

Comment and Response Matrix

Project Location

Williamson County Austin Avenue Bridges Project
CSJ: 0914-05-187

Project Limits

Austin Avenue from 3rd Street to Morrow Street, including the two bridges crossing the North and South Forks of the San Gabriel River

Meeting Location

The City of Georgetown GCAT Building 510 W. 9th St., Georgetown, TX 78626

Meeting Date and Time

May 11, 2017 at 4 pm

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This section documents comments received from the public and responses provided by the project team. For each comment submitted, the team reviewed the content, identified topics noted in the comment, and provided a response. Comments submitted outside of the comment period were reviewed by the team, but are not included in this matrix. Comments submitted by the public are shown in green, and the comment topics and responses provided by the team are shown in gray.

Commenter Number	1
Commenter Name	Robert Smith
Date Received	5/11/2017
Source	Written Comment Card
Are there any weaknesses to the alternatives presented that were not stated/defined?	Interested in the traffic flow information regarding the construction
Do you have any additional comments on the alternatives presented?	How are the estimated service life projections made? What is the projected traffic volume over the upcoming years?
Comment Topics:	<ul style="list-style-type: none"> • Traffic control plan during construction • Planning for long term
Response:	<p>Thank you for sharing your input. While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated nighttime closures). There will always be access to properties along the project for ingress/egress and safety. In addition, when construction activities are heaviest, the existing alternative routes to downtown and surrounding businesses will be promoted.</p> <p>In addition to this project, a forensic evaluation was completed in January of 2016 and two independent engineering reviews were conducted at the request of the public. They are available on the project webpage. City traffic modeling efforts completed in 2010 indicate Austin Avenue traffic counts may exceed 50,000 daily trips by 2035 from 16,600 daily trips in 2014. The City and project team will continue further evaluation of the 5 Primary Alternatives, and results will be presented in the Environmental Assessment.</p>

Commenter Number	2
Commenter Name	Ken Steed
Date Received	5/11/2017
Source	Written Comment Card
Are there any strengths to the alternatives presented that were not stated/defined?	No, well done!
Are there any weaknesses to the alternatives presented that were not stated/defined?	No, again well done
Do you have any additional comments on the alternatives presented?	No addition comments. Prefer 7A because of historical impact. 2nd choice is 8. I think widening the bridges is very important in addition to pedestrian access.

Comment Topics:	<ul style="list-style-type: none"> • Pedestrian/bicycle accommodations and safety • Preference for 7A. Rehabilitation and widen bridges • Preference for 8 Full replacement • Support for widening bridges
Response:	Thank you for sharing your preferences and support for widening the bridges and accommodating pedestrian access. One of the purposes of the project is to provide crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. The City and project team will continue further evaluation of the 5 Primary Alternatives, and results will be presented in the Environmental Assessment.

Commenter Number	3
Commenter Name	J.B Pace
Date Received	5/11/2017
Source	Written Comment Card
Are there any strengths to the alternatives presented that were not stated/defined?	No
Are there any weaknesses to the alternatives presented that were not stated/defined?	Don't know any
Do you have any additional comments on the alternatives presented?	I lived in Austin for many years and was a jogger on the town lake trail. I saw several people get hit by bus mirrors while they were walking on the sidewalk on the Lamar bridge. It is very important to make the walk ways wide or put the walk ways under beside the bridge roadway.
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	Start now, showing people alternative travel ways when the bridge work starts. Got to educate the retired people that things change.
Comment Topics:	<ul style="list-style-type: none"> • Pedestrian/bicycle accommodations and safety • Traffic control plan during construction • Construction impacts
Response:	Thank you for sharing your input. Improving safety and providing crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network are some of the purposes of this project. The City will maintain open communication prior to and during construction activities to share alternative travel routes and access.

Commenter Number	4
Commenter Name	Vince De La Cruz
Date Received	5/11/2017
Source	Written Comment Card
Are there any strengths to the alternatives presented that were not stated/defined?	Safer bike/running trail and intersections

Are there any weaknesses to the alternatives presented that were not stated/defined?	Laws that need to be fought, about bridges that need to be replaced and how it slows down growth and infrastructure
Do you have any additional comments on the alternatives presented?	Laws that protect bridges from being demolished/replaced because of old engineering technology that's been replaced with better engineering a few years later need to be fought. (We don't save old apple computers) When we could reuse/save bridges or
Comment Topics:	<ul style="list-style-type: none"> • Pedestrian/bicycle accommodations and safety • Environmental process
Response:	Thank you for sharing your input. Improving safety and providing crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network are some of the purposes of this project. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act.

Commenter Number	5
Commenter Name	Walter Davies
Date Received	5/11/2017
Source	Written Comment Card
Do you have any additional comments on the alternatives presented?	In my opinion full replacement is the most viable option. Any option other than rebuild leaves an 80 year old foundation (normal approaching end of life), is not as fully aesthetically pleasing, and does not offer the fullest use as a full replacement does. Negative impact to local business will be equal with any choice except no build
Do you have any comments on the environmental process?	Is the historical environmental value of keeping historic bridge best choice for transportation needs of major city artery
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	Total replacement is the most viable option from every angle of consideration, cost, historic, environment.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 8 Full replacement • Environmental process • Planning for long term
Response:	Thank you for sharing your preferences. The City and project team will continue further evaluation of the 5 Primary Alternatives, and results will be presented in the Environmental Assessment. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. One of the purposes of this project is to improve safety and mobility through application of current design standards and this will be considered as the City works through the environmental processes.

Commenter Number	6
Commenter Name	Burke Grandjean
Date Received	5/11/2017
Source	Written Comment Card

Are there any weaknesses to the alternatives presented that were not stated/defined?	None of the options address the main problems for vehicle-Williams Drive intersection and University Ave intersection. Improving vehicle flow on the bridges won't help the overall flow much.
Do you have any additional comments on the alternatives presented?	Rehab with a pedestrian bridge (6ft) seems the best choice. Address pedestrian mobility and safety issues. Vehicle issues (on bridges) are a lower priority, for reasons stated above.
Do you have any comments on the environmental process?	No
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	Would like to see the "potential trail connections" included in the final scope.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Pedestrian/bicycle accommodations and safety • Congestion and traffic patterns
Response:	<p>Thank you for sharing your preferences. The City and project team will continue further evaluation of the 5 Primary Alternatives, and results will be presented in the Environmental Assessment. One of the purposes of this project is to improve safety and mobility through application of current design standards and provide safe turning movements into and out of abutting properties that effectively serve existing and future traffic movements. The bridges have exceeded their design life and the City must decide how to address maintenance needs and what is the best alternative.</p> <p>Another purpose of this project is to provide crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. Williams Drive and University Avenue are not a part of this project. For more information on other transportation projects in Georgetown, please visit https://transportation.georgetown.org/.</p>

Committer Number	7
Committer Name	Larry Brundidge
Date Received	5/11/2017
Source	Written Comment Card
Are there any strengths to the alternatives presented that were not stated/defined?	A strength of alternative 7A is that retail establishments in Downtown Georgetown would be minimally impacted. Alternative 8 would have a negative impact on retail business in the city. Recovery after completion of construction would, I believe, be slow and extended.
Are there any weaknesses to the alternatives presented that were not stated/defined?	Alternative 8 would, I presume, eliminate the historic and attractive handrails which help characterize Georgetown. I do not believe we need another bridge similar to that in the park crossing over the SG river.
Do you have any additional comments on the alternatives presented?	Cost estimates appear to be unrealistic, particularly for Alternative 8. Further, it is difficult to imagine the difference in cost between 7A and 8 is only \$3 million dollars.
Do you have any comments on the environmental process?	I am not familiar enough with the environmental process to make a comment.

Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	Yes, I believe the decision on the bridge should be a referendum item. Detailed debate and public discussions should occur - not just a TxDOT and/or City Council discussions
Comment Topics:	<ul style="list-style-type: none"> • Preference for 7A. Rehabilitation and widen bridges • Opposition to 8. Full replacement • Desire to preserve handrails • Public involvement process • Cost/funding
Response:	Thank you for sharing your preferences. A purpose of this project is to improve safety and mobility through the application of current design standards and to provide safe turning movements into and out of abutting properties that effectively serve existing and future traffic movements. The project will comply with all applicable regulations, including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. The City values public input and believes maintaining open and transparent communication is crucial to the success of this project. The City and project team will continue further evaluation of the 5 Primary Alternatives, and results will be presented in the Environmental Assessment.

Commenter Number	8
Commenter Name	John Malone
Date Received	5/11/2017
Source	Written Comment Card
Do you have any additional comments on the alternatives presented?	7A I'm in favor of this most of all. Rehabilitation and widening bridges. Then 6A rehab with pedestrian bridges. 2A is a good choice for traffic it cuts down on what is there now and gives pedestrian
Comment Topics:	<ul style="list-style-type: none"> • Preference for 7A. Rehabilitation and widen bridges
Response:	Thank you for sharing your preferences. The bridges' narrow lane widths and sidewalks do not meet current design standards, including American with Disabilities Act (ADA) requirements, or provide the standard levels of service for all modes of travel. Purpose of this project include improving safety and mobility through the application of current design standards and to providing safe turning movements into and out of abutting properties that effectively serve existing and future traffic movements. The City and project team will continue further evaluation of the 5 Primary Alternatives, and results will be presented in the Environmental Assessment.

Commenter Number	9
Commenter Name	Kathy Sellers
Date Received	5/11/2017
Source	Written Comment Card
Are there any strengths to the alternatives presented that were not stated/defined?	The displays were good and clear. People available to describe them were very helpful.

Do you have any additional comments on the alternatives presented?	Adding a designated left turn lane onto San Gabriel Vil Blvd will make it obvious that it is a direct route to I-35 (right now not everyone knows that!) The traffic goes too fast now - where it's becoming a major intersection the traffic on 2 lane San Gabriel will definitely increase in both numbers and speed
Comment Topics:	<ul style="list-style-type: none"> • Turning options • Public involvement process • Increased traffic/speed
Response:	<p>Thank you for sharing your input. One of the purposes of this project is to provide safe turning movements into and out of abutting properties that effectively serve existing and future traffic movements. Increasing speed is not the goal of this project, but rather improving safety and mobility through the application of current design standards.</p> <p>The City feels strongly that an open and transparent process with an inclusive public engagement process is critical for a successful project. The City and project team will continue further evaluation of the 5 Primary Alternatives, and results will be presented in the Environmental Assessment.</p>

Commenter Number	10
Commenter Name	Dwight Richter
Date Received	5/11/17
Source	Written Comment Card
Are there any strengths to the alternatives presented that were not stated/defined?	Not really, although in my opinion, the historical value of bridges might be emphasized a bit more
Do you have any additional comments on the alternatives presented?	I would like to commend all parties involved. I feel that every alternative possible has been presented and I have been impressed by how approachable all these folks have been. Every person involved that I spoke to has bent over backwards to answer my questions.
Do you have any comments on the environmental process?	No, I appreciate the effort that has gone into this project and I am very satisfied that the folks involved have the community's best interest in mind.
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	I completely support the idea of rehab- it would be a shame in a town that takes such pride in its downtown to not restore these historic structures. That said I also feel that a pedestrian/bike bridge is an absolute necessity.
Comment Topics:	<ul style="list-style-type: none"> • Historic value of bridges • Public involvement process • Preference for 6A. Rehabilitation with pedestrian bridge
Response:	Thank you for sharing your input and your preferences. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. Purposes of this project include improving safety and mobility and providing crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. The City feels strongly that an open and transparent process with an inclusive public

engagement process is critical for the success of this project. The City and project team will continue further evaluation of the 5 Primary Alternatives, and results will be presented in the Environmental Assessment.

Commenter Number	11
Commenter Name	Rita Johnston
Date Received	5/11/2017
Source	Written Comment Card
Do you have any additional comments on the alternatives presented?	The turn lanes are needed with the selected alternatives. The pedestrian bridges are a nice plus. The full replacement would negatively impact the historic and community feel. Alternative routes into downtown need to be discussed and presented in the next presentation
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	A presentation would greatly help everyone attending understand the options. The Q&A around tables would be [appropriate] after a verbal presentation. Financial funding needs to be discussed at the next public hearing as options get narrowed.
Comment Topics:	<ul style="list-style-type: none"> • Turning options • Pedestrian/bicycle accommodations and safety • Opposition to 8. Full replacement • Traffic control plan during construction • Public involvement process • Cost/funding
Response:	Thank you for sharing your input. Some of the purposes of this project are to provide safe turning movements into and out of abutting properties that serve existing and future traffic movements and to provide pedestrian crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. During construction, at least one lane in each direction will be open for all alternatives (aside from some pre-coordinated night-time closures), and the existing alternative routes to downtown and surrounding businesses will be promoted. The City is working to identify the preferred alternative to have a better understanding of construction costs. This project is following the NEPA process to be eligible for federal and state funding, and there is already funding available from CAMPO. Once there is a better understanding of the final solution, the City will work to identify remaining funding needs. The project team will share as much information as possible have at the next public meeting. The City believes that public input and open and transparent communication is crucial to the success of this project. The City and project team will continue further evaluation of the 5 Primary Alternatives, and results will be presented in the Environmental Assessment.

Commenter Number	12
Commenter Name	Anonymous
Date Received	5/11/2017
Source	Written Comment Card

Do you have any additional comments on the alternatives presented?	I usually go the cheapest option, but definitely love 7A, plus it last longer. I like when things last a long time. I really like the possibilities of running hike/bike trails. Dog friendly?
Comment Topics:	<ul style="list-style-type: none"> • Preference for 7A. Rehabilitation and widen bridges • Pedestrian/bicycle accommodations and safety
Response:	Thank you for sharing your preference. The City is working to address safety and mobility issues and to provide improvements that effectively serve existing and future traffic movements. One of the purposes of this project is to provide pedestrian facilities that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. The City and project team will continue further evaluation of the 5 Primary Alternatives, and results will be presented in the Environmental Assessment.

Committer Number	13
Committer Name	Ron Garland
Date Received	5/11/2017
Source	Written Comment Card
Are there any strengths to the alternatives presented that were not stated/defined?	No-the 5 provide great thoughts and hard work
Do you have any additional comments on the alternatives presented?	No weaknesses-but the need for turn lanes is critical. Also, critical is how traffic narrows from 3 lanes to 2 lanes.
Do you have any comments on the environmental process?	No-environmental concerns have really been studied
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	Alternative 7A would be best choice, all things considered.
Comment Topics:	<ul style="list-style-type: none"> • Turning options • Lane transitions • Preference for 7A. Rehabilitation and widen bridges
Response:	Thank you for sharing your preference. The purposes of this project include improving safety and mobility through the application of current design standards, as well as providing safe turning movements into and out of abutting properties that effectively serve existing and future traffic movements. The City and project team will continue further evaluation of the 5 Primary Alternatives, and results will be presented in the Environmental Assessment.

