



Bergstrom Spur Platinum Planning Study Public Meeting #2 ENGLISH VIDEO SCRIPT

VIDEO 1 – Project Overview – Summer 2020

Slide 1: Intro slide

Hello, and welcome to the Bergstrom Spur Platinum Planning Study Virtual Public Meeting! This video is part of the second phase of community outreach for this Study and will guide you through options to develop the Bergstrom Spur, a former rail line located in South Austin, into an urban trail with potential public transit opportunities. This first video gives an overview of the study and shares proposed trail and transit concepts for the full corridor. The three additional videos provide a more in-depth look at the western, central, and eastern segments of the corridor.

At the end of the videos, we invite you to take a short survey and share your feedback. Your input is important to this process and will help inform final recommendations.

Slide 2: Overview and Introduction

The Bergstrom Spur Study is presented by CAMPO, the Capital Area Metropolitan Planning Organization, and the City of Austin Urban Trails Program. Since September of 2019, a project team has studied possible uses for this corridor. The corridor is about 6-miles long and 50-feet wide stretching from Vinson Drive just west of South First Street on the west end to 183 near the Austin-Bergstrom International Airport on the east end.

CAMPO's long-term “Platinum Planning” approach considers how transportation planning impacts several factors such as equity, housing, the environment, economic development, and the historical and cultural character of a location. These factors were all considered in making the recommendations and concepts presented here.

Slide 3: Background

This former Bergstrom Spur rail line, owned and operated by Union Pacific Railroad, was a critical connection to the former Bergstrom Air Force Base established in 1942 after the U.S. entered World War II. The rail line was decommissioned in 1993, and, today, much of the existing railway is in disrepair and can no longer support any kind of rail service.

Slide 4: Project Timeline

Since the Fall 2019, the project team has worked closely with community members and local stakeholders to identify options for the Bergstrom Spur. Following this current phase of community input, the study will produce a final report, which will be shared with the public in late Summer of 2020.

Slide 5: Bergstrom Spur Corridor Segments

This map shows the full length of the corridor and the three segments: Western, Central, and Eastern. The solid grey line shows the full segment of the corridor where an urban trail would be developed. The trail will likely be developed in phases, with an emphasis on an urban trail and a linear park on the western segment from Vinson Drive to South Congress Avenue and an urban trail with options to include future transit along the central and eastern segments from South Congress to 183.



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There is also an option to develop the trail and transit in the future using existing roadways, which is shown with the light grey dots on the eastern segment.

Each of the three segments could be developed independently of the other, and each would be an asset to the nearby area and provide several trail and transit connections.

Slide 6: The Big Picture: Western Segment: Vinson Drive to Congress Avenue

This image shows a potential urban trail concept for the western segment of the corridor. The trail on the western side would likely be developed with separated paths for people walking and biking, and a linear park that would be used for recreation or transportation.

Slide 7: The Big Picture: Central and Eastern Segments: Congress Avenue to 183

For the Central and Eastern Segments, which have a more urban/ commercial and industrial character, the project team recommends developing an urban trail that is built to allow future transit service running parallel to the trail.

Slide 8: Public Involvement

Public involvement plays a key role in shaping the Study. Since September of 2019, the project team met with neighbors and other community stakeholders to provide information, listen to their ideas, and ask for feedback on the various stages of the project.

Slide 9: What we heard: Public Input Highlights

Out of the public involvement efforts, here are some of the highlights of what we heard.

- Overall, there is support for the project and multimodal options to allow people to move around on foot, on bike, or other active transportation
- There is a recognized need for improving connectivity for east to west travel, including connections to existing and to future trail networks, transit options, and to the airport
- There is also general interest to develop the corridor in a way that improves safety for walking, biking, and the general community
- And there is strong support to incorporate landscaping and shaded areas into the design.

Slide 10: Trail features and design concepts

There are many considerations that need to be addressed when developing the walking, biking and transit service options along the corridor.

Slide 11: Safe Roadway Crossings

The Bergstrom Spur would need many street-level roadway crossings. The design of the roadway crossings will vary on different segments, but will incorporate signage, lighting, and other elements to make it safe and easy to cross at busy intersections.

Slide 12: Trail Amenities

Other trail amenities to consider include trailheads, directional signage, lighting, seating, shaded facilities, and bike parking.

