

BRODIE LANE

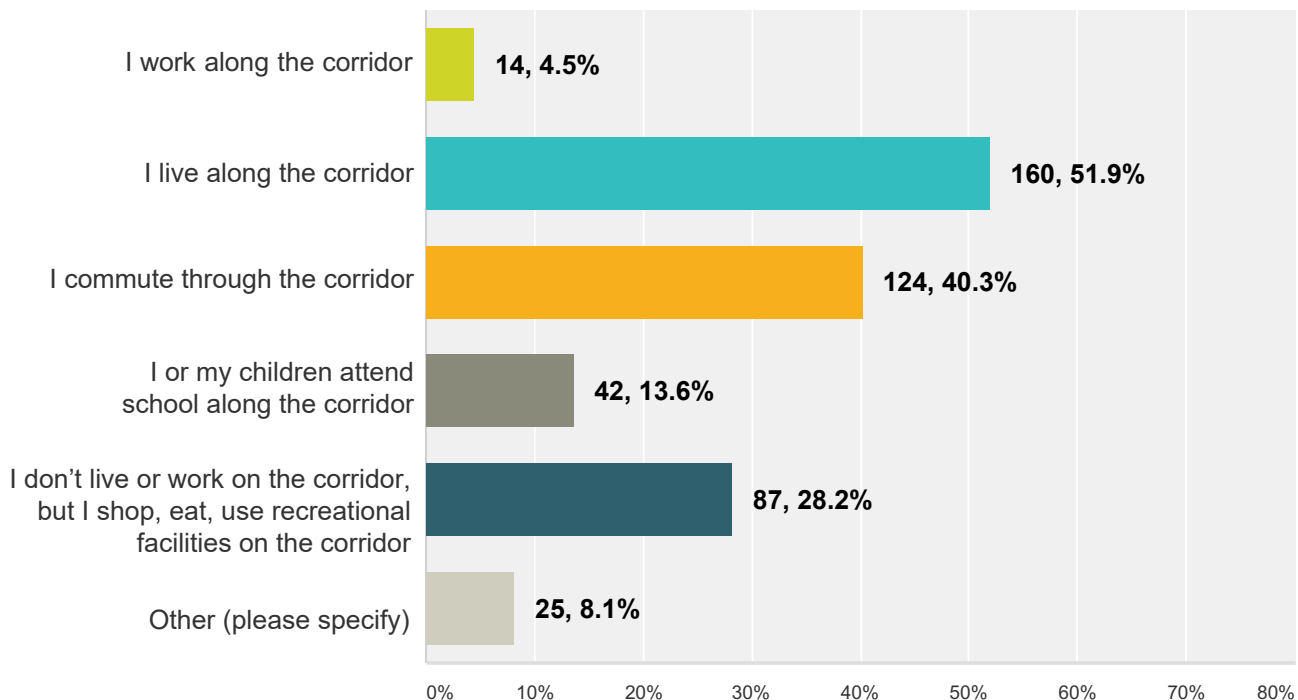
DRAFT SURVEY REPORT

September 2017



How do you use the Brodie Ln. corridor (select all that apply)?

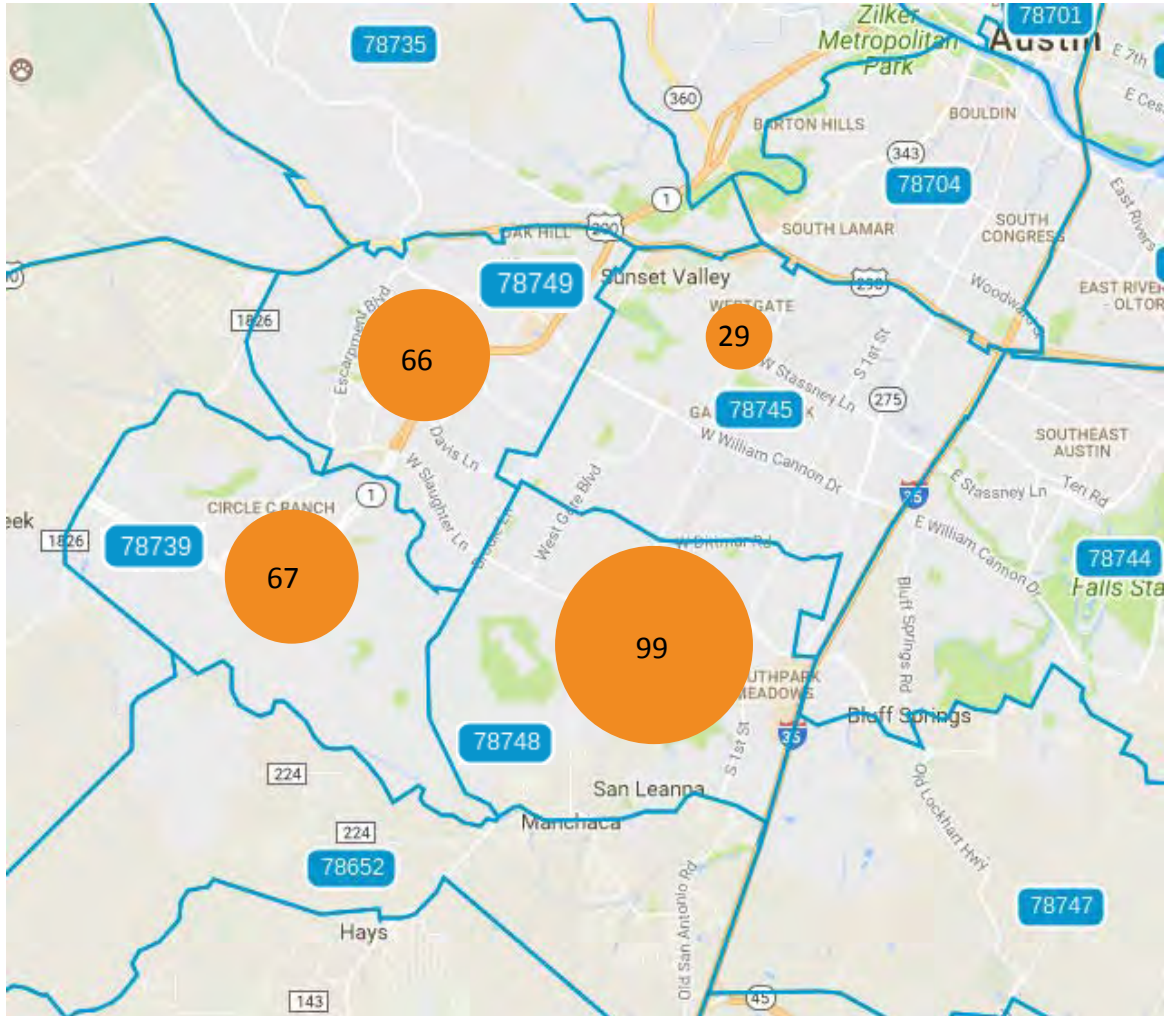
Answered: 308 (308 English)



Other (please specify)
I shop, eat, use recreational facilities on the corridor.
traffic going south on Brodie and turning east onto 1626 increases traffic near my neighborhood, Double Creek; two lanes are insufficient to handle it, and SW 45 will make things even worse
I live in the Hillcrest neighborhood. When Brodie is blocked, all the Shadyhollow traffic cuts through our only way out.
Cycle
My MIL lives on the corridor and we frequently visit
I cycle the corridor at some point 2-3 times a week for commuting and group rides
I commute on Brodie by bicycle.
I bicycle through the corridor, recreationally
I bike on Brodie from Slaughter to 1626
Recreational cyclist thru the corridor
IT connects to the Violet Crown Trail and the Williamson Creek Trail
I used to live along the corridor and the horrible traffic was a reason for moving.
To recreational biking
I drive a bus through this route
travel to see family
I ride my bike through the corridor
My family is planning to buy a home in Shady Hollow in the near future and plan to commute through the corridor.
Avoid road due to congestion.
I love just north of Slaughter on Brodie
One side of my corner house is on Brodie
Shop in Sunset Valley
Shop at Sunset Valley retail
Recently moved, but lived just off Brodie for 15 years
I must contend with horrendous rush hour traffic, trying to exit SW Parkway to N.MoPac
I don't use this corridor

In what zip code do you live?

Answered: 306 (306 English)

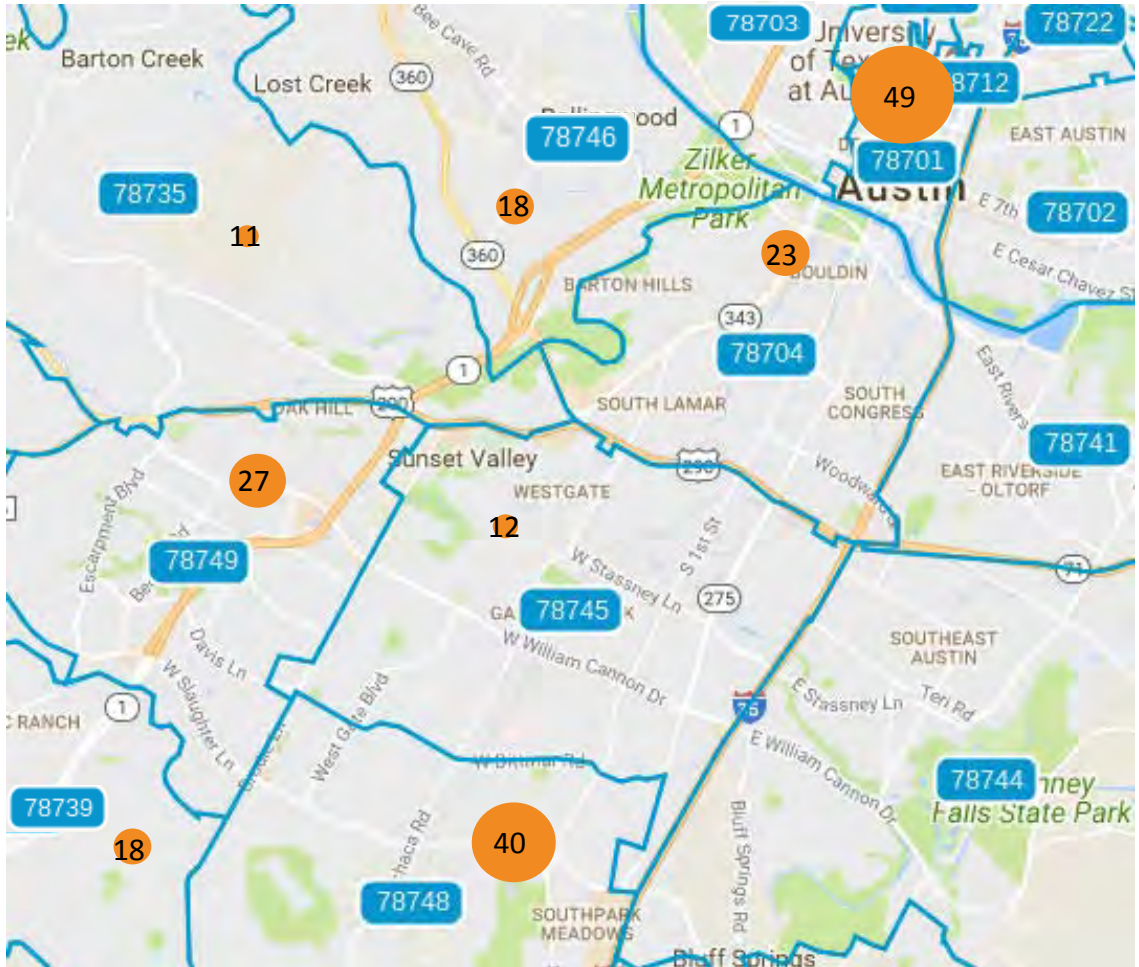


Zip Codes Mapped	No. of Responses
78748	99
78739	67
78749	66
78745	29

Zip Codes Not Mapped	No. of Responses
78747, 78610	7
78735	6
78737	4
78704, 78652	3
78757, 78736, 78727	2
79749, 78759, 78754, 78751, 78746, 78744, 78703, 78702, 78740	1

In what zip code do you work or attend school?

