



# Documentation of Virtual Public Meeting

## Project Location

Williamson County

Austin Avenue Bridges Project

0914-05-187

## Project Limits

Austin Avenue Bridges

## Meeting Location

Online Virtual Public Meeting

[austinave.georgetown.org](http://austinave.georgetown.org)

## Meeting Date and Time

Posted May 20, 2020 at 5 p.m.

## Translation Services

None

## Presenters

Ray Miller, City of Georgetown

Arin Gray, CD&P

Dave Lubitz, Aguirre & Fields

## Elected Officials in Attendance

N/A

## Total Number of Attendees (approx.)

N/A

## Total Number of Commenters

14

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## **A. Comment/Response Matrix**

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Response
1	Alan Parks	5/7/2020	Email	<p>Yes, I feel strongly that this is a golden opportunity to link the Hike and Bike trail which runs under the Austin Avenue bridge on the north side of the river to the bridge and street level. This way, bicyclers and hikers wanting to go downtown (coming from the west) off the hike and bike trail could take the bridge and go downtown on Austin Avenue, and not have to ride the extra half mile east down at the park and take that foot bridge, and then have to ride another half mile back west to downtown. Connecting the trail to the Austin street bridge will greatly enhance the "livability" of Georgetown and make it much more convenient for bicyclers and more people could ride their bikes to Austin street north and south and to downtown without having to take the horrendously dangerous I35 crossing at street level. There is ample room for a short bike path right by the bank, even a switchback if necessary would be very easy to put in right by the extra grassy space beside Region's bank at Morrow and Austin Ave.</p> <p>Also, I assume there will be a pedestrian/bicycle lane across the two bridges, so traffic doesn't have to stop and change lanes to avoid running over bicyclers on this busy road.</p> <p>I will be happy to be more involved, but this is my main thoughts. A great town has great recreational and transportation for bicyclers and hikers and this will help complete our fantastic river trail system!</p>	<p>Thank you for providing your comment. One of the goals of this project is to provide safe accommodations for pedestrians and cyclists.</p> <p>The east side of the Austin Avenue bridge will have a separated 10-foot wide shared-use path for pedestrians/cyclists and the west side will have improved 6-foot wide sidewalks for local connections. Both the shared-use-path and sidewalk will provide sufficient width for pedestrians and cyclists.</p>
2	Alan Parks	5/21/2020	Email	Bravo to you all! A great city needs great access by foot and bicycle to historic downtown. Looks	Thank you for providing your comment.

				<p>like you all will enable walkers and cyclists to take the river trail from Lake Georgetown and west of IH 35 and will be able to access downtown using the Austin street bridge, and will avoid having to ride an extra almost mile by not having to ride all the way into the San Gabriel Park bridge and not having to loop back from San Gabriel Park.</p> <p>Great work on connecting downtown to River Trail via Austin Street Bridge!</p>	
3	David Clary	5/21/2020	Email	<p>When I first moved to Georgetown in 2005, I bought a condo in San Gabriel Village right there at Austin Avenue and San Gabriel Village Blvd. I have always loved that area and the historic charm of the square. I have always thought those two Austin Avenue bridges should reflect the personality of the historical side of Georgetown.</p> <p>I like your ideas, but there is one thing I am not sure has been addressed in reconstruction of the bridges ... bridge lighting ? Right now, there are just those typical overhead "city highway" light fixtures along both sides. I personally think those should be replaced with the "old style" lights as Georgetown has around the square and along the San Gabriel River Walk to add to the charm of the bridges ... kinda announcing the approach to the Historical Downtown area !!</p> <p>One more thing, while I am talking about announcing the approach to the Historical Downtown area ... has the City ever considered erecting an overhead gateway just north of the bridges (i.e. between Sonic and the first bridge) ? I have always had a vision in my mind of some kind of stone columns (one on each side of Austin Avenue) with an arched sign (iron ?) spanning over Austin Avenue, supported by the</p>	<p>Thank you for providing your comment.</p> <p>Additional aesthetics and safety features, such as lighting, will be evaluated and considered as the City moves forward with bridge design.</p> <p>Additional aesthetic features not associated with the bridge are not funded at this time.</p>

				<p>two columns, proclaiming something like "HISTORIC GEORGETOWN" or "WELCOME TO HISTORIC GEORGETOWN" !!??</p> <p>While in the process of doing these two bridges, it would be the IDEAL time to do such a "grand entry" too !! I bet a lot of people, me included, would be thrilled to contribute to such a project. Anyway, fuel for thought ...</p>	
4	Sharon Reed	5/21/2020	Email	Thanks for taking the time to put this presentation together. Nice design and thorough descriptions of plans. Much appreciated.	Thank you for providing your comment.
5	Robert J Whittaker Jr.	5/22/2020	Online Comment Form	I have full faith and confidence this new bridge will meet our needs.	Thank you for providing your comment.
6	Larry and Jenel Looney	5/22/2020	Email	Just watched the video about the plans for the Austin Avenue project and wanted to tell you that we're happy with your plans. Thought it might be nice for you to get public comments that don't include any complaints. ;)	Thank you for providing your comment.
7	Jacq Gamache	5/26/2020	Email	<p>Howdy! I'd like to know if there are any plans to improve pedestrian visibility at the 5<sup>th</sup> and 6<sup>th</sup> street crossings. There are yellow signs up but drivers ignore them and don't slow down even when I'm in the middle of the street. I'd like to suggest adding flashing signs which can be powered with solar and painting the street with a more visible stripe pattern. I'd love to not have to go several blocks out of the way to get to a protected crosswalk, especially once the temp gets into the 100s!</p> <p>Thank you for giving us an opportunity to comment on the new project. I'm excited to see the pedestrian bridge at 2<sup>nd</sup> and hope you will consider providing a safer place for residents crossing farther down Austin Ave. as well.</p>	<p>Thank you for providing your comment.</p> <p>There is existing signage and crosswalks at 5<sup>th</sup> and 6<sup>th</sup> Streets at Austin Avenue. However, in an effort to provide enhance pedestrian safety at these locations, the City is evaluating options for adding pedestrian flashers at 5<sup>th</sup> Street and enhancing signage at 6<sup>th</sup> Street.</p>

8	Georgetown Resident	5/26/2020	Online Comment Form	The plans seem reasonable under the circumstances. Please consider restricting large vehicles, except for emergency vehicles, during the construction period on the bridges.	Thank you for providing your comment.
9	Tony Haas	6/6/2020	Online Comment Form	I am concerned that widening the lanes on the bridge will lead to increased speeds of vehicles as they approach the downtown area. Are there any traffic calming measures that are being considered to mitigate this?	Thank you for providing your comment.  The project is still in the early design stages and additional considerations for mobility and traffic calming will be evaluated. However, The City plans to keep the speed limit of Austin Avenue the same as it is today once construction is complete. Please reach out to local law enforcement through the non-emergency phone line at (512) 930-3510 to share your concerns about speeding vehicles.
10	Sam Pfiester	6/8/2020	Email	<p>Thank you for the email and the PowerPoint presentation outlining the proposed work on the Austin Avenue bridges. We agree that, given the choices, 6A is the best option. However, several issues should be critically examined:</p> <ol style="list-style-type: none"> <li>1) the amount of time to repair the bridges is excessive. Twenty-four months with only one-lane open will materially and negatively impact downtown businesses. Bridge engineers have informed me that the bearings could be repaired at night in 90 days. Replacing the decks would require longer but surely the city could get the job done in less than two years. It only took two years to build SH-130.</li> <li>2) the design of the pedestrian bridges should be based on the results of an RFP put forth to national firms. This is a once-in-Georgetown's-history opportunity to build a beautiful gateway to downtown. The RFP should include the qualifying parameters, including cost and karst features (if any). The decision for which design to choose should</li> </ol>	<p>Thank you for providing your comment.</p> <p>The 24-month timeframe is a conservative estimate based on the rehabilitation and pedestrian bridge construction occurring sequentially. This may be expedited with some concurrent construction, although the pedestrian connectivity is expected to be completed prior to rehabilitation. During rehabilitation activities there would be one lane open in each direction, with the exception of scheduled closures where all lanes will be shut down. Maintaining travel on the bridges will contribute to the length of construction as well. When it is time to go to construction and to select a contractor that timeline could be narrowed. The purpose of this project is to repair the bearings and concrete under the bridge deck and replace the bridge decks, which will allow for four 11-foot travel lanes and provide additional safety with shoulders. This is a rehabilitation project over an environmentally sensitive area and on historically eligible structures (NRHP). New construction on a new alignment does not</p>

				<p>be vetted by a committee consisting of architects, civil engineers, and local business owners. An example of a gateway pedestrian bridge is the Liberty Bridge in Greenville, SC, which has a small footprint, cost \$4.5mm, and was primarily funded from the motel-hotel tax. The Liberty Bridge brought national recognition to Greenville and was instrumental in revitalizing its downtown.</p> <p>3) Aguirre &amp; Fields should be eliminated from the competition. Their handling of the evaluation cost the city (ie the taxpayers) more than \$1million AFTER the forensic survey clearly showed that the bridges were NOT structurally deficient (SD). The email you sent still states the bridges are structurally deficient. Even after TxDOT engineers in public reprimanded Aguirre &amp; Fields for claiming the bridges were SD status and reminded them SD status requires that the BRINSAP survey must show 4 or less to qualify, Aguirre &amp; Fields continues to claim the bridges are SD. Aguirre &amp; Fields has manipulated the entire process in order that they could profit as the evaluator (for which they were paid close to \$600,000), the designer (for which they will probably be paid another \$500,000) and the contractor (for which they will be paid the GC's fee, probably yet another \$500,000).</p> <p>4) In the future, the same firm which evaluates utility projects should be eliminated from designing and constructing the work they recommend. The present procedure creates a self-evident conflict of interest.</p>	<p>have all of the confinements that reconstruction of an existing project has in most instances. The same can be said for the reconstruction of existing buildings. Reconstruction of existing buildings, depending on the scope of the project, typically takes longer than new construction on an undeveloped site because of the confinements that are associated with the existing building.</p> <p>The City of Georgetown will review the pedestrian bridge design. The design of the pedestrian bridge must take into consideration the historical designation of the Austin Avenue Bridges per Federal regulations. Any major changes to the design would be subject to further review and evaluation by the Texas Historic Commission. The pedestrian bridge needs to complement the existing bridges and not serve to detract from the existing bridges.</p> <p>The bridges need to be rehabilitated and reconstructed to extend the City's desired service life expectancy of the bridges. There are some structural problems with the bridges that if not addressed, would lead to further and potentially greater issues with the bridges. One of the biggest expenses that has occurred to date is evaluating and examining the 12 preliminary alternatives that were brought forward. The original scope of work from Aguirre-Fields did not include the review of that many alternatives. The number of alternatives were derived through the public involvement process and the Consulting Parties.</p> <p>At current, Aguirre-Fields was hired to assist the City of Georgetown with the evaluation of the existing bridges and to help the City with</p>
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					going through the development of the proper documentation to take the proposed project through environmental clearance which would make the project eligible for State and Federal Funding.
11	Larry Olson	6/9/2020	Email	<p>I have been involved on this project since early in 2016, when the City's focus was on replacing the existing bridges with a new, wider 5 lane structure. From the beginning, I have always advocated for the repair and rehabilitation of the existing bridges.</p> <p>On June 29, 2016, the City conducted a Community Meeting at the San Gabriel Community Center. Residents was divided into 4 tables to discuss the issues and report out on their preferences and concerns. I was on the Green Table team. Our table was the first time that a separate pedestrian/bike bridge that would connect to the trail system on at both rivers was proposed. That discussion was how Option 6A was initially introduced and later selected by City Council as their preferred Option.</p> <p>In August 2016, I officially became one the "Consulting Parties" to the National Historic Preservation Act's (NHPA) Section 106 process managed by TxDOT with assistance from the Texas Historical Commission. I submitted my formal comments, along with other Consulting Parties, to TxDOT on March 14, 2018.</p> <p>During these last 5 years, I have spent a significant amount of my personal time trying to understand the issues around the bridges and the realistic options to move forward. I</p>	<p>Thank you for providing your comment.</p> <p>The 24-month timeframe is a conservative estimate based on the rehabilitation and pedestrian bridge construction occurring sequentially. This may be expedited with some concurrent construction, although the pedestrian connectivity is expected to be completed prior to rehabilitation. During rehabilitation activities there would be at all times one lane open in each direction, with the exception of scheduled closures where all lanes will be shut down. At this time, the City plans to use standard contracting terms which could include language outlining incentives. It is too early in the process to say what incentives could be provided to the contractor to expedite construction and many factors will be taken into consideration.</p> <p>The City recognizes the impacts construction can have on local businesses and it is our goal to reduce those impacts as much as possible while still making good progress on construction. The construction project at I-35 and Williams Drive will be run and managed by TxDOT; however, Georgetown will coordinate with the construction team throughout the work. Drivers will still be able to access downtown Georgetown via University Drive with no planned construction or interruptions.</p> <p>The City's goal is to retain the historical aesthetic of the bridges. Due to their historic</p>



