

## *APPENDIX B: Public Involvement (PIP, Online Survey, Stakeholder Meeting Information)*



## *APPENDIX B.1: Public Involvement Plan*



## Guadalupe Corridor Improvement Program Public Involvement Plan

### Introduction

It is estimated that 110 new residents move to Austin every day, according to City of Austin Demographer Ryan Robinson. More residents mean more cars adding pressure to the city's road system and busiest arterials. The Guadalupe corridor, the geographic zone around Guadalupe Street bordered by Martin Luther King Jr. on the south and 29th Street on the north, is a heavy traffic area used by pedestrians, bicyclists, public transit, and approximately 25,000 vehicles per day. The area, also locally known as *the drag*, includes The University of Texas flagship campus, hundreds of businesses, local residents, and various stakeholder groups navigating the corridor on a regular basis.

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 purpose of this project is to address mobility issues along the corridor by identifying short, medium, and long-term transportation improvements to improve safety. Such improvements would include increasing pedestrian, bicycle, vehicular, and public transit mobility, as well as accessibility to the corridor. These changes would also improve the quality of life for area residents.

To adequately and efficiently inform the study, we envision a comprehensive public involvement process utilizing a variety of tactics to reach the growing number of stakeholders along the Guadalupe Street Corridor. The Public Involvement Plan is critical to understanding the needs and desires of the stakeholders who use the corridor the most. In doing so, we will give voice to their concerns and ideas. The insights gathered through the public involvement process will inform sound decision-making as the project develops.

A key factor for the study is understanding how the built environment impacts public health. A Health Impact Assessment (HIA) will be conducted during the project to gain insights and inform the recommendations towards meeting the city's health-related goals. The HIA process will source data and input from potentially affected stakeholders to determine the potential effects of a proposed plan, and provide recommendations that support a positive impact in health outcomes.

The purpose of the Guadalupe Corridor Improvement Program (GCIP) is to:

- Identify short, mid, and long-term transportation improvements to improve safety;
- Enhance multimodal (including transit, pedestrian and bicycle) mobility, safety and accessibility; and,
- Improve quality of life for residents along Guadalupe Street corridor.

The Project Team will work with Austin Transportation Department (ATD) to develop a range of viable improvements that consider a cost-benefit analysis and evaluation of

existing transit service, traffic volumes during peak hours, intersection volumes, land use, bicycle and pedestrian activity, crash severity and density among other data sources.

The Project Team will work with ATD to synthesize the data and stakeholder input to propose a set of recommendations with the supporting analysis for review by the City of Austin Boards and Commissions. Any feedback or direction from City Council will be incorporated into the study and Final Proposed Plan. The Final Transportation Plan and implementation strategy is expected to be completed in the fall of 2015.

## Public Engagement Approach

### *GUIDING PRINCIPLES*

1. **Inclusiveness and Multiculturalism:** Stakeholders utilizing the Guadalupe corridor are diverse, and so participation will be inclusive and open to include a variety of demographic, socioeconomic, education and other identifying characteristics. The public involvement process recognizes that individuals and groups bring varied experiences and challenges to participation. In anticipation of potential individual barriers to participate, such as scheduling conflicts, multiple outreach opportunities will seek to accommodate the needs of stakeholders. Mindful of Austin's Spanish-dominant population, the Outreach Team will provide Spanish translations for collateral materials, invitations, flyers and other materials.

The Guadalupe corridor Outreach Team will engage community influencers in the area to bring opportunities for participation to hard-to-reach groups, and work with City of Austin (City) staff to leverage digital media tools to facilitate an online dialogue and share updates about the project. In addition to transportation, pedestrian, and bicycling stakeholders, efforts will be made to activate area churches, neighborhood residents, and other groups to encourage wide participation in the process.

Two large stakeholder groups important to the project's success are the UT Austin community and businesses along the corridor. We understand that within the UT Austin community there are two sets, the faculty and staff, and the student body. To ensure we connect with both, we will outreach to each department at UT Austin, including safety and security administration, as well as student groups, such as Student Government, fraternities, sororities, and campus dorm residents. In order to solicit comments from staff at local businesses, we will reach out directly to business management. The Outreach Team will also engage the business property owners to further develop recommendation insights. We will connect with the UT Austin community, businesses, and other stakeholders early and often throughout the process, primarily through email correspondence, and personal phone calls when email is not available.

2. **Transparency:** Building trust between the Outreach Team and stakeholders will develop through best practices in transparency. Stakeholders will have access to the public involvement planning process throughout the project. Feedback received during the outreach efforts will be available to the public, and will help the lead consultant shape the Draft Guadalupe Corridor Transportation Plan. Input received will be posted to the project website to give stakeholders confidence that comments will be incorporated as part of the review, analysis, and recommendations in the Draft Plan.



3. Openness to learning: The Outreach Team will pay special attention to listening to constructive feedback that could improve the public engagement process. Regardless of the source of feedback, staying flexible and receptive to suggestions from the community about the process will help create bridges within stakeholders groups.

## GOALS

The purpose of a strong public involvement program is to build a productive dialogue between the City and the stakeholders who use the corridor, and to ensure the Draft Guadalupe Corridor Transportation Plan reflects their values and desires. A well-executed public involvement plan will successfully gather community input to guide the decision-making process addressing mobility issues in the area. The goal is to help stakeholders understand how the project will affect their lives, why participation is important to the process, and encourage their involvement.

The Outreach Team will engage stakeholders early and often with authenticity in communications; an approach that will help facilitate dialogue between the City and stakeholders, which is key to the overall success of the project. Through an inclusive, transparent, and multi-culturally conscious process the Outreach Team will use best practices in data management to collect public feedback, then consolidate the information to make it relevant and understandable for stakeholders.

The Outreach Team will help the lead consultant shape communication tools and information to make it easy for the community to participate. To reach the public involvement goals, we will:

- Provide numerous opportunities for public participation and comments. Opportunities include an online survey tool, six (6) stakeholder meetings, one (1) business open house, and two (2) public meetings. Public events will be hosted at different times to provide multiple options for participants to share comments. Varied outreach tactics will be used to connect with hard-to-reach stakeholders less likely to be involved in the process.
- Seek to understand the desires and interests of stakeholders within the Guadalupe project corridor. We want to know what mobility issues affect groups in that area, and guide the conversation towards finding solutions to fit the challenges.
- Provide a framework that facilitates the lead consultant to consider all stakeholder input and demonstrate a clear link between public comment and the recommended solutions that address mobility issues along the project corridor. Consistency in documenting feedback and a commitment to transparency will help to drive further public involvement.

## *PARTICIPANTS*

- Existing Stakeholders – Outreach to civic, professional, religious, University of Texas at Austin, City staff, and community organizations currently using the Guadalupe corridor for recreational, work, or living purposes.
- New Stakeholders – Outreach to new voices, including arts and cultural groups, minority populations, homeless advocates, and other community-based and multi-cultural organizations.
- Influencers and leaders – Identify and contact key community influencers and leaders for ongoing communication, updates, and surveys.

## Vision Definition, and Community Outreach

The Outreach Team will collect comments from stakeholder to help the lead consultant shape recommendations and a vision that defines the physical, functional, aesthetic, and cultural character of the Guadalupe corridor based on the existing conditions and corridor enhancement needs. The vision will include long-term and short-term transportation (all modes), parking, urban form, linkage, and physical characteristics. To compel the necessary feedback, the Outreach Team will engage the community using the following tactics:

1. **Public Meetings:** The Outreach Team will host two (2) Public Meetings. A first Public Meeting, tentatively scheduled for December 3, 2014, will be designed to convey the purpose and process for public participation in the Guadalupe Corridor Project. After the development of the Draft Guadalupe Corridor Transportation Plan, a second Public Meeting will be held for public review and comment on the Draft Plan. The Outreach Team will invite public officials, local media, and all affected stakeholders within the corridor to both Public Meetings. The City will assist by notifying public officials and launching media release announcements for each Public Meeting, while the Outreach Team will manage outreach to all other stakeholders groups.

Original collateral materials, including flyers, will be created to notify stakeholders and the general public about the meetings. The Outreach Team will also develop exhibits, questionnaires, sign-in sheets, and comment forms to gather feedback from each meeting. Public input will be compiled, documented, and available to the public.

2. **Stakeholder Meetings:** The Outreach Team will identify stakeholders in the Guadalupe corridor through a combination of best practices for public engagement and recommendations from the City, then host six (6) Stakeholder Meetings. Meetings will include formalized group meetings, and informal one-on-one meetings to accommodate participants with inflexible time constraints. Collateral materials for the first Public Meeting will also be used for the Stakeholder Meetings. The Outreach Team will document all Stakeholder Meetings, and input gathered throughout the process.

3. **Business Open House:** The Outreach Team will host a Business Open House to coincide with the second Public Meeting. The Business Open House will be open to the public and informal, however special attention will be placed on generating interest and driving attendance from the business owners and business property owners in the corridor.

4. Online Survey: Understanding that scheduling conflicts can be an obstacle for some stakeholders to attend a Public Meeting, the Outreach Team will create an online survey for public input. The survey will be launched and made available for two months, from mid-November through mid-January. The Outreach Team will promote the survey to the Outreach List contacts, and through a combination of flyer distribution, posters, and social media activity via City social media accounts.

5. Outreach List: The Outreach Team will create and maintain a robust Outreach List to update stakeholders on the project, share key dates, and send meeting invites. The List will include contact information for interested stakeholders in the Guadalupe corridor. A compiled list of all names and addresses of persons notified of the public forums, including those of all adjacent property owners, and businesses will be added to the public documentation.

Outreach to the list of stakeholders will be primarily through email contact, which will include *save the date*, Public Meeting notices and reminders, and other project updates. When email is not available, efforts will be made to contact stakeholders by phone. Public involvement efforts will include outreach to the following stakeholder groups, but will not be limited to:

- Public Officials
- Businesses and Property Owners
- Non-profits, faith-based, and other community-serving organizations and their clients
- School and University community, including students, parents, and staff of UT Austin and neighboring schools
- Neighborhood residents
- Transportation, pedestrian, and bicycling stakeholder groups
- City of Austin staff, boards, and commissions

Sample list of potential stakeholders:

Mobility groups and University of Texas at Austin community sample:

- Austin Cycling Association
- Alliance for Public Transportation
- Austin Mobility
- Austin Runner's Club
- Bike Austin
- Critical Mass Austin
- City of Austin Bicycle Advisory Council
- City of Austin Pedestrian Advisory Council
- Social Cycling Austin
- Texas Bike Association
- University Area Partners
- University of Texas Austin Student Government
- University of Texas at Austin Campus Safety and Security

Neighborhood Associations sample including, but not limited to:

- Austin Neighborhood Council
- Central Austin Neighborhood Plan Advisory Committee
- Brentwood Neighborhood Association
- Bryker Woods
- Downtown Austin Neighborhood Association
- Hancock Neighborhood Association
- Heritage Neighborhood Association
- Hyde Park Neighborhood Association
- Judges' Hill Neighborhood Association
- North University Neighborhood Association
- Oakmont Heights Neighborhood Association
- Old Austin Neighborhood Association
- Old Enfield Homeowners Association
- Old West Austin Homeowners Association
- Pemberton Heights Neighborhood Association
- Ridgetop Neighborhood Association
- Rosedale Neighborhood Association
- Shoal Crest Neighborhood Association
- West Campus Neighborhood Association
- West University Neighborhood Association
- Original West University Neighborhood Association

Businesses and Business Associations including, but not limited to:

- Spider House Café
- Madam Mam's
- University Co-op
- The Hole In The Wall
- Tyler's
- Kerby Lane Café
- Inter-Cooperative Council
- Greater Austin Chamber of Commerce
- Hispanic Advocates Business Leaders in Austin (HABLA)
- Real Estate Council of Austin
- Capital City African American Chamber of Commerce
- Austin Apartment Association
- Austin Chinese Professional Society
- Building Owners and Managers Association

6. Website and Social Media: Understanding that stakeholders prefer to receive information through a variety of mediums, the Outreach Team will work with City staff to post project updates and other content to the City website to keep the public informed. Additionally, the Outreach Team will coordinate with City staff to leverage the City's social media accounts to expand messaging reach and grow the base of public involvement participants. Social media efforts will include creating a project specific hashtag for use on Twitter. These digital efforts will promote all opportunities for public involvement on the project.

7. Earned Media: Earned traditional media is an effective tactic for expanding the reach for public involvement messaging. The Outreach Team, working with City of Austin staff, will distribute media advisories and conduct media outreach to local media ahead of Public Meetings. The goal is to inform the public about the project and promote the Public Meetings to increase attendance. Local media outreach will target, but not be limited to UT Austin newspapers including The Daily Texan and The Horn, and citywide publications such as The Austin Chronicle, the Austin Business Journal, and the Austin American Statesman.

### Anticipated Timeline

October 2014 – PIP Draft, Stakeholder Database Development

November 2014 - Planning for Dec. Open House, Public Outreach Materials Developed and distributed, Outreach for Dec. Open House, Online Survey Implementation

December 2014 – First Public Open House

January 2015 – Outreach and planning for Stakeholder Meetings

February 2015 - Stakeholder Meetings

March 2015 – Survey Results and Public Open House Comments released

May 2015 – Business Open House and Public Meeting - recommended presentations (tentative)

Ongoing – E-blast communications, final recommendations and presentation to ATD, City Council, boards and commissions

#### Project Team Contact List:

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## *APPENDIX B.2: Survey Results*





# Guadalupe Street

## Transportation Corridor Project

MOBILITY

SAFETY

QUALITY  
OF LIFE

### Survey Results

November 15, 2014 - February 6, 2015



**Kimley»Horn**

Expect More. Experience Better.

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Prepared: March 5, 2015





# 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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## Print and Online Survey Multiple Choice Summaries

Date Implemented: Friday, November 15, 2014 – Friday, February 6, 2015  
Survey Questions: 47  
Total Responses: 783

## Print and Online Survey Open-Ended Question Responses

Questions 11, 19, 27, 31, 36



# Guadalupe Street

Transportation Corridor Project

MOBILITY

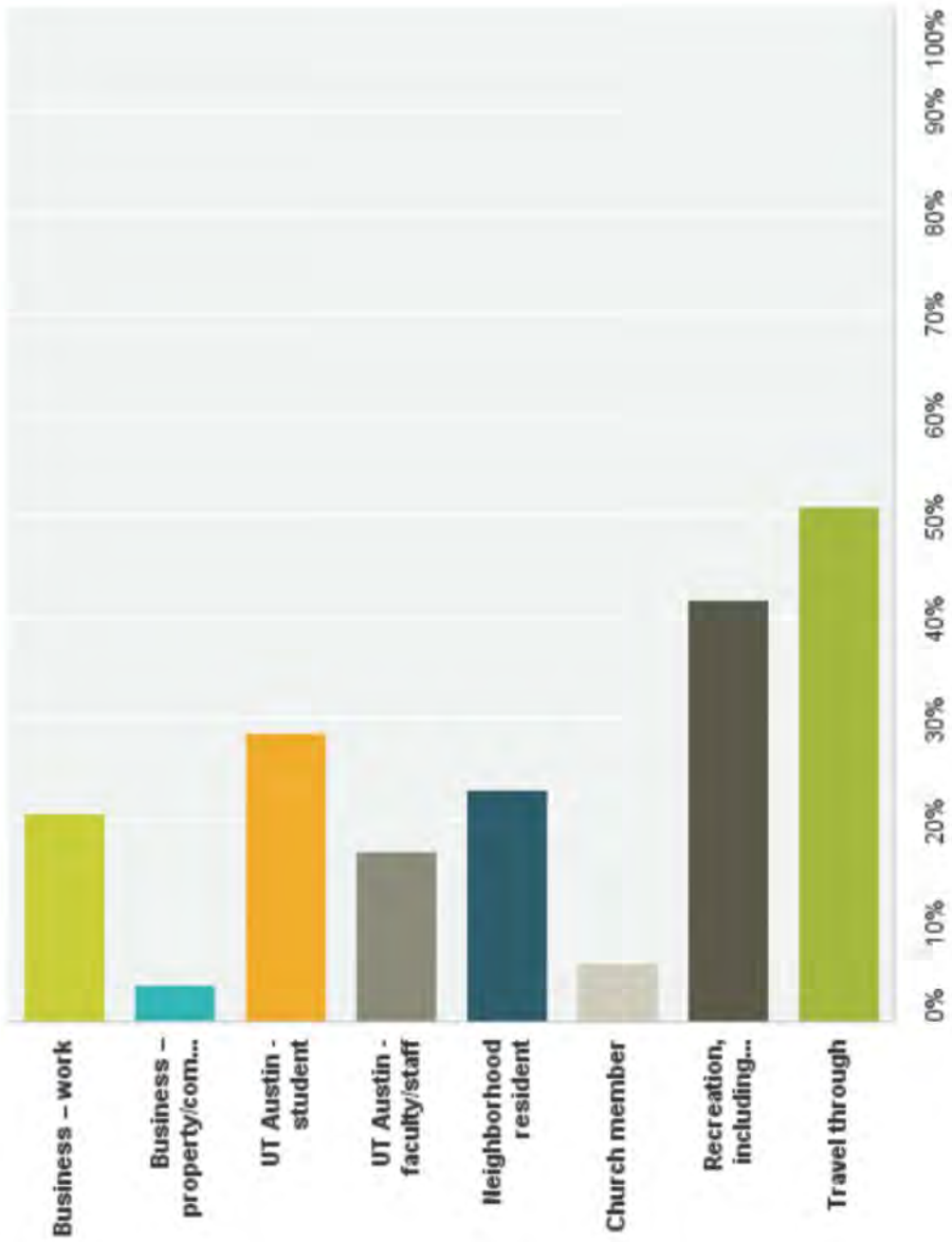
SAFETY

QUALITY  
OF LIFE

## Print and Online Survey Multiple Choice Summaries

# Q1: What best describes you and your activity along the Guadalupe corridor? Please check all that apply.

Answered: 778    Skipped: 5



Q1: What best describes you and your activity along the Guadalupe corridor? Please check all that apply.

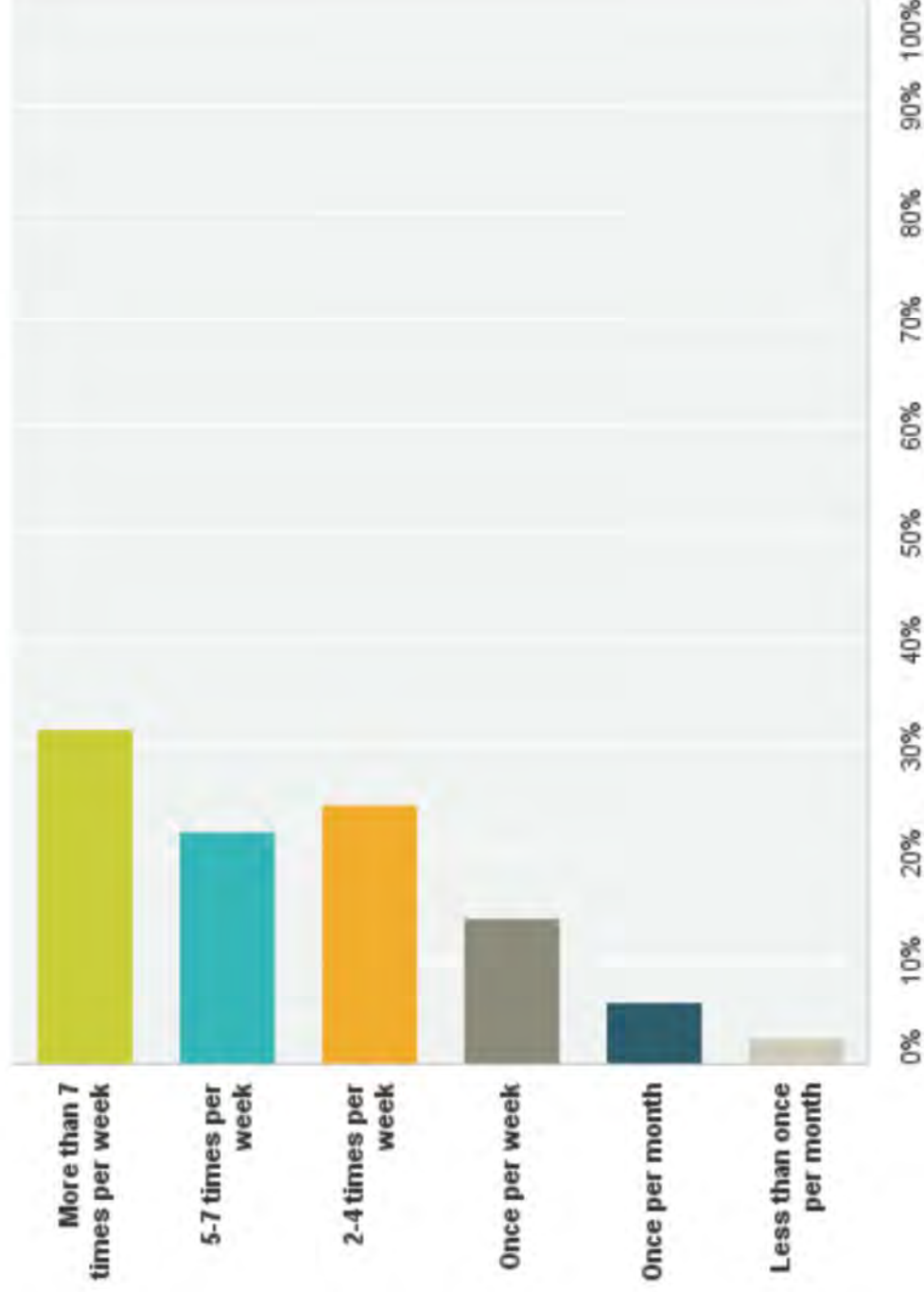
Answered: 778    Skipped: 5

Answer Choices	Responses	
Business – work	21%	161
Business – property/company owner	4%	30
UT Austin - student	29%	222
UT Austin - faculty/staff	17%	131
Neighborhood resident	23%	178
Church member	6%	45
Recreation, including retail and dining	42%	325
Travel through	51%	396
Total Respondents: 778		



## Q2: How often do you go through, or use the Guadalupe corridor?

Answered: 779 Skipped: 4



# Q2: How often do you go through, or use the Guadalupe corridor?

Answered: 779    Skipped: 4

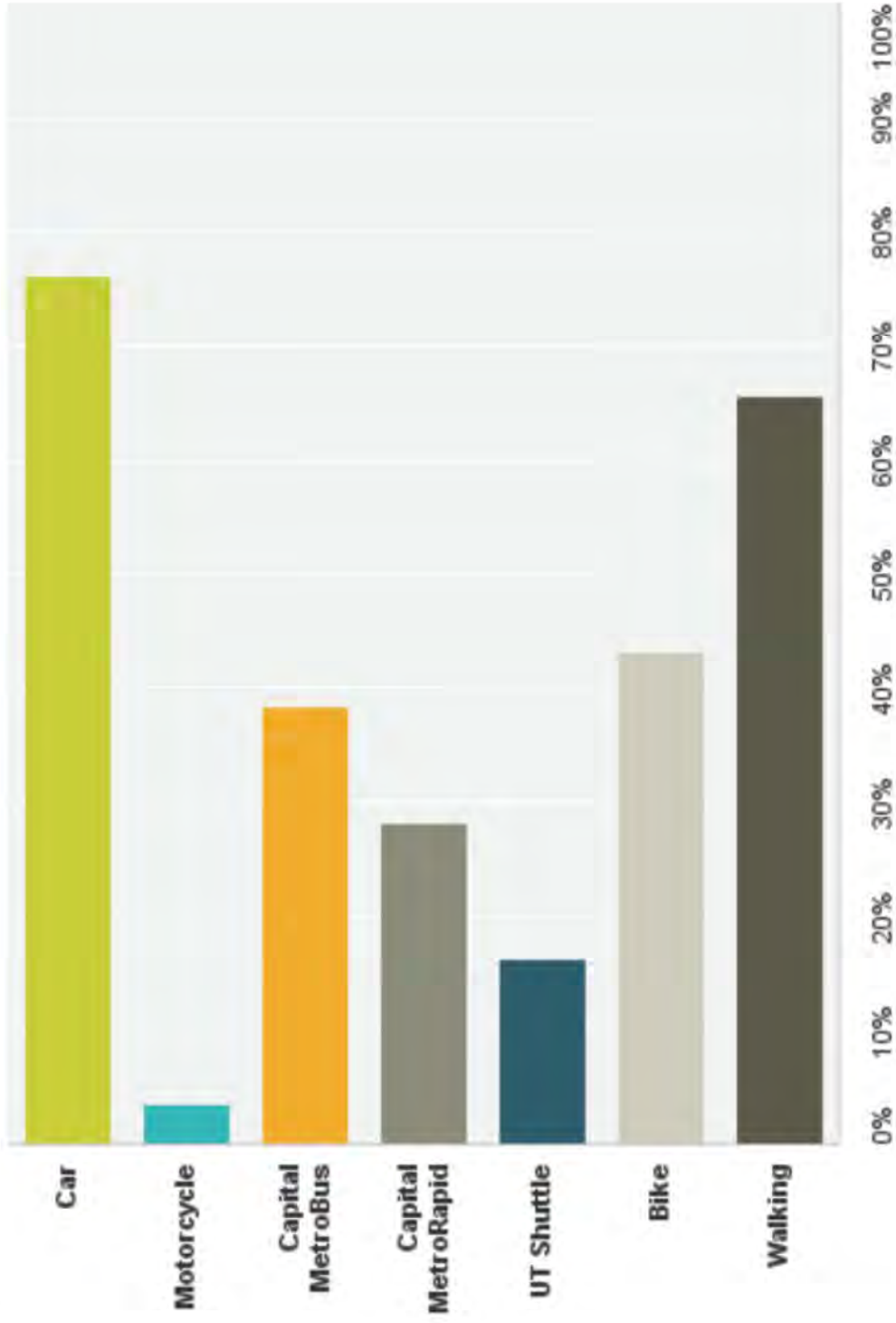
Answer Choices	Responses
More than 7 times per week	32% 246
5-7 times per week	22% 171
2-4 times per week	24% 190
Once per week	14% 108
Once per month	6% 45
Less than once per month	2% 19
Total	779





### Q3: What form(s) of transportation do you use to access and go through the Guadalupe corridor? Check all that apply.

Answered: 779 Skipped: 4



**Q3: What form(s) of transportation do you use to access and go through the Guadalupe corridor? Check all that apply.**

Answered: 779    Skipped: 4

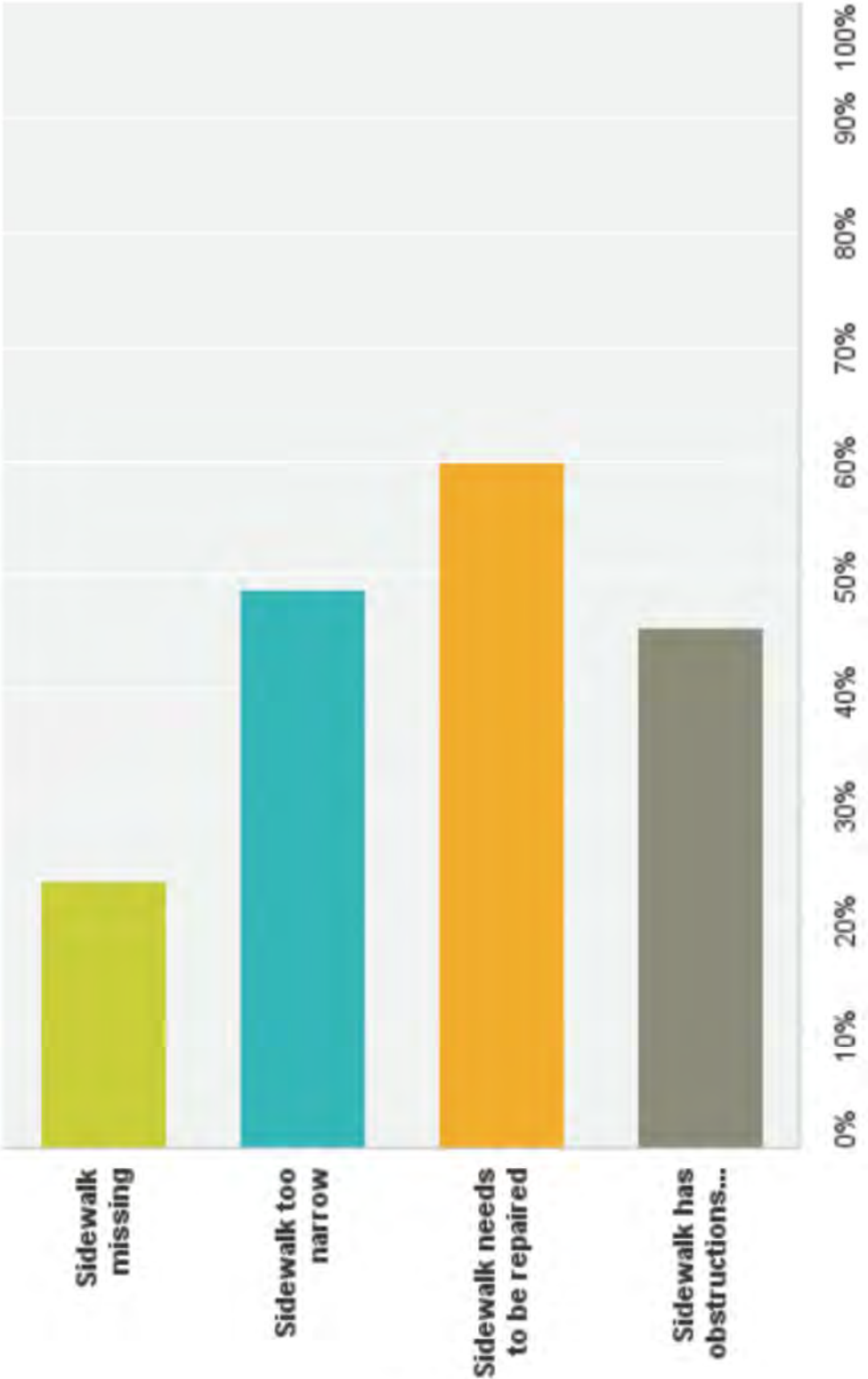
Answer Choices	Responses	
Car	76%	593
Motorcycle	3%	27
Capital MetroBus	38%	299
Capital MetroRapid	28%	220
UT Shuttle	16%	127
Bike	43%	336
Walking	66%	511
Total Respondents: 779		





Q4: Sidewalks; please select all that apply

Answered: 480    Skipped: 303



Q4: Sidewalks; please select all that apply

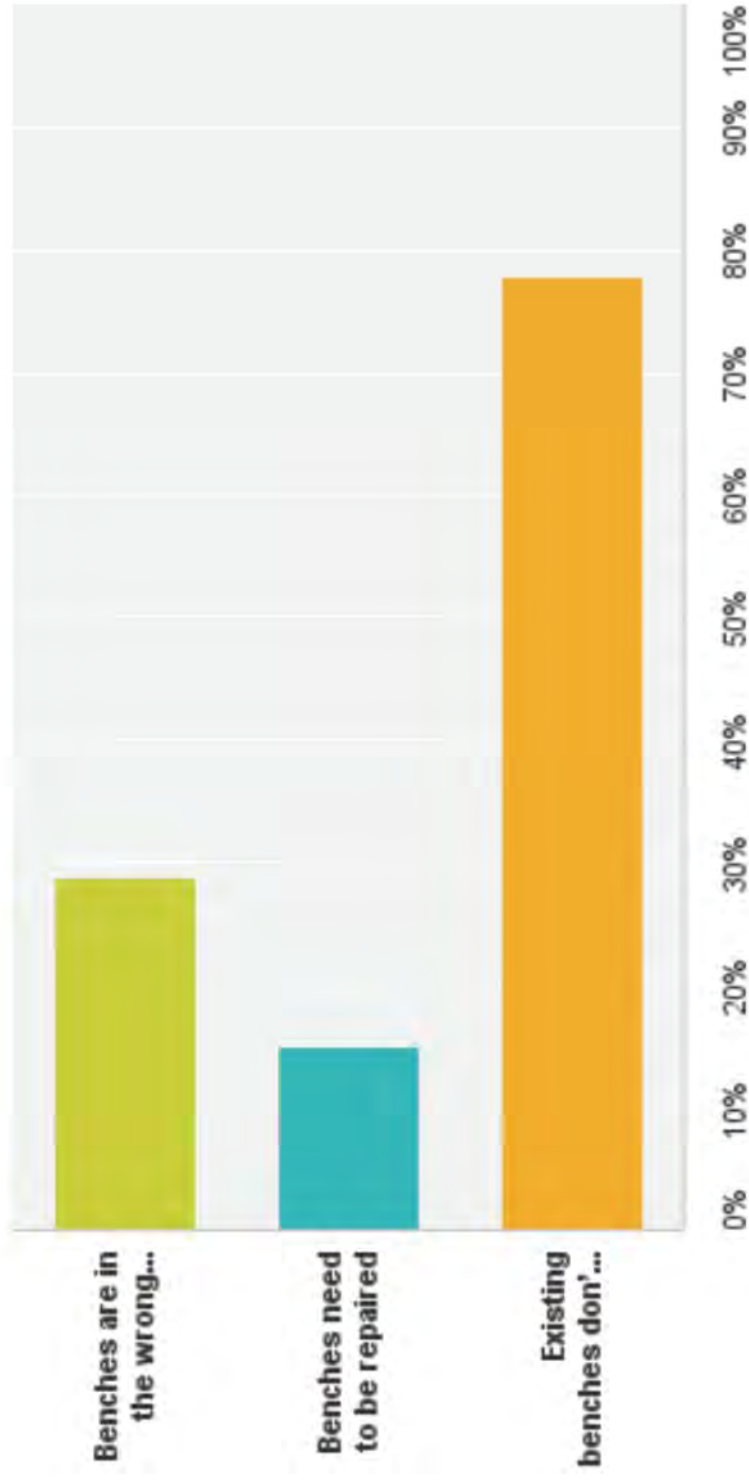
Answered: 480    Skipped: 303

Answer Choices	Responses	
Sidewalk missing	23%	112
Sidewalk too narrow	49%	234
Sidewalk needs to be repaired	60%	288
Sidewalk has obstructions that limit use	45%	218
Total Respondents: 480		



## Q5: Benches; please select all that apply

Answered: 298 Skipped: 485



Q5: Benches; please select all that apply

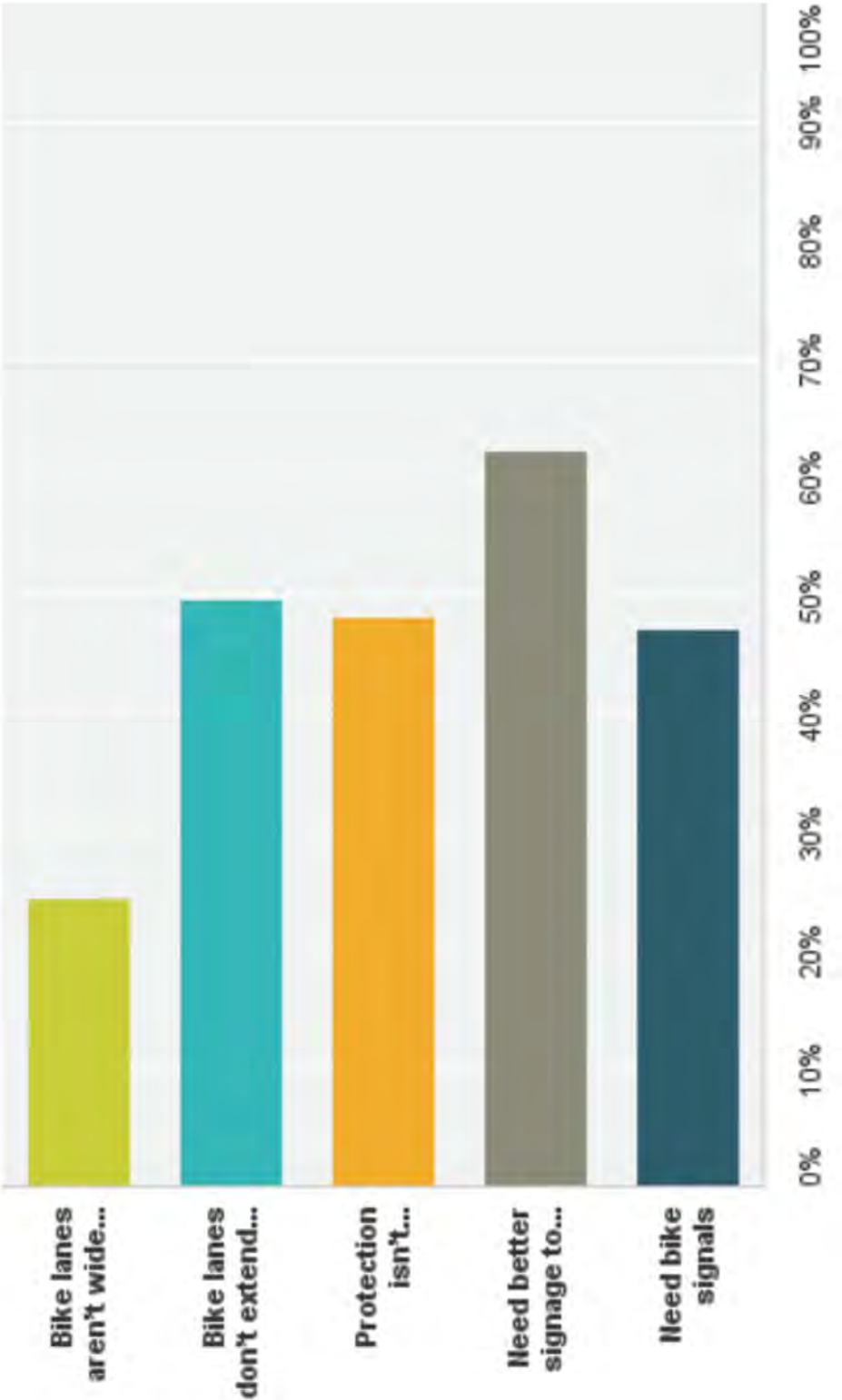
Answered: 298    Skipped: 485

Answer Choices	Responses	
Benches are in the wrong location	29%	86
Benches need to be repaired	15%	45
Existing benches don't provide enough seating	78%	232
Total Respondents: 298		



Q6: Protected bike lanes; please select all that apply

Answered: 584 Skipped: 199



Q6: Protected bike lanes; please select all that apply

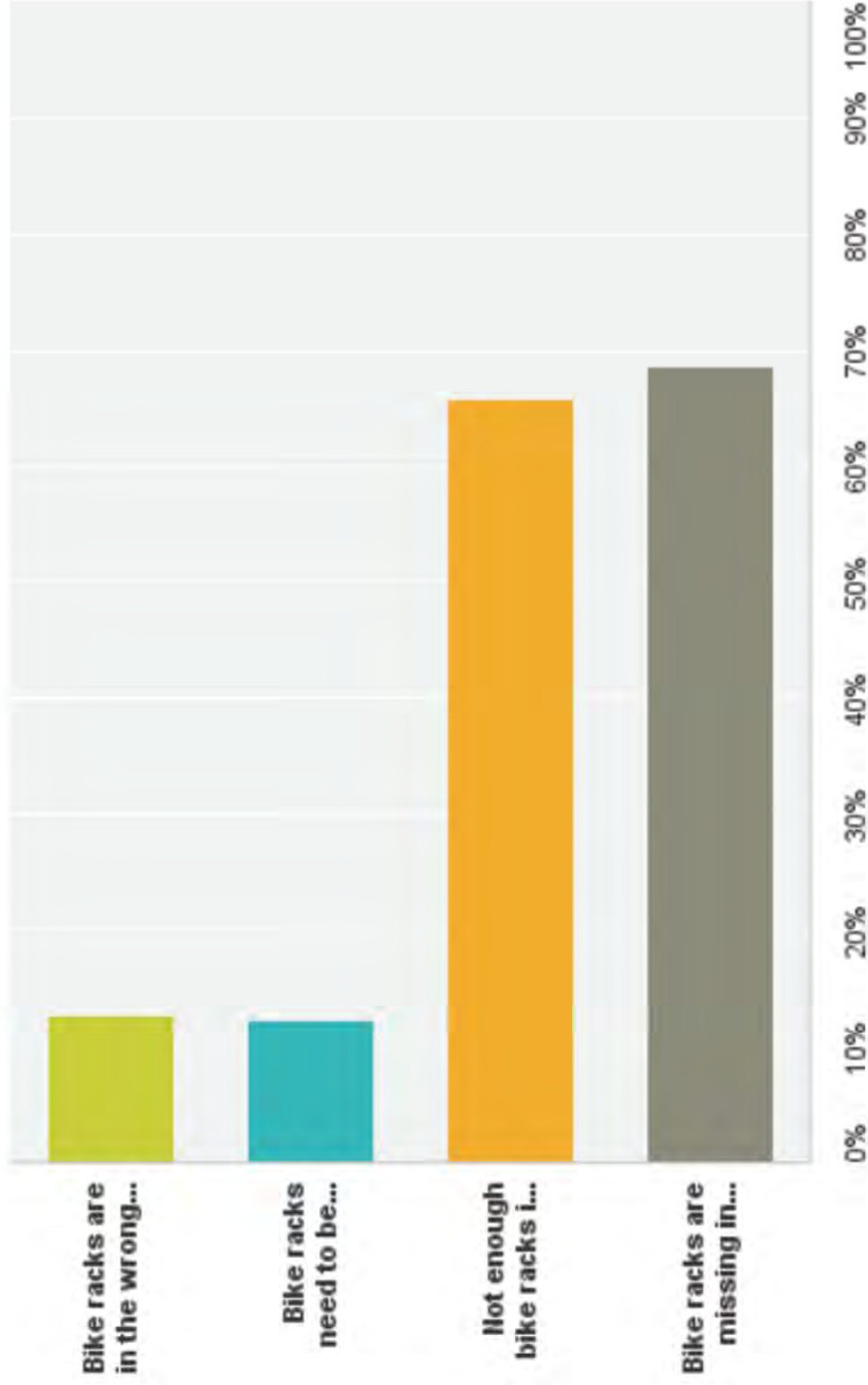
Answered: 584    Skipped: 199

Answer Choices	Responses	
Bike lanes aren't wide enough	24%	143
Bike lanes don't extend far enough	50%	290
Protection isn't sufficient	48%	282
Need better signage to explain use to bikers and motorists	62%	363
Need bike signals	47%	276
Total Respondents: 584		



