



# Guadalupe Street

## Transportation Corridor Project

MOBILITY

SAFETY

QUALITY  
OF LIFE

### Public Open House Thought Wall Comments

December 3, 2014  
6:00 P.M. – 8:00 P.M.

University Presbyterian Church  
2203 San Antonio St.



**Kimley»Horn**

Expect More. Experience Better.

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# About the Guadalupe Corridor Improvement Program

Considering the principles established in the Imagine Austin comprehensive plan, the Austin City Council approved a resolution directing the City Manager to update previous plans for streetscape improvements to the Guadalupe corridor in August 2013. The study area includes Guadalupe Street near the UT Austin campus, with approximate boundaries of Martin Luther King Jr. Boulevard to the south, West 29th Street to the north, Rio Grande Street to the west, and a block into the UT Austin campus to the east.



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# Public Open House Meeting Priority Pyramid and Thought Wall Comments

Attendees at the Public Open House on December 3 were asked to pick six elements from nine categories related to the corridor, then rank each in order of importance on a Priority Pyramid. Open-ended comments and Priority Pyramids were then attached to a Thought Wall.

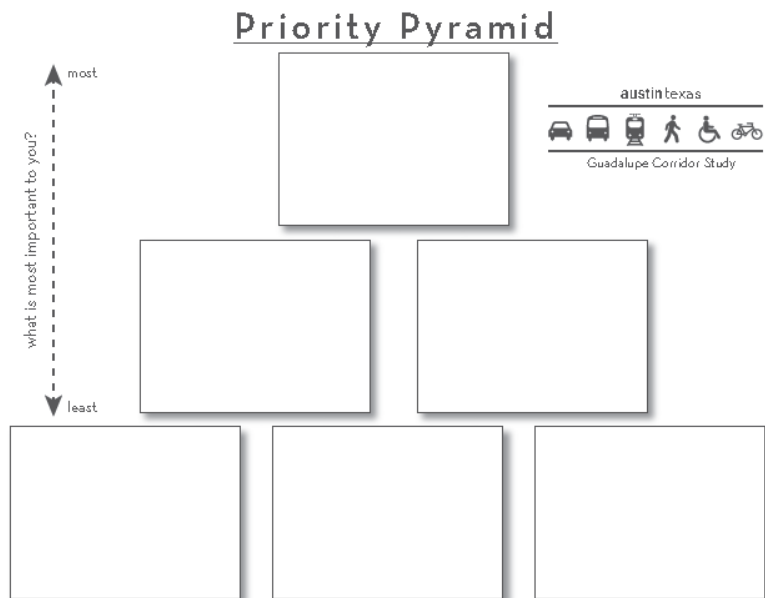
The following pages include transcribed comments from the event. Priority elements included:

- Safety
- Vehicles
- Environment
- Aesthetics/Sense of Place
- Parking
- Bicycles
- Parking
- Pedestrian
- Economic Vitality

# Q: What corridor improvements are most important to you?

Meeting Attendees: 81

Responses: 66



Priority Pyramid Categories	# Votes Indicating Top Priority	
Pedestrians	23	35%
Transit	14	21%
Safety	12	18%
Aesthetics / Sense of Place	7	11%
Bicycles	6	9%
Economic Vitality	2	3%
Environment	1	2%
Parking	1	2%
Vehicles	0	0%
<b>Total Responses</b>	<b>66</b>	

# Safety



- *Stop UT Monarchy, Manifest destiny mentality*
- *21<sup>st</sup> and Guadalupe dangerous for both pedestrians, bicycle riders and motor drivers*
- *Changes in accessibility on MLK Jr Blvd would go a long way to improving safety for those moving north or south.*
- *Prioritize – in this order – pedestrians, bikes, transit, and then cars.*
  - *Eliminate on-street parking on the drag.*
  - *Dedicated transit lanes*
  - *Protected cycle tracks on both sides*
  - *Restore 1M/1L service (CAPMetro)*
  - *Allow/promote parklets on the drag*
  - *No left turns on Guad*
  - *More tree cover/amenities*
  - *3 words: Pedestrian Hybrid Beacons*
- *1 death is too many! - Support vision zero!*
- *Congestion near UT campus can be dangerous and confusing for pedestrians, bikers, drivers, etc. Turning rules, spacing between vehicles and bikes, and high traffic can be dangerous.*
- *Increased lighting and safe sidewalks - Cleaner cityscape*
- *I hope this project results in improvements for peds, bikes, cars, users because this stretch is a mess. Neighborhoods to the north of UT has few choices except Guadalupe to go south*
- *Bicycles and transit/vehicles are not a safe mix on a narrow street like Guadalupe. Suggest moving N/S bike traffic to University Streets & San Antonio and/or Nueces and/or Rio Grande.*
  - *Guadalupe is the only viable N/S street for vehicle traffic between Lamar and Red River on Duval and the east ones are not very good*
- *The increased pedestrian population (eyes on street) has already made it safer and seem safer.*
  - *Pedestrian scale lighting important*
- *Corridor has incredible potential as a destination for my family on weekends: for museums, shopping, UT, But its too unsafe and feels unfriendly for children.*

