



DEAN KEETON STREET

Between Guadalupe Street and Red River Street

PROJECT DESCRIPTION

This project proposes implementing a transit priority lane between Guadalupe Street and Red River Street, and adding bicycle lane enhancements such as added protection from motor vehicle traffic and shared cycle track bus stops.

BENEFITS AND ISSUES ADDRESSED

This segment of Dean Keeton Street runs through the University of Texas campus and serves several routes including two Frequent Local routes, one Flyer route, and five UT Shuttle routes. Between Guadalupe Street and San Jacinto Boulevard, Dean Keeton Street has two general purpose lanes in each direction with sidewalks and bike lanes on both sides and parallel parking along the north side of the roadway. Between San Jacinto Boulevard and Red River Street, Dean Keeton Street has two general purpose lanes in each direction with sidewalks, bike lanes, and back-angled parking on both sides. Buses experience high levels of delay throughout the segment. CapMetro will begin operating new [Project Connect](#) MetroRapid bus service along the Dean Keeton Street corridor in 2025.

Separating transit vehicles from general purpose traffic through the use of transit priority lanes will greatly improve speed and reliability of transit service along the corridor. The recommended project calls for side-running transit priority lanes; however, a larger-scale capital improvement project to construct center running transit priority lanes could be explored. Adding protected bike lanes and shared cycle track bus stops will make biking safer and more comfortable, reducing conflicts between transit and bicyclists. Impacts to on-street parking along this segment of Dean Keeton Street requires further evaluation when the project moves into design.

PROJECT HIGHLIGHT

This project proposes transit priority lanes in both directions along with separated bicycle lanes along both sides of the roadway.

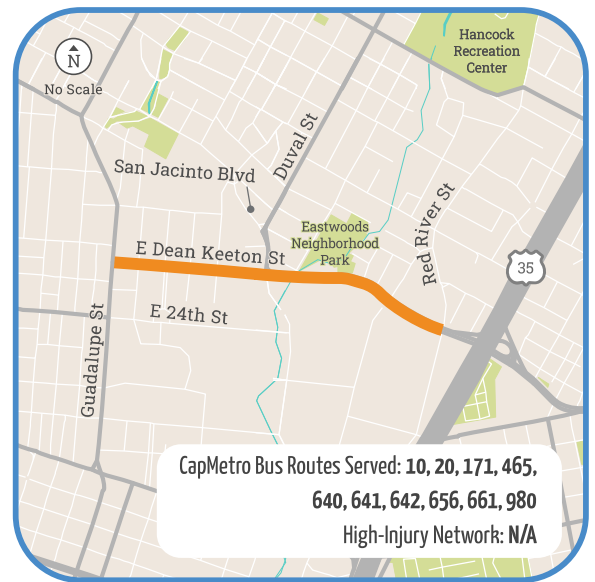


Source: Chicago Transit Authority and Chicago DOT

PROJECT SCORE

- Speed/Reliability Needs:
- Access Needs:
- Equity Needs:

PROJECT LOCATION



IMPLEMENTATION

- Approximate Cost:** \$3.8M for design and construction
- Potential Funding Sources:** 2020 Austin Mobility Bond funds, CapMetro ILA funds
- Project Duration from Conceptual Design through Construction:** Medium (2-5 years)

PUBLIC FEEDBACK

"Buses unreliable through campus."