Green infrastructure such as rain gardens or bioretention ponds, as shown in the image in the lower right, can be used to help make the landscaping more sustainable, drought tolerant, and easier to maintain.



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Slide 13: Programming, Placemaking, & Policies

To make the corridor more engaging, public art can be added in the area. Nearby businesses can also choose to have outdoor patios or other amenities face the trail. Additionally, programming for local events and activities can draw people to the trail. These concepts would help make the trail a fun, welcoming, inclusive, and exciting place to visit, regardless of age or ability.

Slide 14: Potential Activation Sites: South Congress Transit Center and Todd Lane

The project team studied two sites as potential high-activity locations for future development and growth.

These potential sites include:

- The South Congress Transit Center, located at South Congress and Radam Lane
- City Owned Property located at Todd Lane just south of Ben White Boulevard/US 71, currently used by Austin Resource Recovery.

These sites could serve as hubs of activity, connecting various transit routes, and transporting people to various destinations, including the airport.

Slide 15: Bergstrom Spur Platinum Planning Study: Next Steps

You are probably wondering when will all of this take place?

There are several steps in the process. First, a project sponsor, such as the City of Austin, will use this study's report to secure funding for development of the corridor. The project sponsor would then conduct a thorough design process and begin development of the trail in phases. Options for transit along the spur would come later, once there is more density in the area and a greater demand for service.

Slide 20: Share your input

We hope this presentation helps explain future possibilities for the Bergstrom Spur Corridor.

Please be sure to complete the survey located at campotexas.org/get-involved.

You can also submit comments or request printed materials by dialing 512-761-2224 or emailing comments@campotexas.org. View the other videos to learn more about options for each segment of the corridor.

Thanks for watching and we look forward to hearing your thoughts.

VIDEO 2 – Concept Plan: Western Segment

Slide 1: Intro slide

Hello and welcome to Video 2 in the Bergstrom Spur Platinum Planning Study Virtual Meeting. This presentation is hosted by CAMPO, the Capital Area Metropolitan Planning Organization, and the City of Austin Urban Trails Program. The Study aims to develop the Bergstrom Spur, a former rail line located in South Austin, into an urban trail with potential transit opportunities.



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Video 2 will explore the western segment of the corridor, from Vinson Drive to South Congress in southwest Austin. At the close of the videos, we invite you share your feedback by taking a short survey.

Slide 2: What we Heard: Western Segment

The concepts presented here reflect input received from the community.

For the western segment, we received support to:

- Add features such as lighting, benches, signage, and water fountains
- Consider options for small parks spaces
- Provide safe walking and biking options
- Make it easier to connect to nearby trails
- Include features such as bike racks, lockers, and park and rides near the South Congress Transit Center

Slide 3: Western Segment – Vinson Dr. to South Congress.

For the western segment, the project team recommends a dual track urban trail with separated paths for people walking and biking. This segment should be designed to complement the surrounding areas.

While new transit options are not proposed in this segment, the trail will connect the neighborhood to the South Congress Transit Center, improving transit access in the area.

This segment would also include collaboration with St. Elmo Elementary and the City's Safe Routes to Schools Program, and safe crossings at St Elmo Street and S. 1st Street.

Slide 4: Western Segment: Specifications

St. Elmo Elementary School is at the heart of the Western Segment and presents an opportunity for school activities and outdoor learning.

Maps, directional signage, lighting, and landscaping would provide a safe and enjoyable experience for trail users of all ages.

Slide 5: Potential Activation Site – South Congress Transit Center

The western segment would include a dual track, or separated, concrete urban trail. The bicycle portion of the path would be at least 10 feet wide, and the walking portion would be 6-8 feet wide.

To minimize disruption to nocturnal ecosystems, the trail would be lit in a way that is compatible with the dark sky ordinance and mounted at walking level heights - not more than 15 feet above the trail. Some amenities might include additional landscaping, benches, water fountains, outdoor exercise equipment, and shaded areas.

Connections would be made to future sidewalks and bike infrastructure on Vinson Drive to the South and to the existing network of sidewalks and bike lanes along St. Elmo Road. Connections could also be made to the planned trails along Williamson Creek.



