Ave close it as it's too near the corner and turns into and from the lot cose conjuston in the turn lane on Austin.	Keep its charm if possible it should not be turned into a Williams. I drive through Austin Ave, regularly and don't want to see much in the way of changing driving conditions in Downtown and Old town, I like the new bypass for traffic leaving town and use it to now to go to the turn into Nothwest bypassing Williams and 35 traffic.	Keep the view of the court house.	Male	65+	English		White
82				Male	45 to 65	English		White
83	Wider sidewalks			Female	35 to 44	English		Hispanic_Latino_Spanish
84	Takes entirely too long to get through intersection of Austin Avenue and University Avenue light.			Female	65+	English		White

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85	Sidewalks that connect.		The question of race under demographics is not necessary. I am glad to live and take part in a city where cultural diversity is accepted by all. The world would be better if it was less focused on segmenting groups and instead embraced the idea of one race, the human race.	Male	45 to 65	English		American_Indian_Alaska_Native,Asian,Black_or_African_American,Hispanic_Latino_Spanish,Middle_Eastern_North_African,Native_Hawaiian_Pacific_Islande,White,Other_race_ethnicity_origin
86	Close all the driveways on Williams between the freeway and Austin Ave. Figure out a better way to get people in and out of the McD and the shopping center between I35 and Austin Ave.	Town Square.		Female	65+	English		White
87			Leave it alone	Male	65+	English		White
88	A consistent design/aesthetic concept ... "Main Street" through Georgetown	The river bridges ... retain, upgrade, use as part of the "Main Street" design concept.	It would be a benefit to the city if the Austin corridor could be controlled to encourage aesthetics and the city's identify. Perhaps special 1800's light poles with signs bearing the city's logo, landscaping design requirements, building aesthetics requirements, special pavement/sidewalks, etc. Make Austin the "Main Street" of Georgetown.	Male	65+	English		
89	Expand shoulders, and add a few turn lanes, and possibly extending turn lanes so more people can have access while at intersection with signal(s)	Like to see the road glowing at night or raining days when we can't see any paint at all	1. A few spots on roads needs lanes repainted and add fresh new dots bots all along (especially the lakeway dr intersection & overpass) 2. There's about 4 bumpy spots (almost like potholes) on right lane by Morrow St on Papa Johns side. 3. Maybe adding turn lanes to turn into the shopping center and georgetown high school & at the Lakeway Dr/NE inner loop (right lane), so they don't have to wait to move up.	Male	18 to 34	English		White
90				Female	65+	English		White
91				Female	45 to 65	English		White
92	Wider and more light	The history		Female	45 to 65	English		Hispanic_Latino_Spanish
93	Trees and greenery			Female	45 to 65	English		White
94				Female	45 to 65	English		Hispanic_Latino_Spanish
95	Artwork and native culture			Male	35 to 44	English		White
96								
97	Signs 🚦/Traffic 🚦 lights	IDK	My favorite street and I use it daily very convenient.	Female	45 to 65	English		Hispanic_Latino_Spanish
98				Female	45 to 65	English		White
99	I have always liked the attractive metal railing on the Austin Avenue bridge that crosses over the San Gabriel. The railing "frames" (like a picture) the view beyond the bridge.	The bridge railing on the Austin Avenue bridge.	In the downtown area, across the street from the courthouse, where people are sitting and drinking it might be worthwhile to place railing to keep the drinkers in and the cars out.	Female	65+	English		White
100			No	Male	65+	English		White
101				Male	45 to 65	English		White
102	take restaurant outdoor seating away. TOO CLOSE TO ROAD. Parking spots longer in length as trucks get longer in length			Female	65+			
103	Bridge cross overs	Town square		Female	65+	English		White
104	Wider streets better parking options,		The Williams/austin Ave intersection has way too many busy businesses and makes it unsafe to travel at peak times due to negligent drivers with no regard for othere	Male	35 to 44	English		White
105	Crosswalk bridges that do not impede traffic and keep pedestrians safe. Better traffic lights and turn lanes. Closing off downtown to vehicle traffic to encourage safety in walking/biking.	Old town square feel		Male	35 to 44	English		Asian,White
106	Would love to see a vibrant corridor of shops and restaurants that connects from old town to downtown.	Keep current charm and aesthetic. Continue to restore older buildings and push for beautiful architecture.	Austin Avenue holds the downtown square. In many ways, Austin Avenue is the gateway to Georgetown's favorite spot in town. Knowing this, I think Austin Avenue should be just as spectacular as the square.	Male	18 to 34	English		Hispanic_Latino_Spanish
107				Female	65+	English		White

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108				Male	45 to 65	English		Hispanic_Latino_Spanish
109	More parking off the square. Remover parallel parking. When you're turning off of 7th or 8th, parallel parked cars block the view of oncoming traffic (coming from 29).	Everything. Georgetown still has a charm to it. Don't make it like every other vanilla city.		Female	35 to 44	English		White
110				Male	65+	English		White
111		Slower traffic speeds		Female	65+	English		White
112				Male	65+	English		White
113	Change to no parking slots along the west side of the courthouse and using that area to a drive lane. Then take the existing lane on the east side of Austin and expanding the sidewalk area. I would also like to see some kind of barrier (plant boxes, etc.) to protect pedestrians along the busiest parts of Austin Ave near the courthouse and also to prevent pedestrian crossing except at controlled crosswalks.	Keeping the historical beauty and uniqueness of the square and surrounding areas. Outdoor seating.	Proud to live in this lovely area!	Female	65+	English		White
114				Male	65+	English		White
115				Female	45 to 65	English		White
116	More accessibility and mobility for non-car forms of transportation. Public transportation			Female	45 to 65	English		White
117	Nothing.	Keep the street untouched.		Male	65+	English		White
118	A bus line along this corridor one that runs consistently from south Austin to North Austin. We don't need bikes or walkers on this corridor it is too long and no one will be using it. Maybe a trolley in the downtown area		Austin Ave is mainly congested from 29/ University to Williams I'm not sure the solutions for this area fit those of Williams to NE Inner Loop or University to Se Inner Loop. We already have sidewalks for the area between 29/ Williams. No need for bikes.	Female	45 to 65	Prefer not to say		
119				Male	65+	English		White
120				Male	65+	English		White
121	Widen Austin where you can and add turn lanes onto 29 at Austin. Williams will always be a mess and reroute the entrance where Starbucks is. major congestion there that causes delays for everyone and business in that center.	better traffic flow and easier access. Really dislike a diverging diamond. but hoping it will improve things in the long run.	Keep it neat and clean preserve the history heritage and beauty as best as possible.	Female	65+	English		White
122	Narrow travel lanes, reduce traffic speeds, increase sidewalk widths, provide bike paths/connectivity, divert truck traffic, etc.	Residential feel/scale through Old Town.	Don't waist time/money on Gateways... focus on walkability, safety, good design principals, etc. Spend most of your energy on the areas defined as San Gabriel, Downtown, Old Town, and the Southern Gateway.	Male	45 to 65	English		
123				Male				
124				Male				
125		The Square! Old Town! That beautiful natural area along the river.		Female	65+	English		White
126	The dangerous turn out of san Gabriel park onto Weir Rd. To turn left is so hard to see and I've watched many people driving almost get hit.			Female	35 to 44	English		White
127	remove parallel parking along west side Austin Ave near the square and widen the sidewalks	Keep the 'old town' walkability and charm		Female	45 to 65	English		White
128		Small town feel.		Male	65+	English		White
129								
130								

