

BRODIE LANE



Proposed Improvements for **BRODIE LANE** FROM SLAUGHTER LANE TO FM 1626

BRODIE LANE

The goal of Mobility Plans is to identify improvements that will enhance mobility, safety, and connectivity for users—whether you drive, bike, walk, or take transit.

How to use this book

HOW WERE THE COMMENTS REPRESENTED IN THIS BOOK SELECTED?

Most of the comments in this book were selected based on geographic location. Last spring, we asked the community what kind of recommendations they'd like to see along Slaughter Lane, William Cannon Drive, and Brodie Lane as part of development of Mobility Plans for the roadways. As part of that outreach, we invited the community to place comments on a map to reflect desired improvements in a specific location along the corridors. The majority of comments shown in this book correspond geographically with the section of the corridor represented on the page. Some additional comments were selected to reflect general recommendations from the community.

You'll see this bubble throughout the book. It represents public input received in spring 2017.

ARE ALL THE COMMUNITY'S COMMENTS AND RECOMMENDATIONS REFLECTED IN THE PRELIMINARY MOBILITY RECOMMENDATIONS?

While public input informed development of the preliminary mobility recommendations, not all comments we received could be incorporated into the recommendations. The goal of Mobility Plans is to identify improvements that will enhance mobility, safety, and connectivity for users—whether you drive, bike, walk, or take transit. Additionally, the preliminary recommendations reflect technical assessments of the existing infrastructure, as well as data like traffic counts and crashes, and recommendations from other City of Austin plans and policies, such as the Sidewalk Master Plan and the City of Austin Complete Streets Policy.

WHAT IS "RIGHT-OF-WAY"?

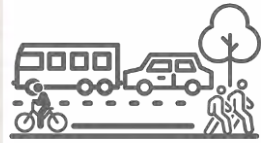
The right-of-way is the area owned and/or controlled by the City or State and typically includes the street surface, subsurface, sidewalks, and grassy areas between pavement and property lines. The boundaries width of the right-of-way will vary depending on the physical conditions at any given location. Property within the City's right-of-way can be used for City-related improvements, as necessary. This book shows the approximate width of the existing right-of-way and the proposed width of the new right-of-way. Existing right-of-way means the City of Austin already owns and/or controls the right-of-way. Proposed right-of-way would potentially need to be acquired to accommodate the improvements.

HOW CAN I STAY UP-TO-DATE ON THESE CORRIDORS, AND HOW CAN I LEARN ABOUT OTHER CORRIDORS?

To sign up for updates on the Slaughter Lane, William Cannon Drive, and Brodie Lane corridors, visit AustinTexas.gov/BSWCorridors. Public engagement for the Manchaca Road Corridor Mobility Plan is kicking off this fall. If you'd like to share your input about what kind of improvements you'd like to see on Manchaca, please visit AustinTexas.gov/CorridorMobility. You can also visit with us and receive more information here:

- November 14 at Sprouts Farmers Market, 3-7 p.m.
- December 5 at Crockett High School, 5-8 p.m.

The proposed improvements incorporate other City planning efforts, including:



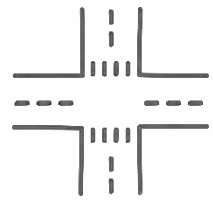
AUSTIN STREET DESIGN GUIDE

Assists City staff and private sector street design professionals in applying a consistent approach to street design, particularly for right-of-way planning and new streets.



AUSTIN SIDEWALK MASTER PLAN

The City of Austin 2016 Sidewalk Master Plan/ADA Transition Plan Update establishes asset management policies for sidewalks within City of Austin right-of-way. As of November 2015, the citywide sidewalk network included 2,580 miles of absent (missing) and 2,400 miles of existing sidewalk.



VISION ZERO SAFETY PROGRAM

Vision Zero is an international movement that aspires to reduce the number of people who die or are seriously injured in traffic crashes to zero. Austin's Vision Zero Action Plan defines a community-wide approach to reach this goal by 2025. It contains five strategic initiatives: Education, Engineering, Evaluation, Enforcement, and Policy.



AUSTIN BICYCLE MASTER PLAN

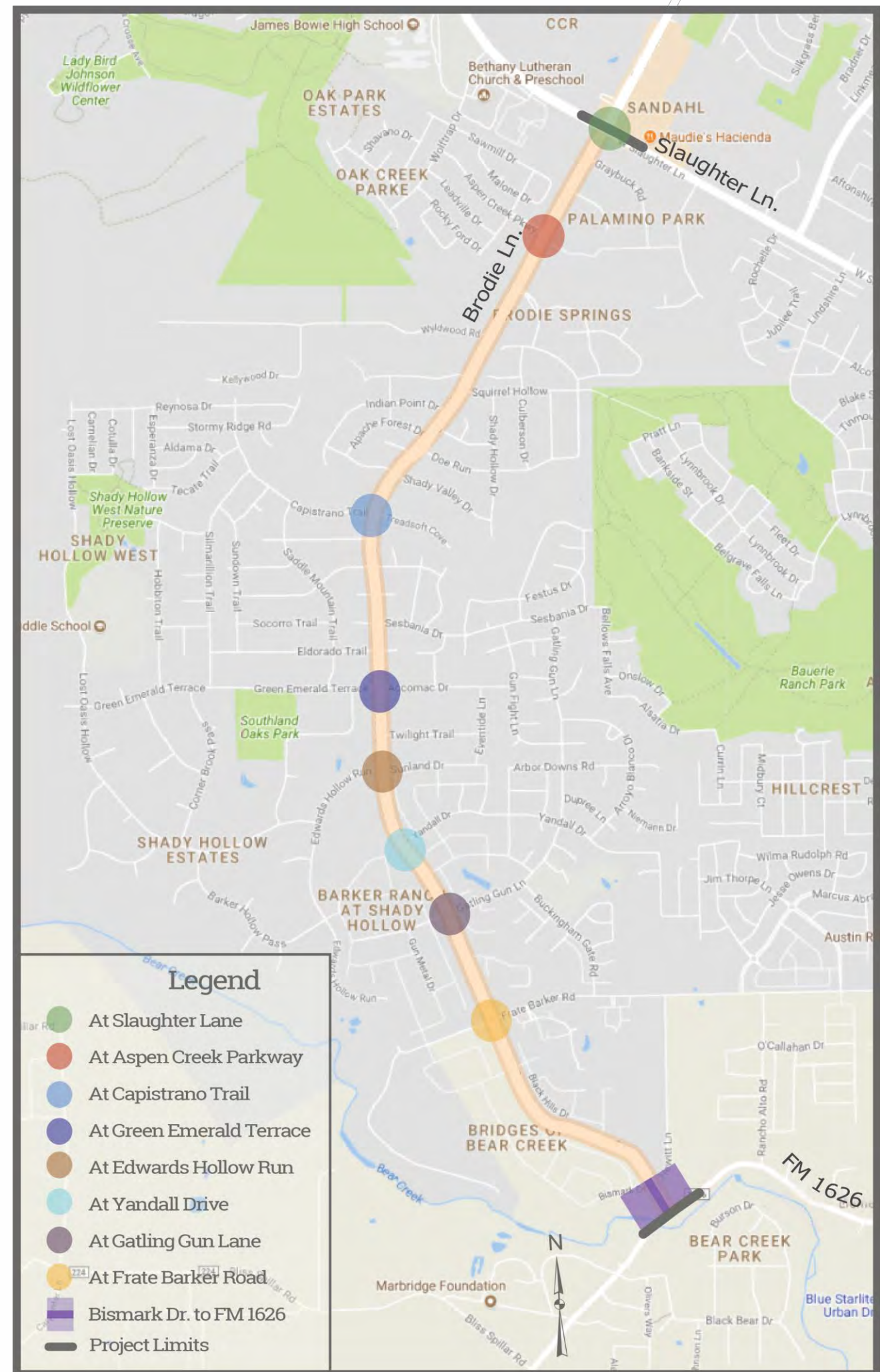
This plan proposes creating a connected and protected active transportation network that will provide additional transportation options for Austin residents and visitors. The plan's overarching goals are to significantly increase bicycle use and improve bicycle safety throughout Austin.

BRODIE LANE

Roadway Configurations

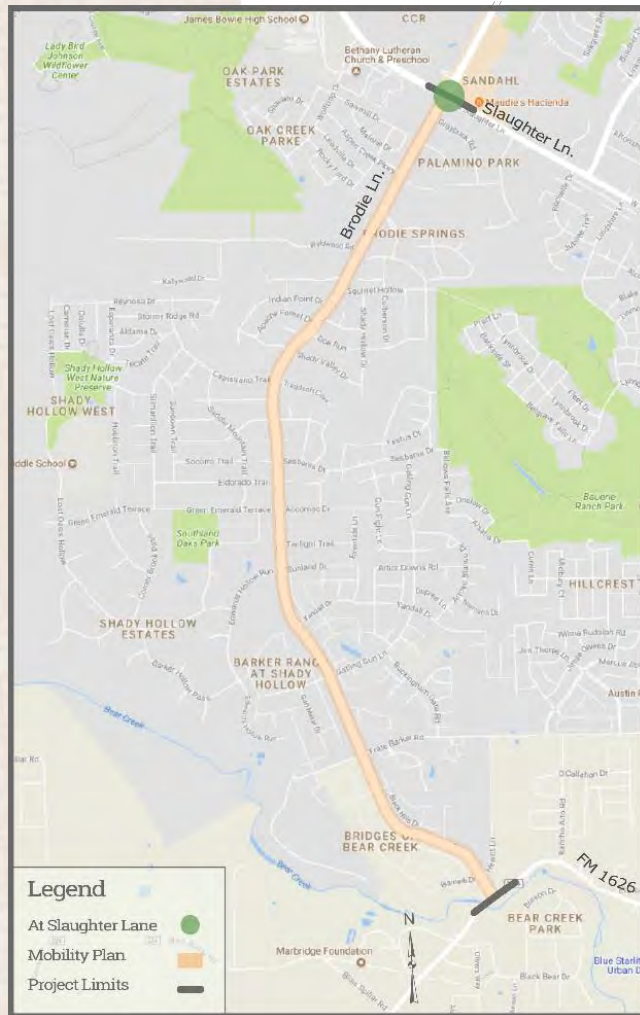
Recommended roadway configurations and plan exhibits are broken into segments for the entirety of the corridor.

Note: If projects are selected for construction, existing sidewalk and other roadway infrastructure will be incorporated into the new improvements to the extent possible. However, in some cases, existing infrastructure may need to be removed and replaced in its entirety to accommodate the new improvements. Where existing sidewalk infrastructure remains in place, it would be brought to ADA compliance.