Answered: 272 (272 English)

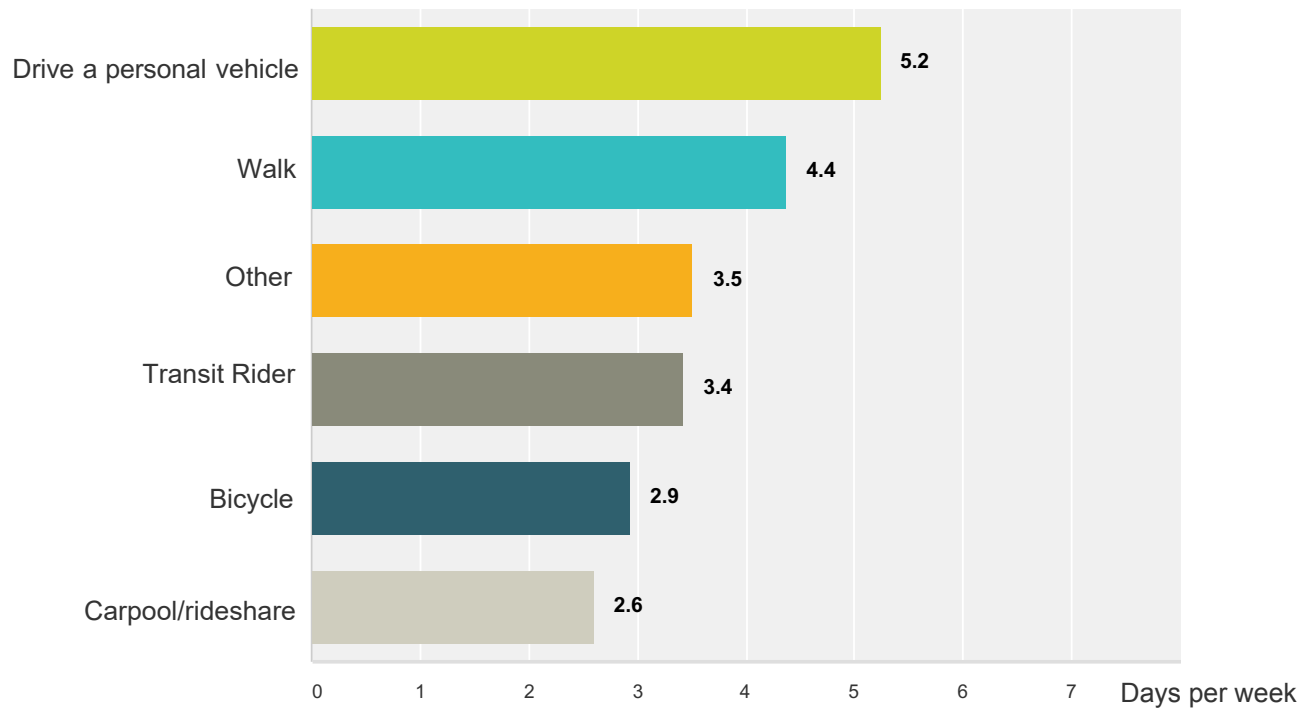


Zip Codes Mapped	No. of Responses
78701	49
78748	40
78749	27
78704	23
78739	18
78746	18
78745	12
78735	11

Zip Codes Not Mapped	No. of Responses
78759, 78744, 78610	6
78731, 78705	5
78703	4
78747, 78723, 78712	3
78757, 78753, 78751, 78737, 78727, 78702, 78666, 78640, 78620	2
79640, 78778, 78758, 78754, 78752, 78750, 78741, 78736, 78713, 78711, 78682, 78664, 78652, 76557	1

What mode of transportation do you use in this corridor? How many times per week?

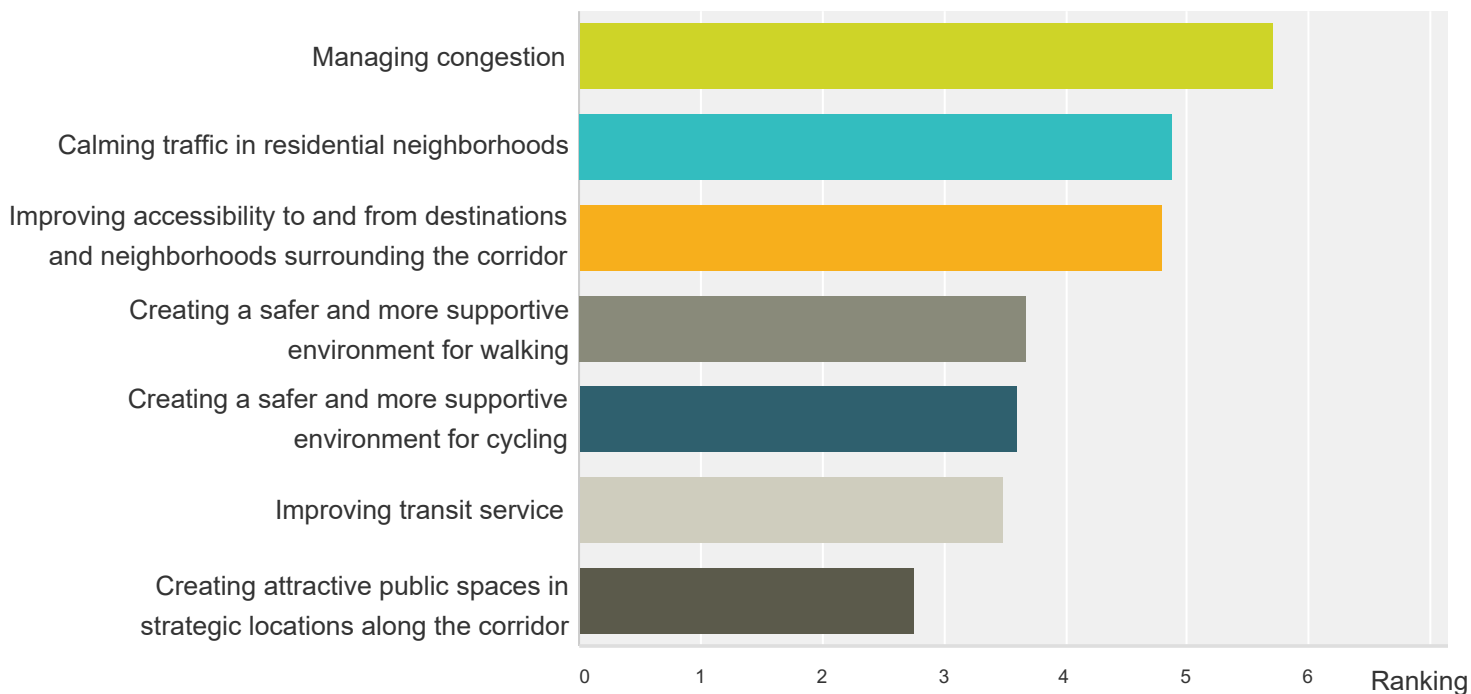
Answered: 306 (306 English)



	7 days per week	6 days per week	5 days per week	4 days per week	3 days per week	2 days per week	1 day per week	Total	Weighted Average
Drive a personal vehicle	128	27	59	22	18	18	25	297	5.24
Walk	11	4	8	5	9	1	7	45	4.38
Other	2	0	2	0	1	3	2	10	3.50
Transit Rider	2	1	1	1	2	1	4	12	3.42
Bicycle	5	2	5	4	11	11	16	54	2.94
Carpool/rideshare	0	0	3	2	3	5	5	18	2.61

The Brodie Ln. Mobility Plan will consider several topics, some of which are listed below. Please rank these, according to importance to you, with 1 being the most important:

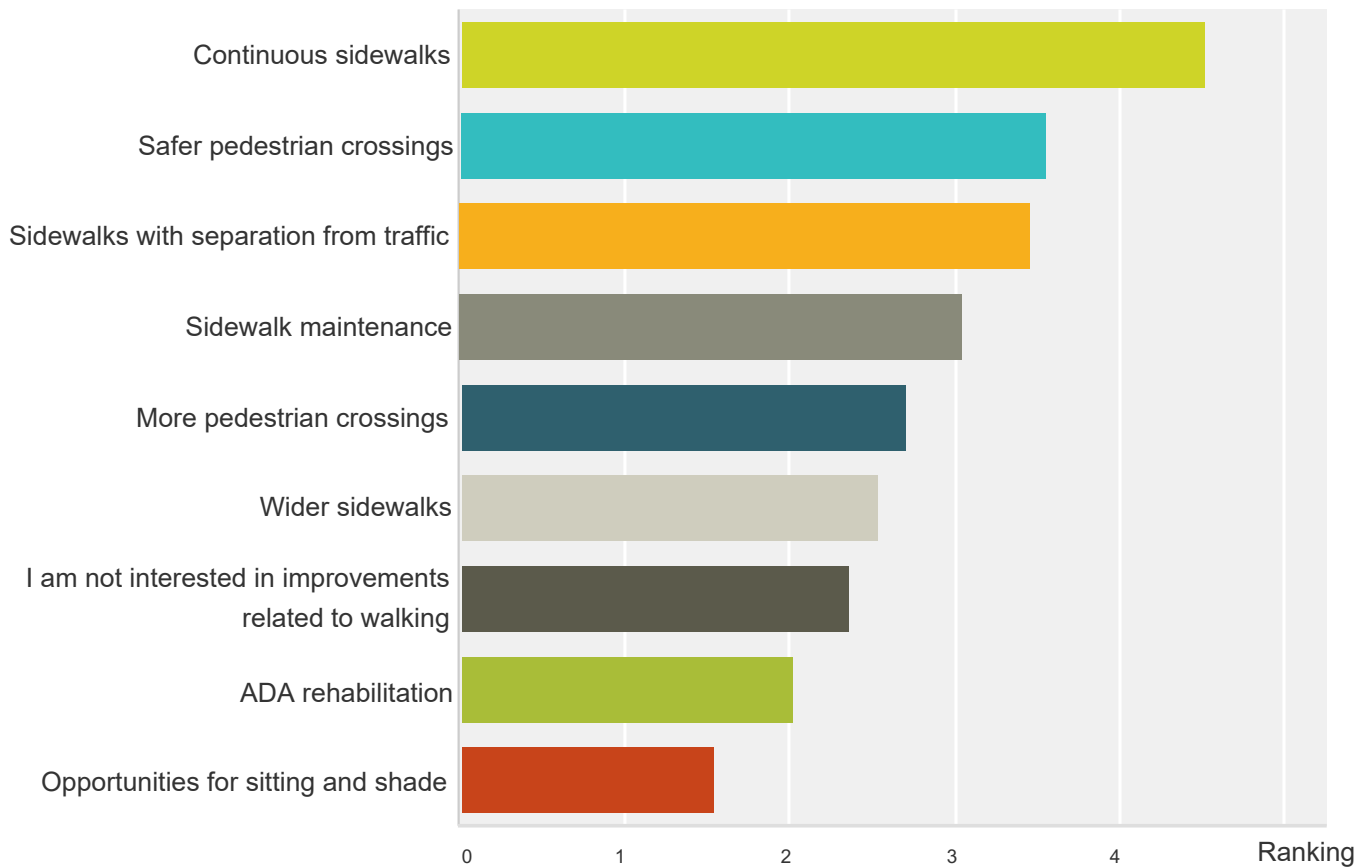
Answered: 306 (306 English)



	1	2	3	4	5	6	7	Total	Weighted Average
Managing congestion	201	29	18	7	10	11	25	301	5.80
Calming traffic in residential neighborhoods	103	50	53	29	14	16	27	292	4.91
Improving accessibility to and from destinations and neighborhoods surrounding the corridor	85	71	43	28	24	20	19	290	4.83
Creating a safer and more supportive environment for walking	38	43	39	35	46	41	40	282	3.66
Creating a safer and more supportive environment for cycling	56	27	36	29	36	35	64	283	3.57
Improving transit service	34	34	44	40	32	39	58	281	3.44
Creating attractive public spaces in strategic locations along the corridor	13	18	42	33	50	25	92	273	2.72

Which of the following improvements are most important for people who walk along Brodie Ln.? Please rank these, according to importance to you, with 1 being the most important:

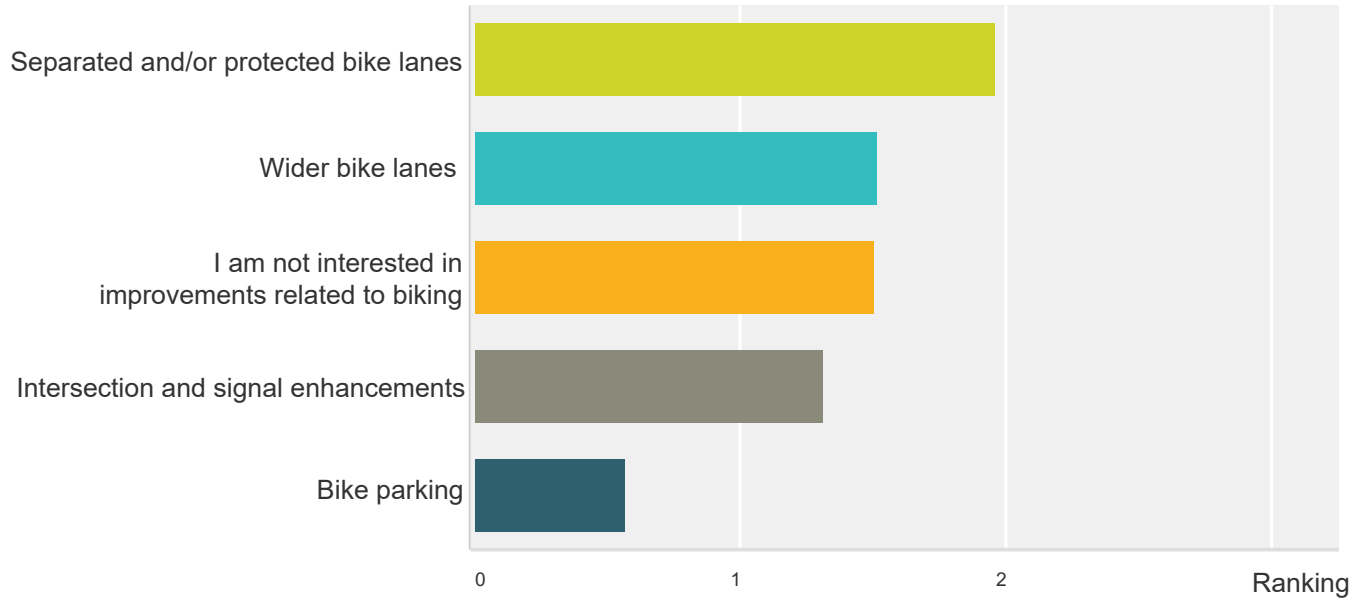
Answered: 302 (302 English)



	1	2	3	4	5	6	7	8	Total	Weighted Average
Continuous sidewalks	103	34	18	13	13	10	7	5	203	4.42
Safer pedestrian crossings	27	34	35	42	31	20	4	3	196	3.54
Sidewalks with separation from traffic	34	40	35	19	26	16	10	11	191	3.44
Sidewalk maintenance	12	37	35	36	26	14	9	4	173	3.02
More pedestrian crossings	6	21	25	34	32	34	22	11	185	2.65
Wider sidewalks	15	18	31	25	16	26	32	11	174	2.56
I am not interested in improvements related to walking	69	6	5	1	5	6	2	33	127	2.33
ADA rehabilitation	8	12	16	16	22	35	37	17	163	2.01
Opportunities for sitting and shade	6	9	9	10	19	19	36	62	170	1.60

Which of the following improvements are most important for people who ride a bike along Brodie Ln.? Please rank these, according to importance to you, with 1 being the most important:

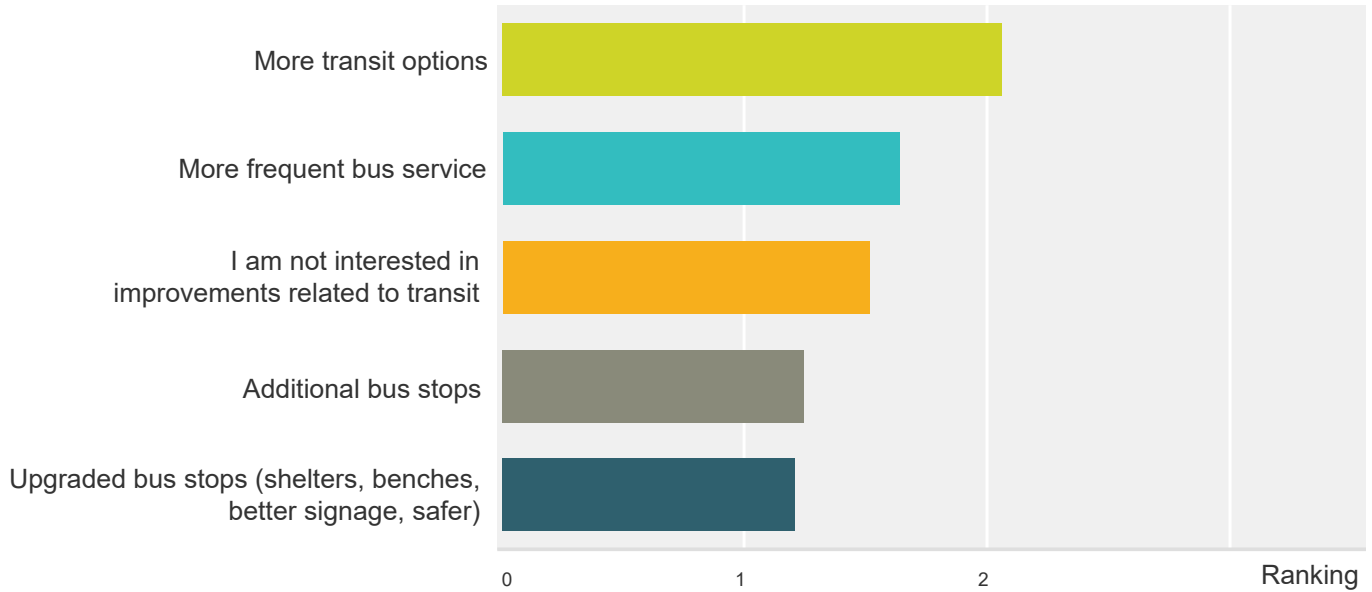
Answered: 298 (298 English)



	1	2	3	4	Total	Weighted Average
Separated and/or protected bike lanes	93	50	27	9	179	1.96
Wider bike lanes	47	55	39	28	169	1.54
I am not interested in improvements related to biking	104	6	1	22	133	1.54
Intersection and signal enhancements	21	52	78	9	160	1.36
Bike parking	2	7	20	106	135	.59

Which of the following improvements are most important for people who ride transit along Brodie Ln.? Please rank these, according to importance to you, with 1 being the most important:

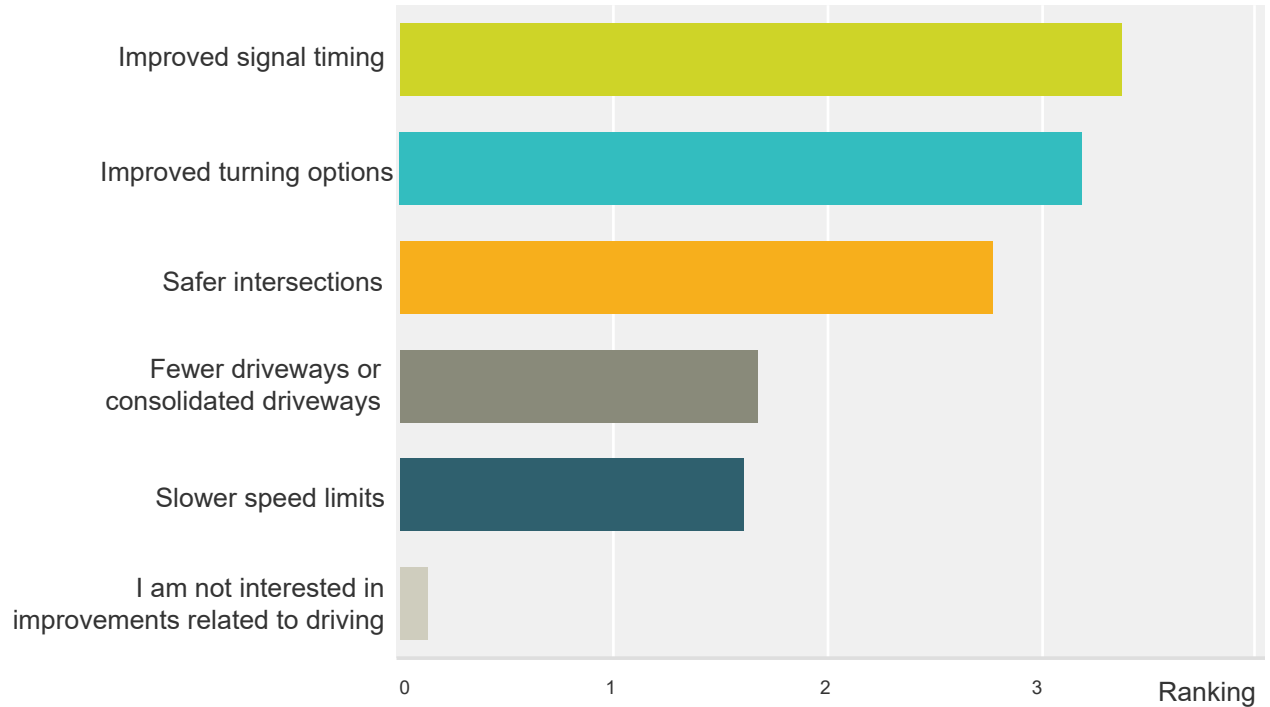
Answered: 293 (293 English)



	1	2	3	4	5	Total	Weighted Average
More transit options	81	23	12	18	22	156	2.02
More frequent bus service	28	60	22	13	2	125	1.62
I am not interested in improvements related to transit	76	2	3	1	62	144	1.57
Additional bus stops	6	25	61	24	6	122	1.25
Upgraded bus stops (shelters, benches, better signage, safer)	20	16	25	59	4	124	1.23

Which of the following improvements are most important for people who drive along Brodie Ln.? Please rank these, according to importance to you, with 1 being the most important:

Answered: 301 (301 English)



	1	2	3	4	5	Total	Weighted Average
Improved signal timing	116	59	43	22	18	258	3.35
Improved turning options	79	90	38	34	13	254	3.16
Safer intersections	40	68	78	55	3	244	2.72
Fewer driveways or consolidated driveways	10	23	62	65	51	211	1.69
Slower speed limits	36	13	17	39	117	222	1.59
I am not interested in improvements related to driving	5	0	0	1	12	18	.13

Is there anything else you think we should know about the Brodie Ln. Corridor?

Answered: 159 (159 English)

159 general comments were shared in the survey. Here is a summary of common themes identified in the comments. Full responses are included below.

Brodie Lane Comment Themes	No. of Comments
Traffic and Congestion	39
SH 45	22
Turn Lanes	21
Pedestrian and Bicycle Accommodations	18
Safety	18
Speed Limits	12
Growth and Development	10
Against Pedestrian and Bicycle and Accommodations	10
Transit	10
Intersections	9
Brodie Lane @ Shady Hollow	9
Neighborhood Access	9
Signal Timing	8
Signage	3
NO Turn Lanes	3
Noise and Sound	2
Lighting	1
Police Presence	1
School District Zoning	1
Survey Structure	1
Green Space	1

Full Responses
Need dedicated right turn lanes into big shopping centers like Academy / Home Depot / HEB. Need Bus Pull Out Lanes to not block traffic, although I don't think there are any buses on this road.
Make it a toll road, but have it free for people who live IN SHADY HOLLOW. It is ridiculous to access Brodie especially during morning & evening high traffic times.
Looking forward to 45 relieving some pressure on this corridor. I will probably take 45 to work instead of Brodie once it opens.
We need more and better turn lanes.
make more lanes
I do not understand why I cannot answer all the questions?! Maybe Big Brother "knows" what I am supposed to say.
Thru all of this planning and spending ride share and flex time options go untouched.
It needs 4 lanes plus a turn lane.
HELP! Please between the hours of 7 and 8, it takes up to an hour to go 5 miles. There is no mass transit offered south of Slaughter. Also, no cross (N/S nor E/W) mass transit availability. Lots of us live south and work near/past 183/MoPac.
important to consider interface between Brodie at 1626 and eventual completion of SH 45; more traffic turning east from Brodie onto 2-lane 1626 is recipe for disaster
Since I live "on" Brodie, something needs to be done to lessen the noise. I planted shrubs years ago, but the noise level is still bad !!!
The main problem with the Brodie corridor between Slaughter and 1626 is the traffic up coming through to and from neighborhoods close to 1626 and from Hays County, with no other easy option currently for them to get in to Austin. SH 45 SW needs to get built and will hopefully help!!
It backs up a lot. Then all that traffic funnels through our neighborhood, which backs us up. I think the whole thing is not well designed when there are so many cars being funneled through so few exits.
This has become a major artery and the congestion will continue to increase. There are two apartment complexes under construction and we desperately need roads on which to travel! The intersection at Slaughter and a Manchaca is a death trap (definitely improved with the median poles) but the bottom line is that there are too many people and not enough road. Please ease the congestion! It takes me an hour and 15 minutes to travel 16 miles to my place of work each day.
Brodie is a commuter route from Hays County and should have been widened to 4 lanes years ago. It is a congested mess that will not improve until SH45 is complete. It is not a safe road to bike on and public transit stops would just make it worse.
I think the construction of SH 45SW will alleviate a lot of the traffic-related problems on Brodie since most of the congestion comes from commuters. Once that segment of 45 is complete, the City should focus on making Brodie a safer, more bike and pedestrian friendly street.
Needs additional lanes for vehicular traffic both directions, center turning lanes and separated, continuous biking and pedestrian lanes
There are very few safe intersections for children or adults to cross over from one side of Brodie Ln to the other side of Brodie Ln.
Protect existing trees especially protected and heritage trees, including protecting their critical root zone and canopy. Reduce traffic speed thru residential neighborhoods.
Add turn lane so people making turns do not back up traffic. Improve bike lanes. So, utiom seems to widen Brodie
The bike lanes, especially between convict hill rd and Davis are normally gravel stewn and often have large obstructions. More road cleanup is needed. Also this area is usually where a biker faces the most aggressive drivers especially those turning into oncoming traffic having no patience for oncoming cyclists. Slaughter to 1626 needs a bike lane please as does sunset valley from lowes to earnest Robles.
Brodie heading south at William Cannon needs two left turn lanes.
Brodie needs bike lanes from end to end.