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Slide 6: Potential Activation Site – South Congress Transit Center

A portion of the western segment is located next to the South Congress Transit Center at South Congress and Radam Lane. After conducting market research, the project team learned that there is a significant demand for hotels, offices, airport-related services, housing, and retail in this area. The transit center site could be developed in the future to add access to these features. This proposed development in close proximity to transit and other destinations could lead to a need for high capacity transit from South Congress to the airport.

Slide 7: Potential Activation Site – South Congress Transit Center

The idea is not to just create a path that people pass through, but a destination that people want to go to. New businesses should face the trail and include outdoor dining and patios. Placemaking features, programming and design elements can be added to help draw people to the area, including public art, exercise stations, play areas, shaded seating, bike stations, and places for community events.

Slide 8: Share your input

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Thanks for watching and we look forward to hearing your thoughts.

VIDEO 3 – Concept Plan – Central Segment

Slide 1: Intro Slide

Hello and welcome to Video 3 in the Bergstrom Spur Platinum Planning Study Virtual Meeting presented by CAMPO, the Capital Area Metropolitan Planning Organization, and the City of Austin Urban Trails Program. The Study aims to develop the Bergstrom Spur, a former rail line located in South Austin, into urban trail with potential transit opportunities. Video 3 will explore the central segment of the corridor, from Congress Avenue to Todd Lane. At the close of the video, we invite you to share your feedback by taking a short survey.

Slide 2: What we heard: Central Segment

Public input helped inform many of the recommendations and concepts presented here. For the central segment, we heard support to

- ✓ Create access to nearby destinations.
- ✓ Improve safety along the IH-35 underpass crossing.
- ✓ Provide safe crossings at major intersections
- ✓ Make it easy to access nearby trails.
- ✓ Collaborate with local businesses to create a sense of place
- ✓ Include benches, art, and other amenities to make the corridor more attractive and useable.

Slide 3: Congress Avenue to Todd Lane

This segment of the Bergstrom Spur begins at South Congress Avenue, near the South Congress Transit Center and continues across an industrial area with an emerging entertainment district.



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From there, this segment crosses I-35, which is currently a very challenging area to cross for people walking, biking, or taking other active transportation options. From I-35, the Central Segment continues to Todd Lane, crossing an industrial zone with several employers and community organizations along the way.

This segment would initially be developed as an urban trail, with separate pathways for people walking and people on bikes.

SLIDE 4: Central Segment Concepts: Congress Avenue to Todd Lane

The urban trail would continue to have a park-like setting, with added features such as art, lighting, shaded areas, and other trail amenities.

This segment has significant connections to surrounding commercial development, employment opportunities, retail, entertainment, and social services. The trail would be designed to complement and connect these locations to create a destination instead of a place to pass through.

Slide 5: Central Segment Concepts: Congress Avenue to Todd Lane

Later on, this segment could incorporate a two-way transit route on one side with a shared use path for people walking and riding on bikes on the other.

Pictured here are two concepts for typical cross sections for an at grade crossing that is even with the level of the roadway. On the top is an example of the urban trail with separated paths for people on bikes and people who are walking.

The image below shows an example of how the trail could be developed in the future to incorporate transit. One portion of the right of way would transition to a shared use path for biking and walking on one side, and the other side could be developed into a two-way transit-way.

For certain portions of this segment, additional right of way or land may need to be purchased to build the trail and transit options parallel to each other.

Slide 6: Future Transit Concepts: West of I-35 and I-35 Crossing

Depending on demand for service and development of necessary infrastructure, Capital Metro has indicated interest in exploring a variety of transit options along and connected to this route.

If transit service is introduced in the corridor, an I-35 underpass would be considered for high-capacity transit such as light rail.

Two options exist for a safe I-35 crossing: either produce a level crossing for both the trail and transit to be even with the roadway *or* produce an underground crossing for transit with a street-level hike and bike path, which is what you see here.

Slide 7: Share your input



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Thanks for watching and we look forward to hearing your thoughts.

VIDEO 4: Eastern Segment – Please hold on reviewing for now.

Slide 1: Intro Slide

Hello and welcome to Video 4 in the Bergstrom Spur Platinum Planning Study Virtual Meeting presented by CAMPO, the Capital Area Metropolitan Planning Organization, and the City of Austin Urban Trails Program. The Study aims to develop the Bergstrom Spur, a former rail line located in South Austin, into an urban trail with potential transit opportunities. Video 4 will explore the eastern segment of the corridor, from Todd Lane to 183 in southeast Austin. At the close of this video, we encourage you to share your feedback by taking a short survey.