			<p>commend City Council for selecting the current Option 6A as their choice for the Bridges future.</p> <p>Below are my specific comments related to the Austin Avenue Bridges Project.</p> <ol style="list-style-type: none"> <li>1. The City should do everything possible to reduce the construction time for the repairs and rehabilitation the bridges and minimize the impact to Downtown businesses. The City should consider including 2 requirements in their future RFP to help expedite the process. First is to require the selected contractor to work at night as much as possible to minimize the impact to traffic using the bridges during construction. The second item is to add a financial incentive for the contractor to complete the work ahead of schedule.</li> <li>2. The City should work closely with TxDOT on their rebuilding of the I-35/Williams Road intersection. With potentially 2 major road projects occurring simultaneously, Downtown businesses could be significantly hurt financially...remember what happened to businesses in Historic Downtown Salado during TxDOT's reconstruction of part of I-35. I'm sure City Staff and TxDOT have already been working closely on these 2 projects, but the City needs to make this a major focus as part of the Bridge Project.</li> <li>3. Regarding the San Gabriel Rivers Walk/Bike Bridge, the City should consider issuing a Regional/National Design Competition for the design of the new bridge. The City has used design competitions in the past and has benefitted from that increased</li> </ol>	<p>designation, a design contest is not the best option to complete the bridge design.</p>
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				creativity. The winning design concept could be selected through a jury of 4 well-known Architects and Engineers in the region, plus one vote coming from an online vote from Georgetown residents. The process could be possibly managed by the University of Texas' School of Architecture. The design of the Walk/Bike Bridge can create a unique Gateway to Downtown.	
12	Scott Firth	6/9/2020	Online Comment Form	<ol style="list-style-type: none"> <li>1. It appears that there is a connector to the Randy Morrow (N. San Gabriel River) Trail from the east side pedestrian sidewalk / bridges. I don't see a connector to the S. San Gabriel Trail and Blue Hole Park. Will there be a way to go from the pedestrian bridge down the trail at Blue Hole Park or will access be back on Main St?</li> <li>2. Will the pedestrian bridges be lighted? I can't tell from the rendering, but this is important for security and safety. The Boardwalk Trail at Lady Bird Lake in Austin uses LED lighting under the railings which is very helpful for runners and cyclists and blends in nicely with the environment.</li> <li>3. Will there be any artwork on the pedestrian bridges? This is a great opportunity to highlight Georgetown's history by incorporating artwork into the railings or pedestrian bridge flooring.</li> <li>4. Will there be any viewing areas on the pedestrian bridges? This would be a wonderful tourist attraction to offer a couple of bumped out viewing areas. It also will help with pedestrian safety as people stop to take selfies and may not be aware of oncoming bicycles. It will also be a good</li> </ol>	<p>Thank you for providing your comment.</p> <p>Access to Blue Hole Park will be maintained via Main Street.</p> <p>Additional aesthetics and safety features, such as artwork and lighting, will be evaluated and considered as bridge design is completed.</p> <p>At this time viewing areas are not part of the design for the pedestrian bridge. The width is sufficient for both pedestrians and bicyclists.</p> <p>It is the City's intention that the pedestrian bridge be used by pedestrians and bicycles only. Should other modes of travel become an issue, the City will evaluate and address at that time.</p> <p>What is being shown are examples of what the aesthetic of the bridge could look like. No decisions have been made and the intent of the design samples is to just give you an idea of what the bridge and bridge features could look like.</p> <p>Wayfinding signage will be considered and evaluated as bridge design moves forward.</p>

				<p>location for family, wedding, and graduation photos.</p> <p>5. Will motorized vehicles be allowed on the pedestrian bridges? It's not clear that electric scooters, Segways, skateboards would mix well with pedestrian traffic with only a 10-foot width.</p> <p>6. Why aren't the railings similar to the existing car bridge railings?</p> <p>7. Will there be pedestrian way-finding signage pointing the direction to Blue Hole Park, San Gabriel Park, Rivery Park, etc.? I didn't see any in the rendering.</p> <p>8. Since the pedestrian bridges are on the east side of Austin Ave, will sidewalks be extended on the east side of Austin Ave. from 2nd St. through 5th St. so pedestrians and cyclists can travel all the way to the Square without having to cross Austin Ave?</p>	<p>Currently, there are no plans to extend the sidewalk to 5<sup>th</sup> Street on the east side of Austin Avenue.</p>
13	Michael Walton	6/12/2020	Online Comment Form	<p>I think what has been proposed is great. Widening the lanes and adding the pedestrian bridges will ultimately benefit everyone and be safer. Thanks for the opportunity to comment.</p>	<p>Thank you for providing your comment.</p>
14	Bob Ward	6/12/2020	Online Comment Form	<p>The general concept is good, but leaves room for functional improvements:</p> <p>1) The pedestrian bridges are both critical links connecting</p> <ol style="list-style-type: none"> <li>Downtown,</li> <li>San Gabriel Park,</li> <li>Blue Hole Park, and</li> <li>Rivery Park and Lake Georgetown.</li> </ol> <p>This will induce some of the heaviest use of the entire trail system. This will be exacerbated by the fact that the Austin Ave bridges are well known vantage points for Blue Hole and the San Gabriel River causing additional congestion</p>	<p>Thank you for providing your comment. One of the goals of this project is to provide safe accommodations for pedestrians and cyclists while keeping improvements within existing right of way. A 15-foot wide bridge and approaches would require more right of way than the City intends to acquire. Both the shared-use path and sidewalk will provide sufficient width for pedestrians and cyclists.</p> <p>The design of the pedestrian bridge must take into consideration the historical designation of the Austin Avenue Bridges per Federal</p>

			<p>from standing pedestrians. This is a significant problem since all through pedestrian traffic will be consolidated on the East side of Austin Ave. SOLUTION: Pedestrian bridges and approaches should be 15-feet wide (clear of handrails)</p> <p>2) Westerly views are popular from Austin Ave of</p> <ul style="list-style-type: none"> <li>a. Blue Hole,</li> <li>b. San Gabriel River,</li> <li>c. sunsets, and</li> <li>d. upstream vistas.</li> </ul> <p>These popular vantage points will be lost when pedestrian access is lost when the sidewalk is closed on the West side.</p> <p>SOLUTION: Design pathway approaches along the West side of the Austin Ave approaches to the bridge over the South Branch of the San Gabriel River. Design small viewing platforms for overlooks of the river vistas.</p> <p>3) This project will have five (5) major junctions or connection points:</p> <ul style="list-style-type: none"> <li>a. 2nd Street on the West side,</li> <li>b. 2nd Street on the East side,</li> <li>c. underpass near San Gabriel Villages on East side,</li> <li>d. the turn at Morrow Street, and</li> <li>e. the connection to the Randy Morrow Trail along the North side of the North Branch of the San Gabriel River.</li> </ul> <p>The design schematic reflects very tight radii, no run-off area, and may also be congested with pedestrians waiting for walk signals at intersections. Newer Mountain Bikes with 29-inch wheels and bicycle trailers require a greater turning radius even when opposing traffic is not present.</p>	<p>regulations. Any major changes to the design would be subject to further review and evaluation by the Texas Historic Commission. As the City moves forward with design, additional features will be considered and evaluated. The pedestrian bridge needs to complement the existing bridges and not serve to detract from the existing bridges.</p> <p>The project is in the early design stages and additional considerations for mobility will be evaluated.</p>
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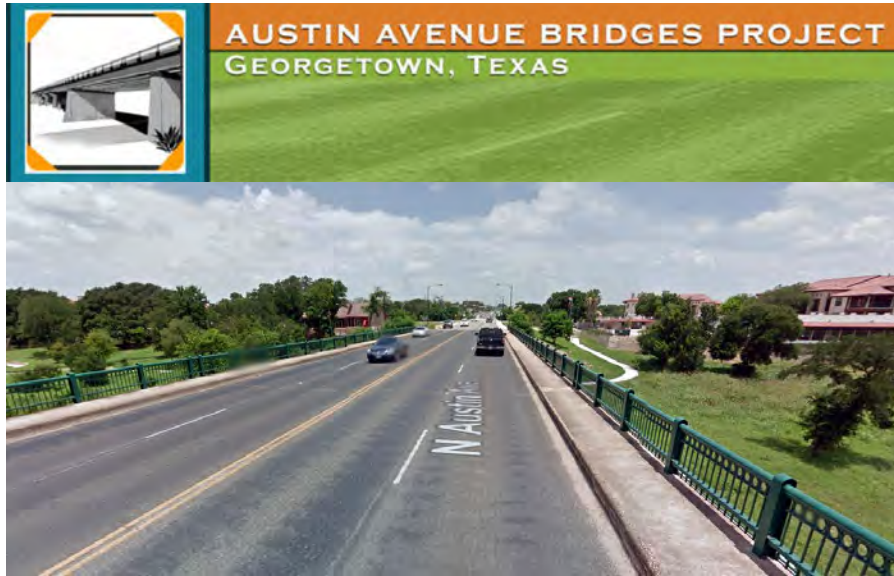
				<p>SOLUTION: Review minimum turn radii for cyclists and incorporate into design. Increase width of trail surface at switchback turns (European roadway model).</p> <p>4) The intersection with the Randy Morrow Trail is a major junction for trail users and the design should be carefully considered. SOLUTION: Consider a small roundabout if space and terrain permit. If land and profiles disallow a 3-way triangular intersection with yield conditions would work. Way-finding including advance signs is important.</p>	
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## **B. Notices**

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## Email announcing recorded presentation

Sent on May 7, 2020



Hello,

Thank you for your continued interest in the Austin Avenue Bridges Project. The open house was postponed in compliance with COVID-19 guidelines and social distancing requirements. Several comments were received, and these will be documented with responses.