BRODIE LANE

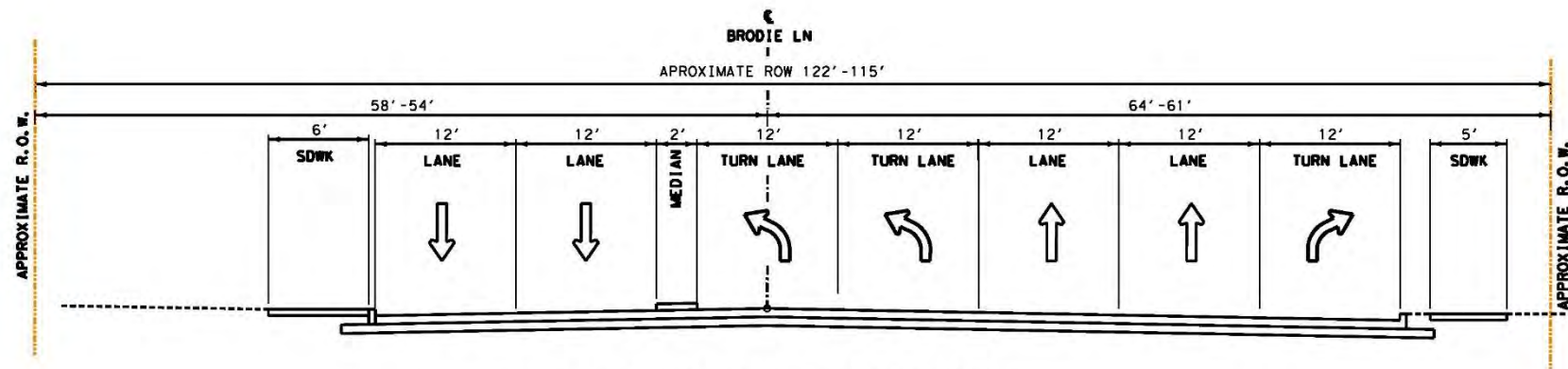
Proposed Improvements



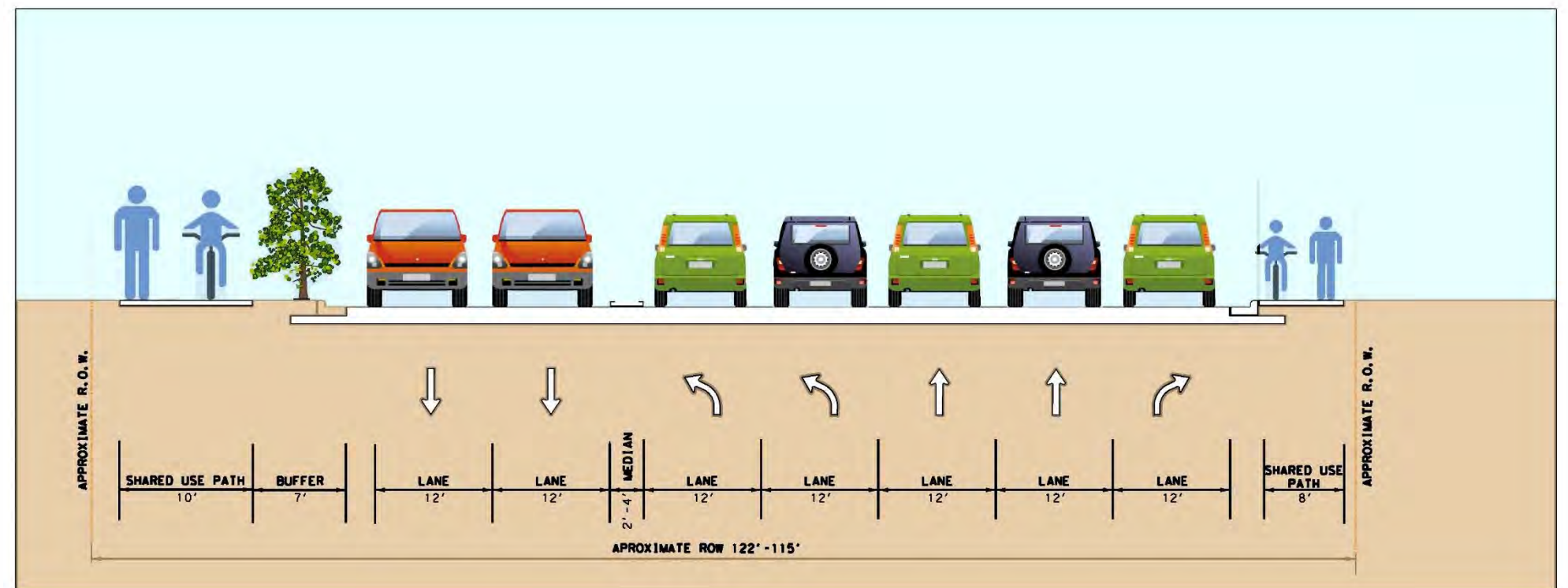
HIGHLIGHTS

- Provide additional vehicular travel lane northbound and southbound from Slaughter Lane to Dobbin Drive
- Shared-use path on both sides of roadway

At Slaughter Lane



Existing Configuration



Proposed Configuration

BRODIE LANE

Proposed Improvements

At Slaughter Lane

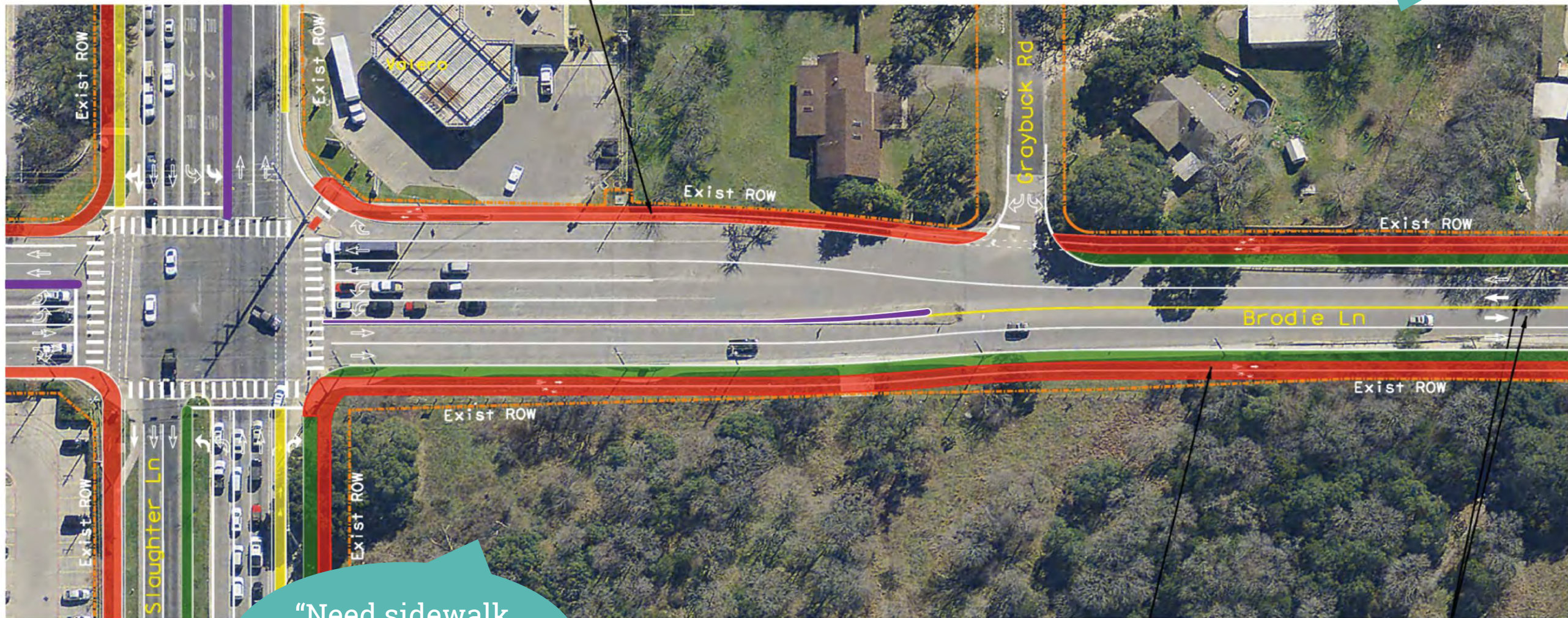
-  Sidewalk or Shared-Use Path
-  Bike Lane
-  Green Space
-  Concrete Median
-  Right-of-Way

“South Austin is growing too fast. We need more lanes”

“The merge south of Slaughter is not ideal—it causes backup”

“Need more travel lanes”

Proposed Shared Use Path

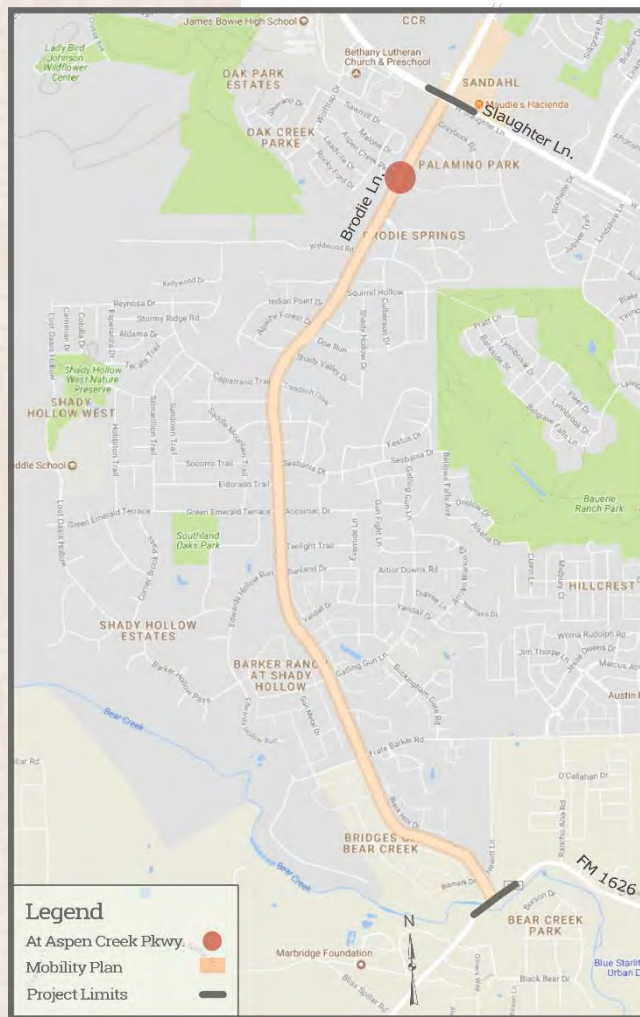


“Need sidewalk on Brodie on both sides of the road”

Proposed Shared Use Path

BRODIE LANE

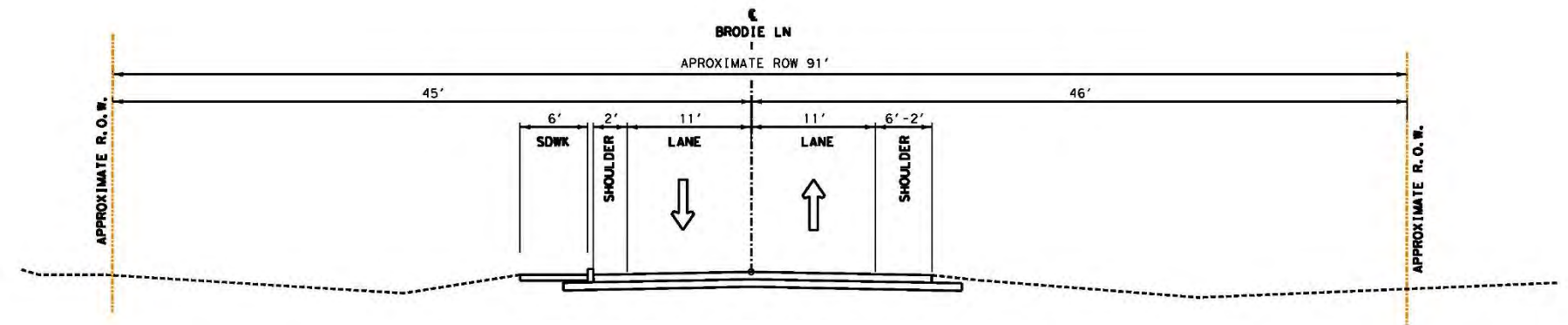
Proposed Improvements



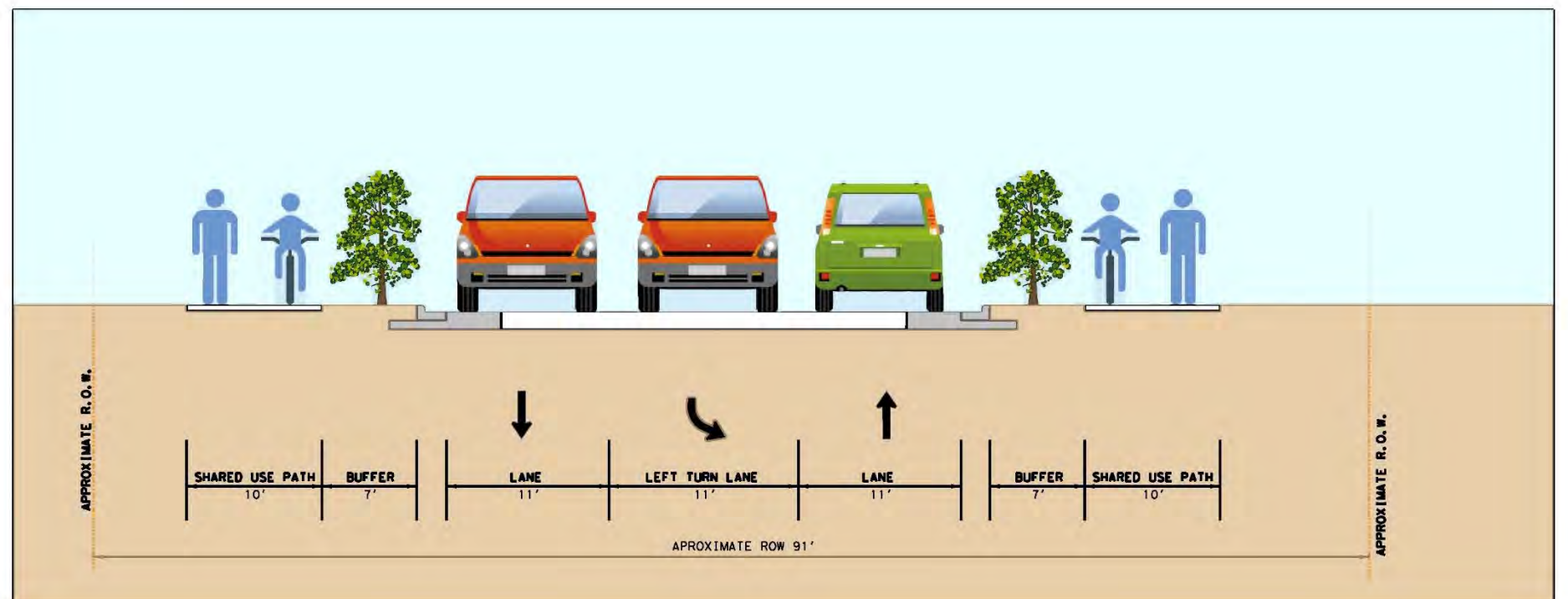
HIGHLIGHTS

- Provide northbound left-turn lane
- Continuous left-turn lane from Green Emerald Terrace to Dobbin Drive
- Shared-use path on both sides of roadway