<p>The negative impact of school traffic on everyday commuters during morning rush hour cannot be overstated - traveling from 1626 to Slaughter on Brodie takes 2-3x longer during the school year. The city should work with schools to re-time lights to favor traffic flow on Brodie over E-W feeder roads; establish mandates that re-align drop-off times; encourage carpooling and use of under-utilized and publicly provided school buses; and take other organized and meaningful measures to reduce the 1:1 ratio of cars to children that dramatically hamper efficient traffic flow in this residential area.</p>
<p>The north/eastern end in Sunset Valley needs bicycle lanes from in front of Lowes to the 290 frontage road next to Specs. When the MOPAC Bike bridge over the greenbelt is opened many of us are going to be transiting across that area to reach it.</p>
<p>You need to widen it. It is becoming a major thoroughfare.</p>
<p>Better lane signage and turning lanes. Wider Lanes. The brodie and slaughter intersection is a mess in all directions.</p>
<p>yes, Brodie needs continuous lanes, with roundabouts, this would solve problem of traffic going into/out of schools and still let thru traffic move freely.. Also there is space to WIDEN Brodie, adding a lane in several places would help a lot.</p>
<p>Improved ways to slow car speed in the bannockburn neighborhood</p>
<p>Need to get 45 initiated to help alleviate the traffic congestion on Brodie to Slaughter. Will help to make this corridor much safer for motorists, bikers, etc.</p>
<p>Build 45 so traffic from hays county does not go through by neighborhood</p>
<p>Improve traffic flow especially during peak periods</p>
<p>Please give our neighborhood the promised improvements (e.g., SH45) that other neighborhoods. Listen to the residents who pay taxes, not outsiders (i.e., Sierra Club).</p>
<p>The intersection at Brodie & Slaughter is terrible during rush hours - No blocking the box signs have minimal effect.</p>
<p>There are many places along brodie lane up from slaughter to hwy 71/290 that will not accommodate a wheelchair well. There are many places the sidewalk is disjointed, narrow and virtually impossible to navigate. I have a 15 year old boy that wants to walk from Green Emerald area to store like Academy. It is already a six mile jaunt and it shouldn't be more difficult with the path. Thanks.</p>
<p>Needs to be widened, additional lanes added. Even if that means no sidewalks and especially no bike lane.</p>
<p>Bike paths/sidewalks take up space where cars should be able to drive. Deal with the mode of transportation that the vast majority of people use first, then offer options for biking/walking.</p>
<p>For a cyclist, Brodie is a death trap. The REAL (and ignored) problems in our zone are the rest of our N-S routes, Manchaca, S 1st, Brodie, Congress and Westgate in that order. How can you not complete the grid?? CapMetro has several upcoming projects...you have got to be able to connect people on foot and on bike to those hubs, not only safely but PLEASANTLY. So, so much bang for the buck if you include Manchaca from (the Hays County line to S. Lamar) and S 1st from 1826 to Barton Springs. One change, biggest impact: Lower speed limit to 20mph. 20isplenty.org grassroots campaign. Then people WILL walk and ride bikes and our coordinated efforts will create lasting change for the entire zone. Let's move us in that direction for the future of South Austin. Why? Because then it becomes a place people could imagine aging in place. We have to Slow Down Austin.</p>
<p>Make sure connections to Violet Crown and Williamson Creek trails is highlighted...make it look really, really appealing (to the drivers sitting in traffic) to walk, bike or take transit in a bus-only lane. One day, they will. To emphasize that it is a zone for people, slow traffic to 20mph and launch a 20isplenty.org grassroots campaign. That would change Brodie for the better.</p>
<p>and</p>
<p>"Improving accessibility to and from destinations and neighborhoods surrounding the corridor" - only if it's for people on foot and on bike, separate from auto traffic.</p>
<p>Please make it two lanes on both sides with a turn lane in the middle. This would help SSSOOO much.</p>
<p>Slower speed limits, safer intersections, quality and separate bicycle/pedestrian facilities, smart and sync'ed traffic signals, police presence and enforcement of speed limits, traffic light violations, blocking the box, school zone speed limits enforced as well as 1.5 mile radius surrounding neighborhood schools, lower neighborhood speed limits, provide bicycle and pedestrian connectivity through surrounding residential areas to access the corridor, not more auto access through the neighborhoods from the corridor. Include Manchaca Rd and S 1st St in this study !!!!</p>

It is a residential street and was never meant to be a main thoroughfare. It is the only route option for people living in many adjacent neighborhoods. Any improvements will be very expensive due to bridges that have to be replaced and environmental protections that will be required. Money would be better spent diverting traffic to highways and roads that were designed for heavy traffic.
More driving lanes are needed. The point south of Slaughter where Brodie merges into one lane is a huge bottleneck.
Residential streets feeding Brodie should have posted speed limits.
Needs more lanes to handle the traffic
The volume of traffic on Brodie makes it almost impassable during much of day. Until and unless 45SW provides relief, I suggest more connectivity to be found to provide residents additional ways to get in and out of the neighborhoods.
Design of Brodie lane striping is poor. Too much space is wasted. There should be turn lanes at every cross street. The bike lanes are too wide and are rarely used. BEST alternative: WIDEN Brodie! Overcome the idiots in Shady Hollow who vote against this. A wider Brodie is in the PUBLIC interest. The land is there. Use it!
Please, please, please widen Brodie through Shady Hollow to handle the traffic
Please think of out box solutions like working with sunset valley to create protected off road walk/bike connections to new Barton Creek bridge
Narrow the streets to 10' or 11' on bus routes. Make them safer for all users.
I have lived here before Brodie was a thruway to 1626. I would like this neighborhood to stay a neighborhood not a cut thru for other counties or neighborhoods. It is not safe for anyone on brodie. Way too much traffic. Traffic needs to be cut down not slowed down further or diverted via roundabouts. Houses should not be taken from residents nor should noise pollution from the traffic be continued to be allowed to overwhelm us. I don't want a way to move the 25000 + cars along brodie, I want a way to keep the traffic off of Brodie - it's not a highway.
Brodie Lane needs to be widened from the Slaughter intersection south as far as you can go. It backs up horribly during rush hour. Maybe an extra third lane for peak periods of the day. Menchaca road should have been four lanes both directions from FM1626. I hope they make a right turn lane going south on Menchaca at Frate Barker. This would help with a portion of the congestion. The extension of 45 should never have been stopped with all the growth in South Austin and Hays. Brodie gets all the traffic from the growth further south. I am very disappointed with the road development in Austin and not keeping up with growth.
it should be 4 lanes instead of 2
I would like a turn lane near the community center in Shady Hollow on Brodie at Doe Run.
We definitely do not want to see any roundabouts, which will benefit only the flow of heavy traffic, not those of us trying to get in and out of our neighborhood. Also, the city should wait to make any changes until the Mopac/45 improvements are done. Without thousands of cars using Brodie Ln as a thoroughfare everyday, there may be no need to change anything at all.
Do not put any turn around there. Traffic is too heavy.
Very hard to turn left coming out of a cul de sac on to Brodie in Shady Hollow.
there is just too much traffic south of Slaughter Lane on Brodie. Especially in Shady Hollow, this is a neighborhood street was not intended nor should be a connection road to neighborhoods farther south.
For those of us who live along Brodie between Slaughter and 1626, the current volume of traffic is untenable. During rush hour, it takes an unreasonable amount of time to leave or access the neighborhood and the response time for rescue vehicles could be dangerously slow. On the 78739 side, there is no access that does not utilize Brodie.
It's a neighborhood road. Once 45SW opens traffic problems will be relieved.
Raise the speed limit. Get SH45SW built.
Majority of the traffic congestion on Brodie between Slaughter Lane and FM1626 is coming from residence in Buda that live off of FM 1626 South. These folks need a better commute option than Brodie Lane.
New toll will create more traffic on impact further south of slaughter.
I concerned that improvement to the corridor will push traffic into the nearby neighborhoods causing higher speeds in the residential street making it hard to pullout of our driveway and increase traffic volume and noise from vehicle owners trying to avoid the slaughter corridor because of signal lights an congestion on those corridors.

The signal lights need to adjust for traffic as this is a huge cause for back up. Allow more people to get through the intersection at Brodie & Slaughter. We don't need walking & biking we need more trains to various parts of the city.
Widen the corridor to 5 lanes or a minimum of 3
Yes, when turning right onto Brodie, from Slaughter, headed South, there should be a NO TURN ON RED during high traffic hours. What happens is the cars turn on red and then cars headed south on Brodie, going straight, can't go because all the cars have turned into Brodie from slaughter and then it's backed up to Davis.
The segment south of Slaughter Lane should be treated as a neighborhood street and not as a major thoroughfare for drivers who are coming into Austin or leaving it. It is our hope that the extending of SW45 will help alleviate some of this congestion.
WIDEN THE ROAD.
The light at sendera gets congestion in rush hour times from Bowie from those blocking the intersection so when we are trying to get out of our neighborhood it's often blocked. The timing of the light is poor as well.
Need more lanes. Traffic is really bad on Brodie south of slaughter. Makes it really hard to get in and out of that area.
Concerned about the ripple effect of how these changes could shape our public school zoning
Yes! COA does NOT control the road within Shady Hollow. Even if the MUD is annexed in 2020, there are areas that are NOT included in annexation plans. Do NOT plan to take away yards of homes that have been there since the 70s. You will face serious opposition to that. Do you people not know that we are NOT in they city and do NOT have a council representative? Seriously. Are you unaware of this. Please answer.
Make south Austin improvements a priority!
Drivers are using Harpers Ferry Lane as a major corridor between Brodie and Westagte. We often observe cars driving very fast on Harpers Ferry. The City conducted at least one traffic study on Harpers Ferry and, years ago, reported to residents that the road qualified for a speed mitigation project (e.g. road humps and medians). When will the project commence? The speeds are out of control and endanger our community.
The speed limit need to be lowered and we need traffic lights at Vintage Place entrance across from the park. There is no bus service to Gorzycki Middle School because Neighborhoods are too close. The speed limit is too fast and the side walks are too close to the road. A car could easily speed off and ht a child.
Anything to decrease the traffic during evening rush hour. Hopefully, will be improved by Mopac extension to 1626
Build SH45 SW to take traffic strain off Brodie and make it free
The problems don't relate to # of driveways or slower speed limits along Brodie. The problem is too much traffic coming from FM 1626, especially during the morning (7:30-9:00am) and afternoon (4:30pm-6:30pm) rush hours.
When turning left onto davis lane from brodie in either direction, it is really scary due to confusing flashing yield lights and blind spots created by drivers waiting to turn on the opposite side.
Traveling north on Brodie to Slaughter.in the a.m. and south from Davis to Slaughter is the pits. Please try to help. Good luck. Thank you
The road needs a continuous center turn lane.
Each corridor should include a public transit hub: e.g Southpark Meddows for the Brodie corridor or Southcross Plaza for the Wm Cannon corridor.
Frate Barker should be expanded to the new special highway 45. Brodie should no longer connect to 1626. I live 3 houses down from Brodie but I don't have a say in what happens on this road because I don't have a rep...that's awful.
It is dangerous during rush hours due to heavy traffic and several streets not having the option of a light to get them onto Brodie Lane safely.
Maximize for Auto use, do it quickly and correctly.
Merging two lanes from Brodie north of Slaughter into one lane south of Slaughter clogs traffic in the intersection.
We need a designated right turn lane from Brodie onto Slaughter heading west toward Bowie High School. Cars are cutting through Wells Fargo/Sonic/CVS shopping center.
There is an overload of through-traffic on Brodie. Emphasis should be placed on local traffic, with other routes designed to handle through-traffic.