Committer Number	14
Committer Name	Dr. Timothy W. Fleming
Date Received	5/11/17
Source	Online Comment Form
Are there any weaknesses to the alternatives presented that were not stated/defined?	Alternative 2A--Turning left at San Gabriel Village Blvd from either North or South would require dedicated left turn signals but would prohibit continuing straight in the left turn lanes. There will likely be bottlenecks when moving from six lanes to four lanes at the ends of the projects

Do you have any additional comments on the alternatives presented?	1. without replacement of bearings, it seems like only a band aid. 2A appears to be the alternative that would provide the best continuous service to the square business community during construction.,
Do you have any comments on the environmental process?	I trust that care for any wildlife or endangered species would be considered.
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	It would be nice to have some design features at both ends that would welcome visitors to the cultural district and historic town square.
Comment Topics:	<ul style="list-style-type: none"> • Turning options • Lane transitions • Impacts to downtown/businesses • Additional design considerations • Environmental considerations
Response:	Thank you for sharing your preferences. One of the purposes of this project is to provide safe turning movements into and out of abutting properties that effectively serve existing and future traffic movements. While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some nighttime closures), and the existing alternative routes will be promoted when construction activities are the heaviest. The City is considering aesthetics, such as the design features you suggested, for the bridges and any pedestrian and bike improvements. In June 2016 a visioning workshop was held to understand aesthetic preferences, and the results of this workshop are available online. The City and project team will continue to consider these preferences during evaluation the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	15
Commenter Name	Brad Allen
Date Received	5/11/17
Source	Online Comment Form
Do you have any additional comments on the alternatives presented?	Would have liked to see an elevation rendering of the finished alternatives. Perhaps it's too soon for that.
Comment Topics:	<ul style="list-style-type: none"> • Request for elevation rendering of alternatives
Response:	Thank you for sharing your comment. Preliminary schematics were utilized for the alternatives as they help in determining engineering feasibility and demonstrate what it would be. As a preferred alternative is identified, the project team will continue to help illustrate the project.

Commenter Number	16
Commenter Name	David R. Abbey
Date Received	5/11/2017
Source	Online Comment Form

Are there any strengths to the alternatives presented that were not stated/defined?

To provide adequate capacity and land use access there needs to be at least one through lane in each direction, so that left turn can be taken out of the through traffic flow.

Temporary widening using temporary piles, timber temporary bridge decking and asphalt overlay on one side can be used to supply adequate width to provide a minimum required width, while building sufficient permanent final construction to provide for the same three lanes plus pedestrian features plus clear zone to work area.

Not providing 3 lanes during construction will make it nearly impossible to avoid gridlock, as a single left turner per signal cycle will block all through vehicles for the duration of the cycle, or until all opposing through traffic has cleared, or another left turn arrives from the other direction and both can clear at the same time. Then traffic can flow until the next left turner arrives.

Even with this approach, traffic capacity will be significantly reduced, but as the existing roadway does not have left turn lanes at each end of the bridges, the existing capacity is already restricted during peak hours. Assuming there are existing turning movement traffic counts, existing levels of service can be measured, and any reduction in capacity can be calculated. Synchro is a good software program to optimize capacity by optimizing signal timings during construction.

There are probably local specialty consultants that could the work as a sub to the existing consultants. If not, there certainly are in the metroplex or Houston.

I do not currently have active professional registration in Texas, and am not looking for work, but if I could be of help informally, let me know.

Dave

Comment Topics:

- Traffic control plan during construction
- Turning options

Response:

Thank you for sharing your suggestions. While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some nighttime closures). In addition, when construction activities are heaviest, the existing alternative routes will be promoted. One of the purposes of this project is to provide safe turning movements into and out of abutting properties that effectively serve existing and future traffic movements. The City and project team will continue to consider these preferences during evaluation the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number

17

Commenter Name

JJ

Date Received	5/11/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	no
Are there any weaknesses to the alternatives presented that were not stated/defined?	I prefer Option 8-Full replacement. We missed the opportunity at the turn of the century to replace the bridges when our population was less. I plan on living here for the rest of my life and don't want to attend this meeting again in 10 years.
Do you have any additional comments on the alternatives presented?	no
Do you have any comments on the environmental process?	Option 8- Full replacement is my choice. If we don't replace them now, we will have to replace them soon. In the future, the amount to replace will be quite a bit more and more people will be inconvenienced. The smart decision is to replace.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 8. Full replacement • Planning for long term
Response:	Thank you for sharing your preference. One of the purposes of this project is to improve safety and mobility through application of current design standards that effectively serve existing and future traffic movements. The City and project team will continue to consider these preferences during evaluation the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	18
Commenter Name	Fred Sellers
Date Received	5/11/2017
Source	Online Comment Form
Do you have any comments on the environmental process?	<p>Turn lane at San Gabriel Village Blvd intersection would lead to increased traffic on the boulevard, a negative for people living in Village Park Condominiums.</p> <p>Wider lanes on the bridges seem unnecessary, as the road only leads into the downtown square (or onto 2nd Street).</p>
Comment Topics:	<ul style="list-style-type: none"> • Turning options • Increased traffic/speed • Opposition to widening
If you would like to receive email updates about this project, please share email below:	Thank you for sharing your comments. One of the purposes of this project is to provide safe turning movements into and out of abutting properties that effectively serve existing and future traffic movements. The current roadway has narrow travel lanes and sidewalks and does not provide the standard levels of service for all modes of travel. The City is working to address safety and mobility issues and to provide improvements that effectively serve existing and future traffic movements. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Committer Number	19
Committer Name	Mark Townsend
Date Received	5/11/2017
Source	Online Comment Form
Are there any weaknesses to the alternatives presented that were not stated/defined?	please build option 2A
Comment Topics:	<ul style="list-style-type: none"> • Preference for 2A. Build on new location and conversion to 1-way pair of bridges
Response:	Thank you for sharing your preference. One of the purposes of this project is to improve safety and mobility through application of current design standards that effectively serve existing and future traffic movements. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Committer Number	20
Committer Name	Jeff Parker
Date Received	5/11/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	Place an actual dollar value on each alternative over minimum lifespan.
Are there any weaknesses to the alternatives presented that were not stated/defined?	Of the 5 alternatives presented, we must look at each and it's financial impact over time. Full replacement will cost over the life of the bridge less than \$210,000 per year. Conversion to 1-way or Rehab & Widen are both less than \$437,000 per year over minimum life span of the repair. Rehab with Pedestrian Bridge is less than \$350,000 per year. Pretty simple calculation. We do a full replacement which over the life of the bridges, gives us a significantly better return on our investment at \$210,000 per year over the minimum lifespan.
Comment Topics:	<ul style="list-style-type: none"> • Cost/funding • Conditions of bridges • Preference for 8. Full replacement
Response:	Thank you for sharing your preferences. The bridges have deteriorating components and structural deficiencies, resulting in the need for load posting and falling debris on and below the bridges. One of the purposes of this project is to address these safety and mobility issues through the application of current design standards. The life cycle cost of each alternative over its life span of 50 to 75 years is an important consideration in this process. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Committer Number	21
Committer Name	Bill Dryden
Date Received	5/12/2017
Source	Online Comment Form
Are there any weaknesses to the alternatives presented that were not stated/defined?	<p>Unfortunately, I was unable to attend the presentation; I was out of town until late in the evening. However, here are my comments based upon the alternate Options shown:</p> <p>1) Any alternative which does not provide dedicated left turn bays for all THREE signalized intersections are long term inefficient and increase the exposure to rear end crashes and produce unnecessary congestion based delay in traffic flow, thus eliminating the first 4 of the 5 options presented - Options 1; 2A; 6A and 7A - without need for further evaluation.</p> <p>2) The "add lane" from EB San Gabriel Village Boulevard to SB Austin Avenue serves no useful long term purpose and casual observation of existing motorists reveals that much of the existing traffic comes to a full stop at the intersection without using the add lane feature. It should not be included with any further design or construction phasing, it is inefficient and is an unnecessary/wasted expense of both design and construction funds.</p> <p>3) Option 8, Full Replacement, provides maximum operational safety and capacity for the long-term traffic demands on Austin Avenue into and out of the Downtown Business District and Old Town from the north. This Option provides a logical roadway cross section transition from the needs of the Downtown/Old Town area (4U) and the operational and safety needs of Austin Avenue north of and including 2nd Street (4U). By allowing SB traffic a protected LT at 2nd Street, more traffic can continue less restricted into the downtown business area.</p>
Do you have any additional comments on the alternatives presented?	None
Do you have any comments on the environmental process?	None beyond those expressed above.
Comment Topics:	<ul style="list-style-type: none"> • Turning options • Preference for 8. Full replacement
Response:	Thank you for sharing your preference and suggestions. One of the purposes of this project is to provide safe turning movements into and out of abutting properties that effectively serve existing and future traffic movements. Another purpose is to improve safety and mobility through the applications of current design standards. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	22
Commenter Name	Sam L Pfiester
Date Received	5/13/2017
Source	Online Comment Form
Are there any weaknesses to the alternatives presented that were not stated/defined?	The public should be informed of and involved in the definition of NEED. Your definition pre-disposes the conclusion to promote options &A and 8
Do you have any comments on the environmental process?	The environmental map was incorrect. Karsting covers the whole area, not just the area upriver from the bridges
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	Option 6A is the best option.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Public involvement • Environmental considerations
Response:	<p>Thank you for sharing your preference. The City is working to address safety and mobility issues and to provide improvements that effectively serve existing and future traffic movements.</p> <p>The Karst Zones depicted on the map are those available from the U.S. Fish and Wildlife Service, Ecological Services, Southwest Region. According to the metadata for the Karst Zones shapefile, this data is meant to “predict areas where caves that do or might support listed karst invertebrates occur.” Therefore, the data in the Karst Zone shapefile <i>predicts</i> no endangered cave species west of the bridge.</p> <p>The City of Georgetown believes public input and open and transparent communication are crucial to the success of the project. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.</p>

Commenter Number	23
Commenter Name	Kathy Sellers
Date Received	5/13/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	<p>Option 6A. is described as not having "mobility improvements." However, if the feet gained from the elimination of the old pedestrian sidewalks were used to make the lanes wider, the problem would be solved. I confirmed this with the person who was at the table. In the column headed "Meeting Purpose and Need" it would then say, "Meets All Criteria" - and it would be by far the best option.</p> <p>I repeat, 6A is the best option.</p>
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Support for widening lanes
Response:	<p>Thank you for sharing your preference. One of the purposes of this project includes improvements to mobility and safety through application of current design standards, including lane widths that provide standard levels of service for all modes of travel. The City and project team will continue to consider the possibilities of widening travel lanes and moving pedestrian traffic to a separate bridge during</p>

	evaluations of the 5 Primary Alternatives. Results will be presented in the Environmental Assessment.
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Commenter Number	24
Commenter Name	Rebecca Pfiester
Date Received	5/13/2017
Source	Online Comment Form
Do you have any additional comments on the alternatives presented?	6A is the best option: least impact on downtown and best for improved mobility
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	6A should be approved
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Impacts to downtown/businesses
Response:	Thank you for sharing your preference. One of the purposes of this project is to improve safety and mobility through application of current design standards. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	25
Commenter Name	Laurie Locke
Date Received	5/13/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	Option 6A is best option due to cost, lack of damage to downtown businesses, and esthetics.
Do you have any additional comments on the alternatives presented?	We have made the mistake of tearing down historic buildings in the past because of haste or lack of vision. Please do not repeat these mistakes. Choose option 6A.
Do you have any comments on the environmental process?	no.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Historic preservation • Impacts to downtown/businesses
Response:	Thank you for sharing your preference. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	26
Commenter Name	Ben Lake
Date Received	5/14/2017
Source	Online Comment Form

Are there any weaknesses to the alternatives presented that were not stated/defined?	The "Full Replacement" alternative seems to be the most cost effective option, as it has a 75-year life. I believe any alternative that does not fully address the purpose and need of the project is simply delaying the inevitable. Yes, there would undoubtedly be impacts to local businesses but the impact would be even great 30 years from now when traffic levels are even higher.
Do you have any comments on the environmental process?	I appreciate the public outreach opportunities, and the many ways which I hear about these meetings (website, email, utility bill, etc.)
Comment Topics:	<ul style="list-style-type: none"> • Preference for 8. Full replacement • Planning for long term • Public involvement process
Response:	<p>Thank you for sharing your preference. One of the purposes of this project is to improve safety and mobility through application of current design standards and to provide improvements that effectively serve existing and future traffic movements.</p> <p>Thank you for your comment regarding the public involvement efforts. The City feels strongly that an open and transparent process with an inclusive public engagement process is critical for a successful project. The City and project team will continue further evaluation of the 5 Primary Alternatives, and results will be presented in the Environmental Assessment.</p>

Committer Number	27
Committer Name	Barbara Anthony
Date Received	5/15/2017
Source	Online Comment Form
Do you have any comments on the environmental process?	<p>While expensive, it seems like there is not that much difference in cost between 12.7, 13.1, and 15.7 million. If any of those options are seriously considered, for the cost differences between them, it seems like the full replacement with the longest life is the best for the city in the long term, and that the differences in construction time are minimal for a multi-year project.</p> <p>The no build option seems like it would just result in perpetual discussions, and with building not even starting until 2019 at the earliest, that it would be better to make a decision soon for how to improve the bridges.</p>
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	As someone who drives those bridges multiple times each day, I still believe that the longer term goal needs to be considered. Thus, I think no build is not viable. That said, I think it is important to ensure that at least one lane in each direction is open for as many daylight hours as possible.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 8. Full replacement • Cost/funding • Planning for long term • Traffic control plan during construction
Response:	Thank you for sharing your input. One of the purposes of this project is to provide improvements to safety and mobility that effectively serve existing and future traffic movements. While construction always has

impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated nighttime closures). There will always be access to properties along the project for ingress/egress and safety, and the existing alternative routes to downtown and surrounding businesses will be promoted when construction activities are the heaviest. The City and project team are considering the life cycle costs of each alternative over the span of 50 to 75 years as they continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	28
Commenter Name	Kathryn Heidemann
Date Received	5/15/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	Option 6A is the only viable option that has been presented. This option will provide for long delayed maintenance investment to extend the life of the existing structures as set out in the engineering reviews that were presented. We certainly need to rehabilitate the bridges. I support widening the existing traveled ways to include the sidewalks and increasing mobility and safety of the traffic flow. That option, with a separate pedestrian bridge, would meet the necessary criteria for preserving the economic and historic vitality of our downtown.
Are there any weaknesses to the alternatives presented that were not stated/defined?	Other options require too much destruction to the downtown economy.
Do you have any comments on the environmental process?	Most proposals require federal funding and the corresponding NEPA process. Long and costly processes wherein the only benefit is added chances for objections to occur. There are no practical suggestions except 6A.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Construction impacts • Historic preservation • Cost/funding • Environmental process
Response:	<p>Thank you for sharing your preference. One of the purposes of this project is to improve safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. The bridges currently need more than regular routine maintenance. The City is being financially responsible by evaluating alternative solutions for the bridges and following processes to be eligible for federal and/or state funding, depending on the cost of the preferred alternative.</p> <p>While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated nighttime closures). There will always be access to properties along the project for ingress/egress and safety, and the</p>

	existing alternative routes to downtown and surrounding businesses will be promoted when construction activities are the heaviest. The City will continue to evaluate the 5 Primary Alternatives, and results will be presented in the Environmental Assessment.
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Commenter Number	29
Commenter Name	Jen Mauldin
Date Received	5/16/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	The best alternative is 6A so that there is a replacement of the bridge is completed and a pedestrian walkway is also available.
Are there any weaknesses to the alternatives presented that were not stated/defined?	The other alternatives will cause a major disruption to the downtown economy.
Do you have any comments on the environmental process?	none
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Impact to businesses/downtown
Response:	Thank you for sharing your preference. One of the purposes of this project is to improve safety and mobility through the application of current design standards, including the Americans with Disabilities Act (ADA) requirements. While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated nighttime closures). There will always be access to properties along the project for ingress/egress and safety, and the existing alternative routes to downtown and surrounding businesses will be promoted when construction activities are the heaviest. The City will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	30
Commenter Name	Tom Crawford
Date Received	5/8/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	No
Are there any weaknesses to the alternatives presented that were not stated/defined?	No
Do you have any additional comments on the alternatives presented?	I recommend that the professional engineers determine the correct course of action that the City should take to assure long term safe passage across the spans.
Do you have any comments on the environmental process?	No, the regulations will cover all concerns.

Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	It is imperative that turn lanes are incorporated in any design plans. That would call for a five lane road from Morrow to 2nd Street.
Comment Topics:	<ul style="list-style-type: none"> • Planning for long term • Turning options
Response:	Thank you for sharing your preference. One of the purposes of this project is to provide safe turning movements into and out of abutting properties that effectively serve existing and future traffic movements. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	31
Commenter Name	Bill Dryden
Date	5/19/2017
Source	Online Comment Form
Are there any weaknesses to the alternatives presented that were not stated/defined?	<p>One of the factors which should be paramount in finalizing the "solution" should be modelling the effects of the alternatives based upon each alternative' impact to future traffic patterns.</p> <p>The City Georgetown and TxDOT have multiple projects in the pipeline north of the downtown area which all work together to form viable routes from west of I 35 crossing and paralleling I 35 which should be considered in the mix. Without the overall impact study, the chosen solution may not be what is best for the citizen users of not only these bridges, but of the traffic network as a whole.</p> <p>These proposed projects include:</p> <ul style="list-style-type: none"> Rivery Extension, from Williams Drive to Northwest Boulevard Northwest Boulevard crossing I 35, extending to Austin Avenue, with a re-aligned FM 971 Proposed Northbound I 35 Frontage Road from Williams Drive to north of Northwest Boulevard Proposed complete reconstruction of the I 35/ Williams Drive bridges and connection at Austin Avenue Williams Drive improvements between Rivery Drive and I 35 SB I 35 Frontage Road improvements from Williams Drive to Rivery Boulevard. <p>Additionally, the City is studying the Williams Drive for corridor improvements which can significantly impact Austin Avenue as more efficient traffic flows result into both the I 35 and Austin Avenue corridors.</p> <p>The bridges do not now, nor will they ever operate "in a vacuum;" They are part of a larger transportation network system which must be considered for the impact to the WHOLE system.</p>
Do you have any comments on the environmental process?	I restate an [on-going and continual] objection to calling the bridges "historic." Being "eligible for historic designation" is NOT the same as being [actually] *designated* a "historic." Such mis-designation of what is HISTORIC vs COULD BE HISTORIC is clouding the ability of the local community to gain what is actually needed as a long-term solution and will probably wind up with the citizens being strapped with a less-than-

	desirable, interim solution which will cost significantly more in the future to resolve, both in actual "hard costs" as well as the on-going soft costs of additional congestion and delay and traffic crash potential resultant from not adequately addressing and correcting the problems which are facing the tax-paying citizens and users of the bridges.
Comment Topics:	<ul style="list-style-type: none"> • Planning for long term • Cost/funding • Environmental process • Congestion and traffic patterns
Response:	Thank you for sharing your comments. One of the purposes of this project is to improve safety and mobility through the application of current design standards, and to provide improvements that effectively serve existing and future traffic movements. Being eligible for NRHP listing makes the bridges subject to 106 and 4(f). The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. For information on transportation projects in Georgetown that are outside of the limits of this study, please visit https://transportation.georgetown.org/ .

Commenter Number	32
Commenter Name	Edward Valentine
Date Received	5/20/2017
Source	Online Comment Form
Are there any weaknesses to the alternatives presented that were not stated/defined?	Alternative 2A (2 one way bridges) has the long term advantage of future repair/replace without closing access to downtown.
Do you have any additional comments on the alternatives presented?	My preference is definitely 2A
Comment Topics:	<ul style="list-style-type: none"> • Preference for 2A. Build on new location and conversion to 1-way pair of bridges
Response:	Thank you for sharing your preference. The purposes of this project include addressing deteriorating components and structural deficiencies of the bridges, and providing improvements to safety and mobility that effectively serve existing and future traffic movements. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	33
Commenter Name	Christopher Damon
Date Received	5/22/17
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	was a very thorough articulation of the options

<p>Are there any weaknesses to the alternatives presented that were not stated/defined?</p>	<p>was a very thorough articulation of the options</p>
<p>Do you have any additional comments on the alternatives presented?</p>	<p>I appreciate the exhaustive exploration of all conceivable options. Having evaluated all the options, I am left to conclude than anything less than a proper full replacement -- Option 8 -- would be a disservice to Georgetown in general and our beloved downtown in particular. The reasons to do less than a full replacement seem rooted in political motivations that do not represent the highest and best interests of the community. The need to replace the bridge is not a political issue: it is an infrastructural issue. My family belongs to a small group of Georgetown families that have quite literally invested millions of dollars toward the rehabilitation and the revitalization of Downtown Georgetown. We know from daily experience that our downtown businesses live and die by ingress and egress. The Austin Avenue corridor is the principal conduit through which the Western portion of Georgetown gets to downtown: The cold fact is that that old bridge is a death trap and a congested nuisance that is only getting worse, and is now completely incongruous with the needs and realities of 21st Century Georgetown. The worse traffic gets there -- the more people who get killed there -- the more West Georgetown residents will avoid coming to the Square entirely. The construction of a new bridge will be disruptive in the short term, but a god-send in the long. If you love Downtown Georgetown, please get us state-of-the art infrastructure, so that we can continue to thrive now and for centuries to come.</p>
<p>Do you have any comments on the environmental process?</p>	<p>Replacing decaying, existing infrastructure seems like the most environmentally non-controversial issue imaginable. This issue seems like a political contrivance to me.</p>
<p>Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges</p>	<p>Downtown Georgetown deserves to be served with thoughtful, meaningful and effective infrastructure. To compete with the strip malls, we need good roads, good sewers, a modern electrical grid, ample parking and safe, smart bridges to bring all manner of people -- in cars, in busses, on bicycles, on foot -- safely downtown and back. We made the right decision in the 1990's when we replaced the dangerous Highway 29 bridge over the South San Gabriel. Please don't skimp on our infrastructure now.</p>
<p>Comment Topics:</p>	<ul style="list-style-type: none"> • Public involvement process • Preference for 8. Full replacement • Impacts to businesses/downtown • Vehicle safety • Planning for long term • Pedestrian/bicycle accommodations and safety
<p>Response:</p>	<p>Thank you for sharing your preference and comments. The purposes of this project include addressing the bridges' deteriorating components and improving safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. The City is working to address these safety and mobility issues and to provide improvements that</p>

effectively serve existing and future traffic movements. The City recognizes the importance of ingress and egress to the economy of downtown Georgetown, and there will always be access to properties along the project during construction. The existing alternative routes to downtown and surrounding businesses will be promoted when construction activities are the heaviest. The City believes that public input and maintaining open and transparent communication are crucial to a successful project. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Committer Number	34
Committer Name	Fred Sellers
Date Received	5/23/2017
Source	Online Comment Form
Do you have any additional comments on the alternatives presented?	<p>I strongly recommend adoption of what has been labeled “Option 6A, Rehabilitation with Pedestrian Bridge,” at an estimated cost of \$7 million.</p> <p>This option has been said only to meet only “some criteria (no mobility improvements).” However, it does not make sense to spend an extra \$5 million to \$10 million to adopt either option 7A or option 8 in order to pursue the specified mobility improvements, which I understand means widening the driving lanes to 12 feet. There are several reasons for this:</p> <ul style="list-style-type: none"> • Current traffic already flows smoothly over the existing bridges there is no need to widen the lanes. • Austin Avenue is misclassified as a “principal arterial.” It should be designated as an urban arterial, which would end the pretense that the bridges should have 12-foot lanes. • Even under option 6A the lanes could be widened to nearly 12 feet by removing the sidewalks and incorporating their width into the existing lanes. • Austin Avenue is not a through highway “principal arterial” as is University Avenue. • Austin Avenue leads to the downtown courthouse square, whose lanes cannot be widened. There is no need for a super-wide thoroughfare approaching the square. • Option 6A will be much less disruptive to the community than either option 7A or option 8 during construction. • In addition to costing less, construction should take much less time under option 6A than under either option 7A or option 8. <p>Thanks for your efforts in bringing this project to a satisfactory conclusion.</p>
Do you have any comments on the environmental process?	We have historically significant structures, which can and should be saved.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Cost/funding • Traffic patterns

	<ul style="list-style-type: none"> • Lane transitions • Construction impacts • Historic preservation
Response:	<p>Thank you for sharing your preference. The purposes of this project include improving safety and mobility through the application of current design standards and providing improvements that effectively serve current and future traffic movements. While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some precoordinated nighttime closures). In addition, when construction activities are heaviest, the existing alternative routes will be promoted. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.</p>

Commenter Number	35
Commenter Name	Michael Spano
Date Received	5/24/2017
Source	Online Comment Form
Are there any weaknesses to the alternatives presented that were not stated/defined?	<p>Yes, I find it difficult to comprehend that the cost, outside of Option 6A, are almost similar in price. I am thinking that the costs are far more than what is stated here and would anticipate that there will be cost overruns. Second issue is why was bridge maintenance passed from TXDOT to the City of Georgetown? There is a lot of information to look through and it may be buried in some document not apparent to me.</p>
Do you have any additional comments on the alternatives presented?	<p>I think that we should look at options that are the least intrusive to traffic and does not require putting traffic/roads closer to the businesses on either side of the bridge.</p>
Do you have any comments on the environmental process?	<p>I would like to see a full environmental impact study in regards to water quality and any wildlife that may be potentially harmed posted for review. The environmental maps do not tell me anything. People go down to the southern portion of the river to play in the water so there should be safeguards for protecting water quality and safety from construction debris.</p>
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	<p>My preference is 6A. This option seems to be less impactful to the businesses on both sides of the bridge. The cost for option 6A also is less and I still think that at the end of the day; adding or over expanding the bridges will result in cost overruns and traffic issues going to/from downtown.</p>
Comment Topics:	<ul style="list-style-type: none"> • Cost/funding • Impacts to downtown/businesses • Environmental concerns • Preference for 6A. Rehabilitation with pedestrian bridge
Response:	<p>Thank you for sharing your preference. A purpose of this project is to improve safety and mobility through the application of current design</p>

standards. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. The City is working to address these safety and mobility issues and to provide improvements that effectively serve existing and future traffic movements. In 2007, the City of Georgetown took over maintenance and control of the bridges as they were an essential part of the downtown community and Council wanted to lead future maintenance and construction efforts. The reason the construction costs are similar for different alternatives is due to the different types of construction techniques and time to complete construction for each alternative (for example, building in a new location has savings as construction can move more quickly while leaving the existing bridges in place; rehabilitation has cost savings, but requires more nighttime work and has space constraints from existing traffic).

While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some nighttime closures). In addition, when construction activities are heaviest, the existing alternative routes will be promoted. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	36
Commenter Name	Lucy
Date Received	5/24/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	great information collected
Are there any weaknesses to the alternatives presented that were not stated/defined?	very thorough
Do you have any additional comments on the alternatives presented?	I think we should do choice 8-Full replacement. I've seen older things rehabbed and renovated and it usually ends up great, yet the cost to do it always seems to be higher than replacing the old with the new. I love the railings, and would like to see them reused. I believe with our growth and our traffic, we need to think of the future of our town and of life safety and do a full replacement of the bridges.
Do you have any comments on the environmental process?	no
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	How many other bridges are like this that haven't been replaced?
Comment Topics:	<ul style="list-style-type: none"> • Public involvement process • Preference for 8. Full replacement • Desire to preserve handrails

Response:	Thank you for sharing your preference. The purposes of this project include addressing deteriorating components of the bridges, improving safety and mobility through application of current design standards, and providing improvements that effectively serve existing and future traffic movements. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.
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Commenter Number	37
Commenter Name	Larry Olsen
Date Received	5/24/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	Option 6, with a dedicated pedestrian and bicycle bridge, would be the safest alternative. Option 6 is my favorite alternative. I oppose Options 7A and 8.
Are there any weaknesses to the alternatives presented that were not stated/defined?	Option 7A would add an unneeded and costly dedicated center turn lane and also 12 foot lanes which would be reduced back down to 11 foot lanes at 2nd Street. I oppose Options 7A and 8.
Do you have any additional comments on the alternatives presented?	Option 6A is the safest and most cost-effective alternative for Georgetown drivers, pedestrians and bicyclers. Option 6 is my favorite alternative. I oppose Options 7A and 8.
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	Option 6 is my favorite alternative and I oppose Options 7A and 8. The City should immediately add dedicated north-south turn signals (not lanes) on Austin Ave at San Gabriel Village Blvd. and 2nd St, which would significantly increase the safety for these intersections? This is the same solution the City uses at the much busier Austin Ave/University and Austin Ave/Leander Rd intersections.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Opposition to 7A. Rehabilitation and widen bridges • Opposition to 8. Full replacement • Lane transitions • Driver safety • Pedestrian/bike safety • Turning options
Response:	Thank you for sharing your preferences. The purposes of this project include improving safety and mobility through application of current design standards, including Americans with Disabilities Act (ADA) standards, and providing safe turning movements into and out of abutting properties that effectively serve existing and future traffic movements. Adding a turn lane is anticipated to help mobility, in addition to potential mobility improvements related to widening lanes. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	38
Commenter Name	Ed Olsen
Date Received	5/25/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	Option 6, with a dedicated pedestrian and bicycle bridge, would be the safest alternative. Option 6 is my favorite alternative. I oppose Options 7A and 8.
Are there any weaknesses to the alternatives presented that were not stated/defined?	Option 7A would add an unneeded and costly dedicated center turn lane and also 12 foot lanes which would be reduced back down to 11 foot lanes at 2nd Street. I oppose Options 7A and 8.
Do you have any additional comments on the alternatives presented?	Option 6A is the safest and most cost-effective alternative for Georgetown drivers, pedestrians and bicyclers. Option 6 is my favorite alternative. I oppose Options 7A and 8.
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	Option 6 is my favorite alternative and I oppose Options 7A and 8. The City should immediately add dedicated north-south turn signals (not lanes) on Austin Ave at San Gabriel Village Blvd. and 2nd St, which would significantly increase the safety for these intersections? This is the same solution the City uses at the much busier Austin Ave/University and Austin Ave/Leander Rd intersections.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Opposition to 7A. Rehabilitation and widen bridges • Opposition to 8. Full replacement • Lane transitions • Driver safety • Pedestrian/bike safety • Turning options
Response:	Thank you for sharing your preferences. The purposes of this project include improving safety and mobility through application of current design standards, including Americans with Disabilities Act (ADA) standards, and providing safe turning movements into and out of abutting properties that effectively serve existing and future traffic movements. Adding a turn lane is anticipated to help mobility, in addition to potential mobility improvements related to widening lanes. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	39
Commenter Name	Clark Lyda
Date Received	5/25/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	Option 6A is the safest and least costly option
Are there any weaknesses to the alternatives presented that were not stated/defined?	Any option other than 6A will result in time-consuming, embarrassing, and costly litigation and negative press coverage for the City and its consultants

Do you have any additional comments on the alternatives presented?	Option 6A is the best of the presented options
Do you have any comments on the environmental process?	Apparently
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	Unfortunately staff has been trying to destroy and replace these safe, serviceable, and historic bridges for at least the last 20 years, resulting in the waste on ridiculous amounts of public money and man hours. Hopefully the City will once and for all make the only economically and legally justified decision which is to repair these bridges pursuant to option 6A
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Cost/funding
Response:	Thank you for sharing your preference. The purposes of this project include addressing deteriorating components of the bridges and improving safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. The life cycle cost of each alternative over its projected service life is an important consideration that the City and project team will continue to consider as they evaluate the 5 Primary Alternatives. Results will be presented in the Environmental Assessment.

