

Bergstrom Spur Trail

(Western + Central Segments)

60% Design Community Feedback

Input Type	Page
Survey Summary	2
Open-Ended Responses	26
Demographic Responses	47



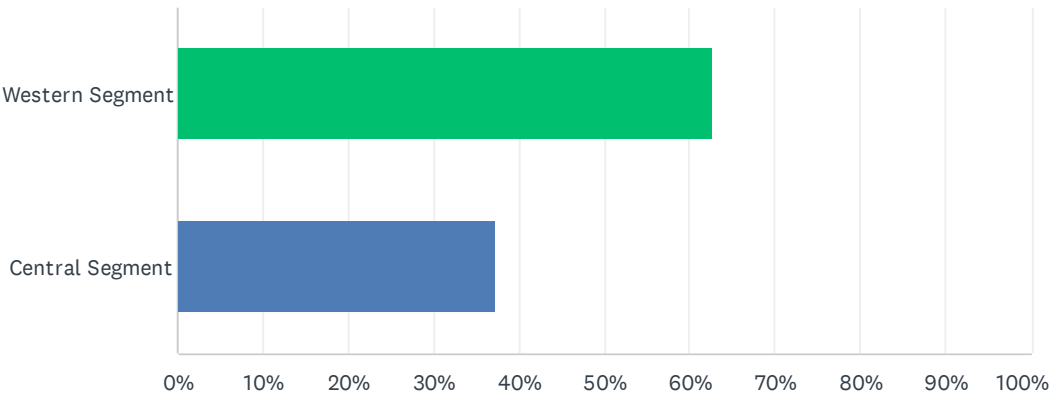
Bergstrom Spur Trail
(Western + Central Segments)
60% Design Community Feedback

Survey Summary



Q1 You are welcome to share feedback on the Western Segment, the Central Segment, or both. Which segment would you like to provide feedback on first?

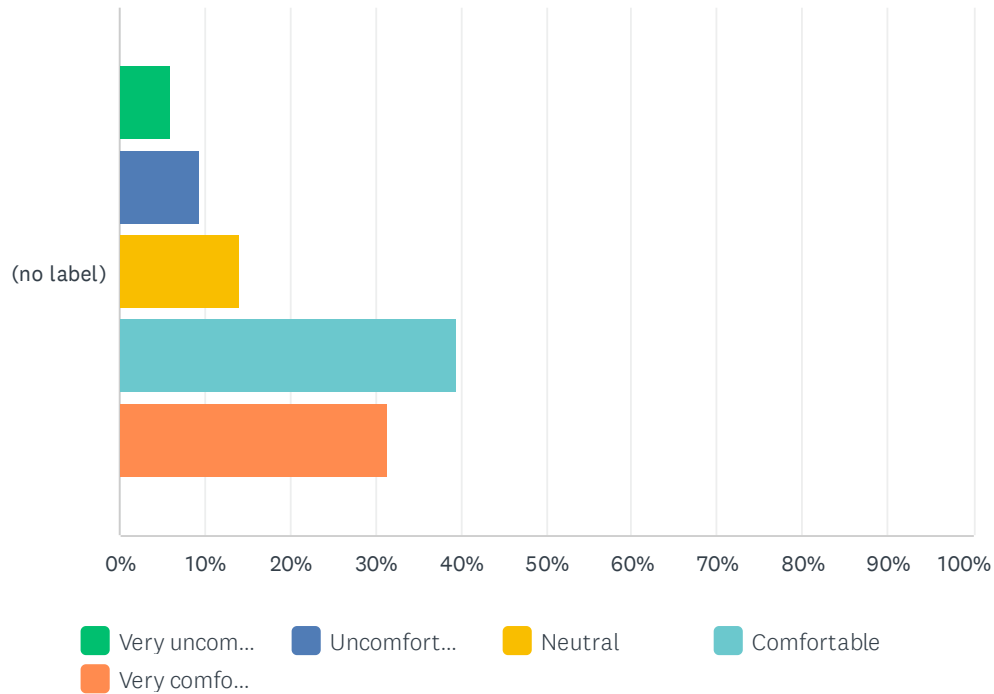
Answered: 712 Skipped: 10



ANSWER CHOICES		RESPONSES
Western Segment		62.78% 447
Central Segment		37.22% 265
TOTAL		712

Q2 How comfortable are you with the proposed design for the portion of trail along Vinson Drive (a shared use path that varies in width between 8-feet-wide and 13-feet-wide)?

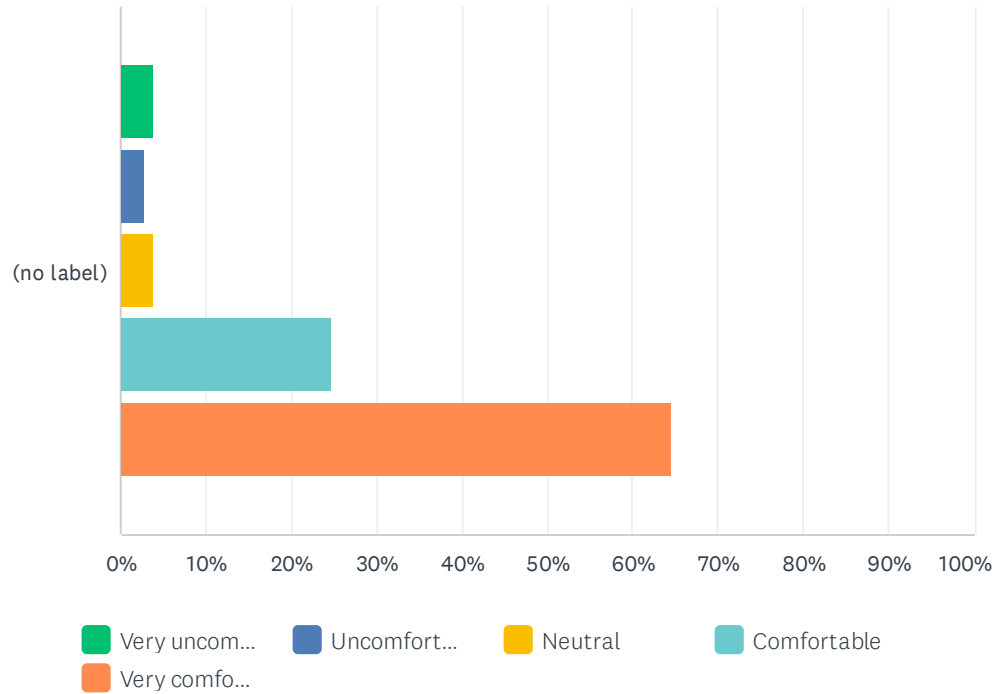
Answered: 492 Skipped: 230



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	5.89% 29	9.35% 46	14.02% 69	39.43% 194	31.30% 154	492	3.81

Q3 How comfortable are you with the proposed design for the main portion of trail (a two-way bike path and a sidewalk separated by a grass median)?

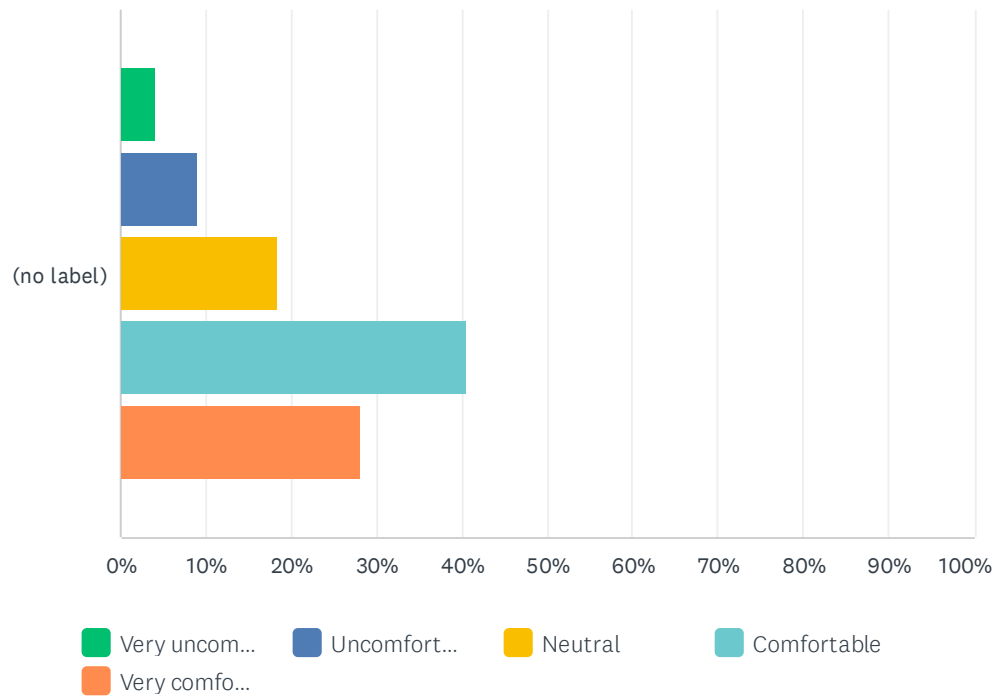
Answered: 492 Skipped: 230



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	3.86% 19	2.85% 14	3.86% 19	24.80% 122	64.63% 318	492	4.43

Q4 How comfortable are you with the proposed designs for the trail crossings at Aberdeen Drive, Orland Boulevard, Lennox Drive, and Philco Drive?

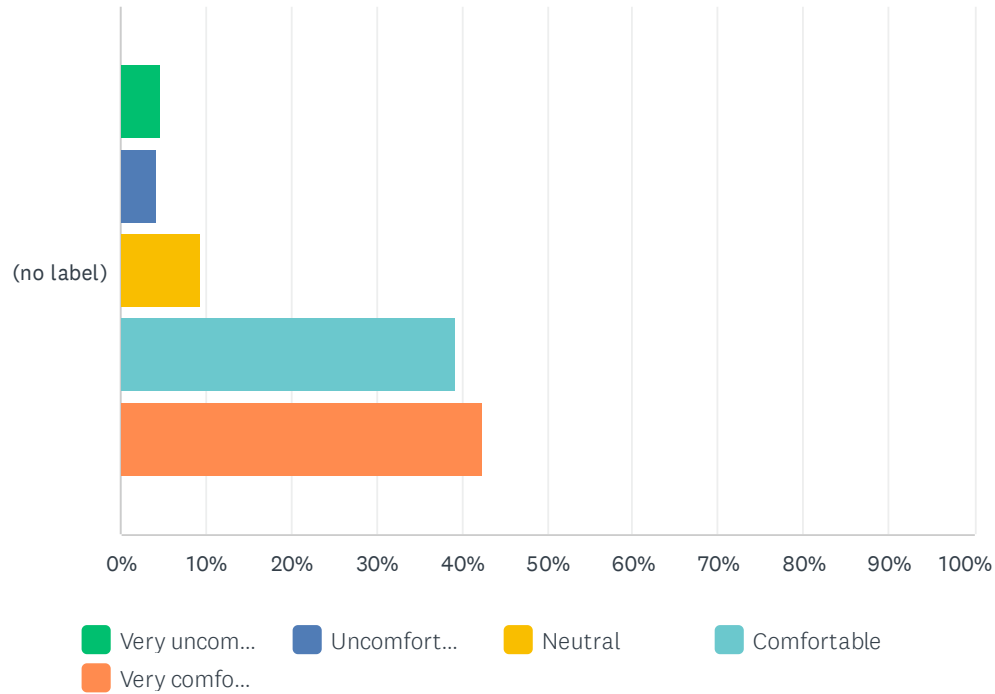
Answered: 454 Skipped: 268



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	3.96% 18	9.03% 41	18.28% 83	40.53% 184	28.19% 128	454	3.80

Q5 How comfortable are you with the proposed design for the trail crossing at St. Elmo Road?

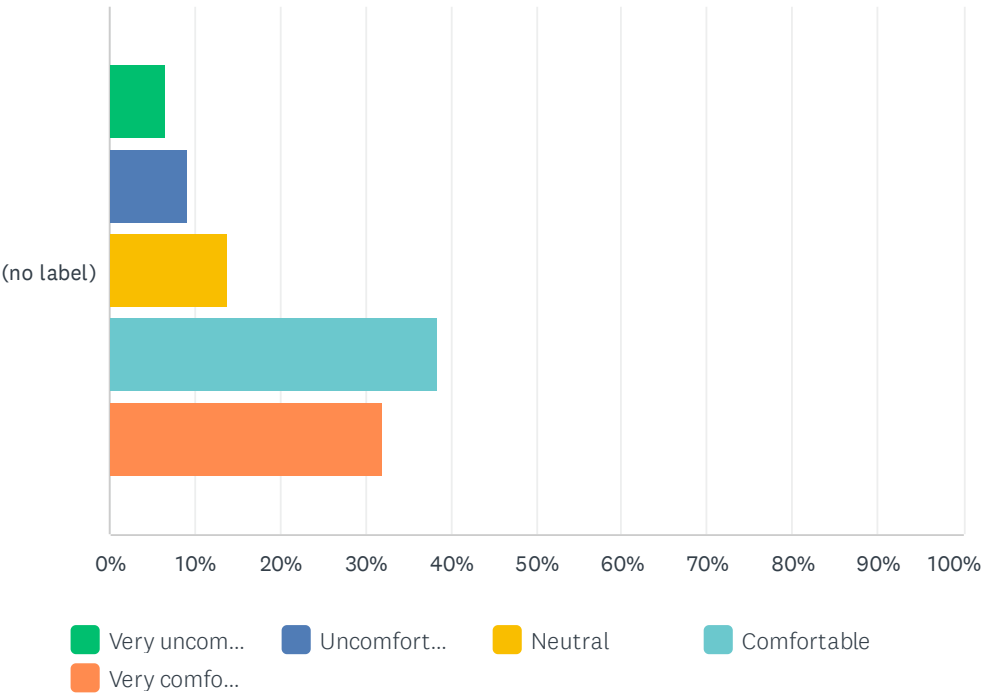
Answered: 454 Skipped: 268



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	4.63% 21	4.19% 19	9.47% 43	39.21% 178	42.51% 193	454	4.11

Q6 How comfortable are you with the proposed design for the trail crossing at South 1st Street?

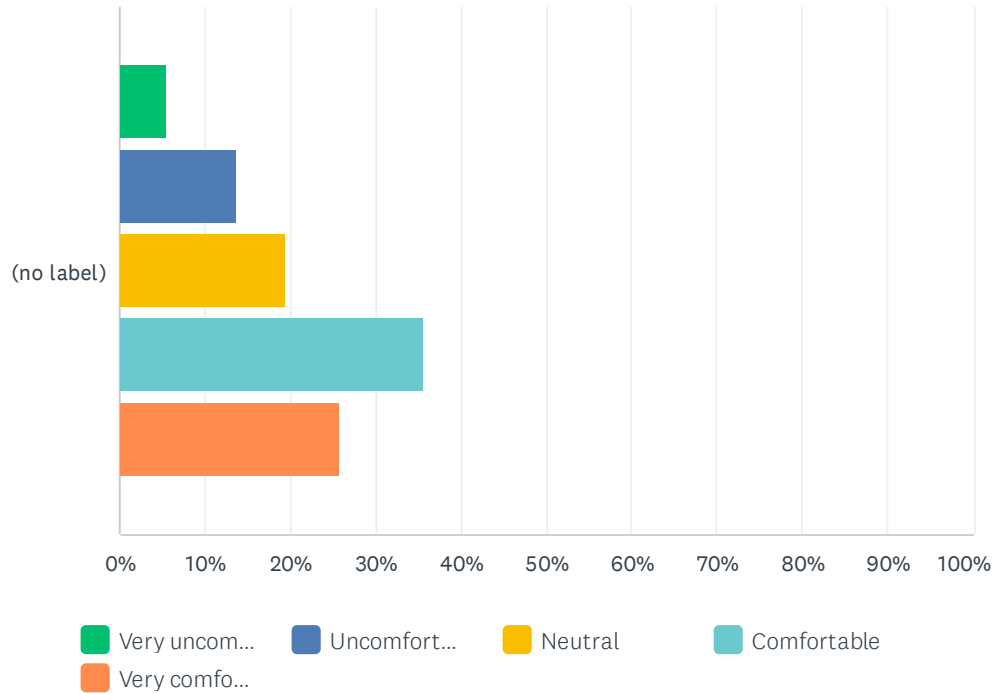
Answered: 454 Skipped: 268



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	6.61% 30	9.25% 42	13.88% 63	38.33% 174	31.94% 145	454	3.80

Q7 How comfortable are you with the proposed design for the western side of the trail crossing at South Congress Avenue?

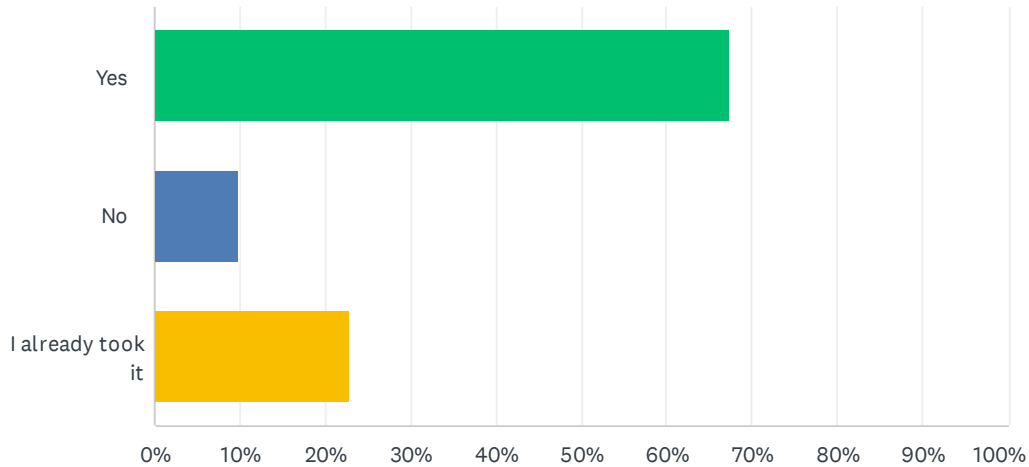
Answered: 454 Skipped: 268



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	5.51% 25	13.66% 62	19.38% 88	35.68% 162	25.77% 117	454	3.63

Q8 Thank you for taking the Western Segment survey! Would you like to take the Central Segment survey?

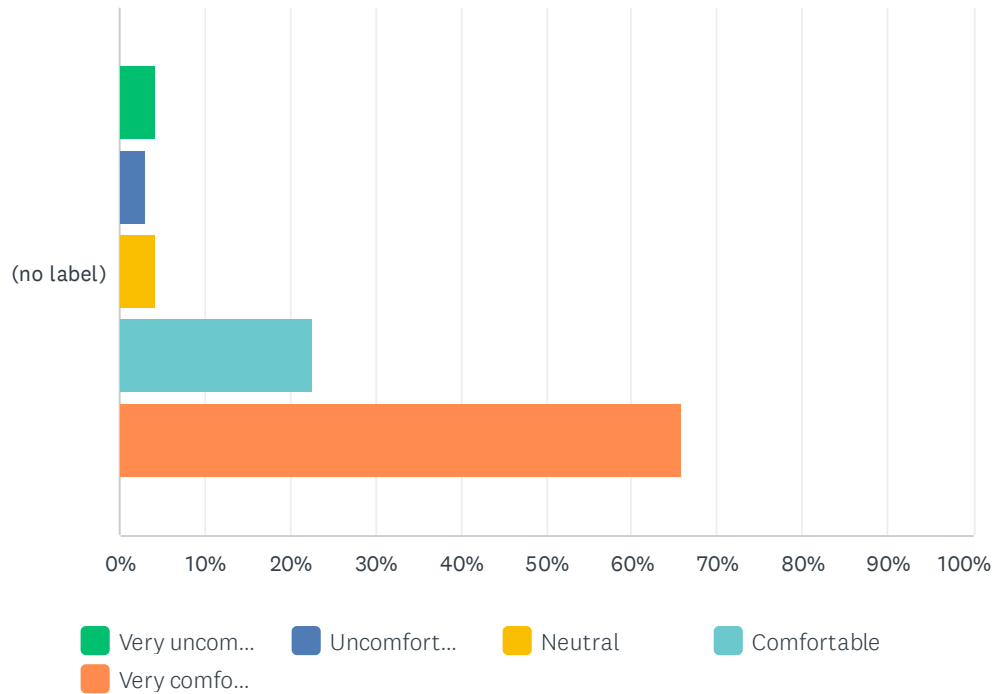
Answered: 442 Skipped: 280



ANSWER CHOICES	RESPONSES	
Yes	67.42%	298
No	9.73%	43
I already took it	22.85%	101
TOTAL		442

Q9 How comfortable are you with the proposed design for the majority of the Central segment of the trail (a 12-foot, two-way bike path and an 8-foot sidewalk separated by a grass median)?

