



RAINEY

NEIGHBORHOOD MOBILITY STUDY & PLAN

**PLANNING
FOR GROWTH**

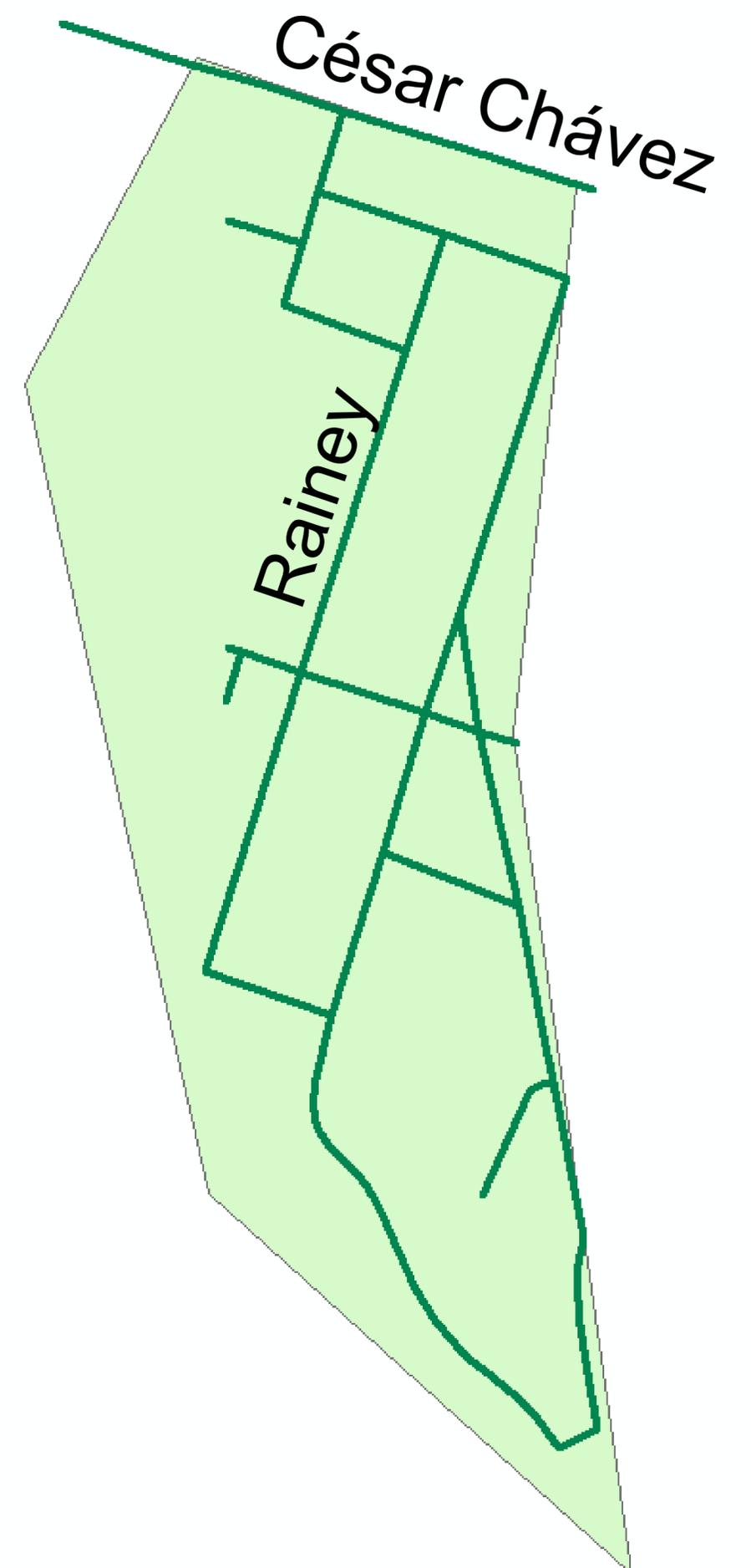
PREPARED BY:
BIG RED DOG ENGINEERING & CONSULTING

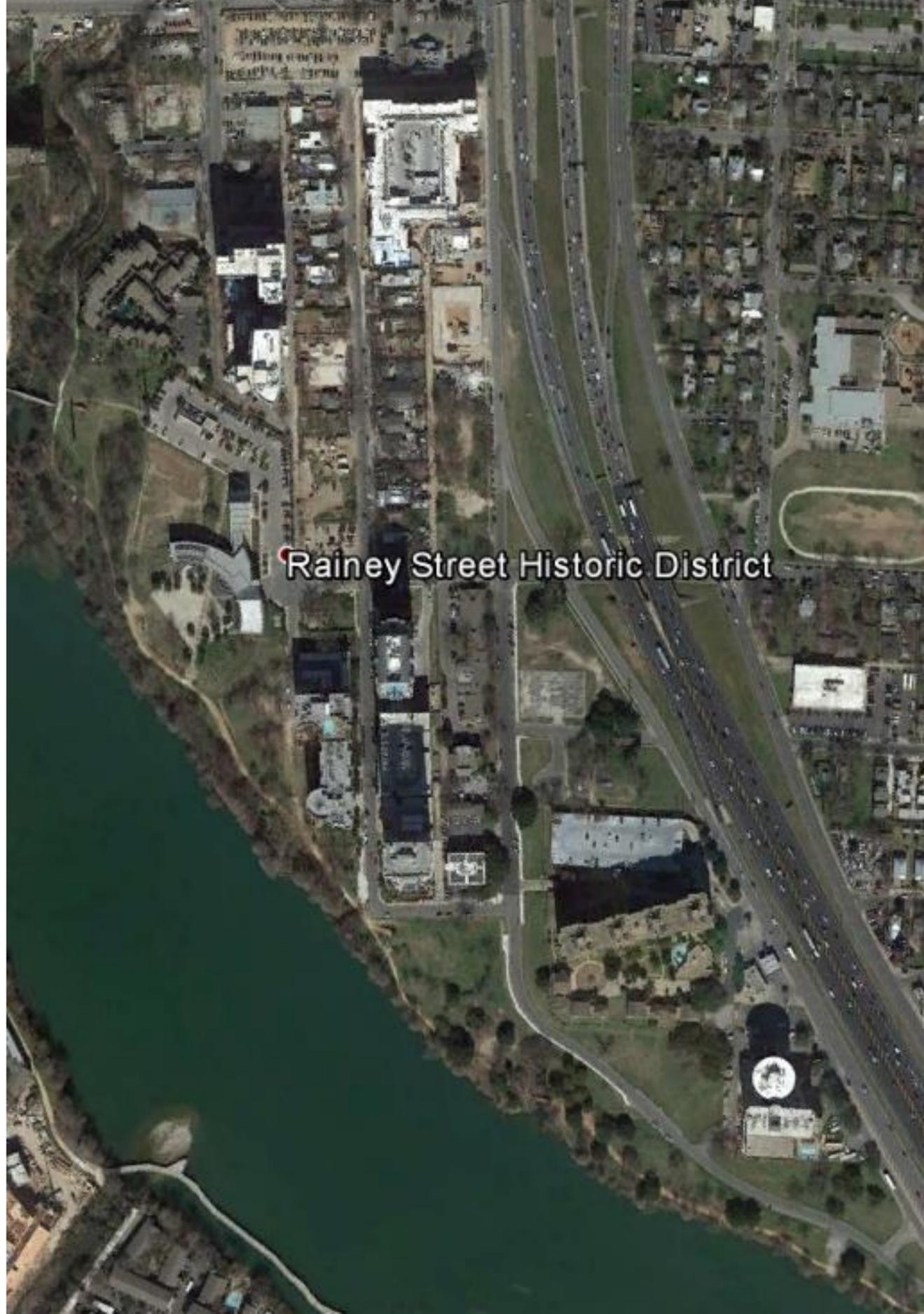
INSIDE: IDENTIFICATION
OF MOBILITY
CHALLENGES AND
POTENTIAL SOLUTIONS



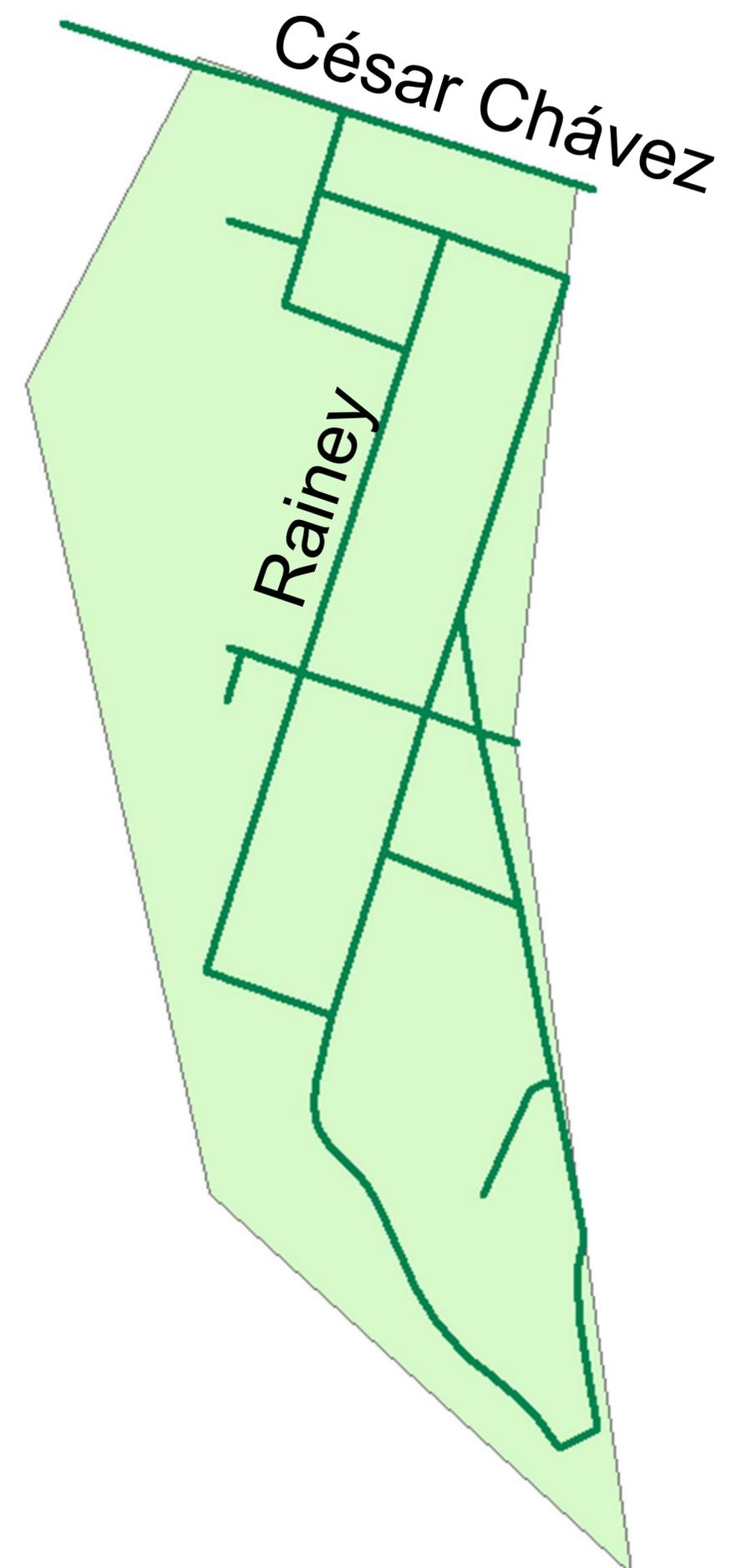
Image USDA Farm Service Agency

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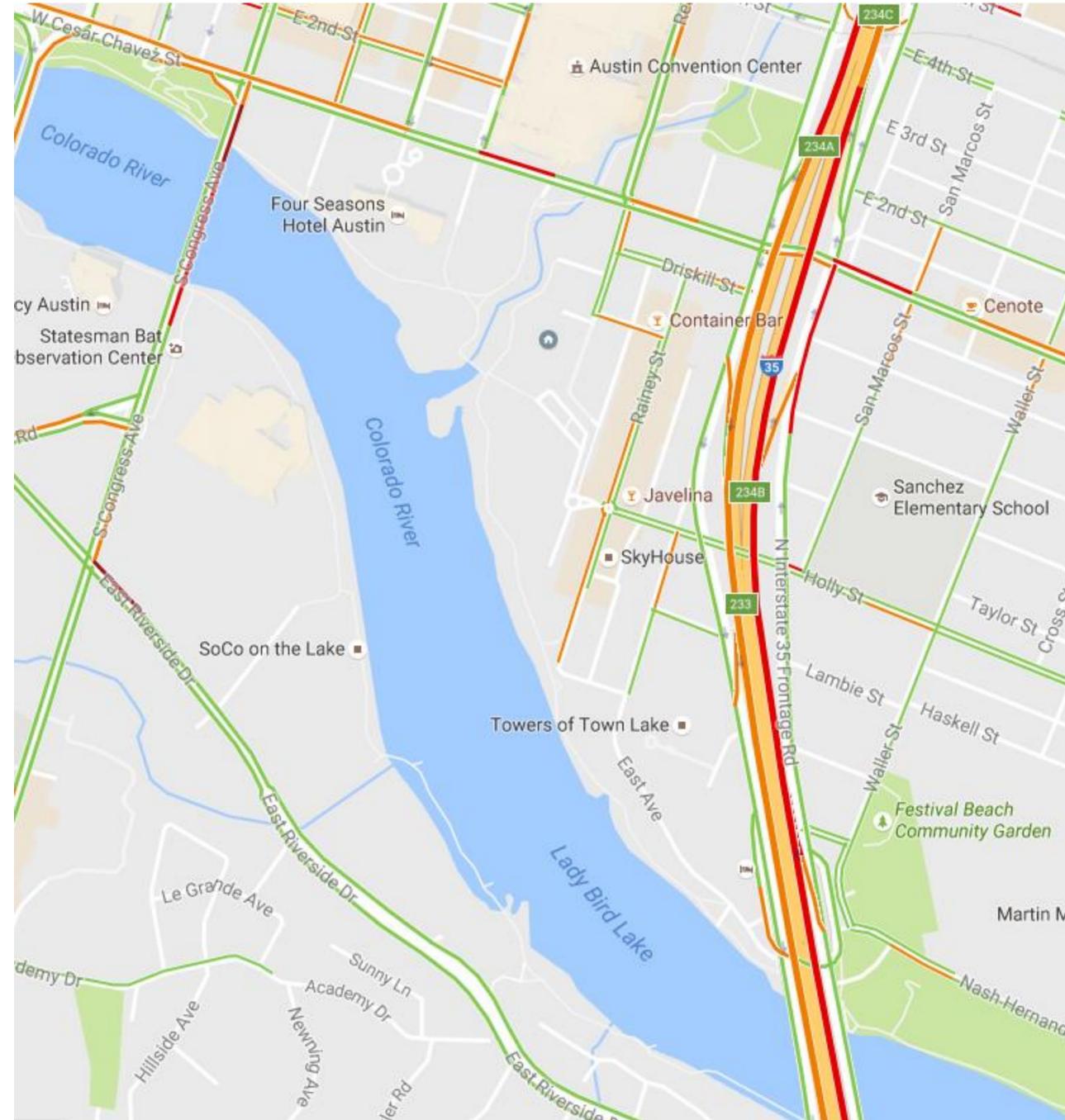
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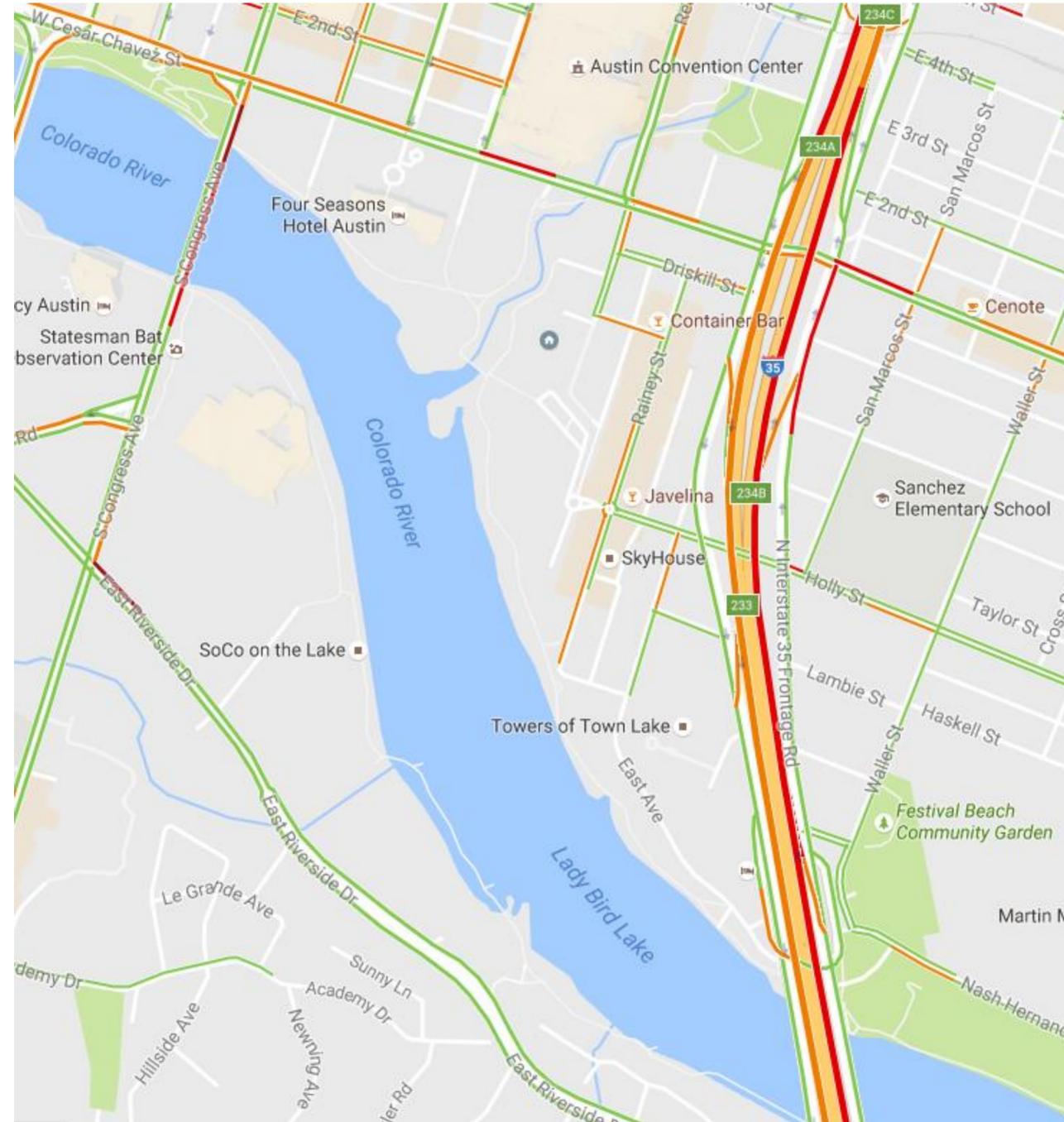


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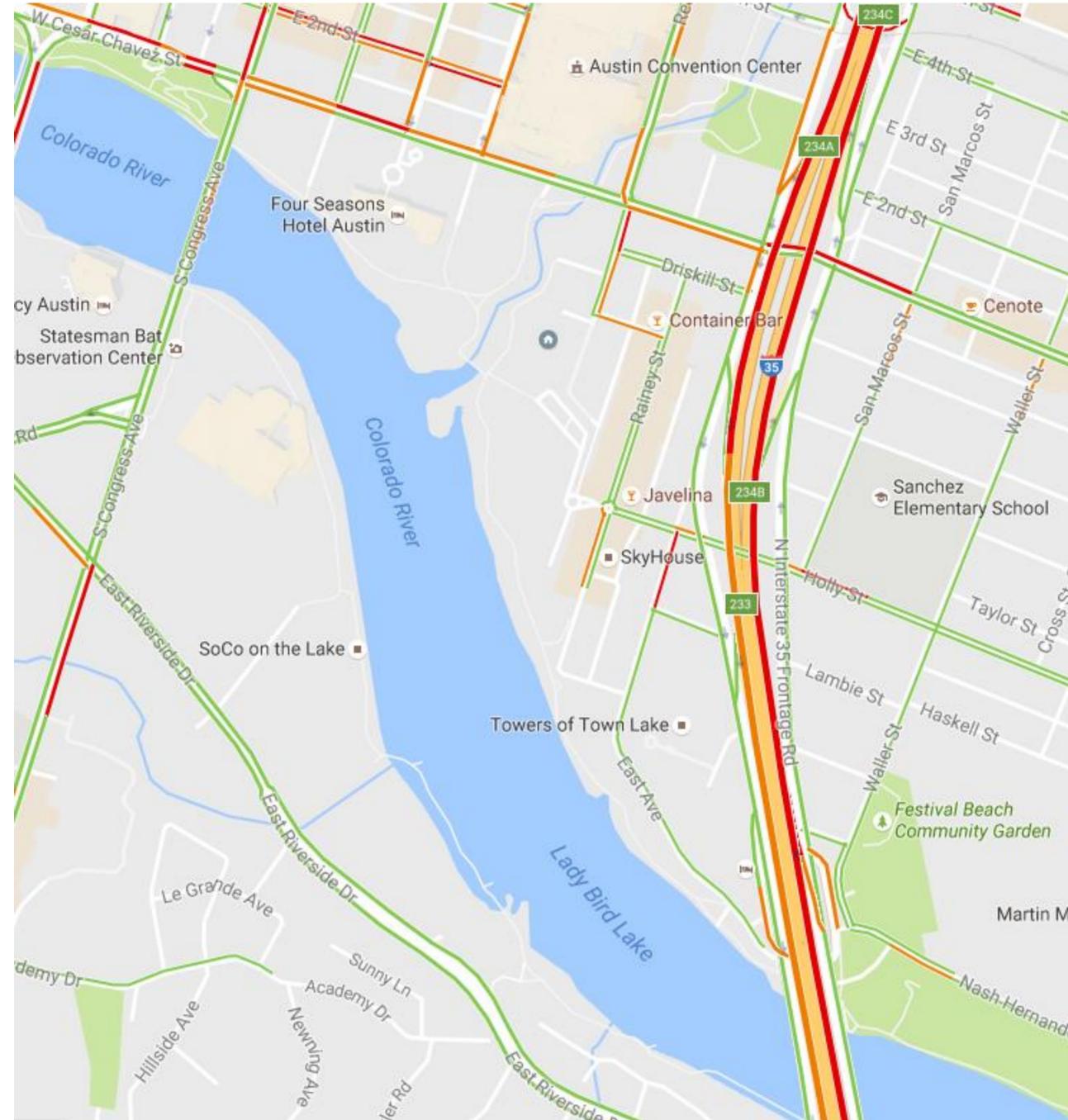


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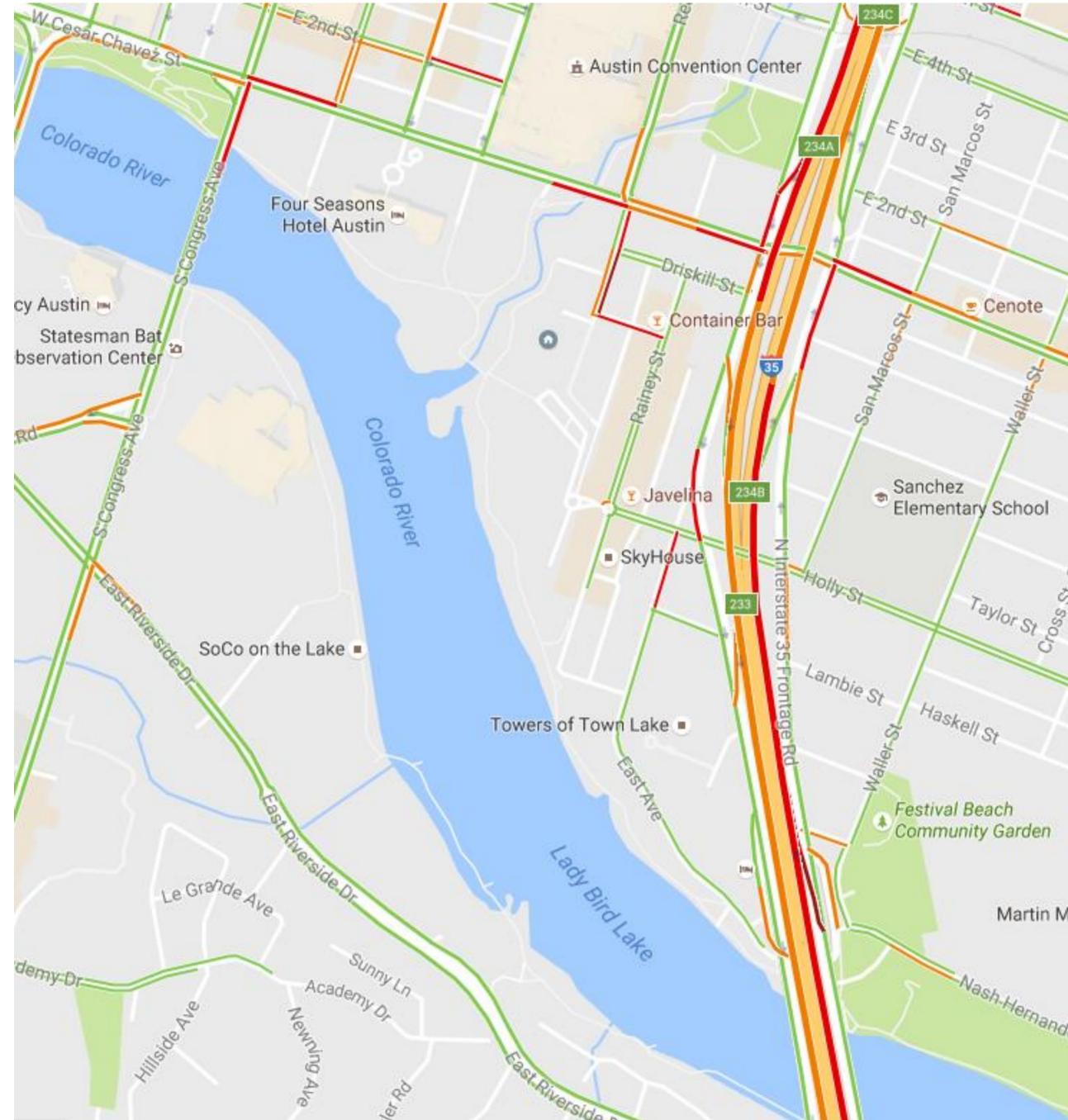


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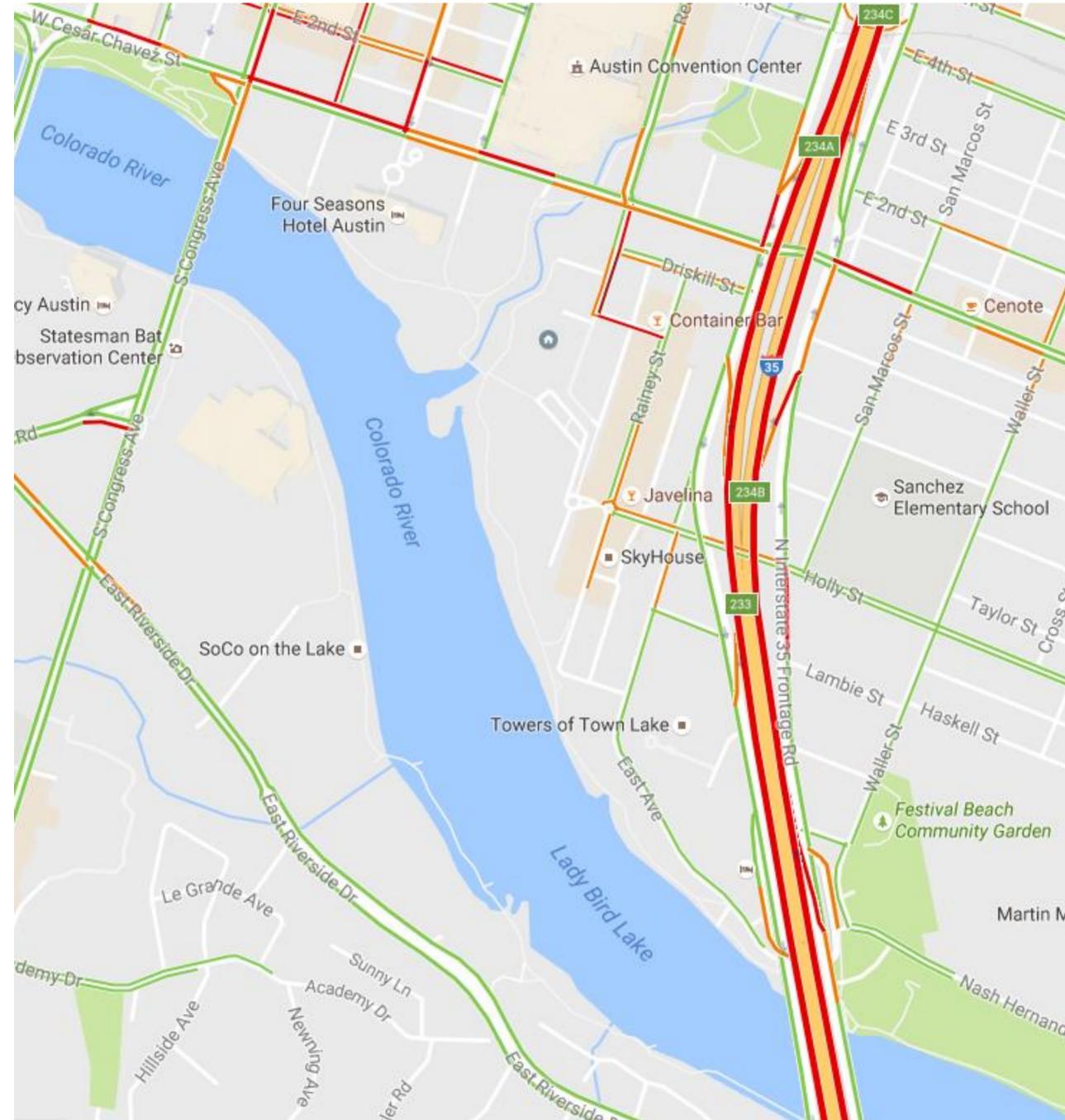


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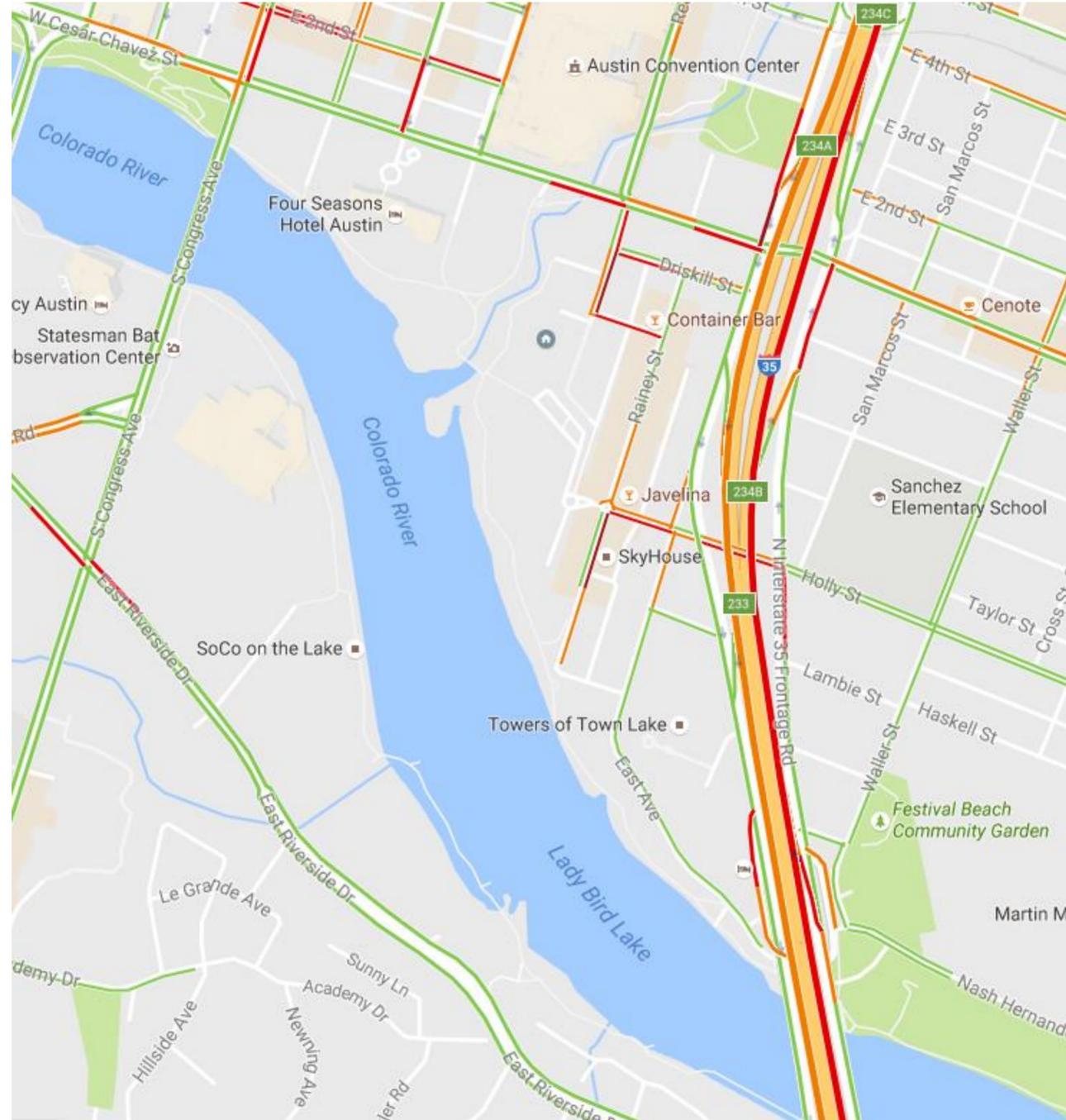


