

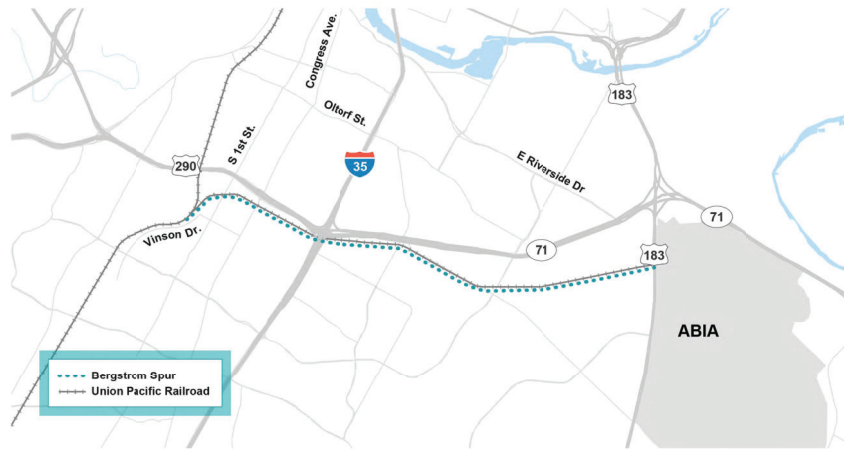
## BERGSTROM SPUR PLATINUM PLANNING STUDY Background

CAMPO is partnering with the City of Austin Urban Trails Program to study the Bergstrom Spur, an abandoned rail corridor stretching from Vinson Drive in southwest Austin to US 183 near the Austin Bergstrom International Airport. This study will examine options for redevelopment of the corridor into a well-utilized, safe, and interconnected east-west corridor for walking, biking, and potential for transit.



The Bergstrom Spur corridor is identified as an important future link for connecting bicycle, pedestrian, trail, and public transportation networks in several local and regional plans, including:

- >> 2045 Regional Active Transportation Plan
- >> City of Austin Strategic Mobility Plan
- >> City of Austin Urban Trails Plan



**As part of the CAMPO Platinum Planning Program, the locally driven approach to long-range planning, concepts identified in this study will help to inform the 2045 Regional Transportation Plan (RTP).**

Presented in  
partnership with:



## Draft Vision:

The Bergstrom Spur is a vibrant multiuse corridor that is accessible by and connected to the regional transportation network. The corridor will provide safe, functional, and equitable transportation options for utilitarian and recreational purposes and leverage its unique context to create a distinct destination, both culturally and economically, within the region.



## Draft Goals:



### Enhance Public Health

Enable active transportation that contributes to healthy lifestyles.

Prioritize safety and accommodate users from diverse backgrounds, ages, abilities, and locations.



### Improve Connectivity and Mobility

Connect to existing housing, jobs, community services, and the existing transportation network.

Facilitate community mobility as a premier east/west active transportation connection to Austin.

Incorporate opportunities for future transit services and transportation expansion.



### Celebrate and Value the Study Area's People and Historical Character

Recognize the historical significance of the corridor as a means of connecting people and goods.

Integrate context-sensitive design elements that enhance the corridor's sense of place and emphasize its historical industrial character.

Incorporate design features, programmatic elements, and functional improvements that enhance quality of life for residents, workers, and employers along the corridor.



### Promote Environmental and Social Sustainability

Make recommendations that avoid adverse impacts to people and the environment.

Proactively protect and enhance air, water, and land quality around the corridor.



### Catalyze Economic Development and Upward Mobility

Orient development to benefit and grow local jobs, businesses, and community services.

Prioritize improvements championed by local stakeholders.

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CAPITAL AREA METROPOLITAN  
PLANNING ORGANIZATION

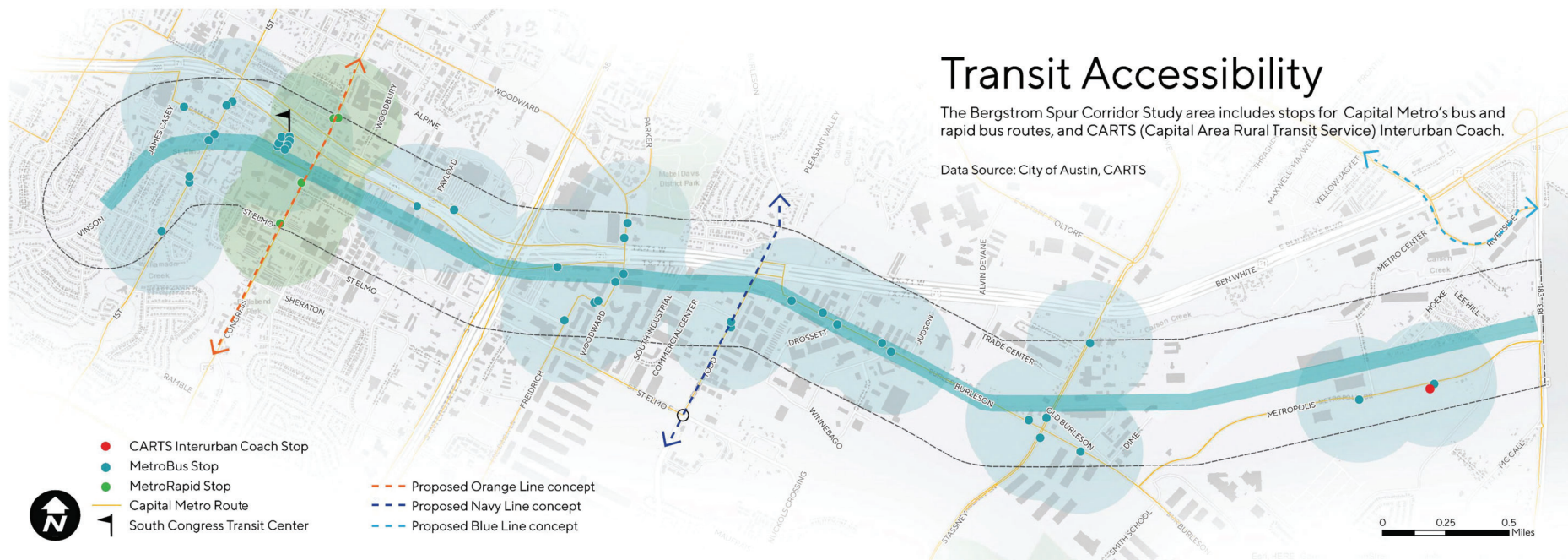
# BERGSTROM SPUR PLATINUM PLANNING STUDY

