

Reimagine Brodie Lane



SUNSET VALLEY

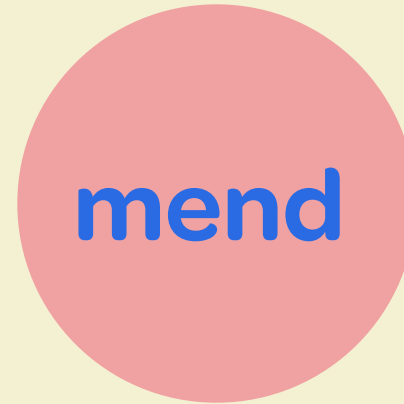
mend collaborative



SUNSET VALLEY
IT'S GOOD TO BE HERE

- ↑ Violet Crown Trail
- ↑ City Hall
- Shopping Center
- Restaurant

Introductions



Mend Collaborative

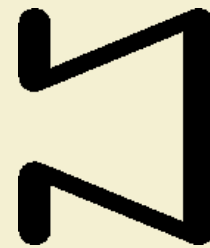
Role: Landscape Architect

Kari Spiegelhalter

ARUP

Arup

Role: Lighting Specialist



Dovetail Studio

Role: Urban Design Support



Freeland Turk

Role: Civil Engineer

Tom Turk

Project Site



- Legend**
- CITY OF SUNSET VALLEY BOUNDARY
 - TRAILS
 - SIDEWALKS
 - - - VIOLET CROWN TRAIL ALIGNMENT
 - ➔ PEDESTRIAN RETAIL ENTRANCES
 - ✕ LACK OF PEDESTRIAN RETAIL ENTRANCES

Project Overview

- Set forth a vision for Brodie Lane as a vibrant, safe, and attractive corridor
- Work with the City, community members, representatives from the commercial shopping centers, the City of Austin, Travis County, and other stakeholders
- Effort extended from October 2023 to March 2024

Project Scope



**SUNSET
VALLEY**
IT'S GOOD TO BE HERE

- ↑ Violet Crown Trail
- ↑ City Hall
- Shopping Center
- Restaurant

Case for Action



MAJOR CHALLENGES

DANGEROUS INTERSECTIONS

NOT ENOUGH SHADE/TREE CANOPY/LANDSCAPE

LACK OF SAFE BICYCLE INFRASTRUCTURE

NARROW SIDEWALKS TOO CLOSE TO ROADS

CURRENT INFRASTRUCTURE CAN'T SAFELY ACCOMODATE VIOLET CROWN TRAIL USERS

SOME AREAS ARE INADEQUATELY LIT WHILE OTHERS ARE OVERLY LIT

NO SENSE OF ENTERING SUNSET VALLEY

LACK OF WAYFINDING SIGNAGE

INADEQUATE PEDESTRIAN ACCESS INTO SHOPPING CENTERS

WHAT WE HEARD

- Round one of community engagement was held from October 18th to November 8th
- Included an online survey and an interactive map.
- There were 115 community members that participated in the online survey
- The interactive map received 69 posts by 20 individuals.



LIGHTING WORKSHOP

CITY ENTRANCE SIGNS
ILLUMINATED FOR
GUIDANCE

MINIMUM LIGHTING
LEADING TO THE
TRAIL HEADS

PEDESTRIAN
PATHWAY LIGHTING

FUN LIGHTING
OPTIONS FOR
UNDERPASS

LOW IMPACT
LIGHTING

LIGHT WITH
LOW OUTPUT

IMPLEMENT
WAYFINDING
TECHNIQUE

FOCUS ON GROUND
LIGHTING ALONG THE
CROSS WAY

LANTERNS

LIGHT PAVILIONS/
TALL STRUCTURES

CITY ENTRANCE SIGNS
ILLUMINATED FOR
GUIDANCE.

SOLAR LIGHTING

PENDANT LIGHTS
UNDER TREES OVER
GREEN AREAS

sparkle

subtle

functional

NATURE

exciting

comforting

bright

LIGHTING OBJECTIVES

Identity



Creating a distinct character of the city.

Safety



Offering a feeling of security.

Environment



Minimizing light pollution and preserving nightlife species.

Typology of Spaces



Offering proper lighting solutions for underpasses, trails, tree canopies, etc...

SURVEY RESULTS

How would you rank your experience _____ on Brodie?

(115 Respondents)



42% OF RESPONDENTS HAVE AN UNPLEASANT OR VERY UNPLEASANT EXPERIENCE WALKING ON BRODIE LANE.

VERY PLEASANT

PLEASANT

NEUTRAL

UNPLEASANT

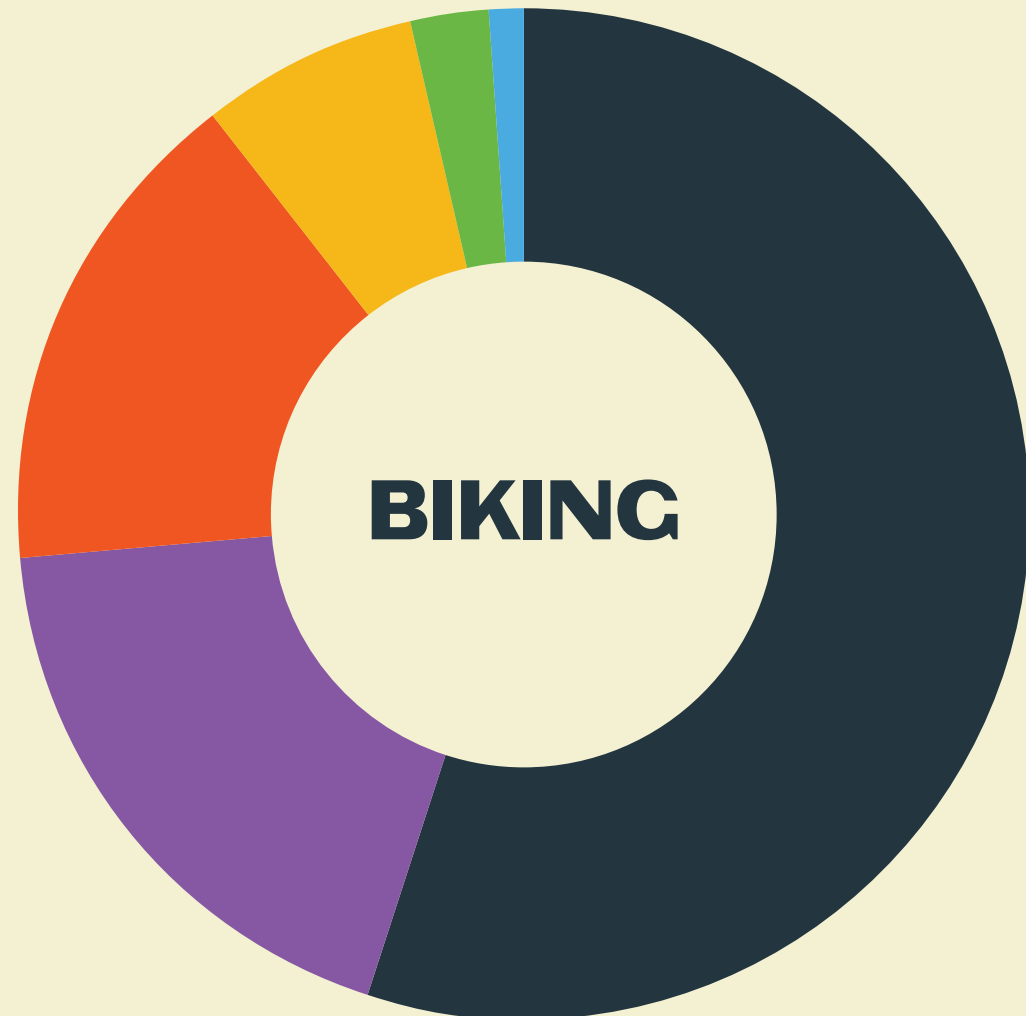
VERY UNPLEASANT

N/A - RESPONDANT DOES NOT DRIVE/WALK/BIKE ON BRODIE

SURVEY RESULTS

How would you rank your experience _____ on Brodie?

(115 Respondents)



34% OF RESPONDENTS HAVE AN UNPLEASANT OR VERY UNPLEASANT EXPERIENCE BIKING ON BRODIE LANE.

