



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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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

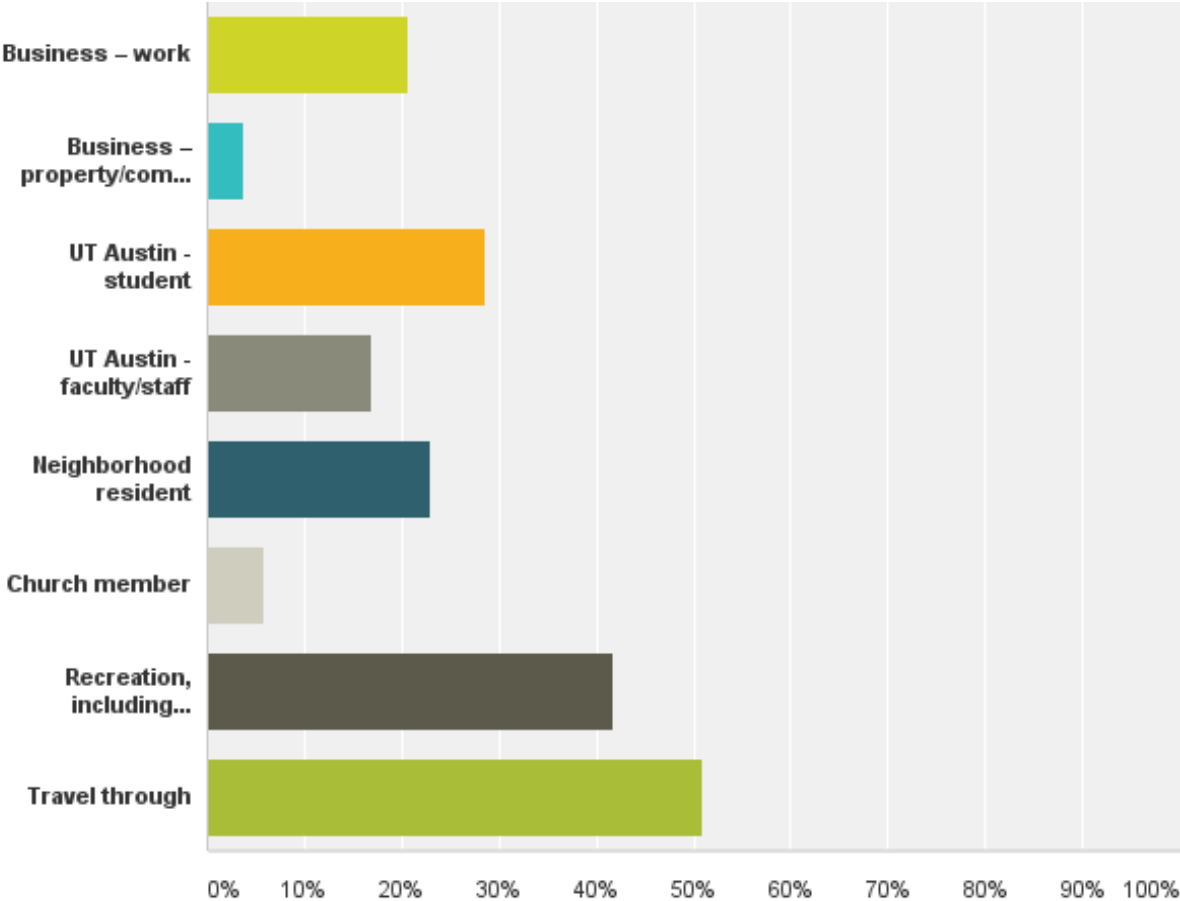
SAFETY

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



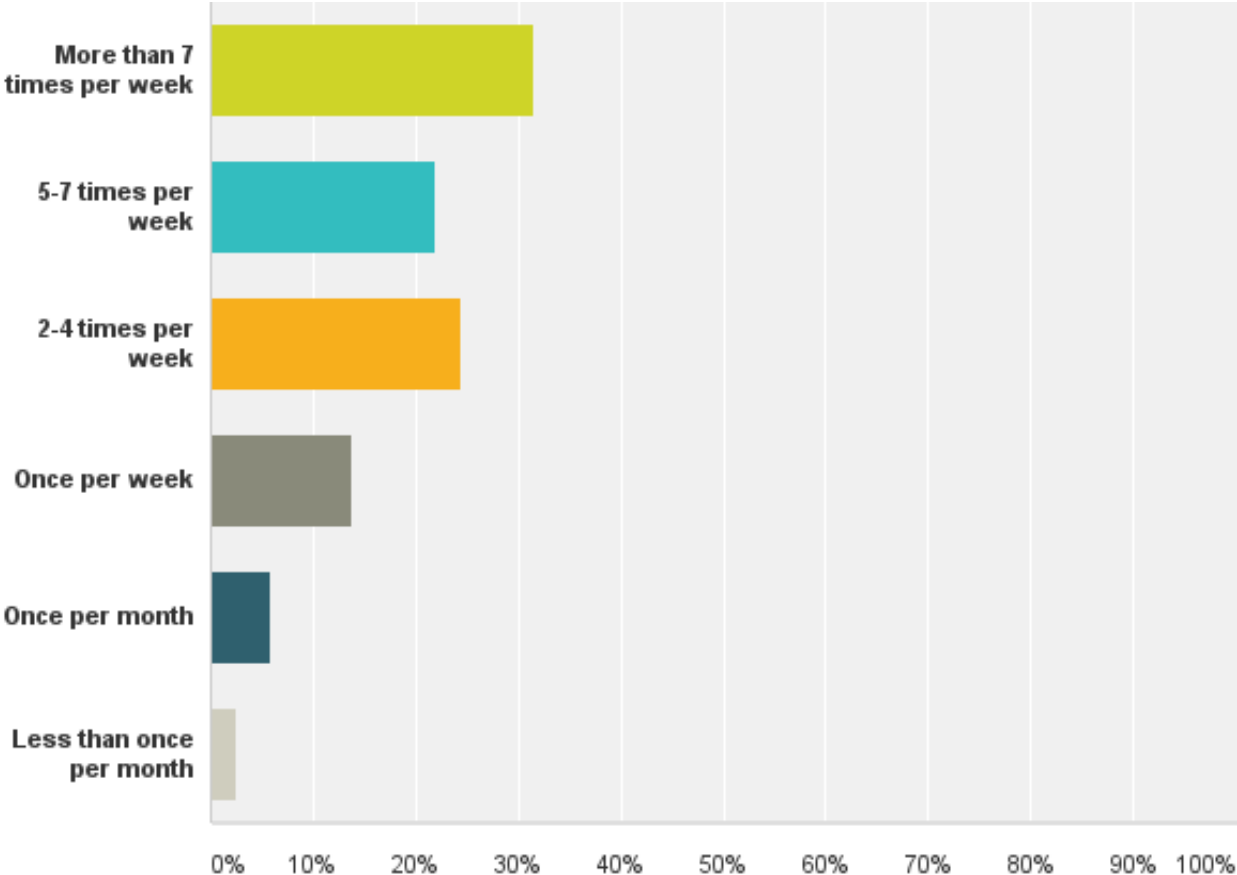
Q1: What best describes you and your activity along the Guadalupe corridor? Please check all that apply.

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



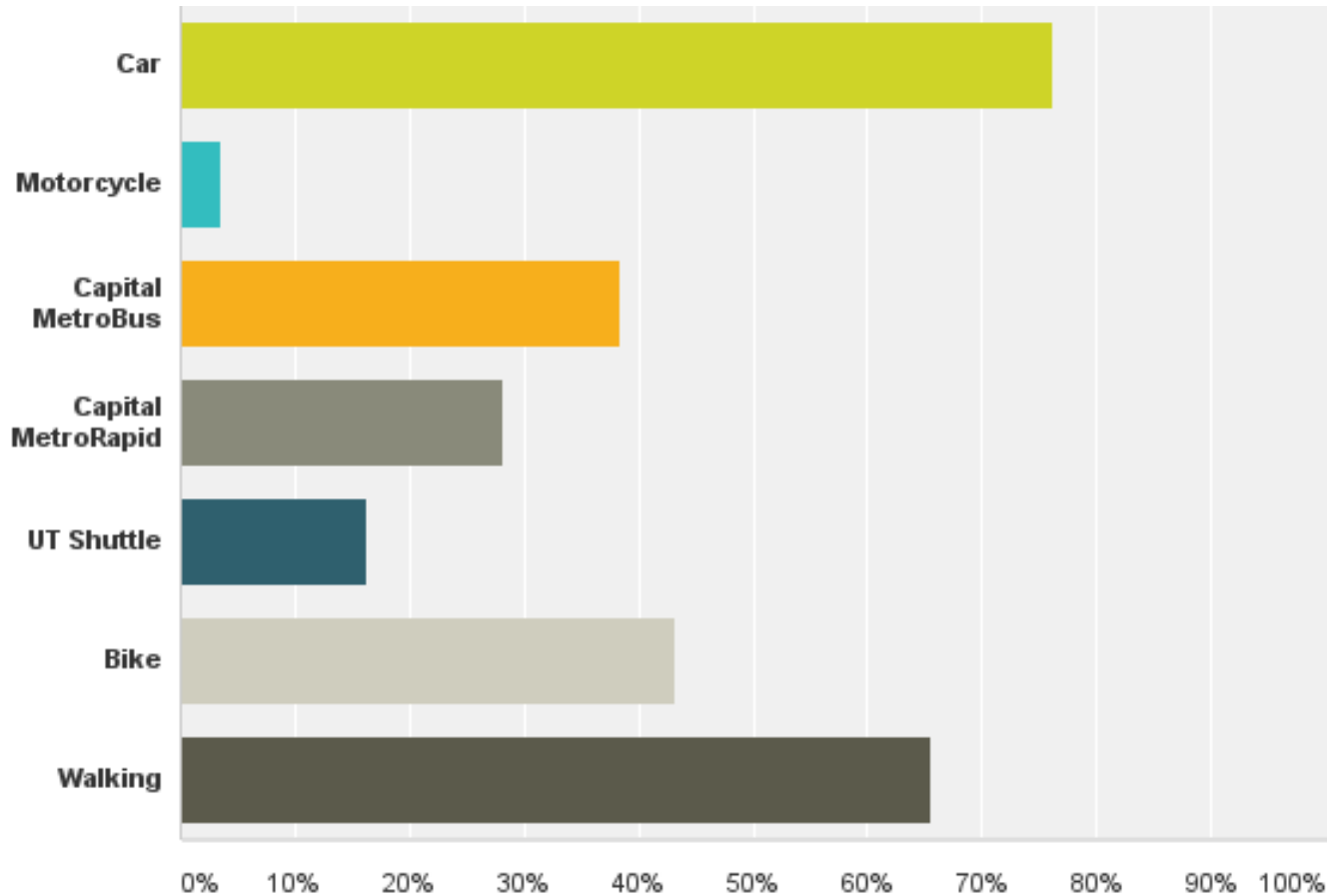
Q2: How often do you go through, or use the Guadalupe corridor?

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



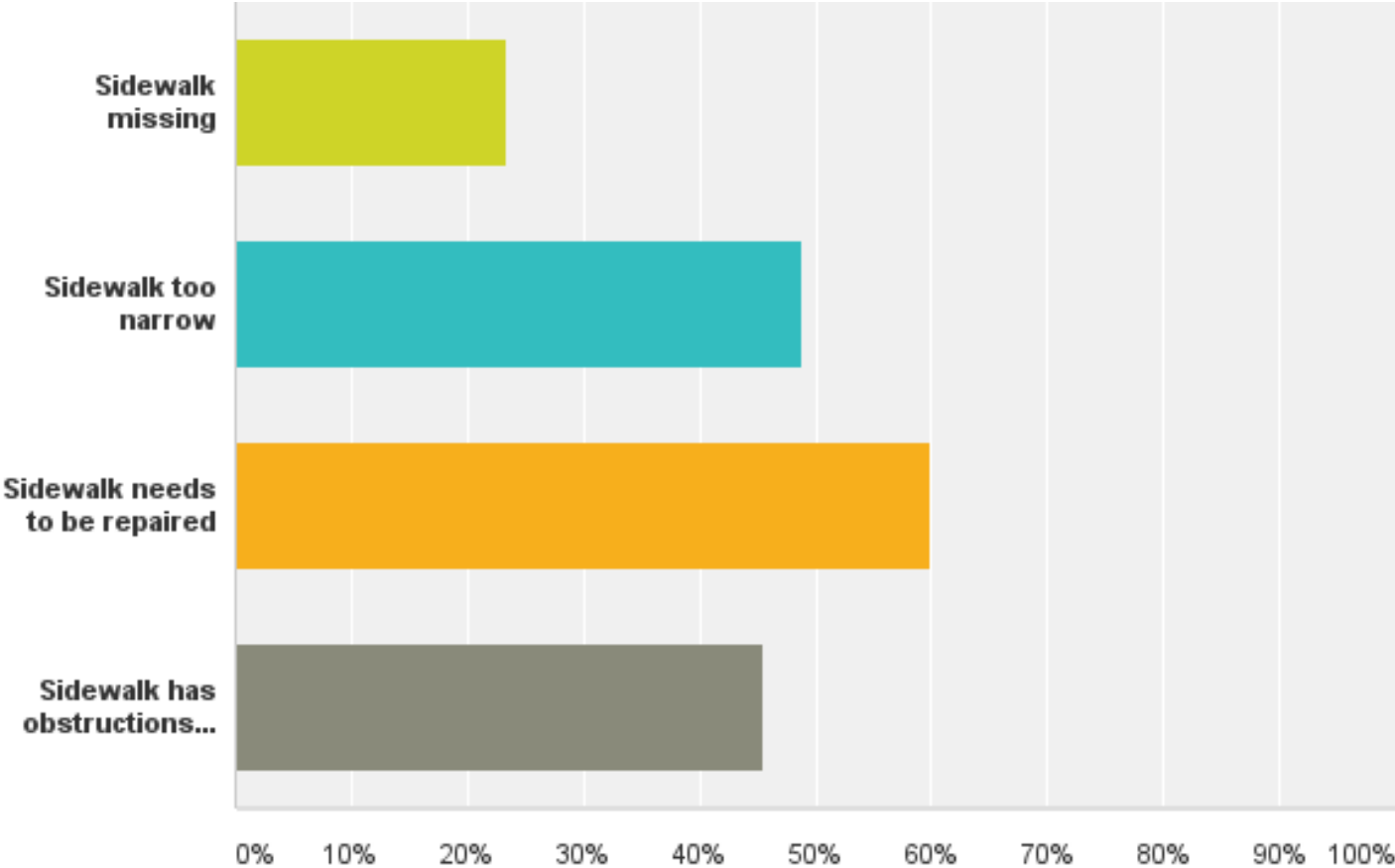
Q3: What form(s) of transportation do you use to access and go through the Guadalupe corridor? Check all that apply.