While we are still unable to hold an in-person open house, we are working on a video presentation to share additional project information, which will be posted to the project website in the coming weeks. Materials are still available on the website where you can review and submit comments.

Additionally, our team members are available to visit and answer questions by web or telephone conferences with anyone interested. Please reply to this email and we will follow up to schedule.

More information will be shared soon. Thank you for your understanding as we all work to stay safe.

Find out more about the Austin Avenue Bridges Project at [austinave.georgetown.org](http://austinave.georgetown.org).

[Read More](#)

CITY OF GEORGETOWN, TEXAS  
PROJECT MANAGER: RAY MILLER  
EMAIL: [AUSTINAVE@GEORGETOWN.ORG](mailto:AUSTINAVE@GEORGETOWN.ORG)  
PHONE: (512) 930-2544  
[AUSTINAVE.GEORGETOWN.ORG](http://AUSTINAVE.GEORGETOWN.ORG)

# Email announcing recorded presentation available for public viewing

Sent on May 21, 2020



Hello,

The recorded presentation for the Austin Avenue Bridges Project is now posted to the website and available for viewing!



The comment period is open until June 12 and you can submit comments by:

✉ Austin Avenue Bridges Project P.O. Box 409, Georgetown, TX 78627

✉ [austinave@georgetown.org](mailto:austinave@georgetown.org)

🌐 [austinave.georgetown.org](http://austinave.georgetown.org)

Responses to comments will be posted to the website following the comment period. We received 12 comments prior to this presentation being posted and responses are available on the project webpage.

Additionally, our team members are available to visit and answer questions by web or telephone conferences with anyone interested. Please reply to this email or call us at (512) 930-6511, and we will follow up to schedule.

Thank you for your continued interest in the Austin Avenue Bridges Project.

[Read More](#)

CITY OF GEORGETOWN, TEXAS  
PROJECT MANAGER: RAY MILLER  
EMAIL: [AUSTINAVE@GEORGETOWN.ORG](mailto:AUSTINAVE@GEORGETOWN.ORG)  
PHONE: (512) 930-2544  
[AUSTINAVE.GEORGETOWN.ORG](http://AUSTINAVE.GEORGETOWN.ORG)



# Email reminder for comment period

Sent on June 8, 2020



Hello,

The recorded presentation for the Austin Avenue Bridges Project public meeting was posted to the [website](#) May 20 and has more than 150 views! Thank you to everyone who has watched. For those of you who have yet to visit the website to view the presentation, don't worry, it is still available. We want to remind you that comments must be received by Friday, June 12, to be included in the report.

How to Submit Comments:

[austinave.georgetown.org](http://austinave.georgetown.org)

[austinave@georgetown.org](mailto:austinave@georgetown.org)

Austin Avenue Bridges Project, PO Box 409, Georgetown, TX 78627

Additionally, our team members are available to visit and answer questions by web or telephone conferences. Please reply to this email or call us at (512) 930-6511 and we will follow up to schedule.

Responses to comments will be posted to the website following the comment period. Responses to comments received prior to the presentation are available on the project webpage.

Thank you for your continued interest in the Austin Avenue Bridges Project.



[Read More](#)

CITY OF GEORGETOWN, TEXAS  
PROJECT MANAGER: RAY MILLER  
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## Social Media -Posted by the City of Georgetown May 20 – June 8, 2020

Twitter:



Facebook:

**City of Georgetown, Texas - Government**  
May 20 · 🌐

📺 We have identified proposed improvements for Austin Avenue from Morrow to 2nd streets. Proposed improvements include rehabilitating the bridges, maintaining the railings, constructing a new pedestrian bridge to the east, and constructing sidewalks.

🎥 Learn more, watch a recorded presentation, and share your thoughts at [austinave.georgetown.org](http://austinave.georgetown.org)



 12 4 Comments 4 Shares

 Like  Comment  Share

**City of Georgetown, Texas - Government**  
June 8 at 8:02 AM · 🌐

You can still watch the Austin Avenue Bridges Project recorded presentation at [austinave.georgetown.org](http://austinave.georgetown.org) to learn more about the proposed improvements and how to submit comments.





 5 1 Share

 Like  Comment  Share

## Nextdoor:

Austin Avenue Bridges Project virtual meeting

 We have identified proposed improvements for Austin Avenue from Morrow to 2nd streets. Proposed improvements include rehabilitating the bridges, maintaining the railings, constructing a new pedestrian bridge to the east, and constructing sidewalks.

 Learn more, watch a recorded presentation, and share your thoughts at <https://austinave.georgetown.org>



Newsletter posted by City of Georgetown May 22, 2020

Link: <https://t.e2ma.net/message/4ezrvcb/chuvfsc>



### Austin Avenue Bridges Project virtual meeting

📍 We have identified proposed improvements for Austin Avenue from Morrow to 2nd streets. Proposed improvements include rehabilitating the bridges, maintaining the railings, constructing a new pedestrian bridge to the east, and constructing sidewalks.

🗣️ Learn more, watch a recorded presentation, and share your thoughts at [austinave.georgetown.org](http://austinave.georgetown.org)

**[Find out more...](#)**

# Community Impact Article

<https://communityimpact.com/austin/georgetown/transportation/2020/05/18/georgetown-to-host-austin-avenue-bridges-project-open-house-virtually-may-20/>

## Georgetown to host Austin Avenue bridges project open house virtually May 20



The city has been studying and planning for potential improvements to Austin Avenue since 2016. (Rendering courtesy city of Georgetown)

By [Sally Grace Holtgrieve](#) | 2:23 PM May 18, 2020 CDT | Updated 2:23 PM May 18, 2020 CDT

The city of Georgetown will share an online recorded presentation about proposed improvements to Austin Avenue from Second to Morrow streets May 20, a news release sent May 18 said. The recorded presentation will give the public the opportunity to learn more about the proposed improvements and give input on the Austin Avenue plans.

A video presentation will be available, along with the project rendering and schematic, at <http://austinave.georgetown.org>.

The public may submit written comments regarding the proposed improvements by June 12. Any comments can be mailed to the Austin Avenue Bridges Project at P.O. Box 409, Georgetown, TX 78627, or emailed to [austinave@georgetown.org](mailto:austinave@georgetown.org).

The proposed improvements for Austin Avenue include rehabilitating the existing bridges and maintaining the railings, constructing a new 10-foot pedestrian bridge to the east, and a 6-foot sidewalk on the west side of Austin Avenue at the San Gabriel Village Boulevard and Second Street intersections, the release said, adding the city has been studying and planning for potential improvements to Austin Avenue since 2016. Since the project began there have been four public meetings.

[GEORGETOWN AUSTIN AVENUE BRIDGES PROJECT](#)

## Media Release

Sent on May 18, 2020

# City hosts virtual Austin Avenue Bridges Project open house

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[georgetown.org/2020/05/18/city-hosts-virtual-austin-avenue-bridges-project-open-house](https://georgetown.org/2020/05/18/city-hosts-virtual-austin-avenue-bridges-project-open-house)

The City of Georgetown will share an online recorded presentation about proposed improvements to Austin Avenue from Second to Morrow streets on May 20. This recorded presentation will give the public the opportunity to learn more about the proposed improvements and give input on the Austin Avenue plans.

### Recorded Presentation Details

A video presentation will be available, along with the project rendering and schematic, at [austinave.georgetown.org](https://austinave.georgetown.org).

The public may submit written comments regarding the proposed improvements by June 12. Any comments can be mailed to the Austin Avenue Bridges Project at P.O. Box 409, Georgetown, TX 78627, or emailed to [austinave@georgetown.org](mailto:austinave@georgetown.org).

The proposed improvements for Austin Avenue include rehabilitating the existing bridges and maintaining the railings, constructing a new 10-foot pedestrian bridge to the east and a six-foot sidewalk on the west side of Austin Avenue at the San Gabriel Village Boulevard and Second Street intersections.

The City has been studying and planning for potential improvements to Austin Avenue since 2016 and has followed the National Environmental Policy Act and Section 106 of the National Historic Preservation Act through their design process.

Since the project began in 2016, there have been four public meetings with significant public input and five types of alternatives evaluated.

1. No build;
2. Build on a new location;
3. Rehabilitation with a pedestrian bridge;
4. Rehabilitation with widening;
5. Full replacement options.

For more information on the project, visit [austinave.georgetown.org](https://austinave.georgetown.org).

## **C. Sign-In Sheets**

None provided considering virtual presentation



## **D. Comments Received**

---

**From:** Alan Parks  
**Sent:** Thursday, May 7, 2020 9:28:08 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** AustinAve  
**Subject:** [EXTERNAL] Re: Austin Avenue Bridges open house meeting update

[EXTERNAL EMAIL]

Yes, I feel strongly that this is a golden opportunity to link the Hike and Bike trail which runs under the Austin Avenue bridge on the north side of the river to the bridge and street level. This way, bicyclers and hikers wanting to go downtown (coming from the west) off the hike and bike trail could take the bridge and go downtown on Austin Avenue, and not have to ride the extra half mile east down at the park and take that foot bridge, and then have to ride another half mile back west to downtown. Connecting the trail to the Austin Street bridge will greatly enhance the "livability" of Georgetown and make it much more convenient for bicyclers and more people could ride their bikes to Austin Street north and south and to downtown without having to take the horrendously dangerous I35 crossing at street level. There is ample room for a short bike path right by the bank, even a switchback if necessary would be very easy to put in right by the extra grassy space beside Region's bank at Morrow and Austin Avenue.

Also, I assume there will be a pedestrian/bicycle lane across the two bridges so traffic doesn't have to stop and change lanes to avoid running over bicyclers on this busy road.

I will be happy to be more involved but this is my main thoughts. A great town has great recreational and transportation for bicyclers and hikers and this will help complete our fantastic river trail system!

