

University/Austin Ave Corridor Vision

Community Survey

November 2020



Georgetown Neighborhood Alliance



Introduction

The Georgetown Neighborhood Alliance (GNA) engaged in a Corridor Vision Study at the request of District 6 City Council representative Rachael Jonrowe.

Transparency is an underpinning of GNA and community engagement was a critical component of the study.

The purpose of this document is to share the Community Input Survey and community response in its entirety.

In addition to listing every response received, GNA has provided summaries of the free-form text responses for consideration. (p18, 26, 41, 48, 54 & 74)



Community Survey - Outreach

- Launched 9/1/2020 for 18 days
- Outreach to Community
 - GNA Website
 - GNA Facebook
 - Next Door
- Sent 2357 postcards to registered voters in District 6
- Received 182 Responses



List of survey questions

- Q1: Do you think the speed limit on University Ave through downtown is: Too fast/Too Slow/About right (p8)
- Q2: If possible, do you think all heavy commercial traffic on University Ave through downtown should be required to use the Inner Loop/Southwest Bypass instead of going through town? Yes/No (p9)
- Q3: As a pedestrian or biker, have you crossed University Ave between Hutto Rd and Main St? Yes/No (p10)
 - Q4: If Yes, Did you feel safe crossing the street? Yes/No (p11)
 - Q5: If No, please tell us the reason(s) you didn't feel safe. (p12)
- Q6: As a pedestrian or biker, have you crossed University Ave between Austin Ave and Scenic Drive? Yes/No (p19)
 - Q7: If Yes, Did you feel safe crossing the street? (p20)
 - Q8: If No, please tell us the reason(s) you didn't feel safe.(p21)
 - Q9: If yes and if you have crossed University Ave on foot, where do you usually cross? (27)
- Q10: Do you think the speed limit on Austin Ave through downtown is: Too fast/Too slow/About right (p33)
- Q11: As a pedestrian or biker, have you crossed Austin Ave between 6th Street and 2nd Street? Yes/No (p34)
 - Q12: If yes, Did you feel safe crossing the street? (p35)
 - A13: If No, please tell us the reason(s) you didn't feel safe. (p36)



List of survey questions, cont.

- Q14: As a pedestrian or biker, have you crossed Austin Ave between University Ave and 9th Street? Yes/No (p42)
- Q15: Did you feel safe crossing the street? Yes/No (p43)
 - Q16: If No, please tell us the reason(s) you didn't feel safe. (p44)
- Q17: As a pedestrian or biker, have you crossed Austin Ave between University Ave and W 18th St? Yes/No (p49)
 - Q18: If Yes, Did you feel safe crossing the street? Yes/No (p50)
 - Q19: If No, please tell us the reason(s) you didn't feel safe. (p51)
 - Q20: If you have crossed Austin Ave on foot, where do you usually cross? (p55)
- Q21: As a pedestrian or biker, If you were going to cross either University Ave or Austin Ave at a crosswalk, which crosswalk design would you like to use? Please rank these in your order of preference, 1 through 6, with 1 being top choice, etc. (p61)
 - Crossing a street without a crosswalk/
 - Crossing a street at a traditional striped crosswalk/
 - Crossing a street with a striped crosswalk PLUS flashing lights on the side of the street instructing drivers to stop (like the crossing at 10th St & Austin Ave)/
 - Crossing a street with a striped crosswalk PLUS flashing lights on the side of the street instructing drivers to stop PLUS warning lights embedded in the roadway in front of the cars/
 - Crossing a street with a striped crosswalk PLUS flashing lights on the side of the street instructing drivers to stop PLUS a "safety island" median in the center of the street/
 - Crossing a street with a striped crosswalk PLUS red traffic light Beacons above the street requiring all traffic to stop while pedestrians cross



List of survey questions, cont.

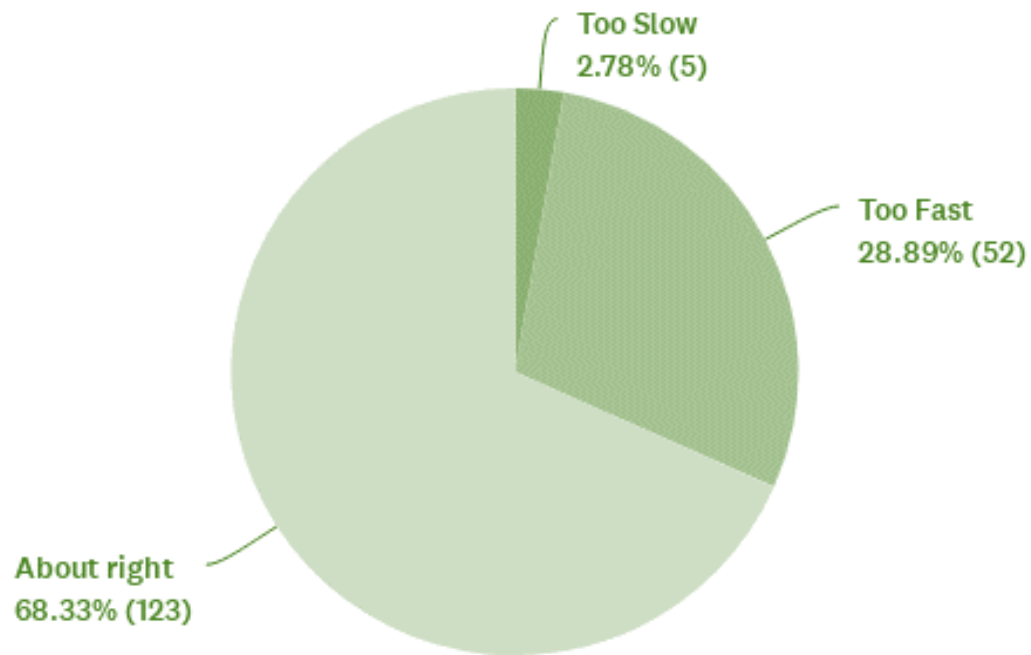
- Q22: The features and design of these downtown corridors will have a lasting and powerful impact on how people experience our great town. Do you have any other ideas or suggestions on what these downtown corridors could/should look like in the future? (p62)
- Q23: Do you live within the City of Georgetown? Yes/No (p75)
 - Q24: If YES, what is the closest major intersection to your house? (for example: *Main St & University Ave* or *Williams Dr & DB Wood Rd* or *Austin Ave & Leander Road* etc) (p76)
- Q25: How long have you lived in Georgetown? Less than 3 years/Between 3 and 6 years/Between 7 and 12 years/Over 12 years (p85)
- Q26: If you would like to receive a copy of the survey results and future updates on the Downtown Corridor Study, please provide your name and email address. Your contact information will not be shared with other organizations.



Community Survey Responses

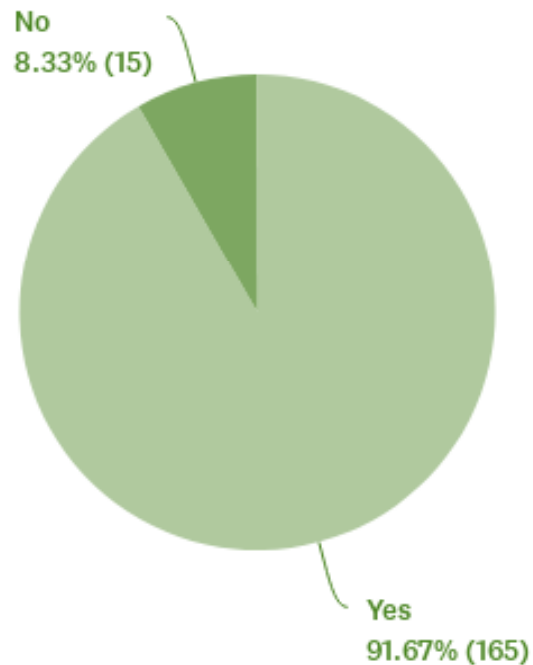


Q1: Do you think the speed limit on University Ave through downtown is:



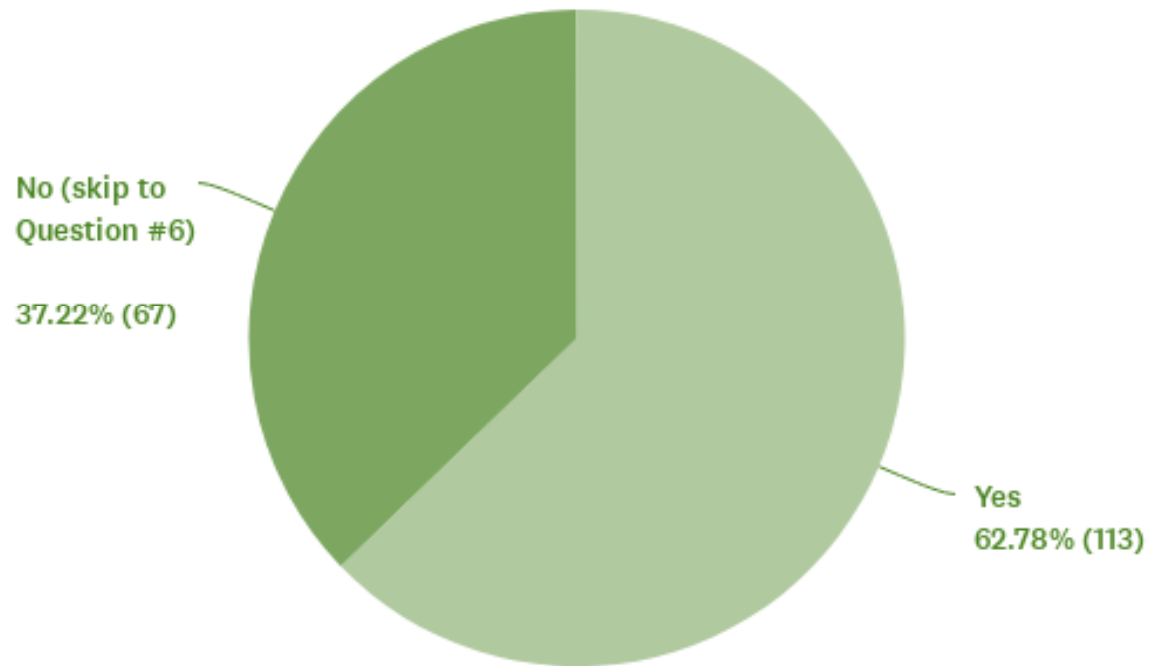
Answered: 180 Skipped: 2

Q2: If possible, do you think all heavy commercial traffic on University Ave through downtown should be required to use the Inner Loop/Southwest Bypass instead of going through town?



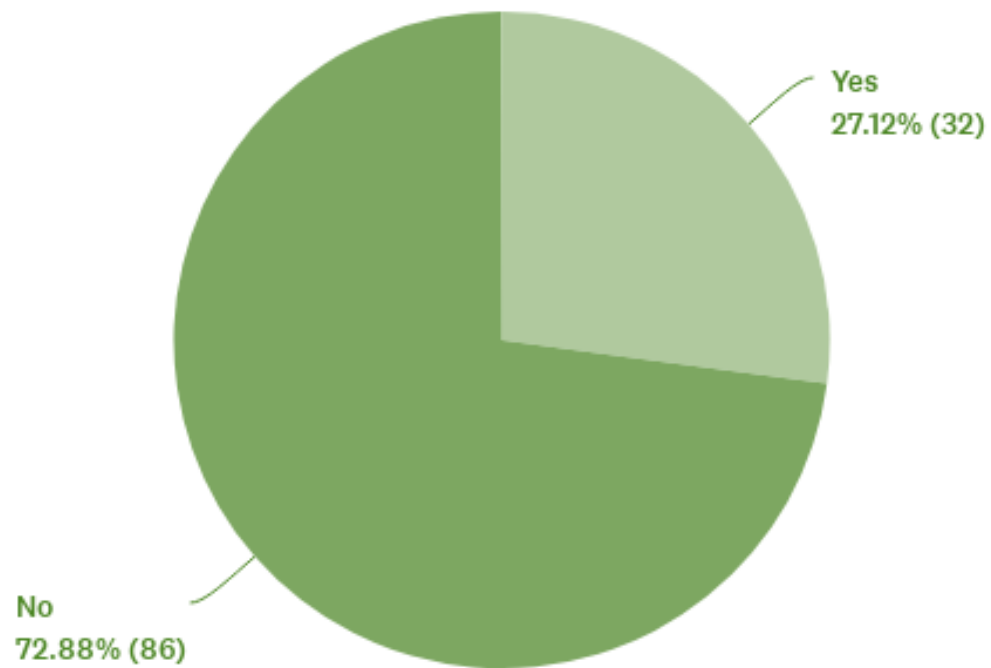
Answered: 180 Skipped: 2

Q3: As a pedestrian or biker, have you crossed University Ave between Hutto Rd and Main St?



Answered: 180 Skipped: 2

Q4: Did you feel safe crossing the street?