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



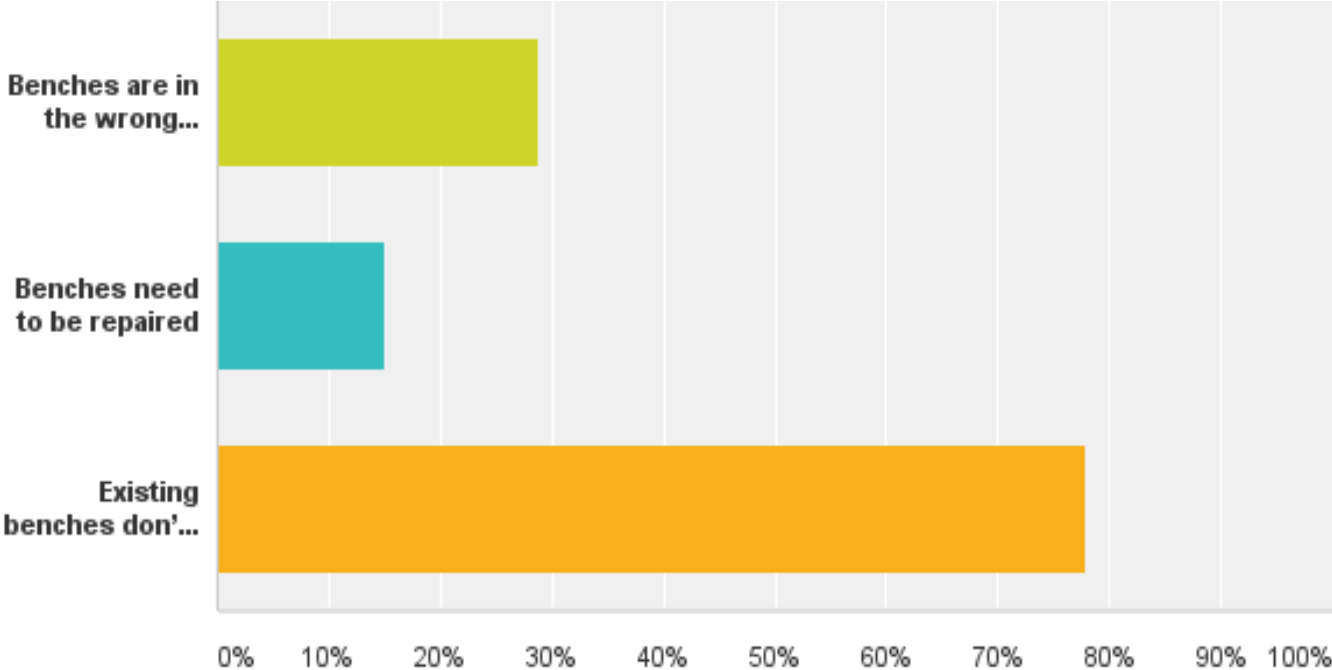
Q4: Sidewalks; please select all that apply

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



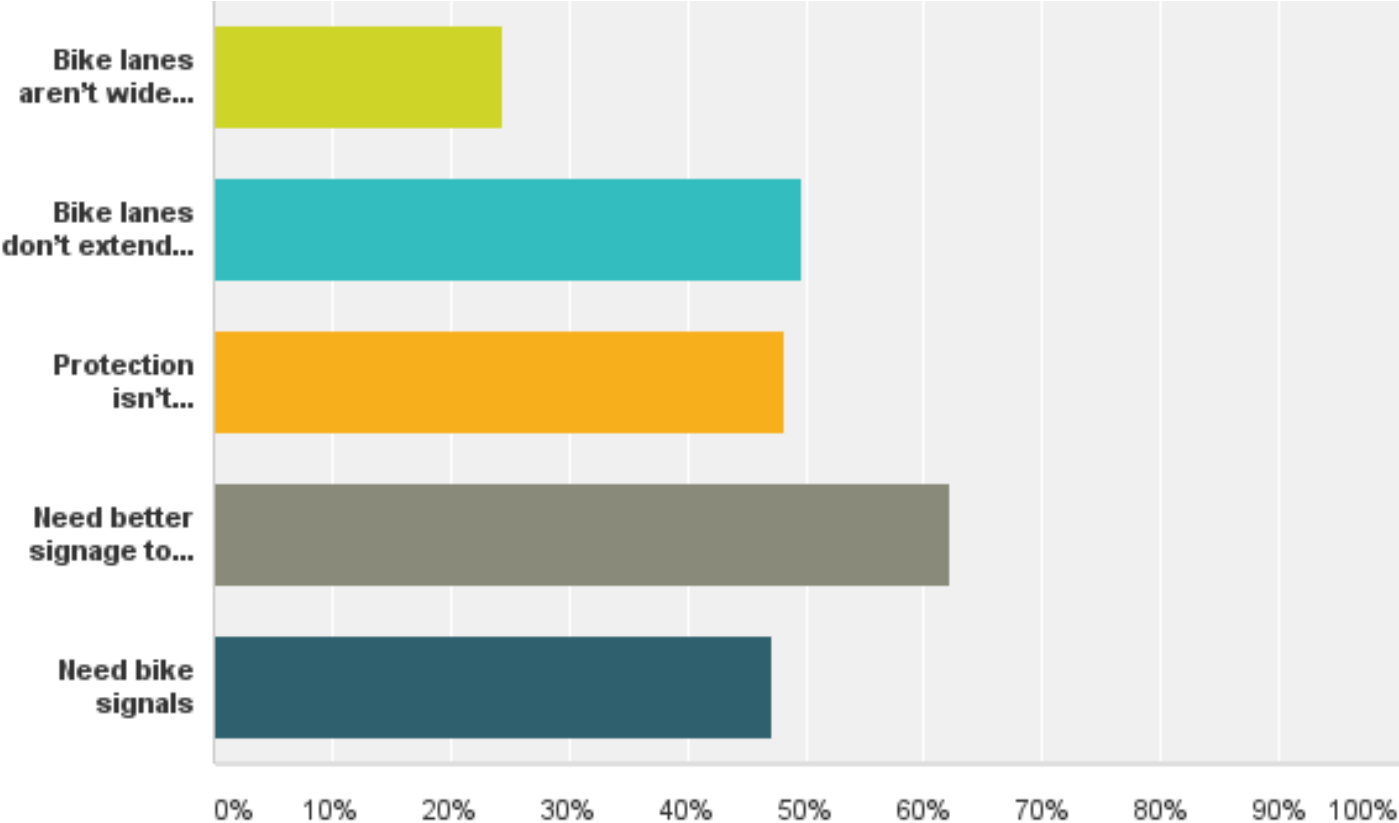
Q5: Benches; please select all that apply

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



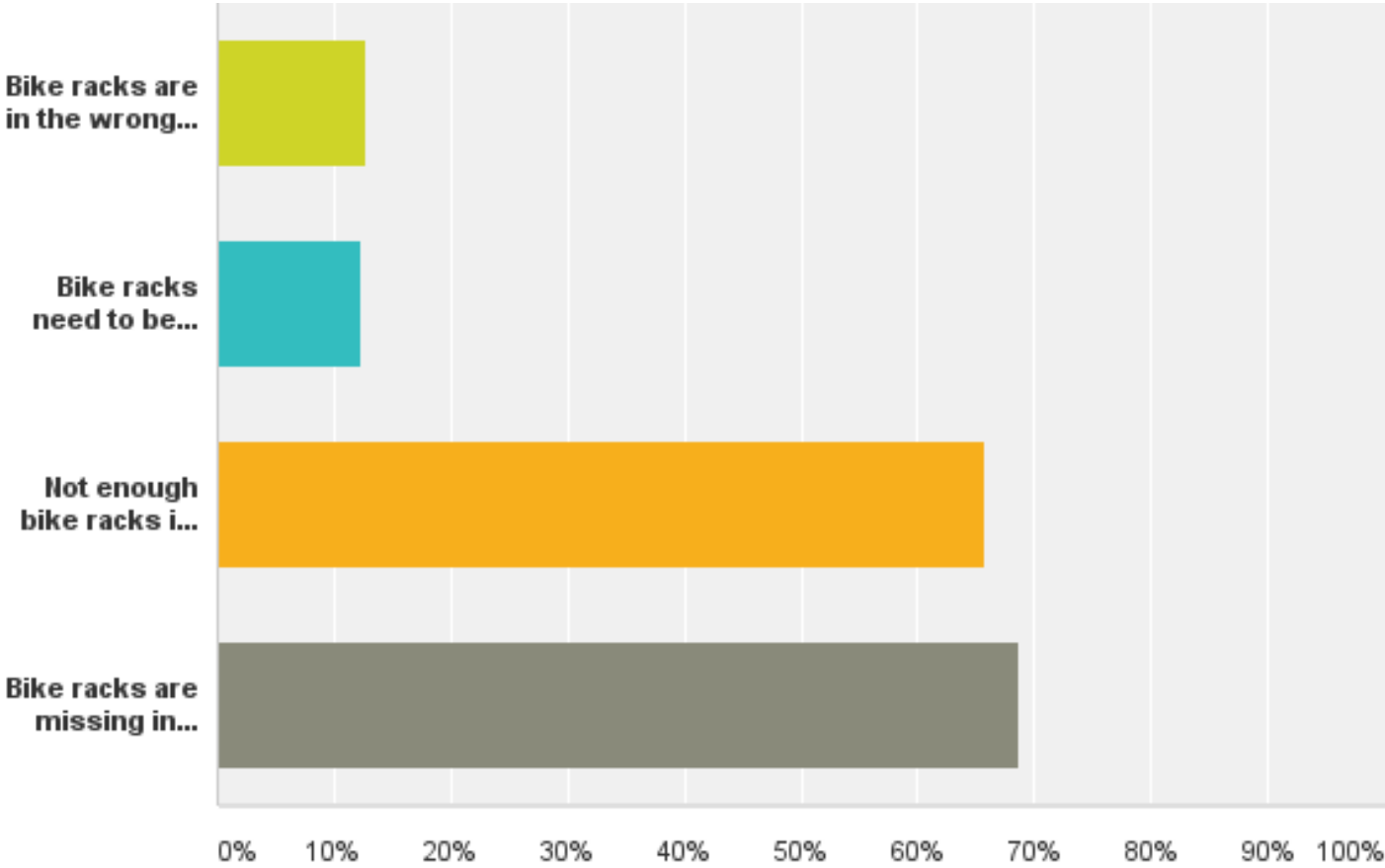
Q6: Protected bike lanes; please select all that apply

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



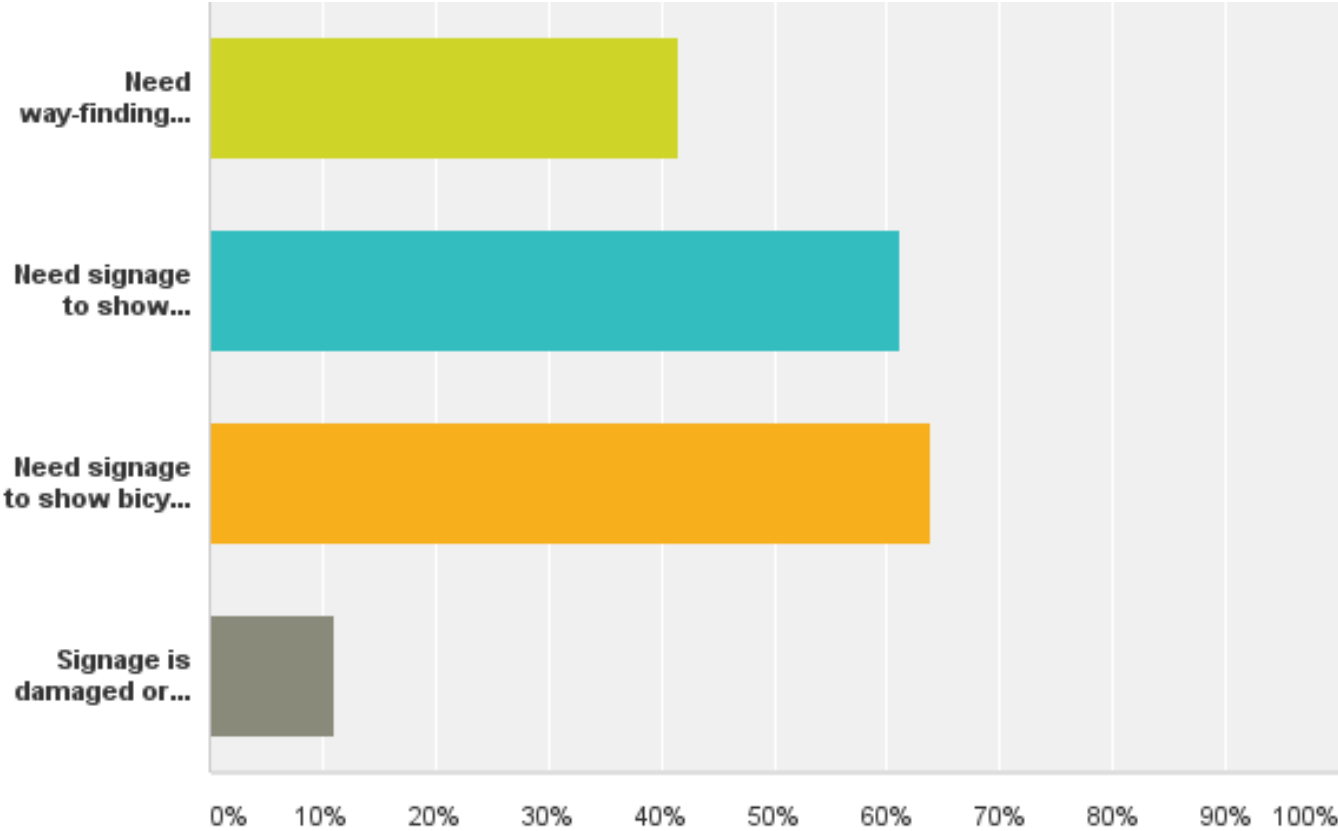
Q7: Bike racks; please select all that apply

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



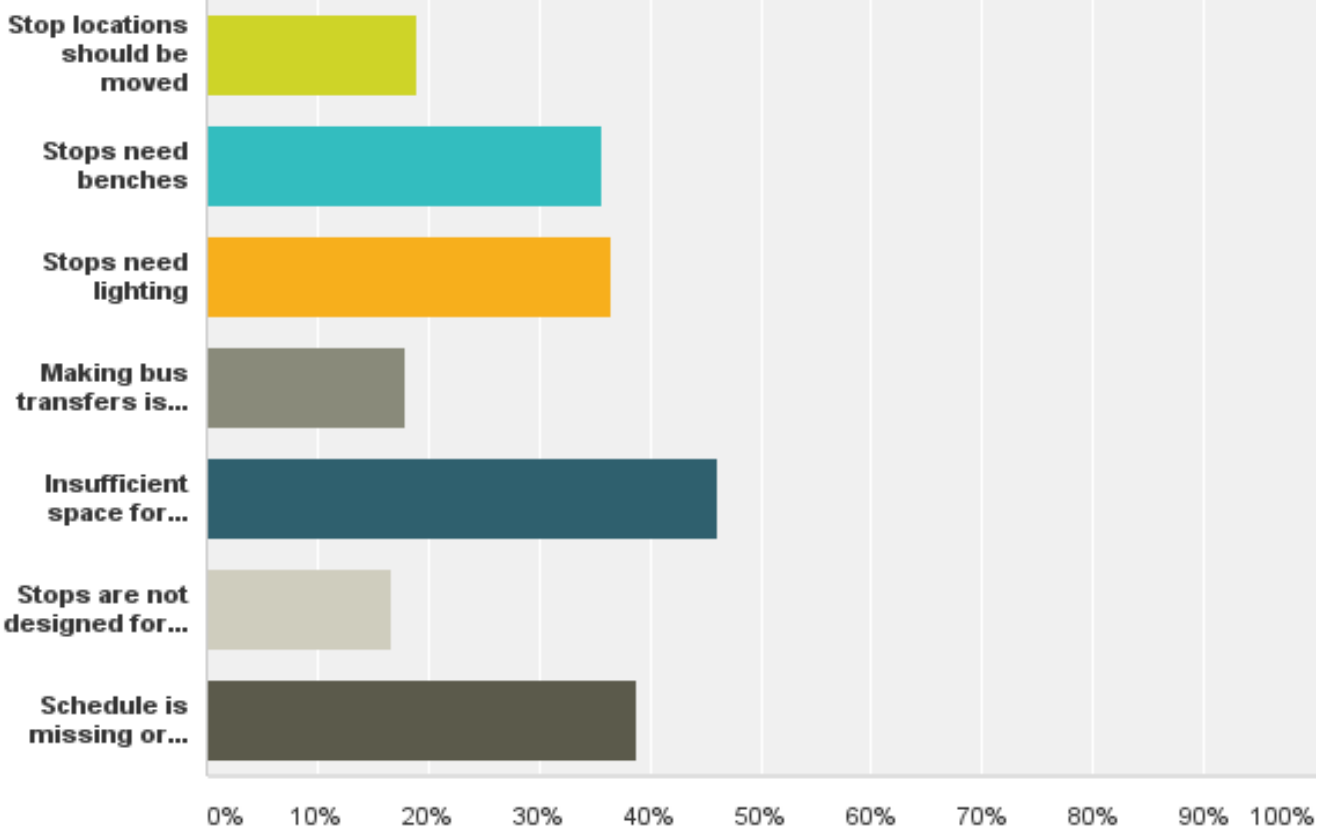
Q8: Signage; please select all that apply