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131				Male	65+	English		White
132	Mixed use zoning. Building to the street. Removal of two car lanes. Addition of street parking in one and protected bike lanes in the other. Trees along the sidewalk.	The trees. It's a stroad so it's pretty poorly designed.	It's a stroad. Make it into a street.	Male	18 to 34	English		White
133				Female	45 to 65	English		White
134				Male	65+	English		White
135				Female	65+	English		Other_race_ethnicity_origin
136	Flashing yellow lights across every single cross-walk.	Sidewalks	Need speed enforced.....especially through the downtown square area.	Female	45 to 65	English		White
137				Female	65+	English		White
138	Overhead pedestrian crossing signs or lights, slow down traffic, barrier between sidewalk and car lanes on bridge	Trees	Historic lighting is not dark sky friendly, lights should be shielded, see darksky.org	Female	35 to 44	English		Hispanic_Latino_Spanish,White
139				Female	18 to 34	English		White
140				Male	65+	English		
141				Female	45 to 65	English		White
142		The LOCAL businesses that make up the character of Georgetown.	So glad the bridges are being revamped soon; thank you!	Female	35 to 44	English		Asian,Hispanic_Latino_Spanish,White
143		The statue on the Courthouse grounds honoring Confederate Soldiers needs to stay.		Male	65+	English		White
144				Male	65+	English		White
145				Male	45 to 65	English		Other_race_ethnicity_origin
146	Turn lane	Downtown sidewalks	It sucks	Male	45 to 65	English		White
147				Female	65+	English		White
148	Have dedicated left turn lanes throughout.	Don't make it wider than 2 lanes.	Enforce existing traffic laws.					
149				Female	Prefer not to say	Prefer not to say		
150				Male	65+	English		White
151	Modernize but keeping the historical aspect and beauty to it.	Keep the historical aspect and beauty to it.		Male	35 to 44	Other (please specify)	Portuguese	Hispanic_Latino_Spanish
152				Female	35 to 44	English		Asian
153				Female	35 to 44	English		White
154	Bike lanes	the square	there are no sidewalks or bike lanes south of University.	Male	45 to 65	English		Asian,Middle_Eastern_North_Africa n,White
155		Aesthetics of old town and downtown		Male	45 to 65	English		
156	I like the fact that some of the restaurants on the west side of Austin have outdoor tables across from the Square. I think at some point that sidewalk will need to be "protected" to keep people safe from traffic along Austin Ave.	I would like to keep the historic "feel" along Austin Ave. New construction would have to conform to appear similar to the buildings near the Square.	Austin Ave is the "front door" to Georgetown and the Square. The charm of Austin Ave. and the Square makes us proud and is one of the things we love about Georgetown. Try to keep that charm and focus growth outside of downtown.					
157	Dedicated bike pathways and a safe walking environment	Historic architecture and greenery and charming environment	Some businesses belong in an industrial zone. Businesses like pawn shops, auto parts, auto servicing, liquor, etc make for a sleazy presentation to historic Georgetown and do not enhance the historic charm experience the city is after.	Female	65+	English		White
158				Female	45 to 65	English		White
159	A 4-way light where pedestrians can cross when all traffic directions are stopped. Pedestrians block the flow of traffic when they are crossing staggered.			Female	45 to 65	English		
160				Male	45 to 65	English		White

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161	Dedicated turn lanes and barriers to prevent cars from stopping all traffic while they try to make an unsafe turn.	Open spaces		Female	65+	English		White
162				Female	35 to 44	English		White
163	Road diet in key areas that wouldn't have a significant impact on traffic flow. A pedestrian bridge at the San Gabriel River that connects directly to the trail below would be a huge enhancement. Aesthetic improvements from downtown south would be really nice.	Enough travel lanes that traffic isn't impacted even further.	No.	Male	35 to 44	English		White
164	More parking options. Having trolley's that take you downtown from other parking areas.	The historic look.		Female	45 to 65	English		White
165				Female	45 to 65	English		White
166	Continuuing to improve parking options to help reduce the difficulty of parking for the downtown area. Continuing to consider aesthetics for all projects on Austin Avenue.			Female	45 to 65	English		White
167				Female	45 to 65	English		
168	No more cars in the square			Female	18 to 34	English		White
169	More dedicated bike lanes and paths.	Easy access to downtown square.	I am on Austin Ave. every single day multiple times a day and really enjoy it's charm and the sence of place it provides for the city of Georgetown. I think this project is a real opportunity to create a more walkable and bikeable environment that is safe for the current and future residents as Georgetown continues to grow at this unpresidented rate. A no cars on the square sounds like an awesome goal to me...	Male	45 to 65	English		White
170					35 to 44	English		White
171				Male	35 to 44	English		Hispanic_Latino_Spanish,White
172	Parking area on the fringes of the corridor outside of downtown with free or inexpensive trams running the length of the corridor.			Female	65+	English		White
173	great reduction of political displays, mainly confederate flags and other signs of oppressions on the square.	low volume low traffic		Male	35 to 44	English		Black_or_African_American
174		Somehow get ride of Starbucks traffic at Williams. Intersection too close to I35 ramps.		Female	65+	English		White
175	hanging baskets of flowers or greenery on the lamp posts	I do like the widened sidewalks as from 7th street down to the corner of 8th street.	It is the main passage through the Square. Needs to help with the small town feel we all love about that area. There are now choices for traffic to bypass downtown, so having Austin Ave add to the charm of the Square would be wonderful.	Female	65+	English		White
176	More Accessible parking for the physically disabled.	Traffic signals that are timed correctly.		Female	45 to 65	Prefer not to say		White
177					45 to 65	English		
178	All lights synched. Crosswalks all w flashing lights and signs. Enforcing no blocking the box. No more building or adding on business/homes. It creates more issues. 1 or 2 speed limits.. the numerous ones are an issue.	Keep? Green areas, whatever is there now business and home wise.	The speed limit at South Austin byanitex is 55, get near the tracks it's 50, cross Leander it's now 40, get to sugar mommy's it's 35.. can we pick 1 or 2? Folks do 55 down all the way, nearly hit folks daily.. no reason to do 55 through old town and the square!	Female	45 to 65	English		White
179				Male	35 to 44	English		White
180		Trees and parks		Male	18 to 34	English		White

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181				Female	45 to 65	English		White
182	More walkable, safer!			Female	35 to 44	English		Hispanic_Latino_Spanish
183	More parking			Female	35 to 44	English		Middle_Eastern_North_African,White
184				Female	65+	English		White
185		Left turn lanes	Bridge	Male	65+	English		White
186				Female	35 to 44	English		White
187	Trees on the sides :) Along with any necessary traffic changes.	Historic feel with the buildings on it. Don't let any modern trash ruin the vibe we got goin on.		Male	18 to 34	English		Hispanic_Latino_Spanish,White
188	More bollards between the concrete planter boxes in the downtown district lots of people sit a tables next to the road. A car can still potentially run off between the planter boxes.	Sidewalks.	I feel the speed limit should be lowered in the downtown district. Radar signs calling out speeding traffic might be a solution.	Male	45 to 65	English		White
189	Speed control measures downtown especially on weekends. Maybe shuttle transportation for off site parking. More signage for public parking near square. Dedicated spots for ride share so they don't stop in middle of road on Austin.		We enjoy the shopping and restaurants and nightlife routinely downtown. Would love to have parking options a little farther away and more pedestrian friendly around courthouse.	Female	45 to 65	English		White
190				Female	35 to 44	English		White
191	Make every stoplight have a protected left turn signal.			Female	45 to 65	English		White
192					18 to 34			
193				Female	35 to 44	English		White
194	Na		Na	Female	18 to 34	English		White
195				Female	45 to 65	English		White
196	Police monitoring of teenagers accelerating through Austin Ave on the square. The sound is deafening, and surely exceeds noise ordinances.	The new pass-through lane on northbound Austin Ave at Williams Drive is a huge improvement! It saves SO much time!		Female	45 to 65	English		White
197				Male	65+	English		White
198	Bike path, left hand turn signals	Aesthetics		Female	45 to 65	English		White
199				Female	65+	English		White
200	The lanes are narrow; it would be great if the road could be widened, but I realize that there is little space for easements.	the ability for pedestrians to easily make their way around the square.		Female	45 to 65	English		White
201				Male	45 to 65	English		White
202	Shared paths from north to south. Every neighborhood should be able to walk or ride safely to downtown and parks.	Charm.	Should walking and biking be moved to another north/south street when in downtown area? Rock? Main? MLK?	Male	45 to 65	English		White
203	lowering speed limit and cross walks	stores/shops closing early. This keeps bad apples away and crime down.		Male	45 to 65	English		Hispanic_Latino_Spanish
204				Female	65+	English		White
205			Close the streets around the square on Friday nights and saturdays	Male	35 to 44	English		White
206	Right hand turn lanes in both directions at University.			Female	45 to 65	English		White
207				Male	18 to 34	English		White
208	Ideally if there were not residential on each edge of downtown, I'd like to have seen two one way avenues between University BLVD and say 4th area. One south bound on Austin Avenue, one north bound on Main Street. Also - ideally, Univerisity Avenue & Williams drive are the only major issue points along Austin Avenue. If the "through" traffic on University was not there, there would be much less issues with Austin Avenue. The back to back lights at Main St & Austin Ave on University, along with the having no turn lanes and only two lanes both ways on University does not allow enough traffic flow and bogs down for Austin Avenue.			Male	45 to 65	English		White