Committer Number	40
Committer Name	John Gordon
Date Received	5/25/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	<p>First your darn form disappeared on me in the middle my typing. 6A has a combination of preservationist and taxpayer support - that is a potent political force.</p> <p>Second, European cities have charm because they stay away from upgrading the old town areas. Georgetown will retain its charm by preserving the existing, do not upgrade and replace.</p>
Do you have any additional comments on the alternatives presented?	Ruth and I favor 6A
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	Keep them open to protect downtown merchant's
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Historic value of bridges • Impacts to downtown/businesses
Response:	Thank you for sharing your preference. A purpose of this project is to improve safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. While construction always has impacts, at least one lane in each direction will be open during

	construction for all alternatives (aside from some nighttime closures), and the existing alternative routes will be promoted when construction activities are the heaviest. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.
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Committer Number	41
Committer Name	Larkin Tom
Date Received	5/25/17
Source	Online Comment Form
Are there any weaknesses to the alternatives presented that were not stated/defined?	We should receive the full 12 options to make a judgment.
Do you have any additional comments on the alternatives presented?	I endorse a pedestrian bridge preferably on both sides of the river.
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	We need more transparency.
Comment Topics:	<ul style="list-style-type: none"> • Public involvement process • Pedestrian/bicycle accommodations and safety
Response:	Thank you for sharing your input. One of the purposes of this project is to provide pedestrian crossings that meet Americans with Disabilities Act (ADA) requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. The City believes that public input and open and transparent communication are crucial to the success of this project. The National Environmental Policy Act (NEPA) process requires a no build and at least one alternative be considered. Through the public involvement process, the City decided to include an alternative with a separate pedestrian bridge and evaluate multiple alternatives. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Committer Number	42
Committer Name	Jackie Camacho
Date Received	5/25/2017
Source	Online Comment Form
Are there any weaknesses to the alternatives presented that were not stated/defined?	Very concerned that new construction would devastate the downtown business.
Do you have any comments on the environmental process?	Knocking the Bridge down has a huge environmental impact.
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	6A looks to be the most environmentally and fiscally friendly answer
Comment Topics:	<ul style="list-style-type: none"> • Impacts to downtown/businesses

	<ul style="list-style-type: none"> • Environmental considerations • Preference for 6A. Rehabilitation with pedestrian bridge
Response:	Thank you for sharing your preference. A purpose of this project is to improve safety and mobility through the application of current design standards. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated nighttime closures). In addition, when construction activities are heaviest, the existing alternative routes will be promoted. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Committer Number	43
Committer Name	John C. Johnson, Jr.
Date Received	5/25/17
Source	Online Comment Form
Do you have any additional comments on the alternatives presented?	Option 6A is the most cost effective and safest option as well as respecting the historical integrity of the existing bridges and the old town community.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Historic value of bridges
Response:	Thank you for sharing your preference. A purpose of this project is to improve safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Committer Number	44
Committer Name	Victoria Stubbington
Date Received	5/25/2017
Source	Online Comment Form
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	I support option 6A
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge
Response:	Thank you for sharing your preference. A purpose of this project is to improve safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	45
Commenter Name	Jonathan Dade
Date Received	5/25/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	The complete rebuild, \$15MM and 75 year life span option, is best
Are there any weaknesses to the alternatives presented that were not stated/defined?	The other options have less bridge life span, and higher opportunity costs
Do you have any additional comments on the alternatives presented?	No
Do you have any comments on the environmental process?	No
Comment Topics:	<ul style="list-style-type: none"> • Preference for 8. Full replacement • Planning for long term • Cost/funding
Response:	Thank you for sharing your preference. A purpose of this project is to improve safety and mobility through application of current design standards. The life cycle cost of each alternative over its projected service life is an important consideration that the City and the project team will consider as they continue to evaluate the 5 Primary Alternatives. Results will be presented in the Environmental Assessment.

Commenter Number	46
Commenter Name	Ekokobe Fonkem
Date Received	5/25/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	None
Are there any weaknesses to the alternatives presented that were not stated/defined?	None
Do you have any additional comments on the alternatives presented?	None
Do you have any comments on the environmental process?	none
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	I support 6A
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge
Response:	Thank you for sharing your preference. One purpose of this project is to provide crossings that meet Americans with Disabilities Act (ADA) requirements, are conducive for substantial pedestrian and bicycle

	traffic, and provide effective connections to the existing trail network. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.
Comment Number	47
Commenter Name	Leonard Van Gendt
Date Received	5/25/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	The Downtown Masterplan calls for changes to be beneficial for pedestrian traffic. That can best and most safely be achieved by two pedestrian bridges, one on each side of the historic bridge, without closing off traffic to downtown. So option 6A+.
Are there any weaknesses to the alternatives presented that were not stated/defined?	Option 7A with the added center lane is not necessary, expensive and does nothing to protect pedestrians.
Do you have any additional comments on the alternatives presented?	Apparently some alternatives have been considered by the City but have been kept out of public view, creating a lack of transparency.
Do you have any comments on the environmental process?	What made the city decide to drop the option of a pedestrian bridge on the west side?
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	Who made the selections and what standards did people use for this selection?
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Downtown Master Plan • Pedestrian/bike accommodations and safety • Public involvement process • Opposition to 7A. Rehabilitation and widen bridges
Response:	<p>Thank you for sharing your preference and comments. A purpose of this project is to provide crossings that meet Americans with Disabilities Act (ADA) requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. The Downtown Master Plan's boundaries end south of the Austin Avenue Bridge that crosses the south fork of the San Gabriel River, and the overall Transportation Plan boundaries begin north of the Austin Avenue Bridge that crosses the north fork of the San Gabriel River. The City and project team are considering both plans during this process. Public input and open and transparent communication are crucial to the success of this project. NEPA requires a no build and at least one build alternative be considered. Through the public involvement process, the City decided to include an alternative with a separate pedestrian bridge and evaluate multiple alternatives. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.</p>

Commenter Number	48
Commenter Name	Larry Brundidge
Date Received	5/25/2017
Source	Online Comment Form
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	This is a supplemental comment to my written comments at the meeting. Any proposed decision should face public scrutiny at a Georgetown governmental agency. Hearings at HARC would be a great format for citizens to express their opinions and concerns after thorough information exposure.
Comment Topics	<ul style="list-style-type: none"> Public involvement process
Response:	Thank you for sharing your input. Public engagement and open and transparent communication are crucial to the success of this project. The City and project team will continue to consider public input as they evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	49
Commenter Name	Clare Easley
Date Received	5/25/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	Option 6A with pedestrian bridge is most appealing, safe, and least expensive. It respects concern of near businesses and ambiance of historic downtown
Comment Topics	<ul style="list-style-type: none"> Preference for 6A. Rehabilitation with pedestrian bridge
Response:	Thank you for sharing your preference. A purpose of this project is to improve safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	50
Commenter Name	Linda Scarbrough
Date Received	5/25/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	I believe so. Technical language ("no mobility improvements") makes 6A sound more unattractive as an option than it is. To my mind, it is the most economic option and the one most likely to help create an economic engine in the Downtown Historic District. It does not widen the sidewalks, which are unsafe as they are, but it does create a new and separate pedestrian bridge, which will be the safest option for drivers, pedestrians, and cyclists. This would be a huge EXPANSION of mobility, one that TXDOT has supported with bike paths, etc., for the last 15 years or so. It protects engineering history by saving and improving the original bridge structure. It opens a pathway to creating a wonderful gateway to downtown Georgetown's business and retail section, which could make Georgetown the leading retail

	<p>magnet between Austin and ... well, a long way north. 6A is in keeping with Georgetown's citizen-driven 2000 Master Plan, which asked for a "walkable" downtown. Subsequent studies have recommended linking the Square and the river by making the area more pedestrian friendly. 6A could be the key to success. I do not support wider lanes; they will lead to faster traffic which is bad for downtown and unsafe for pedestrians. However, I do support either a small turning lane between the bridges (as at Morrow) and/or a light that allows a controlled left hand turn there. That is a dangerous intersection.</p>
<p>Are there any weaknesses to the alternatives presented that were not stated/defined?</p>	<p>My feeling that the way 7A is presented overstates its advantages. Wider lanes in an urban setting such as Austin Avenue from the San Gabriel River through downtown are counterproductive. They are, in fact, dangerous to walkers. I do not have the figures but have seen the shocking numbers in the increase in death rates when pedestrians are hit by vehicles traveling faster than 25 miles per hour. We should do everything in our power to SLOW traffic across the bridges, between the river and the Square, and through downtown. Better for business and for people. One of the unstated expenses of a longer, more extensive project than necessary such as 7A or (God forbid) 8 would be to kill many of downtown Georgetown's favorite eateries and shops. We have seen this happen recently in Salado, Texas, and on our own Square when the Courthouse was being restored. There was no restriction on entering downtown, but the wall around the Courthouse was so unwelcoming that people didn't want to come to the Square and we lost most of our small retail shops, especially restaurants.</p> <p>6A could be the last chance for downtown Georgetown to recreate itself as a retail DESTINATION and become the economic engine for all of the city. If we make it difficult for people to drive downtown, with an unnecessarily complex and expensive project such as 7A or 8, the Square will lose customers, stores will close, and downtown will flip to office space. The joy of having a downtown where we can all WANT TO meet and celebrate our neighborliness will be lost. And that would be a disaster for suburban Georgetown.</p>
<p>Do you have any comments on the environmental process?</p>	<p>No.</p>
<p>Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges</p>	<p>The people of Georgetown, supported by the City of Georgetown and by Williamson County, have toiled hard for 35 years to support retailers and to create what we have today on and around the Courthouse Square Historic District and the extended downtown district to the San Gabriel River. It has not happened by accident. All building owners have contributed, as well as owners of retail businesses and two governments. We survived and came back after the economic collapse in our state in 1986. We survived and came back after the courthouse restoration set</p>

us back in unexpected ways. In 2000, the state, through TxDOT, wanted to widen the Austin Avenue bridges and Austin Avenue all the way through town. The city was horrified. Austin Avenue was precious to Georgetown citizens, and although some were tempted, most citizens said NO, and strongly, to what would have been a disastrous widening of Austin Avenue/Highway 81 through Georgetown, including the Square, simply to move more traffic faster. The City Council petitioned TxDOT to take over maintenance and control of Austin Avenue, and that occurred. Which is why the city has control now and that is a wonderful thing. Now, as it was in 2000, it is important that city officials, representatives, and citizens understand that the San Gabriel River/Austin Avenue Bridges project must be understood as only one piece of the fabric of downtown Georgetown. The bridges must be made to work for the people who live and do business here. They cannot be thought about as a separate entity their impact on Georgetown citizens is too great, for better or worse. 6A is the best way to accomplish that goal. In my view, 6A is not perfect, but it is by far the best option available for a reasonable price that will result in what we the people of Georgetown think most important: safety, walkability, and preserving and enhancing the beautiful downtown we have saved, rebuilt, and brought to economic stability.

Comment Topics:

- Pedestrian/bicycle accommodations and safety
- Vehicle safety
- Impacts to downtown/businesses
- Increased traffic/speed
- Turning options
- Preference for 6A. Rehabilitation with pedestrian bridge
- Opposition to 7A. Rehabilitation and widen bridges
- Opposition 8. Full Replacement
- Cost/funding

Response:

Thank you for sharing your preferences and input. The purposes of this project include improving safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements, and providing crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. Increasing speed of vehicular traffic is not a goal of this project. Another purpose of this project is to provide safe turning movements into and out of abutting properties that effectively serve existing and future traffic movements. The life cycle cost of each alternative over its projected service life is an important consideration, and the City is evaluating all alternatives to make the most fiscally responsible choice for now and the long-term. The City recognizes that ingress/egress to downtown is vital to maintaining its economy. While construction always has impacts, at least one lane in each direction will be

	open during construction for all alternatives (aside from some pre-coordinated nighttime closures). In addition, when construction activities are heaviest, the existing alternative routes will be promoted. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.
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Commenter Number	51
Commenter Name	Don Padfield
Date Received	5/25/2017
Source	Online Comment Form
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	Regardless of the option chosen, please insure that restrictions on Austin Ave traffic do NOT occur until after the Southwest bypass has been put in service. This will provide safer access to/from downtown by way of University Street.
Comment Topics:	<ul style="list-style-type: none"> • Impacts to downtown/businesses
Response:	Thank you for sharing your input. A purpose of this project is to improve safety and mobility through application of current design standards. While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated nighttime closures). There will always be access to properties along the project for ingress/egress and safety. In addition, when construction activities are heaviest, the existing alternative routes to downtown and surrounding businesses will be promoted. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	52
Commenter Name	Mike Mersiosky
Date Received	5/25/17
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	I like the idea of leaving the existing bridges in place.
Are there any weaknesses to the alternatives presented that were not stated/defined?	You did not cover the economic impact it would have on down town and the square if the bridges were torn down and rebuilt. You would cripple the square. I would assume that over half the business on the square would go bankrupt if the bridges were under construction for two plus years.
Comment Topics:	<ul style="list-style-type: none"> • Impacts to downtown/businesses
Response:	Thank you for sharing your input. A purpose of this project is to address the deteriorating components of the bridges, which have resulted in the need for load posting and falling debris on and below the bridges. The City and the project team would like to improve safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated

	nighttime closures). There will always be access to properties along the project for ingress/egress and safety. In addition, when construction activities are heaviest, the existing alternative routes to downtown and surrounding businesses will be promoted.
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Commenter Number	53
Commenter Name	Linda Austin
Date Received	5/25/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	Option 6A seems like the most prudent choice.
Are there any weaknesses to the alternatives presented that were not stated/defined?	Options other than 6A seem like poor options for our city and our taxes
Do you have any additional comments on the alternatives presented?	Wish citizens had access to ALL the information in the first place.
Do you have any comments on the environmental process?	I'm not sure about it.
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	I don't understand why this became such a big deal after TXDOT said the bridges are safe.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Public involvement process • Conditions of bridges
Response:	Thank you for sharing your preference and input. The bridges have several deteriorating components and structural deficiencies, resulting in the need for load posting and falling debris on and below the bridges. A purpose of this project is to improve safety and mobility through application of current design standards, including Americans with Disabilities Act (ADA) requirements. Public input and open and transparent communication is crucial to the success of this project. The National Environmental Policy Act (NEPA) process requires a no build and at least one alternative be considered. Through the public involvement process, the City decided to include an alternative with a separate pedestrian bridge and evaluate multiple alternatives. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	54
Commenter Name	Linda McCalla
Date Received	5/26/17
Source	Online Comment Form
Are there any weaknesses to the alternatives presented that were not stated/defined?	I drive this section of Austin Avenue daily going to my downtown office. I am very concerned about traffics in a replacement scenario. For 35 years I have been very involved in Georgetown's downtown revitalization and again am very concerned for the impact a construction