Answered: 118 Skipped: 64

Q5: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (1 of 6):

- The only crosswalks are at SU and Main St.. Traffic is heavy across four lanes. There is no Texas traffic rule or culture, like in Montana, where motorists stop any time a pedestrian approaches a roadway, even in the middle of a block.
- I won't cross without police for FUMC or at a stop light, I don't think there are crosswalks except at lights. Drivers are not expecting pedestrians.
- Cars going faster than speed limit. Not enough places to cross without jaywalking.
- At Maple, no bike lane, people park up close to light, can't tell what color lights cars from other direction have. (For question one: Speed limit on 29 is fine, but people drive faster many times; same for question ten.)
- My two sons and I have crossed University many times to get to Cub Scouts. They rode on their bikes or scooters and I would have to scream "GO!" and we would sprint across the road between cars. Once my 3-year old fell in the middle of the road and I held my arms out to get fast approaching cars to slow down. When my wife and I bought our house we intentionally selected a lot east of Austin and North of University so we wouldn't have to cross these terrible roads to get to the parks and bike trail!
- Traffic is too heavy and too fast, especially on weekends. Traffic turning right usually ignores pedestrians in the crosswalks. The only "safe" place to cross is at the light at University at Main St.
- People don't pay attention when they're driving. I never feel safe crossing ANY street anywhere anytime.
- no crosswalks unless at a light, no median to go halfway, traffic not synchronized between lights so hard to find a break in traffic
- Traffic is fast. No stop signs or lights to create a break in traffic.
- Fast traffic; big trucks



Answered: 80

Q5: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (2 of 6):

- I often cross at Hutto Rd., where traffic is going 40 mph. Waiting for a long-enough break tries one's patience, but hoping you can run across ahead of cars and not trip on your own shoelace (or some other accidental trip-up) is pretty scary.
- No official way to get drivers to stop for people crossing the road.
- Too much traffic going too fast
- 1. Speed limit too fast. 2. No traffic control lights. 3. People have been hit by cars in the past along this stretch of city street.
- Too many vehicles, many speeding and not stopping at crosswalk locations.
- No marked crossing with lights! Nothing to slow traffic down! Too many lanes of traffic! Not safe!
- Feel that I am dodging traffic. No signal.
- Traffic coming from the EAST is always coming super fast. It's hard to find an opening between the traffic coming from both directions. The light at Maple helps, but traffic from the east needs to slow down before Hutto Rd.
- Coordination of East and west lights have traffic almost constant at times.
- Too much traffic.
- vehicles go too fast and can come up quickly over the slight hill
- fast traffic
- At peak travel times in the day, traffic is heavy and moving at a high speed, making it difficult and sometimes dangerous to cross University Ave.
- traffic going too fast reduced visibility at night
- Too much fast traffic. Cars coming from the east past the SW campus are going too fast.



Q5: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (3 of 6):

- Drivers periodically run the red light at University Ave. and Maple St. There hasn't been enforcement of this. Now that students are back at Southwestern U. there is likely going to be a pedestrian / vehicle accident.
- Cars do not follow speed limit or watch for pedestrians. There are not enough safe cross walks either.
- Not enough lights stopping traffic and too ch traffic.
- Traffic coming up the hill near the university comes in pretty fast and traffic near the Main St intersection (one of the only other marked crosswalks along that section of road) is almost always busy.
- No marked pedestrian crossing spots. No pedestrian crossing signs, etc.
- Rapid rate of speed combined with large groupings of traffic.
- No specified place for pedestrians or bikers to cross the heavy traffic.
- Traffic either ignores or doesn't see traffic signs, markings etc.
- The only place the lights allow pedestrians and bikers to stop the traffic and force cross walk are Main Street and Austin Avenue. Otherwise, It's like playing frogger.
- Cars speed through
- People don't do the speed limit and they fly through town
- Little or no enforcement of the speed limit, trucks aren't always able to fully brake before the light at University & Maple, some people run the light.
- Cars drive too fast and there's too much traffic. Drivers are rude and don't have concern for pedestrians.
- Traffic is too fast, no crossing lanes that could stop traffic, no pedestrian crossing signals, no bike lanes and too many large vehicles ie. 18wheelers/construction traffic does not allow you to safely cross.



Q5: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (4 of 6):

- The pedestrian light says walk and then almost immediately says do no walk. No signs to alert cars to watch for people.
- We jay walked, but made sure it was clear before we did.
- Need pedestrian activated crosswalk like on South Lamar in Austin with flashing red lights that stop traffic at high frequency designated areas
- I typically cross on College Street and the vehicles aren't looking for bikers or runners. It would be encouraging to see a flashing crossing with lighted reflectors on the road and signage with a crosswalk.
- We usually cross at the light at Main and feel safe because we have the light stopping traffic. I likely wouldn't attempt to cross at any other street further down.
- Fast traffic, lots of it, wide road, no safety provisions - and traffic not really looking for pedestrians.
- There is so much traffic that I worry about having time to get completely across the street before another car would come by. I find that I stand there for quite a while for traffic to ease up.
- Not enough time to cross with children, small streets with anxious drivers too close to the cross walk.
- Too few intersections with crosswalks and signals. Traffic is too fast--and there is too much turning traffic where the pedestrian and driver might fail to see each other.
- No crosswalks, few traffic lights, cars driving fast
- Drivers seem to be in a hurry and/or distracted by looking for the place they're trying to go (or just looking at all the businesses along the road).
- Currently, there is too much traffic that is traveling too fast and there are too few designated crossings
- I've seen many people run red lights at University and Maple. There is a lack of cross walks at most of the streets intersecting University



Q5: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (5 of 6):

- There is so much traffic it is hard to get across safely.
- Depends on where and whether stoplight at University Ave. and Maple St. is holding traffic. Generally, just way to heavy traffic. A slowing light or roundabout at the entrance to Southwestern's campus on Highway 29 would help a great deal. Another light seems to me to be NECESSARY at College Street and University Avenue.
- Heavy traffic, speed, and vehicles turning onto or off of University do not tend to yield to pedestrians.
- Traffic is too fast. Too many trucks.
- Except for the light at Maple there is no good place to cross. You just have to be fast. Especially at Hutto because the cars are coming into town pretty fast and haven't slowed down yet.
- Cross walks need to be more clearly marked, and bike lanes through town would be appreciated.
- It was too far to the nearest corner-corner crossing point (near SU) and cars didn't seem like they were going to slow down or stop. The drivers didn't seem to expect to have to look out for pedestrians.
- Between hutto rd and main st, there is only one other intersection with lights for crossing (maple st). even then, you can only cross 3 out of the street intersections there. further, i have seen people run this light and i fear it is not well-marked enough. another point - this is a main crossing if a child is going to/from Purl elementary. If you are not crossing at a lighted intersection, cars are traveling too fast to cross a 4-lane street. it is dangerous to cross University unless you are at a lighted intersection and it's a long walk between the 2.
- Too few traffic signals. Heavy traffic. Large trucks struggle to stop in emergency.
- Cars going too fast. Cars pulling around cars turning. Hard to see at night
- Few marked crosswalks
- Heavy traffic makes it difficult to find sufficient spacing to allow a feel safe crossing



Q5: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (6 of 6):

- Too much traffic to "time "when you can "Go"!
The heavy commercial traffic having to use the new Inner Loop/Southwest Bypass should help alleviate this problem.
- There are no crosswalks or lights. People drive too fast and lots of traffic. Between Hutto and Austin there's only one Other light at maple street to cross. We need more cross lights like the one at Austin ave and 16th.
- Town needs bike lanes and slower traffic. Sidewalks on Williams.
- Too much traffic at high rate of speed and not enough safe crosswalks.
- Too much traffic going fast with large trucks. 4 lanes is a long way to cross..
- Not enough pedestrian crosswalks. Too much traffic.
- Heavy traffic, low quality crosswalk
- I believe the traffic is moving too fast to see me.
- No cross walk, heavy traffic.
- Hard to cross, too many cars, going too fast.
- Too much traffic
- Limiting protected crossing points
- High traffic and too fast
- I used to cross on a bicycle at Main, years ago when there was much less traffic. I don't think crossing there is safe any longer.
- No designated area to ride. Cars too close.
- Too fast
- Too much traffic and speeding above speed limit
- Too much traffic and no one was paying attention
- Have been nearly hit crossing University at Main several times, usually from cars turning from Main onto University



Q5: If No, please tell us the reason(s) you didn't feel safe.

GNA Summary of Citizen Input:

This stretch of University Avenue is widely seen as difficult and dangerous to cross. Traffic is traveling faster than the speed limit, and in clusters that include large trucks. Lights are not synchronized to give gaps in traffic. In general, drivers are not expecting pedestrians or bikes - several people mention this - and it's especially true when drivers make turns, which are often fast.

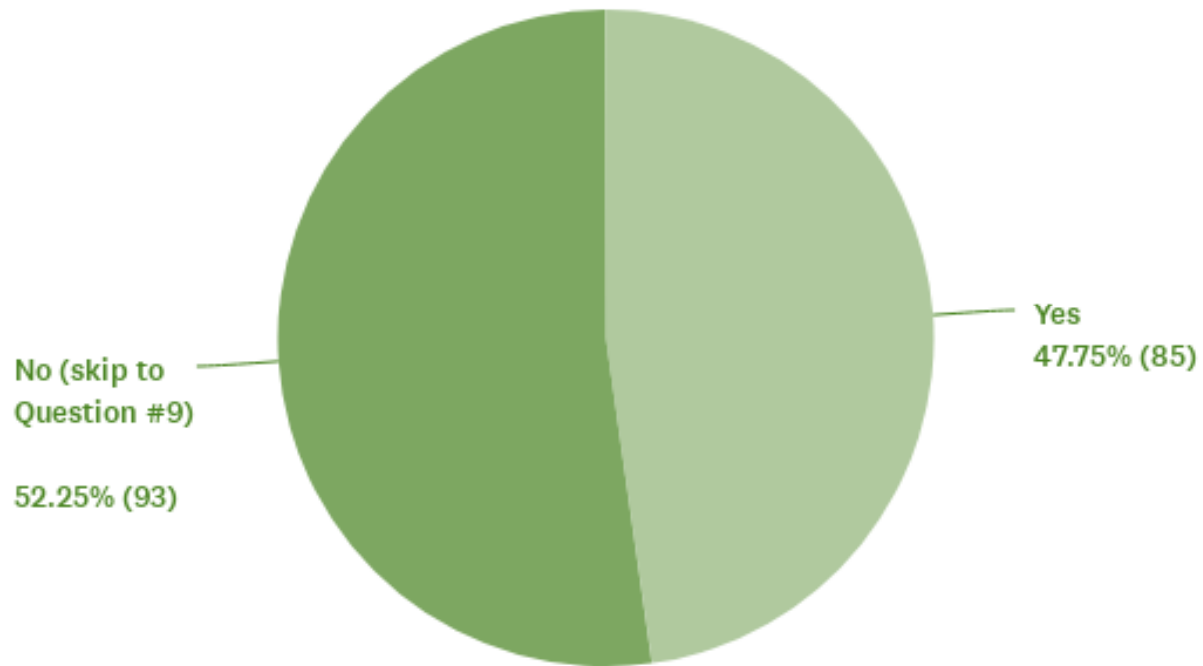
With so much fast traffic, there's a sense of dodging traffic - it's a wide road, and as noted, "4 lanes is a long way to cross." This is especially dangerous with children. There's no good place to cross except at Maple. Even there, cars and trucks sometimes run the light - traffic should be slowed before the light, and again at College. At the Main Street crossing drivers are distracted, not expecting pedestrians, especially as they turn.

Some people will walk to the crossings at Maple or Main, but as Question 9 below shows, the majority seems to cross where their feeder street is, the whole length of this route. Jaywalking seems the only way to cross for many. Some people mention aggressive drivers.

Slowing traffic down is the predominant theme throughout this survey. One comment from Question 22 below calls for stop signs, not lights, at Hutto Road and College Street to kill the "thru-traffic" feel of University in this stretch.

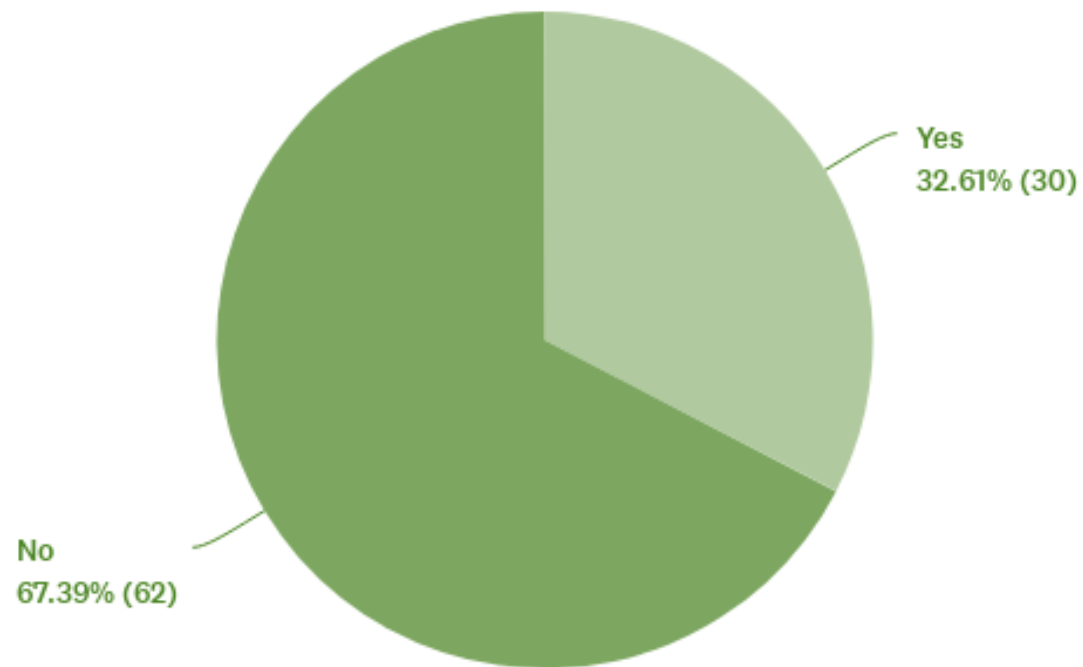


Q6: As a pedestrian or biker, have you crossed University Ave between Austin Ave and Scenic Drive?



Answered: 178 Skipped: 4

Q7: Did you feel safe crossing the street?



Answered: 92 Skipped: 90

Q8: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (1 of 5):

- Even narrower lanes than on the east side, but motorists are still going fast. No crosswalks.
- Light at Scenic is good, but as a cyclist you are forced onto sidewalk to the park if there are cars waiting heading south on Scenic, inside of allowing you to head north. Unfortunately, lots of people try to cross the road at the Autozone on foot, which is very dangerous.
- Heavy traffic
- Fast cars and heavy traffic.
- Traffic is too heavy and too fast, especially on the weekends. Traffic turning right usually ignores pedestrians in the crosswalks. The only "safe" places to cross University are at the lights at Austin Ave. and at Scenic Dr.
- Limited indication that it's a pedestrian crossing so vehicles aren't paying attention. Traffic going too fast.
- Not enough pedestrian crosswalks with warning lights and a posted sign saying "State Law to Stop for Pedestrians in Crosswalk"
- Same reasons as above
- Fast traffic big trucks
- There are no designated crosswalks! Again, you take your chance that no one will speed up or unexpectedly enter University from a side street.
- Same as above
- Some places it's hard to see how many cars are coming so quickly.
- Same as above.
- No marked crossing with lights! Nothing to slow traffic down! Too many lanes of traffic! Not safe!