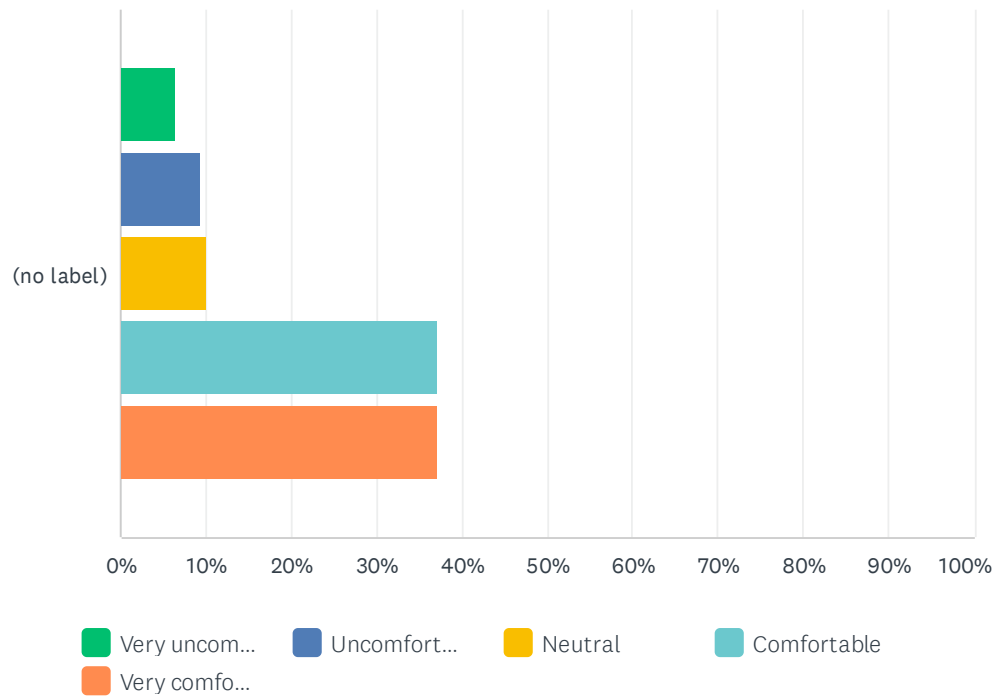
Answered: 520 Skipped: 202



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	4.23% 22	2.88% 15	4.23% 22	22.69% 118	65.96% 343	520	4.43

Q10 How comfortable are you with the proposed design for the short sections of the trail that are constrained (a 12-foot, two-way bike path and a parallel 8-foot sidewalk without a median in between)?

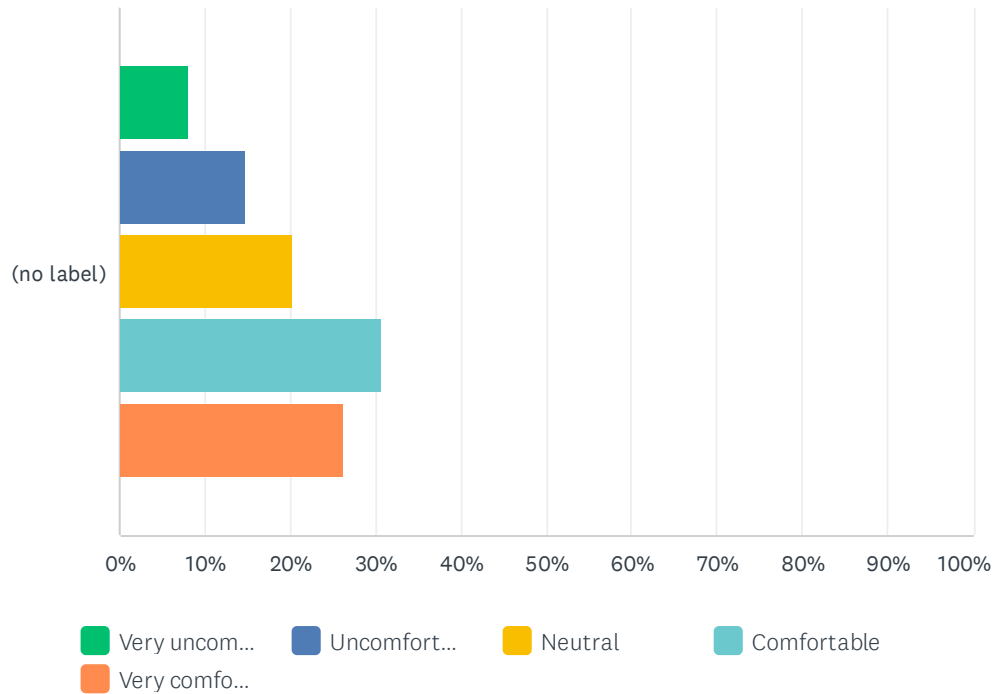
Answered: 520 Skipped: 202



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	6.35% 33	9.42% 49	10.00% 52	37.12% 193	37.12% 193	520	3.89

Q11 How comfortable are you with the proposed design for the short connector trail connecting to Industrial Boulevard at Willow Springs Road (a 16-foot-wide shared used path)?

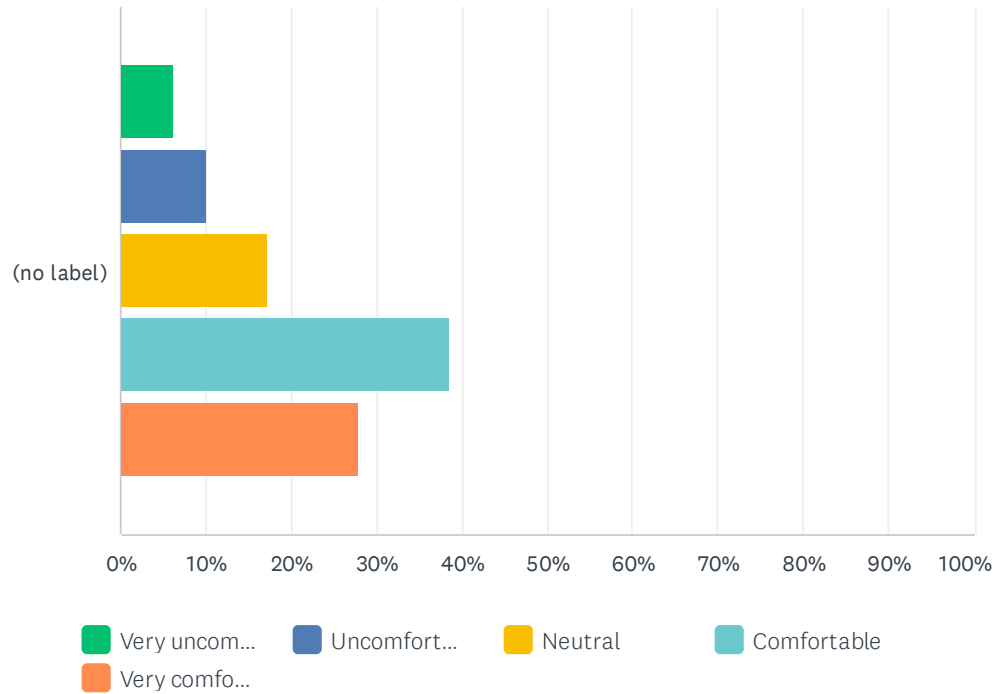
Answered: 520 Skipped: 202



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	8.08% 42	14.81% 77	20.19% 105	30.77% 160	26.15% 136	520	3.52

Q12 How comfortable are you with the proposed design for the eastern side of the trail crossing at South Congress Avenue?

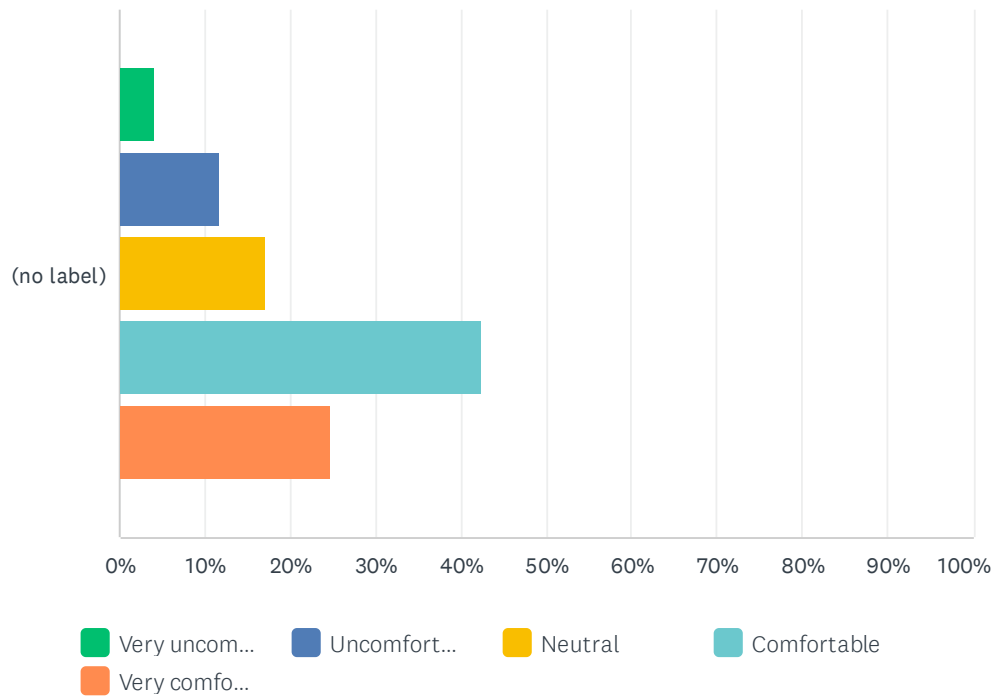
Answered: 474 Skipped: 248



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	6.12% 29	10.13% 48	17.30% 82	38.61% 183	27.85% 132	474	3.72

Q13 How comfortable are you with the proposed design for the crossing from the connector path to Willow Springs Boulevard accross Industrial Boulevard?

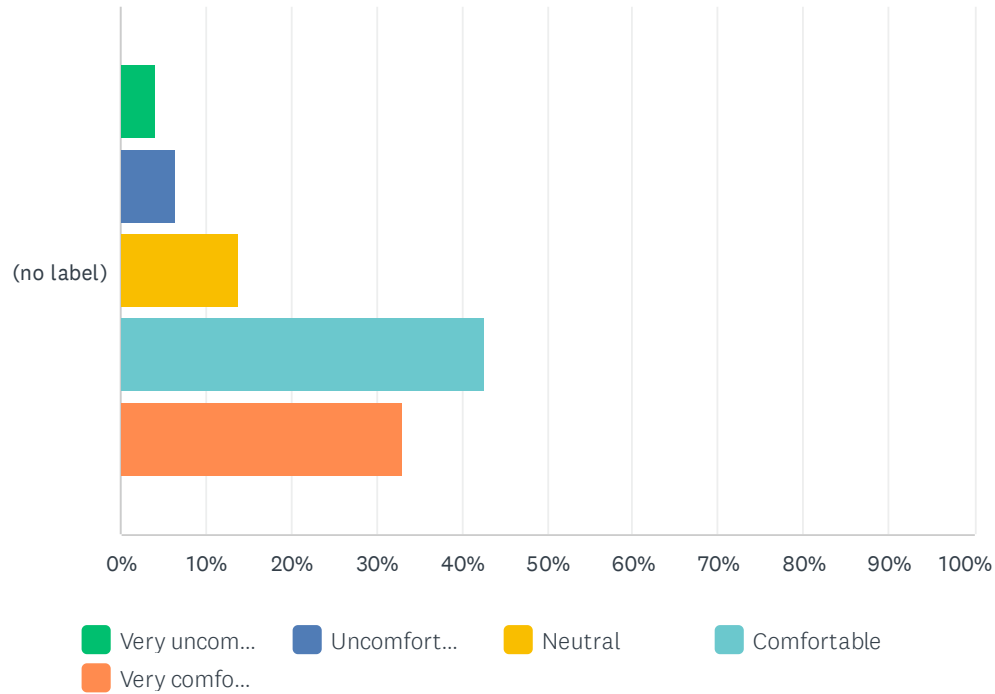
Answered: 474 Skipped: 248



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	4.01% 19	11.81% 56	17.09% 81	42.41% 201	24.68% 117	474	3.72

Q14 How comfortable are you with the proposed design for the trail crossing at Terry-O Lane?

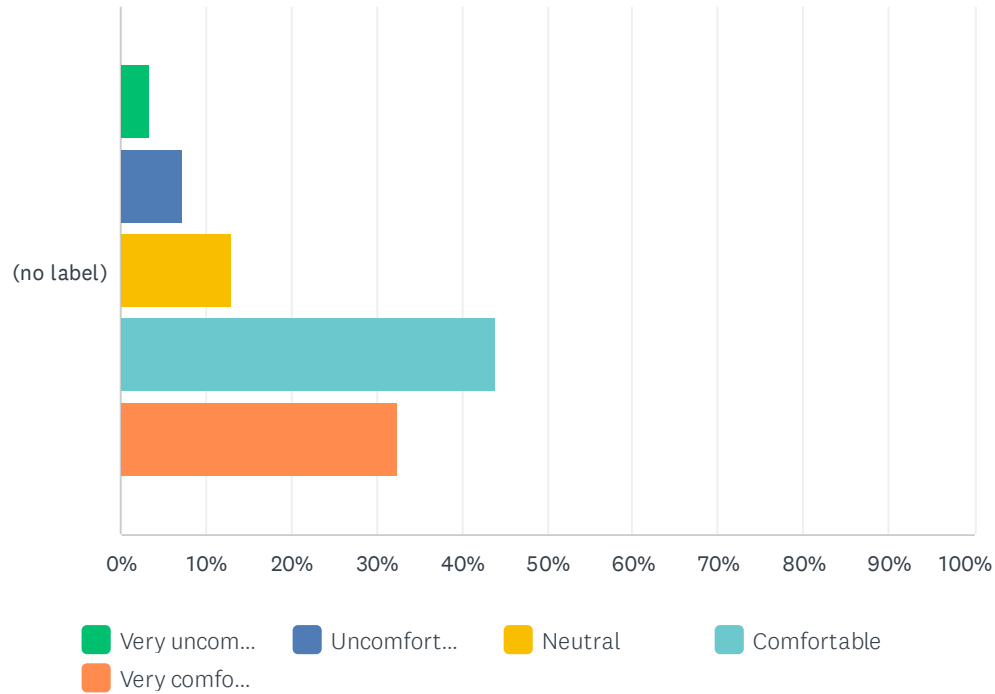
Answered: 474 Skipped: 248



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	4.01% 19	6.33% 30	13.92% 66	42.62% 202	33.12% 157	474	3.95

Q15 How comfortable are you with the proposed design for the trail crossing at Santiago Street?

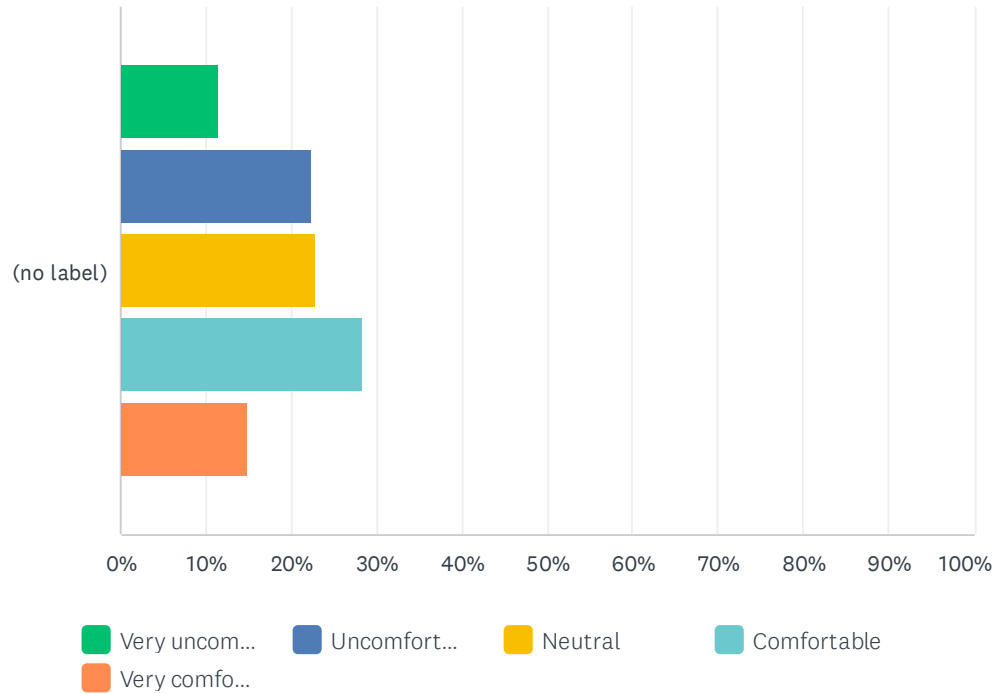
Answered: 474 Skipped: 248



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	3.38% 16	7.17% 34	13.08% 62	43.88% 208	32.49% 154	474	3.95

Q16 How comfortable are you with the proposed design for the trail crossing at the I-35 southbound frontage road?

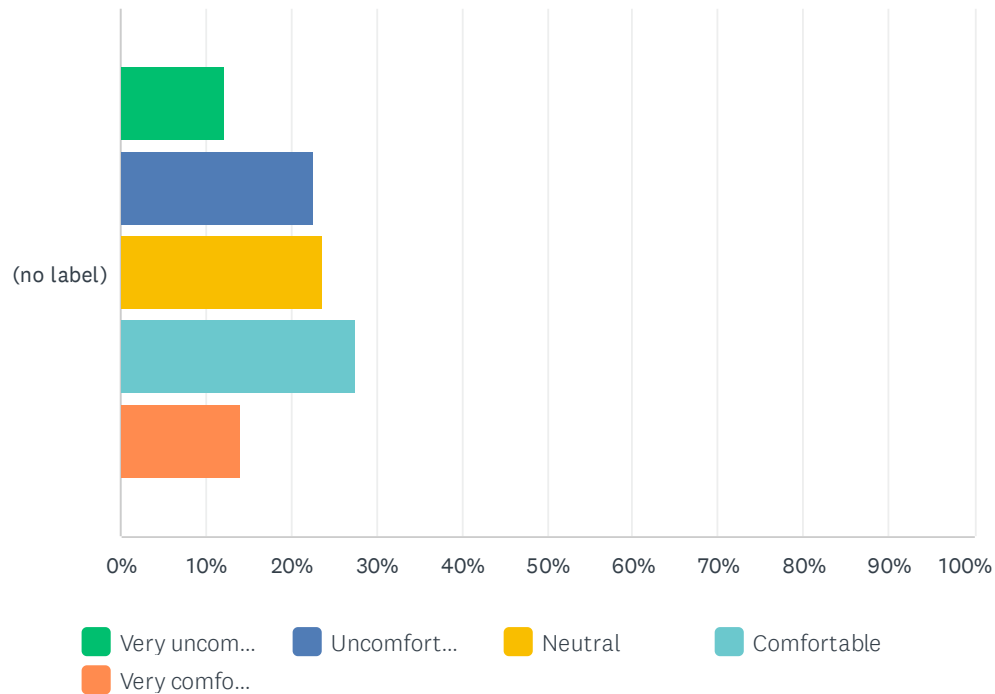
Answered: 474 Skipped: 248



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	11.60% 55	22.36% 106	22.78% 108	28.27% 134	14.98% 71	474	3.13

Q17 How comfortable are you with the proposed design for the trail crossing at the I-35 northbound frontage road?