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



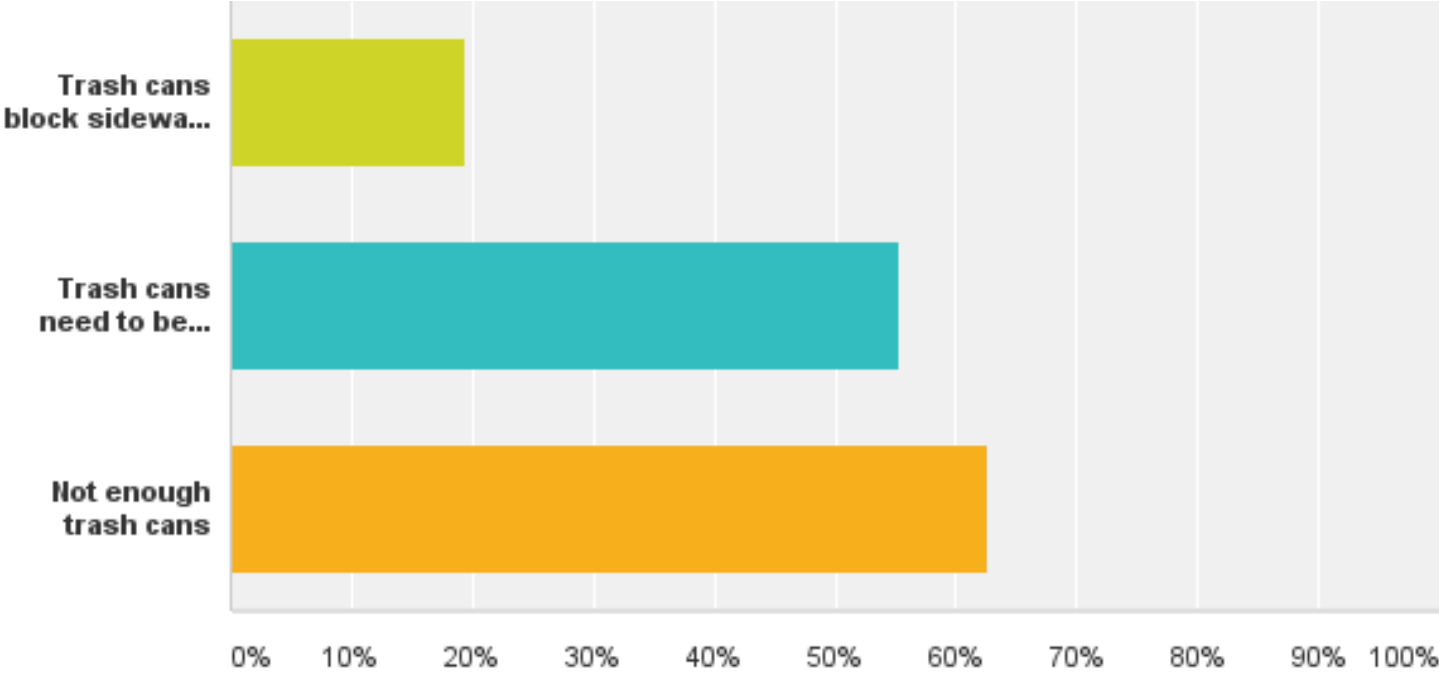
Q9: Bus stops; please select all that apply

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		

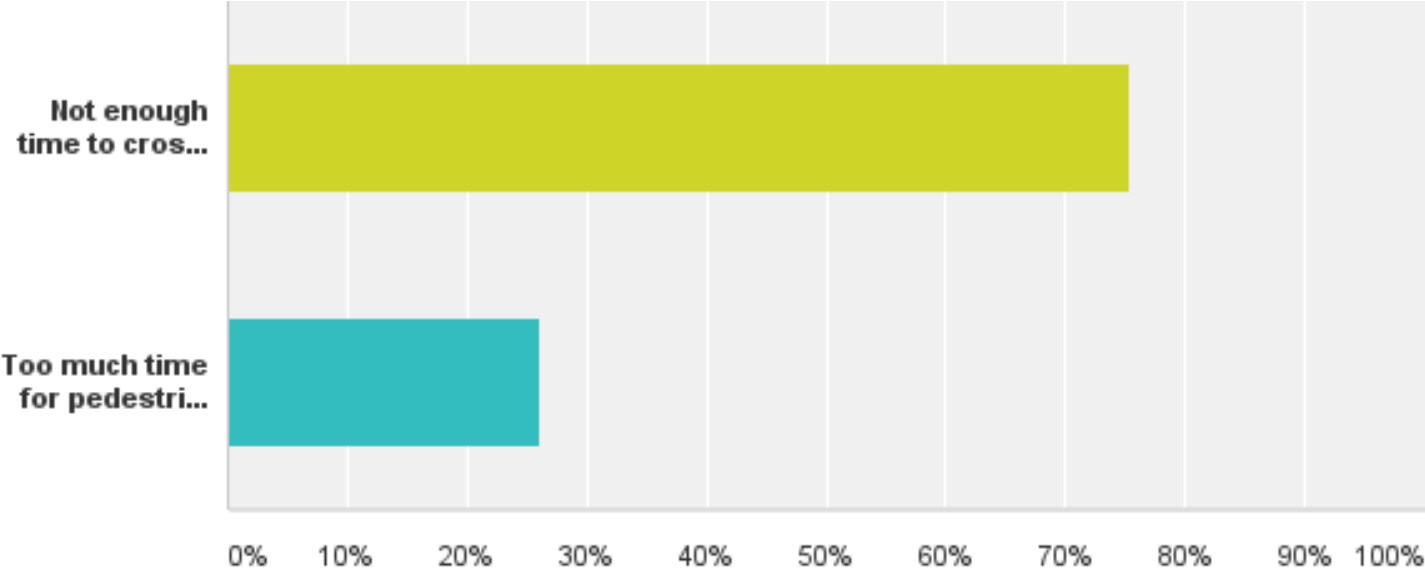
Q11: Are there other physical items could most improve mobility, safety, and quality of life along the Guadalupe corridor? Please explain.

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



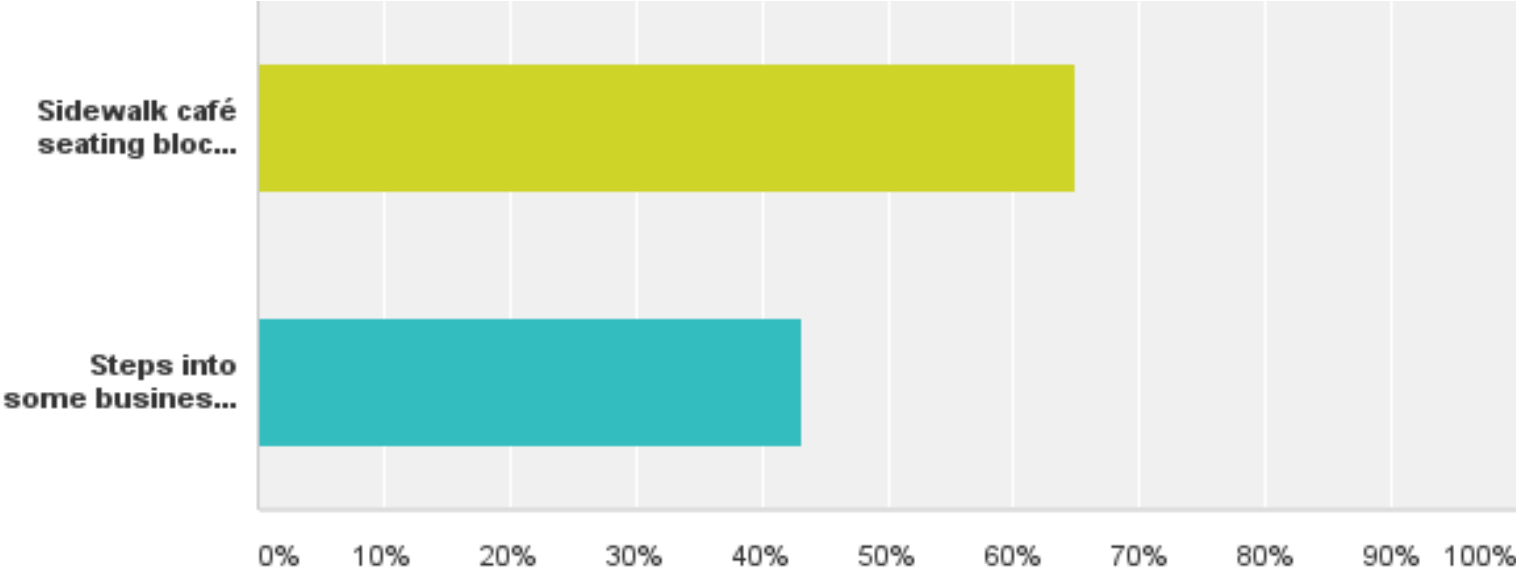
Q12: Timing of crosswalk lights; please select all that apply

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



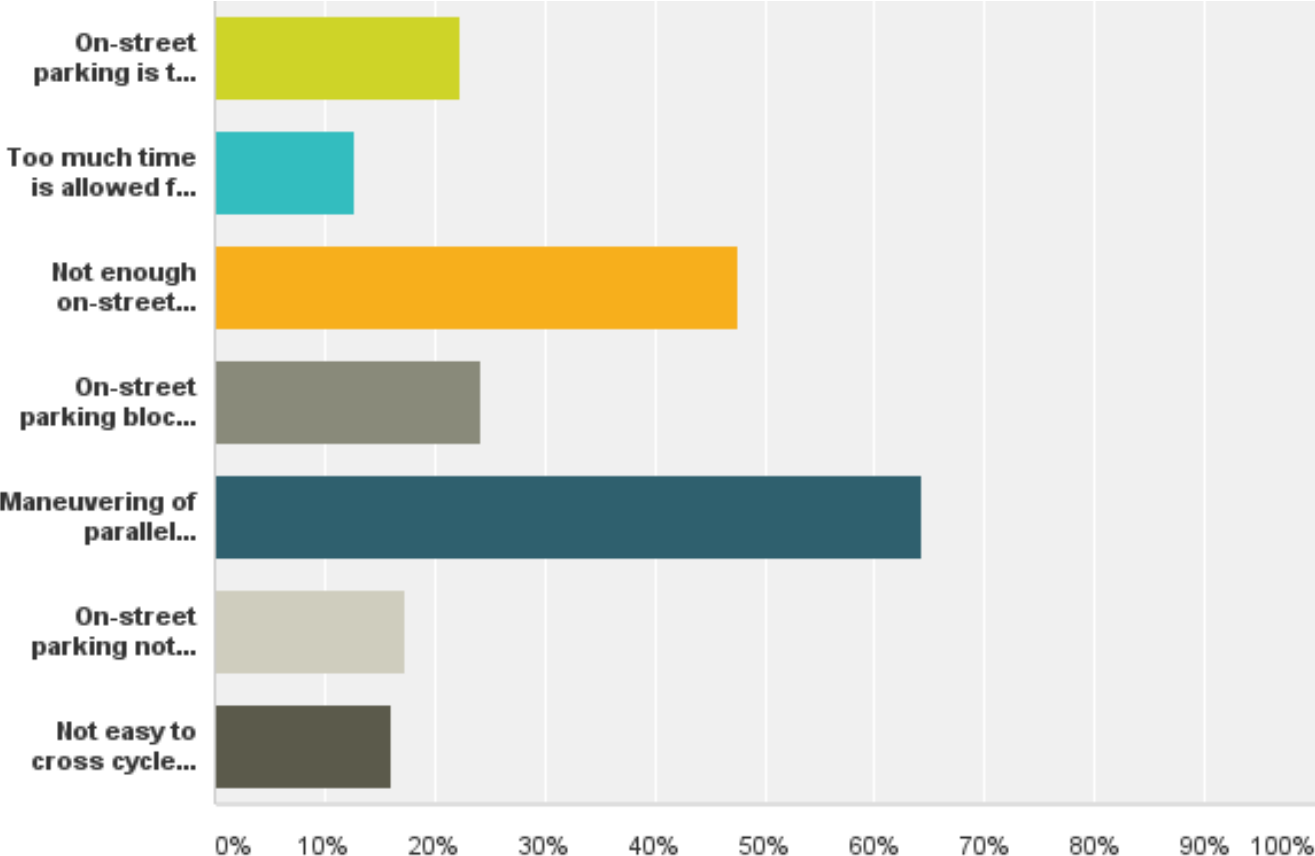
Q13: Sidewalk access to businesses; please select all that apply