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209	Safe, wide sidewalks that are not connected to the street itself - a distance from the street.			Female	65+	English		White
210				Female	45 to 65	English		White
211	Parking and turn arrows lights and speed should be 25 mph thru downtown			Female	65+	English		White
212	I really do not have any concerns regarding Austin Avenue, OTHER THAN THE CONGESTION AT WILLIAMS DRIVE !!! It has helped immensely putting in that thru-lane on the northbound side, allowing traffic to move through constantly going northbound ... absolutely brilliant idea. It would probably help if more people could realize they could do that, then proceed to the new bridge at Northwest Blvd. over I-35 to get to where they are going on the west side, as opposed to relying solely on Williams Drive. (Maybe put signs up approaching that thru-lane indicating "Williams Drive By-Pass" with another sign approaching the intersection to Northwest Blvd/Weir Rd to turn left for "Williams Drive By-Pass" !!!!!?).	The view from and of the bridges going over the San Gabriel River. THAT is the GATEWAY to Georgetown and those bridges and their design should reflect it !!!		Male	65+	English		White
213				Male	65+	English		White
214	More stoplights to slow traffic down in downtown/old town. A safe way to cross the street along the San Gabriel section. Left turn lane at Twin Rivers. Better bikability.	Local businesses, historic buildings. Walkability, especially through old town/downtown.	Have y'all ever considered making Main and Austin one-way through downtown?	Female	45 to 65	English		Hispanic_Latino_Spanish,White
215				Female	45 to 65	English		
216				Female	18 to 34	English		White
217				Female	45 to 65	English		American_Indian_Alaska_Native
218	Sidewalks, turn lanes, speed, lights		the city did a poor job planning ahead. You should not wait u til you have a mess.	Female	45 to 65	English		White
219				Female	45 to 65	English		Black_or_African_American
220	Dedicated lanes for BOTH left hand turns and right hand turns. Make the roads wider. Make the sidewalks wider. Slow down the growth of buildings until the infrastructure can handle the growth. If the idea is for business growth, you're actually hindering it, as a lot of people refuse to go downtown due to these issues. It's becoming a mini Austin and it's atrocious. You can still have a "small town feel" while promoting growth.			Female	35 to 44	English		White
221				Female	45 to 65	English		White
222	Probably just check the timing of the light at 29 & Austin Ave.	The square is perfect!	Nope	Female	35 to 44	English		White
223				Female	45 to 65	English		White
224	Protected left turn lights			Female	65+	English		White
225	More trees.	The houses and buildings are pretty to look at.	Please do not move traffic to neighboring streets.	Female	45 to 65	English		Other_race_ethnicity_origin
226	Make sure the new bypass yields to turning traffic coming from Williams onto Austin and turning into Brookwood. I have seen cars take that bypass at high speed and causing near accidents for those trying to enter brookwood			Male	35 to 44	Prefer not to say		
227	The curb at the corner of 2nd street, turning right into Austin Ave (towards williams) needs to be removed or the location pulled back a few feet as it is hit regularly and is a hazard.			Female	35 to 44	English		White
228				Male	35 to 44	English		White
229				Female	65+	English		White

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230	One lane each way with turn lanes and landscaped medians with shared use path	Historic bridge railing	Signalized crosswalks	Male	45 to 65	English		Hispanic_Latino_Spanish
231	Off site parking with trolley to square. Close off the square for walking only.			Female	65+	English		White
232	Beauty - trees removed from BofA site, no shade, no place to rest, buildings prioritized over charm and functionality of walking or biking. You feel "unwelcome" as the traffic is so fast and the buildings contribute to the heat.	Trees, greenery, and the Victorian feel of the bridges. I would like to be able to sit on a bench during a walk and look at the rivers. I would like the avenue to feel more like a shady lane than the unrelenting car thoroughfare it now feels like. I wish there were a different route for people in a	Huge, looming buildings destroy the small-town feel of downtown, and it seems like our current council is so pro-development that Austin Ave. will become even more of a sludge tunnel than it is now.		Prefer not to say	Prefer not to say		
233	Encourage businesses to "spruce up" their store fronts outside of the downtown area; it can look dumpy at times.	The area around the square (of course)	I wasn't sure about the improvements at Williams and Austin (with the through lane), but it was a great solution to keep traffic flowing with limited space available.	Female	45 to 65	English		White
234	Slower speeds through old town.		Regarding the question: "How often do you travel on Austin Avenue using the following options?" There should be an option for "Never". I would be interested in traffic counts indicating how people travel. I would guess a significant number of people traveled by automobile.					
235	Reduce traffic to one lane on Austin Avenue through downtown after 5pm on weekends. Add a barrier between Austin Ave and the sidewalk downtown, waist high concrete columns or a wall. The sidewalk along Austin Ave downtown is crowded on weekends, families sitting at tables outside MCO, and Barrons Winery, crowds walking with strollers, pets, etc.... Lots of people crossing the street, etc.... It doesn't feel safe with cars driving by at 30+ mph. It will only take one car or truck jumping the curb to cause a horrible situation...	Locally owned restaurants, bars, and shopping.		Male	45 to 65	English		White
236	Having sidewalks on Austin Ave. and having connectors to those sidewalks from FM 1460 and Southeast Inner Loop (see other comments). Maybe consider improving walkability by installing a flashing light that turns on to stop traffic when a walker wants/needs to cross the street. Not sure if the speed limit should be as high as it is in all sections -- on south end, some is still 55 mph, dropping to 45 mph then decreasing as approaching University Ave.	Downtown keep the downtown feel of the most beautiful town square in Texas :)	In Sept.-2021, we relocated to GT from WI so we do bring "fresh" thoughts to the area. Feel free to reach out to ask.	Female	45 to 65	English		White
237		Current building height restrictions to maintain visibility of courthouse		Female	65+	English		White
238	Dedicated bike lanes and nice pedestrian bridges to easily go from the north fork trail to the south fork trail and all throughout downtown. I know a pedestrian bridge is in the works, but extending/branching out from that into the downtown area would be awesome. I would be able to actually use my bicycle to do my daily commuting, shopping, etc.	4 lanes of traffic		Male	18 to 34	English		White
239	Wider streets, turn lanes, more cement dividers so people aren't able to dangerously cross over in front of traffic putting lives in danger. Ex...heading North Austin Ave and crossing over to South bound lane to pull into Sonic instead of going to light. An OMG moment. Was not a teenager! A 70ish man and his female companion. Seriously needed a burger that bad? Wider sidewalks for 2 to 3 people and passing room for bikes. Similar to Blue Hole walkways. Might need to buy up and move some old gas stations, homes, buildings, etc... to attain safer right of ways and to handle the growing population. Kind of like needing another post office out Williams Drive by Ronald Regan. Just throwing that in the hat too.	The unique street lighting, rails along sidewalks, the past with the future combined.	Its over due for a major change.	Female	45 to 65	English		White
240				Female		English		
241	ease	ease	no	Male	65+	English		White
242				Male	65+	English		White
243	Bike and walk path that connects the whole thing skills be great							
243	Diagonal cross walks downtown	Speed limit		Male	35 to 44	English		White
244	More monitoring of the traffic signals to move traffic that is pil	no	no	Female	65+	English		White

	W	X	Y	Z	AA	AB	AC	AD
1	What is something you would like to change or see implemented along Austin Avenue?	What is something you would like to keep along Austin Avenue?	Is there anything else you would like to tell us about Austin Avenue?	Which gender do you identify as most?	Please tell us your age group.	What language is primarily spoken in your home?	Please specify language	Which category best describes you?
245				Male	18 to 34	English		White
246				Female				
247	traffic signals synchronization			Female	65+	English		White
248	Close square to traffic- walking only			Male	45 to 65	English		White
249	Lower speed limits and police enforcement.			Male	65+	English		White
250				Female	45 to 65	English		White
251		Historic buildings/structures and trees.	Been in the area since 1995 and there is no easy answer for Austin Avenue with the growth. The current "alternative" to bypass Austin Avenue for those who need to traverse Georgetown without using the interstate and the frontage roads is NE and SE inner loop but they themselves have their own issues with 971 and the section from 29 to 1460.	Female	65+	English		
252		Maintain the old town feel	It is a local gem and should be preserved as best possible yet still be transversed...	Male	45 to 65	English		White
253	Timing of all stop lights being better synchronized. Wait times have increased since the corner of Weir Rd and Austin Ave have been completed.	Sidewalks		Female	45 to 65	English		White
254	Would like to see parts of their downtown street areas change to pedestrian only sections. Also more lights at the all downtown intersections would be good. It is too hard to turn at the intersections that have no lights - too much traffic to do it safely. The other thing that would be nice is to redo the intersection by the McDonalds. That whole intersection needs to be reworked - maybe taking out the businesses that run along the side - there is not enough space between those businesses and I35.	The northern gateway and the Southern end are nice and wide. Traffic flows very well.	The industrial end is confusing - you just sort of dead end and have to learn which way to go to get on I35. I have lived here long enough to know, but visitors must find it strange. You may want to reduce speed limits near the Square.	Female	45 to 65	English		White
255				Female	35 to 44	English		White
256				Female	45 to 65	English		White
257	The industrial end of Austin Avenue to have a more refined old town look.	The width is just fine.		Female	45 to 65	English		White
258	The bridges over the river a walking path dedicated to get across the river vs sharing the bridge with cars. Also pedestrians and bike bridges to the park and rec center on Austin Ave. William's Dr - something for the non drivers to get around their safely away from spewing cars, and all the turn ins. Coming into GTown from north loop more walking and lights and crosswalks			Female	35 to 44	English		White
259	Divert traffic off of Austin Ave on specific evenings or weekends.			Female	35 to 44	English		White
260	Additional parking.			Male	45 to 65	English		Hispanic_Latino_Spanish
261				Male	65+	English		White
262	Sidewalks, sidewalks, sidewalks. Also, if it's feasible, more turn lanes at busy intersections, such as a right hand turn lane from Austin onto 29, both directions, but especially moving south and turning west.	Love the hometown look from 2nd St through the Square. The quaint lights, wide and well maintained sidewalks, really charming.		Female	45 to 65	English		White
263	Downward lighting throughout the town. Maybe we could somewhat see the sky.	Trees!		Female	45 to 65			
264			Pedestrian walkway over the north and south San Gabriel River. Currently it way to narrow ! Make it feel like pleasant experience to drive/walk/bike the street	Male	65+	English		White
265	Wider lanes	X		Male	65+	English		White