At Aspen Creek Parkway



Existing Configuration



Proposed Configuration

BRODIE LANE

Proposed Improvements

At Aspen Creek Parkway

-  Sidewalk or Shared-Use Path
-  Bike Lane
-  Green Space
-  Concrete Median
-  Right-of-Way

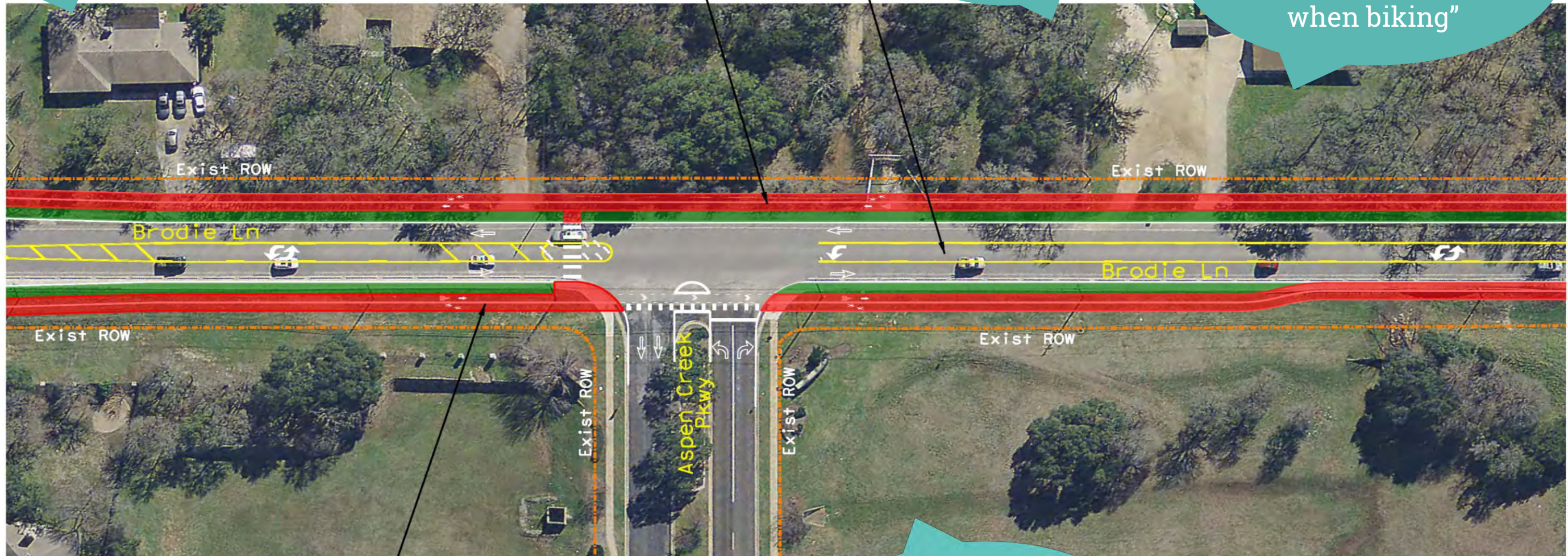
“Look into a roundabout”

“Improved turning options”

Proposed Turn Lane
Proposed Shared Use Path

“Wider road”

“Add crosswalk. I have to wait 5 plus minutes to cross when biking”

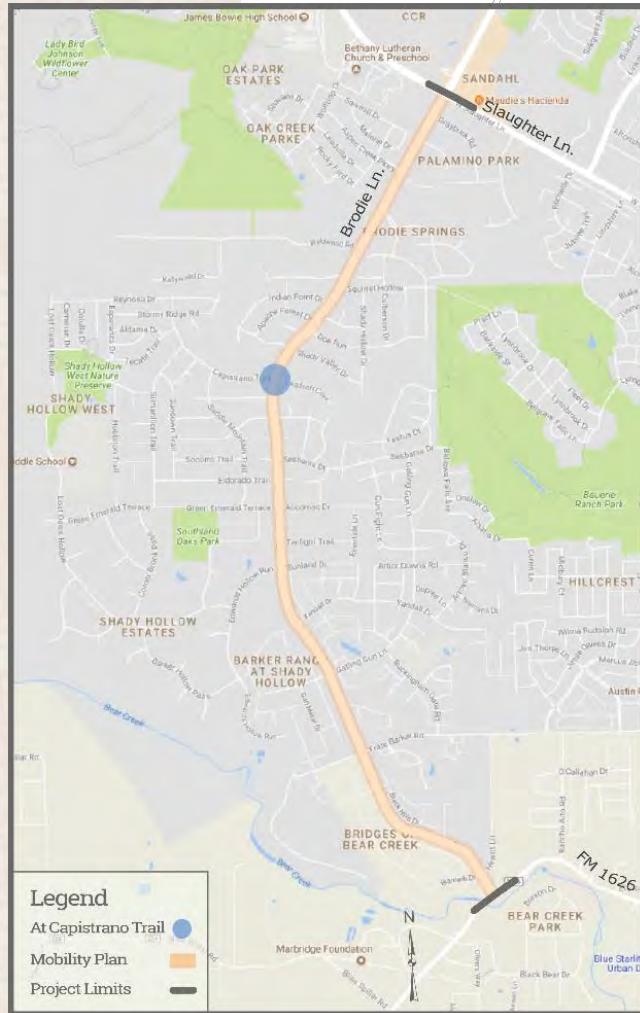


Proposed Shared Use Path

“Lack of bike lane in this area. Very dangerous!”

BRODIE LANE

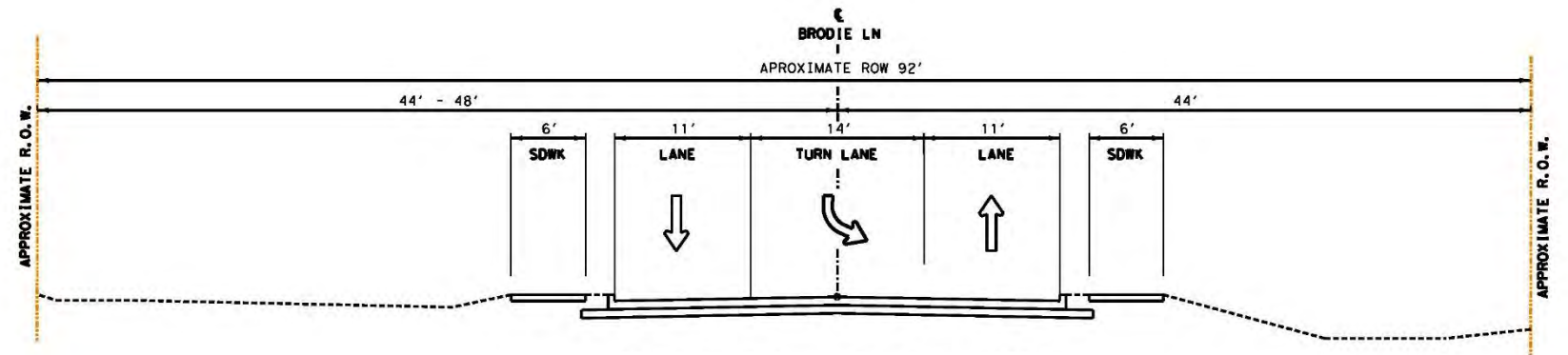
Proposed Improvements



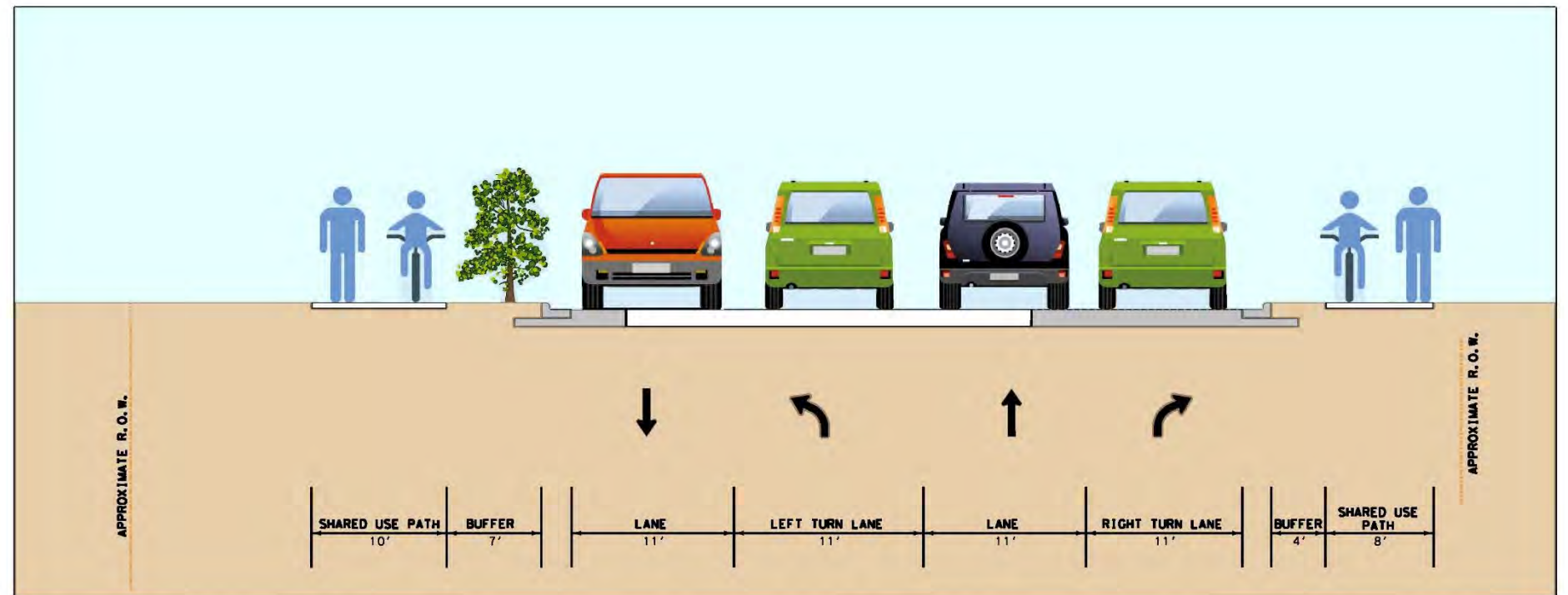
HIGHLIGHTS

- Provide northbound left-turn lane and southbound right and left-turn lane
- Continuous left-turn lane from Green Emerald Terrace to Dobbin Drive
- Shared-use path on both sides of roadway

At Capistrano Trail



Existing Configuration



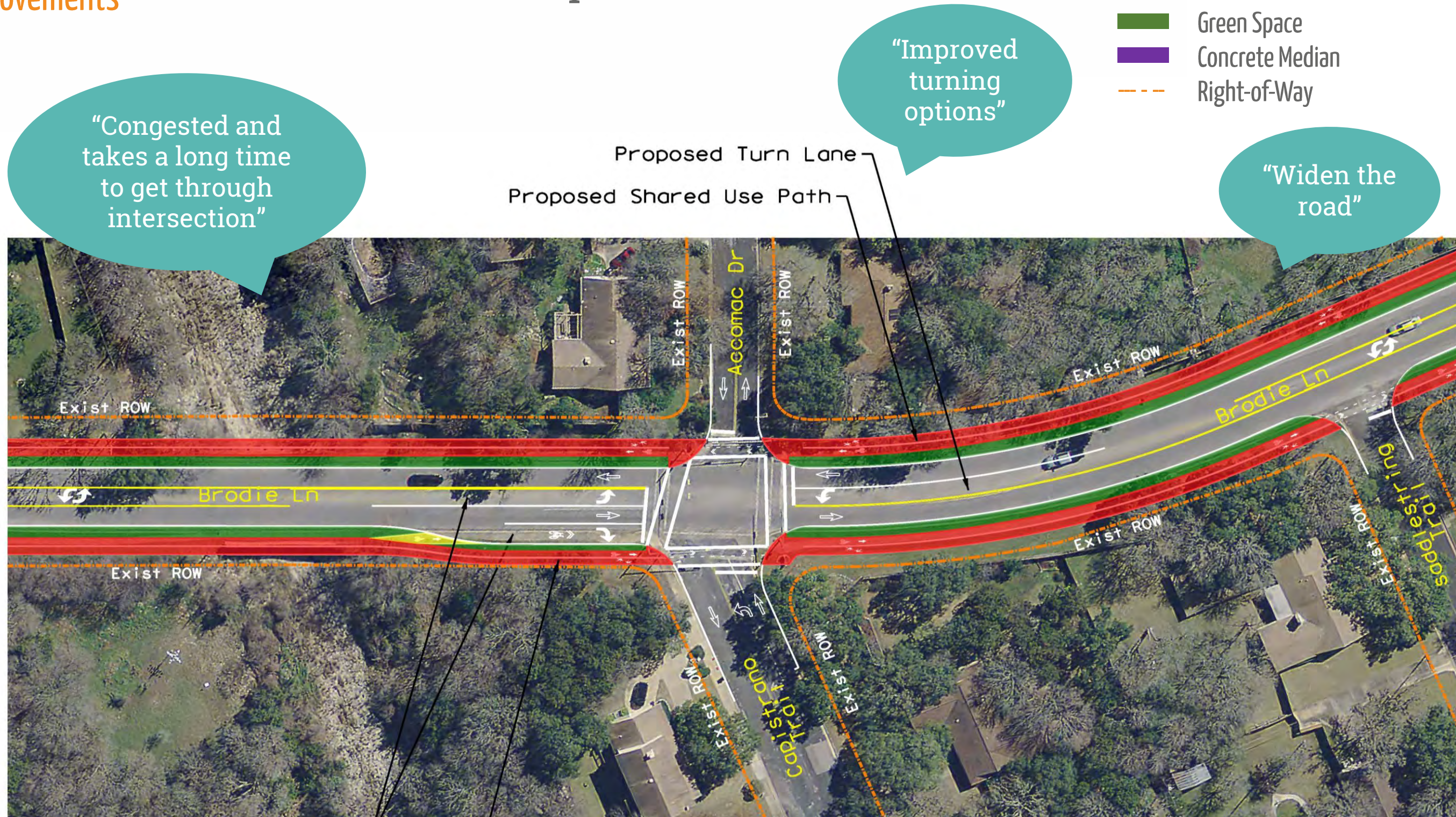
Proposed Configuration

BRODIE LANE

Proposed Improvements

At Capistrano Trail

- Sidewalk or Shared-Use Path
- Bike Lane
- Green Space
- Concrete Median
- Right-of-Way