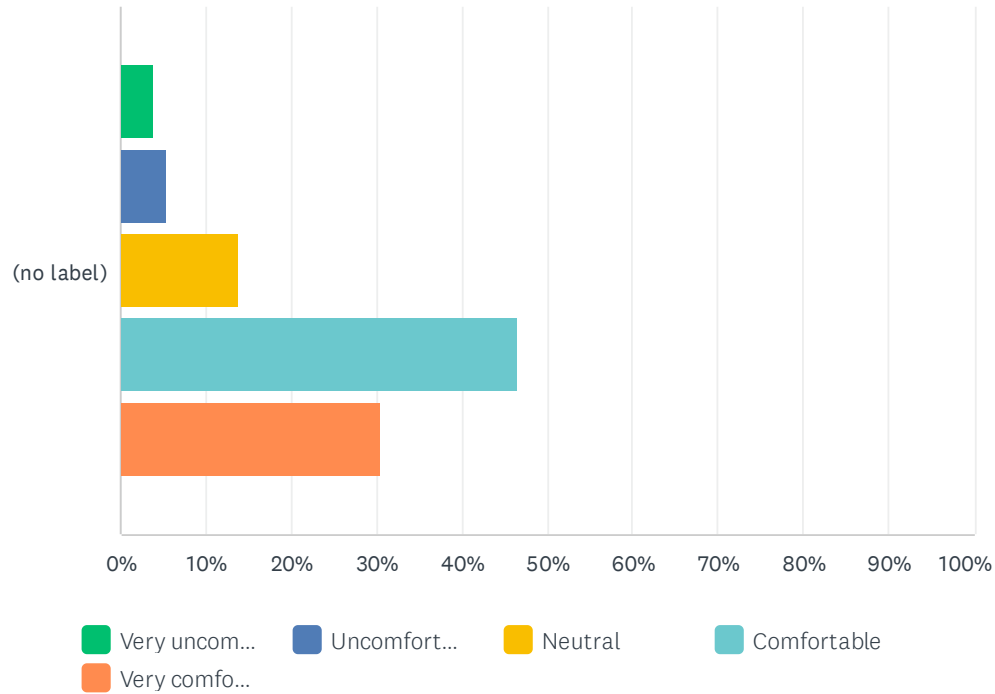
Answered: 474 Skipped: 248



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	12.24% 58	22.57% 107	23.63% 112	27.43% 130	14.14% 67	474	3.09

Q18 How comfortable are you with the proposed design for the trail crossing at Governors Row?

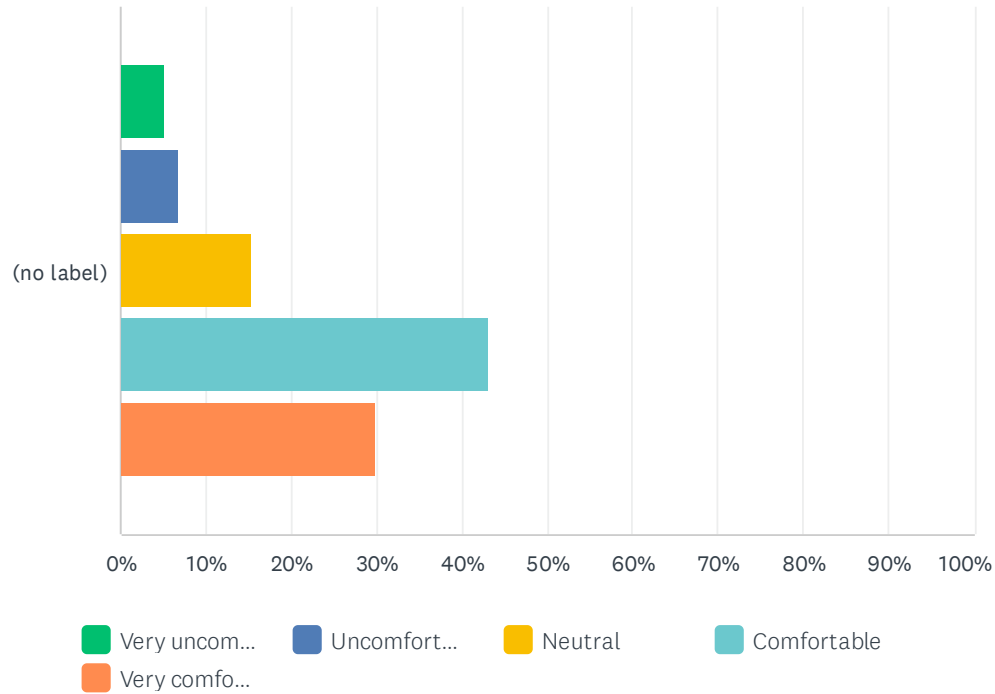
Answered: 474 Skipped: 248



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	3.80% 18	5.27% 25	13.92% 66	46.41% 220	30.59% 145	474	3.95

Q19 How comfortable are you with the proposed design for the trail crossing at Woodward Street?

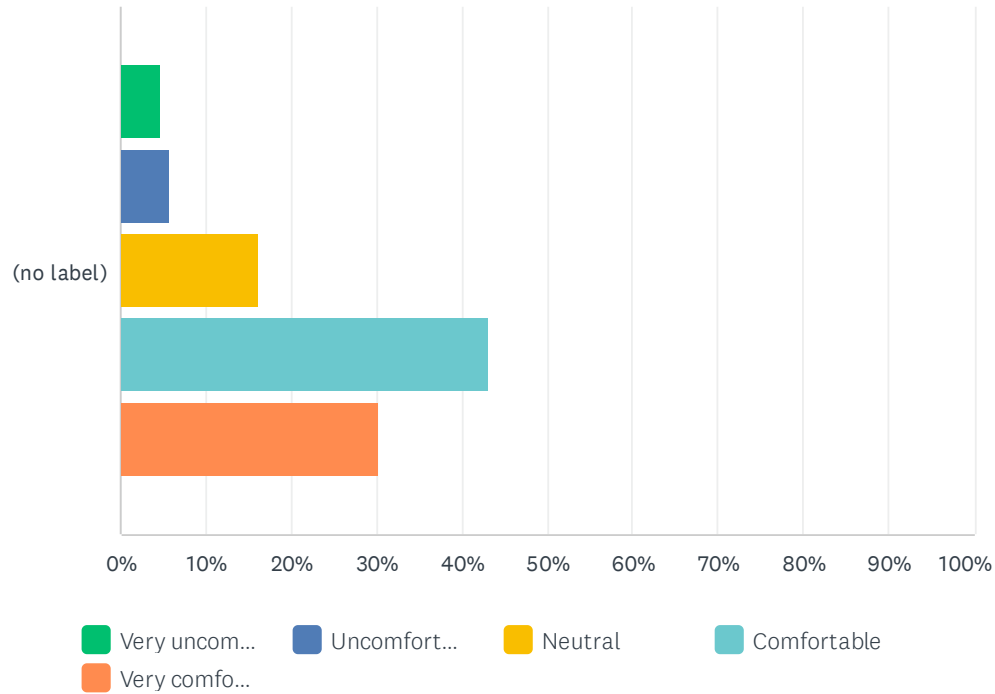
Answered: 474 Skipped: 248



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	5.06% 24	6.75% 32	15.40% 73	43.04% 204	29.75% 141	474	3.86

Q20 How comfortable are you with the proposed design for the trail crossing at South Industrial Drive?

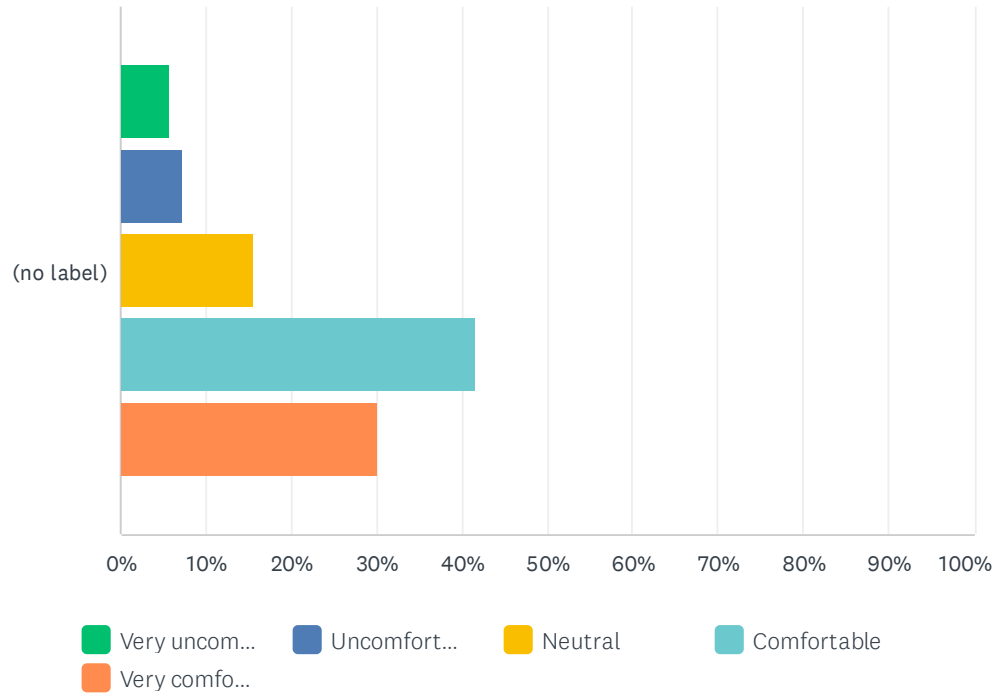
Answered: 474 Skipped: 248



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	4.64% 22	5.70% 27	16.24% 77	43.04% 204	30.38% 144	474	3.89

Q21 How comfortable are you with the proposed design for the trail crossing at Todd Lane?

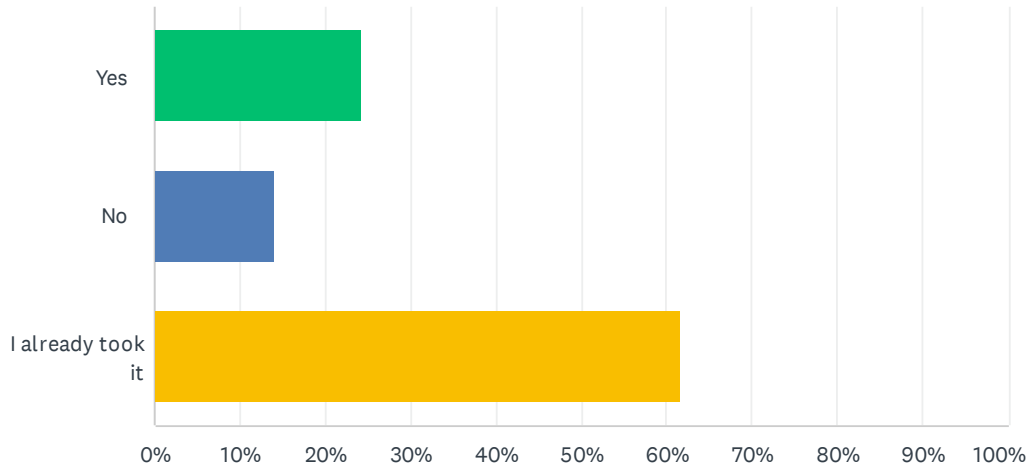
Answered: 474 Skipped: 248



	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
(no label)	5.70% 27	7.17% 34	15.61% 74	41.56% 197	29.96% 142	474	3.83

Q22 Thank you for taking the Central Segment survey! Would you like to take the Western Segment survey?

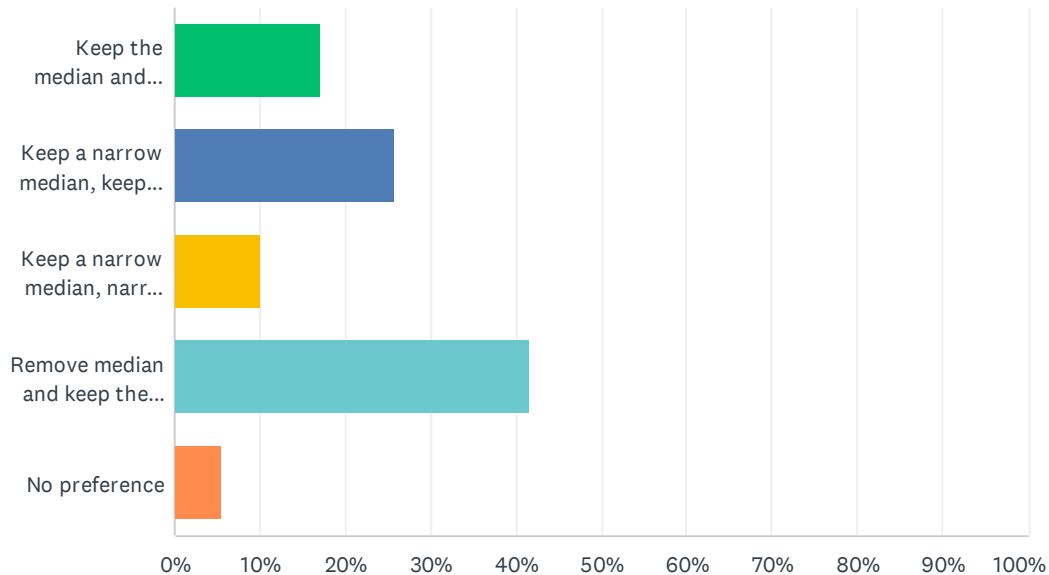
Answered: 462 Skipped: 260



ANSWER CHOICES	RESPONSES	
Yes	24.24%	112
No	14.07%	65
I already took it	61.69%	285
TOTAL		462

Q23 The majority of the trail from Vinson Drive to Todd Lane will consist of a 12-foot-wide, two-way bike path and an 8-foot-wide sidewalk separated by a grass median. In some areas, there is not enough space to accommodate these widths. In those scenarios, which would you prefer?

Answered: 473 Skipped: 249



ANSWER CHOICES	RESPONSES	
Keep the median and slightly narrow both the bike path and sidewalk	17.12%	81
Keep a narrow median, keep the bike path the same width and narrow the sidewalk	25.79%	122
Keep a narrow median, narrow the bike path and keep the sidewalk the same width	9.94%	47
Remove median and keep the trails as wide as possible (cyclists and pedestrians to be separated by painted stripe)	41.65%	197
No preference	5.50%	26
TOTAL		473

Bergstrom Spur Trail
(Western + Central Segments)
60% Design Community Feedback

Open-Ended Responses



Q24 Do you have any additional comments for the project team? Feel free to use this space to:

- Elaborate on your answers to previous questions,
- Share your feedback on desired amenities (such as trash and recycling cans, water fountains, shade structures, benches, and wayfinding), or
- Share your feedback on desired landscaping features (such as trees, plantings, and green stormwater infrastructure)

Answered: 256 Skipped: 466

#	RESPONSES	DATE
1	In my experience as an avid cyclist in Austin, the most unsafe cycling paths are those that are on one side of the road, shared directions (i.e. Shoal Creek). It doesn't feel safe riding against the flow of traffic, not to mention if you're on the left side of the road and need to turn right you have to exit the bike path, and cross at least 2 lanes of traffic in order to turn safely onto the correct side of the road. I'm not sure why this style of the bike path is the preferred design in Austin, but I highly suggest it be revisited. Additionally, anytime there is a shared use path (bikes + pedestrians) is a safety concern. The priority should be for cyclists and pedestrians to have separate paths with a defined median/barrier. Bike lanes should be on the road with clear signage and painted stripes.	11/2/2022 3:57 PM
2	Would love to see the path extended down terry o lane through the colonial trails and battle bend neighborhoods wherever possible to improve safety and access. Particularly because people often cut through those neighborhoods to get to/from i35.	11/1/2022 11:48 AM
3	I live at [redacted] and would like the project expanded down to our neighborhood so that we can have safe access to the Bergstrom Spur Trail. We are not far away and our access to that area isn't even sidewalked.	11/1/2022 11:47 AM
4	I would like to see more sidewalk infrastructure connecting the residential areas in the Central Segment to the new trail. Since the neighborhood is separated from the trail by an industrial area with rough and narrow roads, huge work trucks, and no sidewalks, the trail will have limited value for the people in the East Congress neighborhood without safe sidewalks that lead to the trail.	11/1/2022 10:28 AM
5	The City should again consider underpasses (such as under the frontage road) for select locations on the Trail, especially near IH35/SH71 in South Central Austin.	10/31/2022 11:07 AM
6	water fountains, the kind you throw a penny in for good luck. rainwater harvesters can provide shade and water.	10/30/2022 3:23 PM
7	PHB is bad as is causes cars to have rear end collisions. PHB's should a yellow mode before red so cars don't abruptly stop.	10/30/2022 2:54 PM
8	I am so pleased with all the new bike lanes. I know you hear lots of grouching from all those guys in their pickups but this will really sweeten up my commute from Emerald Forest to Congress. Thank you for all your hard work and forward-looking positivity!	10/29/2022 10:23 PM
9	Water fountains and as much greenery as possible will go a long way towards encouraging use. In a perfect world I'd love to see an elevated pedestrian crossing at S. 1st rather than a crossing that requires traffic to stop, but overall I am so excited to see this all come together!	10/29/2022 7:22 PM
10	make sure bikes stay on their path and do not cross over into the pedestrian walkway.	10/29/2022 6:35 PM
11	Many of the area along this route have few to no trees. Summers on sidewalks/paved bike paths can be unbearable without shade.	10/28/2022 11:35 PM
12	I am not sure I fully understand the full impact of the cross sections but these options seem great. I pass by the abandoned rail line all the time and seeing it always makes me excited about this project moving forward!	10/28/2022 11:10 PM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

13	No more bike lane posts or raised curbs! And keep city sidewalks clear of tall grasses so they can actually be used without someone walking in the grass.	10/28/2022 2:40 PM
14	Excellent work. Please conserve connectivity to adjacent properties when possible eg to 512 Brewing and to Industrial via Willow Springs as proposed. I would like to see more detail on wayfinding regarding its content, as this is a deficit on Austin bike routes currently, compared to Minneapolis, Seattle and Portland.	10/28/2022 1:14 PM
15	Please include a lot of drought tolerant shade trees. I've ridden part of the trail in full sun, and it's much to hot in the summer. The trails are much more usable the more shade they have. Please do not plant tiny trees that won't be maintained and will die due to lack of water. If possible, large trees that will provide shade immediately or in 2-4 years and have a way to get enough water to stay alive while they get established.	10/28/2022 11:49 AM
16	Raised crossings are absolutely fantastic, but I think one of the main issues I can see is that drivers don't often stop for normal crosswalks, so more signage for drivers would be great.	10/28/2022 10:29 AM
17	I would prefer to see a PHB on both sides of the street at every street crossing for safety.	10/28/2022 12:51 AM
18	Put a vertical barrier between biking and walking paths for safety. Please put benches, water fountains and trees for shade along the trail. This will make the trail easier and safer for people exercising and elderly people	10/27/2022 5:35 PM
19	I recently worked as an urban planner and I have experience looking at plans like these (as well as developing surveys for public input), and I found some of the questions that asked about road crossings a bit confusing. I think that the diagrams were a bit hard to follow since there was no key explaining what was indicated by the orange/green areas. I also think that having an overview map of the whole planned trail at beginning of the survey would be helpful for those who aren't familiar with the project. Thanks for taking my input, glad to see trails projects happening in South Austin!	10/26/2022 11:41 AM
20	I appreciate you looking to separate the pedestrian and bike lanes. I have been in an accident because pedestrians weren't paying attention in a situation where the bike lane was directly next to pedestrian lane (I was cyclist and flipped over handle bars to stop). Shade is always helpful with Austin summer and water intermittently is also beneficial.	10/24/2022 3:48 PM
21	I35 should have a dedicated bridge for pedestrians. Thanks.	10/24/2022 12:22 AM
22	The crossing of both main avenues on this trail (South 1st Ave and South Congress Ave) there needs to be a safer way for pedestrians to cross. An elevated pedestrian bridge would be ideal to avoid relying on the traffic light. Unfortunately, vehicles tend to speed on those streets, this could be dangerous. Additionally, it'd be beneficial to include water fountains, shade structure, and outdoors gyms throughout the extension of this trail. Great project!	10/23/2022 10:21 PM
23	I would like trees, shrubs, and green stormwater infrastructure.	10/22/2022 5:01 PM
24	It wasn't clear if the pedestrians would be given a dedicated light to cross I-35. People turn right on red a lot at that light and it'd be nice to be given a dedicated light to stop traffic all ways in order to cross. I love this project and am so excited to see it happen! A couple of these spots go by bus stops, so if you're adding in benches, shade structure or (especially) water fountains, I think it'd be great to prioritize them near the stops to benefit more people.	10/22/2022 8:51 AM
25	I would love to see it be inclusive of all people, so ain't seating throughout and water drinking stations. A bathroom or two along the trail would be nice too. Trash cans and recycling bins are essential. Native landscaping.	10/21/2022 7:07 PM
26	More bridges instead of crossings, prioritize now instead of later. The bike traffic will be immense in the future, with TXDOT over there etc. Also bike access to ABIA from Burleson will add traffic	10/21/2022 3:35 PM
27	dfa	10/20/2022 2:01 PM
28	This is an exciting project! The city needs more options for safe transportation that does not rely on cars. I appreciate the divided paths, and that they are wide enough for two cyclists going both directions (or anyway, if they're not, they should be). I also like the raised crossings where they can be used, and the narrowed traffic lanes where they couldn't be. Drivers don't respond to signs/enforcement-based controls, having permanent 24/7 physical barriers is the best way to handle crossings. I wish you all the best of luck and Godspeed (the red tape! The haters! And remember: if you build it, they will come.)	10/20/2022 12:37 AM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