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266	Wider sidewalks or separate waking bridge over both rivers	The stop light bypass through Williams intersection		Female	35 to 44	English		White
267								
268				Female	45 to 65	English		Other_race_ethnicity_origin
269	Bike lane and a parking lane	Pedestrian traffic push lights		Female	35 to 44	English		White
270	The intersection at Williams and Austin is not well planned. Understand construction is underway and hope this resolves.	Landscape		Female	45 to 65	English		White
271				Female	45 to 65	English		American_Indian_Alaska_Native,White
272	Lanes for bycicles and side walks, trees to provide some shade			Male	18 to 34	Other (please specify)	Ukrainian	White
273				Female	18 to 34	English		White
274	-Lower speed limits -Flashing red pedestrian crossings -More pedestrian crossings -Better signage for Historic District, Neighborhood, Speed Limits, Children at Play, Park, Pedestrian Crossings -Better street lighting -Posted notice regarding state law requiring motorists to yield to pedestrians and enforcement of law -More trees -More beautification with flowers and plantings -Two lanes with a dedicated center turn lane/EMS access -Flashing stops signs on intersecting streets	-Tree lined streets -Historic homes -Pedestrian crossings -Parks	I live in the Old Town section of Austin Avenue. I would like to feel safe in my front yard - there have been motorists that have had serious accidents causing cars to land in yards (to include mine) and it is a fear that my family could be hit. Crossing Austin Avenue is near impossible at times, especially at night. Many motorists believe my house is a business.	Female	35 to 44	English		White
275				Female	45 to 65	English		White
276				Male	65+	English		White
277				Female	45 to 65	English		White
278	Time the lights better, especially at University. It causes backup, which causes intersection box issues.	The art on intersection electrical boxes and the look and feel of the San Gabriel bridge.	There needs to be LED-lit crosswalks at the non-traffic light intersections (at 6th and 9th Streets), as well as reminders to not block the box signs (at 11th Street).	Female	45 to 65	English		White
279	Please do not add concrete islands that make it too difficult for people to drive by I.e. the concrete island entering SG park and at the turn from the frontage by KFC - that is a horrible design.		If you would sync the lights on Austin Ave with University and Main Street, congestion would not be as big a problem. Easy fix without spending money.	Female	45 to 65	English		White
280	No parking along Austin Avenue. Synchronized traffic lights.			Female	65+	English		White
281	common landscape, signage, and buidling design standards. Better integration into Regional Trail System and parks system.	Pecan trees in front of the big houses. courthouse views		Male	18 to 34	English		White
282				Female	45 to 65	English		Hispanic_Latino_Spanish
283	Better signage, stop signs, flashing signs, etc for walkways/pedestrian crossing. As well as better lighting just off the square and the surrounding downtown.			Female	18 to 34	English		Hispanic_Latino_Spanish
284				Female	65+	English		White
285	Left turn lights			Female	45 to 65	English		White
286	Fix the freeway entrance to Austin Ave. the stupid apartment residents don't understand right or left turn and hold up traffic to go straight across. We need a light or something? Maybe just enforcement.	I like the old town feeling that it has from San Gabriel through downtown.		Female	35 to 44	English		White
287	Turn signals			Female	65+	English		Other_race_ethnicity_origin
288	The variety of neighborhoods along Austin makes it difficult to chose However more parking for downtown and intersection of Austin and University	Downtown		Male	65+	English		
289	Better timed light at Austin Ave and University	Old homes		Female	65+	English		White
290	Closing the Mc Donald's entrance on Williams dr at Austin Ave. It backs traffic up.		Middle turn lanes would be nice to get out of businesses. With the exception to the immediate downtown square. Right before and right after though are needed!	Female	35 to 44	English		White
291	A shared use path connected to the proposed walking bridge seems to be a critical part of any plan for Austin Street.		Georgetown is fast becoming a hub for both events and outdoor activities. We have all the ingredients. Our community is home to fantastic outdoor resources, spectacular event spaces, a thriving downtown and small town charm. It seems like we are so close to connecting all the dots and having safe passage along Austin street is a critical part.	Male	45 to 65	English		White

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292				Other	Prefer not to say	Prefer not to say		American_Indian_Alaska_Native,Asian,Black_or_African_American,Hispanic_Latino_Spanish,Middle_Eastern_North_African,Native_Hawaiian_Pacific_Islande,White
293				Female	65+	English		White
294	A way to re-direct traffic to alternate routes.			Male	45 to 65	English		White
295		Green spaces. Don't like all the additions of large buildings		Female	45 to 65	English		
296				Female	65+	English		White
297				Male	65+	English		White
298	Better control of speeding and large trucks. Better sidewalks. More trash cans.		Austin Avenue in the area around Leander/1460 needs more boutique business and walkability, and less industrial and big trucks.	Female	65+	English		White
299				Female	45 to 65	English		White
300	The road needs to be widened	The trees		Female	65+	English		White
301	More alternate routes. there should be better defined or instinctive ways to get from Leander road to the park without getting on I-35 or Austin Ave. Perhaps using the old railroad			Male	35 to 44	English		White
302	Lighting all the way - helps for night safety - seeing others			Female	65+	English		White
303	Turn lanes			Male	65+	English		White
304				Female	Prefer not to say	Prefer not to say		
305				Female	35 to 44	English		White
306				Female	35 to 44	English		Hispanic_Latino_Spanish
307	More traffic lights to slow and properly monitor traffic.	The businesses open and safety for our customers.	It has become a drag race area.	Female	45 to 65	English		White
308		I like the new straight segregated lane past the Williams-Austin intersection. Kudos!		Female	65+	English		
309	Connecting bike trails that are not on Austin Avenue but near enough to move parallel to Austin Avenue and then exit the bike trail to connect to desired buinesses.			Male	65+	English		Asian
310	Cycle lanes, traffic circles. Traffic circles for a mile or so down University at each side St. would slow traffic and improve crossing safety for those trying to drive from south of University to North and visa-versa.	Trees, open wide road.		Male	45 to 65	English		White
311	Definition of downtown like RR did. Make it prettier.	Trees	It's boring to look at even downtown.	Male	45 to 65	English		Hispanic_Latino_Spanish
312								

