

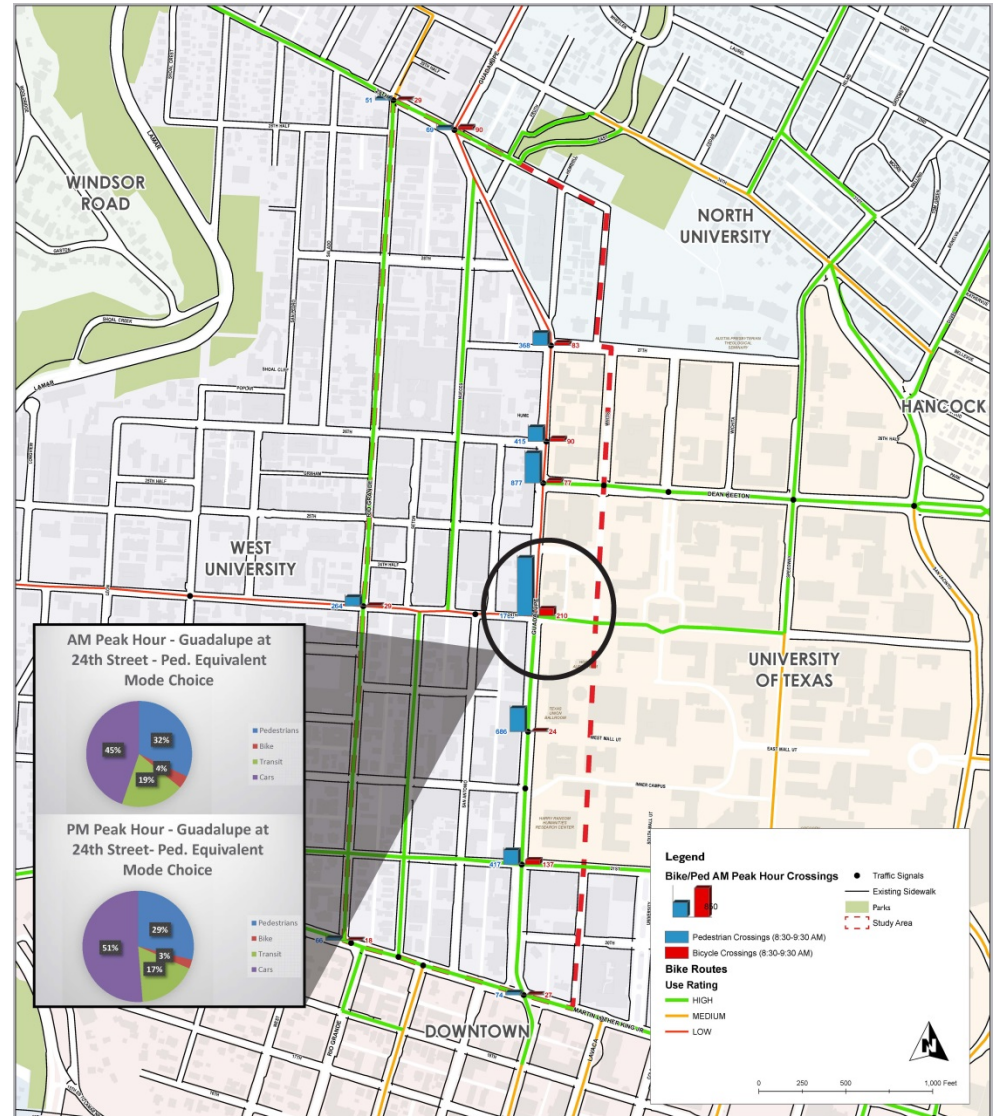
Guadalupe Corridor Improvement Program



Urban Transportation Commission
June 14, 2016

Study Area

- MLK to the south
- West 29th to the north
- Rio Grande to the west
- Rio Grande to one block east of Guadalupe