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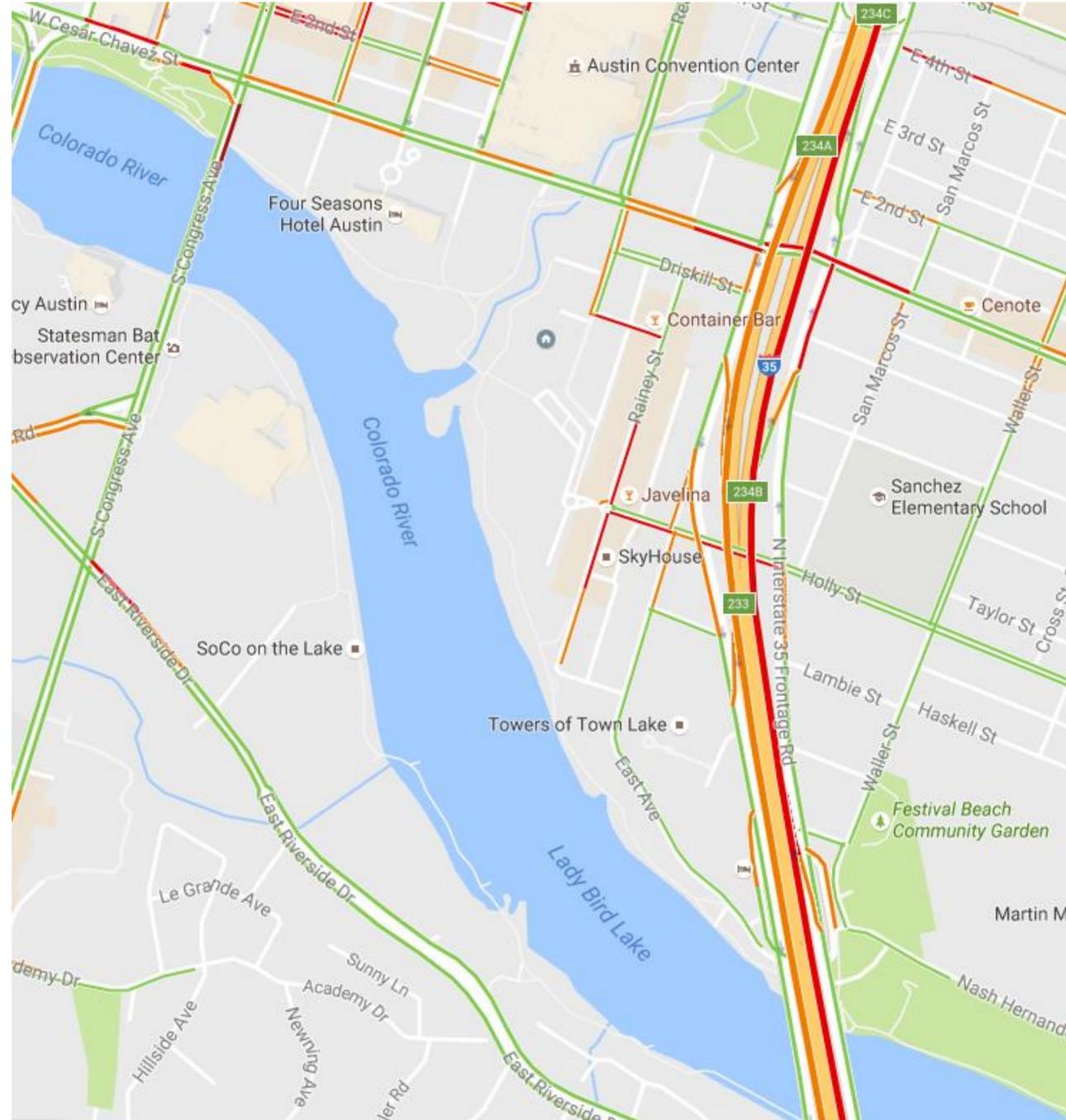


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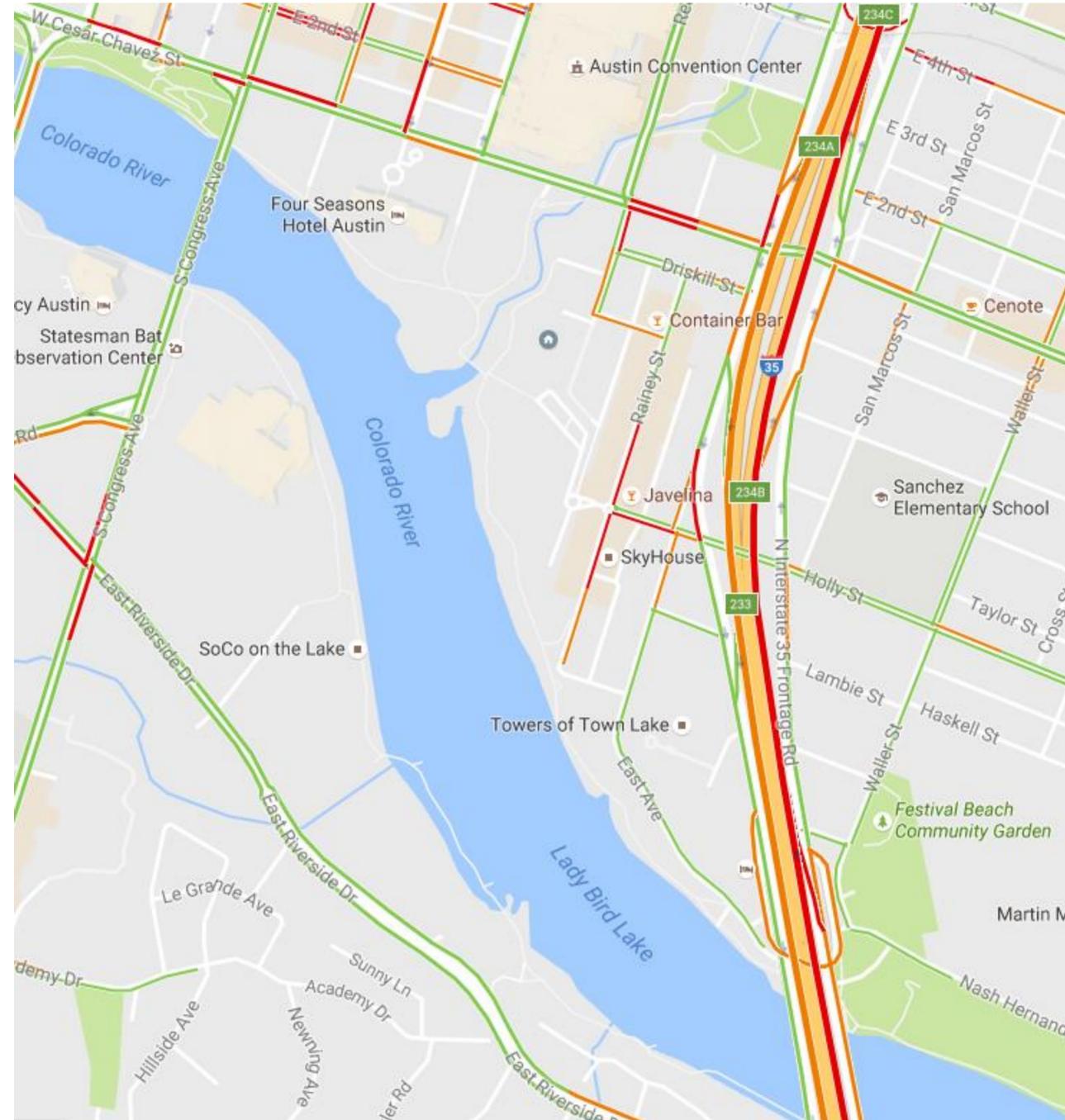


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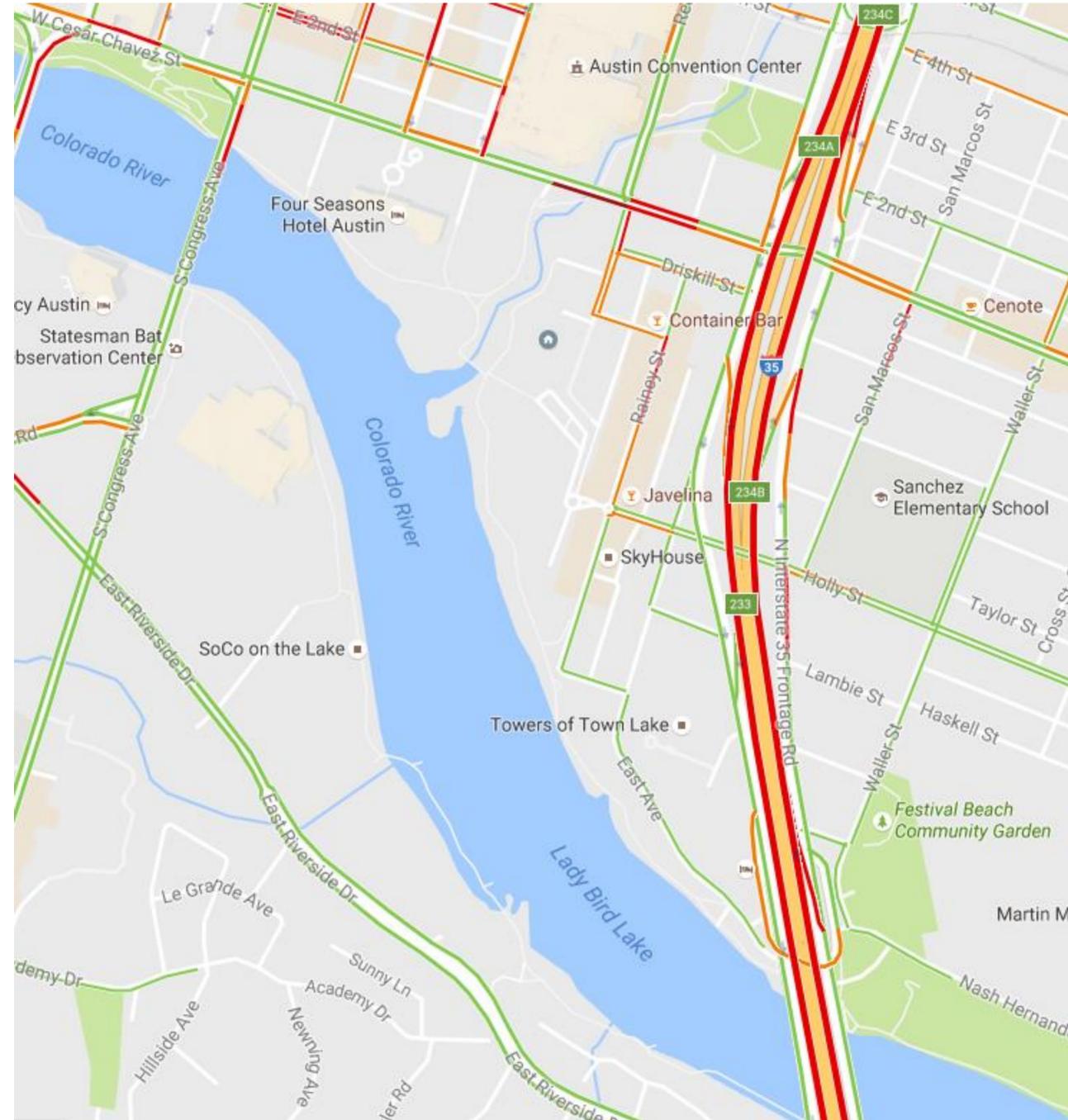


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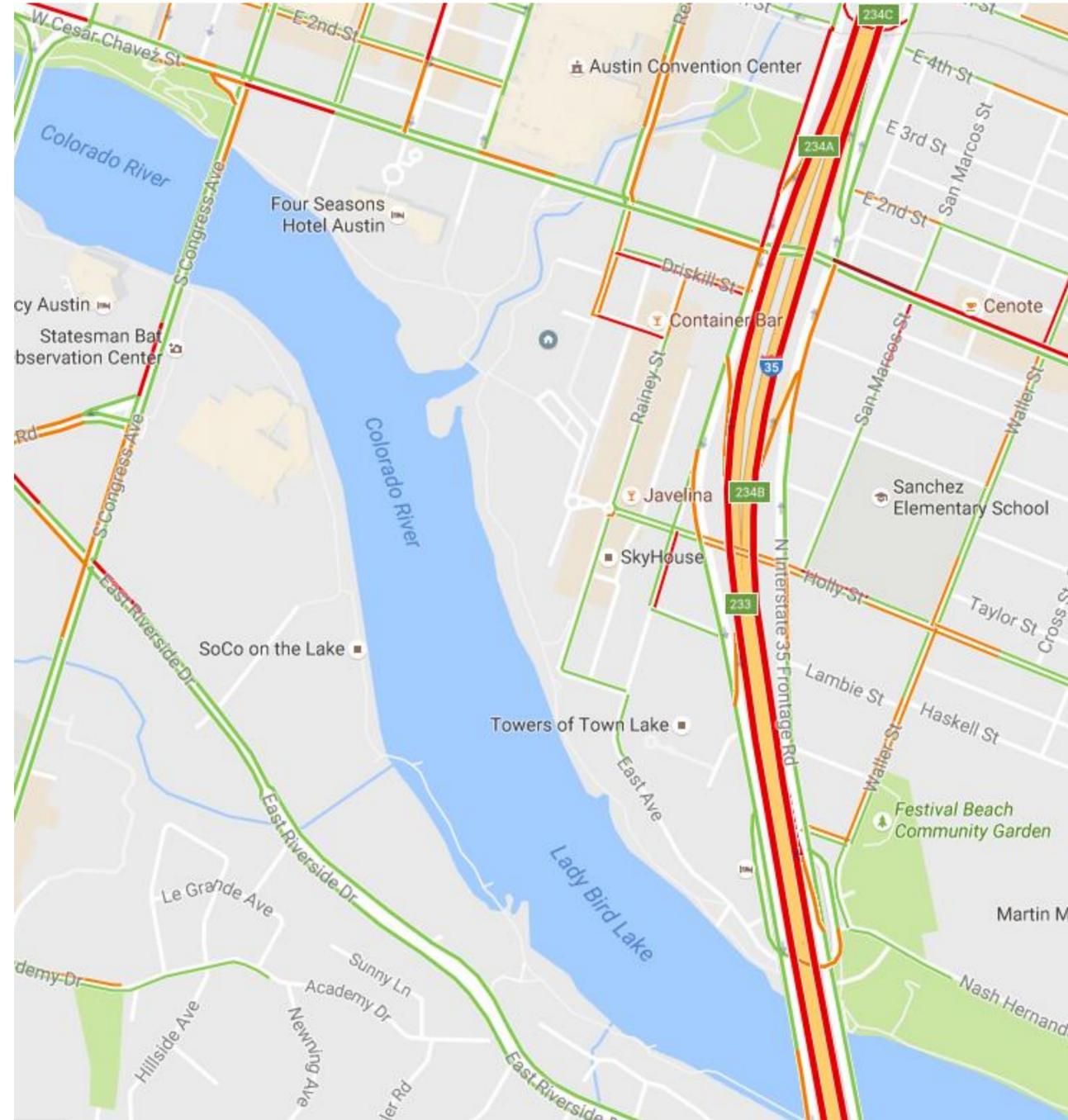


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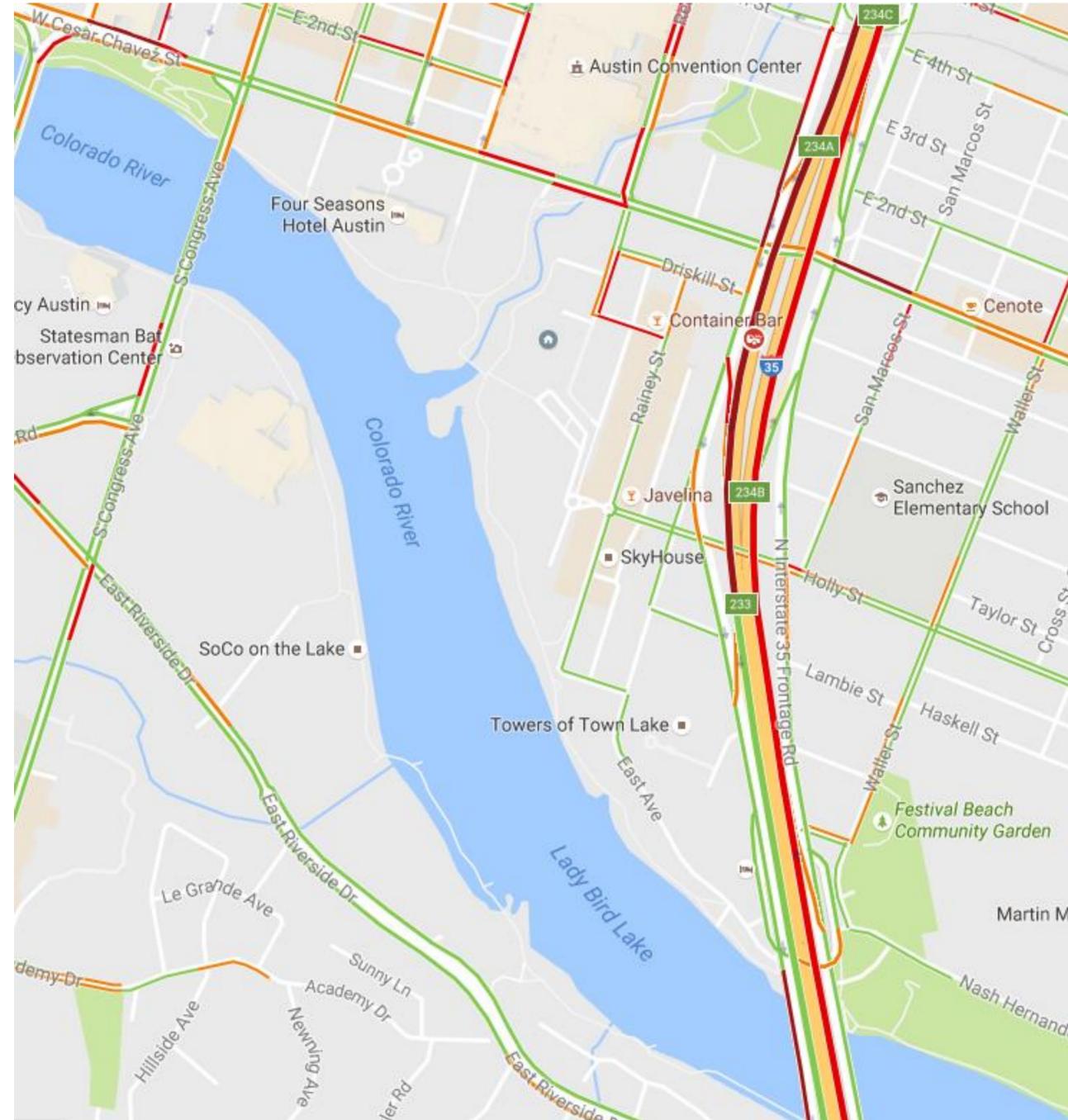


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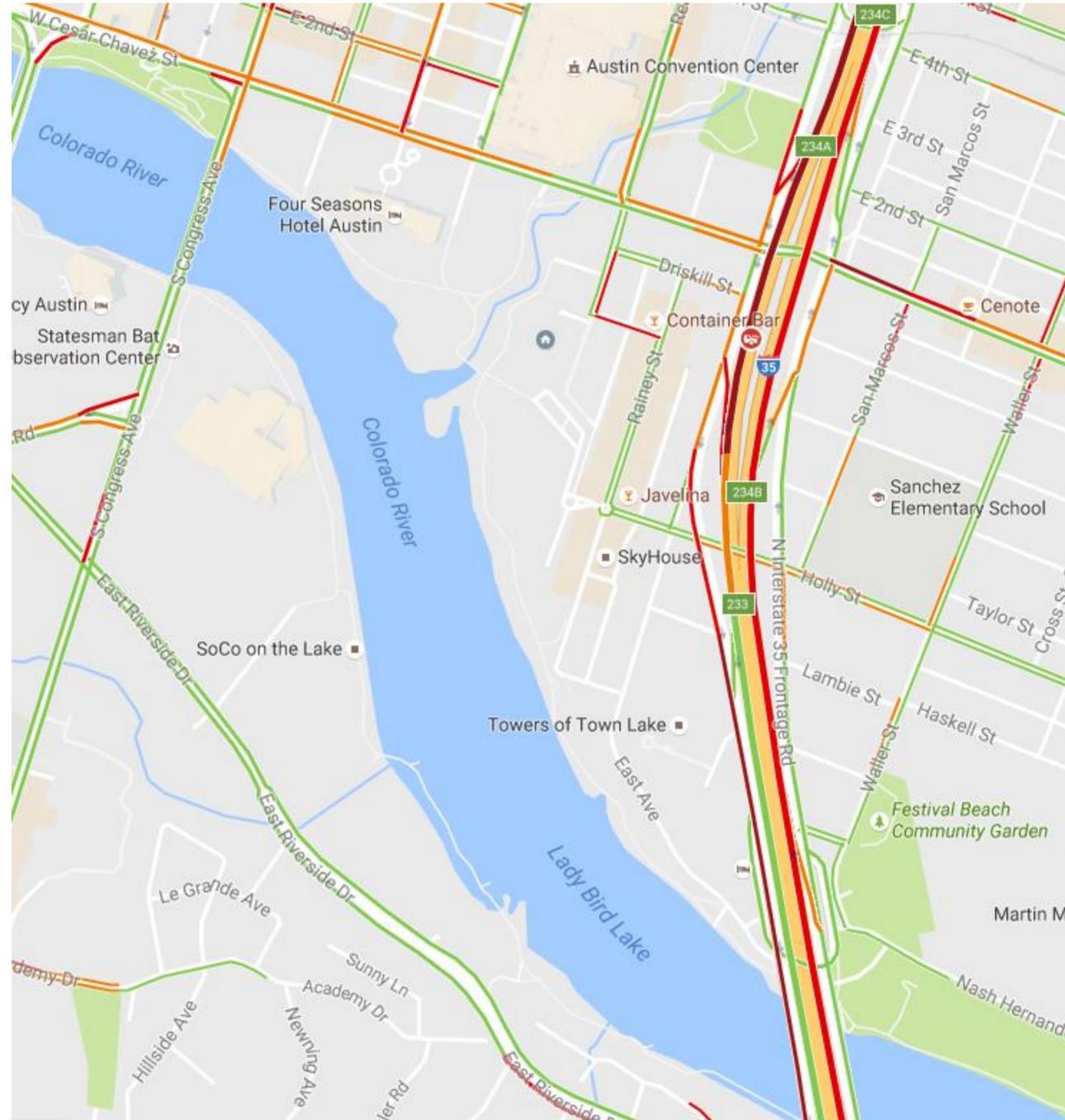


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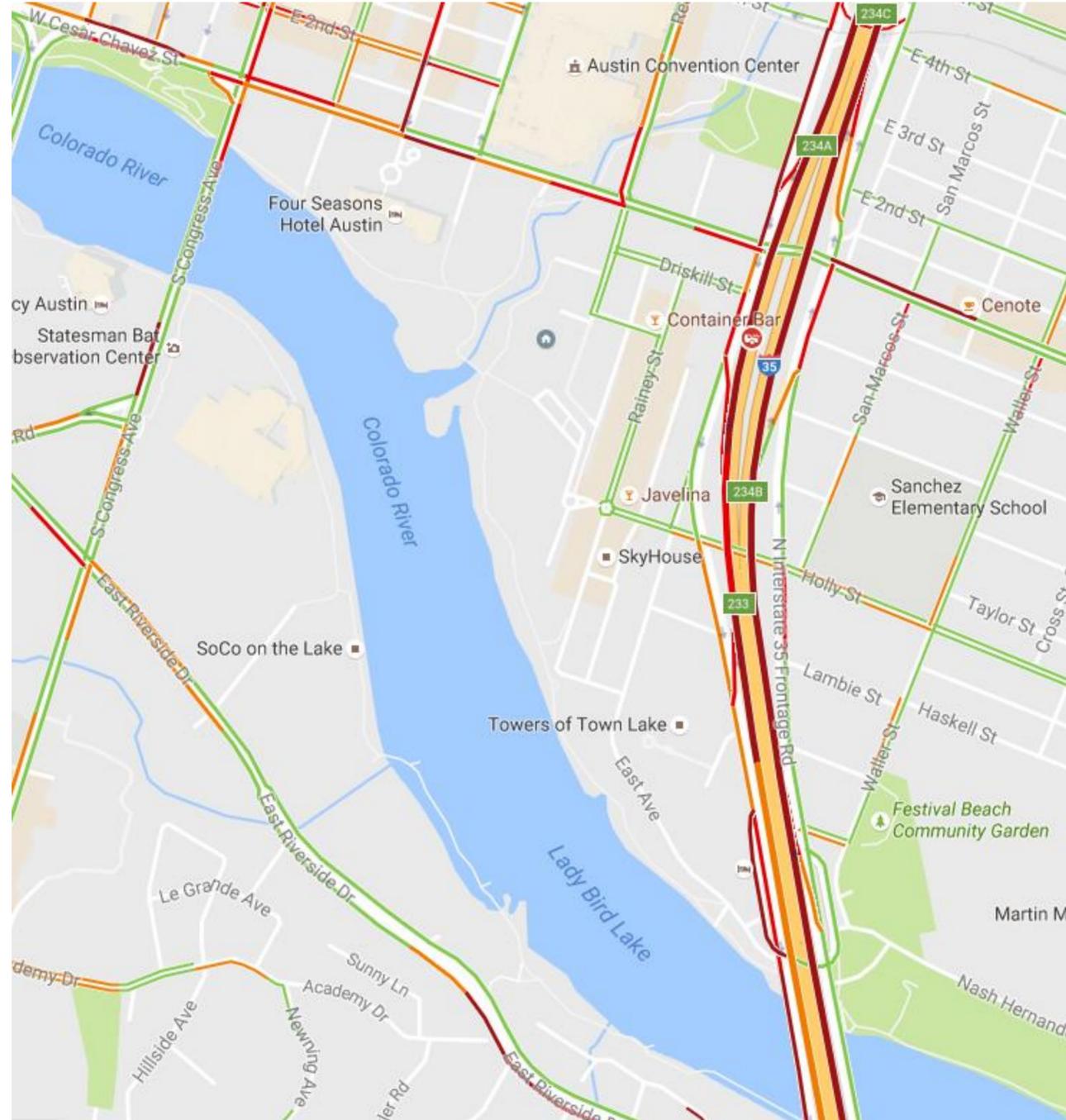


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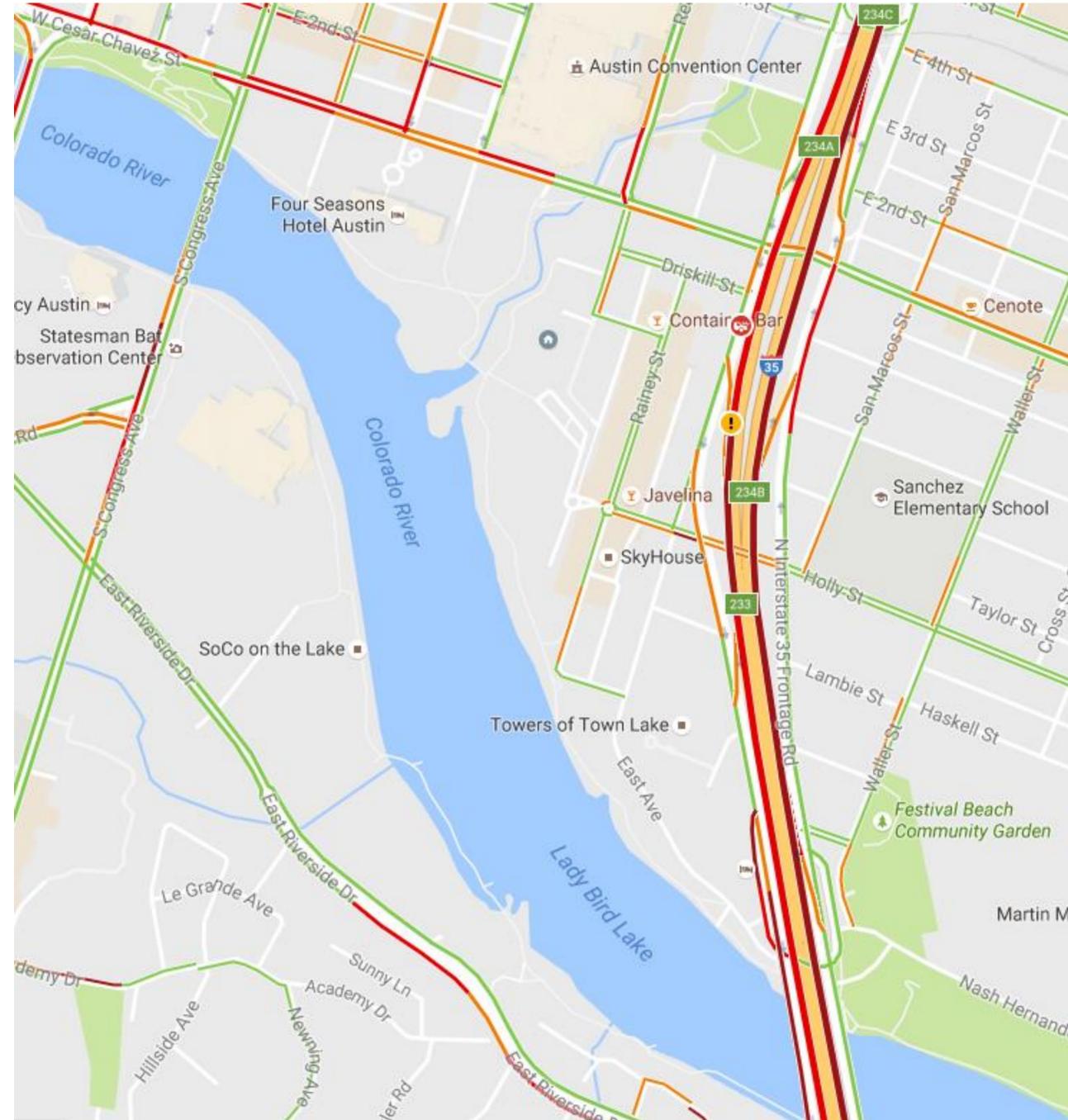