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313								
314				Male	65+	English		White
315		Small town atmosphere and charm with unique local merchants. Georgetown east of IH-35 does NOT need to be packed up like Wolf Ranch area with repetitive box/chain stores, convenience/gas stores etc.		Female	65+	English		White
316				Female	65+	English		White
317	Safety crossings and biking			Female	45 to 65	English		White
318				Female	Prefer not to say	English		White
319	Safer and same distanced way to get accross bridge.	Down town and I like how the corridors are all developing and new businessess	Side walks along the way. For people that airbnb and folks go to the festivals or just to enjoy central georgetown	Female	35 to 44	English		Hispanic_Latino_Spanish
320	Should be wider for safety			Male	45 to 65	English		Hispanic_Latino_Spanish
321	Synchronized lights through the square portion of Austin Avenue.	All existing parking spaces.	Eliminate two way center turning lanes and convert to dedicated one way turn lanes with curb and medians.	Male	65+	English		White
322				Female	45 to 65	English		White
323		Trees providing shade while walking and providing beauty		Male	45 to 65	English		White
324				Female	45 to 65	English		White
325	Please widen and make the bridge over the San Gabriel river safer and load-bearing. Somewhat enclosed, dedicated paths for walking and bicycling on either side (outside of the bridge and vehicular traffic) would be nice. People would be able to cycle and walk on their own dedicated bridges--not a raised sidewalk sharing the bridge with vehicular traffic.	Definitely the Square. It is beautiful and historic. Maybe close it to vehicular traffic. More density brings more accidents and crowding.	All of Austin Avenue does not have to look the same. Any industrial and institutionalpart that involves larger, longer vehicles needs longer turn lanes and more dedicated, open space. Keep it safe for construction vehicles and for folks turning into and out of medical parking lots.	Female	Prefer not to say	English		White
326	More landscaping and better/wider sidewalks.	Historic buildings		Female	65+	English		White
327				Female	35 to 44	English		White
328								
329				Female	45 to 65	English		White
330	I would like to see the square be one way as in San Marcos. The streets around the courthouse are too narrow for 2 way traffic.			Female	65+	English		White
331					Prefer not to say	Prefer not to say		
332				Female	35 to 44	English		White
333	As Austin Ave being the main north/south corridor through town, the aesthetics are very important. Ease of use for automobile traffic should be the priority. Commingling of pedestrian/bicycle traffic with automobile traffic can be tricky. I would propose an alternate street like Main Street to emphasize pedestrian/bicycle traffic to connect the southern gateway through downtown and connect with San Gabriel park.			Male	45 to 65	English		White

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334				Female	45 to 65	English		White
335				Female	45 to 65	English		White
336	Add center turn lane through downtown. Seems to me that it would be fine to have only 3 lanes of traffic. Being held up waiting on vehicles turning left is a safety concern.			Female	65+	English		White
337				Male	35 to 44	English		White
338				Female	18 to 34	English		White
339				Male	45 to 65	Prefer not to say		Other_race_ethnicity_origin
340		Why would it matter? Georgetown is getting rid of all the old buildings/ businesses anyway.		Female	45 to 65	English		
341	Wider	Parking		Male	35 to 44	English		White
342				Female	45 to 65	Prefer not to say		
343		as many houses and trees as possible.	any business must have off street parking	Female	65+	English		White
344	You didn't mention anything about running/jogging. I and many other use Austin Ave. as a main north-south route for running. Once the new pedestrian bridges across the river are in place, there will be many more people using the sidewalks. This means that the sidewalk on the east side of Austin Avenue will need to be completed between 2nd and 4th Streets.		It would be good to have safe places to dine outdoors at the restaurants/bars along the Square. It's very treacherous now. It would also be good to significantly improve the safety for pedestrians trying to cross Austin Avenue. Unless you're at 7th or 8th Streets, you take your life in your own hands if trying to cross. Also, it would be OK to route north - south through traffic to the I-35 frontage roads or other routes.	Male	65+	English		White
345				Female	35 to 44	English		White
346	Wider sidewalks, wider streets if possible. A garage so people would not park on the streets.	I love the downtown feel on Austin Avenue. The south areas of Austin Avenue heading out toward Leander needs much improvement. Looks ghetto in my opinion.		Female	65+	English		White
347				Female	18 to 34	English		White
348				Female	45 to 65	English		White
349	More signs about pedestrians and bikers.	Low tech, small town feel, low speed.		Other	Prefer not to say	Prefer not to say		Other_race_ethnicity_origin
350	Better flow of traffic, more parking, better public transport from Wolf Ranch areas to downtown, better bike and walking lanes.	Unique small businesses. I'm tired of wineries kicking out local small businesses.	I know Georgetown touts the "Most Beautiful Town Square" or something like that, but honestly, it's been years since I've felt welcomed or enjoyed the town square. The sense of community seems to have diminished as more people move into the area, and the infrastructure (and water!) can't keep up. There was the potential for growth all up and down Austin Ave, but accessing anything north of Williams and south of 29 means we have to drive - and there is no public transit to help with that. How are small businesses supposed to start or grow when the focus seems to be on wine bars and lack of parking or access?	Female	45 to 65	English		White
351				Female	45 to 65	English		White
352				Female	45 to 65	English		White
353	Proper infrastructure BEFORE companies that attract a large customer base open. Planning and development approves permits, should also plan accordingly for all traffic their approval will accrue.		Lights at Austin and Williams better be timed properly to avoid mass congestion when the diamond opens (all traffic directions)	Male	35 to 44	English		White

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354	Me and my grandchildren almost got hit on Austin Ave in a crosswalk around the square. We were walking across Austin Ave on a clear Pedistrian walk signal at light. A car on side street turning right on red did not see us and almost hit us. Fortunately, we were holding our grandkids hands and I was watching for cars not observing walk signal. We had to quickly pull them backwards. Also, fortunately, a policeman waiting for light saw it happen and went after car that almost hit my husband and I and 4 grandkids. Right turn on red should not be allowed in crosswalks around the square with clear, obvious signage. There are too many people walking around the square for right turn on red where it conflicts with walk signals.		Fix the traffic flow at the major intersections so it does not stack up to where it can take 4 light chgs to get thru.	Female	Prefer not to say	English		White
355	More space between traffic and sidewalks	Historic and unique features		Male	45 to 65	English		White
356				Male	35 to 44	English		Hispanic_Latino_Spanish,White
357				Other	35 to 44	English		Other_race_ethnicity_origin
358								
359	good sidewalks and bike paths, functional crosswalks		some of it's kinda bumpy downtown	Female	18 to 34	English		White
360				Female	45 to 65	English		White
361	Nothing. Leave it alone. Build more parking areas.	Businesses!!!! That is what makes Georgetown unique are the mom&pop businesses!!!!	Stop painting buildings. Enhance the historic buildings and encourage newcomers to understand our history. It is marvelous!	Female	65+	English		White
362				Female	35 to 44	English		White
363				Female	45 to 65	English		White
364				Female	18 to 34	English		White
365				Male	65+	English		White
366				Male	45 to 65	English		White
367				Male	65+	English		White
368				Female	45 to 65	Prefer not to say		
369				Female	18 to 34	English		Hispanic_Latino_Spanish,White
370	More lighting and better aesthetics as it is a gateway into our downtown.			Female	35 to 44	English		White
371	A light a stadium drive and Austin ave as well as where the access road connects to Austin ave north of Stadium Dr. The Stadium drive angle is not safe for turning due to poor visibility.	Love the new development architecture and visibility of the rivers.	The new traffic intersection at Williams needs to address the number of cars blocking the intersection after the light turns red.	Female	35 to 44	English		White
372				Male	65+	English		White
373	Need a stop light where I-35 North exits to Austin. Lower the speed limit in Downtown to <30 mph			Male	65+	English		White
374	Reduced speed	Old town charm	Very pleasant ride.	Male	65+	English		White
375				Female	35 to 44	English		White
376				Male	65+	English		White
377	In the downtown and Old Town areas, the 4 lanes should be reduced to 3 lanes, with one lane as a dedicated turn lane and landscaped medians between the turns.			Male	45 to 65	English		White
378		I like the lower speed limits, especially downtown.		Male	65+	English		White
379			The creation of the bridge off the rotary at Northwest & Rivery and the bridge across Austin on the opposite side have been excellent ways of accessing Austin & avoiding Williams.	Female	65+	English		White
380				Male	65+	English		White
381	Wider side walks and have wheelchair ramps for wheelchairs.	The necessary 4 way signal light stops.	During special events in Georgetown, TX I am glad the local LEA monitors the traffic flow and blocks off adjacent streets.	Female	65+	English		American_Indian_Alaska_Native,Hispanic_Latino_Spanish,Middle_Eastern_North_African,White,Other_race_ethnicity_origin
382	More restaurants, shopping, rest stops			Male	65+	English		White