Existing Conditions



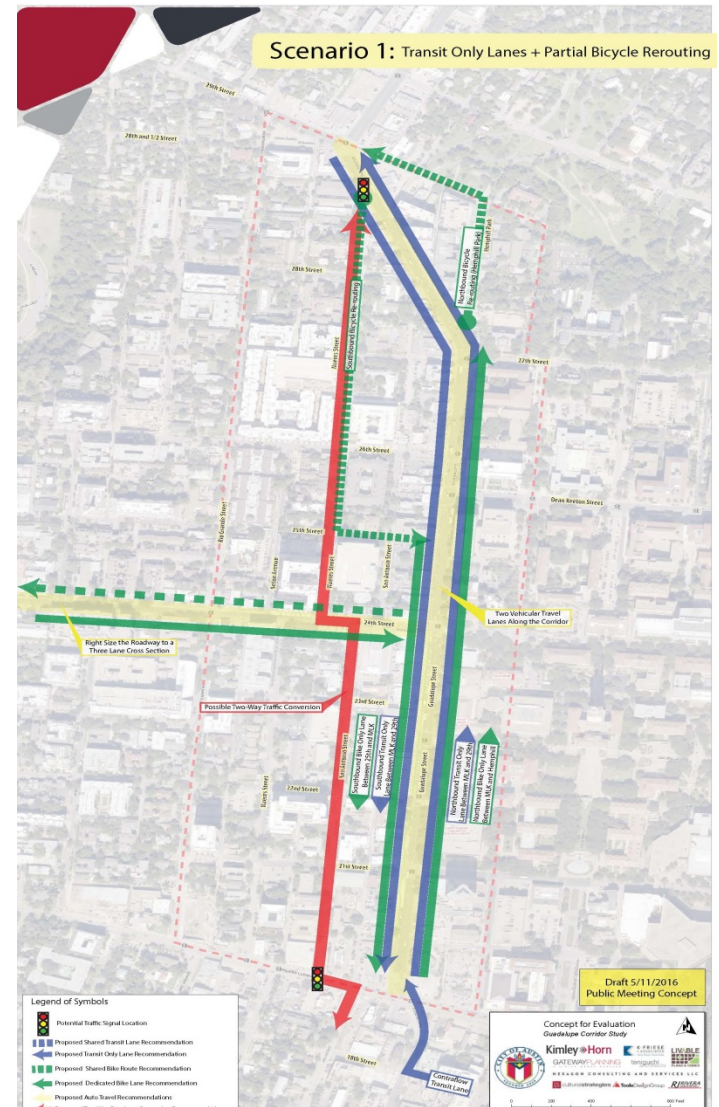
Public Engagement

- Open House to present preferred scenario – May 11, 2016
- Open House – Dec. 3, 2014
- English/Español - Comment Hotline
- Social Media: #TheDrag
- Meetings with UT students/staff, neighborhood groups, area businesses, CapMetro, and more