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



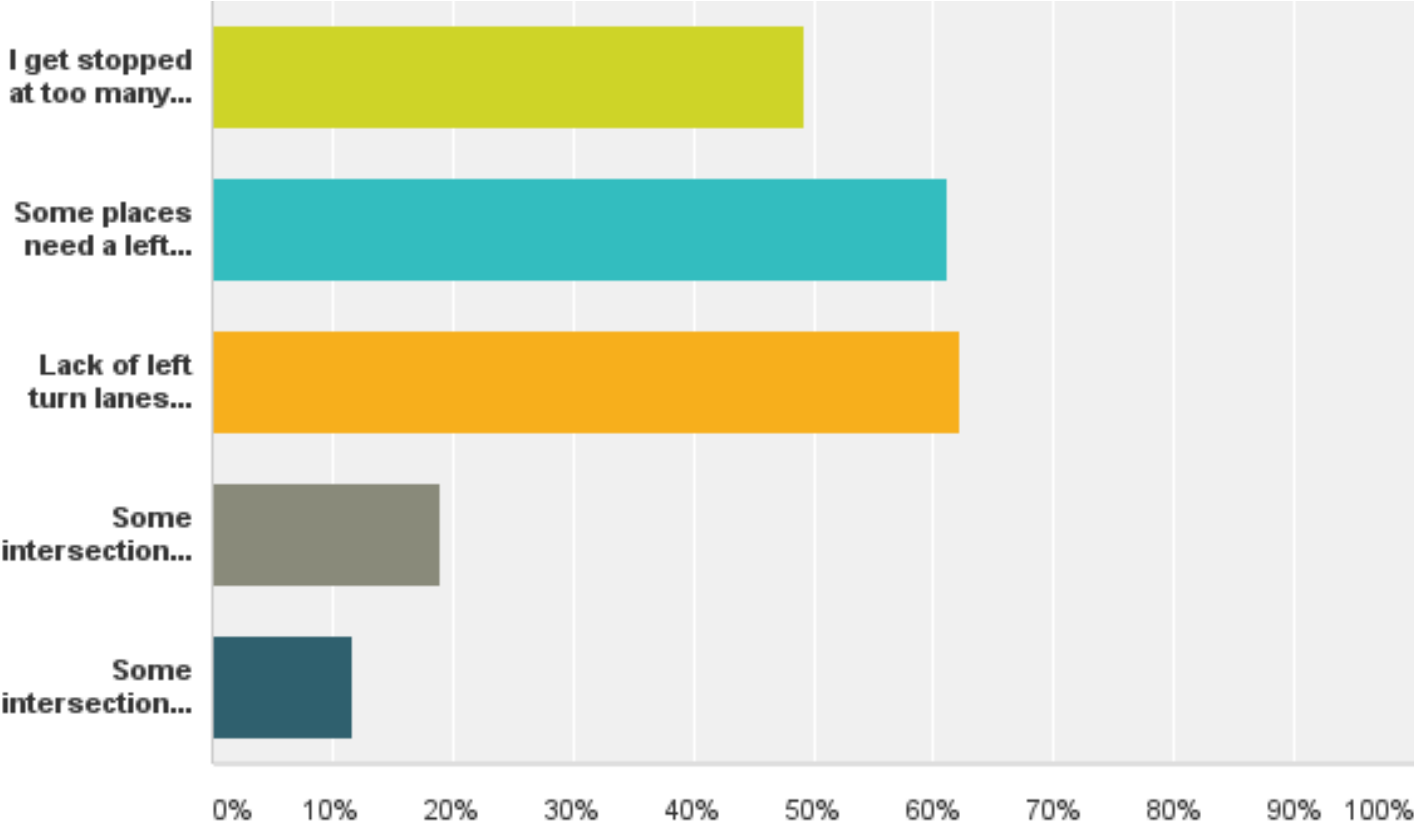
Q14: Parking options; please select all that apply

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



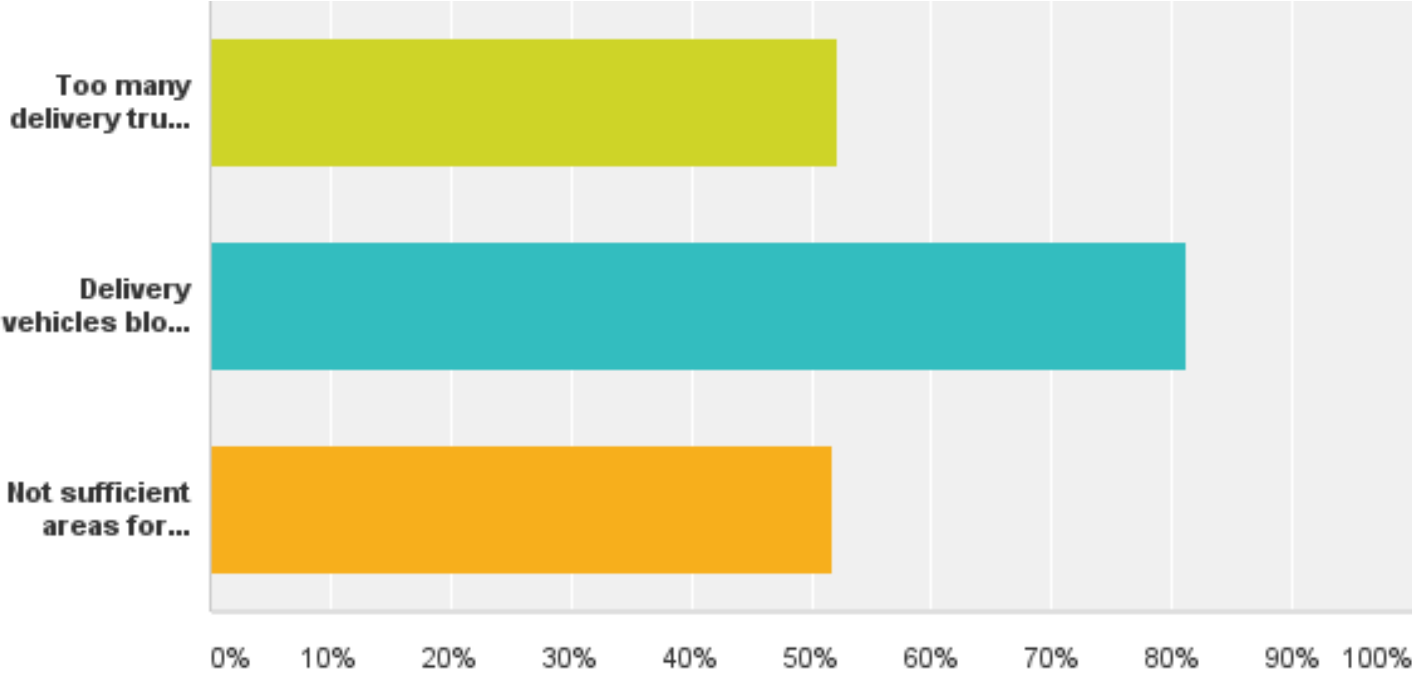
Q15: Timing of traffic signals; please select all that apply

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



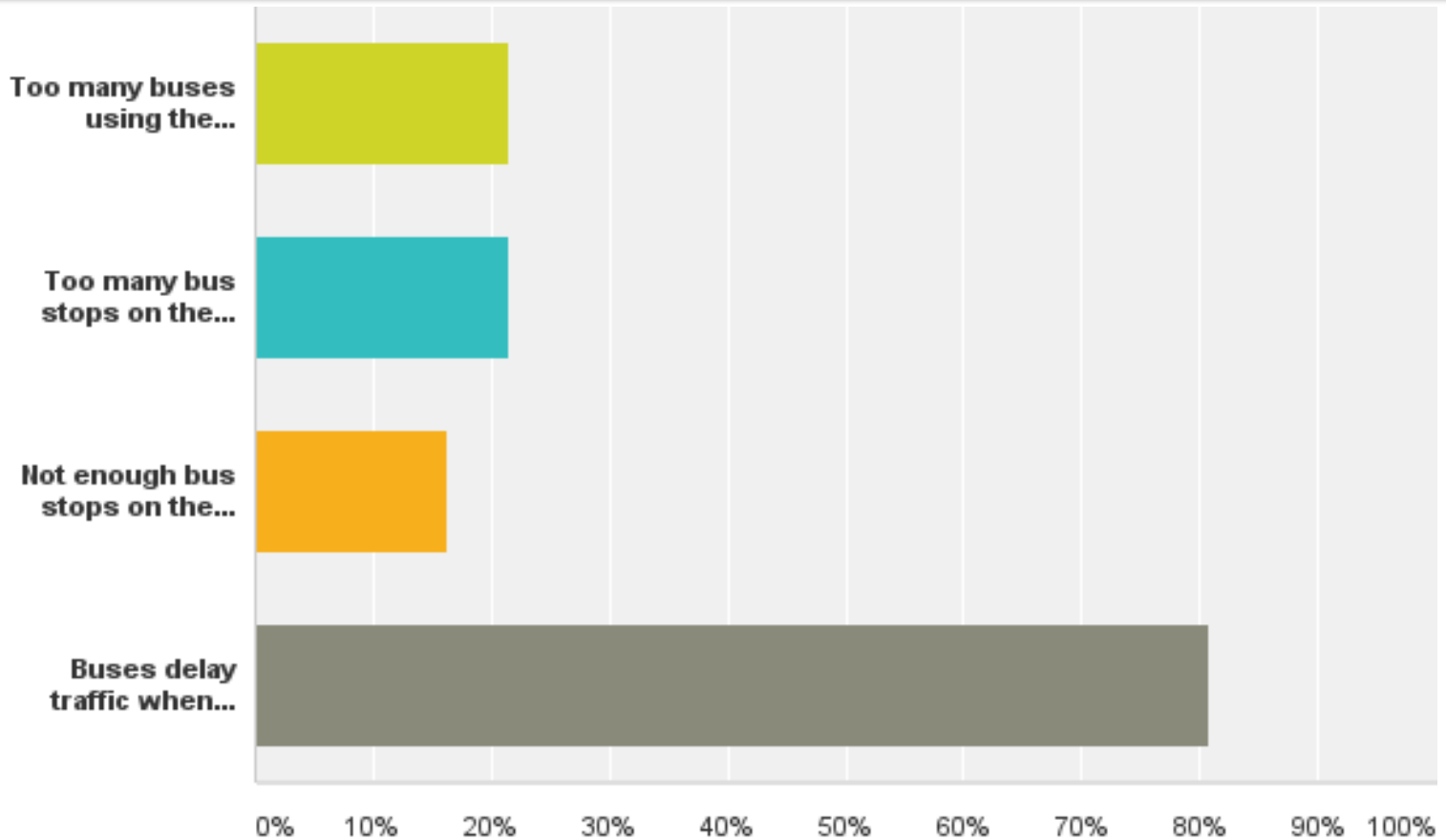
Q16: Delivery routes, or service entries; please select all that apply

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



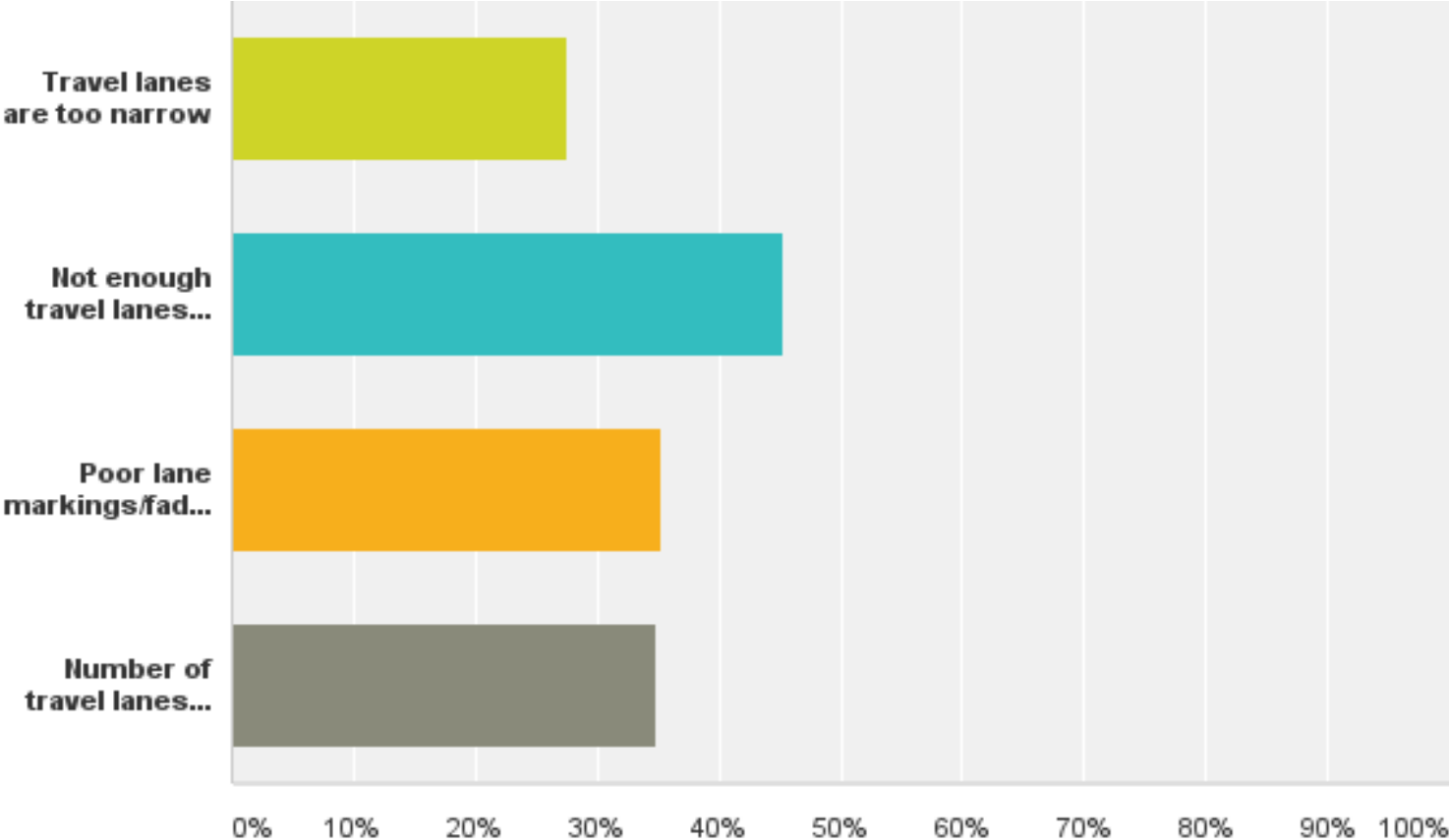
Q17: Buses/Shuttles; please select all that apply

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		

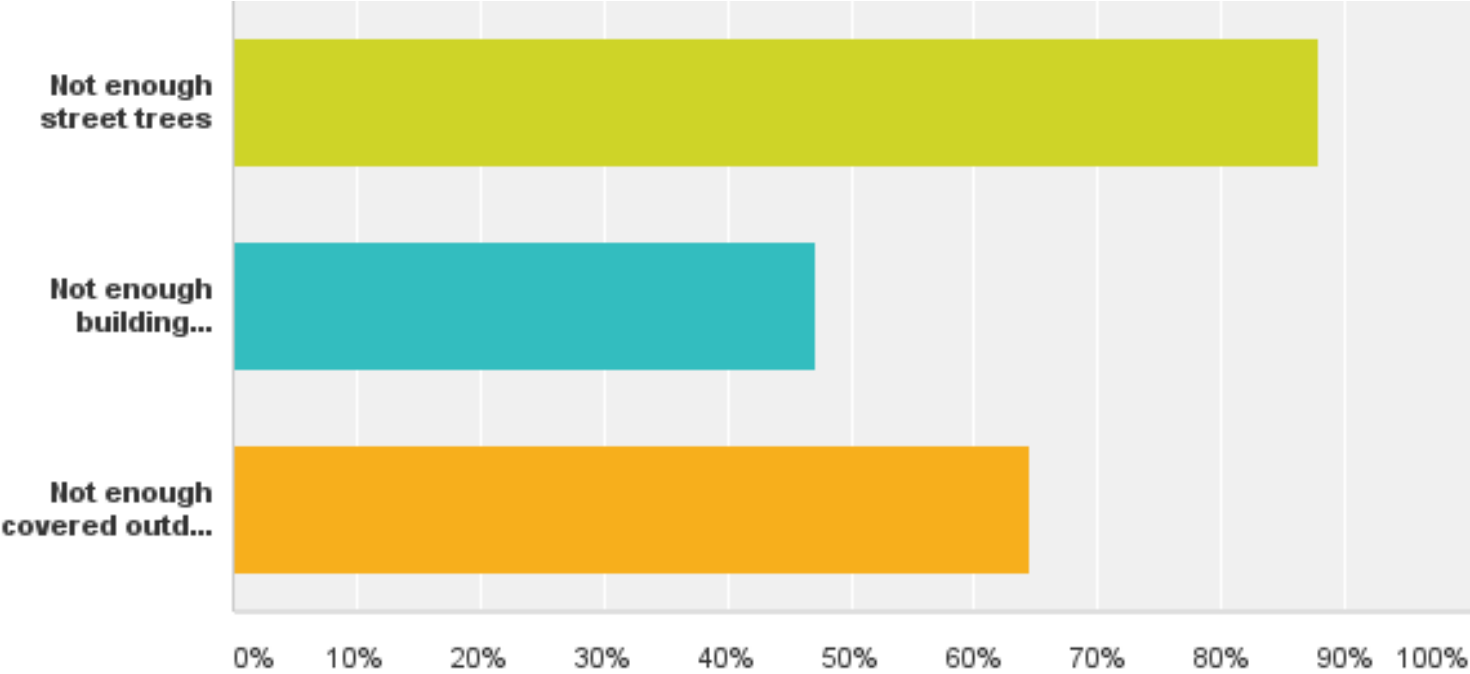
Q19: Are there other functional items that could improve mobility, safety, and quality of life along the Guadalupe corridor? Please explain.