29	St Elmo and Todd definitely both need phbs or other signalization to be safe. Will there be any attempt to add shade to the route? Heat is a major factor when biking this route.	10/20/2022 12:24 AM
30	Please take this new trail opportunity to incorporate an appropriate lighting scheme for the trail. We need to feel safe using it during early evening hours, especially in fall and winter months. Lighting must be included to get maximum use out of the trail.	10/19/2022 10:18 PM
31	Just really want to make sure the crossings are heavily indicated to ensure drivers are aware that these trails are used. I'd love to see some bathrooms and water fountains along the way. This city is so movement oriented, as am I, and there are some trails I don't use due to lack of bathrooms/water. This trail is of interest to me because the east side is near where I work, so I'd love to want to stay in the area to use the trail. Shade is nice as well. I think that goes along with water and restrooms. Lighting would be cool too, especially for early/late night users.	10/19/2022 10:16 PM
32	South Congress crossing area is a traffic nightmare, you know. Maybe a bridge.	10/19/2022 10:07 PM
33	There needs to be a way to slow the bikes down from shooting across the roadway. Very dangerous. At least this attempt at bike lanes limits the restrictions on traffic flow unlike most bike lane implementations that have made Austin's streets more dangerous, less safe and causes more congestion of traffic flow.	10/19/2022 9:55 PM
34	I am uncomfortable with the safety of some intersection plans. West St. Elmo is a busy street and the intersection there is so close to the school and hospital (drivers distracted by medical emergencies), and the nearby 3-way stop at James Casey that I fear raising the crosswalk is insufficient for safety. I would like to see the addition of at least RRFB, but hopefully PHB. I am also uncomfortable with both the South & North bound I-35 Frontage Road intersections. I would like to see the collaboration with TX DOT include much more visibility and speed barriers at those crossings. Please consider a "raised crossing" with green painted bike lane crossing in addition to the white painted pedestrian crossing both on the North & South bound sides. Consider adding flashing red lights along the pavement that pedestrians and cyclists can activate when they push a button to request a safe crossing with the traffic lights. Please also add RRFB signage at the crossings so that they are visible to car/truck traffic coming from any direction. Please ensure there will also be traditional cross-walk type lights that will provide a protected time for pedestrians and cyclists to cross. Please also make sure right turning traffic gets a very visible no right turn light during protected pedestrian crossing. I also think maximizing shade (trees, overhead solar panels, covered benches, etc) at every opportunity is critical for people to use the paths due to dramatically increased heat projections in the coming decades. Including frequent water fountains (like every half mile or so) would also be key for public safety. For green stormwater reasons, please consider permeable pavements where possible.	10/19/2022 7:33 PM
35	These are great ideas. As Austin's population expands south, we need more of this!	10/19/2022 7:17 PM
36	Trash cans and dog waste bins. Raised crossings, or at least PHB, need to be considered around the I35 crossings given the traffic and speed of traffic. Would also be nice to have a spot to do basic maintenance on bikes on a bike stand w/ tools (Minneapolis' Midtown Greenway is an excellent example of this). All in all this is a great use of this space and can't wait to use it!	10/19/2022 7:04 PM
37	I am a 3rd generation Austinite and I am honestly tired of seeing all the areas messed up and messed with. Please just make sure you are accommodating realistically. Please stop messing with major intersections & roads. I realize these are trails that are not necessarily cutting into the roadway but it will somehow impact traffic/narrow roadways where they can't afford to be narrowed. EX: South 1st and other roads that have now been cut into w/ reflectors/curbs and bike lanes. Why can't we do pedestrian crossing bridges???	10/19/2022 4:45 PM
38	Excited to see this coming together! Thanks for all the work so far. I don't love the designs along Vinson Dr. Firstly, I'd like to see all the street crossings in this area pushed back from the intersection as far as possible so that cars turning onto Vinson Dr. don't block the crosswalk. Secondly, is it possible to have a SUP on the West side of Vinson Dr. as well? The single SUP on the east side feels insufficient given that Vinson Dr. is already a popular north/south cycling connector in the area; and asking "people biking southbound along the SUP [to] use the crossing island [at Aberdeen Dr.]" feels...less than ideal. I'd rather see a protected crossing of Vinson Dr. itself for southbound travelers near where the train tracks currently cross Vinson. Seems like there is plenty of room between Vinson and the abandoned train tracks, but perhaps ROW in this area doesn't allow for construction on that side of the	10/19/2022 10:58 AM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

road? At the I-35 northbound frontage road crossing, the design makes it look like the crosswalk is exactly where right-turning cars will stop, blocking the crosswalk. Can the crosswalk be moved far enough back so that there is room for a car turning right to wait beyond the the crosswalk? The raised crossings at St. Elmo and Terry-O feel like the safest crossings to me. I'd like to see raised crossings (in addition to pedestrian islands and the RRFBs) brought to as many other crossings as possible. In particular, the Governor's Row, Santiago St, and South Industrial Dr crossings would all benefit from raised crossings to slow cars since they are all close to the Ben White frontage road. The crossings at South 1st and Woodward feel the most dangerous to me. While PHBs are effective at stopping MOST traffic, some drivers blow through the light or proceed while it is still solid. I personally feel unsafe crossing at other PHBs around town where there is more than one lane of traffic in each direction (45th @ Ramsey, for example) as there are potentially 4+ different drivers moving in opposite directions that you have to keep eyes on. Additionally, a driver stopped in the near lane can block visibility between an impatient driver and a person crossing in the far lane. South 1st and Woodward are both busy streets with fast traffic, especially near Ben White. I'd like to see as many additional safety measures at these crossings as possible, such as raised crossings or narrowed lanes. Crazy idea: can the old train crossing arms be repurposed to go down in coordination with the PHB being activated? ;)

39	Some of the crossings on busy streets look pretty scary. I wish there was a way to cross over or under South Congress, South 1st St., or the I-35 frontage road	10/19/2022 10:41 AM
40	Pedestrian bridges are the only way these trails should be crossing any road section. So many shitbag drivers will absolutely disregard the crossings and the deaths will be on the designers. Moreover, ensuring there's adequate cameras and/or constant police presence to keep homeless [redacted] from camping along the trails is a critical component to the success of this project.	10/18/2022 2:27 PM
41	IH35 crossing must be signalized or a tunnel/bridge needs to be funded either bond or TxDOT. No right on red for traffic. Consider hybrid beacon.	10/18/2022 12:40 PM
42	1st street, Congress, and i35 frontage roads are very dangerous with crazy drivers. I'm concerned about people not yielding to peds and bikes. Those areas are congested and adding to it will make them worse. I saw there was a pedestrian bridge in some areas, could you do one in these locations? I know it's a lot to ask- just thinking of how bad traffic and road rage is and how adding to it will affect everyone. I do love the idea of it though!! Thank you for all of your hard work!	10/18/2022 12:38 PM
43	Shade & shaded benches! You are here way finding. Recycling. Trees. And most importantly, fix the sidewalk along S 1st so neighbors can access the trail safely, specifically from St. Elmo south to Philco & Heartwood. The trail is great, but if my kids & I are going to get hit getting there, not so great. No bike lane on S 1st (people drive like maniacs anyway), and the sidewalk has no buffer & no cutouts.	10/17/2022 9:19 PM
44	Vinson drive is extremely dangerous. I've had numerous cars purposely swerve at me or drive me off the road. I'd appreciate more thought on safety for this portion of the trail	10/17/2022 8:11 PM
45	Please add more shade structures through out. As it is getting hotter & hotter each summer if you want ppl to fee comfortable using the path, shade is a must. Trees would be good for this more & more trees as its also makes people more likely to slow down in their cars. Please check out the YouTube Channel: City Beautiful - It is a city planning channel that talks about these exact issues and why shade & bike paths are so important to motor safety.	10/17/2022 3:34 PM
46	Keep these spaces away and separate from roads as much as possible	10/16/2022 8:32 PM
47	Trash/Recycling/Compost cans might be best at intersections or stops. Water stations (whether for bottle or fountain) might be best every mile or two - along with shade and wayfinding. Easy to understand wayfinding markers (simple icons or short words) would be best for bikers, small and easy to see. Reflectors would be appreciated for areas with low light and to help cyclist know which side to be on. If you are to have plants in median, maybe xeriscape for low maintenance and plant species like Red Yucca, Agaves and other small native (drought resistant) plants. Drainage would also be good to have with changing climate and new abnormal [snow]storms, whatever is best, to keep erosion and cracking concrete at bay.	10/16/2022 11:24 AM
48	Please make sure the paths are lit up well at night, and have lots of recycling cans available. Thanks!	10/16/2022 8:02 AM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

49	I'm tired of the removing of car lanes for bike lanes and all the plague of sticks all over making it hard to get into drive ways!!!!	10/15/2022 7:37 PM
50	Crossing islands seem unsafe and don't provide a safe haven	10/15/2022 4:48 PM
51	I really like the raised pedestrian crossings as these provide a physical obstacle that forces vehicles to slow down. They feel much safer, especially given that pedestrians crossing still have to watch for right turn on red vehicles. There didn't seem to be anything discussing how lights at intersections will be timed. Will traffic lights at intersections be timed to minimize the time pedestrians need to wait? While I can infer from the planned path, I would like to see explicitly outlined what destinations this trail is expected to take people too. What residential areas are expected to make the most use of this path and what businesses could people travel to using this path? Trails are not just recreational. The primary amenity I am concerned about on the trail is shade. Texas is hot! Are there any plans to put trees in the median between walking and bike paths to provide shade to both? And also in the buffer zones between the road and shared use paths serving as both shade provision and another obstacle between pedestrians and cars? Are there other planned ways to provide shade other than trees? Particularly in any parts of the trail where trees might not be a good option.	10/15/2022 10:55 AM
52	Filtered water stations, high flow , would be awesome.	10/15/2022 9:15 AM
53	Some of the pictured portions were very hard to understand what was being demonstrated. I had to guess in some instances.	10/14/2022 5:41 PM
54	All infrastructure improvements need to prioritize cyclists and pedestrians more. For example, one of the intersections is angled, which makes it more dangerous for non-motorized travelers	10/14/2022 12:48 PM
55	The designs including crossings that are only painted stripes are not safe enough for pedestrians or bikes, especially across the frontage roads. I would feel more comfortable if they were at least elevated crossings/speed humps or narrowed lanes. I'd love there to be restrooms, shade trees, and picnic tables/benches along the way. It would also be fun to include some sort of periodic signage with information about the area of the trail, like about the landscape or history. I've seen similar trails that have exercise idea signs and distance markers. I really like this project and these designs overall.	10/14/2022 12:13 PM
56	Connections to some of the great distilleries and breweries in the area would be fun. Mini parks or greenspace along the way. Shade trees for the future please!	10/13/2022 9:40 PM
57	All proposed ideas sound great and I am very excited for this project. One MAJOR concern is the amount of homeless people on ben white blvd. This project will not be successful if there are homeless around walking/biking paths. Safety should be the number one importance.	10/13/2022 9:17 PM
58	On the whole, I feel this is somewhat of a forced fit for a shared use path (MAYBE SIMPLY SHOULD BE KEPT AS A RAIL COORIDOR)--it is not essential for connecting anyone with anything that I can tell, just a way to pretend we are doing something for mobility purposes, and of course it is definitely a pricey project (nothing disclosed about costs per mile), and add in the public art, and it seems a most ridiculous priority for a city with much more pressing public service/infrastructure needs. I simply think the city is finding ways to spend money when we are not properly fulfilling essential core services that ALL CITIZENS benefit from or rely on.	10/13/2022 9:07 PM
59	The I35 frontage crossings should have a pedestrian/ bike controlled light up no-turn on red sign	10/13/2022 6:44 AM
60	This sounds incredible. I would say to please keep the pedestrian/cyclist and motor vehicle interactions to a minimum. There should also be plenty of trees or some sort of cover, especially because of the summer weather. Maybe water fountains as well. Lastly, maybe small art installations. Even if it's walls of art by local artists, so people can enjoy and of course take pictures with	10/12/2022 10:43 PM
61	Thanks for all your hard work!	10/12/2022 7:28 PM
62	1) This should be a hybrid transit/bike/ped route. By foreclosing transit, you are making an enormous mistake. DART recognized this with the Katy Trail. 2) How are you going to maintain it once it is installed? Other walks around the city have become overgrown because of a lack of maintenance. 3) This is a route that will see little if any use and, like project connect, is an absolutely idiotic waste of money.	10/12/2022 5:55 PM
63	Any crossing on a I-35 frontage road needs to be as wide and safe as possible with additional	10/12/2022 1:58 PM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

	stop lights.	
64	All of the listed amenities are worth including, in particular shade, wayfinding, and benches. In general, my hope is that there will be physical barriers separating pedestrian and cycling paths wherever possible.	10/12/2022 12:34 PM
65	Hope to see amenities such as trash/recycling cans, water fountains, bathrooms, shade structures and plenty of trees, as well as plants, for wildlife and pollinators....maybe even bird and bat houses?	10/12/2022 11:14 AM
66	I have bad knees (arthritis from a sports injury). Because I moved to Austin, I have been able to run regularly... because of the dirt paths we have at Town Lake. This is not the situation in Chicago, Tampa or Champaign-Urbana, where concrete became the way to make walking trails. Because of these softer and uneven trails, my knees have built up enough additional muscle to work around the injury. All this is to say that there should be a dirt trail option alongside a path that people on wheelchairs can use. I would use this trail regularly (because I live off burleson at Matador Drive), but I am worried about the wear and tear on my 50 year old knees, and everyone else's knees. Also, I believe dirt trails count as pervious cover, versus concrete, which is impervious cover. I would love to be able to bike over to the cafes that would be cropping up on South Congress as a result of this trail. Will there be shade built in with trees to add to the human and nature resiliency of this path? Please, trees! Is there any way the path can be done with some sort of porous material (flood prevention and water accumulation in the country club creek watershed)? Will this become something akin to the wonderful dirt trails - walnut creek, town lake, shoal creek - in other parts of Austin? Is the airport building a bike path that circles the full property of the airport? If so, i cannot wait to take my bike to fly. Be still my heart. People with bad knees are asking for this kind of strong but comfy support. Keep Austin's knees resilient. or, keep Austin walking. Green stormwater infrastructure would be grand. That area already has issues with standing water and the accompanying mosquitoes. Anything that could be used to channel and store and place water in health places unfriendly to mosquito larva would be great. A fountain at the intersection of Todd and Burleson would be great, as well as one at the intersection of 183 and burleson. Probably also Congress. wayfinding? Also, I am just thrilled	10/12/2022 10:28 AM
67	As much separation from. cars as possible please please ! Anyway to avoid crossing traffic such as pedestrian/bike bridges please ! Thank you!!	10/12/2022 5:17 AM
68	Hate the entire concept	10/12/2022 12:35 AM
69	Ideally creating bridges for cyclists and pedestrians to cross over major intersections such as 1st , congress, etc is preferred. Accounting for an easy gradation -incline and decline to connect with existing sidewalks is preferred. This would have less impact of traffic flow through intersections and eliminate car and human collisions.	10/11/2022 10:59 PM
70	Ben White and Santiago is a hot spot for squatters. I drive this way every day to work, and there are some cars that never leave and it appears that people are living there. I would be curious about the plans to ensure safety on this part of the trail. Additionally, there are a few yield signs in this area that cars seem to always ignore. Extra precaution seems like a good idea! Though this doesn't have to do with design, I am a business owner at The Yard and would love to be involved with ways this new trail can drive traffic to local businesses.	10/11/2022 10:58 PM
71	It would be neat if it were possible for businesses and developments adjacent to the right-of-way to connect their own sidewalks to the trail, or at least to be accessible directly from the trail. Especially on the Central segment where it passes many tracts that are currently only accessible via Ben White Blvd - would be nice to be able to get in/out of some of those places by bike directly from the trail, instead of exiting the trail at a cross street and having to do the last segment along Ben White Blvd.	10/11/2022 8:54 PM
72	Desired amenities - Trash cans/water fountains/way finding/benches/ shade structures	10/11/2022 8:46 PM
73	Let engineers, designers and landscaping architects do their job. This shouldn't be open to the public. Please let the experts in their fields decide and if there's an enormous out cry over the plans then review and change. This is so stupid.	10/11/2022 8:12 PM
74	Any time pedestrians need to cross a street that is more than one lane there should be islands or raised paths. Similarly if it's one lane next to high speed traffic (ie. I-35 Frontage Road) Need as much shade and trees as possible along the trail otherwise it will be way too hot during the summer.	10/11/2022 8:00 PM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

75	Thanks for asking! A few things: 1. Generally, the crossings look great, but when crossing major roads it's always dicey. Thanks for helping maximize safety there. 2. Can we consider something other than grass for the protected medians? It doesn't grow too well here and requires mowing. Maybe there are better xeriscape solutions? 3. Let's add appropriate lighting, security cameras, crossing signals, and maybe also emergency call boxes, wifi, and mobile device charging stations to improve the public's experience. When considering these technologies, I suggest solar -- especially where underground trenching or overhead wires are too expensive or undesirable. An Austin-based manufacturer called PowerStack has attractive, versatile, and durable solutions (https://powerstack.energy/usa/).	10/11/2022 5:34 PM
76	I live near Ben White and Burleson so I'm very excited for this project to be completed. I intend to bike it frequently especially to go between Todd Ln and the The Yard area in the central section. I think some occasional trash/recycling and shade/bench areas would be nice. Maybe near every 4th or 5th crossing? Additional drought tolerant plantings would be nice.	10/11/2022 4:15 PM
77	- I'm excited to see that the project includes improvements along Vinson that will tie it into (or at least close to) the sidewalk system to its south. I live right off of Vinson and its current design is dangerous for anyone who is not in a car. - For the section of the trail that passes by St. Elmo Elementary there may be opportunities to celebrate and engage the school. This could mean something like hopscotch designs printed on that section of the path (I'm sure there are more current game choices), art from the students - not really sure what this would look like but could be fun. - Lots of people in the neighborhood use St. Elmo Elementary as a dog park. Including poo bags and trash cans, water fountains with dog bowls, etc, along this section of the trail would be put to use. - Desired amenities: shopping maps in commercial districts to encourage pedestrians/bikers to support nearby businesses; trash and recycling cans; benches in sections with a nice view (if any) or near community centers - Desired landscaping features: pollinator gardens, native and adapted plants, and educational signs so people can replicate your successes in their own gardens.	10/11/2022 2:17 PM
78	wherever there are crossings i would like to see raised crossings so that it acts as traffic calmer. I would like to see signals that are able to detect and prioritize bikes and pedestrians. people in cars can wait for a few seconds in their temperature controlled vehicles but pedestrians and bicycles would be happy if they are given more priority for once	10/11/2022 12:32 PM
79	My preferred crossing in most instances is a raised pedestrian and bicycle crossing, such as the one proposed at Terry-O Lane. This elevation change feature signals to drivers they are entering a pedestrian space instead of the other way around. For signaled crossings such as those at I-35 Frontage Road and South First I would like there to be "Smart Signals" that could detect approaching cyclists or pedestrians to allow for smoother traffic flow. Dismounting a bike to push a button feels as though my transit priority as a cyclist is lower than vehicle traffic. Dynamic control traffic signals that detect approaching cars have been the transit standard for decades; that should be extended to cyclists and pedestrians as well.	10/11/2022 11:59 AM
80	Do include trash and recycling cans, water fountains, shade structures and benches. I don't know what wayfinding is. Do plant lots of trees.	10/11/2022 11:56 AM
81	Use signage and PHBs to better protect crossings, especially at major roads, like So Co and I-35.	10/11/2022 11:54 AM
82	highest priority items for me: native plants, shade and drinkable water	10/11/2022 11:15 AM
83	I greatly prefer the raised pedestrian/bike crossing like at West St Elmo Rd and Terry-O Lane to the street-level crossings at the other intersections. Raised crossings are far safer for pedestrians and bikes because it physically forces cars to slow down. Physics is much better at enforcing rules than road signs, lights, and paint. The pedestrian islands at other intersections are better than nothing, but raised crossings would be better, even if that means crossing a 20-foot two lanes at once instead of two 10-foot lanes separately. No cyclist should be forced to stop, potentially dismount, and hit a beg button to cross a low-to-medium volume street. In the cases where the trail crosses a street near an existing intersection (Congress, 35 frontages), this will also help protect turning car traffic from unaware drivers. At the intersection of the southbound 35 frontage, I know that this light is very long, and bikes may have to wait more than a minute to cross. There only looks to be space for about one bicycle between the sidewalk to the west of the frontage and the frontage roadway. Given that multiple bicycles may have to wait to cross, it'd be helpful to move the sidewalk a little farther west to give space for bicycles to wait at the light there. It appears that this will be new sidewalk anyway, so positioning all of it further west would also make it a little safer by being farther from the frontage lanes. For the section that needs to be narrower to fit in the ROW, my real preference	10/11/2022 9:23 AM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

would be to narrow everything a little bit: median from 6' to 2', bikeway from 12' to 10', and if necessary sidewalk 8' to 6' (though that last one may not be necessary if 20' is the total. Given that this ROW exists currently, and that new intercity rail may come to Austin (either in the form of high speed rail or not), and that the current MoPac line that Amtrak uses is unsuitable for more frequent trains (mostly single-tracked, tight curves around Seaholm), will this be retained for potential future use as a rail corridor? The Orange Line light rail station at St Elmo would be a reasonably well-connected terminus for such a line, which could use the Bergstrom spur to 183, then turn south to San Marcos and maneuver around the airport to head north toward Waco and/or east toward Houston. This could even be done without disturbing the bikeway, by building above it as Sound Transit has done on the approach to Redmond Downtown light rail station in Washington, though obviously that greatly increases the cost.