	<p>project of this type will have on the downtown businesses if customers are discouraged by the difficulty of getting to them. As a regular user of the hike and bike trail I love the idea of a separate pedestrian bridge. Knowing that repair and regular maintenance will adequately address the issues with the existing bridges I am completely in favor of this less expensive option. My conclusion is that 6A is by far the best.</p>
<p>Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges</p>	<p>It seems to me that there is a hidden agenda for full redesign and replacement of the bridges with little regard for their historic significance or the impact on those who will be most affected by such and expensive and disruptive project.</p>
<p>Comment Topics:</p>	<ul style="list-style-type: none"> • Impacts to downtown/businesses • Pedestrian/bicycle accommodations and safety • Preference for 6A. Rehabilitation with pedestrian bridge • Public involvement process • Historic value of bridges
<p>Response:</p>	<p>Thank you for sharing your preference and input. Purposes of this project include improving safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements, and providing crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing network. While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated nighttime closures). In addition, when construction activities are heaviest, the existing alternative routes to downtown and surrounding businesses will be promoted. Public input and open and transparent communication is crucial to the success of this project. The National Environmental Policy Act (NEPA) process requires a no build and at least one alternative be considered. Through the public involvement process, the City decided to include an alternative with a separate pedestrian bridge and evaluate multiple alternatives. The City will comply with all required regulations, including NEPA and Section 106 of the National Historic Preservation Act (NHPA). The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.</p>

<p>Committer Number</p>	<p>55</p>
<p>Committer Name</p>	<p>Kerry Russell</p>
<p>Date Received</p>	<p>5/26/17</p>
<p>Source</p>	<p>Online Comment Form</p>
<p>Are there any strengths to the alternatives presented that were not stated/defined?</p>	<p>6A is clearly the best of the options presented.</p>
<p>Are there any weaknesses to the alternatives presented that were not stated/defined?</p>	<p>It was not made clear that there was never a safety problem with the bridges. The safety issue was raised by City staff based on a clearly flawed study by the outside engineering firm. Even the information in that study indicated there was no safety problem.</p>

Do you have any additional comments on the alternatives presented?	All options should have been presented at the last meeting.
Do you have any comments on the environmental process?	no
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	The entire process was driven by City staff with no technical or practical justification. What a waste of taxpayer dollars. A simple initial decision to repair the bridges and add pedestrian walkways would have avoided most of the cost and controversy.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Conditions of bridges • Public involvement process
Response:	Thank you for sharing your preference and input. The bridges have several deteriorating components and structural deficiencies, resulting in the need for load posting and falling debris on and below the bridges. A purpose of this project is to improve safety and mobility through application of current design standards, including Americans with Disabilities Act (ADA) requirements. Public input and open and transparent communication is crucial to the success of this project. The National Environmental Policy Act (NEPA) process requires a no build and at least one alternative be considered. Through the public involvement process, the City decided to include an alternative with a separate pedestrian bridge and evaluate multiple alternatives. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	56
Commenter Name	Taylor Kidd
Date Received	5/26/17
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	Yes. The pedestrian options are great strengths. Doing something to make these bridges more attractive
Are there any weaknesses to the alternatives presented that were not stated/defined?	I am a fan of total replacement but worry that this is the biggest weakness. There are vocal community members against this option.
Do you have any additional comments on the alternatives presented?	I prefer an option that repairs/replaces the bridges and adds pedestrian access
Do you have any comments on the environmental process?	no
Comment Topics:	<ul style="list-style-type: none"> • Pedestrian/bicycle accommodations and safety • Preference for 6A. Rehabilitation with pedestrian bridge • Additional design considerations
Response:	Thank you for sharing your preferences and input. Purposes of this project include improving safety and mobility through the application of

	current design standards, including Americans with Disabilities Act (ADA) requirements, and providing crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing network. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.
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Committer Number	57
Committer Name	Grace Pyka
Date Received	5/26/17
Source	Online Comment Form
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	I love option 6A as it provides a safe pedestrian area that will become a highlight of the trail system in Georgetown. Very importantly, it preserves the historic bridges.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Historic value of bridges
Response:	Thank you for sharing your preference and input. A purpose of this project is to provide crossings that meet Americans with Disabilities Act (ADA) requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Committer Number	58
Committer Name	Al Kauffman
Date Received	5/26/17
Source	Online Comment Form
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	Detailed studies show that the bridges are sound and safe, new bearings and surface all that is needed, I do agree that adding on a walking/bike lane would be advisable.
Comment Topics:	<ul style="list-style-type: none"> • Conditions of bridges • Pedestrian/bicycle accommodations and safety
Response:	Thank you for sharing your preference and input. The bridges have several deteriorating components and structural deficiencies, resulting in the need for load posting and falling debris on and below the bridges. Purposes of this project include improving safety and mobility through application of current design standards, including Americans with Disabilities Act (ADA) requirements and providing crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	59
Commenter Name	John Chapman
Date Received	5/26/17
Source	Online Comment Form
Do you have any additional comments on the alternatives presented?	7 and 8 are Bad
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	6A is by far the best
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Opposition to 7A. Rehabilitation and widen bridges • Opposition to 8. Full replacement
Response:	Thank you for sharing your preference and input. Purposes of this project include improving safety and mobility through application of current design standards, including Americans with Disabilities Act (ADA) requirements and providing crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	60
Commenter Name	Dale illig
Date Received	5/26/2017
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	Option 6A makes the most sense from a cost point of view, and being the least disruptive option. As the bridges have been deem safe cost should be a major. Consideration. Option 6 is the least costly and it accomplishes the long deferred maintenance
Are there any weaknesses to the alternatives presented that were not stated/defined?	Adding a turn lane under option 7A doesn't solve the pedestrian problem and costs an enormous amount of money which the city doesn't have. Option 8 is not an option that should be considered
Do you have any additional comments on the alternatives presented?	Transparency by the city staff would have been nice but I have come not to expect that from city staff. They have their own agenda and some cases work against the public they represent. It is a trend that I see more and more. " staff thinks they know better"
Do you have any comments on the environmental process?	Transparency
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	I am in favor of option 6A as the best and only sensible option. Don't like 7A and I really don't like option 8
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Cost/funding

	<ul style="list-style-type: none"> • Opposition to 7A. Rehabilitation and widen bridges • Opposition to 8. Full replacement • Public involvement process
Response:	<p>Thank you for sharing your preferences. Purposes of this project is include improving safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements, and providing crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. Life cycle cost of each alternative over its projected service life is an important consideration for the City and the project team. Public input and open and transparent communication are crucial to the success of this project. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.</p>

Commenter Number	61
Commenter Name	Margot Cummins
Date Received	5/26/17
Source	Online Comment Form
Are there any weaknesses to the alternatives presented that were not stated/defined?	Apparently 7 alternatives were eliminated without public input?
Do you have any additional comments on the alternatives presented?	Was consideration given to left hand turn signals at San Gabriel as alternative solution to flow at that intersection?
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	Was possibility of second pedestrian bridge on western side considered?
Comment Topics:	<ul style="list-style-type: none"> • Public involvement process • Turning options • Pedestrian/bicycle accommodations and safety
Response:	<p>Thank you for sharing your comments. This study started with the universe of alternatives and identified an initial range of 12 feasible preliminary alternatives. Those eliminated were not selected to move forward because of historical and environmental impacts, right-of-way needs, and/or not meeting the need and purpose. A second pedestrian bridge on the west side was considered in option 6B. Rehabilitation with a new pedestrian bridge on west side, but was not selected as one of the primary alternatives because it caused more impacts than the east side option, 6A. Rehabilitation with pedestrian bridge. The addition of a center turn lane is anticipated to help mobility.</p>

Commenter Number	62
Commenter Name	Mary-Ellen Thomas
Date Received	5/26/17
Source	Online Comment Form

Do you have any additional comments on the alternatives presented?	It seems the City continues to spend money for more and more studies which have the same results. Why is that? I fear the City wants to replace the bridges mainly because they can get federal funding for a replacement. I have concerns the reason we need so much maintenance now anyway is because the City has chosen to neglect the required maintenance on the bridges in the hope that they would deteriorate to the point that replacement would be necessary and federal funding rather than City funding could be used.
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	I support the repair/ side pedestrian path option.
Comment Topics:	<ul style="list-style-type: none"> • Conditions of bridges • Cost/funding • Preference for 6A. Rehabilitation with pedestrian bridge
Response:	Thank you for sharing your comments. A purpose of this project is to address the deteriorating components of the bridges and remove all load restrictions. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. Funding will be determined once a preferred alternative has been identified. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	63
Commenter Name	Neta Stubblefield
Date Received	5/26/17
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	No
Are there any weaknesses to the alternatives presented that were not stated/defined?	Negative impact to existing businesses in the downtown area of several of the alternatives.
Do you have any additional comments on the alternatives presented?	I favor alternative 6a above the others
Do you have any comments on the environmental process?	No
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	I feel that it is important to minimize negative impact to the young businesses that have been established in the immediate years after the great recession of 2008.
Comment Topics:	<ul style="list-style-type: none"> • Impacts to downtown/businesses • Preference for 6A. Rehabilitation with pedestrian bridge
Response:	Thank you for sharing your preference and comments. A purpose of this project is to improve safety and mobility through application of current

design standards, including Americans with Disabilities Act (ADA) requirements. While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated nighttime closures). There will always be access to properties along the project for ingress/egress and safety. In addition, when construction activities are heaviest, the existing alternative routes to downtown and surrounding businesses will be promoted. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Committer Number	64
Committer Name	Rustin Winkstern
Date Received	5/26/17
Source	Online Comment Form
Are there any weaknesses to the alternatives presented that were not stated/defined?	Clarity on the safety and load rating of the bridges. They are safe and load limits need to be increased per TXDOT. Also, the negative financial impact of the alternatives have not been quantified.
Do you have any additional comments on the alternatives presented?	Favor 6.A not replacement only maintenance and pedestrian bridges to the side.
Comment Topics:	<ul style="list-style-type: none"> • Conditions of bridges • Impacts to downtown/businesses • Preference for 6A. Rehabilitation with pedestrian bridge
Response:	Thank you for sharing your preference and comments. The bridges have several deteriorating components and structural deficiencies, resulting in the need for load posting and falling debris on and below the bridges. Purposes of this project include addressing deteriorating components and removing all load restrictions, as well as improving safety and mobility through application of current design standards. Life cycle cost of each alternative over its projected service life is an important consideration, as well as impacts of construction. While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated nighttime closures). There will always be access to properties along the project for ingress/egress and safety. In addition, when construction activities are heaviest, the existing alternative routes to downtown and surrounding businesses will be promoted. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Committer Number	65
Committer Name	Lee Bain
Date Received	5/26/17
Source	Online Comment Form

Are there any weaknesses to the alternatives presented that were not stated/defined?	I think that previously, maybe still, there has been a bias toward replacement, which I think is a totally unwise use of taxpayer funds. The bridges, based on professional opinions, are not near their life expectancies and upkeep is what they need. Also, all alternatives were not presented to the public, only the referenced few. But, based upon what is still offered, I would go with 6a.
Do you have any additional comments on the alternatives presented?	The City has worked for years to develop the downtown and has been very successful in doing so. Doing more than what is needed on the bridges would be a catastrophe for not only business but also residents.
Comment Topics:	<ul style="list-style-type: none"> • Public involvement process • Preference for 6A. Rehabilitation with pedestrian bridge • Opposition to 8. Full replacement • Impacts to downtown/businesses
Response:	Thank you for sharing your preferences and comments. Public input and open and transparent communication are crucial to the success of this project. The National Environmental Policy Act (NEPA) process requires a no build and at least one alternative be considered. Through the public involvement process, the City decided to include an alternative with a separate pedestrian bridge and evaluate multiple alternatives. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	66
Commenter Name	Julie A. Johnson
Date Received	5/26/17
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	the pedestrian bridge
Are there any weaknesses to the alternatives presented that were not stated/defined?	Not getting information on all 12 plans. Who decided on the 5 plans? When was the decision made?
Do you have any additional comments on the alternatives presented?	Plan 6A is the clear choice. Why would Georgetown destroy the downtown in order to build a new bridge, didn't we all see Salado loose over 2/3 of the businesses there while the new bridge was built?
Do you have any comments on the environmental process?	No, I am sure we have already spent a fortune on various studies in order to just not pay for repairs to the bridge so we could use federal funds to build new bridges that are not needed.
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	Why does the city refuse to allocate money to maintain the bridges. The city is responsible for maintenance of these historic bridges. The big reason for our growth is downtown, including the square and court house. Are we now going to throw that away just to not accept the responsibility of repair and upkeep?
Comment Topics:	<ul style="list-style-type: none"> • Pedestrian/bicycle accommodations and safety • Public involvement process • Preference for 6A. Rehabilitation with pedestrian bridge

	<ul style="list-style-type: none"> • Impacts to downtown/businesses • Cost/funding
Response:	<p>Thank you for sharing your preference and input. Purposes of this project include addressing deteriorating components of the bridges and removing all load restrictions, improving safety and mobility through the application of current design standards, and providing crossings that meet Americans with Disabilities Act (ADA) requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. The bridges currently need more than regular routine maintenance. The City is being financially responsible by evaluating alternative solutions for the bridges and following processes to be eligible for federal and/or state funding, depending on the cost of the preferred alternative.</p> <p>While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated nighttime closures). When construction activities are heaviest, the existing alternative routes to downtown and surrounding businesses will be promoted. The City believes that public input and open and transparent communication are crucial to the success of this project. The National Environmental Policy Act (NEPA) process requires a no build and at least one alternative be considered. Through the public involvement process, the City decided to include an alternative with a separate pedestrian bridge and evaluate multiple alternatives. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.</p>

Commenter Number	67
Commenter Name	Jim Johnson
Date Received	5/26/17
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	Creating a separate pedestrian bridge is safer for pedestrians and drivers. It also it enhances the Georgetown downtown effort to increase walking visitors.
Are there any weaknesses to the alternatives presented that were not stated/defined?	8 shouldn't even be considered. We do not need the expense of replacing bridges with a fifty or sixty year life expectancy.
Do you have any additional comments on the alternatives presented?	I strongly recommend on restoration of current structure.