# Aesthetics/Sense of Place



- *Street Trees*
- *Couldn't decide between Aesthetics/sense of place and pedestrians*
- *Mixed-use and compact development help creating sense of place.*
- *Multimodal streets create active/livable places.*
- *A sense of places is THE elemental piece of the solution for the Drag. This component bleeds into all other characteristics of the corridor (mode separation, safety, vitality) and without emphasizing this piece, the city cannot develop a holistic environment.*
- *No bedazzling the street-scape please*
- *The drag needs to be a destination*
  - *Make it look as good as UT- it's relationship to UT*
- *Sidewalks look terrible! Replace and clean it a little...*
- *Encourage smaller scale (but still dense!) development*
  - *(different commenter added the following to this: 20 unit, not 400 unit projects)*
- *Considering that this is the front entrance of UT, with so much traffic in all modes, this piece of Guadalupe lacks an identity and sense of place. Where are spaces to sit, meet people or study outside? People-watch?*
  - *Wide sidewalks, parklets, street trees, Please!*
- *Improved aesthetics in West Campus would definitely go a long way in reconciling the unnecessary luxury behemoths that pass for "student" housing!*



# Bicycles



- *I would like the city to continue to make biking, walking, and using mass transit safe, accessible, and convenient. As a student at UT, I have heard from several of my fellow students who support such improvements. They resonate especially well with students, faculty, and staff who heavily rely on these modes of transportation. I would like to see more protected bike lanes and bus lanes in the Guadalupe corridor and throughout West Campus. In particular, the bike lanes between 29th and 24th would be much appreciated if filled in. I have almost been hit by cars changing lanes while I'm merging into a main travel lane where the bike lanes end. Working with UT to improve bicycles access to campus is vital to a good complete system. 24th St is another good street where bike lanes could be added. It's one of the busiest corridors for access to campus yet it lack any bicycle infrastructure. Bicyclists get stuck behind tons of traffic.*
- *I support bike lanes on 24th street (between N. Lamar and Guadalupe). It's one of the busiest access corridors to campus, but lacks bicycle facilities. Bicyclists get stuck behind traffic and often risk using the sidewalk.*
- *Have more bike valet parking, especially for events or for commuters*
- *Bike and ped-oriented street lighting*
- *Fast motor vehicle traffic (i.e.>15 mph) is likely to remain, so bicycle traffic should be accommodated with physically protected bike lanes.*
- *Continuous protected bike lane or better merging*
- *Two-Way protected bikeway*
- *Bike boulevards*
- *Would be good to have more signals directed at bike riders to use (obey) stop signs, etc.*
  - *There is a tricky spot where Nueces peels off Guadalupe on south traffic something bike with no place to stop*