Answered: 63

Q8: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (2 of 5):

- Not everyone has slowed by that intersection - they try to beat the light.
- I feel safe b/c there are more lights, but it's still unpleasant because of all the concrete, lack of buffers, no greenery.
- Same as above. Plus a lot of truck traffic.
- Some of the crosswalks are only painted, and don't have any lights to signal that pedestrians are crossing.
- Too fast traffic.
- Too many cars going fast and only good crossing is at lights
- Bumper to bumper traffic.
- Depends on time of day
- The pedestrian crossing signals at Scenic Dr. frequently don't work requiring pedestrians to make a risky crossing. Cars coming in both directions on Scenic and turning on University often do not look for pedestrians crossing the road.
- The Austin Ave intersection is such a busy and congested place to cross.
- Fast cars, little safe measures in place
- Poor visibility from bushes and signage, no real pedestrian crosswalks
- Too much speed and heavy traffic.
- See above. Lack of motorist compliance with yielding, obeying of traffic signals, signage etc. Seems as though they have little if any concerns for others or implications of actually harming others with vehicle. Pedestrians are seen as hindrance with no right to be crossing roadway.
- The only place the lights allow pedestrians and bikers to stop the traffic and force cross walk are Main Street and Austin Avenue. Otherwise, It's like playing frogger.
- Same as above. Also, even if you cross at a cross walk, cars run the lights and don't give pedestrians the right of way.



Q8: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (3 of 5):

- No bike lanes, no sidewalks, no pedestrian crossing signals or easy access to cross plus too many large vehicles ie. 18wheelers/construction traffic does not allow you to safely cross.
- Light changes too fast.
- Need pedestrian activated crosswalk like on South Lamar in Austin with flashing red lights that stop traffic at high frequency designated areas
- I have also crossed at scenic at the light and feel pretty safe but it's a tricky spot to cross with getting to the button and navigating the turns of the sidewalk on a bike with my kids.
- This end seems more congested than the other stretch, with more reasons for cars to turn or change lanes. This end seemed even more dangerous, with a lower driver's visibility of pedestrians.
- Not enough time to cross with children, small streets with anxious drivers too close to the cross walk. Cross walk not large enough .
- Only safe crossings are at Austin and Scenic. Crossing anywhere in between would not feel safe.
- Right turn traffic often doesn't watch for pedestrians. Have even been honked at.
- Same thing here. Distracted and rushed drivers.
- Really, same general problem. Traffic stacks up and sometimes it is dicey crossing. The little strip center where the Dollar Store is is particularly difficult.
- Needs a cross walk
- Speed limit and/or speeding vehicles.
- It's ok to cross at Main Street or Austin Avenue at the traffic signal. Truck traffic needs to be routed around SE and NE Inner Loop



Q8: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (4 of 5):

- Cross walks aren't clearly marked, and there should be more signage warning people to look out for pedestrians. Also traffic speed is just too high and it's a residential area.
- With the exception of it being close to an elementary school, the same comments apply for this particular stretch of road, so i will copy but edit my same response. between austin ave and scenic, there are no other intersections with lights for crossing. If you are not crossing at a lighted intersection, cars are traveling too fast to cross a 4-lane street. it is dangerous to cross University unless you are at a lighted intersection and it's a long walk between the 2.
- Heavy traffic doesn't stop. Large trucks struggle to stop in emergency. Poor visibility.
- Too much traffic, especially from 35
- Few marked crosswalks
- See comments on #5.
- I only felt safe bc I crossed at the scenic light but it took forever to get a walk signal.
- Bike lanes.
- Too much traffic, too fast and not enough crosswalks
- Drivers not paying attention or ignoring pededtrian's right of way.
- Traffic is constant. There isn't really a safe place to cross during high traffic times.
- There are no traffic lights between Scenic and Austin Ave
- Only safe at lights, hard to cross anywhere else safely.
- Too much traffic



Q8: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (5 of 5):

- I walked my bike across the street at Scenic. I don't believe it's safe to ride across that intersection with traffic. The light is short timed against Scenic Dr. vehicles so they are very antsy to get through the light creating extra danger for bicyclists.
- Same as above
- Crosswalk light is too short
- Way too fast Cars
- Sidewalks are too narrow
- Crossing university at scenic drive is difficult



Q8: If you've crossed University Ave between Hutto Rd and Main St, did you feel safe and if not, please tell us why not.

GNA Summary of Citizen Input:

While the previous section of University felt to respondents like a wide, fast and open road to charge across, this section feels more narrow, more congested, with much more distraction for drivers, and very problematic to cross - and equally fast. Even in this congestion, drivers are racing to beat lights and speeding to beat the next one - they are not looking for pedestrians and even at crossings, pedestrians are regarded as a hindrance.

There are no lights or signs to slow traffic or warn them of pedestrians, and it is difficult for pedestrians to gauge how much traffic is approaching or how fast. With a lot of commerce on either side of the street, cars turning into or out of a side road are the greatest threat: drivers are turning into University and speeding up to match traffic, or turning off University against lethal oncoming traffic - in both cases not expecting or seeing pedestrians and with no leeway to slow or stop anyway. Crosswalks painted on the side streets are largely invisible to drivers and, as noted, offer no safety to walkers from turning vehicles.

The roadway traverses a residential area, and people cross in the AutoZone/Dollar General area, which is highly dangerous. The only safe places to cross are at the two lights, which are quite a distance apart. The Austin Avenue crossing is busy, drivers have many distractions and are not looking for pedestrians, or welcoming them - drivers have honked at pedestrians.

The Scenic Drive crossing is a wide road requiring both directions of fast moving traffic to stop. Scenic Drive through-traffic has a short light to clear the intersection, and drivers don't like to wait for pedestrians. Bikers don't feel safe riding with through traffic across University; they have to walk bikes on the pedestrian crossing. The light for the crossing is a long wait. On the north side, the crosswalk button is hard to get to, on a narrow slope of sidewalk - difficult with kids, stroller, bike, etc



Q9: If you have crossed University Ave on foot, where do you usually cross?

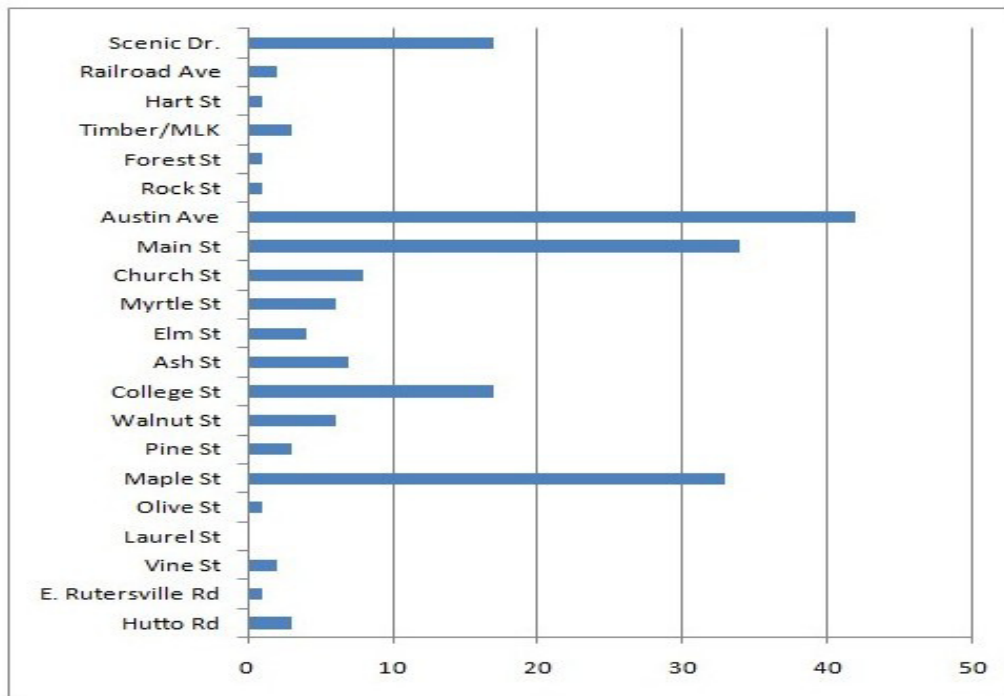
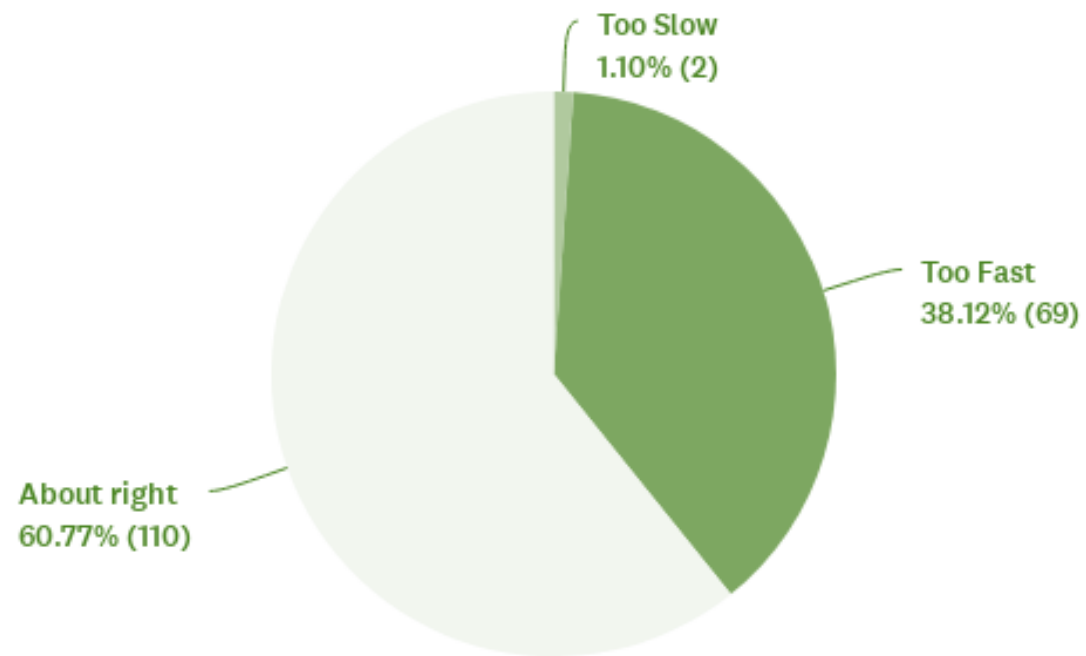


Chart Display by GNA – see Audit Documents for source data at: <http://www.alliancegeorgetown.org/corridor-survey/>



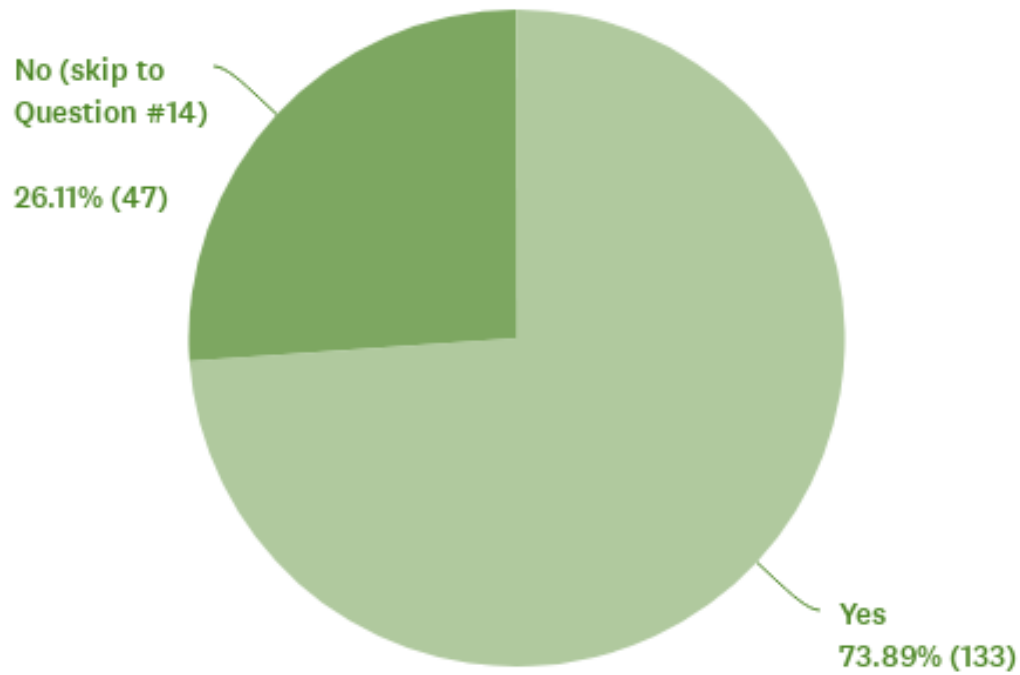
Answered: 109

Q10: Do you think the speed limit on Austin Ave through downtown is:



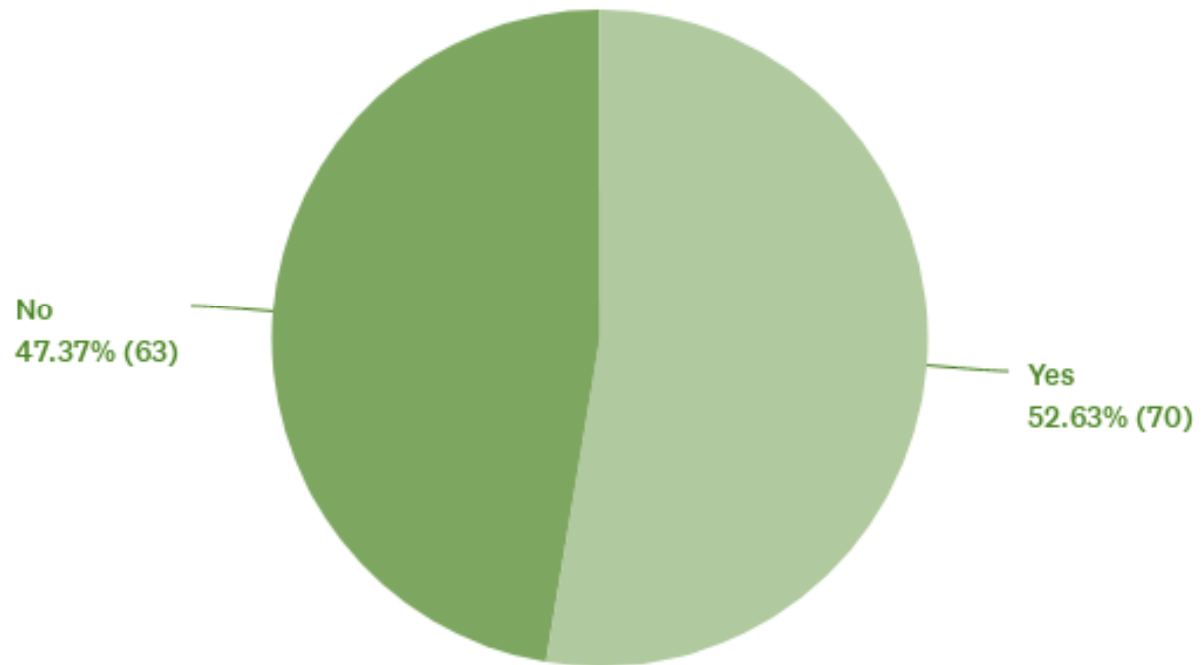
Answered: 181 Skipped: 1

Q11: As a pedestrian or biker, have you crossed Austin Ave between 6th Street and 2nd Street?