56% OF RESPONDENTS DON'T BIKE ON BRODIE LANE

Experience Rating Categories

VERY PLEASANT

PLEASANT

NEUTRAL

UNPLEASANT

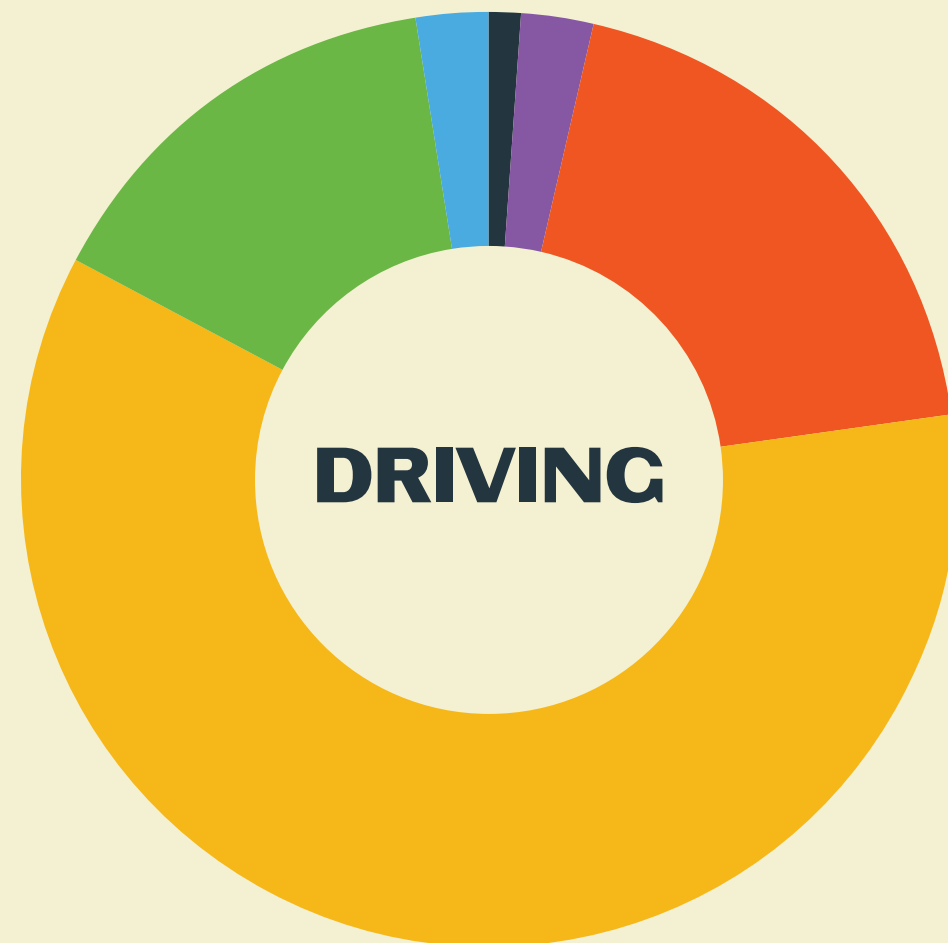
VERY UNPLEASANT

N/A - RESPONDANT DOES NOT DRIVE/WALK/BIKE ON BRODIE

SURVEY RESULTS

How would you rank your experience _____ on Brodie?

(115 Respondents)



60% OF RESPONDENTS HAVE A NEUTRAL EXPERIENCE DRIVING ON BRODIE LANE.

VERY PLEASANT

UNPLEASANT

PLEASANT

VERY UNPLEASANT

NEUTRAL

N/A - RESPONDANT DOES NOT DRIVE/WALK/BIKE ON BRODIE

SURVEY RESULTS

Who Participated? (115 Respondents)

**35% OF PARTICIPANTS
LIVE & WORK IN SUNSET VALLEY**

**26% LIVE & WORK ELSEWHERE
AND VISIT SUNSET VALLEY OFTEN**

**21% LIVE IN SUNSET VALLEY
AND WORK ELSEWHERE**

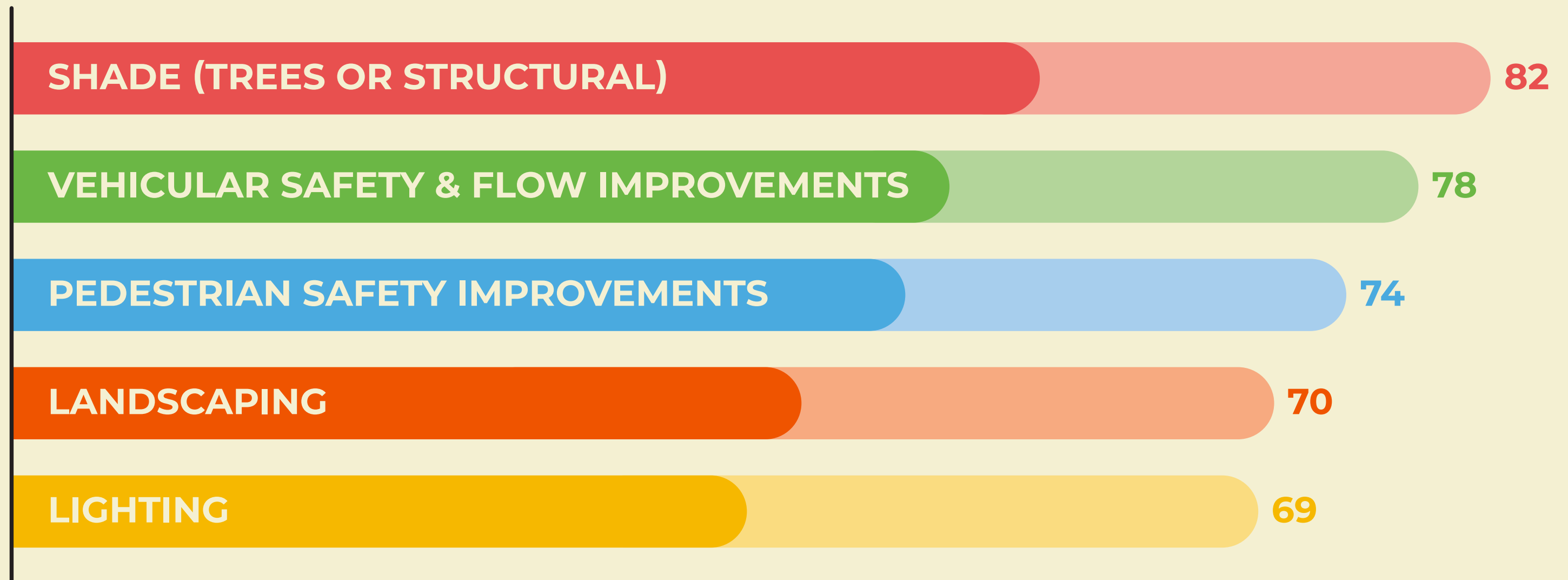
**9.6% WORK IN SUNSET VALLEY
AND LIVE ELSEWHERE**

**78%
GO TO BRODIE LANE FOR SHOPPING**

**70%
DINE AT RESTAURANTS AND/OR
BARS OFF BRODIE**

SURVEY RESULTS

Top 5 Most Desireable* Improvements (113 Respondents)



* Participants rated 12 improvements on a scale from 1 to 5, where 5 was the most desirable. This graph shows the total number of ratings 4 and 5.

SURVEY RESULTS

Goals for Brodie Lane (115 Respondents)

1

AS A KEY CONNECTION FOR THE FUTURE VIOLET CROWN TRAIL, BRODIE LANE IMPROVEMENTS SHOULD PRIORITIZE SAFETY AND COMFORT FOR PEDESTRIANS AND BICYCLISTS.

2

AS A GATEWAY TO SUNSET VALLEY, BRODIE LANE IMPROVEMENTS SHOULD PRIORITIZE AESTHETIC IMPROVEMENTS SUCH AS PUBLIC ART, SHADE, & LANDSCAPING.

3

AS AN IMPORTANT COMMERCIAL CORRIDOR, BRODIE LANE IMPROVEMENTS SHOULD PRIORITIZE ECONOMIC DEVELOPMENT AND HELPING BUSINESSES THRIVE.

4

AS AN IMPORTANT CORRIDOR FOR COMMUTERS, BRODIE LANE IMPROVEMENTS SHOULD PRIORITIZE IMPROVING VEHICULAR TRAFFIC FLOW.

PROJECT GOALS

NOT IN ANY PARTICULAR ORDER



CREATE A COMPLETE AND SAFE STREET THAT BALANCES THE NEEDS OF VEHICULAR, BICYCLE, PEDESTRIAN, AND VIOLET CROWN TRAIL USERS.

PROJECT GOALS

NOT IN ANY PARTICULAR ORDER



ESTABLISH A SENSE OF PLACE ALONG BRODIE LANE AS IT PASSES THROUGH SUNSET VALLEY THROUGH PUBLIC ART, LANDSCAPE, AND OTHER AESTHETIC IMPROVEMENTS.

PROJECT GOALS

NOT IN ANY PARTICULAR ORDER



INVIGORATE THE COMMERCIAL DISTRICT TO HELP SUNSET VALLEY'S BUSINESSES THRIVE AND ENSURE THE CONTINUED ECONOMIC VITALITY OF THE CORRIDOR.

PROJECT GOALS

NOT IN ANY PARTICULAR ORDER



HIGHLIGHT CONNECTIONS TO THE CITY'S TRAILS AND PARKS, RETAILERS, RESTAURANTS, AND OTHER DESTINATIONS THROUGH A WAYFINDING AND SIGNAGE PROGRAM.

PROJECT GOALS

NOT IN ANY PARTICULAR ORDER



INCORPORATE LIGHTING THAT ENHANCES SAFETY AND THE ATTRACTIVENESS OF THE CORRIDOR WHILE MINIMIZING LIGHT POLLUTION.

PROJECT GOALS

NOT IN ANY PARTICULAR ORDER



ADD MORE TREES TO PROVIDE SHADE AND A COOLING EFFECT ALONG THE CORRIDOR IN ADDITION TO GREEN STORMWATER INFRASTRUCTURE.