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383	Pedi-cabs! More sidewalk/balcony/outdoor eating spaces Consider making 1 to 3 blocks of Austin Ave. (at the Square) closed to vehicular traffic.	The classic architecture Public art (murals, sculptures)	General comment about this survey: there should be an option to select "Never" in the "How often do you travel on Austin Ave. using the following options" questions. For example, I "never" travel by bicycle but because an answer is required, I could only check "Not often/week" which is not accurate.					
384				Female	35 to 44	English		White
385				Female	65+	English		White
386		Trees, neighborhood feeling		Female	45 to 65	English		White
387				Male	65+	English		White
388	I know this narrows the roadway, but get rid of parallel parking in town. That just stops traffic because most people don't know how to do it.	I'd really like to see the streets kept up as they are in Scandanavia. Shop owners there sweep the portion of the street in front of their store and they keep large concrete/stone vases with flowers/plants in them. It beautifies the area and makes the area much more pleasing to the eye. It seems to have a calming affect on people.		Female	65+	English		White
389	More bike and pedestrian friendly Sidewalks and multiple ways to cross. Speed Enforcement			Male	45 to 65	English		White
390				Male	65+	English		White
391	Bicycle and pedestrian lanes. Turn lane at 2nd street.			Male	45 to 65	English		White
392				Female	65+	English		White
393	walk paths along street in place of parallel parking on Austin (side of road across from court house). From El Monumento all the way to university.	the parking around the court house.	it can get very congested. suggest speed limit be not more than 25 and even 20 as approach central square.	Male	65+	English		White
394	Wider lanes, a landscaped median	Trees and landscaping		Female	45 to 65	English		White
395				Female	45 to 65	English		White
396	Maps about where you are; benches for resting. Lighting for safety and security.			Female	65+	English		White
397	Roads that can accommodate the traffic, ways for cars to move on and off Austin Ave safely when going into or out of establishments.	Separate vehicle / bike / pedestrian paths to safeguard the public accessing Austin Avenue.		Female	65+	English		White
398	Creation of a bike and walk, friendly trail that runs through San Gabriel Park, and perhaps 1 block over from Austin into downtown. Creating a dedicated minor artery for alternative locomotion. Optimally, complete elimination of the McDonald's and Starbucks to eliminate traffic congestion at the Austin Avenue intersection.	Austin Avenue north to San Gabriel is not all terrible. It is a road that does a surprisingly good job of being high thoroughfare while providing good sightlines for merging traffic. Although the traffic light sequence on the new bridge crossing is problematic. With the building of the Costco I suspect it will become a defacto secondary access road if interstate fails.		Male	35 to 44	English		White
399	Left turn lanes, no parking at courthouse, flashing pedestrian crossing lights .			Male	65+	English		Black_or_African_American
400	Intersection of 29 and Austin Ave	Beautiful homes and Square		Female	65+	English		Black_or_African_American
401	Lanes size consistency. More room during street parking. In front of the theater you can hardly drive in the right lane.	Small town feel.		Female	35 to 44	English		White
402	A degree of randomness is more attractive than everything looking the same.	The eclectic mix of uses - makes the place more interesting.	Vehicular traffic should not be diminished - it is still the primary mode of transportation	Male	45 to 65	English		White
403	Less traffic. The loops were designed to take truck and thru traffic out of HWY 29 (University Ave.) Is this being enforced? No. The Loops don't have signage that indicate this type of bypass of downtown - and should be put in place.	The local character. Growing up here, I like the old Three Way Grain towers - we were an agricultural hub and I'd like to see some retention of those places.	I'm sure some will want to hop up to Costco from downtown, so traffic will only increase in that area. I don't think anyone will give up their car ride to shop at Costco. I live close to it coming from Airport Rd - and am worried about the increased traffic along Airport.	Female	65+	English		White
404	Traffic lights synced	Charm		Female	45 to 65	English		White

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405	A walkable connecting bridge from north San Gabriel trail to south San Gabriel trail to be able to access downtown.	I would like to keep the antique balustrades along the San Gabriel bridge.			65+	English		White
406		The areas where people congregate, hang out and talk. They may have a beer, glass of wine and a dog leash in their hand.		Male	65+	English		White
407	Wider sidewalks. There is NO Way to get transportation from North Austin.	Stop the development	Listen to those who live here. We are tired of more development without new green space being preserved.	Female	45 to 65	English		White
408	Easier walkability for senior citizens	Antique Street Lighting poles. Old town facades to businesses.	I know traffic can backup at four-way traffic lights, but I love them. They seem safer than people trying to cruise through yellow lights at two-way intersections.	Female	65+	English		White
409				Female	65+	English		White
410				Male	65+	English		White
411					Prefer not to say	English		Other_race_ethnicity_origin
412	Better traffic lighting at the Williams Dr intersection. I still don't understand the traffic lights related to the northbound pass through lane added recently. Seems like there is an unneeded traffic signal next to the right side pass through lane. Also, something needs to be done to reduce blockage of street lanes by customers waiting to get in and out of businesses. This may improve with the Williams Dr improvements in progress but it is not apparsent at this time.	I would like to keep the open spaces near the river bridges.	There needs to be short run public transportation from collections points that provide parking in order to reduce the parking and mobility problems around the Austin Ave downtown area. For example, the original HEB at Hwy 29, the open space at 8th and College St, next to the Williamson County Appraisal District building. Anything to reduce the flood of traffic through the choke point of Austin Avenue downtown.	Male	65+	English		
413				Male	45 to 65	English		White
414	better traffic flow			Male	Prefer not to say	English		White
415	I think it is appealing when a town looks inviting and beautiful like Georgetown. Austin Avenue is the main thoroughfare through town and it would be nice if it looked as inviting from one end to the other.	I LOVE the lights at Christmas. Love the homes that do decorate. LOVE LOVE LOVE our downtown. Would like it to look clean and orderly and easy access for businesses.		Female	45 to 65	English		White
416				Female	65+	English		White
417				Male	65+	English		White
418	Wider sidewalks/bicycle lanes	Good lighted, safe speed limits.		Female	65+	English		White
419	More law enforcement	Don't make it feel industrial. Keep it more of a small town feel.		Male	45 to 65	English		White
420				Female	65+	English		White
421				Male	45 to 65	English		White
422	Reduced signage. Make them all small and not garish or glaringg.	The bridges.	The intersection of 29 and Austin Ave gives a lot of preference to East/West traffic, often causing large backups both north and south.	Male	Prefer not to say	English		American_Indian_Alaska_Native,Asian,Black_or_African_American,Hisp anic_Latino_Spanish,Middle_Easter n_North_African,Native_Hawaiian_ Pacific_Islande,White,Other_race_e thnicity_origin
423	Clearly marked sidewalks and crosswalks, minimizing through traffic.	1- Homes 2- Businesses and restaurants 3- Parking away from street front (parking garages)	Please remember that downtown and Old Town areas are primarily neighborhoods and not commercial/industrial complexes.	Female	45 to 65	English		White
424		businesses in houses		Female	65+	English		White
425				Female	65+	English		White
426				Female	65+	English		White
427	Actual buttons to activate lights to cross Austin Ave such as the ones that exist at Austin Ave and 15th street by the park. Better and more contiguous sidewalks.	Walkability	Designated left turn lane through areas possible (not directly in downtown/square area.	Female	45 to 65	English		White
428				Female	65+	English		White
429	Turn Lanes	Trees	It is too narrow in most areas.	Male	45 to 65	English		White

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430				Female	45 to 65	English		White
431	Make the Square all one way streets.	Trees		Male	45 to 65	English		White
432	Remove commercial business from Austin avenue and Williams drive. Mostly McDonald's and Starbucks. These companies can excel in appropriate locations, just no there.	Local business owners						
433	Wide sidewalks. They look best and they are nicest to use.			Female	65+	English		
434	Don't let drivers turn and drive over crosswalks while pedestrians are crossing.		Ensure all sidewalks are in good repair.	Female	65+	English		White
435	Wider sidewalks ; protected turn lanes to facilitate access to parking that is within a few blocks of Austin. Good lighting, safe access to nearby parking.	Keep the small scale, authentic buildings and facades. Don't sell out the older structures to new highly modern styles that do not fit the area. (Rehabilitate and repurpose them instead of demolitoning them. KEEP TREES and greenery!	Austin Avenue is a real asset to the city. Preserve it's character! Methods to provide alternative routes through and around downtown might help reduce traffic pressure and help to maintain Austin Ave as GTX grows rapidly.	Female	45 to 65	English		White
436	No turn on red at intersections			Female	35 to 44	English		White
437	Speed restrictions in downtown. Some kind of aesthetic barrier along the walkways for safety. More cross-walks.			Male	35 to 44	English		White
438	Preserve historical areas and buildings. Less development of modern style high-rise buildings. It seems like we're losing what originally drew us to love and live in Georgetown.	Historical buildings		Female	45 to 65	English		White
439				Male	45 to 65	English		White
440	Limit number of bars and replace with more upscale restaurants.	Maintain courthouse square.						
441	Have some upscale restaurants and fewer bars.	Maintain the family-friendly atmosphere around the courthouse						
442	Maybe right in front of the courthouse you could go to one way all around the courthouse and go to one lanes. That way you could have more outdoor dining, wider walkways and maybe a bike lane.	Parking by the courthouse.	If you made it one way downtown you could have more area to increase parking.	Female	45 to 65	English		White
443	Wider lanes, bike lanes and a turn lane in that order. Sidewalks for the entire length of the Northern Gateway, especially since new apartments have been built.	Existing sidewalks		Female	45 to 65	English		White
444	More alternatives for through traffic to reduce congestion.	The businesses are fine. What is not working is the through traffic from north to south.		Female	65+	English		White
445				Female	45 to 65	English		White
446		Please care for the existing historic buildings and follow the historic guidelines for newer buildings including height restrictions that are there for a reason. Our sense of place is strong here and important. Our knowledge of the past helps us see our present in new light and helps us understand the how and why of people. It's easy to forget this history and these buildings are unique		Female	65+	English		White
447	Right and left turn lanes			Male	65+	English		White
448	Yes., connect Austin Ave bridge to river trail below with a switchback type sidewalk going from just off the bridge down to the hike bike river trail				Prefer not to say	Prefer not to say		American_Indian_Alaska_Native
449	To take parking away from the downtown square and park in a designated garage	Old town look		Female	45 to 65	English		Hispanic_Latino_Spanish
450				Male	18 to 34	English		White