**Alan Parks, MD**

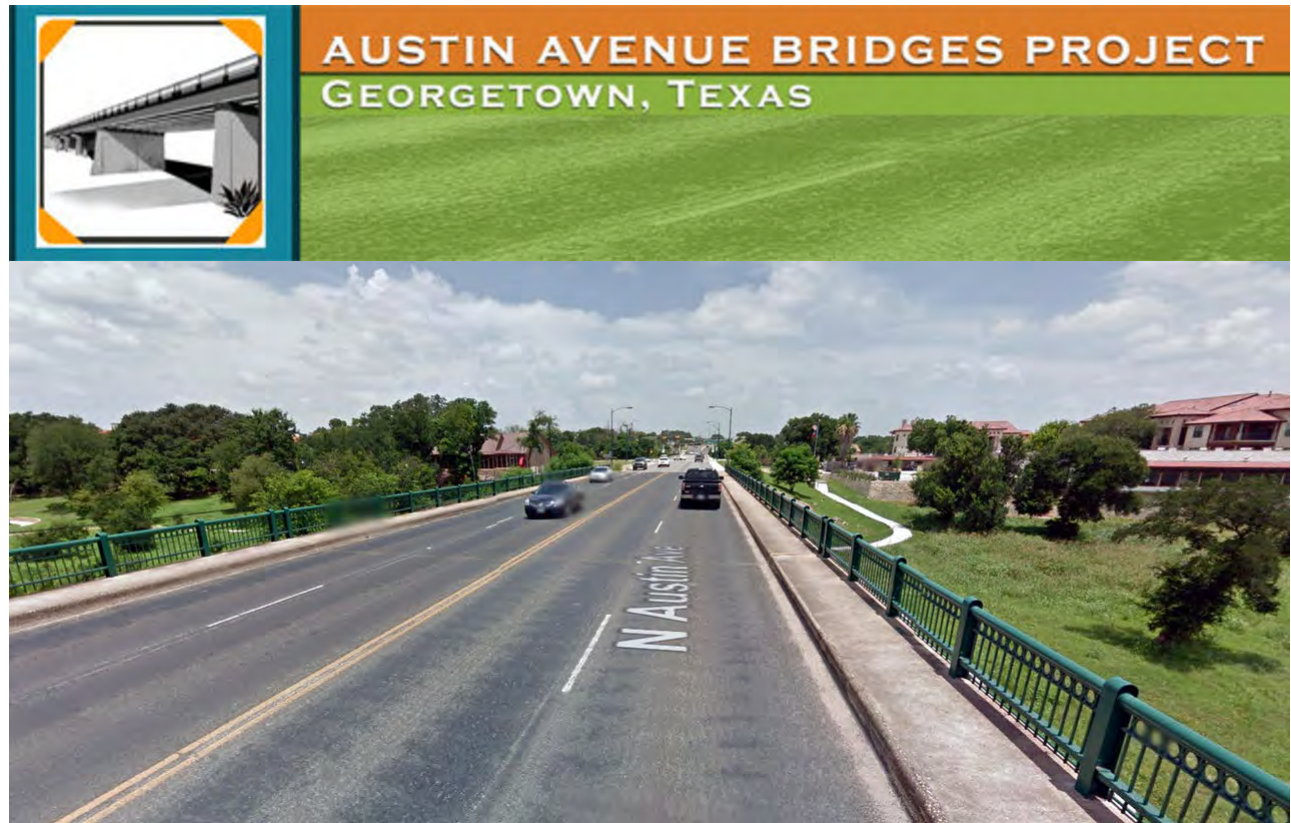
Rothenberg Realty, PLLC

[REDACTED]  
30113 Briarcrest Dr - Home Office  
Georgetown, TX 78628

[REDACTED]  
1801 Williams Dr-Satellite Office  
Georgetown, TX 78628

---

**From:** Austin Avenue Bridges Project, City of Georgetown <[AustinAve@georgetown.org](mailto:AustinAve@georgetown.org)>  
**Sent:** Thursday, May 7, 2020 3:06 PM  
**To:** Alan Parks [REDACTED]  
**Subject:** Austin Avenue Bridges open house meeting update



Hello,

Thank you for your continued interest in the Austin Avenue Bridges Project. The open house was postponed in compliance with COVID-19 guidelines and social distancing requirements. Several comments were received, and these will be documented with responses.

While we are still unable to hold an in-person open house, we are working on a video presentation to share additional project information, which will be posted to the project website in the coming weeks. Materials are still available on the website where you can review and submit comments.

Additionally, our team members are available to visit and answer questions by web or telephone conferences with anyone interested. Please reply to this email and we will follow up to schedule.

More information will be shared soon. Thank you for your understanding as we all work to stay safe.

Find out more about the Austin Avenue Bridges Project at [austinave.georgetown.org](http://austinave.georgetown.org).

Read More

CITY OF GEORGETOWN, TEXAS  
PROJECT MANAGER: RAY MILLER  
EMAIL: [AUSTINAVE@GEORGETOWN.ORG](mailto:AUSTINAVE@GEORGETOWN.ORG)  
PHONE: (512) 930-2544  
[AUSTINAVE.GEORGETOWN.ORG](http://AUSTINAVE.GEORGETOWN.ORG)

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**From:** Alan Parks  
**Sent:** Thursday, May 21, 2020 8:44:58 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** AustinAve  
**Subject:** [EXTERNAL] Re: Recorded presentation available on the project webpage!

[EXTERNAL EMAIL]

Bravo to you all! A great city needs great access by foot and bicycle to historic downtown. Looks like you all will enable walkers and cyclists to take the river trail from Lake Georgetown and west of IH 35 and will be able to access downtown using the Ausn s treet bridge, and will avoid having to ride an extra almost mile by not having to ride all the way into the San Gabriel Park bridge and not having to loop back from San Gabriel Park.

Great work on connecng do wntown to River Trail via Ausn Str eet Bridge!

**Alan Parks, MD**

Rothenberg Realty, PLLC

[REDACTED]

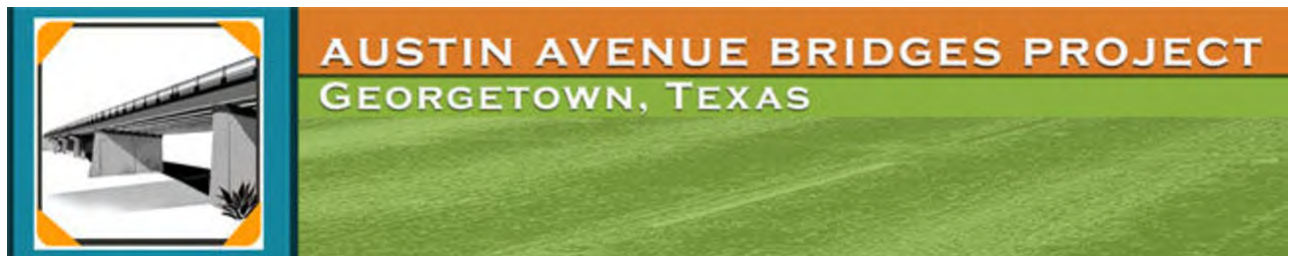
30113 Briarcrest Dr - Home Office  
Georgetown, TX 78628

[REDACTED]

1801Williams Dr-Satellite Office  
Georgetown, TX 78628

---

**From:** Aus n Avenue Bridges Project, City of Georgetown <[AustinAve@georgetown.org](mailto:AustinAve@georgetown.org)>  
**Sent:** Thursday, May 21, 2020 3:27 PM  
**To:** Alan Parks [REDACTED]  
**Subject:** Recorded presenta on available on the project webpage!

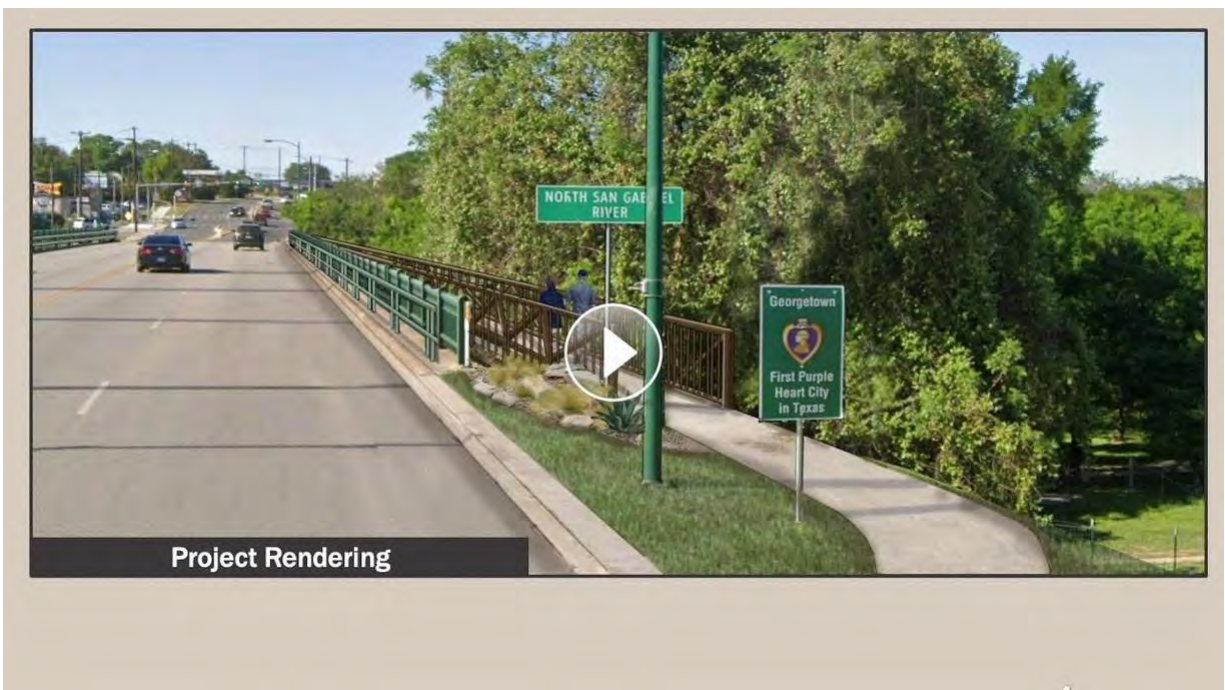






Hello,

The recorded presentation for the Austin Avenue Bridges Project is now posted to the website and available for viewing!



The comment period is open until June 12 and you can submit comments by:

✉ Austin Avenue Bridges Project P.O. Box 409, Georgetown, TX 78627

.. [austinave@georgetown.org](mailto:austinave@georgetown.org)

💻 [austinave.georgetown.org](http://austinave.georgetown.org)

Responses to comments will be posted to the website following the comment period. We received 12 comments prior to this presentation being posted and responses are available on the project webpage.

Additionally, our team members are available to visit and answer questions by web or telephone conferences with anyone interested. Please reply to this email or call us at (512) 930-6511, and we will follow up to schedule.

Thank you for your continued interest in the Austin Avenue Bridges Project.

[Read More](#)

CITY OF GEORGETOWN, TEXAS  
PROJECT MANAGER: RAY MILLER  
EMAIL: [AUSTINAVE@GEORGETOWN.ORG](mailto:AUSTINAVE@GEORGETOWN.ORG)  
PHONE: (512) 930-2544  
[AUSTINAVE.GEORGETOWN.ORG](http://AUSTINAVE.GEORGETOWN.ORG)

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**From:** [REDACTED]  
**Sent:** Thursday, May 21, 2020 9:53:09 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** AustinAve  
**Subject:** [EXTERNAL] Just some thoughts ...

[EXTERNAL EMAIL]

When I first moved to Georgetown in 2005, I bought a condo in San Gabriel Village right there at Austin Avenue and San Gabriel Village Blvd. I have always loved that area and the historic charm of the square. I have always thought those two Austin Avenue bridges should reflect the personality of the historical side of Georgetown.

I like your ideas, but there is one thing I am not sure has been addressed in reconstruction of the bridges ... bridge lighting ? Right now, there are just those typical overhead "city highway" light fixtures along both sides. I personally think those should be replaced with the "old style" lights as Georgetown has around the square and along the San Gabriel River Walk to add to the charm of the bridges ... kinda announcing the approach to the Historical Downtown area !!

One more thing, while I am talking about announcing the approach to the Historical Downtown area ... has the City ever considered erecting an overhead gateway just north of the bridges (i.e. between Sonic and the first bridge) ? I have always had a vision in my mind of some kind of stone columns (one on each side of Austin Avenue) with an arched sign (iron ?) spanning over Austin Avenue, supported by the two columns, proclaiming something like "HISTORIC GEORGETOWN" or "WELCOME TO HISTORIC GEORGETOWN" !!??