84	some major streets seem to have a lack of signalization or signage to alert motorists. Even with a raised path, additional warning for motorists about the crossing is critical	10/11/2022 9:17 AM
85	If there is a way to add trees to help protect the lanes from traffic, that would be great. Water and trash cans are also really important, esp since these are likely to be used by underhoused folks who need informal access to public services like trash/water.	10/11/2022 9:15 AM
86	Love what y'all are doing, and i can't wait to use these trails!	10/11/2022 9:11 AM
87	SAVE DIRTY! Tearing Down Dirty Martin's should never have been part of the project plan.	10/11/2022 8:29 AM
88	I'm interested in prioritizing shade, either by trees or fabric canopies, water fountains, and bathrooms/trash cans. Connectivity to other paths and transit. Lighting along the path and emergency call boxes. I hope all intersections adopt a raised bike and ped cross walk (as experts see fit) I'd also love to see wildflowers!	10/11/2022 8:12 AM
89	Shade trees would be very nice I don't think the pedestrian crossing on south first will be safe due to the very high speeds of cars on south first	10/11/2022 1:22 AM
90	It would be nice if this started on Lansing Drive and helped connect Menchaca too	10/10/2022 10:00 PM
91	Make sure there is plenty of lighting. Please include emergency call boxes at regular intervals. Would like to see benches for sitting/resting every so often. Would like to see water fountains every so often. Would LOVE to relocate any bus stops to be closer to the trail, if possible. Would like to see bike racks at regular intervals for cyclists who want to stop and visit local businesses (breweries on Todd Lane, etc.). Would LOVE to see public restrooms along the trail.	10/10/2022 8:17 PM
92	Not enough bicycle traffic in the area to justify any of this.	10/10/2022 7:34 PM
93	Using pedestrian beacons feels unsafe. The intersections with 35 feels unsafe, please have the designing engineer walk the areas of the proposed intersection before completing design.	10/10/2022 6:48 PM
94	Protect street crossings as much as reasonable with raised crossings, lights, warning signs, clear markings, etc	10/10/2022 5:32 PM
95	It's wonderful to see mock-ups and photos of the reality.	10/10/2022 5:22 PM
96	The crossing at S Congress Ave. is extremely busy. This definitely needs a crossing light / PHB similar to other crossings that are on S Congress between 290 and Riverside Dr.	10/10/2022 5:05 PM
97	Drivers are not good at sharing spaces. The crossings need to be clearly marked and speed limits need to be lowered at crossings	10/10/2022 4:55 PM
98	As many trees as possible. Shade is very important for biking paths/walkways.	10/10/2022 4:16 PM
99	Don't go too crazy on the shade--some sunshine on a trail is always good. I am so glad you are going to redo the bike paths on S. Congress at Hwy. 71--driving around there is very nerve-wracking, even if everybody is doing exactly what they should do. So that will be good.	10/10/2022 4:06 PM
100	On any trails I've used where there isn't a physical median between biking and pedestrian areas, people don't follow the visual guidance given by signage or trail markings. I think the physical median is the most effective approach to keep both streams separate.	10/10/2022 3:50 PM
101	My concerns are safety for those using the trail - we need lots of lighting and security, there are homeless camps in many of the areas of the trail like under IH-35, and keeping the trail clean from all the trash accumulated by these camps. Also concern for the safety of drivers using the streets that the trail crosses. Some of those streets, like Todd Ln, already have	10/10/2022 3:29 PM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

traffic bottlenecks due to added bike lanes, so the crossings can not add to the inconvenience for drivers.

102	I have concerns about the raised crosswalks. I have fairly high speed bumps in front of my house on a residential street and it shows no one down.	10/10/2022 3:11 PM
103	Trees and shade structures are vital. Lighting at night. I prefer raised intersections and anything that slows traffic over signals that can be ignored.	10/10/2022 3:09 PM
104	Keep or plant as many trees as possible. Benches every half mile on the trail.	10/10/2022 2:59 PM
105	I realize utilizing an abandoned rail track as trails seems like a good use, but I have to wonder just WHERE is this trail actually going? Seems like most trails should run N-S into the city / CBD, rather than perpendicular to that, as this trail does.... So where are the _destinations_ along this trail?? Where is it ultimately going?? How would it connect to other trails?? Right now, it seems more like a "Trail to Nowhere"... I don't think that people are going to ride bikes and walk to the Airport.... Thus, this seems entirely recreational, when what's needed is an alternate transit trail system, right??	10/10/2022 2:53 PM
106	Where possible, try to maximize the buffer space between the bike path/sidewalk and the roadways, especially along the frontage roads - cars move up to 60mph on these frontage roads and 5ft grassy buffer will not protect pedestrians/bikers if someone loses control. If possible, maximize buffer and incorporate vertical elements in this zone for protection. All the amenities/landscaping features should be incorporated - esp. stormwater/green infrastructure to offset the concrete used for this trail.	10/10/2022 2:47 PM
107	The images didn't really convey what you were going to do. You should have had real life images to compare.	10/10/2022 2:46 PM
108	It's unclear whether the pedestrian beacons at S1st and Woodward could be triggered by cyclists. That's important and should be made clearer.	10/10/2022 2:46 PM
109	what is the expected usage of this space? A lot of this area is not residential or even services (restaurants, etc).	10/10/2022 2:32 PM
110	I would like to make sure the spur will be built to accommodate a future rail line that can connect with the Project Connect lines as a way to grow our system in the future.	10/10/2022 2:32 PM
111	My trike is 40" wide; I really appreciate the entire 12 feet of a two-way bike path. Also, pedestrians and bikes do not mingle as well as some think. Like separate paths for each. Do think about bike parking at both ends and a few places along the way. Again keep in mind trikes and scooters and Segways for parking.	10/10/2022 2:31 PM
112	The best design was the raised crossing. Personally, the pedestrian islands are not fantastic for bicycles. Also, way too many stop signs and conflicts. The traffic lights will hold up non-car traffic forever, if current traffic lights are any indication. I like the separated bicycle lane with sufficient space for two to ride abreast in the same direction. Another concern is the number of driveways and conflicts. What you have done in Exposition Blvd is disgraceful, and even Manor X Cherrywood is pretty bad.	10/10/2022 2:30 PM
113	Ensure sidewalks when narrowed can still accommodate those with mobility devices as well as families with strollers to safely navigate the pedestrian walkways!	10/10/2022 2:25 PM
114	Can't wait for this to be done. Water fountains, please.	10/10/2022 8:39 AM
115	While good-intentioned, I believe this public feedback survey is incomplete and would recommend the Communications Team member leading this effort work with the Design team(s) to add the proper signage to these schematics as the majority have no signage by which to deem how 'comfortable' one is crossing the intersection on bike or by foot. I recommend this oversight be corrected quickly and a corrected survey re-sent with public comment period extended. Any other course of action would result in inaccurate findings to which conclusions will be drawn from. Brian Spencer, PE Former Augmented Staff member of the 2016 CPO Mobility Bond program	10/10/2022 6:44 AM
116	N/A	10/9/2022 8:26 AM
117	Some of the renderings were very difficult to understand without a key to the colors and patterns being used. I may have answered inconsistently for this reason. Definitions of "raised" and descriptions of the various patterns would help you get more accurate responses.	10/9/2022 7:46 AM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

118	The design to get across S 1st, S Congress & the frontage roads seem like they are likely to lead to many pedestrian accidents. The frontage roads in particular -- cars are often traveling at 50/60 mph through these intersections, and especially on the southbound side, they're going to not slow down in time to avoid pedestrians. I know this would add much to budget, but it really seems like an underpass to cross IH-35 is the safest option given the amount of vehicular traffic that goes through this intersection at dangerous speeds. I know I personally would never use the current design to cross IH-35 given what I see at this intersection on a daily basis already. Separately, please consider 24/7 lighting in this area. This abandoned spur is already home to many homeless population, and having some sort of lighting will help improve safety during dusk/pre-dawn/overnight hours for this trail	10/8/2022 10:34 PM
119	Dog water fountains	10/8/2022 1:25 PM
120	Divided pedestrian and bivycist areas seems unnecessary. What percentage of people really feel like it's necessary to separate these 2 modes and require a design that takes so much paved width?	10/8/2022 1:19 PM
121	Expedite and get it in the ground!	10/8/2022 1:12 PM
122	Occasional trash cans, shade structures and benches would be great. If homeless encampments are allowed, we won't use this trail. We have already lost our neighborhood park due to an unsafe environment and needles found in the playground.	10/8/2022 5:13 AM
123	I don't like different types of mobility combined on one path (bikes and peds). I prefer street crossings to be much, much more pedestrian friendly - tunnel under or build bridges for cars.	10/8/2022 2:06 AM
124	Availability of water and shade will make this trail a destination!	10/7/2022 5:23 PM
125	Physically make cars slow down at ALL the crossings not beg. Have ample trees.	10/7/2022 3:14 PM
126	Please anticipate and prioritize wheels over walking as I suspect there will be fewer pedestrians compared to cyclists, e-bikes, scooters, etc. during most months of the year...looks great!	10/7/2022 11:59 AM
127	Mileage markers would be really helpful for navigating the trail. At the Central Segment crossings of I-35 frontage roads, I would be more comfortable if these crossing included some sort of signage.	10/7/2022 10:44 AM
128	Please plant lots of sycamores and live oaks along the edges of the trail and within the median to create a natural canopy that protect bikers and walkers from excessive heat. Please use a material other than concrete / asphalt for the trail to encourage runners and to reduce the heat island effect. Thanks.	10/7/2022 10:16 AM
129	these diagrams are difficult for the average person to interpret and fully understand. a better rendering would be appreciated. also, it is so hot in austin. is there a conversation about planting shade trees on the medians or near the trail?	10/7/2022 12:36 AM
130	INSTALL METAL BOLLARDS TO KEEP CARS OUT AT STREET INTERSECTIONS. There must be no way for any car to mistakenly or knowingly drive onto the trail and hurt people. Keep the median and plant trees in it! Shade for both people on the pedestrian path and for people on the bike path. For major road crossings, I need to know that cars WILL come to a full stop before I feel comfortable enough to venture out into the crossing. I will not feel comfortable crossing if people drive into me while turning left/making a right turn on red. Speed bumps for cars would be great for the smaller roads. Benches would be great about every quarter mile for pedestrians. Maybe plant wildflowers or tall grasses for a very nature-based aesthetic so that it can feel like a miniature version of the river hike and bike trail. Definitely make the trail part near St.Elmo elementary nice looking and welcoming. Students will see this trail from their campus. Maybe put a child height bench on that part to be more age-inclusive?	10/6/2022 10:36 PM
131	I think physically separating the bike and walking paths with a median is important.	10/6/2022 6:55 PM
132	I love this idea so much! I love adding bike lanes to the side of the road rather than taking room from the vehicle lanes on the streets. And i love the idea of having more urban trails here in south Austin- the wide paved trails- so good! Trash can are always nice, and doggie poo pick up bags. Also signage of where you are on the path relative to the rest of the path. Native landscaping is always appreciated.. Restrooms also tend to be forgotten on these long paths...I'd also like a parking lot of some sort where I can park the car and walk or ride the path.	10/6/2022 6:43 PM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

133	Trees and plants to further protect the trail and disguise the street surroundings.	10/6/2022 4:38 PM
134	Raised crossings at heavy intersections will prompt cars to slow. They absolutely will not stop without a light or a raised crosswalk. Look at the pedestrian crossing at 4th street under I-35. Car drivers dgaf is someone needs to cross. In a dream world, there would be a speed bump about 20 feet before the crossing to really slow the car, and then a raised crosswalk for extra protection.	10/6/2022 3:23 PM
135	Crossings with just flashing yellow visibility lights and no actual stop signs or pedestrian stop lights are very uncomfortable. Even with stop lights or signs drivers already roll the stops making it quite uncomfortable to cross. With nothing but pedestrian signs and yellow lights very few people would have the confidence to step out on the cross walk with milk traffic even if they have the right of way	10/6/2022 3:17 PM
136	What security and safety measures will be implemented to ensure everyone using the trails are safe?	10/6/2022 1:52 PM
137	Most importantly, flashing lights are pretty ineffective for crosswalk safety. I've almost been flattened crossing E 12th on the red line trail, on N Lamar using those mid-block crossings, etc. The crossings that share existing traffic lights are good, and the crossings that have an actual raised crosswalk are even better. The S 1st crossing is the most concerning. It's right next to a school too, just please go all-out with the safety measures and don't worry about inconveniencing drivers. The crossings east of 35 are similarly concerning, as I've biked in this area and it's full of huge trucks on a schedule. You can't do too much to ensure ped/bike safety here. Second, consider shade. Figure out a way to get irrigated trees in that little median. That will improve the experience 1000%. I bike all over town and I choose routes in the summer based on how exposed they are. Also, please don't continue Austin's mistake of substituting wide sidewalks for actual bike infrastructure. Bikes and pedestrians should be separated wherever possible.	10/6/2022 1:45 PM
138	I'm very excited about the potential for a transit corridor here. While it's not quite ready for transit, as the St. Elmo area continues to grow, it will be a great opportunity to build a E-W connection for south austin. I hope this will continue to be top of mind during the development of the trail.	10/6/2022 12:30 PM
139	Speed bumps at street crossings would improve safety Lots of trees & amenities would be great.	10/6/2022 11:09 AM
140	Is there a physical barrier between the path and cars in these locations?	10/6/2022 10:52 AM
141	all of the mentioned amenities would be great. having this trail be a representation of a green and sustainable future for austin would be ideal. access to water, trash, even some restrooms would be nice. Providing shade and native plants would be good for hot summers. The trail should try to connect to buildings and public spaces on either side for gathering/sitting space	10/6/2022 9:15 AM
142	We badly need a train connection to the airport. Keep the tracks. Put great bus terminal at one end and a shuttle bus at the airport. Don't waste this opportunity on a trail no one will use, especially in the summer.	10/6/2022 8:29 AM
143	Please plant shade trees along the entire trail. No one likes biking or walking in the hot sun, and lack of shade is a real deterrent to people taking active transportation. Would love this path to be shady in 10 or 20 years!	10/6/2022 8:19 AM
144	Thank you for the chance to charge feedback. I'm excited to see more rails-to-trails coming to Austin.	10/6/2022 7:47 AM
145	I'd love to see plans for providing shade and for parking near the path for access	10/6/2022 7:37 AM
146	Thank you for doing this!! So very excited for this project and thankful for everyone planning it. My concern is the "death curves" on terry o lane. There's very little lighting, lots of over growth and drivers are often very distracted. Anything to slow down drivers cutting over from the highway would be great as it's very dangerous right now even without all the bikes and pedestrians. Also, that area desperately needs sidewalks leading up to it. Many in the neighborhoods welcome the design, however it is dangerous to get there by walking or bike. There's no sidewalks or bike lanes and very little area to the side of the street to walk. It would be great for the east Congress neighborhood to get sidewalks and bike lanes to the yard and trail, especially with the new live work condominiums being built.	10/5/2022 9:31 PM
147	I'm proably least comfortable with the RRFB crossing at Terry-O Ln. People drive way too fast	10/5/2022 9:03 PM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

there. Would be better to see a PHB or raised crossing. As it is currently designed, I would not trust drivers to stop, especially when biking with less experienced or slower riders

148	Raised pedestrian crossings are a great solution. Forcing vehicles to break speed is always effective. Many of Austin's streets and trails suffer from relentless sun exposure due to lack of trees and an overabundance of flat turf medians. Ensuring these medians are planted with trees at least, as well as shrubs and/or even just low maintenance native grasses (that can be sheared easily from roadways) addresses not only the increased urban heat island effect that introducing more paving incurs, but also improves user experience tenfold. Enhanced landscaping dually serves as wayfinding and punctuation at these complicated intersections, and arguments that any planting other than turf is 'high maintenance' are archaic and unproductive.	10/5/2022 5:47 PM
149	Can't wait! Trash/recycle/shade would be great. I hope it's a well enjoyed green space for us all. Main concern is mostly safety related to homelessness so all can enjoy the trail without issue.	10/5/2022 4:09 PM
150	I would love to see communal spaces with seating, shade, restroom facilities, Watering stations, and bike repair stations near the areas with restaurants, pubs, and markets. Add as much tree cover as possible with a few open areas capable of recreational activities(soccer, Frisbee, volleyball, basketball), especially near residential and community centers. Please prioritize and emphasize non car modes of transportation in all aspects of this project, predominantly where pedestrians and autos interact. This should incorporate and enhance all public transit options in the vicinity of the trail, including ease of access to the South Congress Transit Center, maps, route signage, and adding many metro bike stations along the route. Set the tone for a multi modal trail from South Austin to ABIA for generations of Austinites and guests to utilize and enjoy.	10/5/2022 2:38 PM
151	Who will police the area and how can you keep people from camping there?	10/5/2022 2:16 PM
152	Focus on safety and visibility at intersections, especially on crossing high speed roads, and roads where car drivers are inclined to make rolling right-on-red turns, despite the crosswalk illumination. Post very clear, succinct signage to make car drivers aware that they need to stop/yield to pedestrians and cyclists. For example, the Lance Armstrong bikeway has signs with 7+ words that illuminate - no drivers read these bc they are too complicated and cars are moving quickly. Maybe a flashing yield sign with a bike or pedestrian icon instead. Also make sure signage is clearly visible to drivers at a far enough distance to slow and stop. Keep in mind planting that reduces visibility.	10/5/2022 12:31 PM
153	I live in the area a would use trail, likely, daily	10/5/2022 12:29 PM
154	Not enough lighting on Austin trails, make sure it is lit continuously and plant lush native landscaping features like in waterloo park.	10/5/2022 11:32 AM
155	add features along the trail like public art, street furniture, play scapes and workout stations to help bring activity to the trail.	10/5/2022 11:25 AM
156	It would be worth considering whether a bridge over South Congress or South First (or Both) could provide a choice for walkers/bikers on the Spur, and encourage placemaking along the Trail as well. It is not appealing to walk directly through major intersections along a "trail". A decent example of this might be found in Atlanta as well as the Katy Trail in Uptown Dallas.	10/5/2022 11:25 AM
157	The path widths and design look great as well as most of the crossings. There are a few features that are very important and I believe deserve extra emphasis. Safety: Road crossings are the most dangerous part of the trail, so they require extra attention. I would like to see raised crosswalks wherever feasible (i.e. every crossing but 1st, Congress, 35, Woodward and Todd). Those raised crosswalks should also include seamless materials so that vehicles realize they are crossing a pedestrian path rather than the other way around. Bricks or paver crossings would be great to see on the busy roads. Security: Lighting is key as the path will not get used if users do not feel safe (think Waller Creek). If the path isn't safe at night, it likely will feel unsafe during the day. Access/Development: I would like to see adjoining properties have direct access to the trail (at their own expense) to foster pedestrian access from the trail to housing and businesses (ex. Katy Ice House in Dallas). Comfort: Important amenities for trails are seating (who doesn't love to people watch) and shade. I would love to see trees planted along the entirety of the trail to provide continuous cover (ex. transformation of Lady Bird Lake). Of course, with a paved trail this becomes more challenging with roots but bringing trees as close as possible to the trail will increase its use.	10/5/2022 11:23 AM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