## Q7: Bike racks; please select all that apply

Answered: 339 Skipped: 444





Q7: Bike racks; please select all that apply

Answered: 339    Skipped: 444

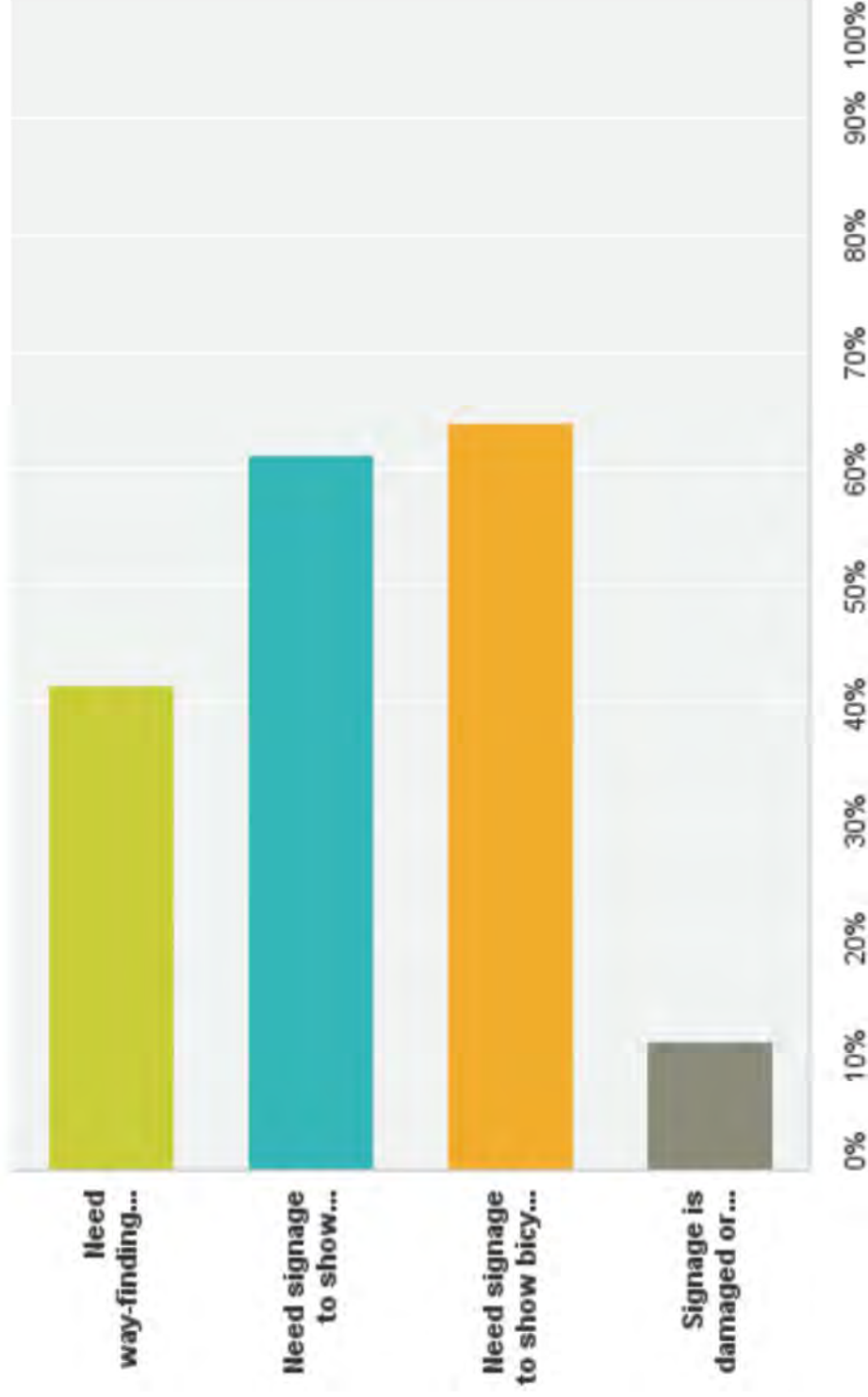
Answer Choices	Responses	
Bike racks are in the wrong location	13%	43
Bike racks need to be repaired	12%	42
Not enough bike racks in the locations where they are installed	66%	223
Bike racks are missing in locations where they are needed	69%	233
Total Respondents: 339		





## Q8: Signage; please select all that apply

Answered: 453 Skipped: 330



# Q8: Signage; please select all that apply

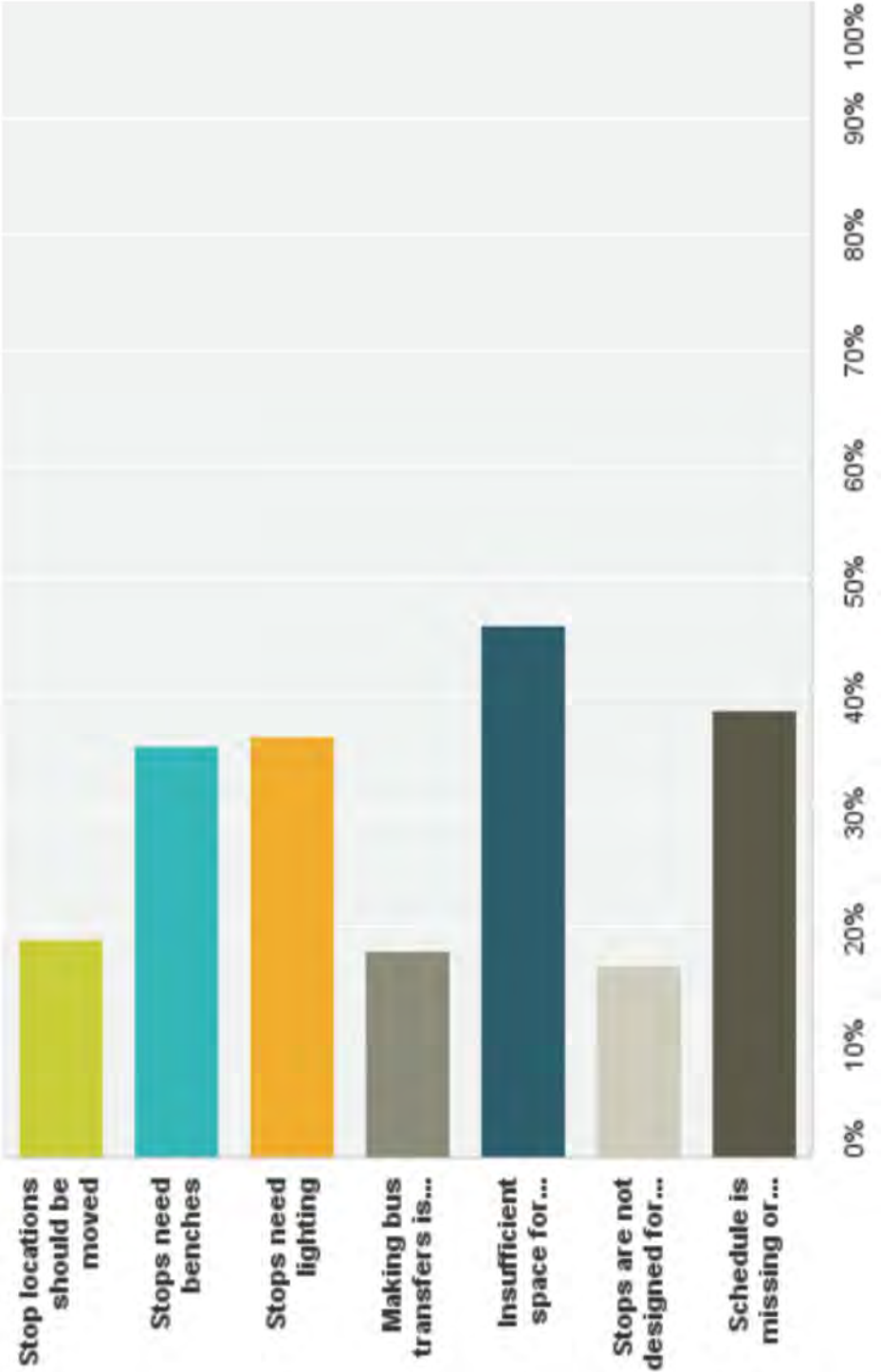
Answered: 453    Skipped: 330

Answer Choices	Responses	
Need way-finding signage (directional signs)	42%	188
Need signage to show pedestrian crossing locations to pedestrian and motorists	61%	277
Need signage to show bicycle facilities functionality to bicyclists and motorists	64%	289
Signage is damaged or otherwise unreadable	11%	50
Total Respondents: 453		



Q9: Bus stops; please select all that apply

Answered: 456 Skipped: 327



Q9: Bus stops; please select all that apply

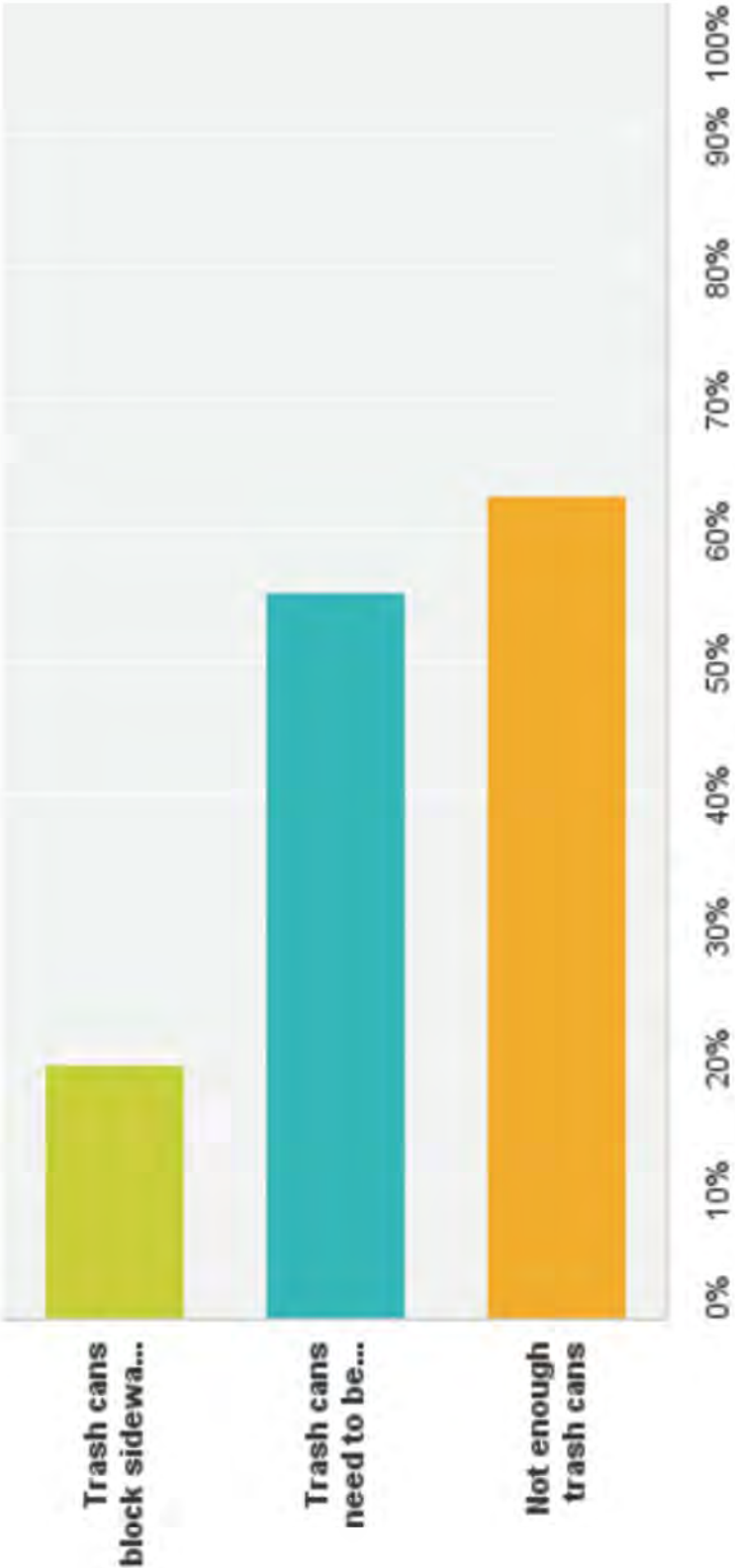
Answered: 456 Skipped: 327

Answer Choices	Responses	
Stop locations should be moved	19%	87
Stops need benches	36%	163
Stops need lighting	37%	167
Making bus transfers is difficult	18%	82
Insufficient space for pedestrians waiting for a bus	46%	210
Stops are not designed for users with disabilities (landing pad, space to maneuver around shelter, etc.)	17%	76
Schedule is missing or confusing	39%	177
Total Respondents: 456		



Q10: Public & commercial trash cans; please select all that apply

Answered: 351 Skipped: 432



Q10: Public & commercial trash cans; please select all that apply

Answered: 351    Skipped: 432

Answer Choices	Responses	
Trash cans block sidewalk, bus stop, parking, crosswalk, etc.	19%	68
Trash cans need to be emptied more often	55%	194
Not enough trash cans	63%	220
Total Respondents: 351		





**Q11: Are there other physical items could most improve mobility, safety, and quality of life along the Guadalupe corridor? Please explain.**

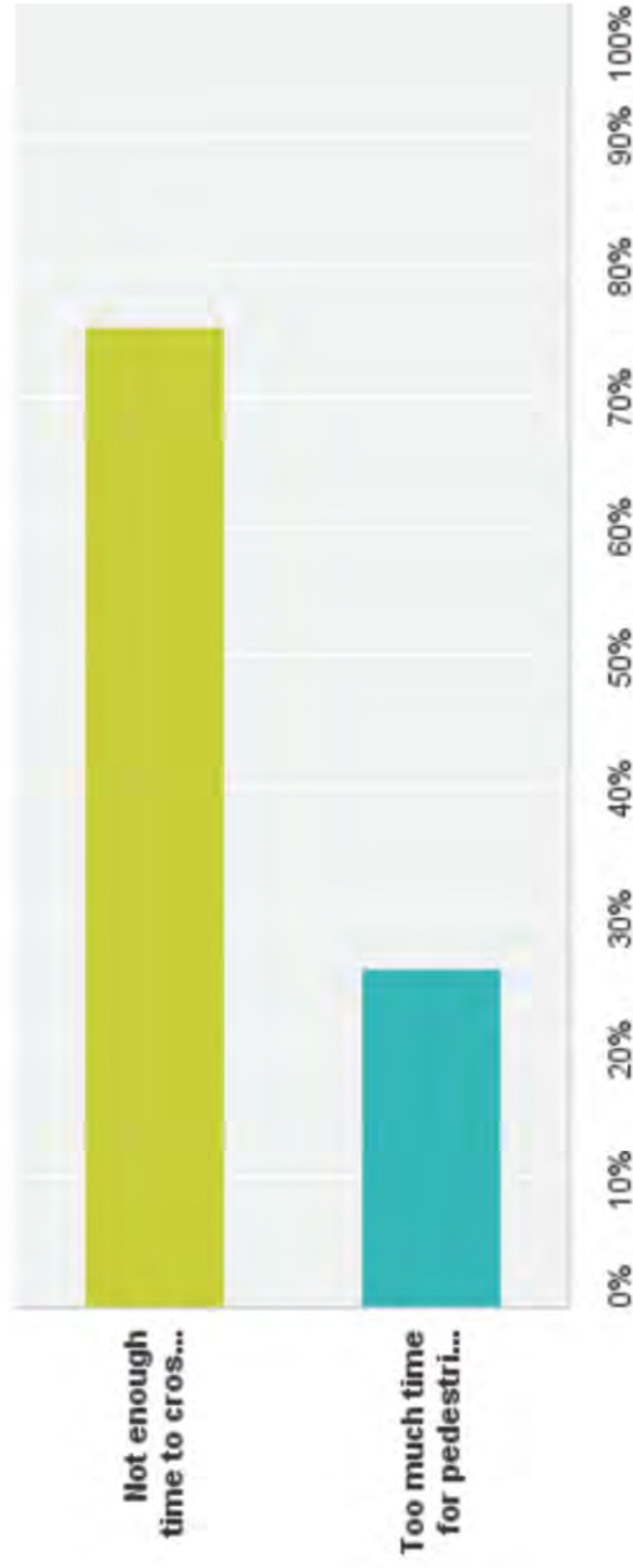
Answered: 285   Skipped: 498

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Please refer to Open-Ended Question  
Responses Section.



## Q12: Timing of crosswalk lights; please select all that apply

Answered: 252 Skipped: 531





Q12: Timing of crosswalk lights; please select all that apply

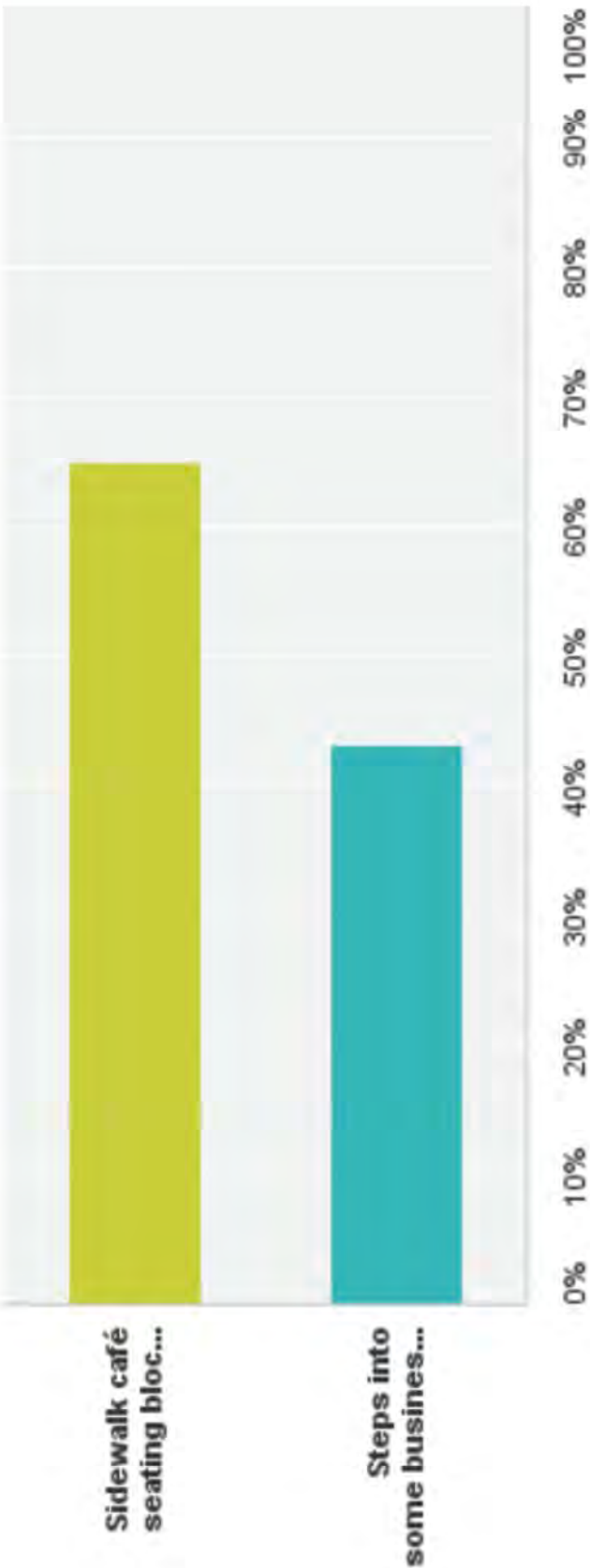
Answered: 252    Skipped: 531

Answer Choices	Responses	
Not enough time to cross the street	75%	190
Too much time for pedestrians to cross the street	26%	66
Total Respondents: 252		



Q13: Sidewalk access to businesses; please select all that apply

Answered: 74 Skipped: 709



Q13: Sidewalk access to businesses; please select all that apply

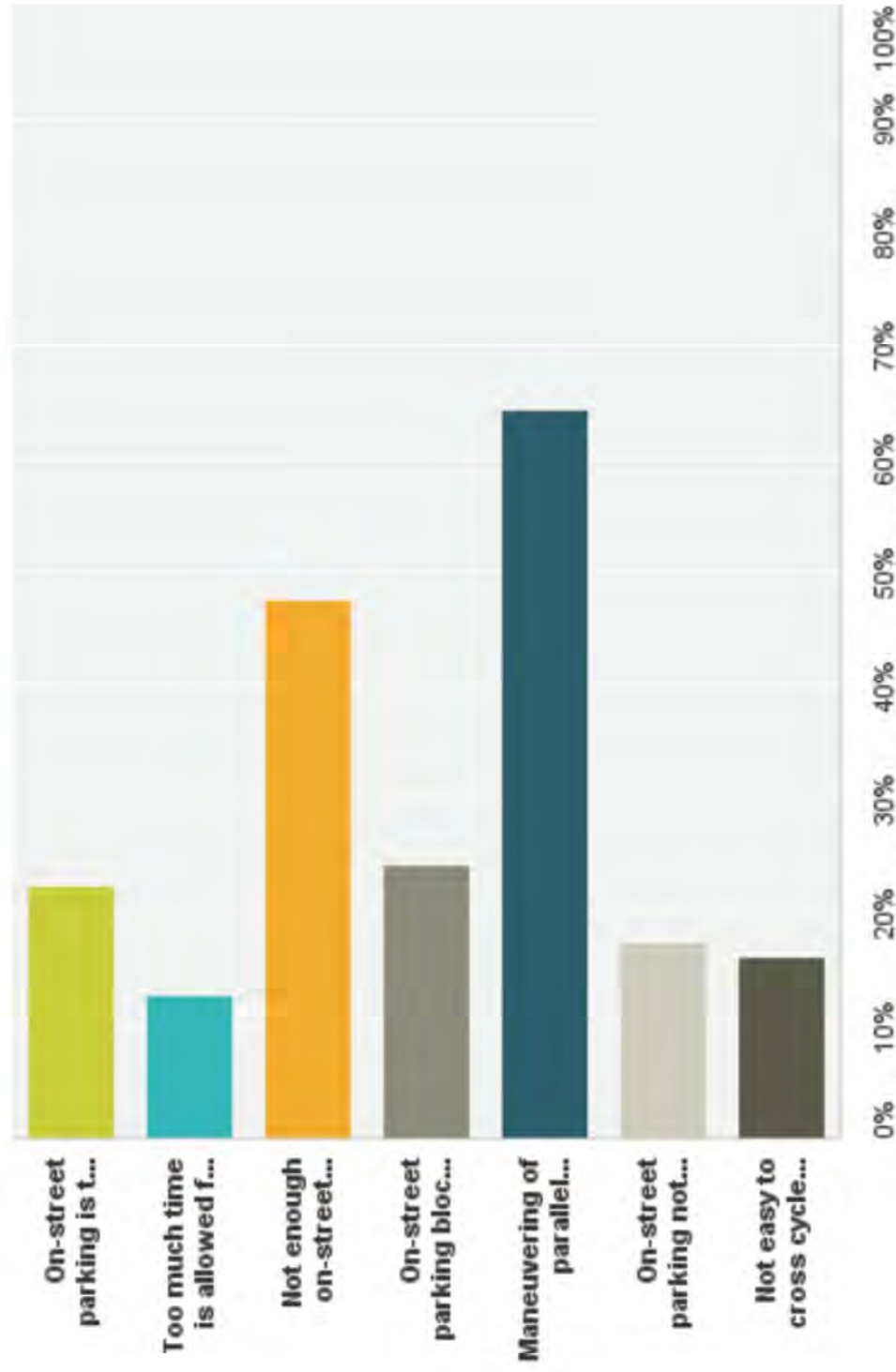
Answered: 74   Skipped: 709

Answer Choices	Responses
Sidewalk café seating blocks sidewalks	65% 48
Steps into some businesses make it difficult for me to enter	43% 32
Total Respondents: 74	



## Q14: Parking options; please select all that apply

Answered: 501 Skipped: 282



# Q14: Parking options; please select all that apply

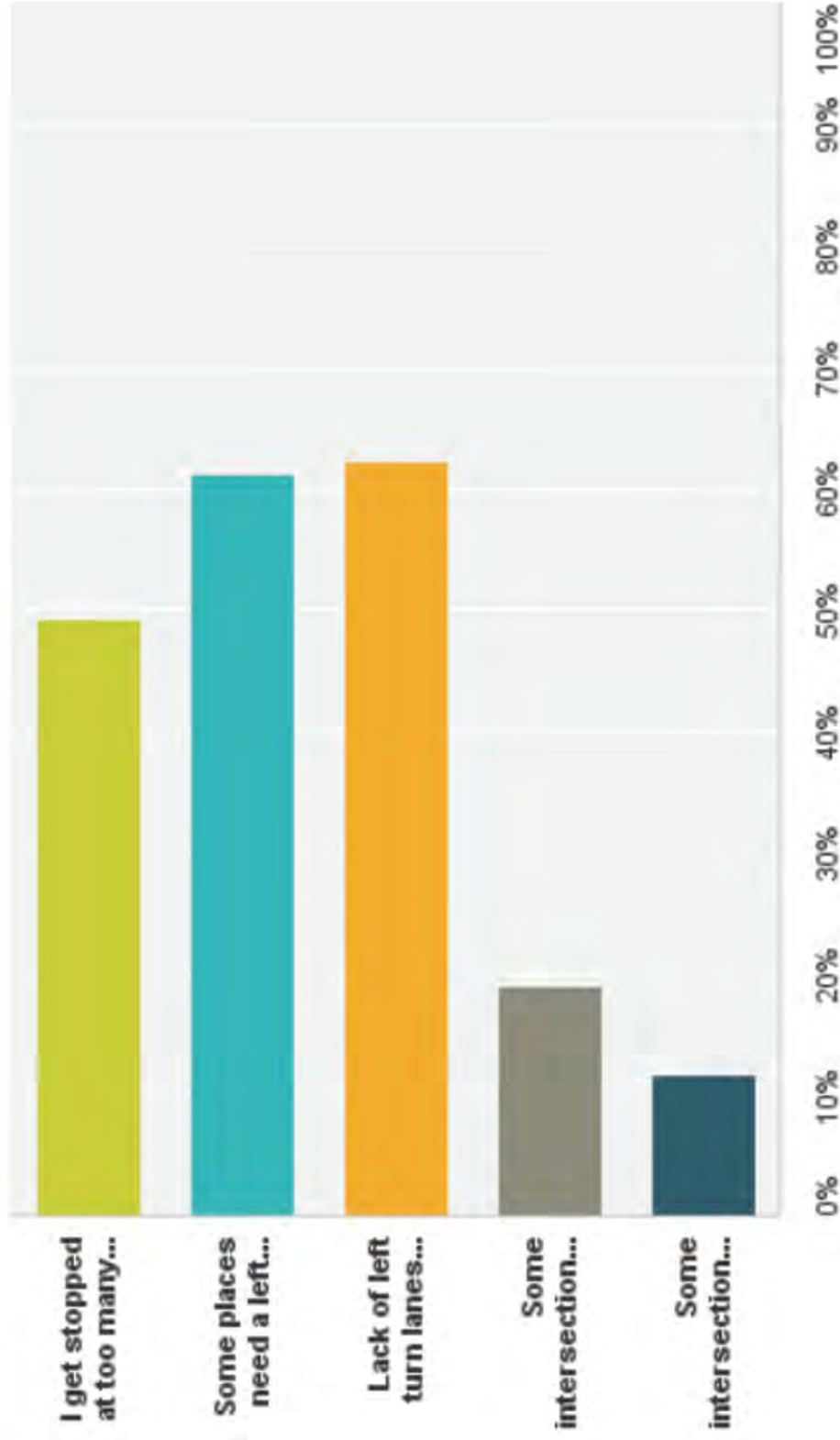
Answered: 501    Skipped: 282

Answer Choices	Responses	
On-street parking is too expensive	22%	112
Too much time is allowed for on-street parking	13%	64
Not enough on-street parking available	48%	238
On-street parking blocks bus stops	24%	121
Maneuvering of parallel parking delays traffic	64%	322
On-street parking not located near where I'm going	17%	87
Not easy to cross cycle track to reach on-street parking spaces	16%	81
Total Respondents: 501		



## Q15: Timing of traffic signals; please select all that apply

Answered: 457 Skipped: 326





Q15: Timing of traffic signals; please select all that apply

Answered: 457    Skipped: 326

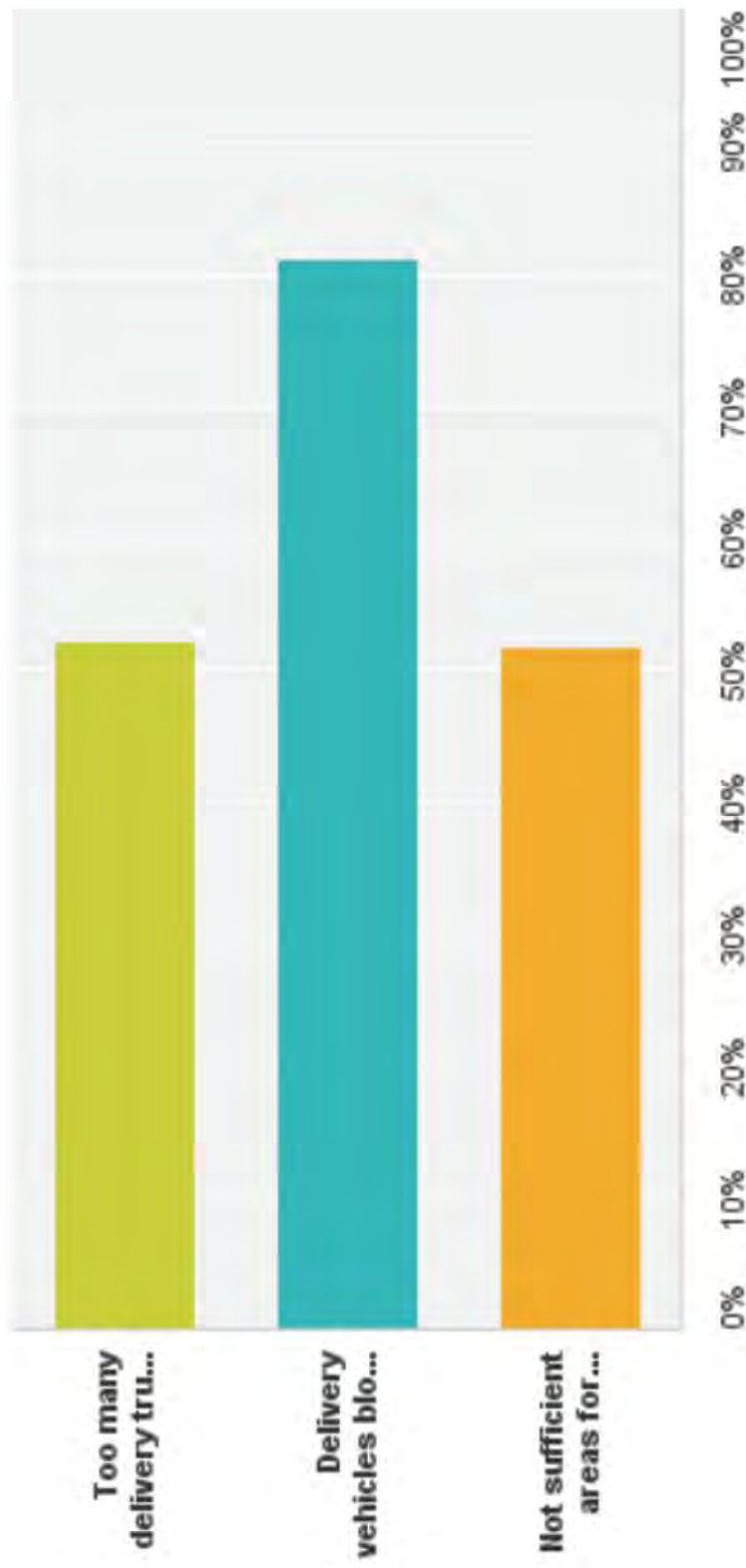
Answer Choices	Responses	
I get stopped at too many traffic signals on red	49%	225
Some places need a left turn arrow	61%	280
Lack of left turn lanes delays through traffic	62%	284
Some intersections without traffic signals need them	19%	87
Some intersections with traffic signals don't need them and can do with 4-way stop signs	12%	53
Total Respondents: 457		





## Q16: Delivery routes, or service entries; please select all that apply

Answered: 396 Skipped: 387



## Q16: Delivery routes, or service entries; please select all that apply

Answered: 396   Skipped: 387

Answer Choices	Responses	
Too many delivery trucks using the corridor	52%	207
Delivery vehicles block travel lanes when parked	81%	322
Not sufficient areas for delivery parking	52%	205
Total Respondents: 396		



## Q17: Buses/Shuttles; please select all that apply

Answered: 389 Skipped: 394



Q17: Buses/Shuttles; please select all that apply

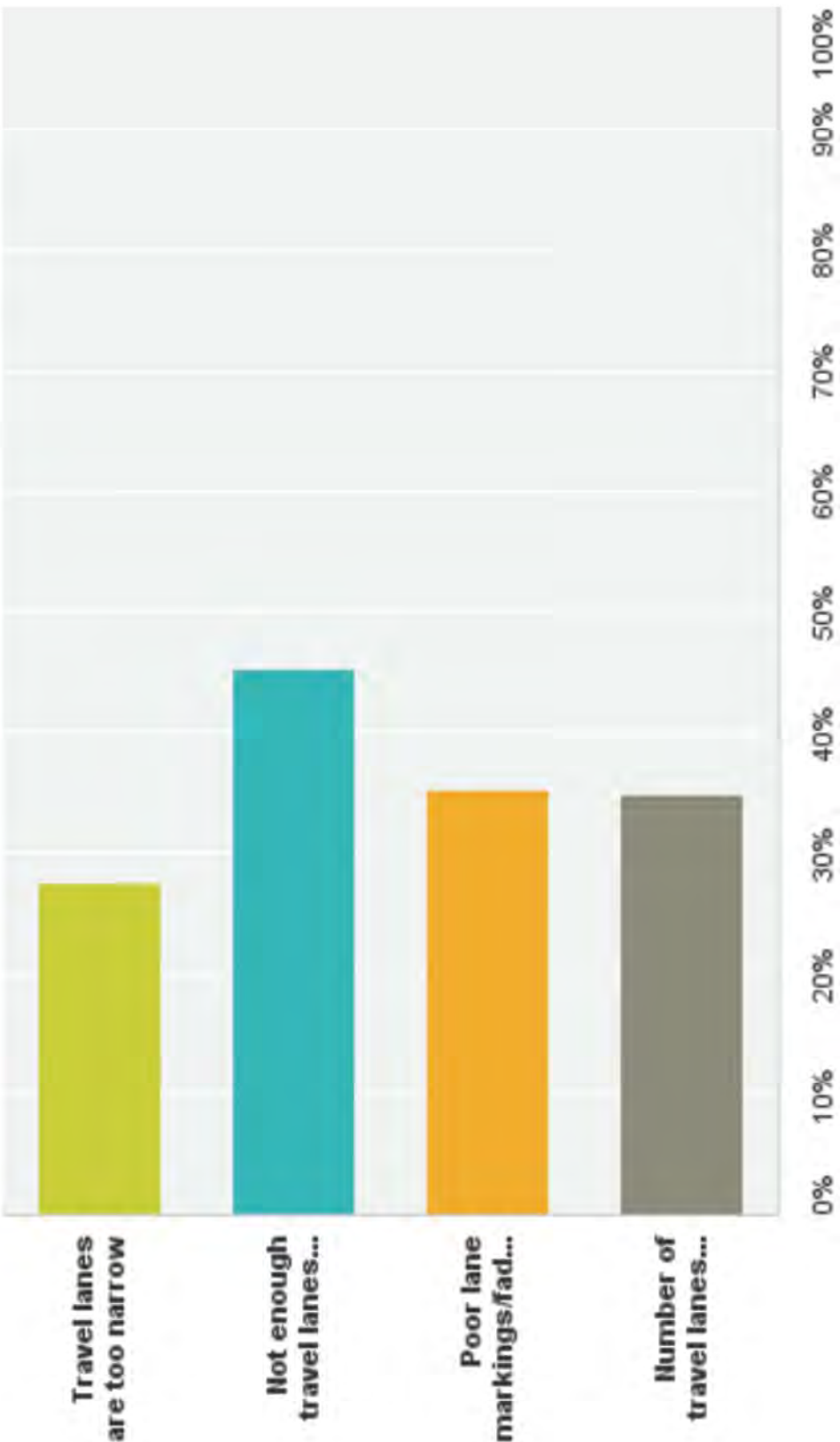
Answered: 389    Skipped: 394

Answer Choices	Responses	
Too many buses using the corridor	22%	84
Too many bus stops on the corridor	22%	84
Not enough bus stops on the corridor	16%	63
Buses delay traffic when they stop in lanes	81%	314
Total Respondents: 389		



Q18: Vehicle Travel Lanes; please select all that apply

Answered: 444 Skipped: 339



Q18: Vehicle Travel Lanes; please select all that apply

Answered: 444    Skipped: 339

Answer Choices	Responses	
Travel lanes are too narrow	27%	122
Not enough travel lanes for the amount of traffic	45%	201
Poor lane markings/faded lanes	35%	157
Number of travel lanes should be reduced	35%	155
Total Respondents: 444		





**Q19: Are there other functional items that could improve mobility, safety, and quality of life along the Guadalupe corridor? Please explain.**

Answered: 263 Skipped: 520

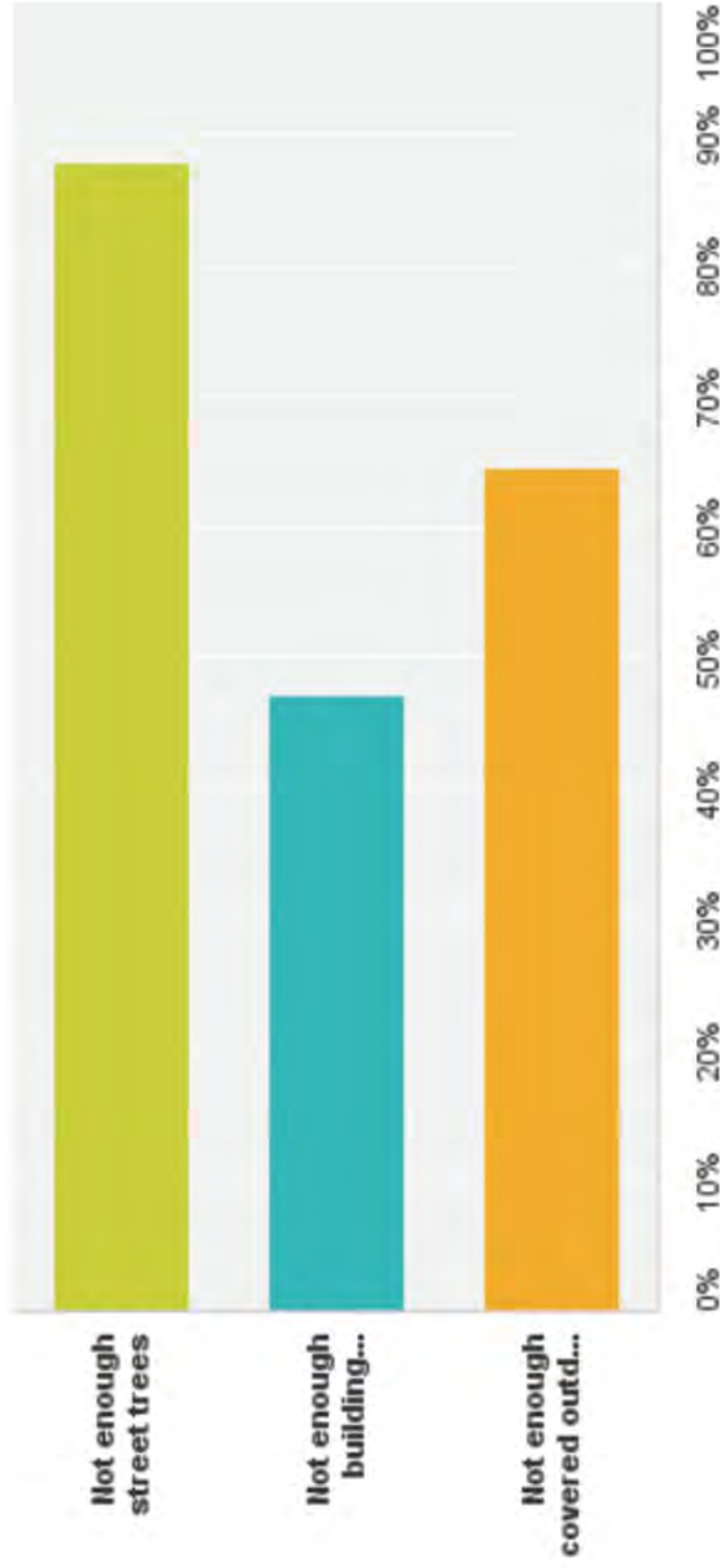
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Please refer to Open-Ended Question Responses Section.