# Transit



- *Document added*
- *Remove vehicles/parking*
- *Need to connect further removed communities to downtown area*
- *Better sidewalks too*
- *Dedicated transit lanes please*
- *Building light rail in the G/L corridor is SINEQUENON to achieving all other objectives*
  - *We have a choice to make*
  - *We will either seize this opportunity to move forward as a community with LRT where it's need and most cost effective or have Guadalupe ceded to ever more buses on dedicated lanes built with Fed dollar that will prevent rail in the foreseeable future. Fed \$\$ for buses OR rail – not both*
- *Buses are important and like the recent bus stop implements there part though the area should not be the priority. With some exception. The sidewalk and street parking should not be sacrificed for more something speed through area.*
- *More cars off drag ASAP. Either:*
  - *Transit priority both ways*
  - *Turn Guad NB only, divert traffic SC to Nueces*
  - *Turn Guad into transit only, divert all traffic*
  - *Contraflow lanes*
- *Transit priority treatments to improve reliability and travel times from 29th to MLK*
  - *Find a way to get busses through the LAVACA/MLK/GUADALUPE bottleneck*
  - *Evaluate making the drag a transit/bike/ped corridor with auto traffic shafted to Nueces and San Antonio*
- *Preserve ability for light/urban rail to run in dedicated lanes on this portion of Guadalupe (further north and south, obviously)*
- *Dedicated transit lanes*
- *Urban rail down Guadalupe, not either of those*
- *Urban Rail down speedway... not San Jacinto*



# Transit - *continued*



- *Make Guadalupe St Transit and bike only*
  - *Redirect vehicles to san Antonio St*
  - *Remove on-street parking on Guadalupe St*
- *Dedicated ROW*
- *I would like the city to continue to make accessible, safe and convenient bicycle, pedestrian, and transit infrastructure. Bus lanes would be much welcomed on Guadalupe which would ease delays of the bus from getting stuck in traffic. I would like the see part of Guadalupe where bike lanes are missing to be filled in (between 29th and 24th).*
- *Dedicated transit lanes – either above ground or below ground (Transit shouldn't be slowed by cars)*
- *BRT designated lanes*
- *Dedicated BRT lanes*
- *Rail & RBT – some combination*
  - *Need to decrease parking and increase lanes designated for more RBT*
- *As a driver, avoid Guadalupe whenever possible. There are a ton of students, bikes, and traffic. I don't think it's worth trying to make this better for cars; make a bold move and prioritize transit and walking. Make dedicated busway and cut traffic to one lane in each direction.*
- *Dedicated lanes for transit would move far more people through the corridor than parking and car lanes.*
- *Need light rail in dedicated center lanes on Guadalupe as part of N. Lamar- Guadalupe starter line*
- *Any additions to transit options should not detract from current option (Ex. Capmetro lessening bus service to favor metrorapid)*
- *Transit, bike and ped priority*
  - *Eval possibility of moving vehicles (cars) to Rio Grande*
  - *Improve ped environment (sidewalks, landscaping, crosswalks)*
- *Consider future rail when making any structural changes*
- *There is a current dearth of options to travel east or west in WC and the midtown area. Any improvements would be Greatly appreciated.*

# Environment

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- *Shows order of priority*
- *More shade trees*
- *We need trash and recycling containers everywhere*



# Pedestrian



- *Vision Zero! Zero traffic fatalities = slow the speed down and eliminate conflicts between users*
  - *Streets are for the public and should be comfortable and safe and beautiful – shade in summer*
  - *Streets should support local business*
  - *Transit brings people to the corridor and increases capacity*
  - *Storm water management in ROW to allow greater density of development*
  - *Need residential density to support transit and businesses*
  - *I'm a person first and then a cyclist*
  - *I also take transit and drive my car*
  - *You'll notice parking and vehicles didn't make it onto the pyramid*
  - *Don't induce that demand*
  - *Streets are for people of all ages, abilities, and income*
  - *Safety # for people*
  - *Pedestrian close second*
  - *Streets are economic generators*
- *To walk more needs more shadows – trees*
  - *Less cars more bikes*
  - *Mixed-use – all you need close*
  - *Less traffic speed = pavement on the road that slow traffic*
  - *Less cars = more public transportation*

# Pedestrian - *continued*



- *Take away parking and people will stop driving! Better for pedestrians, aesthetics, cyclist, environment*
- *UT student (point of view)*
  - *Better sidewalks MLK- 27th (at least)*
  - *Improves safety/aesthetics*
  - *One of the best universities in the US and across the street is a Goat Path*
- *North end of Nueces is hell for pedestrians*
  - *Make it two-way*
  - *Narrow the street*
  - *Change or eliminate vehicle connection with Guad*
- *Just walk*
- *Better sidewalks*
- *Reduce # of vehicle lanes to encourage transit/bike/walk and continue protected bike lane and make better ped/bike facilities – complete streets*
- *Pedestrians generally travel east-west*
  - *Cars generally travel north-south*
  - *How to separate them?*
- *Move high-volume thru-traffic off Guadalupe to the west*
- *Street trees please*
- *Audible signals at all signalized intersection*
  - *Sometimes bus stops aren't at corners and are difficult to detect with buses via seeing all stops*
  - *Fewer bus stops*
- *Add street Tree*
  - *Widen sidewalks*
  - *Scramble crossings at 21st, 24th, 26th dean Keaton, 27<sup>th</sup>*
  - *Rail on Guadalupe*
  - *Ability to close Guadalupe between 21st and 27th to cars for street festivals, weekends, etc.*
  - *Has anyone thought about pedestrian underpasses to cross Guadalupe at 24th and maybe another busy crossing*