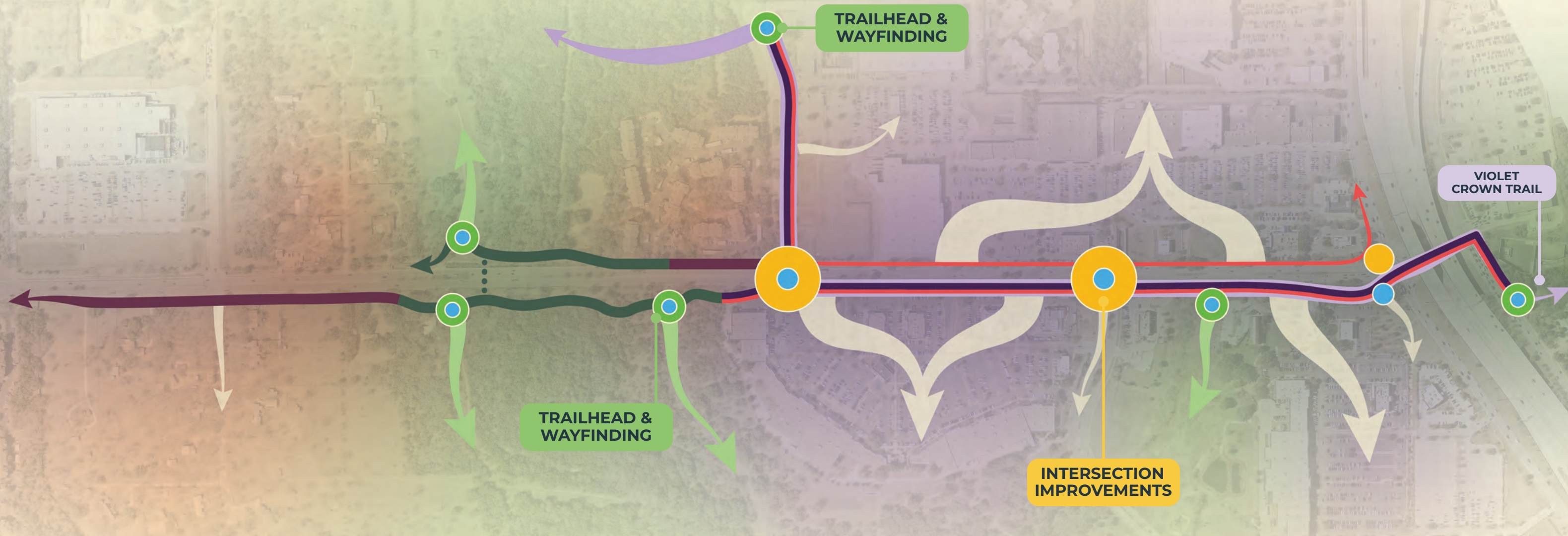
Concept Design



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VALLEY**
IT'S GOOD TO BE HERE

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- Shopping Center
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A NEW VISION FOR BRODIE LANE



NEIGHBORHOOD CONNECTOR

- Connections to neighborhoods

NATURE CONNECTOR

- Connections to trails and neighborhoods

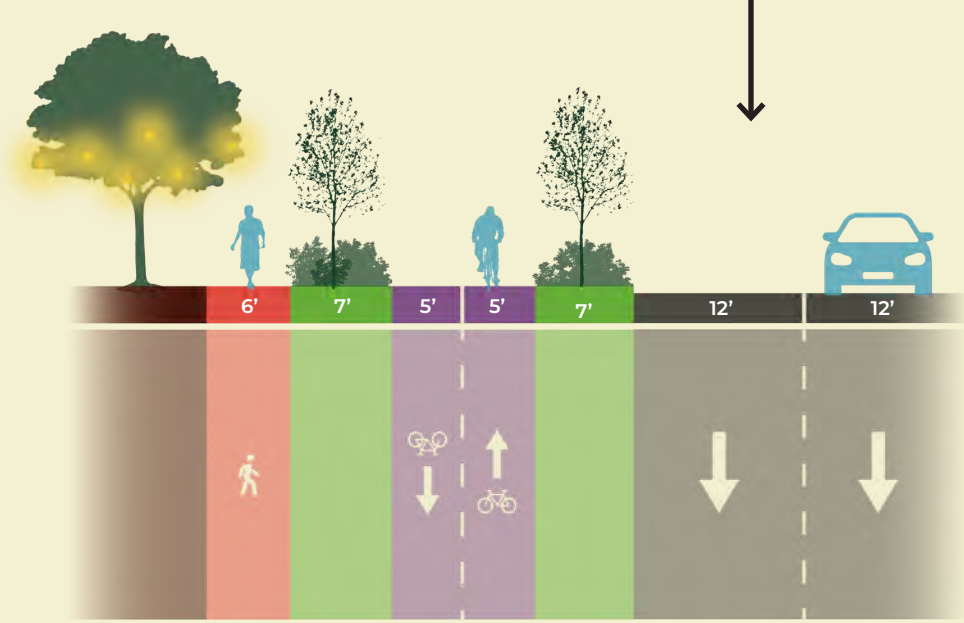
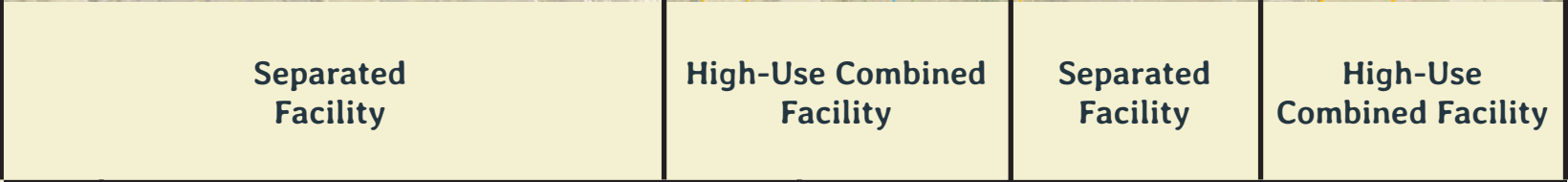
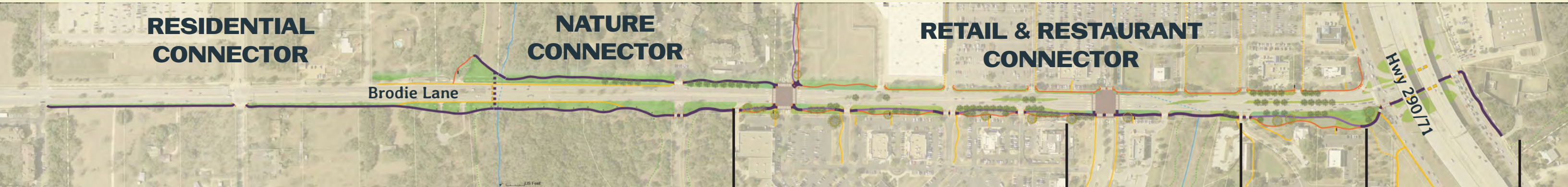
RETAIL AND RESTAURANT CONNECTOR

- Bolster businesses
- Welcoming atmosphere
- Violet Crown Trail connection
- Lighting, landscape, gateway art, wayfinding

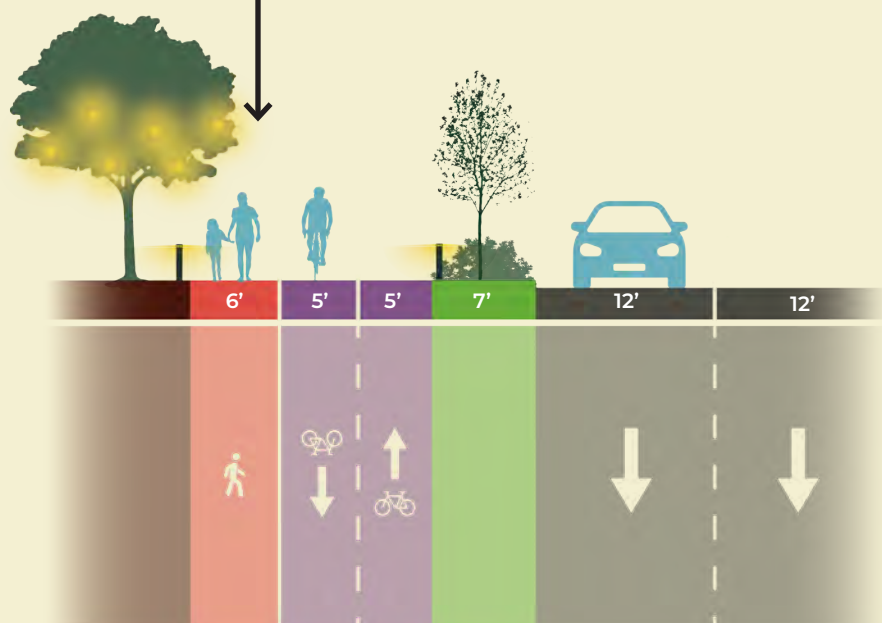
PATH TYPES ALONG BRODIE

BICYCLE AND PEDESTRIAN PATH LOCATIONS

East Side Improvements

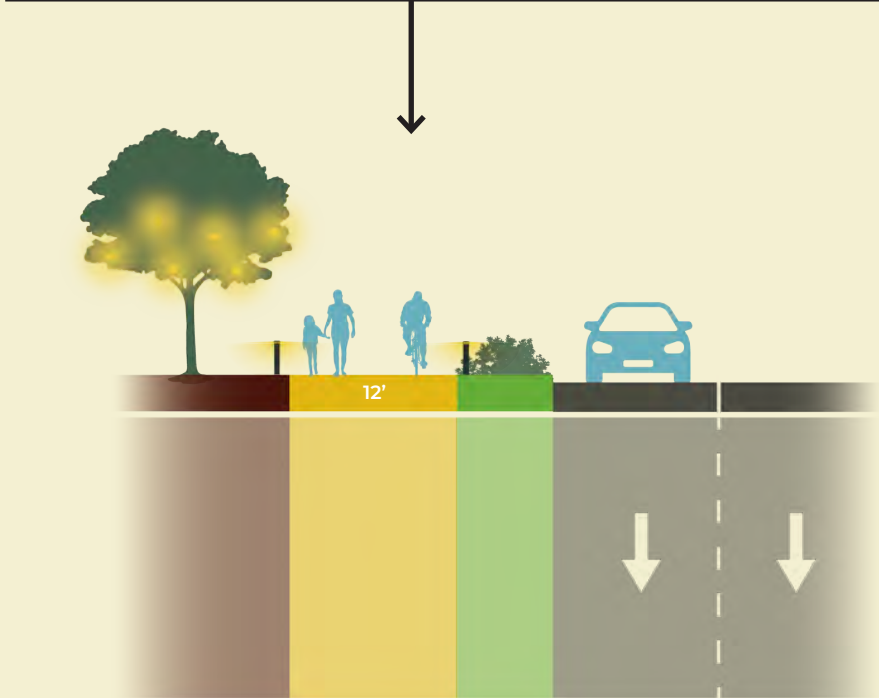
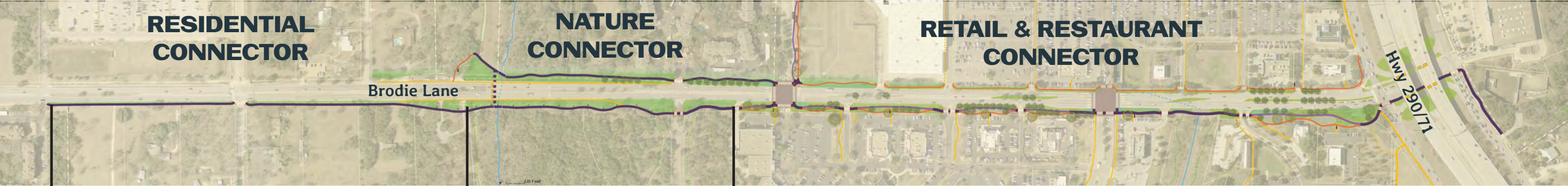