## Q20: Shade – trees, canopy, awnings; please select all that apply

Answered: 563 Skipped: 220



Q20: Shade – trees, canopy, awnings; please select all that apply

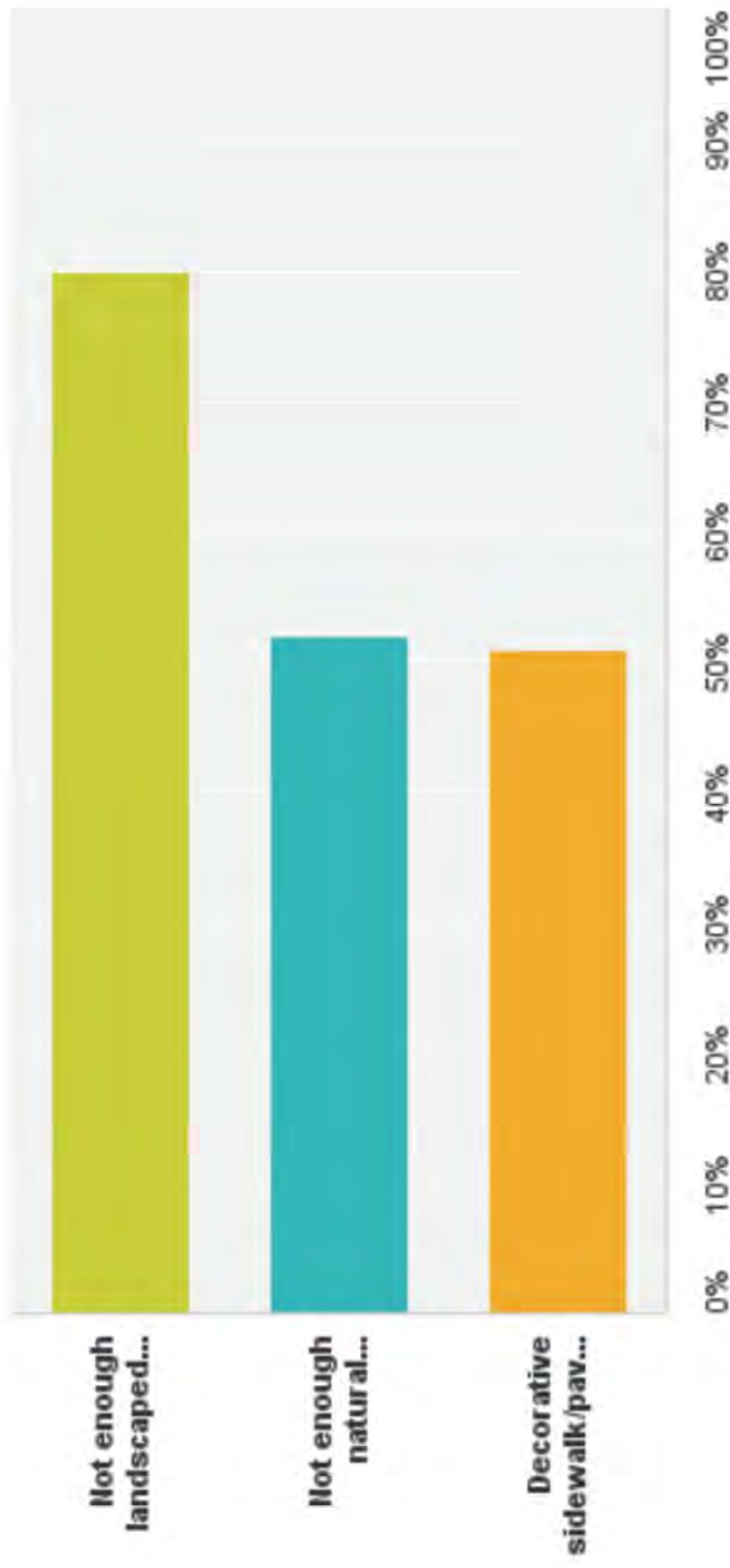
Answered: 563    Skipped: 220

Answer Choices	Responses	
Not enough street trees	88%	495
Not enough building canopies/awnings	47%	266
Not enough covered outdoor areas, seating areas	64%	363
Total Respondents: 563		



## Q21: Landscaping and pavement materials; please select all that apply

Answered: 460 Skipped: 323



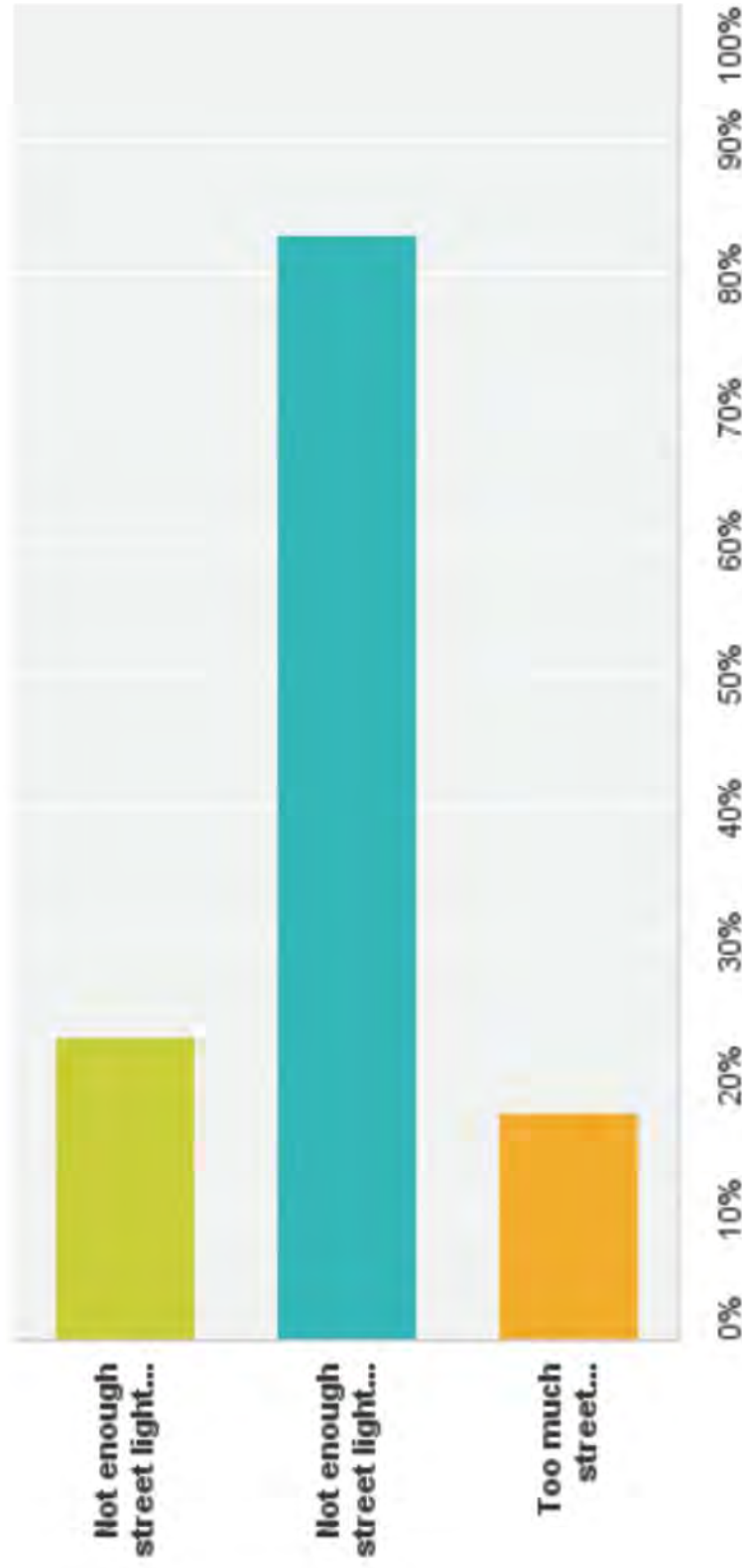
## Q21: Landscaping and pavement materials; please select all that apply

Answered: 460 Skipped: 323

Answer Choices	Responses
Not enough landscaped areas along the street	80% 368
Not enough natural drainage areas (bioswales)	52% 239
Decorative sidewalk/pavement is needed	51% 234
Total Respondents: 460	

## Q22: Lighting on streets and sidewalks; please select all that apply

Answered: 303 Skipped: 480



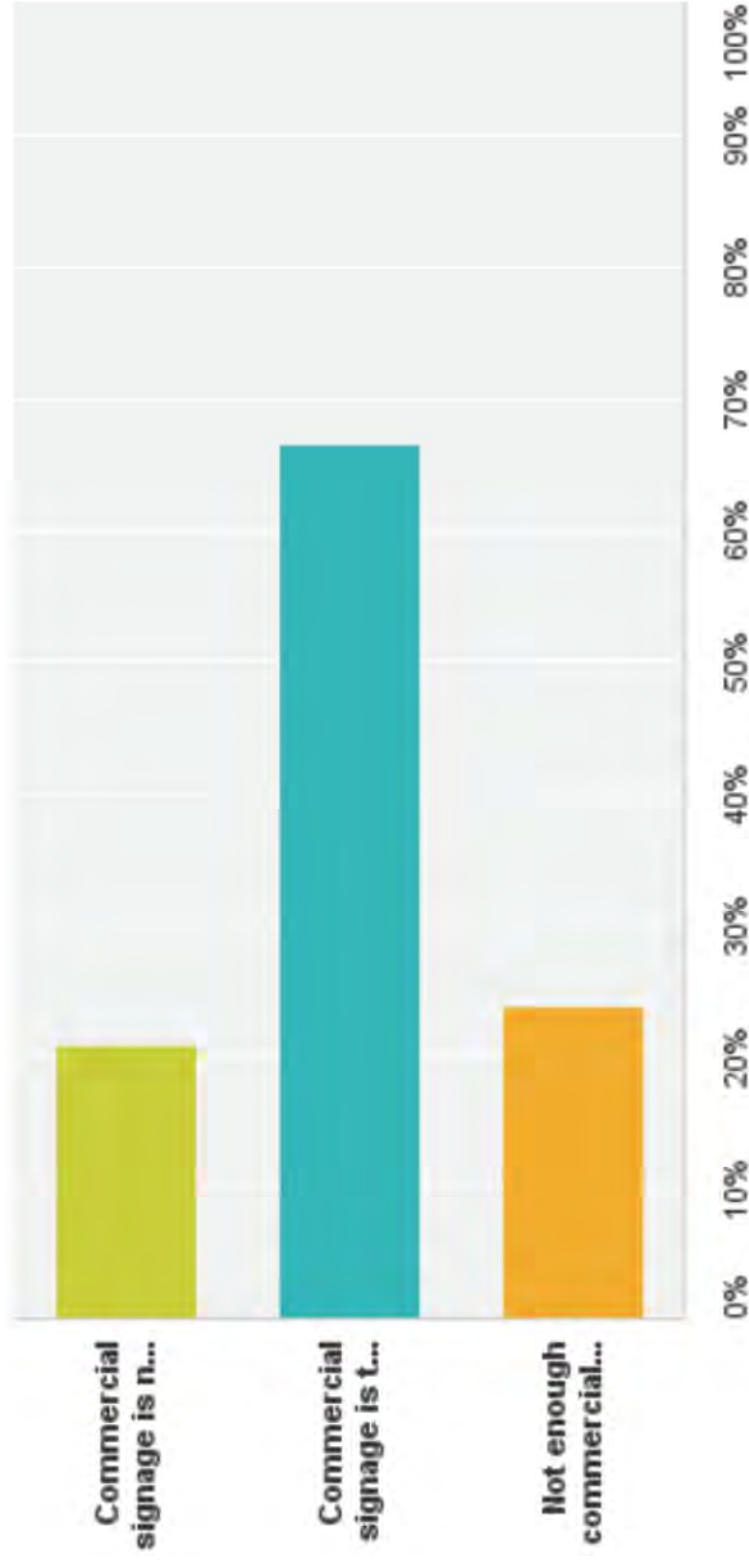
## Q22: Lighting on streets and sidewalks; please select all that apply

Answered: 303 Skipped: 480

Answer Choices	Responses	
Not enough street lighting for vehicles	23%	69
Not enough street lighting for pedestrians	83%	251
Too much street lighting/light pollution	17%	52
Total Respondents: 303		

## Q23: Commercial signage visibility

Answered: 201 Skipped: 582





# Q23: Commercial signage visibility

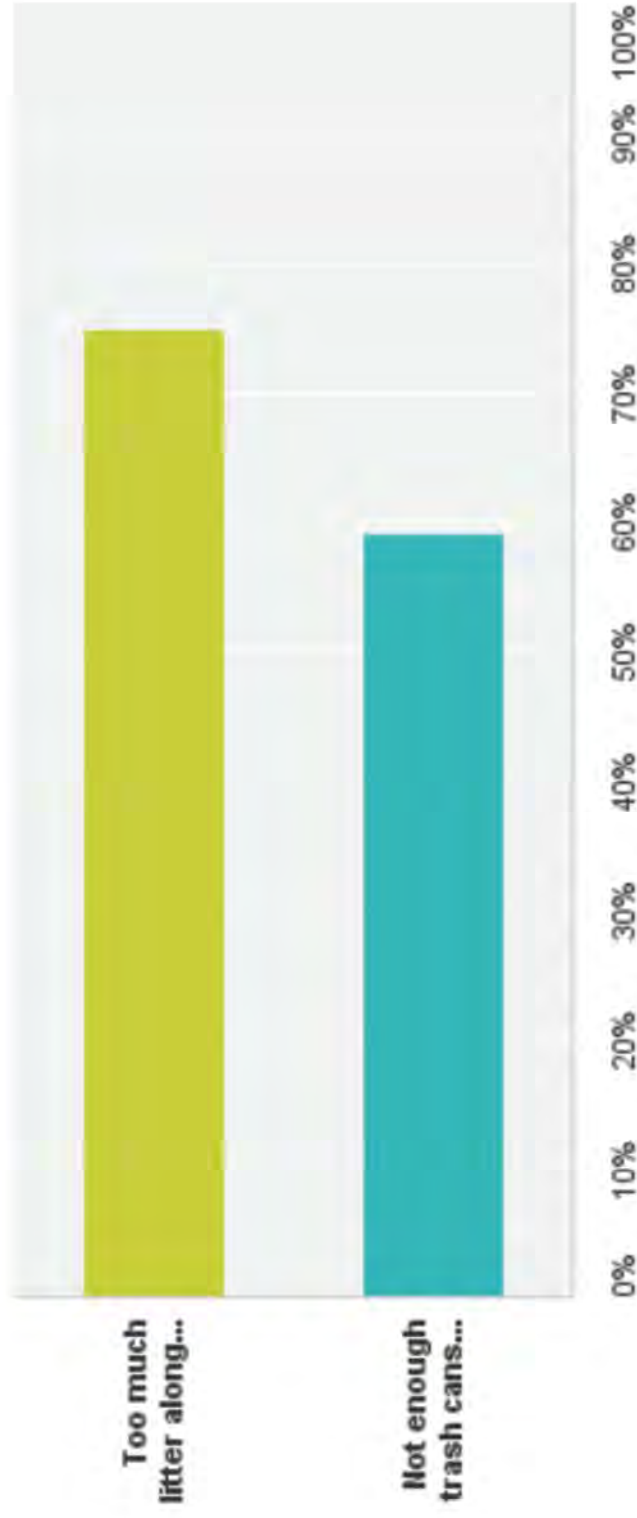
Answered: 201    Skipped: 582

Answer Choices	Responses	
Commercial signage is not clearly visible	21%	42
Commercial signage is too large/too frequent/unattractive	67%	134
Not enough commercial wayfinding signage	24%	48
Total Respondents: 201		



## Q24: Street and sidewalk litter; please select all that apply

Answered: 382 Skipped: 401



Q24: Street and sidewalk litter; please select all that apply

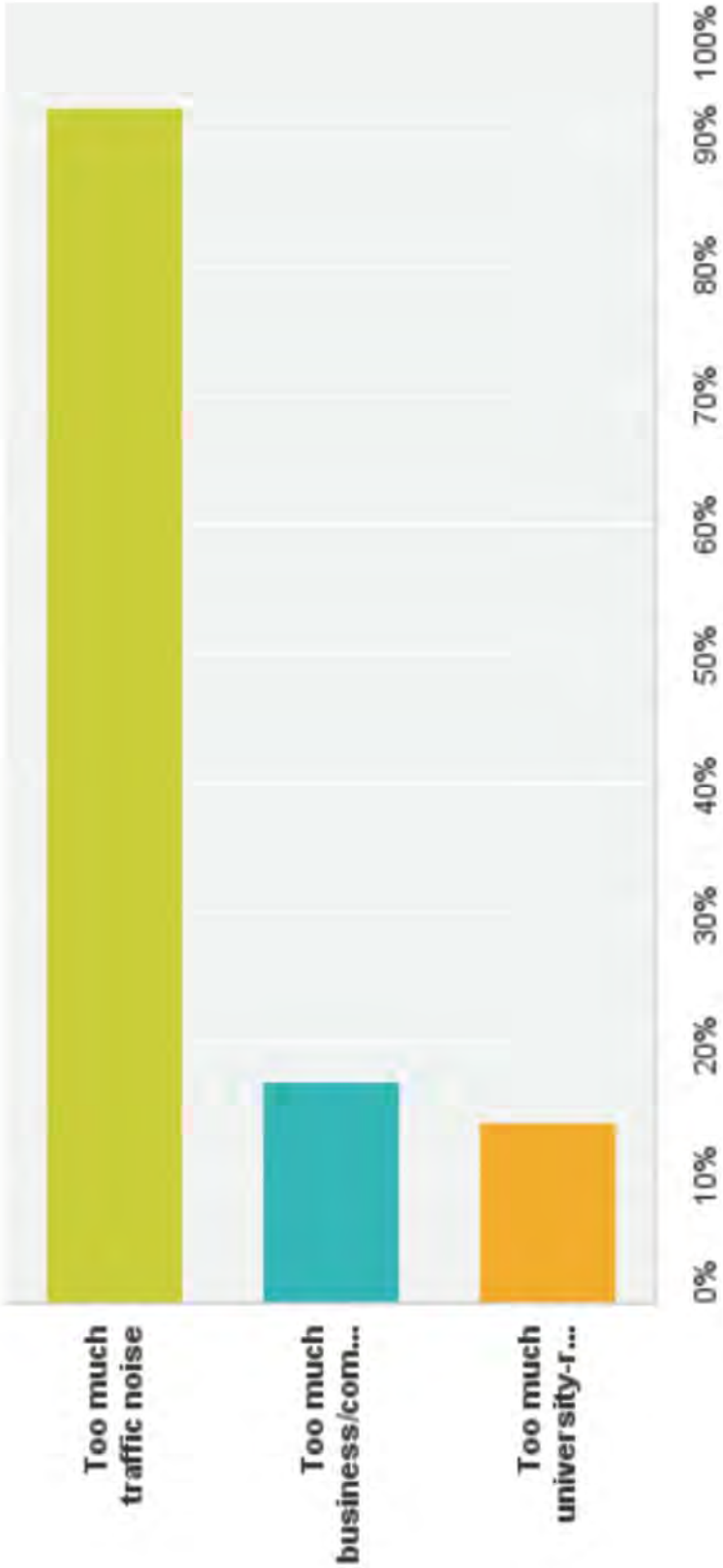
Answered: 382    Skipped: 401

Answer Choices	Responses
Too much litter along the street/sidewalks	75% 286
Not enough trash cans along the corridor	59% 226
Total Respondents: 382	



Q25: Noise pollution control; please select all that apply

Answered: 228 Skipped: 555



Q25: Noise pollution control; please select all that apply

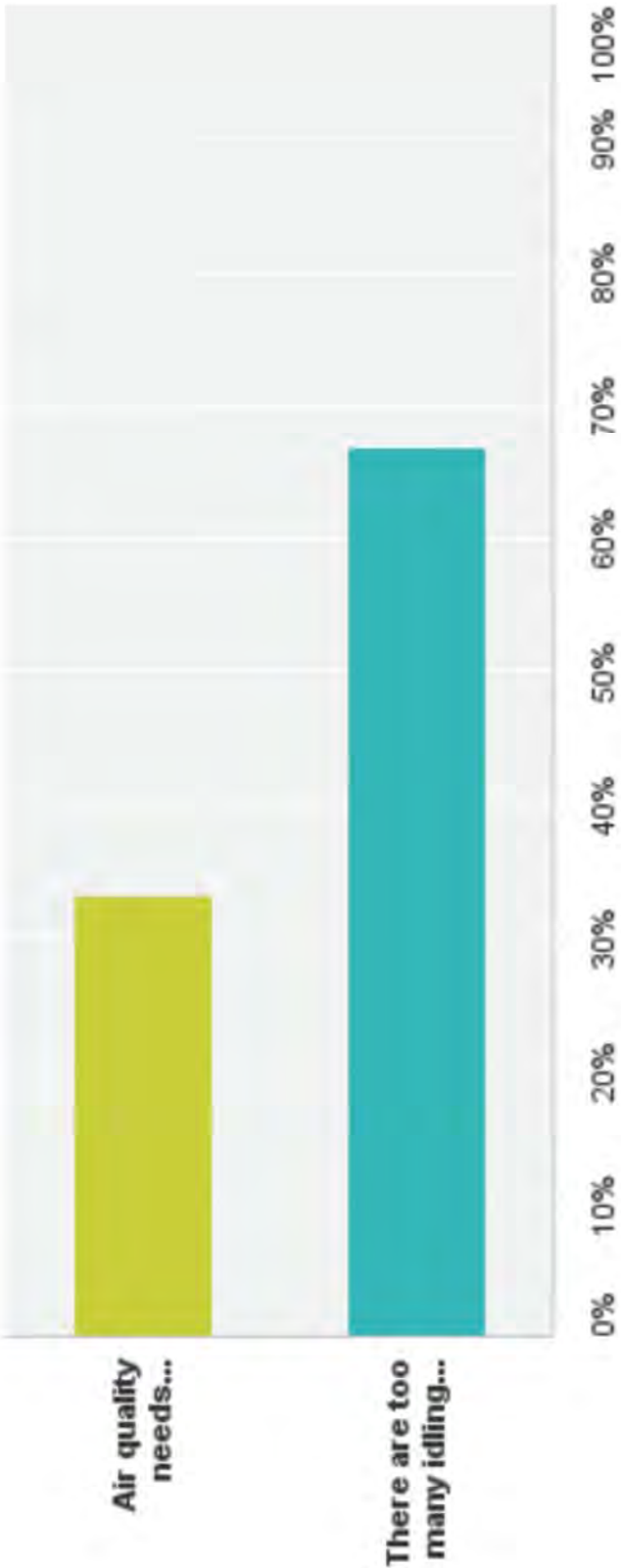
Answered: 228    Skipped: 555

Answer Choices	Responses	
Too much traffic noise	92%	210
Too much business/commercial noise	17%	39
Too much university-related noise	14%	32
Total Respondents: 228		



**Q26: Air quality or air pollution; please select all that apply**

Answered: 365   Skipped: 418



Q26: Air quality or air pollution; please select all that apply

Answered: 365    Skipped: 418

Answer Choices	Responses	
Air quality needs improvement	33%	121
There are too many idling vehicles causing air pollution	67%	244
Total		365





**Q27: Are there other aesthetic items that could improve mobility, safety, and quality of life along the Guadalupe corridor? Please explain.**

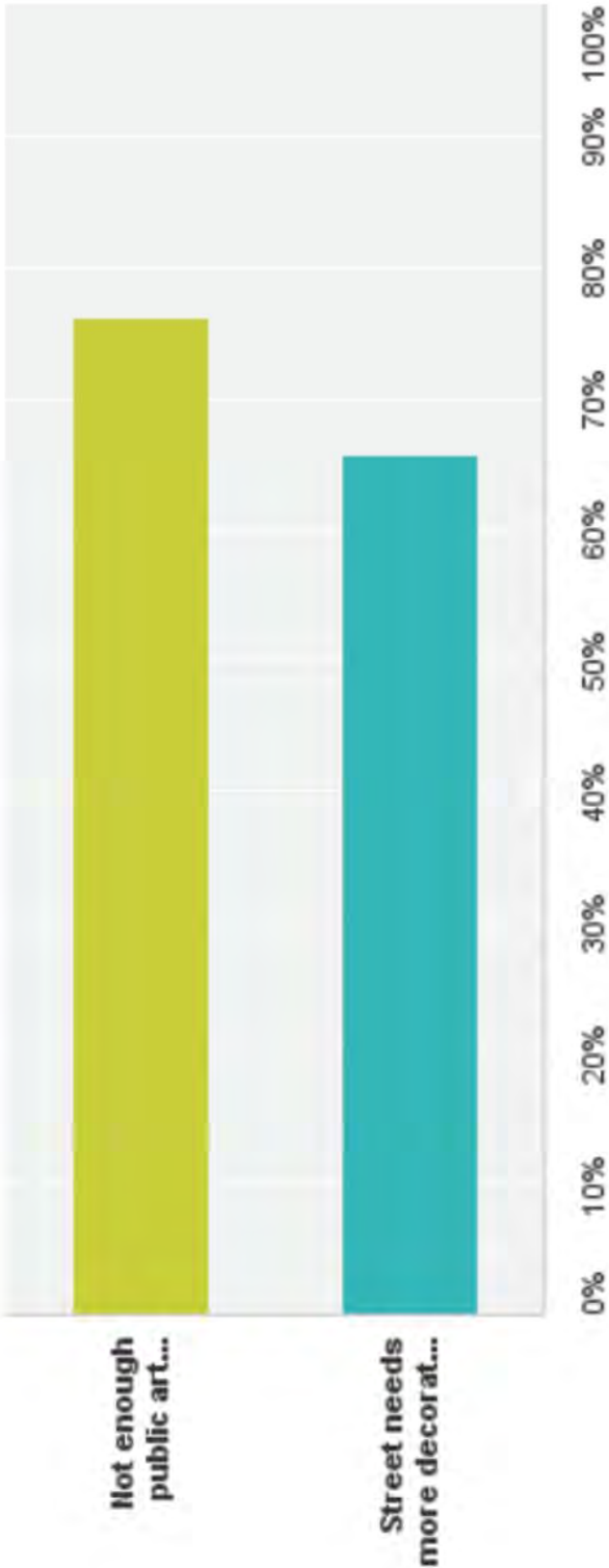
Answered: 163   Skipped: 620

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Please refer to Open-Ended Question  
Responses Section.



**Q28: Public art; please select all that apply**

Answered: 455    Skipped: 328



Q28: Public art; please select all that apply

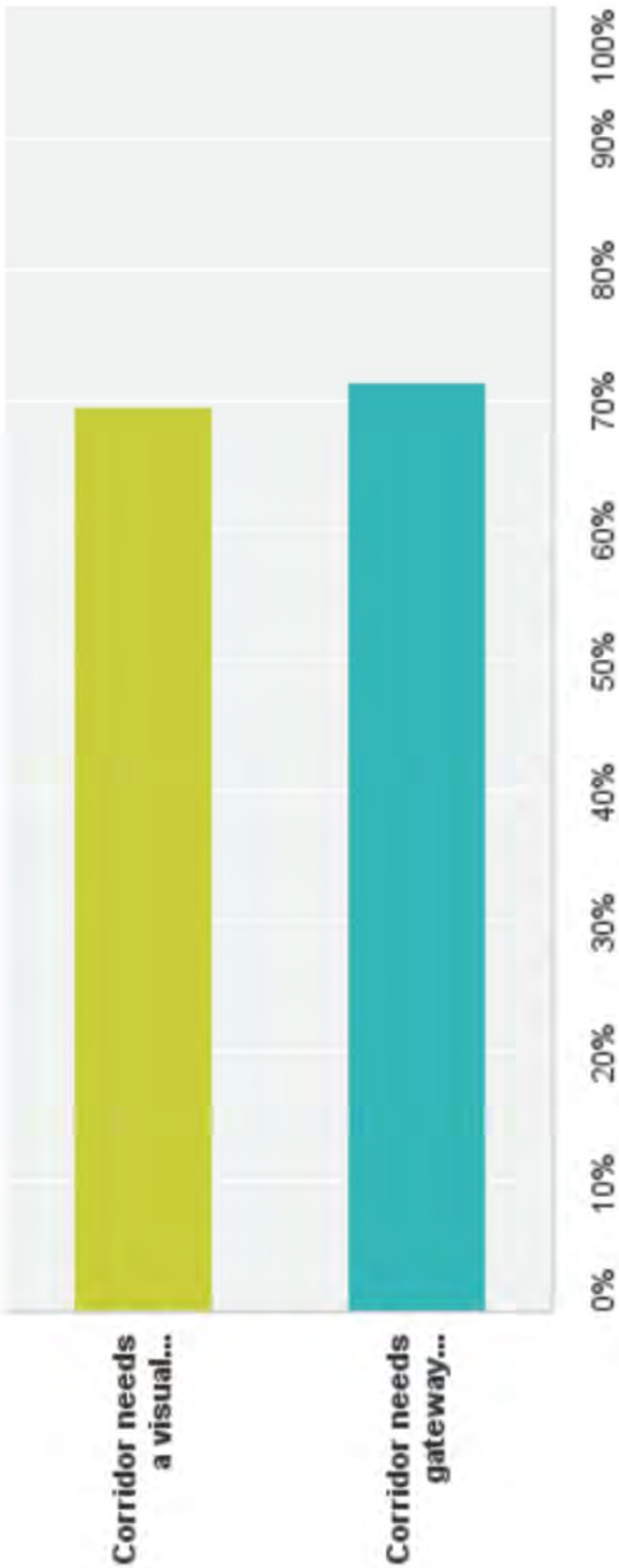
Answered: 455    Skipped: 328

Answer Choices	Responses	
Not enough public art installations	76%	347
Street needs more decorative lighting, pole signs, tree grates, etc.	66%	299
Total Respondents: 455		



Q29: Corridor identity; please select all that apply

Answered: 301 Skipped: 482



Q29: Corridor identity; please select all that apply

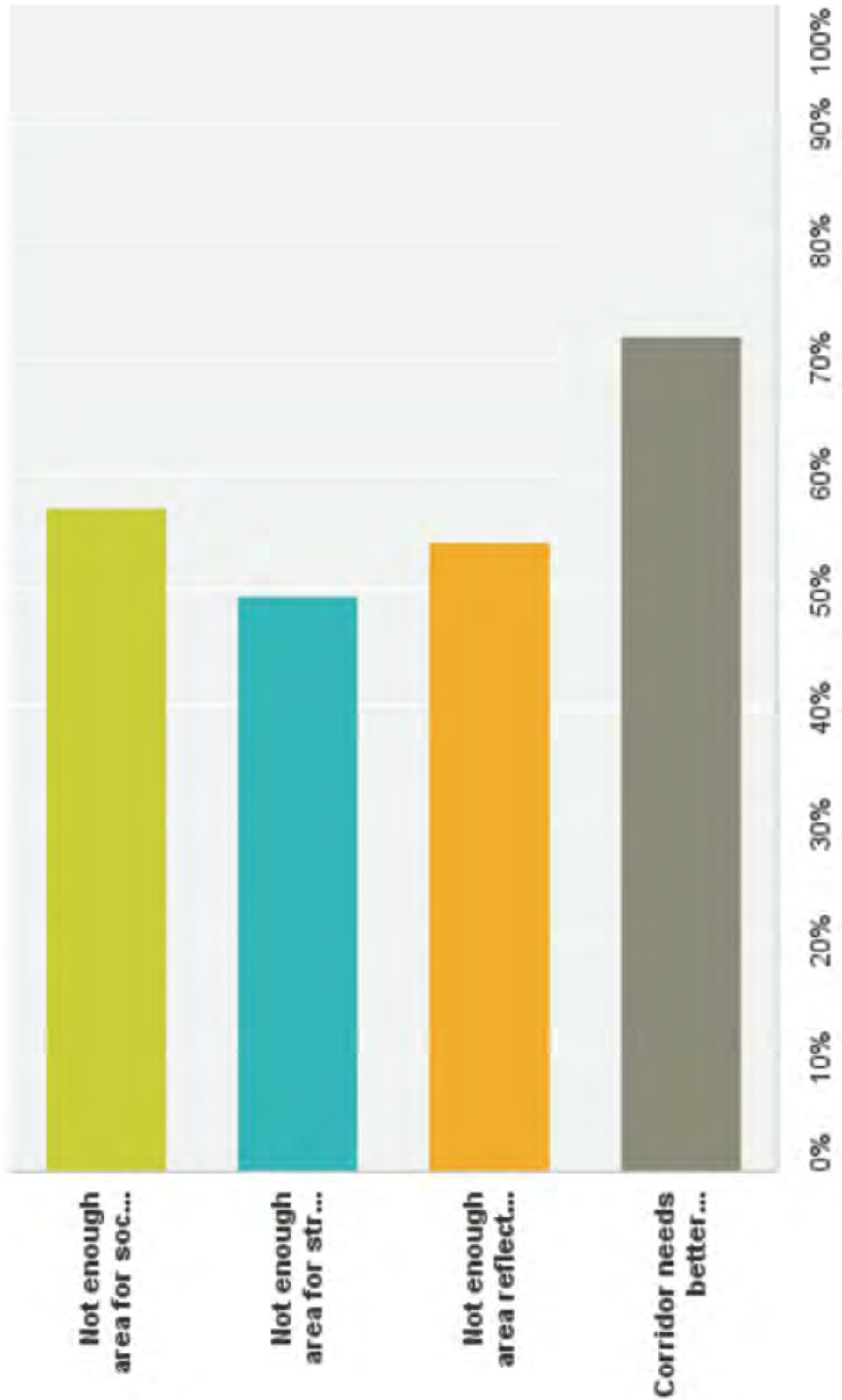
Answered: 301    Skipped: 482

Answer Choices	Responses	
Corridor needs a visual "brand" or theme	69%	209
Corridor needs gateway features to identify entrances to the area	71%	215
Total Respondents: 301		



Q30: Cultural character and activity; please select all that apply

Answered: 469    Skipped: 314



Q30: Cultural character and activity; please select all that apply

Answered: 469    Skipped: 314

Answer Choices	Responses	
Not enough area for social gathering	57%	267
Not enough area for street performance, artist activity	49%	232
Not enough area reflecting the area's history	54%	254
Corridor needs better architectural and urban design standards	72%	337
Total Respondents: 469		





## Q31: What other items or changes could improve, preserve, enhance the cultural character of the Guadalupe corridor?

Answered: 161 Skipped: 622

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Please refer to Open-Ended Question Responses Section.



# Health Impact Assessment Map for Q32-38



# Q32: Where do you live on this map?

Answered: 693    Skipped: 90

Answer Choices	Responses
I live outside of the blocks shown on the map	64% 443
Block A	6% 40
Block B	5% 38
Block C	1% 8
Block D	2% 15
Block E	2% 12
Block F	1% 7
Block G	2% 15
Block H	1% 5
Block I	2% 13
Block J	1% 7
Block K	1% 6
Block L	2% 15
Block M	3% 20
Block N	3% 18
Block O	2% 12
Block P	3% 24
Block Q	4% 26
Total Respondents: 693	



## Q33: Where do you commute to for work or school on this map?

Answered: 693 Skipped: 90

Answer Choices	Responses
I work or commute outside of the blocks shown on the map	36% 248
I don't currently work or commute	6% 43
Block A	8% 57
Block B	5% 33
Block C	3% 18
Block D	3% 19
Block E	3% 24
Block F	3% 19
Block G	8% 57
Block H	8% 54
Block I	4% 29
Block J	2% 14
Block K	3% 21
Block L	10% 70
Block M	36% 251
Block N	3% 18
Block O	4% 27
Block P	14% 95
Block Q	15% 104
Total Respondents: 693	

**Q34: In which corridor section(s) on the study area map do you feel unsafe because of traffic, and for which travel mode? Please tell us why you feel unsafe for each selection.**

Answered: 485    Skipped: 298

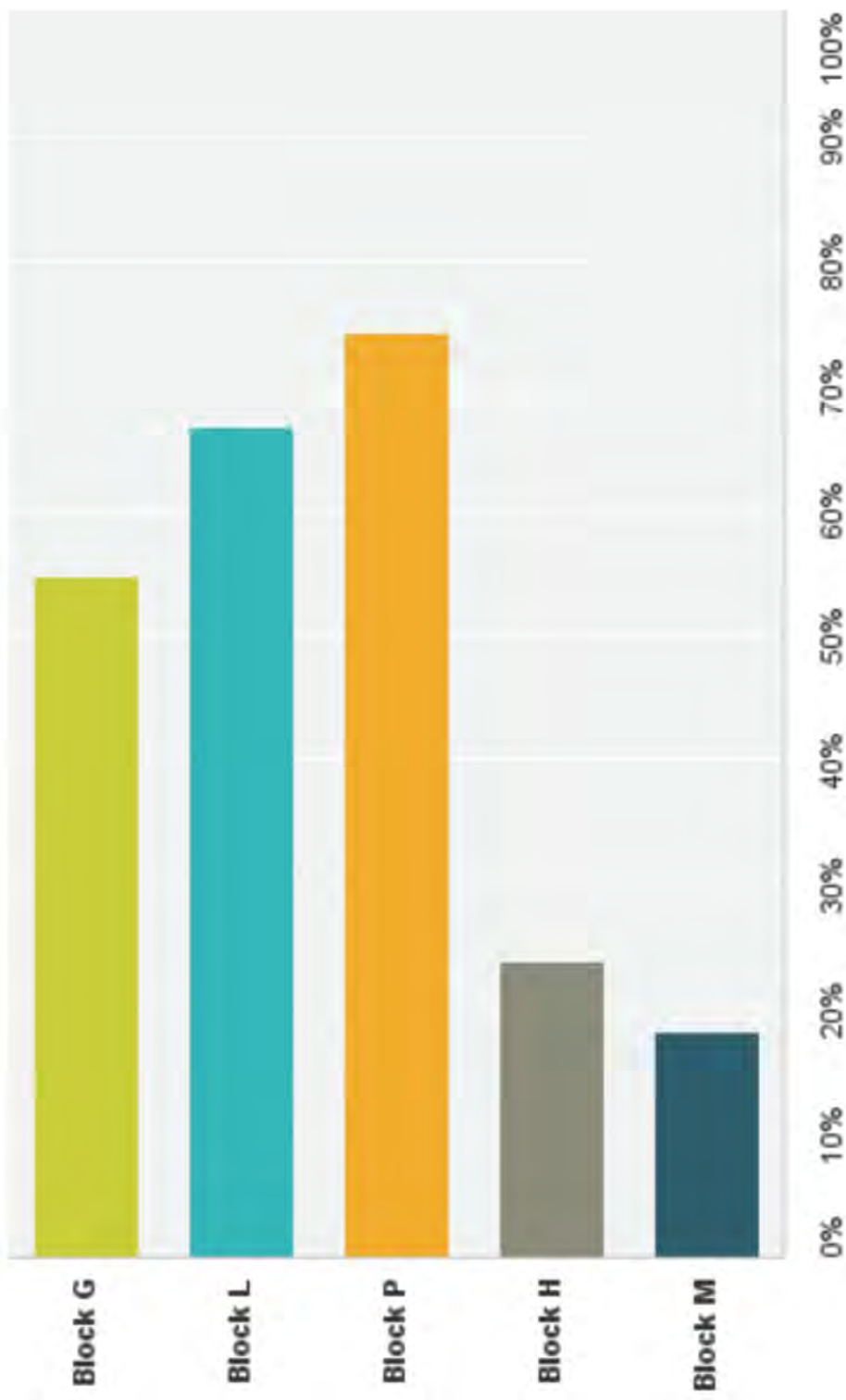
	Drive	Bike	Walk	Transit	Total Respondents
Block G	28% 102	72% 264	43% 158	5% 19	366
Block L	37% 111	63% 189	41% 125	6% 19	302
Block P	35% 109	59% 185	49% 153	8% 26	312
Block H	22% 55	71% 178	47% 116	6% 16	249
Block M	31% 66	64% 136	44% 93	7% 14	212





# Q35: In which corridor block(s) on the study area map do you feel unsafe because of crime?

Answered: 214 Skipped: 569



**Q35: In which corridor block(s) on the study area map do you feel unsafe because of crime?**

Answered: 214   Skipped: 569

Answer Choices	Responses	
Block G	55%	117
Block L	67%	143
Block P	74%	159
Block H	24%	51
Block M	18%	39
Total Respondents: 214		





**Q36: Are there specific blocks on the study area map (i.e.; intersections, crosswalks, sidewalks) that could be improved? Please explain:**

Answered: 201   Skipped: 582

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Please refer to Open-Ended Question  
Responses Section.