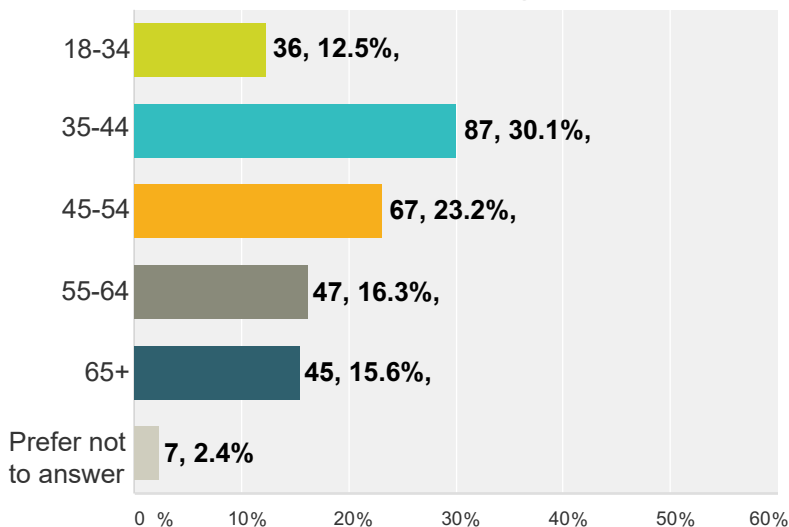
The school zones really back up traffic.
Keep as much traffic off of Brodie so that we don't have to concern ourselves with 'improvements' to driving it. If there is less traffic then there are less issues to navigating the Brodie Ln. corridor for people who live in the area who have NO choice other than to travel on Brodie.
Please improve the lighting along the southern portion of the corridor. Very dark traveling that section at night time, especially in bad weather (rain).
I would like to know if it is only Brodie LN or also includes 1626
A majority of backup happens at the Brodie & Slaughter intersection with the 2 lanes that immediately goes to 1 lane. Please take away that lane and take away the double left turn lane from Slaughter West on to Brodie South and add a double lane turn from Slaughter East on to Brodie North
Access Management is critical.
Brodie needs to be widened from 1626 to Slaughter to include at least a center turn lane.
My concern is the current bike lanes are not continuous.
This road way needs to be widened. Back ups are constant and more and more housing units are being added. The congestion is a major problem.
bike lanes are not swept frequently enough
On the east side we are land locked. During high traffic times (which is all the time now) we cannot access Brodie going either direction, but especially trying to go south unless one of our neighbors happens to be in the flow of traffic and lets us out.
Do not have Brodie all the way through to 1626 to keep it from being a roadway to Mopac. Too much through traffic from people not living off Brodie.
What needs to be addressed is automobile congestion. Adding bike and/or pedestrian access isn't going to help that. No one in Texas, much less in the remote parts of Austin, are going to bike and/or walk instead of driving when they have to go more than a mile. So, wasting valuable land on bikes lanes and/or sidewalks is a fool's game that won't address the problem.
Brodie Lane needs to be 4-5 lanes (2 in each direction, plus a turn lane) for most of the distance between Slaughter Lane and 1626. The volume of traffic that the corridor handles demands and deserves greater capacity.
The congestion at Slaughter and Brodie at rush hour is a huge issue. I believe no right turn on red during rush hour would help control jamming the intersection.
Reduce bottlenecks by eliminating turning lanes that merge from two lanes to one in less than fifty, like the one on Slaughter Lane & Brodie. Make two left turning lanes on Brodie @ WM Cannon for north bound traffic
It needs to be more lanes between slaughter and 1626 with designated middle turn lanes and additional lights to get in and out of neighborhoods.
Longtime Shady Hollow residents used to love being part of this beautiful neighborhood. Now, since opening Brodie to 1626, we are living on a major highway. Access in and out of our streets is a daily challenge.
Brodie south of William cannon WILL be densely developed in 10 years. Austin must plan for that!
From William Cannon Through City Limits additional coordination with Sunset Valley to improve access to Ben White, MOPAC, Southwest Parkway, and 71 would significantly improve AM traffic flows.
Congestion occurs too many hours during the day -mornings and afternoons/early evenings.
Brodie Lane runs right through the heart of our neighborhood and homes are built right on it, unlike newer neighborhoods, where streets are built as a thoroughfare to get traffic in and out of the neighborhood. We need to get the traffic from Hays county out of our neighborhood and let Brodie allow us to get in and out of our neighborhood. PLEASE SAVE SHADY HOLLOW!!!
Congestion at Brodie and Slaughter is impossible! School traffic in the AM and people coming off Mopac in the evenings usually result in sitting thru multiple changes of the light.
It's extremely hard to get through traffic on Brodie to leave our neighborhood off Squirrel Hollow. It's unsafe on bicycle or foot or car. We need relief!
Please ADD lanes!!!! And raise speed limit to 40mph
I'm really more concerned about Slaughter than Brodie - but Brodie traffic backs up onto Slaughter which is a problem.
Sh45 please
complete State Hwy 45 so all the traffic from all points south won't be using Brodie to get to Slaughter/Mopac.

THIS ROAD IS A HORRIBLE TRAFFIC ISSUE IN EVERY WAY.
It was designed as a neighborhood street not a major artery. Commuter traffic must have other options.
Brodie should NOT be a thoroughfare for 1626 to Slaughter. The only solution for congestion is to discourage traffic roads like Brodie.
The future was easy to foresee. Not sure why they didn't make it four (4) lanes from Slaughter to 1626 YEARS ago. Instead they've just kept building more neighborhood subdivisions right up by the road. Figure out how to add center turn lanes into certain neighborhoods and major artery streets (e.g. Oak Parke).
Fix the entrance to Grey Rock Ridge currently too many accidents and residents have to drive to Escarpment and U-turn back to go North --Makes no sense causes more traffic
Need to speed up auto traffic. Don't need more bike lanes
We do not need to widen Brodie and create more lanes. That only encourages more congestion and takes property away from those that live along Brodie. We should also consider emergency vehicle compliant road humps to help slow the traffic down. People go way too fast up Brodie and it makes it unsafe for drivers, cyclists and pedestrians.
Eliminate the turn when safe at Brodie turn into Davis
Widen roadway south of Slaughter for additional lanes. Keep speed limits as currently posted.
Please do not add any more bike lanes, especially protected bike lanes. There are enough dedicated bike areas in the area and city in general. They make traffic congestion and driving safely worse because car driving lanes are made more narrow which increases danger for everyone. Sidewalks could use some improvement in some Area.
Don't ruin Shady Hollow by widening Brodie. It was never meant to be a commuter road for Hays county. Don't use eminent domain to take Shady Hollow residents property.
make more lanes
4 way stop signs or signal lights along Brodie would be a nice improvement.
Many of us want safe alternatives to using our cars. If we had safe options, we would gladly take a bus, ride a bike, or walk.
No bikes!!
Some wildflowers planted would be lovely!
Brodie needs to be four lanes.
Make it wider south of slaughter. Right turn lane off Brodie to William Cannon (next to HEB) going towards mopac is way too small, and left turn from Brodie to William Cannon towards mopac is always way backed up. Need improvements to this intersection.
Make it a residential access only for 78749. Brodie and Davis Lane weren't built to act as a I35 by-pass.
More lanes; less traffic; why are you concerned with sidewalks and bikes?
It desperately needs to be addressed because traffic comes through Wolftrap Dr everyday. This neighborhood has a lot of small children and it's too dangerous.
Widen the streets and streamline signals
This area is overpopulated, crowded subdivisions have exceeded the capacity on Brodie Lane. Install traffic light sensors.
Construct SW-45
There is no option to driving on this road. Sidewalks are random, bike lanes are non-existent (not even enough of a shoulder to be safe), there is no bus, and there are no parallel side streets to divert to. Give us SOMETHING. Keep working on SW 45, find a way to add sidewalks and bicycle space. When the only option is cars on a two lane neighborhood road that everyone must travel, the morning/afternoon rush hours are stupid.
Chief issue is where 2 lanes merge into one on Brodie as you head south past Slaughter. Not sure what to suggest as solution, but that's the major problem.
Brodie Lane corridor desperately needs to be expanded south of Slaughter. I know the residents of Shady Hollow are mostly against this option, but unfortunately, Austin has exploded with growth and this area is now a major thoroughfare. I sit in traffic on Brodie five days a week and it takes me 20 minutes to go one mile. Completely ridiculous and not to mention terrible for the environment.
Widen the road.

<p>With the build finally happening on 45, we anticipate that the problem with congestion on Brodie will ease. Brodie lane south of Slaughter is residential, and does not need to be treated like a major transit route from 1626 to Slaughter. To do so puts a lot of people's homes at risk. It is frustrating that many of us, myself included, have not had a voice to vote about these proposals because our homes are not in the city (yet), and we stand the most to lose if the City of Austin decides to implement additional lanes, etc. to Brodie.</p>
<p>Bike lanes are not continuous on Brodie Lane, which creates big problems especially north of Capistrano. By convention, bikes are currently using sidewalks north of Capistrano to avoid disrupting auto traffic, but this can be problematic at times of day when pedestrians also need sidewalks (e.g., morning exercisers, Bowie and Bailey walkers). The speed differential between cars, bikes, and pedestrians means that bikes need to be separated from cars AND pedestrians in future plans.</p>
<p>Build SH 45 and quit litigating it! Get the people from Hays County out of my neighborhood.</p>
<p>Increase travel lanes south of slaughter lane</p>
<p>I commute to work using this corridor and really struggle navigating around obstructions in the bike lane on a constant basis. I have to balance awareness with the speed of traffic and all the driveways along the corridor in order to make sure I'm riding safely when I have to suddenly move out of the way of objects sitting in the bike lanes. Sometimes I'll use the sidewalk in order to avoid these type of situations but even then it's not safe riding on the sidewalks because I'm not as noticeable to car traffic and I'm very aware and alert of my surroundings in case I have an incident with vehicular traffic. There's also a really rough patch that has not been fixed even after submitting a 3-1-1 request right in front of La Crema Bakery the sidewalk is horrible, very uneven. I'm sure with a quick asphalt repair to make the trip hazard less vulnerable would be appreciated by pedestrians and cyclists using the sidewalk.</p>
<p>The biking options are very dangerous immediately south of Slaughter because there is no sidewalk or bus lane. I think that sidewalks would be amenable to both bikers and pedestrians for this area of Austin given the low volume of cyclists and walkers, there really needs to be a sidewalk extension up to slaughter.</p>
<p>Overall safety of the street is most important thing in all of these categories. The most important thing for walking is to create an overall street environment that is safe for humans using all modes. This can be achieved with a design speed intended for safe operating speeds such as 20 or 25 mph.</p>
<p>Ultimately, Brodie will need two lanes on either side with a turning lane in the middle however, I think most people would settle for just a turning lane all the way down the middle from Slaughter to 1626. Brodie needs to be widened.</p>
<p>Widen Brodie Lane from Slaughter Lane to Squirrel Hollow. Ridiculous that it's a one lane each way for the amount of traffic that commutes through a residential area. Make Brodie two lanes all the way through to 1826. The City has been negligent in providing acceptable roadways in South Austin. I work in 78703 and have children that go to school in 78739 and 78748!</p>
<p>Lets get the toll road built</p>
<p>You fail to ask the key question -- more lanes on Brodie, which should be 4 lanes all the way up and down. Bite the bullet, exercise right of way as needed, and build the lanes.</p>
<p>Brodie needs to be at least 4 lanes all the way!! Traffic doesn't just slow down but stops both ways from 4-7 pm on school days, but especially headed south after Slaughter where Brodie becomes a 2 lane street! Way too much traffice headed south for just one lane!!!</p>
<p>Brodie should be expanded to a minimum of 3 main lanes in each direction.</p>
<p>Make more streets gateways or main arteries to get to the hwy faster with more options. Less cops.</p>
<p>Traffic is horrible, left turn lanes would help tremendously as I feel that a lot of the issue stems from having to stop so often. Widening the street to five lanes would be even better. There is too much commuter traffic and neighborhoods keep getting built south.</p>
<p>Make Brodie Lane a toll road with no charge to residents that live on either side of Brodie. It is ridiculous trying to leave and return home. Too many people use this road during high traffic times</p>