## Multimodal Connections

### Transit Accessibility

The Bergstrom Spur Corridor Study area includes stops for Capital Metro's bus and rapid bus routes, and CARTS (Capital Area Rural Transit Service) Interurban Coach.

Data Source: City of Austin, CARTS



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**austin**  
**MOTION**  
2016 MOBILITY BOND



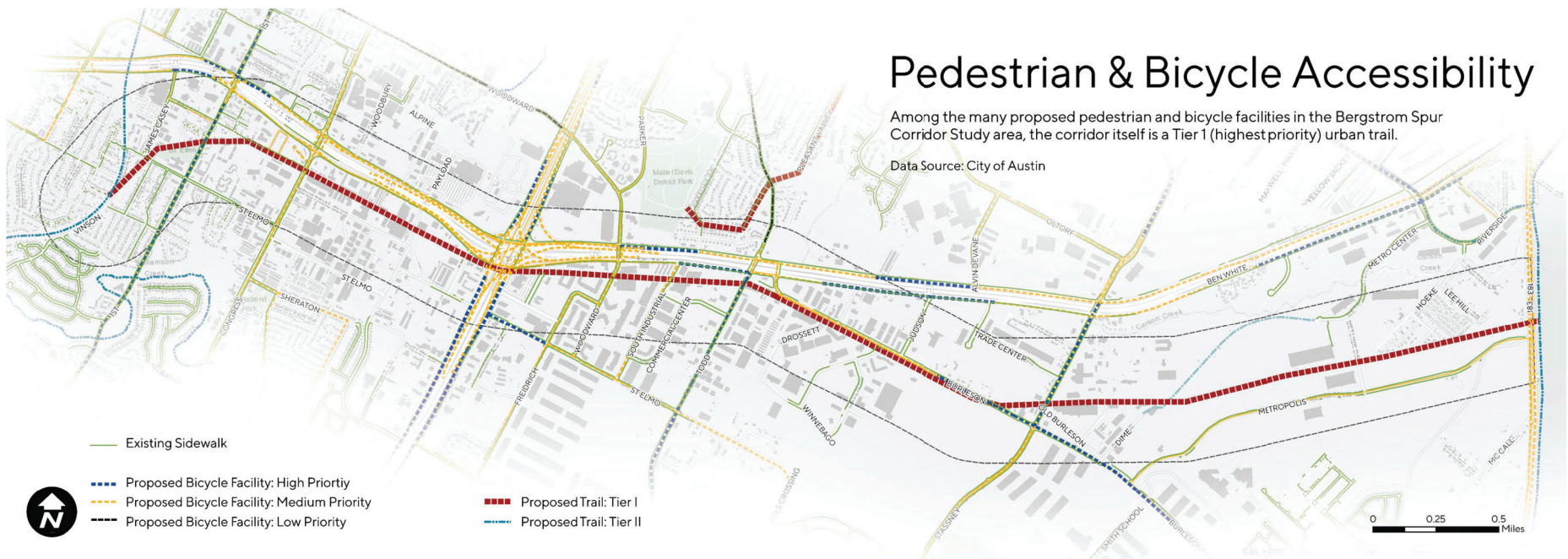
# BERGSTROM SPUR PLATINUM PLANNING STUDY

## Multimodal Connections

### Pedestrian & Bicycle Accessibility

Among the many proposed pedestrian and bicycle facilities in the Bergstrom Spur Corridor Study area, the corridor itself is a Tier 1 (highest priority) urban trail.

Data Source: City of Austin



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# BERGSTROM SPUR PLATINUM PLANNING STUDY

## Next Steps

### Study Development

#### DISCOVERY FALL 2019

Gather community  
input and technical  
data on existing  
conditions



#### CONCEPTS WINTER 2019/2020

Continue to use  
community input and  
technical data to develop  
conceptual ideas that  
address local needs



#### REPORTING SPRING 2020

Use feedback collected  
on concepts to finalize and  
report

### Implementation

Though the ideas from this study are not currently funded, having a plan in place will allow a project sponsor, such as the City of Austin or Capital Metro, to move quickly once funding is identified. Project sponsors must conduct further studies and analysis, facilitate public involvement, and identify funding.

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