“Congested and takes a long time to get through intersection”

“Improved turning options”

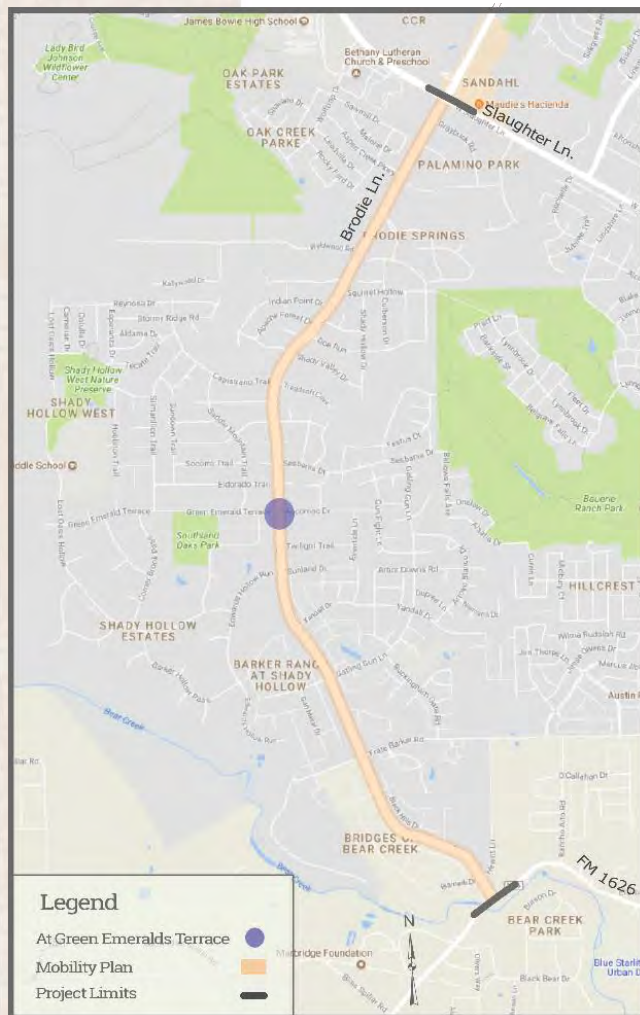
“Widen the road”

Proposed Turn Lane

Proposed Shared Use Path

BRODIE LANE

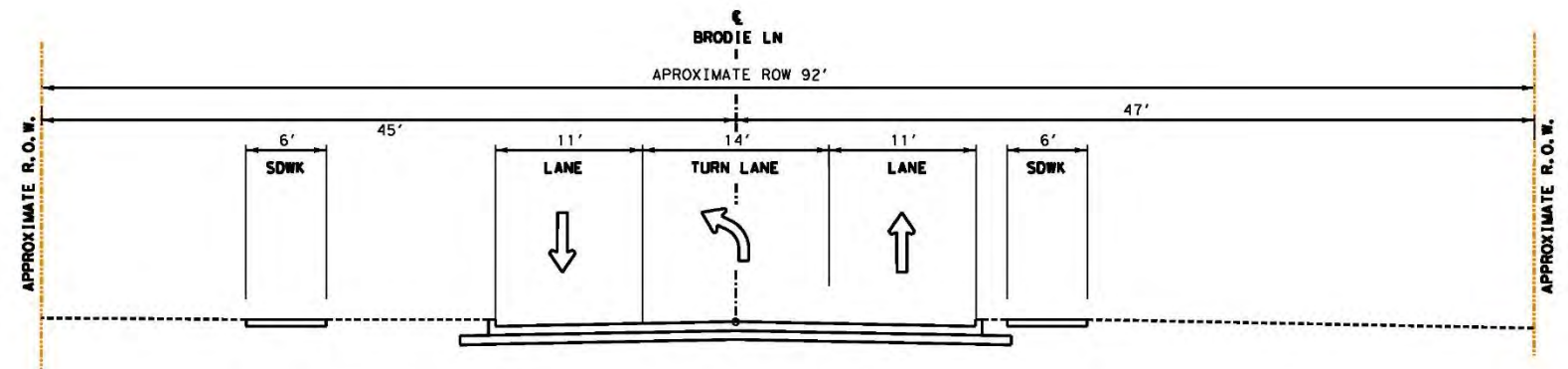
Proposed Improvements



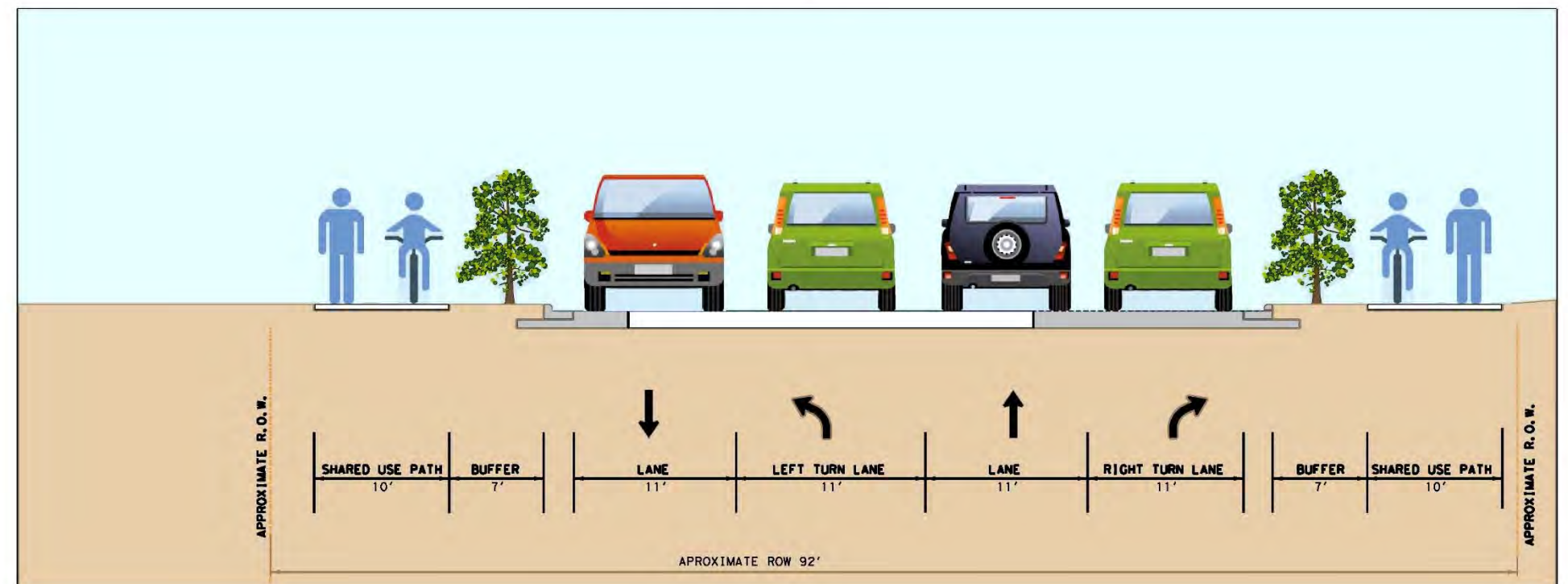
HIGHLIGHTS

- Provide northbound left-turn lane and southbound right and left-turn lane
- Begin continuous left-turn lane north of Green Emerald Terrace
- Shared-use path on both sides of roadway

At Green Emerald Terrace



Existing Configuration



Proposed Configuration

BRODIE LANE

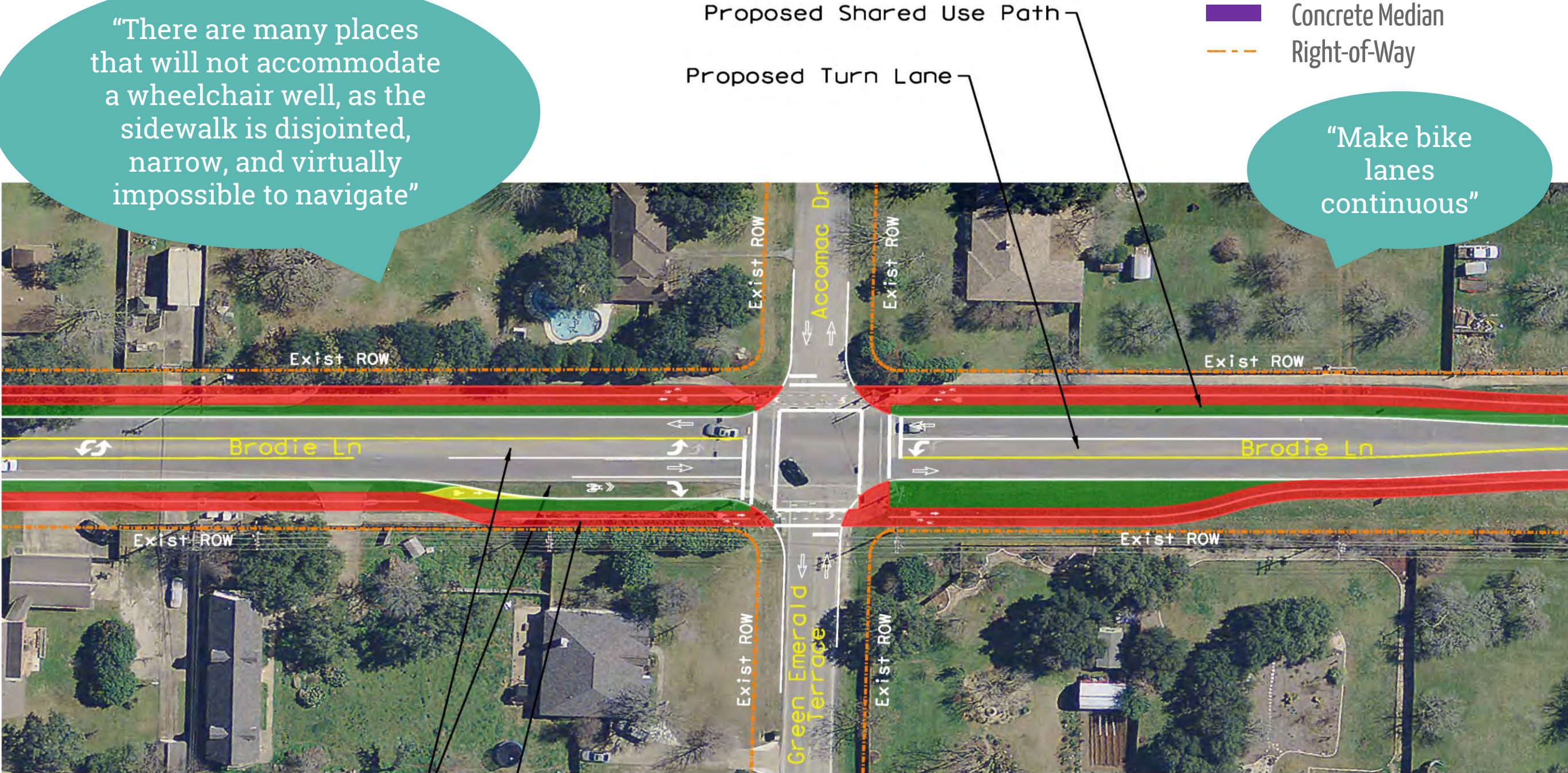
Proposed Improvements

At Green Emerald Terrace

- █ Sidewalk or Shared-Use Path
- █ Bike Lane
- █ Green Space
- █ Concrete Median
- - - Right-of-Way