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



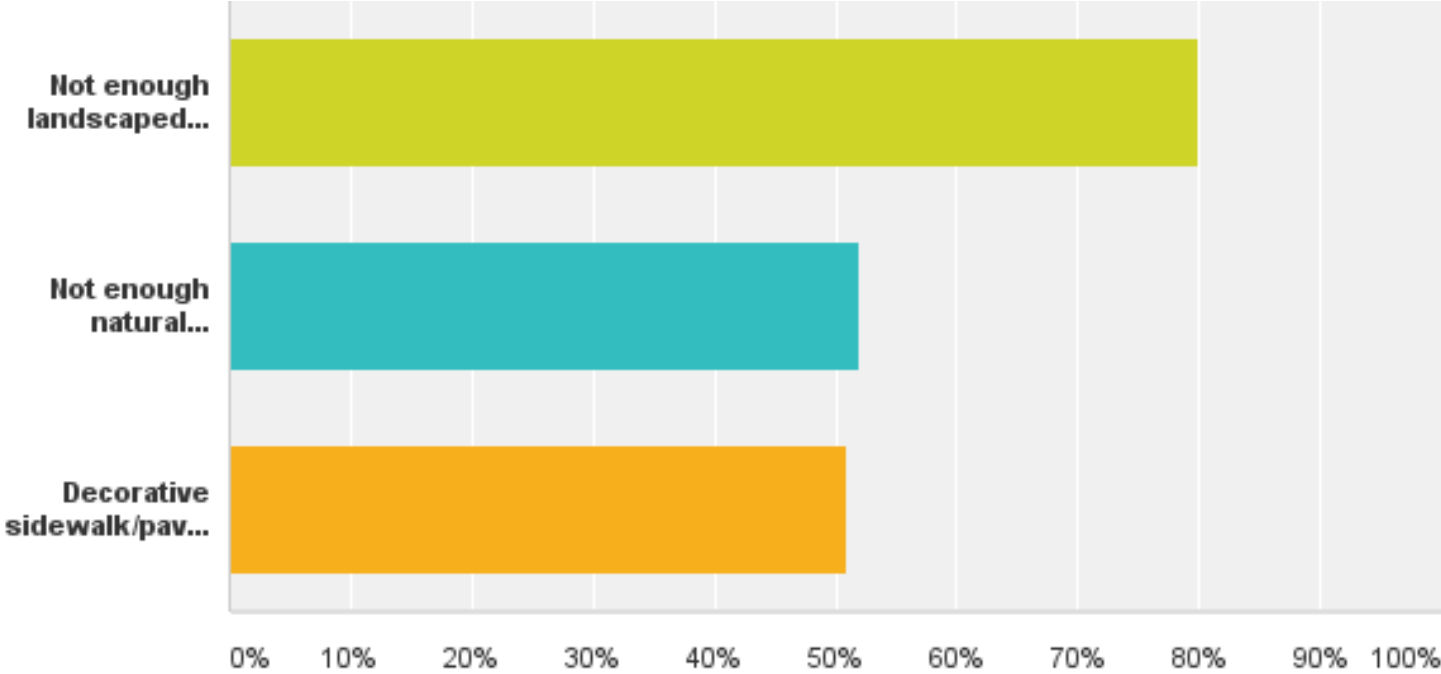
Q20: Shade – trees, canopy, awnings; please select all that apply

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



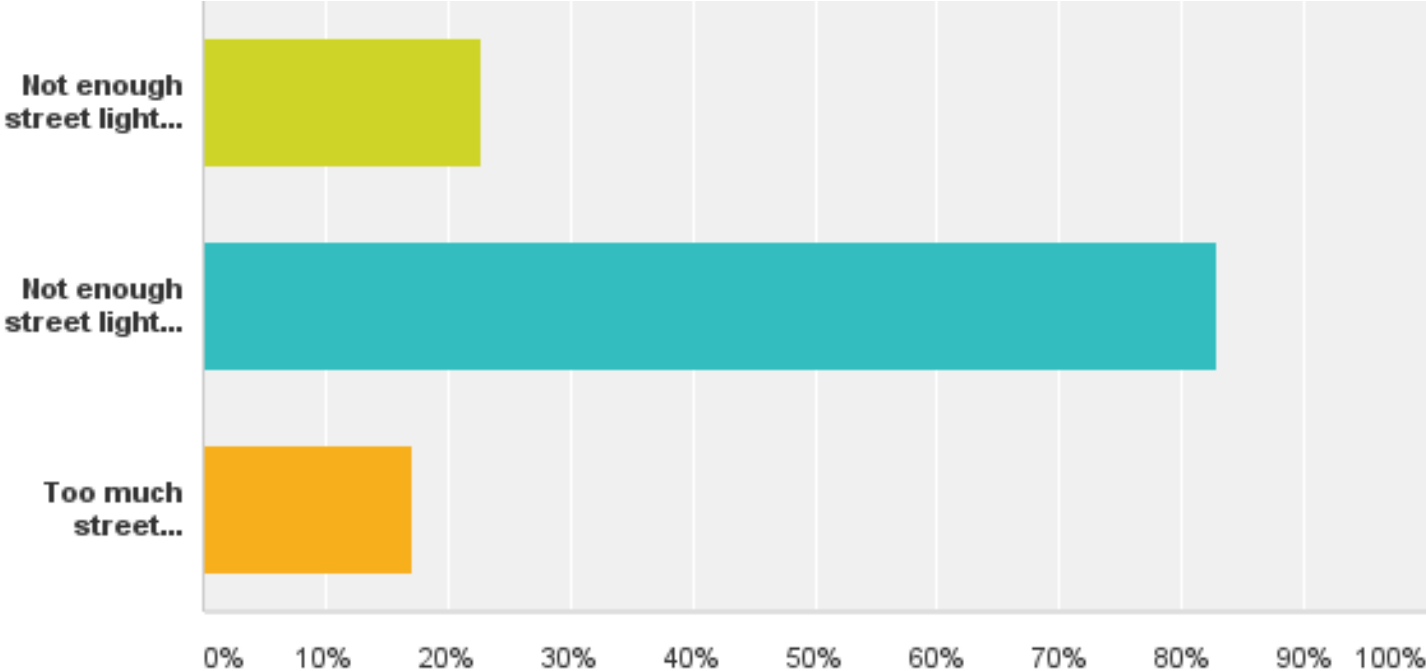
Q21: Landscaping and pavement materials; please select all that apply

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



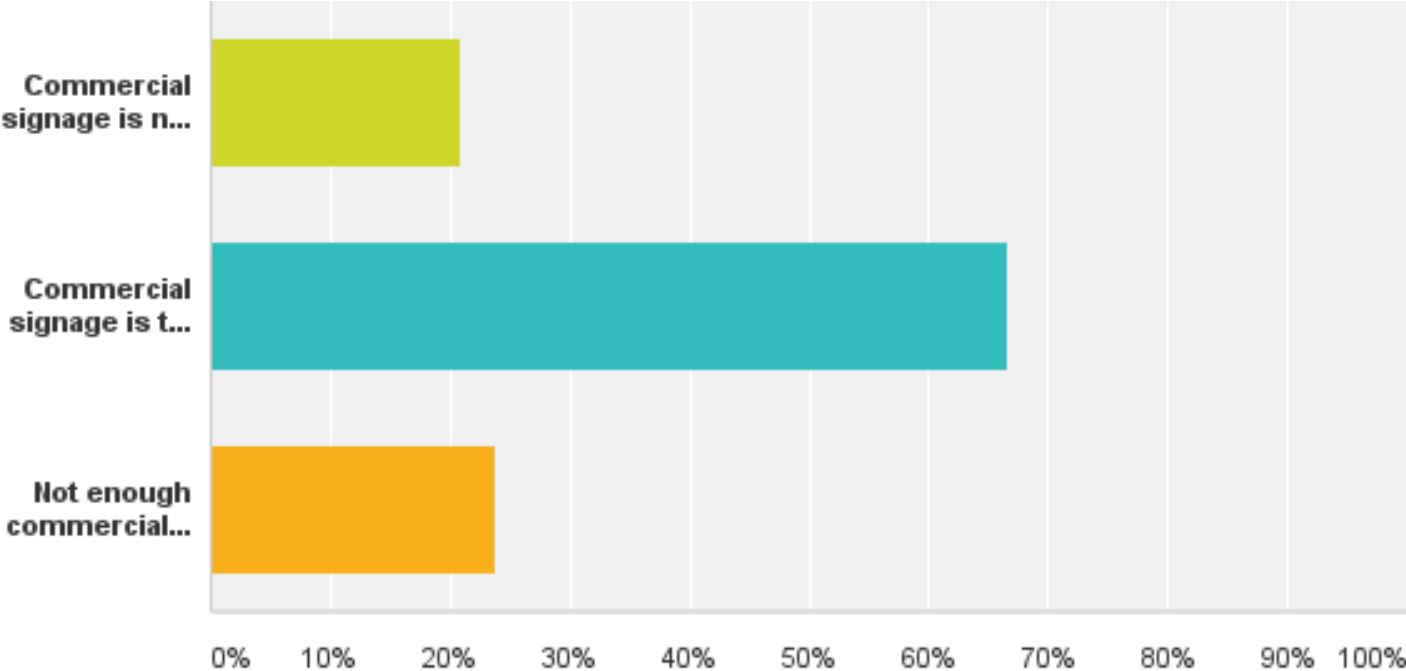
Q22: Lighting on streets and sidewalks; please select all that apply

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



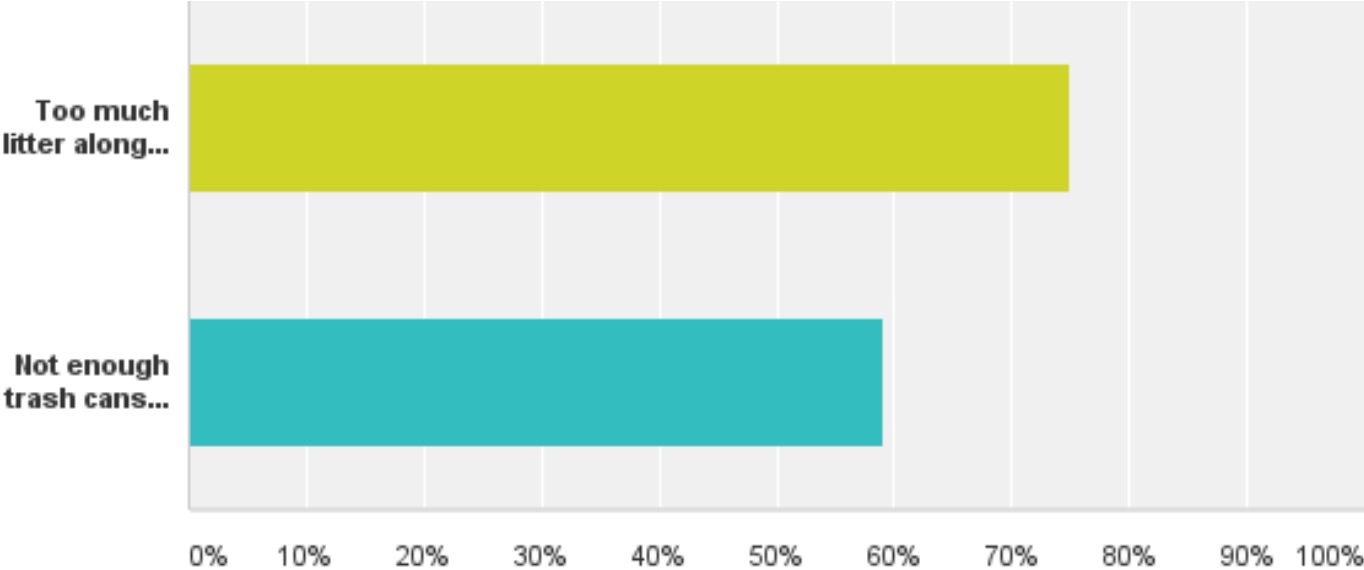
Q23: Commercial signage visibility

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



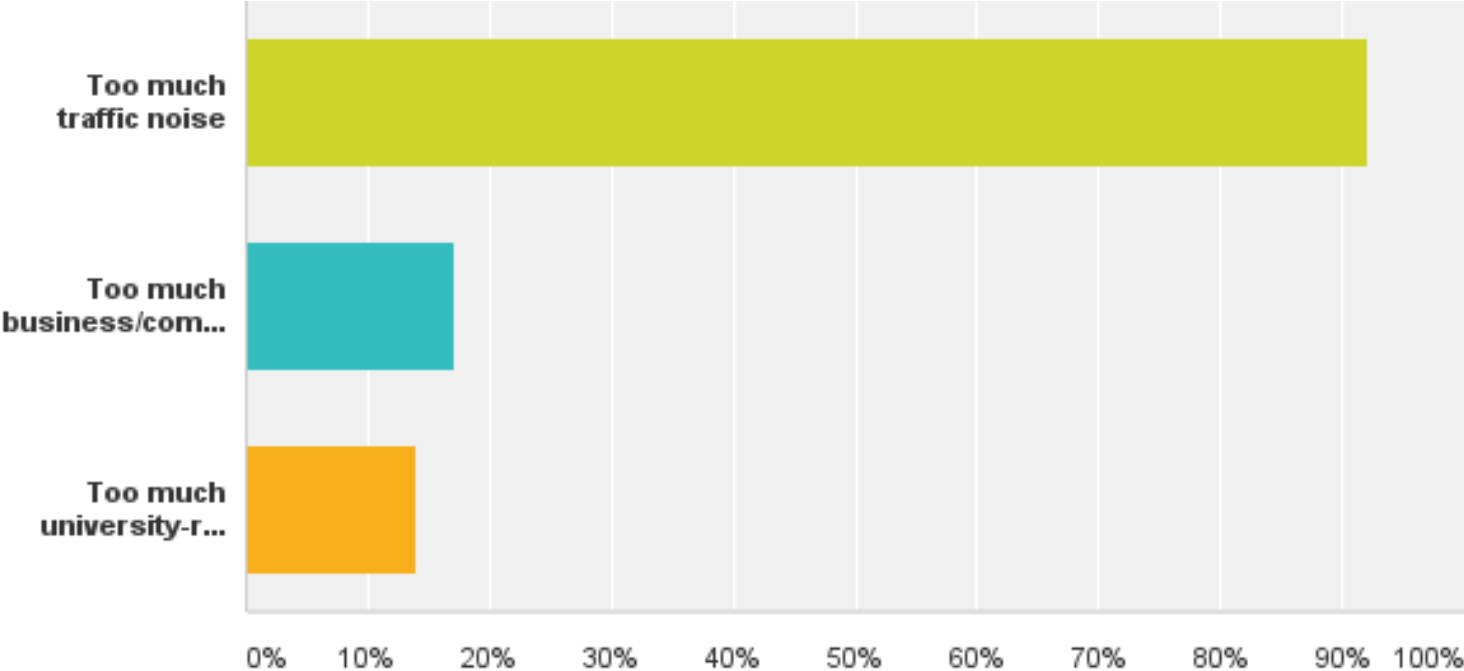
Q24: Street and sidewalk litter; please select all that apply