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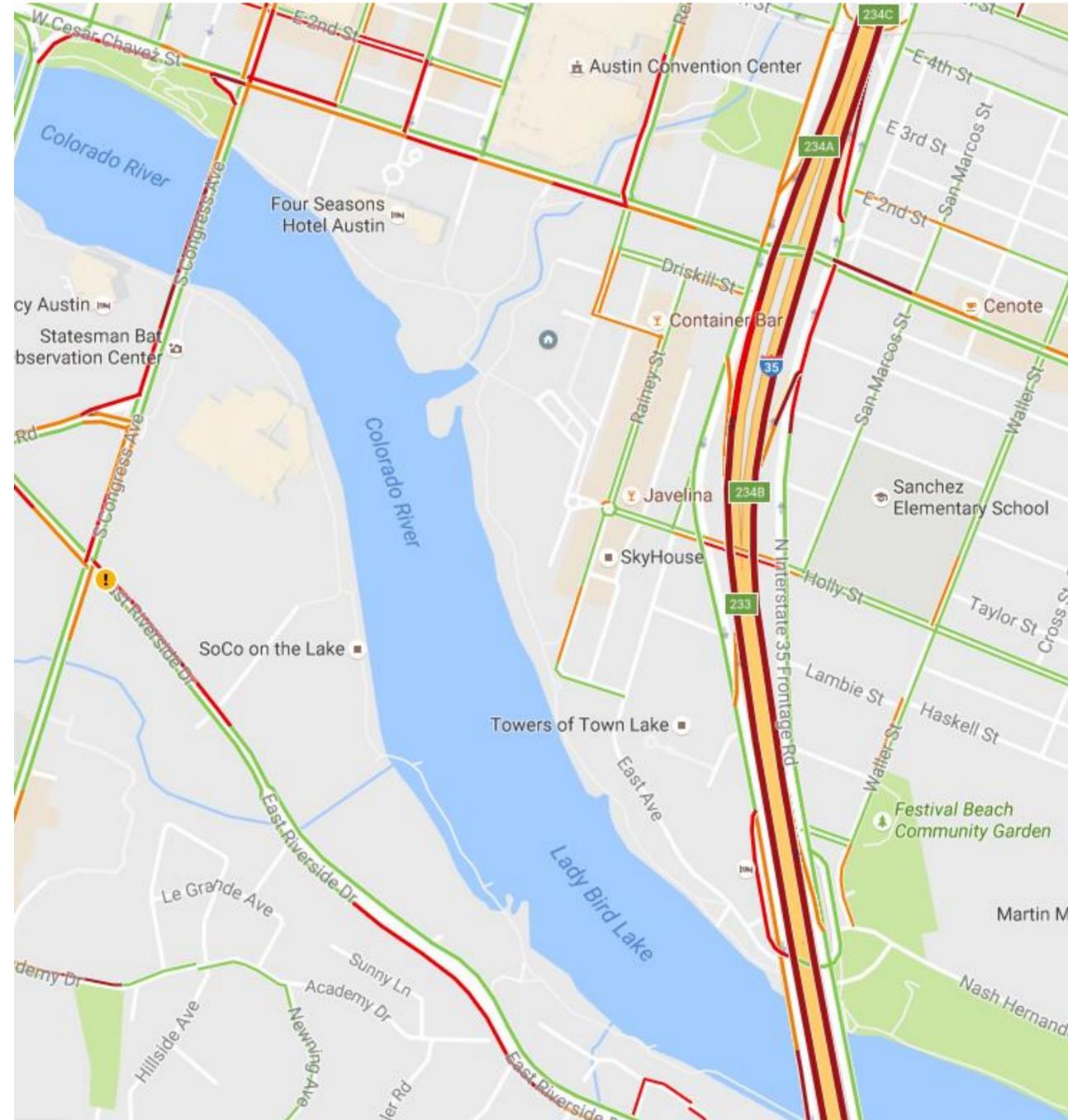


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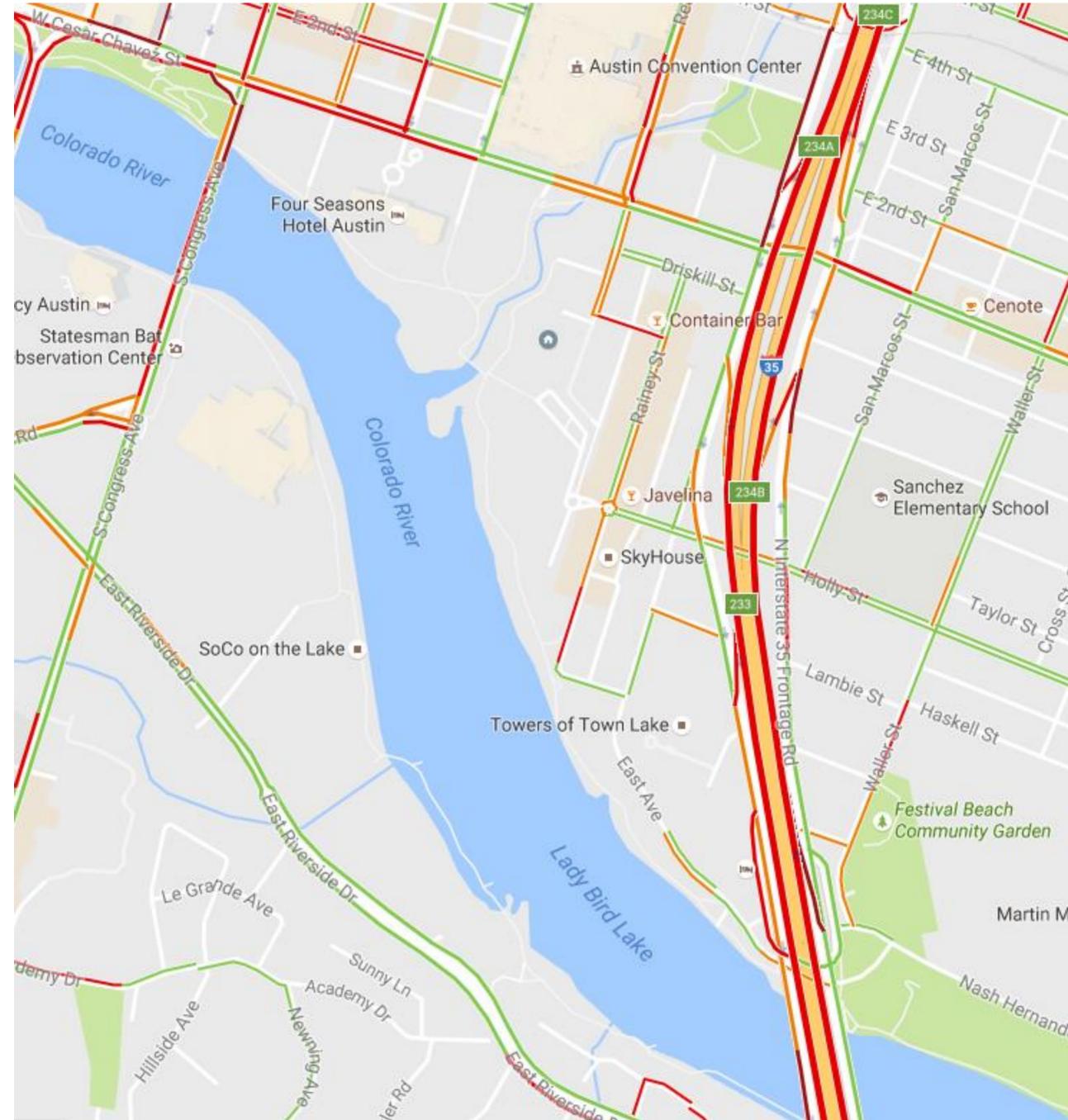


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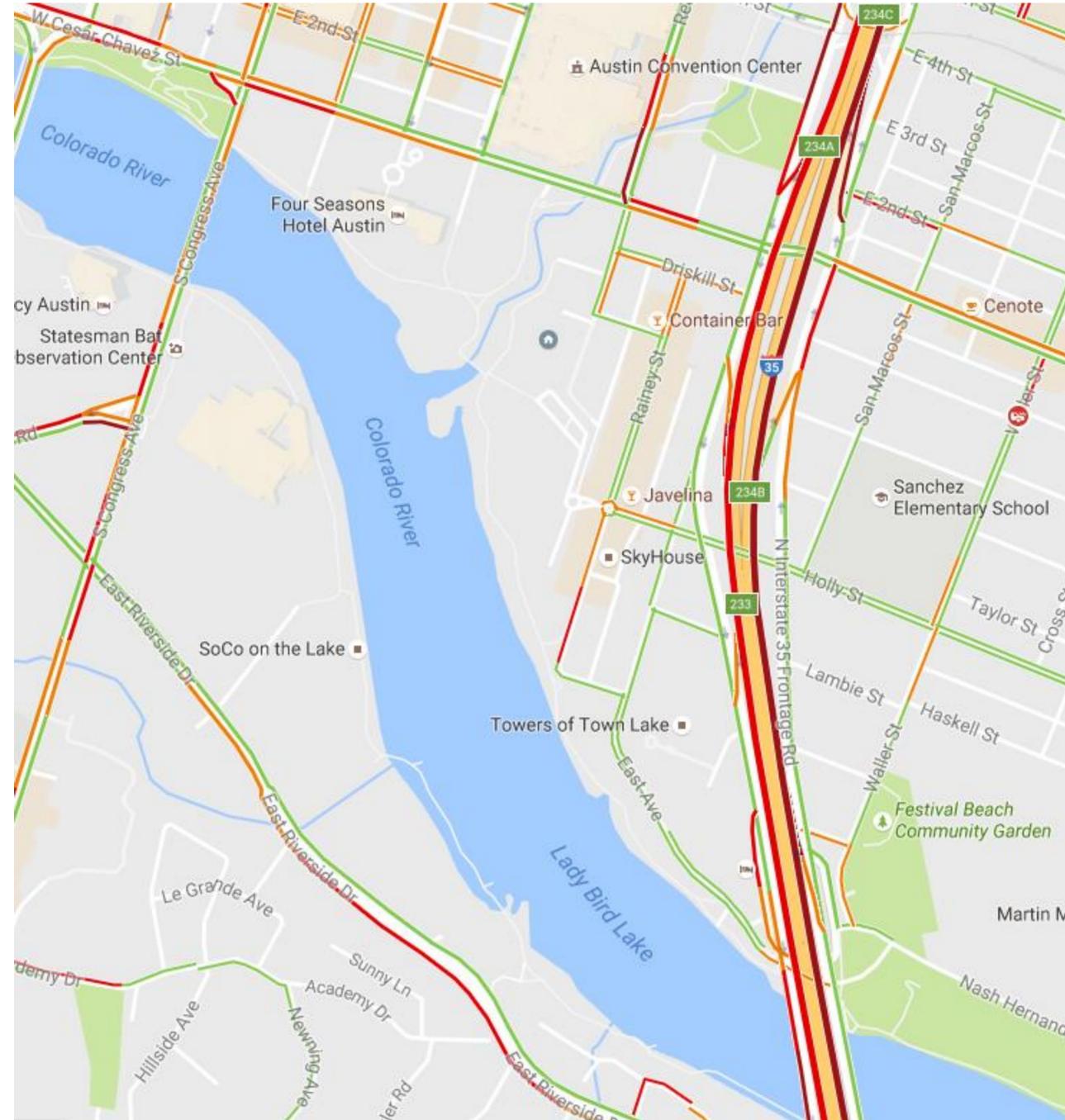


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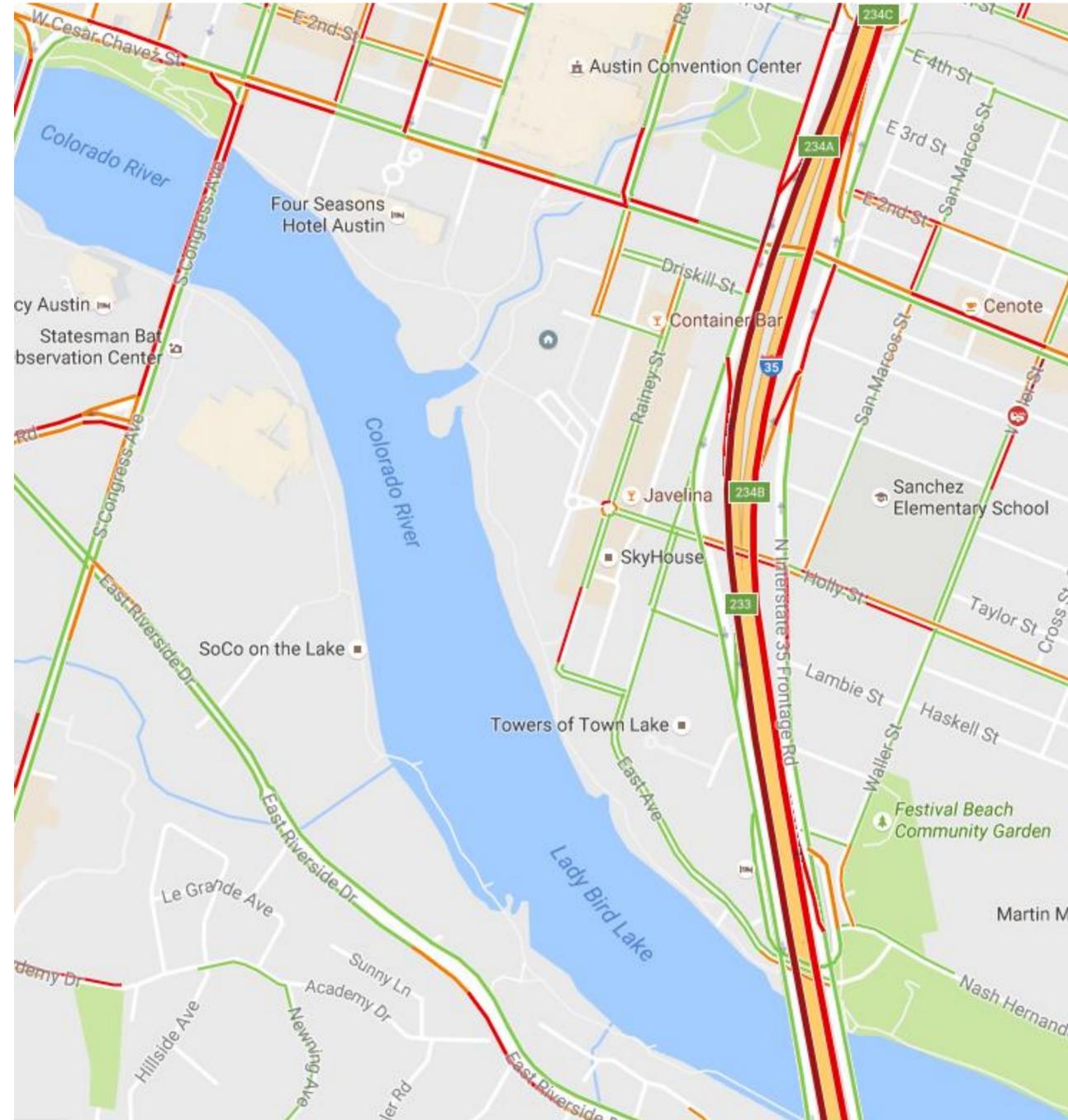


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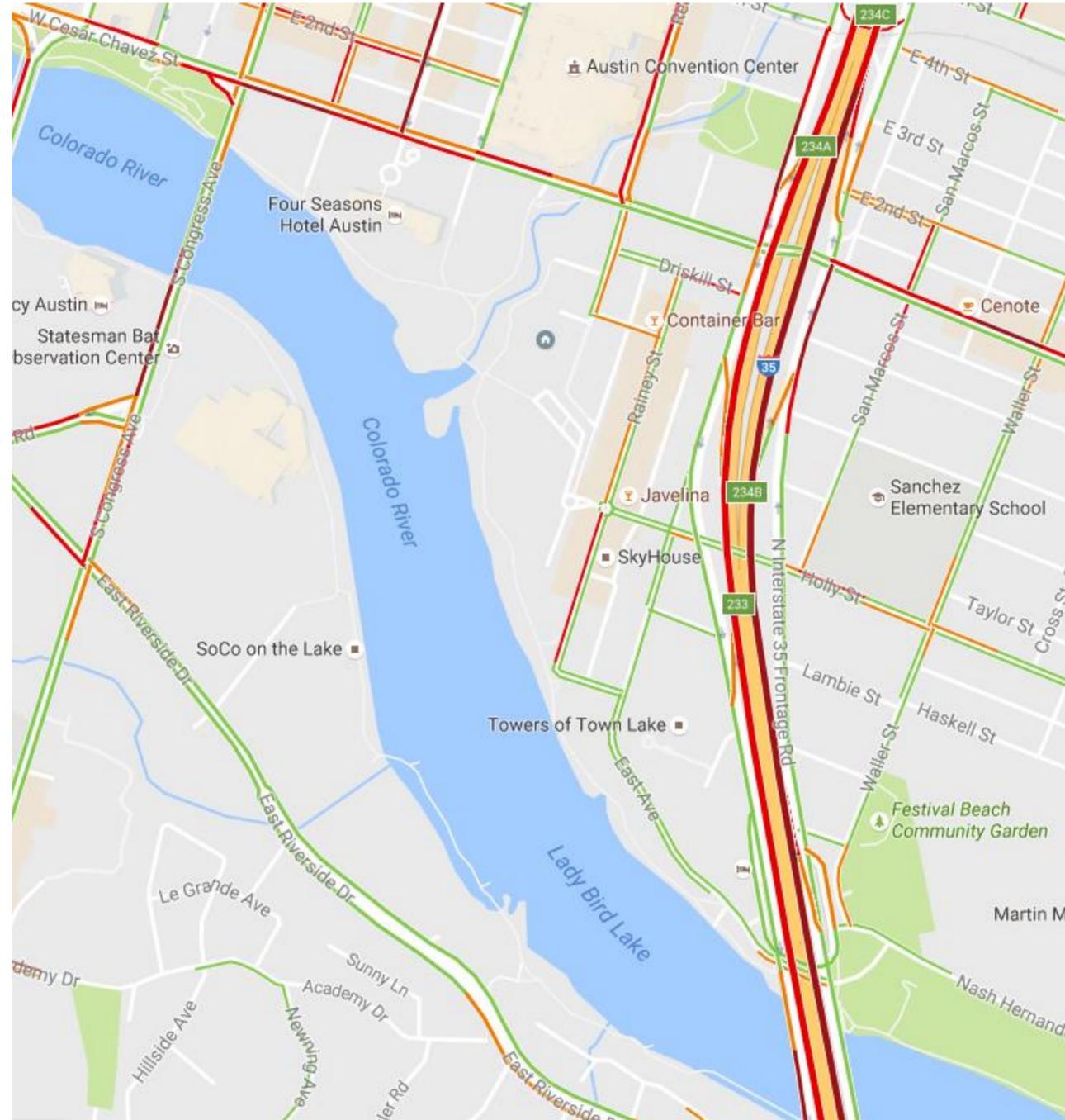


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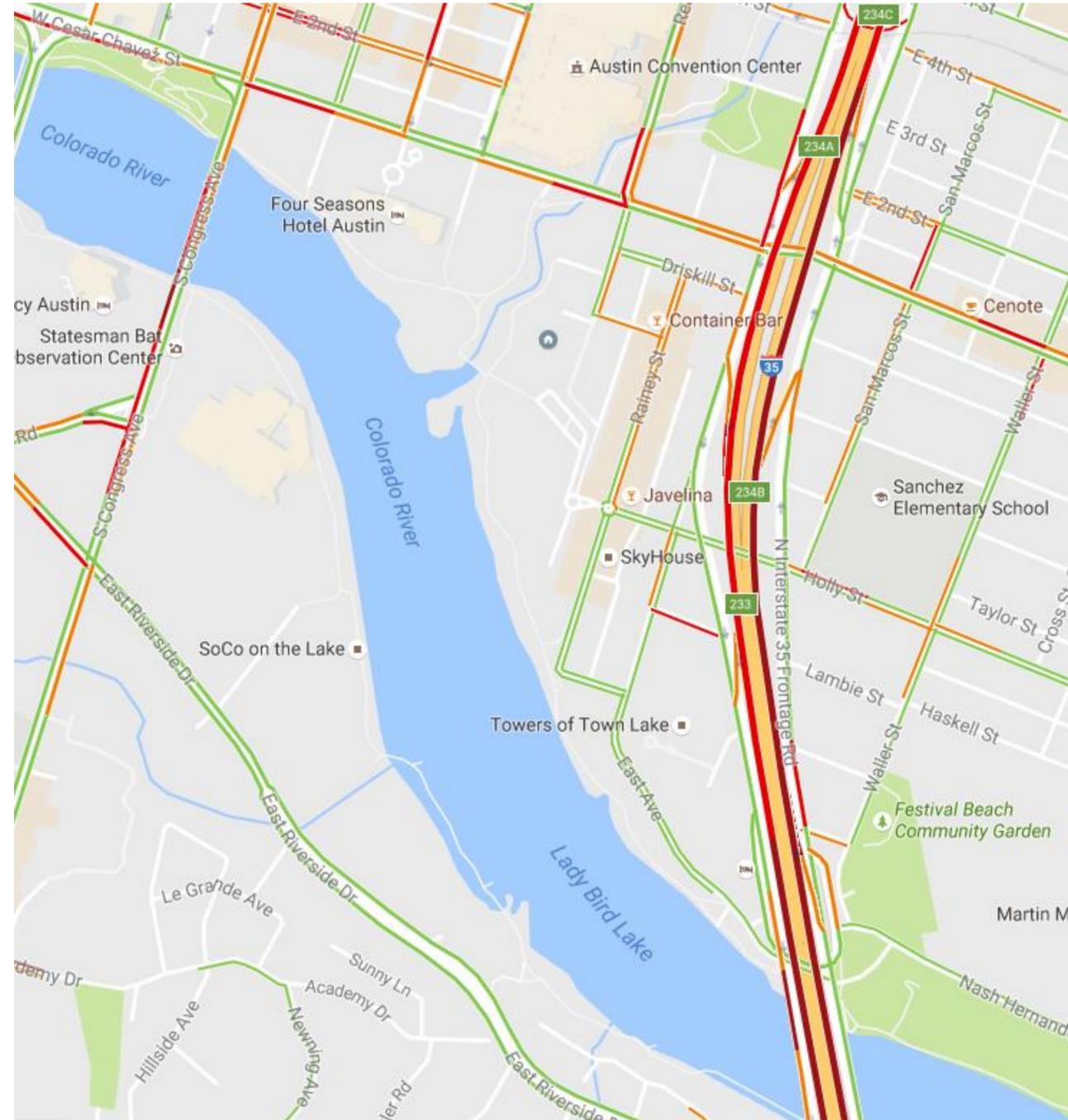


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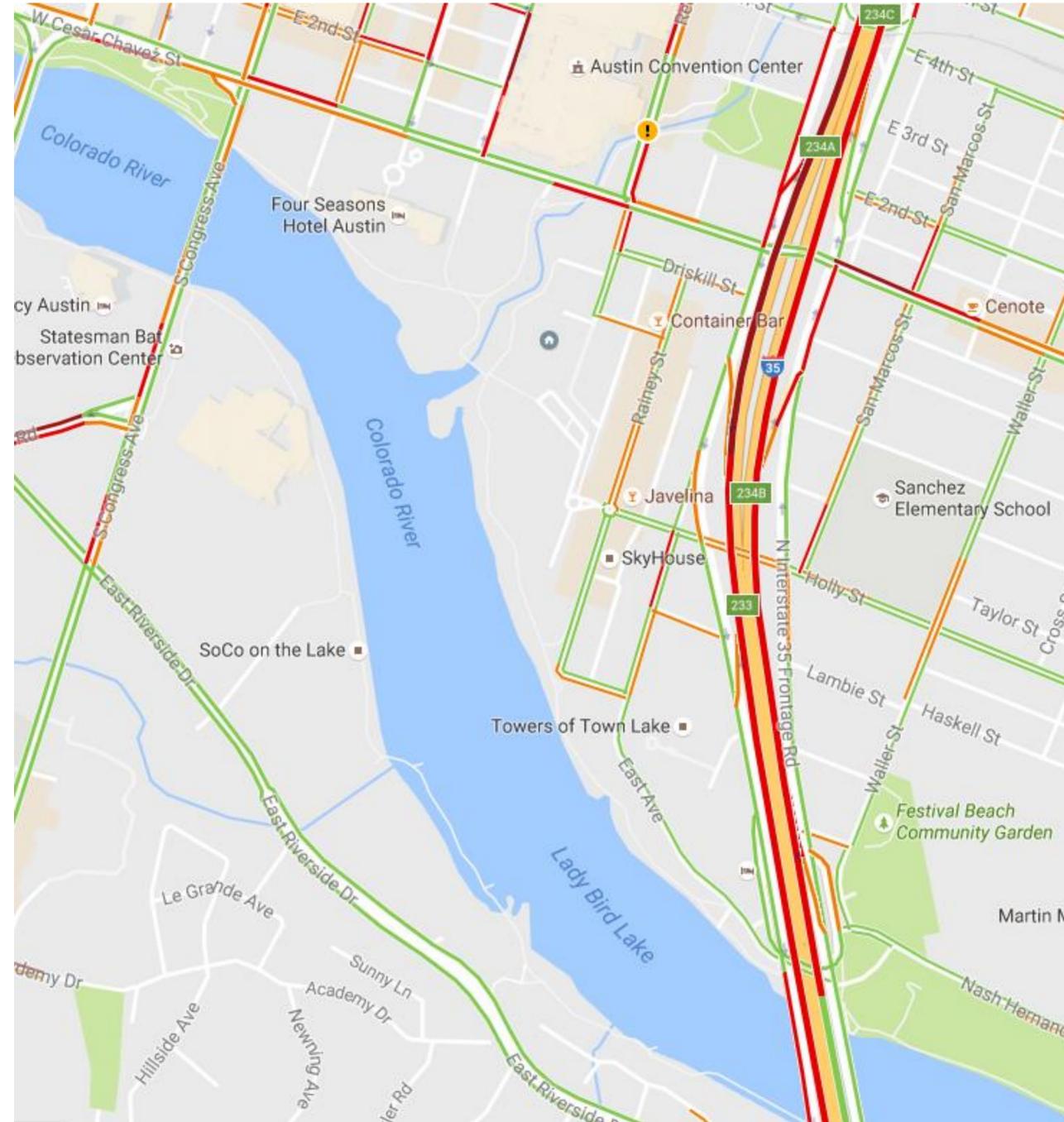


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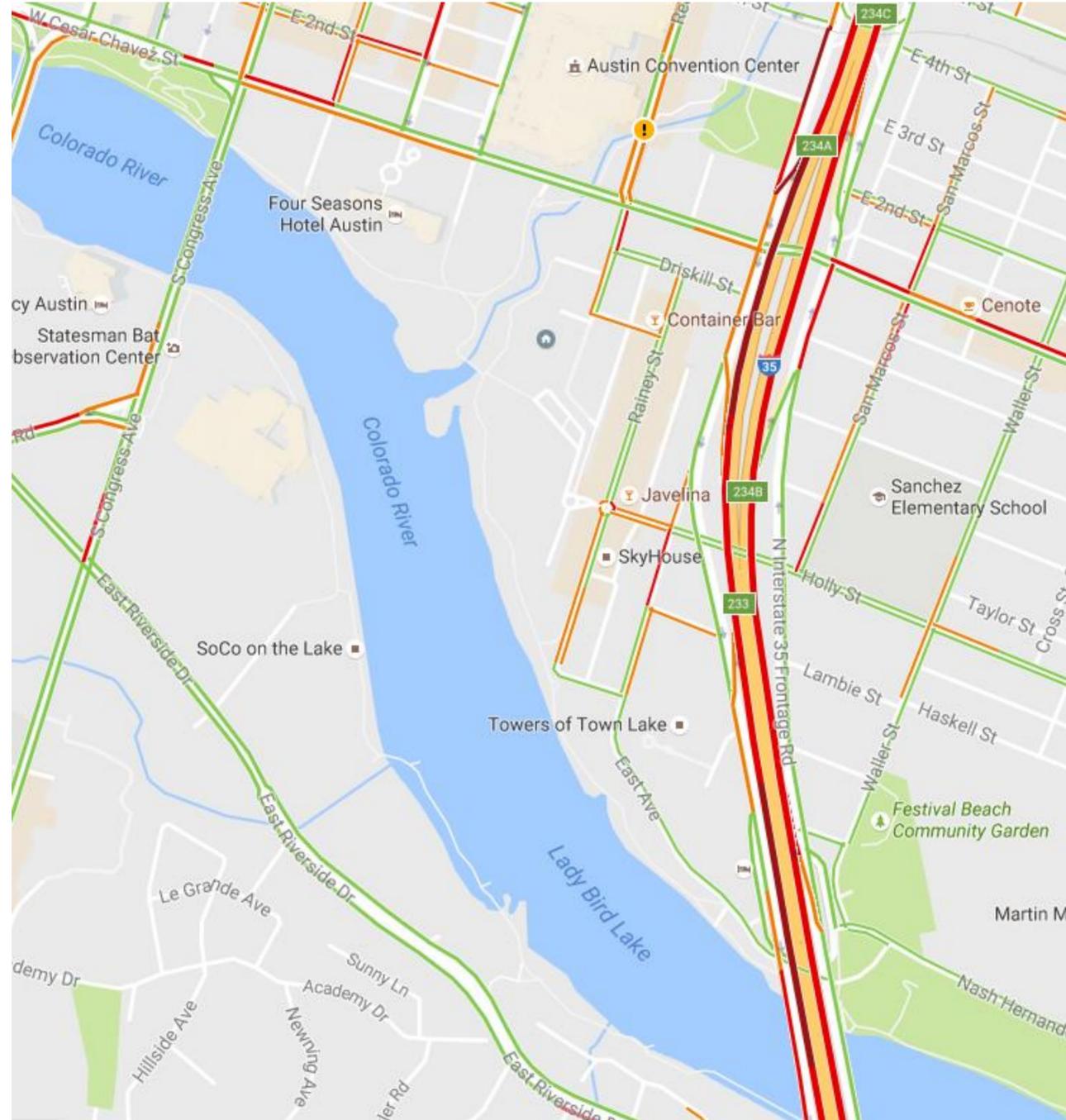


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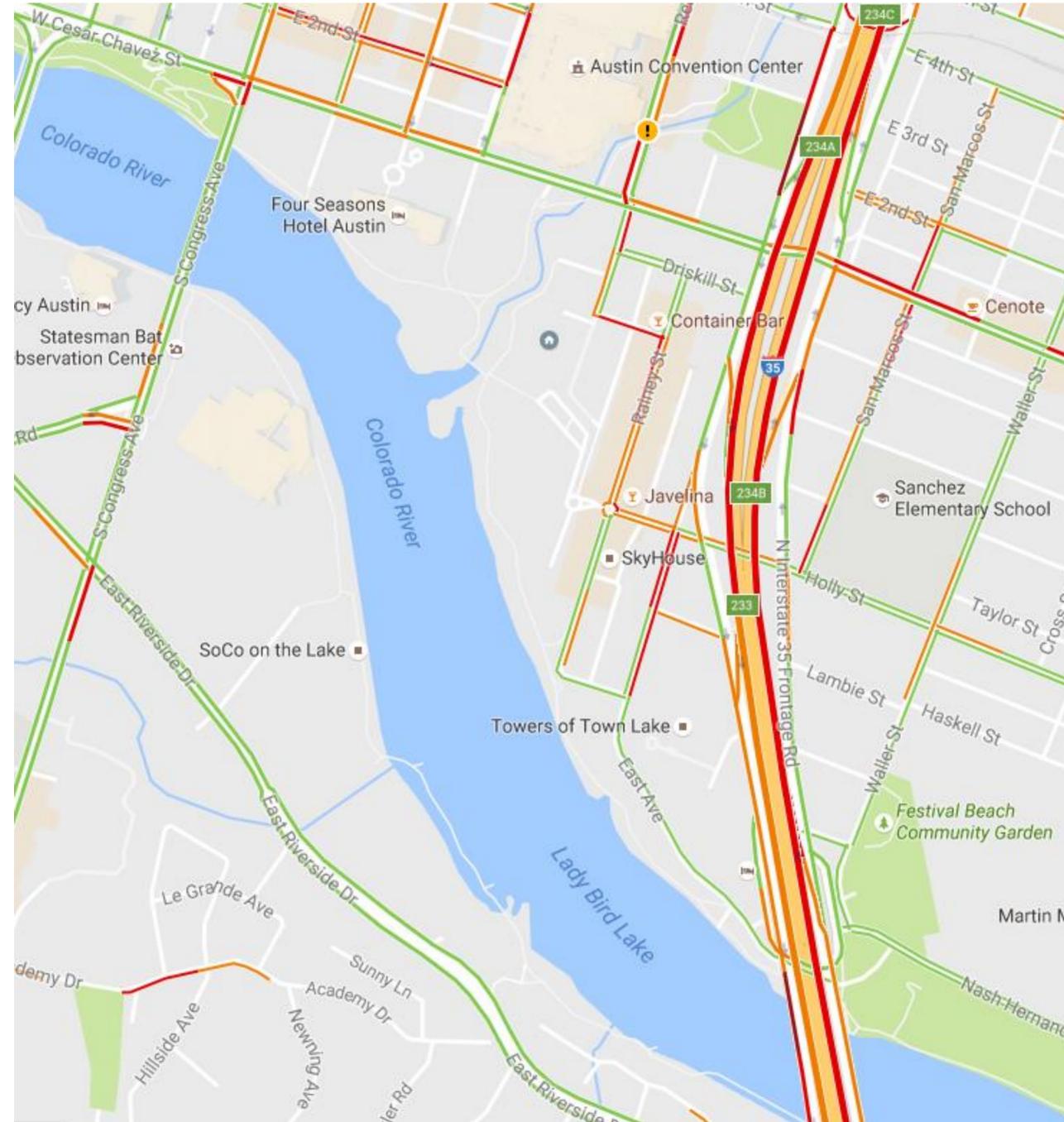