Do you have any comments on the environmental process?	restoration should create the least environmental impact. A separate pedestrian bridge will create less impact than widening existing structure or building new structure.
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	It seems like a lot of decisions were made before the public was asked to participate.
Comment Topics:	<ul style="list-style-type: none"> • Pedestrian/bicycle accommodations and safety • Vehicle safety • Preference for 6A. Rehabilitation with pedestrian bridge • Opposition to 8. Full replacement • Cost/funding • Environmental considerations • Public involvement process
Response:	Thank you for sharing your preferences and comments. Purposes of this project include improving safety through the application of current design standards and providing crossings that meet Americans with Disabilities Act (ADA) requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. Life cycle cost of each alternative over the span of its projected service life is an important consideration. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. Public input and open and transparent communication are crucial to the success of this project. The National Environmental Policy Act (NEPA) process requires a no build and at least one alternative be considered. Through the public involvement process, the City decided to include an alternative with a separate pedestrian bridge and evaluate multiple alternatives. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	68
Commenter Name	Patti Colbert
Date Received	5/26/17
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	Economic impact of downtown business on any bridge work.
Are there any weaknesses to the alternatives presented that were not stated/defined?	Economic impact on downtown business.
Do you have any additional comments on the alternatives presented?	Please consider economic impact of downtown before considering all or part closure of bridge traffic.
Comment Topics:	<ul style="list-style-type: none"> • Impacts to downtown/businesses

Response:	Thank you for sharing your input. While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated nighttime closures). There will always be access to properties along the project for ingress/egress and safety. In addition, when construction activities are heaviest, the existing alternative routes to downtown and surrounding businesses will be promoted. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.
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Commenter Number	69
Commenter Name	Janie Headrick
Date Received	5/26/17
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	Option 6A with the pedestrian bridge is a safe and most economical option. This option would allow for the deferred maintenance of the bridges to resume without road closures. It also allows for the preservation of these historic bridges.
Are there any weaknesses to the alternatives presented that were not stated/defined?	The other options are not viable. Option 7A is very costly and unnecessary and Option 8 is ridiculous.
Do you have any additional comments on the alternatives presented?	Wish there had been more citizen involvement with additional meetings and information.
Do you have any comments on the environmental process?	Environmental issues must be addressed and the city must comply.
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	The City of Georgetown and its citizens have worked long and hard for our wonderful downtown square. We have a very beautiful, historic downtown with great businesses -- this is what attracts many visitors, new businesses, etc. to our community. The least disruptive option (Option 6A) for the Austin Avenue bridges project needs to be considered first by City staff. I am hopeful that future information will be readily shared with the public and that my tax dollars will be spent wisely.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Historic value of bridges • Opposition to 7A. Rehabilitation and widen bridges • Opposition to 8. Full replacement • Cost/funding • Public involvement process • Environmental considerations • Impacts to downtown/businesses
Response:	Thank you for sharing your preference and comments. A purpose of this project is to improve safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. The project will comply with all applicable regulations

including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. Public input and open and transparent communication are crucial to the success of this project. The NEPA process requires a no build and at least one alternative be considered. Through the public involvement process, the City decided to include an alternative with a separate pedestrian bridge and evaluate multiple alternatives. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	70
Commenter Name	Ann Seaman
Date Received	5/26/17
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	Yes. The safety and efficacy of Option 6. I would choose Option 6 and oppose 7A and 8.
Are there any weaknesses to the alternatives presented that were not stated/defined?	Yes - again, 7A and 8 are not good options, because we don't need a center turn lane; we need left turn arrows. A center turn lane is for long stretches with many opportunities to turn left. We only have two left turn options on our bridges, total. A center lane is a waste of our money. And what is the point of adding one foot for a small stretch of roadway and then narrowing it back down when it gets to 2nd Street? We would be speeding traffic up a tiny bit, only to slow it right back down a few hundred yards down the path. I oppose 7A and 8.
Do you have any additional comments on the alternatives presented?	7A and 8 are costly, wasteful, and pointless options. 6A is the best option for dealing with our cosmopolitan traffic mix in downtown and on the bridges: bicycles, pedestrians, and cars.
Do you have any comments on the environmental process?	Only that I hope no one would try to use environmental concerns to camouflage some non-environmental agenda.
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	I'm looking at the City's assumptions underlying some of the options. One of the assumptions appears to be that automobile and/or transportation technology won't change, and therefore we need to plan for the same loads and weights as in the previous century. I haven't seen any input or study of this concern. Therefore, I'm unwilling to spend the money assuming a long event horizon when changes might make that unnecessary. At least not without impartial (e.g., not PR-informed) study.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Opposition to 7A. Rehabilitation and widen bridges • Opposition to 8. Full replacement • Turning options • Lane transitions • Cost/funding • Environmental considerations • Planning for long term

Response:	Thank you for sharing your preferences and input. Purposes of this project include improving safety and mobility through application of current design standards and providing safe turning movements into and out of abutting properties that effectively serve existing and future traffic movements. The life cycle cost of each alternative over its projected service life is an important consideration of this project. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.
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Commenter Number	71
Commenter Name	Bill Stubblefield
Date Received	5/26/17
Source	Online Comment Form
Do you have any additional comments on the alternatives presented?	The alternatives which have the least negative impact on existing businesses on and around the square should be considered first. The square has seen some innovative development since the collapse of 2008 which must be nurtured. Any plan which restricts traffic at this delicate "incubator" stage MUST be avoided.
Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges	I favor Plan 6A foremost among the alternatives.
Comment Topics:	<ul style="list-style-type: none"> • Impacts to downtown/businesses • Preference for 6A. Rehabilitation with pedestrian bridge
Response:	Thank you for sharing your preference and input. A purpose of this project is to improve safety and mobility through the application of current design standards. While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated nighttime closures). There will always be access to properties along the project for ingress/egress and safety. In addition, when construction activities are heaviest, the existing alternative routes to downtown and surrounding businesses will be promoted. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	72
Commenter Name	Judy Fabry
Date Received	5/26/17
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	The differences between Option 6A and 7A, 6B and 7B, could have been better defined.

Are there any weaknesses to the alternatives presented that were not stated/defined?	What does increased mobility mean?
Do you have any additional comments on the alternatives presented?	6A seems to be the best alternative. Replacing the bridges is totally unnecessary but a pedestrian walkway is very important.
Do you have any comments on the environmental process?	Impacts on the resources?
Comment Topics:	<ul style="list-style-type: none"> • Public involvement process • Preference for 6A. Rehabilitation with pedestrian bridge • Pedestrian/bicycle accommodations and safety • Opposition to 8. Full replacement • Environmental considerations
Response:	<p>Thank you for sharing your preference and input. Purposes of this project include improving mobility and safety through the application of current design standards and providing crossings that meet Americans with Disabilities Act (ADA) requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. Increased mobility refers to providing options to more efficiently move all modes of transportation (driving, biking, and walking) and provide connections between these modes of travel. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.</p>

Committer Number	73
Committer Name	Ranger Rick Williamson
Date Received	5/26/17
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	<p>After dutifully seeking all public information available on every option and argument presented in 2016-thru-17 on this Project, including all support data presented by the City's consulting firms at various times in this alternatives process, I am convinced that OPTION 6A -- with only a pedestrian bridge on the East side of the existing Bridges -- is the safest and most economical option. It allows the Bridges to get the long-deferred maintenance they need without road closures and also fits the Downtown Master Plan for extending historic structures in ways that are most attractive to pedestrians. Expert testimony by officials involved in this process have divulged the fact that the actual Bridges themselves are SAFE AS IS, and ONLY in need of minor maintenance repairs (or "Rehabilitation", as it is referenced in Option 6A).</p>

<p>Are there any weaknesses to the alternatives presented that were not stated/defined?</p>	<p>Other, more intrusive and costly construction options are simply unnecessary. Option 7A wastes time and money and STILL keeps pedestrians ON the Bridge Walkways, just inches from heavy automotive traffic. Option 8 should not even be on the list of Options, as it would SEVER the Downtown's life-blood thoroughfare artery for who knows how long, thereby purposely engineering the HEART of our City to DIE by intentional Design OVERKILL!</p>
<p>Do you have any additional comments on the alternatives presented?</p>	<p>ANY CONSTRUCTION PROJECT BEYOND OPTION 6A will undeniably have devastating consequences to our precious Downtown environment, including the vibrant social and business life our City has spent decades to create and nurture. It is the living, beating Heart of Georgetown and MUST be PRESERVED at all costs!!</p>
<p>Do you have any comments on the environmental process?</p>	<p>YES! "Reuse! Recycle! Restore!" These "3 R's" of our City's "ECONomy" have always been the best standards of life and living on this planet. And it will forever always be so. Especially when Bridging a subject as Expansive (and potentially Expensive) as this Bridges Project!</p>
<p>Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges</p>	<p>YES, again!! I want to applaud the City's efforts in educating and informing it's citizenry, which has culminated with this opportunity to provide Questionnaire comments for the public record on this Bridge Project decision. I remain hopeful that "responsible consequential thinking" will prevail in this decision process!</p>
<p>Comment Topics:</p>	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Cost/funding • Historic value of bridges • Downtown Master Plan • Conditions of bridges • Opposition to 7A. Rehabilitation with widening • Opposition to 8. Full replacement • Impacts to downtown/businesses • Pedestrian/bicycle accommodations and safety • Environmental considerations • Public involvement process
<p>Response:</p>	<p>Thank you for sharing your preferences and comments. Purposes of this project include improving safety and mobility through the application of current design standards, addressing deteriorating components of the bridges, and providing crossings that meet Americans with Disabilities Act (ADA) requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. This project will comply with all the applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.</p>

Committer Number	74
Committer Name	Roy Peck
Date Received	5/26/17
Source	Online Comment Form
Are there any weaknesses to the alternatives presented that were not stated/defined?	The current safety of the bridge has been brought into question. There is insufficient information to support any safety issue. Unless there is an engineering report (with data) by a company that does not have something to gain by calling the bridge unsafe, option 8 should be taken off the table.
Comment Topics:	<ul style="list-style-type: none"> • Conditions of bridges • Opposition to 8. Full replacement • Study process
Responses:	Thank you for sharing your preference and comments. The bridges have several deteriorating components and structural deficiencies, resulting in the need for load posting and falling debris on and below the bridges. Purposes of this project include addressing these components and removing all load restrictions, as well as improving safety and mobility through the application of current design standards. In addition to this project, a forensic evaluation was completed in January of 2016, and two independent engineering reviews were conducted at the request of the public. They are available on the project webpage. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Committer Number	75
Committer Name	Robert F Michener
Date Received	5/26/17
Source	Online Comment Form
Are there any strengths to the alternatives presented that were not stated/defined?	I believe choice # 8 , the full replace, is the best option
Are there any weaknesses to the alternatives presented that were not stated/defined?	I believe that the bridges should connect to a straight line from the bridges to the east side I35 Williams Drive. I35 to Austin drive is too short so that a direct line from the western most bridge to Williams drive would solve a lot of problems. Additionally, Austin Ave from the high school needs to be moved eastward to meet the straightened Austin Ave at about the Papa John's pizza place. And for goodness sake, stop thinking 4 lanes and think 6/7 lanes.
Do you have any additional comments on the alternatives presented?	I want to tell you again that all this sidewalk signaling is great but it is a waste of money until you make Williams Dr 7 lanes and put in some storm drainage. Sooner or later you are going to half to do this and the cost is only going to increase. However, I do approve of the sidewalks on I35.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 8. Full replacement • Additional design considerations • Support for widening bridges

Response	<p>Thank you for sharing your preference and comments. The limits of this project are from 3rd St. to Morrow St.</p> <p>Purposes of this project include improving safety and mobility through the application of current design standards and providing crossings that meet Americans with Disabilities Act (ADA) requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.</p>
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Commenter Number	76
Commenter Name	Alan Parks
Date Received	5/18/17
Source	Email
Comment	<p>Austin Ave Bridge Project:</p> <p>I would like to encourage the Austin Ave bridges project to link to the hike and bike river trail to these bridges. As it is now, hikers and bikers west of I35 have to navigate down Williams drive (if north of Hwy 29) and cross I35 then heading downtown onto Austin Ave off Williams, share a lane of traffic with cars on probably the most busy, dangerous, and harrowing two blocks of the city (on that part of Austin avenue)--especially harrowing if on a bike! There are no bike lanes or usable sidewalks--very nerve-racking! What is now an unpleasant and very dangerous bike ride can be converted to a very pleasant experience by navigating under these dangerous places along the safe and serene river trail by catching the trail on Rivery Blvd or any spot west of there. This may even encourage people to at times leave their cars at home.</p> <p>A simple ramp at the junction of the Austin Avenue bridge and the river trail is all it would take. Right now there is just a grassy slope leading off the parking lot of a bank building down to the trail--easily doable!</p> <p>This would go a long way in making this a great city for hikers and bikers by allowing easy access to downtown square from our fabulous river trails without having to go all the way down to San Gabriel park to find a crossover bridge.</p> <p>Alan Parks</p>
Comment Topics:	<ul style="list-style-type: none"> • Pedestrian/bicycle accommodations and safety • Additional design considerations
Response:	<p>Thank you for sharing your preferences for accommodating bicycle and pedestrian access. One of the purposes of the project is to provide crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. The City and project team will continue further evaluation of the 5 Primary Alternatives, and results will be presented in the Environmental Assessment.</p>

Commenter Number	77
Commenter Name	Jonathan Dade
Date Received	5/14/17
Source	Email (Full results of the NextDoor poll available in Documentation of Public Meeting)
Comment	<p>Mayor and Councilwoman - Good morning, and my apologies if my poll from Next-door does not format correctly, but please note the information presented thus far. This was presented to 37 neighborhoods and I estimate dozens of neighbors to have voted. 50% of the neighbors are in favor of the option I also support, and several have emailed me offline, to further express their agreement. Just thought this might be useful, and I can provide the updated vote tally, when the time comes.</p> <p>Shalom, Jonathan L. Dade Rabbi, Pastor, LTJG, MBA, MTS</p>
Comment Topics:	<ul style="list-style-type: none"> • NextDoor poll
Response:	Thank you for sharing the results from your NextDoor post. The project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	78
Commenter Name	Walter B. Davies Jr
Date Received	5/20/17
Source	Email
Comment	<p>My Commenter Name is Walter B Davies Jr and I live at [REDACTED], where I am the property owner since 1985. Further, my property is adjacent to the South Fork San Gabriel river less than ½ mile upstream from the Austin Ave. bridges in question. My first comment is I am fed up with all of the bull being shoved down the throats of the citizens of Georgetown. As an example one of the options presented as late as the May 11th presentation was to completely rebuild the bridges, an option I favor in a lot of ways. As of today, May 21st, it is being reported in the Williamson County Sun, that option is off the table. So that tells me that presenting it was leading us, the citizens, into believing the option was real when it never was. Thank you City of Georgetown, TXDOT, and all the engineers who are raking in a whole lot of our money for their own gain for lying to us. Further, let's not leave out the federal government that says a 80 year old plain jane bridge qualifies as a "historic" bridge designation to the detriment of our community; or the fact that the environmental impact, including a cave spider and salamanders, can affect this bridge project.</p> <p>As I have spent time in the presentations, online discussions (by Commenter Name, not anomalously) many more details emerge about the forces at work to bring about not what a public consensus might want or what might be in the best interest of Georgetown, but what is starting to smell like (at least in my opinion) a highly politicized</p>

backroom business deal for someone's profit. That is my opinion to which I am entitled.