**Q37: How often do you get to your regular commute destination (work or school) by:**

Answered: 624 Skipped: 159

	<b>Never</b>	<b>Sometimes</b>	<b>Always</b>	<b>Total</b>
Walking	<b>34%</b> 160	<b>46%</b> 219	<b>20%</b> 95	474
Bike	<b>35%</b> 165	<b>41%</b> 192	<b>24%</b> 113	470
Driving	<b>17%</b> 93	<b>51%</b> 273	<b>32%</b> 171	537
Transit	<b>27%</b> 127	<b>58%</b> 270	<b>15%</b> 71	468



**Q38: Given ideal conditions through the Guadalupe corridor for each travel mode below, how often would you get to work or school by:**

Answered: 612   Skipped: 171

	<b>Never</b>	<b>Sometimes</b>	<b>Always</b>	<b>Total</b>
Walking	<b>30%</b> 133	<b>44%</b> 194	<b>25%</b> 110	437
Bike	<b>20%</b> 95	<b>37%</b> 171	<b>43%</b> 201	467
Driving	<b>30%</b> 132	<b>46%</b> 206	<b>24%</b> 107	445
Transit	<b>17%</b> 78	<b>54%</b> 247	<b>29%</b> 130	455



## Q39: Name (first and last)

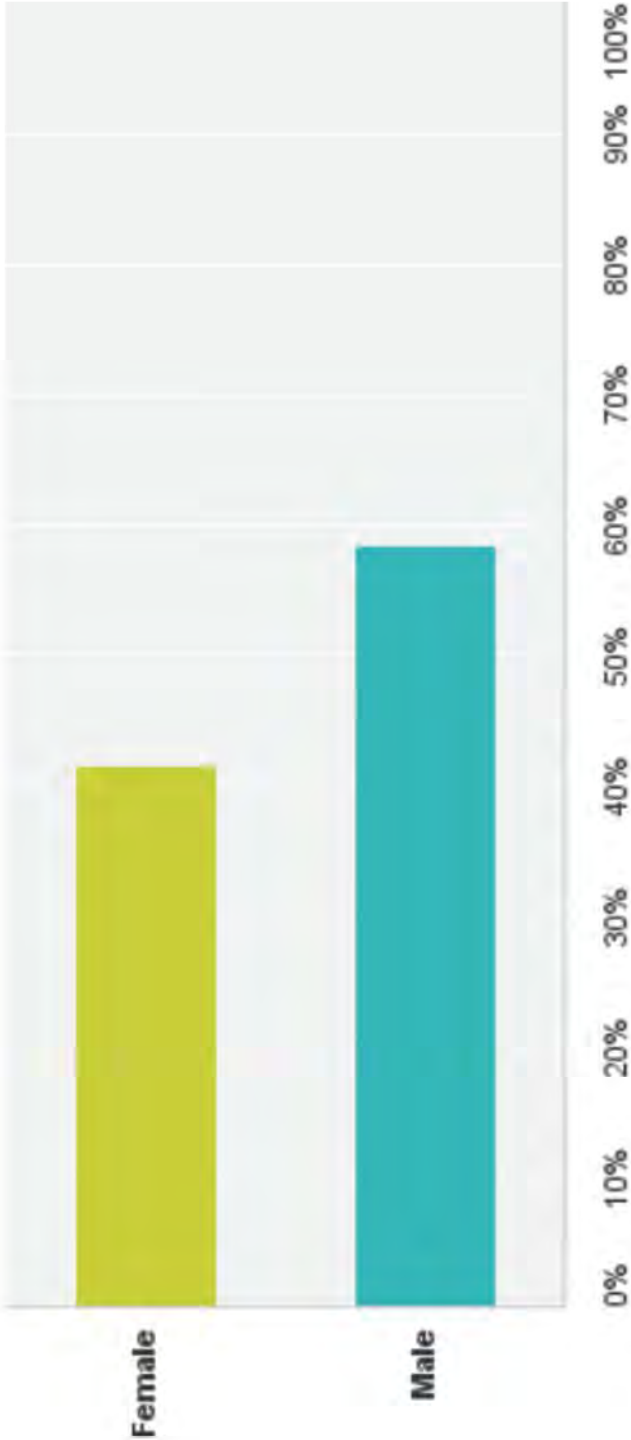
Answered: 644 Skipped: 139

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# Q40: Gender

Answered: 623 Skipped: 160



# Q40: Gender

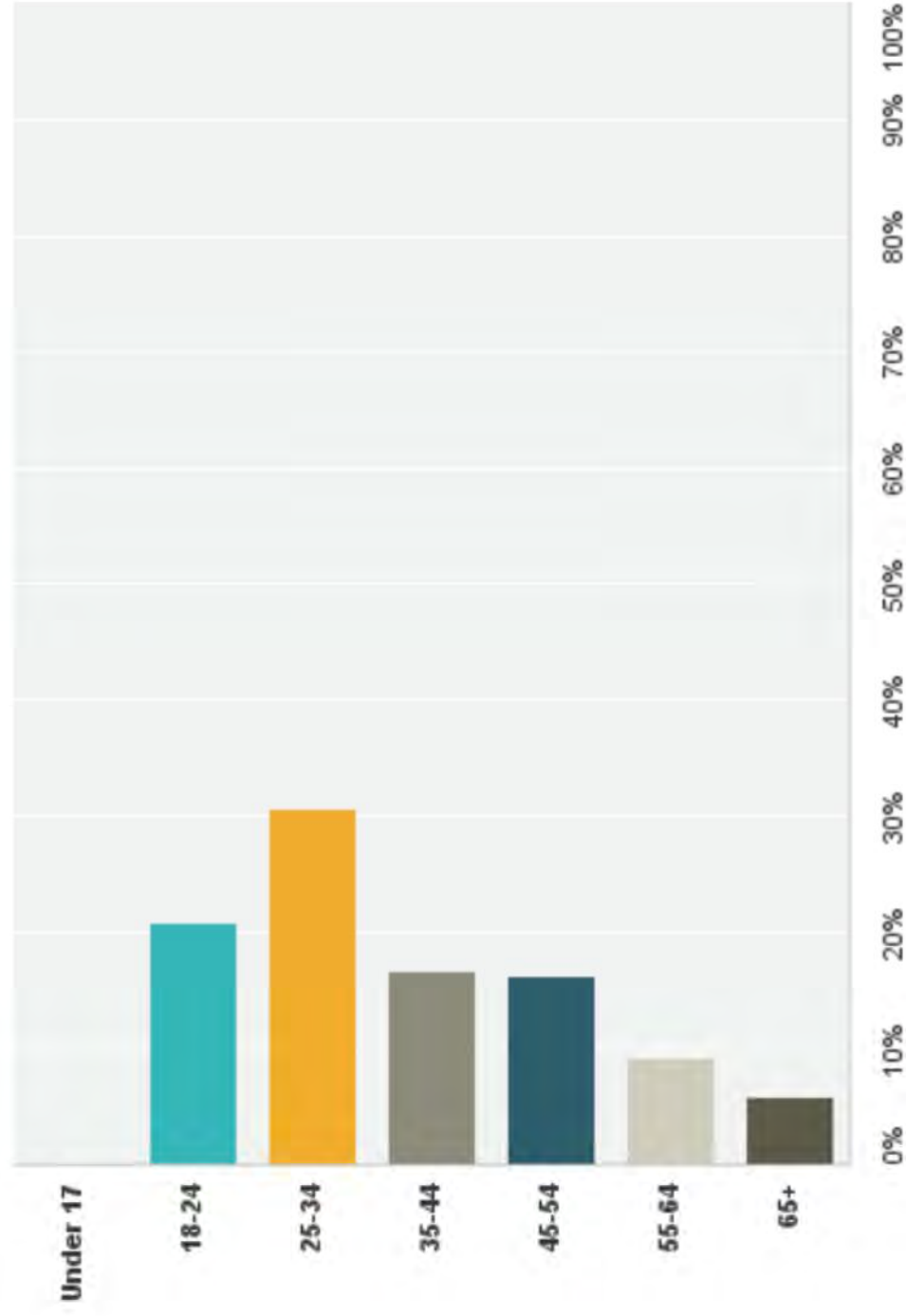
Answered: 623    Skipped: 160

Answer Choices	Responses	
Female	42%	259
Male	58%	364
Total		623



## Q41: Age Group

Answered: 625 Skipped: 158





# Q41: Age Group

Answered: 625    Skipped: 158

Answer Choices	Responses	
Under 17	0%	1
18-24	21%	131
25-34	31%	192
35-44	17%	104
45-54	16%	102
55-64	9%	58
65+	6%	37
Total		625



# Q42: Home Zip Code

Answered: 645    Skipped: 138

Top 10 Zip Codes	Responses	
78705	110	17%
78701	102	16%
78712	77	12%
78704	23	4%
78702	15	2%
78751	14	2%
78703	12	2%
78758	11	2%
78756	10	2%
78757	9	1%



# Q43: Work Zip Code

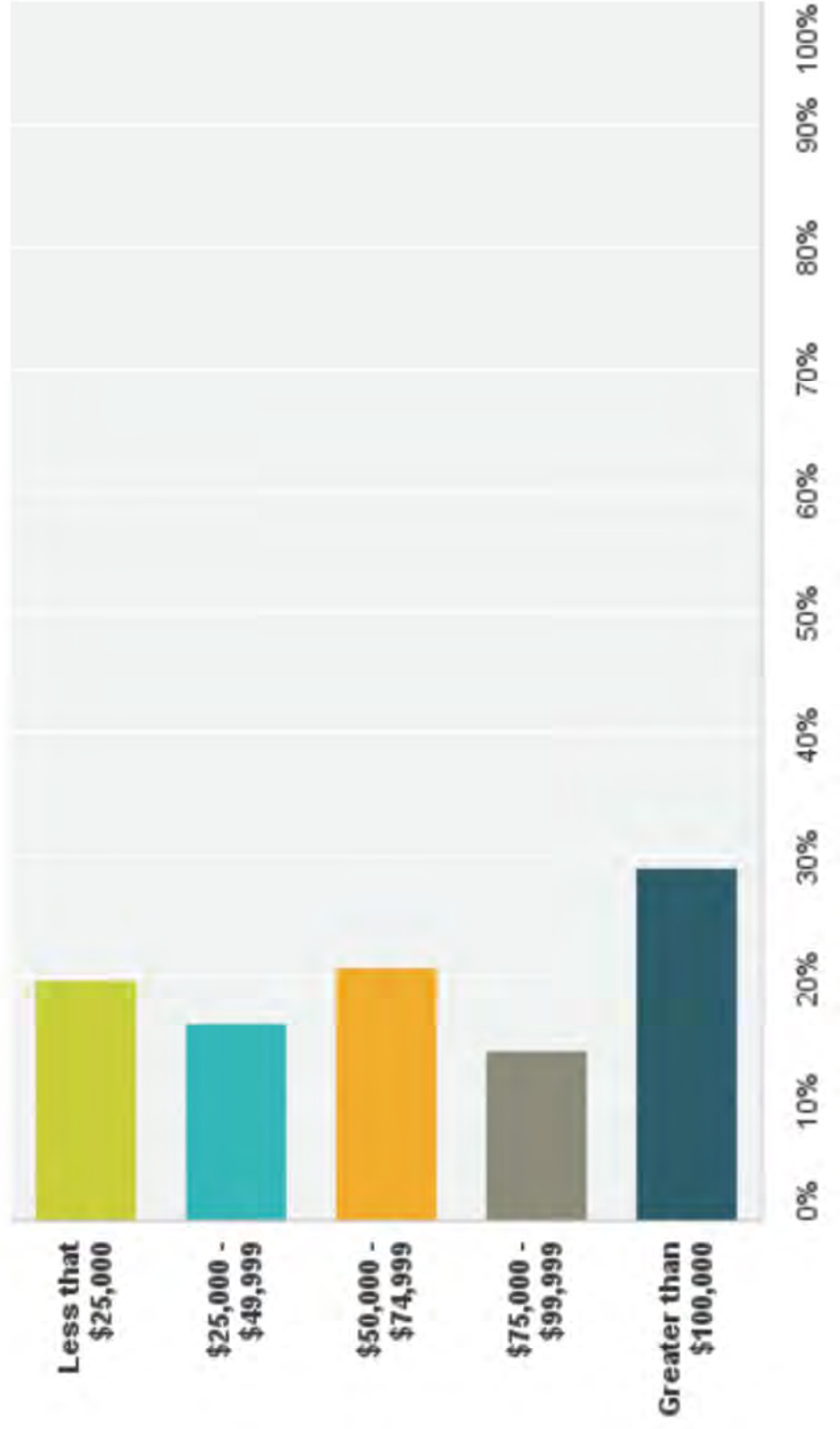
Answered: 473    Skipped: 310

Top 10 Zip Codes	Responses	
78705	170	36%
78751	64	14%
78704	38	8%
78757	35	7%
78702	25	5%
78731	23	5%
78703	22	5%
78723	19	4%
78701	18	4%
78745	17	4%



## Q44: Approximate Household Income

Answered: 561 Skipped: 222



# Q44: Approximate Household Income

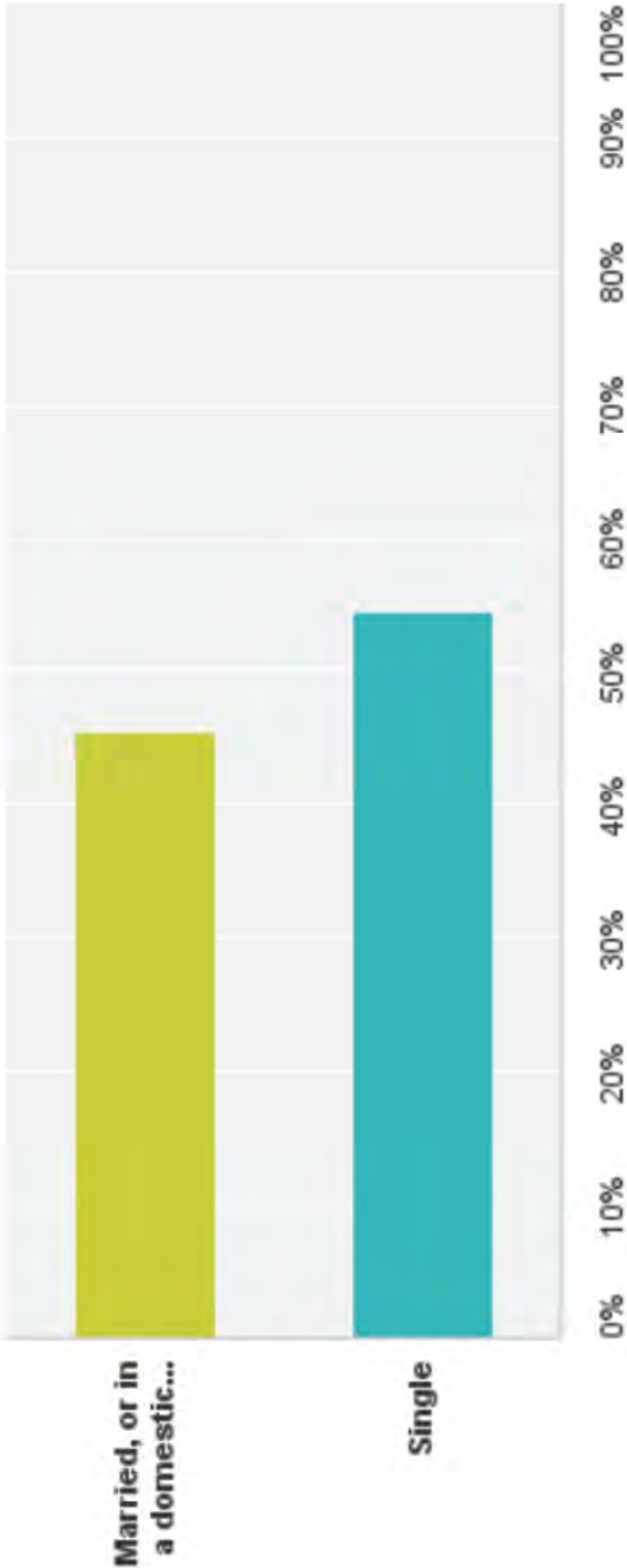
Answered: 561    Skipped: 222

Answer Choices	Responses	
Less than \$25,000	20%	111
\$25,000 - \$49,999	16%	91
\$50,000 - \$74,999	21%	117
\$75,000 - \$99,999	14%	79
Greater than \$100,000	29%	163
Total		561



# Q45: Marital Status

Answered: 601 Skipped: 182



# Q45: Marital Status

Answered: 601    Skipped: 182

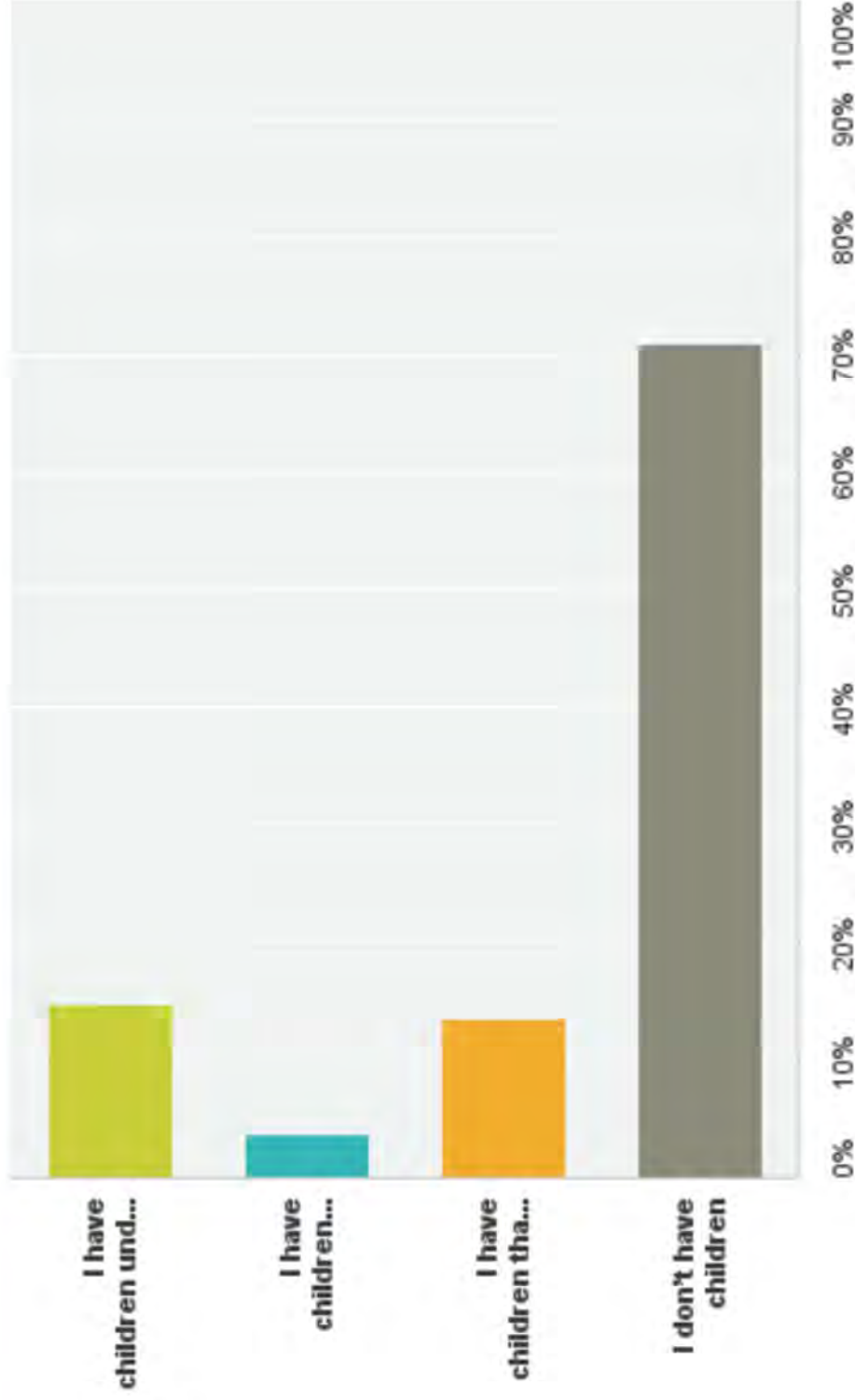
Answer Choices	Responses	
Married, or in a domestic partnership or civil union	46%	274
Single	54%	327
Total		601





## Q46: Parenting Status (check all that apply)

Answered: 597 Skipped: 186



Q46: Parenting Status (check all that apply)

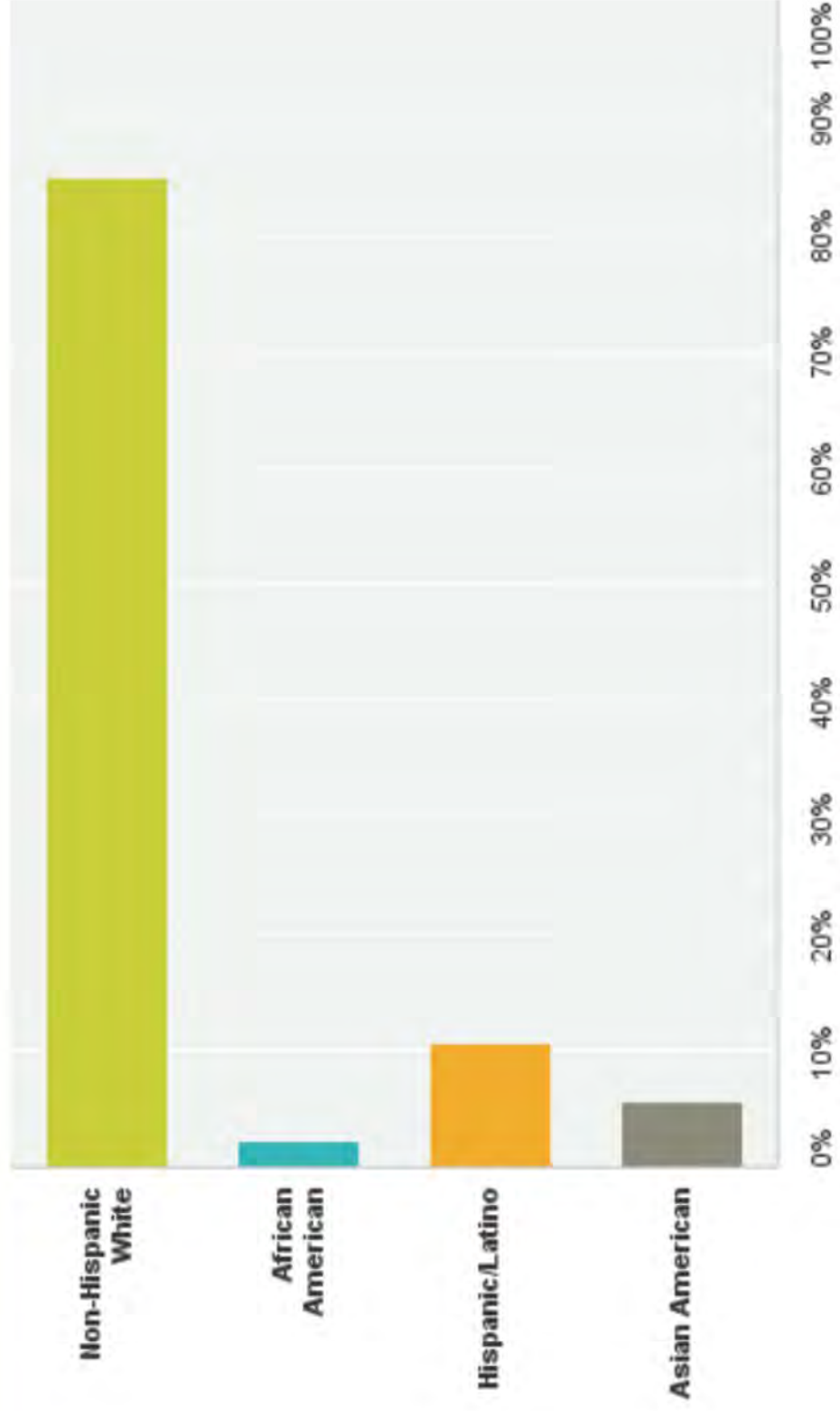
Answered: 597    Skipped: 186

Answer Choices	Responses	
I have children under the age of 12	15%	89
I have children between the ages of 12 and 15	4%	22
I have children that are 16 and older	14%	81
I don't have children	71%	424
Total Respondents: 597		



## Q47: Racial or Ethnic Background

Answered: 556 Skipped: 227



# Q47: Racial or Ethnic Background

Answered: 556    Skipped: 227

Answer Choices	Responses	
Non-Hispanic White	85%	472
African American	2%	13
Hispanic/Latino	11%	59
Asian American	6%	31
Total Respondents: 556		



# Guadalupe Street

Transportation Corridor Project

MOBILITY

SAFETY

QUALITY  
OF LIFE

## Print and Online Survey Open-Ended Question Responses

## Guadalupe Corridor Improvement Program

### Q11 Are there other physical items could most improve mobility, safety, and quality of life along the Guadalupe corridor? Please explain.

Answered: 285 Skipped: 498

#	Responses	Date
1	Sidewalks are hot no shade or protection	2/7/2015 8 53 AM
2	Actual coverings over bus stops that protect passengers from the elements The current bus stops do not provide such protection t is either missing entirely or inadequate	2/6/2015 6 19 PM
3	s there a way to divert through auto traffic away from corridor? s there a way to eliminate on street parking to provide more space for solutions (if this is done would need to rebuild bike auto buffer provided by parked cars now)	2/6/2015 4 26 PM
4	The east side of the road is much less safe for bikes and peds than the west	2/6/2015 3 48 PM
5	More shelter from weather	2/6/2015 1 06 PM
6	Dedicated lanes for buses	2/6/2015 9 56 AM
7	Don't know where else to put this bicyclists do not get to be pedestrians when the lights are red n other words bicyclists run red lights and stop signs and that makes accommodating them very very difficult and a high risk for a driver want to encourage bicyclists but they can't be considered pedestrians if they are on their bikes PER OD And they should be ticketed for running stop signs and red lights	2/6/2015 9 53 AM
8	There is a real need for pedestrian controlled crossings Particularly the central crossing point opposite the Coop A HAWK which applies to the traffic and bike lane would be good	2/6/2015 9 47 AM
9	More barriers or signage to keep pedestrians out of the cycle track	2/6/2015 9 39 AM
10	deal with blind people They want Gaudalupe crossings a 29th 26th 24th 22 1/2 (UT) and 21st to be up to downtown standards Bike lane south between 29th and 26th should go down the side stree for safety reasons Serious need for safety barriers at 24th 'll call/email Alan Hughes with more suggestions	2/5/2015 5 35 PM
11	Remove the bums You can't walk through the market by the Co op without stepping on a passed out bum or getting harassed by an aggressive bum asking me for something t hinders mobility and creates an unsafe environment	2/5/2015 1 32 PM
12	Clean t looks dirty and not maintained	2/5/2015 9 26 AM
13	Trees and shadow to walk in summer days	2/4/2015 11 09 PM
14	Protected bus stops From weather	2/4/2015 8 57 PM
15	would recommend adding bike racks immediately east (campus side) of Guadalupe Bike lane is great from 24th St to MLK but north of 24th St feels very unsafe as a biker due to tight spacing and lack of separation between cars and bikes	2/4/2015 8 22 PM
16	More trees Trees provide shade when it's hot out help keep the air clean (especially on high traffic roads) and can be used to separate traffic lanes from bicyclist and pedestrian facilities	2/4/2015 7 01 PM
17	We need more do not enter signs on one way streets especially rio have driven the wrong way down one because it was not marked do not enter	2/4/2015 6 47 PM
18	the constant need for lane changing to dodge stopped buses in the right lane while left turning vehicles in the left lane make passage through the UT corridor a true Juggernaut Personal lane changing and lane management driving is full on	2/4/2015 5 51 PM
19	Recycling and composting options	2/4/2015 5 23 PM
20	Bus only lanes	2/4/2015 4 08 PM

## Guadalupe Corridor Improvement Program

21	ncrease parking rates and lower parking requirements	2/4/2015 3 40 PM
22	More signage and enforcement re illegal left turns (25th and Guadalupe northbound) One person can block traffic for extreme lengths of time (several traffic light cycles) for those behind	2/4/2015 11 15 AM
23	decent lighting for pedestrians/bicyclists	2/4/2015 8 11 AM
24	Austin should really invest in "the Drag" business sidewalk corridor / large trees / better street lights / theme & event banners / median plantings / outdoor seating etc for better & truly walkable cohesive commercial corridor see success of recent San Francisco MTA Divisadero and Valencia street projects The drag has much more natural foot traffic and potential than the 2nd street effort	2/3/2015 6 03 PM
25	More trees/greenery More shaded waiting areas for buses Bike lanes protected from car doors opening	2/3/2015 5 30 PM
26	There needs to be bus pick up/drop off cut outs There were too few lanes for vehicular traffic prior to the bike lanes Now you periodically block lanes with buses stopping and blocking traffic There are too many improvements for pedestrians and bicycles ant too many "deprovements" for vehicles The more frustrated drivers become because of this the more potential for danger to the others arises WAY TOO MUCH vehicle congestion	2/3/2015 5 13 PM
27	Pedestrian Bridge over Guadalupe at 3 locations by campus Or perhaps a pedestrian tunnel under Guadalupe	2/3/2015 4 56 PM
28	yes bridges over guadalupe	2/3/2015 4 21 PM
29	There are construction signs and pot holes N the bike lanes	2/3/2015 4 20 PM
30	Concerning question 9 have been concerned for a long time about CapMetro's decision to remove all timetables from the system's bus stops (save for the major hubs such as at West Mall @ Guadalupe) Customers are now required to have a cellphone with data in order to access timetables This essentially deprives those most in need of public transportation low income residents of easy timely access to mobility throughout the city	2/3/2015 1 33 PM
31	median bumper posts at 25th at Guadalupe or other ways of preventing left turns (as the ineffective signs both directions instruct) Add a turn lane for south bound traffic turning left on 21st to allow continuing cars to move forward Add a left turn lane at MLK westbound at Guadalupe in addition to the weird dogleg near Pizza Hut	2/3/2015 1 12 PM
32	more plants/foliage recycling bins incentives for locally owned businesses to rent space on Guadalupe	2/3/2015 12 44 PM
33	think that the bike lanes have improved safety along this corridor but still think that the traffic traveling through this part of Austin is hair raisingly scary and would not choose to use these bike paths Rather used to bike and would rather travel to the West of Guadalupe down San Antonio or other side roads than Guadalupe	2/3/2015 12 28 PM
34	At certain times of the day the pedestrian movement in this area is huge This can be a huge obstacle for car drivers You already disallow left turns in most areas which is good for keeping traffic moving although can be frustrating Any other improvements would be welcomed am always travelling north and need to left turn or U turn somewhere to find parking	2/3/2015 12 10 PM
35	the busses are the single biggest problem they stop right in the middle of an already congested street tying up a whole lane not just guadalupe but all over town	2/3/2015 12 04 PM
36	Enhanced enforcement of panhandling ordinances and camping ordinances for homeless	2/3/2015 12 00 PM
37	Just make it safe for children and blind people and wheelchair walking people and those who use public transport	2/3/2015 11 43 AM
38	Bike lanes should be clearly labeled as one way (moving in the same direction as car traffic on that side of the street)	2/3/2015 11 32 AM
39	Bring back the lane for buses so they don't stop up traffic Why on earth did you take them away? Get rid of the bike lanes Bikers should be using San Antonio or Rio Grande not Guadalupe	2/3/2015 11 20 AM
40	Clearer signage about when left turns are not allowed Could also set lights to where left turns are possible F X THE ROADS PROPERLY Whatever road work that was done on Guadalupe was [REDACTED] AND F X ROADS N ADJACENT AREAS especially west campus Have more traffic police or devices governing pedestrian traffic in west campus	2/3/2015 11 05 AM
41	The bike lane should not stop precipitously just north of campus t should extend all the way through More pedestrian crossing lights are needed like the one next to Wheatsville	2/3/2015 10 57 AM
42	Add 801/803 stops by Wheatsville Food Coop / Spiderhouse Add warning signs for pedestrians in cycle track Add recycling cans	2/3/2015 8 43 AM



## Guadalupe Corridor Improvement Program

43	increasing numbers of people with disabilities using the corridor who are quite dependent on the access means provided being checked more often & automatically electronically by City to ensure they still work	2/3/2015 7 41 AM
44	Need more trees	2/2/2015 11 32 PM
45	Chicanes or other improvements to create more of a pedestrian mall would greatly improve the quality of life along the corridor	2/2/2015 10 24 PM
46	This survey does not provide enough reply options we need less bike lanes and benches not more	2/2/2015 9 23 PM
47	Biking should be taken seriously as an important mode of urban transportation The built environment needs to reflect that commitment Better signage is needed alerting motorists to the presence of cyclists and making motorists aware of cyclists' legal rights Additionally adequate ongoing maintenance of bike lanes is also necessary as debris and faded lane markings present serious concerns One south bound enhanced bike lane is not enough the city needs to take bicyclist safety more seriously consider Austin barely livable from a traffic and bike ability point of view cannot wait to leave	2/2/2015 9 21 PM
48	Signage for pedestrians explaining bike lanes Signage for motorists explaining pedestrian and bicycle facilities and traffic Road diet less auto traffic slower speeds Connect bicycle facilities to larger network More sidewalk cafe seating with wider sidewalks and bike corrals	2/2/2015 7 36 PM
49	Block all traffic on Guadalupe make it pedestrian and bus only	2/2/2015 5 58 PM
50	Utility poles are significant obstacles in many areas Trees and brush often extend FAR into walkways	2/2/2015 5 45 PM
51	A Rapid stop on both the N and S bound lanes near 32nd near Wheatville Big trucks off Guadalupe Or even a pedestrian walkover on some of the busy student intersection Elevated train at some point in the future would be awesome Limited space to spread to sidewalks so why not move up public transport and free up that ground level for bikes or hov	2/2/2015 5 27 PM
52	Bus stops should be constructed that allow buses to pull out of the flow of traffic to pick up riders	2/2/2015 5 19 PM
53	Need curbs to delineate and protect bike lanes	2/2/2015 4 16 PM
54	Install protected bike lanes for the entirety of the strip it feels far safer to walk and ride a bike on the sections of the street that have a protected bike lane	2/2/2015 4 13 PM
55	Southbound vehicle and bus traffic very congested due to frequent bus stops and left turning car traffic	2/2/2015 4 06 PM
56	More trees shade green spaces	2/2/2015 3 52 PM
57	ADA evaluation of entire corridor could be done by a citizen volunteer who uses wheelchair Deal all issues	2/2/2015 3 47 PM
58	Remove parking it is crazy to me that we still allow parking on our most congested street Let's cede the space wasted on parking for transit pedestrians and bikes	2/2/2015 11 22 AM
59	Parking is too close to the curb side travel lane	1/27/2015 4 08 PM
60	Signs or physical barriers to indicate that pedestrians should try to stay out of Guadalupe bike lanes would help	1/24/2015 7 17 PM
61	Guadalupe is long street that serves different roles in different parts of its length live close to the north end There is opportunity for more trees along the street Bike lanes and signage are sufficient Trashcans are typically overflowing and dirty on the Drag Sidewalks on the drag are dirty (trash) but also pockmarked with old chewing gum and other things that mar the surface the whole Drag needs to be pressure washed to attract non students down there north of the Drag sidewalks need continuity and repair the bike lanes north of 26th are dangerous as the lanes are too narrow and cars pulling out of perpendicular spots	1/22/2015 12 40 PM
62	Not all curbs are accessible to strollers wheelchairs	1/22/2015 9 05 AM
63	More trees Or rather more of a buffer between cars and pedestrians particularly on the east side of the street Getting rid of on street parking and instead creating a divided bike lane on the east side would greatly improve this Also better signage for people using the existing protected bike lane people turning right constantly cut off cyclists and very nearly run them over on a daily basis Lower speed limit maybe speed bumps something to slow traffic and encourage drivers to pay attention to pedestrians and cyclists	1/20/2015 6 12 PM
64	Reduction in automobile traffic would increase safety	1/20/2015 2 28 PM
65	There needs to be more lighting in West Campus it is very sketchy at night	1/18/2015 8 18 AM
66	Potholes in the roads Nightmares for cyclists More motion sensitive cameras at lights for cyclists	1/16/2015 7 17 PM

## Guadalupe Corridor Improvement Program

67	There are also planters scattered around that are not very alive	1/16/2015 4 11 PM
68	I am an avid bike rider and bike every day The new bike lane on Guadalupe is terribly dangerous At night there is no lighting to indicate curbs and the lane wobbles in and around lanes When you end the bike lane ends on Rio Grande and 24th you are asking cars to run over cyclists	1/15/2015 11 06 AM
69	The plant life in the barriers at the main pedestrian crosswalk outside the Co op (and elsewhere) usually looks dead or terrible Switch to hardier low water plants	1/15/2015 9 17 AM
70	Out of control homeless	1/15/2015 7 39 AM
71	Recycling on trash cans	1/14/2015 11 29 PM
72	Bus only lanes	1/14/2015 8 39 PM
73	remove the old bus stop just south of 21st at Guadalupe Street	1/14/2015 2 18 PM
74	Better call outs for one way streets Also some way to prevent pedestrians from crossing during do not walk times Sidewalks in dis repair cracking causes water leaks into businesses	1/14/2015 2 06 PM
75	For pete's sake get rid of the gigantic bike lane and put in indented bus stops allow for the continuous flow of traffic instead of a continuous one lane shut off	1/14/2015 1 57 PM
76	The homeless people on the drag make me fear for my safety Why are they allowed to be in an area that has so many young people? The church that lets them stay on their sidewalk should have a fences in place to keep them separate from normal people passing by	1/14/2015 1 07 PM
77	The bike lane going south on Guad south of 24th St can be dangerous since it jogs to go around a bus stop Pedestrians get off the bus and cross the bike lane to get to the sidewalk This is a major conflict point for cyclists and pedestrians	1/14/2015 12 52 PM
78	Power washing trees making the store fronts a and sidewalks more attractive and safe	1/14/2015 12 08 PM
79	have recycling options in/ on trash cans better bicycle pedestrian plan	1/14/2015 10 55 AM
80	On the Northbound stretch the bike lane is (or feels) inconsistent f there is a bike lane 'd use it f there is no bike lane 'll ride with traffic But when it shifts back and forth especially with buses it's a constant shifting in and out of traffic which is more dangerous	1/14/2015 8 14 AM
81	physically separated bike lanes where possible	1/13/2015 4 43 PM
82	Trees spaces to sit and rest not just a barren sidewalk	1/13/2015 1 26 PM
83	bus and bike ingress egress at stops is super dangerous and should be addressed the trash cans and planters end up in the bike lane and there needs to be a curb to protect cars from driving in the bike lane endangering cyclists	1/13/2015 11 47 AM
84	PROTECTED B CYCLE FAC L T ES BUS DR VERS (AND OTHER VEH CLES) ESPEC ALLY ENDANGER THE L VES OF CYCL STS CONSTANTLY BY CARELESSLY D SREGARD NG THE WH TE L NE FROM MLK TO DEAN KEETON S THE MOST STRESSFUL PART OF MY ENT RE COMMUTE BECAUSE AM L TERALLY ALMOST K LLED EVERY DAY BY A BUS DR VER	1/13/2015 9 18 AM
85	Transients are always blocking and bothering pedestrians they also trash sidewalks	1/13/2015 8 25 AM
86	*Shade at bus stops * ncreased security education of pedestrians on safety in interacting with transient population aggressive behavior	1/12/2015 8 28 PM
87	Extend the protected bike lane farther north on Guadalupe street Extend the city bike locations farther north	1/12/2015 3 51 PM
88	No the last rebuild made a big difference and improved it quite a bit	1/12/2015 11 56 AM
89	No the last rebuild made a big difference and improved it quite a bit	1/12/2015 11 54 AM
90	The bus stops need to provide more shade	1/12/2015 10 27 AM
91	addressed above	1/11/2015 1 50 PM
92	Northbound at 25th better "no left turn" signage	1/9/2015 10 56 PM

## Guadalupe Corridor Improvement Program

93	Make all "no left turn" signs B GGER especially the one that prevents a left turn by cars facing north trying to turn on to 25th ( think that is the street) from guadalupe also is there a way to make the street wider around guadalupe and fruth or 28th ( think that is the street) it is hard to drive and share the lane with bikes there northbound	1/9/2015 9 01 PM
94	We need to eliminate bike lanes citywide and provide more roads for automobiles We need to make all street parking free during most hours of the day like it was before	1/9/2015 10 38 AM
95	More wheelchair ramps with better contrast and truncated domes both along Guadalupe and between Rio Grande and Guadalupe	1/8/2015 3 46 PM
96	To the degree possible avoid this corridor find it crowded and the signage is distracting too late to be useful or otherwise unhelpful	1/8/2015 3 20 PM
97	Eliminate Bikes from Guadalupe	1/8/2015 3 05 PM
98	Elevated crosswalks over Guadalupe would be very useful	1/8/2015 12 46 PM
99	The Guadalupe corridor should be a pedestrian mall with bike access and some limited bus lanes Automobile traffic funneled through the corridor is disruptive to pedestrians frequently jammed causes excessive pollution and noise and is primarily on its way somewhere else just transiting through the corridor Cars should be required to find another route across town NOT the Guadalupe corridor	1/8/2015 9 53 AM
100	Traffic improvements to improve flow at peak times are definitely needed Guadalupe is a mess at rush hour Better timing of the light signals might improve this	1/8/2015 9 52 AM
101	t is extremely ugly and an embarrassment to the university t hampers our efforts to recruit the best and brightest students and faculty Other like corridors adjacent to peer universities are much more attractive safer and function better The beggars are annoying and some are dangerous	1/8/2015 9 41 AM
102	Cap metro says that the rapid bus has stops about every half mile They'd said in planning stops would be less than a mile apart Yet 26th to 38th for 803 is about 1 3 miles and 26th to 41st is 1 2 miles Need a stop in between on guadalupe between there to encourage people to use the bus after rapid buses were introduced the 3 and 1 went to 20 40 minutes apart large segment of people north of the guad corridor now without USEFUL public transport	1/8/2015 9 20 AM
103	need dedicated bike lanes north bound north of dean keaton	1/8/2015 9 01 AM
104	Need US Post office mailboxes	1/7/2015 10 43 PM
105	Shade trees	1/7/2015 9 29 PM
106	Reduce number of automobiles or eliminate them entirely Convert to pedestrian only space nstall rail Plant trees and other vegetation Add outdoor entertainment areas where bands and others can perform Add outside tables and chairs for retailers	1/7/2015 7 11 PM
107	Pedestrians are often unaware of how the bike lane works There needs to be protection for bikers from pedestrians crossing into the lane	1/7/2015 4 19 PM
108	Flashing lights at pedestrian crossing where there is not a 4 way stop light Cars should always have to stop for pedestrians at crosswalks at these locations	1/7/2015 1 27 PM
109	Dedicated lane for busses Work with UT to increase right of way on east side of street Also remove on street parking from Guadalupe	1/7/2015 12 29 PM
110	Cross street bridges on major crosswalks (in front of the Co Op for example) Mostly where a large amount of pedestrians gather to cross the street	1/7/2015 11 54 AM
111	Shade structures at bus stops	1/7/2015 10 18 AM
112	Reduction of (car) speed limit along Guadalupe and possible reduction of # of car lanes (only one in one direction?)	1/7/2015 9 47 AM
113	Remove vehicle lane(s) to mirror the west side's metered parking wider sidewalk and protected bike lane on the east side	1/7/2015 9 21 AM
114	Clearer directional signage prohibiting left hand turns	1/6/2015 4 49 PM
115	n the spring in summer bushes/small trees grow out and block signage and more important visibility of oncoming traffic for vehicles exiting driveways Better maintenance of that issue in the right of way across the city not just Guadalupe	1/6/2015 1 33 PM

## Guadalupe Corridor Improvement Program

116	MetroRapid stops are designed to impede other facilities such as bike Looks like we designed it with potential frivolous lawsuits in mind and it in turn functions horribly	1/6/2015 12 51 AM
117	The barriers between the bike lane and parking spots need to be visually enhanced They are Soviet era concrete planters and need a design overhaul Sidewalk on northbound side is insufficient	1/5/2015 9 07 PM
118	Protected bike lanes	1/5/2015 10 29 AM
119	Move buses to San Antonio St	1/5/2015 10 18 AM
120	Above all extend protected bike lanes t's jarring to go from north of 24th Street on Guad where there are no bike facilities at all other than a sharrow (useless) to a PBL Also need a PBL on the east side of Guad	1/5/2015 10 02 AM
121	There are too many pedestrians for the number of vehicles Turn Guadalupe into a no car street (public transit and biking corridor only) Vehicles will shift to Lamar which is parallel and extends further	1/1/2015 1 15 PM
122	walk raised crosswalks on minor intersecting streets bike physically protected bike lanes incl between 27th & 29th	12/27/2014 8 53 AM
123	The sharrow lane system from 24th to 27th doesn't work and is dangerous Bikes need to be directed AWAY from this section of Guadalupe	12/19/2014 8 23 PM
124	Extend bike lanes please Connectivity	12/19/2014 11 15 AM
125	trees for summer shade	12/16/2014 5 45 PM
126	The homeless population in and around the area pose a possible threat to the UT residents and others	12/16/2014 5 12 PM
127	Bicyclists need to yield more to pedestrians trying to cross bike lane to get to bus stop	12/16/2014 11 04 AM
128	Barrier between bike land and cars have almost been hit multiple times to cars not paying attention	12/16/2014 10 06 AM
129	Better shade for bus stops At wrong time of day taking bus is impractical due to standing in sun while waiting	12/15/2014 10 39 PM
130	(Bus) stops need shade/shelter Freight drop off spaces for commercial/rental	12/15/2014 4 53 PM
131	Street trees cleaning of sidewalks	12/15/2014 4 23 PM
132	in some places (sidewalk) too narrow Pedestrian scale lighting Street trees for pedestrian experience on drag (Trash cans) so much better than what we had before	12/15/2014 4 13 PM
133	The corridor is very smelly human bodily waste and dirty	12/15/2014 3 55 PM
134	Pedestrian safety is a real issue since the green bike lane went in have witnessed one pedestrian getting hit by a bike and numerous near misses Signage to slow down cyclists and remind them that pedestrians have right of way even in the green lane could help ameliorate the problem There is a small curb hump about six inches by six inches and 4 inches high on the campus side of Guadalupe and 22nd that is painted red but is right in the path of pedestrians have watched numerous people trip and fall on it and tripped on it myself one day t should be removed as soon as possible	12/15/2014 3 09 PM
135	sadly the bicycle traffic does not obey the traffic signs as they should and frequently neither do the pedestrians Both of these make it more dangerous than it needs to be for both cars & other commuters	12/15/2014 2 57 PM
136	bike lanes cross pedestrian crossings and are dangerous Sandwich signs on sidewalk greatly impede movement especially when there is also a bike rack impeding movement as in front of Medici's Coffee	12/15/2014 2 46 PM
137	Bike racks are not safe Bikes left there will be stolen	12/15/2014 2 13 PM
138	Trash cans could be cleaned more often	12/15/2014 1 41 PM
139	securing or moving planters along bike way so that they don't end up in the road improving one way signage repairing tree grates that don't have trees in them repairing sidewalks turn 4 way stops to rotary	12/15/2014 1 17 PM
140	East sidewalk from Hemphill Park to Fruth is frequently obstructed by cars parked at the Torchy's and the Smoke Shop	12/12/2014 4 53 PM
141	The bust stops are a huge issue on Guadalupe going north in the afternoon/evening They seem too hodge podge and poorly located (Guadalupe&Dean Keeton is right at the corner very poor location)	12/12/2014 1 50 PM
142	Crosswalk at 28th street intersection	12/11/2014 10 43 PM
143	Skybridge over 23rd	12/11/2014 6 01 PM