158	It's hard to tell from the diagrams how safe the crossings would be. Need strong safety measures at the I-35 access roads. Shade, benches and water fountains are important. Need barriers between the paths and the road; that was not shown on the diagrams. Concrete is difficult to walk or jog on; I would prefer a different material for the walking paths. I would like signs telling bikes and scooters to stay on the bike path.	10/5/2022 11:16 AM
159	The median needs to be a physical barrier. Not just a painted line or grass. The path should also have "bikes only" and "walking only" painted onto the paths every few feet throughout the entire length of the path to remind people that they need to be separated. What happens, people walking tend to just walk on a bike path. Bike paths are roadways. People can get really hurt, and it is usually the person walking's fault. A raised physical medium barrier would help to prevent that.	10/5/2022 10:59 AM
160	Thank you!	10/5/2022 10:35 AM
161	add trash cans, benches and some shade and maybe even a water fountain	10/5/2022 10:24 AM
162	Raised crossings are great. Use as many as possible. Please do as much as possible to provide shade on the hike and bike trails. Please also consider accommodations for poor weather such as drainage	10/5/2022 10:00 AM
163	Let's do this!	10/5/2022 9:59 AM
164	All of these crossings need some sort of light. A stop sign is not good enough, and leaving them without anything isn't acceptable. Cars are dangerous and motorists won't stop for bikes/peds, unless they have to. Shade structures would be nice to have.	10/5/2022 9:41 AM
165	Pedestrians often walk in the bike lane even though there is a designated path for walking. I don't know how to make this more clear, but that is why I proposed keeping narrow medians between the two paths when possible. The biggest intersection of concern is the southbound I 35 frontage road. There is a steady stream of cars turning right (south), which makes it very difficult for pedestrians and cyclists to cross. Drivers assume right of way even when they have a red light. As a driver that lives off of the frontage road, I would love to see a dedicated right turn lane due to the high number of vehicles that turn here. As a cyclist, I would love to see a clear signal for drivers when cyclists and pedestrians have the right of way to cross. For example, a red right turn light, and green right turn light.	10/5/2022 9:32 AM
166	All crosswalks need to have either a beacon or ped crossing stoplight. Texas drivers do not respect pedestrians or cyclists waiting to cross any other way.	10/5/2022 8:07 AM
167	The crossings need to be safe as possible; in particular we need raised crossings at each intersection, combined with hybrid beacons and islands when appropriate. Landscaping should be drought-tolerant and deciduous to provide shade in summer and sun in winter. Look into American Smoketree (<i>Cotinus obovatus</i>) and bigtooth maples (<i>Acer grandidentatum</i>), crapemyrtles, elms, and Mexican plums	10/5/2022 7:29 AM
168	Please extend it north south along the east side by Todd lane	10/4/2022 11:30 PM
169	I am 100 percent approve of ANY efforts to improve transit, Viking, walkabilty south of 290. I live with my in st Elmo and am really hoping the entire area improves. Thanks! We appreciate your efforts. I often bycycle around st Elmo to downtown and more	10/4/2022 10:41 PM
170	For all the street crossings, it's just as important that cars are driving slower speeds and that the police actually enforce traffic laws. But our streets seem designed to encourage reckless speeds and the police don't seem to care. For pedestrians and cyclists it often seems like there's not much real commitment to safe passage for anyone who's not in a car. Also, it would help to make the streets around this trail bike/pedestrian friendly. What's the point of a great bike/walking trail that can only be accessed by unsafe streets?	10/4/2022 6:22 PM
171	Include more traffic calming devices like the rubber speed humps near crossings, or make the crossings raised themselves.	10/4/2022 5:55 PM
172	If the city builds the I-35 frontage road crossings the way presented in this survey, people are going to die and people aren't going to use the pedestrian path because it'll be useless and dangerous	10/4/2022 5:50 PM
173	I would like to see the grass medians include wildflower and other native plantings. Will there be emergency "call" boxes along the route? Trail Surveillance-has this been included in the design? Trash receptacles a priority!	10/4/2022 3:22 PM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

174	Need lots of shade. It's Austin - mostly hot - year round!	10/4/2022 2:53 PM
175	Love what you've done on the east side between the MLK Metro stop and the Millenium Youth Entertainment Complex. The separation of the trail doesn't seem to be necessary. However, if you look at the crossing at Rosewood and the crossing at 12th St., those beacons make a WORLD of difference. Every car slows on 12th St., whereas cars on Rosewood speed through.	10/4/2022 2:52 PM
176	Looks mostly fine but those crossings for the 35 frontage roads look like a suicide mission. Either needs to be an overpass or some massive signaling device (right hand turning traffic never looks for bikers)	10/4/2022 1:38 PM
177	Build it as if it was going through the heart of the fancy pants areas of this city and there shouldn't be any issues.	10/4/2022 12:17 PM
178	At intersections where both the sidewalk and bike path have to intersect/cross, prioritize the sidewalk/pedestrian markings rather than the bike path. The diagrams shown throughout do it the other way around and could make for scenarios where bicyclists would not be aware of pedestrians crossing/entering the bike path. Thank you!	10/4/2022 11:39 AM
179	My only concern is security in this area of town	10/4/2022 11:04 AM
180	The crossings at S 1st, S Congress, and I35 make me most nervous. Specifically at S Congress, and given the adjacency to the new light rail station to be built there, please consider grade separation via ped/bike bridge that also ties into station for improved access, as a future phase if that's all funding would allow.	10/4/2022 11:04 AM
181	The most important item to add would be to install or move a Metro bike/Bcycle (bikeshare) station where the trail crosses at South Congress so one can ride down South Congress to the trail and the St Elmo area as it the continues to add businesses/attractions/residents . A secondarily important landscaping feature I think would be shade. By shade I mean can we plant native texas fruit trees/bushes to provide shade along the path and texas wildflowers in the medians and along the trail sides. Thank you. As I mentioned shade, as the No.1 landscape feature , I mention another desired amenity would be trash cans at street crossings (or every other would be helpstern end of the trail.ful to keep the trail litter free) as I pickup litter as a I walk along the trails/streets in Austin.	10/4/2022 10:00 AM
182	Having lived in Austin my whole life, some of the areas of the trail don't have the best reputation and still face a lot of traffic from people experiencing homelessness. Although, not all dangerous, I believe it is important to make sure those areas have extra lighting and are consistently monitored by police or appointed security persons to help prevent any violent crimes.	10/4/2022 9:32 AM
183	The project should minimize conflicts between pedestrians and cyclists as much as possible especially with persons using wheelchairs or other wheeled mobility devices. Wayfinding should be robust and crossings need to be accessible for persons with disabilities particularly those with visual impairments to be able to safely cross.	10/4/2022 9:21 AM
184	On the western segment - at Congress - since there is a signal less than 100', wouldn't it make more sense to tie the trail to the pedestrian crossing right next to it. Otherwise, cars will stop in the trail crossing and not understand the configuration.	10/4/2022 9:10 AM
185	Thank you!!	10/4/2022 9:07 AM
186	If there isn't enough money to plant trees the entire length, Plant Trees near intersections. In the summer, when you are stopped waiting for traffic, it is nice to have shade. When you're moving, there is a breeze.	10/4/2022 7:59 AM
187	need shade along this trail. If trees are planted, make sure they get sufficient water to keep them alive. Don't put a grass median anywhere. Landscaping in Austin never gets taken care of and ends up giving projects an abandoned look.	10/4/2022 7:51 AM
188	Cyclists are rude and often ride dangerously close to pedestrians and wheelchairs - they should never share the same space - we see this every day on the ladybird lake trail - if the designers are unaware of this, they need to spend some time down there. There also needs to be signage reminding cyclists to watch their speed and leave space around pedestrians and wheelchairs.	10/4/2022 7:41 AM
189	Need trash bins, mile markers, benches with shade, water fountains.	10/4/2022 6:47 AM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

190	Designated areas to station bike that are safe and don't disrupt flow but allow users to pause along the trail that have community amenities.	10/4/2022 1:58 AM
191	I somehow missed exactly how s 1st and s congress crossings would work	10/4/2022 12:09 AM
192	I live off Radam Ln and I'm an avid bike commuter to my work on the East Side (Tillery at Cesar Chavez). Obviously the trail will be a welcome amenity to improve mobility and safety In the area however the trail cannot succeed without management of the encampments in the area, even on existing sidewalks and right of ways today getting to/from South Congress bus terminal. In fact just today my house was burglarized after a robbery at 7/11 at 11am in broad daylight. Public spaces need to remain public spaces, not a campground for the few. As such, please plan adequate lighting, police beacons, patrols, and cameras otherwise we are just building a nice new campground for displaced residents and welcoming the associated problems. Keep Austin Weird has become a slogan to sweep mental health issues in our community under the rug because, hey, we're just "weird". This shit ain't funny no more. Thanks for this project - it is an exciting development and I want to see it succeed.	10/3/2022 10:29 PM
193	The most heavily trafficked intersections all lack raised pedestrian crossing which seems really absurd. I would feel much better if we could slow traffic on Congress and 1st to allow safer crossings for pedestrians and cyclists	10/3/2022 8:48 PM
194	Water and shaded seating is a must on the trail. Bathrooms should be available on the trail too. Any parent will tell you that kids especially will need access to a bathroom on a trail of any length.	10/3/2022 6:28 PM
195	Please plant native trees for shade as well as native plants (shrubs and wildflowers) to be included in the green storm water infrastructure. If the right plants are selected, you will likely be able to reduce mowing frequency which helps keep native insects happy during the spring and fall flowering seasons (and reduces costs). Please include dog water fountains as a part of the human water fountains. :) Dog poop bag stations are also nice to have next to trash cans. Any physical features (like bollards, etc.) that you can include to better exclude cars from the bike and pedestrian lanes at road crossings would help to reduce accidents. Thanks!	10/3/2022 6:18 PM
196	I Am impressed with designs. Great work!!!! Of course all amenities mentioned would be great but most importantly water fountains and restrooms and any trees added would create better shade and enjoyment	10/3/2022 6:01 PM
197	The Congress street crossing in the Central Segment is going to be a clusterf#\$k. There are about 5 major intersections within 100 yards of and including that crossing. During rush hours it is typical for traffic to back up to St Elmo on the North bound side of Congress. I know from 10+ years experience commuting by bike through the Industrial/Congress intersection how congested this can get. Upon considered thought about this the only solution that makes sense is a tunnel underneath Congress. A spiral bridge will be awkward and cost prohibitive. The tunnel option would be also be costly and has some security issues that would need to be addressed but it seems to be the only option.	10/3/2022 2:11 PM
198	Most road crossings need more safety features built in. More stop signs, more stop lights, and more traffic calming elements.	10/3/2022 1:41 PM
199	-all road crossings should be raised -streets that cross the SUP should bottleneck to one lane in each direction at the crossing. A pedestrian hybrid beacon on roads with two or more lanes in each direction creates a situation where one lane may stop, but cars whip around stopped traffic. This kills the pedestrian -SUP that runs adjacent to a major road needs a hard barrier (Jersey barrier or bollards, not flex posts)	10/3/2022 9:11 AM
200	I'm concerned for at least one of the businesses that this path is scarily close to and I hope it does not make the business move.	10/3/2022 9:05 AM
201	Use raised crossings and flashing beacons wherever possible. Implement Dutch design and standards at crossings and intersections (protected intersections where possible).	10/2/2022 8:15 PM
202	I am excited about this and other bicycle paths (and particularly north south options). I use bike paths for commuting and transportation, so I prefer fewer amenities and a focus on an unobstructed bike path.	10/2/2022 10:04 AM
203	Due to traffic on Todd Ln the narrowing of the road will have a negative effect on the flow of traffic. This is a high traffic area with many big vehicles traveling on this road!	10/2/2022 5:58 AM
204	For buffer space between trail and the road, particularly along Vinson Drive in the eastern	10/1/2022 10:01 AM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

segment, would be great to have trees or a low wall to provide further pedestrian protection from cars.

205	Crosswalk signs located with on crossing islands should always be high enough for drivers to see them. I often see these signs installed low to the ground - easy for cyclists and pedestrians to read, difficult for drivers to notice.	10/1/2022 9:12 AM
206	The median dividers are great as are color differentiators between pedestrian and bike paths. I use the mixed path on Barton Springs road and nobody (bikes or pedestrians) stay in their lanes...as it's not clear which lane is for which. Anything you can do to improve that would be great. THANKS!	9/30/2022 4:32 PM
207	Optimally this trail can integrate into the blunn creek trail near St Edward's and 35. There should also be some places with historical information on the trail. I'd like to see raised rails for bikes to hold onto when. Waiting for lights at key intersections.	9/30/2022 3:52 PM
208	There are a few sections here where I can see drivers being completely unaware of cyclists or pedestrians and causing many accidents. This is especially evident in the I35 frontage road crossings. If there is not some sort of traffic calming measure (preferably a raised crossing or narrowed street lane), cars will blow right through it. Ideally, I think we need to add these features at every crossing to prioritize alternative modes of transport on this trail so that people will feel comfortable actually using it!	9/30/2022 1:33 PM
209	-the old railway is a haven for dewberries, it would be great to preserve as much of that as possible -a lot of homeless and their trash in the area, good to clean that up -the eastern section will intermingle with the old El Camino Real de Tejas trail, suggest historical signage and consideration	9/30/2022 11:20 AM
210	I suggest getting suggestions from other cities like Amsterdam and Portland where they have been successful with solving these mobility decisions. This is not my wheelhouse	9/30/2022 9:26 AM
211	The trail should be seamless. Too many road crossings. Where are all these people using the trail supposed to park? Will the homeless still be allowed yo camp along the trail as the currently do now?	9/29/2022 8:58 PM
212	I am uncomfortable as noted with no median between bike path and sidewalk based on experience with rude speeding bikers on other combined paths in Austin. Some separation is needed, at some points it can be gained by reducing the bike/automobile median. I think the separation between bike and pedestrian areas can be minimal if designed right(such as very loose but deep gravel, as used in moutainous runaway truck highway designs) so long as the bikers cannot just decide to skip over to the pedestrian side	9/29/2022 2:35 PM
213	It needs well lit paths with clear signage and maybe traffic lights that pedestrians/bike riders can use to stop cross traffic.	9/29/2022 2:11 PM
214	Keep wider spaces with medians for walkers/runners as much as possible , have plenty of trash cans and benches (with shade) along routes, have plenty of native plants, shrubs, and trees.	9/28/2022 9:43 PM
215	There has to be shade or it will be unusable half of the year/majority of the day. I know it is currently difficult but please push for shade trees along the full trail!	9/28/2022 5:06 PM
216	I think it's great, but I think there should be traffic controls at the crossings on I-35 Frontage north and South. I also think there should be traffic controls at crossings which will be very near to Ben White, like on Santiago and Woodward. Traffic moves very fast in this area, and people make the turn coming off of Ben White at high speeds.	9/28/2022 4:59 PM
217	It'd be great if there were drainage culverts or other throughways that bypassed the road crossings that the trail could use.	9/28/2022 3:54 PM
218	1) Although outside of the project scope, please prioritize the sidewalk network that surrounds and feeds into the trail. 2) At all intersections with traffic signals, PLEASE ban right turn on red 3) Whenever possible at intersections, reduce the car travel lanes and install a median. Try and reduce the traffic speeds at intersections by using all tools available 4) Y'all are amazing! Thank you.	9/28/2022 1:02 PM
219	I'm uncomfortable with the crossings at IH35, Congress, and S 1st because they don't seem to have sufficient traffic control or calming, relying instead on paint and PHBs - raised crossings	9/28/2022 11:08 AM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

(even at the cost of automobile speeds) and automatic traffic control signals would be preferable.

220	We love our Austin Parks! We are supporters and try to donate to your efforts when possible :) Hopefully this feedback is helpful & not obnoxious. I feel strongly about medians between bike lanes and walking lanes (if possible). They do not have to be large (especially if medians are narrow with under sidewalk tree wells). As for landscaping in the medians, I think it would be very nice to incorporate evergreen trees or semi evergreen trees over the use of bushy shrubbery/ only low grasses. Not only for shade during hot days, but it increases the ambience of the paths & doesn't feel as "urban park". Although I love tall native grasses, dogs seem to love to lay and roll around in them and the grasses can quickly loose their structure and start to fold over onto the paths. I would suggest/ be a proponent of bushy/ full shrubbery plants along the side of the path which is located next to a highway or road. In that case, a clear barrier is not only helpful but makes the paths feel safer and more pleasant of an experience. In fact, I would prefer walking path be more narrow if it allows for 14" of bushy shrubbery between driving (car) roads and the paths. Example would be cenizo or native holly. Live oaks & Magnolia Trees are great options for center medians. Increased about of public trash cans & dog poop bag stations would also be nice. If people have to walk too far between trash can and where their dog poops, it seems that it when you see a lot more abandoned poop bags along trails. Dog water fountains & water bottle fill up station would also be nice! Last suggestion: I do not believe this would be a very expensive addition..... adding some bicycle tire fill up stations along some of the paths. I have fell victim to low tires 2 miles away from my house with no shop in sight. It would be awesome as a free amenity but if necessary it could even be a money generator. \$1.00 to use the pump (that has tire gage). Thanks for listening and hopefully these suggestions are helpful!	9/28/2022 10:31 AM
221	Anything that will increase shade along these proposed paths would be great.	9/28/2022 10:03 AM
222	Crossing at St Elmo needs more protection due to unaware and speeding drivers in that area. Park a patrol in the parking lot of St Elmo elementary and catch dozens of speeders doing 15+ over the limit every hour	9/28/2022 9:05 AM
223	Street crossings without pedestrian warning lights and raised crossings are less safe for non-car users. I am not a fan of the pedestrian Islands, if there is not enough time for a person to cross the street then there needs to be a solution that slows down drivers. Longer red lights, speed bumps, raised crossing, warning lights, etc. Including trash and recycling receptacles are necessary to avoid littering and accumulation of trash on the trails. You can't blame people for throwing trash on the ground when you don't give them other options. Shade is a life safety issue. It would be preferable if some of that shade came from trees, but there should be abundant places to stop and cool down in the shade. Same with water. I would love to see natural landscaping over something that is manicured and requires expensive regular maintenance.	9/28/2022 9:03 AM
224	please make sure these paths are well lit and if possible have cameras at intersections where people could get hurt and have proper pedestrian lights on major roads like frontages and congress	9/28/2022 8:36 AM
225	Worried by speed of traffic on I35 frontage roads	9/27/2022 9:41 PM
226	needs to have emergency call boxes every so often, and lighting that won't disturb migratory birds, trash cans, portapottys (but only the kind with no bottom wall so they can be hosed down and can't be used for permanent occupation or shelter, and water fountains	9/27/2022 8:09 PM
227	Many very dangerous crossings. Impeeds road traffic. Will be little used because of numerous vagrants camping. Lighting?	9/27/2022 5:33 PM
228	As a cyclist, it's really, really annoying to ride on existing concrete paths with those slabs separated by cracks every 6 feet. I use a road bike, not a mountain bike with fat tires, and I can't take more than about 2-3km before I'm looking for an exit to get back on some pavement. Please consider paving the bike paths instead of using concrete, or figure out a way to remove those cracks when using concrete.	9/26/2022 9:45 AM
229	* Shared-use paths should still have red pavement for designated bike areas. * Would prefer to have more raised crossings where possible. * Dual-track trail is fantastic, well done.	9/25/2022 1:21 PM
230	Please include as much native plant landscaping as possible!	9/22/2022 7:44 AM
231	SHADE by tree cover is crucial as our summers are getting hotter and lasting longer. Please	9/21/2022 10:16 PM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

shade these trails. It can be the difference between heat stroke and just being hot.