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



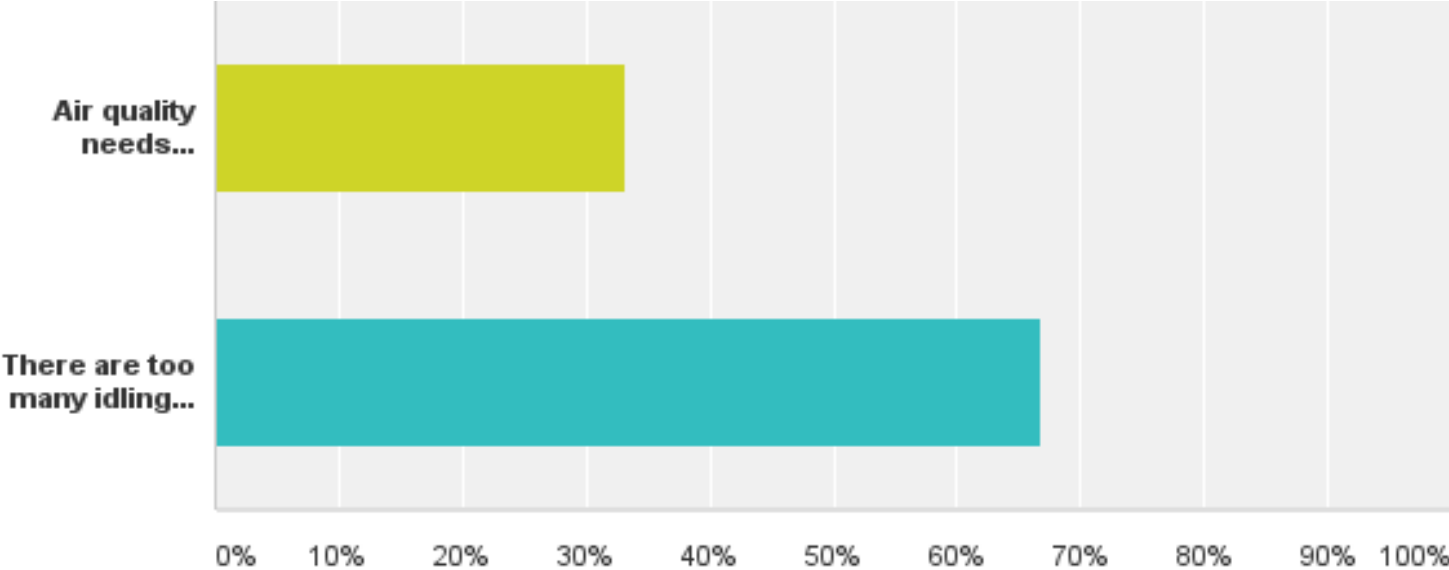
Q25: Noise pollution control; please select all that apply

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

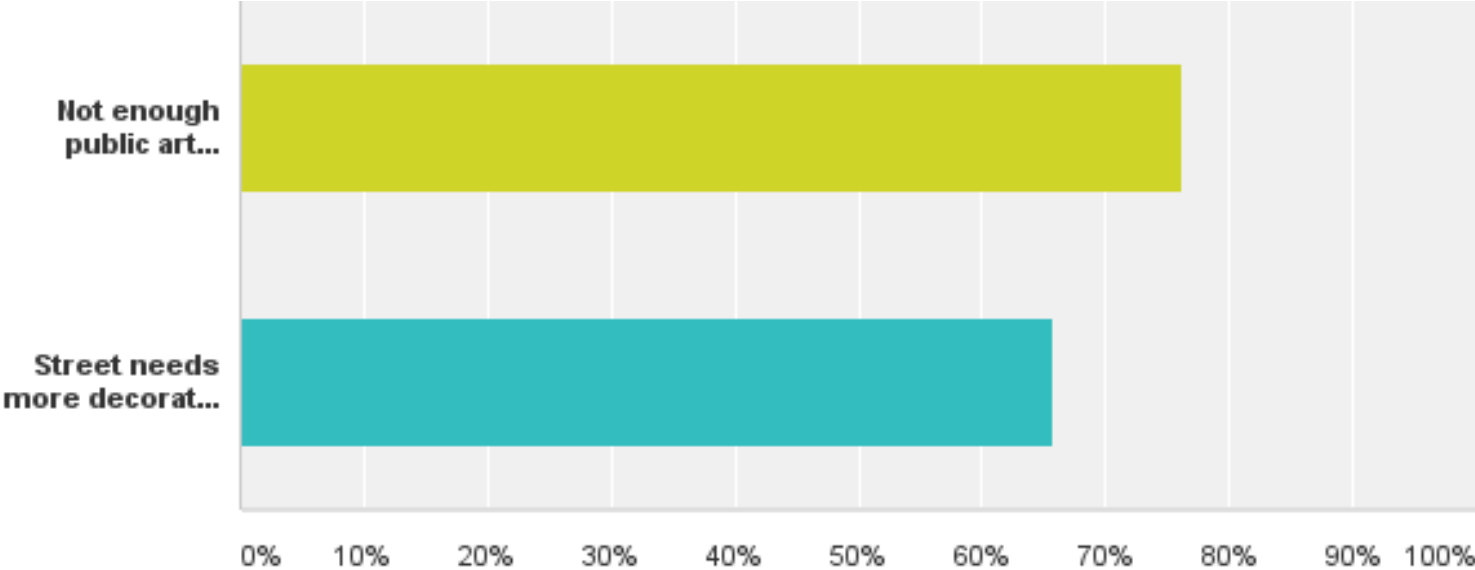
Q27: Are there other aesthetic items that could improve mobility, safety, and quality of life along the Guadalupe corridor? Please explain.

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



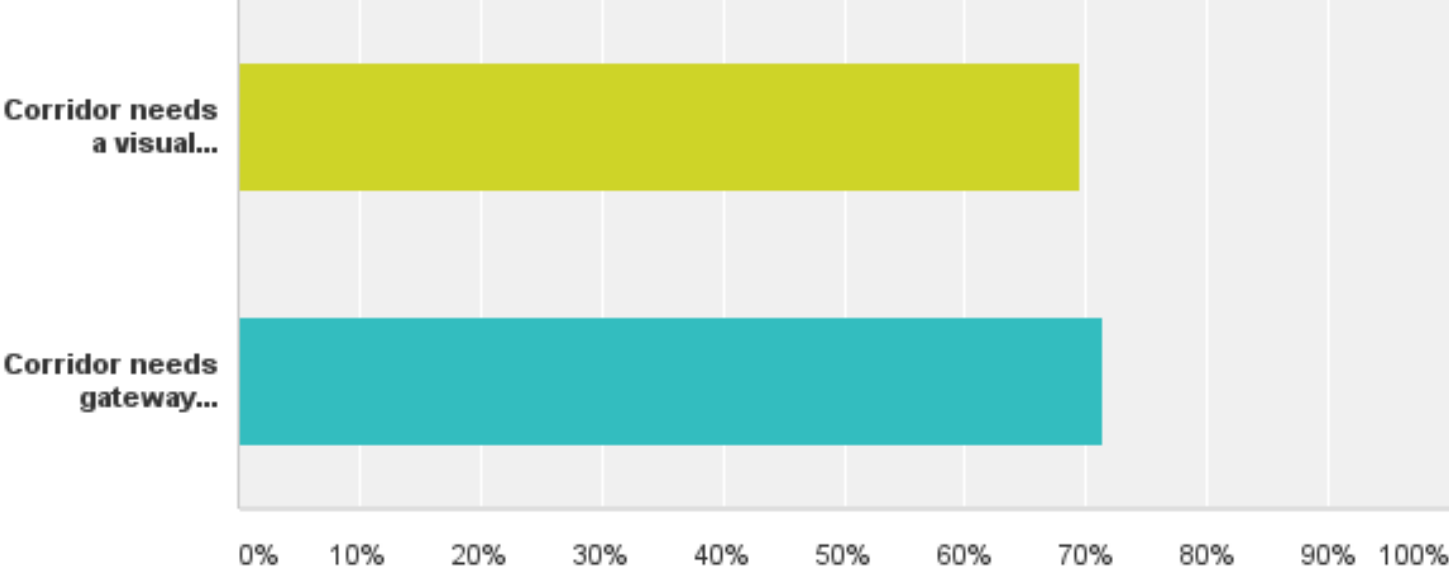
Q28: Public art; please select all that apply

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



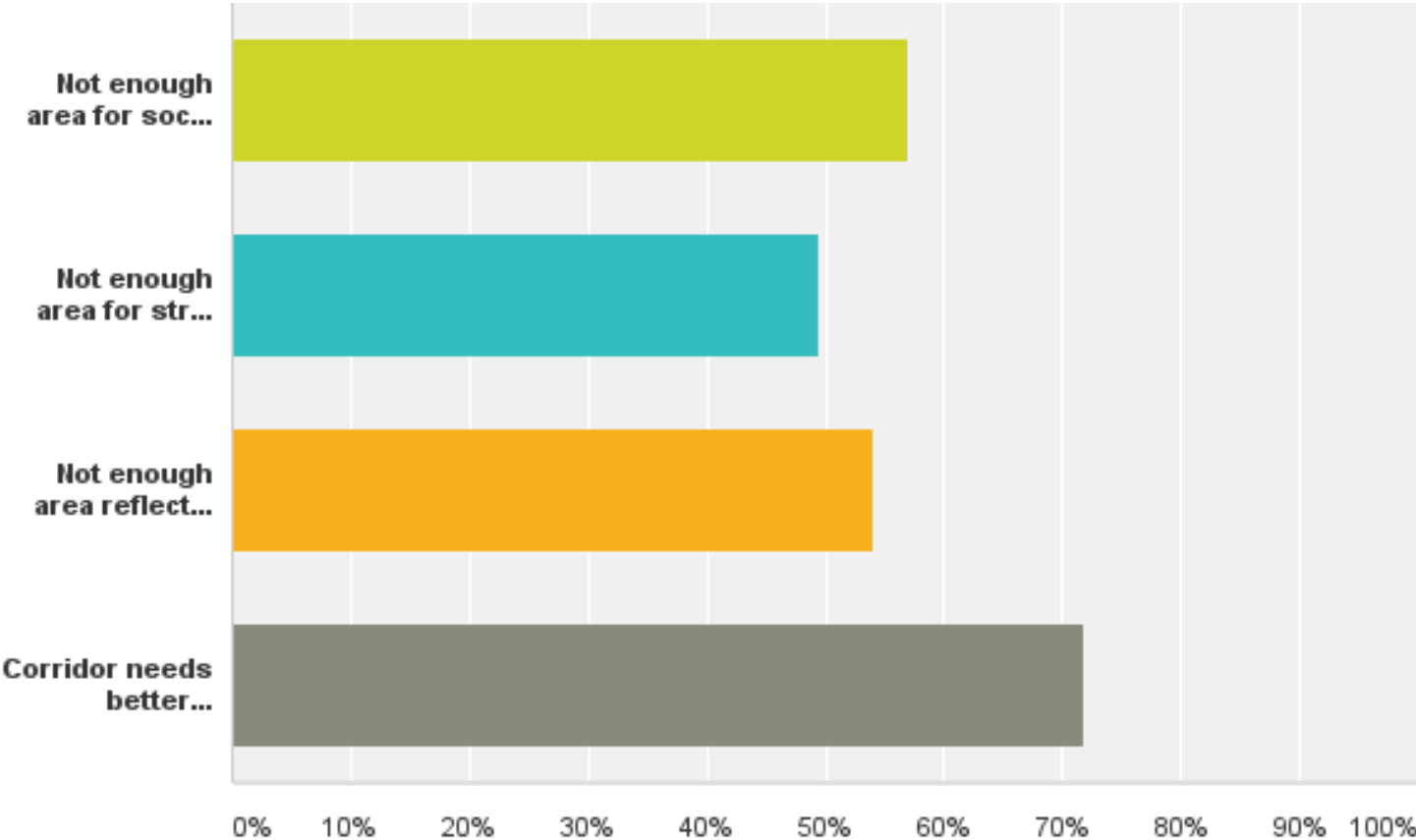
Q29: Corridor identity; please select all that apply

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		

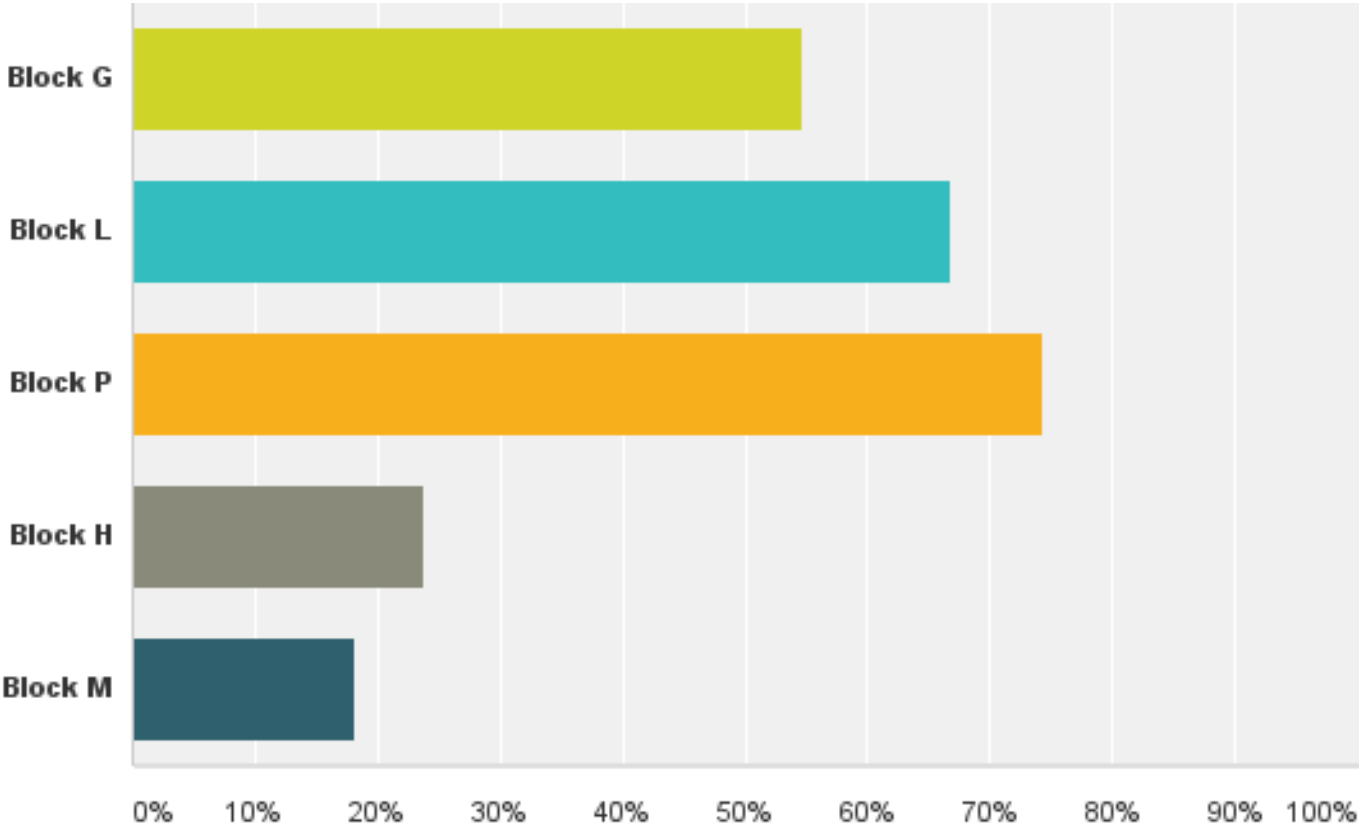
Q34: In which corridor section(s) on the study area map do you feel unsafe because of traffic, and for which travel mode? Please tell us why you feel unsafe for each selection.