“There are many places that will not accommodate a wheelchair well, as the sidewalk is disjointed, narrow, and virtually impossible to navigate”

“Make bike lanes continuous”

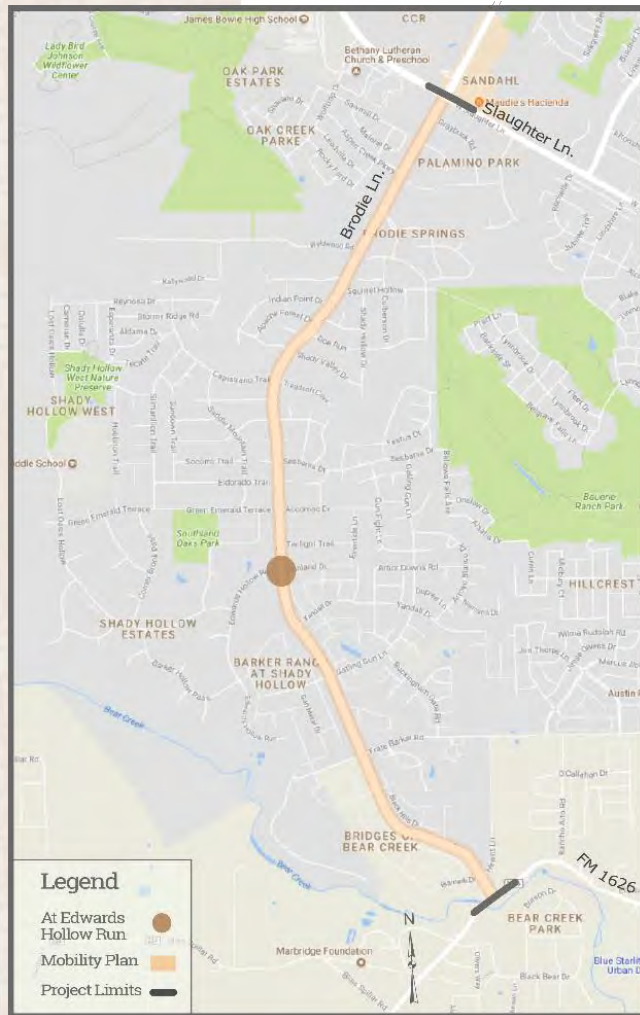


Proposed Turn Lane

Proposed Shared Use Path

BRODIE LANE

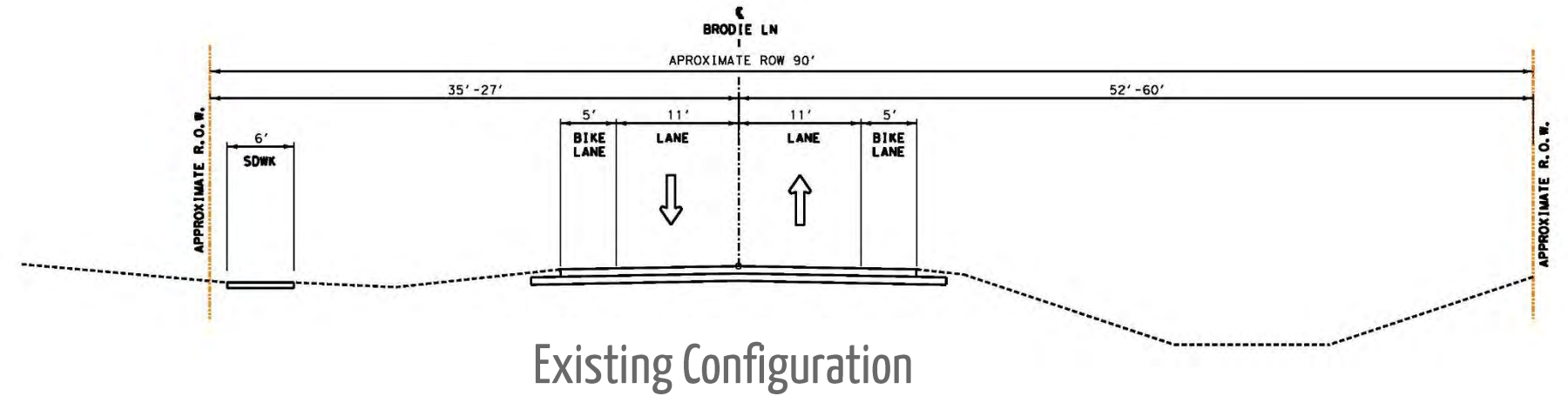
Proposed Improvements



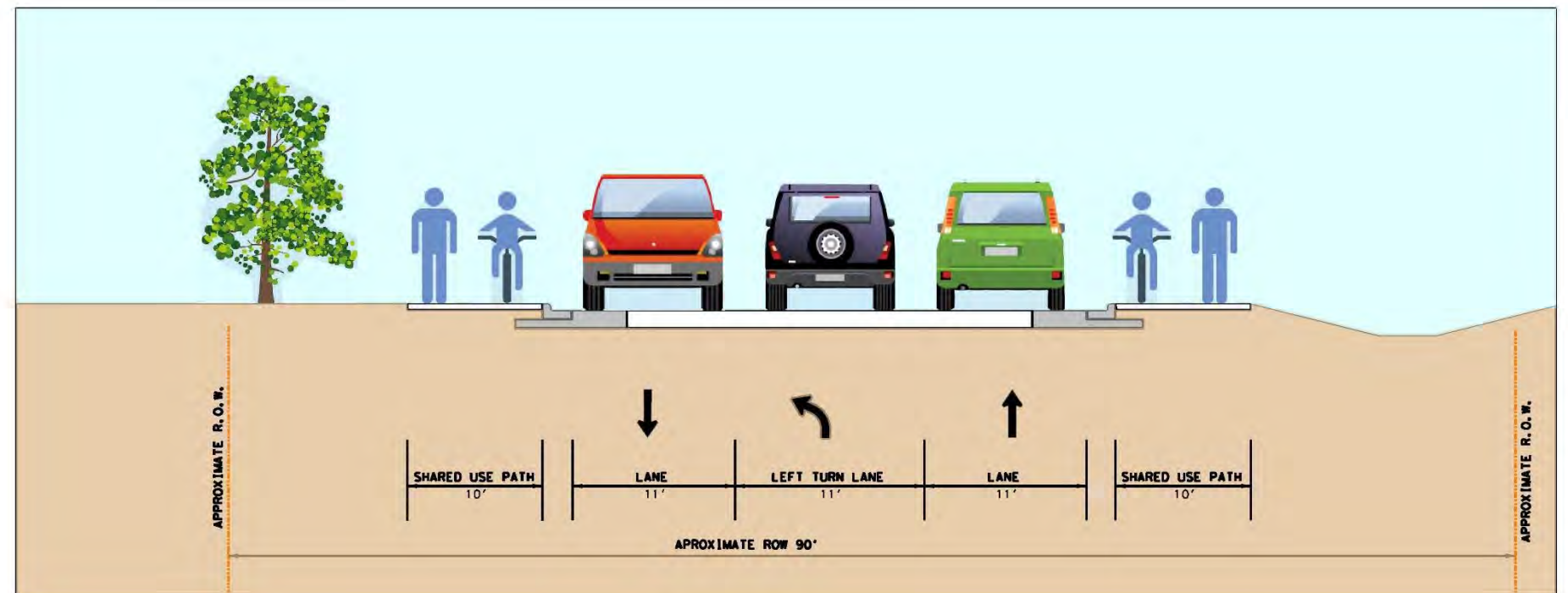
HIGHLIGHTS

- Provide northbound and southbound left-turn lane
- Shared-use path on both sides of roadway

At Edwards Hollow Run



Existing Configuration







Proposed Configuration

BRODIE LANE

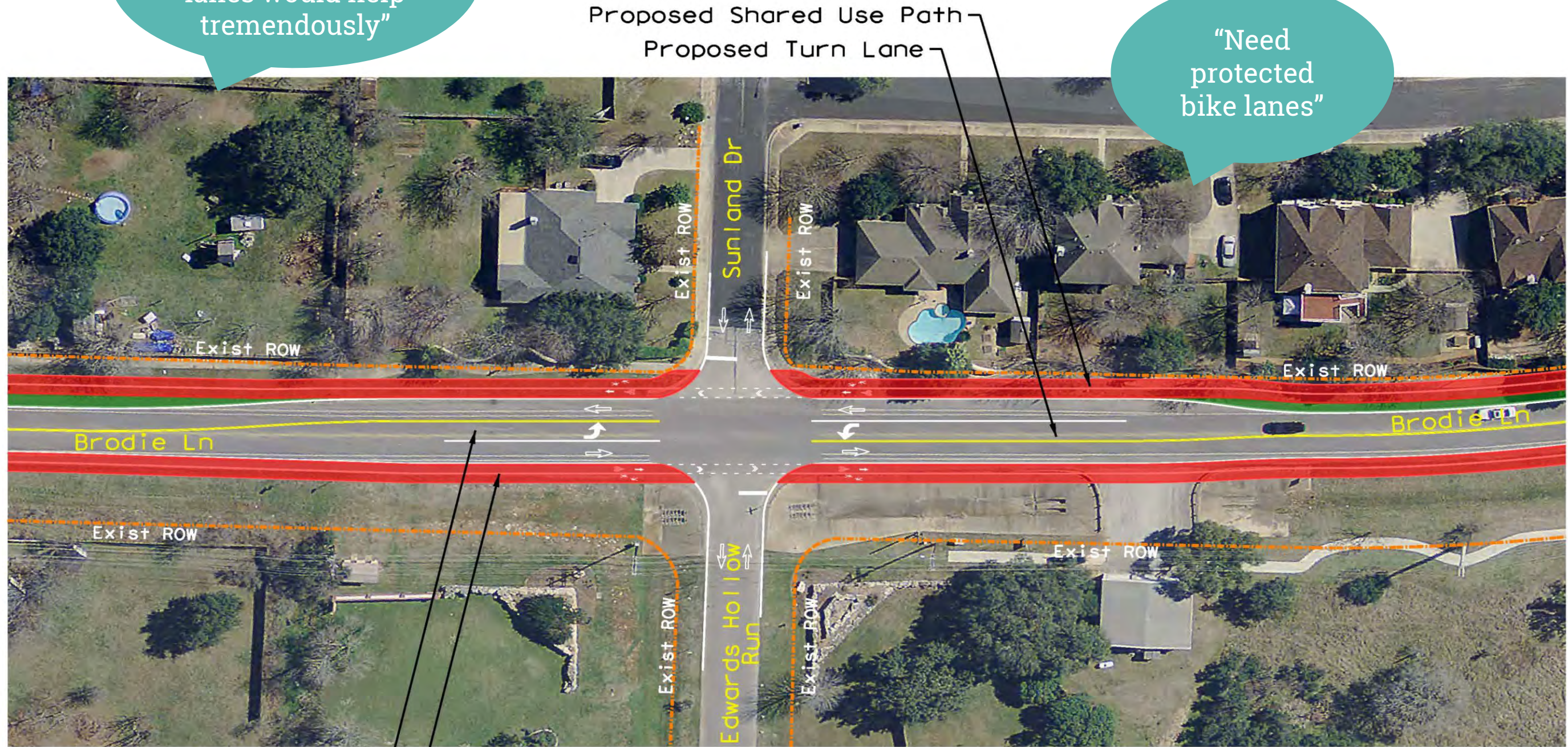
Proposed Improvements

At Edwards Hollow Run

-  Sidewalk or Shared-Use Path
-  Bike Lane
-  Green Space
-  Concrete Median
-  Right-of-Way

“Traffic is horrible. Left-turn lanes would help tremendously”

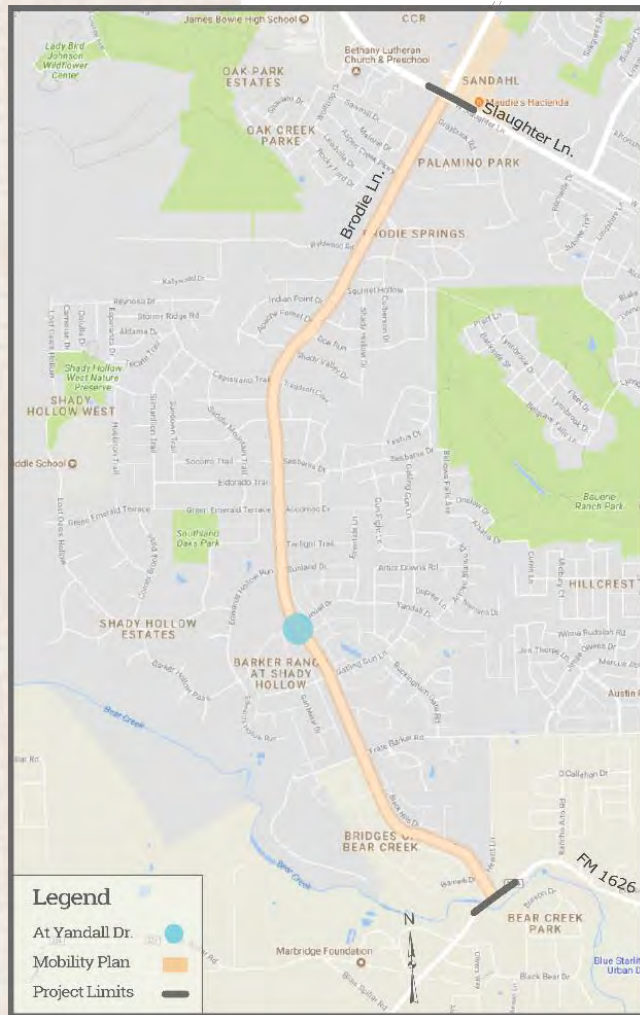
“Need protected bike lanes”