## Guadalupe Corridor Improvement Program

144	More cross walks Better timed signals for car traffic buses take up entire lanes when picking up riders could be moved the homeless people are extremely hostile	12/11/2014 4 58 PM
145	Better lighting There is still significant student traffic during later hours	12/11/2014 4 46 PM
146	There's a "homeless people" area bear the art district that makes people feel unsafe and uncomfortable around it especially at night	12/11/2014 4 28 PM
147	The City and Capital Metro have actively worked to increase the volume of vehicular traffic that can be accommodated in this corridor This has increased mobility for people traveling through the corridor and decreased safety and quality of life for the people who live and work on the Guadalupe corridor	12/10/2014 4 15 PM
148	Very important the planter at the southwest corner of 22nd and Guadalupe has come off it's 4 brackets leaving the brackets exposed to trip the unwary and visually impaired Not so important except to me the west side of Guadalupe between MLK and 29th has very little shade or protection from rain especially between 22nd and 23rd Can you do something about it?	12/10/2014 3 55 PM
149	1) Plastic poles separating bike lane from parking have been destroyed replace with metal poles? 2) A blind friend wants full sound countdown at UT tower pedestrian crossing Me=Mail@DavidBM Iler com for info	12/10/2014 3 55 PM
150	Trees and lane divider The corridor through the campus area needs to be made more relaxed slower	12/10/2014 3 45 PM
151	The bike lanes are often in bad quality dips in them or large cracks or lots of trash in the way	12/9/2014 7 50 PM
152	Recycling bins	12/9/2014 6 11 PM
153	Graffiti sidewalk evenness	12/9/2014 5 35 PM
154	trees Landscaping Shade	12/9/2014 4 48 PM
155	Trees More light	12/8/2014 10 19 PM
156	remove abandoned bikes to open up bike racks	12/8/2014 7 23 PM
157	Keeping bike lane clean and free of surface hazards and obstructions	12/8/2014 4 37 PM
158	Bikers need to slow down in the green lanes at intersections Parishioners have been hit in the bike lanes due to bikers speeding	12/8/2014 4 24 PM
159	Bus stops that protect waiting riders from the elements instead of just painted lines for a bike lane it would be nice to have the "washboard" lines that are at the edge of roadways to tell you when you are crossing over the edge That way bikes stay in their lane and cars/buses will know when they are crossing into the bike lane inadvertently	12/8/2014 3 06 PM
160	Trees	12/8/2014 11 37 AM
161	Replacing a few parking spaces with parklets would greatly improve the atmosphere and comfort of the Guadalupe corridor For one or two vehicle storage spaces outdoor cafe space for over a dozen people could be provided	12/8/2014 11 15 AM
162	The new bus stops for the MetroRapid routes make corners like 21st and Guadalupe horrible for walking across 've seen someone hit because the walker could not tell where the cross walk was and walked right in front of a bus	12/5/2014 8 16 PM
163	do not feel safe using the bicycle lanes on Guadalupe so go out of my way to take alternate routes The protected area can be difficult to use due to pedestrians blocking the lane but the bike lanes outside of the protected area feel really unsafe The traffic is very heavy and the lanes are too narrow cars veer into them frequently	12/5/2014 3 52 PM
164	Panhandlers and the newspaper boxes that are filled with trash instead the circulars	12/5/2014 2 53 PM
165	Need a formal pedestrian crosswalk on Guadalupe between 24th St and Dean Keeton too many students cross against traffic especially at 25th The new concrete island on Guad at 24th on the west side needs a barrier on its north end t is only a matter of time before a vehicle swerves and hits the people standing on the island From tire tracks and the relocated plastic planters that were there vehicles have already hit this island t is a tragedy waiting to happen	12/5/2014 1 59 PM
166	Lighting at night is very poor in spots (esp around the Baptist church) and there are too many places to hide The recent spike in muggings has made me very nervous about going out after dark in the evenings	12/5/2014 7 58 AM

## Guadalupe Corridor Improvement Program

167	When Buses and bikers meet many times bikes are trying to beat the buses or bike slow down a bus that is schedules so being a bus rider/worker have seen bikes try to pass bus along the same area that the bus is trying to pull in to pick passengers up	12/4/2014 3 22 PM
168	TREES	12/4/2014 2 17 PM
169	Physical infrastructure such as road striping/markings parking dots and other barrier tools would help increase bicycle confidence as well as make aware that the corridor is a shared mobility environment	12/4/2014 2 00 PM
170	One major thing the stop light at Guadalupe and 30th is a long wait to turn then when the light turns green it's also green for pedestrians so cars that have the green light ST LL have to wait for people to cross and by that time the light is red This could be resolved with an alternative road between Fruth and Guadalupe somewhere around the dry cleaners and Thai Kitchen That would make it safer for pedestrians too don't know the details of all these items but there is a general feeling of congestion and danger on Guadalupe For a college retail area it is absurdly not bike and pedestrian friendly Buses need turn outs so they don't block traffic Bus stops should have sun/rain shelter and adequate benches n dense retail sections bike lanes should be protected along side of the sidewalks and not cross traffic/bus lanes or parking spaces	12/4/2014 11 59 AM
171	ALLOW MOTORCYCLES N THE BUS & B KE LANES ALL OVER DOWNTOWN REPEAT	12/4/2014 11 55 AM
172	Replace and maintain the plastic sticks that separate the car parking land and the bike lane on the southbound side install protective plastic sticks for the bike lane on the northbound side in between bus stops This could probably NEVER happen but how about reducing the narrowing the sidewalk space on the west side of the street to add some bus lanes? ( won't suggest narrowing the sidewalk on the east side because that's UT and they're even LESS likely to budge on that issue ) We need to maintain the existing bike lanes and ADD a dedicated bus lane in each direction NOT convert one of the two existing lanes in one direction for busses That won't work	12/4/2014 10 41 AM
173	Recycling receptacles	12/4/2014 10 36 AM
174	Protected bike lane going South>North	12/4/2014 10 35 AM
175	As a bicyclist feel the protected bike lanes are often obstructed by pedestrians crossing and motorists entering the roads The design of the protected bike lane is not conducive for easy thru way for bicyclists and along the north bound lane where there is not a protected bike lane we must maneuver or get held up by buses	12/4/2014 10 19 AM
176	More shade structures at an angle to shade afternoon commuters t's REALLY hot waiting for any buses in the afternoon especially if on the Bookstore island (801) or on the West Mall lineup Secondly please remove the retaining walls along the drag and install wide sidewalks with garden beds t is far too narrow hot and ugly along that corridor you feel very boxed in when walking on the east side of the Drag Third please add solutions for north bound cyclists on Guadalupe see a LOT of bus car dodging as the buses make their stops and bicyclists have to dart out into northbound traffic Renovating the east side would allow for a dedicated out of traffic bike lane	12/4/2014 9 00 AM
177	More lighting on the streets	12/3/2014 11 10 PM
178	Bus stops would benefit from enclosures	12/3/2014 7 41 PM
179	ADA accessibility (ramps smooth sidewalks proper drainage no obstructions in right of way) Street trees studies have shown these slow auto speeds and increase human comfort Reduce number of auto lanes and widen sidewalks and planting areas separated bike lanes for cyclists	12/3/2014 7 40 PM
180	Lack of ADA ramps sidewalks too narrow overgrown shrubbery restricts pedestrian flow debris in the bike lanes	12/3/2014 6 21 PM
181	bike stand covers for off sidewalk stands	12/3/2014 6 00 PM
182	need a cycle track on the northbound side of the street too	12/3/2014 5 42 PM
183	increased beat cop patrols to cut down on panhandling	12/3/2014 4 17 PM
184	Bike signals two way cycle track or track on either side of the street	12/3/2014 4 02 PM
185	nstead of more signs consider painting markings/directionals on curbs pavement ts too confined and confusing to read more signs	12/3/2014 3 57 PM
186	A physical barrier better than plastic flags could be used to delineate the guadalupe cycletrack	12/3/2014 2 55 PM

## Guadalupe Corridor Improvement Program

187	Need a Metro bus system that appeals to people who work and shop and go to multiple locations appeals to people who could do without a car Need a bus system that is for everyone not just the homeless and those without a car Buses need to move people and not just move more and bigger buses Promotion and sales should pre sell guaranteed services before adding lines Need to seriously look at alternatives for riders who depend on almost empty buses during most of the day Our CapMetro is not satisfactory and is not going to tweak its way into an adequate system for moving people who need their service	12/3/2014 11 28 AM
188	would like to see a dedicated lane for transit Guadalupe around campus is gridlock n downtown busses bypass the gridlock with their own lane but they still get stuck near campus because they're stuck in traffic behind everyone else	12/3/2014 10 57 AM
189	Biking down Guad is scary start by making a left at 29th into two lanes No bike lane not even a nice road" marking By Dirty Martin's there's a gigantic right turn which is an absolutely terrifying way to start the ride think this has a pedestrian marking but man it's impossible to know if you're gonna get slammed by a car making a quick right The angle of this road allows cars to keep their speed while turning like a highway on ramp f you're on a bike a car is coming at you at about 7 00 Then you get the "share the road" lanes which everyone ignores because they've already been speeding down Guad can't see them and probably don't understand what they mean anyway Then RC you get a bike lane which turns into a protected lane The entrance to this is awful because it's a huge intersection About at 70% chance someone will be standing in the protected lane entrance at the intersection The lane continues between parked cars and a sidewalk Lot's of pedestrians crossing People pop out from behind cars blindly crossing the street unaware of the lane This is one of the most dangerous paths of urban biking 've ever encountered There is absolutely no warning if someone walks out from behind an SUV After that stretch of protected hell we get another bike lane There are still stores on the drag so people are commonly parked in the lane forcing you to merge into traffic Then Another fucking right turn merge This one is at a light ( think MLK) and has it's own protected right turn which is awful because it allows cars to cross the bike lane at speed Next a huge fucking turn with a tiny ass shoulder where traffic has just enough time to speed up Finally you can relax with a pimped out bus / bike lane headed straight downtown The problems are the high speeds at which traffic travels the large number of pedestrians and the angles at which these important turns happen Mirrors are the answer to the angle problems on both bikes and cars but you can also modify the roadways to increase biker visibility For example by Dirty Harry's (Nueces street) you can increase the size of the north corner forcing cars to slow down to make a right Right now the road forks No turns means no reason for traffic to slow down Next add a pedestrian fence and designated pedestrian crossing on the drag found a photo of what mean here t forces pedestrians to cross at single marked point which bikers can plan for You don't want peds needing to walk in the street after parking their cars This means the bike lane needs to move over to the right into the sidewalk to make room for an additional sidewalk on the other side Finally the right turn at MLK should NOT split off nstead bring it back together with the rest of the lanes and force drivers to make a slow right	12/2/2014 10 49 PM
190	All of the items mentioned above could use better MA NTENANCE	12/2/2014 5 20 PM
191	Human comfort of pedestrians must be considered can't believe there wasn't one question related to that The sidewalks need street trees and more shade The materials used need to have lower reflective temperatures	12/2/2014 12 50 PM
192	Dedicated bus lanes The right lane is functionally non existent for most motorists already Why not make it official?	12/2/2014 11 36 AM
193	Repair the road surface fill potholes and schedule regular maintenance more frequently	12/2/2014 10 49 AM
194	Trees trees and more trees f the sidewalk is improved by making it safe and accessible for pedestrians any improvements should include a widening of the sidewalk which would allow for a continuous troth for plantings and trees to provide shade reduce heat island effect and help create a sense of place	12/2/2014 10 43 AM
195	street trees more pedestrian friendly uses at ground floor cannot believe 'the G' got through Austin Design Review unfriendly parking garage at ground level not screened adequately not enough street trees no retail ground uses just about one of the ugliest buildings that does not contribute to downtown Austin beauty or sense of place it takes away instead Austin should have made them plant more street trees at least	12/2/2014 10 10 AM
196	Extend the Rio Grande bike lanes t can be treacherous when traveling northbound to merge with traffic just south of 24th	12/2/2014 10 07 AM
197	Transients and homeless sleeping and lying on and near the sidewalk and loitering especially by groups are detrimental to the pedestrian experience and business environment for both business owners and their customers	12/2/2014 9 43 AM
198	Trees	12/2/2014 9 41 AM



## Guadalupe Corridor Improvement Program

199	Remove unsightly and abandoned newspaper vending machines Gives more room Add trashcans along highest trafficked student walkways (23rd 22nd) Widen sidewalks for much higher walking crowd from apartment highrises to/from campus Move people from 24th to 23rd/22nd for walking Provide water and seating throughout neighborhood for homeless Students are completely ignoring crosswalks on Guadalupe and getting run over Let's do an underground crosswalk with vendors booths	12/2/2014 9 27 AM
200	Eliminate car parking Downsize vehicle travel to one designated lane Create bus(rail) dedicated lane	12/2/2014 5 27 AM
201	Smooth transitions between road and sidewalk at curb cuts	12/1/2014 7 58 PM
202	More lighting along the drag MLK to Dean Keeton	12/1/2014 6 10 PM
203	bike lanes blocked by delivery vehicles other cars driveways with cars blocking pedestrians	12/1/2014 5 07 PM
204	Shade for the benches Those nice aluminum benches get extremely hot in the Texas summer	12/1/2014 4 38 PM
205	Eliminating on street parking on Guadalupe would eliminate most of the dangerous and confusing traffic/pedestrian/bike conflicts	12/1/2014 10 14 AM
206	Smooother bike lanes	11/30/2014 3 25 PM
207	The major problem in the corridor is that the so called protected bike lane that creates more difficulties for cyclists than the bike lane that preceded it Conflicts with pedestrians are common which are especially dangerous with unloading bus passengers and with passengers exiting parallel parked cars Conflicts with motorists turning right across the lane are common and dangerous Unless those right turns were prohibited or cyclists were required to stop at intersections the dangerous conflicts can only continue	11/29/2014 9 28 AM
208	Closing Guadalupe to car traffic entirely making it bus and bike only would encourage me to use the bus don't see the point in riding the bus when have to sit in the same traffic suffer in my car And there are plenty of other N/S corridors to use for cars	11/27/2014 9 17 PM
209	removing the on street parking and replacing that space with a dedicated bus lane would greatly increase mobility through the corridor while having a minimal effect on the pedestrian dependent businesses affected	11/26/2014 9 10 PM
210	More trees on the sidewalk as well as a repaired sidewalk on the drag	11/25/2014 11 15 PM
211	remove the homeless people they harass people on Guadalupe and are also a security issue as a student don't feel safe walking on Guadalupe at night	11/25/2014 3 02 PM
212	Enforce sanctions on all drag "inhabitants"	11/25/2014 2 28 PM
213	The cycle track here is not well thought out and redundant considering a bicycle boulevard exists a few blocks to the west The cycle track should be removed in favor of Transit Priority lanes to increase utilization of MetroRapid lines	11/25/2014 11 43 AM
214	Trees landscaping put parking in garages and off street as in europe	11/25/2014 7 20 AM
215		11/24/2014 8 39 PM
216	make it more friendly for motorists enough about the bikes pay attention to 95% of the people that use single occupancy vehicles	11/24/2014 3 49 PM
217	Please consider eliminating parking and using that important real estate for bus rapid transit lanes	11/24/2014 12 28 PM
218	Rail	11/24/2014 12 23 PM
219	Replace on street parking with a dedicated public transit lane	11/24/2014 12 22 PM
220	Eliminate on street parking from Guadalupe and instead use that space for bus only lanes Provide a mechanism for rapid bus to easily bypass slower local buses	11/24/2014 12 20 PM
221	There is a need for dedicated lanes for transit if not on Guadalupe then on the next street over	11/24/2014 10 10 AM
222	Rail The need is self evident	11/23/2014 9 56 PM
223	Bus priority lanes needed on Guadalupe Signage/indications to pedestrians about protected bike lanes (also on Guadalupe)	11/23/2014 7 59 PM
224	Pedestrians are not made aware that they need to stay out of bike lanes	11/23/2014 5 38 PM

## Guadalupe Corridor Improvement Program

225	Shade trees are possible in many places and needed to improve comfort/ walk ability calm traffic reduce heat and reduce noise Specifically live oaks should be planted as they provide year round benefit enhance the historic character of the place and the concerns over live oak disease can over state the potential problem	11/23/2014 11 29 AM
226	At the West Mall stop there should be better seating and shaded areas Also the Rapid and regular stop should not be separated An additional Rapid stop is needed between Dean Keaton and Hyde Park #1 and #3 bus service needs to be restored to its previous service level	11/22/2014 9 19 PM
227	It sure would be great to park nearby this dense area and be able to get around the whole corridor easily We are members of the Harry Ransom Center and visit that location but feel that a streetcar with short waits would be a great service to have We'd like to be able to go to restaurants in the area and theaters as far north as the Triangle	11/22/2014 6 40 AM
228	The green paint on the bike lane is SLICK it becomes very dangerous in inclement conditions Cyclists often ride both ways in the one way lane if it is intended for 2 ways it needs to be widened Pedestrians disregard the bike lane CARS CANT SEE APPROACHING CYCLISTS AT INTERSECTIONS VERY DANGEROUS	11/21/2014 1 53 PM
229	Need crosswalk between southwest and southeast corners of 29th and Guadalupe Having no crosswalk just promotes jaywalking and is both inconvenient and dangerous	11/21/2014 1 11 PM
230	Some sidewalks need repair streetlights and other impediments in the middle of sidewalks need to be moved Most of all transients make my wife and I feel very uncomfortable while walking around or waiting at the bus stop They often ask for money aggressively	11/21/2014 12 19 PM
231	Dean Keaton and Guadalupe northbound bus stop is too congested It's a high traffic area with 6(?) bus lines picking up and dropping off from one busy corner	11/20/2014 12 46 PM
232	dedicated bus lanes turn lanes wider street wider sidewalks	11/19/2014 2 48 PM
233	The bus stops need to be in cut-ins The buses stopping is the #1 cause of traffic impediment (that and dumb people who pay no attention to the no left turn signs)	11/19/2014 12 01 PM
234	Please consider adding a full protected bike lane along all of Guadalupe Don't cater to those who already ride provide infrastructure for those who don't yet	11/19/2014 8 23 AM
235	Repaving Rio Grande between 24th and 29th There are many badly done patches	11/19/2014 12 22 AM
236	Traffic calming items to force motorists to drive below speed limits	11/19/2014 12 07 AM
237	The separated bike lane from 24th to MLK is extremely dangerous Pedestrians constantly cross without looking coming from between parked cars bus stop crowding spills in on the bikeway Motorists turning have limited visibility of cyclists (if any) I was personally struck on my bicycle recently by a motorist turning across the bike lane alarming many others I am boycotting this bikeway in favor of riding with automobile traffic	11/18/2014 10 22 PM
238	Wider sidewalks and better designed protected bike lanes Also bus lanes so the buses don't get stuck in traffic	11/18/2014 8 00 PM
239	Full slate of dedicated bus lanes throughout the entire corridor in addition to downtown At busy downtown intersections especially Republic Square stop all traffic and let pedestrians cross diagonally Longer counts on all pedestrian signals don't walk slow and there's hardly any street in town where the countdown doesn't start before you are halfway across the street Pedestrian priority signals Bikes too	11/18/2014 7 27 PM
240	Shade with taller buildings and trees	11/18/2014 6 00 PM
241	traffic light timing get rid of "NO RIGHT TURN ON RED"	11/18/2014 5 30 PM
242	Disappearing/reappearing bike lane on Guadalupe SOUTH of MLK means take Nueces through West Campus (not new bike lanes on the Drag) to get downtown	11/18/2014 4 29 PM
243	The bicycle lane on Guadalupe was clearly made without bothering to consult people who commute via bike it is often dangerous with cars using it/parking in it pedestrians blindly walking across etc After being nearly hit 3 times in less than 5 blocks one day (after numerous other incidents) I've quit using Guadalupe altogether as a route on my bicycle	11/18/2014 4 23 PM
244	More designated bus lanes More bike lanes	11/18/2014 4 21 PM
245	Along certain streets (San Antonio behind Einstein Bros in particular) there are dumpsters and overgrown plants on sidewalk force pedestrians (including wheelchair users) into street I'm contacted 311 about this multiple times No change ever	11/18/2014 4 21 PM
246	Move bus to next street over or move car traffic	11/18/2014 3 43 PM

## Guadalupe Corridor Improvement Program

247	21st and Whitis needs to be a 3 way stop or 'yield for pedestrian' intersection Some sort of crosswalk for pedestrians on the west side of Guadalupe and Nueces would be nice There's only a bike lane there and cars turning right onto Nueces from Guadalupe tend to be going full speed and it's dangerous for pedestrians	11/18/2014 3 20 PM
248	Dedicated lanes for transit are needed	11/18/2014 3 07 PM
249	Need dedicated transit lanes	11/18/2014 3 01 PM
250	Creating a dedicated transit lane preferably center running	11/18/2014 2 38 PM
251	Transit only lanes	11/18/2014 2 19 PM
252	Shade trees could make walking in the summer months much more tolerable	11/18/2014 2 08 PM
253	Curb extensions at crosswalks make crossing the street a lot safer and more pleasant	11/18/2014 2 00 PM
254	Bus stops need more shade options the heat is relentless in the summer Even covered bus stops are completely exposed at the hottest part of the day due to the angle of the sun sometimes	11/18/2014 1 36 PM
255	Elevated rail	11/18/2014 1 29 PM
256	Light rail Should be on Guadalupe to improve carrying capacity Just take the two center lanes like we would have done in 2000 and every other sane city has already done	11/18/2014 1 12 PM
257	Buses (where majority of in road travelers are) are continuously blocked by less efficient modes of transportation like single occupancy vehicles Suggest physical separation of SOV into dedicated lanes so that buses can move faster	11/18/2014 1 10 PM
258	More TREES	11/18/2014 1 05 PM
259	the drag needs parklets or seating areas for restaurants	11/18/2014 1 04 PM
260	Dedicated transit lanes	11/18/2014 12 53 PM
261	tactile crosswalks across the bike lanes	11/18/2014 12 51 PM
262	create separate dedicated bike lanes away from traffic lanes eliminate shared lanes	11/18/2014 9 34 AM
263	Light Rail	11/18/2014 8 10 AM
264	really believe you've done a great job on The Drag it's all well communicated The problem seems to be students from other areas who aren't used to big city conditions or just don't care to comply Ear buds or texting while walking prevent many people (young and old) from attending to their surroundings Unfortunately the large number of homeless people really hurts the entire safety and feeling of the area I've seen way too many close calls between cars and careless students or agitated homeless people	11/18/2014 7 50 AM
265	Electrically powered light rail transit	11/18/2014 7 14 AM
266	Huge pothole in the bike lane in front of the Catholic Church Took out three cyclists	11/18/2014 1 40 AM
267	Would like to see the Rail go through this corridor Does not have to be on Guadalupe Could be parallel to it a few blocks West of Guad	11/17/2014 11 22 PM
268	Better access for disabled sidewalk ramps rough hard to use or missing	11/17/2014 11 03 PM
269	Planters along bikeway need to be anchored to the street Cars keep hitting them knocking them into the bike lane Fill potholes and cracks in bike lane and main travel lanes	11/17/2014 10 57 PM
270	Delivery truck unloading needs to be prohibited directly on the corridor and allowed on side streets Each morning Delivery trucks block the outermost lane making buses swerve around and makes it harder for cyclists to see to intersections	11/17/2014 10 32 PM
271	Dedicated lanes for transit	11/17/2014 10 15 PM
272	Yes we have "Great Streets" how about "Great Stops" enhancing the experience of waiting for a bus	11/17/2014 10 00 PM
273	Light rail A light rail line along Guadalupe would be immensely beneficial to me would be able to limit my car trips on this corridor by 9/10ths	11/17/2014 8 51 PM
274	Bike lane missing from 29th to 24th southbound as well as 27th to 29th northbound Hard for cars turning right to see cyclists in bike lane due to parked cars Need signage to keep pedestrians out of the bike lane with the exception of designated crossings	11/17/2014 8 49 PM

## Guadalupe Corridor Improvement Program

275	Need signage to indicate to pedestrians that they should not obstruct the cycletrack	11/17/2014 8 42 PM
276	Rail	11/17/2014 8 17 PM
277	Dedicated lanes for mass public transit that replace those of auto lanes	11/17/2014 5 21 PM
278	bike lanes are in disrepair	11/17/2014 3 46 PM
279	Remove the bike lane outside the UT co op Destroyed an entire lane of traffic just for a handful of cyclists	11/17/2014 3 01 PM
280	803 stops too far apart in the campus area They said less than a mile apart but there's nothing between Dean Keaton and 38th street at Lamar	11/17/2014 2 38 PM
281	At the intersection of nueces and guadalupe before 29th street a sign that says to watch for pedestrians would help with safety of pedestrians in the area Currently there is a bike lane present there but no clear path for pedestrians who are walking in that area	11/17/2014 2 28 PM
282	Get rid of dedicated parking lane on the west side of Guadalupe and convert to Bus only or northbound protected bike lane	11/17/2014 2 07 PM
283	Benches only encourage homeless and vagrants to congregate safety issues abound esp at Rio Grande and 21st Cyclists need signage to encourage them to obey traffic signals Also need lights to be required on bicycles at night for safety	11/17/2014 2 04 PM
284	Please add a MetroRapid stop somewhere between 29th 35th Street	11/17/2014 1 56 PM
285	The curbs are crumbling in so many places don't think the barriers for the bike lanes have done anything to make it look better f anything they have made it look worse	11/17/2014 1 51 PM

## Guadalupe Corridor Improvement Program

### Q19 Are there other functional items that could improve mobility, safety, and quality of life along the Guadalupe corridor? Please explain.

Answered: 263 Skipped: 520

#	Responses	Date
1	Bet gets stuck behind other buses Need designated bus lane More pedestrian scrambles on north end of corridor (24th) Need deterrent for illegal left turns	2/7/2015 8 53 AM
2	Could you slow down car traffic speeds and reduce the number of controlled intersections and/or time lights for 20 mph? Prohibit left turns	2/6/2015 4 26 PM
3	Any work done on the Drag shouldn't deny space for light rail down Guadalupe	2/6/2015 11 01 AM
4	Dedicated lanes for buses	2/6/2015 9 56 AM
5	Once again not sure where to put this Observation business needs take me down near campus At my current age my sight and overall ability to react are not what they were 20 years ago People are often in a hurry and are not driving safely With the addition of students who have a lax attitude to changing lights etc it makes driving a hairy proposition No don't text and drive No don't talk on the phone and drive Against city policy work for the city	2/6/2015 9 53 AM
6	It's time for a student crossover on Guadalupe Either go over or under Guadalupe in front of the Co op Also possibly realign the crosswalk on Guadalupe to the major walking corridor on 23rd Too much food traffic at 24th crossing guadalupe now Need wider crosswalk or a way to go over Far too much jaywalking now Dangerous Far too few trashcans along these major walking corridors Sidewalk too narrow on much of 24th	2/6/2015 9 30 AM
7	Priority bus lanes peak hour dedicated bus lanes or dedicated bus lane couplet with Guad and another parallel street pair Need to solve the bus problem	2/5/2015 9 38 PM
8	Signs on the sidewalk are a real hazard for the blind	2/5/2015 5 35 PM
9	The timing of the lights especially on 24th always seems to make you stop at every light	2/5/2015 1 32 PM
10	Need pedestrian crossing that is different than right turns on 24th and Guadalupe Needs to be similar setup to Witicha & Dean Keeton	2/5/2015 9 26 AM
11	The speed of the traffic has to be reduce Because Guadalupe is a street where all the student cross in the way to go to the university or returning home An idea could be us a diferent pavement for the road and it will makes the cars go slowly The main idea is let the street for walking not for cars	2/4/2015 11 09 PM
12	Riding a bike on Guadalupe with buses is tricky because there is often heavy traffic making it difficult and unsafe to pass them	2/4/2015 8 22 PM
13	Make travel lanes more narrow change to 3 lane road and add 2 protected bike lanes on both sides No speed bumps	2/4/2015 3 40 PM
14	Not sure if this is location appropriate but as a biker coming to a light that requires EM / magnetic activation there is little can do except wait for a car and then indicate it take my place over the sensor so the lights change f any of these sensor activated lights exist amend them to allow for bike detection	2/4/2015 3 05 PM
15	Poor lane markings at 2th (Dean Keeton) and Guadalupe Lane markings are difficult to see in rain need reflectors	2/4/2015 11 15 AM
16	21st and Guadalupe needs protected right turn signals for turning from WB 21st onto NB Guadalupe	2/3/2015 6 49 PM
17	Consider Bus stop & parking bulb outs or dedicated bus lanes Buses block a lot of traffic tend to bunch up and drivers subsequently make dangerous lane changes Consider no left turns ever between 35th and MLK Single car lanes with better end to end bike lanes More off street parking / underground lots Raise parking rates on street significantly	2/3/2015 6 03 PM
18	Traffic enforcement (e g police ticketing violators whether cars bikes or pedestrians)	2/3/2015 5 30 PM

## Guadalupe Corridor Improvement Program

19	bridges would be great parking behind the buildings would be ideal i'd eliminate parking on parts of guadalupe but you have to add the additional spots somewhere else a good park and ride with frequent shuttles would be nice	2/3/2015 4 21 PM
20	The biggest problems around traffic are around Guad and 26th jams going south in the morning with not enough left turn lane for 26th and then jams going north around 5pm with the increased bus traffic stopping at 24th/26th and the light duration at 26th	2/3/2015 1 34 PM
21	The amount of traffic during peak hours is perhaps the worst aspect of the corridor's functionality have experienced bus delays of up to 25 minutes after the scheduled time The street does not allow for an effective flow of traffic but don't know the solution besides aggressive discouraging of personal vehicles on the street during rush hours	2/3/2015 1 33 PM
22	See #11 Southbound Guadalupe at 21st could use a longer right turn lane to avoid hampering through traffic	2/3/2015 1 12 PM
23	Priority for safety access and less waiting should be pedestrians first bike second buses third and cars last	2/3/2015 12 59 PM
24	f all car lanes were removed from the Drag between Dean Keeton and MLK the corridor would be much more safe and accessible for pedestrians bikers and transit riders	2/3/2015 12 56 PM
25	Not enough parking on surrounding streets there used to be more parking available on the streets behind Guadalupe	2/3/2015 12 44 PM
26	Reduce metro rapid to same price as regular bus	2/3/2015 12 10 PM
27	get the buses out of the way way too many of them that goes for the entire city as well	2/3/2015 12 04 PM
28	Enhanced enforcement of panhandling ordinances and camping ordinances for homeless	2/3/2015 12 00 PM
29	The no left turn markers by campus are always disregarded causing huge backups	2/3/2015 11 56 AM
30	Public transport When you live on the outskirts of Austin no car = no mobility	2/3/2015 11 43 AM
31	Build above road sidewalks for pedestrians to cross Guadalupe without having to stop traffic Traffic is awful around the Guad area	2/3/2015 11 09 AM
32	More pedestrian crossings	2/3/2015 11 05 AM
33	For Q12 at the pedestrian crosswalk of Guadalupe at the NE crossroad with 21st turns green at the same time with green for cars driving in from 21st which makes it very difficult for cars to turn right since after giving right of way to all pedestrians there is not enough time for cars sometimes only one car makes it during the time light is green	2/3/2015 11 03 AM
34	24th street west of Guadalupe is narrow has badly timed stop lights and no left turn lanes Sidewalks broken and obstructed	2/3/2015 11 01 AM
35	Better synchronization of the traffic lights would help reduce traffic congestion Too often do you get a green light only to have to stop again at the next light Very frustrating	2/3/2015 10 48 AM
36	Buses need a more functional place to stop where they can pull off and load/unload passengers without stopping traffic Buses also are constantly delayed going through the Guadalupe corridor because they don't have their own lane	2/3/2015 10 44 AM
37	Matchsticks that line the border of the cycle track need to be replaced & made permanent	2/3/2015 8 43 AM
38	There should be FEWER left turns	2/3/2015 6 21 AM
39	Signal cycle lengths could be reduced so that pedestrians don't have to wait as long to cross the road	2/2/2015 11 32 PM
40	Less bicycle lanes	2/2/2015 9 23 PM
41	Near 29th and Guad there is a very dangerous pedestrain crossing out in front of Ken's donuts that needs to be addressed	2/2/2015 7 54 PM
42	Remove on street parking Auto travel lanes and traffic should be reduced	2/2/2015 7 36 PM
43	reroute the cars	2/2/2015 5 58 PM
44	Lights are not timed well and/or lack sensors	2/2/2015 5 45 PM
45	See above comment	2/2/2015 5 27 PM

## Guadalupe Corridor Improvement Program

46	Rush hour southbound is extremely slow between 183 and 45th St. Rush hour northbound between 45th St. and 183 is extremely slow. Light rail at Crestview results in traffic delays. Light rail should consider routes that go below street level to avoid traffic problems. Dallas has done a good job with this.	2/2/2015 5:00 PM
47	light rail or other train like transportation that people actually use could reduce need for cars. Alternate through streets could be developed through west campus so that cars have other routes to take pressure off Guadalupe. Garage parking increased.	2/2/2015 4:47 PM
48	Delete on street parking along the drag.	2/2/2015 4:16 PM
49	More space for pedestrians and bicyclists would be nice. and a protected bike lane for north bound traffic.	2/2/2015 4:13 PM
50	Protected bike lane along entire corridor should be available.	2/2/2015 3:47 PM
51	can't believe you even listed "parking is too expensive." Parking is too NEXPENSIVE on this corridor. In fact any parking at all on this corridor is too much. We must remove it and use those lanes for transit, bikes, and pedestrians. Let's prioritize mobility, NOT car throughput. We need to dedicate space to the modes of transportation that move the greatest number of people.	2/2/2015 11:22 AM
52	Better separate travel lanes from parking lanes.	1/27/2015 4:08 PM
53	The parking lane should be removed and turned into a bus lane. There is not a buffer between travel lanes and parking lanes going SB. People opening car doors into oncoming traffic is DANGEROUS. Bike lane going NB is too narrow.	1/27/2015 10:56 AM
54	Better signs so that drivers understand they cannot turn left. Also, additional signs should be added to prohibit drivers from turning left into the parking lot near Dean Keeton as this brings traffic to a standstill.	1/22/2015 9:33 AM
55	see above.	1/20/2015 6:12 PM
56	Homeless people should not be allowed to loiter and camp out in/around west campus. graffiti, the large planters that are in the street along MLK have lots of trash in them, lots of litter throughout this study area.	1/18/2015 8:18 AM
57	Eliminate conflict between bicycles and buses. Easiest solution is moving bike lanes to left, either just outside bus lane or opposite side of street.	1/15/2015 12:13 PM
58	Cars don't know how to act around the bike lanes. Cops are always parked in the bike lanes on Guadalupe when they could park like a normal person. There not even in a hurry when they do it.	1/15/2015 11:06 AM
59	Consider possible roundabouts? Issues with most in US is the center circle isn't large enough, there is only one lane when two should be present, and finally, signage is usually terrible out non-existent.	1/15/2015 9:17 AM
60	Round about's to slow and smooth traffic flow. The corridor needs to transfer car traffic to get through fast and easily. However the street should be made pedestrian focused.	1/15/2015 8:30 AM
61	Buses making stops blocks traffic.	1/15/2015 2:20 AM
62	The wait between cross walk signals is too long. Bus priority signalization should be smarter rather than keep people from crossing the street easily.	1/14/2015 11:29 PM
63	Bus only lanes. Not left turns at all intersections.	1/14/2015 8:39 PM
64	Buses get FAR TOO close to cyclists and do not provide 6' distance as the law requires. Whether the # of lanes need to be reduced or bus drivers and other motorists need to be educated about this law, something needs to be done to make cyclists who travel north safer.	1/14/2015 5:17 PM
65	Clearly marked cross walks and better timed lights and cut outs for busses to stop.	1/14/2015 12:08 PM
66	Just be careful of turning the bike lane next to car parking (Southbound) into a door zone to get whacked by a parked car. Signage might help?	1/14/2015 8:14 AM
67	Turn signals guiding cars and stopping bikes. Some intersections it is difficult to see if bicycles are coming, if it would permit cars to turn and give bicycles a red light to stop would make it safer for both.	1/13/2015 2:48 PM
68	RE 18 ONE VEHICLE TRAVEL LANE THROUGH WOULD PROBABLY SUFFICE AS SO MANY BUSES USING IT ANYWAY (AND OBVIOUSLY STOPPING SO FREQUENTLY) EFFECTIVELY REDUCES IT TO ONE VEHICLE TRAVEL LANE. THEREFORE MAKE IT A DEDICATED BUS LANE THAT CONNECTS WITH DOWNTOWN. LATER THEN IN THE INTEREST OF HAVING AN EFFECTIVE [TRUE] BUS RAPID TRANSIT SYSTEM THE SAME WILL BE DONE FOR THE ENTIRE LENGTH OF THE BUS RAPID SYSTEM.	1/13/2015 9:18 AM
69	No, don't use a car on the street, so it's hard to say.	1/12/2015 11:56 AM



## Guadalupe Corridor Improvement Program

70	No don't use a car on the street so it's hard to say	1/12/2015 11 54 AM
71	think we should take car lanes/parking away and covert the space to transit priority lanes for buses or rail	1/9/2015 11 01 PM
72	No Stop working and improving Just stop	1/9/2015 10 56 PM
73	Please prevent northbound cars on guadalupe from turning left into that flat parking lot on the north west corner of 25th and guadalupe They just turn left into that parking lot in order to access west campus because they can not turn left legally onto the street Their destination is not that parking lot They just drive through it The problem is they still tie up traffic waiting to turn left	1/9/2015 9 01 PM
74	Traffic calming features such as roundabouts are not functional and are very serious safety hazards People will be killed by these eventually	1/9/2015 10 38 AM
75	Reduce car lanes and create a transit priority lane like through downtown	1/8/2015 4 31 PM
76	n order to move buses more efficiently they need a devoted lane f you think of Guadalupe as an artery to the heart of Austin The city would have dies of congestive heart failure years ago While it is controversial allowing motorcycles and scooters to lane filter would free up some vehicular space and move more folks through the corridor more efficiently	1/8/2015 3 46 PM
77	Commercial signage competes with functional signage	1/8/2015 3 20 PM
78	Bike lines between sidewalk and vehicle parking is dangerous Matter of time before someone gets hurt	1/8/2015 3 05 PM
79	Reduce the number of lanes in each direction to discourage automobile traffic though the corridor ncrease pedestrian crossing times at lights to slow auto traffic and encourage them to go by a different route Sidewalks on the east side are way too narrow bus stops should be shaded and the planters along campus should be reduced/removed with more trees planted along the street The west side sidewalk should be shaded with awnings trees and such Your categorization is incorrect trees are NOT just an aesthetic improvement they are a functional improvement making the sidewalks more usable by shading areas during the summer among other benefits	1/8/2015 9 53 AM
80	When a person in parallel parking opens their door they force traffic into the next lane often times forcing the middle lane driver in to oncoming traffic have seen this happen unexpectedly several times Guadalupe is a death trap now too much going on here	1/8/2015 9 47 AM
81	Bus Only Lanes	1/8/2015 9 12 AM
82	think the designated lane for buses should continue through the Guadalupe corridor Public transit should be given priority given the large number of people that use the bus in that area would reduce lanes to one in each direction with a center turn lane Then designate a lane for buses and have more room for bike lane and perhaps more of a physical barrier to protect the bikes from buses and cars	1/8/2015 8 26 AM
83	safer with ped only signals at 21st and guad	1/7/2015 11 06 PM
84	All the comments above are negative no opportunity in survey set up to support as is conditions (number of through lanes OK) or opposing view (too many left turns allowed) for example	1/7/2015 9 29 PM
85	"No left turn" signs do not seem to send a strong enough message to motorists that the corridor is strictly a pass through with limited southbound on street parking There needs to be a way to further limit illegal left turns on this stretch of roadway so transit and private vehicles can use the corridor as intended The bikeway on the southbound side is enticing reaching it from the north once you pass 29th Street is still too dangerous for me to try	1/7/2015 4 36 PM
86	Narrow or eliminate sidewalks (pedestrians should use campus trails) to enable space for additional vehicle travel lanes	1/7/2015 4 30 PM
87	Sometimes at 22nd and guad the way the lights work if there is a constant stream of pedestrians eastbound traffic to guad can not move you can wait over many change of lights before moving t is not designed well for car and pedi traffic	1/7/2015 4 16 PM
88	Narrower lanes to reduce speeds Better timed traffic signals	1/7/2015 1 27 PM
89	Remove onstreet parking or adopt market rate parking rates and use proceeds to pay for street and sidewalk improvements	1/7/2015 12 29 PM
90	Sometimes the pedestrian cross sign appears but turning cars almost hit people in the crosswalk	1/7/2015 10 19 AM