232	more emphasis on bike, pedestrian, scooter mobility and less on cars. the pandemic showed us what a city with light car traffic is like.....can we go back to that year round?	9/21/2022 9:35 AM
233	Accommodation for a connection to the airport (instead of just dead end at 183)	9/20/2022 11:45 PM
234	Can you please provide more details as to what the pictures convey? Some of them have inconsistent labels. It is not clear to me what the safety benefits of certain features are. I preferred the videos provided previously that explained the different segments and potential design features.	9/20/2022 10:59 AM
235	Crossing South Congress takes FOREVER and will encourage jaywalking without a PHB or adjusting the e siting timing for the crosswalk. Same for the I-35 access roads, except the car traffic is even higher speed! Otherwise, I'm very excited to see progress on this project	9/20/2022 8:51 AM
236	Trees/shade will be vital to this trails usage, especially on the walking side. Trash and recycling bins would be very useful as well.	9/19/2022 10:10 PM
237	Provide as much shade as possible along the trail corridor, preferably via trees. As for crossings, I'm neutral about crossings with PHBs or similar bc too many drivers just ignore them. And crossing congress in this area is a nightmare, even at signalized intersections, drivers just don't pay attention.	9/19/2022 10:07 PM
238	Ped Hybrid signals at every crossing, esp ay SB I35 frontage board as folks blow through the red when making rt turns from EB Ben White, signage and safe off road connections to CCC trail, area parks and greenbelts(Williamson, Onion, CCCreek,Blunn), plant as many trees as possible for shade and climate change, design as much green stormwater infrastructure as possible to mitigate localized flooding	9/19/2022 5:36 PM
239	The raised crosswalks are really helpful and make the trails much more comfortable Extremely disappointed to see the I35 crossings designed like the ones on the red line trail. I feel like cars on the service roads here will be driving much faster than they do at the crossings in downtown (which are already some of the highest stress crossings I ever make around town), which will make it even more dangerous & stressful to try and cross	9/19/2022 4:31 PM
240	Thank you for this EXTREMELY exciting project! This is set to be a signature facility in Austin. Some feedback on the project: - If possible, introduce minor kinks or curves into the trail at least every 1/4 mile and preferably more often. Perfectly straight paths with long sightlines tend to be dull and discourage usage. - There should be an installation of interest every few minutes walk. - Include a bench or picnic table, preferably covered, every 1/8 mile or more frequently. - Include bulletin boards that the community can post on. - As this is an old rail right of way, historical information boards will be very interesting. - Include regular covered shelter. There need to be options for when it rains. - Include wayfinding, including distances to destinations and/or cross streets. - For art, consider focusing on images of people, whether it's a mural or a statue, rather than abstract images. People find images of people comforting and this draws them onto trails. - When the trail approaches an intersection, curve the trail away from the intersection. - Offer incentives for residents along the trail to renovate the backs of their homes to better engage with the trail (eg. add back porches.) - Include a bike repair station every so often.	9/19/2022 4:08 PM
241	lots of trees or shade, connection to destinations/transit, water/bathrooms would be nice	9/19/2022 12:58 PM
242	No specific feedback but wanted to say that I am very excited about this project! I can't wait to walk/run/ride on this trail!!	9/19/2022 10:18 AM
243	The homeless encampments along the tracks are a real problem right now, along with the overgrown weeds/grass, and garbage. I think any landscaping/amenities should be in line with Austin environmental priorities, water fountains, recycling retention ponds, water gardens, and rest areas. Please try and save any and all trees for shade, and rest areas.	9/18/2022 9:17 PM
244	This corridor may be used by homeless camps in the area and needs to be kept feeling safe. Maintain visibility, keep mown, consider solar lighting and safety. Consider adding a safety police pull box and cameras.	9/18/2022 4:09 PM
245	There needs to be a PHB at the St Elmo trail crossing. This is a well-used road with school traffic, hospital traffic, and cut-through traffic. It would be dangerous to have a trail crossing with no mechanism to stop traffic. Similarly, there should be a PHB at the Todd Ln trail crossing - this is a very busy street with fairly high speeds. There needs to be a way to stop	9/17/2022 5:53 PM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

traffic for trail crossers. The western intersection of the trail and the I-35 frontage road is very unsafe - traffic from the eastbound Ben White frontage road turns right into the trail crossing on green - both the trail users and turning traffic will be going at the same time which will cause conflict. Once solution would be to have a separate light for the trail that turns green before the Ben White frontage road traffic gets a green. However, right turns on red would need to be prohibited for this to work. Something needs to be done to resolve this major conflict.

246	Would love to see water fountains, shade structures, and native trees along the trail. Would really appreciate signage for things like a map of the trail or various natural history or local history about the area, maybe having to do with the railroad or other spots along the path. Would love to see native plants (and educational signage about those plants) along the trail. Would love to see rain gardens utilized and maybe signage about that. My biggest concern was the crossings near the freeway. Those areas would really benefit from native trees and bushes to reduce the massive noise from the freeway. Also, not sure if flashing lights to alert drivers to pedestrians would be appropriate. And with the speeds in those areas protective barriers for the side walk may make sense.	9/17/2022 3:34 PM
247	Would love to see native trees planted for shade and green space along exposed trail in both sections (especially by freeway), speed deterrents/barriers for cars on 35 frontage road, possible shade structures, and water fountains with bike repair stations along trail.	9/17/2022 3:10 PM
248	Trash recycle water shade bathrooms. Only plant bluebonnets and the coral wildflowers. They are almost all gone now because of street widening and 183 redo	9/17/2022 1:51 PM
249	We need this ASAP	9/17/2022 1:43 PM
250	Would love the grass median to be unmowed native grasses and plants. Lights should be carefully taken into consideration to make the area safe for night commuters (of which this area has many). Obviously lots of trees and native plants would be amazing.	9/17/2022 11:44 AM
251	As much natural shade as possible and maybe a trash can every once in a while. IMO this work you are doing will save lives. Awesome job.	9/17/2022 11:36 AM
252	The Bergstrom Spur should be used as a train line to the airport. It could curve north on Congress to go downtown	9/17/2022 9:54 AM
253	The crossings I'm least comfortable with are the ones where nothing is shown that indicates traffic should yield to trail users. Road paint and raised crossings are nice, but I prefer flashing lights that indicate trail users have the right of way. I encourage you to design the paths so the sidewalk and bike path are very distinct. Different colors, different surface types, painted markers, etc. It's frustrating and dangerous when users of one mode are obviously occupying the other mode's lane. Please plant lots and lots of trees! Thanks for your hard work. I can't wait to use this!	9/17/2022 6:26 AM
254	I would LOVE to see trees planted in the trail median and the rest of the trail ROW to the absolute maximum extent possible.	9/17/2022 12:42 AM
255	Please provide water where possible/wayfinding and clean the trail of the many current homeless camps stockpiling junk that will become more costly and complex to remove in time. The city has been unresponsive about the used car dealers also abusing the ROW for years to store junk vehicles and boats, people living in RVs on the trail (near S 1st)	9/16/2022 7:09 PM
256	We need more shade and the bikeway needs to be as separate from pedestrians as possible. I don't like the width constraints on Vinson. Find a way to widen the trail. 8 feet is not enough for both a two-way bikeway and pedestrians.	9/16/2022 5:32 PM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

232	Contentment and relaxed	9/19/2022 4:35 PM
233	I want to feel like I'm on a real tree-shaded trail in teh middle of a city, where I'm nearly surprised when I see main roads.	9/19/2022 4:16 PM
234	Relaxed, connected to nature and other pedestrians, safe from roadway traffic	9/19/2022 4:08 PM
235	Like it's an adventure unfolding.	9/19/2022 4:08 PM
236	most importantly safe and secondly that it has a purpose, that i can reach things, can do something fun along the way or at either ends	9/19/2022 1:00 PM
237	Connected and community.	9/19/2022 10:19 AM
238	Relaxed and unhurried, safe and meditative, thankful and proud of my city.	9/19/2022 7:49 AM
239	Greatful, that we live in a city that will repurpose an old railroad to improve our health, and well being.	9/18/2022 9:23 PM
240	Safe and healthy	9/18/2022 4:10 PM
241	Safe, ease of travel.	9/17/2022 5:55 PM
242	I want to feel like I'm experiencing the city/community in a unique way. I want to learn about my community and the natural environment it exists in while I'm enjoying the space. And I want it to feel like a reprieve from the noisy road. I definitely want to feel safe.	9/17/2022 3:48 PM
243	I don't want it to feel like an after thought for daily transportation, I want it to feel like a natural commuting option. I'd love to feel like I'm connecting with my community in a deeper way as I use the trail.	9/17/2022 3:17 PM
244	Connected	9/17/2022 1:53 PM
245	Free to cycle without fear	9/17/2022 1:48 PM
246	I want to feel like I am in my community. That I can say hi to my neighbors and that it will be a place I will feel comfortable commuting to work or hanging out at a bar and then riding my bike home.	9/17/2022 11:48 AM
247	As stated. This a cost effective way to get a train to the airport	9/17/2022 9:55 AM
248	In a magical world where everyone gets around by zipping through nature under their own power.	9/17/2022 6:27 AM
249	Comfortable, safe, at peace	9/17/2022 12:43 AM
250	Safe, in nature, regular cleaning and safe patrols by bicycle to prevent homeless abuse and graffiti/crime/motorized abuse like we are seeing on Walnut Creek Trail	9/16/2022 7:11 PM
251	Safe, connected, like they can access different places and explore Austin.	9/16/2022 5:37 PM
252	safe! free	9/16/2022 5:34 PM

Bergstrom Spur Trail
(Western + Central Segments)
60% Design Community Feedback

Demographic Responses



Q29 What is your ZIP code?

Answered: 409 Skipped: 313

ANSWER CHOICES	RESPONSES
Name	0.00% 0
Company	0.00% 0
Address	0.00% 0
Address 2	0.00% 0
City/Town	0.00% 0
State/Province	0.00% 0
ZIP/Postal Code	100.00% 409
Country	0.00% 0
Email Address	0.00% 0
Phone Number	0.00% 0

#	NAME	DATE
	There are no responses.	
#	COMPANY	DATE
	There are no responses.	
#	ADDRESS	DATE
	There are no responses.	
#	ADDRESS 2	DATE
	There are no responses.	
#	CITY/TOWN	DATE
	There are no responses.	
#	STATE/PROVINCE	DATE
	There are no responses.	
#	ZIP/POSTAL CODE	DATE
1	78745	11/4/2022 11:59 AM
2	78745	11/2/2022 3:57 PM
3	78745	11/1/2022 11:51 AM
4	78745	11/1/2022 11:48 AM
5	78745	11/1/2022 10:29 AM
6	78240	10/31/2022 11:13 AM
7	78745	10/30/2022 8:09 PM
8	78745	10/30/2022 4:25 PM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

9	78745	10/30/2022 4:21 PM
10	78745	10/30/2022 3:51 PM
11	78701	10/30/2022 3:27 PM
12	78745	10/30/2022 8:25 AM
13	78748	10/29/2022 10:32 PM
14	78745	10/29/2022 7:18 PM
15	78748	10/29/2022 6:36 PM
16	78751	10/29/2022 7:30 AM
17	78745	10/28/2022 11:38 PM
18	78745	10/28/2022 11:13 PM
19	78748	10/28/2022 7:53 PM
20	78745	10/28/2022 6:21 PM
21	78748	10/28/2022 4:01 PM
22	78741	10/28/2022 3:24 PM
23	78745	10/28/2022 2:41 PM
24	78745	10/28/2022 1:26 PM
25	78745	10/28/2022 12:50 PM
26	78749	10/28/2022 12:29 PM
27	78731	10/28/2022 11:51 AM
28	78731	10/28/2022 10:32 AM
29	78705	10/28/2022 10:31 AM
30	78745	10/28/2022 12:59 AM
31	78701	10/27/2022 5:37 PM
32	78739	10/27/2022 5:10 PM
33	78745	10/27/2022 4:45 PM
34	78748	10/26/2022 11:42 AM
35	78745	10/26/2022 10:21 AM
36	78745	10/26/2022 3:09 AM
37	78723	10/25/2022 10:18 AM
38	78748	10/24/2022 9:05 PM
39	78741	10/24/2022 3:57 PM
40	78745	10/24/2022 12:26 AM
41	78745	10/23/2022 10:26 PM
42	78745	10/23/2022 4:08 PM
43	78744	10/22/2022 5:03 PM
44	78745	10/22/2022 11:51 AM
45	78745	10/22/2022 9:02 AM
46	78744	10/21/2022 7:12 PM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

47	78745	10/21/2022 3:37 PM
48	78748	10/21/2022 1:32 PM
49	78704	10/20/2022 3:58 PM
50	78744	10/20/2022 1:54 PM
51	78744	10/20/2022 9:22 AM
52	78745	10/20/2022 8:52 AM
53	78745	10/20/2022 7:41 AM
54	78747	10/20/2022 7:21 AM
55	78759	10/20/2022 7:08 AM
56	78744	10/20/2022 12:40 AM
57	78704	10/20/2022 12:26 AM
58	78748	10/19/2022 10:19 PM
59	78723	10/19/2022 10:17 PM
60	78744	10/19/2022 10:10 PM
61	78744	10/19/2022 10:00 PM
62	78745	10/19/2022 7:38 PM
63	78745	10/19/2022 7:18 PM
64	78735	10/19/2022 7:05 PM
65	78641	10/19/2022 6:19 PM
66	78745	10/19/2022 4:45 PM
67	78757	10/19/2022 11:15 AM
68	78702	10/19/2022 10:41 AM
69	78745	10/18/2022 5:54 PM
70	78748	10/18/2022 2:29 PM
71	78704	10/18/2022 12:43 PM
72	78736	10/18/2022 12:40 PM
73	78741	10/18/2022 11:22 AM
74	78745	10/18/2022 9:43 AM
75	78745	10/18/2022 12:01 AM
76	78745	10/17/2022 10:22 PM
77	78745	10/17/2022 9:21 PM
78	78745	10/17/2022 8:13 PM
79	78750	10/17/2022 4:44 PM
80	78744	10/17/2022 3:35 PM
81	78744	10/17/2022 1:56 PM
82	78745	10/16/2022 9:41 PM
83	78742	10/16/2022 8:33 PM
84	78748	10/16/2022 8:33 PM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

85	78741	10/16/2022 8:32 PM
86	78745	10/16/2022 7:01 PM
87	78745	10/16/2022 5:02 PM
88	78741	10/16/2022 11:27 AM
89	78744	10/16/2022 10:51 AM
90	78744	10/16/2022 9:12 AM
91	78745	10/16/2022 8:05 AM
92	78744	10/15/2022 7:41 PM
93	78701	10/15/2022 4:49 PM
94	78745	10/15/2022 10:57 AM
95	78703	10/15/2022 9:16 AM
96	78744	10/14/2022 5:44 PM
97	78705	10/14/2022 12:48 PM
98	78728	10/14/2022 12:34 PM
99	78741	10/14/2022 12:15 PM
100	78703	10/14/2022 9:45 AM
101	78745	10/14/2022 7:24 AM
102	78744	10/13/2022 9:41 PM
103	78744	10/13/2022 9:18 PM
104	78749	10/13/2022 9:17 PM
105	78745	10/13/2022 8:50 PM
106	78745	10/13/2022 6:43 PM
107	78704	10/13/2022 3:57 PM
108	78745	10/13/2022 8:00 AM
109	78747	10/13/2022 7:56 AM
110	78749	10/13/2022 6:54 AM
111	78744	10/12/2022 10:49 PM
112	78727	10/12/2022 10:36 PM
113	78721	10/12/2022 7:29 PM
114	78702	10/12/2022 2:00 PM
115	78741	10/12/2022 11:38 AM
116	78745	10/12/2022 11:36 AM
117	78735	10/12/2022 10:55 AM
118	78741	10/12/2022 10:34 AM
119	78745	10/12/2022 8:02 AM
120	78745	10/12/2022 7:40 AM
121	78745	10/12/2022 7:03 AM
122	78749	10/12/2022 5:24 AM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

123	78748	10/12/2022 4:52 AM
124	78748	10/11/2022 11:02 PM
125	78741	10/11/2022 11:00 PM
126	78704	10/11/2022 9:43 PM
127	78703	10/11/2022 8:55 PM
128	78745	10/11/2022 8:51 PM
129	78704	10/11/2022 8:47 PM
130	78745	10/11/2022 8:36 PM
131	78724	10/11/2022 8:15 PM
132	78721	10/11/2022 8:02 PM
133	78745	10/11/2022 7:56 PM
134	78745	10/11/2022 7:16 PM
135	78741	10/11/2022 5:37 PM
136	78756	10/11/2022 4:43 PM
137	78705	10/11/2022 4:42 PM
138	78741	10/11/2022 4:18 PM
139	78745	10/11/2022 2:23 PM
140	78749	10/11/2022 1:36 PM
141	78745	10/11/2022 12:33 PM
142	78747	10/11/2022 12:03 PM
143	78748	10/11/2022 12:02 PM
144	78748	10/11/2022 11:57 AM
145	78748	10/11/2022 11:18 AM
146	78745	10/11/2022 11:15 AM
147	78731	10/11/2022 9:26 AM
148	78751	10/11/2022 9:20 AM
149	78744	10/11/2022 9:16 AM
150	78722	10/11/2022 9:14 AM
151	78704	10/11/2022 8:14 AM
152	78704	10/11/2022 7:13 AM
153	78745	10/11/2022 7:00 AM
154	78745	10/11/2022 1:30 AM
155	78745	10/10/2022 11:48 PM
156	78745	10/10/2022 10:10 PM
157	78723	10/10/2022 10:01 PM
158	78745	10/10/2022 9:58 PM
159	78704	10/10/2022 9:27 PM
160	78731	10/10/2022 9:18 PM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

161	78701	10/10/2022 8:23 PM
162	78744	10/10/2022 8:19 PM
163	78756	10/10/2022 7:48 PM
164	78701	10/10/2022 7:39 PM
165	78751	10/10/2022 6:51 PM
166	78745	10/10/2022 5:50 PM
167	78704	10/10/2022 5:37 PM
168	78702	10/10/2022 5:24 PM
169	78704	10/10/2022 5:07 PM
170	78748	10/10/2022 4:57 PM
171	78653	10/10/2022 4:17 PM
172	78744	10/10/2022 4:15 PM
173	78741	10/10/2022 4:08 PM
174	78704	10/10/2022 3:51 PM
175	78745	10/10/2022 3:45 PM
176	15216	10/10/2022 3:42 PM
177	78741	10/10/2022 3:17 PM
178	78703	10/10/2022 3:11 PM
179	78721	10/10/2022 3:09 PM
180	78725	10/10/2022 3:04 PM
181	78731	10/10/2022 2:55 PM
182	78703	10/10/2022 2:52 PM
183	78704	10/10/2022 2:49 PM
184	78705	10/10/2022 2:48 PM
185	78704	10/10/2022 2:47 PM
186	78704	10/10/2022 2:33 PM
187	78736	10/10/2022 2:32 PM
188	78731	10/10/2022 2:32 PM
189	78703	10/10/2022 2:32 PM
190	78759	10/10/2022 2:30 PM
191	78741	10/10/2022 2:30 PM
192	78704	10/10/2022 2:27 PM
193	78741	10/10/2022 2:26 PM
194	78745	10/10/2022 8:40 AM
195	78748	10/10/2022 6:51 AM
196	78733	10/9/2022 11:50 PM
197	78744	10/9/2022 10:56 PM
198	78745	10/9/2022 9:54 PM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

199	78612	10/9/2022 9:20 PM
200	78731	10/9/2022 9:15 PM
201	78749	10/9/2022 7:16 PM
202	78745	10/9/2022 6:43 PM
203	78748	10/9/2022 4:52 PM
204	78701	10/9/2022 12:59 PM
205	78744	10/9/2022 12:03 PM
206	78721	10/9/2022 8:29 AM
207	78745	10/8/2022 10:36 PM
208	78722	10/8/2022 10:27 PM
209	78745	10/8/2022 3:38 PM
210	78705	10/8/2022 1:26 PM
211	78729	10/8/2022 1:19 PM
212	78749	10/8/2022 1:13 PM
213	78748	10/8/2022 6:13 AM
214	78745	10/8/2022 5:15 AM
215	78701	10/8/2022 2:08 AM
216	78702	10/7/2022 5:24 PM
217	78745	10/7/2022 12:49 PM
218	78704	10/7/2022 12:18 PM
219	78723	10/7/2022 10:44 AM
220	78702	10/7/2022 10:18 AM
221	78748	10/7/2022 9:16 AM
222	78745	10/7/2022 8:26 AM
223	78744	10/7/2022 12:39 AM
224	78745	10/6/2022 10:43 PM
225	78745	10/6/2022 10:05 PM
226	78748	10/6/2022 6:57 PM
227	78745	10/6/2022 6:49 PM
228	78741	10/6/2022 6:24 PM
229	78745	10/6/2022 4:42 PM
230	78745	10/6/2022 4:41 PM
231	78745	10/6/2022 4:40 PM
232	78722	10/6/2022 3:23 PM
233	78701	10/6/2022 3:18 PM
234	78702	10/6/2022 1:53 PM
235	78722	10/6/2022 1:48 PM
236	78745	10/6/2022 1:28 PM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

237	78745	10/6/2022 1:28 PM
238	78701	10/6/2022 12:32 PM
239	78701	10/6/2022 11:09 AM
240	78703-4620	10/6/2022 10:53 AM
241	78752	10/6/2022 10:30 AM
242	78745	10/6/2022 9:19 AM
243	78723	10/6/2022 9:03 AM
244	78705	10/6/2022 8:20 AM
245	78744	10/6/2022 7:37 AM
246	78744	10/6/2022 12:17 AM
247	78704	10/5/2022 11:06 PM
248	78744	10/5/2022 11:01 PM
249	78745	10/5/2022 10:13 PM
250	78745	10/5/2022 9:35 PM
251	78724	10/5/2022 9:29 PM
252	78741	10/5/2022 9:04 PM
253	78744	10/5/2022 8:04 PM
254	78745	10/5/2022 6:04 PM
255	78722	10/5/2022 5:52 PM
256	78704	10/5/2022 4:11 PM
257	78744	10/5/2022 3:40 PM
258	78722	10/5/2022 3:19 PM
259	78741	10/5/2022 2:41 PM
260	78746	10/5/2022 2:39 PM
261	78735	10/5/2022 2:37 PM
262	78703	10/5/2022 12:32 PM
263	78701	10/5/2022 11:33 AM
264	78660	10/5/2022 11:31 AM
265	78744	10/5/2022 11:27 AM
266	78704	10/5/2022 11:27 AM
267	78752	10/5/2022 11:18 AM
268	78653	10/5/2022 11:03 AM
269	78745	10/5/2022 10:38 AM
270	78757	10/5/2022 10:01 AM
271	78745	10/5/2022 10:00 AM
272	78748	10/5/2022 9:57 AM
273	78744	10/5/2022 9:42 AM
274	78745	10/5/2022 9:38 AM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