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

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

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

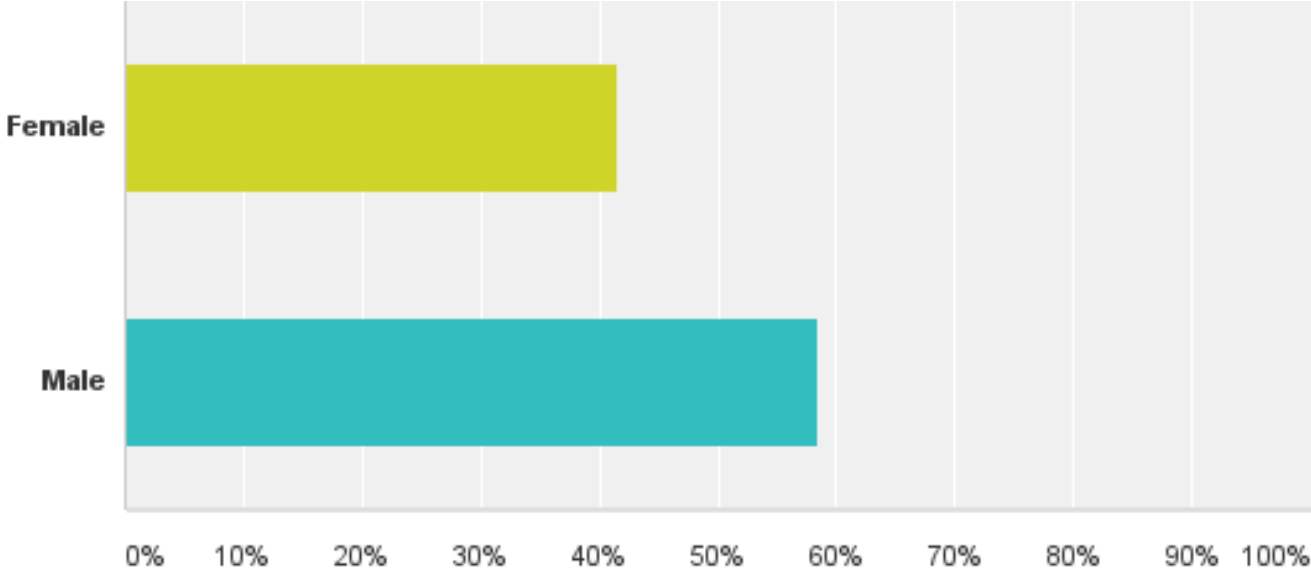
Q39: Name (first and last)

Answered: 644 Skipped: 139

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Q40: Gender

Answered: 623 Skipped: 160



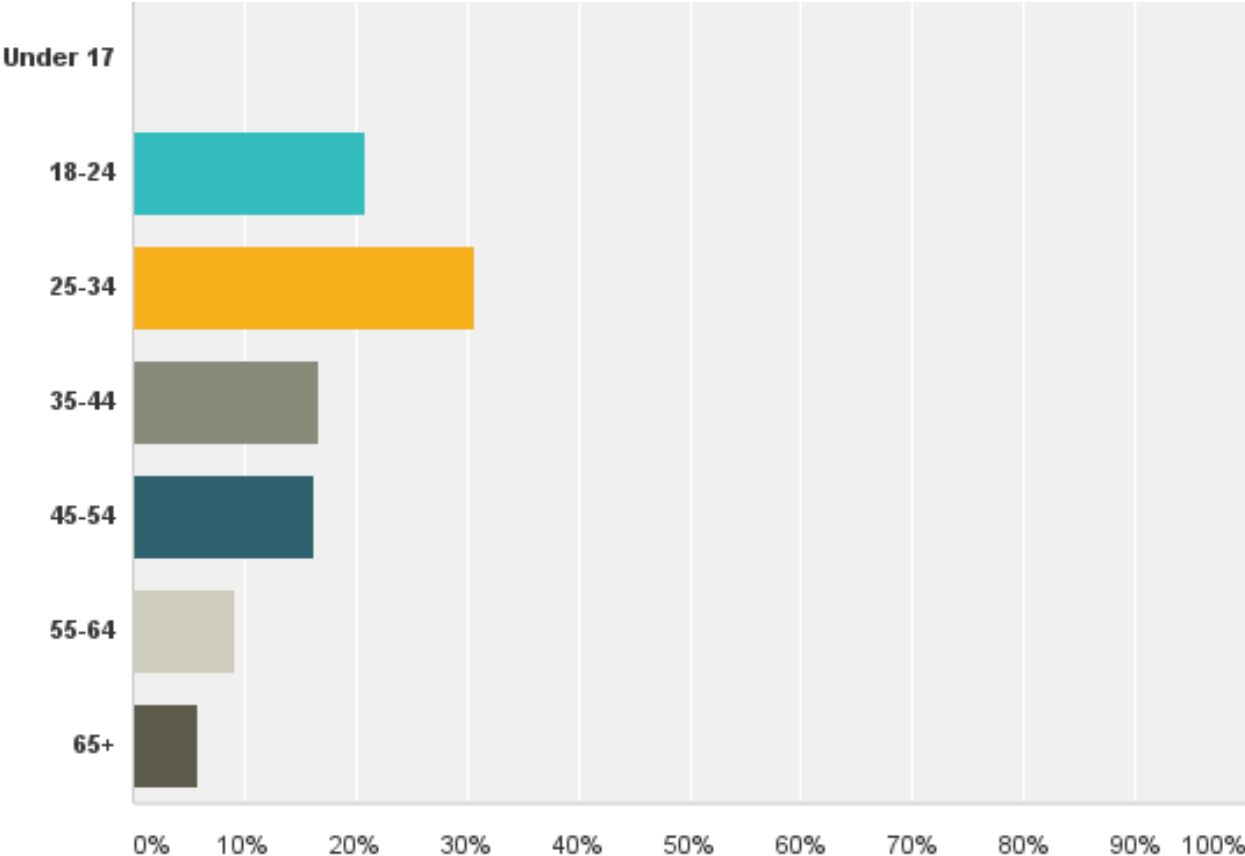
Q40: Gender

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%

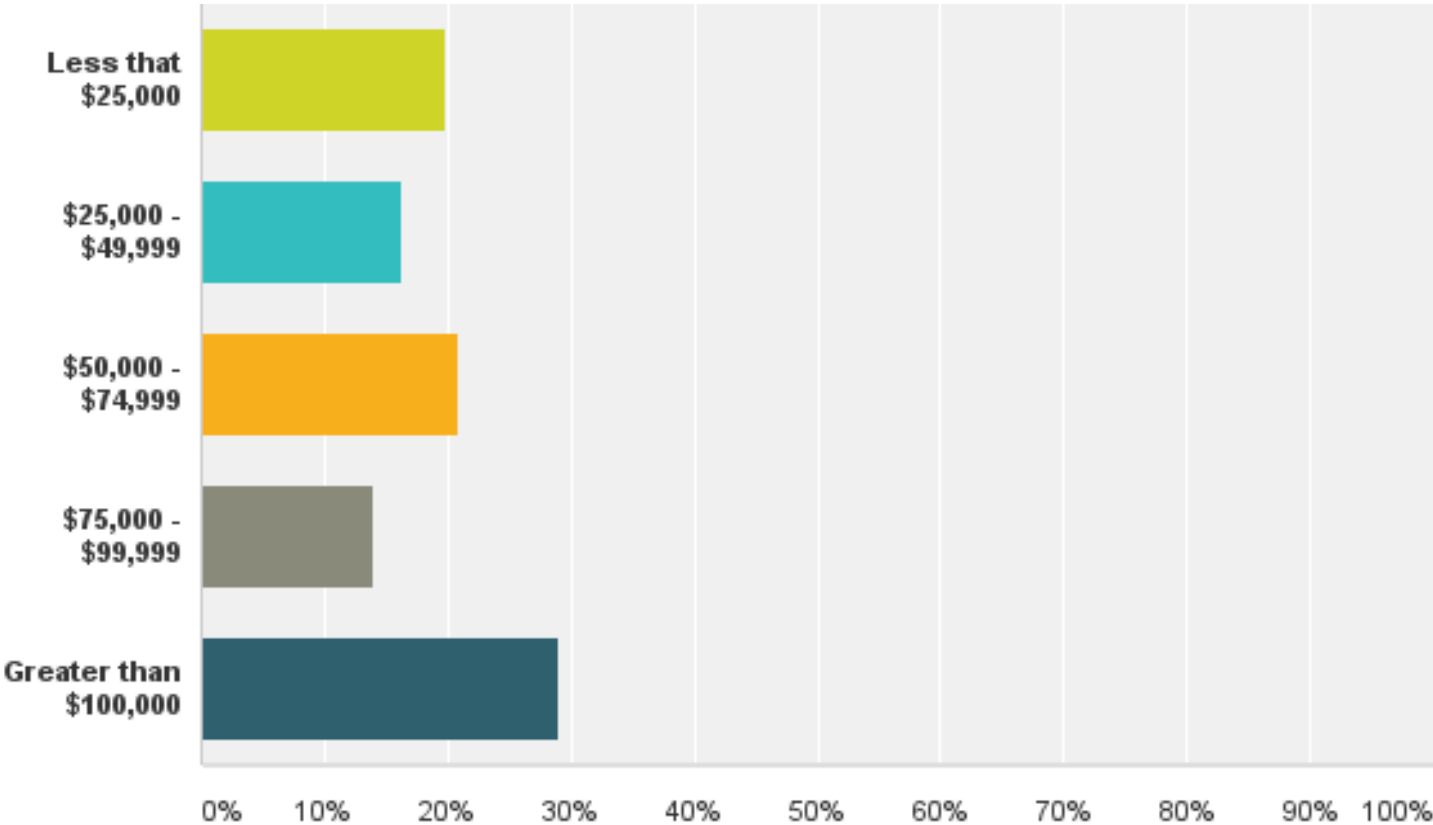
Q43: Work Zip Code

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



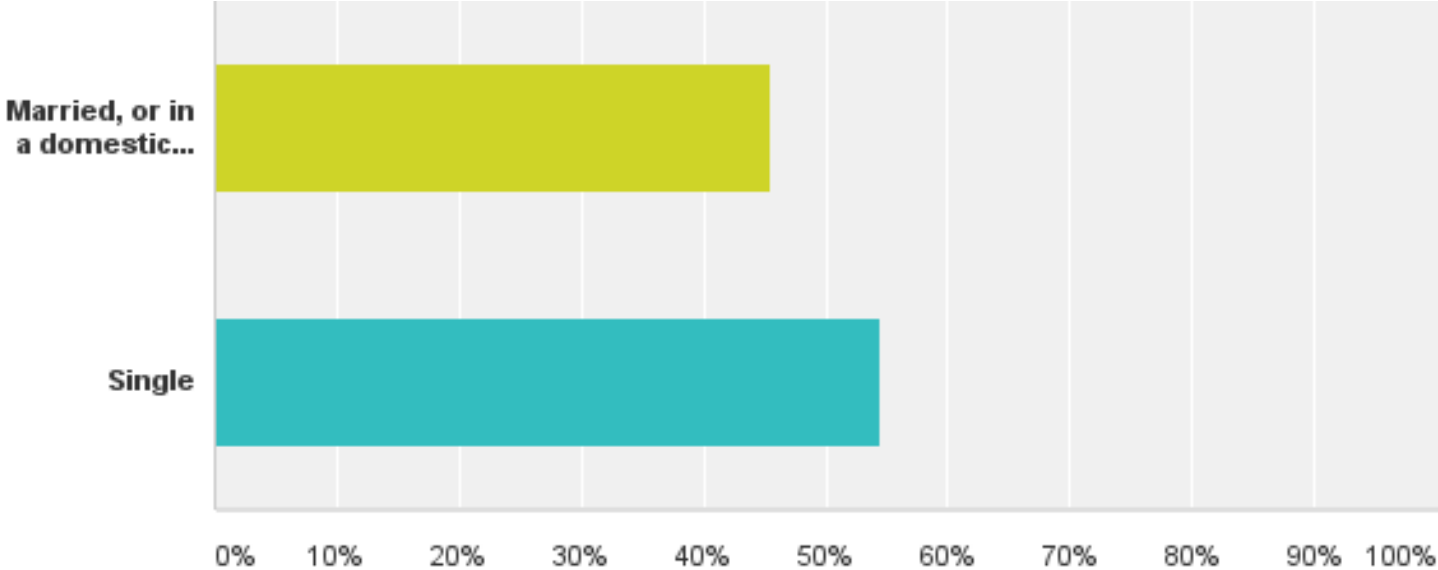
Q44: Approximate Household Income

Answered: 561 Skipped: 222

Answer Choices	Responses	
Less that \$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