Separated Facility

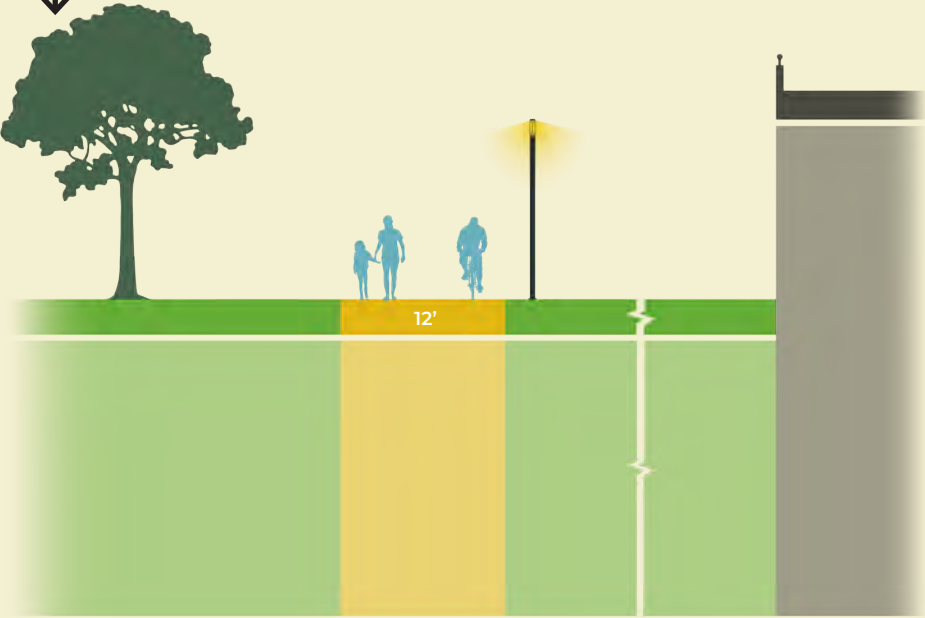


High-Use Combined Facility

East Side Improvements

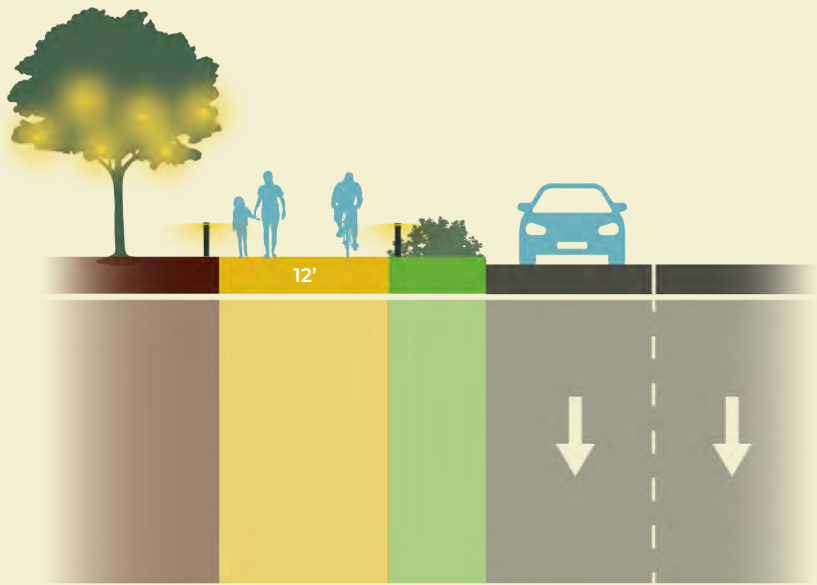


Low-Use Combined Facility

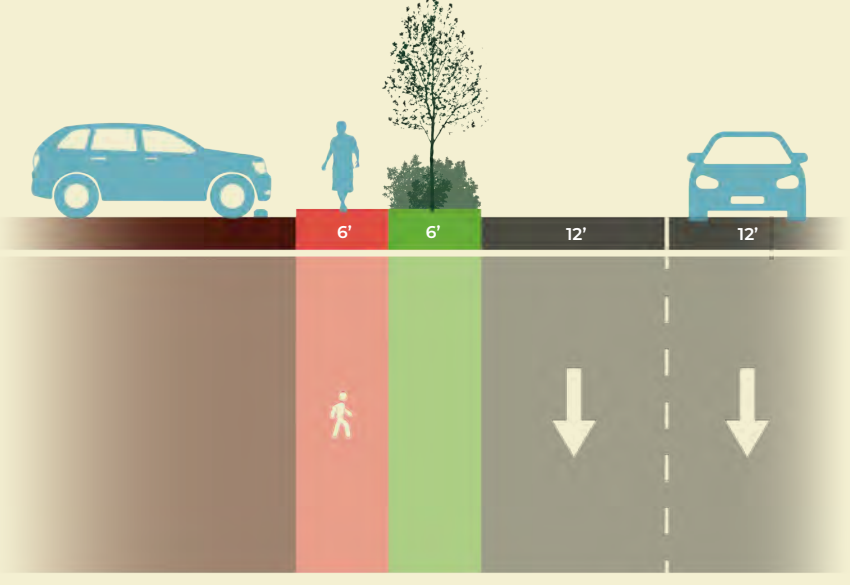


Nature Trail Combined Facility

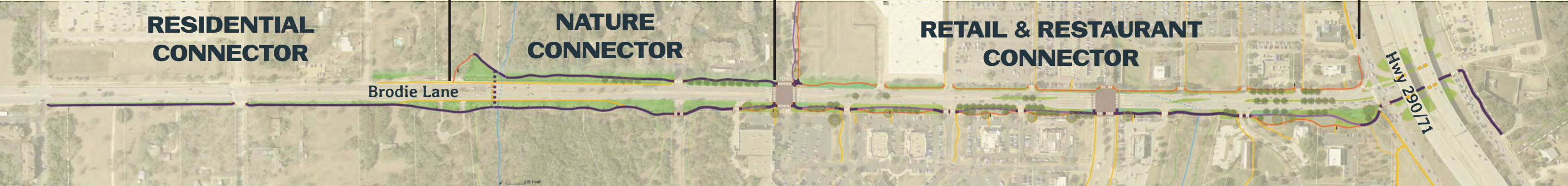
West Side Improvements



Low-Use Combined Facility



Upgraded Pedestrian Path



COMBINED FACILITIES

COLOR AND PATTERNS



MATERIALS



SYMBOLOLOGY



SEPARATED FACILITIES

LANDSCAPE



MATERIALS

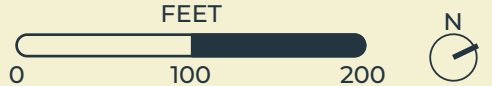


VIEW OF SEPARATED PATH AND REST AREAS

Art, signage, and amenities are shown as examples and are not intended to represent final design



290 TO UPPER COUGAR CREEK



UPGRADED INTERSECTION



EXTEND CULVERT



- City Boundary
- Existing Trails
- Creeks
- Green Infrastructure
- Landscaping
- Grass
- New Tree
- Public Art
- Wayfinding
- Bike Racks
- Combined Facilities
- Bicycle Facilities
- Pedestrian Facilities
- Existing Paths to Remain
- Proposed Paths to Retail
- Rest Areas
- Tree Lights
- Bollard Lights
- Trail Pole Lights
- Rail Post Lights
- Underpass Lights

290 SERVICE ROAD AND BRODIE INTERSECTION UPDATES

BEFORE

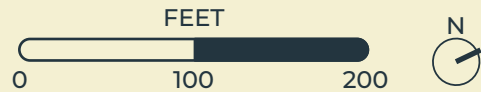


AFTER



- Right turn lane
- Merge Lane
- Bollard lighting
- Motion-activated pedestrian crossing lights
- Raised Crosswalks
- Traffic Signal Upgrades

UPPER COUGAR CREEK TO ACADEMY



MEDIAN ART



RAISED INTERSECTION



UPGRADED INTERSECTION
SEE PG. 59

MEDIAN ART



RAISED INTERSECTION

EXTEND
CULVERT

- City Boundary
- Existing Trails
- Creeks
- Green Infrastructure
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- Underpass Lights

BOLLARD LIGHTING



WAYFINDING



ERNEST ROBLES WAY AND BRODIE UPDATES

BEFORE



- Addition of a second left turn lane from Brodie Ln. to Ernest Robles Way.

- Bollard lighting

- Expansion of eastern curb to allow for wider sidewalks and ADA Accessibility on the east side.

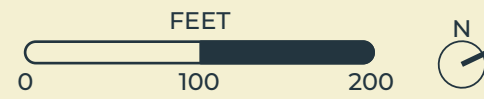
AFTER



- Traffic Signal Upgrades

- Intersection raised 6" to slow traffic speed.