Answered: 180 Skipped: 2

Q12: Did you feel safe crossing the street?



Answered: 133 Skipped: 49

Q13: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (1 of 5):

- No crosswalks, Four lanes of traffic at a pretty good speed.
- Only cross at crosswalks at stop lights
- I feel safe crossing at the light. I do feel that they need to put up a guardrail in front of the businesses that face Austin Ave between 7th & 8th street. Lots of people congregate outside near the road and I'm concerned about people getting hurt if a car skips the curb.
- No real crosswalk, can't see cars coming down from the hill soon enough. I just cross at 7th or 8th and walk down to avoid the issue.
- Oncoming traffic moves too quickly.
- Speed and visibility
- Wide road, fast cars, no crosswalk
- Only at the lights.
- There is nothing to indicate to drivers that people might be crossing. Cars traveling too fast.
- Not enough pedestrian crosswalks with warning lights and a posted sign saying "State Law to Stop for Pedestrians in Crosswalk"
- People just don't pay attention when they're driving. I never feel safe crossing any street.
- there is no median to go halfway, on a hill, no crosswalks or lights except at 2nd
- I felt safe because I crossed with the light at 2nd Street.
- 1. Speed limit too fast. 2. Pedestrians don't have the right of way. Signage and more prominent pedestrian crosswalks needed.



Answered: 67

Q13: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (2 of 5):

- Can't see around cars parked on the street to see how many cars are coming either direction.
- Same as above.
- No marked crossing with lights! Nothing to slow traffic down! Too many lanes of traffic! Not safe!
- Cars don't expect you to be walking across the street there since there is a light nearby.
- I usually cross at Monument Cafe and the traffic from the North is coming fast. I should walk up to the light, but it's usually so hot that I don't want to go out of my way. I'd like to see lots of flashing "slow" signs for downtown.
- Drivers don't act the same way, when pedestrians are waiting to cross. Sometimes, one driver will stop, but others don't. There are visibility issues.
- Drivers don't care if you're in the crosswalk
- Too many cars going too fast
- There aren't enough crosswalk signals near monument cafe
- It's difficult for cars to see pedestrians, especially near the Monument Cafe.
- More crosswalks and flashing pedestrian lights
- Too much traffic
- The only marked crosswalk is at the bottom of the hill before the bridge and people seem to pick up speed coming ~~down~~ down the hill to the traffic light.
- Very very few crosswalks, stop signs, and/or lights
- Auto traffic too fast. No clear pedestrian crossings. Line of sight limited by terrain.
- Speed of traffic.
- No specified place for pedestrians or bikers to cross the heavy traffic.



Q13: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (3 of 5):

- Traffic doesn't adjust speed to fit conditions. Traffic passes too fast. Lack of visibility due to cars parked on street. Motorists and pedestrians seem confused or unaware as to who yields, etc. Pedestrians cross in middle of street to-from courthouse. They should be utilizing the signals and crosswalks which are all convenient and nearby.
- Too much traffic moving too fast, and additional cars turning onto Austin Avenue constantly. No lights with cross walks.
- Street is too wide with too many openings onto it
- Mostly
- There are no bike lanes/crossing or pedestrian crossing signals.
- Need pedestrian activated crosswalk like on South Lamar in Austin with flashing red lights that stop traffic at high frequency designated areas
- Traffic too fast and not focused on pedestrians.
- Too much traffic and drivers not paying attention to the lights or people crossing.
- Traffic is fast and a lot of people don't register the fact that there's a cross walk on 6th (or 5th?) and come speeding up that hill with the cross walk near the top. It is scary to cross as an individual but absolutely terrifying with children.
- Drivers do not stop for pedestrians who are trying to cross at the crosswalk at 6th St because there is no button to press that turns on warning lights. There's often a lot of traffic coming from both ways with people driving well over the speed limit. I use this crosswalk frequently and have had several drivers actually speed towards me when I'm in the crosswalk.
- Distracted drivers and drivers turning while looking left at on coming traffic and not looking right for pedestrians
- Crossing where the Monument Cafe is is extremely unsafe.
- Same answer. Heavy traffic, and along this stretch, cars and trucks tend to drive fast. Traffic needs to be SLOWED DOWN. This is not an expressway and traffic should not be speeding through downtown.
- Speeding traffic. Traffic traveling north tend to accelerate quickly from the lights at 7th and 8th streets.



Q13: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (4 of 5):

- Traffic is too fast. Only traffic light is at 2nd Street. Need another one at 5th Street.
- Visibility is not good on the hill.
- Cars that are turning onto S Austin Ave can't see the street for whether cars are coming, so they pull into the pedestrian lane focusing on cars and not pedestrians.
- The hill can make it tricky to see up into the downtown area for cars. cars are going too fast. the only lit intersection in between the stated cross streets are at 2nd.
- Heavy traffic, often speeding.
- Vehicular traffic speed too fast.
- Cars go too fast, no "buffer" between road way and sidewalk
- People pick up speed coming down the hill
- Somewhat unsafe for slower people, crossing four lanes as vehicles approach.
- Too fast traffic and a lot of traffic and not enough safe cross walks
- This stretch Austin Ave. currently does not host the type of businesses that tend to lend toward foot traffic. As a driver I do not perceive the same likelihood of foot traffic as I do around the square.
- Not enough crosswalks
- Visibility is poor and the breaks in traffic often don't seem large enough
- Speed of traffic.
- Too much traffic
- Limited protected crossing points



Q13: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (5 of 5):

- I would not try to cross there at all. Too much vehicle weaving is caused by people making left turns going up the hill. The reason people make those left turns is to avoid the lights at the Square and further down the road at University.
- Too much traffic
- Drivers drive too fast and don't pay attention to the crosswalks
- People will not stop for pedestrians, even in crosswalks
- Difficult to see oncoming traffic, too much traffic
- Too busy, too many big trucks, cars



Q13: If you've crossed Austin Ave between 6th Street and 2nd Street, did you feel safe and if not, please tell us why not.

GNA Summary of Citizen Input:

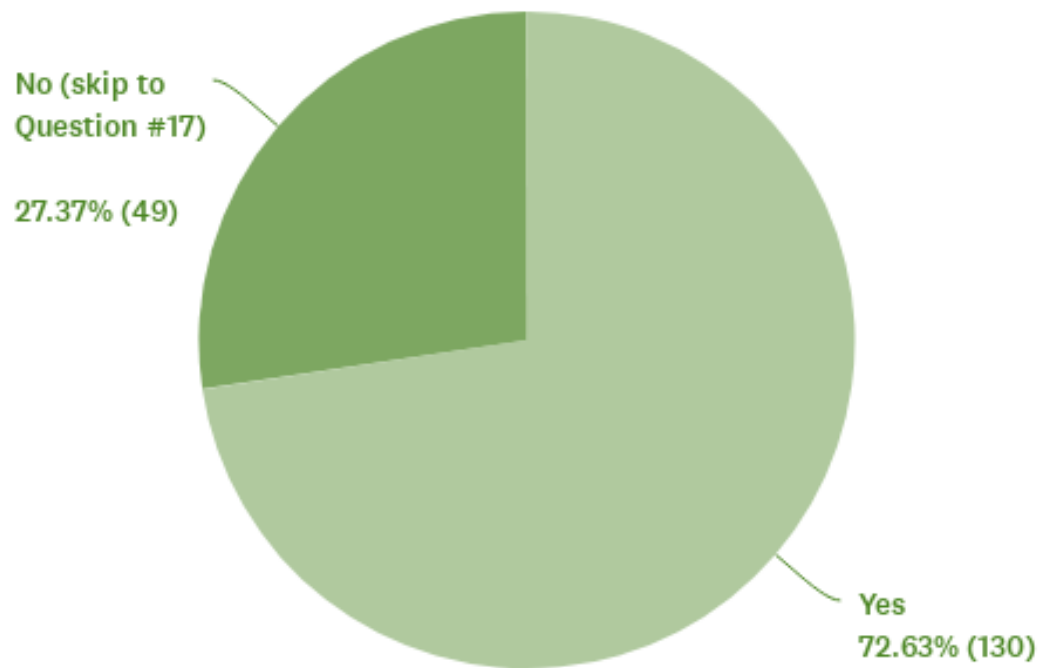
The hill topography of this section of Austin Avenue poses a great problem: cars are fast on a wide open, 4-lane road, and visibility is poor for drivers to notice pedestrians and for pedestrians to anticipate traffic surges. Along Austin Avenue there is no buffer between the sidewalk and the roadway. Traffic is too fast. There aren't many breaks in the traffic flow. Traffic needs to be "SLOWED DOWN" - there's really no need for speed, but speed is what there is.

The painted crosswalk at the Monument is especially dangerous - neither drivers nor pedestrians are clear as to who has the right of way; and visibility is deceptive - this is called "terrifying" to cross with children. Traffic leaving downtown is accelerating on what seems like a clear driving stretch with no more pedestrians crossing (leaving downtown behind), and racing to meet lights in the distance. At the same time, traffic coming up the hill is moving fast and not aware of pedestrians imminently in the roadway.

As stated frequently, culturally for many drivers, pedestrians don't have the right of way, and even in the crosswalk, drivers won't stop for pedestrians. [Absent a culture of automatic deference to pedestrians, extra warnings and signage are needed everywhere anyway - but especially where topography and visibility conspire against the pedestrian.]

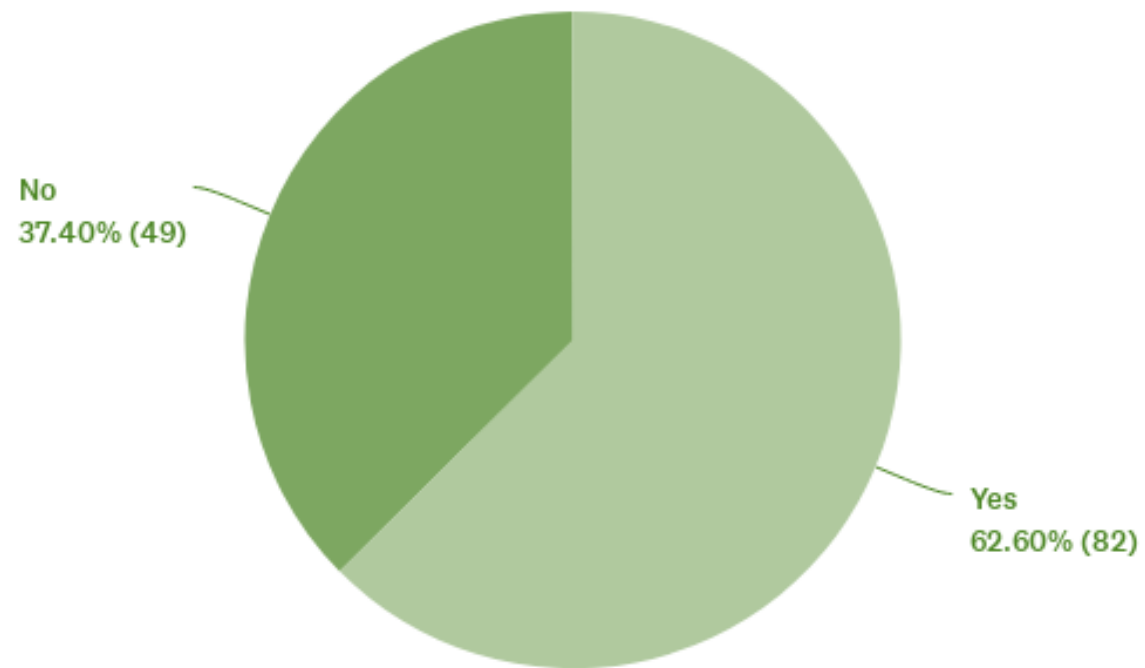


Q14: As a pedestrian or biker, have you crossed Austin Ave between University Ave and 9th Street?



Answered: 179 Skipped: 3

Q15: Did you feel safe crossing the street?