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451	I believe it is absolutely IMPERATIVE that BOTH San Gabriel Bridges be widened to 5 lanes to adequately serve the traffic needs (ie., SAFE and reduced congestion for the left turns at @nd Street, San Gabriel Village Boulevard and Morrow Street) with protected and widened pedestrian facilities on each side of the new bridges. This should be done NOW and not go through two [additional] costly and wasted effort of just adding "band-aid" [non-]fixes. The bridges ultimately will require such widening and to delay with interim "fixes" only adds unnecessary, EXPENSIVE stop-gap interim wasted efforts to delay the ultimate need to the traveling citizen taxpayers of the City of Georgetown.	Keep the aesthetics and viability of the Downtown Square section of Georgetown.	The Austin Avenue corridor is a vital part of the livability of the citizens of Georgetown. For WAY TOO LONG, it has been controlled by small contingent of business owners/developers/former council persons to the detriment of real progress in the viability of those citizens who would otherwise frequent the Downtown area. We need folkand [growth] PLANS that truly serve the entire population of the City and not the select few that have historically benefited from controlled vision of Downtown.	Male	65+	English		White
452				Male	45 to 65	English		White
453				Male	35 to 44	English		White
454	Speed limits decrease in certain areas			Female	65+	English		White
455	More coordinated traffic signals especially downtown Limit fancy brick pavers to only the edge of sidewalks with a smooth concrete rolling surface for walkers, wheelchairs, and mobility scooters.		Replacement of the Austin Ave bridges must include designed connections to: ON THE SOUTH 1) Main Street 2) Blue Hole Trail 3) 2nd Street West IN THE MIDDLE 4) redesigned under croosin to Blue Hole ON THE NORTH 5) 5% maximum connection to the San Gabriel River Trail 6) 5% maximum connection to Morrow Street	Male	65+	English		White
456	safety of bridges. more trees or greenery traffic flow	historic small town feel	no	Female	65+	English		White
457	Safety for bikes and pedestrian travel. Traffic management.	I love the bypass at Williams.		Female	35 to 44	English		White
458	Less commerial real estate along the river banks	User friendly for motor vehicles		Female	45 to 65	English		White
459	Public transportation! I would take a bus to the square!	Don't know!	It's turned into a dump at the Williams Dr intersection. McDonalds customers are out in the road, waiting to get to the drive thru, the cars turning onto Williams are all busy looking at their phones and slamming on their brakes.	Female	45 to 65	English		White
460				Female	65+	English		White
461	Complete sidewalks and/or shared multi use paths.	Trees.	There is an area along S Austin Ave near SE In we Loop intersection that appears to be under development. Several trees have been cleared, but no signage indicating development. What is going on in this area? I am a concerned homeowner who lives nearby.	Male	45 to 65	English		Other_race_ethnicity_origin
462				Female	65+	English		White
463	Traffic signals that are synched together. Rarely do vehicles hit more than one green in a row.	Classic character. Feels special when compared to other rapidly growing areas in Georgetown and other central		Male	18 to 34	English		White

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464	Physical barriers to slow automobile traffic, and discourage traffic flow thru downtown, old town and San Gabriel, provide more high quality living units near downtown with occupants who have disposable income..not low income housing. provide thru streets outside of downtown, abandon the state hiway designation along Austin Avenue and the speed, volume and flow limits associated with hiway traffic flow...Austin avenue, because of the activities encouraged, must not be viewed as anything other than a 20 mph very low volume street	Pedestrians and local small town feel, along downtown and two adjacent areas, maintain the clean areas, maintain the pedestrian activities, maintain the cleanliness and the lack of vagrants, maintain the lack of "homeless" campsites, tents, porta potties and associated trash and debris, maintain safety from abuse and crime personally and to businesses, maintain protection from drive by and pedestrian bad actors. History shows what happens when law enforcement, for the safety of citizens and visitors, is lax. Please maintain safety as the top priority.	Development must be clean development with low impact from traffic flow, foul smells, toxic fumes, visual debris, noise nuisance, and light overuse. We do not need a 6 pump gas station on "every" corner. Nor do we need any gas stations in close proximity to any of the Austin Avenue areas. Any parking areas should be multi use...as in, church lots should be used more than 2 days a week. Bank lots should be used after banking hours. Instead of parking for specific "businesses", have public parking also used by churches and banks.	Male	65+	English		White
465	Restaurant across from the courthouse (west side) is allowed to seat customers on the sidewalk!!!! Why???			Female	65+	English		White
466	Enhance the downtown entertainment for walking and parking	29 north through downtown should be a 30 mpr zone or slower	Please keep your ideas and thoughts around handling cars, traffic and safety. Gtown is a commuting area and bikes are not very practical.	Male	45 to 65	English		American_Indian_Alaska_Native,Asian,Black_or_African_American,Hispanic_Latino_Spanish,Middle_Eastern_North_African,Native_Hawaiian_Pacific_Islande,White
467	Divert through town traffic to the west	The shops and restaurants		Female	45 to 65	English		White
468				Female	35 to 44	English		White
469					65+	English		White
470	Allowing fewer turns at stop signs that are against traffic flow. In other words, allow fewer left turns.			Male	65+	English		White
471	Slower/less traffic. Maybe close down the street over the weekends.			Female	45 to 65	English		White
472				Female	45 to 65	English		White
473	Very large sidewalks with plenty of room for walking and for outdoor cafe, bar, restaurant and shop seating	mix of walkability and outdoor seating			45 to 65			
474				Male	45 to 65	English		White
475	Change to one-way street in downtown and use S Rock St or another street as one way in opposite direction			Male	45 to 65	English		
476				Female	65+	English		White
477	Improve aesthetics near 2243 area.	The old homes and trees.		Female	65+	English		White
478	Study of stop light cylces.	Small town look and traffic.		Male	65+	English		White
479	In downtown I would like to see some kind of barrier put up to protect pedestrians along downtown should a car lose control and turn into the sidewalk area where people congregate. Or, lower the speed limit to discourage speeding through downtown.			Female	45 to 65	English		White
480				Female	35 to 44	English		White
481	bus service			Female	65+	English		White
482				Male	45 to 65	English		White
483	Remove brick inter sections	Access to river						

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484	See Comments above under study goals		Clean Up the Blue Hole since this is one of the things Georgetown is known for and it is at the Gateway to Down Town. Fix drainage along Austin Ave.	Male				Hispanic_Latino_Spanish
485				Male	45 to 65	English		White
486	Enhanced Public Transit including shelters. Greater protection for pedestrians/cyclists from vehicle traffic, wider shoulders, where possible, to accommodate sight lines and turning into and exiting businesses along the corridor. Aesthetically pleasing signage, plantings, and keeping the right of ways litter free.	the staggered pedestrian crossing lights along the downtown square are a great idea, as are the blinking crossing lights at 16th street, near First Tx Bank and Monument Cafe.		Female	45 to 65	English		White
487		The charm of the square		Female	45 to 65	English		White
488				Male	65+	English		White
489				Female	35 to 44	English		Hispanic_Latino_Spanish
490	Love it just the way it is!	Love it just the way it is!	Do not want to be like Austin, bring outsiders and massive crowds to our small community (space wise)	Female	65+	English		White
491	Reduce the lanes for cars to one each way, thereby limiting the width dedicated to motorized traffic. Use the space gained to make pedestrian/bicycle lanes, plantings, more trees and benches, sidewalk terraces.	Keep the trees and benches where thy are. Keep the historic buildings.	Do not devote more space, time, energy and money in trying to solve the "parking problem" downtown. When you keep/make downtown an attractive place, people will find a way to get to downtown.		Prefer not to say	Prefer not to say		Other_race_ethnicity_origin
492	Limited turns across traffic			Female	65+	English		White
493	reduce traffic flow on Austin Ave by providing an alternate route. Maybe make part of 1 way with the alternate direction on another street, maybe Main Street. Not sure we need 2 lanes each way in the downtown area.		This should not be used as a main route through town from north end to south end, but it is because there are no good alternate streets.	Male	65+	English		
494	too many potholes and road is just not smooth			Male	65+	English		White
495				Female	65+	English		White
496	No but would make input on any proposals	Small time charm		Male	65+	English		White
497	An extension of the vibe found around the square			Male	45 to 65	English		White
498	I don't want to be ask what gender I want to chose.			Female	65+	English		White
499	Consistent sidewalks along a path with shade for pedestrians, good mobile accessibility, and crosswalks marked at all intersections.	Small businesses, trees/gardens		Female	35 to 44	English		White