ACADEMY TO WILLIAMSON CREEK



- City Boundary
- Existing Trails
- Creeks
- Green Infrastructure
- Landscaping
- Grass
- New Tree
- Public Art
- Wayfinding
- Bike Racks
- Combined Facilities
- Bicycle Facilities
- Pedestrian Facilities
- Existing Paths to Remain
- Proposed Paths to Retail
- Rest Areas
- Tree Lights
- Bollard Lights
- Trail Pole Lights
- Rail Post Lights
- Underpass Lights



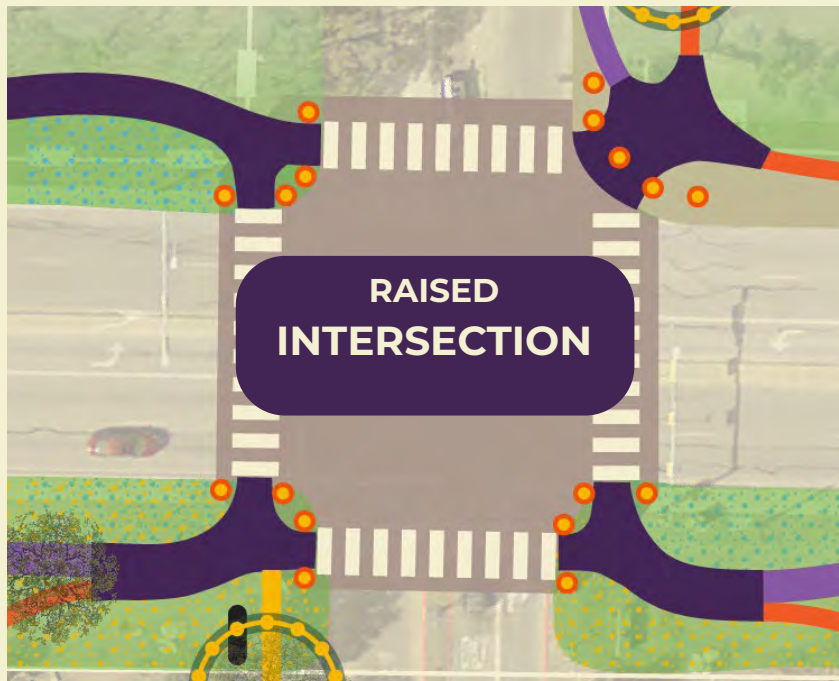
HOME DEPOT BLVD. AND BRODIE LN.

BEFORE



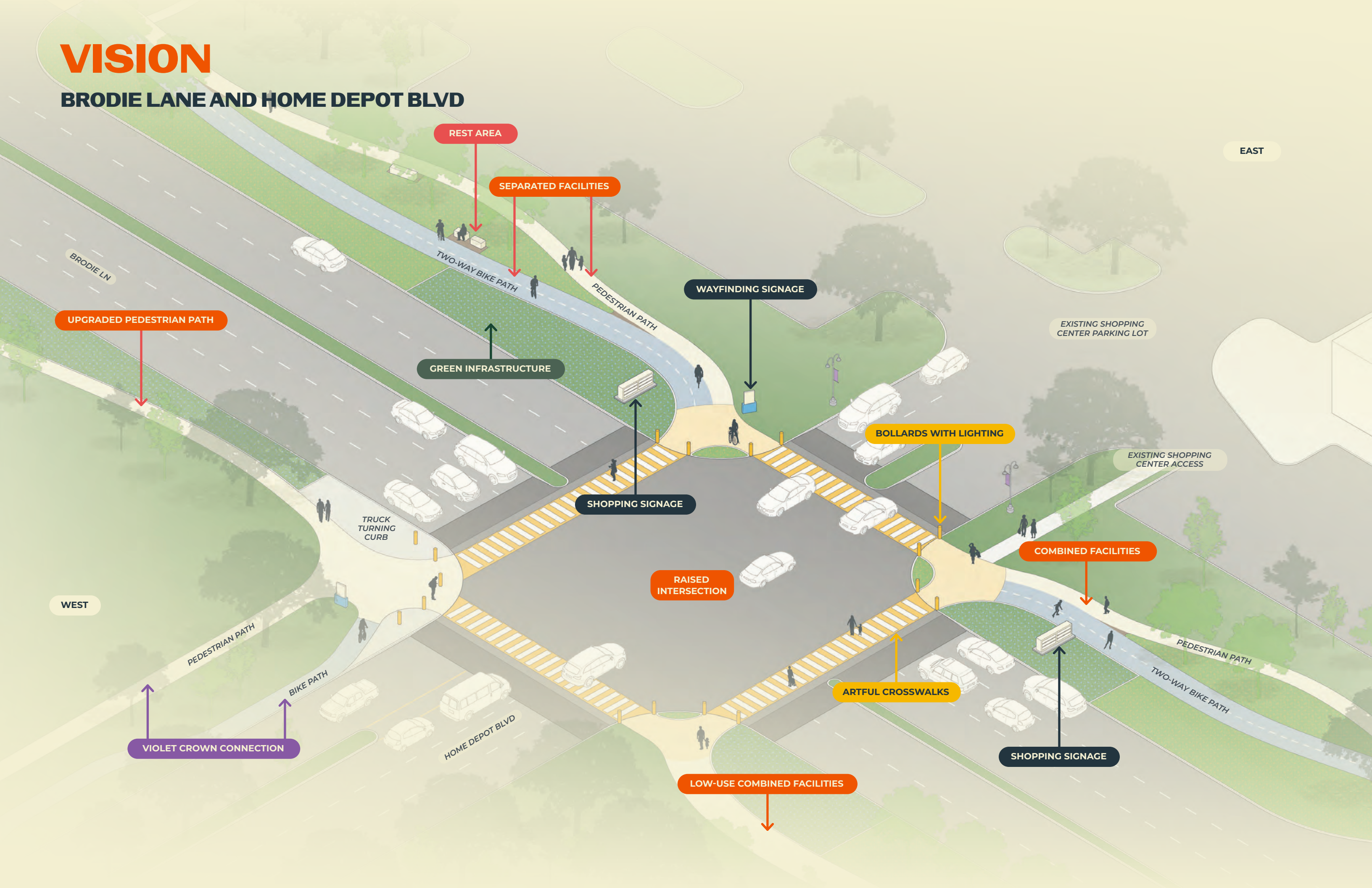
- Lighting bollards
- Intersection raised 6" to reduce speeds
- Traffic signal improvements

AFTER



VISION

BRODIE LANE AND HOME DEPOT BLVD



VISION

BRODIE LANE AND HOME DEPOT BLVD

EAST

WEST

REST AREA

SEPARATED FACILITIES

TWO-WAY BIKE PATH

PEDESTRIAN PATH

WAYFINDING SIGNAGE

UPGRADED PEDESTRIAN PATH

GREEN INFRASTRUCTURE

EXISTING SHOPPING CENTER PARKING LOT

BOLLARDS WITH LIGHTING

EXISTING SHOPPING CENTER ACCESS

SHOPPING SIGNAGE

TRUCK TURNING CURB

COMBINED FACILITIES

RAISED INTERSECTION

PEDESTRIAN PATH

BIKE PATH

VIOLET CROWN CONNECTION

HOME DEPOT BLVD

ARTFUL CROSSWALKS

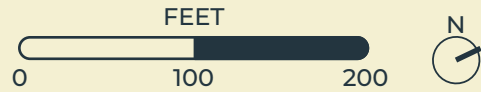
PEDESTRIAN PATH

TWO-WAY BIKE PATH

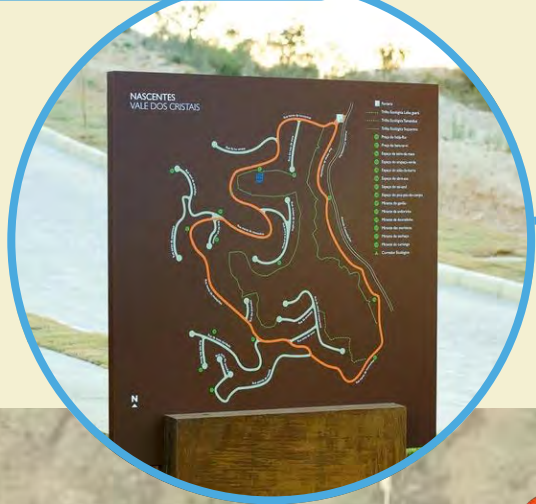
SHOPPING SIGNAGE

LOW-USE COMBINED FACILITIES

WILLIAMSON CREEK TO OAKDALE



TRAILHEAD WAYFINDING



ARTFUL RAILINGS



PEDESTRIAN BRIDGE

CITY OF SUNSET VALLEY ETJ

CROSSING UNDER BRODIE

CITY OF AUSTIN

PEDESTRIAN BRIDGE

WILLIAMSON CREEK

- City Boundary
- Existing Trails
- Creeks
- Green Infrastructure
- Landscaping
- Grass
- New Tree
- Public Art
- Wayfinding
- Bike Racks
- Combined Facilities
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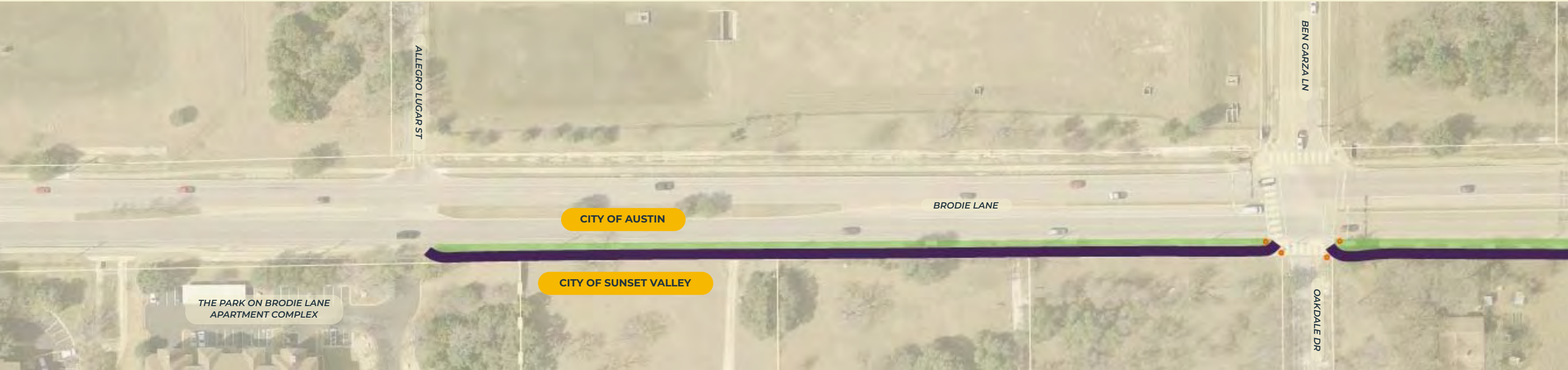
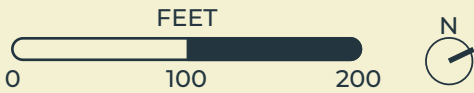