Answered: 131 Skipped: 51

Q16: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (1 of 4):

- Hard to see around parked cars
- Too busy, too much traffic. I just cross on 7th or 8th to avoid.
- Traffic moves too quickly.
- Wide road, fast cars, no crosswalk
- There are no lights at those intersections.
- The flashing pedestrian crossing light is good, but again traffic is going too fast.
- We cross at the Pedestrian crosswalk with the lights, but there is not a sign saying "State Law to Stop for Pedestrians in Crosswalk" and the cars do not stop more than 50% of the time.
- I cross at the pedestrian walk at 10th street almost daily, activating the pedestrian signal (pushing the button). MORE OFTEN THAN NOT a car goes through this intersection in disregard of the crosswalk. We purposely have our phone ready to video our crossing and capture cars disregarding this frequently. This crosswalk needs the additional signage - TX law mandates cars stop for pedestrians in crosswalk. Let me know if you want the videos.
- People just don't pay attention when they're driving. I don't think there's anything the city can do to make it safer apart from pedestrian bridges, and that just can't happen along University, Austin, or Main streets.
- Same as above
- No designated crossing place and too many cars entering from side streets
- Too much traffic and lots of distracted drivers (looking for parking, the square shops, etc.)
- 1. Speed limit too fast. 2. Pedestrians don't have the right of way. Signage and more prominent pedestrian cross walks needed.



Answered: 53

Q16: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (2 of 4):

- Same as above.
- Not enough marked crossings with lights! Nothing to slow traffic down! Too many lanes of traffic! Not safe!
- Same as before - no one expects you to be crossing there since there is a light nearby
- It's not too bad since traffic is slower, but it's still a bit dicey with 4 lanes of traffic.
- Drivers don't know how to respond when pedestrians are waiting to cross.
- Very quick vehicles, strange lay out, minimal sidewalks, few crosswalks
- Too many parked cars obscure visibility of oncoming traffic
- No specified place for pedestrians or bikers to cross the heavy traffic.
- Same as above answers.
- Too much traffic moving too fast, and additional cars turning onto Austin Avenue constantly. No lights with cross walks.
- Mostly
- Need pedestrian activated crosswalk like on South Lamar in Austin with flashing red lights that stop traffic at high frequency designated areas
- I've been nearly run over 4 times in 4 years crossing 7th and 8th street. The 1st was a truck speeding through a red light on Austin & 7th. I was 8 months pregnant and almost stepped in front of the truck because the walk light was on. The 2nd I was crossing Austin on 7th with my grandmother, aunts, and infant when a police car made a left turn from 7th to Austin to chase a car and didn't see us until he was about 10 feet away. The 3rd time I was crossing 8th and a car turning left on Austin didn't see me or my toddler until they were about 10 feet away. The 4th time I was crossing 7th on Austin and a car turning onto 7th nearly hit me.
- No crosswalks or walk signals. I try to avoid crossing in this area. It's not too hard to avoid crossing here.
- Better stop cntrls for traffic



Q16: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (3 of 4):

- Same answer, really. Except where there is a traffic light within a block, one often feels that one needs to run. As an old person, running is not safe, either.
- Traffic is slower than between 2nd and 6th, but only light is at 8th Street. Austin Avenue traffic needs to slow down and needs to be only two lanes.
- As long as you cross at the lights it's okay.
- Cross walks all through the downtown corridor need to be clear and brightly painted, with lots of signage. There needs to be a cross walk at this intersection and signage that this is a high pedestrian area. Speed limit needs to be slower through the blocks surrounding the square.
- Wasn't sure the cars were going to stop or slow down. I'm glad there is a crosswalk now.
- i plan my routes to only cross Austin via University or 7th/8th as these are the only intersections with good crosswalk areas. this often adds blocks to my walk (but i still endure). The cars are going too fast on austin ave. the pedestrian walkway at 10th is a joke and i have stopped using it and just go to 8th street. the reason for this is the times that i HAVE used that intersection, no car has EVER stopped to let me cross even when the light was blinking. even with a baby in a stroller and a toddler at hand. i would either just luckily get a large enough free space between cars to dash across, or i would just turn around and walk 2 blocks down to 8th.
- Heavy traffic. Poor visibility due to queuing cars.
- Car traffic too fast.
- Cars go too fast.
- Few marked crosswalks
- Hard to see the cars coming from your left.
- Vehicles are too large without a bike lane.



Q16: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (4 of 4):

- Too fast and high volume of traffic and not enough crosswalks
- Similar comments as those for 2nd to 6th. But, I can see this stretch as more likely to to experience an expansion of the "around the square" experience.
- Lack of traffic lights to allow crossing safely
- No traffic lights to protect crossing.
- Limited visibility for drivers
- Hard to see around cars parked along Austin Ave. As I recall, no lights between 9th and University.
- Traffic is constant
- Too much traffic
- Too much traffic
- Drivers drive too fast and try to rush through yellow lights
- They don't stop
- Only crossed where there is a light
- Too much traffic



Q16: If No, please tell us the reason(s) you didn't feel safe.

GNA Summary of Citizen Input:

Traffic is moving a shorter distance between lights on this stretch, but still fast. Visibility is poor because of parked cars. Turning cars are a hazard. Drivers are distracted and anxious, looking at shops, looking for parking, making decisions. As commented everywhere, there's nothing to slow traffic down or to alert them to pedestrians - it needs signage and calming. Even at the traffic lights with pedestrian lights, people have almost been hit by drivers not stopping.

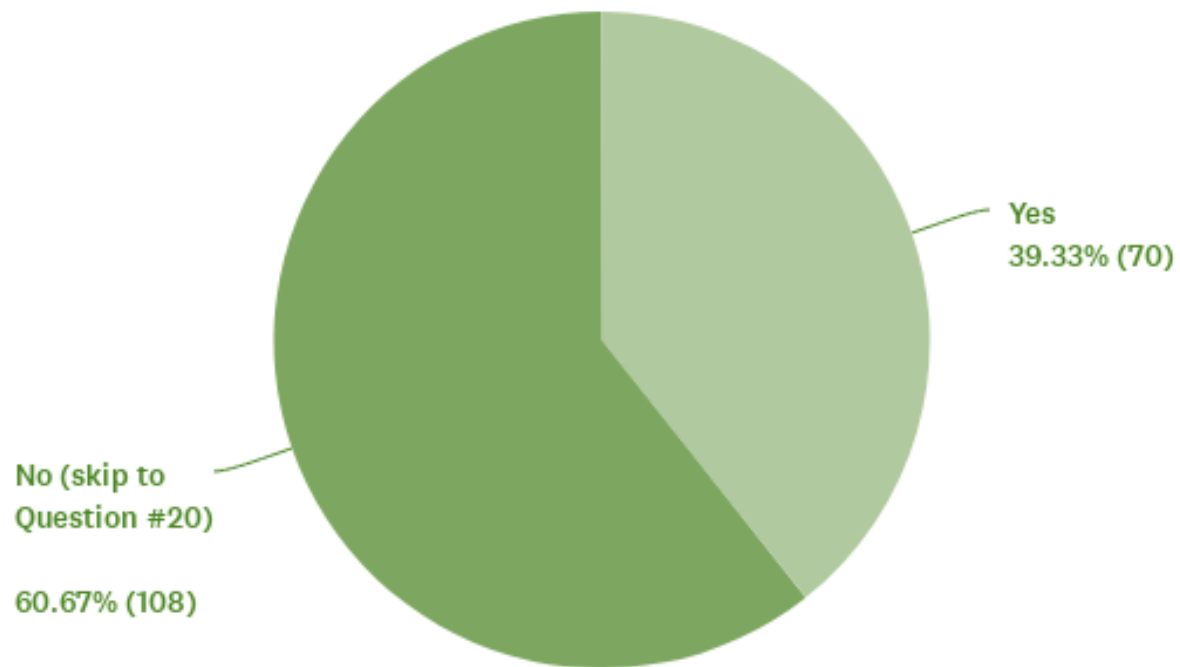
Again, the culture of not yielding to pedestrians is a high problem (this occurs everywhere we have the currently inadequate crosswalks that simply lure pedestrians into lethal situations of unsafe driving behavior). Even the crosswalk with flashing lights at 10th is a problem: pedestrians report traffic only stops half the time; crucially, drivers don't know how to respond when pedestrians are waiting to cross - no one knows the state law, and this MUST be spelled out with signage.

The only safe places to cross are at the lights of University or 8th Street.

[Seems we either force pedestrians to walk between University and Eighth (4 blocks) or we make VERY effective crosswalks]

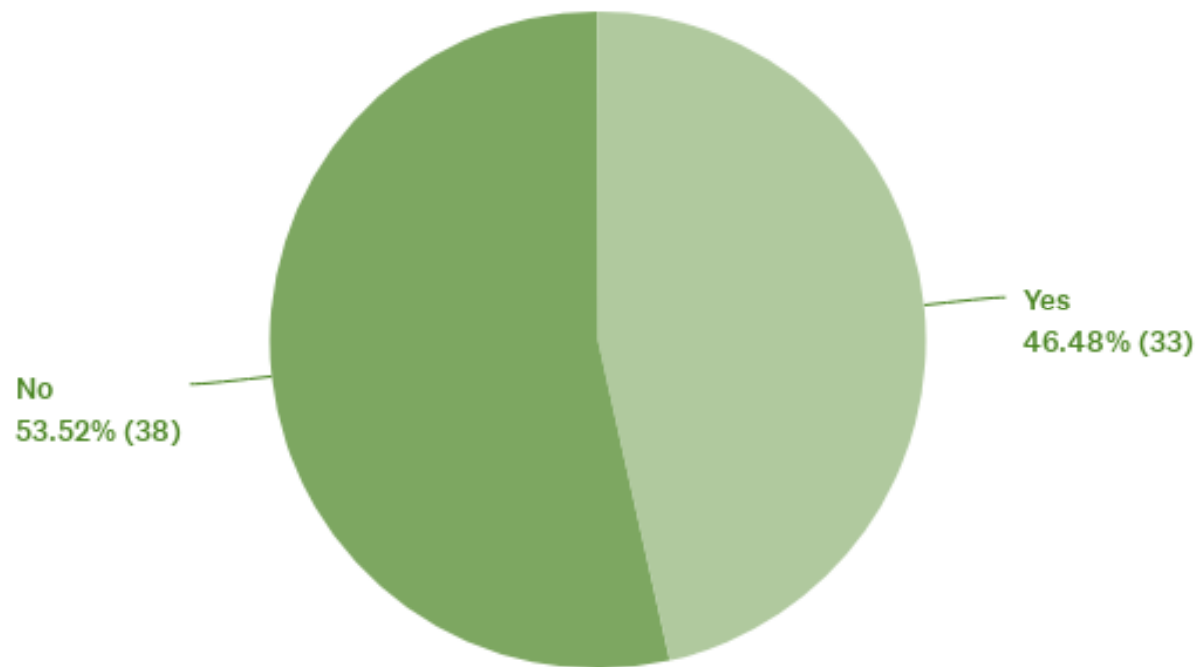


Q17: As a pedestrian or biker, have you crossed Austin Ave between University Ave and W 18th St?



Answered: 178 Skipped: 4

Q18: Did you feel safe crossing the street?



Answered: 71 Skipped: 111

Q19: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (1 of 3):

- It's a main road, 4 lanes and pretty busy. I only cross on my bike so I can get across quickly, never walk across.
- Traffic moves too quickly.
- Wide road, fast cars, no crosswalk
- We cross at the Pedestrian crosswalk with the lights, but there is not a sign saying "State Law to Stop for Pedestrians in Crosswalk" and the cars do not stop more than 50% of the time.
- Same as above
- Traffic is very heavy and fast. The street is residential, not a race track. It's also difficult to turn onto Austin from a side street. We need something to slow traffic down and give pedestrians and cross traffic a turn.
- The marked crossing at 16th and University is an improvement, but there's always the chance that drivers are unaware....
- Too much traffic moving too fast
- Same as above.
- Not enough marked crossings with lights! Nothing to slow traffic down! Too many lanes of traffic! Not safe! THIS SECTION NEEDS TO BE A TWO-LANE STREET WITH A LEFT TURN LANE and BIKE LANES!!! Lower speed limit!
- This section is probably the least scary since there is usually good visibility both north and south and there seems to be less traffic - at least when I'm crossing.
- Trees block vision.
- It feels like there are too many lanes to cross, safely, and the traffic is going too fast.
- It's probably better now that the flashing light is in, but it's been historically so dangerous I changed my patterns to avoid it.
- Cars going too fast and not enough lights



Answered: 38

Q19: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (2 of 3):

- Cars do not expect to see pedestrians crossing Austin Avenue. I wait until there are no cars in either direction.
- No specified place for pedestrians or bikers to cross the heavy traffic.
- Need better signage for coming over hill towards SWU. There is no line of sight to anticipate people crossing.
- Cars DO NOT OBEY THE SPEED LIMIT after crossing university heading south. They immediately speed up to 50 miles+ per hour. there is no place to safely cross.
- Traffic is coming in too fast, No bike lanes, no sidewalks, no pedestrian crossing signals or easy access to cross plus too many large vehicles ie. 18-wheelers/construction traffic does not allow you to safely cross.
- We typically cross at 16th where the lights are installed and the dedicated crosswalk but vehicles are moving at a very fast speed to slow down so regardless of the lighting and crosswalk I typically have to just wait until it is all clear. There have been times with my oldest boy (6) who will go push the button to cross and I've felt it unsafe for him to cross even with lights flashing and traffic anywhere close. The visibility for drivers to notice lights on the far sides often hidden or obscured by trees if you're further away just isn't enough in my opinion. I believe some flashing lighting actually built into the pavement with slightly raised reflectors that also light up would remediate the issue...or at minimum give the crossing more visibility.
- We cross at the new 16th street blinking pedestrian crossing but sometimes cars don't stop so I have to be very careful with my kids to nearly make sure there aren't any cars in sight to cross.
- The crosswalks with flashing signals have helped, but you still need to watch to make sure drivers stop. I have often seen them blow through the crosswalk. If you are crossing farther south, especially at 18th Street, crossing is perilous. With Brushy St. coming in at an angle and all of the parking lot exits, there is too much going on at that intersection--and there are no walk signals within a convenient walking distance.