While in the process of doing these two bridges, it would be the IDEAL time to do such a "grand entry" too !! I bet a lot of people, me included, would be thrilled to contribute to such a project. Anyway, fuel for thought ...

Thanks.

David Clary  
[225 Whispering Wind Drive](#)  
512 869-4699  
[REDACTED]

Sent from my Verizon, Samsung Galaxy smartphone



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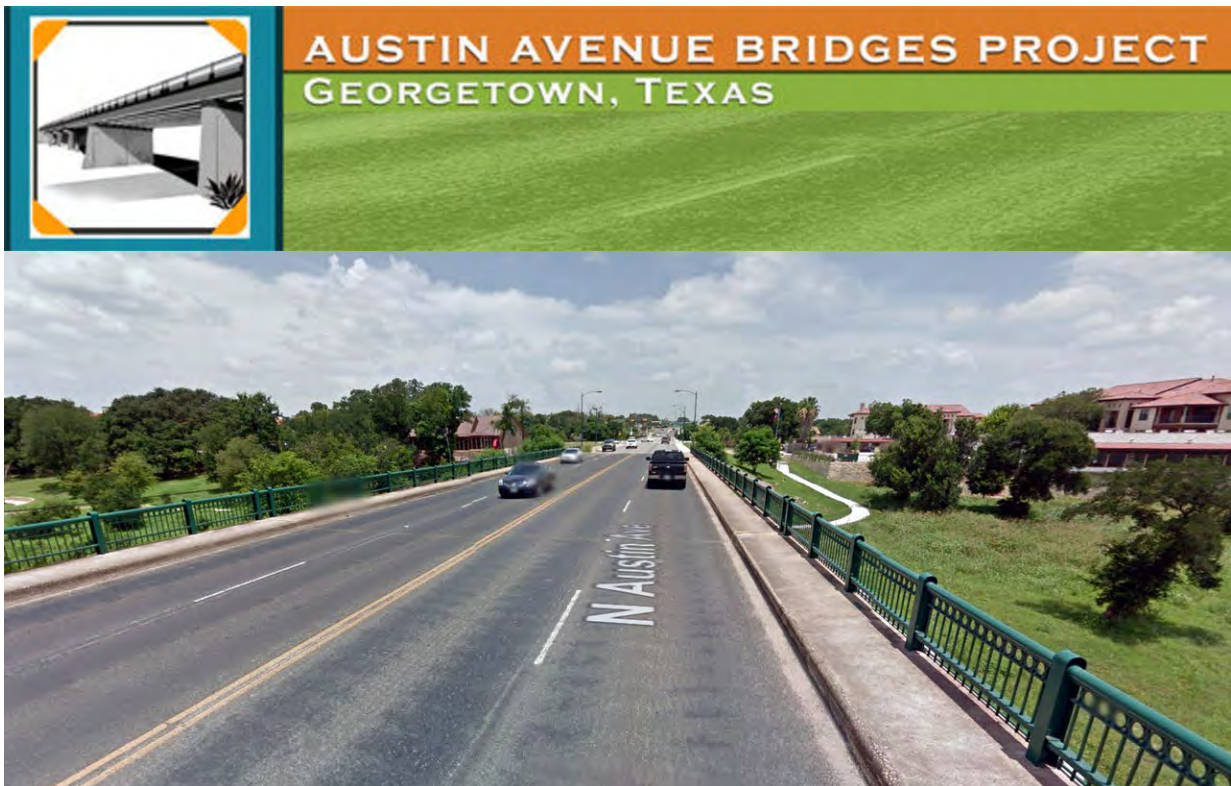
**From:** Sharon Reed  
**Sent:** Thursday, May 21, 2020 10:48:28 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** AustinAve  
**Subject:** [EXTERNAL] Re: Recorded presentation available on the project webpage!

[EXTERNAL EMAIL]

Thanks for taking the time to put this presentation together. Nice design and thorough descriptions of plans. Much appreciated.

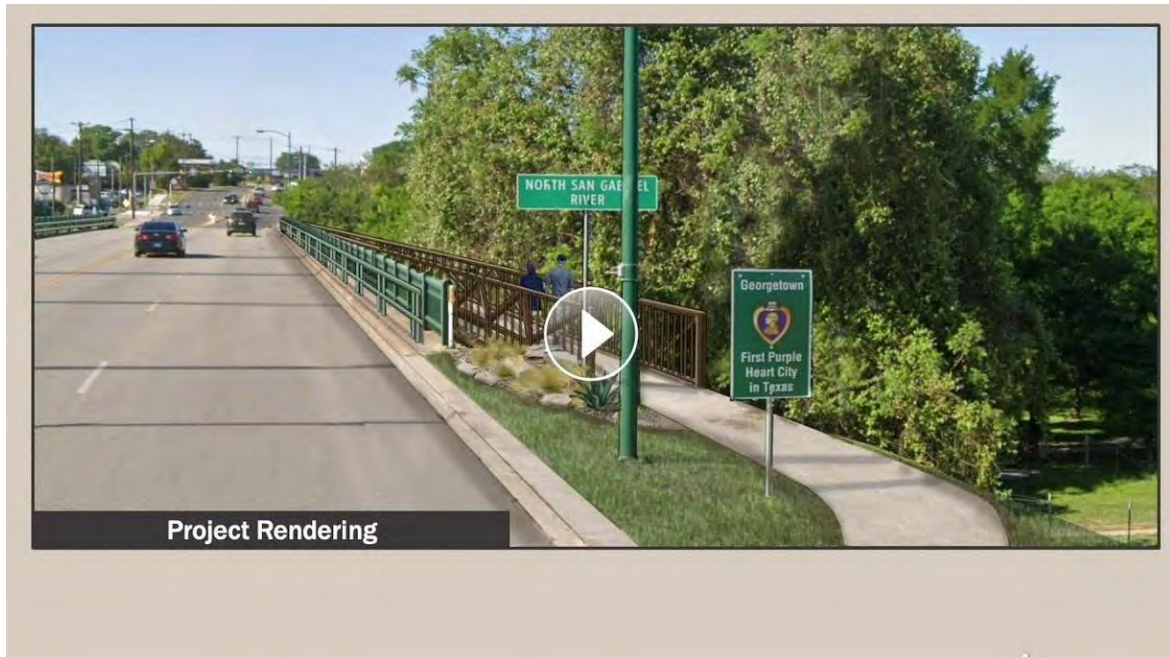
Sent from my iPhone

On May 21, 2020, at 3:28 PM, Austin Avenue Bridges Project, City of Georgetown <[AustinAve@georgetown.org](mailto:AustinAve@georgetown.org)> wrote:



Hello,

The recorded presentation for the Austin Avenue Bridges Project is now posted to the website and available for viewing!



The comment period is open until June 12 and you can submit comments by:

✉ Austin Avenue Bridges Project P.O. Box 409, Georgetown, TX 78627

.. [austinave@georgetown.org](mailto:austinave@georgetown.org)

💻 [austinave.georgetown.org](http://austinave.georgetown.org)

Responses to comments will be posted to the website following the comment period. We received 12 comments prior to this presentation being posted and responses are available on the project webpage.

Additionally, our team members are available to visit and answer questions by web or telephone conferences with anyone interested. Please reply to this email or call us at (512) 930-6511, and we will follow up to schedule.

Thank you for your continued interest in the Austin Avenue Bridges Project.

[Read More](#)

CITY OF GEORGETOWN, TEXAS  
PROJECT MANAGER: RAY MILLER  
EMAIL: [AUSTINAVE@GEORGETOWN.ORG](mailto:AUSTINAVE@GEORGETOWN.ORG)  
PHONE: (512) 930-2544

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# Austin Avenue Bridges Comment Form

Please use the fields below to share your input on the Austin Ave. Bridges Project.

While comments are collected throughout the environmental study, please submit comments by Friday, June 12, 2020 to be included in the official public meeting record.

Name \*

Robert J Whittaker Jr.

Address (optional)

125 Belfalls Dr, Georgetown, TX 78633

Email (optional)

[REDACTED]

Project Rendering



Comments: \*

I have full faith and confidence this new bridge will meet our needs.

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**From:** Jenel Looney  
**Sent:** Friday, May 22, 2020 11:16:28 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** AustinAve  
**Subject:** [EXTERNAL] Austin Ave project comments

[EXTERNAL EMAIL]

Just watched the video about the plans for the Austin Avenue project and wanted to tell you that we're happy with your plans. Thought it might be nice for you to get public comments that don't include any complaints. 😊

Thanks,

*Larry and Jenel Looney*

1601 Forest St



---

**From:** Jacq Gamache  
**Sent:** Tuesday, May 26, 2020 3:03:02 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** AustinAve  
**Subject:** [EXTERNAL] pedestrian safety at 5th and 6th crossings

[EXTERNAL EMAIL]

Howdy! I'd like to know if there are any plans to improve pedestrian visibility at the 5th and 6th street crossings. There are yellow signs up but drivers ignore them and don't slow down even when I'm in the middle of the street. I'd like to suggest adding flashing signs which can be powered with solar and painting the street with a more visible stripe pattern. I'd love to not have to go several blocks out of the way to get to a protected crosswalk, especially once the temp gets into the 100s!

Thank you for giving us an opportunity to comment on the new project. I'm excited to see the pedestrian bridge at 2nd and hope you will consider providing a safer place for residents crossing farther down Austin Ave. as well.

Best,

Jackie

# Austin Avenue Bridges Comment Form

Please use the fields below to share your input on the Austin Ave. Bridges Project.

While comments are collected throughout the environmental study, please submit comments by Friday, June 12, 2020 to be included in the official public meeting record.

Name \*

Georgetown Resident

Address (optional)

Email (optional)

Project Rendering



Comments: \*

The plans seem reasonable under the circumstances. Please consider restricting large vehicles, except for emergency vehicles, during the construction period on the bridges.

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# Austin Avenue Bridges Comment Form

Please use the fields below to share your input on the Austin Ave. Bridges Project.

While comments are collected throughout the environmental study, please submit comments by Friday, June 12, 2020 to be included in the official public meeting record.

Name \*

Tony Haas

Address (optional)

223 Village Park Dr

Email (optional)

[REDACTED]

Project Rendering



Comments: \*

I am concerned that widening the lanes on the bridge will lead to increased speeds of vehicles as they approach the downtown area. Are there any traffic calming measures that are being considered to mitigate this?

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**From:** Sam Pfiester  
**Sent:** Monday, June 8, 2020 3:41:11 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** AustinAve  
**Cc:** Ray Miller; Larry Olson; Clark Thurmond; David Morgan; rebecca pfiester; Mary Calixtro; District5; District6  
**Subject:** [EXTERNAL] Comments on Austin Avenue Bridges

[EXTERNAL EMAIL]

Dear Mr. Miller:

Thank you for the email and the powerpoint presentation outlining the proposed work on the Austin Avenue bridges. We agree that, given the choices, 6A is the best option. However several issues should be critically examined:

1) the amount of time to repair the bridges is excessive. Twenty-four months with only one-lane open will materially and negatively impact downtown businesses. Bridge engineers have informed me that the bearings could be repaired at night in 90 days. Replacing the decks would require longer but surely the city could get the job done in less than two years. It only took two years to build SH-130.

