



Bergstrom Spur Public Input Summary

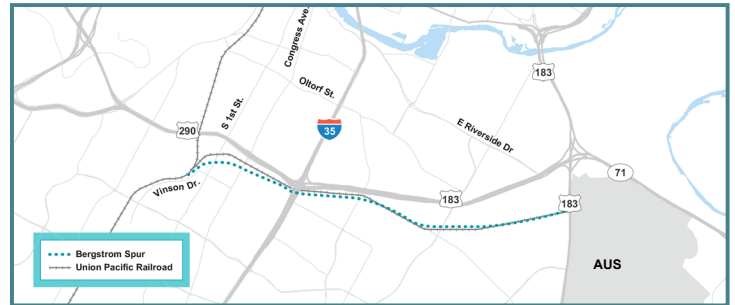
Bergstrom Spur Corridor Study Report Vinson Dr. to US-183

SURVEY OVERVIEW

From December 9 through January 6, the Austin Public Works Urban Trails Program hosted a survey to collect input on the published Bergstrom Spur Corridor Study Report.

Below are highlights from what we heard through 63 submitted comments:

PROJECT LIMITS



SUPPORT FOR BERGSTROM SPUR RECOMMENDATIONS

Public comments generally indicated support for the Bergstrom Spur recommendations for the following reasons:

- Ability for trail to provide east to west connection
- Potential for improved safety for people on bikes
- Potential to reduce traffic
- Opportunity for increased foot traffic to businesses
- Opportunity to provide connections to businesses and entertainment

OTHER COMMON THEMES FROM PUBLIC INPUT:

- Need for spaces to walk or bike within this area
- Need for transit options, including light rail
- Need for connections to Airport Bergstrom International Airport, nearby entertainment and businesses, St. Elmo Elementary School, and other nearby trails
- Desire to see project move forward quickly
- Need to plan for safety considerations along trail and when crossing I-35
- Desire for amenities, such as water fountains, pocket parks, interpretive signs, wayfinding, trees, and lighting
- Desire for City to use cost efficient methods to develop project, such as leveraging public and private partnerships

Frequently Asked Questions

HOW WILL I BE ABLE TO TRAVEL ON THIS TRAIL?

The Bergstrom Spur would first be developed as a dual-track urban trail. Urban trails are paths separated from the road and provide a safe and comfortable way for people to walk, bike, or roll. The dual-track trail separates people traveling at different speeds (such as people walking or biking), which increases safety and creates space for the different paces of users.

Some sections of the trail may not have enough space for a dual track trail if transit is added to the corridor. In these areas, the trail would become a single shared-use urban trail.

CAN WE USE THE EXISTING RAIL INFRASTRUCTURE?

The railway was decommissioned in 1993 and much of the railway can no longer support any kind of rail service. Additionally, rail was removed from some of the 6-mile corridor.

WHAT FORMS OF TRANSIT ARE PLANNED ALONG THE BERGSTROM SPUR?

Demand will determine if and when Capital Metro Transportation Authority will add any form of transit to the corridor. Buses will likely be the first type of transit to serve the area. If demand for transit increases in the future, there is an opportunity to add high capacity transit.

HOW QUICKLY WILL THIS TRAIL BE BUILT?

Large urban trail projects like the Bergstrom Spur are often constructed in smaller phases, or sections, as funding is available. Building an urban trail is a multi-step process that can take many years to complete. Construction will likely begin with the western segment (from Vinson Dr. to S. Congress Ave). Before construction can begin the City must acquire the right of way for public use. Funding also must be available for design and construction.

Other preliminary steps include:

- Coordinating with Austin Energy to ensure public safety where transmission poles exist in the corridor.
- Forming partnerships with agencies and contractors who have plans to build in areas around the trail.
- Additional environmental review may be necessary.

The Urban Trails Program will provide updates once a more detailed timeline is available.

WILL THE TRAIL CONNECT TO THE AIRPORT?

The trail along the Bergstrom Spur will connect people walking, rolling and biking to the proposed shared use paths along US-183. This path will link to a shared use path along Hwy 71, and over to the airport.

If transit is added, it would likely connect to Capital Metro's proposed blue line which would connect to the airport. There is also potential for high-speed transit direct to the airport, if demand increases.