Slide 2: What we Heard – Eastern Segment – Todd Lane to 183

The concepts presented here reflect input received from the community for the different segments of the corridor. For the eastern segment, we received input to:

- ✓ Improve existing sidewalks and accessibility features
- ✓ Create access to important services and large employers in the area
- ✓ Provide safe access to nearby trails and parks.
- ✓ Seek opportunities to connect to existing and future public transit.
- ✓ Work with area businesses and service providers for trail-oriented development opportunities, including for new small businesses

Slide 3: What we Heard – Eastern Segment – Todd Lane to 183

- Based on the public feedback, the team developed recommendations for this segment of the Spur.
- The Eastern segment has significant connections to employers, commercial and warehouse development, the new TxDOT Headquarters Complex, and the airport.
- Starting at the proposed transit center at Todd Lane and heading east toward 183, this segment of the corridor would be developed first for an urban trail with separate hike and bike paths. Later on, this segment could include a transit route. At first, this potential transit route could be developed along the existing street, as shown in the dotted grey line on this map. Eventually, depending on increased demand and traffic congestion, this section of the Bergstrom corridor could present opportunities for high speed transit.

Recommendations for this segment include:

- Continue the urban trail with safe street crossings



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- Connect to nearby businesses, employers, and the airport
- Create opportunities for economic development
- Connect to Richard Moya Park and the proposed Onion Creek Trail
- Connect to the proposed Capital Metro Blue Line
- Transform the corridor into a destination rather than simply a place to pass through

Slide 4: Potential Activation Site – Todd Lane Transit Station

The project team looked at potentially developing a city-owned property along the corridor into a transit center. Located at Todd Lane, this property is currently used by Austin Resource Recovery. The proposed Todd Lane Transit Center would convert this existing public space into a connection point for multiple modes of transportation, with transit and trail connections, as well as opportunities for economic development, community events, and activities.

New development could face the trail and connect to future transit in the area, such as the future Capital Metro Pleasant Valley Line, shown in the dark blue dotted line in this map. Development of this site could include pop-up businesses, community art, food trucks, shipping container stores, and more.

Here, we can see that any transit along the Bergstrom Spur (shown in the red dotted line) would pass through the Todd Lane Transit Center before eventually connecting to Burleson Road, shown on the right side of the image. The urban trail (shown in light blue) would run through the site and continue along the Bergstrom Spur, while the transit vehicles would run along the local roadway network to the airport.

Slide 5: Recommendation – Burleson Road

Here you see a view of what Burleson Road could look like. Currently, transit uses car travel lanes, but there is an opportunity for dedicated transit lanes if needed in the future.

Next to the road, a separated hike and bike path would connect to on-street bike lanes and sidewalks.

Slide 6: Trail and Transit Concepts: Eastern Segment

From Burleson Road, connections would be provided to commercial and community destinations, such as a planned sustainable farm site and the future TxDOT campus.

Slide 7: Transit Recommendations: Eastern Segment

The project team heard from the community that crossing Burleson Road between SH-71 and Montopolis Road can be challenging for people walking or on bikes.

Controlled trail crossings with signage, lighting, and painted crossways are recommended to make traveling safer.

Slide 8: Eastern Segment – Trail and Transit Concepts



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Shown here are trail and transit concepts for the far eastern end of the corridor. On this far eastern end, high-capacity transit might operate directly along the former rail line and eventually connect to the airport. This longer-term solution is shown in red. In the meantime, buses would likely follow along existing roads and connect to transit service that already operates on Burleson Road and Metropolis Drive, shown in blue.

The urban trail, shown with the white dotted line, would follow the former rail line and connect to other trails. The Bergstrom Spur ends at 183, but it would connect to the Texas Department of Transportation's proposed Highway 183 shared use path for people walking and riding bikes, adding connections to the existing trails on 290 to the north and the proposed Onion Creek Trail to the south.

This future connection could make it feasible for a visitor flying into the Austin airport to hop on a bike and ride to a variety of destinations in central Austin and beyond.

Slide 13: Share your input

Thanks for watching this video and for participating in the Bergstrom Spur Platinum Planning Study. We encourage you to share your input by completing the survey located online at campotexas.org/get-involved.

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