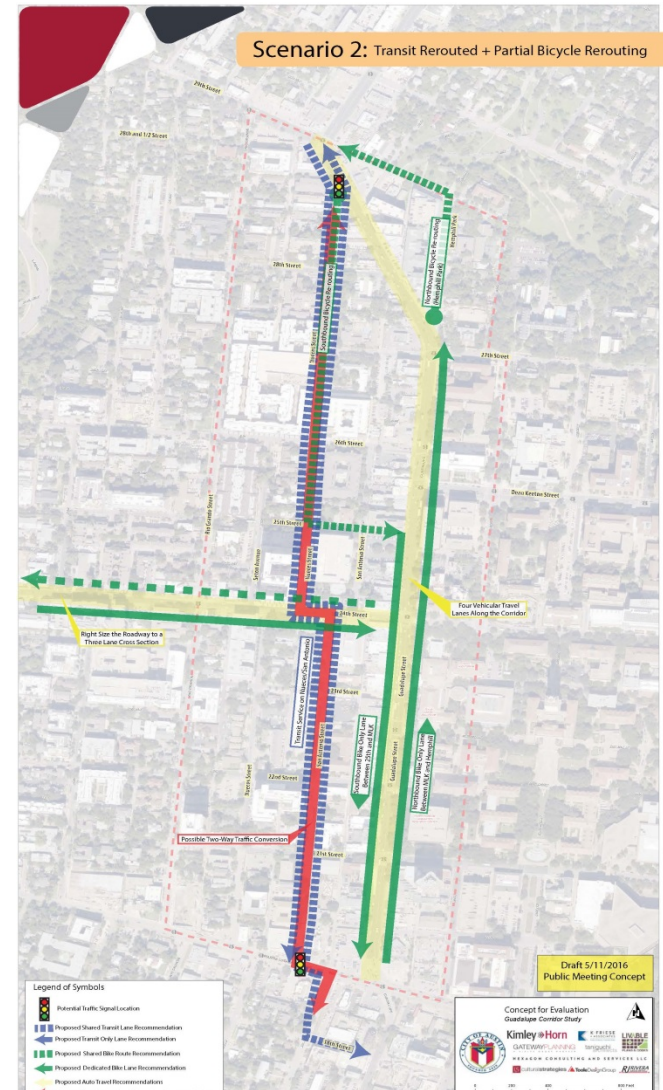
Transit Lanes ON Guadalupe

- Transit only lanes on Guadalupe
- 2 passenger car lanes on Guadalupe
- San Antonio/Nueces 2-way
- 3 lanes on 24th with eastbound bike lane



Transit OFF Guadalupe

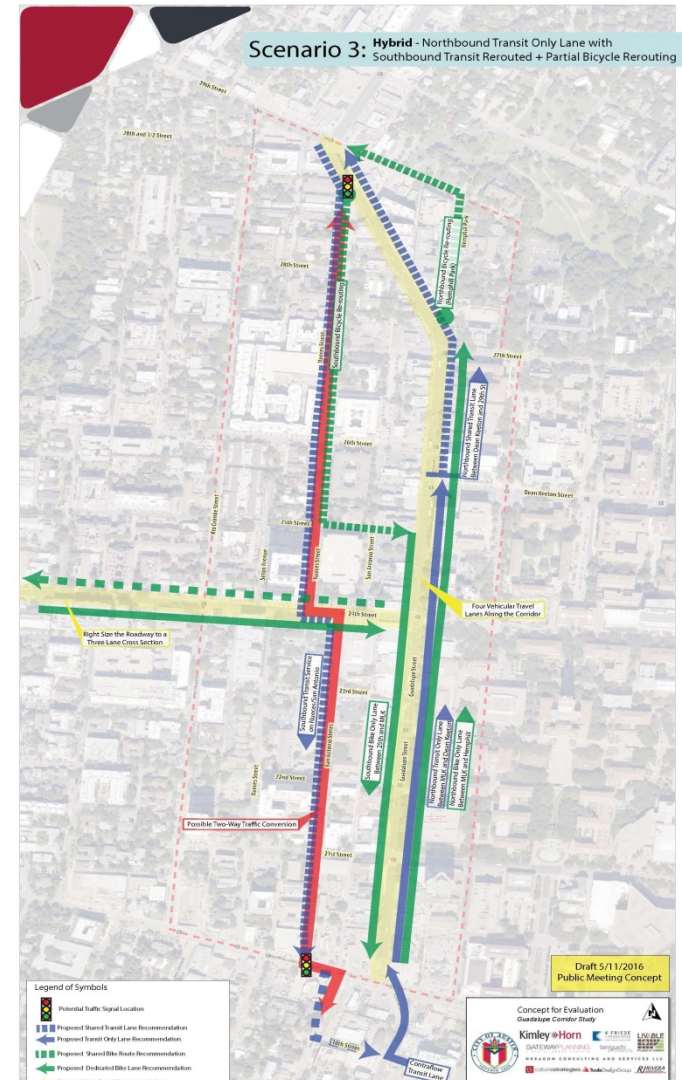
- All transit is on San Antonio/Nueces
- 4 passenger car lanes on Guadalupe
- San Antonio/Nueces 2-way
- 3 lanes on 24th with eastbound bike lane



Scenario 3:

NB Transit on Guadalupe

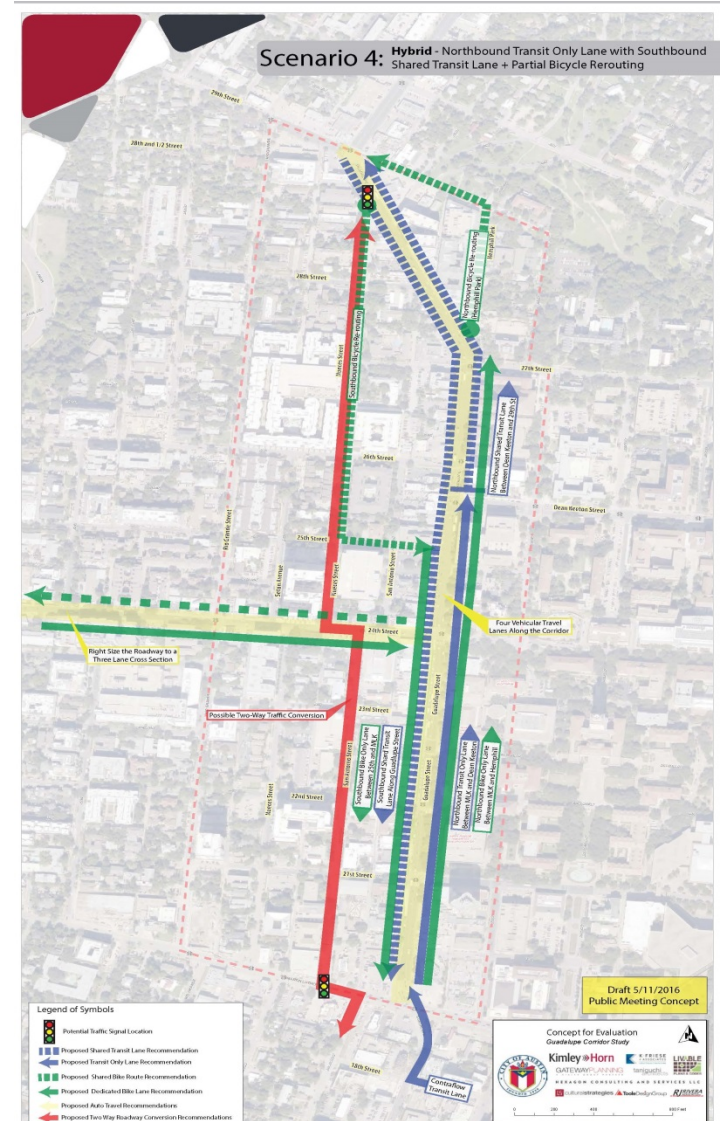
- NB Transit only lane on Guadalupe San Antonio/Nueces
- SB Transit on _____
- 4 passenger car lanes on Guadalupe
- San Antonio/Nueces 2-way
- 3 lanes on 24th with eastbound bike lane