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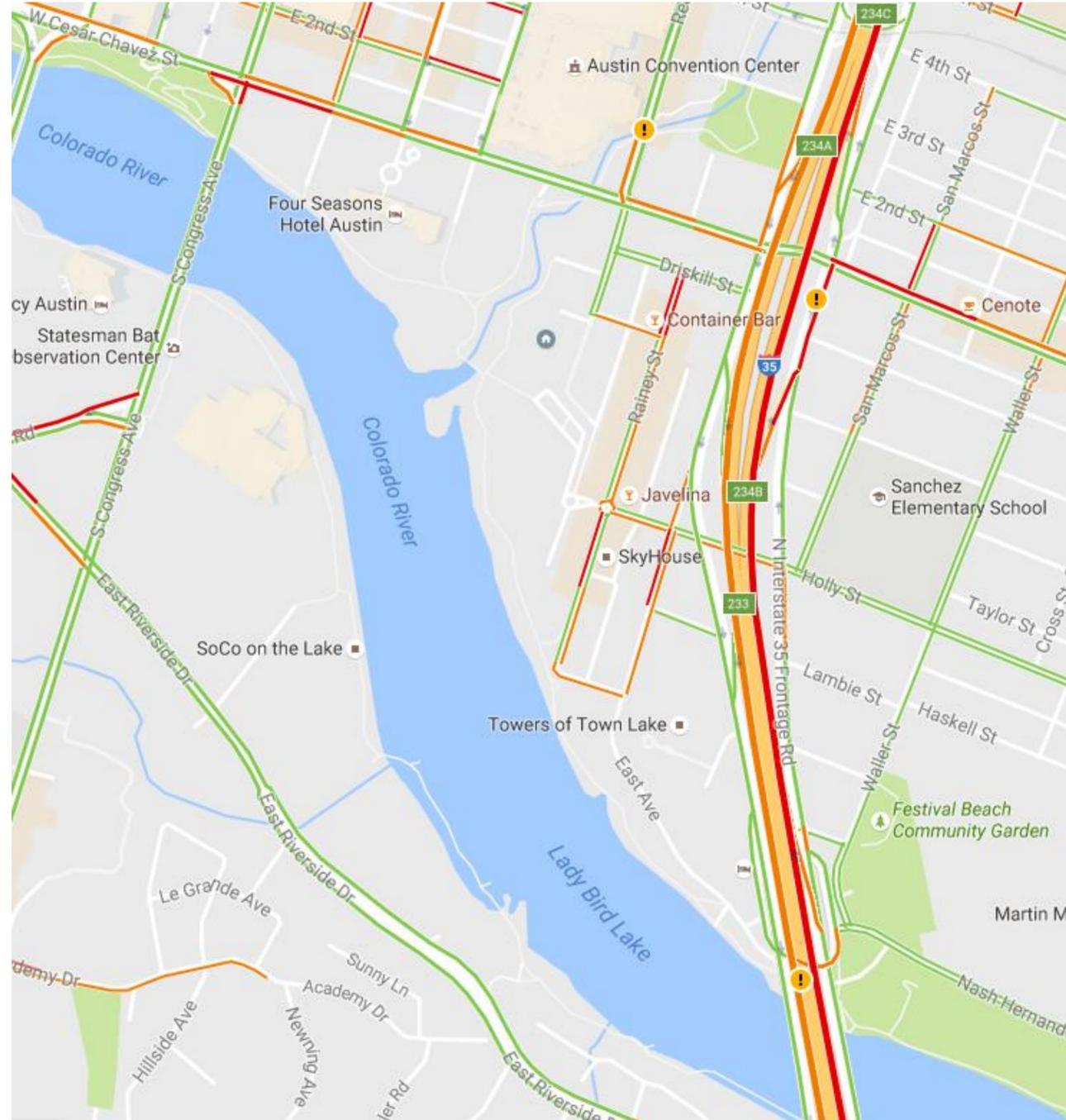


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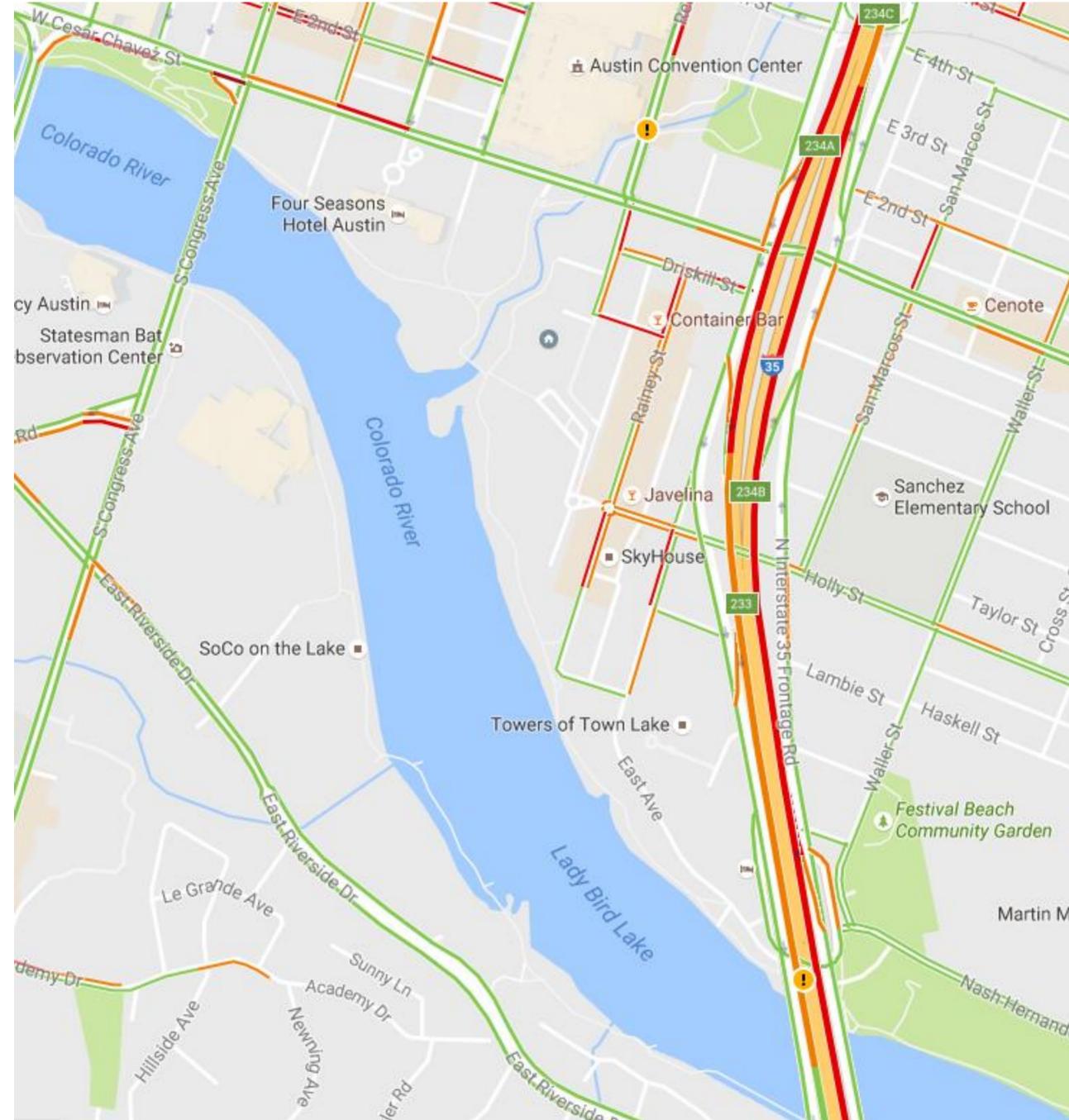


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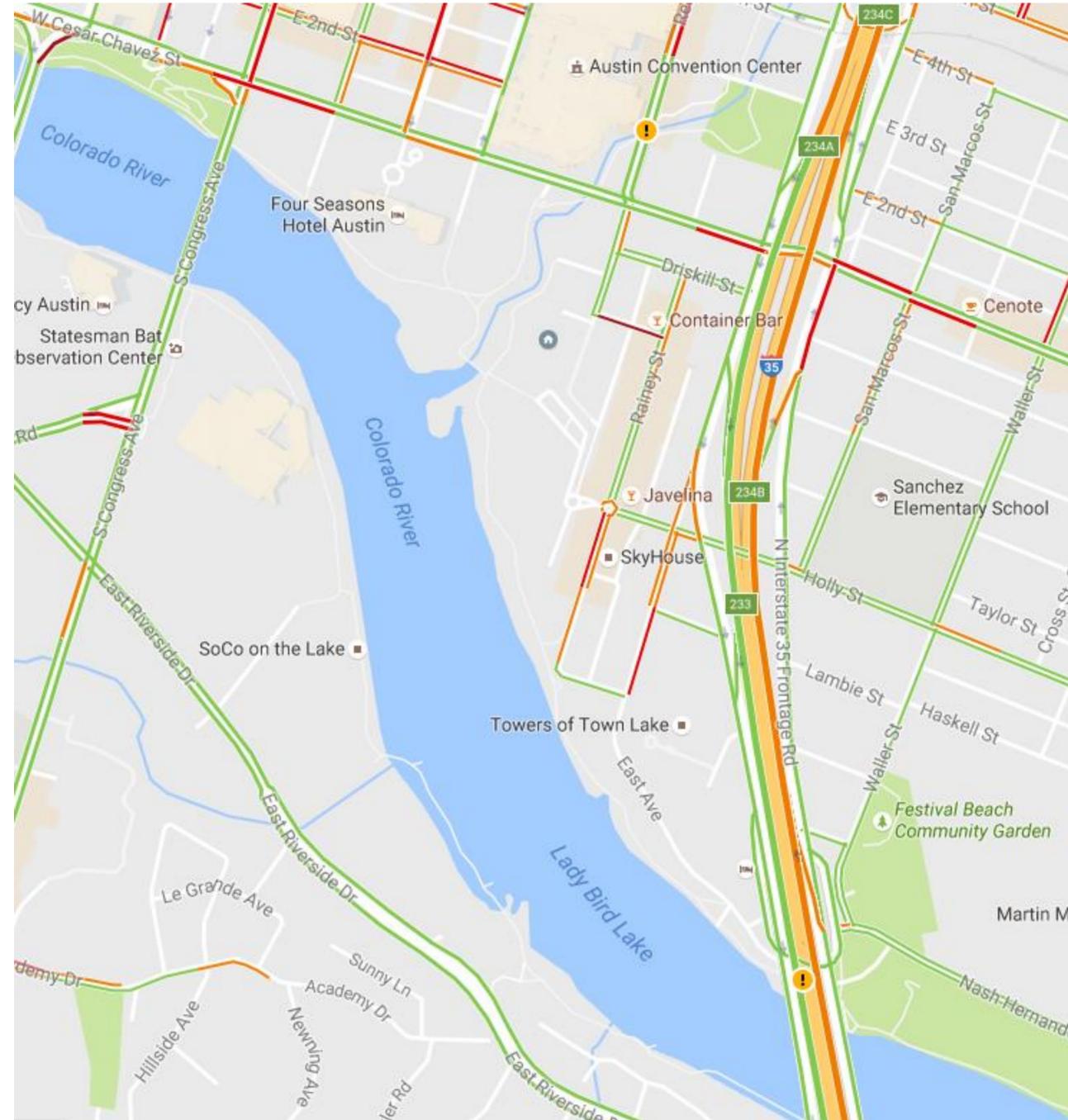


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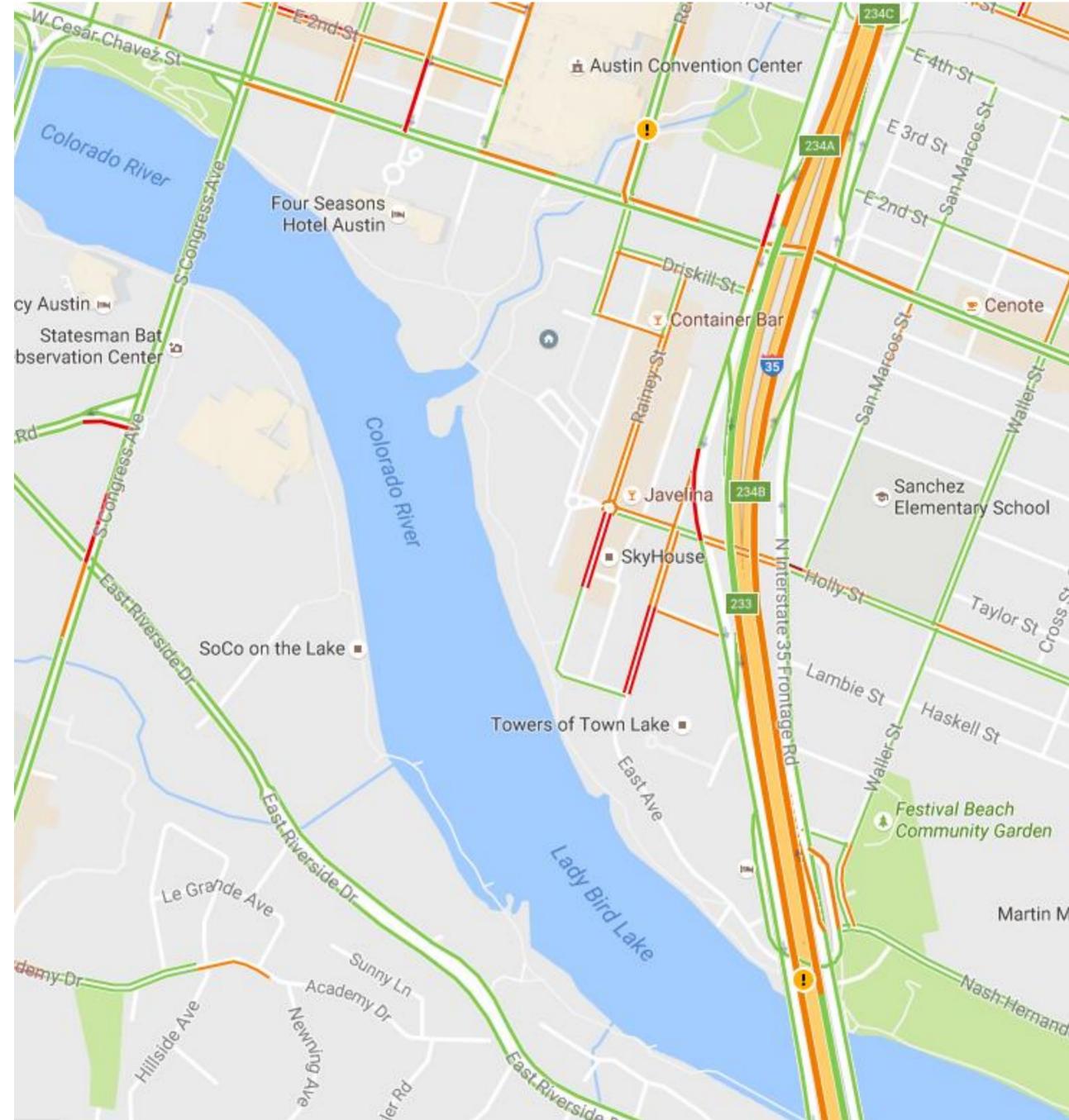


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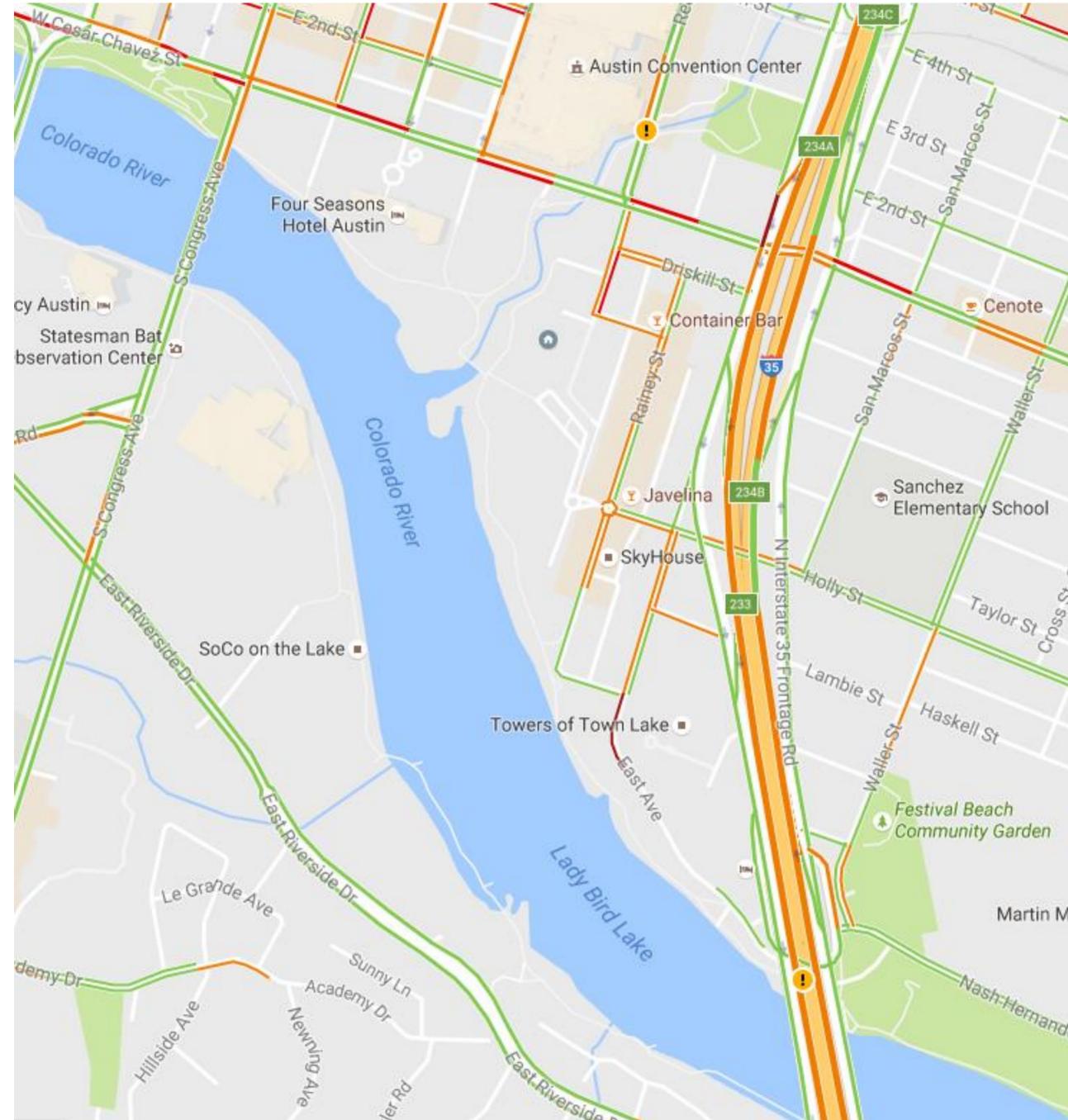


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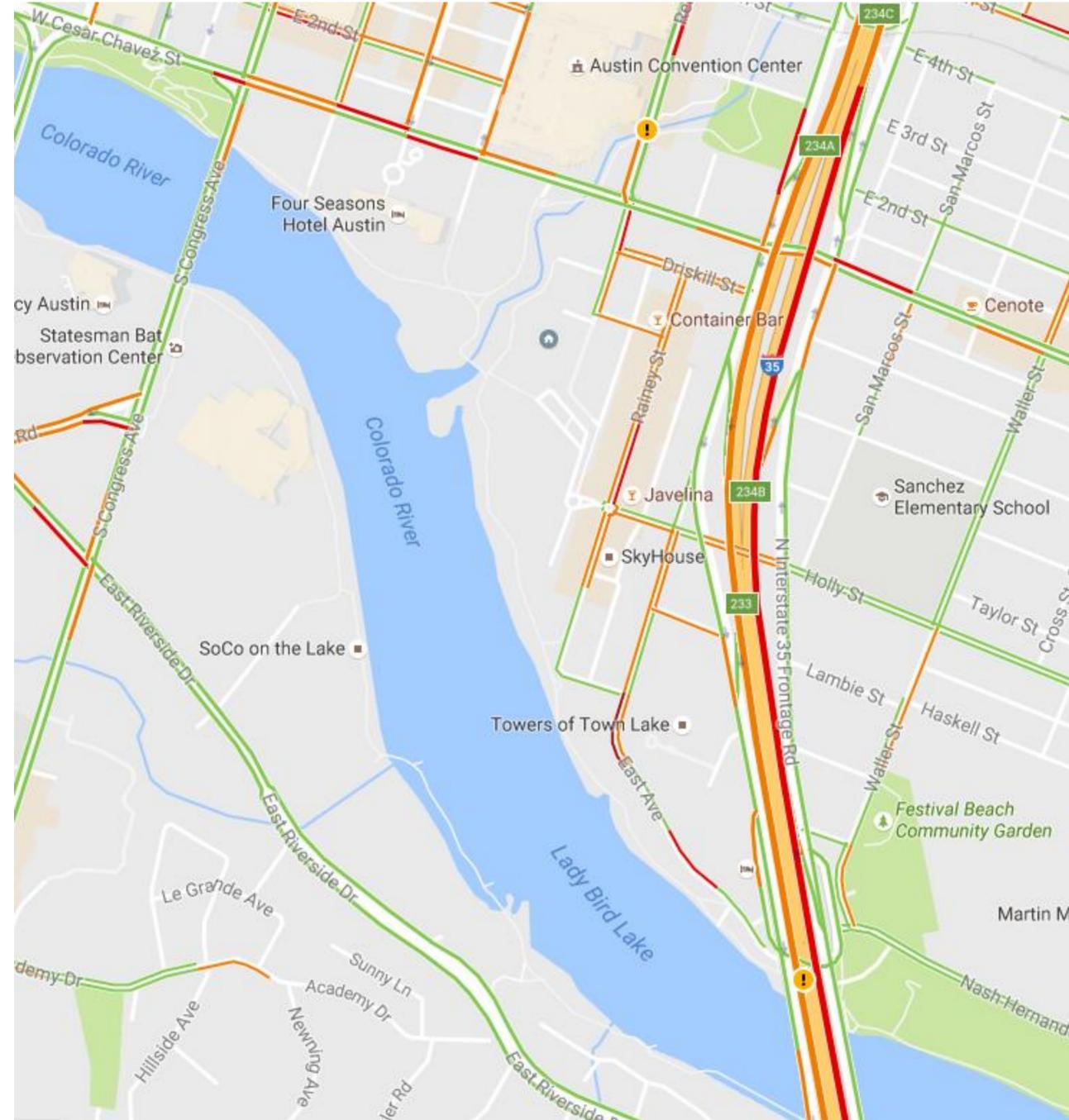


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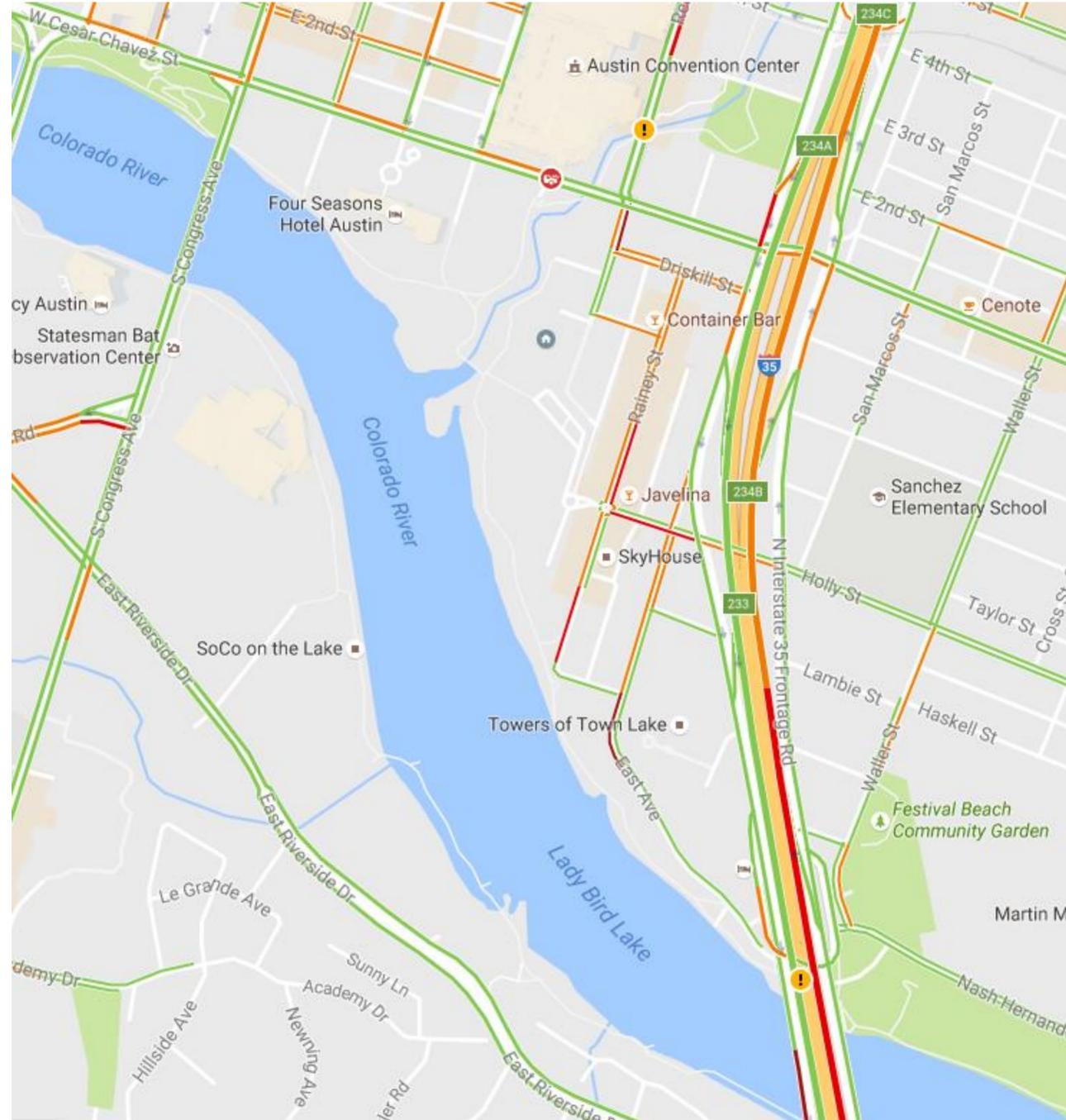


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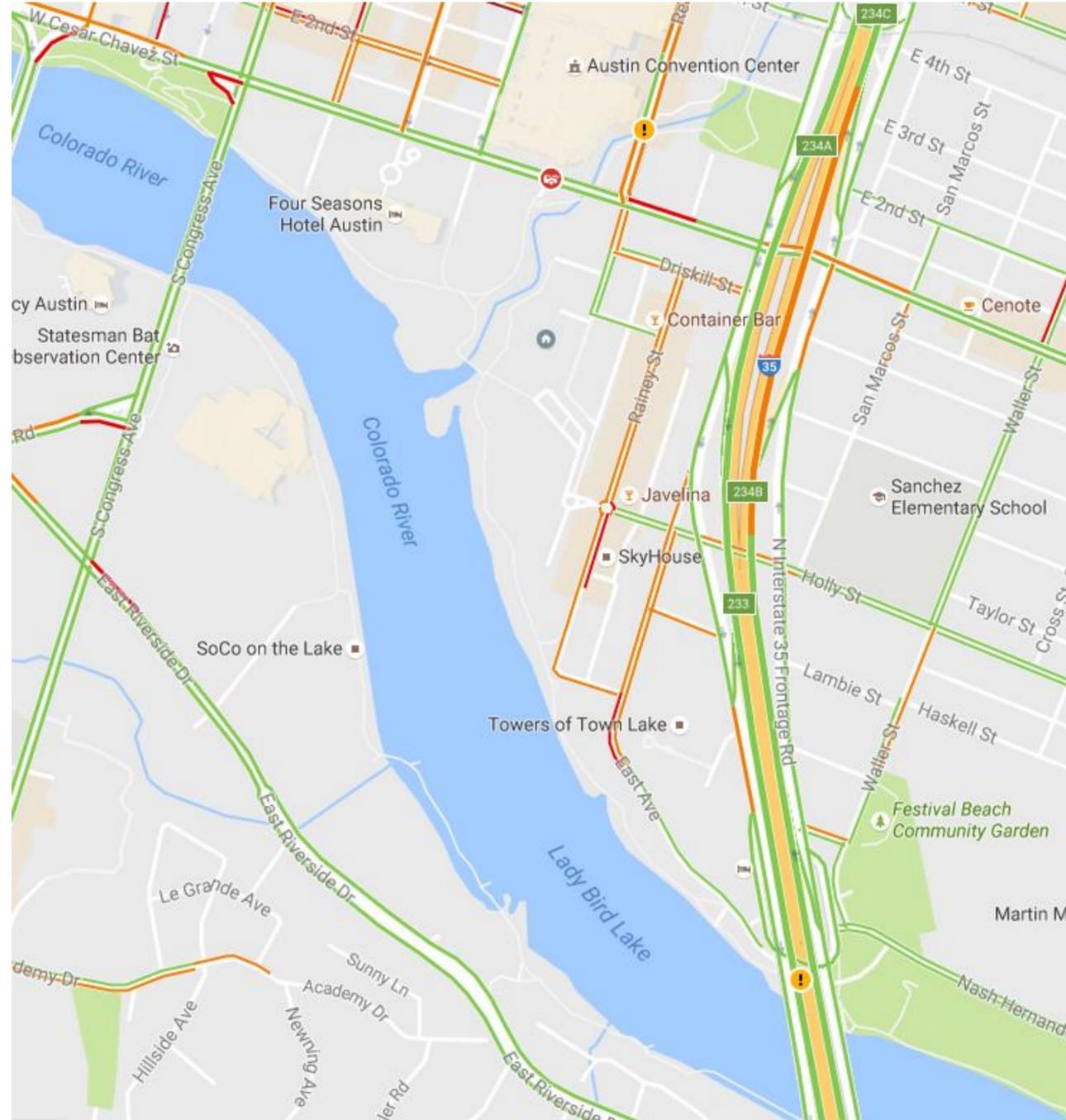