## Guadalupe Corridor Improvement Program

91	Reduce travel lanes and add a dedicated bus lane to encourage transit usage and keep travel times down for those using transit	1/7/2015 9 53 AM
92	Make the far right lane going each way a BUS AND B KE ONLY lane and remove on street parking along Guadalupe	1/7/2015 9 47 AM
93	lane marks especially difficult at night and during rain	1/6/2015 1 33 PM
94	Better marking of one way streets	1/6/2015 9 31 AM
95	It would be great if more people would use public transit through this (and other) congested Austin areas	1/6/2015 8 05 AM
96	Dedicated transit right of way Might not be a bus or urban rail Maybe an aerial vehicle (raised rail or underground like Market St in SF or maybe an aerial ropeway system)	1/6/2015 12 51 AM
97	Bus lanes needed to speed transit times	1/5/2015 10 41 PM
98	Subway Remove left turn lanes Provide metro rapid information for ALL bus lines travelling down the corridor Remove one east west crossing at Guadalupe/Dean Keeton	1/5/2015 9 07 PM
99	Guadalupe worked better when there was one wide bike lane protected by the concrete parking barriers although that only was from 24th to MLK think something needs to give and that is either removing the parking altogether on Guadalupe or removing one travel lane but allowing buses to go both ways or allow cars to go both ways at certain times of the day The problem is we are trying to be all things to all people Something has to give and usually it is everything but the least efficient thing cars	1/5/2015 5 22 PM
100	Move buses to San Antonio St	1/5/2015 10 18 AM
101	Pedestrian priority signaling is needed at 24th and 21st Very rude delivery drivers often cut me off as signal changes No right turn on red needed all along 24th especially at Guadalupe	12/31/2014 1 37 PM
102	delivery trucks block lane shouldn't happen bus these should have their own lane during peak travel times should be able to turn signals green (off peak and on peak) cars reduce travel lanes to one each way that flows continuously include/add turning lanes so single through lane never needs to stop	12/27/2014 8 53 AM
103	All street parking along the Drag should be removed Poor use of street area Left turns on Guadalupe should be prohibited entirely from 24th to MLK	12/19/2014 8 23 PM
104	As Ronald Reagan have put it UT President "Tear down that wall" along the West Mall end of the Campus along the Drag Widen the sidewalk Make the campus more welcoming to the traffic along Guad	12/17/2014 8 33 AM
105	Adding light signals to some of the traffic lights will help traffic and those who hold up traffic because they need to turn left into a street that is too congested for a safely perform the maneuver	12/16/2014 5 12 PM
106	Need a right turn arrow on 21st St @ Guadalupe Green signal is too short with pedestrians crossing so vehicles can't turn	12/16/2014 12 10 PM
107	(Q12 ) think they're about right Basically trying to "do it all" (i.e. parking bus pedestrians vehicles and bikes) seems like an unwinnable challenge adding congestion 'd like to see more resources developed to making one form work really well as opposed to 5 that don't blend	12/16/2014 10 14 AM
108	(RE left turn lanes) Only southbound No left turns going into neighborhood is good	12/16/2014 10 06 AM
109	Most of the functional dimensions work as well as they can Left turns don't work please don't add them Autos don't need further accommodation (I'm a driver ) One item it is WE RD that local and express buses have separate stops is this the new class system? It's inconvenient often want to take the first one going my way	12/15/2014 9 16 PM
110	(Busses) need their own lanes Left turn lanes contra flow easier NB transfers less freight traffic trees/shade street vendors (Sidewalk cafe seating) more of this please	12/15/2014 4 53 PM
111	It takes forever to cross the street at 29th at Guadalupe and there is no shade there The crosswalk timing there should be more favorable to pedestrians	12/15/2014 4 25 PM
112	Cyclists need to obey the law APD and UTPD should aggressively ticket cyclists	12/15/2014 4 23 PM
113	Some want traffic to move faster but historically we have wanted traffic to be calmer	12/15/2014 4 13 PM
114	Need and fly over or should only have metro/ trains down there and service/business vehicles	12/15/2014 3 55 PM

## Guadalupe Corridor Improvement Program

115	As a driver it is scary sharing the north to south right hand lane of Guadalupe between 26th and 24th near the former Varsity Theater with cyclists. There is just that one stretch where cyclists don't have their own lane. They use it boldly as if it were their own lane, requiring drivers to use extreme caution for that block or two. I don't think it is safe for the cyclists.	12/15/2014 3:09 PM
116	Please maintain existing on-street parking	12/15/2014 3:07 PM
117	try to avoid driving Guadalupe as it is usually such a mess	12/15/2014 2:57 PM
118	crosswalk at 21st and Guadalupe does not allow for right hand turns onto Guadalupe from 21st Street because of the large volume of pedestrians (students) crossing. It would be better to have 4-way walk signals with no bicycle and vehicle traffic moving, and then right hand turns for a period onto Guadalupe St.	12/15/2014 2:46 PM
119	I think that giving pedestrians right of way in the southbound (protected) bike lane at all times ruins the functionality of the bike lane. Pedestrians should have the right of way when they are in a crosswalk and when it is their turn to cross the street. They shouldn't be encouraged to step out in front of bicycles to cross the bike lane midblock (outside of a crosswalk), nor should they have the right of way when they do not have the walk sign (when the bicycles have a green light). The analogy is having pedestrians being able to jaywalk at all times, with cars having the obligation to stop for them. This is obviously dangerous and not fair to motorists, and I don't see why it should apply to cyclists.	12/15/2014 11:16 AM
120	Safety is a big issue, maybe more lighting? It's a scary place at night. Maybe not directly on Guadalupe, but just one street over towards west campus, it is VERY dangerous to walk by yourself at night.	12/12/2014 4:03 PM
121	This will be at the expense of private car users, but I support considering fully dedicated bus-only lanes for MetroRapid along their entire route.	12/12/2014 2:53 PM
122	The 2 lanes each way with parking (going south) is not efficient given the current traffic flow and signal functionality. I hate to suggest what to change, but I would consider making Guadalupe ONE WAY ONLY for normal traffic with two bus lanes (1 north, 1 south). In principle, this would allow the mass transit up and down Guadalupe to flow more smoothly. The problem is, where do you put the cars that can no longer go "the wrong way" on Guadalupe?	12/12/2014 1:50 PM
123	Skybridge over 23rd	12/11/2014 6:01 PM
124	Bus lanes	12/11/2014 4:38 PM
125	Bus pull-in areas so riders can load/unload without blocking a lane of traffic. More loading/delivery zones and ticketing delivery trucks blocking traffic.	12/11/2014 2:05 PM
126	High capacity fixed guideway transportation systems into downtown are needed to reduce the reliance on Guadalupe as the major north arterial.	12/10/2014 4:15 PM
127	Moving Burnet Rd. and Bull Creek bus routes off Guadalupe in this area and back into the neighborhood (used to run on Rio Grande and Nueces) would take some of the buses off Guadalupe and move the routes back into the neighborhood and nearer to those of us who live closer to Lamar.	12/10/2014 4:03 PM
128	The placement of store signs on sidewalk ROW creates a serious problem for blind UT students. Not allowed in rest of city. Ditto the panhandles sitting and blocking sidewalk. Ditto Cafe Mozart outdoor seating.	12/10/2014 3:55 PM
129	Please do not add more vehicle lanes. Congestion will stay the same, more people will come.	12/9/2014 6:11 PM
130	Better enforcement of proper behavior regarding cycle tracks to prohibit wrong-way cyclists and parking (however temporary) in cycle tracks. Better indicators to pedestrians to make them aware of people riding bikes in cycle tracks (so they don't walk into the path of riders without checking to see if the way is clear to cross, also, so that maybe they won't stand or walk in the cycle track).	12/8/2014 4:37 PM
131	Everyone should slow down.	12/8/2014 4:24 PM
132	Make delivery drivers use the alley more often.	12/8/2014 11:37 AM
133	Additional pedestrian and bicycle crossing locations would make Guadalupe feel less like a barrier to pedestrian traffic and would encourage the use of bicycling and walking instead of driving through the corridor.	12/8/2014 11:15 AM
134	Bus schedules don't seem to consider campus schedules, rushes right after the hour, etc.	12/8/2014 7:38 AM
135	Sometimes only one car can turn onto Guadalupe because there are so many pedestrians crossing that the light turns red again before more than one car can get through.	12/5/2014 8:16 PM

## Guadalupe Corridor Improvement Program

136	MORE enforcement Cars ignore no right on red and no left turn signage bikes being ridden on sidewalks bikes not obeying traffic rules bikes and cars not yielding to pedestrians pedestrians not obeying traffic rules clueless student pedestrians not paying attention skateboards and such on sidewalks Business entries are unsafe to pedestrians on the sidewalk when doors swings outward into the sidewalk (no entry recess) Entry doors should all swing inward or have recessed entry	12/5/2014 5 01 PM
137	too many people asking for money	12/5/2014 4 36 PM
138	The car traffic on Guadalupe near campus is terrible during evening rush hour t makes the street nearly unusable for bicycles and transit Biking in the traffic is stressful and dangerous and the traffic significantly affects the transit time on the bus This is especially irritating because most of the transit and bicycle infrastructure in the area is on Guadalupe The placement of this infrastructure makes sense since Guadalupe gives the best access to the destinations in the area but find that whether bike to work or take the bus go out of my way to use inferior alternate bike and bus routes just to stay out of the traffic jam on Guadalupe	12/5/2014 3 52 PM
139	The crosswalk at 24th and Guadalupe is greatly improved THANKS The "jog" to the right on Guadalupe going north at 24th Street is dangerous especially since the bike lane ends worry about a car or bus hitting either a bike or one of the many pedestrians waiting to cross	12/5/2014 1 59 PM
140	The protected bike lanes scare the shit out of me at the intersections When 'm driving 'm terrified that 'm going to hit a cyclist that couldn't see and when 'm riding in the protected lane 'm terrified that a motor vehicle is going to round the corner at high speed and not see me would really love to see a pedestrian & cyclists stoplight phase (similar to what is on Dean Keaton) or the reduction of street parking near the intersections to improve the lines of sight	12/5/2014 7 58 AM
141	get rid of parking on Guadalupe	12/4/2014 3 22 PM
142	Lane markings/signage should advise travelers of roadway merging/sharing of lanes in a way that instructs them to make safe choices	12/4/2014 2 00 PM
143	ALLOW MOTORCYCLES TO USE BUS & B KE LANES ALLOW MOTORCYCLE AND B CYCLE TRAFF C F LTER NG ALLOW UN REG STERED MOTOR ZED B CYCLES	12/4/2014 11 55 AM
144	Remove parking along Guadalupe (particularly along campus) and add a dedicated bus lane Street parking blocks the bus stops takes up a lane and people who can't parallel park to save their lives hold up traffic Delivery trucks routinely block a lane of traffic on Guadalupe in front of the co op too Reduce the number of bus stops at least along campus for the express and MetroRapid routes People can walk t is utterly beyond people for them to figure out how to board and pay quickly when boarding Metro Rapid so each stop of the double length bendy busses takes forever and blocks traffic This isn't as much of a problem with the regular express busses (9xx routes) but regardless it's yet another bus that's holding up traffic because 1) there's no dedicated lane for busses and 2) there are TOO MANY STOPS People can walk	12/4/2014 10 41 AM
145	Potentially limit traffic along this corridor to buses bicycles pedestrians and emergency vehicles Reduced speed limit to 20 mph along this specific corridor More cross street access from campus	12/4/2014 10 36 AM
146	The northbound rapid bus blocks the bike lane completely at every stop on Guadalupe	12/4/2014 10 35 AM
147	Make all crosswalks SCRAMBLE meaning pedestrians only cross when there are no oncoming or turning cars and all paths cross at once Do not allow cars to advance during pedestrian cycles all you get is a line of cars waiting to turn while waiting for pedestrians to clear to intersection nstall a pedestrian bridge over the Drag between the bookstore and the west mall t can have a very low slope gradient if it starts in the middle of the West Mall Students could use it the way they use the bridge by the Business School hang banners from it to promote events and clubs and it serves as a 24/7 safe path to cross without waiting for buses or traffic lights	12/4/2014 9 00 AM
148	buses should have their own lane single occupant cars and parking should be the least important components	12/3/2014 10 37 PM
149	Skybridges/pedestrian tunnels allow for greater human and vehicle traffic flow and ease Some areas in West Campus have travel lanes that are too narrow for on street parking causing hazards for both vehicular and pedestrian traffic	12/3/2014 7 41 PM
150	Reducing auto travel lanes on Guadalupe would greatly improve the mode balance and safety of this corridor (from four lanes to two if long term traffic projections indicate this would work with periodic turn lanes where appropriate) Please take a look at Bagby Street in the Midtown District of Houston Texas for an example of a corridor that was successfully right sized and accomplishes many community environmental economic goals all at once ( <a href="http://www.designworkshop.com/projects/bagby.html">http://www.designworkshop.com/projects/bagby.html</a> ) This is the level of complete street/infrastructure leadership that Austin needs to match and the time is right given the Complete Streets ordinance passed this year	12/3/2014 7 40 PM

## Guadalupe Corridor Improvement Program

151	dedicated mass transit lane	12/3/2014 6 00 PM
152	Reduce # auto lanes and prioritize active transportation (AT) since AT mode split is very high near campus	12/3/2014 5 42 PM
153	Parallel parking along Guadalupe is dangerous to pedestrians and cyclists and is obstructive to bus stops bus loading zones and bicycle lanes Bus drivers often do not see people waiting at bus stops and pass by without allowing riders to board	12/3/2014 4 26 PM
154	Reduce car travel lanes and increase bike lanes/bus only lanes to streamline the car traffic and reduce unpredictable movements	12/3/2014 4 02 PM
155	Exclusive bus lanes would reduce traffic conflicts caused by cars getting behind buses buses stop cars merge into other lane and cause delays One for cars one for buses	12/3/2014 3 57 PM
156	think travel lanes should be reduced and bus frequency should be increased with buses in their own dedicated lanes like in downtown	12/3/2014 2 55 PM
157	That double light that connects 26th to Dean Keeton is the worst pile up during rush hour and ends up backing up Guad and 26th A yellow/red blinking light might be good so Guad can keep driving and 26th cars can go at their own discretion and students will all just have to cross at DK or 27th instead of 26th as well	12/3/2014 2 45 PM
158	Too many buses on corridor without passengers or with only two to five passengers	12/3/2014 11 28 AM
159	Parking on Guadalupe is unsafe for bicyclists and motorcyclists The street has too much traffic for on street parking	12/3/2014 10 57 AM
160	it would be desirable to have transit lanes beyond MLK	12/3/2014 9 23 AM
161	Above	12/2/2014 10 49 PM
162	Cops that ticket bikes when they run red lights	12/2/2014 10 21 PM
163	think making a DEDICATED BUS LANE for regular and rapid busses would improve mobility safety and quality of life along the corridor Please consider putting Guadalupe Blvd on a "road diet" to discourage private vehicle use and promote bicycling walking and transit uses	12/2/2014 5 20 PM
164	The City keeps agreeing to closing more N/S streets through or near campus Red River is the most recent offense This is hurting mobility and making it even more challenging to get around the neighborhoods surrounding the campus Trinity/San Jacinto needs to be open for through traffic UT is an urban campus and they should fit into the urban fabric not try to be a suburban campus in the middle of a big and growing city	12/2/2014 12 50 PM
165	Dedicated bus lanes	12/2/2014 11 36 AM
166	Neighborhood parking permit requirements reduce overall parking in neighborhoods and should be removed	12/2/2014 11 04 AM
167	Remove delivery parking from the street and require those vehicles park in lots behind buildings	12/2/2014 10 49 AM
168	Less space in the right of way dedicated to vehicles and more space dedicated to bikes and pedestrians Wider bike lanes MUCH wider sidewalks	12/2/2014 10 43 AM
169	Dedicated bus lanes	12/2/2014 10 41 AM
170	Small businesses will start moving out of the downtown area because of the parking issues I am a small business paying for my employee's parking close to \$1500 per month on top of parking tickets when we don't get out there right on time to add more money / time We will be moving because of the parking situation and construction vehicles that seemingly have some deal worked out with Austin (they put traffic cones in front of our office so we cannot park there any more)	12/2/2014 10 10 AM
171	Better signage (or something) so pedestrians don't wander into the bike lanes on Guadalupe without looking	12/2/2014 10 07 AM
172	Bus stops need better coverage/protection from the sun	12/2/2014 9 41 AM
173	Longterm solution replace most bus routes with rail	12/2/2014 5 27 AM
174	Less parking wider bicycle lane on east side of road dedicated bus lane (as a cyclist I hate the bicycle track but I suppose it's too late to change and really I should complain about any bicycle infrastructure investments)	12/1/2014 6 32 PM
175	Need better coordination of surrounding street closures and how it effects traffic patterns	12/1/2014 4 38 PM
176	its possible that the road diet (reducing lanes of traffic and having a left turn center lane) might be helpful	12/1/2014 10 14 AM

## Guadalupe Corridor Improvement Program

177	Need More intersections with 4way stop that would allow pedestrians to cross in all directions but be prohibited from crossing while cars are moving Safer for peds & allows cars turning to complete their turn expeditiously and without blocking traffic	11/29/2014 8 37 AM
178	Pedestrian bridge over guad at 25th	11/27/2014 8 30 AM
179	Be great to have Airport Flyer stop along the Drag	11/26/2014 11 15 PM
180	turning when pedestrians present difficult sometimes	11/26/2014 3 46 PM
181	The Guadalupe corridor desperately needs an Airport Flyer stop t make no since to have one so far from student housing and all of West Campus housing Also the current stop near the football stadium does not feel like a well enough occupied space at night to feel safe	11/26/2014 1 55 PM
182	Making the drag more pedestrian friendly is a good idea Shade trees and less cars using the corridor is a great idea	11/25/2014 11 15 PM
183	remove traffic lanes add a train and additional bike infrastructure Reduce parking to discourage driving in favor of transit or biking	11/25/2014 11 14 AM
184	To be clear think travel lanes should be reduced in favor of transit only lanes rapid buses now rail ASAP 'd also like better pedestrian crossings around campus primarily at Guad & 24th	11/25/2014 9 41 AM
185	Stairway to Heaven	11/24/2014 8 39 PM
186	The space where bicycles can use the road feels dangerous especially northbound when traffic is trying to get out of the commercial area more quickly Additional signage and pavement markings could improve the merging of bicycles and cars so that bike users have confidence and cars are prepared to merge	11/24/2014 3 58 PM
187	way too many buses hinder the normal flow of traffic	11/24/2014 3 49 PM
188	Desperately need shade Please add LOTS of trees	11/24/2014 2 59 PM
189	Bus lanes are essential to a functional transit system and could vastly improve transit performance in this corridor one of the busiest in Austin Of course it will initially be worse for automobile traffic but the advantages of dedicated bus lanes are many The transit experience could thus be enhanced and draw more riders from the campus area	11/24/2014 2 57 PM
190	Remove the parking and either make it a dedicated bus lane or widen the existing lanes	11/24/2014 2 27 PM
191	Get rid of the parking lane and make dedicated bus lanes Even if a reduction in car lanes is needed to accommodate Total of 5 lanes as designed Should be two dedicated bus(1 in each direction 1 regular travel lane in each direction and sland/turn lane where needed Further limits on both right and left turns are needed At Areas where cars turn right they should have a protected right from the single through lane with both the bus pedestrian traffic and bike lane stopped There should be no unprotected rights or lefts Cars should never be allowed in the bus lane Pedestrians crossing should be like on dean keaton	11/24/2014 1 07 PM
192	Eliminate curbside parking and instead add a lane dedicated to buses/public transit ONLY (no shared lane w/ cars please)	11/24/2014 12 20 PM
193	A streetcar line in the current on street parking could provide easy pick up for all of the travellers headed downtown and up north Eliminate the parking reduce the bus congestion and place a streetcar going up and down Guadalupe	11/24/2014 12 08 PM
194	remove the surface parking and increase bike/transit lanes	11/24/2014 11 28 AM
195	Rail Would improve almost everything else	11/23/2014 9 56 PM
196	Bus priority lanes needed on Guadalupe	11/23/2014 7 59 PM
197	'd like solid divisors instead of ones that can be run over between bike lanes and the road Or not a divisor at all	11/23/2014 5 38 PM
198	Suggestions get rid of on street parking on Guadalupe and create bus only lanes divert bike traffic to the new Rio Grande bike corridor (current bike lanes on Guadalupe are dangerous with cars turning right and pedestrians meandering into bike lane) and extend the Rio Grande corridor farther north like to 35th	11/23/2014 3 08 PM
199	Seems like Guadalupe was not the right place for a bike lane t's redundant with the one on Rio Grande OR a shared bus/bike lane in its place even if it means eliminating or reducing parking on Guadalupe might make more sense There's not enough room on Guadalupe to have it all and rapid buses can't be rapid if they're stuck in traffic	11/23/2014 2 50 PM

## Guadalupe Corridor Improvement Program

200	Sidewalks could be widened unused curb cuts eliminated or reduced bollards to protect/ erasure pedestrians at corners and on the curve at 29th street The city has a transportation plan to make the gas station at 29th street into a transportation node buy the property and go ahead and make it a plaza Also consider closing nieces at Guadalupe ( what is the traffic count?) so that a sidewalk can be put in and made safer/ contiguous for bikes and pedestrians mproved connectivity to creek trail corridors would be good	11/23/2014 11 29 AM
201	Eliminate text and cell phone use on this corridor and all others Much lost of time at lights as texting motorists stall other traffic	11/23/2014 9 26 AM
202	#1 and #3 bus service needs to be restored to the previous level of service Service should get better not worse	11/22/2014 9 19 PM
203	The way this survey is laid out basically shows the bias towards driving by planners This corridor desperately needs dedicated transit lanes That would fix all the issues you've laid out in "bus " and many of the ones you've laid out in "vehicle travel lanes " as many many more people would use buses through this corridor if they weren't stuck in traffic with single user vehicles How is this not included on the survey?? Rapid transit needs dedicated right of way to be "rapid " ssue number two the fare incompatibility between the 1 and 801 needs to be fixed People need to be able to use their transit cards on the rapids This is probably outside of the jurisdiction of the folks doing this survey but someone needs to pass it along to the decision makers at Cap Metro who clearly pay no mind to how the public feels	11/22/2014 7 47 PM
204	All ability for drivers to make left hand turns should be eliminated	11/22/2014 7 20 PM
205	Buses are slowed down by car traffic in the Guadalupe corridor t's likely that we could more more people during rush hour by making a lane in each direction a bus lane ideally up to 38th Street where the MetroRapid lines diverge	11/22/2014 4 50 PM
206	Need crosswalk between southwest and southeast corners of 29th and Guadalupe Having no crosswalk just promotes jaywalking and is both inconvenient and dangerous	11/21/2014 1 11 PM
207	Need to optimize number of bus stops Probably too many local stops which really slows down those local routes Also would be better if all car traffic were diverted to Nueces/Rio Grande (buses could go much faster cars/peds would be safer etc )	11/21/2014 12 19 PM
208	Dedicated transit lanes for true BRT/uber/lyfts and bicycles t would move more people faster	11/21/2014 11 58 AM
209	The "heart" of the Drag (perhaps between 21st and 24th) should have bollards installed that can be temporarily extended to create a proper "place" on Friday and Saturday evenings for a street market/festival area This would greatly increase safety and quality of life	11/20/2014 2 01 PM
210	don't know if the lanes should be reduced to one bike one bus one car or if the street should be wider and have a turn lane in the middle t's a crazy corridor	11/19/2014 2 48 PM
211	Separate car and bus traffic into different lanes so that they do not interfere with each other Remove on street parking	11/19/2014 1 02 PM
212	Protected bike lanes Light rail	11/19/2014 12 07 AM
213	've read studies showing that at peak times public transportation modes are moving up to 40% of the people through this corridor compared to single occupancy vehicles (this doesn't count bike/ped) This type of modal split raises the question if buses are moving 40% of the people why don't they get 40% of the ROW? think we need to heavily invest in mass transit in this corridor and a great start would be extending dedicated lanes for MetroRapid further north through the Drag No amount of investment will drastically improve car mobility through this corridor Car congestion is a symptom of successful cities but we need to start providing viable alternatives (dedicated transit lanes improve on existing bike lanes etc )	11/18/2014 10 46 PM
214	want to emphasize the danger to bikes with the current design of protected lanes combined with the ignorance of drivers (making right turns without looking) and pedestrians (walking in the lanes without looking) This needs to be addressed	11/18/2014 8 37 PM
215	would like to see bus lanes added and street parking on Guadalupe removed t causes dangerous situations for cyclists because drivers can't see the bike lane and can turn and hit them would also like to see bike lanes going east west from West Campus like on 24th St Cyclists have to mix with cars and have to walk when traffic is blocked	11/18/2014 8 00 PM
216	Dedicated bus lanes again More stops More frequency on the existing buses Better local service MetroRapid is weak and not frequent enough	11/18/2014 7 27 PM
217	Dedicated bus lanes Right hand northbound lane practically is one already at rush hour	11/18/2014 4 29 PM



## Guadalupe Corridor Improvement Program

218	More designated bus lanes More bike lanes	11/18/2014 4 21 PM
219	move bus or car traffic to another street	11/18/2014 3 43 PM
220	Dedicated CapMetro Lanes for buses You don't need every Flyer bus to go through the Guadalupe corridor Flyer buses should stop at North Lamar Transfer Center and transfer (or transition into) MetroRapid buses You don't need an 801 stop and a 1 3 etc stop that are 50+ feet away from each other f could take a 801 or a 1 shouldn't need to stand between the two stops to anticipate whichever comes first This is for all but the south bound West Mall stop Additionally the #5 and the 640 bus don't stop at the Dean Keeton 'station' stop	11/18/2014 3 20 PM
221	Dedicated bus lanes needed One lane of personal automobile traffic is enough with a turning lane if possible On street parking should be removed to accomodate this if needed	11/18/2014 3 17 PM
222	Transit bikes and pedestrians should be given priority Consider moving autos to San Antonio or other streets to the west	11/18/2014 3 07 PM
223	Move through autos off of Guadalupe Prohibit left turns onto 25th mprove east west pedestrian connections	11/18/2014 3 01 PM
224	Dedicated transit lanes	11/18/2014 2 38 PM
225	Have to wait too long to cross guadalupe as pedestrian this motivates jaywalking	11/18/2014 2 19 PM
226	Transit only lanes	11/18/2014 2 19 PM
227	The parking along Guadalupe takes up so much space for relatively few spots while pedestrians are crammed in o sidewalks ar oo narrow or he main s ree ron ing he coun ry's hird larges universi y urely housands o pedestrians should outweigh scores of parking spots They should be removed entirely and the sidewalks should be widened and brought up to developed world standards	11/18/2014 2 08 PM
228	Traffic signal cycles are too long and present a walking barrier t's absurd that have to wait a whole minute or wo o walk jus 50 ee across he s ree ood pedes rian corridors have shor s opligh cycles Cyclis s ride he wrong way on the protected lane all the time instead of on the other side of the street where the correct bike lane is The bike lanes should be redone such that there is a two way protected lane on the west side and no bike lane on the east side Dedicated bus lanes would be a godsend There are many N/S car corridors but most N/S buses funnel into this corridor Let's prioritize buses over cars in AT LEAST ONE corridor this is the best one	11/18/2014 2 00 PM
229	Extending dedicated bus lanes would make a huge difference along this corridor	11/18/2014 1 36 PM
230	Remove on street parking install transit priorty lanes	11/18/2014 1 29 PM
231	Light rail Should be on Guadalupe to improve carrying capacity Just take the two center lanes like we would have done in 2000 and every other sane city has already done	11/18/2014 1 12 PM
232	On street parking is way way way underpriced and practically useless The number of people served by six blocks of on street parking is approximately equal to one busload of the FA To accommodate this tiny number of people (compared to the number of pedestrians and bus riders) a huge amount of physical space is wasted on parking n addition drivers parking their vehicles is disruptive to traffic flow There is plenty of parking available in surface parking lots and off street parking garages On street parking should be removed with signage directing drivers to where they can park off street	11/18/2014 1 10 PM
233	Bus only lanes	11/18/2014 1 08 PM
234	Make one lane a bus only lane	11/18/2014 1 05 PM
235	dedicated bus lanes in both directions Remove one lane of traffic Keep bike facilities	11/18/2014 1 04 PM
236	Buses need right of way lane	11/18/2014 12 59 PM
237	Hello the rail plan should have gone through here buses that get stuck in traffic/cause traffic backups are not working no matter how large they are or how often they run	11/18/2014 12 55 PM
238	Near W 28th St Students *always* come running out across the drag t happens during class times (MWF about 15 20 mins before the hours) and TTH (15 20 before the half hours) usually t is a curved area of the drag and have nearly hit more than one 've also seen others nearly hit There are so many apts behind that area that they don't walk down to 27th or up to 29th Please consider a pedestrian crossing or something	11/18/2014 12 24 PM
239	Limit equestrian usage to parade events only	11/18/2014 12 11 PM
240	Light Rail	11/18/2014 8 10 AM

## Guadalupe Corridor Improvement Program

241	Disallowing street parking on the Drag will anger many people but it's the only way to add a traffic lane Maybe worth doing?	11/18/2014 7 50 AM
242	Convert 2 traffic lanes to dedicated lanes for light rail transit	11/18/2014 7 14 AM
243	The white bollards between the protected bike lane and the parking lane are mostly gone Cars park more and more into the bike lane Replace the bollards with a curb so the cars know where their parking lane ends	11/18/2014 1 40 AM
244	Rail in the corridor	11/17/2014 11 22 PM
245	Not enough buses with street level access for disabled	11/17/2014 11 03 PM
246	Where are the questions about Light Rail? Why are we not talking about planning the corridor for rail transit?	11/17/2014 10 32 PM
247	Reduce travel lanes for cars	11/17/2014 10 15 PM
248	Yes a MetroRapid conversion to light rail Consider the utilization of Nueces/San Antonio 1 block off The Drag for dedicated lane high capacity transit for both near and long term capacity increase all modes	11/17/2014 10 00 PM
249	A light rail line on this corridor would be useful and helpful to me	11/17/2014 8 51 PM
250	A bicycle speed limit is not going to keep pedestrians safe it is so slow that it isn't even realistic to ask cyclists to slow to that speed though any faster would be a hazard to pedestrians crossing lane More separation of bike lanes and pedestrian areas would improve safety better	11/17/2014 8 49 PM
251	devote a whole lane to rapid bus only	11/17/2014 8 31 PM
252	Ban single occupancy through traffic	11/17/2014 8 17 PM
253	Better enforcement of No Left Turn areas Restrict left turns into businesses in order to cheat intersection restriction	11/17/2014 7 49 PM
254	bus passengers disembarking across the street from UT don't realize they are in a bike lane	11/17/2014 3 46 PM
255	Remove southbound bike lanes to San Antonio St and create bus stops on W side of Guadalupe in such a fashion that southbound cars are not held up by stopped busses Have seen a number of near accidents with cars trying to get around busses	11/17/2014 3 43 PM
256	Pedestrian crossing at lights should be timed in such a manner that no traffic or bikes are crossing the intersection in other words the pedestrians should be able to cross all at one time even diagonally then the vehicles cross in one direction and then another Fencing needs to be installed where there is heavy pedestrian crossings at the intersections so that people cross only at the crossing lane and not half way in the street	11/17/2014 3 37 PM
257	The left turn on 29th street currently has a left turn signal that is only on for about 8 10 seconds and it is very difficult to make this turn on time A left turn yield on green option at this intersection would be very helpful in dealing with traffic	11/17/2014 2 28 PM
258	in general the number of stop lights should be reduced or better timed to allow for a vehicle traveling during non peak hours to get through this corridor without stopping in the middle For example if you are stopped at MLK (going north) then once the light turns green a car should be able to get past 29th without stopping at a stop light At a minimum get rid of at least 1 light at 21st or 22nd and 25th or 26th Furthermore signal timing is terrible between 24th and MLK if you are stopped at 24th (going south) it is impossible to get through MLK without stopping at least twice	11/17/2014 2 07 PM
259	Bicycle lanes on ALL streets are a problem should only be on certain streets	11/17/2014 2 04 PM
260	Take cars off make it transit/bike/pedestrian only	11/17/2014 2 02 PM
261	Please add a MetroRapid stop somewhere between 29th 35th Street	11/17/2014 1 56 PM
262	Graffiti has and always will be a big problem in this area Will APD ever catch TCK? sure hope so Vagrancy has and always will be a problem in the area too Why aren't there constant APD/UTPD bike patrols up and down the corridor?	11/17/2014 1 51 PM
263	Crossing MLK at Guadalupe is slow and difficult for pedestrians How about a tunnel or a bridge and keep traffic moving	11/17/2014 1 48 PM

## Guadalupe Corridor Improvement Program

### Q27 Are there other aesthetic items that could improve mobility, safety, and quality of life along the Guadalupe corridor? Please explain.

Answered: 163 Skipped: 620

#	Responses	Date
1	t often smells like urine Maybe consider a semi public bathroom so the bums don't have to pee out there	2/6/2015 3 48 PM
2	wood or stone facades would soften walls	2/6/2015 11 01 AM
3	Paving materials for the big crossing into the UT campus	2/6/2015 9 56 AM
4	Reducing street clutter from duplicitous signage/lighting/information poles impacts the appearance of the street	2/6/2015 9 47 AM
5	Signage showing where to cross for various UT buildings The new bus shelters are beautiful in an Architecture sort of way but not useful too small and shade has NO relationship to sun position and direction Decorative pavement is a fine idea Removal of unused posts for signage on street side of ROW (eg Guad between 24th/25th west side) would help declutter	2/5/2015 5 35 PM
6	Remove bums see above	2/5/2015 1 32 PM
7	trees bushes etc	2/5/2015 11 26 AM
8	There are too many vagrants	2/5/2015 8 26 AM
9	t should be more retail comercial and restaurants all along Guadalupe more closers and also in the nearby street to let the people spread al around the neighborhood not only in Guadalupe street	2/4/2015 11 09 PM
10	Too much graffiti too many people asking for money too much vandalism	2/4/2015 4 18 PM
11	see comments above about using the successful San Francisco paving/commercial corridor / beautification projects on Divisadero and Valencia streets They look great rejuvenated run down / plan less corridors and brought in new organic growth	2/3/2015 6 03 PM
12	Could use some water fountains	2/3/2015 5 30 PM
13	trees would be great but then you eliminate walking lanes i'm telling you a big bridge with walking lanes that would provide cover would be welcome	2/3/2015 4 21 PM
14	Add signs explaining that Guadalupe is also called The Drag and ones at both ends pointing toward the Tx Union and CoOp intersection since that's merely a pedestrian crossing Maybe signs showing where to turn for the parking garage on Rio/25th	2/3/2015 1 12 PM
15	like that Guadalupe is not totally "pretty" like that the art comes mostly from street murals and sidewalk chalk drawings/paintings noticed that the Renaissance market started requiring licenses for artists why? This reduced the number of vendors in the Renaissance market and took away this amenity in the neighborhood The city should incentivize local vendors especially low income artists not make it harder for them to make a living Keeping a space for artists is so vital to keeping Austin weird	2/3/2015 12 44 PM
16	Make the parking garages more obvious easier to use	2/3/2015 12 10 PM
17	area looks horrible	2/3/2015 12 04 PM
18	Enhanced enforcement of panhandling ordinances and camping ordinances for homeless	2/3/2015 12 00 PM
19	Well can read Braille so what kind of answer can give to the aesthetic question? Tactile aesthetics? Yes please	2/3/2015 11 43 AM
20	Guadalupe is UGLY There are far too many businesses that shut down and are not re occupied and only gather grafitti and old signage (e g the old Texadelphia building)	2/3/2015 11 09 AM
21	Caution needs to be exercised concerning placement of signage landscaping etc so that views are not blocked for vehicles trying to turn onto streets A small sign can actually block quite a distance on a perpendicular street	2/3/2015 11 05 AM

## Guadalupe Corridor Improvement Program

22	Must somehow decrease the amount of tagging on any available surface even on murals windows etc	2/3/2015 11 01 AM
23	Graffiti clean up	2/3/2015 10 48 AM
24	The whole place looks sad and dirty due to poor upkeep of business fronts	2/3/2015 10 44 AM
25	dling >5 minutes should be illegal	2/3/2015 6 21 AM
26	Question 26 does not allow you to select both but would like to	2/2/2015 11 32 PM
27	more police patrols for homeless loitering on business properties	2/2/2015 9 23 PM
28	More trees Less commercial signage Signage should be lower in height and less light pollution More ART N PUBL C SPACES	2/2/2015 7 36 PM
29	Can the retail chains	2/2/2015 5 58 PM
30	Graffiti is a HUGE problem and has not been addressed here The number of panhandlers along Guadalupe is a serious issue especially along the drag	2/2/2015 5 45 PM
31	No	2/2/2015 5 27 PM
32	Get rid of all the payday loan and fly by night auto insurance places between Justin and 51st street know this doesn't apply but feel better for mentioning this	2/2/2015 5 00 PM
33	Have noticed many street trees have been planted without proper space for root growth Also trees obtain nutrients from edge of leaf/branch line As trees grow these lines are completely covered in concrete Life of many trees beyond 5 10 years doubtful Tree replacement is going to be expensive and loss of canopy significant	2/2/2015 3 47 PM
34	Let's bring great streets to Guadalupe 'm always surprised at how it doesn't take long for the sidewalks north and south of campus to really deteriorate they become both smaller (inadequately so) and in worse repair	2/2/2015 11 22 AM
35	Need UT signs on right side of Guadalupe	1/22/2015 2 53 PM
36	sidewalks trash cans and storefronts are dirty need more trees should be a nice promenade to walk down and not a road side trail	1/22/2015 12 40 PM
37	Definitely more landscaping along the street Also better shade and more places to stop and rest along the way right now it's such a concrete filled dead zone filled with traffic car noise and pollution Maybe eliminate cars all together?? Yes please	1/20/2015 6 12 PM
38	n addition to more trash bins there should be just as many recycling bins as well have seen a lot of idling cars for long periods of time especially large trucks with construction workers waiting for something guess More trees and plants throughout the corridor would be appreciated	1/18/2015 8 18 AM
39	Cleaning the sidewalk would go a long way	1/15/2015 11 06 AM
40	Both on #26 apply Wrong selector available	1/15/2015 9 17 AM
41	Beautifying the area could be done with a combination of trees cyclists and UT art students nstalling efficient but pretty bike racks that look like artistic extensions of trees on the streets would be a quirky Austin y improvement And art students seem to have the mind for this kind of work ( <a href="http://cola.unh.edu/thecollegeletter/2014_09/fine_art_bike_racks">http://cola.unh.edu/thecollegeletter/2014_09/fine_art_bike_racks</a> )	1/14/2015 10 15 PM
42	Bus only lanes	1/14/2015 8 39 PM
43	Too many young homeless bums preying on students for change APD should ramp up their watch on this street and west campus	1/14/2015 5 17 PM
44	repair sidewalks and potholes and cracks in streets Large number of homeless people harass others vandalize property and defecate everywhere	1/14/2015 2 06 PM
45	The fights that the homeless and travelers are getting into are getting dangerous They are being overly pushy getting money from the students	1/14/2015 2 05 PM
46	Do something about the homeless gathering in front of the church at the end of 23rd street Public urination rude comments etc from this crowd make me want to detour	1/14/2015 1 41 PM
47	Need upkeep of the trees that there Don't just leave them unattended to die like the others	1/14/2015 1 10 PM
48	Not enough trees Not enough plant life Cacti are a great way to add plant life with low maintenance	1/14/2015 1 07 PM

## Guadalupe Corridor Improvement Program

49	None of the aesthetic items would help if we have people laying on the sidewalks which we have plenty of which is also a serious safety concern do not feel safe walking near the Renaissance market or near the Congregational church Many of them are intoxicated and they also litter badly and it is an awful disgrace to the university and the community There has got to be something we can do about this	1/14/2015 12 41 PM
50	Businesses that make it a destination Everything seems so junky or a chain Clean up the street and bring back to being a destination Revitalize the arts market	1/14/2015 12 08 PM
51	HOMELESS PEOPLE BR NG NG TH NGS DOWN	1/13/2015 9 18 AM
52	aggressive panhandling associated litter means avoid this area for meals shopping	1/12/2015 8 28 PM
53	nothong more than what was already said	1/12/2015 11 56 AM
54	nothong more than what was already said	1/12/2015 11 54 AM
55	believe the city needs to move towards less density in neighborhood area Neighborhoods are not the problem they're the solution Maximum density is the problem A well developed public transportation system would be a great improvement	1/11/2015 1 50 PM
56	No No more "improvements" please	1/9/2015 10 56 PM
57	Too many signs haphazardly places along the roadway	1/8/2015 4 31 PM
58	Question 26 needs to be fixed to allow both replies to be selected BOTH apply Again the corridor needs to be a pedestrian mall with very little vehicular traffic	1/8/2015 9 53 AM
59	Please don't use the term "landscaping " t reflects a shallow understanding of the term	1/8/2015 9 41 AM
60	what are street trees?	1/8/2015 9 20 AM
61	Blighted/rundown empty storefronts are an eyesore	1/8/2015 9 12 AM
62	+1000 for street SHADE trees even mid size trees	1/7/2015 9 29 PM
63	t would be nice to see a larger deployment of single stream recycling containers This is an issue at Capital Metro stops and City of Austin street corners in general	1/7/2015 4 36 PM
64	The most important addition to the drag would be more shading and cover from rain UT's east mall has a good amount of trees for shading	1/7/2015 11 54 AM
65	More trees	1/7/2015 9 47 AM
66	Maybe allow university or otherwise artists to decorate the sidewalks? Just a thought	1/6/2015 9 31 AM
67	The city has very little business with attempting to control aesthetics because trash on public ROW This corridor gained this character from the factors affecting it Changing those factors will create something different that the people may likely ultimately reject	1/6/2015 12 51 AM
68	The planters and bike lane separation needs to be improved There needs to be more shade along the west side of the street	1/5/2015 9 07 PM
69	f you want improvement to these things you need to make it less of a thoroughfare	1/5/2015 5 22 PM
70	The Artist Market need two entrance arches to signal the beginning and ending or the market a tarp to provide shade for vendors and tourists a kiosk for a band and some benches for tourist to observe the murals	1/4/2015 6 19 PM
71	Get rid of commercial signs that block sidewalks especially on the narrow 24th Street sidewalks	12/31/2014 1 37 PM
72	We need to treat the Drag as a place to be not a place to drive through Most of these survey questions reflect a windshield perspective that is unfortunate	12/27/2014 9 03 AM
73	narrower car street to promote more focus on sitting walking and biking environment	12/27/2014 8 53 AM
74	Tear down the West Mall wall	12/17/2014 8 33 AM
75	#26 both are true to me	12/16/2014 5 45 PM
76	Again doesn't need major interventions Some of the sidewalks include historic traces from 50+ years ago please do not sacrifice these	12/15/2014 9 16 PM
77	(Decorative sidewalk) just keep cobblestone Street festivals and street vendors	12/15/2014 4 53 PM