MEDIAN ART



TRAIL POLE LIGHTS

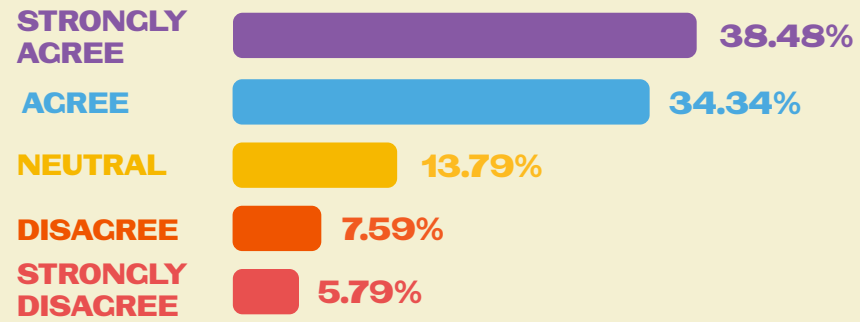
OAKDALE TO ALLECRO LUGAR



- | | | | |
|--|----------------------|--|--------------------------|
| | City Boundary | | Combined Facilities |
| | Existing Trails | | Bicycle Facilities |
| | Creeks | | Pedestrian Facilities |
| | Green Infrastructure | | Existing Paths to Remain |
| | Landscaping | | Proposed Paths to Retail |
| | Grass | | Rest Areas |
| | New Tree | | Tree Lights |
| | Public Art | | Bollard Lights |
| | Wayfinding | | Trail Pole Lights |
| | Bike Racks | | Rail Post Lights |
| | | | Underpass Lights |

PUBLIC SURVEY 2

In survey 2, stakeholders were asked to share their opinion on twelve proposed improvements on and along Brodie Lane, including multi-use path features, a raised intersection, and an updated slip lane. Participants rated the changes by how much they agreed or disagreed that they would improve the area. Responses heavily favored the proposed improvements. Across all proposed Brodie Lane and path improvements, over 72% of participants reported that they were strongly in favor of the improvements or in favor of them. The results of these responses were combined here:

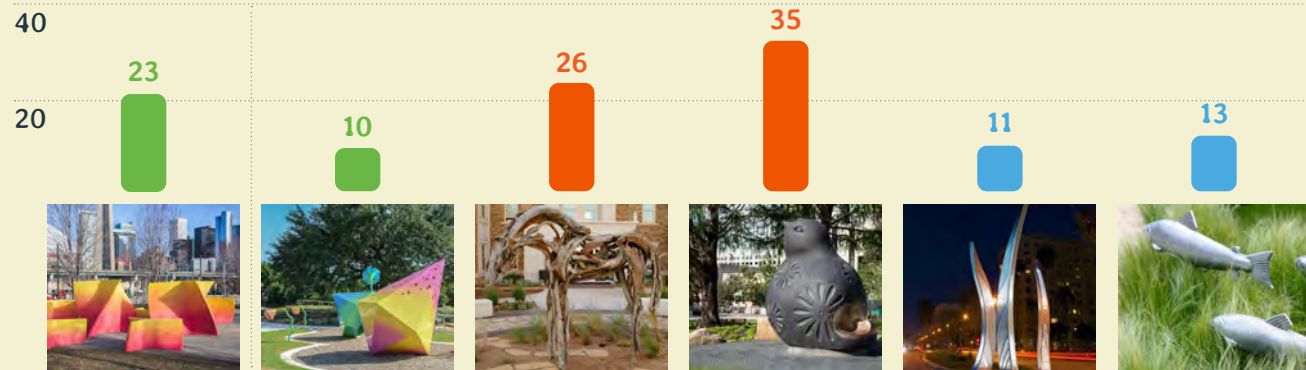


VISUAL IDENTITY SUMMARY

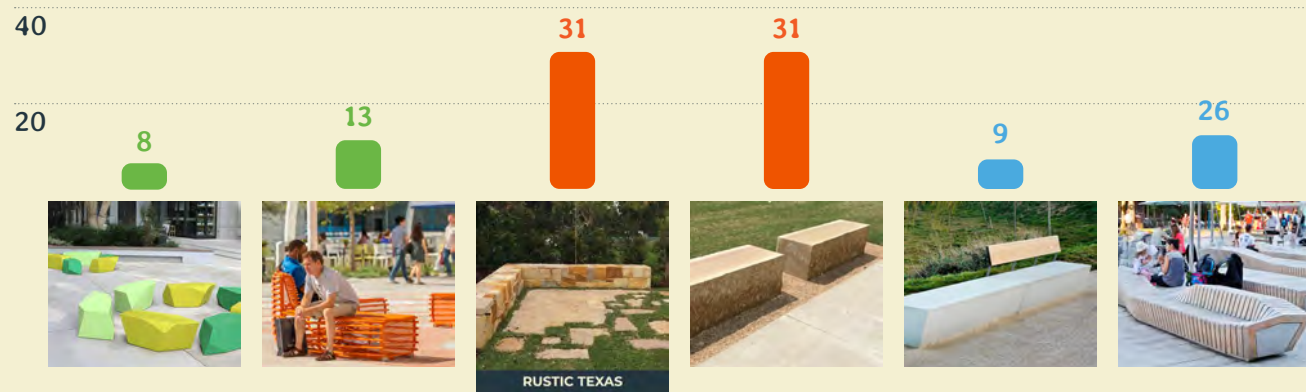
Participants selected their favorite style of design for various amenities on Brodie Lane. Rustic Texas was the favorite style in all categories.