I would also like to comment on, and shoot down (in my opinion) the damage that would happen to downtown Georgetown business with the bridges being substantially remodeled or rebuilt argument put forth by various business owners. Shall I call this the Salado Apocalypse for want of a good Commenter Name. The Sun talked about the business losses during the three years of I-35 construction. First of all Georgetown is not Salado, Georgetown's downtown business area is not solely dependent on one main traffic avenue, nor is it solely tourist oriented. Mr. Rusty Winkstern, who owns both Monument Café (now just open for lunch) and El Monumento (located at the southern terminus of the bridges) might have to close due to too limited traffic for too long. Does Mr. Winkstern control and drive what happens in Georgetown?

Worst case is the bridges close for 24-30 months (that is worse than any proposed option now given. Really worse case. Pity the poor folks trying to access downtown from the north side of Georgetown, what are they to have to endure to get where they are going? Well, how about ¼ mile before Austin Ave. and Williams drive they turn right, go south on the I-35 to University and enter the downtown area from the south end. Sorry Mr. Winkster and other Salado Apocalypse nay-sayers, but your argument just got flushed.

My thinking is that doing a full rebuild makes the best use of money spent now for the next 80-100 years. Consideration of all options now has me asking how sound and secure are the foundations and piers of the current bridges in terms of lasting another 100 years? That is the first, and most important question. Keep in mind that the South San Gabriel river floods up to the level of the road, say every 15 years or so. That is major threat to a bridge over time. Secondly, what are the current beams capable of handling and what can they handle in the future? Remember, this bridge is 1930's technology, which is neither as good as modern technology or ancient Roman technology.

Finally who stands to profit from the various options and by how much? It is one thing to pay for a consultant project but when does their involvement and profit making end?

Walter B. Davies Jr.

Comment Topics:

- Preference for 8. Full replacement
- Public involvement process
- Historic value of bridges
- Environmental considerations
- Traffic control plan during construction
- Impacts to downtown/businesses
- Planning for long term
- Cost/funding
- Study process
- Conditions of bridges

Response:	<p>Thank you for sharing your preference and comments. Option 8. Full Replacement is still being considered and will continue to be evaluated, per the NEPA process. Purposes of this project include addressing deteriorating components of the bridges, improving safety and mobility through application of current design standards, and providing improvements that effectively serve existing and future traffic movements. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. A consideration of this project is the life cycle costs of each alternative over their projected service life. Public input and open and transparent communication are crucial to the success of this project. While the bridges are safe for current traffic movements, they have several deteriorating components. The full results of the engineering reviews of the bridges are available at austinavenue.georgetown.org. In addition, the estimated life service life for all options are included in the handout available online: https://georgetown.org/files/2017/05/Final-Meeting-Handout-201705010.pdf. We will also continue to evaluate flooding and drainage conditions in more detail as the project moved forward.</p> <p>The City and project team will continue to evaluate the 5 Primary Alternatives, and results will be presented in the Environmental Assessment.</p>
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Committer Number	79
Committer Name	Susan Kullerd
Date Received	5/26/17
Source	Email
Comment	<p>OPINION REGARDING SAFETY: These bridges are next to our signature park and to not include vehicular mobility improvements while providing more positive separation between pedestrians and vehicles would be uncontainable....improvements would facilitate ingress-egress and emergency response during major park events....so vehicular mobility includes Options 7A and 8.</p> <p>A separate pedestrian bridge is never cost effective if you can widen a vehicular bridge and use its substructure resulting in cost savings.... 7A appears to be the most cost effective choice as the existing bridge has plenty of remaining life (100 year lifespan is typical)...just needs a mid-life nip/tuck to go another 50 years, while adding a new bridge widening to address needed mobility improvements and pedestrian safety.</p> <p>Option 8 is \$3M more expensive and there appears to be an issue with removing the existing "historical" bridge...ask yourself how long would it take to arrive at community consensus regarding the new bridge aesthetic treatment? (Maybe the community wants a new bridge signature look and feel that compliments a Master Plan???)</p>

	<p>Note: on the city council handout, both Options 7A and 8 require Park ROW purchase....any land required from a park will require a Federal 4f analysis....Option 8 requires FULL 4f analysis vs 7A requires minimal 4f evaluation - resulting in significant time savings of federal review and approval of environmental clearance.</p> <p>So in summary, improving access/mobility/safety to the main community park is money well spent....spending a few less dollars to rehabilitate/widen the existing bridge vs demolishing and building a new one is thrifty and should easily correct the current needed bridge rehabilitation issue....freeing up the additional money to be spent elsewhere....or spend the extra \$3M (It will end up costing much more trust me!) and get a new bridge aesthetic look the community desires. Regardless, Georgetown is growing and needs the vehicular/ped/bike improvements to keep folks (children) safe - no brainer.</p>
Comment Topics:	<ul style="list-style-type: none"> • Pedestrian/bicycle accommodations and safety • Vehicle safety • Preference for 7A. Rehabilitation and widen bridges • Preference for 8. Full replacement • Cost/funding • Conditions of bridges • Support for widening bridge
Response:	<p>Thank you for sharing your preferences and input. Purposes of this project include addressing deteriorating components of the bridges, improving safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements, and providing crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. The life cycle cost of each alternative over the span of its projected service life is an important consideration of this project. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.</p>

Commenter Number	80
Commenter Name	Stephen Benold
Date Received	5/13/17
Source	Email
Comment	<p>I have not seen any convincing information to indicate that the current Austin Avenue bridges over the San Gabriel Rivers are structurally dangerous. The idea of completely replacing them reminds me a lot of 1966, when the county commissioners decided that the courthouse balustrades and friezes were dangerous and had them destroyed, only to find that they were not crumbling, and they actually had to use air hammers to bring them down!</p> <p>Complete replacement would also mean a terrific traffic jam on Austin Avenue for years as one bridge was taken down, replaced, and then the other. I do not see an imperative to widen the bridges, as there is never</p>

	the backed up traffic like there is on University between the South San Gabriel River and I-35 every day at noon and 5PM. Finally, there is the cost involved with either replacement of the bridges or widening. After Albertson's, a fire dept. EMS takeover that is still costing a million dollars a year, and now the bus system that will never be financially sound, I think that the city has wasted enough money. I support position 6A. Stephen Benold
Comment Topics:	<ul style="list-style-type: none"> • Conditions of bridges • Opposition to 8. Full replacement • Preference for 6A. Rehabilitation with pedestrian bridges • Construction impacts
Response:	Thank you for sharing your preferences and comments. The bridges have several deteriorating components and structural deficiencies, resulting in the need for load posting and falling debris on and below the bridges. Purposes of this project include addressing these deteriorating components and improving safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) standards. While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated nighttime closures). In addition, when construction activities are heaviest, the existing alternative routes to downtown and surrounding businesses will be promoted. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	81
Commenter Name	Stan Mauldin
Date Received	5/17/17
Source	Email
Comment	I am in support of option 6A for the bridge work on Austin Avenue in Georgetown, TX. Sincerely, Stan Mauldin
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge
Response:	Thank you for sharing your preference. A purpose of this project is to improve safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	82
Commenter Name	Dr. Sherwin Kahn
Date Received	5/24/17
Source	Email

Comment	I don't understand why the options have been narrowed down to their current four. I think this is an injustice to the community. That being said currently only 6A makes any sense as an option. Dr Sherwin Kahn
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Public involvement process
Response:	Thank you for sharing your preference and comments. A purpose of this project is to improve safety and mobility through the application of current design standards. The National Environmental Policy Act (NEPA) process requires a no build and at least one alternative be considered. Through the public involvement process, the City decided to include an alternative with a separate pedestrian bridge and evaluate multiple alternatives. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	83
Commenter Name	Sharon Reed
Date Received	5/23/17
Source	Email
Comment	My family and cycling friends support any of the options that include pedestrian and bicycle access. Thank you, Sharon Reed
Comment Topics:	<ul style="list-style-type: none"> • Pedestrian/bicycle accommodations and safety
Response:	Thank you for sharing your comment. A purpose of this project is to provide crossings that meet Americans with Disabilities Act (ADA) requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	84
Commenter Name	Sara Goodman
Date Received	5/26/17
Source	Email
Comment	Would like to vote for option 6A Sara Goodman
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge
Response:	Thank you for sharing your preference. A purpose of this project is to improve safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. While the NEPA process is not a "vote," the City and project team will continue to evaluate the 5 Primary Alternatives considering meeting the

	Need and Purpose, right of way needs, and public input and comments. Results will be presented in the Environmental Assessment.
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Commenter Number	85
Commenter Name	Robert Whittaker
Date Received	5/26/17
Source	Email
Comment	<p>My opinions are as follows:</p> <ol style="list-style-type: none"> 1. The 77 year old bridges need to be completely replaced. 2. The new bridges under structure need to be raised at least 6 feet higher than the current ones. Flood stage water has been seen lapping at the bottom of the old bridges in the past several years. 3. Pay for it by creating a special tax similar to what we taxpayers approved for new roads and street improvements. 4. Use the existing or modify the bus routes to help get people to the downtown area. Make the daily, weekly or monthly bus passes affordable, but also add a voluntary fee increase designated for the bridges bonds or taxes. Similar to .adding a fee increase to our utility bills to help those who cannot pay their bills in full. 5. The new bridge needs to be structured for the future generations so that it is both pleasing to look at as well as functional to handle all traffic needs for the downtown.. <p>Thank you. Robert J. Whittaker,Jr</p>

Comment Topics:	<ul style="list-style-type: none"> • Preference for 8. Full replacement • Additional design considerations • Cost/funding • Public transit • Planning for long term
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Response:	<p>Thank you for sharing your preference and comments. Purposes of this project include improving safety and mobility through application of current design standards and providing improvements that serve existing and future traffic movements. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. Funding has not been identified and will be determined when the preferred alternative has been identified. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.</p>
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Commenter Number	86
Commenter Name	Pete Hackley
Date Received	5/18/17
Source	Email/Written Comment Card

Comment	Attached is my comment form - as a .pdf file. I'm very concerned we are short-changing pedestrians. With a pedestrian bridge on only one side pedestrians on the west side are forced to find a way to cross the very busy street. As a professional civil engineer, I am very familiar with the complications of a project such as this on such a busy corridor - so I'm strongly in favor of saving the existing structures. Pete Hackley PE
Are there any weaknesses to the alternatives presented that were not stated/defined?	Yes – a single pedestrian bridges on the east side is not enough – a ped bridge on each side is needed in addition to improved access to both river branches below. I am a frequent walker and bike rider on both the river branches.
Do you have any additional comments on the alternatives presented?	Pedestrian bridges are needed, and there should be one on each side of the existing bridges. That would permit the existing narrow pedestrian walks to be removed, thereby permitting some widening of the existing travel lanes.
Comment Topics:	<ul style="list-style-type: none"> • Pedestrian/bicycle accommodations and safety • Opposition to 8. Full replacement
Response:	Thank you for sharing your preference and comments. A need that this project aims to address is current roadway's narrow travel lanes and sidewalks, which do not provide the standard levels of service for all modes of travel. A purpose of this project is to provide crossings that meet Americans with Disabilities Act (ADA) requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	87
Commenter Name	Peggy McKenzie
Date Received	5/26/17
Source	Email
Comment	<p>1.Replacement is NOT an option, it's a death knell for downtown Georgetown and the outstanding Main Street program that we have spent years of toil and money to support.</p> <p>2. I Favor Option 6A. I cross the bridges up to 4 times every day in the course of my daily office errands. There are usually pedestrians walking their dogs or walking to/from work. On weekends I have noted an increase in pedestrian activities at the no. bridge – probably due to the sidewalk project which has markedly improved access from the downtown Square. A dedicated pedestrian walkway will enhance that experience and increase safety for drivers and walkers.</p> <p>Rehabilitation of the bridges will keep intact the image of a welcoming gateway to Georgetown's Square and old-town Main Street concept.</p>

	<p>Thank you for this opportunity to express my concern and support for the continued success of the Downtown Georgetown image and enterprise.</p> <p>Peggy McKenzie Monument Cage Group LLC El Monumento LLC</p>
Comment Topics:	<ul style="list-style-type: none"> • Opposition to 8. Full replacement • Impacts to downtown/businesses • Preference for 6A. Rehabilitation with pedestrian bridge • Pedestrian/bicycle accommodations and safety • Vehicle safety
Response:	<p>Thank you for sharing your preference and comments. A purpose of this project is to provide crossings that meet Americans with Disabilities Act (ADA) requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.</p>

Commenter Number	88
Commenter Name	Paul Krentz
Date Received	5/23/17
Source	Email
Comment	<p>Dear City of Georgetown Leaders</p> <p>My preference would be 6A. Rehabilitation with pedestrian bridges</p> <p>Traveling this road frequently, I don't believe we need turn lanes etc. as I have never noticed any heavy traffic or problems with people accessing the bridge. My two biggest concerns are:</p> <p>I don't want businesses on the square to have to be impacted any longer than necessary. Despite good intentions, projects always seem to take longer than projected. I believe some businesses will not survive regardless. I would point to Salado. Many businesses there did not survive the construction on I-35.</p> <p>Cost is my second concern. \$7.1 million is a lot better than \$12 to \$16 million and I believe we would have very adequate bridges.</p> <p>We live at [REDACTED]</p> <p>Sincerely Paul Krentz</p>
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Congestion and traffic patterns • Impacts to downtown/businesses • Cost/funding
Response:	<p>Thank you for sharing your preference and comments. Purposes of this project include improving safety and mobility through the application of current design standards and providing safe turning movements into and out of abutting properties that effectively serve existing and future</p>

	training movements. While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated nighttime closures). In addition, when construction activities are heaviest, the existing alternative routes to downtown and surrounding businesses will be promoted. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.
Commenter Number	89
Commenter Name	Neal Geiger
Date Received	5/26/17
Source	Email
Comment	<p>Hello Georgetown</p> <p>The Georgetown bridge project is a very exciting project for Georgetown. These bridges can connect to more than just to the downtown district - but also connect to Georgetown's future success. I have been thinking about the bridges, and whether it is decided to build new structures or rebuild existing bridges, I would like to propose to take some time to consider making these bridges a unique Texas landmark. These can be designed and built to be more than just bridges... but a landmark to attract attention to Georgetown and its wonderful downtown community and a statement of Texas culture. Imagine if the bridges were a replica of another famous bridge, or unusually high, or perhaps in the shape of two armadillos or cactuses. This is an opportunity to create something that is worth driving to - just to look at and enjoy. Families driving through Texas would want to divert off I-35 and cut through Georgetown to see something fun and wonderful, while stopping to eat, drink and enjoy the delightful downtown square. St. Louis has the arch, Utah has dinosaur land, West Dover has the world's largest bee - the list goes on and on. By thinking outside of the box, we could create another unique destination... "The Giant Cactus Bridge, Giant Armadillo Bridge, or Cattle Drive Avenue.... something unique. The extra cost surely would offset with increased traffic and business for our wonderful town.</p> <p>I would enjoy discussing and creating some concept renderings should the committee wish to explore new possibilities.</p> <p>Yours truly, Neal Geiger</p>
Comment Topics:	<ul style="list-style-type: none"> • Planning for long term • Additional design considerations • Impacts to downtown/businesses
Response:	Thank you for sharing your suggestions and comments. A purpose of this project is to improve safety and mobility through the application of current design standards. The City and project team will also consider aesthetic and design preferences as they evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	90
Commenter Name	Megan Di Martino
Date Received	5/25/17
Source	Email
Comment	I vote for #1 No Build Thank you. Megan Di Martino
Comment Topics:	<ul style="list-style-type: none"> • Preference for 1. No build
Response:	Thank you for sharing your preference. A need that this project aims to address is the deteriorating components and structural deficiencies of the bridges, which result in the need for load posting and falling debris on and below the bridges. One of the purposes of this project is to improve safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. While the NEPA process is not a “vote,” the City and project team will continue to evaluate the 5 Primary Alternatives considering meeting the Need and Purpose, right of way needs, and public input and comments. Results will be presented in the Environmental Assessment.