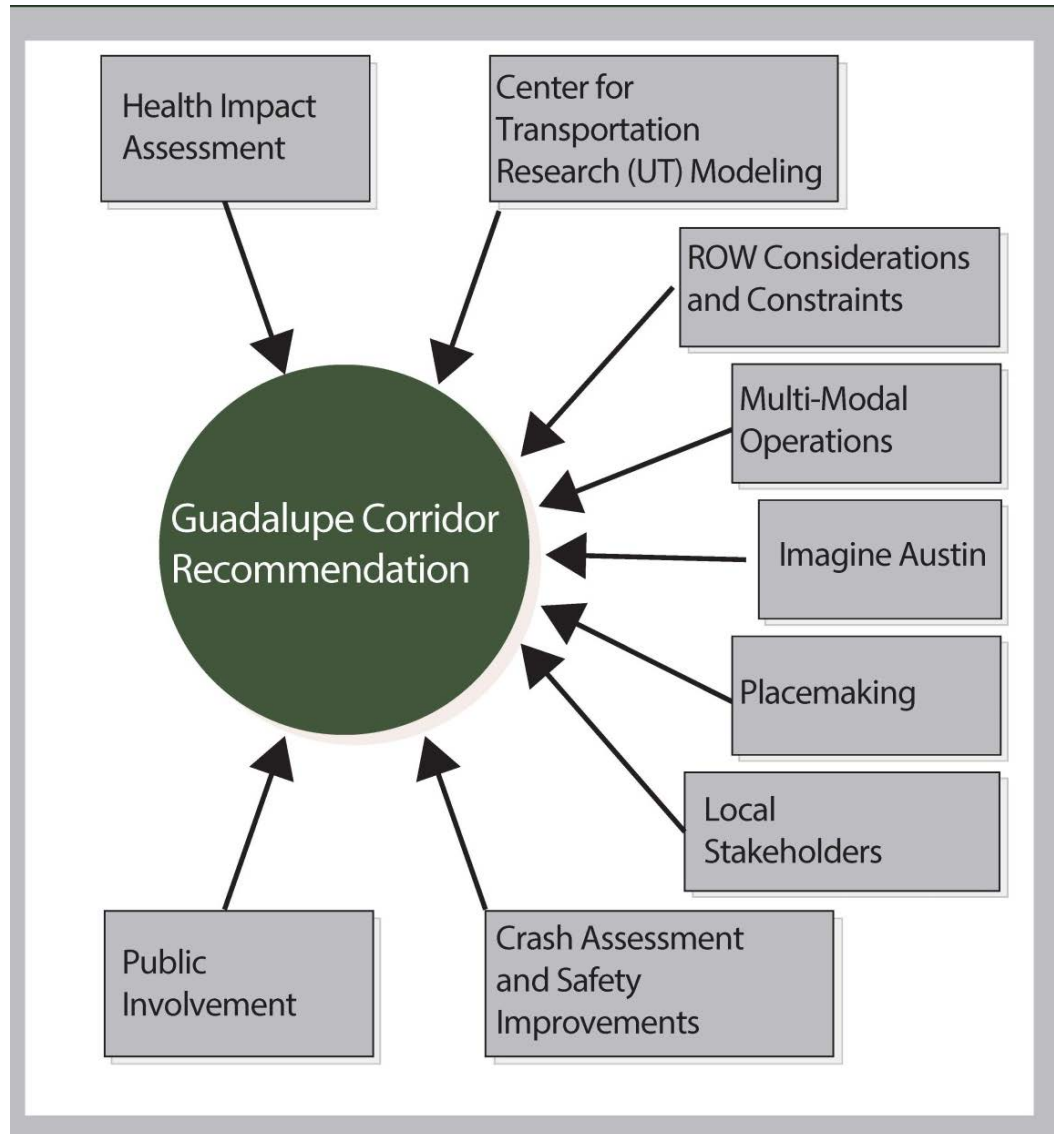
Scenario 4:

NB Transit on Guadalupe

- NB Transit Only lane on Guadalupe San Antonio/Nueces
- SB Transit on
- 4 passenger car lanes on Guadalupe
- San Antonio/Nueces 2-way
- 3 lanes on 24th with eastbound bike lane

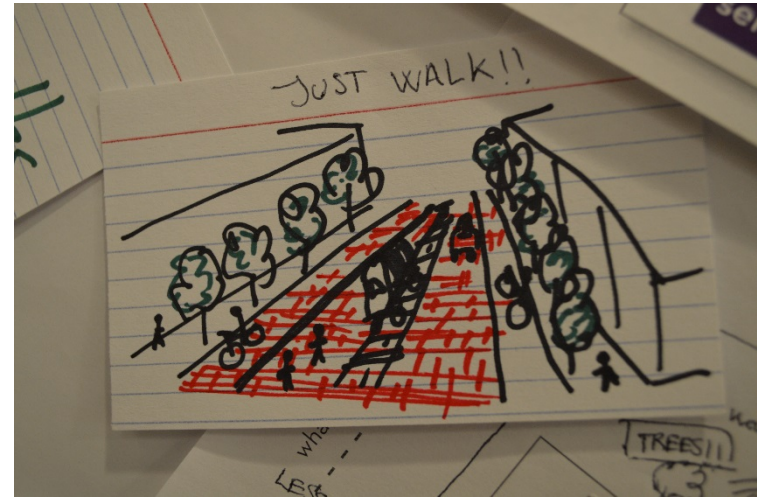


Decision Making Tools



Other tools used to determine preferred scenario:

- Safety for Pedestrians and Bikes
- Transit impacts
- People throughput growth opportunities
- Multi-modal Level of Service
- Regional modeling (CTR)
- Intersection analysis (Synchro)
- Travel time runs
- Right-of-way constraints
- Modal Split
- Regional plans



Guadalupe is UNLIKE any corridor in the city...