2) the design of the pedestrian bridges should be based on the results of an RFP put forth to national firms. This is a once-in-Georgetown's-history opportunity to build a beautiful gateway to downtown. The RFP should include the qualifying parameters, including cost and karst features (if any). The decision for which design to choose should be vetted by a committee consisting of architects, civil engineers, and local business owners. An example of a gateway pedestrian bridge is the Liberty Bridge in Greenville, SC, which has a small footprint, cost \$4.5mm, and was primarily funded from the motel-hotel tax. The Liberty Bridge brought national recognition to Greenville and was instrumental in revitalizing its downtown.

3) Aguirre & Fields should be eliminated from the competition. Their handling of the evaluation cost the city (ie the taxpayers) more than \$1million AFTER the forensic survey clearly showed that the bridges were NOT structurally deficient (SD). The email you sent still states the bridges are structurally deficient. Even after TxDot engineers in public reprimanded Aguirre & Fields for claiming the bridges were SD status and reminded them SD status requires that the BRINSAP survey must show 4 or less to qualify, Aguirre & Fields continues to claim the bridges are SD. Aguirre & Fields has manipulated the entire process in order that they could profit as the evaluator (for which they were paid close to \$600,000), the designer (for which they will probably be paid another \$500,000) and the contractor (for which they will be paid the GC's fee, probably yet another \$500,000).

4) In the future, the same firm which evaluates utility projects should be eliminated from designing and constructing the work they recommend. The present procedure creates a self-evident conflict of interest.

Thank you for asking for citizen input, Sam L. Pfiester

---

**From:** Larry Olson  
**Sent:** Tuesday, June 9, 2020 8:06:15 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** AustinAve; Ray Miller  
**Cc:** GRP\_CCouncil; David Morgan; Wayne Reed  
**Subject:** [EXTERNAL] Austin Avenue Bridges Project Comments

[EXTERNAL EMAIL]

Dear Ray,

I would like to submit this email as my official comments on the Austin Ave Bridges, as part of the City's Virtual Outreach Efforts.

I have been involved on this project since early in 2016, when the City's focus was on replacing the existing bridges with a new, wider 5 lane structure. From the beginning, I have always advocated for the repair and rehabilitation of the existing bridges.

On June 29, 2016, the City conducted a Community Meeting at the San Gabriel Community Center. Residents was divided into 4 tables to discuss the issues and report out on their preferences and concerns. I was on the Green Table team. Our table was the first time that a separate pedestrian/bike bridge that would connect to the trail system on at both rivers was proposed. That discussion was how Option 6A was initially introduced and later selected by City Council as their preferred Option.

In August 2016, I officially became one the "Consulting Parties" to the National Historic Preservation Act's (NHPA) Section 106 process managed by TxDOT with assistance from the Texas Historical Commission. I submitted my formal comments, along with other Consulting Parties, to TxDOT on March 14, 2018.

During these last 5 years, I have spent a significant amount of my personal time trying to understand the issues around the bridges and the realistic options to move forward. I commend City Council for selecting the current Option 6A as their choice for the Bridges future.

Below are my specific comments related to the Austin Avenue Bridges Project.

1. The City should do everything possible to reduce the construction time for the repairs and rehabilitation the bridges and minimize the impact to Downtown businesses. The City should consider including 2 requirements in their future RFP to help expedite the process. First is to require the selected contractor to work at night as much as

possible to minimize the impact to traffic using the bridges during construction. The second item is to add a financial incentive for the contractor to complete the work ahead of schedule.

2. The City should work closely with TxDOT on their rebuilding of the I-35/Williams Road intersection. With potentially 2 major road projects occurring simultaneously, Downtown businesses could be significantly hurt financially...remember what happened to businesses in Historic Downtown Salado during TxDOT's reconstruction of part of I-35. I'm sure City Staff and TxDOT have already been working closely on these 2 projects, but the City needs to make this a major focus as part of the Bridge Project.

3. Regarding the San Gabriel Rivers Walk/Bike Bridge, the City should consider issuing a Regional/National Design Competition for the design of the new bridge. The City has used design competitions in the past and has benefitted from that increased creativity. The winning design concept could be selected through a jury of 4 well-known Architects and Engineers in the region, plus one vote coming from an online vote from Georgetown residents. The process could be possibly managed by the University of Texas' School of Architecture. The design of the Walk/Bike Bridge can create an unique Gateway to Downtown.

I appreciate the opportunity to provide my comments. As I mentioned earlier, the Austin Avenue Bridges Project has been a very important issue for me since 2016. I know City Staff has also worked very hard on this project and I they will do a great job for Georgetown.

Thank You and *Keep Washing Those Hands!*

Larry Olson

---

**AustinAve** <austinave@georgetown.org>  
To: "AustinAveGeorgetown@gmail.com" <AustinAveGeorgetown@gmail.com>

Tue, Jun 9, 2020 at 4:15 PM

---

**From:** Ray Miller  
**Sent:** Tuesday, June 9, 2020 9:15:51 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Larry Olson; AustinAve  
**Cc:** GRP\_CCouncil; David Morgan; Wayne Reed  
**Subject:** RE: [EXTERNAL] Austin Avenue Bridges Project Comments

Thank you Larry.

*Ray Miller, Jr.*

Director of Public Works

City of Georgetown, Te a

300-1 Industrial Avenue

Office: 512-930-2544

Cell: 512-851-7967

**From:** Larry Olson [REDACTED]  
**Sent:** Tuesday, June 9, 2020 3:06 PM  
**To:** AustinAve <austinaave@georgetown.org>; Ray Miller <Ray.Miller@georgetown.org>  
**Cc:** GRP\_CCouncil <CCouncil@georgetown.org>; David Morgan <David.Morgan@georgetown.org>; Wayne Reed <Wayne.Reed@georgetown.org>  
**Subject:** [EXTERNAL] Austin Avenue Bridges Project Comments

[EXTERNAL EMAIL]

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[Quoted text hidden]

# Austin Avenue Bridges Comment Form

Please use the fields below to share your input on the Austin Ave. Bridges Project.

While comments are collected throughout the environmental study, please submit comments by Friday, June 12, 2020 to be included in the official public meeting record.

Name \*

Scott Firth

Address (optional)

1403 Olive St, Georgetown, TX 78626

Email (optional)

## Project Rendering



### Comments: \*

1. It appears that there is a connector to the Randy Morrow (N. San Gabriel River) Trail from the east side pedestrian sidewalk / bridges. I don't see a connector to the S. San Gabriel Trail and Blue Hole Park. Will there be a way to go from the pedestrian bridge down the trail at Blue Hole Park or will access be back on Main St?
2. Will the pedestrian bridges be lighted? I can't tell from the rendering but this is important for security and safety. The Boardwalk Trail at Lady Bird Lake in Austin uses LED lighting under the railings which is very helpful for runners and cyclists and blends in nicely with the environment.
3. Will there be any artwork on the pedestrian bridges? This is a great opportunity to highlight Georgetown's history by incorporating artwork into the railings or pedestrian bridge flooring.
4. Will there be any viewing areas on the pedestrian bridges? This would be a wonderful tourist attraction to offer a couple of bumped out viewing areas. It also will help with pedestrian safety as people stop to take selfies and may not be aware of oncoming bicycles. It will also be a good location for family, wedding and graduation photos.
5. Will motorized vehicles be allowed on the pedestrian bridges? It's not clear that electric scooters, Segways, skateboards would mix well with pedestrian traffic with only a 10 foot width.
6. Why aren't the railings similar to the existing car bridge railings?
7. Will there be pedestrian way-finding signage pointing the direction to Blue Hole Park, San Gabriel Park, Rivery Park, etc.? I didn't see any in the rendering.
8. Since the pedestrian bridges are on the east side of Austin Ave, will sidewalks be extended on the east side of Austin Ave. from 2nd St. through 5th St. so pedestrians and cyclists can travel all the way to the Square without having to cross Austin Ave?



# Austin Avenue Bridges Comment Form

Please use the fields below to share your input on the Austin Ave. Bridges Project.

While comments are collected throughout the environmental study, please submit comments by Friday, June 12, 2020 to be included in the official public meeting record.

Name \*

Michael Walton

Address (optional)

1406 E. 15th Street

Email (optional)

[REDACTED]

Project Rendering



Comments: \*

I think what has been proposed is great. Widening the lanes and adding the pedestrian bridges will ultimately benefit everyone and be safer. Thanks for the opportunity to comment.

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# Austin Avenue Bridges Comment Form

Please use the fields below to share your input on the Austin Ave. Bridges Project.

While comments are collected throughout the environmental study, please submit comments by Friday, June 12, 2020 to be included in the official public meeting record.

Name \*

Bob Ward

Address (optional)

241 Adams St

Email (optional)

## Project Rendering



Comments: \*

The general concept is good, but leaves room for functional improvements:

1) The pedestrian bridges are both critical links connecting a) Downtown, b) San Gabriel Park, c) Blue Hole Park, and d) Rivery Park and Lake Georgetown. This will induce some of the heaviest use of the entire trail system. This will be exacerbated by the fact that the Austin Ave bridges are well known vantage points for Blue Hole and the San Gabriel River causing additional congestion from standing pedestrians. This is a significant problem since all through pedestrian traffic will be consolidated on the East side of Austin Ave. SOLUTION: Pedestrian bridges and approaches should be 15-feet wide (clear of handrails)

2) Westerly views are popular from Austin Ave of a) Blue Hole, b) San Gabriel River, c) sunsets, and d) upstream vistas. These popular vantage points will be lost when pedestrian access is lost when the sidewalk is closed on the West side.

SOLUTION: Design pathway approaches along the West side of the Austin Ave approaches to the bridge over the South Branch of the San Gabriel River. Design small viewing platforms for overlooks of the river vistas.

3) This project will have five (5) major junctions or connection points: a) 2nd Street on the West side, b) 2nd Street on the East side, c) underpass near San Gabriel Villages on East side, d) the turn at Morrow Street, and e) the connection to the Randy Morrow Trail along the North side of the North Branch of the San Gabriel River. The design schematic reflects very tight radii, no run-off area, and may also be congested with pedestrians waiting for walk signals at intersections. Newer Mountain Bikes with 29-inch wheels and bicycle trailers require a greater turning radius even when opposing traffic is not present.

SOLUTION: Review minimum turn radii for cyclists and incorporate into design. Increase width of trail surface at switchback turns (European roadway model).

4) The intersection with the Randy Morrow Trail is a major junction for trail users and the design should be carefully considered.

SOLUTION: Consider a small roundabout if space and terrain permit. If land and profiles disallow a 3-way triangular intersection with yield conditions would work. Way-finding including advance signs is important.