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1								
500	See above.	The charm, speed limit and ease of driving.		Female	45 to 65	English		Other_race_ethnicity_origin
501				Female	45 to 65	English		White
502	More parking			Male	65+	English		White
503	The intersection by chipotle, even though it is ""new still too much congestion			Male	18 to 34	English		White
504	Wider, safer(many sidewalks are older, uneven, irregular, unsafe for older persons) Maintain lower height of buildings. Some buildings are threatening the skyline of Austin Avenue. Just put a pause on development. This is a runaway train Improved flow of traffic.	Small shops, access to the trails, access to the small businesses already there.	Austin Avenue should not become an alternate superhighway.	Female	65+	English		White
505	I'm not sure what alternatives are feasible, but the congestion needs addressing.			Female	65+	English		White
506	Interesting lanterns/light posts and more flowers. More shaded areas with benches, possibly grouped? Restaurant, shopping or bathrooms in courthouse, so it's used by the public more.	Fewer banks or loan companies and more cute shops. A great BBQ place, or yoga studio.	Just keeps getting better and better!	Female	45 to 65	English		White
507	Wider sidewalks; replacement of uneven sidewalks. Parking garage(s) to make it easier to park and walk to the square.	Do not ruin the beauty of the square by adding more lanes.		Female	65+	English		White
508				Female	65+	English		White
509	Some trees. Something attractive. It is ugly and congested. Not at all appealing. Could be in the center of a large, busy city. Not a charming city with small town feel. Let's get some trees, flowers, etc.	Not much. The area around Old Town is pretty. Shade trees.	Some of the stores are just ugly and junky looking. I was just in Scottsdale, AZ. main thoroughfares had green living plants on roadsides, some businesses behind shrubbery, wide bike paths.	Female	65+	English		White
510	Pedestrian bridge separate from the main bridge.			Female	65+	English		White
511			Survey won't let me rank concerns beyond no.1, which for me is traffic. So here are my others: 2. Safety 3. Aesthetics 4. Walkability.	Female	65+	English		White
512		A good view of the river		Male	45 to 65	English		
513	Have a theme for Fire development The Southwestern campus should be your guide			Female	65+	English		White,Other_race_ethnicity_origin
514	Better marked cross walks...or educating the public that pedestrians have the right of way in a crosswalk More sidewalks on the east side of z Austin Avenue.			Female	65+	English		White
515	Better walkability.	The small town atmosphere with people on the square, the small shops, the music venues.	Downtown Georgetown is very nice. It is reminiscent of the small town I grew up in. It is nice to see families on the square and to walk around and visit the small shop. The events (Poppy fest and Holiday events) are very nice. It would be a shame to lose this. The questions about bike accessibility are a concern. I've seen lots of bike paths build that are not used. The idea that bikes are a mode of transportation is a joke. There are very few places where the weather permits this and they are a hazard to auto traffic. I like to bike on dedicated paths for recreation, but biking in the midst of cars is dangerous.		65+			
516				Female	45 to 65	English		White
517	Trees. If there's an aesthetic problem, trees will immediately mitigate it. Also, what about vines on the parking garage, to soften the utilitarian starkness of it?	Small town charm; beauty of nature, innovative architecture that foreshadows the Victorian appeal of downtown and keeps the lively hybrid energy of past and present.				English		
518	Streets widened a bike lane with bike lane curbing , speed limit lowerred from University to Williams drive		Turning east onto University Ave from the south side is too tight	Male	45 to 65	English		White
519	Safe bike and scooter access.	The old town charm.		Female	45 to 65	English		White

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520	Better road conditions, wider lanes			Female	45 to 65	English		White
521	Downtown sidewalks are horrible. Uneven pavers make it very hard for people with physical issues to walk down there.	Landscaping is nice. Need more on other parts rather than just downtown.	I avoid as much as possible	Female	65+	English		White
522	Widen it! Oh wait - that's not possible because more buildings keep being built right alongside it so it can never be widened. 🙄♀	N/A	It's a great road but way too congested now (like everything else in our cute, "little" town that is now becoming closer to a big city with all of the building that is continually happening and the crime is increasing, and the homeless, etc. - our cute little town is NOT headed in the right direction. STOP the ridiculous growth!!).	Female	45 to 65	English		White
523	Better traffic controls	Sidewalks, planters -- ambiance (and energy) of the people who currently enjoy the area without the HOMELESS	I walk several times a week along Austin Ave and downtown around the square and enjoy the cleanliness of the city (downtown area) without the interruption of panhandling/homless in the area, etc. It is a shame the trails around San Gabriel are not safe (I had an encounter several years ago and stay away from the trails).	Female	45 to 65	English		White
524				Female	45 to 65	English		White
525	1. Remove the angled parking on Austin Ave that is adjacent to the Courthouse. Bike racks. The City of Gtown website says there is bike parking on each corner of the square, but I'm not sure that is true. It would be nice to have some bike racks at the courthouse and scattered throughout the business district. I would love to visit the business district on bike if there was better bike parking options, because finding vehicle parking at peak times is a nightmare. 2. The streetscape north of 2nd Street is really sad. Maybe adding the decorative street lights as in the business district north to Williams Dr. with a hike and bike path may help.	I like that northbound by-pass of the Williams intersection signal.		Other	65+	English		White
526	Probably getting rid of street parking which can be unsafe and slow already congested areas. Widen the street to have extra room to avoid accidents. Add a few benches at strategic places where people can sit and re-group, rest or wait.	sidewalks and trash cans.	Thanks for surveying the community about it.	Female	Prefer not to say	English		White
527				Male	65+	English		White
528	Safer areas to cross for pedestrians.			Female	45 to 65	English		White
529	turn pockets for left turns.	small town feel		Female	45 to 65	English		White
530	I'm mostly concerned about safety right in the downtown area. I'm not sure how to change the lights so cats are not turning into pedestrians crossing the road.	Well, everything else!	Austin Avenue is the hub for Georgetown. We have the beautiful past mixed with tomorrow. I hope there are not plans to take away any of the past as we focus on the future.	Female	45 to 65	English		White
531				Female	Prefer not to say	Prefer not to say		White
532	1. Something to control the speeders 2. A longer pause between a red light and pedestrians walk 3. Higher police presence. 4. A safe way for cars to turn off of Austin Ave.			Female	45 to 65	English		White
533	More greenery, trees, art space	Historic designations were appropriate.	It should maintain the small town feel of old town since so much else of GT has moved away from that.	Female	45 to 65	English		White
534				Male	35 to 44	English		
535	No driving between 8th and 7th streets.							
536	Traffic rerouted around the square, or speed bumps installed.			Female	45 to 65	English		White
537	Lights at Austin/university longer for north/south.	Trees in old town. Access to downtown.	Williams and Austin ave is a mess! But hopefully that is being resolved. Need turn lanes for light leading into downtown and downtown.	Female	45 to 65	English		White
538	A quite and/or speed trap when driving through downtown. Too many people mainly teenagers and bikers rev their engines and accelerate speeding past the downtown block endangering the crosswalks etc. The amount of near misses I've seen increases by the day. I myself have been hit at the crosswalk previously.	The Downtown "old school" look and feel of things. People come to visit from all over and unfortunately move here as well. They are attracted to the once small town feel that gets scraped away with every new commercialized development. The least amount of new development in downtown and the surrounding areas the better.	Better attendance to the maintenance of the lights at the corner/crosswalks downtown. Often at least one if not more lights at the corners are out which makes a dangerous crosswalk even more so.	Male	35 to 44	English		Hispanic_Latino_Spanish

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539	Stop the building!!!			Female	45 to 65	English		Other_race_ethnicity_origin
540				Male	65+	English		Hispanic_Latino_Spanish
541	Safer bridge for pedestrians.	The lights and stoplights to slow traffic down particularly south of university	I love the stores and shops along the whole street. Access to Williams drive from austin definitely needs help	Female	45 to 65	English		
542				Male	35 to 44	English		Hispanic_Latino_Spanish
543				Female	35 to 44	English		White
544								
545	I would like it closed around the square on Friday night through Sunday night.			Female	45 to 65	English		White