Proposed Turn Lane
Proposed Shared Use Path

BRODIE LANE

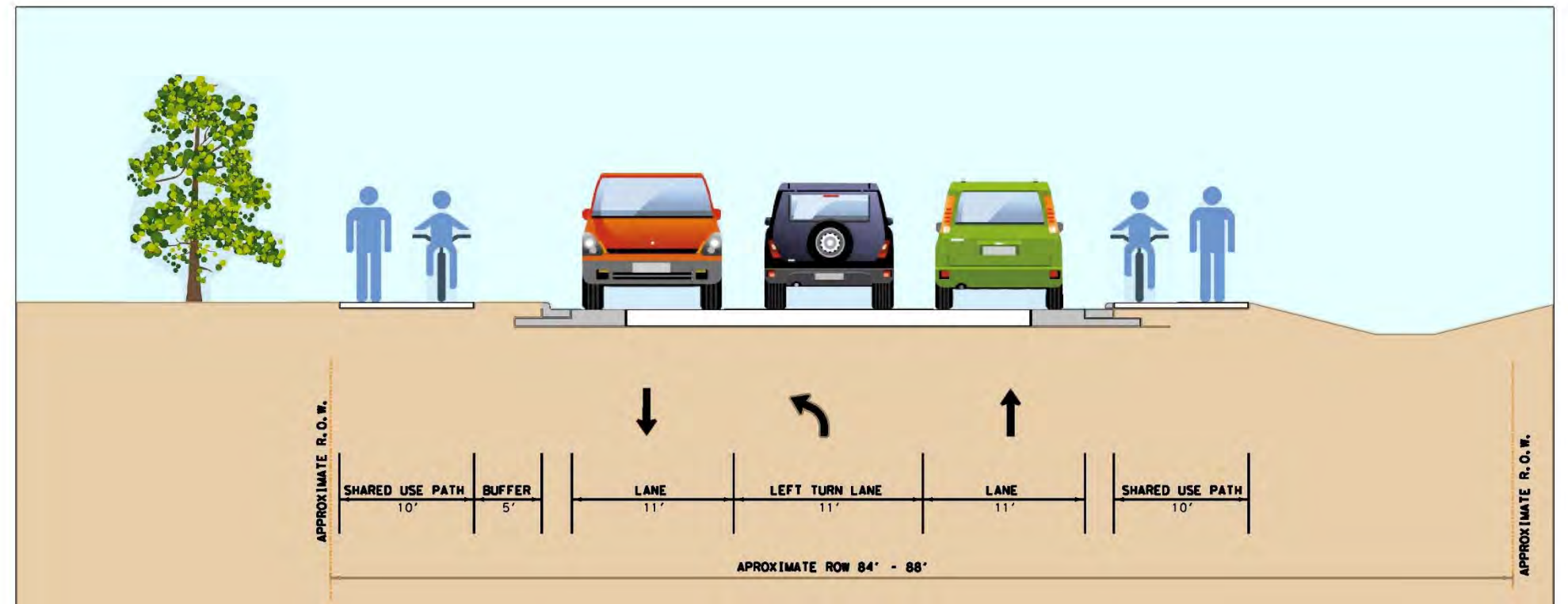
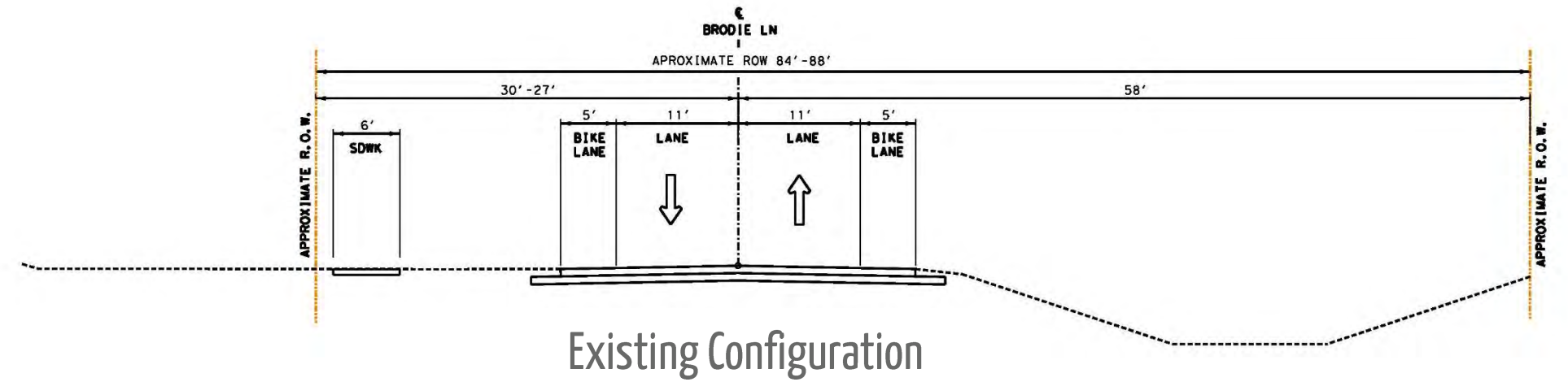
Proposed Improvements



HIGHLIGHTS

- Provide southbound left-turn lane
- Shared-use path on both sides of roadway




At Yandall Drive



BRODIE LANE

Proposed Improvements

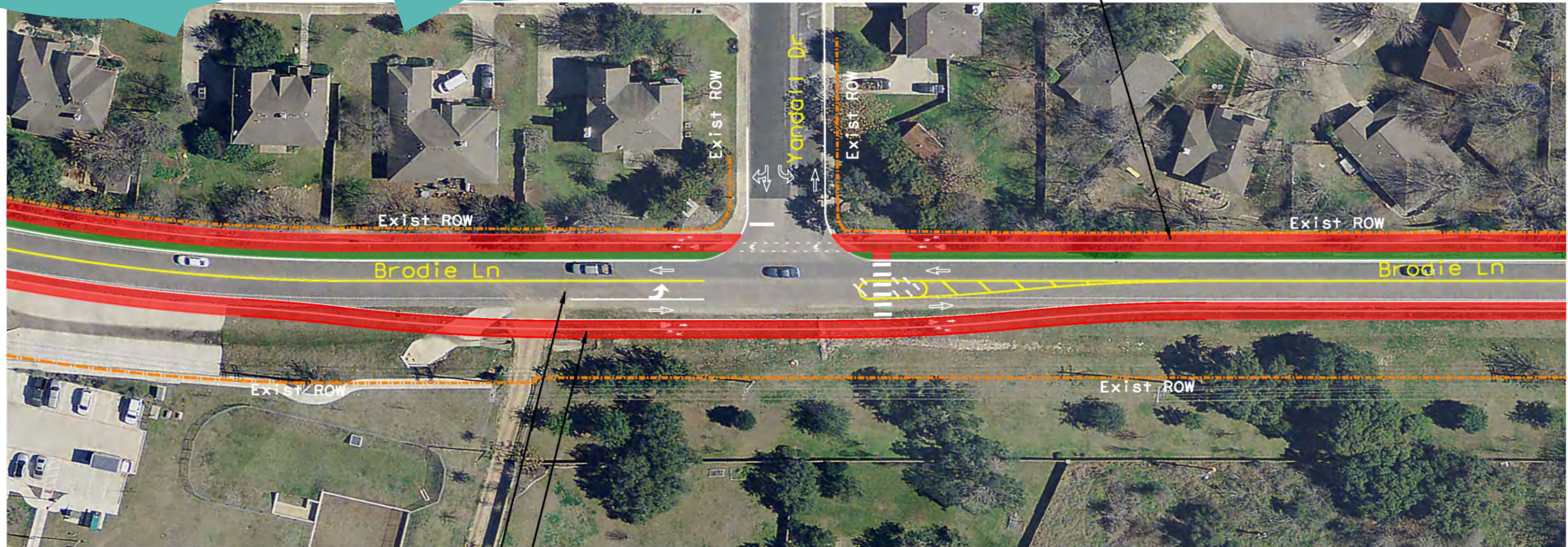
At Yandall Drive

-  Sidewalk or Shared-Use Path
-  Bike Lane
-  Green Space
-  Concrete Median
-  Right-of-Way

“Biking accommodations”

“You have got to be able to connect people on foot and on bike to other north/south routes”