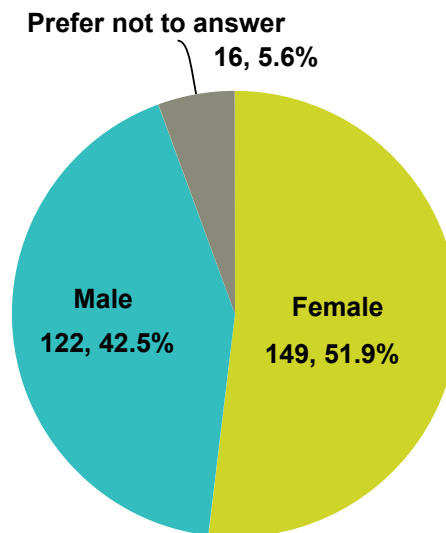
What is your age? (optional)

Answered: 289 (289 English)



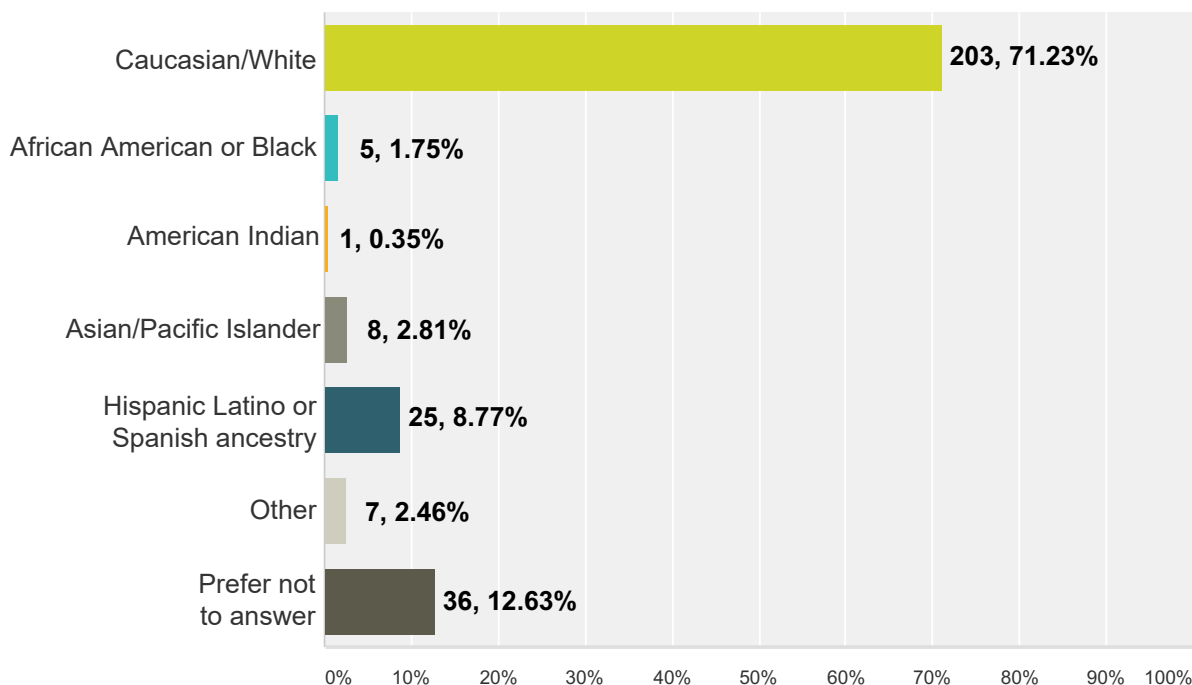
What is your gender? (optional)

Answered: 287 (287 English)



What is your race/ethnicity? (optional)

Answered: 285 (285 English)

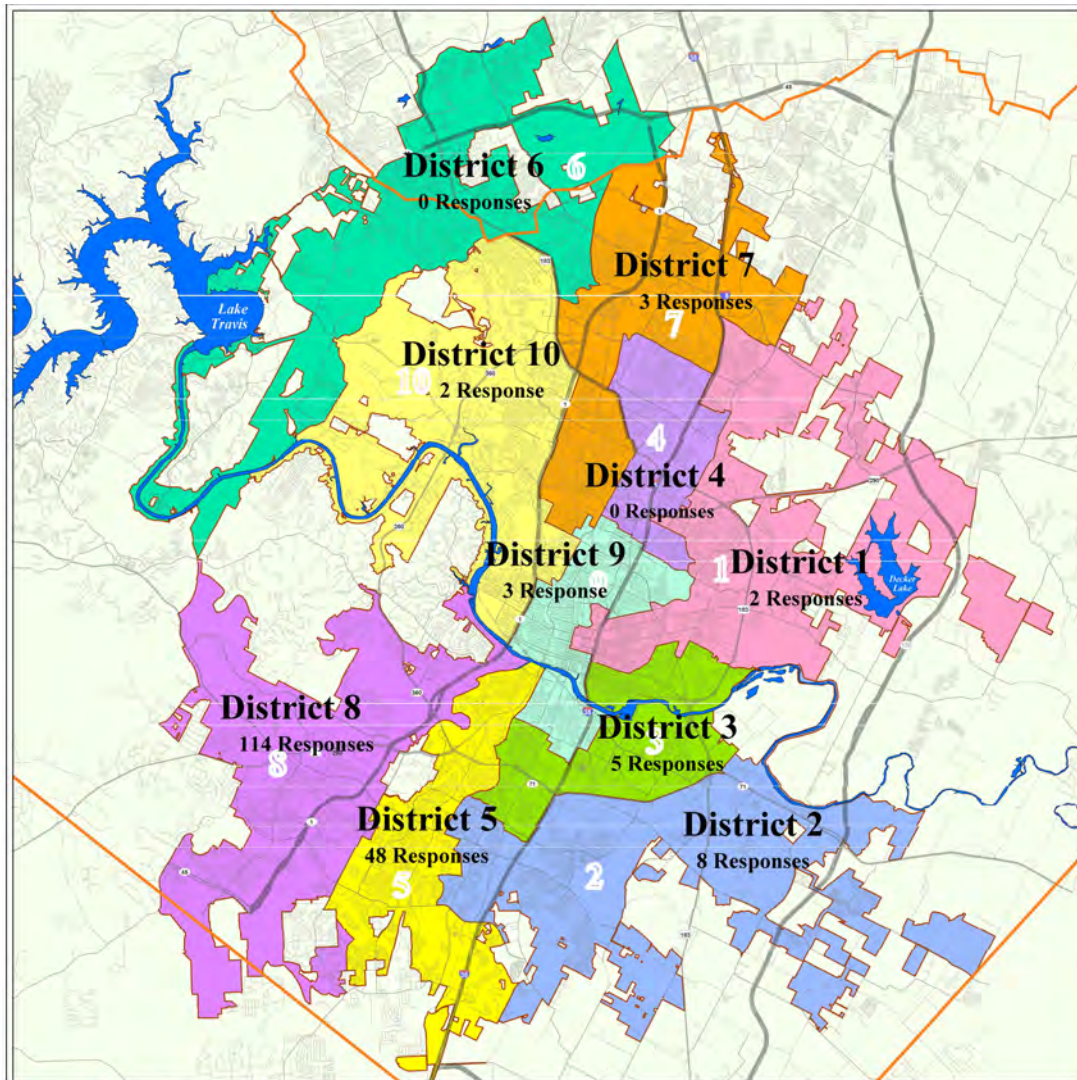


Provide your email address if you would like to receive updates about the Brodie Ln. Mobility Plan as new information becomes available or be notified of other opportunities to participate. (optional)

Answered: 122 (122 English)

What City Council District do you live in? Click here to see a district map. (optional)

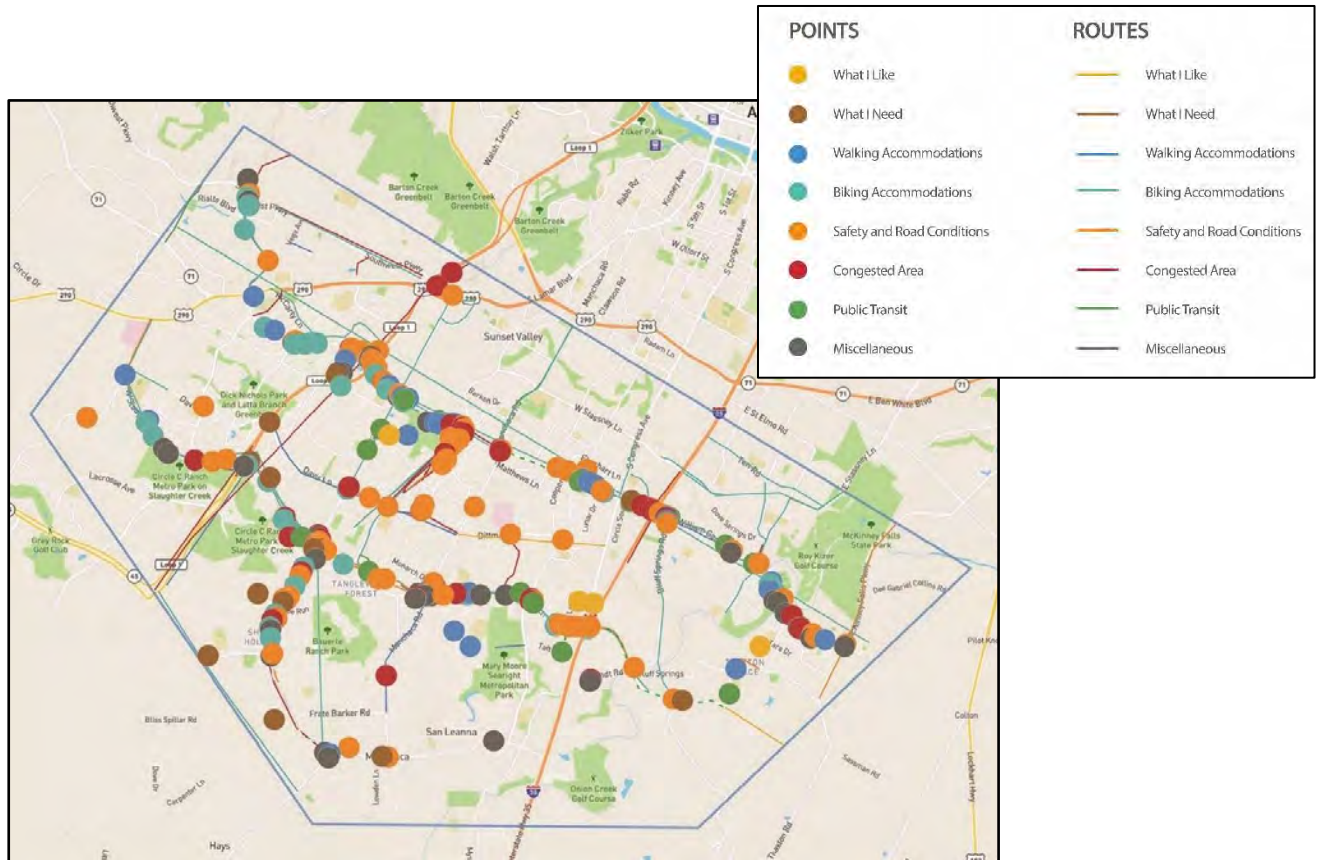
Answered: 266 (266 English)



District	No. of Responses	Percentage of Total
District 1 - Ora Houston	2	0.75%
District 2 - Delia Garza	8	3.01%
District 3 - Sabino "Pio" Renteria	5	1.88%
District 4 - Gregorio "Greg" Casar	0	0.00%
District 5 - Ann Kitchen	48	18.05%
District 6 - Jimmy Flannigan	0	0.00%
District 7 - Leslie Pool	3	1.13%
District 8 - Ellen Troxclair	114	42.86%
District 9 - Kathie Tovo	3	1.13%
District 10 - Alison Alter	2	0.75%
I don't know	45	16.92%
I prefer not to answer	36	13.53%

WIKIMAP REPORT

An online WikiMapping page was created to allow stakeholders to give location-specific input and feedback on the corridors. This interactive tool provided a legend of icons and color-coded lines to indicate input categories, such as: Public Transit, Driving Conditions (Congested Areas, and Safety and Road Conditions), Bicycle Accommodations, Pedestrian Accommodations, and Miscellaneous including "What I Like" and "What I Need". Users had the opportunity to mark routes or points on and around the corridors, add written comments, as well as see and respond to input from other users.



OVERVIEW OF BRODIE LANE WIKIMAP COMMENTS

Comment Category	No. of Comments
Driving Conditions - Congested Area	48
Driving Conditions - Safety and Road Conditions	34
Miscellaneous, What I like, What I need	31
Bicycle Accommodations	29
Pedestrian Accommodations	3
Public Transit	2
Total	147

WIKIMAP RESPONSE SUMMARY

Users were provided a set of questions related to the category of their choosing. Responses are summarized here.