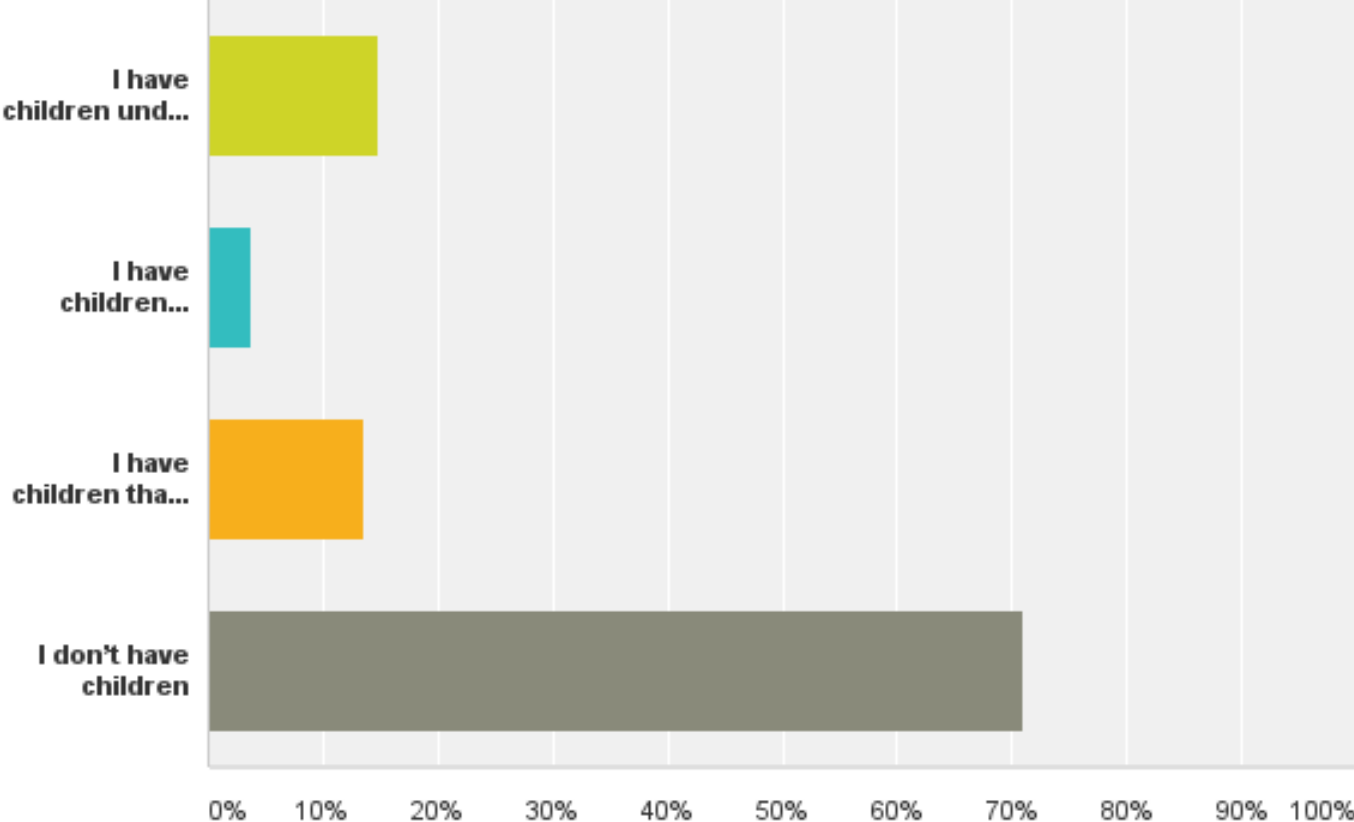
Q45: Marital Status

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



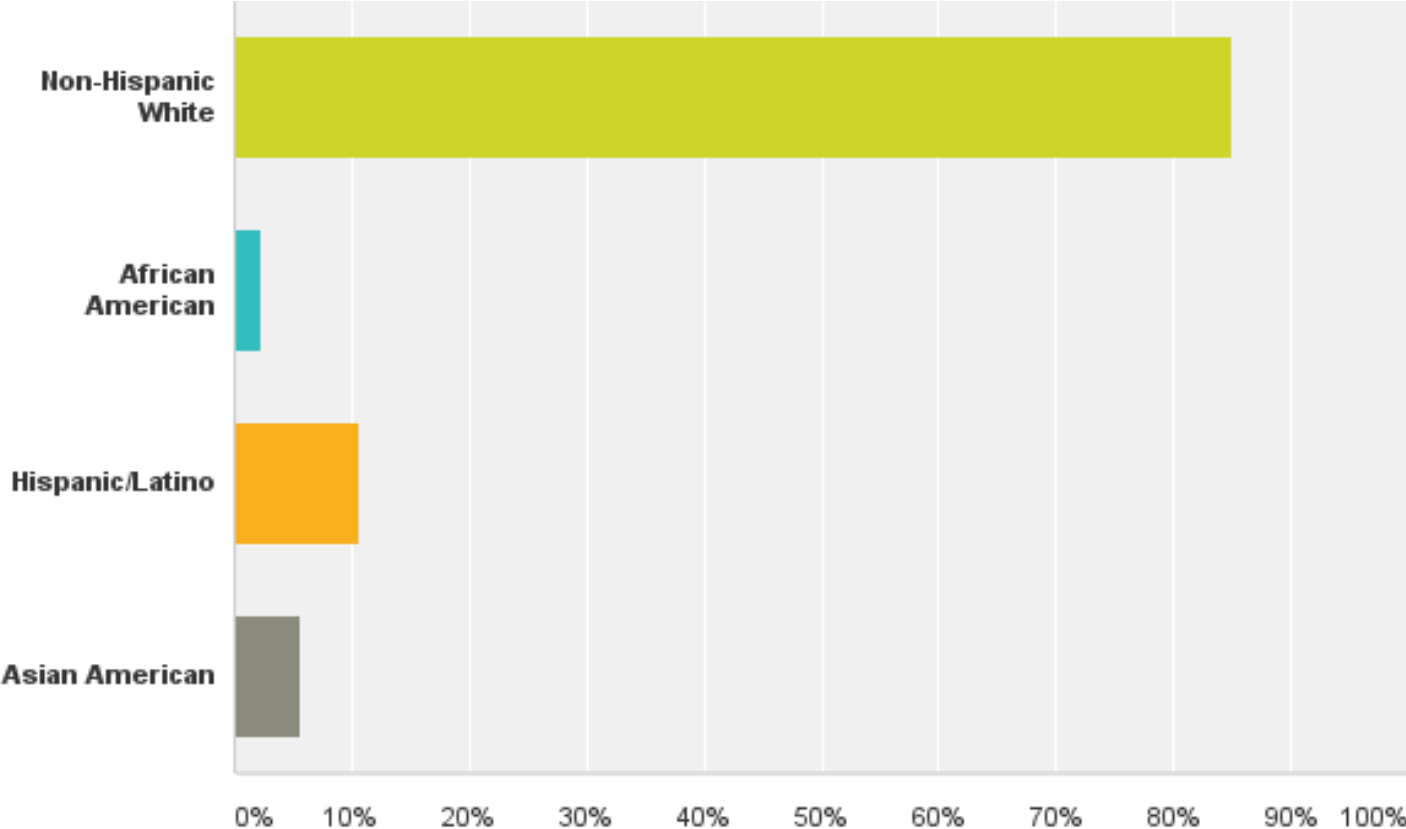
Q46: Parenting Status (check all that apply)

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. It is either missing entirely or inadequate.	2/6/2015 6:19 PM
3	Is there a way to divert through auto traffic away from corridor? Is 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! In other words, bicyclists run red lights and stop signs and that makes accommodating them very, very difficult and a high risk for a driver. I want to encourage bicyclists, but they can't be considered pedestrians if they are on their bikes. PERIOD. 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	I 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. I'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. It hinders mobility and creates an unsafe environment.	2/5/2015 1:32 PM
12	Clean. It 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	I 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. I 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	Increase 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 IN the bike lanes.	2/3/2015 4:20 PM
30	Concerning question 9: I 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	I think that the bike lanes have improved safety along this corridor, but I still think that the traffic traveling through this part of Austin is hair-raisingly scary, and I would not choose to use these bike paths. Rather, I used to bike and I 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. I 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.FIX THE ROADS PROPERLY - Whatever road work that was done on Guadalupe was [REDACTED] AND - FIX ROADS IN 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. It 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 bu 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 in 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 on-going 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. I consider Austin barely livable from a traffic and bike-ability point of view. I 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 Wheatsville. 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, ID 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 it's length. I 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. If there is a bike lane, I'd use it. If there is no bike lane, I'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 BICYCLE FACILITIES: BUS DRIVERS (AND OTHER VEHICLES) ESPECIALY ENDANGER THE LIVES OF CYCLISTS CONSTANTLY BY CARELESSLY DISREGARDING THE WHITE LINE. FROM MLK TO DEAN KEETON IS THE MOST STRESSFUL PART OF MY ENTIRE COMMUTE BECAUSE I AM LITERALLY ALMOST KILLED EVERY DAY BY A BUS DRIVER.	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 *Increased 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 BIGGER - especially the one that prevents a left turn by cars facing north trying to turn on to 25th (I think that is the street) from guadalupe. also is there a way to make the street wider around guadalupe and fruth or 28th (Ithink 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, I avoid this corridor. I 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	It is extremely ugly and an embarrassment to the university. It 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. Install 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	In 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! It'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; I 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. I 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. I have watched numerous people trip and fall on it, and I tripped on it myself one day. It 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@DavidBMiller.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. I'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	I do not feel safe using the bicycle lanes on Guadalupe, so I 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. It 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. It 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

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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. I 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 STILL 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. I 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. In 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 IN THE BUS & BIKE 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? (I 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, I 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. It'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. It 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. I 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	Instead of more signs, consider painting markings/directionals on curbs, pavement. Its 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

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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	I would like to see a dedicated lane for transit. Guadalupe around campus is gridlock. In 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. I 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. I 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. If 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, IIRC 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 I'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 (I 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. I found a photo of what I mean here. It 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. Instead, 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 MAINTENANCE.	12/2/2014 5:20 PM
191	Human comfort of pedestrians must be considered. I 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. If 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. It 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

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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	Smoother 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. I don't see the point in riding the bus when I have to sit in the same traffic I 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 I 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

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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 incimate 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 guad 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 24 th 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 into 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. I, aming many others, 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. I 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. Pedstrian 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 I 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

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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	I 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. I 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

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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. I don't think the barriers for the bike lanes have done anything to make it look better. If anything, they have made it look worse.	11/17/2014 1:51 PM

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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, I don't text and drive. No I don't talk on the phone and drive. Against city policy. I 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 I can do except wait for a car, and then indicate it take my place over the sensor so the lights change. If 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

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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. I 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 I 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	If 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 vary 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

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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	I can't believe you even listed "parking is too expensive." Parking is too INEXPENSIVE 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 be 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, I don't use a car on the street, so it's hard to say.	1/12/2015 11:56 AM

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70	No, I don't use a car on the street, so it's hard to say.	1/12/2015 11:54 AM
71	I 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	In order to move buses more efficiently they need a devoted lane. If 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. Increase 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. I 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	I 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. I 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. It 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

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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 BIKE 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. I 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:) I 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. I'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 WEIRD that local and express buses have separate stops. Is this the new class system? It's inconvenient: often I 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

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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 do not think it is safe for the cyclists.	12/15/2014 3:09 PM
116	Please maintain existing on st. parking	12/15/2014 3:07 PM
117	I try to avoid driving Guadalupe as it is usually such a mess.	12/15/2014 2:57 PM
118	cross walk 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 when they do not have the walk sign (when the bicycles have a green light). The analogy is having pedestrians being able to jay walk 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

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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. It 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 I find that whether I bike to work or take the bus, I 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. I 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 I'm driving I'm terrified that I'm going to hit a cyclist that I couldn't see, and when I'm riding in the protected lane I'm terrified that a motor vehicle is going to round the corner at high speed and not see me. I 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 & BIKE LANES ! ... ALLOW MOTORCYCLE AND BICYCLE TRAFFIC FILTERING ... ALLOW UN-REGISTERED, MOTORIZED BICYCLES.	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. It 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. Install a pedestrian bridge over the Drag, between the bookstore and the west mall. It 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 (http://www.designworkshop.com/projects/bagby.html). 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

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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	I 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	I 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

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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. It 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, I think travel lanes should be reduced in favor of transit-only lanes—rapid buses now, rail ASAP. I'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 Island/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	I'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. It'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

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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 strret 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. Improved 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." Issue 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. It'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. It 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	I 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. It'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	I'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? I 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	I 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	I would like to see bus lanes added and street parking on Guadalupe removed. It causes dangerous situations for cyclists because drivers can't see the bike lane and can turn and hit them. I 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

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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. If I could take a 801 or a 1, I 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. - Improve 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 into sidewalks far too narrow for the main street fronting the country's third largest university. Surely thousands of 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. It's absurd that I have to wait a whole minute or two to walk just 50 feet across the street. Good pedestrian corridors have short stoplight cycles. Cyclists ride the 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-priority 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. In 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. It happens during class times (MWF about 15-20 mins before the hours) and TTH (15-20 before the half hours) usually. It is a curved area of the drag and I have nearly hit more than one, I'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

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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? I 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

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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	It 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	It 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 Divisidero 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	I like that Guadalupe is not totally "pretty" - I like that the art comes mostly from street murals and sidewalk chalk drawings/paintings. I 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 I can read Braille so what kind of answer can I 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 graffiti 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

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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	Idling >5 minutes should be illegal	2/3/2015 6:21 AM
26	Question 26 does not allow you to select both but I 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 IN PUBLIC 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. I know this doesn't apply, but I 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! I'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	In addition to more trash bins, there should be just as many recycling bins as well!!! I have seen a lot of idling cars for long periods of time, especially large trucks with construction workers waiting for something I 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. Installing 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 (http://cola.unh.edu/thecollegeletter/2014-09/fine-art-bike-racks).	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

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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. I 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. BRINGING THINGS DOWN.	1/13/2015 9:18 AM
52	aggressive panhandling, associated litter means I avoid this area for meals, shopping.	1/12/2015 8:28 PM
53	nothing more than what was already said	1/12/2015 11:56 AM
54	nothing more than what was already said	1/12/2015 11:54 AM
55	I 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." It 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	It 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	If 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 of 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

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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, I 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	I hope that Daniel Johnston's mural will be protected for a long time. It 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	If 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. I 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, I 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. If 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

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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. It'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 !! AWNINGS 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	It 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 RECYCLING 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 I 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

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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	It 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	██████████	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 I 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

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150	Guadalupe is a street that many pedestrians cross, and I 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

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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 "IN 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 I came to Austin in 1998, the Drag was a social hub for students, including video game arcades, eateries, coffee shops, and different retail outlets. Increasingly, the Drag is full of only retail, not social establishments. Increasing restrictions have taken the heart out of the artist's market. At this point, I'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 I am therefore loath to recommend too much renovation and renewal. That said, I 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	I hate to ask but is there any way to make this stretch (the official Drag area) a pan-handle free zone? I 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

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19	Where did the Renaissance Market go? I hear that it is no longer in use. That was one of the neatest features of this stretch of Guadalupe! I 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. I would appreciate if there was more street music on the drag, seeing as how Austin is famous for music, but I 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. It 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. I 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 Installations 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. It 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. Improve 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? It 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

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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. I 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. In 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	RELOCATION/REHABILITATION OF CRAZY HOMELESS GUYS THAT WANDER THE STREETS SHOUTING AT PEOPLE AND MAKING EVERYONE UNCOMFORTABLE.	1/13/2015 9:18 AM
56	Nothing I can think of	1/12/2015 11:56 AM
57	Nothing I 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. If 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 I 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

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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. It 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. It would be nice to allow more areas for gatherings/street performances. I 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	Improve 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. It 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. Improve 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 Innocent/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. Its 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	SHUNTING AUTOMOBILE THROUGH TRAFFIC TO ALTERNATE ROUTES .. CARS NEED ACCESS BUT THEY SHOULD HAVE BUSINESS IN THE AREA ... GUADALUPE SHOULD NOT BE A THOUROUGHFARE ... GUADALUPE SHOULD BE FOR LOCAL ZIPCODE ACCESS AND BUSINESS USE ... NOT TO GO THROUGH TO THROUGH TO OTHER AREAS (NOT A TRAFFIC ARTERY).	12/4/2014 11:55 AM
107	Integrate 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. I 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. It 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

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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 amaing 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	██████████	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. I sometimes feel unsafe because of harassment on the drag. There is often vomit or trash near large transient groups. It 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 I know of that decorative elements added by government improve the quality of experience or quality of t Life. Instead, 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: I 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

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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. I 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 SERIOUS 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 I 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, I 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. It is a little alarming, even during the day. I 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

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24	I 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 I 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. I 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. I 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

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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. In attempting to work with a student utilizing a wheelchair I 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	Improvements 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. I'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. Improve 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

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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. It 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. I'm not sure, but I 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. It 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. THIS CROSSING PERIOD NEEDS TO BE REMOVED. ONLY CROSS DURING 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. I wonder if a traffic circle might work here....??? In 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 "dumbness" 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

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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	Intersection 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 SIDEWALK, 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. I almost get hit be a left-turning car every time I 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 BIKE 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

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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. I almost always travel to campus by bike and I'm used to the trip, but that one stretch still agitates me because often motorists are confused and I 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 WITH A TRAFFIC LIGHT for people walking across to 28th or towards campus at that intersection	11/25/2014 11:28 AM
152	I'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. It's very unfriendly to pedestrians (in fact, most of MLK is).	11/24/2014 3:00 PM

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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	Intersection of Nueces and Guadalupe is too wide to safely walk across due to the speed of southbound traffic exiting Guad to Nueces (and to a lesser degree Hemphill & Guad). 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 Guad 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. Ideally all the roads in all of west campus would have protected bike lanes.	11/23/2014 5:41 PM
162	I 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, I think on-street parking along Guadalupe should be replaced with bus-only lanes and a safer bike lane. I'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 guad, and I 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. It 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

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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	In 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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