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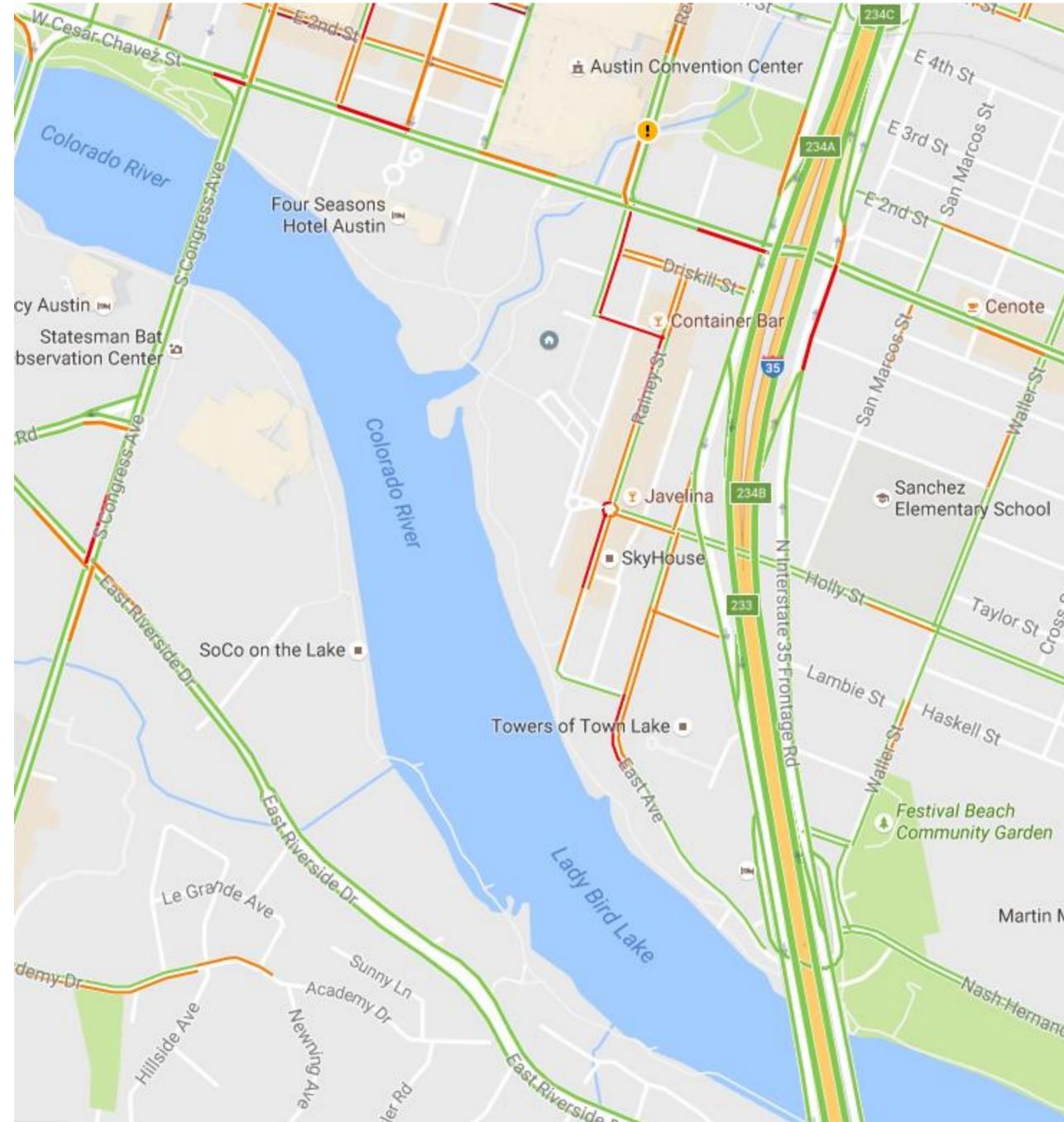


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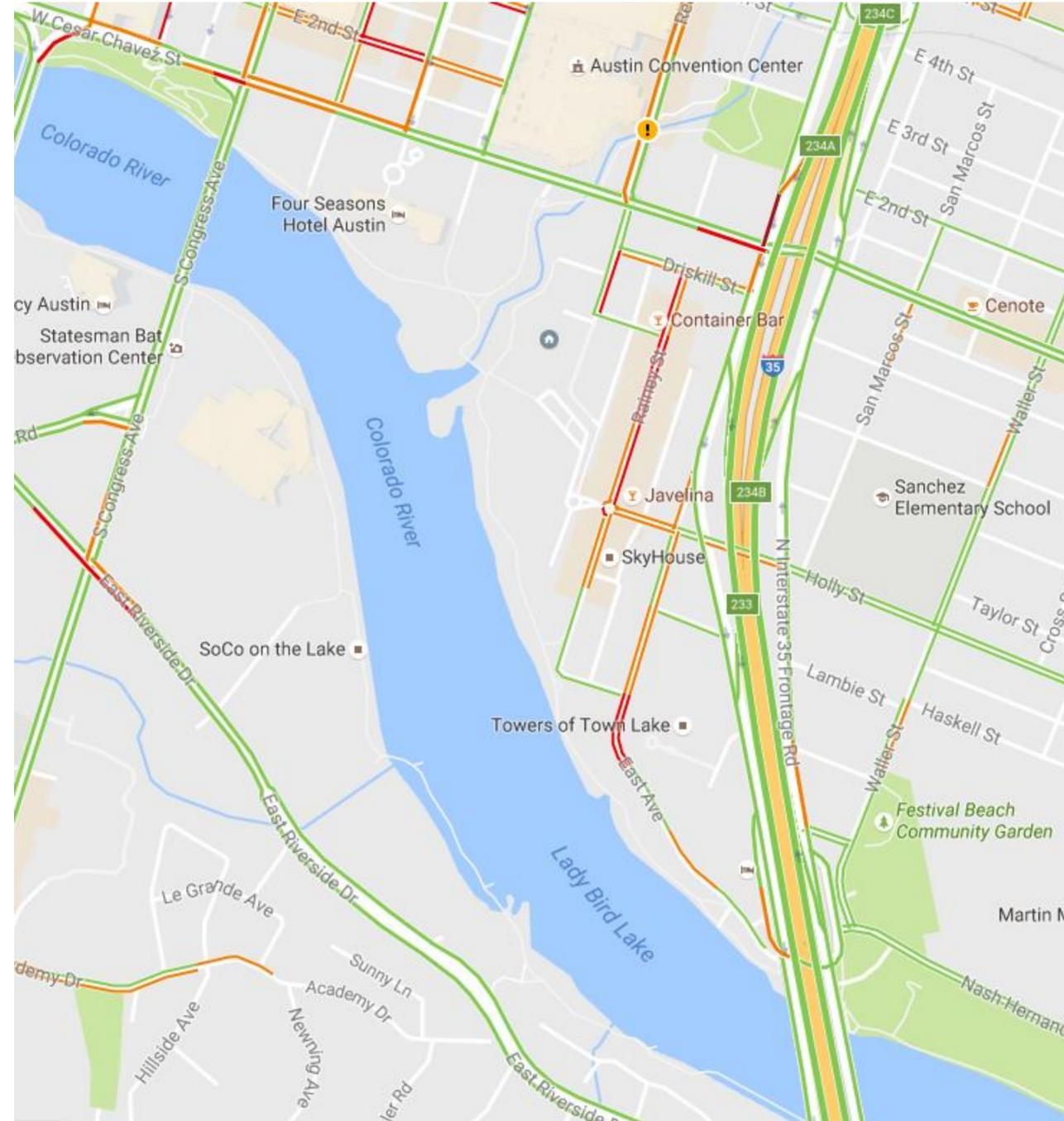


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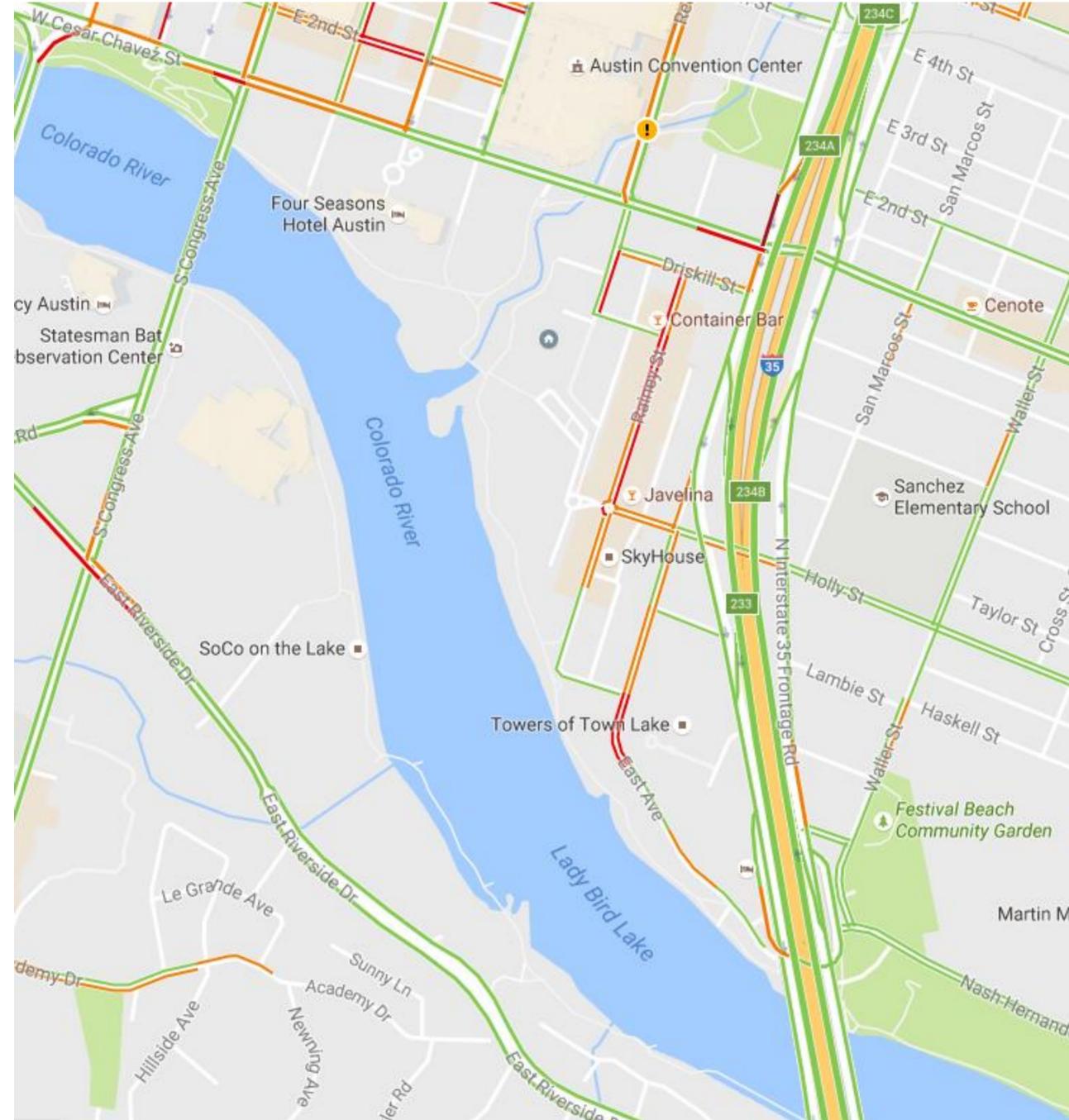


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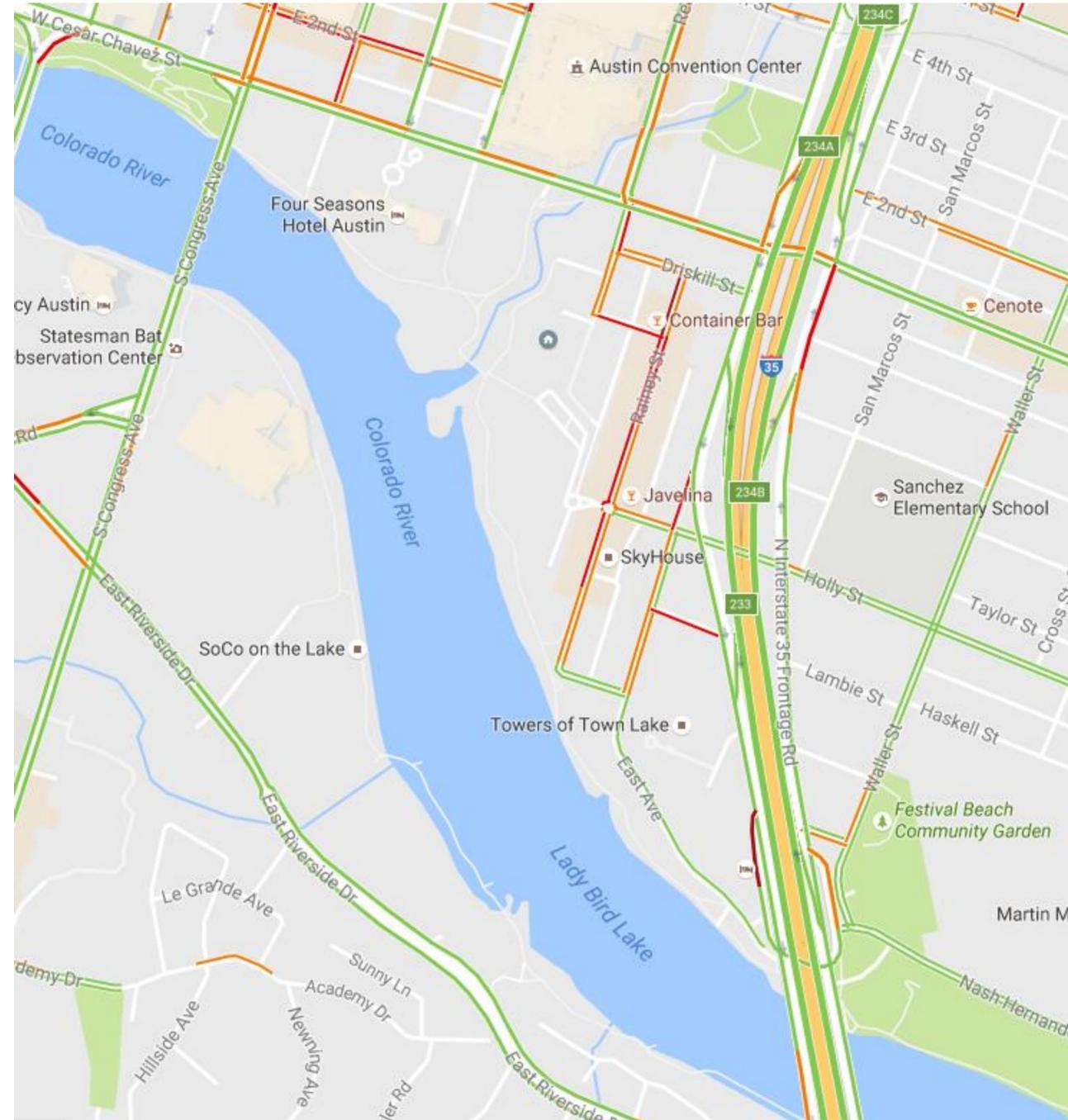


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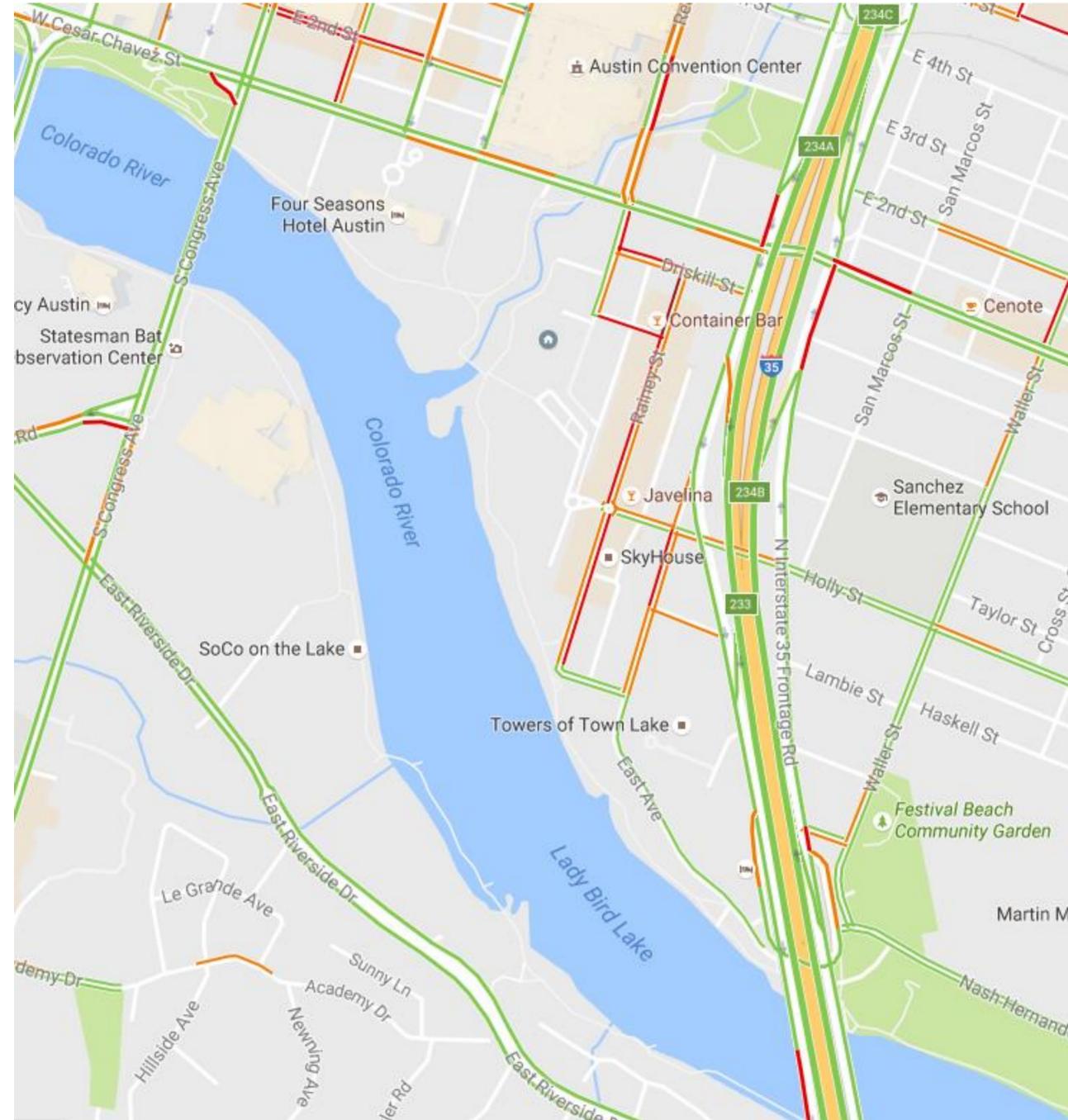


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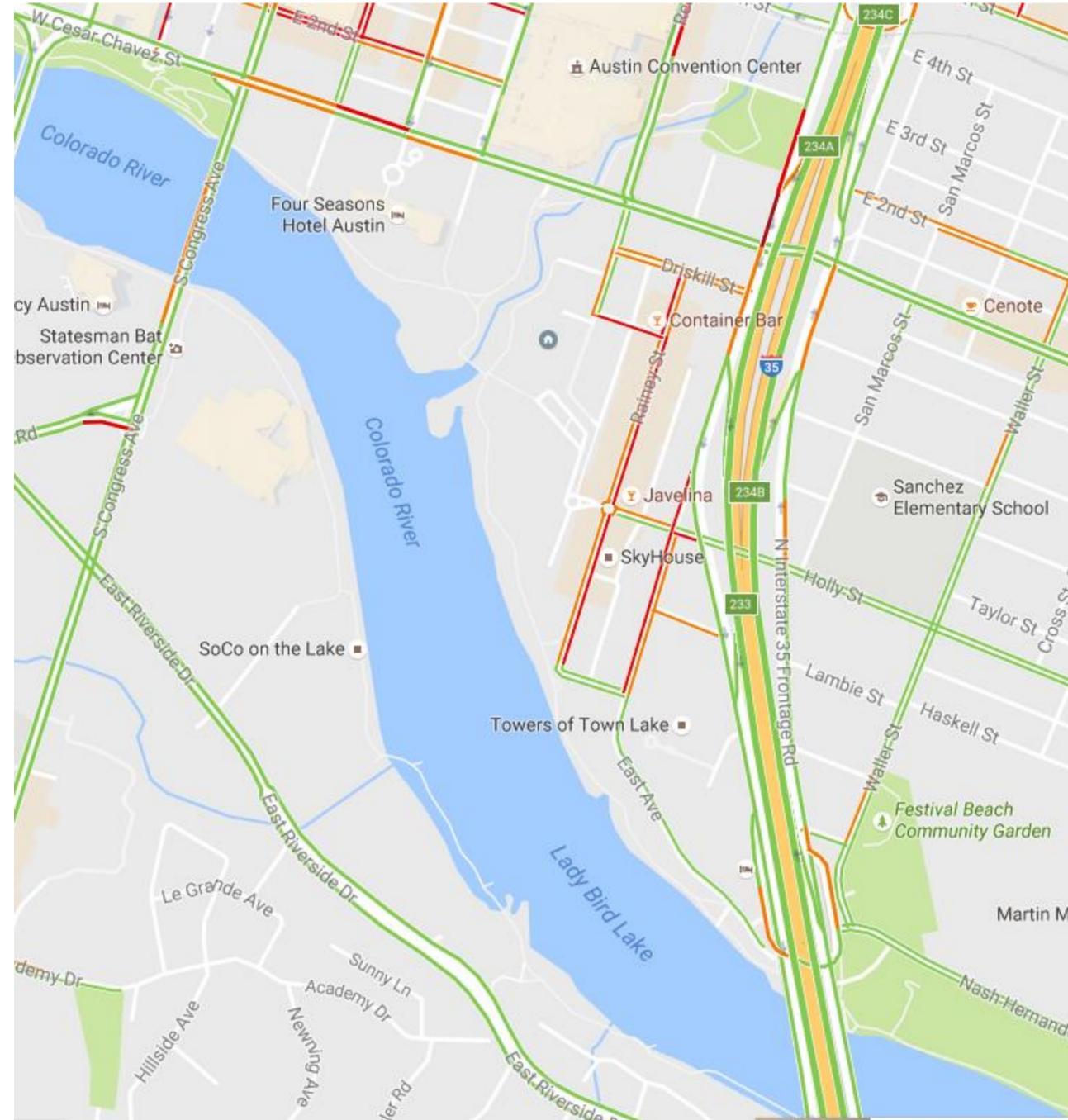


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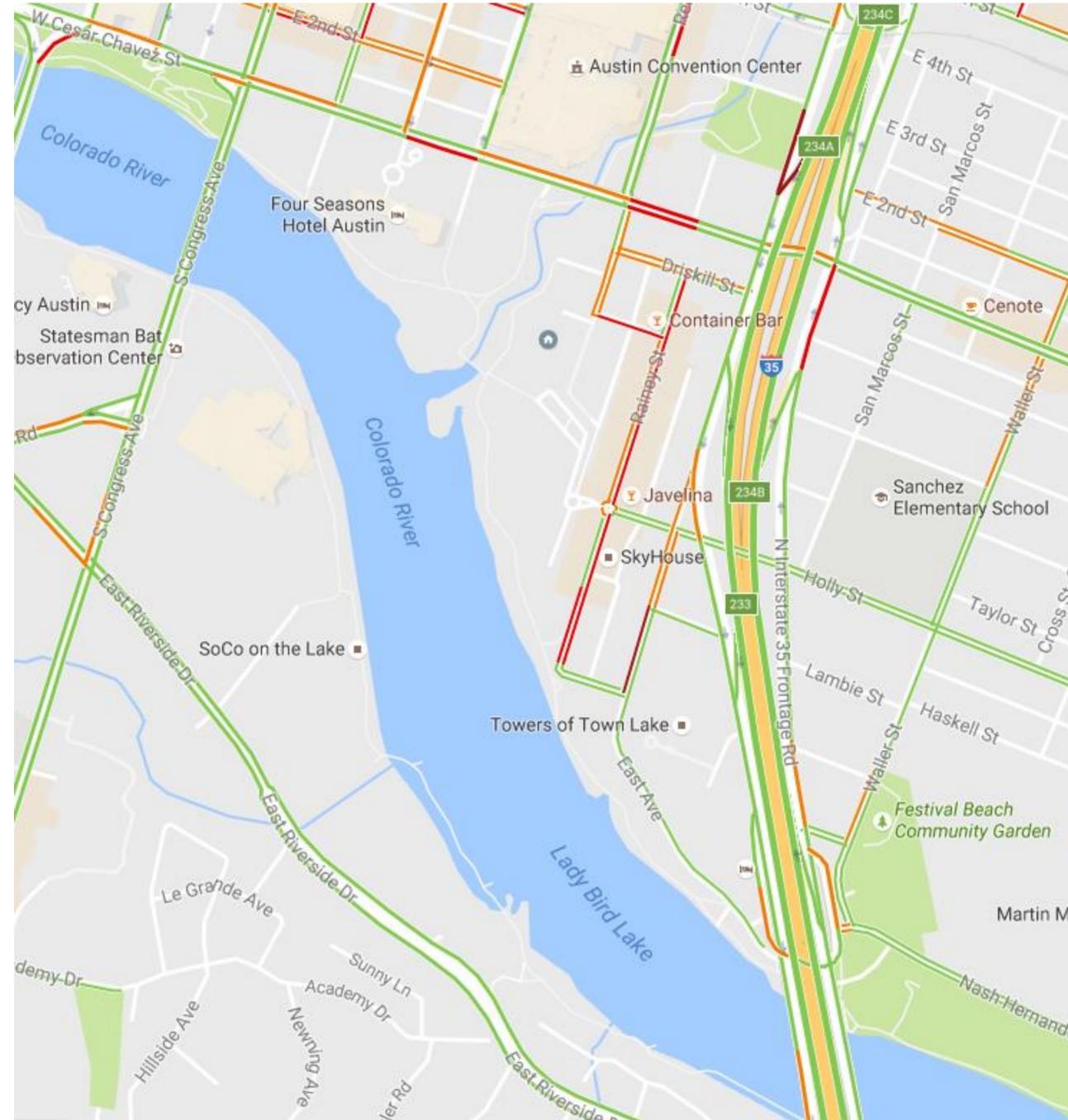


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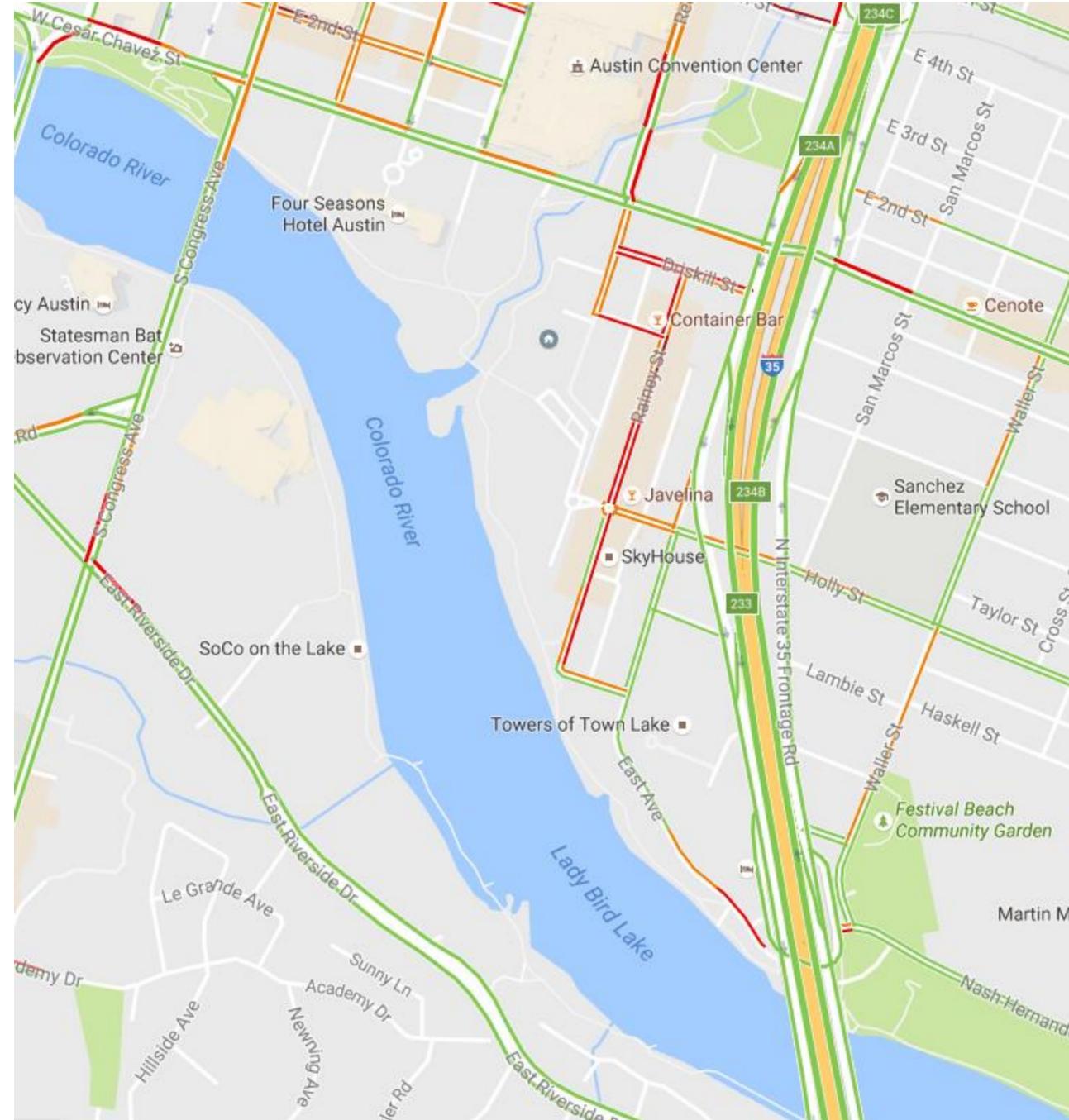


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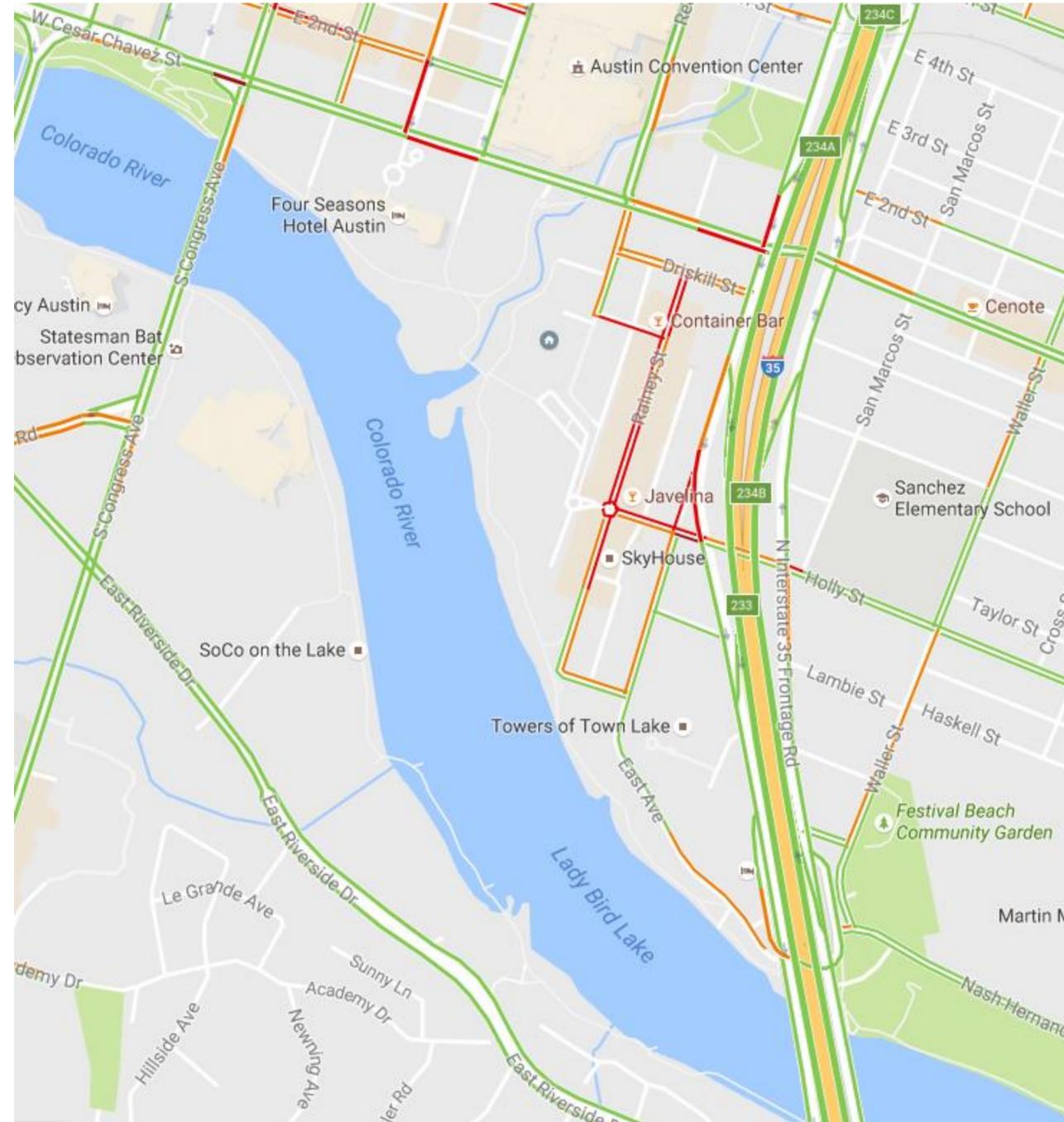