Q19: If No, please tell us the reason(s) you didn't feel safe.

Actual Citizen Input (3 of 3):

- Better stop controls needed
- Traffic too fast
- Traffic moving too fast and too few designated crossings
- Speed limit was too fast, too many vehicles. It does seem safer with the warnings at 16th and Austin
- Needs cross walk
- Speed of traffic. No crossing signals.
- No lights. You just have to be fast.
- Absolutely unsafe. This is where I live on Austin Ave and you have to run across the street. Drivers go far above the speed limit on Austin Ave.
- cars going too fast to cross a 4 lane street and beyond university, there are no other lighted crosswalks. i very seldom cross here as it's too dangerous.
- Traffic does not stop, and cars often speed heading south.
- No marked crosswalks
- Used the crosswalk they have at 16th.
- University needs bike lanes and sidewalks. The volume of large fast pickups makes for a dangerous mix.
- Traffic
- The inner section at 18th is terrible. People leaving the laundromat are careless. Also people NEVER stop at the crosswalks on Austin Ave



Q19: If No, please tell us the reason(s) you didn't feel safe.

GNA Summary of Citizen Input:

This is a fast stretch of road: wide, open and daunting to cross. Cars heading south from University especially accelerate rapidly and break the speed limit. One resident runs across the road, while others simply change their patterns to avoid having to cross it.

This is a "RESIDENTIAL" neighborhood and families should be able to cross the road without danger. But there is nothing to slow cars down or to warn them of pedestrians. Drivers are not expecting pedestrians [perhaps because this looks like a street that pedestrians wouldn't try to cross?].

Crossing at 18th Street is very dangerous, turning vehicles especially are careless. Fast traffic can appear suddenly. The only place to cross is the flashing light crosswalk at 16th Street - however, cars often don't stop for pedestrians even there. There are no warning signs about "STATE LAW". [Again, we see the probability that unless we slow and warn drivers, inadequate crosswalks are an invitation for pedestrians to be hit by cars.]



Q20: If you have crossed Austin Ave on foot, where do you usually cross?

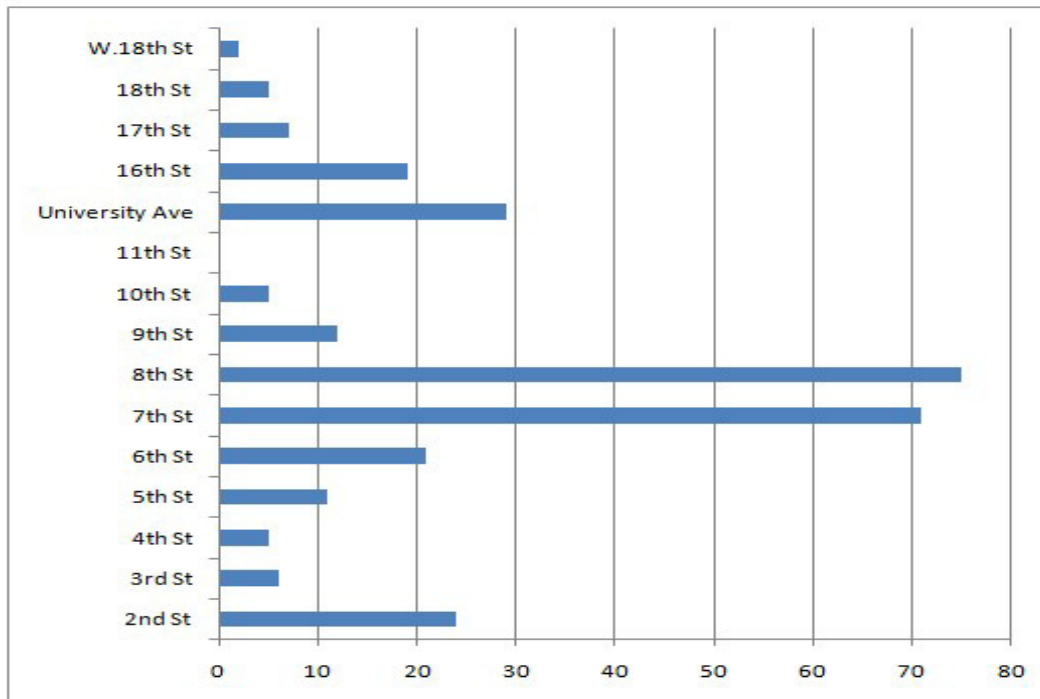


Chart Display by GNA – see Audit Documents for source data at: <http://www.alliancegeorgetown.org/corridor-survey/>

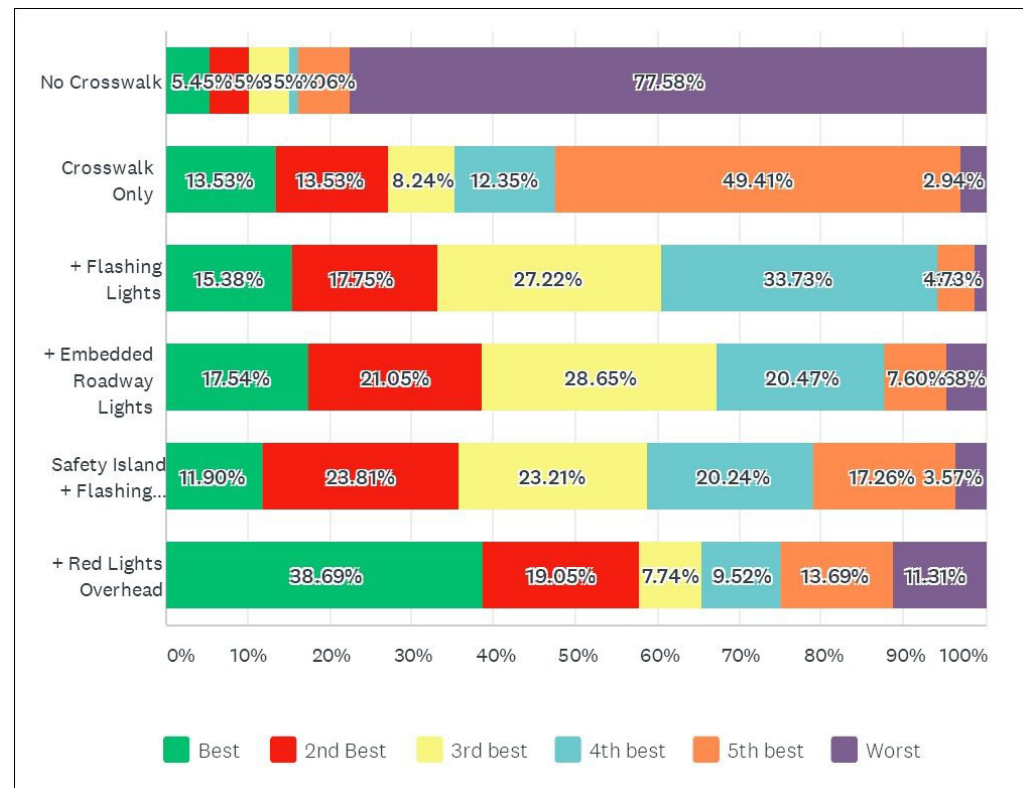


Answered: 38

Q21: As a pedestrian or biker, If you were going to cross either University Ave or Austin Ave at a crosswalk, which crosswalk design would you like to use? Please rank these in your order of preference, 1 through 6, with 1 being top choice, etc.

LEGEND:

- No crosswalk
- Striped crosswalk only
- Striped crosswalk plus flashing lights at sidewalk
- Striped crosswalk plus flashing lights plus embedded roadway lights
- Striped crosswalk plus flashing lights plus median safety island
- Striped crosswalk with overhead stop lights



Answered: 175 Skipped: 7

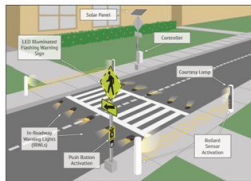
Q21: As a pedestrian or biker, If you were going to cross either University Ave or Austin Ave at a crosswalk, which crosswalk design would you like to use? Please rank these in your order of preference, 1 through 6, with 1 being top choice, etc.



BEST: Striped crosswalk with overhead stop lights (score 4.26)



4th BEST: Striped crosswalk plus flashing lights plus median safety island (score 3.82)



2nd BEST: Striped crosswalk plus flashing lights plus embedded roadway lights (score 4.06)



5th BEST: Striped crosswalk only (score 3.21)



3rd BEST: Striped crosswalk plus flashing lights at sidewalk island (score 4.02)



WORST: No crosswalk (score 1.7)

GNA Display of Aggregate Scores



Answered: 175 Skipped: 7

Q21: As a pedestrian or biker, If you were going to cross either University Ave or Austin Ave at a crosswalk, which crosswalk design would you like to use? Please rank these in your order of preference, 1 through 6, with 1 being top choice, etc.

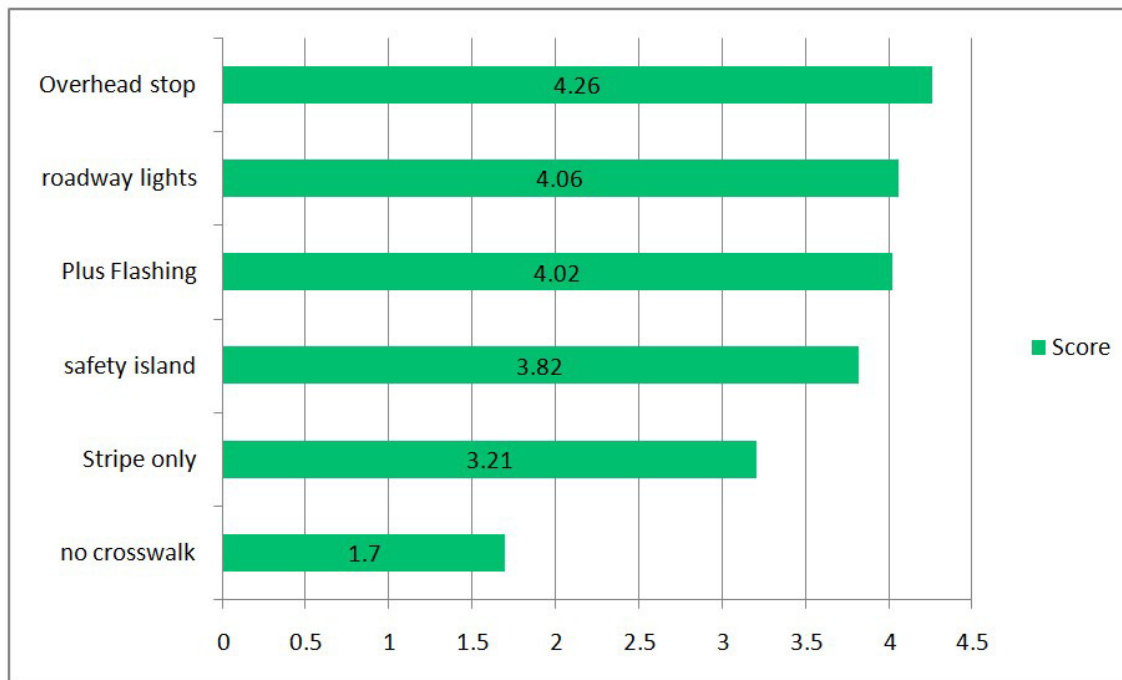


Chart Display by GNA – see Audit Documents for source data at: <http://www.alliancegeorgetown.org/corridor-survey/>



Answered: 175 Skipped: 7

Q22: The features and design of these downtown corridors will have a lasting and powerful impact on how people experience our great town. Do you have any other ideas or suggestions on what these downtown corridors could/should look like in the future?

Actual Citizen Input (1 of 12):

- One-way streets, or streets where traffic is slowed down by the design; for instance by narrowing the lane and making the lane meander and/or going around a traffic circle at intersections = more efficient traffic flow than traffic lights. Plantings separate the motorists from cyclists and pedestrians. Sidewalk terraces as on the southside of the square. Parking will be completely off these streets.
- I do feel that they need to put up a guardrail in front of the businesses that face Austin Ave between 7th & 8th street. Lots of people congregate outside near the road and I'm concerned about people getting hurt if a car skips the curb.
- Main or Austin pedestrian only
- People shouldn't be able to park right up next to the stop signs. Parking needs to stop a couple car lengths back where parallel parking is allowed along the streets downtown. Due to this parking, cyclists are stuck out in the main lane (no shoulder available) and people can't see cyclists coming into the intersection.
- Options for widening University Avenue to add a turn lane should be considered. Traffic gets backed up waiting for cars wanting to turn left. Question 21 should come with a price tag for each option. Cost could make a difference in selecting preferences 1-6, because the city tends to get reckless when spending taxpayer money.
- 110 Hanging Star Lane
- Remove parking on Austin Av between 5th and 9th.
- Don't mess it up by adding a bunch of stupid bike lanes. And I really wish you wouldn't change the Williams Dr./I35 crossover into that mess that University Ave/I35 in Round Rock did. I used to live there and it's stupid and counter intuitive.
- Central Curbed island. More crosswalk zones



Answered: 90

Q22: The features and design of these downtown corridors will have a lasting and powerful impact on how people experience our great town. Do you have any other ideas or suggestions on what these downtown corridors could/should look like in the future?