■ Bright & Colorful ■ Rustic Texas ■ Sleek & Modern

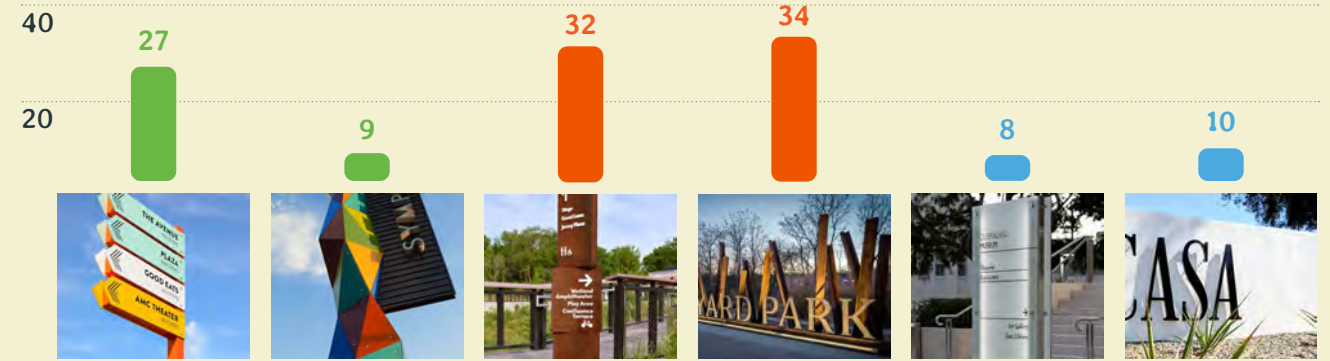
PUBLIC ART



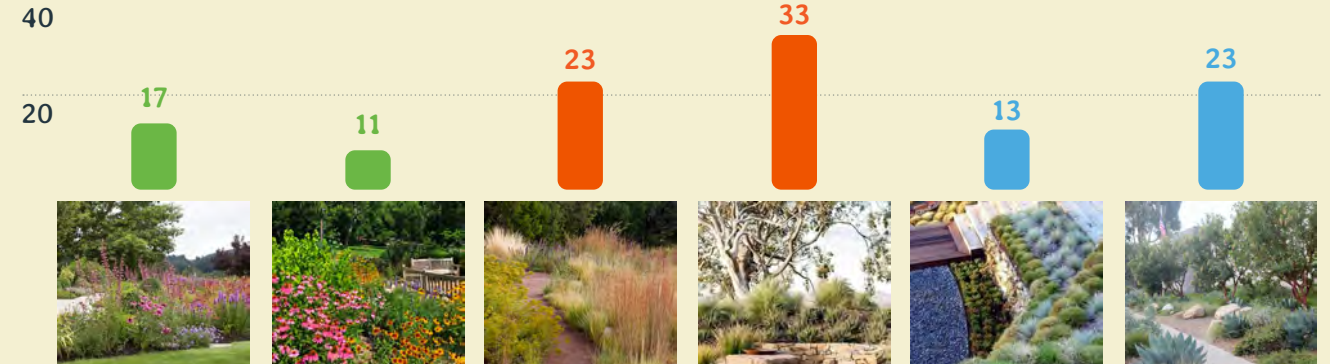
SEATING



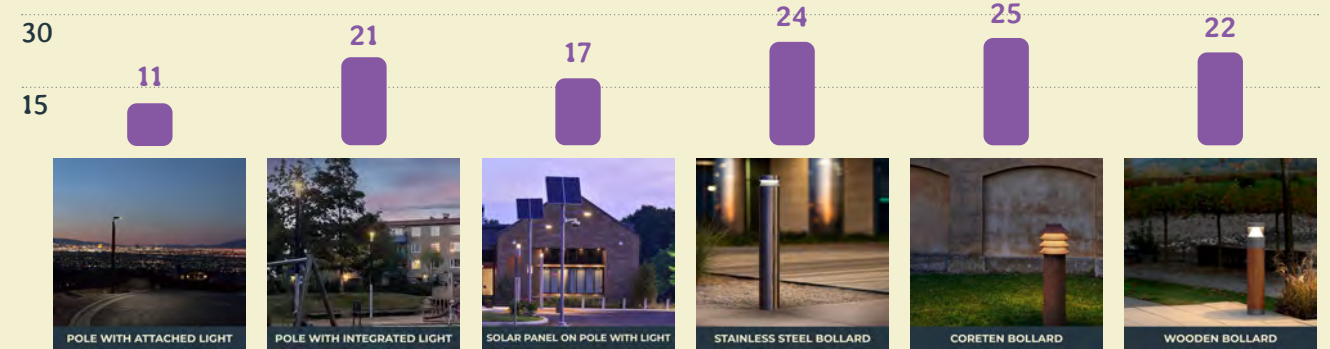
WAYFINDING AND SIGNAGE



PLANTING

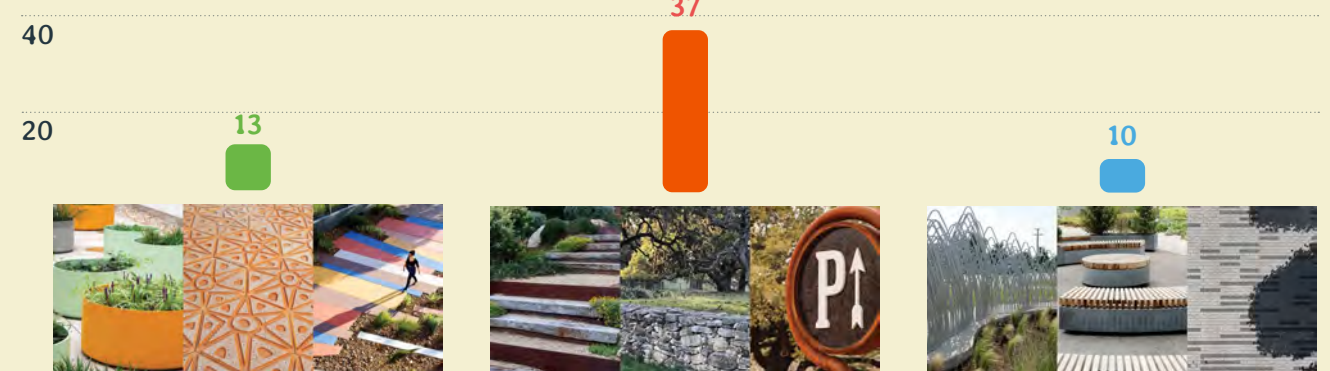


LIGHTING*



*Not divided into styles, descriptions are below images

MATERIALS PALETTE



Project Phasing



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PROJECT PHASES

Phase 3

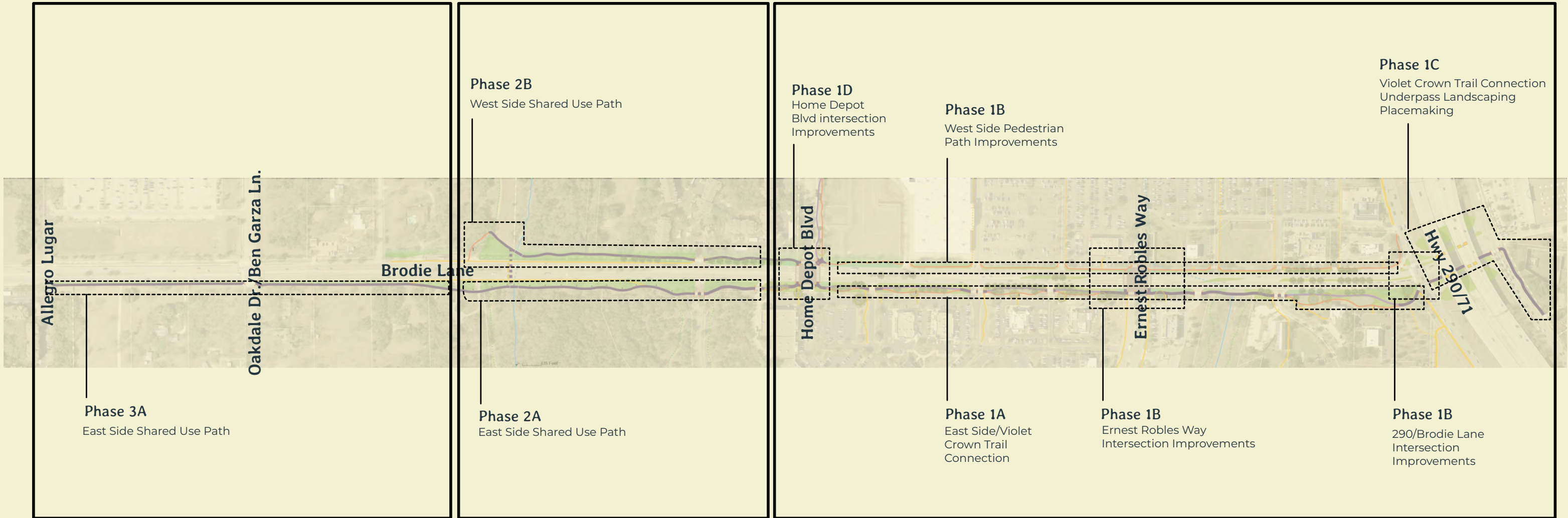
6200 Brodie to
Allegro Lugar

Phase 2

Home Depot Blvd to
6200 Brodie

Phase 1

290 to Home Depot Blvd



PHASE 1 TOTAL

- \$14.4 million
- 4-5 years to complete

Phase 1D

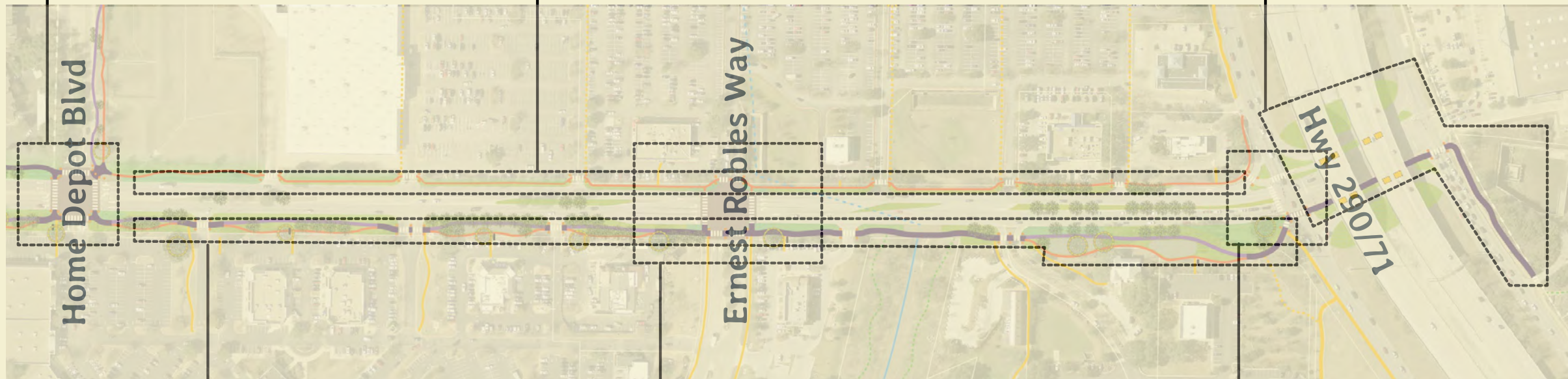
Home Depot Blvd
intersection Improvements

Phase 1B

West Side Pedestrian Path
Improvements

Phase 1C

Violet Crown Trail Connection
Underpass Landscaping Placemaking



Phase 1A

East Side/Violet
Crown Trail
Connection

Phase 1B

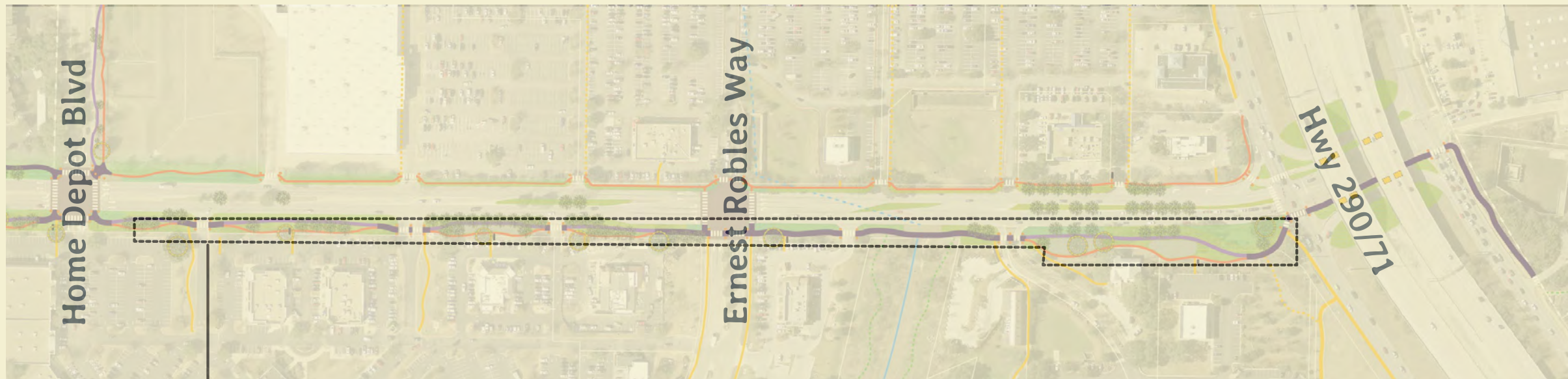
Ernest Robles Way Intersection
Improvements