Commenter Number	91
Commenter Name	Louise Smith
Date Received	5/21/17
Source	Email
Comment	would like to vote for Option 6A which includes a pedestrian bridge, but NO widening. I agree with the comments that wider lanes and turn lanes will encourage faster traffic and if these are the door to our downtown, we WANT people to obey lower speed limits. Louise Smith
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Opposition to widening • Increased traffic/speed
Response:	Thank you for sharing your preference and comments. Increasing speed is not a purpose of this project, but rather to improve safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. While the NEPA process is not a “vote,” the City and project team will continue to evaluate the 5 Primary Alternatives considering meeting the Need and Purpose, right of way needs, and public input and comments. Results will be presented in the Environmental Assessment.

Commenter Number	92
Commenter Name	Kathy Sellers
Date Received	5/13/17

Source	Email
Comment	Option 6A. is described as not having "mobility improvements." However, if the feet gained from the elimination of the old pedestrian sidewalks were used to make the lanes wider, the problem would be solved. I confirmed this with the person who was at the table. In the column headed "Meeting Purpose and Need" it would then say, "Meets All Criteria" - and it would be by far the best option. Kathy Sellers
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Support for widening lanes
Response:	Thank you for sharing your preference. The purposes of this project include improvements to mobility and safety through application of current design standards, including lane widths that provide standard levels of service for all modes of travel. While mobility improvements do include widening the current lane widths, another consideration is limited mobility caused by the lack of a turn lane. The City and project team will continue to consider the possibilities of widening travel lanes and moving pedestrian traffic to a separate bridge during evaluations of the 5 Primary Alternatives. Results will be presented in the Environmental Assessment.

Commenter Number	93
Commenter Name	Jonathan Dade
Date Received	5/12/17
Source	Email
Comment	City of Georgetown - Good afternoon and briefly, I wanted to voice my support for Option 8, full replacement of the bridges. For \$2-3Million more than the other options, this meets all criteria, has a 75 year life span, and the existing bridges can remain partially open during the construction. All the other options lead the bridge closed for the same length of time, yet, provides significantly less span of life on the bridge. Thank you for reading,
Comment Topics:	<ul style="list-style-type: none"> • Preference for 8. Full replacement • Planning for long term • Cost/funding • Construction impacts
Response:	Thank you for sharing your preference and comments. Purposes of this project include improving safety and mobility through the application of current design standards and providing improvements that effectively serve existing and future traffic movements. The life cycle cost of each alternative over its projected service life is an important consideration. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	94
Commenter Name	Joel and Lynn Goode
Date Received	5/26/17
Source	Email
Comment	<p>Team,</p> <p>Having lived and worked in downtown Georgetown since 1979 (38 years!), we would like to add our input. We just saw that today was the deadline to do so. We have seen our town grow from just 7000 people when we moved here to the now populous 66,000 plus. We love our city and we enjoy how inviting and walkable it is. Of all the options on the table, it seems to us that 6A is the best, as it would allow for a tolerable disturbance to the existing businesses (which have suffered much already), would keep the unique and historical obeisance entrance to and from that side of the downtown, and of course, add a charming, walkable and safe pedestrian bridge. Thanks for listening,</p> <p>Joel and Lynn Goode</p>
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Impacts to downtown/businesses • Historic value of bridges • Pedestrian/bicycle accommodations and safety
Response:	<p>Thank you for sharing your preferences and comments. The purposes of this project include improving safety and mobility through the application of current design standards and providing crossings that meet Americans with Disabilities Act (ADA) requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated nighttime closures), and the existing alternative routes to downtown and surrounding businesses will be promoted when construction activities are the heaviest. The project will comply with all applicable regulations including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.</p>

Commenter Number	95
Commenter Name	Greg Austin
Date Received	5/16/17
Source	Email
Comment	<p>To whom it may concern,</p> <p>I recommend 6A if anything at all is done because I think we don't need to spend tens of millions of dollars to have two new bridges. Frankly, I</p>

	think all we should do is make sure it is of sound structure and leave the rest alone. I travel on the bridges every day and don't see a problem with traffic, pedestrians, etc. Greg Austin
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Cost/funding
Response:	Thank you for sharing your preference. A purpose of this project is to improve safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. The City and project team are considering the life cycle costs of each alternative over the span of 50 to 75 years and will continue to consider these preferences during evaluation the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	96
Commenter Name	George Porter
Date Received	5/19/17
Source	Email
Comment	<p>If the option is chosen to totally replace the bridge, according to the newspaper, it would take 22 months to do. Nonsense. Talk to the Texas Highway Department on how they replaced I-45 elevated portions in downtown Houston. They used Williams Construction and they started tearing down the elevated and rebuilding at the same time. They worked 24-hours a day. The time frame was reduced dramatically. It can be done. Have all bridge parts on-site before you start. Have all sub-contractors agreeing to work 24-hours a day, seven days a week. This is a small project and be done very quickly. Regards, To travel is better than to arrive..... George Porter</p>
Comment Topics:	<ul style="list-style-type: none"> • Construction impacts
Response:	Thank you for sharing your comments. While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated nighttime closures). There will always be access to properties along the project for ingress/egress and safety, and the existing alternative routes to downtown and surrounding businesses will be promoted when construction activities are the heaviest. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	97
Commenter Name	Dr. Douglas & Nell Benold
Date Received	5/16/17
Source	Email
Comment	We strongly recommend the 6A option for the repair of the Austin Avenue Bridges, as any of the others will seriously impact the economy of our square. thank you, Dr. Douglas and Nell Benold
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Impacts to downtown/businesses
Response:	<p>Thank you for sharing your preference. A purpose of this project is to improve safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.</p> <p>While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated nighttime closures). There will always be access to properties along the project for ingress/egress and safety, and the existing alternative routes to downtown and surrounding businesses will be promoted when construction activities are the heaviest.</p>

Commenter Number	98
Commenter Name	Denise Wade
Date Received	5/15/17
Source	Email
Comment	I am in favor of option 6A.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge
Response:	<p>Thank you for sharing your preference. A purpose of this project is to improve safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.</p>

Commenter Number	99
Commenter Name	David Schuler
Date Received	5/26/17
Source	Email
Comment	Good Morning, favoring option 6A Thank you
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge

Response: Thank you for sharing your preference. A purpose of this project is to improve safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number 100

Commenter Name David Inman

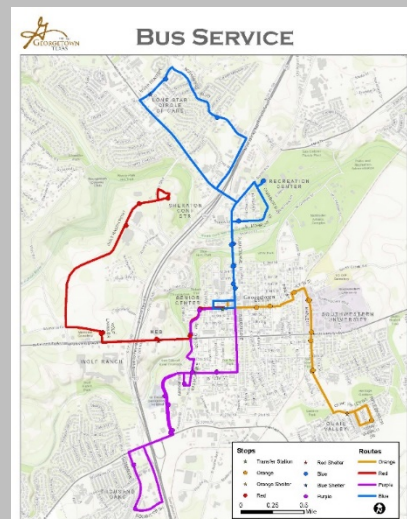
Date Received 5/25/17

Source Email

Comment Fm David Inman.
 Is someone making the public transit arguments for this project? Now is the time to build necessary bus turnouts and bus stop zones. There will not be another chance until the next bridge replacement cycle. Also it will never be cheaper. Show your support for public transit. Remember, public transit buses will impede traffic flows on Austin Avenue. Get the busses out of traffic lanes and into bus turnouts at bus stop zones. You must build bus turnouts whenever highway projects are cracked open. That is the cheapest opportunity. Don't miss this one!

- Comment Topics:**
- Public transit
 - Congestion and traffic patterns

Response: Thank you for your comments on public transit considerations. A purpose of this project is to improve safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment. The map below shows public transit routes throughout Georgetown. For more information about public transit in the area, please visit GoGeo.Georgetown.org.



Committer Number	101
Committer Name	David Inman
Date Received	5/23/17
Source	Email
Comment	<p>Fm David Inman.</p> <p>As a former Anchorage, Alaska city transit operations supervisor for six years investigating 150 bus accidents per year, I strongly urge you to adapt the 12-foot lane widths.</p> <p>As it is, the busses will impede traffic flows. Don't complicate things with 11-foot lane widths.</p>
Comment Topics:	<ul style="list-style-type: none"> • Public transit • Support for widening lanes
Response:	<p>Thank you for sharing your comment. A need that this project aims to address is the current roadway's narrow travel lanes that do not provide the standard levels of service for all modes of travel. A purpose of this project is to improve safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.</p>

Committer Number	102
Committer Name	Dave Clark
Date Received	5/23/17
Source	Email
Comment	<p>Greetings!</p> <p>I have read the summary of the five options for dealing with the Austin Ave bridges and given the costs, scope and needs option 5 seems best. For \$2 million more than the other two options that are closest to the project goals the expected service life increases 25 years. That's a no-brainer to me! I look forward to whatever decision the city comes to!</p> <p>Regards, Dave Clark</p>
Comment Topics:	<ul style="list-style-type: none"> • Preference for 8. Full Replacement • Planning for long term • Cost/funding
Response:	<p>Thank you for sharing your preference. One of the purposes of this project is to improve safety and mobility through application of current design standards that effectively serve existing and future traffic movements. The City and project team are considering the life cycle costs of each alternative over their projected service life and will continue to consider these preferences during evaluation of the 5</p>

	Primary Alternatives and results will be presented in the Environmental Assessment.
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Commenter Number	103
Commenter Name	Carlin Troy
Date Received	5/17/17
Source	Email
Comment	I support the bridge maintenance plan. There is no reason at this time to spend 12+ million dollars and close the bridges even partially for more than a year. This would devastate downtown business owners and we have such wonderful businesses on our square we should make every effort to support them.
Comment Topics:	<ul style="list-style-type: none"> • Preference for 1. No build • Impacts to downtown/businesses • Cost/funding
Response:	Thank you for sharing your comment. While construction always has impacts, at least one lane in each direction will be open during construction for all alternatives (aside from some pre-coordinated nighttime closures). There will always be access to properties along the project for ingress/egress and safety, and the existing alternative routes to downtown and surrounding businesses will be promoted when construction activities are the heaviest. The City and project team are considering the life cycle costs of each alternative over the span of 50 to 75 years as they continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Commenter Number	104
Commenter Name	Beth Ann Forest
Date Received	5/15/17
Source	Email
Comment	Option 6A. is described as not having "mobility improvements." It seems like you could use the footage of the old pedestrian walkway that would be eliminated and use that area to make the lanes wider, the problem would be solved. That would "Meet All Criteria" – Would that be the best way to go? Beth Ann Forest
Comment Topics:	<ul style="list-style-type: none"> • Preference for 6A. Rehabilitation with pedestrian bridge • Support for widening lanes
Response:	Thank you for sharing your preference. A purpose of this project is to improve safety and mobility through the application of current design standards, including Americans with Disabilities Act (ADA) requirements. While mobility improvements do include widening the current lane widths, another consideration is limited mobility caused by the lack of a turn lane. An added turn lane is anticipated to help mobility. The City and project team will consider possibilities of

	widening and moving pedestrian traffic to a separate pedestrian bridge as they continue to evaluate the 5 Primary Alternatives. Results will be presented in the Environmental Assessment.
Committer Number	105
Committer Name	Jonathan Dade
Date Received	5/12/17
Source	Email
Comment	City of Georgetown - Good afternoon and briefly, I wanted to voice my support for Option 8, full replacement of the bridges. For \$2-3Million more than the other options, this meets all criteria, has a 75 year life span, and the existing bridges can remain partially open during the construction. All the other options lead the bridge closed for the same length of time, yet, provides significantly less span of life on the bridge. Thank you for reading,
Comment Topics:	<ul style="list-style-type: none"> • Preference for 8. Full replacement • Planning for long term
Response:	Thank you for sharing your preference. A purpose of this project is providing improvements to safety and mobility that will effectively serve existing and future traffic movements. The life cycle cost of each alternative over its projected service life is an important consideration of this project. The City and project team will continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Section 106 Comment Card

Commenter Number	106
Commenter Name	Ruth Roberts
Date Received	5/11/17
Source	Section 106 Written Comment Card
Do you have any comments on potential impacts to historical resources?	No, but I would like to mention that Georgetown is moving west.
Comment Topics:	<ul style="list-style-type: none"> • Planning for long term
Response:	Thank you for your comment. The City and project team will consider the growth patterns of Georgetown as they continue to evaluate the 5 Primary Alternatives and results will be presented in the Environmental Assessment.

Mapped Comment

Commenter Number	107
Commenter Name	Anonymous
Date Received	5/11/17
Source	Mapped Comment
Comment	Connect to walking trail on Main
Comment Topics:	<ul style="list-style-type: none"> • Pedestrian/bicycle accommodations and safety
Response:	Thank you for sharing your preferences for accommodating bicycle and pedestrian access. One of the purposes of the project is to provide crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network. The City and project team will continue further evaluation of the 5 Primary Alternatives, and results will be presented in the Environmental Assessment.