WHAT WORKS:

Provides opportunities for walking, biking and transit

- Each day, about 3 times more people walk across the street than drive along it
- It is one of the most traveled bike corridors in the city
- It has the highest number of buses in the city

WHAT DOESN'T WORK:

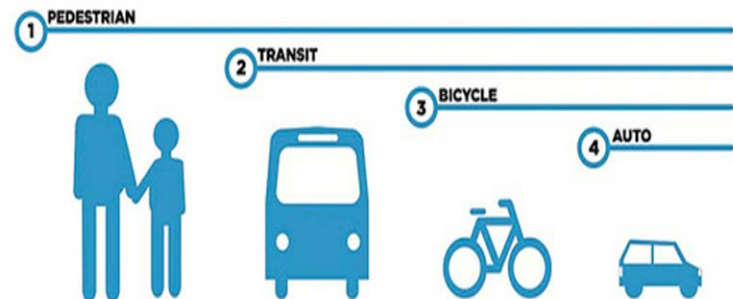
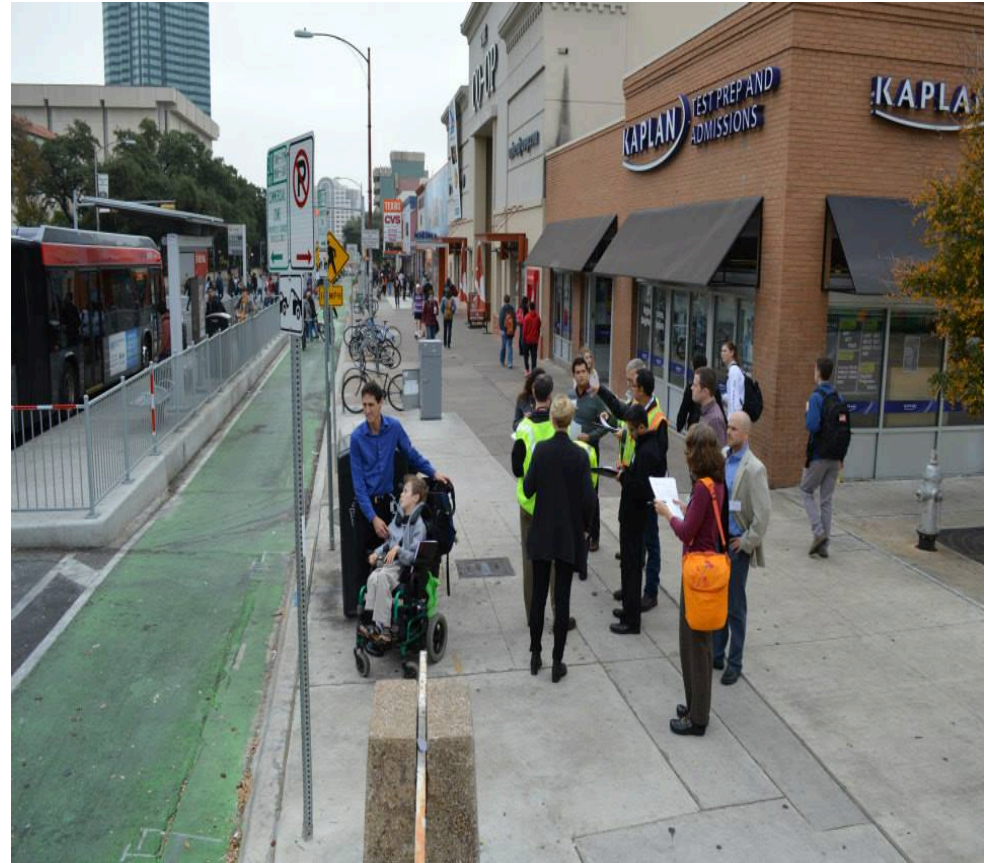
Serve as an arterial for regional vehicle trips