Driving Conditions

Which of the following driving improvements would you like to see here? (Select all that apply) (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways, Improved turning options, Other)	No. of Responses
Improved turning options	41
Other	18
Uncategorized/unanswered	19

Themes in 'Other' and Uncategorized Driving Conditions Comments
<ul style="list-style-type: none"> • Traffic calming in neighborhoods needed • Concern for increased congestion and traffic backup • Expanded/additional lanes needed • Need for smart infrastructure and synchronized signalization • Need for extended merge lanes • Need to consider other projects in the area • Safety concerns for drivers turning through intersections without signals • Desire for access to Violet Crown trail

Bicycle Accommodations

Which of the following biking accommodations would you like to see here? (Select all that apply) (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	No. of Responses
Separate and/or protected bike lanes	20
Bike parking	1
Other	6
Uncategorized/unanswered	3

Themes in 'Other' and Uncategorized Bicycle Accommodations Comments
<ul style="list-style-type: none"> • Desire for added bike lanes, sidewalks, and urban trails • Safety concerns for cyclists near busy roadway • Opposition to added bike facilities • Need for wider traffic lanes adjacent to bike lanes

Pedestrian Accommodations

Which of the following pedestrian accommodations would you like to see here? (Select all that apply) (Answer Choices: Continuous sidewalks, Sidewalk maintenance, Sidewalks with separation, Safer pedestrian crossings, More pedestrian crossings, ADA rehabilitation, Opportunities for sitting and shade, Other)	No. of Responses
Wider Sidewalks	3
Continuous Sidewalks	2
Sidewalk Maintenance	3
Other	0
Uncategorized/unanswered	0

Public Transit

Which of the following transit improvements would you like to see here? (Select all that apply) (Answer Choices: More transit options, More frequent bus service, Upgraded bus stops (shelters, benches, better signage, safer), Other)	No. of Responses
Other	1
Uncategorized/unanswered	1

Themes in 'Other' and Uncategorized Public Transit Comments
<ul style="list-style-type: none"> • Concern for service cancelation • More reliable and efficient service needed • Upgraded bus stops needed

Additional Comment Categories

Additional Comment Categories	No. of Responses
Miscellaneous, What I like, What I need	30

Themes
<ul style="list-style-type: none"> • Need mitigation for increasing volume of traffic in neighborhoods • Concern over increased congestion • Need for signals and traffic calming devices • Added turning options needed • Expanded/additional lanes needed • Opposition to roundabouts • Concern for flooding in the area • Suggested toll section • Desire for more connections to surrounding road network

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.18563	-97.849354	point	Other	Need more lanes	South Austin is growing too fast and ATX is not keeping up with the growth. We need more lanes...	
30.185162	-97.85604	point	Other	You have to expand lanes. NOT BIKE LANES.	NOBODY RIDES THEIR BIKE. You need to expand to more car lanes on Brodie. This is the main location of traffic back up. Cars are backed up for miles down Brodie in the morning and evening.	
30.206973	-97.815399	point	Improved turning options; Other	West Gate Blvd., from Manassas to William Cannon	Cars from Slaughter, Brodie, Davis and Manassas use West Gate Blvd. as a short cut to MoPac, down town, and William Cannon. There no traffic lights, stop signs, or calming devices from Manassas to Wm. Cannon. The volume of traffic has increased bby 30% since 2013 when West Gate was extended to Slaughter. Car speeds exceed the posted speed limit of 35mph by almost 10 mph. Need to limit access to West Gate and install traffic lights and calming devices. Need to install bike lanes. West gate was originally built as a one lane in each direction with a bike lane.	
30.205179	-97.818719	point	Improved turning options; Other	High volume of traffic and speeding cars over vbthe posted limit of 35mph. West Gate Blvd. has become a short cut fer cars froem Slaughter, Brodie, Mnchaca, and Davis Lane.	Install traffic light at Manassas and West Gate and calming devices to slow down cars and and improve safety for people living along West gate.	Reduce speed limit to 30mph and install calming devices between Wm. Cannon and Manassas. Install traffic signal at Manassas and West Gate and Fentonridge and West Gate. by Anonymous on 05/16/2017 reduce West Gate blvd between Manassas and William Cannon from two lanes to one lane in each direction and add a bicycle lane. by Anonymous on 05/16/2017 I Disagree, this is a main cooridor by Anonymous on 05/17/2017
30.200222	-97.865546	point	Improved turning options			
30.206258	-97.815421	point	Improved turning options		Reduce speed limit and add protected turn lanes on West Gate Blvd., from William Cannon to Manassas.	
30.206258	-97.815421	point	Improved turning options		Improve traffic safety on West Gate between William Cannon and Manassas by reducing speed limit and adding lights and /or stop signs at intersections with the alphabet streets.	
30.205179	-97.818719	point	Improved turning options		Cars speed 10 miles above posted speed of 35mph on West Gate between Manassas and Wm. Cannon. Cars the car volume increased by 30% (16, 293 per day) since 2012 when West Gate was extended south of Cameron Loop. There are no lights, stop signs, or calming devices on West Gate,from Cameron loop to Wm. Cannon. There no protected turn lanes southbound from Wm. Cannon to Manassas. Need to reduce speed limit, install lights, stop signs and calming devices from Manassas to Wm. Cannon. Driveways of homes on the east side of West Gate face the street and is very dangerous . Also, people living on the alphabet streets (westside of West Gate face danger in trying to cross unprotected turns and dodge speeding cars to go north on West Gate. Need to reduce speed limit and install lights, stop signs, and calming devices.	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.202093	-97.819765	point	Improved turning options		Too many cars from Manchaca, Slaughter, and Brodie use West Gate as a short cut, since there are no lights, stop signs, or calming devices from Cameron Loop to Wm. Cannon. Need to add lights, stop signs, and calming devices to slow down cars that on the average travel 10 miles faster than the posted speed of 35mph. Need to protected turn lanes southbound from WM. Cannon to Manassas.	
30.203544	-97.81836	point	Improved turning options			
30.20407	-97.817735	point	Improved turning options		Install calming devices.	
30.203001	-97.818961	point	Improved turning options		Install light, stop sign, and traffic calming devices. reduce speed limit	I Agree by Anonymous on 06/14/2017 Dangerous intersection at Fentonridge and West Gate. No protected southbound turn lane for people living on the east side of West Gate. Similarly, people living on west side of West Gate (alphabet streets) have difficulty crossing to go northbound. Speeding cars and high volume , especially during commute hours. Need to install light or stop sign, and calming devices. Also need to have pedestrian crossing signal installed. by Anonymous on 06/14/2017
30.199839	-97.820593	point	Improved turning options		Install light. Many cars use Manassas as a short cut from Manchaca and other streets to enter West Gate. Also, reduce speed limit.	I Agree by on 06/16/2017 add calming devices from Manassas to Wm. Cannon. Install stop signs at Inridge and Fentonridge. by Anonymous on 06/18/2017
30.202093	-97.819765	point	Improved turning options		Install traffic lighy or stop signs. Install calming devices and lights from Manassas to Wm. Cannon. Install turn lanes.	
30.200958	-97.81959	point	Improved turning options		Install light or stop sign. Dangerous intersection at Inridge and West Gate Blvd. Blind corner at this point makes it very dangerous to enter West Gate since cars go too fast and there are no lights or stop signs from Cameron Loop to Wm. Cannon. Also, need to install calming devices .Volume of traffic is high since cars use West Gate as a short cut from Slaughter, Manchaca, and Brodie. We had colissions in the past , cars run into mail boxes and homes. A child died when a car hit a tree in the median.	
30.190667	-97.82523	point			Cars use Leo as a short cut to Cameron Loop , Seminary Ridge, Manassas and West Gate. Speeding cars and increase volume of traffic create a dangerous environment for the neighborhoods.	
30.191768	-97.824861	point	Improved turning options		Restrict access to Cameron Loop . Reduce to one lane and install a bike lane. Cars use Cameron Loop as a short cut to access West Gate Blvd. Speeding cars and high volume create unsafe conditions. Also, there is no sidewalk.	
30.191293	-97.833277	point	Improved turning options		Intersection of Cameron Loop and Davis is dangerous. Also, cars from Brodie and Wm. Cannon use Cameron Loop as a short cut. Close Cameron Loop.	
30.207862	-97.818253	point	Improved turning options		NO bike lanes	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.207362	-97.815785	point	Improved turning options		NO bike lanes for the limited number of bike riders.	
30.214158	-97.830473	point			Intelligent traffic controllers are needed throughout. Emphasis on intelligent. Enough that they are able to detect when a vehicle is there or not. When a vehicle has proceeded already and a light change is no longer needed and can be ignored. Enough that a group of 10-15 vehicles isn't stopped on a major road just for one or two on a side road. Let the group pass first, THEN change the light. Smart traffic management must begin with smarter traffic controllers.	
30.202093	-97.819765	point	Improved turning options		Dangerous intersection at Harleyhill and West Gate. No protected turn lane or protected pedestrian crossing. Speeding cars and high volume during commute hours make it impossible for people living on the west side of West Gate to cross and go north on West Gate. Need a stop sign or traffic calming devices. Cars from Manchaca, Brodie, Manassas, Slaughter, and Wm. Cannon use West south of Wm. cannon as s short cut . There are no lights, stop signs, or calming devices from Cameron Loop to Wm. Cannon.	
30.190511	-97.825293	point	Improved turning options		The runabout at Leo and Davis confuses drivers. Cars enter Seminary Ridge or Cameron Loop as shortcut to West Gate, Install light or stop sign	
30.190511	-97.825293	point	Improved turning options		Widen street to two lanes in each direction.	
30.190511	-97.825293	point	Improved turning options		The round about at Leo and Davis confuses drivers. Install stop sign or light.	
30.185162	-97.85604	point	Other	This street needs traffic calming and eningeering solutions to stop cut thru traffic through the neighborhood.	Improvements to Brodie and Slaughter are needed to fix this problem. The cut thru traffic on Wolftrap and Aspen Creek Parkway is extremely dangerous for the people in that neighborhood.	
30.195252	-97.842264	point	Other	widen Davis to two lanes each way with a bike lane from Manchaca to Brodie		
30.140711	-97.833209	point	Other	Build OverPass through Manchaca	FM1626 is dangerous and needs an overpass over the RR Crossing and local intersections	
30.18563	-97.849354	point	Improved turning options		Too many people block this intersection during high traffic times. Make safe and bigger as well as install red light cameras that strictly enforce running of red lights and blocking of the intersection.	unsafe, need more lanes, people run red lights, people block intersection
30.18563	-97.849354	point	Improved turning options		The congestion at this intersection is causing dangerous cut thru traffic through the Oak Parke neighborhood.	
30.183567	-97.850182	point	Improved turning options		Need congestion right at Brodie and Slaughter and Brodie Southbend	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.183595	- 97.849603	point	Improved turning options		Need longer right turn lane @ Brodie/Slaughter heading east	
30.183011	- 97.849603	point	Improved turning options		If you stop at the Valero it's almost impossible to go West on Slaughter - can't turn	
30.190511	- 97.825293	point			close the round about and install a light. People get confused. Danger of collisions.	
30.182862	- 97.847983	point	Improved turning options		Cars turning into this area tend to cause accidents since it is very congested. Signage about left lane turning into a turn only lane causes a lot of congestion. Initiating a right lane turn only lane would help with congestion. Consolidating the lanes that come from the shopping center to one that is further from the intersection could help with dangerous driving conditions.	
30.214158	- 97.830473	point			William Cannon	
30.18563	- 97.849354	point	Other	add a lane in each direction		unsafe, need more lanes, people run red lights, people block intersection
30.168913	- 97.859259	point	Other	Wildlife crossing (deer)	Heavy wildlife crossing at this creek corridor- do you have engineering controls in mind to reduce collisions?	
30.18563	- 97.849354	point	Other	Increased lanes on Brodie	Rush hour in this area as a disaster, with cars backing up from Brodie into Slaughter and many cars cutting through the Oak Parke neighborhood.	unsafe, need more lanes, people run red lights, people block intersection
30.18563	- 97.849354	point	Improved turning options; Other	Increase lanes on Brodie	Too many cars back up on Brodie Lane during peak times	
30.18563	- 97.849354	point	Other	Need more lanes	Brodie should have more lanes going from Slaughter all the way to 290.	unsafe, need more lanes, people run red lights, people block intersection
30.183242	- 97.850053	point	Other		The merge south of Slaughter is not idea. Causes backup	
30.173198	- 97.856373	point	Other		Roundabouts around Brodie	
30.172697	- 97.857574	point	Other		Look into a roundabout at Indian Point Dr	
30.178114	- 97.853336	point	Improved turning options; Other	Wider Road on Brodie		
30.195252	- 97.842264	point	Improved turning options; Other	aT Davis and Brodie intall two lanes going west; eliminatete the left turn lane and the right turn lane.		
30.193212	- 97.837494	point	Other	Cameron Loop and Davis intersection is dangerous. People use Cameron Loop as a short cut. Close this intersection to thru traffic.		