## Guadalupe Corridor Improvement Program

78	Shade (combined with the time it takes to wait for a bus in either direction) is my biggest complaint As a pregnant woman last summer found it was just as physically difficult to wait for a bus as it was to walk My commute in theory was so short from around 29th and Guadalupe to around 21st and Guadalupe and there was just no good way to do it comfortably	12/15/2014 4 25 PM
79	Bury the overhead lines and add street trees	12/15/2014 4 23 PM
80	(Not enough trees) on drag specifically We already have (handwriting not legible) for the (handwriting not legible) like to see these (handwriting not legible) of tree lights	12/15/2014 4 13 PM
81	Really ugly	12/15/2014 3 01 PM
82	delivery trucks early in the morning make a lot of noise	12/15/2014 2 46 PM
83	hope that Daniel Johnston's mural will be protected for a long time t is a travesty that that business was able to destroy half of the mural They destroyed a cultural artifact and that business didn't even last for 6 months	12/15/2014 1 41 PM
84	Most of the idling air pollution is because busses have to que up at one stop behind one another	12/15/2014 11 16 AM
85	Several buildings/businesses has been empty which contributes to the night time lull Strip needs a variety of day/night businesses so there are always people around and less chances of feeling uncomfortable/in danger	12/12/2014 4 03 PM
86	f we could have more European style outdoor sidewalk seating areas for the cafes/restaurants that would be wonderful We would have a stronger sense of a vibrant neighborhood and community	12/12/2014 2 53 PM
87	DO NOT sacrifice functional space for tress/bushes/etc We need every inch of street bike lane bus lane walking space we can get would suggest getting rid of "scenic" shrubbery or bushes near the road	12/12/2014 1 50 PM
88	Less franchises more local	12/11/2014 10 50 PM
89	too many homeless	12/11/2014 9 28 PM
90	The drag is a place of high traffic area and it has been for a long time Sidewalks need to be repaved and overall just look cleaner and nicer	12/11/2014 6 12 PM
91	reorganize and monitor "free papers" boxes which sometimes become litter sources Potential for interesting planters on west side they need to be "no water"	12/10/2014 3 55 PM
92	pervious sidewalks	12/9/2014 6 11 PM
93	Trees Public art	12/9/2014 4 48 PM
94	Public artwork Sculpture more murals	12/8/2014 10 19 PM
95	to many homeless	12/8/2014 7 23 PM
96	Trees	12/8/2014 11 37 AM
97	Replacing a few parking spaces with parklets would greatly improve the atmosphere and comfort of the Guadalupe corridor For one or two vehicle storage spaces outdoor cafe space for over a dozen people could be provided	12/8/2014 11 15 AM
98	Should have shelters from rain at bus stops	12/8/2014 7 38 AM
99	both options for #26	12/7/2014 2 08 PM
100	Note question number 26 (Air quality or air pollution please select all that apply) does not allow users to select all that apply instead of check boxes the answer choices are radio buttons Will skew results Personally would like to check both and am only able to check the first option	12/5/2014 5 11 PM
101	Too much business signage on sidewalks Eliminate/enforce no blockage of sidewalks by sidewalk sale tents PLEASE PLEASE install and *maintain* more trees/shrubs/plants to shade and cool sidewalks and to mitigate traffic noise	12/5/2014 5 01 PM
102	Biggest issue is trash as well as stand alone signs from businesses blocking the sidewalk You haven't asked but the homeless are also an issue particularly large groups who congregate with dogs along the sidewalk They block access and deter people from using the west sidewalk at all in many sections	12/5/2014 1 59 PM
103	Sidewalks are dirty and everything seems to be covered with grime f the city is going to continue to ban powerwashing anything then we need to find another way to keep out outdoor facilities clean	12/5/2014 7 58 AM

## Guadalupe Corridor Improvement Program

104	Rest rooms for the public That way the street/homeless people plus everyday workers have a place to use so the streets buildings door ways don't smell of urine	12/4/2014 3 22 PM
105	TREES	12/4/2014 2 17 PM
106	More seating along sidewalks that is arranged so that it may not be monopolized it must be able to be slightly customized in use by the public as well as accessible to those with physical disabilities	12/4/2014 2 00 PM
107	The section along UT campus should be a pedestrian/bike only promenade t's absurd to have congested traffic cramming right between a college campus and all the places where students eat and shop Vehicles should be re routed with a loading lane along the back side of retail businesses and maybe a public parking structure built to replace Guadalupe street parking Venues with live music should have reserved parking and load in areas for musicians	12/4/2014 11 59 AM
108	MORE TREES MEANS MORE GRACKLES MORE GRACKLES MEANS LOTS OF POOP AWW NGS WOULD BE BETTER THAN TREES	12/4/2014 11 55 AM
109	There are shamefully bad sections of road on Guadalupe they're not hard to find The city needs to improve them	12/4/2014 10 41 AM
110	More native beds invite UT biology and architecture students to use them as demonstration testbeds Partner with LadyBird Johnson wildflower center More shade structures have them be unique like the painted cows make them conversation pieces	12/4/2014 9 00 AM
111	Artistic paving patterns and landscaping (rain gardens ) trees trees and more trees Wayfinding signage would also be incredibly useful	12/3/2014 7 40 PM
112	t would be aesthetically more pleasing if it were less auto centric	12/3/2014 5 42 PM
113	Street trees would not only improve aesthetics but pedestrian and cyclist comfort	12/3/2014 4 26 PM
114	more murals would be nice patterns in the pavement/sidewalk (mosaics)	12/3/2014 4 17 PM
115	Emphasis on awnings cleaning buildings windows removing graffiti Filthy remove panhandling from this area	12/3/2014 3 57 PM
116	Too many buses that carry zero to five passengers CapMetro needs to find another alternative for those times of day that increase cost traffic and pollution for very little benefit	12/3/2014 11 28 AM
117	The stoplight to turn onto 30th Street does not allow enough time for more than one car to turn but there are often five cars lined up to turn especially in the mornings This is the same light that when coming from the other direction taking 30th to Guadalupe does not allow a right turn on red which also makes traffic back up in the afternoons	12/3/2014 10 42 AM
118	No	12/2/2014 10 49 PM
119	Again the problems with some items such as trash cans are not just "too much" or "not enough" the trash cans are plentiful but require maintenance and upkeep to not be filthy One thing that should be added next to every trash can is a RECYCL NG can which is in line with the City of Austin's Zero Waste goals On question 26 there is only the option to select one however think both air quality concerns apply especially due to the number of idling busses in the corridor	12/2/2014 5 20 PM
120	Shade is NOT an aesthetic issue it is a functional issue That would be like saying that the road surface was aesthetic The road wouldn't function well without it Well sidewalks don't function well without shade Also some materials are hotter than others Using materials that are cooler will make the space cooler	12/2/2014 12 50 PM
121	Drag Rats	12/2/2014 11 36 AM
122	More space for outdoor vendors an effort to keep vagrants off the streets dedicated spaces for temporary and permanent street are particularly for use by UT students would give the students a greater sense of pride for the Drag	12/2/2014 10 43 AM
123	trees / shade appropriate well designed trash enclosures our landlord refuses to adequately screen / enclose trash/recycling area for our office a bar and a restaurant the current situation is embarrassing to my firm and our clients Also requiring bars and restaurants to clean up cigarette butts etc Require landlords to maintain the landscape and or even put some in	12/2/2014 10 10 AM
124	Guadalupe sidewalks are a high pedestrian traffic corridor We need nice wide sidewalks that are in good repair We do not need extensive plant landscaping as unless a great deal of focus is placed on maintaining it it will not survive Benches are a terrible idea unless the police enforce rules to prevent loitering and sleeping on the benches We don't necessarily need fancy sidewalks we just need functional sidewalks in good repair	12/2/2014 9 43 AM

## Guadalupe Corridor Improvement Program

125	Store fronts look old abandoned and blighted	12/1/2014 8 30 PM
126	Provisions for more sidewalk cafes along guadalupe itself between 21st and 24th which has a very wide sidewalk that is under utilized	12/1/2014 8 53 AM
127	Trees and landscaping are always nice	11/27/2014 9 17 PM
128	landscaping would help promoting more smaller mom and pop shops with smaller square footage retail the trend over the years is for large national chains this sort of development is not good for the community	11/26/2014 1 12 PM
129	t is a really hot area in the warmer months because of all the pavement and asphalt Grassy areas would be great	11/25/2014 11 43 PM
130	Less homeless on the drag would be nice Many of them are long term homeless and it would be nice if they had somewhere else to live	11/25/2014 11 15 PM
131	homeless people add junk and trash and they don't pick up after themselves sometimes there is vomit and pee from them on the sidewalks or poop from their dogs that they do not pick up	11/25/2014 3 02 PM
132	Get rid of the giant billboards They are truly awful and do not belong	11/25/2014 7 20 AM
133	<span style="background-color: black; color: black;">REDACTED</span>	11/24/2014 8 39 PM
134	Need more trees Sidewalks are very very hot in the summer	11/24/2014 2 59 PM
135	Burnt Orange Longhorn branded bus stops colored concrete in sidewalks trash cans benches and tree grates to extend the UT theme to it's main commercial drag	11/24/2014 12 20 PM
136	Please no attempt at adding decorative elements the landscape does not need bling Again shade trees	11/23/2014 11 29 AM
137	save all fo the healthy existng trees in sidewalks and near sidewalks These can't be replaced with young trees that won't grow Allow sufficient soil volume for street trees so that they grow Don't plant street trees too close to each other or to buildings so they don't grow leaning towards the light Don't plant sycamores cypressess and other trees that need water in streets Plant live oaks and other types of oaks Don't remove protected or heritage trees Plan bike paths and sidewalks to accommodate trees including not impacting the critical root zone at least 3/4 of the CRZ for large trees in spite of code only protecting 1/2 Water street trees install irrigation Tree grates should have at least 2 inches clearance from trunks and be checked for tree growth Rather have trees than art Don't install art on critical root zones of trees if this requires digging or compacting soil Plant diversity of trees not just one species of trees per street or area That's silly	11/22/2014 2 12 AM
138	Too many personal vehicles especially doing street parking Need to eliminate street parking and just have paid lots/garages Aesthetically very ugly plus hurts traffic flow bus flow bad for cyclists etc	11/21/2014 12 19 PM
139	Trees	11/21/2014 11 58 AM
140	The sidewalk on the retail side should be expanded and trees planted Trees greatly influence the quality of life (not to mention increase the "dwell time" by those on foot and greatly increase the corresponding commercial value of the property) Trees should be viewed as more than mere aesthetics	11/20/2014 2 01 PM
141	Roads are in bad condition but not much can be done without during down the whole area	11/20/2014 12 46 PM
142	The biggest detriment to aesthetics on this corridor is the ocean of parked cars walk around/through and look at all day	11/18/2014 10 46 PM
143	Less cars more people walking and biking on the corridor	11/18/2014 8 00 PM
144	There are too many homeless people along the sides of the Guadalupe corridor This is a popular area for both students and non students and the vast number of homeless people present a possible risk to those that frequent Guadalupe	11/18/2014 4 36 PM
145	move bus or car traffic to another street signage trash cans wayfinding	11/18/2014 3 43 PM
146	The sidewalks on the west side of Guadalupe routinely look bad and could use a cleaning There's a number of open holes in the sidewalk from missing utility covers etc that are a danger to pedestrians	11/18/2014 3 20 PM
147	Paint the bus lanes a different color like in other cities	11/18/2014 3 07 PM
148	Some trees would be nice The drag is blazing hot during the Summer	11/18/2014 2 29 PM
149	Too many parking lots directly on Guadalupe Should be relocated to the back	11/18/2014 2 08 PM



## Guadalupe Corridor Improvement Program

150	Guadalupe is a street that many pedestrians cross and would bet it is the most crossed street in Texas. But it's successful despite all its design problems. The high speed limit, narrow sidewalks, long light cycles, etc. make me feel like 'I'm crossing a highway'. It makes me feel very unwelcome to Austin. Guadalupe is not a highway, so we shouldn't design it like a highway.	11/18/2014 2:00 PM
151	More shade	11/18/2014 1:36 PM
152	Need more sidewalk cafes and other signs of life	11/18/2014 1:10 PM
153	It would be beneficial if there was a texture change in front of store entrances and at crosswalks in order for it to be more accessible to pedestrians with disabilities, especially those with visual impairments.	11/18/2014 12:51 PM
154	Stricter enforcement of no smoking regulations at bus stop and waiting areas. Limit panhandling to passive solicitation.	11/18/2014 12:11 PM
155	All trash cans should be paired with recycling cans. Other than that, focus time and money on mobility rather than decoration. Trees are fine, but don't waste money trying to save old ones. Just put new ones in.	11/18/2014 9:34 AM
156	Deal with the homeless population. I've worked with many of them, and the vast majority are mentally ill and either drunk or high. It's a well-documented problem that the city continues to ignore.	11/18/2014 7:50 AM
157	Electric light rail would be much quieter, non-polluting, safer.	11/18/2014 7:14 AM
158	More native landscaping	11/17/2014 11:03 PM
159	More people, larger sidewalks, fewer cars. People are beautiful, cars aren't.	11/17/2014 10:15 PM
160	Getting rid of the ugly planters forming a wall along the UT side would help. Convert that area into pedestrian use area.	11/17/2014 8:51 PM
161	Clean the sidewalks and streets including alleys on a weekly basis.	11/17/2014 3:37 PM
162	This exercise is severely tilted towards having less cars on the street. Other options and selections should be listed.	11/17/2014 2:04 PM
163	It just always seems dirty. Always. Maybe the sidewalks could be power washed more often? I think that would help.	11/17/2014 1:51 PM

# Guadalupe Corridor Improvement Program

## Q31 What other items or changes could improve, preserve, enhance the cultural character of the Guadalupe corridor?

Answered: 161 Skipped: 622

#	Responses	Date
1	Add two tracks for light rail	2/6/2015 11 01 AM
2	Get rid of the 23rd street market How much hand crafted [REDACTED] jewelry does the world really need?	2/6/2015 9 56 AM
3	This is the key location in Austin to recognize and celebrate the Town Gown relationship between the city and UT Most important is allowing activity to spill from the campus across the street rather than it being a barrier to pedestrian movement Keep any cultural activities flexible to capture the cyclically changing activities of university life	2/6/2015 9 47 AM
4	We are never going to run out the homeless from their neighborhood Need to share and do things that work in a sharing mode Need water fountains and public bathrooms We can make them work for the runners on town lake sure we can make them work here too	2/6/2015 9 30 AM
5	Get tough on the streetpeople who A) sit on the sidewalk and narrow the sidewalk as a panhandling strategy B) engage in aggressive "N your face" panhandle Routinely mark and remove junked bikes chained to bike parking	2/5/2015 5 35 PM
6	Remove the bums see above	2/5/2015 1 32 PM
7	Spread the Guadalupe soul to all the nerby street and neighborhood	2/4/2015 11 09 PM
8	Encourage austin artists and performers to enrich our daily lives with their work instead of making them jump through hoops to get everything set up	2/4/2015 6 47 PM
9	Fewer smoke shops creepy bars and rundown buildings	2/4/2015 6 22 PM
10	business side walking is hassle street beggars the UT side is nice	2/4/2015 5 51 PM
11	Define the "Guadalupe Corridor " features at the residential neighborhood end (between 30th and 38th) are different from those at UT/business end	2/4/2015 11 15 AM
12	areas for social gathering street performances and artist activities would be great if there was a way to discourage aggressive panhandling	2/4/2015 8 11 AM
13	all of the above Guadalupe is ripe to become an awesome destination center for Austin Be sure to include up through 45th to plan for the eventual State Hospital blocks reclamation	2/3/2015 6 03 PM
14	Proliferation of chains (e g fast food convenience stores) makes the area seem trashy Encourage local businesses with reasonable prices as a way to brand the area	2/3/2015 5 30 PM
15	When came to Austin in 1998 the Drag was a social hub for students including video game arcades eateries coffee shops and different retail outlets ncreasingly the Drag is full of only retail not social establishments ncreasing restrictions have taken the heart out of the artist's market At this point 'm not sure what can be done to preserve the cultural character of The Drag	2/3/2015 1 34 PM
16	The "grit" and transitional nature of the corridor is actually a part of this area's cultural character and am therefore loath to recommend too much renovation and renewal That said am very concerned about this past year's increased incidence of vandalism on the iconic murals in the corridor Something must be done to more effectively prevent such "attacks" They are threats to the corridor's cultural character	2/3/2015 1 33 PM
17	hate to ask but is there any way to make this stretch (the official Drag area) a pan handle free zone? am sympathetic to their need but being hit up multiple times does affect an otherwise enjoyable walk	2/3/2015 1 12 PM
18	Please no visual "branding" or themes The murals and eclectic nature of Guadalupe makes it unique More murals and events for artists like sidewalk chalk competitions or something like that but let's keep it quirky The history of the area is as a place for hippies college students and teens to hang out that's what makes it unique	2/3/2015 12 44 PM

## Guadalupe Corridor Improvement Program

19	Where did the Renaissance Market go? hear that it is no longer in use That was one of the neatest features of this stretch of Guadalupe have not seen it recently	2/3/2015 12 28 PM
20	just get the traffic moving freely through the area it's real simple get the buses and bicycles out of the way so the preferred mode of transportation ( single vehicle occupancy) can move freely	2/3/2015 12 04 PM
21	Many of your suggestions are extremely bourgeois which doesn't reflect Austin's cultural character at all	2/3/2015 12 01 PM
22	Enhanced enforcement of panhandling ordinances and camping ordinances for homeless	2/3/2015 12 00 PM
23	Enforcement of the sound ordinance	2/3/2015 11 56 AM
24	Make it easy to access	2/3/2015 11 43 AM
25	SAFETY not getting hassled by transients OR by clipboard people Being a loan female on the Drag is terrifying	2/3/2015 11 32 AM
26	actual business that cater to the community would be nice	2/3/2015 11 20 AM
27	There is almost NO culture on Guadalupe would appreciate if there was more street music on the drag seeing as how Austin is famous for music but have heard that one must register with the city to do this (so much for freedom on campus ) The only particular "attraction" are the young homeless people who ask those passing by for money t would be great if they would have a weekly concert by local bands or choirs at or around the Artist's Market square As of now there is absolutely no reason why anyone would go to visit the "Guadalupe district "	2/3/2015 11 09 AM
28	Like the rest of Austin the University area has quickly lost its appeal that originally attracted people to Austin suggest watching "Slacker" to get a good idea of what the University area once was There are no real coffee houses and other establishments that have open mics any more Further most of the establishments in the area are FAR to expensive for UT students and staff	2/3/2015 11 05 AM
29	Panhandlers salespeople and religious freaks all clog the sidewalks	2/3/2015 11 01 AM
30	For the most part the corridor is a great place with lots of character Existing murals on walls need to be protected	2/3/2015 8 43 AM
31	Creating affordable housing for a variety of residents	2/2/2015 10 24 PM
32	more police patrols homeless gathering on benches safety issues	2/2/2015 9 23 PM
33	More Art in Public Spaces Art nstallations Music on the streets Cyclovias	2/2/2015 7 36 PM
34	No cars on Guadalupe	2/2/2015 5 58 PM
35	Limit the amount of new high density housing going in t looks more and more like Dallas every year and less and less like authentic Austin each year	2/2/2015 5 00 PM
36	Fewer people trying to get between downtown/capitol and North Austin using Guadalupe	2/2/2015 4 47 PM
37	We should treat this corridor as part of our downtown and the heart of our city Let's give it some love and prioritize walkability and the pedestrian experience Let's give lanes to transit	2/2/2015 11 22 AM
38	lights on trees on the corridor	1/29/2015 5 26 PM
39	signage and murals are great area is difficult to access if in a car which is good but makes non local visitors feel unwelcome or hassled	1/22/2015 12 40 PM
40	One solution make guadalupe a pedestrian street from MLK to about 26th Develop ample reasonable cost parking and delivery areas behind businesses with accessible back entrances mprove bus routes behind buildings with stations at either end of the pedestrian corridor	1/22/2015 9 05 AM
41	Make sure all buildings along the corridor have ground level public functions there are several street fronts that are completely blocked off to the sidewalk making a very uninviting uncomfortable space How about looking to the campus for some clues re public space? t seems like a missed opportunity	1/20/2015 6 12 PM
42	The 23rd Street Renaissance Market should be utilized more maybe have something similar to a First Thursday that happens on South Congress each month A Farmers Market at least once a week in this area would also be awesome to have	1/18/2015 8 18 AM
43	Too many drag rats and beggars they really change the entire area around the art installations Very unpleasant	1/16/2015 4 11 PM
44	The churches allow drag rats to live on there curb There are fights in the 23rd st market literally every day	1/15/2015 11 06 AM

## Guadalupe Corridor Improvement Program

45	See above re clever and creative bike racks	1/14/2015 10 15 PM
46	The old hippie vendor area is now a wasted space and not well utilized Times have changed and there are very few vendors	1/14/2015 9 49 PM
47	Too many homeless people harassing people	1/14/2015 2 38 PM
48	Make homeless people go away So they can stop fighting and peeing in public	1/14/2015 2 21 PM
49	address homelessness issue	1/14/2015 2 06 PM
50	Can you please make this corridor safer and cleaner by moving homeless to a different location Graffiti and their trash is everywhere Sometimes it's dangerous to walk from Guadalupe St to San Antonio because of drunk and agitated people do feel bad complaining about this issue but safety should be number one	1/14/2015 1 32 PM
51	Need more regular officer patrolling & city clean up Too much graffiti & homeless people on the streets n fact just today i had to walk around smeared human feces (for blocks) on the sidewalk Constant panhandling For being across from such a beautiful school this area sure feels & looks unsafe	1/14/2015 1 10 PM
52	The more art the better	1/14/2015 1 07 PM
53	Again remove the people that "live" on the sidewalks and litter	1/14/2015 12 41 PM
54	Revitalize the market and the street	1/14/2015 12 08 PM
55	RELOCAT ON/REHAB L TAT ON OF CRAZY HOMELESS GUYS THAT WANDER THE STREETS SHOUT NG AT PEOPLE AND MAK NG EVERYONE UNCOMFORTABLE	1/13/2015 9 18 AM
56	Nothing can think of	1/12/2015 11 56 AM
57	Nothing can think of	1/12/2015 11 54 AM
58	Please don't try to modernize the architectural style We need to preserve our history by restoring our corridor and not to add to its demise	1/11/2015 1 50 PM
59	No theming no signage nothing A place creates it's own character	1/9/2015 10 56 PM
60	football celebrations need to be policed to help prevent vandalism to properties along the Drag	1/9/2015 10 51 PM
61	No visual BRAND Don't make it too fru fru and commercial and Disney like f you do you don t understand Austin Maybe find a way to put big old photos of old Austin from the 20s 30s 70s (artists selling on their blankets on the drag) and find a way to post them along the Drag That way people understand what it means to be an Austinite Please DO NOT BRAND the city grew up in (probably too late)	1/9/2015 9 01 PM
62	Stop messing with our neighborhood Leave us alone Keep your Utopian ideas to yourself Go somewhere else Go back to San Francisco or the LBJ school or where ever it is you came from	1/9/2015 10 38 AM
63	Remove the homeless from the area They bother students and businesses	1/8/2015 3 05 PM
64	Partner with UT to improve the usability of the corridor for PEOPLE not vehicles Recognize the potential for UT institutions like the Harry Ransom Center Cactus Cafe even the Blanton Museum of Art to attract people to the corridor for cultural experiences UT should be encouraged to put more effort into cultural events and venues within reach of the corridor	1/8/2015 9 53 AM
65	Needs much better landscape architecture standards too	1/8/2015 9 41 AM
66	the cultural character of Guadalupe needs to occur organically not through city planning	1/8/2015 9 20 AM
67	tree grates are not decorative they end up damaging the tree ex 15th and guad area Not all art is attractive	1/7/2015 11 06 PM
68	Lost a few local business and restaurants Would rather have those than branding chain stores	1/7/2015 10 43 PM
69	Faster graffiti removal enhanced enforcement against graffiti vandals and very stiff prison terms for convicted graffiti offenders & other trashy people	1/7/2015 4 30 PM
70	An airport flyer is needed on this stretch of road With the neighborhood becoming more urban and student population it is a no brainer	1/7/2015 4 16 PM
71	More input from the users directly Design competitions or open proposals could help with this Let the everyday user decide how the drag should represent the austin experience of this street	1/7/2015 11 54 AM
72	Signs pointing to library and museums	1/7/2015 10 19 AM

## Guadalupe Corridor Improvement Program

73	Again COA should not attempt to control these factors LET IT BE Don't waste your time and potential public embarrassment COA/CapMetro/CAMPO/etc needs to figure out functional transportation as this is a main thoroughfare and a main destination for so many Get people moving through efficiently while retaining the character for the people who are spending time here	1/6/2015 12:51 AM
74	Update outdoor market into an effective park space with green space shade seating water feature(?) Gateway announcing the university on MLK and 27th Street	1/5/2015 9:07 PM
75	Same comment is this a street or a thoroughfare Do you want parking and more cars or less cars and more culture?	1/5/2015 5:22 PM
76	Get rid of chains	1/5/2015 10:18 AM
77	Publicity for the area ammenties events and the artist market and food trailer Fodd trailers and artist markets need to be connected and need to support each other	1/4/2015 6:19 PM
78	More locally owned businesses Bring back Sound Exchange	12/31/2014 1:37 PM
79	Needs signage or monument showing the history of the area Specifically honoring the large Black community that is no longer there	12/16/2014 5:12 PM
80	Maybe some slight changes to architecture or urban design but the hodge podge feel of the drag gives it its character	12/16/2014 10:06 AM
81	The Drag could do with less chain stores/restaurants they detract from the culture of the area and make it feel more like a giant advertisement for businesses that already advertise to the student demographic in all other walks of life	12/16/2014 1:08 AM
82	No "brand" please	12/15/2014 9:16 PM
83	Not enough permitting for street performance artist activity	12/15/2014 4:53 PM
84	UT gives the core area its identity North of the university it is just unpleasant urban hardscape draped by overhead lines	12/15/2014 4:23 PM
85	(handwriting not legible) ped scale light and trees	12/15/2014 4:13 PM
86	Turn it into a seated area with tables and allow live bands to play there t would also tie in with the art&craft market	12/15/2014 3:55 PM
87	What to do about panhandling? Not an easy question Could you offer some alternative measures for public discussion?	12/15/2014 3:09 PM
88	Need spacial solutions more car lanes	12/15/2014 3:01 PM
89	unifying theme diversity of businesses support additional local businesses	12/15/2014 1:17 PM
90	More urban art everywhere	12/12/2014 2:53 PM
91	Spending money to brand the cultural character of Guadalupe seems rather unimportant given the actual needs of those of us using it on a daily basis t would be nice to allow more areas for gatherings/street performances feel like that space exists but perhaps there are restrictions on people using those spaces	12/12/2014 1:50 PM
92	Too many homeless people	12/11/2014 7:17 PM
93	clean up graffiti fix up abandoned buildings/get businesses in them	12/11/2014 5:05 PM
94	Too many homeless people harassing students and looking for money Most of us can't help They need to be directed to appropriate charities	12/11/2014 5:01 PM
95	mprove sidewalks on west side to match UNO or great street design standards and on the UT side to match UT's current similar sidewalk design standards	12/11/2014 2:05 PM
96	Not enough variety of shopping to draw me to the Drag anymore buildings need to emphasize their historical status for most current Austin citizens the Drag is just a strip of shops/restaurants next to UT mainly serving UT students and selling t shirts etc t used to be a really nice shopping area with stores that fulfilled a much greater variety of needs	12/10/2014 4:03 PM
97	Signage linking to UT Building maps posts with old pictures of area	12/10/2014 3:55 PM
98	Too many failing or empty business fronts Too many ugly concrete building faces Wooten is nasty and getting rid of it would probably help a lot	12/9/2014 4:48 PM

## Guadalupe Corridor Improvement Program

99	History of this street could be related by artwork Janis Joplin needs a statue	12/8/2014 10 19 PM
100	CLOSE Guadalupe to motor vehicle traffic from Dean Keeton to 21st and convert it to a pedestrian mall with LOTS of trees/shrubs/plants mprove Nueces and Rio Grande as the S/N alternatives between 29th and MLK Make San Antonio essentially a parking lot between 24th and 22nd	12/5/2014 5 01 PM
101	The many murals are terrific and draw people from out of town to the area (especially Jeremiah the nnocent/Hi How Are You) But the streetscape around them is often run down with broken sidewalks especially along the side streets	12/5/2014 1 59 PM
102	Maps with local points of interest would be awesome	12/5/2014 7 58 AM
103	Bikes are easy to move from one small street to another no bike trails put them on the side streets and let the public walkers be safe from being hit or stepping into street away from them Also the bikers will be safe from being hit by a bus that is moving groups of people through the area	12/4/2014 3 22 PM
104	The Guadalupe corridor's cultural character could be improved with a revitalized sense of aesthetic connection to downtown Austin ts appearance/feel should not be monopolized only by its suggested functions	12/4/2014 2 00 PM
105	Pedestrian only promenade areas Landscaped sidewalk seating	12/4/2014 11 59 AM
106	SHUNT NG AUTOMOB LE THROUGH TRAFF C TO ALTERNATE ROUTES CARS NEED ACCESS BUT THEY SHOULD HAVE BUS NESS N THE AREA GUADALUPE SHOULD NOT BE A THOUROUGHFARE GUADALUPE SHOULD BE FOR LOCAL Z PCODE ACCESS AND BUS NESS USE NOT TO GO THROUGH TO THROUGH TO OTHER AREAS (NOT A TRAFF C ARTERY)	12/4/2014 11 55 AM
107	ntegrate with the new UT construction at Guadalupe and MLK ensure ease of access for all modes of transit including tourists Have a fun "Welcome to the Heart of Austin" mural	12/4/2014 9 00 AM
108	Settle on a visual "feel" for the area that emphasizes both the university and the culture of Austin Reduce or prohibit the expansion of "luxury student housing" to fit with the neighborhood	12/3/2014 7 41 PM
109	UT has a tremendous amount of visitors each year Guadalupe has the potential to be a very memorable corridor if additional design features could be funded and implemented that lessen the emphasis on automobiles	12/3/2014 7 40 PM
110	ticket cars that park in the bike lane fix MLK and Guadalupe instersection for pedestrians make the art market better allow more street food vendors	12/3/2014 6 00 PM
111	more art	12/3/2014 5 42 PM
112	Wider sidewalks would allow for more pedestrian gathering space	12/3/2014 4 26 PM
113	dealing with the many homeless	12/3/2014 4 17 PM
114	decorative lighting but not pole signs Theme is a given but should be clean maintained with awning shade and lighting	12/3/2014 3 57 PM
115	Cleaning up some of the architecture and making sidewalks look better will bring more businesses in so there aren't a bunch of vacant properties Raise property value to bring more life in	12/3/2014 2 45 PM
116	Too many panhandlers Need to get them off of Guadalupe	12/3/2014 1 27 PM
117	Central Market on North Lamar has done a good job of mixing shopping family events and nature This should be a model rather than narrow streets and burrough atmosphere of the Triangle	12/3/2014 11 28 AM
118	Art is entirely too subjective for cities to be installing in traffic corridor situations What is beautifully expressive to one reasonable person looks ridiculous to another reasonable person Both are correct	12/3/2014 7 43 AM
119	stop the hassling panhandlers	12/3/2014 6 04 AM
120	Please ask the police to ticket bikers when they break the law have had near accidents on foot and in my car many times with bikers who disregard one ways red lights and stop signs near campus t is dangerous and they need to be held accountable	12/2/2014 10 21 PM
121	too many people loitering	12/2/2014 5 19 PM
122	Outdoor seating at restaurants have all retail at street level be all windows to encourage people to window shop and walk around the area more space for street vendors greater emphasis on landscaping that includes planters trees and canopies prohibiting solicitors borrowing urban design elements from the University's malls so that the Drag feels more consistent with its neighbors creating a plaza like space where people can gather to socialize study eat etc	12/2/2014 10 43 AM

## Guadalupe Corridor Improvement Program

123	Our landlord allowed a bar to paint part of what is a historic building this is erasing attributes of a historic structure that will never be able to be taken back again if austin isn't careful they will turn into Phoenix which except for a precious few has torn down almost every wonderful old building in site Regarding history San Antonio has done a great job of incorporating elements into their downtown to convey the amazing history They are also ahead of Austin i would say in public art with sculpture and various elements Their signage / wayfinding is tastefully done having talented urban designers/environmental designers is a must for these elements would prefer for elegant lighting / street furniture/ signage vstotally artist designed at least have a thorough team many artists dont know how to build things and their work looks amateur if not teamed with right people	12/2/2014 10 10 AM
124	Your survey seems "rigged" offering limited choices that appear to be the results you want to see	12/2/2014 9 43 AM
125	This area has attracted homeless folks for 50 years because of the UT students across the street because of it's coolness and because of the liberal atmosphere of the neighborhood Let's make sure we can handle the approximately 100 homeless in the neighborhood with adequate public restrooms seating and water No sense in continuing to present they are going away	12/2/2014 9 27 AM
126	how about lower rents so we could have fewer national chain businesses on the street	12/1/2014 6 32 PM
127	Please put a bus stop or two for the airport flyer Would help to be able to go to and from airport from this area One on 24th and one on 21st st would be great	11/26/2014 3 12 PM
128	promore more walkability by all the surrounding neighborhoods promote retail spaces that are affordable to the local community not just large chain stores	11/26/2014 1 12 PM
129	<span style="background-color: black; color: black;">[REDACTED]</span>	11/24/2014 8 39 PM
130	Kick out the national chains and have more local businesses )	11/24/2014 3 58 PM
131	Please do not repeat mistakes of the past and try to "crack down" on homeless people	11/24/2014 12 20 PM
132	transient population sometimes feel unsafe because of harassment on the drag There is often vomit or trash near large transient groups t is uninviting and unappealing	11/24/2014 9 53 AM
133	Too many homeless and panhandlers detract from feel of safety Not enough visible policeman (bikes or walking)	11/24/2014 7 38 AM
134	Rail We already have the culture in the form of established ridership Al we need is rail	11/23/2014 9 56 PM
135	Again please no public art ordecorative elements just let it be a dignified well designed public space There is no evidence that know of that decorative elements added by government improve the quality of experience or quality of t Life nstead please focus on element dignified timeless design solutions and high quality materials Shade trees	11/23/2014 11 29 AM
136	preserve protected and heritage trees Design standards bring buildings to sidewalks encroaching or removing old trees Trees are the cultural and community character of our neighborhoods and streets	11/22/2014 2 12 AM
137	Need more tall buildings there Too many 1 story buildings For better architecture/urban design need more tall buildings which convey the dynamic nature of the cultural character of the corridor (Note am a UT grad and lived in the corridor for several years )	11/21/2014 12 19 PM
138	As noted above the "heart" of the Drag (perhaps between 21st and 24th) should have bollards installed that can be temporarily extended to create a proper "place" on Friday and Saturday evenings for a street market/festival area This would greatly improve culture as well as function	11/20/2014 2 01 PM
139	a couple of well designed architecturally appropriate parking garages Then everyone has a place to park Take parking off the street Widen the street so there's a bicycle lane a bus lane a car lane a turning lane and then going the other direction a car lane a bus lane a bicycle lane a sidewalk Widen the sidewalks and put public seating there and cafe seating and book store seating You're welcome	11/19/2014 2 48 PM
140	Car free zones and/or car free days (Ciclovía or Viva Streets)	11/19/2014 12 07 AM
141	Character can be preserved/improved by reducing parking requirements on this transit heavy corridor There's absolutely nothing that ruins a corridor's walkability/vibrancy than a surface parking lot and a building set back 20 30 feet from the sidewalk We need to put less emphasis on storing vehicles and more emphasis on improving the human condition on this rich urban corridor	11/18/2014 10 46 PM
142	The corridor has become mundane with no character (big box shops) A better use of the area for "art" which is generally empty might help?	11/18/2014 8 37 PM
143	More small businesses parkets street cafes farmers markets etc	11/18/2014 8 00 PM

## Guadalupe Corridor Improvement Program

144	This is a great corridor and with improved transit and pedestrian access it could be the envy of Texas. Or we can prioritize a bunch of traffic and make it garbage full of pollution	11/18/2014 7:27 PM
145	The Drag does not need a top down cultural identity forced on it by city government	11/18/2014 4:29 PM
146	move bus or car traffic to another street signage trash cans wayfinding	11/18/2014 3:43 PM
147	Reduce the amount of space dedicated for automobiles	11/18/2014 2:38 PM
148	Let the culture form on its own. No need for top down management here	11/18/2014 2:08 PM
149	Get rid of all surface parking lots and build more buildings in their place. Every inch of street frontage is crucial and surface parking lots make the street feel unimportant	11/18/2014 2:00 PM
150	This entire survey is written from a windshield perspective. The idea that the majority of corridor travelers (bus riders) are an "impediment" to the minority of individual vehicle travelers is absurd. We need a cultural shift where city staff recognize that this is an area that has grown past being primarily automobile oriented and now automobiles are more of a minority usage and an impediment toward the Drag's main use as a pedestrian bicycle and transit thoroughfare. That means limiting the impact of private automobiles on bus travel times by restricting which lanes they may operate in that means removing inefficient and disruptive automobile parking and letting a pedestrian culture flourish	11/18/2014 1:10 PM
151	BETTER CROSSWALKS The crosswalks should all be audible and have bold contrast and tactile discrimination if possible	11/18/2014 12:51 PM
152	This is not important. Why would we need the street to generate culture. Culture is what happens with the people on the street. Art is fine and near campus is a good place for it but let the private developers incorporate art save City money for mobility solutions	11/18/2014 9:34 AM
153	Light rail would increase the identity and sense of place of the Drag	11/18/2014 7:14 AM
154	DON'T WASTE MONEY ON A VISUAL 'BRAND' OR THEME	11/17/2014 11:22 PM
155	Again people Culture follows people	11/17/2014 10:15 PM
156	Culture needs to remain authentic and organic an amalgam of the 150 years of influence by the area's merchants and residents. No branding required	11/17/2014 10:00 PM
157	A historic light rail line	11/17/2014 8:51 PM
158	focus on walkable urbanism not moving cars	11/17/2014 8:31 PM
159	It seems odd to be asked to complete this survey AFTER completion of the work to create bike lanes and enhance bus stops	11/17/2014 3:43 PM
160	Make alleyways more useful for both pedestrians and vehicles. Find a way to place garbage recycle and other such items in a more aesthetically pleasing manner improve lighting in alleys	11/17/2014 3:37 PM
161	We DO NOT need a visual "Brand" name. Why isn't there an option for this	11/17/2014 2:04 PM



# Guadalupe Corridor Improvement Program

## Q36 Are there specific blocks on the study area map (i.e.; intersections, crosswalks, sidewalks) that could be improved? Please explain:

Answered: 201 Skipped: 582

#	Responses	Date
1	P has poor broken and inconsistent sidewalks	2/7/2015 6 57 AM
2	24th & Guad and 26th & Guad Just way too much traffic for those small streets and intersections avoid the entire area if possible	2/6/2015 9 20 PM
3	21st & Guadalupe Student traffic is high here	2/6/2015 9 53 AM
4	24th and Guadalupe better sounds for blind but also a SER OUS barrier NE corner facing south and SW corner facing north All it will take is one little old lady to faint coming southbound and you could have 10 dead students who were just waiting on the SW corner for the light to change This is in my oppinion a HUGE safety issue	2/5/2015 5 41 PM
5	28th needs a crosswalk bad merging lane to hemphill drive	2/5/2015 11 27 AM
6	24th street in general San Antonio feels like an alley and smells terrible from all the dumpsters cross walks dont encourage better pedestrian behavior and lead to a dangerous situation for everyone Sidewalks are too small	2/5/2015 9 30 AM
7	Yes 21st street in block M it should be closed to the traffic in fact all the roads insade the UT area should be only for pedestrian buses and bikes they will be saftier	2/4/2015 11 16 PM
8	The criticisms have gave throughout this survey are areas that could use improvement	2/4/2015 8 33 PM
9	The intersections along Guadalupe St at 24th and Dean Keeton St s are very large and intimidating to pedestrians A longer light signal would help along with curb extensions or a reduction in the number of traffic lanes	2/4/2015 7 07 PM
10	The left turn thing both southbound and northbound	2/4/2015 5 55 PM
11	SPEEDWAY and GUADELUPE potholes and cracks are dangerous for bikers	2/4/2015 5 27 PM
12	24th/guad always seems busy but the intersection and street is so narrow	2/4/2015 11 08 AM
13	The intersection on the north end of the map near Taco Shack is too large and needs a pedestrian island or crosswalk	2/4/2015 8 35 AM
14	Sidewalks on 25th west of Nueces are horrible need to be repaired	2/3/2015 8 04 PM
15	All could be improved First would focus on ensuring ped and cyclist safety particularly where cars turn	2/3/2015 5 41 PM
16	anything around the university along Guadalupe can be improved	2/3/2015 4 22 PM
17	Some sidewalks have cracks that are lifted on one side from ground movement that cause me to trip and cause serious injuries	2/3/2015 3 53 PM
18	see prior answers to #11 and 19 Antsy (turning) drivers harass pedestrians in the crosswalks Move the flower boxes east for wider sidewalks on the northbound side (or install xeriscaping at sidewalk level)	2/3/2015 1 17 PM
19	There isn't enough time for cars to turn right at lights endangering pedestrians who are crossing at the same time Cars have to choose between missing the light while waiting for pedestrians or avoiding pedestrians who are halfway through the crosswalk especially at Dean Keeton	2/3/2015 12 44 PM
20	There are many small un lit alleyways in those three blocks (G L & P) even after the new condo towers were put it t is a little alarming even during the day noticed it last week	2/3/2015 12 39 PM
21	Allowing left turns at 24th street would be great	2/3/2015 12 37 PM
22	Most of them	2/3/2015 11 39 AM
23	L needs a pedestrian walk in middle	2/3/2015 11 11 AM