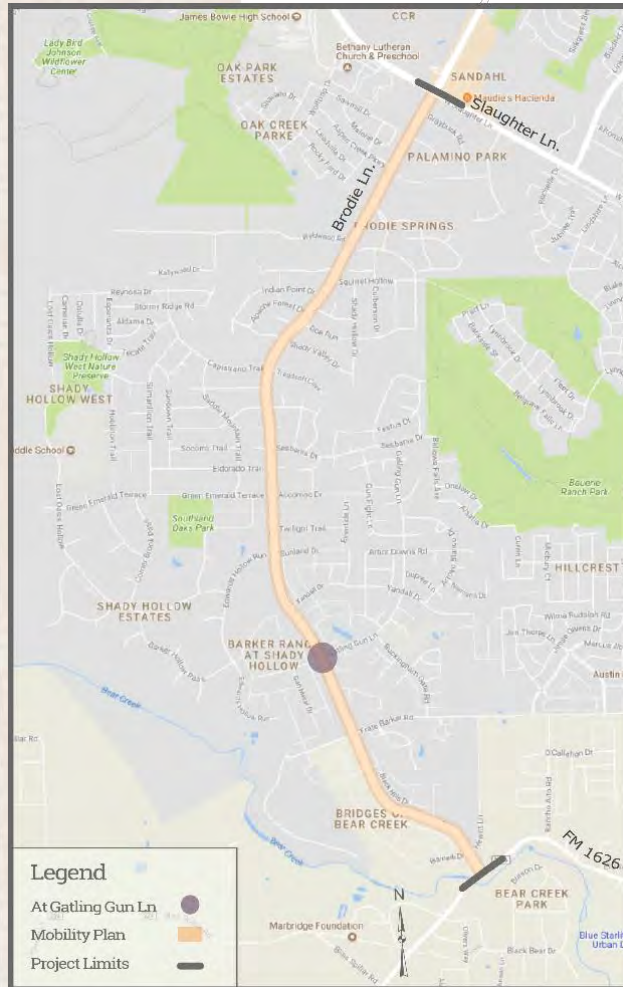
Proposed Shared Use Path



Proposed Turn Lane
Proposed Shared Use Path

BRODIE LANE

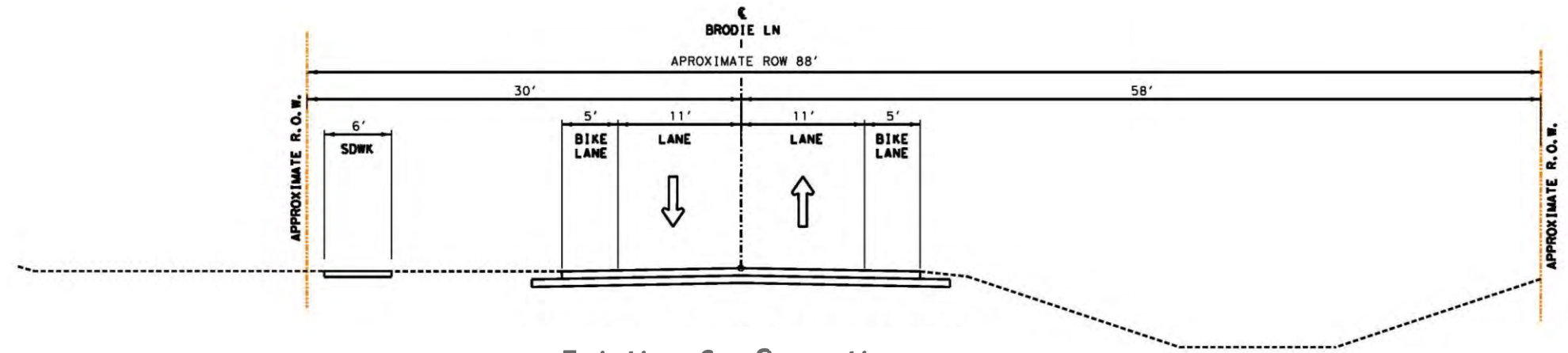
Proposed Improvements



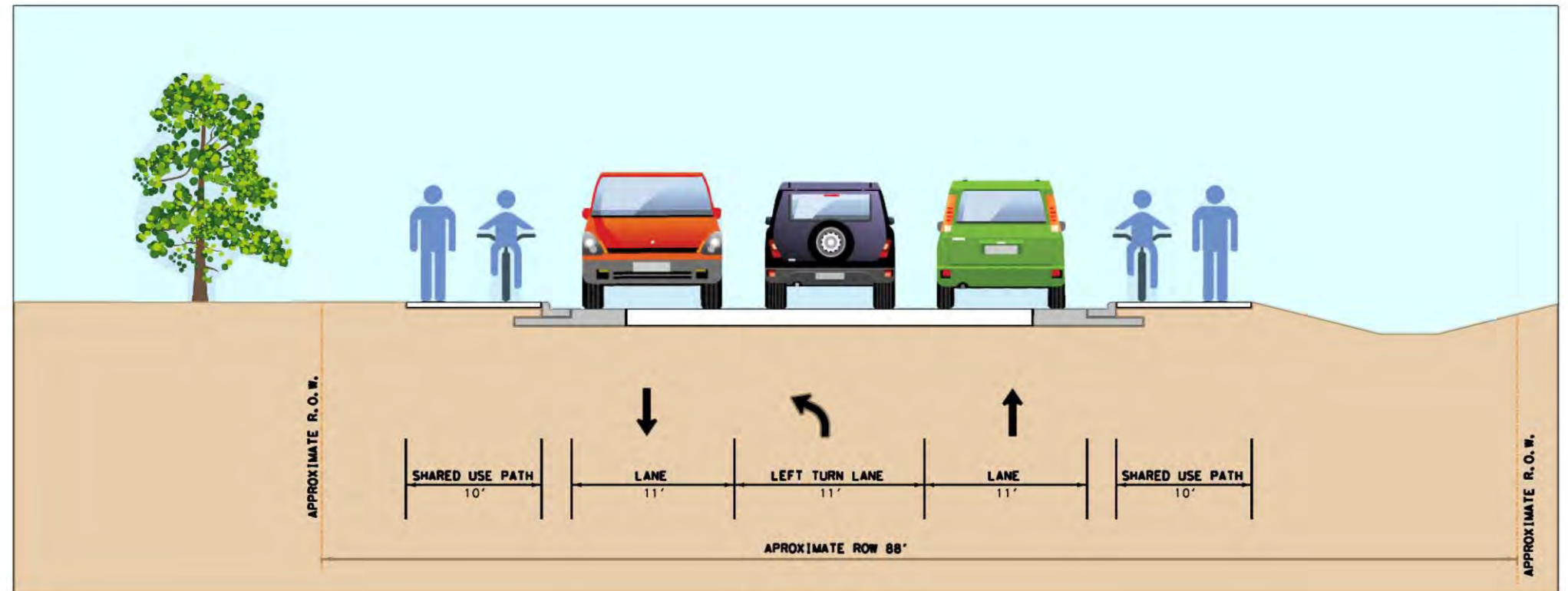
HIGHLIGHTS

- Provide northbound and southbound left-turn lane
- Shared-use path on both sides of roadway

At Gatling Gun Lane



Existing Configuration



Proposed Configuration

BRODIE LANE

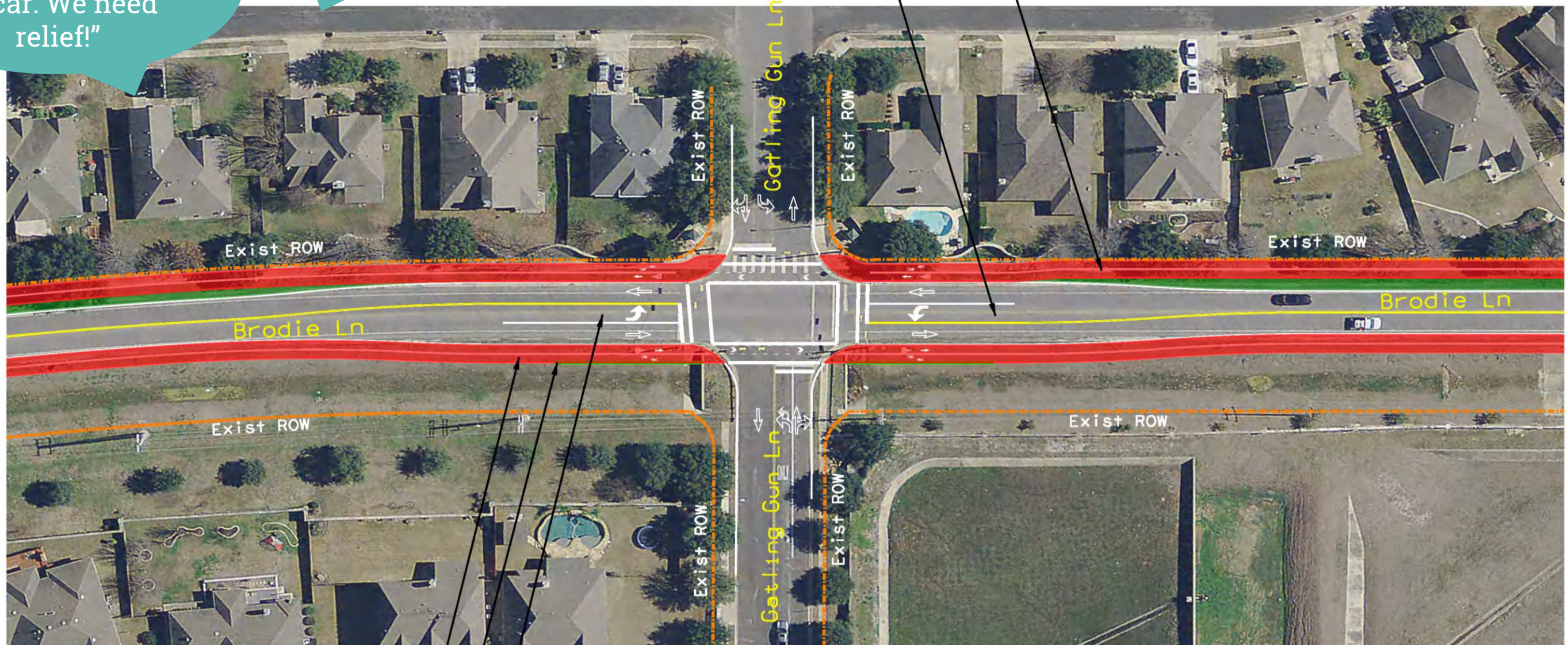
Proposed Improvements

At Gatling Gun Lane

-  Sidewalk or Shared-Use Path
-  Bike Lane
-  Green Space
-  Concrete Median
-  Right-of-Way

“Brodie is unsafe on bicycle or foot or car. We need relief!”

“Very hard to turn left”



Proposed Shared Use Path
Proposed Turn Lane

Proposed Shared Use Path

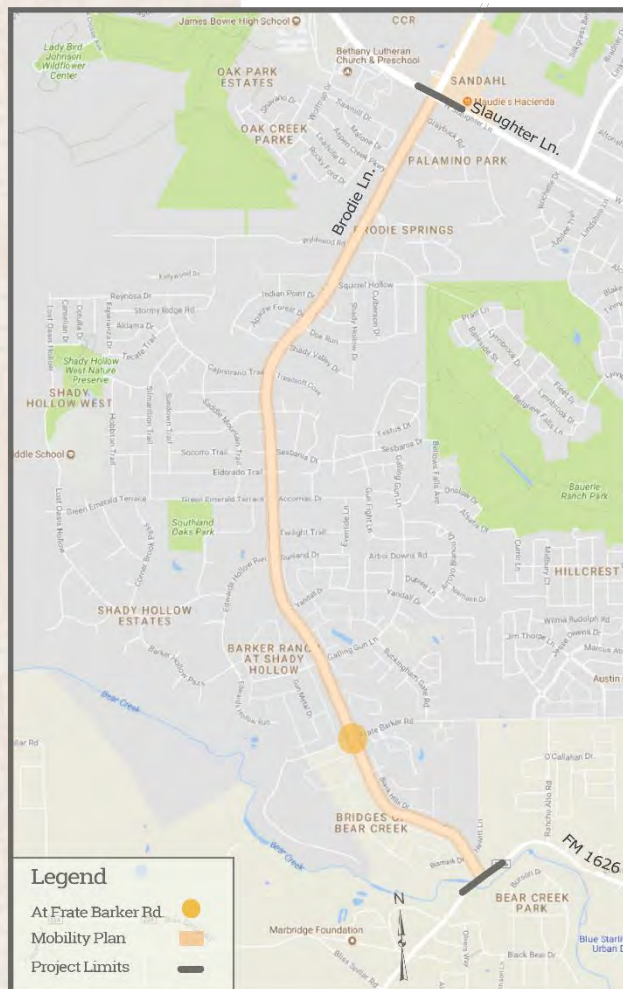
Proposed Retaining Wall

Proposed Turn Lane

“Add protected bike lanes”

BRODIE LANE

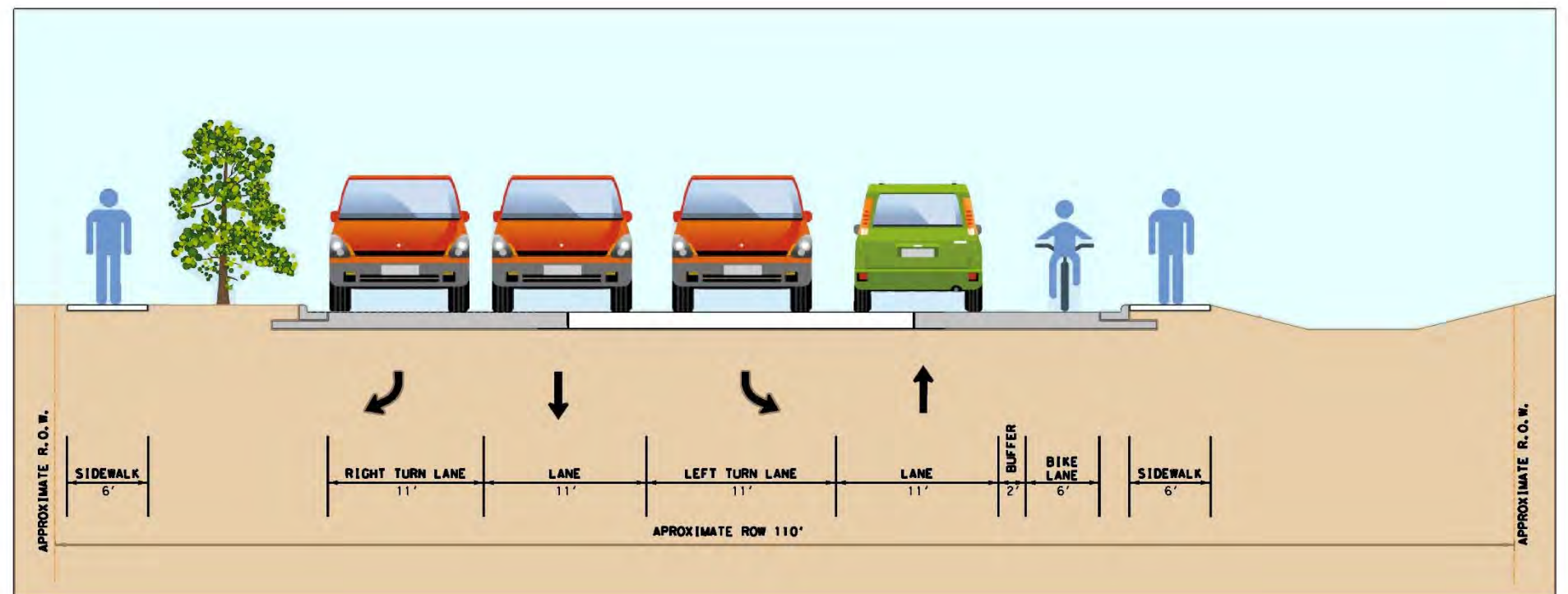
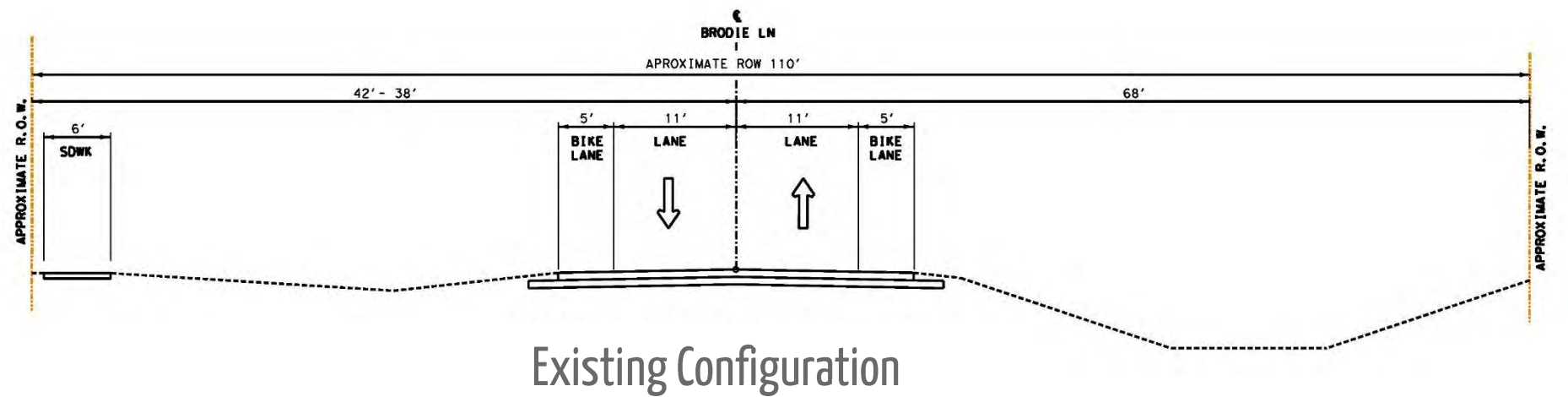
Proposed Improvements