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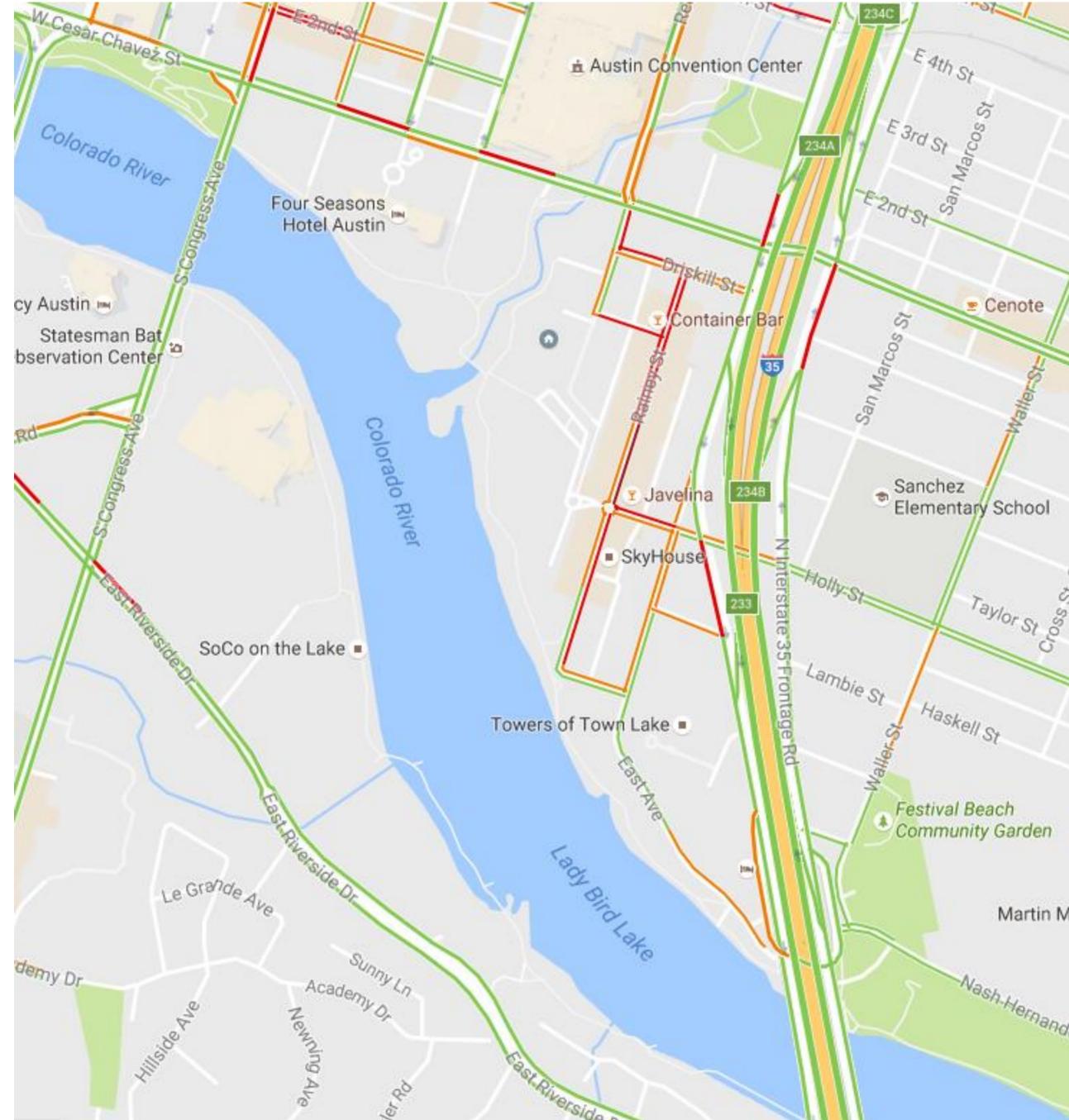


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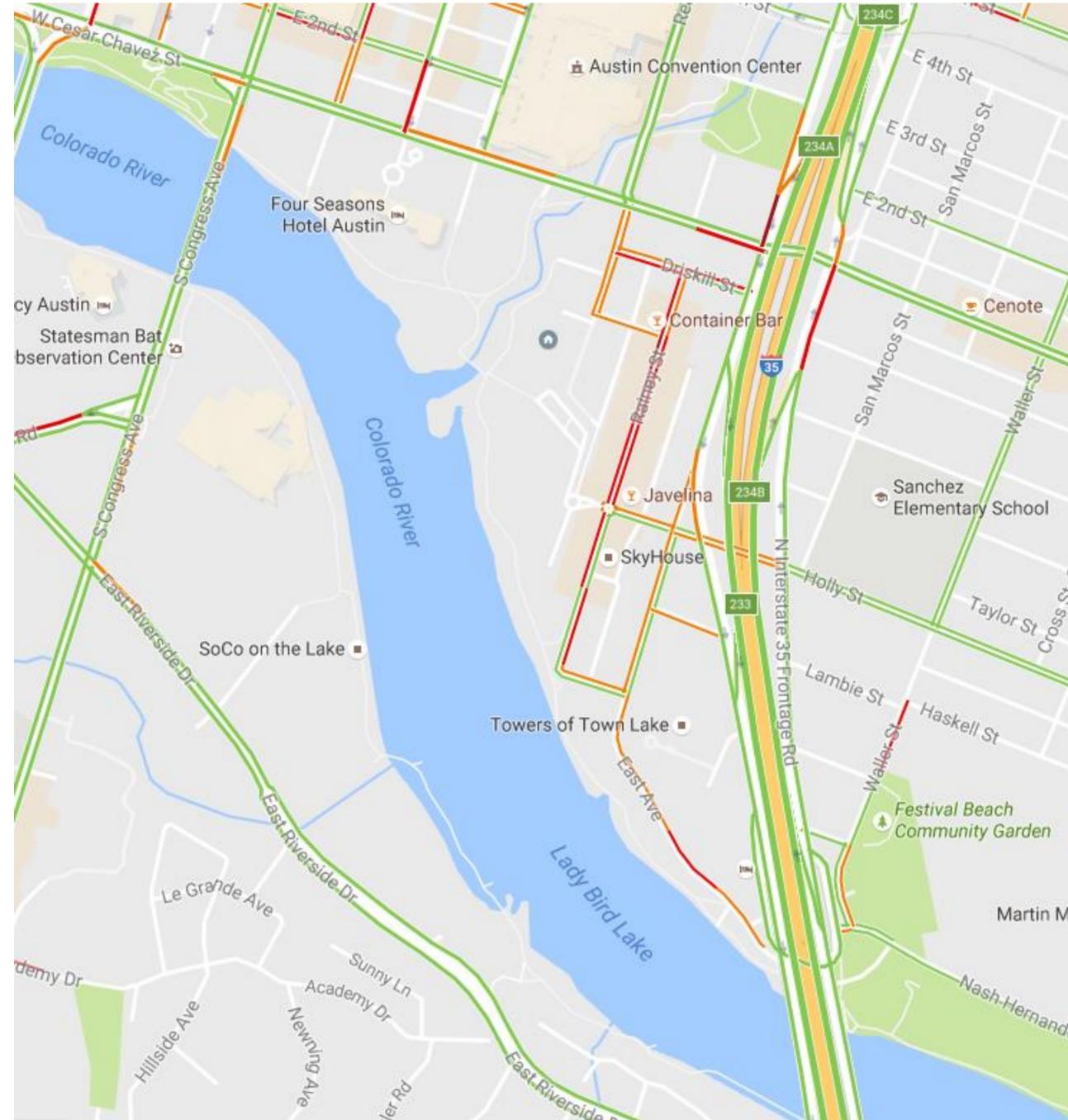


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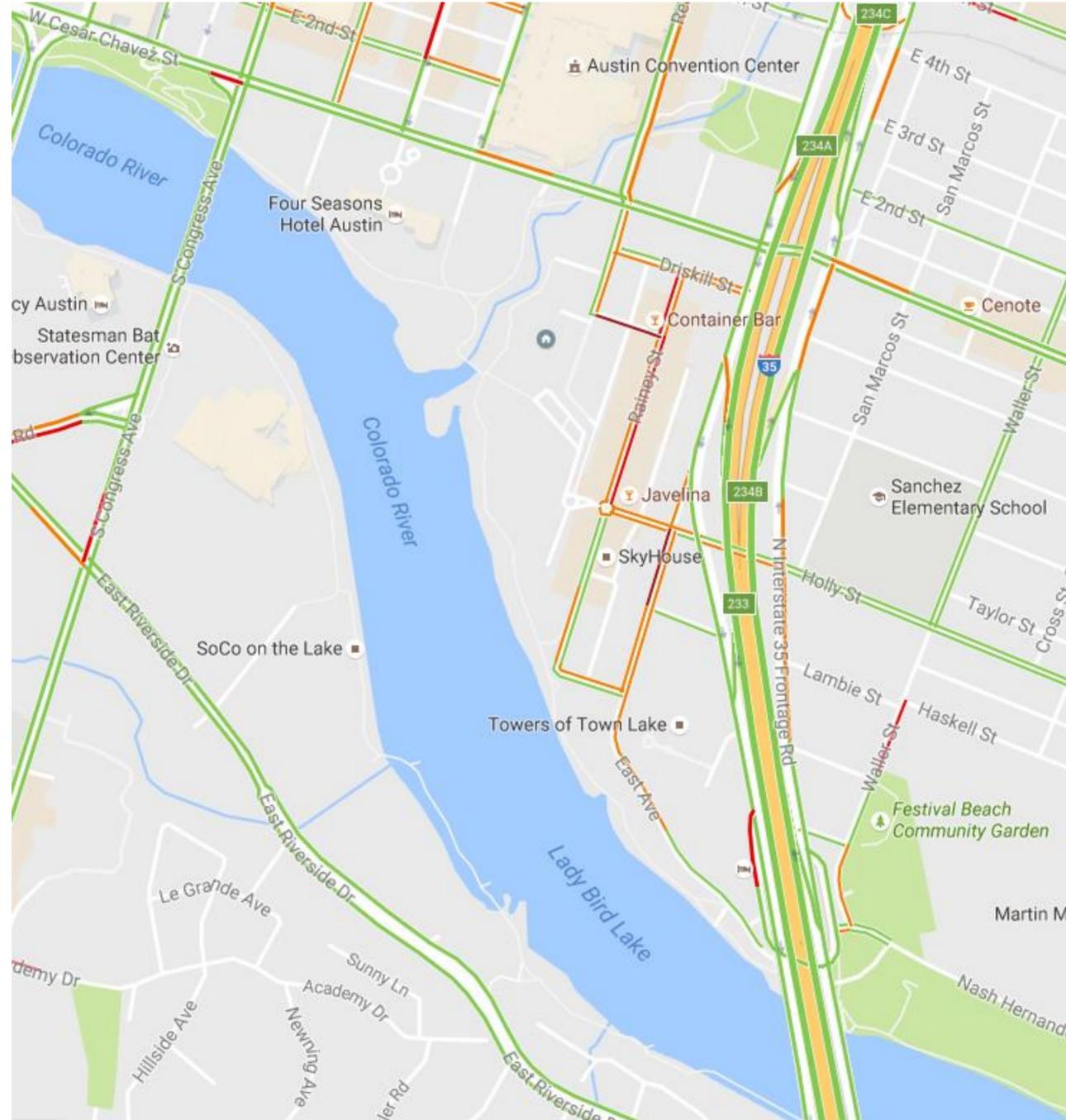


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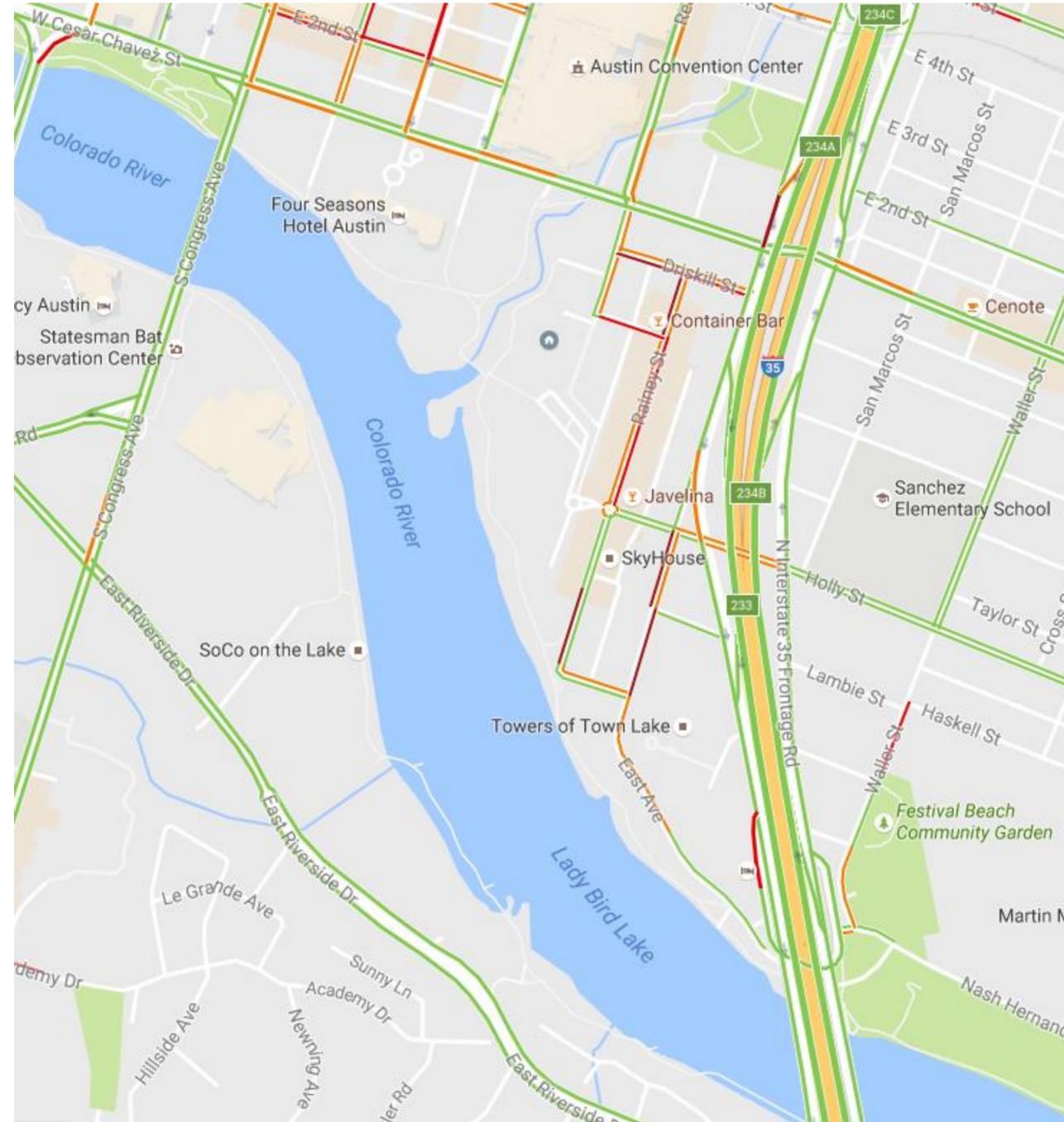


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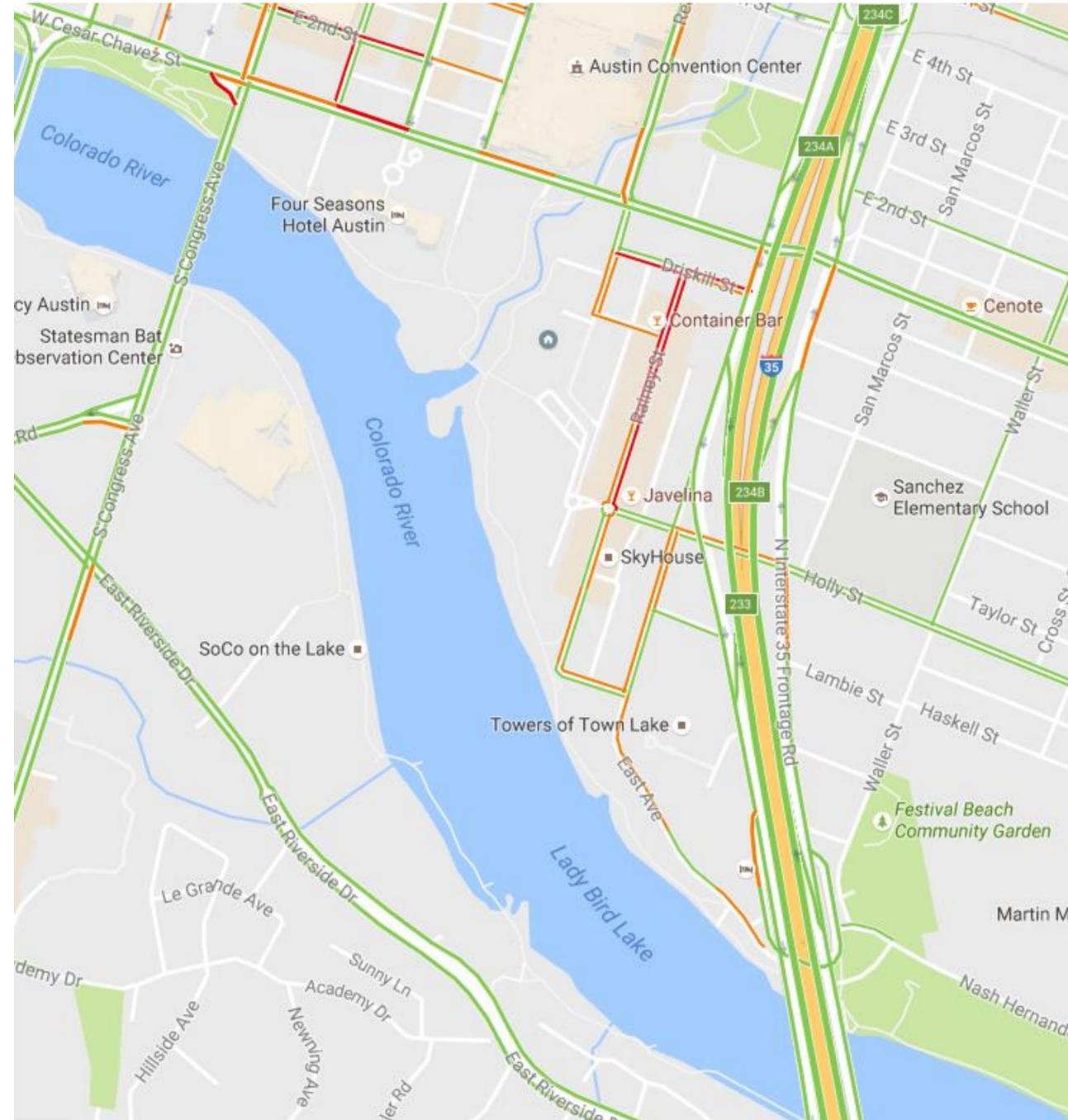


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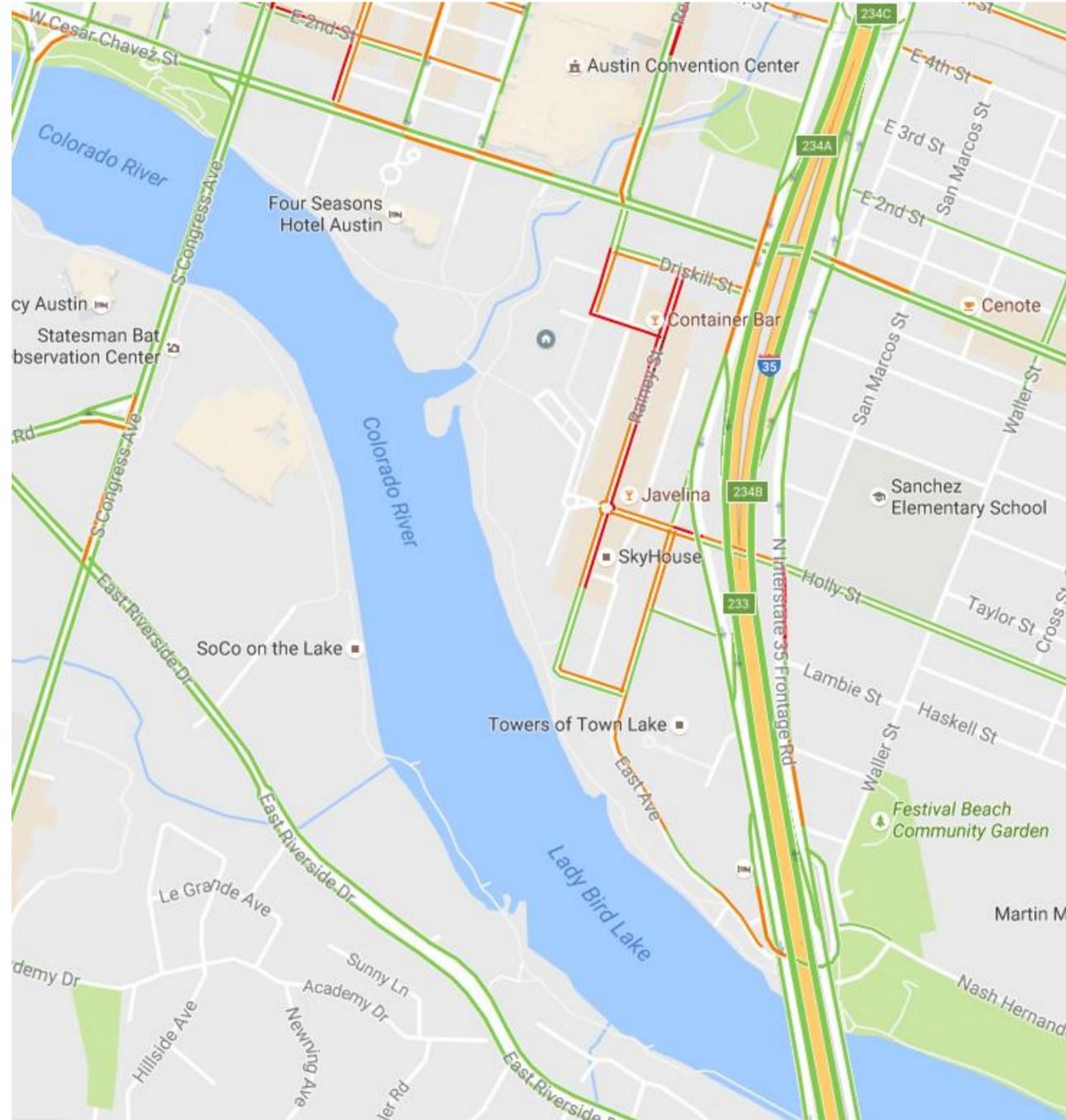


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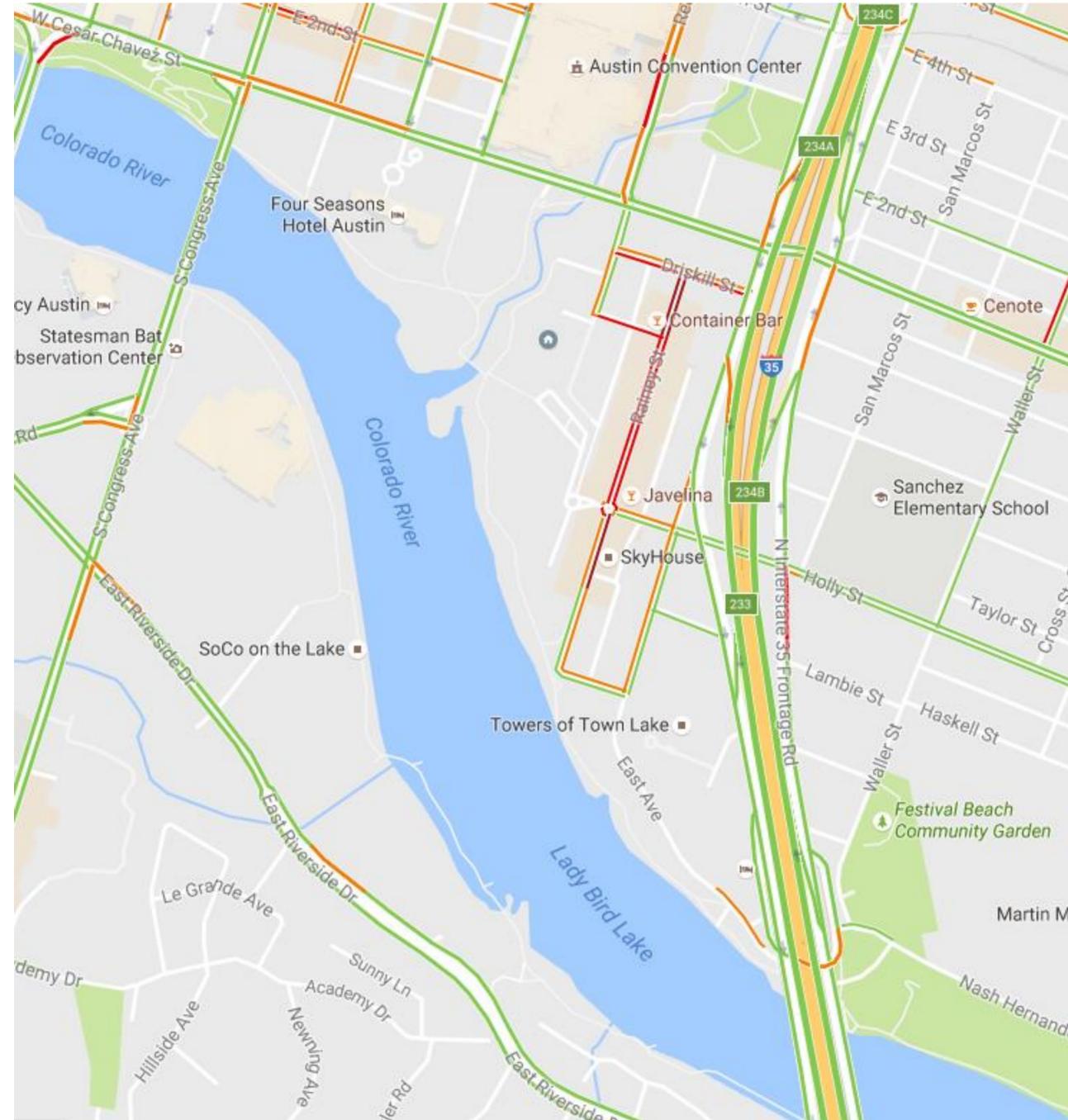


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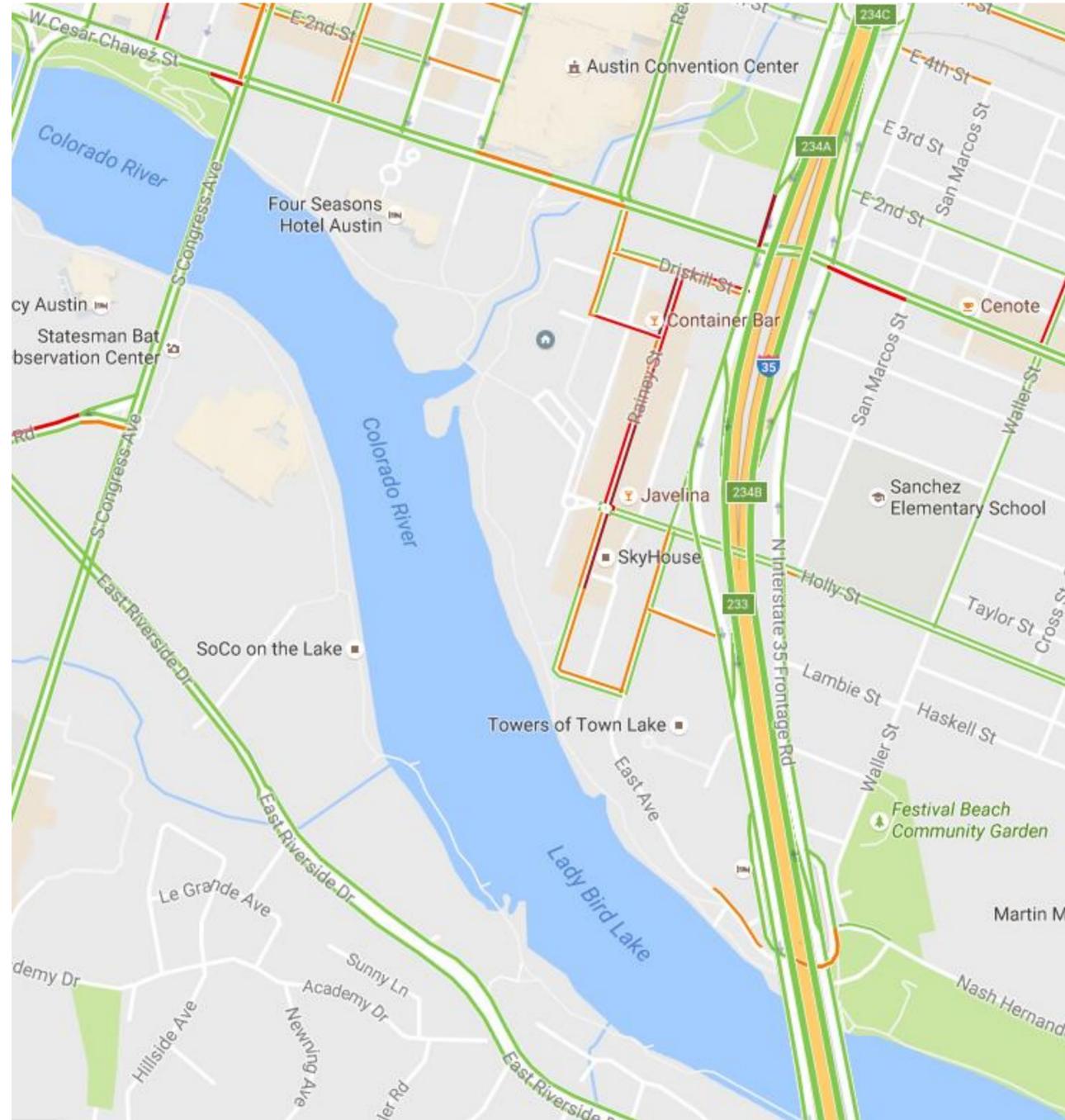