## Guadalupe Corridor Improvement Program

24	think it is the "L" block where all of the businesses and area looks run down as though it hasn't been fixed up since the early 1980s	2/3/2015 11 11 AM
25	Better bike lanes everywhere Make it clear to pedestrians that bike lanes are not for walking/standing and clear to cars that bike lanes are not loading zones or parking spaces or extra car lanes	2/3/2015 10 46 AM
26	Rio Grande from MLK to 24th Street is too congested after removal of traffic lane	2/2/2015 9 26 PM
27	Nueces and Guad Guad and Hemphill Park 29th and Hemphill Park	2/2/2015 7 59 PM
28	more lighting	2/2/2015 6 32 PM
29	A protected crosswalk around Guadalupe and 28th would be wise Because of apartments as well as popular businesses such as Torchy's Tacos Kinko's and Chevron on the east of Guadalupe and Whataburger Subway Dirty Martin's etc on the West side of Guadalupe people are constantly crossing the street there	2/2/2015 6 04 PM
30	27th to 29th north bound No sidewalks for part of the way	2/2/2015 5 35 PM
31	Spider House and its Ballroom do not have sufficient parking for the number of customers it has	2/2/2015 4 47 PM
32	Yes Although general improvement for bikes is needed along the entire corridor the bike lanes (or absence thereof ) in Blocks G H and M need immediate redesign and improvement	2/2/2015 4 27 PM
33	The intersection with MLK needs work to make traffic calmer and more predictable	2/2/2015 4 15 PM
34	Intersection of MLK and Guadalupe is very unsafe because of UT construction and walk signal not working	2/2/2015 4 11 PM
35	Guadalupe and MLK would be great as a Protected intersection or possibly even a roundabout The bike lanes on northbound Guadalupe should be wider	1/23/2015 7 06 PM
36	MLK at Lavaca is dangerous got hit by a car there as was crossing at cross walk	1/22/2015 3 05 PM
37	Intersection of Guadalupe and MLK currently dangerous due to low sight lines caused by construction assume that will be corrected when construction is done	1/22/2015 12 45 PM
38	The intersection at 27th and Guadalupe is terrible for cyclists going straight I've seen multiple near accidents there Also it would be awesome to get rid of the horrible shouting people who stand right on the campus border and shout at people all day They suck and are arguably a public nuisance	1/20/2015 6 18 PM
39	More shade at the renaissance market The UT side of the street is very nice the drag side has a lot of shuttered store fronts where homeless people sleep and/or use the restroom Very gross to walk on the strip Also at 21st and Guadalupe (?) there is a huge area that is covered in pigeon droppings throughout the year	1/16/2015 4 14 PM
40	more street furniture and shade in block L and P	1/16/2015 1 27 PM
41	Stop signs on sidewalk at bike lanes on the Drag	1/15/2015 12 17 PM
42	24th and rio grande is terrible take the bike lanes out or put them on both sides all on the left is asking for trouble because cars do not look there	1/15/2015 11 11 AM
43	MLK and Guad The next lighted intersection north (next to Dobie)	1/15/2015 9 25 AM
44	The section by torchy's tacos up through wheatsville needs to be improved for walking and driving	1/15/2015 8 43 AM
45	the sidewalk and bike lane on the university side of guadalupe are unsafe The bike lane should be buffered from fast moving vehicles and the sidewalk is too narrow	1/14/2015 11 34 PM
46	See number 34	1/14/2015 10 18 PM
47	Bike treatments in intersections More frequent light changes	1/14/2015 8 42 PM
48	Speedway could designate an area of the road for cyclists	1/14/2015 5 22 PM
49	The most unsafe area is 23rd street directly around the Congregational Church of Austin	1/14/2015 2 42 PM
50	southwest corner of 22nd at Guadalupe	1/14/2015 2 27 PM
51	Block L could do with less homeless people who camp out and leave they're trash on the sidewalks	1/14/2015 2 24 PM
52	Clean up 23rd and guadalupe get rid of all the homeless people that live there on a daily basis	1/14/2015 2 00 PM
53	23rd and San Antonio cannot walk by there without fearing for my life with all the angry homeless people yelling at each other and asking me for food and money	1/14/2015 1 13 PM

## Guadalupe Corridor Improvement Program

54	Bike lanes on Guad between 24th and 29th	1/14/2015 12 55 PM
55	The Guadalupe bike corridor still needs re thinking on its execution	1/14/2015 8 17 AM
56	The intersection at Guadalupe and MLK needs attention	1/13/2015 7 10 PM
57	29th and Guadalupe insufficient crossings	1/13/2015 3 18 PM
58	MLK and Guadalupe is very exposed and complicated and could use some work	1/12/2015 12 00 PM
59	29th and guadalupe it's a real mess to cross and drive thru Fix the crosswalk buttons and add street markings that better define the traffic flow and pedestrian crossings	1/11/2015 1 59 PM
60	The construction going on at MLK and Guadalupe is a problem but hopefully it will be better soon	1/9/2015 11 04 PM
61	No	1/9/2015 11 00 PM
62	Speedway as a whole needs to be repaired indeed the quality of most streets is regrettable which further complicates the viability of transportation on bike and on foot	1/9/2015 3 14 PM
63	Sidewalks along Rio in Block G are uneven and are a tripping hazard	1/9/2015 3 07 PM
64	G H L The North side of 26th from Nueces to Guadalupe is good Work like that would greatly improve Nueces and 27th So many ramps need improvement it is difficult to type it here A quick walk along nueces illustrates it n attempting to work with a student utilizing a wheelchair encountered several instances of a ramp on one side but no corresponding ramp to cross to the other side One example is the SW corner of Nueces and 27th and trying to cross either to the N side of 2th or the E side of Nueces	1/8/2015 4 00 PM
65	Walking to places around or across MLK always feels unsafe	1/8/2015 12 48 PM
66	mprovements along 21st St between Guadalupe and University need to be instituted to calm traffic improve safety and encourage use of public transit See comments in question 24	1/8/2015 10 05 AM
67	The east side of Guadalupe between MLK and 27th has very narrow sidewalks and a bike lane buffered only by paint With buses stopping in the bike lane it's terribly dangerous for cyclists who either have to get into the automobile lane or wait behind the bus's diesel fumes	1/8/2015 9 52 AM
68	practically all of them	1/8/2015 9 46 AM
69	sidewalks and drainage in G are awful	1/8/2015 9 23 AM
70	the "cattle crossing" from campus to west campus near the co op has improved in recent years some but really needs more work to get people across the street but then keep them from crossing when road traffic is moving i would also support dedicated bus lanes cars only having one lane	1/8/2015 9 08 AM
71	Guadalupe for G H has never felt safe for a bike and has no sidewalk for a pedestrian 'd rather travel Hemphill Park street then over on 29th than Guadalupe through here this is applicable all the way to 45th	1/7/2015 9 36 PM
72	22nd from Cliff Street needs a proper sidewalk from end to Guadalupe street	1/7/2015 4 19 PM
73	MLK at Guadalupe has terrible pedestrian crossings mprove them greatly Also MLK along area P	1/7/2015 1 30 PM
74	G L P streets need better maintenance on bike lanes	1/7/2015 12 33 PM
75	timing of lights for through traffic is incorrect	1/6/2015 12 54 AM
76	Clear signage for vehicles turning off Guadalupe to yield to bikes and peds Signage to keep pedestrians out of protected bike lanes	1/5/2015 10 46 PM
77	Guadalupe between 24 29th street The road and sidewalk gets too narrow and turns suddenly	1/5/2015 9 12 PM
78	The highest priority bottleneck is Dean Keaton/Guadalupe Honestly a small roundabout or variation of one would overall be a better solution then the current setup Or if you eliminated a direction for cars make them go north on Guadalupe and then have to turn to go south on Nueces	1/5/2015 5 22 PM
79	G and L" bike lanes	1/5/2015 4 36 PM
80	21st and Guadalupe 24th and Guadalupe	1/5/2015 10 32 AM
81	23rd street Artist Market needs more visibility We need to be connected to the food trailer and that way attract more tourists We need benches branding publicity	1/4/2015 6 24 PM
82	24th and Guadalupe and 24th and Nueces are dangerous for pedestrians because of scofflaw motorists	12/31/2014 1 40 PM

## Guadalupe Corridor Improvement Program

83	Either have a left turn lane in front of Dobie or ban left turns The current situation does not work particularly with the bus traffic	12/19/2014 8 26 PM
84	26th turning onto Gaud is ALWAYS congested	12/19/2014 11 50 AM
85	The sidewalk along the Drag looks awful t needs to be resurfaced and visually improved Perhaps tile or adding trees along the middle	12/16/2014 9 35 PM
86	Ban parallel parking and widen sidewalks from 24th to 29th streets	12/16/2014 12 14 PM
87	Sidewalks around 23rd street in Area P are broken uneven hazardous to pedestrians	12/16/2014 11 10 AM
88	24th street super narrow 2 lanes but cars don't stay in respective lanes J K L	12/16/2014 10 09 AM
89	Everything West of Rio Grande	12/15/2014 4 55 PM
90	All	12/15/2014 4 26 PM
91	21st to 22nd the (handwriting not legible) of sidewalks could be There are parts deeper (handwriting not legible) sidewalk (handwriting not legible)	12/15/2014 4 20 PM
92	The Drag	12/15/2014 3 57 PM
93	There are some crosswalk areas in West Campus only accessible by short stairs 'm not sure but feel like these restrict pedestrian visibility (not to mention their ADA noncompliance)	12/15/2014 3 14 PM
94	24th/Guad make "scramble" crosswalk	12/15/2014 3 08 PM
95	Yes 21st and Guadalupe because of the inability to turn onto Guadalupe with large amount of pedestrian crossing Needs an overpass	12/15/2014 2 49 PM
96	25th and Rio Grande cars turning wrong way on one way 27th & nueces unsafe for bikers nueces north of 25th lanes undefined cars turning the wrong way pavement unsafe for biking	12/15/2014 1 22 PM
97	Guadalupe between G and H would benefit from a bike lane The roadway on northbound Guadalupe in block M has been damaged by busses t is very rough between 22nd and west mall	12/15/2014 11 35 AM
98	24th and guadalupe crosswalk towards campus NEVER enough time to cross and the wait between cross times is FOREVER	12/12/2014 4 11 PM
99	YES Almost all of them Guadalupe&Dean Keeton The Northbound lanes are a disaster There are two bus stops which are great but poorly placed Also the timing for pedestrian walking is poorly done There is a "pedestrian walk period" which is great Then the traffic on Dean Keeton can turn left or right Then the traffic on Guadalupe can drive again BUT a crosswalk signal turns on allowing the people who have been waiting to start walking north/south again blocking ANYONE in the North bound right lane who wants to turn right This commonly results in 10 20 seconds of the green light being wasted as cars wait for pedestrian after pedestrian to cross As a result this blocks the entire right lane which often has buses further back Buses that need to reach the corner to stop and pick up passengers TH S CROSS NG PER OD NEEDS TO BE REMOVED ONLY CROSS DUR NG THE "all pedestrians" Guadalupe&24th This signal is completely out of whack Really poorly setup There needs to be a single "all pedestrians" crossing Someone needs to consider removing the ability to make ANY LEFT TURNS at this intersection The signal also needs to be better timed with the Dean Keeton&Guadalupe signal Too often these two signals seem to be working against one another for the North Bound traffic wonder if a traffic circle might work here ??? n general lights need to be better timed You don't include Guadalupe&30th street in your assessment but this is a horrible intersection as well The "dumbess" of these signals is really depressing Many times the signal turns red when no one is on 30th street blocking Guadalupe traffic flow	12/12/2014 2 00 PM
100	21st &guad long wait to cross many harrassers on the drag Cross walk between west mall & 24th where kids jay walk all the time during red lights	12/11/2014 10 55 PM
101	Add a crosswalk at 28th and guadalupe One similar to the one found at Guadalupe and 31st where it is simply a pedestrian activated crosswalk would be best	12/11/2014 10 48 PM
102	P L G	12/11/2014 5 00 PM
103	Along MLK	12/11/2014 4 45 PM
104	A cross walk would be helpful at the area around Whataburger/Torchy's So many jaywalkers there not safe	12/11/2014 4 42 PM

## Guadalupe Corridor Improvement Program

105	that open area by jamba juice	12/11/2014 4 32 PM
106	24th and Guadalupe is a mess but not easy to fix The crosswalk at the UT tower Signage on bike path saying "pedestrians ahead"	12/10/2014 4 25 PM
107	The left turn from W 24th onto San Antonio backs up traffic on W 24th through the lights and seems unsafe for students when there are large numbers traveling toward campus	12/10/2014 4 11 PM
108	ntersection of 24th and Guadalupe can have a longer pedestrian cross walk	12/9/2014 7 56 PM
109	Pedestrian crossing at mlk+guad is tricky and takes way too long for the crosswalk so lots of people jaywalk there Also turning left from mlk onto guad on a bike feels unsafe	12/9/2014 4 52 PM
110	MLK at Guadalupe Getting across MLK to Guad feels unsafe because of cars trying to go in some many directions	12/9/2014 8 56 AM
111	G needs loss of pedestrian and bike add well as aesthetic improvement Ditto L	12/8/2014 10 22 PM
112	Sidewalks on Guadalupe could be better	12/8/2014 11 39 AM
113	Cars turning left legally/illegally stop the floor of traffic	12/6/2014 5 06 AM
114	21st & Guadalupe not safe for walking across due to the bus stop difficult to make turn off 21st onto Guadalupe due to pedestrian traffic	12/5/2014 8 19 PM
115	Block P needs to reduce its traffic options	12/5/2014 7 08 PM
116	Higher and more visible rates of police monitoring for traffic violations and crimes would make me feel safer in that area	12/5/2014 5 16 PM
117	WAY TOO MUCH traffic (motor vehicle/bike/pedestrian) for the infrastructure available NO parking or deliveries should be allowed along Guadalupe zones G L and P should be allowed especially ZERO tolerance for deliveries	12/5/2014 5 14 PM
118	Crosswalk at MLK and Guadalupe could be improved for pedestrians More room for waiting pedestrians is needed at Guadalupe and 24th and Guadalupe and 23rd	12/5/2014 3 54 PM
119	Crosswalk at 25th and Guadalupe	12/5/2014 3 28 PM
120	Buses on 21st st between Guadalupe and rio grande make it very hard to drive/turn Pedestrians and bikes do not observe signals/laws	12/5/2014 1 20 PM
121	Pedestrian/bike only phases (such as we have on Dean Keaton) would help both peds/cyclists and turning traffic which frequently backs up on the side streets due to the large volume of pedestrians	12/5/2014 8 05 AM
122	Block H needs to be changed Buses vehicles bikes and walkers share too narrow a space	12/4/2014 1 40 PM
123	The NORTH BOUND S DEWALK FROM 26th STREET TO the 2800 Block is WAY TOO NARROW and retaining walls and large planters should be moved back by 2 or 3 feet (at least)	12/4/2014 12 13 PM
124	Guadalupe and 30th is totally dysfunctional the no turn on red and then a green light to turn at the same time pedestrians are allowed to cross	12/4/2014 12 05 PM
125	24th and Guadalupe drivers turning right onto westbound 24th from Guadalupe do not understand the concept of "yield to pedestrians in the crosswalk when they have the walk signal"	12/4/2014 10 45 AM
126	Bike lane just suddenly stops somewhere north of 26th Pedestrian and bike crossing MLK from Blanton towards Bullock up towards Capitol dangerously crosses left turning lane in opposite direction cars going down MLK stop in crosswalk on red and cars turning left hurry across crosswalk because light is too short almost get hit be a left turning car every time bike home from campus There is NO clear place for bikes to ride from campus up N Congress to Capitol except for in pedestrian crosswalk Also N Congress from Blanton to Capitol NEEDS A B KE LANE especially when crossing W 11th where there are only left and right hand turning lanes for cars and bikes have to dangerously squeeze in between these two to go straight through Capitol and hook up with bike lane on San Jacinto through downtown	12/4/2014 10 39 AM
127	MLK / Guadalupe the Domino's Pizza corner is awful and needs a better sidewalk with shade and connectivity Please remove the traffic island by the Pizza Hut and install a proper turn lane for Westbound MLK turning onto Southbound Guadalupe Lots of confused drivers miss that "secret" turn Turn all crosswalks at 21st 24th and Dean Keaton to Scramble only with no pedestrians and cars timed into the same cycle Dedicate their turn order Paint a double line extension at 25th and Guadalupe to prevent already illegal left turns	12/4/2014 9 07 AM

## Guadalupe Corridor Improvement Program

128	Blocks P L C and G Continuous sidewalks and crosswalks are needed Peds should get go before cars people turning right don't yield as they are supposed to	12/3/2014 10 39 PM
129	intersections on 21st St need ramps	12/3/2014 6 24 PM
130	26th St 24th St Poplar St	12/3/2014 6 02 PM
131	24th and Guadalupe need space for bikes to approach intersection safely	12/3/2014 5 43 PM
132	Streets crossing the cycletrack need bike signals or prevent drivers from right hooking cyclists and turning into crossing pedestrians	12/3/2014 4 05 PM
133	crosswalks need repainted sidewalks repaired	12/3/2014 4 00 PM
134	The 26th/Dean Keeton intersection traffic is terrible because there are so many trying to get to DK from 26th and have to cut across Guad even though the turn lane fits like 3 cars (usually taken up by FW busses) so they end up blocking off Guad completely	12/3/2014 2 50 PM
135	See previous explanation	12/2/2014 10 50 PM
136	Ticket bikers going against traffic on San Antonio and Rio Grande streets	12/2/2014 10 27 PM
137	Speedway through Block M could use an entire overhaul to allow for the coexistence of lots of students on foot and bicyclists trying to commute to downtown Parking on that street should be eliminated and vehicle access restricted to delivery vehicles emergency services and alter abled uses The large crossing at Dean keaton and Guadalupe could use signal timing changes that allow bikes and pedestrians to cross Dean Keaton before cars get a green light to prevent right hooks when travelling northbound on Guadalupe	12/2/2014 5 26 PM
138	22nd and Guadalupe a lot of pedestrian traffic at this intersection but the crosswalk is not wide enough and there is a backup of students on the UT side because the light is long That intersection is also unsafe for cyclists because many cars taking a right onto 22nd from Guadalupe don't stop to see if cyclists are coming down the bike path and through the green light	12/2/2014 10 48 AM
139	24th and Rio Grande see above	12/2/2014 10 11 AM
140	Guadalupe Street from Martin Luther King Blvd to 29th Street would be the best place to spend limited resources	12/2/2014 9 49 AM
141	Guadalupe to Campus crosswalk should be a wide tunnel with vendors stalls	12/2/2014 9 30 AM
142	24th street sidewalks are uneven and too narrow in places	12/1/2014 8 01 PM
143	Where the bike lanes along Guadalupe disappear and the street becomes a shared road for motorists and cyclists almost always travel to campus by bike and 'm used to the trip but that one stretch still agitates me because often motorists are confused and don't want to slow automobile traffic	12/1/2014 6 58 PM
144	G L P are full of blocks with deficient sidewalks and intersections	12/1/2014 8 56 AM
145	See comments on dangerous cycle track Conflicts are created at each intersection and curb cut	11/29/2014 9 32 AM
146	Rio Grande bike lanes need to have better bike protection and markings Lots of trucks parking in bike lanes Bike lane and traffic stop markings and are very worn / poor on MLK and Rio Grande Cars park in the middle of intersection at stop lights	11/26/2014 2 11 PM
147	many stop signs are behind the pedestrian walkways So when a car approaches and a pedestrian is about to cross there is a chance of collision	11/26/2014 1 14 PM
148	29th & Guad Slow traffic straighten lane at intersection remove left turns	11/26/2014 11 52 AM
149	Sidewalks between MLK and 29th are not the best Widening the sidewalk between 27th to 51st street would be great	11/25/2014 11 19 PM
150	29th and Guadalupe	11/25/2014 3 47 PM
151	28th street and Guadalupe ADD A WALKWAY W TH A TRAFF C L GHT for people walking across to 28th or towards campus at that intersection	11/25/2014 11 28 AM
152	'd like to see a pedestrian "scramble" at 24th and Guad like we have on Dean Keeton	11/25/2014 9 42 AM
153	Guadalupe and MLK	11/24/2014 3 48 PM
154	MLK/Guadalupe is a vast asphalt expanse t's very unfriendly to pedestrians (in fact most of MLK is)	11/24/2014 3 00 PM

## Guadalupe Corridor Improvement Program

155	Yes at major traffic intersections The speed limit though out the area should be reduced to 20MPH because of the high amount of bike and ped traffic it is not safe to go any faster	11/24/2014 1 12 PM
156	ntersection of Nueces and Guadalupe is too wide to safely walk across due to the speed of southbound traffic exiting Quad to Nueces (and to a lesser degree Hemphill & Quad) Head in private parking spaces are dangerous because driver cannot see pedestrians bikes or oncoming traffic (Buffalo Exchange Ken's Donuts Torchy's Tacos) Curb cuts onto Quad for 7 11 at 26th street should be narrowed to protect pedestrians	11/24/2014 12 41 PM
157	29th and Drag	11/24/2014 12 11 PM
158	crosswalk on 27th G/H	11/24/2014 11 20 AM
159	H confusing	11/24/2014 7 42 AM
160	Fix bike routes through G and L They are awful	11/23/2014 10 02 PM
161	All of them deally all the roads in all of west campus would have protected bike lanes	11/23/2014 5 41 PM
162	don't think we need as many traffic lights as there are A few blocks could do without them	11/23/2014 4 37 PM
163	Again think on street parking along Guadalupe should be replaced with bus only lanes and a safer bike lane 'd also try to encourage/divert bikes to the Rio Grande corridor	11/23/2014 3 15 PM
164	Between 29 the street and 27 the street	11/23/2014 11 34 AM
165	Need crosswalk between the southwest and southeast corners of 29th & Guadalupe	11/21/2014 1 14 PM
166	Guadalupe just north of 27th on the east side needs to be improved for cyclists/pedestrians	11/21/2014 12 23 PM
167	A scramble crossing would improve the intersection at 24th and Guadalupe	11/20/2014 2 05 PM
168	Turning off of 26th into guadalupe is hell on earth The light back up at least a block in both lanes sometimes even further depending on the time of day San Antonio street causes even more of a backup with everyone trying to get to 26th > to quad and often have to drive through west campus and up to 35th just to avoid the light	11/20/2014 12 49 PM
169	yes ha	11/19/2014 2 51 PM
170	Synchronize pedestrian crossing for 26th St and Dean Keeton St	11/19/2014 1 04 PM
171	L M M need better crosswalks and access to them	11/19/2014 9 15 AM
172	25th St desperately needs a full traffic signal (still no left turns) 20th St needs to be right turn only for cars and a pedestrian only signal to cross Guadalupe please please please eliminate business parking along the street between 27th St and 29th St (Torchy's is main issue)	11/19/2014 8 41 AM
173	I and g the Rio Grande bike lane ends abruptly with no sign how to continue north of 24 th t should extend north to 29th	11/19/2014 12 32 AM
174	MLK and Nueces eastbound lane on MLK does not have adequate signage encourages motorist to run red light 29th and Guadalupe traffic lanes do not line up no bike lanes 24th St not enough crosswalks really anywhere all intersections and blocks need improvements and Vision Zero planning	11/19/2014 12 09 AM
175	30th and Guadalupe many drivers ignore the "No Right on Red" signs many pedestrians cross when the eastbound light is green rather than waiting for the walk signal which is linked the the westbound light the protected left for south to east travelers is too short and the markings confusing sometimes resulting in cars stopping where they block the intersection (and can't see the signal)	11/18/2014 9 14 PM
176	The campus needs to address its culture of disregard for other people	11/18/2014 8 40 PM
177	Bike lanes that are missing on Guadalupe could be fixed	11/18/2014 8 07 PM
178	Generally too many driveways for walking Top intersections to improve Nueces @ Guadalupe Hemphill Park @ Guadalupe	11/18/2014 6 10 PM
179	Block M turning right on Dean Keeton please allow right turn on red traffic backs up horribly	11/18/2014 5 32 PM
180	Northbound vehicle traffic turning left on 21st fails to yield to oncoming bicycle traffic	11/18/2014 4 37 PM

## Guadalupe Corridor Improvement Program

181	As a bicyclist Guadalupe is dangerous particularly going SB where Nueces splits off Cars veer onto it without using signals (while cutting across bike lane on Guadalupe) and the unnecessary width of Nueces encourages cars to travel way faster than necessary This also makes crossing as a pedestrian scary One thing that could help elsewhere would be to extend the SB separated bike lane on Rio Grande up to 30th street	11/18/2014 4 26 PM
182	29th and quad no crosswalk on South side of intersection	11/18/2014 4 17 PM
183	move bus or car traffic to another street signage trash cans wayfinding	11/18/2014 3 45 PM
184	As mentioned above Block G As previously mentioned there's no pedestrian crosswalk at Guadalupe and Nueces and cars coming southbound on Guadalupe tend to not slow down when taking a right onto Nueces Block M Also previously mentioned 21st and Whitis can be a little sketchy when crossing 21st street from campus to the Dobie Mall as the only stop there is the northbound traffic from Whitis That intersection is heavily used by pedestrians but there's more than enough car traffic that a pedestrian would technically never be able to cross the street if they had to wait for it to clear Many times cars will yield for pedestrians but in some cases they don't	11/18/2014 3 27 PM
185	Layout of 29th St intersection intersection also need better pedestrian lighting Width of Nueces entrance off Guadalupe	11/18/2014 3 21 PM
186	24th and Guadalupe is one of the intersections that sees the most pedestrian traffic in the area but the time given for pedestrians to cross the street is extremely small	11/18/2014 3 08 PM
187	The area of 24th nearing Guadalupe has confusing intersections that make it difficult for pedestrians to cross	11/18/2014 2 22 PM
188	More pedestrian hybrid beacons near intersections	11/18/2014 1 06 PM
189	n Block M there is a severe shortage of surface parking space for visitors and vehicles without permits Restrictions that currently require a UT permit at all times should not apply at night time holidays and weekends	11/18/2014 12 33 PM
190	G add a pedestrian crosswalk	11/18/2014 12 31 PM
191	MLK needs to be reconstructed the condition of the road is terrible incorporate into this project	11/18/2014 9 34 AM
192	30th and San Jacinto/Speedway needs roundabout separate modes with concentric circles	11/17/2014 10 07 PM
193	Road condition on San Jacinto btwn 21st & 23rd is so bad that it's unsafe Huge potholes and expansion joint growth	11/17/2014 10 04 PM
194	G H L Extend bike lane P add signage to alert turning cars to bikes hidden in bike lane improve separation of bike and pedestrian areas	11/17/2014 8 54 PM
195	All	11/17/2014 8 53 PM
196	The Speedway?San Jacinto 5 way intersection should be transformed into a large traffic circle	11/17/2014 8 45 PM
197	Block H Create double yellow line down middle of Guadalupe in this section to keep cars from backing up and taking risks to turn across oncoming traffic	11/17/2014 3 47 PM
198	Crossing intersection for pedestrians on Guadalupe and 21 street Making vehicles wait to turn right of left when people or bikes are crossing is very dangerous and slow traffic a great deal Why not have these lights timed like the ones on Dean Keaton street where pedestrians cross all at one time?	11/17/2014 3 43 PM
199	Dedicate a bike lane between G and H Add a cross walk on the south side of the intersection at 29th and Guadalupe	11/17/2014 2 22 PM
200	Less bicycle lands	11/17/2014 2 07 PM
201	Pedestrian traffic prohibits turning north onto Guadalupe from 21st St very often Especially buses 21st and Speedway is another nightmare intersection	11/17/2014 1 56 PM



**Thank you.**

**Please direct questions  
or comments to:**

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**Consultant Team:**



## *APPENDIX B.3: Public Open House Thought Wall Comments*





# 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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**Prepared:** March 5, 2015





# 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.



# Guadalupe Street

Transportation Corridor Project

QUALITY  
OF LIFE

SAFETY

MOBILITY

## 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.

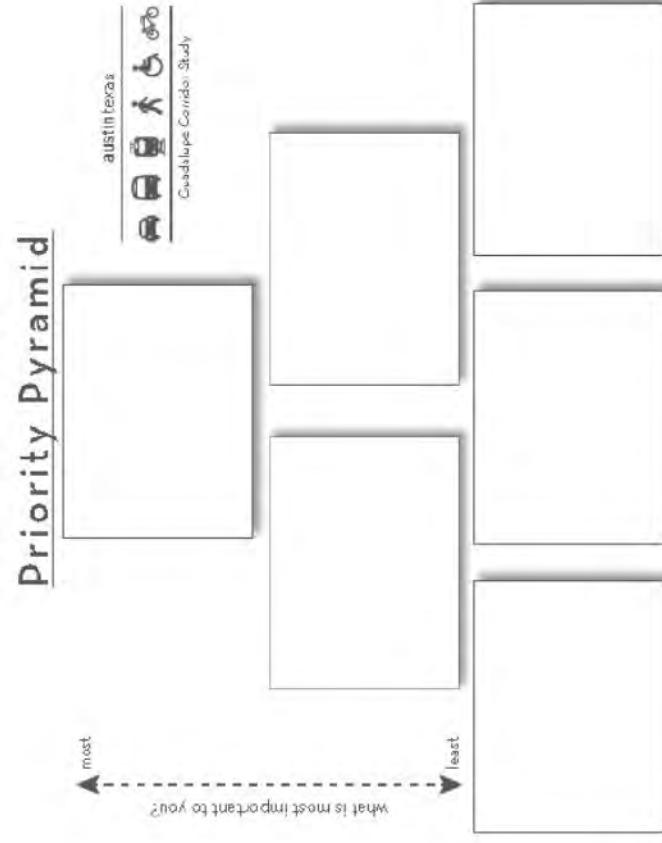
The following pages include transcribed comments from the event. Priority elements included:

- 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
Transit	14
Safety	12
Aesthetics / Sense of Place	7
Bicycles	6
Economic Vitality	2
Environment	1
Parking	1
Vehicles	0
Total Responses	66



# 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 to 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

- *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 care 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



- *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:**

Alan Hughes, P.E.  
Project Manager  
Austin Transportation Department  
512-974-7186  
[alan.hughes@austintexas.gov](mailto:alan.hughes@austintexas.gov)

**Consultant Team:**



## *APPENDIX B.4: Stakeholder Meeting Information*





## Guadalupe Street Corridor Study

Stakeholder

Kick-off Meeting Agenda

UT / Cap Metro

Date: 2/19/15

Page 1/2

Location: OTC - Floor 8

Name	Department/Company	Title	E-mail Address	Phone #
Chris Tarango	Cultural Strategies	Public Outreach Manager		
Alan Hughes	City of Austin	Project Manager		
Marissa Monroy	City of Austin	public info.		
Ted Hemmerson	Capital Metro	VP PLANNING		
Alireza Khani	Center for Transp. Res. UT Austin	Research Associate		
Mason Gemar	Center for Trans. Research UT Austin	Research Associate		
Caitlin D'Alton	Capital Metro	Transportation Planner		
Roberto Gonzalez	Capital Metro	TI PLANNER		
Joseph Skidmore	K Fraese & Associates	Project Engineer		
Tom Grant	Kimley-Horn	Project Manager		

Jodi Lane (see page 2)  
Gordon



## Guadalupe Street Corridor Study C.A Depts. Kick-off Meeting Agenda

Date: 2-20-15  
Location: One Texas Center

Name	Department/Company	Title	E-mail Address	Phone #
KURTIS KEAUSE	Austin Police	Commander Region I Patrol		
FRANCIS REILLY	PLANNING	SENIOR PLANNER		
CHARLES MARY	PARA	THINK DEVELOPMENT COORDINATOR		
Katie Mulholland	PPR	Sr. Planner		
Lizzy Smith	PDR	Sr. Planner		
Maria Flores Gonzalez	Austin Water	Planner III		
Mark Walters	PDRD	Principal Planner		
Karla Taylor	ATD	Chief of Staff		
Jenn Todd	PDRD	Sr. Planner		
Joe Smith	AW	Systems Planner		



CoA Dept. Stakeholder Meeting - page 2 -  
2/20/15

Name Kimley»Horn Dept Title email phone Page 2

Annex Gaudet	Capital Planning Office	Capital Program Consultant	
Alen Hyslop	CoA - ATO	Project Manager	
Laura Dierendonck	CoA - ATO	Project Manager	
Chris Tarango	Cultural Strategies	Public Outreach Manager	
Joe Cantelupo	H. Frieset Associates	Senior VP	
Jody Lane	Taniguchi Architects	Associate	
Tom Grant	Kimley-Horn	Project Manager	

# Kimley»Horn

## Guadalupe Street Corridor Study

### Kick-off Meeting Agenda

Date: 2/20/15 Proberty Owners

Location: OTC - 10th Floor

Name	Department/Company	Title	E-mail Address	Phone #
Michael Coffey	First English Lutheran Church	Pastor		
Cathy Doerflinger	Church of the Holy Spirit	administrative manager		
Joe Cantalupo	KFRIESE ASSOCIATES	Project Team		
Brian Donovan	Austin Coop Biz Assoc	ED		
SINCLAIR BLACK	BLACK / UERNDDY	FAHA		
Tina Finley	Washoe Co., Leek & Hurler	Property Owner		
James F. Ingram	Xwalk Family Group The University Baptist Church of Austin	Facilities Mgr.		
Alan Hughes	CoA-ATD	Project Manager		
Chris Tarango	Cultural Strategies	Public Outreach Manager		
Tom Grant	Kimley-Horn	Project Manager		
Jodi Lane	Taniguchi Architects	Associate		

kimley-horn.com

2201 West Royal Lane, Suite 275, Irving, TX 75063

214-420-5600

Joe Cantalupo

K FRIESE ASSOCIATES

Sr. Vice President



## Guadalupe Street Corridor Study

Meeting Agenda  
~~Kick-off~~ Meeting Agenda

Date: 2/20/15

Location: OTC 10th Floor

Name	Department/Company	Title	E-mail Address	Phone #
Emily Shryock	Univ. of Texas	Assistant Director		
Job Boyt	Alliance for Public Transp.			
Tom Grant	Kimley-Horn	Project Manager		
Eve McKinney	ASUA	Project Manager		
Chris Riley		Architect		
Glenn Cadwallers	MOVABILITY	LANDSCAPE		
HEYDEN WALKER	PEDESTRIAN ADVISORY COUNCIL	CHAIR		
Roger L. Garvin	AURA	Member		
Chris Tarango	Cultural Strategies	Public Outreach Manager		
<u>John</u>	Tamiguelin Arch	Associate		
Nathan Wilkey	City of Austin	Engineer		



Multi-modal Stakeholder Meeting - Project -  
2/20/2015

Alan Hughes	City of Austin	Project mgmt / sign	<div></div>
Jas Castakupa	K-Fillco's: Ascenta	Project Team	



## Guadalupe Street Corridor Study

Stakeholder  
Kick-off Meeting Agenda (Neighbor Lead Associations)

Date: 2/19 6:00 PM

Location: OTC - 8th floor

Name	Department/Company	Title	E-mail Address	Phone #
Chris Tarango	Cultural Strategies	Public Outreach Manager		
Alan Hughes	City of Austin	Project Manager		
Marissa Monroy	City of Austin	PIO		
Roger L. Cuwih	DANA	Board Member		
Ron Sewey	CANPAC	Member		
Cathy Dorman	UAP	Pres		
Karl Richicki	ACC	IT		
Joe Skidmore	K Faise & Associates	Project Engineer		
Betsy Greenberg	CANPAC	VP		
Ray Longenberg	Judges Hill Association	Pres		
Tom Grant	Kimley-Horn	Project Manager		

## *APPENDIX B.5: Newsletter Sample*



# PUBLIC MEETING

**Wednesday**  
**December 3, 2014**  
**6 p.m. – 8 p.m.**

**University Presbyterian Church**  
2203 San Antonio St.  
FREE Parking at University Co-op Parking Garage



## Make Guadalupe Work for You

The City of Austin is working to identify short-term to long-term transportation improvements to enhance mobility, safety, and quality of life along the Guadalupe corridor.

Come join area residents, students and business owners to learn about the project and provide input to help make Guadalupe friendlier for pedestrians, bicycles, public transportation and cars.

As someone using the Guadalupe corridor, your input is vital to ensure improvements or changes reflect YOUR needs.



**SHARE  
YOUR  
VIEWS  
NOW**

**TAKE THE ONLINE SURVEY**  
<https://www.surveymonkey.com/s/thedrag>  
**CALL AND VOICE YOUR THOUGHTS**  
(512) 676-5488



## Guadalupe Corridor Improvement Program

No Images? [Click here](#)



## Draft Scenarios Coming Soon

Last November the City of Austin launched the Guadalupe Corridor Improvement Program, striving to identify short and long-term transportation improvements to enhance mobility, safety, and quality of life along "the Drag," one of Austin's busiest inner-city arterial corridors. Your contributions and perspectives are a valued part of the process and are serving to inform the project team in shaping the best solutions for this Austin staple. While the City of Austin continues evaluating options, we want you to know the project team appreciates your patience and continued interest.

We will touch base with you again soon to update you on the draft scenarios currently being studied by the project team. The scenarios provide improvements and opportunities for all modes of travel, though each prioritizes the modes of travel differently. This process will lead to the draft improvement recommendations. Upon their completion, the City will host a Public Meeting and Business Open House in early 2016 to share the recommendations and provide more opportunities for you to share feedback.

Please keep your eyes and ears open for an update on the draft scenarios so we can continue working together on enriching our beloved Guadalupe Corridor.

## Guadalupe Corridor Improvement Program



CONCEPTUAL RENDERING OF RECOMMENDATION

### May 11, 2016 Public Meeting and Business Open House Recap

#### *Recommended Transportation Solution Presented*

On Thursday May 11, the City of Austin Transportation Department (ATD) hosted two Open Houses to review and discuss scenarios and the preferred recommendation for how to enhance mobility, safety and quality of life along the Guadalupe corridor.

The presentation was composed of several stations with illustrative boards. For those not able to attend, a link to each board is provided here and available for download:

- [Existing Conditions](#) for Ped/Bike Activity, Imagine Austin, Land Use, and Transit Service
- [Four Tested Scenarios](#)
- [The Decision Making Tools](#) for the process
- [The Preferred Recommendation](#) showing cross-sections of study area roadways, example intersection layouts, and a 3D rendering of Guadalupe near 21st.

The University of Texas also provided findings from the [UT Austin Guadalupe Safety Study](#) and the early safety related implementations from that project. [Capital Metro provided a final infographic board](#) to support the current and future transit service in the corridor.

Approximately 80 people attended the meeting and spent quality one-on-one time with the project team members at each station. The presentations and discussions aimed to help participants gain a deeper understanding of existing conditions along the corridor and discuss the recommended solutions that aim at improving the area for pedestrians, bicycles, public transportation, and vehicles.

Over the next few months, the project team will be working with ATD to finalize the plan and prepare a presentation along with the supporting analysis for review by the City of Austin Boards and Commissions.

We're appreciative of your interest and participation in this project and look forward to sharing further updates as it evolves.

## *APPENDIX B.6: Public Meeting Flyers*





# Guadalupe Street Transportation Corridor Project

MAKE  
GUADALUPE  
WORK FOR  
YOU

JOIN THE CONVERSATION  
#thedrag



MOBILITY

SAFETY

QUALITY  
OF LIFE

FREE Parking at University Co-op Parking Garage

**PUBLIC  
MEETING**

**Wednesday  
December 3, 2014  
6 p.m. - 8 p.m.**  
University  
Presbyterian Church  
2203 San Antonio St.



SHARE  
YOUR  
VIEWS  
NOW

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(512) 676-5488

Help Us Explore  
**SHORT-TERM  
& LONG-TERM  
IMPROVEMENTS**

The City of Austin is working to identify short-term to long-term transportation improvements to enhance mobility, safety, and quality of life along the Guadalupe corridor.

Come join area residents, students and business owners to learn about the project and provide input to help make Guadalupe friendlier for pedestrians, bicycles, public transportation and cars.



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**Kimley»Horn**

Expect More. Experience Better.

Alan C. Hughes, P.E.  
Project Manager  
Austin Transportation Department  
512-974-7186  
[alan.hughes@austintexas.gov](mailto:alan.hughes@austintexas.gov)  
[www.austintexas.gov](http://www.austintexas.gov)

11" x 17"

**Client:** COA Transportation Department / Kimley Horn

**Project:** Event Promotional 11x17 Poster English

**Date:** November 17, 2014

**CULTURAL  
STRATEGIES**

Client Approval (Signature)

Date

☐

Approved as is

☐

Approved with indicated correction

## Proyecto del Corredor de Transporte



HAGA QUE  
GUADALUPE  
FUNCIONE  
PARA USTED

ÚNASE A LA CONVERSACIÓN  
#thedrag



# REUNIÓN PÚBLICA

Miercoles

3 de diciembre de 2014  
6 p.m. - 8 p.m.

**University  
Presbyterian Church**  
2203 San Antonio St.



COMPARTA  
SUS  
OPINIONES  
AHORA

**COMPLETE LA ENCUESTA EN LÍNEA**  
<https://www.surveymonkey.com/s/thedrag-es>  
**LLAME Y EXPRESE SUS IDEAS**  
 (512) 676-5488

**Ayúdenos a encontrar**  
**MEJORAS**  
**A CORTO Y**  
**LARGO PLAZO**

La Ciudad de Austin está trabajando para encontrar mejoras a corto y largo plazo para optimizar la movilidad, seguridad y calidad de vida a través del corredor de Guadalupe Street.

Únase a los residentes, estudiantes y comerciantes del área para conocer el proyecto, y proporciónenos sus comentarios para ayudar a hacer al corredor Guadalupe más amigable para peatones, bicicletas, transporte público y automóviles.



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Kimley»Horn

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Gerente de Proyecto  
Austin Transportation Department  
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alan.hughes@austintexas.gov  
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11" x 17"

**Client:** COA Transportation Department / Kimley Horn

**Project:** Event Promotional 11x17 Poster Spanish

**Date:** November 17, 2014

## CULTURAL STRATEGIES

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Date \_\_\_\_\_

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## Guadalupe Street

Proyecto del Corredor de Transporte



# HAGA QUE GUADALUPE FUNCIONE PARA USTED

ÚNASE A LA CONVERSACIÓN

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## Guadalupe Street

Proyecto del Corredor de Transporte

# REUNIÓN PÚBLICA

Miércoles  
3 de diciembre de 2014  
6 p.m. – 8 p.m.

University  
Presbyterian Church  
2203 San Antonio St.

Estacionamiento GRATUITO en el  
estacionamiento de University Co-op



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AHORA

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4" x 9"

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**Project:** Event Promotional Rack Card Spanish

**Date:** November 17, 2014

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Date

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# Guadalupe Street

Transportation Corridor Project

## MAKE GUADALUPE WORK FOR YOU

JOIN THE CONVERSATION

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# Guadalupe Street

Transportation Corridor Project

MOBILITY

SAFETY

QUALITY OF LIFE

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### Help Us Explore SHORT-TERM & LONG-TERM IMPROVEMENTS

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