Phase 1B

290/Brodie Lane Intersection
Improvements

PHASE 1A

- \$ 4.5 million
- Year 1-2
- Selected due to immediacy of Violet Crown Trail
- Minimal impact to traffic



Phase 1A

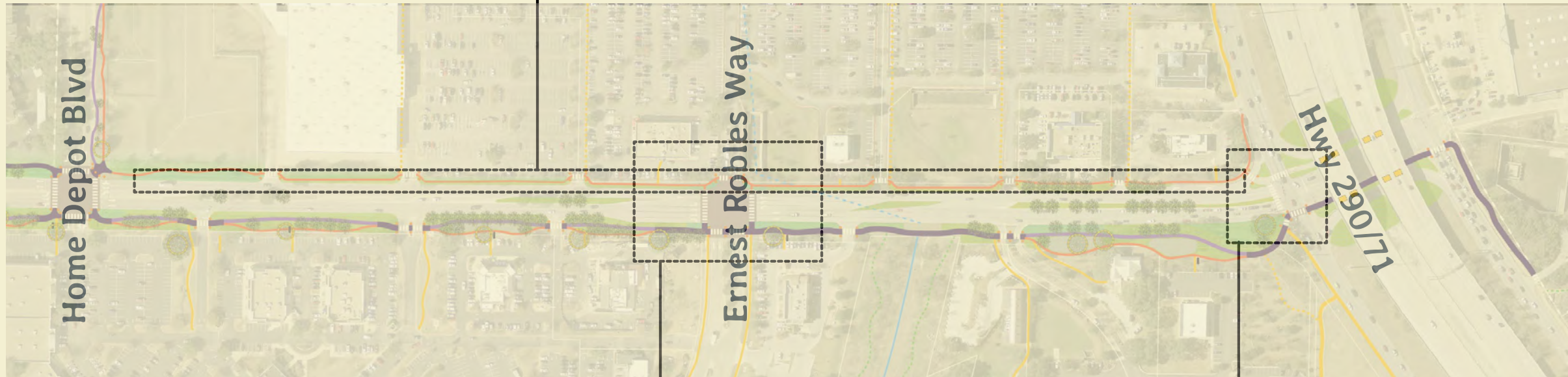
East Side/Violet Crown Trail
Connection

PHASE 1B

- \$ 4.3 million
- Year 2-3

Phase 1B

West Side Pedestrian Path
Improvements



Phase 1B

Ernest Robles Way
Intersection Improvements

Phase 1B

290/Brodie Lane
Intersection Improvements

PHASE 1C

- \$ 3.2 million
- Year 3-4

Phase 1C

Violet Crown Trail Connection
Underpass Landscaping and
Placemaking



PHASE 1D

- \$ 2.5 million
- Year 4-5

Phase 1D

Home Depot Blvd
intersection Improvements

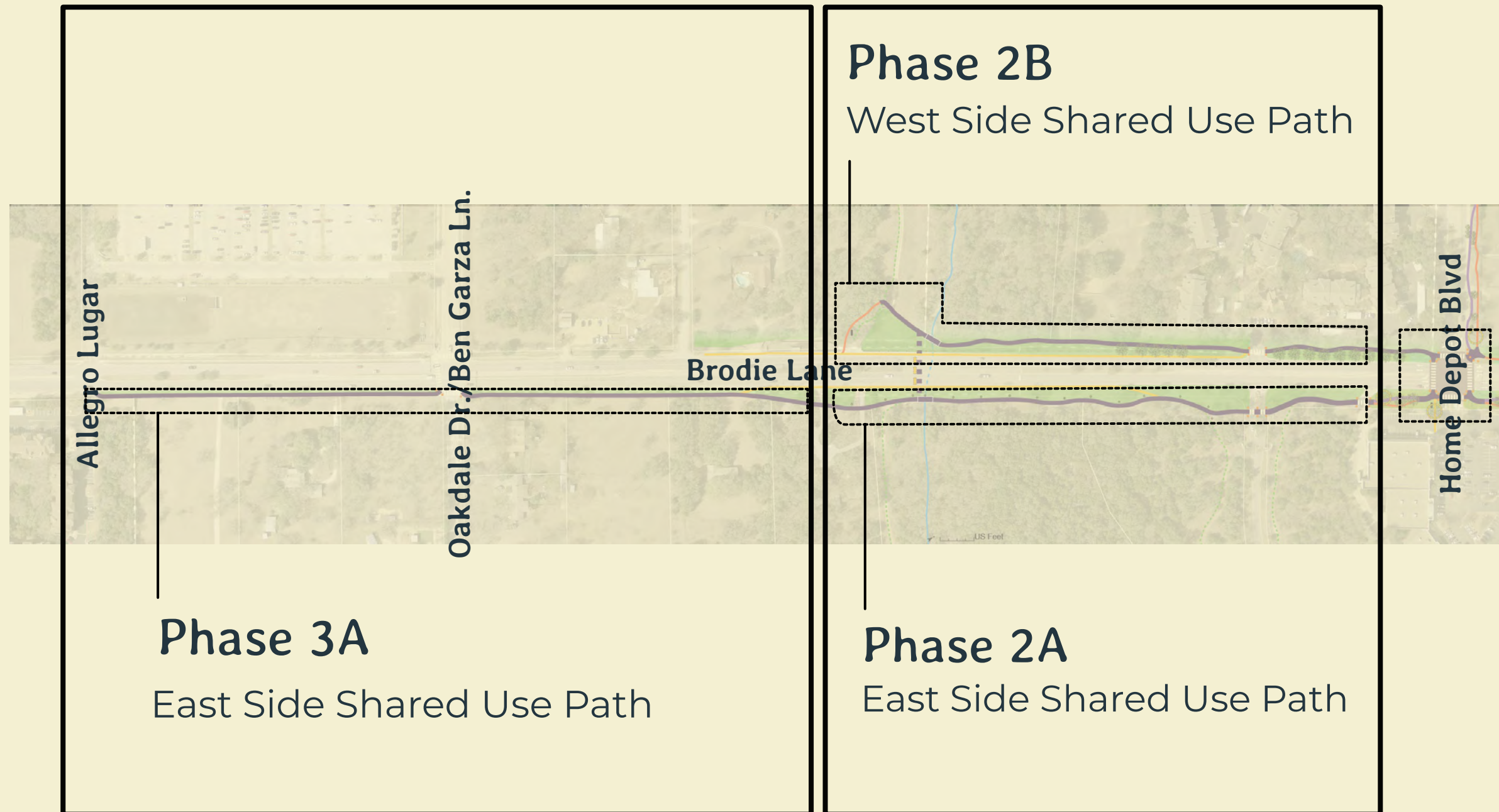


PHASES 2 AND 3

- Phase 2: \$ 3.9 million
- Phase 3: \$ 820,000

Phase 3

Phase 2



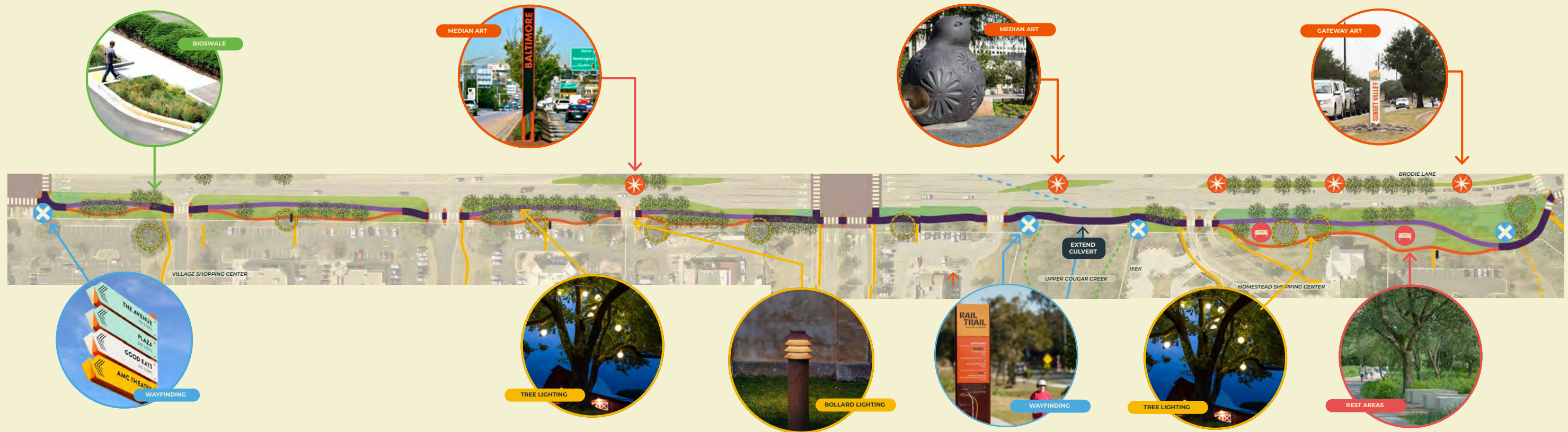
PROJECT TOTAL

PHASE ONE TOTAL	\$ 14,409,317
PHASE TWO TOTAL	\$ 3,839,729
PHASE THREE TOTAL	\$ 826,964
PROJECT TOTAL	\$ 19,076,010

NEXT STEPS

- Looking for direction from council to move forward with Phase 1A
- Bike+Pedestrian path from 290 to Home Depot Blvd on East side
- Creates Violet Crown Trail connection
- Includes art, lighting, landscaping, wayfinding, and branding
- Advantages of this phase: little disturbance to traffic

Home Depot Blvd



290

Thank you!