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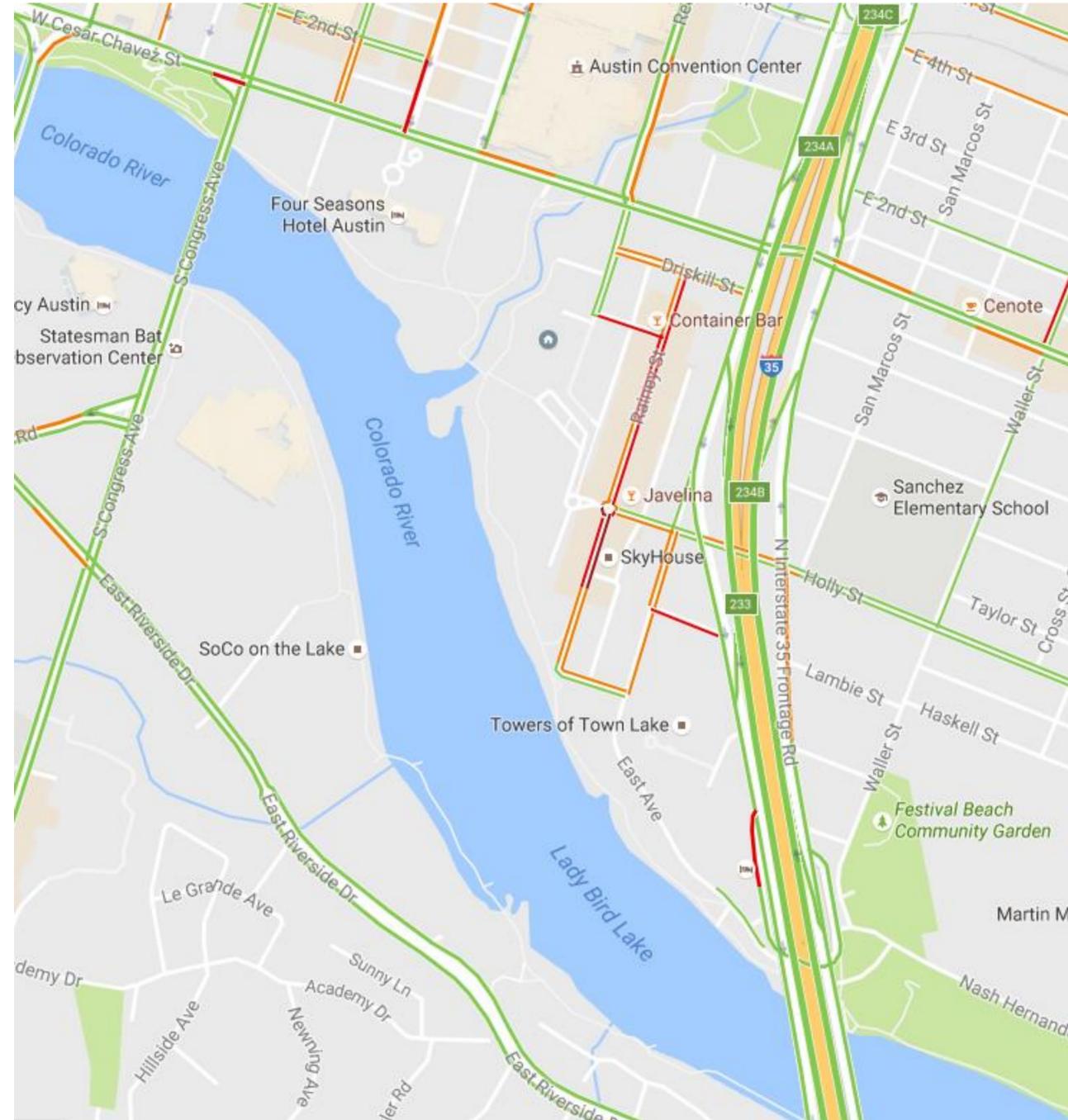


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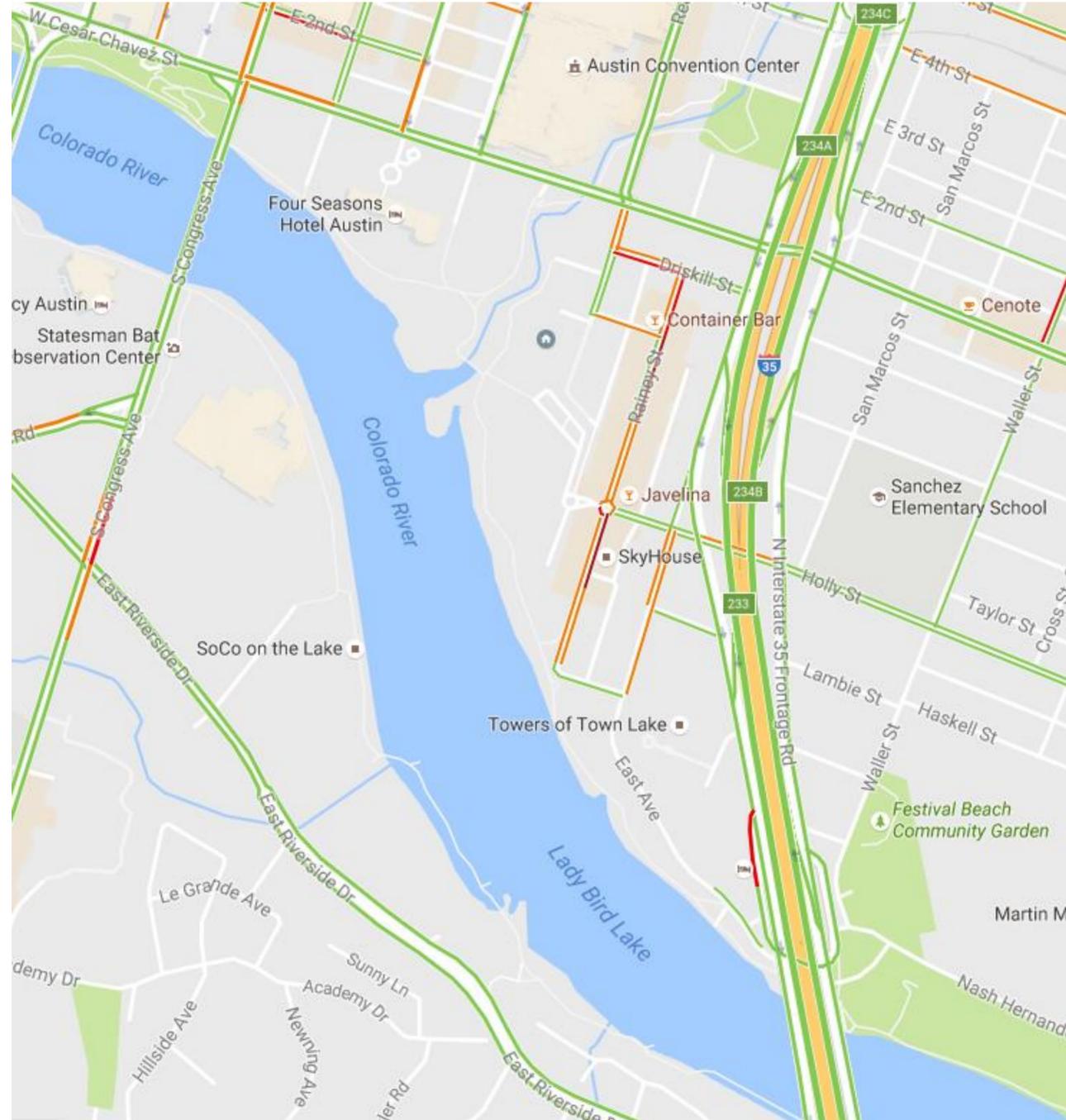


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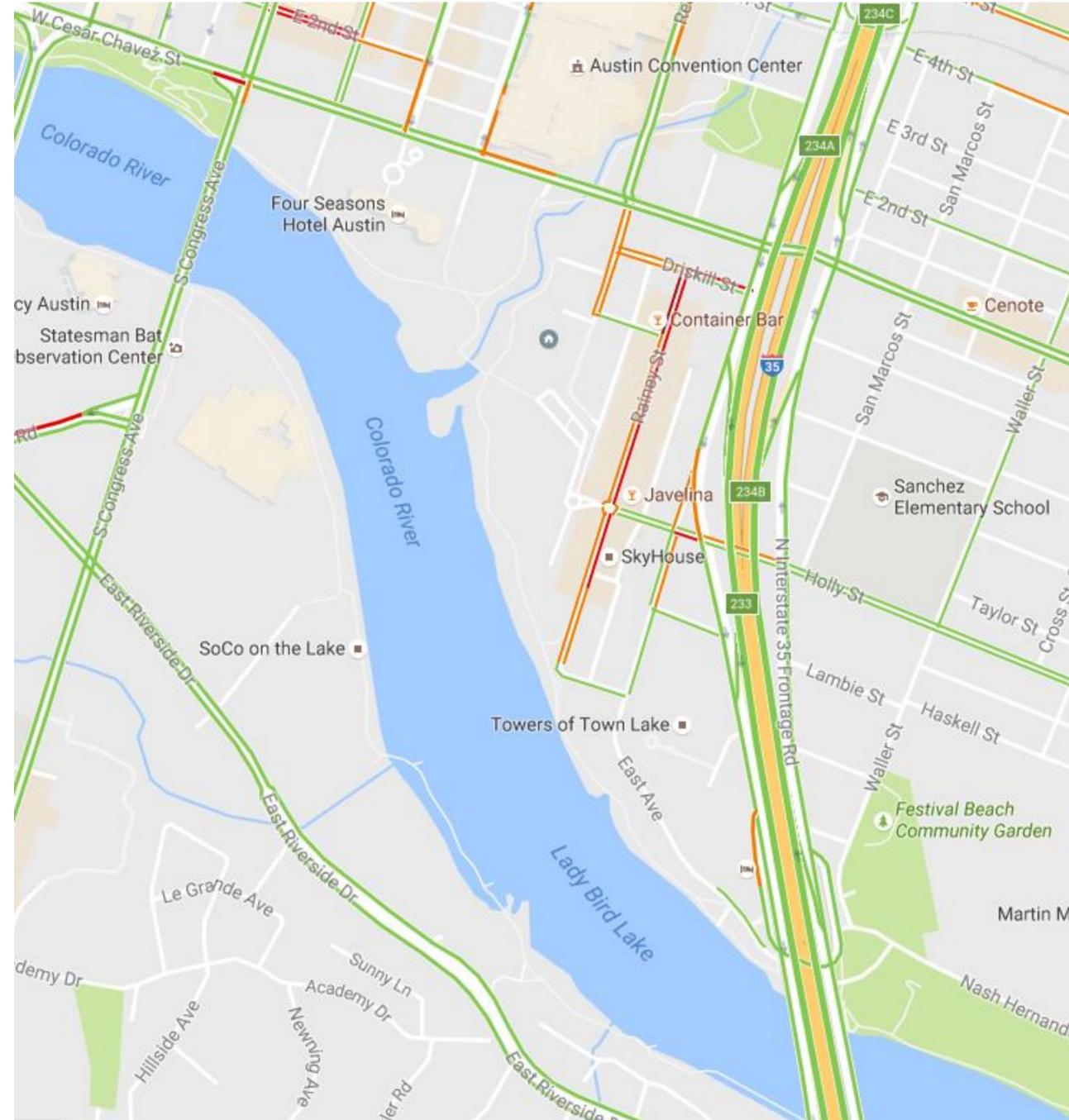


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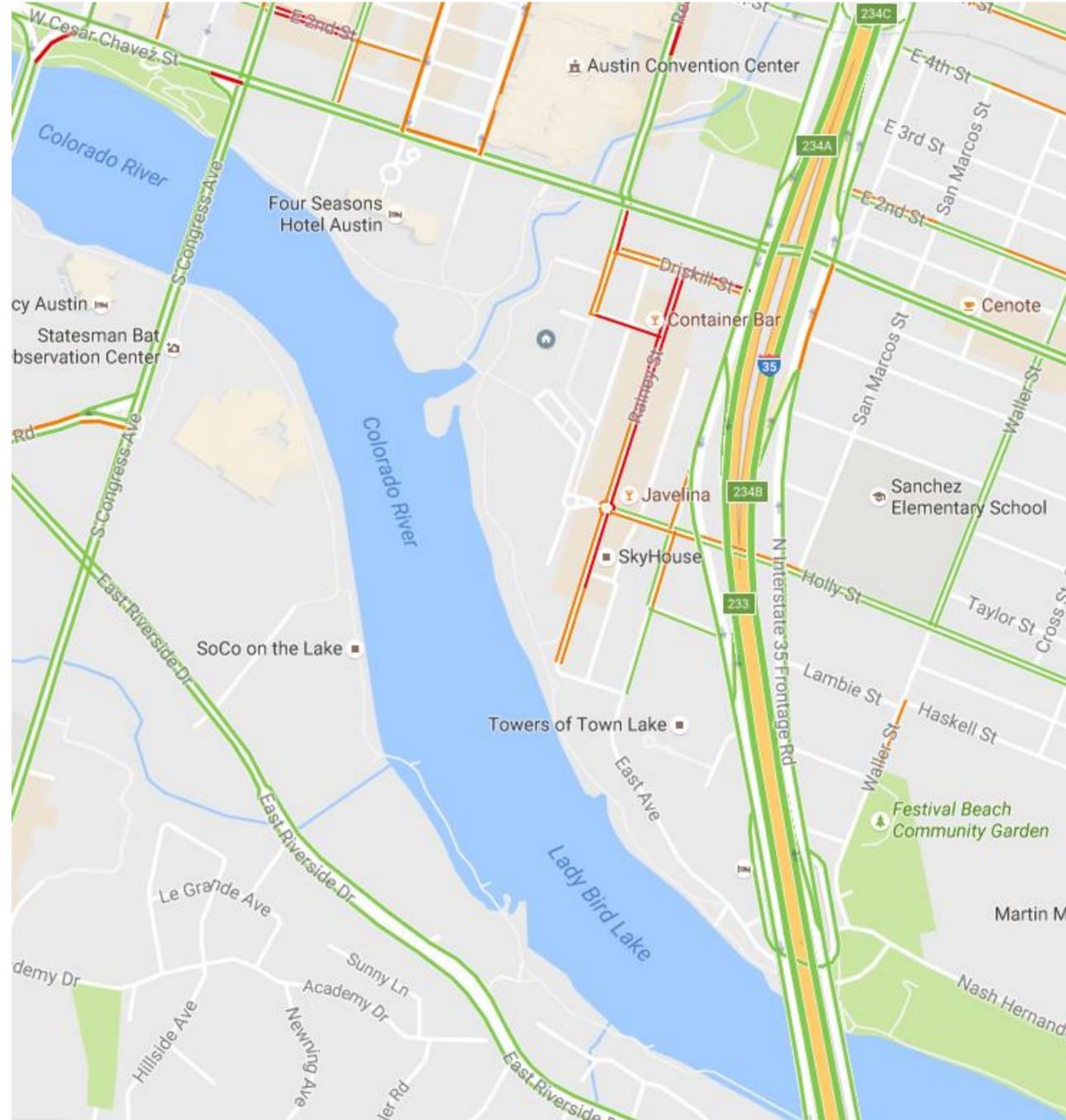


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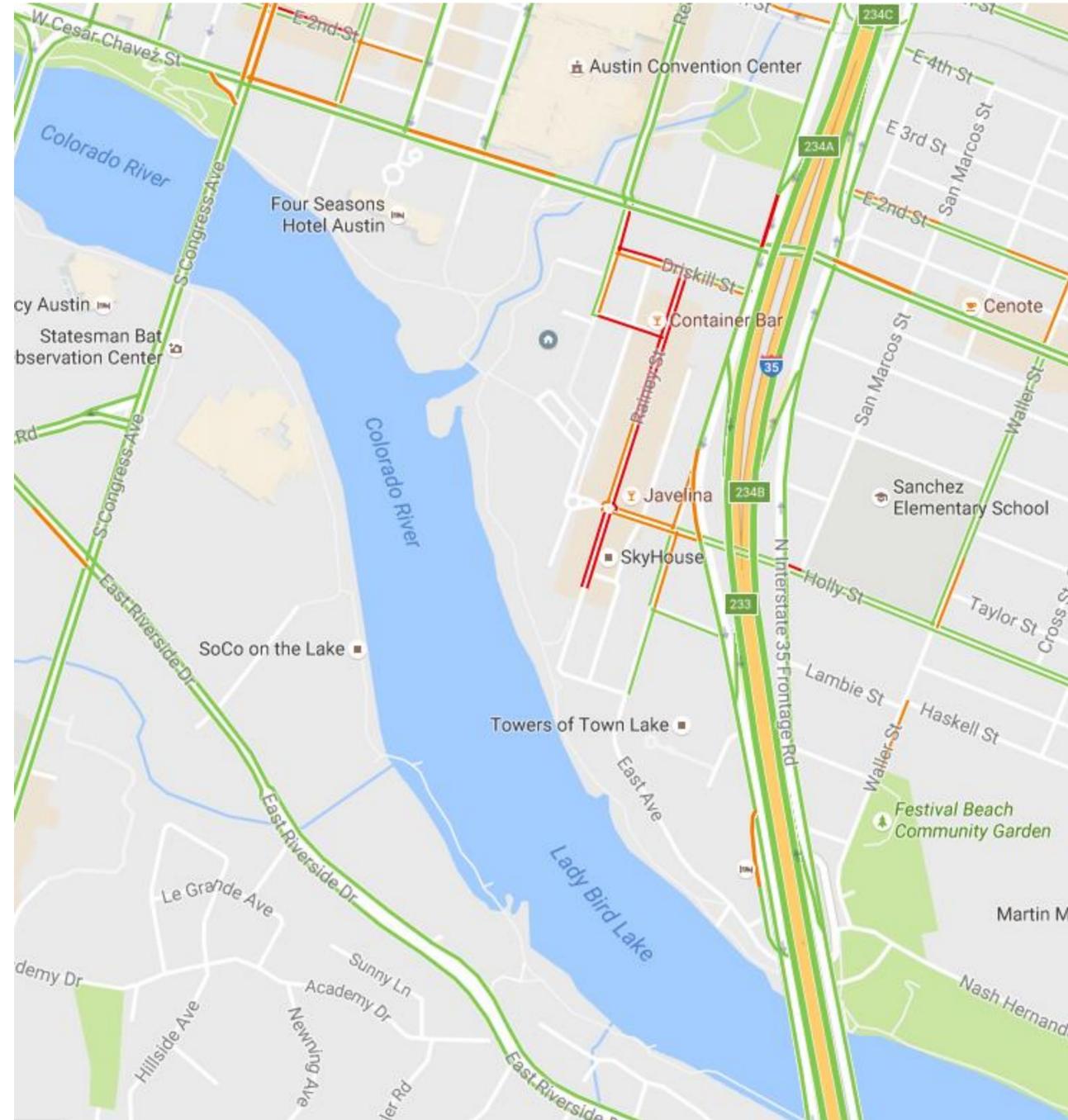


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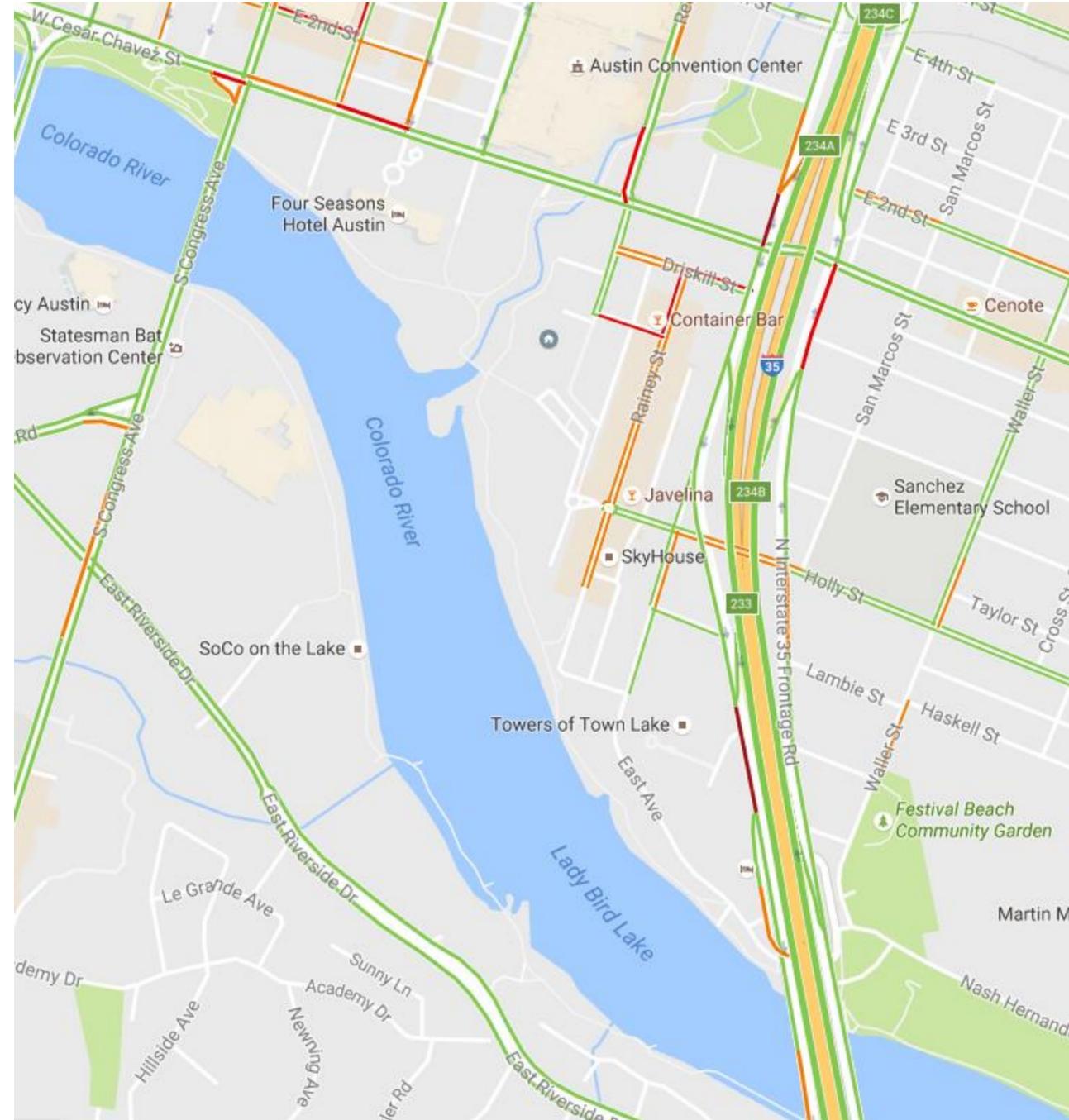


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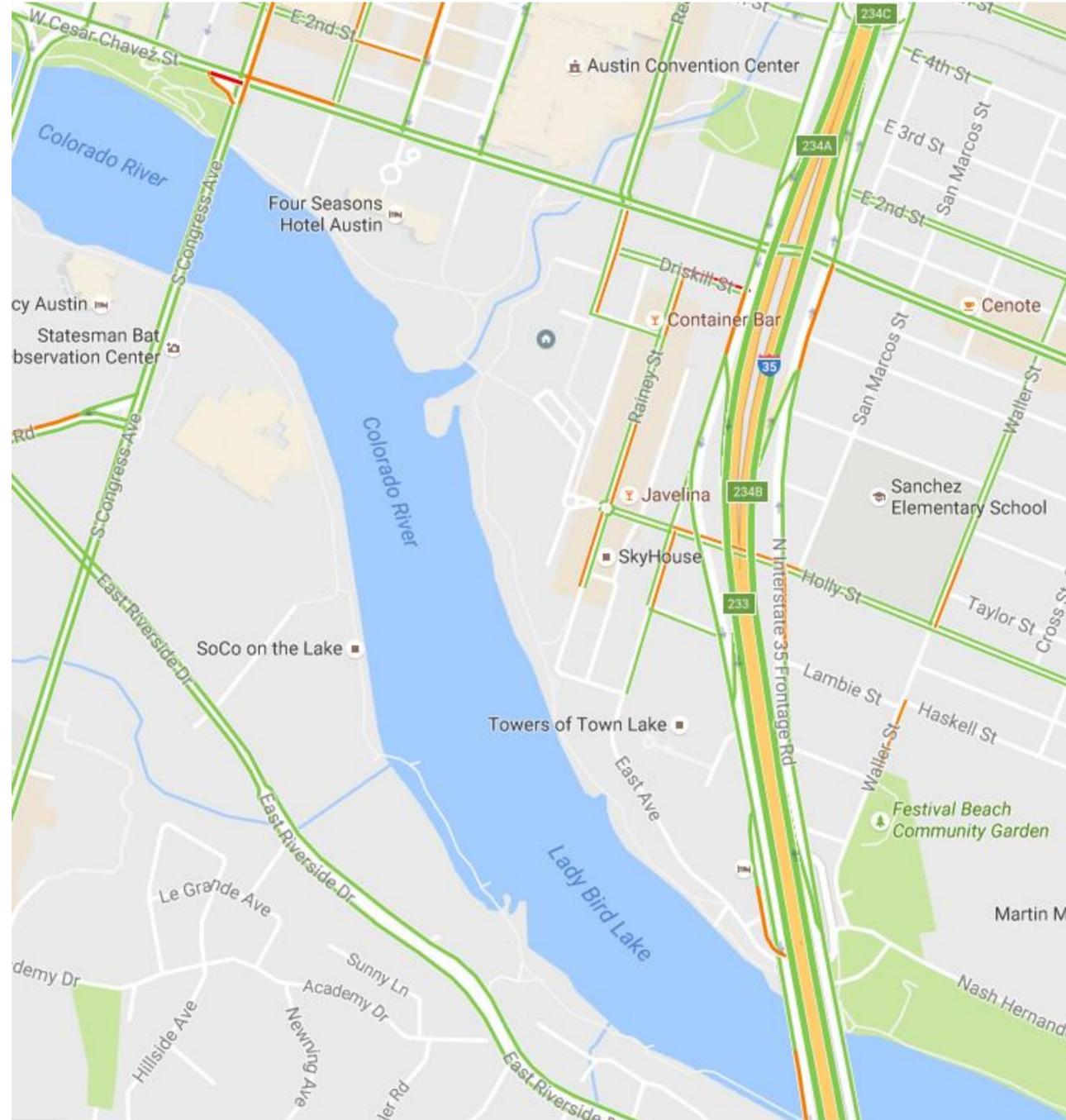


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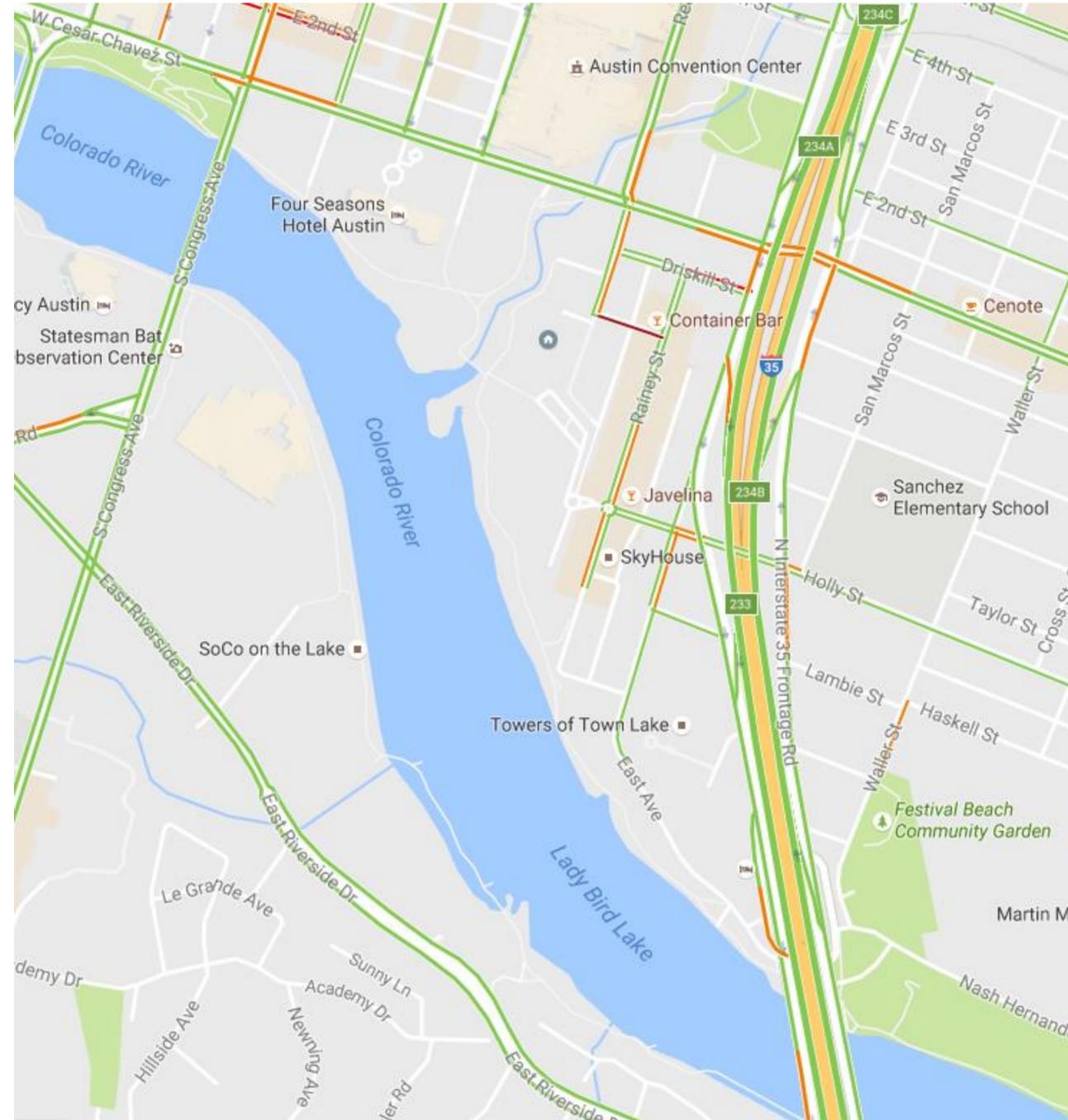


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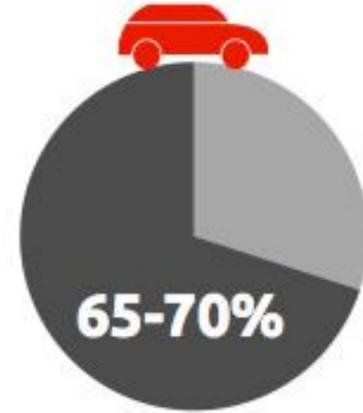


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EXISTING CONDITIONS



OF VEHICLE TRAFFIC TO/FROM NEIGHBORHOOD COMES FROM RED RIVER ST OR RIVER ST

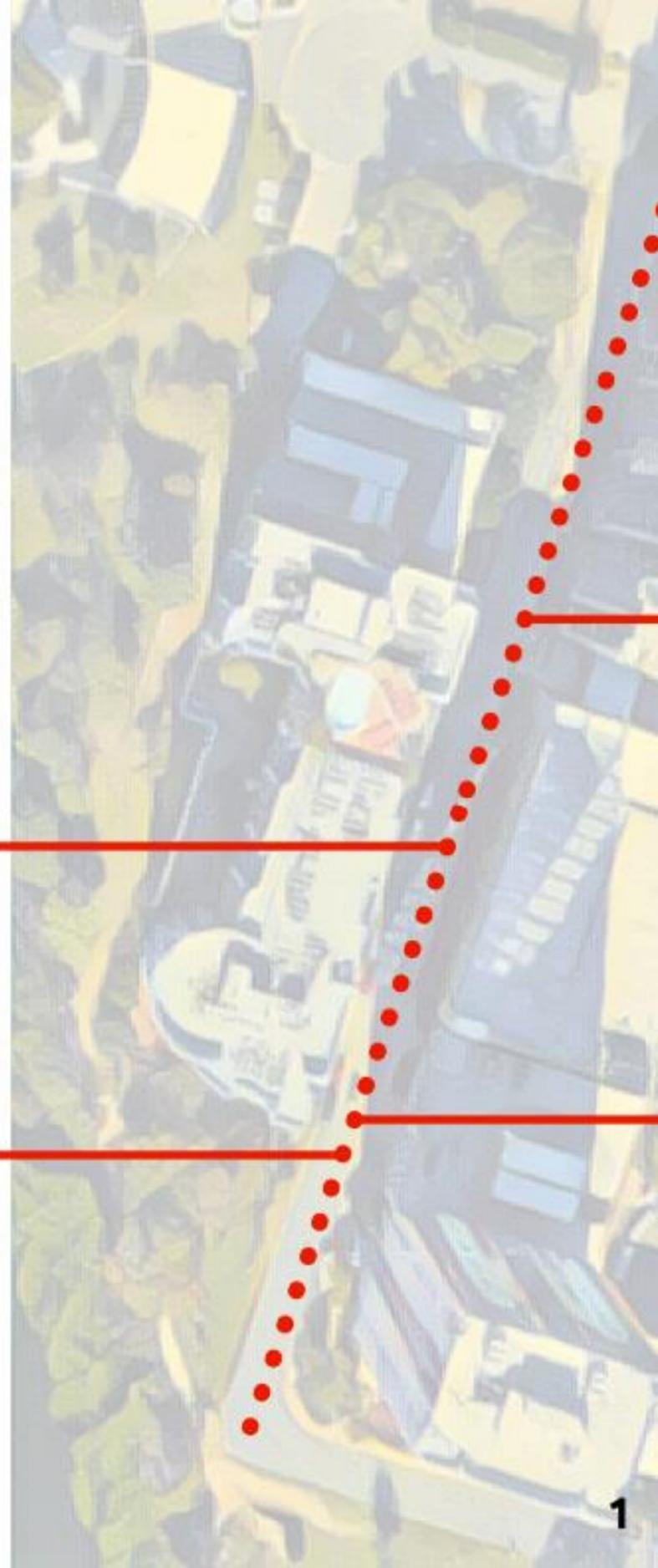


PEAK HOUR CONGESTION STEMS FROM EAST CESAR CHAVEZ & I-35



NO DEDICATED BICYCLE FACILITIES

NO TRANSIT STOPS





EXISTING CONDITIONS

BETWEEN
9:30 PM
-
2:30 AM



1
PEDESTRIAN CROSSES
RAINEY/DAVIS
INTERSECTION EVERY
3 SECONDS


4X
AS MANY
PEDESTRIANS AT
RAINEY/DAVIS

VS


AT
RAINEY/RIVER

ON

NIGHTS

STREETS WITH MISSING SIDEWALKS

- DRISKILL
- RED RIVER
- RAINEY
- RIVER
- DAVIS





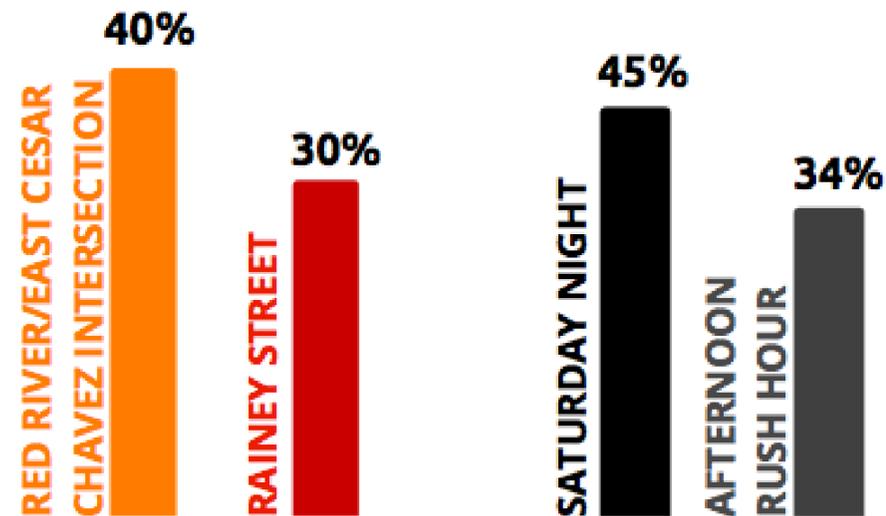
OUTREACH

ON-STREET PARKING NOT NEEDED DURING LATE NIGHT FOR BUSINESSES. REMOVAL COULD HELP THE PEDESTRIAN ENVIRONMENT.