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.18563	-97.849354	point	Improved turning options			unsafe, need more lanes, people run red lights, people block intersection
30.18563	-97.849354	point	Improved turning options			unsafe, need more lanes, people run red lights, people block intersection
30.18563	-97.849354	point	Improved turning options			unsafe, need more lanes, people run red lights, people block intersection
30.157151	-97.833424	point	Improved turning options			
30.18563	-97.849354	point	Improved turning options			unsafe, need more lanes, people run red lights, people block intersection
30.183567	-97.850182	point	Improved turning options		Right turns only/ skip light turn merge once on Brodie	
30.183567	-97.850182	point	Improved turning options		Don't allow a right turn on red when going south on Brodie	
30.184773	-97.848938	point			Traffic backed up to Goodwill. It took 5 light cycles to get thru Slaughter b/c traffic backed up due to merge on south of Slaughter	
30.184244	-97.84941	point	Improved turning options		Make right lane a turn lane - right turn only	
30.183242	-97.850053	point			Roundabout? Slaughter & Brodie	
30.173198	-97.856373	point	Improved turning options		Concerned about left turn off of Squirrel Hollow heading south Light at Indian Point drive does not line up	
30.182955	-97.850209	point			Extend merge or sign better or force RT at intersection with Slaughter	
30.182955	-97.850209	point			Traffic does not use merge lane from Slaughter to Brodie - drive in middle	
30.172409	-97.85707	point			Don't usually see a lot of cars coming out of Indian point Dr. Maybe the signal can be moved to a different location	
30.173198	-97.856373	point			Roundabouts along Brodie	
30.172409	-97.85707	point			Remove signal off Indian Point Dr	
30.168467	-97.860171	point			Light gets very congested & takes a long time to get through due to traffic & light signal too short	
30.161594	-97.860117	point			Will there be a traffic study on Brodie after Hwy 45 goes in?	
30.168467	-97.860171	point		Widen the road, add more lanes		
30.177288	-97.853808	point			add a cross walk here with lights.. I have to wait 5 plus minutes to cross here often when biking.	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.168467	- 97.860171	point				
30.142585	- 97.842329	point			Coming out of this office complex is dangerous with traffic coming around the corner Eastbound. Slower speed limits would make this corner safer for people leaving the offices	
30.142585	- 97.842329	point			Coming out of this office complex is dangerous with traffic coming around the corner Eastbound. Slower speed limits would make this corner safer for people leaving the offices	
30.168467	- 97.860171	point	Improved turning options			
30.23408	- 97.818146	point			We park in the Specs parking lot to access the Violet Crown trailhead. It seems kind of unsafe to get from the parking to the trailhead. You have to cross a busy driveway with a lot of traffic.	
30.195252	- 97.842264	point	Improved turning options		davis to mopac is a possible commuter route. the right turn onto brodie north from davis east is a right turn only lane, yet the left lane is filled with cars who can't make the intersection because of only one lane allowed to pass thru	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
		line	Separated and/or protected bike lanes		Add bike lane on West Gate from Manassas to Wm. Cannon. Reduce West Gate to one lane in each direction and a protected bike lane. Also install lights, stop signs and calming devices reduce speeding cars.	
30.196865	-97.860707	point	Separated and/or protected bike lanes			
30.179514	-97.852467	point	Other	more traffic lanes. NOT BIKE LANES.	stop adding bike lanes and bike improvements! we need more lanes. Not bike lanes. Nobody rides there bike to go to work.	
		line	Other	add bike lanes.	There no bike lanes from Cameron Loop to Wm. Cannon. West Gate was originally built as one lane in each direction with a bike lane. The City converted the bike lane into another car lane in late 1990s. Cyclists are in danger because of the speeding cars and the heavy volume of cars. Need to add lights and stop signs from Manassas to Wm. Cannon. Another option is to make this section of West Gate into one lane with a bike lane in each direction.	Install bike lane from Manassas to Wm. Cannon.
30.195252	-97.842264	point			Expand to two lanes in each direction from West Gate to Brodie. Construct side walks.	
30.170026	-97.859216	point			Install bike lanes from Cameron loop to Wm. Cannon. Install light at Manassas and Fenton ridge.Reduce speed limit.	
		line		install light at bCohoba and West Gate.		
		line	Separated and/or protected bike lanes; Other	Bike / Ped Trail parallel to SH45SW	Build an Urban Trail along SH45SW between 1626 and RM1826	
		line	Separated and/or protected bike lanes		Complete bike lanes from Brodie to Mopac -Bowie teacher and bike commuter	
		line	Separated and/or protected bike lanes		Complete bike lanes from Brodie to Mopac -Bowie teacher and bike commuter	
		line	Separated and/or protected bike lanes		Complete bike lanes from Brodie to Mopac -Bowie teacher and bike commuter	
		line	Separated and/or protected bike lanes		Complete bike lanes from Brodie to Mopac -Bowie teacher and bike commuter	
		line	Separated and/or protected bike lanes; Bike parking		This route needs bicycle facilities. The best path for much of it is the sidewalk, but they should be widened to proper shared-use paths to safely accommodate cyclists and pedestrians. If on-street bike facilities are implemented, traffic needs to be slowed.	
		line	Separated and/or protected bike lanes			

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.195252	-97.842264	point	Separated and/or protected bike lanes		Recreational and athletic bicyclists frequently route themselves over Davis Hill. This causes traffic congestion as cars are not able to safely pass bikes.	
30.175758	-97.854495	point	Separated and/or protected bike lanes		Cycling travel is extremely dangerous need bike access and/or signage	
30.179514	-97.852467	point	Separated and/or protected bike lanes		Lack of bike lane in this area. Very dangerous!	
30.179514	-97.852467	point	Separated and/or protected bike lanes		Ditto! Cyclist was killed here	
30.167382	-97.860417	point	Separated and/or protected bike lanes			
30.170026	-97.859216	point	Separated and/or protected bike lanes		Protected bike lanes for people on bikes	
30.165142	-97.860197	point	Separated and/or protected bike lanes		Make bike lanes continuous	
		line	Separated and/or protected bike lanes		Add protected bikes lanes full length of Brodie from Slaughter to 1626	
30.175758	-97.854495	point	Separated and/or protected bike lanes			
30.165142	-97.860197	point	Separated and/or protected bike lanes			
30.167382	-97.860417	point	Separated and/or protected bike lanes		This is a major barrier to cycling through the area, the shoulders disappear at this intersection in favor of a left turn lane on to Capistrano.	
30.170026	-97.859216	point	Other		Biking should not be permitted on the street. It's too dangerous, too much traffic.	
30.195252	-97.842264	point	Other		Expand Davis to two lanes in each direction from West Gate to Brodie.	
30.175758	-97.854495	point	Other	sidewalk	need sidewalk on brodie south of slaughter on both sides of the road.	

Latitude	Longitude	Feature Type	Which of the following pedestrian accommodations would you like to see here? (Answer Choices: Continuous sidewalks, Sidewalk maintenance, Sidewalks with separation, Safer pedestrian crossings, More pedestrian crossings, ADA rehabilitation, Opportunities for sitting and shade, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.208122	-97.821214	point	Wider sidewalks; Continuous sidewalks			
30.141277	-97.846867	point	Wider sidewalks; Continuous sidewalks		Terrible intersection for bikes and pedestrians.	
30.205804	-97.828542	point	Continuous sidewalks		This is a popular stretch for walker and bikers because of people entering and exiting the nature preserve and travelling to the park, but there are no sidewalks at all, the street is narrow, visibility is limited because of the trees, and cars are traveling on high speed. Help!	

Latitude	Longitude	Feature Type	Which of the following transit improvements would you like to see here? (Answer Choices: More transit options, More frequent bus service, Upgraded bus stops (shelters, benches, better signage, safer), Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.207028	- 97.834582	point			I work at UT, and have tried to get in the habit of taking the bus there, but the trip is almost 2 hours door-to-door. This stop is where I often have a long wait, and it's not a very comfortable one. It doesn't feel very protected from traffic and it can feel unsafe because it is sometimes so isolated. There's also no shade or cover, meaning that taking the bus is an unpleasant choice if it's hot or raining. I would love improvements to this stop but more importantly better way to take transit efficiently out of this neighborhood!	
30.202855	- 97.837887	point	Other	to NOT have service canceled	Cap Metro is taking my bus route from me. I use the bus to get to work and shop.	

Latitude	Longitude	Feature Type	Please add a comment to describe this point/route	Secondary Comments (from separate author)
		line	Reduce the volume of cars using West Gate as a short cut. The volume of cars at 7300 West Gate has increased 30.4 % since 2013 when West Gate was extended to Slaughter. Over 16,000 cars were counted on January 16, 2017 at 7300 West Gate. Car speeds are almost 10 mph above the posted limit of 35 mph.	
		line	West Gate Blvd. has become a short cut for cars from Slaughter. Manchaca, Davis Lane, since there are no traffic lights, stop signs, or calming devices from Cameron Loop to Wm. Cannon. Brodie	
		line	According to the January 16, 2017 traffic counts at 7300 West Gate Blvd., car volumes have increased by 30% since 2013, and cars are speeding at about 10mph above the posted limit of 35mph. Especially dangerous conditions exist between Manassas and Wm. Cannon because the driveways of homes on the east side of West Gate face West Gate and there are no protected turn lanes. Need to install traffic lights and calming devices between Manassas and Wm. Cannon. Also, need to discourage access to West Gate as a short cut from Slaughter, Brodie, Manchaca, and Wm. Cannon.	
		line	No bike lanes and narrow one lane between Manchaca and Brodie. Need to expand street to two lanes each way with a bike lane.	
		line	Cars use West Gate as a short cut from Manchaca, Brodie and Davis Lane. Northbound traffic, from Manassas to 1, has increased 30.4% to 16,293 cars per day.	
30.200927	-97.832737	point	add another left turn lane at Brodie and Wm. Cannon	
		line	Far too congested. Make this a toll road with residents on either side of Brodie in this area free with proof of residence.	
		line	Add two more lanes to Davis from West Gate to Brodie.	
		line	Add two more lanes to Davis Lane from Manchaca to Davis Lane.	
30.200927	-97.832737	point	What I don't like-Why does Brodie only have two lanes going each way?	
30.140599	-97.834668	point	1626 should be adding lanes as from Manchaca to Brodie is dangerous and is heavily congested.	

Latitude	Longitude	Feature Type	Please add a comment to describe this point/route	Secondary Comments (from separate author)
30.18563	- 97.849354	point	Franklin BBQ	
		line	Better signage along entire corridor	
		line	Southbound off Slaughter @ 1 does not allow traffic to move	
30.173198	- 97.856373	point	Roundabouts on Brodie from Squirrel Hollow to Gattling a BAD idea. Studies show unless traffic is equal from all sides low-traffic sides will have difficult access. Would also destroy our neighbors houses!	
30.181221	- 97.849946	point	Flooding	
30.166816	- 97.860321	point	Established houses on 1 in Shady hallow should be protected. Widening Brodie will encourage more traffic	
30.169228	- 97.859001	point	Flooding across Brodie at Slaughter Creek	
30.161594	- 97.860117	point	Please don't 5-lane Brodie	
30.141968	- 97.847586	point	Close Brodie after SH 45 opens	Do not agree with this!
		line	Widen	
		line	Add toll section here?	
30.141008	- 97.846733	point	Somehow incentivize use of 45 once complete to decrease morning congestion	
30.141008	- 97.846733	point	1 needs to be widened to four lanes with a turn lane. When will that occur?	
30.147948	- 97.859817	point	open up street again. to provide access to people dropping off kids at bailey. we need more east /west connectors	

Latitude	Longitude	Feature Type	Please add a comment to describe this point/route	Secondary Comments (from separate author)
30.160861	- 97.875266	point	open green emerald to new 45sw	
30.17355	- 97.863679	point	connect these streets	
30.173198	- 97.856373	point	If Brodie is to upgraded, it should stay two lane, possibly like Davis lane between Manchaca and South 1st	
30.173198	- 97.856373	point	If Brodie is to upgraded, it should stay two lane, possibly like Davis lane between Manchaca and South 1st	
30.182473	- 97.850568	point	Brodie should continue to be three lanes. Two lanes is not enough for the amount of traffic it sees. Ideally it would be 4 lanes, but the space does not accommodate that. A center turn lane would greatly reduce the amount of traffic. 2 lanes is clearly not enough.	