- Outside lanes are severely restricted for through traffic because of high transit volumes and stops.
- Peak period travel times are slow, given the amount of people traveling in all directions

Our conclusion:
Improve what it
does best now;
the rest will take
care of itself

**Litmus test for
scenario
recommendation:**

**Does it reward the
walking, bicycling
and/or transit trip?**



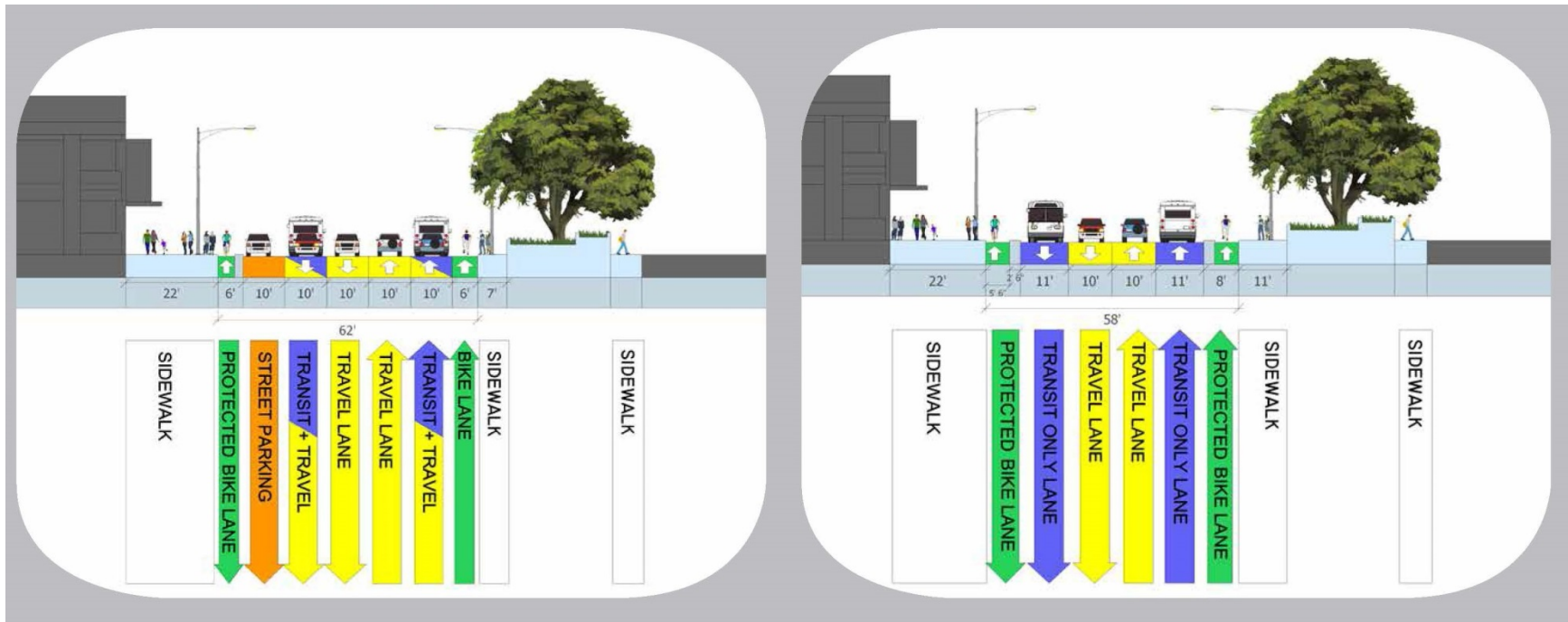
Why focus on multi-modal travel?

1. Not a math problem
2. Aimed at achieving goals of the West Campus overlay
3. Public input shows strong preference for pedestrian- and bicycle-priority, plus transit
4. Fits with other City commitments and initiatives



Preferred Concept

Scenario 1 – Transit Only Lanes on Guadalupe



Future Streetscape



Questions?



*Archival video showing side-by-side comparison
from 1960 and 2015 of Guadalupe Street.
Courtesy of Texas Archive of the Moving Image*