275	78723	10/5/2022 9:23 AM
276	78745	10/5/2022 8:55 AM
277	78721	10/5/2022 8:09 AM
278	78701	10/5/2022 7:30 AM
279	78745	10/5/2022 1:05 AM
280	78744	10/4/2022 11:32 PM
281	78745	10/4/2022 10:42 PM
282	78741	10/4/2022 8:38 PM
283	78705	10/4/2022 7:00 PM
284	78704	10/4/2022 6:25 PM
285	78746	10/4/2022 5:57 PM
286	78723	10/4/2022 5:57 PM
287	78704	10/4/2022 5:50 PM
288	78745	10/4/2022 3:27 PM
289	78749	10/4/2022 3:20 PM
290	78747	10/4/2022 2:54 PM
291	78702	10/4/2022 2:53 PM
292	78744	10/4/2022 2:30 PM
293	78737	10/4/2022 1:39 PM
294	78725	10/4/2022 12:18 PM
295	78723	10/4/2022 11:40 AM
296	78749	10/4/2022 11:06 AM
297	78748	10/4/2022 11:06 AM
298	78704	10/4/2022 10:14 AM
299	78704	10/4/2022 10:01 AM
300	78741	10/4/2022 9:51 AM
301	78610	10/4/2022 9:33 AM
302	78702	10/4/2022 9:26 AM
303	78741	10/4/2022 9:23 AM
304	78751	10/4/2022 9:09 AM
305	78749	10/4/2022 8:39 AM
306	78745	10/4/2022 8:12 AM
307	78744	10/4/2022 7:54 AM
308	78748	10/4/2022 7:42 AM
309	78704	10/4/2022 7:26 AM
310	78703	10/4/2022 6:49 AM
311	78744	10/4/2022 2:00 AM
312	78704	10/4/2022 12:12 AM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

313	78723	10/3/2022 10:38 PM
314	78745	10/3/2022 10:38 PM
315	78741	10/3/2022 10:17 PM
316	78723	10/3/2022 8:50 PM
317	78721	10/3/2022 8:08 PM
318	78736	10/3/2022 6:32 PM
319	78750	10/3/2022 6:18 PM
320	78704	10/3/2022 6:03 PM
321	78744	10/3/2022 4:48 PM
322	78728	10/3/2022 3:05 PM
323	78749	10/3/2022 2:15 PM
324	78758	10/3/2022 1:45 PM
325	78741	10/3/2022 9:12 AM
326	78738	10/3/2022 8:49 AM
327	78744	10/2/2022 8:20 PM
328	78745	10/2/2022 10:06 AM
329	78745	10/2/2022 6:06 AM
330	78702	10/1/2022 10:04 AM
331	79702	10/1/2022 9:13 AM
332	78744	10/1/2022 2:10 AM
333	78745	9/30/2022 4:34 PM
334	78744	9/30/2022 3:54 PM
335	78704	9/30/2022 3:53 PM
336	78744	9/30/2022 3:45 PM
337	78744	9/30/2022 3:27 PM
338	78745	9/30/2022 1:47 PM
339	78745	9/30/2022 1:33 PM
340	78702	9/30/2022 11:23 AM
341	78745	9/29/2022 9:03 PM
342	78744	9/29/2022 7:33 PM
343	78747	9/29/2022 2:35 PM
344	78744	9/29/2022 2:12 PM
345	78745	9/29/2022 8:44 AM
346	78704	9/29/2022 8:03 AM
347	78752	9/28/2022 6:35 PM
348	78702	9/28/2022 5:10 PM
349	78745	9/28/2022 5:03 PM
350	78748	9/28/2022 4:44 PM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

351	78741	9/28/2022 3:55 PM
352	78749	9/28/2022 3:35 PM
353	78745	9/28/2022 1:51 PM
354	78703	9/28/2022 1:03 PM
355	78751	9/28/2022 12:20 PM
356	78744	9/28/2022 12:10 PM
357	78758	9/28/2022 11:12 AM
358	78745	9/28/2022 10:51 AM
359	78735	9/28/2022 10:37 AM
360	78745	9/28/2022 10:04 AM
361	78745	9/28/2022 9:08 AM
362	78724	9/28/2022 9:05 AM
363	78741	9/28/2022 8:48 AM
364	78749	9/28/2022 8:38 AM
365	78745	9/27/2022 9:43 PM
366	78745	9/27/2022 8:12 PM
367	78745	9/27/2022 5:37 PM
368	78759	9/26/2022 9:47 AM
369	78704	9/25/2022 1:21 PM
370	78759	9/22/2022 7:45 AM
371	78724	9/21/2022 10:19 PM
372	78723	9/21/2022 9:36 AM
373	78745	9/20/2022 11:46 PM
374	78745	9/20/2022 10:09 PM
375	78721	9/20/2022 11:03 AM
376	78745	9/20/2022 8:53 AM
377	78704	9/20/2022 7:59 AM
378	78741	9/20/2022 12:47 AM
379	78745	9/19/2022 10:14 PM
380	78745	9/19/2022 10:14 PM
381	78745	9/19/2022 9:24 PM
382	78741	9/19/2022 8:45 PM
383	78745	9/19/2022 6:44 PM
384	78745	9/19/2022 5:41 PM
385	78749	9/19/2022 4:36 PM
386	78701	9/19/2022 4:31 PM
387	78748	9/19/2022 4:17 PM
388	78741	9/19/2022 4:08 PM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

389	78702	9/19/2022 4:08 PM
390	78752	9/19/2022 1:00 PM
391	78745	9/19/2022 10:20 AM
392	78702	9/19/2022 9:02 AM
393	78745	9/19/2022 7:49 AM
394	78745	9/18/2022 9:23 PM
395	78745	9/18/2022 4:11 PM
396	78745	9/17/2022 7:19 PM
397	78736	9/17/2022 5:55 PM
398	78745	9/17/2022 3:48 PM
399	78745	9/17/2022 3:17 PM
400	78745	9/17/2022 1:54 PM
401	78745	9/17/2022 1:49 PM
402	78741	9/17/2022 11:49 AM
403	78723	9/17/2022 11:36 AM
404	78745	9/17/2022 9:56 AM
405	78757	9/17/2022 6:28 AM
406	78756	9/17/2022 12:43 AM
407	78725	9/16/2022 7:11 PM
408	78745	9/16/2022 5:37 PM
409	78745	9/16/2022 5:34 PM

#	COUNTRY	DATE
---	---------	------

There are no responses.

#	EMAIL ADDRESS	DATE
---	---------------	------

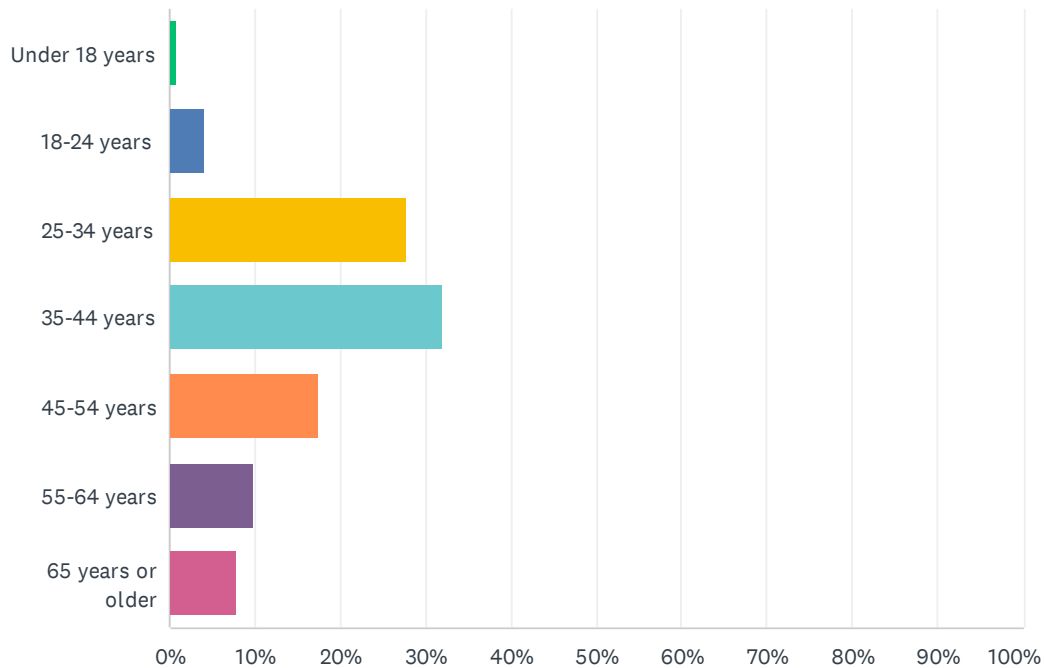
There are no responses.

#	PHONE NUMBER	DATE
---	--------------	------

There are no responses.

Q30 What is your age?

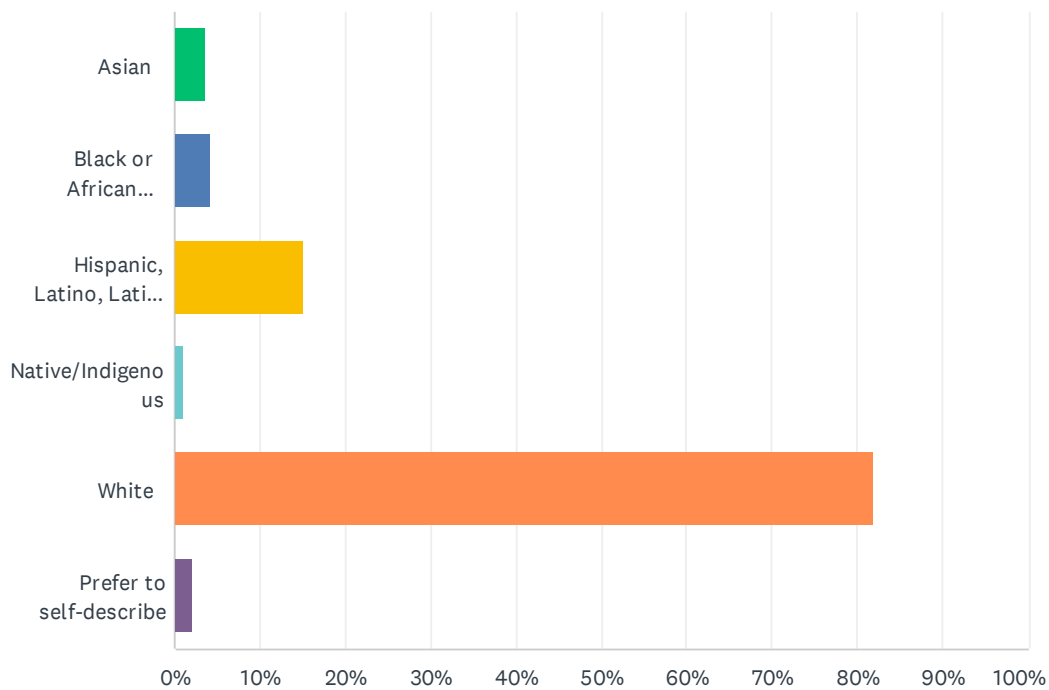
Answered: 417 Skipped: 305



ANSWER CHOICES	RESPONSES	
Under 18 years	0.96%	4
18-24 years	4.08%	17
25-34 years	27.82%	116
35-44 years	31.89%	133
45-54 years	17.51%	73
55-64 years	9.83%	41
65 years or older	7.91%	33
TOTAL		417

Q31 How would you best describe yourself? Select all that apply.

Answered: 407 Skipped: 315



ANSWER CHOICES	RESPONSES	
Asian	3.69%	15
Black or African American	4.18%	17
Hispanic, Latino, Latina, or Latinx	15.23%	62
Native/Indigenous	0.98%	4
White	81.82%	333
Prefer to self-describe	2.21%	9
Total Respondents: 407		

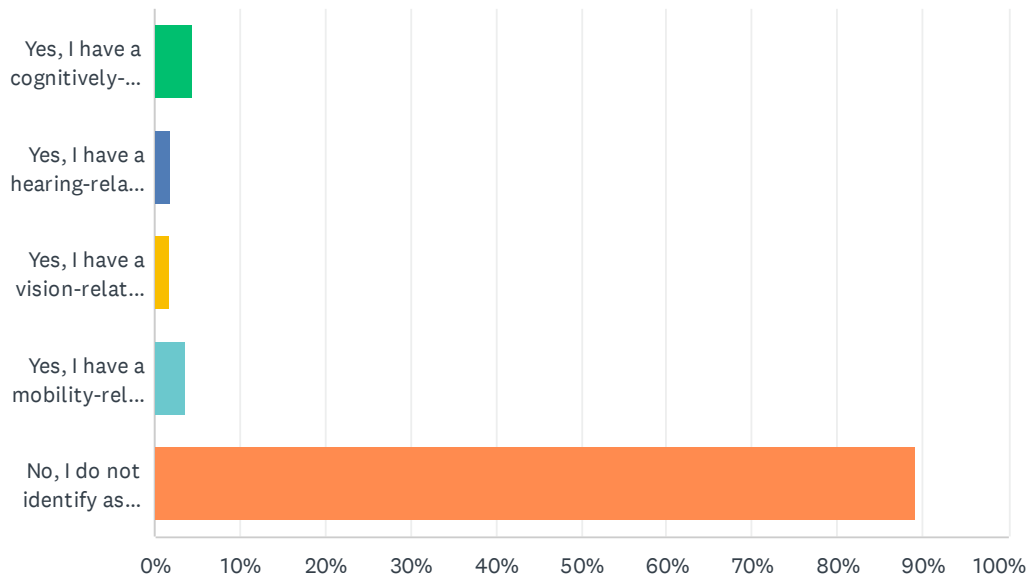
#	PREFER TO SELF-DESCRIBE	DATE
1	Other	10/19/2022 10:00 PM
2	Mutt: Native/White	10/19/2022 7:38 PM
3	Human being	10/18/2022 2:29 PM
4	Hi	10/16/2022 9:41 PM
5	Native Texan	10/11/2022 8:49 AM
6	why is this relevant?	10/10/2022 2:47 PM
7	Human	10/8/2022 6:13 AM
8	x	10/7/2022 10:18 AM

Bergstrom Spur Trail 60% Design Survey: Western and Central Segments

9	Prefer not to answer	10/4/2022 10:01 AM
---	----------------------	--------------------

Q32 Do you identify as someone with a disability? Select all that apply.

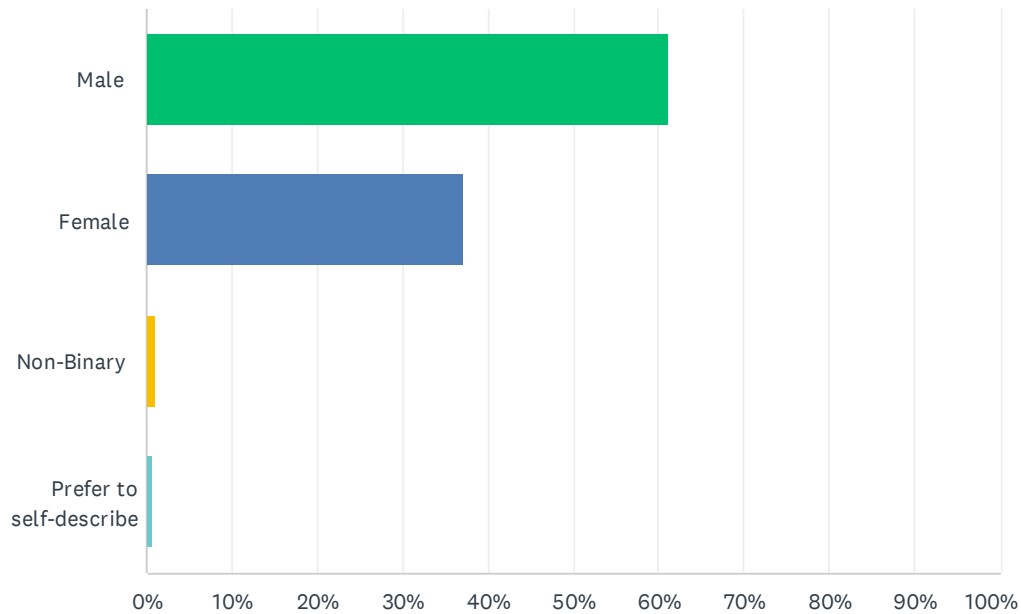
Answered: 407 Skipped: 315



ANSWER CHOICES	RESPONSES	
Yes, I have a cognitively- or intellectually-related disability	4.42%	18
Yes, I have a hearing-related disability	1.97%	8
Yes, I have a vision-related disability	1.72%	7
Yes, I have a mobility-related disability	3.69%	15
No, I do not identify as having a disability.	89.19%	363
Total Respondents: 407		

Q33 Which of the following best represents your gender identity?

Answered: 408 Skipped: 314

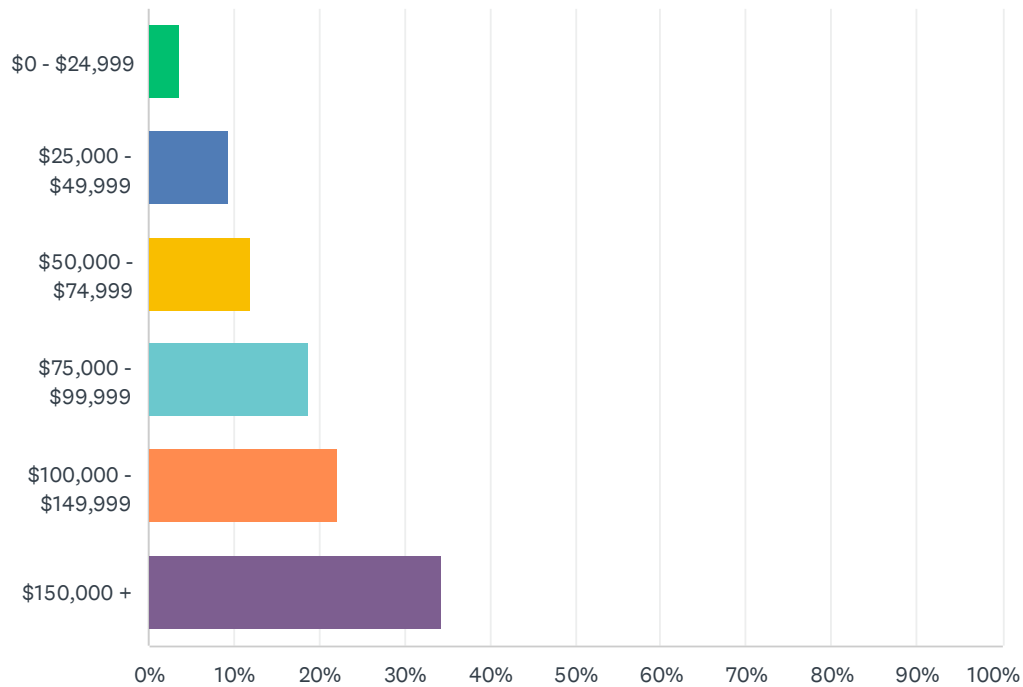


ANSWER CHOICES	RESPONSES	
Male	61.27%	250
Female	37.01%	151
Non-Binary	0.98%	4
Prefer to self-describe	0.74%	3
TOTAL		408

#	PREFER TO SELF-DESCRIBE	DATE
1	I'm	10/15/2022 10:57 AM
2	why is this relevant?	10/10/2022 2:47 PM
3	Human	10/8/2022 6:13 AM

Q34 What is your yearly household income?

Answered: 394 Skipped: 328



ANSWER CHOICES	RESPONSES	
\$0 - \$24,999	3.55%	14
\$25,000 - \$49,999	9.39%	37
\$50,000 - \$74,999	11.93%	47
\$75,000 - \$99,999	18.78%	74
\$100,000 - \$149,999	22.08%	87
\$150,000 +	34.26%	135
TOTAL		394