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Online Comment Form .....	56
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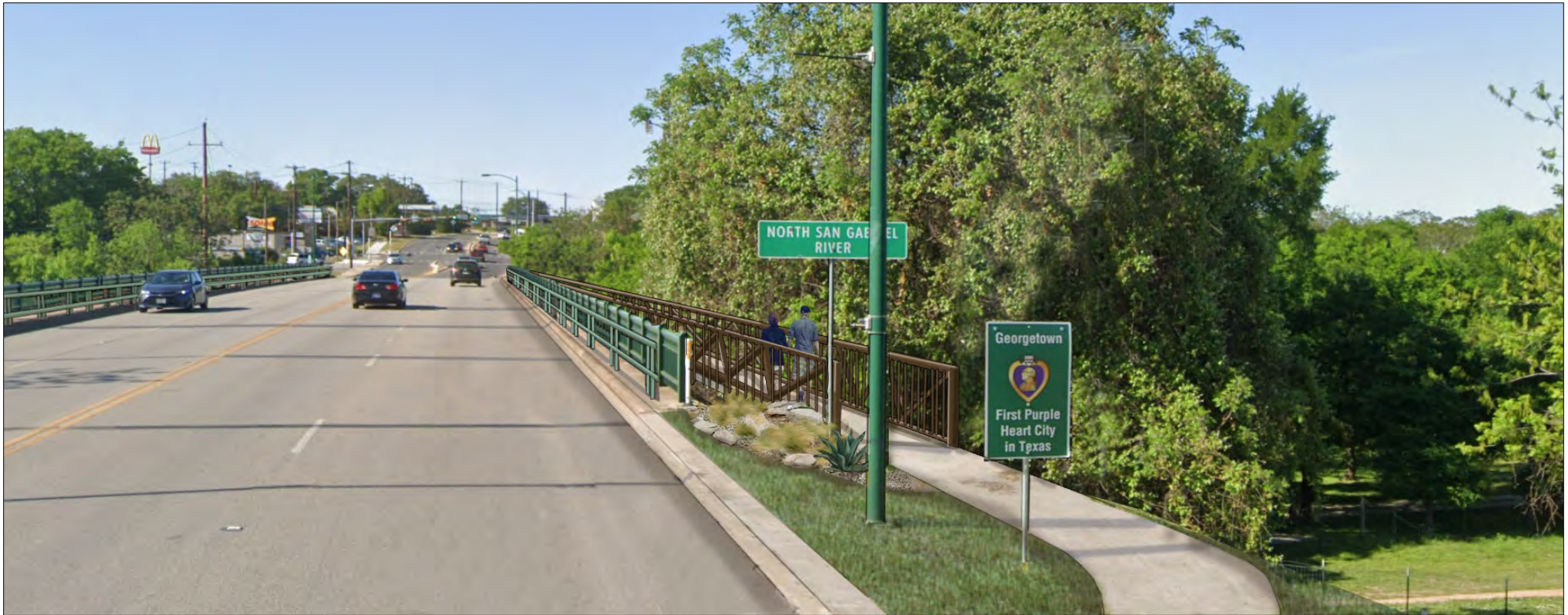


# Design Schematic





## Rendering





# Proposed Improvements

## PROPOSED IMPROVEMENTS

- Rehabilitate the existing bridges and maintain the railings
- Construct a new pedestrian bridge to the east
- Widen existing lanes to 11 feet
- Construct a 10-foot sidewalk on the east side of Austin Avenue and 6-foot sidewalk on the west side of Austin Avenue at the San Gabriel Village Boulevard and 2<sup>nd</sup> Street intersections

PROJECT RENDERING

Project Limits  
Morrow to 2<sup>nd</sup> Streets  
including two bridges

**AUSTIN AVENUE BRIDGES PROJECT**  
GEORGETOWN, TEXAS

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## BACKGROUND AND ANTICIPATED TIMELINE

*Timeline	Activity
2020	Hold Public Meeting 5 and complete 30 percent design documents (PS&E)
2021	Complete design and environmental clearance
2022	Earliest construction could begin pending funding

\*Timelines are anticipated and subject to change

EXAMPLE OF SIMILAR PEDESTRIAN BRIDGE

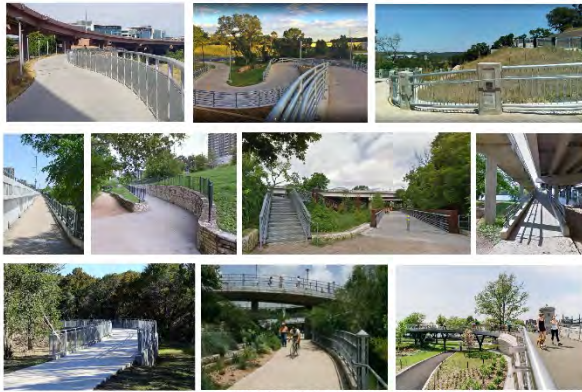
### BACKGROUND

The environmental and design process began in 2016 and has followed the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. There have been four public meetings with significant public input and evaluation of five types of alternatives. Today, we are sharing proposed improvements that have been developed using technical analysis and public input.

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## Design Examples



EXAMPLE BRIDGE / TRAIL TRANSITIONS



EXAMPLE BRIDGES



EXAMPLE BRIDGE RETAINING WALL AND ABUTMENT TREATMENTS

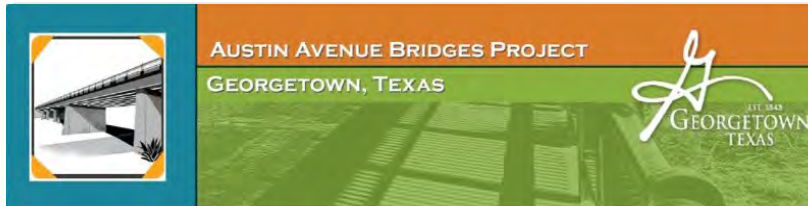


### AUSTIN AVENUE BRIDGES PROJECT GEORGETOWN, TEXAS



Date: May 12, 2020

\\s017\file\p\17040187\Bridges\Bridges\_Overview\_20200512.docx



## Austin Avenue Bridges Comment Form

Please use the fields below to share your input on the Austin Ave. Bridges Project.

While comments are collected throughout the environmental study, please submit comments by Friday, June 12, 2020 to be included in the official public meeting record.

\* Required

Name \*

Your answer

Address (optional)

Your answer

Email (optional)

Your answer

Project Rendering



Comments: \*

Your answer

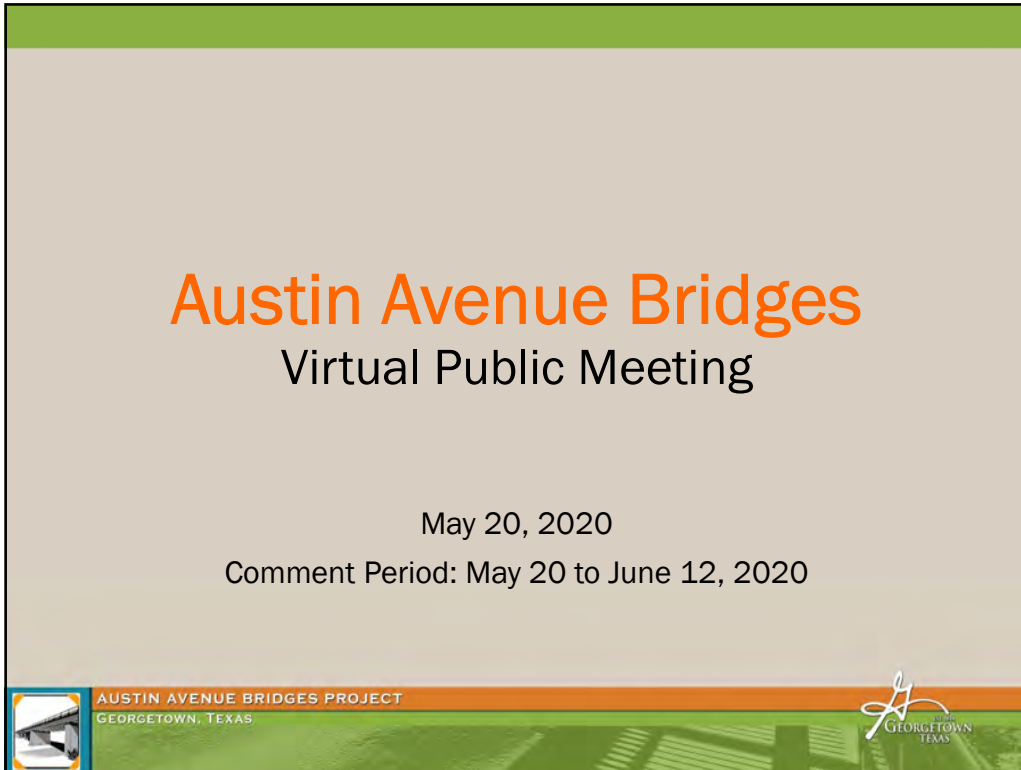
Submit

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Google Forms






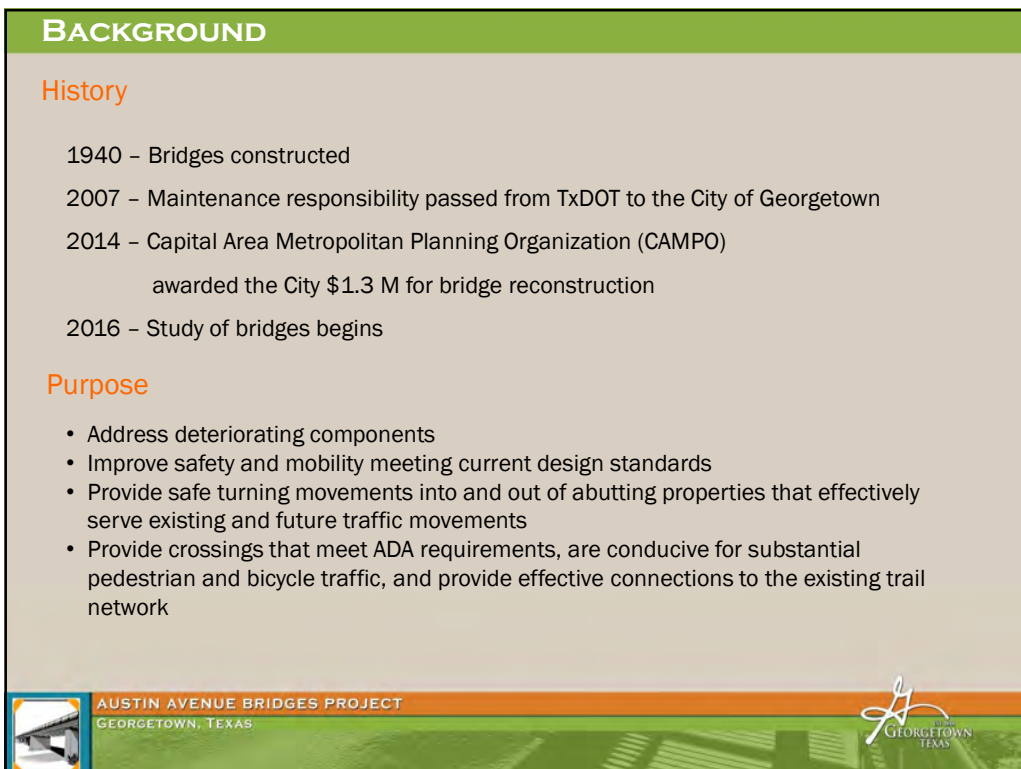
Austin Avenue Bridges  
Virtual Public Meeting

May 20, 2020  
Comment Period: May 20 to June 12, 2020

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GEORGETOWN, TEXAS



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**BACKGROUND**


**History**

- 1940 – Bridges constructed
- 2007 – Maintenance responsibility passed from TxDOT to the City of Georgetown
- 2014 – Capital Area Metropolitan Planning Organization (CAMPO)  
awarded the City \$1.3 M for bridge reconstruction
- 2016 – Study of bridges begins

**Purpose**

- Address deteriorating components
- Improve safety and mobility meeting current design standards
- Provide safe turning movements into and out of abutting properties that effectively serve existing and future traffic movements
- Provide crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network