HIGHLIGHTS

- Provide northbound and southbound left-turn lane
- Provide northbound right-turn lane
- Sidewalk and separated bike lane south of Frate Barker Road
- Shared-use path north of Frate Barker Road

At Frate Barker Road



BRODIE LANE

Proposed Improvements

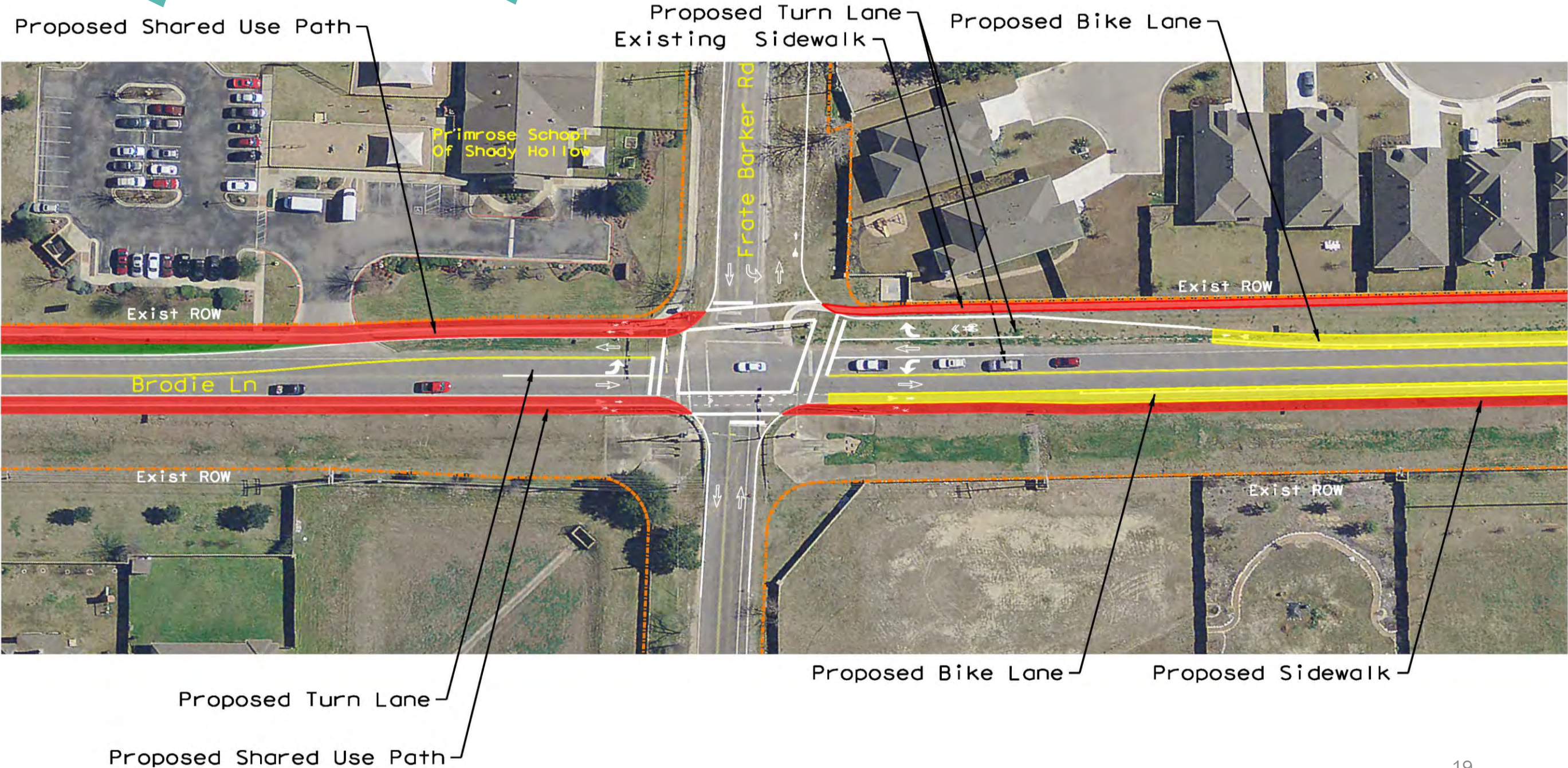
At Frate Barker Road

- █ Sidewalk or Shared-Use Path
- █ Bike Lane
- █ Green Space
- █ Concrete Median
- - - Right-of-Way

“There should be turn lanes at every cross street”

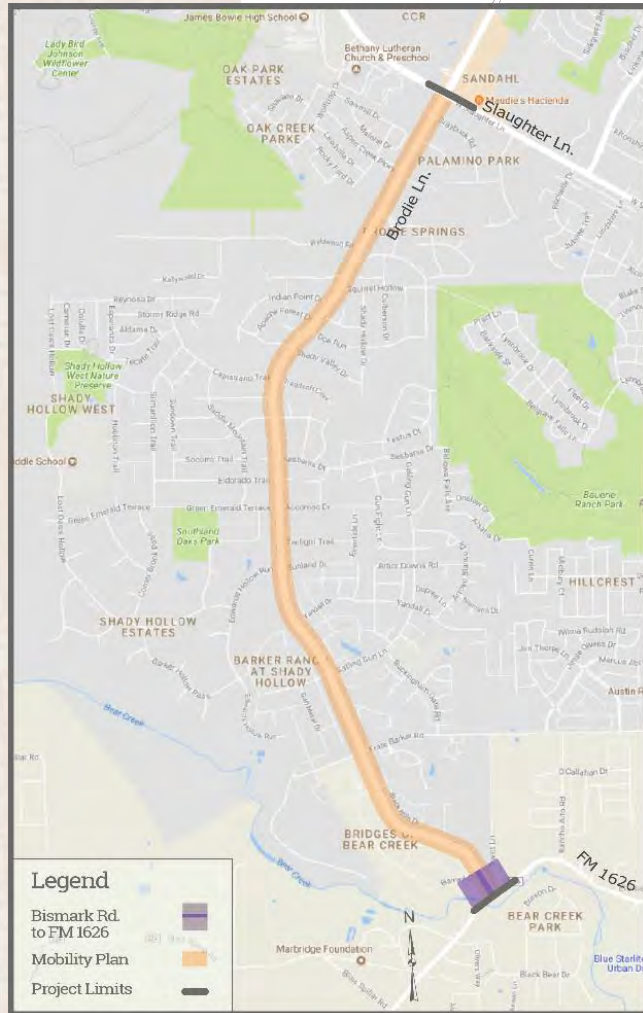
“Congested area”

“Separated and/or protected bike lanes”



BRODIE LANE

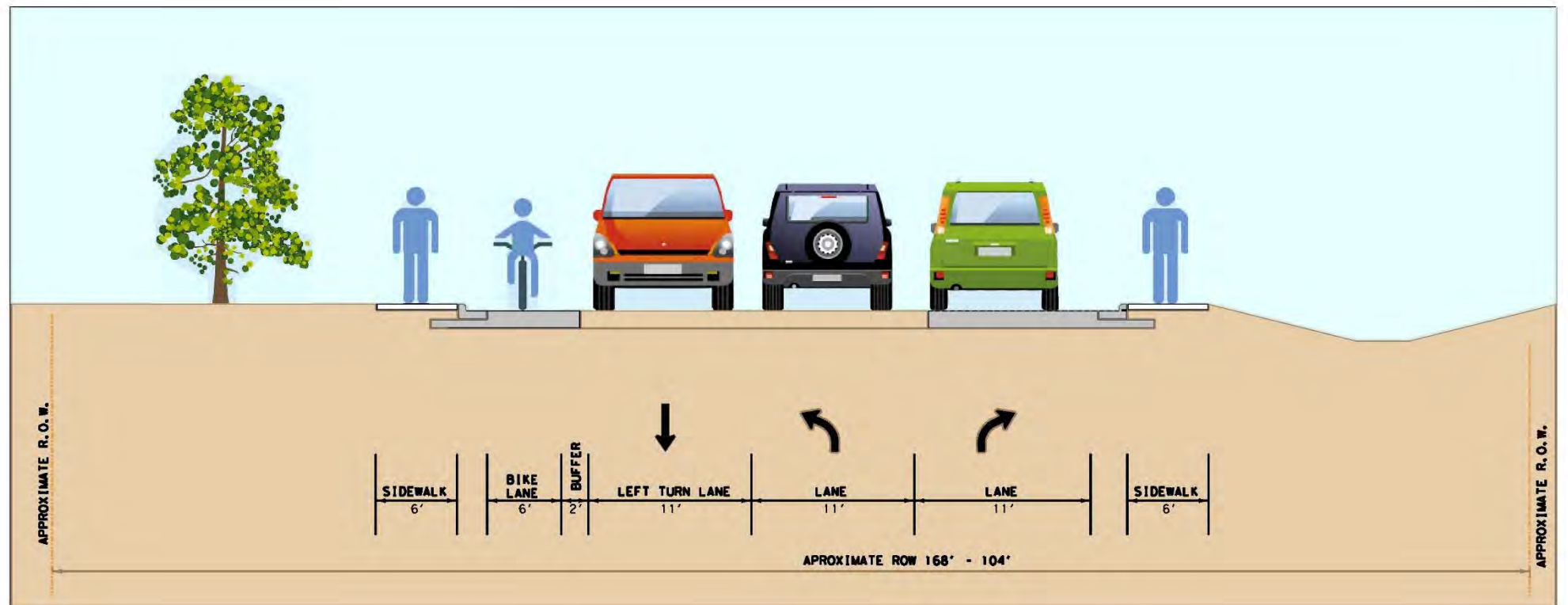
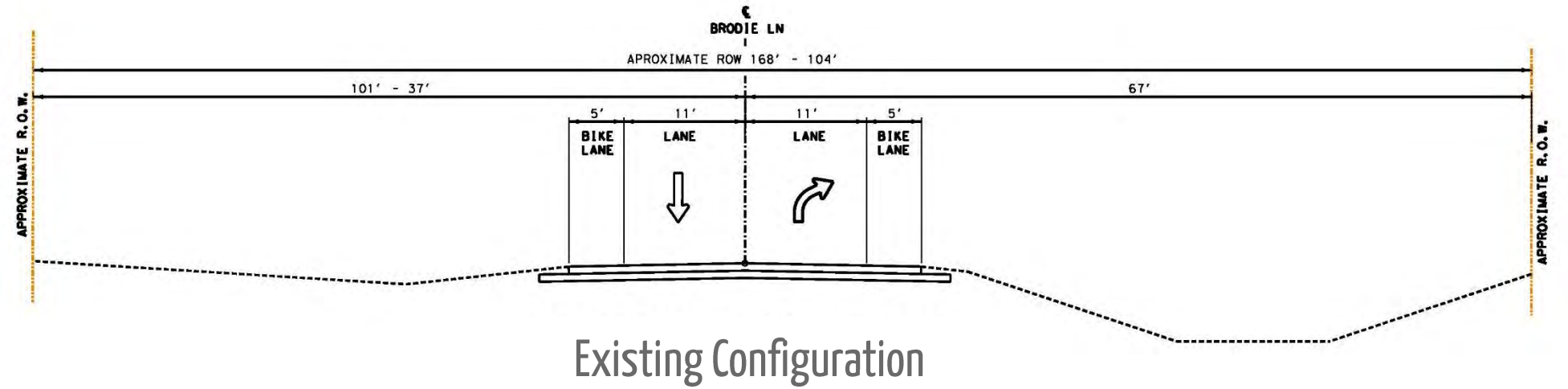
Proposed Improvements



HIGHLIGHTS

- Provide southbound right-turn lane
- Sidewalk and separated bike lane on both sides of roadway

FM 1626 to Bismark Drive



Proposed Configuration