Actual Citizen Input (2 of 12):

- Get the heavy truck traffic off University. Enforce the speed limits on University.
- More art. The corridors should be reflective of their neighborhoods.
- Allow for pedestrian flow, limit bike lanes
- These corridors are affected by the streets they intersect. Scenic Drive/University is disastrous. Its impact is affecting traffic at HEB and incoming traffic from the downtown area
- University should have median in center and be a walkable boulevard, without big trucks.
- Medians with grass, trees & landscaping. possibly single lane if not room for the blvd (this would slow down traffic) and brick crosswalks (something more pleasing to the eye). We have enough signage, blinking lights...it is visual overload for drivers and feel confusing for drivers yielding when not at a stop light. but safety should be utmost. maybe just a few more lights on Austin & University for crossing at. I think these landscaped, tree blvds should extend across I-35 to Wolf Ranch Shopping Center and beyond instead of filled in with concrete and with turning lanes every so often so it doesn't end up being a nightmare like Williams Drive. Cars crossing traffic and not sure if they are going to stay in median or pull out in front of you. Let them go with traffic and turn at a turning lane doing a u turn to go the direction they would like if not at a light. Southlake Blvd in Southlake, TX has done a nice job and has much more traffic on it.
- One-way streets, or streets where traffic is slowed down by the design; for instance by narrowing the lane and making the lane meander and/or going around a traffic circle at intersections = more efficient traffic flow than traffic lights. Plantings separate the motorists from cyclists and pedestrians. Sidewalk terraces as on the southside of the square. Parking will be completely off these streets.
- I do feel that they need to put up a guardrail in front of the businesses that face Austin Ave between 7th & 8th street. Lots of people congregate outside near the road and I'm concerned about people getting hurt if a car skips the curb.



Q22: The features and design of these downtown corridors will have a lasting and powerful impact on how people experience our great town. Do you have any other ideas or suggestions on what these downtown corridors could/should look like in the future?

Actual Citizen Input (3 of 12):

- Austin Avenue is residential between University and 18th. Adding stop sign or lights or anything else to slow traffic down is essential. Families need to be able to leave their driveways or cross the street without taking their lives in their hands. Drivers who ignore the crosswalk lights should be fined.
- Stop over building small areas
- I like the square blocked off on weekends
- Anything that will encourage drivers to think they are driving through a residential area and not "the fastest route through town" will improve University. I believe stop signs (not lights) at Hutto Rd. and College St. would help to end the "thruway" feeling for drivers.
- More trees and planters.
- Fewer bars and more shops would be nice. Finding a way to route traffic around and having tents and open air markets more often, or weekly would be cool.
- Level sidewalks on BOTH sides of the street in all of the busier areas.
- Austin Avenue from University Avenue to about 18th is RESIDENTIAL! It MUST be redesigned as a SAFE RESIDENTIAL STREET. This means ONE lane in each direction plus a center left-turn lane AND BIKE LANES. More protected pedestrian crossings. MANY traffic-calming measures. PROHIBIT THROUGH TRUCKS. IMPROVE STREET LIGHTS.
- Stop letting building push up against the street. The tall project at 2d street near the S. San Gabriel bridge should have been set back at least 12 feet to allow for greenery/shade/buffer between street and sidewalk. Austin is generally 2 - 6 degrees hotter than Gtwn (esp at night)/early morning) because of all its concrete. Georgetown is allowing WAY too much concrete/impervious cover and loss of trees. Off topic, but today I was horrified to see that the CCC springs in the park have been destroyed rather than restored. And the springs were not flowing and the sand bottom is now a pile of rocks.



Q22: The features and design of these downtown corridors will have a lasting and powerful impact on how people experience our great town. Do you have any other ideas or suggestions on what these downtown corridors could/should look like in the future?

Actual Citizen Input (4 of 12):

- A dedicated turn lane would be great, to allow for a smoother and more reliable flow of traffic. More landscaping, improved and wider sidewalks, buffers between traffic and the sidewalks, either with on-street parking or landscaping, or cycling lanes.
- sidewalks set well away from roadways.
- No
- I would designate Austin Ave from 5th Street to University as a main area. Perhaps like Disneyland streets, where you can highlight it with a color or some type of art (like giant poppies inside the crosswalks). Look at the gaslamp district in Seattle. Everyone knows it because of the lamps. The first time I went to the downtown area, I was confused as to where it was. Austin and University look terrible! That corner could be an "entrance to downtown" just by adding color. Maybe signs could be made that say HISTORIC GEORGETOWN but not just the green street type signs, a sign that is in the shape of a historic downtown with fonts that look historic. Keep an image going like the poppy. I love seeing the poppy around, its colorful and happy. It stands out against the historic buildings, but it doesn't represent historic. Need to stay to the theme. Also diverting the traffic is a great idea. I don't see how you can put a center island there, but if you could with sidewalks, that would create more of a walking area. This area is not walking friendly. A center island could be used for biking and walking if designed correctly.
- Bike lanes should be added to Austin and University
- More pedestrian only streets
- Believe that the Square and streets immediately around it should be pedestrian only.



Q22: The features and design of these downtown corridors will have a lasting and powerful impact on how people experience our great town. Do you have any other ideas or suggestions on what these downtown corridors could/should look like in the future?

Actual Citizen Input (5 of 12):

- Improve sidewalks on University Ave, especially west of Austin Ave. Add bicycle lanes on University Ave all the way from Southwestern U (Maple St.) to the HEB near I-35. Add a sidewalk on the East side of Austin Ave. to allow pedestrians to go from the Square all the way to the forthcoming pedestrian bridges across the San Gabriel River. Make the sidewalks 10 ft wide to accommodate both pedestrians and cyclists.
- Get rid of the double stop lights at main and Austin on University. Figure out a center lane or how to time them. Same with the HEB entrance right near the freeway. It's as if none of the traffic lights work together.
- University Ave from Main to Hutto should be treated as a historical, beautiful roadway for slower cars, bikes and pedestrians only.
- Get rid of pawn shop and oil exchange at Austin and University
- A full pedestrian zone. 7th, 8th, and 9th streets between Austin and church should have no cars at all and be dedicated to pedestrians year round. Main and church between 6th and 9th should also be pedestrian only. This will be good for businesses and customers. 24hr weekend Commuter rail to downtown Austin would also be awesome! This would bring our bars more business and allow us easier access to the occasional activity there.
- Place ramp near Monument. Add flashing crosswalk. Heavy traffic needs to be redirected to interstate access road and loops.
- We should ensure that the intersections are clean and buildings are maintained. We should not allow any parking garages to be a part of the downtown area close to Old Town. We should maintain the quaint atmosphere of the Old Town area.
- Reference your crosswalk options I would only say that the options of no crosswalk or traditional crosswalk are the only reasonable options. The others should not be considered.
- Automated cameras on Austin avenue for speeders.



Q22: The features and design of these downtown corridors will have a lasting and powerful impact on how people experience our great town. Do you have any other ideas or suggestions on what these downtown corridors could/should look like in the future?

Actual Citizen Input (6 of 12):

- EFFECTIVE lighting (light going down towards sidewalks, not out or up to blind pedestrians and drivers) More poppies, more greenery/trees, more seating areas, more trash receptacles,
- Add turn lanes.
- I think the most amazing thing would be some/any traffic enforcement of speed limits, especially on University, especially of trucks and pick-ups
- The most important thing is to make the crossings convenient, stopping traffic, and ensuring that speed limits are posted frequently. Having a straight road is important also - such as in the downtown area where there is a slight change in width making street parking and getting out of the car challenging, including for drivers that must go around them. While it may be convenient in downtown, street parking should only be on one side of the street and not both.
- The flashing lights don't work!!! Honestly, I feel traffic should be routed around the square. Cars drive too fast down Austin, Main, Church, etc. Our square should be quaint and safe - not a thoroughfare for thru traffic. Also, this isn't about downtown, but we live right off of University. There needs to be MUCH done to reduce the noise of traffic and police need to enforce the speed limits. This is a dangerous road and drivers are going way too fast. Bad/dangerous driving is the worst part of Georgetown.
- Make them safe and beautiful. I like the idea of having distinctions of entering the downtown area with trees, signs or any other special thing. Its the jewel of Georgetown, it should look special.



Q22: The features and design of these downtown corridors will have a lasting and powerful impact on how people experience our great town. Do you have any other ideas or suggestions on what these downtown corridors could/should look like in the future?

Actual Citizen Input (7 of 12):

- I think it would be ideal to remove a lane in either direction down Austin and have dedicated bike lanes like they've done in the old Mueller Airport in Austin. The curb and divisions maintain a sense of safety between vehicle and pedestrian/biker traffic. Reduce speeds on University from Leander Drive north until the river crossings at minimum if not to Williams drive. The reduction in lane would also encourage trucks to take alternative routes. Other ideas would be to make Main Street north of University to 2nd strictly bike/running/walking and all traffic move to Austin. I would also love to see the square have three sides completely renovated (North, East, & South) to where there are no parking spots and you can install removable bollards to prohibit traffic during weekends and events. Something similar to the square in Santa Fe, NM. Make the square truly a walking experience. Traffic can remain on Austin.
- They should be fun to drive and fun to walk (and bike). Walking (or parking) Medians, and single lanes with dedicated turn lanes, are best practices in urban design, yield the highest returns in livability and business income, and will make a stellar complement to our downtown and its pedestrian focus.
- Catwalks over university and other busy roads.
Turning the area around the square into 1-way roads and removing curbs to make street level same as restrained level (like some main squares in Europe) so that people will be forced to drive more carefully.
- These streets are actually residential streets, even though people use them as thoroughfares. They should follow rules for residential streets, such as slower speed limits, more controlled intersections, designated/marked bike routes, restricted left turns (especially at pedestrian crossings.) If this makes these streets less attractive to people just passing through, so be it!
- Traffic signals at crossings that stop traffic in all four directions at the same time.
- Favor pedestrians and bikes, even to the exclusion of cars. Many nice cities in Europe have pedestrian-only areas of the city, where there is shopping and outdoor dining.



Q22: The features and design of these downtown corridors will have a lasting and powerful impact on how people experience our great town. Do you have any other ideas or suggestions on what these downtown corridors could/should look like in the future?

Actual Citizen Input (8 of 12):

- Please incorporate murals and art in some way. I'd love to see more murals.
- We need bike lanes
- Prevent vehicle traffic during high pedestrian times around the square such is common in Europe. like Thursday thru Sunday from 10am to 8pm.
- Use intelligent light with turn lanes at University and Austin. It takes forever to get through that intersection with one direction at a time for traffic.
- I would prefer to see planted, landscaped islands between a slowed down, single lane (each way) Austin Avenue between 2nd Street and 6th or 7th Street, with appropriate slowing tools at intersections.
- No
- Build them as a neighborhood, not through ways. Make throughways out of the roads like InnerLoop and IH-35
- One way traffic around the courthouse (clockwise) would reduce the dangers that exist on Austin Avenue. Counter-clockwise traffic around the "outer square" consisting of Church, 6th, Rock, and 9th would provide adequate flow while providing higher storefront exposure for off square businesses and encourage use of existing public parking (rather than building a hideous garage).
- Austin Avenue needs to be changed to two drive-through outer lanes and two landscaped inner lanes with turning lanes at every corner from 3rd to 7th. Pedestrian cross-walks need to be large (wide and clearly striped). Austin Avenue does not need a bike lane. Bike lanes should be on Rock Street (bikes are dangerous for pedestrians, too). Austin Avenue from University to 9th should be tree-lined with wide sidewalks and public art. Tree-lined sidewalks should be installed along Rock Street from 8th St to 2nd St. Downtown needs to be pedestrian-dominated, not automobile or bicycle dominated. A structured parking garage should be built on the city-owned block at 9th and Main.



Q22: The features and design of these downtown corridors will have a lasting and powerful impact on how people experience our great town. Do you have any other ideas or suggestions on what these downtown corridors could/should look like in the future?

Actual Citizen Input (9 of 12):

- I think the traffic immediately around the square should be made super-slow to encourage strolling and outside dining and shopping. Through traffic should use alternate routes.
- I think a focus on trees on the side of the road helps preserve a neighborhood feel, increases walk ability with shade, and helps decrease traffic noise in the neighborhood. Also it reminds drivers that this is a neighborhood and might encourage them to drive slower. We need to be beautifying these main corridors along-with making them safer for pedestrians and cyclists. This city really needs bike lanes, and less parking around the square so that cars take alternate routes around the blocks surrounding the square.
- As business moves north through georgetown and austin ave, we desperately need a crosswalk at Austin Ave and Williams Drive (by mcdonalds) - there is not a safe space to cross there. i think it could help tie in downtown.
- Underground the power lines and fiber optic lines to improve aesthetics AND visibility. Remove poles and widen sidewalks.
- The challenges down University are different from Austin. Too often large oversized tractor trailers carrying items down University impacting traffic when they could have gone around downtown. But if you route too much traffic around the square, it could negatively impact foot traffic at businesses. Parking is an issue and plans need to be finalized, especially if the spots in front of the businesses are used for seating as they were this weekend.
- Speed needs to be decreased and monitored. Lights need to be sync'ed . Side streets between SU and Railroad need to be managed for drivers that speed through the neighborhood. Side streets from University to 2nd street need to be managed for drivers that speed through the neighborhood. Corridors should be distinct, welcoming, charming and safe
- The traffic signals on both Austin and University should be synchronized to maximize traffic flow as much as possible. See Frisco Tx Main Street for excellent example.
- Open areas, architecturally attractive and harmonious to our older downtown buildings. Very pedestrian friendly.



Q22: The features and design of these downtown corridors will have a lasting and powerful impact on how people experience our great town. Do you have any other ideas or suggestions on what these downtown corridors could/should look like in the future?

Actual Citizen Input (10 of 12):

- The original downtown Georgetown is a gem in the state of TX. Over the past 20 years we have watched as the immediate square and its popularity has expanded to multiple blocks outside the "square". Example is the old Drager Motor now a popular Book Store/restaurant. People should be able to comfortably walk from this area to the square without major fear of getting hit by a car crossing Austin Ave.
- We all really enjoy the "foot traffic prone" experience, such as we have around the square. I believe that promoting and growing the footprint of our "around the square" experience will be an important component of the charm of our beautiful downtown. But... simple truth is that foot and vehicular traffic are inherently in conflict with one another AND are going to have to coexist peacefully. That can only happen when BOTH sides of the equation to be willing to make reasonable and fair accommodations to the other. Crosswalks IMO should always, except for certain special circumstances, be placed at street intersections where vehicle traffic is already required to make a stop. For a pedestrian to expect a driver to make additional stops because the ped cannot be bothered to walk to the traffic light at the end of the block is just rude. Likewise for a driver not "hold their pause" for a little longer to allow pedestrians to get across safely is equally rude and inconsiderate. Drivers though our downtown should not expect be able make as good of progress as they can elsewhere and pedestrians should expect to "slow their stroll" some times to help the drivers get on with their trip and clear the datum.
- Route downtown traffic through old town on one way streets. Then make downtown pedestrian only.
- Sidewalks on many downtown streets lack ramps for bikes, wheelchairs, and strollers.
- Shorter stays at red lights signals. Using traffic sensing devices to enable more frequent flow of traffic in each direction. That way intersection will control flow of traffic and allow present pedestrians a button to push to cross the road lessening their wait and less delay to drivers.
- I haven't educated myself on these downtown corridors so I can't really say anything.