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## BACKGROUND

### National Environmental Policy Act (NEPA)

- Required to be eligible for additional federal or state funding
- Requires the evaluation of a range of alternatives
- Requires opportunities for public comments
  - 4 Public meetings held and 400+ comments received

### National Historic Preservation Act (NHPA)

- Bridges determined eligible for the National Register of Historic Places
- Section 106 process required
  - Coordination with consulting parties, Texas Historical Commission, and State Historic Preservation Officer

2019 – Concurrence received

### No Adverse Effects to Historic Properties



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## 12 Preliminary Alternatives

1. No build
- 2A. Build on new location and conversion to 1-way pair of bridges on east side
- 2B. Build on new location and conversion to 1-way pair of bridges on west side
- 3A. Build a new bridge on offset alignment on the east side
- 3B. Build a new bridge on offset alignment on west side
4. Bypass on alternative alignment and leave bridges as a monument
5. Rehabilitate bridges only
- 6A. Rehabilitation with a new pedestrian bridge on east side
- 6B. Rehabilitation with a new pedestrian bridge on west side
- 7A. Rehabilitation and widen bridges on east side
- 7B. Rehabilitation and widen bridges on west side
8. Full replacement

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5 Primary Alternatives	
1.	No build
2A.	Build on new location and conversion to 1-way pair of bridges on east side
6A.	Rehabilitation with a new pedestrian bridge on east side
7A.	Rehabilitation and widen bridges on east side
8.	Full replacement

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## PREFERRED ALTERNATIVE

### Rehabilitation with a new pedestrian bridge on the east side

**Improvements**

- Rehabilitate the existing bridges and maintain the railings
- Widen existing lanes to 11 feet
- Construct a new pedestrian bridge and 10-foot sidewalk on the east side of Austin Avenue
- Construct a 6-foot sidewalk on the west side of Austin Avenue at the San Gabriel Village Boulevard and 2<sup>nd</sup> Street intersections

**Right of way**

- Approximately 0.00308 acres needed

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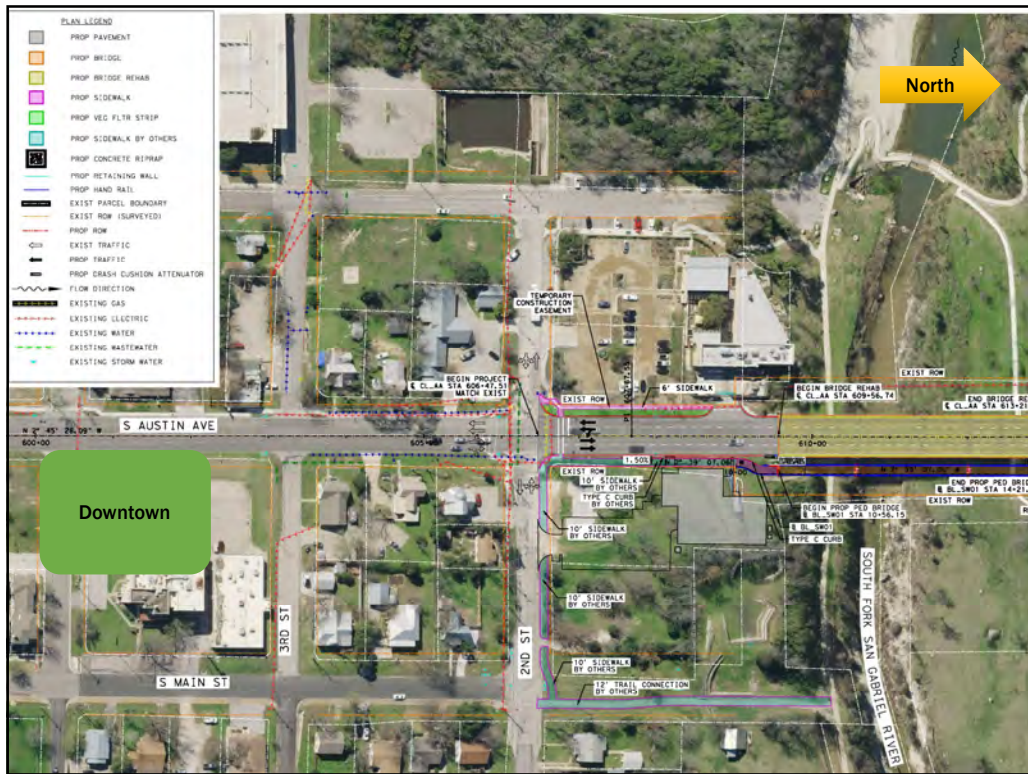


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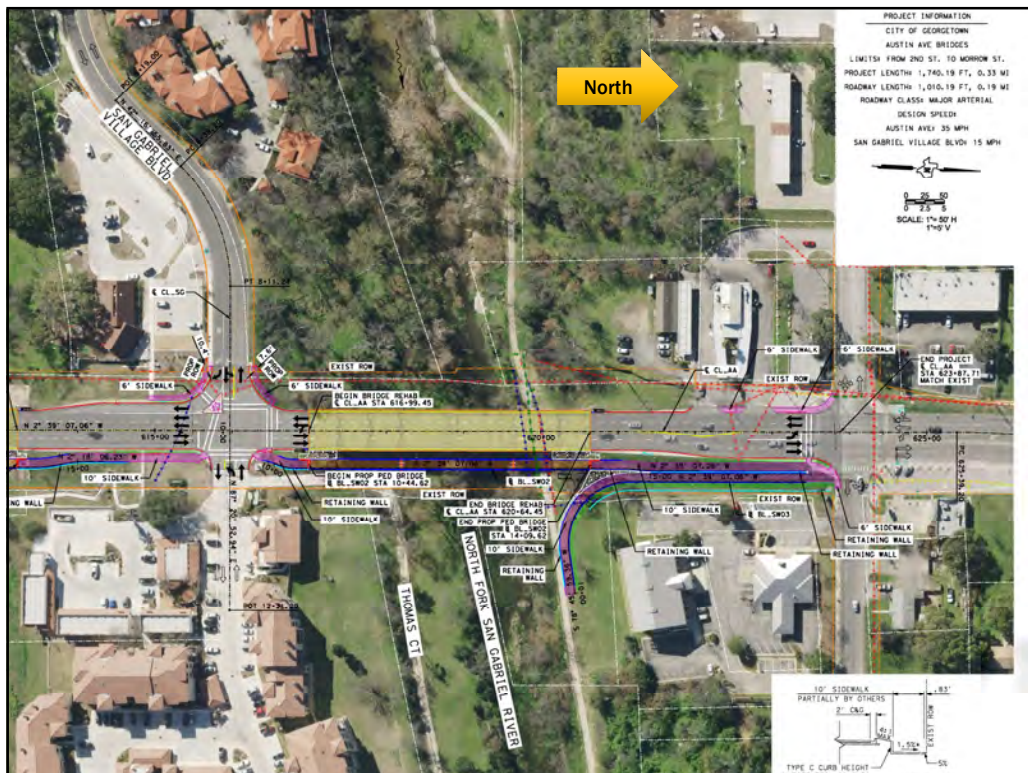
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10



## IMPROVEMENTS

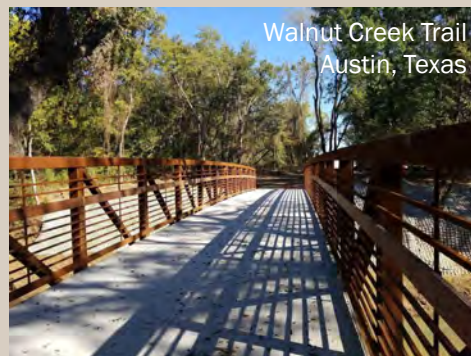


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## IMPROVEMENTS – EXAMPLE PEDESTRIAN BRIDGES

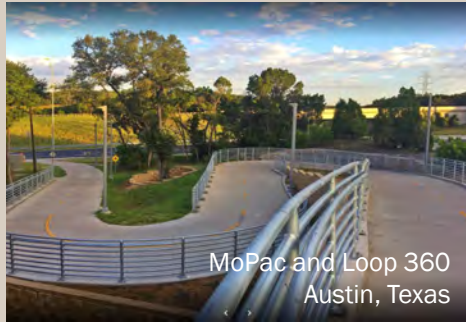


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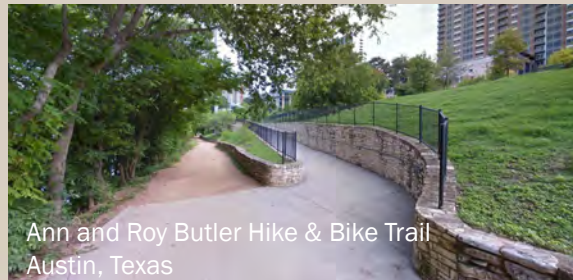
## IMPROVEMENTS – EXAMPLE BRIDGE/TRAIL CONNECTIONS



MoPac and Loop 360  
Austin, Texas



Walnut Creek Trail  
Austin, Texas



Ann and Roy Butler Hike & Bike Trail  
Austin, Texas



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## IMPROVEMENTS – EXAMPLE RETAINING WALLS



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## IMPROVEMENTS



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## NEXT STEPS

### Timeline

#### 2021

- Complete final design and construction plans
- Environmental clearance
- Right of way acquisitions

#### 2022

Earliest date construction could begin



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## NEXT STEPS

### Funding

- Current construction cost is approximately \$7M
- CAMPO funded \$1.3M

### Construction

- Construction anticipated timeline – 24 months (bridge rehabilitation, construction of pedestrian bridge)
  - More details will be shared as available
- Access to all properties will be maintained
- One lane of traffic will be open in each direction (aside from pre-coordinated nighttime closures)
- Alternate routes to downtown and surrounding businesses will be promoted when construction is heaviest



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## NEXT STEPS

### Construction

#### General Approach

- Construction would begin on the east side of the bridge
  - Close the two north bound lanes, move traffic to west side with one lane in each direction
- Work will occur in sections
- Once east side is complete, traffic will be moved
  - Close the two south bound lanes, move traffic to east side with one lane in each direction




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## SUBMITTING COMMENTS



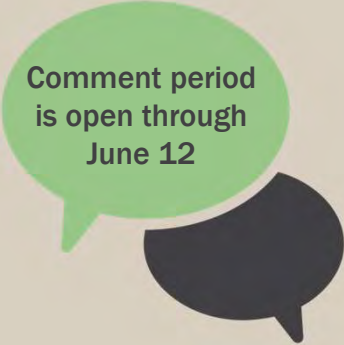
[austinave@georgetown.org](mailto:austinave@georgetown.org)  
Email your comments to the team


[austinave.georgetown.org](http://austinave.georgetown.org)  
Fill out a comment form online


Mail in your comment to:  
Austin Avenue Bridges Project  
PO Box 409, Georgetown, TX 78627



**Comment period  
is open through  
June 12**



**AUSTIN AVENUE BRIDGES PROJECT**  
GEORGETOWN, TEXAS



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## SUBMITTING COMMENTS

Visit with the Project Team

We are available to discuss the project and answer any questions.  
Email or call to arrange a web or phone conference.

[austinave@georgetown.org](mailto:austinave@georgetown.org)

(512) 930-6511



Web Conference



Phone Conference



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# Thank You!



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