# Pedestrian - *continued*



- *Pedestrian Access, safety and comfort is vital to the success of bike, transit networks. More people = safer, healthier, people-oriented environment. People create place*
- *Guadalupe feels like a giant wall between UT and West Campus. It needs fewer car lanes, and shorter stoplight cycles to realize potential as a pedestrian street.*
- *No parking on Guad. Between MLK and 26<sup>th</sup>*
  - *Widen sidewalks*
- *Need better sidewalks all through area. UNO plus PBD are mechanism to help this. On Drag, there are some places where sidewalks are too narrow and can be fixed = 21st-22nd where it narrows*

# Economic Vitality

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- *The “Drag” made up of shops and eateries has been the front door to UT since 1902 and has given its unique character maintaining the vitality of these businesses is vitally important!*
- *The drag is already economically vital. Let’s better connect it to surround (within 2 mi.) neighborhoods, bikes and pedestrian – accessible to have safe, fun places to gather and do stuff.*
- *Light rail is absolutely essential to maintaining mobility and economic vitality. Drag is inappropriate as a major arterial for motor vehicles.*
- *Students bring economic vitality to the drag- build on this*
- *Drag is one of the hardest places to do business*



# Parking



- *Please! Do not eliminate all on-street parking 21st-24th Street*
- *Important to retain the street parking 21st to 24th on drag. Vital to those businesses*
  - *Use meter and maybe after the meter time allowed to ensure BLANK on drag in west campus.*
  - *We have BLANK benefit district and put in BLANK and time or place meters and set up RPP in West campus*
- *Evaluate whether parking lanes are better uses than transit lanes. Eliminate parking if numbers show transit lanes are better use*
- *Parking should be discouraged. Garages are hideous*
- *Use Flex-Price parking to maximize turnover and utilization and maintain on street parking*
- *Maintaining the already small quantity of street parking from 21st-24th street is important! Utilize high turnover (1 hour) meters to allow multiple visitors per day to utilize spaces and visit businesses and discourage students from using the spaces all day*
- *Get rid of on-street parking so we can have more bike lanes*
- *Create some demand/flex/dynamically-priced parking. Problem of “too little” parking could be alleviated.*
- *Parallel parking endangers pedestrians and cyclist and hampers bus stop visibility and boarding access*
- *Remove parking on Guadalupe to make room for bus lane. People trying to parallel park hold up traffic. A majority of business down on the drag caters to UT faculty, staff, and students who get to the drag by walking, biking, and transit. Let’s level the field of right-of-way to better mirror use.*
- *More freight drop off instead of parking so no SB lanes are taken up*
- *Never come here because parking = hell!*

# Vehicles



- *Vehicles should be discouraged*
  - *The corridor should emphasize pedestrian, bicycles, transit*
- *You mean like Red River and Lamar?*
- *I love that Guadalupe is a more transit-heavy turn-way, but now cars are crowded out. There is no good N-S arterial connecting downtown to 35-45 St.*
- *More left turn options for cars travelling south on Guadalupe.*
- *Vehicles create an isolating, impersonal streetscape. Vehicular traffic should be drastically limited.*
- *Lower speed limit to 20 throughout corridor and get rid of bike lanes*
- *20 is plenty-reduce speed limit to 20 mph on Guad and MLK inside corridor*
- *ROW is especially constrained from 27th to 29th: to fit in a good place for walking, biking, and transit will likely require a reduction of general motor vehicle lanes to one in each direction. Once that is done, it may be more acceptable to reduce lanes in the MLK to 27th segment as well.*

**Thank you.**

**Please direct questions  
or comments to:**

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