Q22: The features and design of these downtown corridors will have a lasting and powerful impact on how people experience our great town. Do you have any other ideas or suggestions on what these downtown corridors could/should look like in the future?

Actual Citizen Input (11 of 12):

- Close S Main St between 11th and University, and turn it into a parking area. Close S Main on the south side of University to vehicular traffic. This will eliminate some of the traffic congestion at University and Austin Ave.
- The fewer flashing lights the better. Gaudy is ugly.
- River crossings are the problem in Georgetown. What you are seeing, implied by the questions above, is that we have no fast N/S thoroughfare on the east side of I35 (Austin Ave. can no longer serve that purpose). Figure out how to get a wide/fast N/S road on the east side not too far from I35 and you're golden. Good luck!
- Have more bypass roads that are not so far away - add more through streets (see Round Rock road plan - streets are designated as neighborhood - major neighborhood - minor through traffic - major through traffic) so allows for more ways around the city = too much dependence on University and Austin for going through town
- The future development of downtown Georgetown will be enhanced by its walkability and ease of parking within close proximity to the Square. Georgetown is growing dramatically and everything that can be done to mitigate the issues created by the growth will be a major plus.
- No.
- More arteries for through traffic to get around downtown without having to go through it. My destination isn't always downtown but I do have to go through downtown to get there. Congestion could be rescued with better access moving around downtown, such as more bridges over the river and easier Hwy frontage
- Lower the speed limit on all streets. Plant more trees. Consider 1 way streets
- It would be great to see beautiful flowers
- Save money on crosswalks and signals. Eliminate cars at the square. Pedestrian only. Move cars outward with parking. Add more outdoor eating. Make the square an outdoor mall area.



Q22: The features and design of these downtown corridors will have a lasting and powerful impact on how people experience our great town. Do you have any other ideas or suggestions on what these downtown corridors could/should look like in the future?

Actual Citizen Input (12 of 12):

- Very frustrated and deliberate you have the study end at 18th. “The Old Monument” has been abandoned for over 10 years. Covered with homeless people living there and overgrown, but those owners get away with it because they have nicer places in the “better” part of town. People in this area are tired of city council favoring those owners. What an eyesore but coincidence it’s not in your study??
- Traffic circles on Austin Ave to slow vehicular traffic.
- Georgetown Eagles blue reflective road paint for the crosswalks
- Auditory signal lights at Main and University. With no through traffic at Main, it’s hard for blind people to know when to cross. Husband is blind



Q22: The features and design of these downtown corridors will have a lasting and powerful impact on how people experience our great town. Do you have any other ideas or suggestions on what these downtown corridors could/should look like in the future?

GNA Summary of Citizen Input:

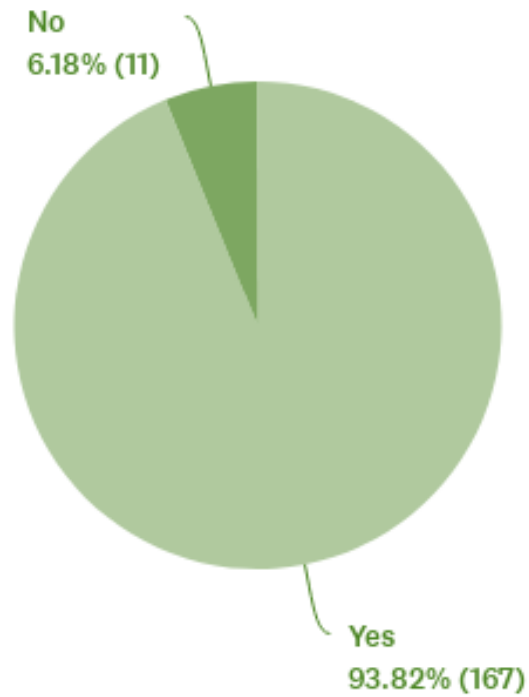
Too many suggestions to summarize all of them but one predominant desire is to slow traffic down to a speed that pedestrians can deal with in safety and without fear of their lives. We should regard the need to calm traffic as a design challenge and an opportunity for increased beautification.

Consider Stop signs rather than lights, and traffic circles rather than either. Consider reducing vehicle lanes to add wider sidewalks, bike lanes and planted medians for a strolling, boulevard feel. Use planters to separate pedestrians from bikes and cars.

Get the heavy traffic re-routed around these roads. Make them undesirable for drivers in a hurry. Enforce speed limits and traffic rules. The test of design MUST be increased walkability and attractiveness to pedestrians. Consider pedestrian-only areas, with outdoor amenities.



Q23: Do you live within the City of Georgetown?



Answered: 178 Skipped: 4

Q24: If YES, what is the closest major intersection to your house? (for example: Main St & University Ave or Williams Dr & DB Wood Rd or Austin Ave & Leander Road etc)

Actual Citizen Input (1 of 9):

- Austin Ave and Williams Drive
- Main St. & University Ave.
- Leander Road and I-35
- University and Maple
- Austin Ave & 6th
- Williams drive & Booty's Crossing
- Main St & University
- Silver Spur and Pedernales
- scenic and university
- Inner Loop and 29.
- SH29 & DB Wppd
- Austin Ave/Williams Dr.
- DB Wood
- Ash & 7th Streets
- University Ave. and College St.
- Lakeway
- Williams & Del Web
- Austin Ave and 8th Street
- Austin & 10th St



Answered: 159

Q24: If YES, what is the closest major intersection to your house? (for example: Main St & University Ave or Williams Dr & DB Wood Rd or Austin Ave & Leander Road etc)

Actual Citizen Input (2 of 9):

- 10th and Austin
- Austin and FM 931
- Main and univ
- Main & University
- Austin and 16th
- Austin Ave & Leander
- Austin & 971
- Sun City to Williams
- University and Hutto Rd.
- Austin Ave & Williams Dr
- Williams Dr & IH35
- University & Hutto
- 13th & College
- DB Wood Rd & Oak Ridge Rd. (we need a traffic light there as well)
- Leander Hwy & 35
- I35 and University
- Austin Avenue at University Avenue.
- Main St and University
- Williams and Shell



Q24: If YES, what is the closest major intersection to your house? (for example: Main St & University Ave or Williams Dr & DB Wood Rd or Austin Ave & Leander Road etc)

Actual Citizen Input (3 of 9):

- University Avenue and Maple Street
- University and Maple
- Austin Ave and San Gabriel St.
- Austin Ave and 7th St
- Williams drive
- Main st and university
- Williams and DB Wood Rd
- Austin and leander rd
- Del Webb and Williams Dr
- Dell Webb and williams dr.
- Hutto rd and 29
- University and College
- Williams Dr/135
- University and Main
- Maple & University
- Austin Avenue and Williams Drive
- DB Woods
- Maple St and University Ave.
- Inner loop and University



Q24: If YES, what is the closest major intersection to your house? (for example: Main St & University Ave or Williams Dr & DB Wood Rd or Austin Ave & Leander Road etc)

Actual Citizen Input (4 of 9):

- University and Maple
- Wms Drive & Del Webb
- Innwood and Ridge Oak
- Austin Ave and E 6th St
- Main Street and University Ave
- Austin and 7 th
- San Gabriel Village and Austin Ave
- 5th and austin
- Williams and Lakeway
- Williams Dr. & DB Wood Rd
- Myrtle & University
- Main and University
- Austin Ave
- University Ave & Maple
- DB Wood & University
- Main St & University
- Williams drive & del webb blvd
- Williams Dr & DB Wood
- University & Church



Q24: If YES, what is the closest major intersection to your house? (for example: Main St & University Ave or Williams Dr & DB Wood Rd or Austin Ave & Leander Road etc)

Actual Citizen Input (5 of 9):

- University and Olive
- University and Main Street
- 17th and railroad
- Main and University
- Williams Drive and Shell Road
- 17th & Railroad...though not "major". University & Scenic.
- Austin Street and University Ave.
- University & Main
- Austin & University
- Williams & i35, Williams & Austin
- Austin Ave. & Leander Rd.
- Main and university
- University & Maple
- Austin Ave and 6th
- Main and University
- Maple St & University
- Williams Drive and Bootys
- Walnut Street and University Avenue
- Ash & University



Q24: If YES, what is the closest major intersection to your house? (for example: Main St & University Ave or Williams Dr & DB Wood Rd or Austin Ave & Leander Road etc)

Actual Citizen Input (6 of 9):

- University & S College
- Main and University
- Williams @ Lakeway
- 2nd Street and Austin Avenue
- Williams and River Bend
- S Austin Ave and 17th St
- Airport Rd. and Berry Creek Dr.
- University and Main
- Williams & Central
- Inner loop/29
- Inner Loop at SH 29.
- University and College
- Austin, Leander
- Williams Drive
- 4th and Main
- 1460 & SE Inner Loop
- Myrtle and University
- Maple and University
- University and Main
- Williams & DB Woods
- DB Wood/29



Q24: If YES, what is the closest major intersection to your house? (for example: Main St & University Ave or Williams Dr & DB Wood Rd or Austin Ave & Leander Road etc)

Actual Citizen Input (7 of 9):

- Austin Ave. and FM 971
- University & Wolf Ranch
- main and university
- Williams & Del Webb
- College St and University Ave
- Williams Dr. and DB Wood, 29 and DB Wood (about equidistant)
- 971 & Inner Loop
- S 2nd St and Austin Ave
- Austin Ave. and Leander Rd.
- University and Maple
- Southwest bypass & Leander Road
- Shell Westbury. I work near the intersection of E State Hwy 29 and 106
- Central and Northwest Blvd
- Austin ave & 4th St
- University & Austin Ave.
- Williams and db wood
- Williams and DB Wood
- University
- University and inner loop



Q24: If YES, what is the closest major intersection to your house? (for example: Main St & University Ave or Williams Dr & DB Wood Rd or Austin Ave & Leander Road etc)

Actual Citizen Input (8 of 9):

- 4th and college
- River hills subdivision
- 8th and Main
- Main st & university
- Kingsway @ Briarcrest
- I35 and Leander Rd.
- Williams and DB Wood
- University and maple
- Williams
- Leander Rd. & Austin Ave
- Holly St. & 2nd St
- Williams Dr and DB Wood
- Williams Dr & DB Wood
- 2nd & myrtle
- Austin Ave & Leander Road
- Lender rd river ridge
- i-35 and leander rd



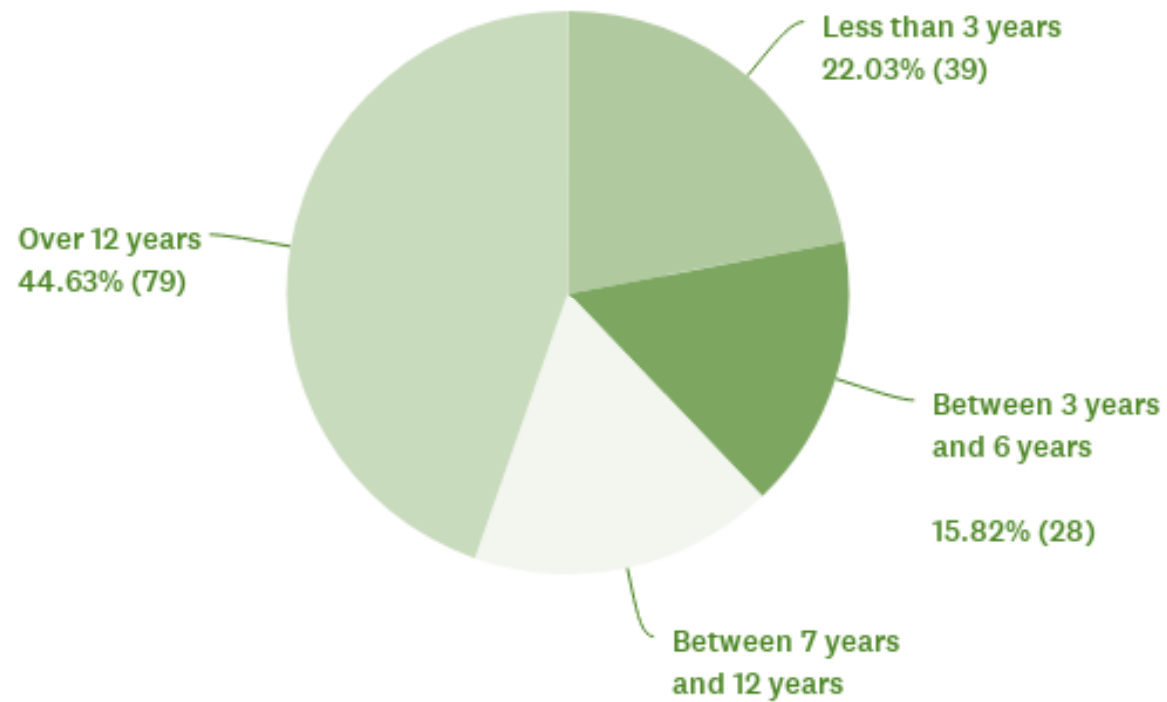
Q24: If YES, what is the closest major intersection to your house? (for example: Main St & University Ave or Williams Dr & DB Wood Rd or Austin Ave & Leander Road etc)

Actual Citizen Input (9 of 9):

- Williams Dr and db woods
- 18th & Main
- Austin/Williams
- Williams Dr and DB Wood Rd
- Austin Ave & William's Dr
- Main at University
- Serenada and williams dr



Q25: How long have you lived in Georgetown?



Answered: 177 Skipped: 5