#1 PRIORITY NEIGHBORHOOD STAKEHOLDERS WANT SIDEWALKS AND PEDESTRIAN ACCESS.

WHEN AND WHERE IS THE WORST TRAFFIC?





OUTREACH

VEHICLES

2.75

VEHICLE TRIPS
PER WEEKDAY
PER PERSON

50%+

OF RESIDENTS TAKE NO
MORE THAN 2 CAR TRIPS
PER DAY

44%

OF HOUSEHOLDS HAD 1
OR FEWER CARS

OTHER MODES

74%

OF RESIDENTS TAKE TRIPS
BY FOOT OR BIKE ON
WEEKDAYS, 82% ON
WEEKENDS

20%+

OF RESPONDENTS HAD
PREVIOUSLY USED
CAR2GO, 15% FOR B-CYCLE

75%

OF RESIDENTS USE TAXIS
OR A TNC, 30% DO SO
SEVERAL TIMES PER
MONTH

PARKING

90%

OF RESPONDENTS DO NOT
PAY A SEPARATE MONTHLY
RATE FOR AT LEAST ONE
PARKING SPACE

80%

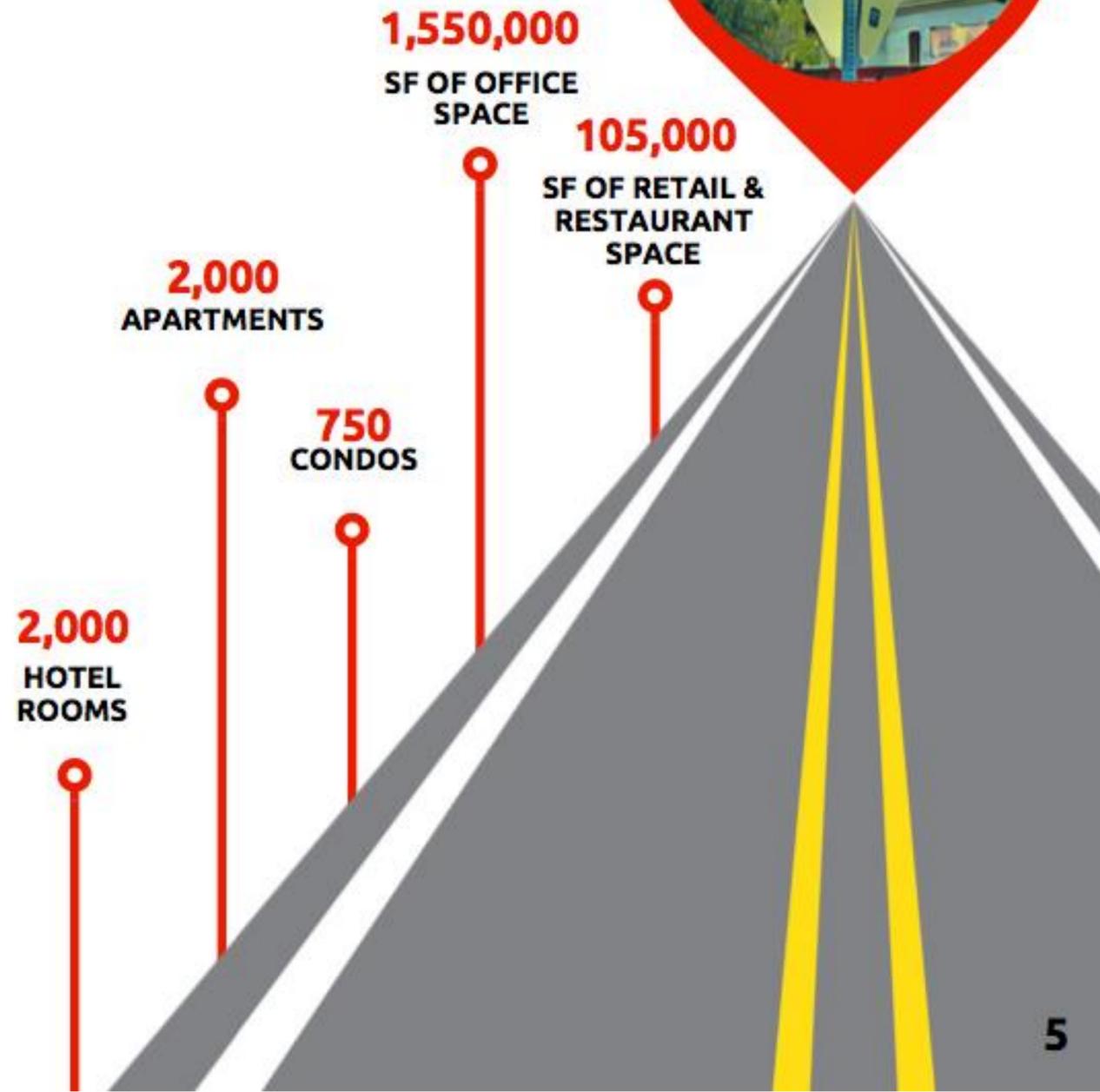
OF RESPONDENTS HAVE 2
OR MORE PARKING SPOTS

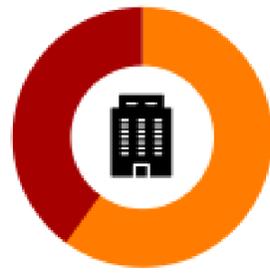


FUTURE GROWTH

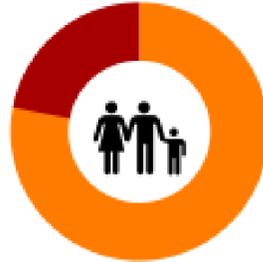
2017 >>

DEVELOPMENTS COMING SOON, ADDING...





45-50%
OF THE PEAK HOUR TRIP
GENERATION PROJECTED
TO COME FROM
3 SUTTON COMPANY
NEIGHBORHOOD
DEVELOPMENTS



20-25%
OF THE PEAK HOUR TRIP
GENERATION PROJECTED
TO COME FROM
RESIDENTIAL
DEVELOPMENTS



40-45%
OF THE PEAK
HOUR TRIP
GENERATION
PROJECTED
TO
COME FROM
OFFICE SPACE

FUTURE GROWTH



\$9 million
WORTH OF MOBILITY
IMPROVEMENTS COULD
BE SUPPORTED
BY DEVELOPMENTS NOT
YET APPROVED
(UNDER THE CITY OF
AUSTIN'S ROUGH
PROPORTIONALITY
ORDINANCE)





IMPROVEMENT RECOMMENDATIONS



**EXTEND RAINEY
STREET FROM
DRISKILL STREET TO
EAST CESAR CHAVEZ
STREET**



**COMPLETE THE PEDESTRIAN
NETWORK ALONG ALL
ROADWAYS & AT ALL
INTERSECTIONS, INCLUDING
PEDESTRIAN LIGHTING
UPGRADES**



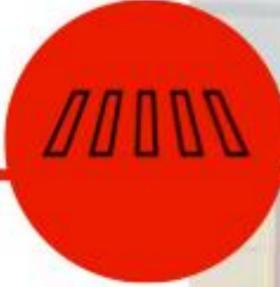
**PROVIDE VEHICLE &
PEDESTRIAN-SCALE
WAYFINDING SIGNAGE
FOR DESTINATIONS
AND PARKING**



**ADD PUBLIC BICYCLE
PARKING AND EXPAND
B-CYCLE IN THE
NEIGHBORHOOD**



IMPROVEMENT RECOMMENDATIONS



IMPROVE PEDESTRIAN/BICYCLE ACCESS ACROSS I-35 WITH NEW BICYCLE LANES & LIGHTING



INSTALL TRAFFIC CALMING DEVICES ON RED RIVER, DRISKILL, RAINEY AND DAVIS STREETS



FORMALIZE BUS STOPS ON EAST CESAR CHAVEZ & SUPPLEMENT TRANSIT SERVICE WITH SHUTTLES



REMOVE SOME ON-STREET PARKING TO CREATE PASSENGER LOADING/UNLOADING ZONES. REDUCE RESERVED PRIVATE PARKING & UNBUNDLE COST OF SPACES



TRANSPORTATION DEMAND MANAGEMENT PLANS FOR ALL NEW DEVELOPMENT



Strategies: Vehicle Mobility

- Peak Period Congestion
- Additional Connections into/out of Neighborhood
- **Wayfinding Signage**
- Weekend Late Night Congestion



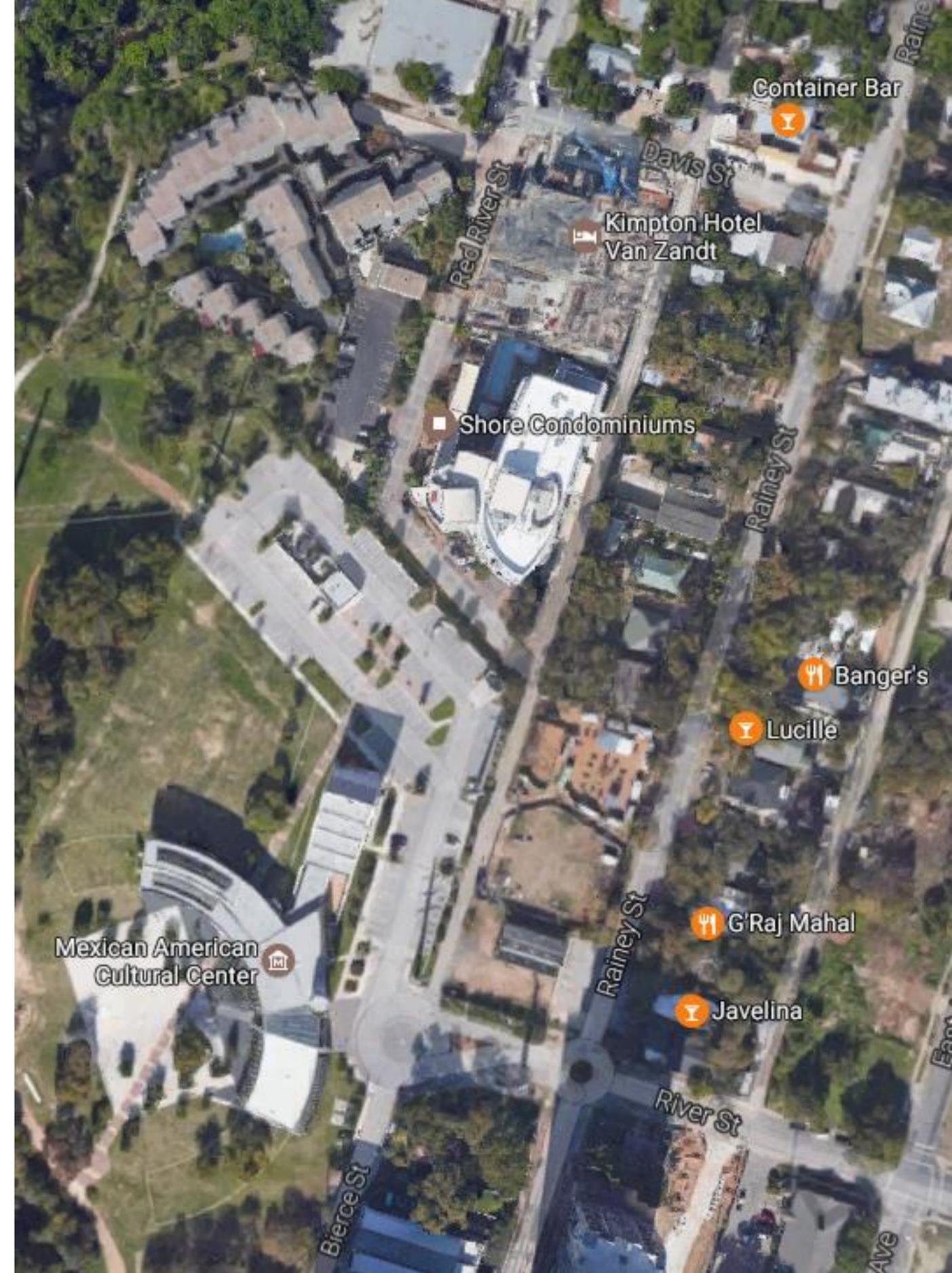
Strategies: Vehicle Mobility

- **Northbound/Southbound Connectivity**
- Cut-through Traffic
- Queuing at Development Access Points
- Policy



Red River Street Extension

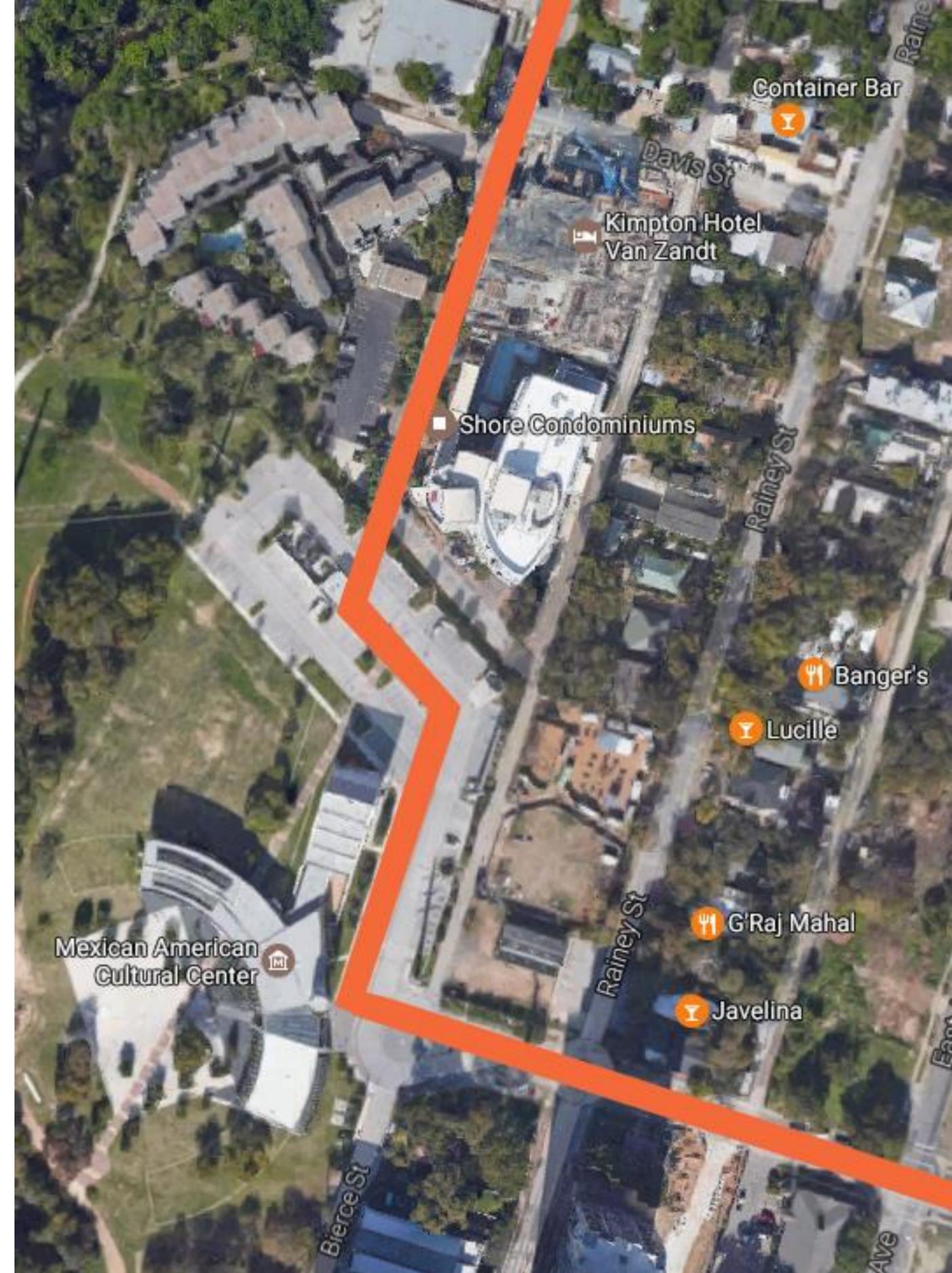
- Problems:
 - Rainey is the only real North -South access for vehicles.
 - Capital Metro cannot effectively serve the neighborhood with lack of ability to get full sized bus through.
 - Surface parking lot least optimal use of public land at the MACC.
- Inspiration:
 - 2nd Street's Great Streets transformation
 - The MACC Gran Entrada vision





Red River Street Extension

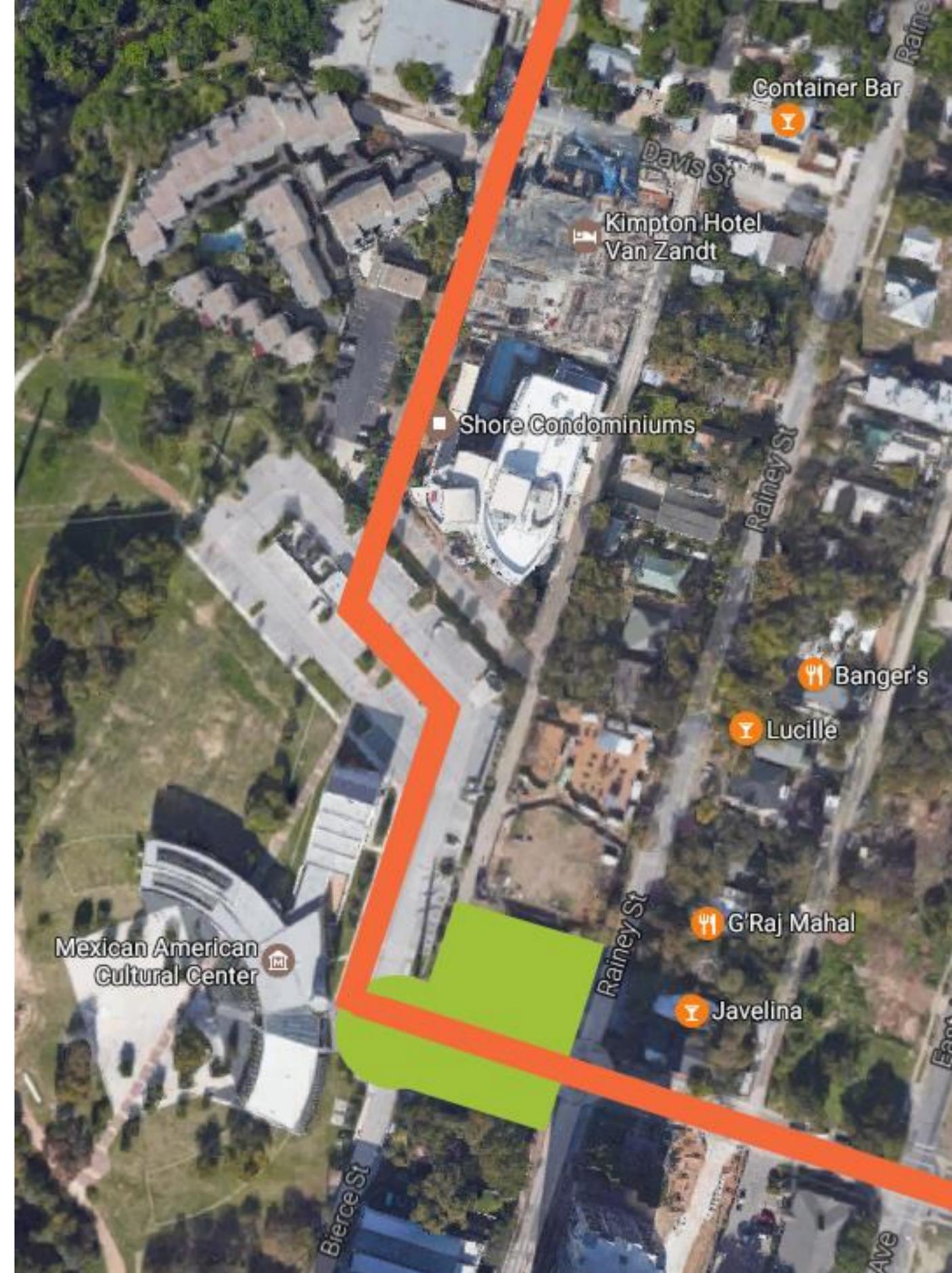
- **The Second Snake** - a signature walkable urban boulevard reconnecting Rainey to the East side of Downtown and the East César Chávez neighborhood





Red River Street Extension

- **La Gran Entrada** - The MACC's upcoming long range strategic plan will likely develop a vision for a great urban space - much like a Mexico City Zocalo - from Rainey to the door of the MACC, including new park land likely to be transformed into a sculpture park.





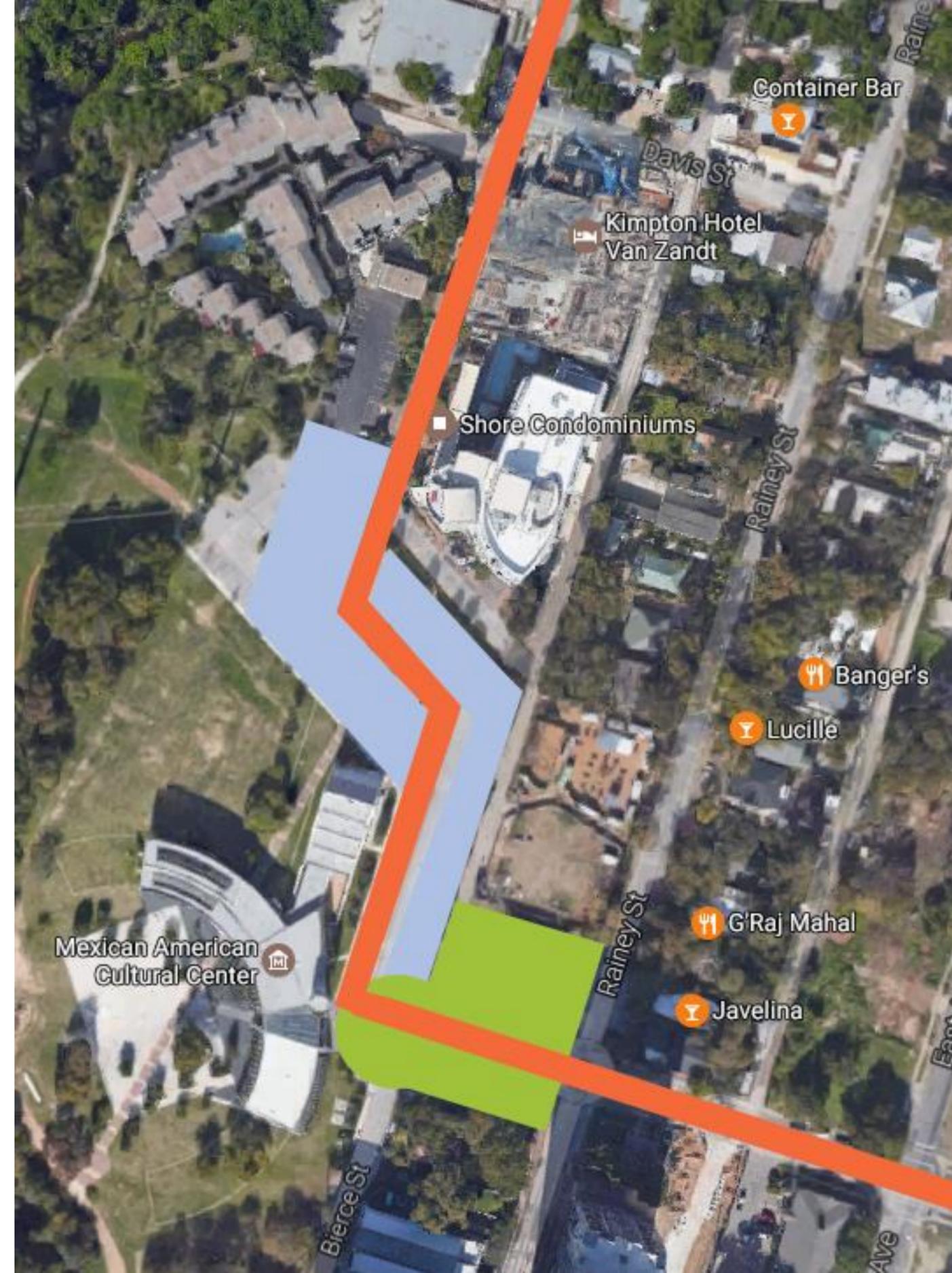






Red River Street Extension

- **Traditional Urbanism** - Developing the old parking lot lining the new street with traditional urbanism could help finance MACC expansion plans better than a parking garage. 2 to 5 story buildings with a complete walkable urban streetscape with shops, museum space, and affordable housing could provide for building a more Complete Neighborhood.



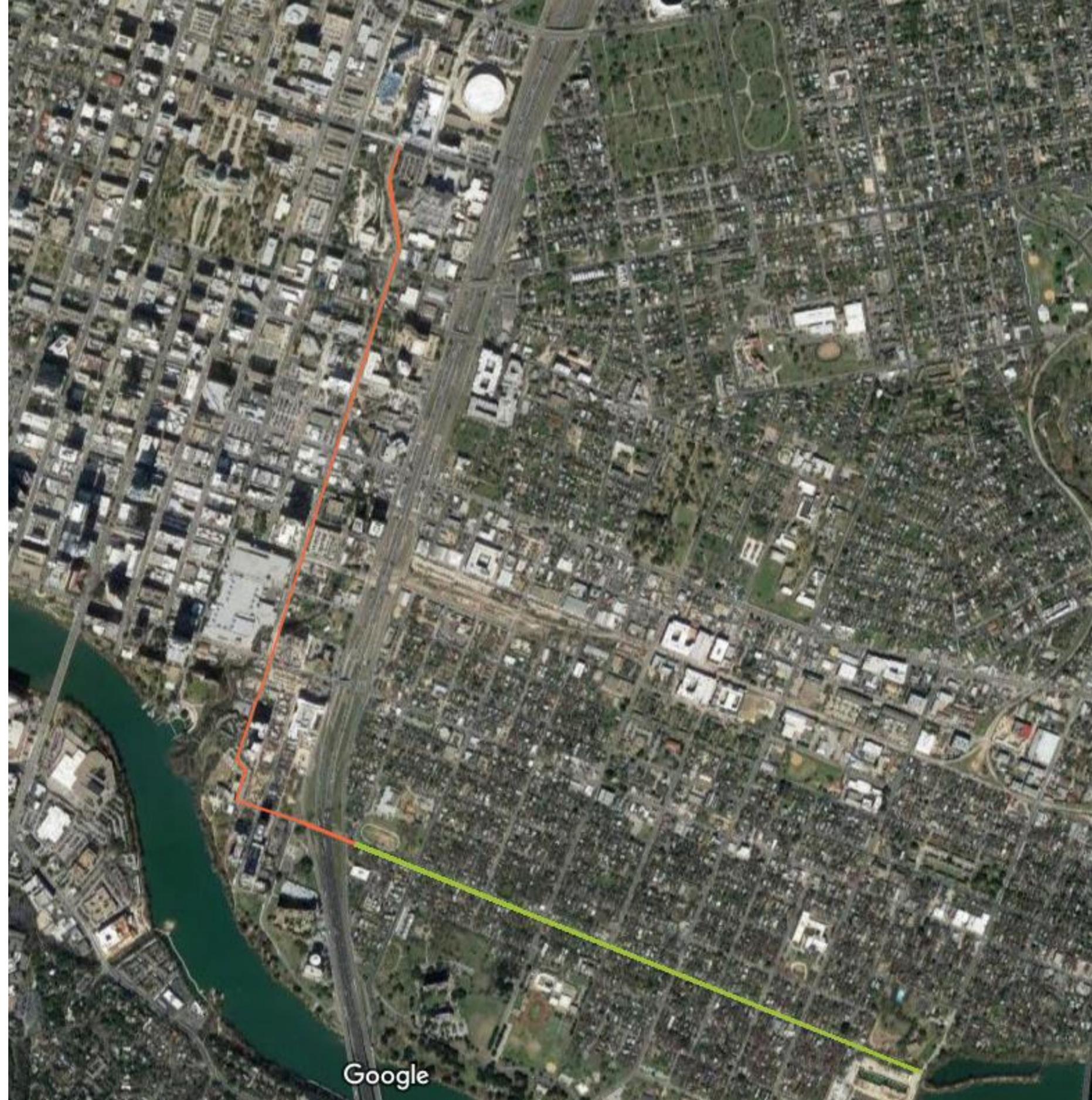






Red River Street Extension

- **The Second Snake** - Ideally, safe streets treatments should extend north on Red River and East on Holly. The full length of Red River should be developed in a 2nd Street manner, while the East César Chávez neighborhood is more appropriate for a Neighborhood Greenways type treatment.





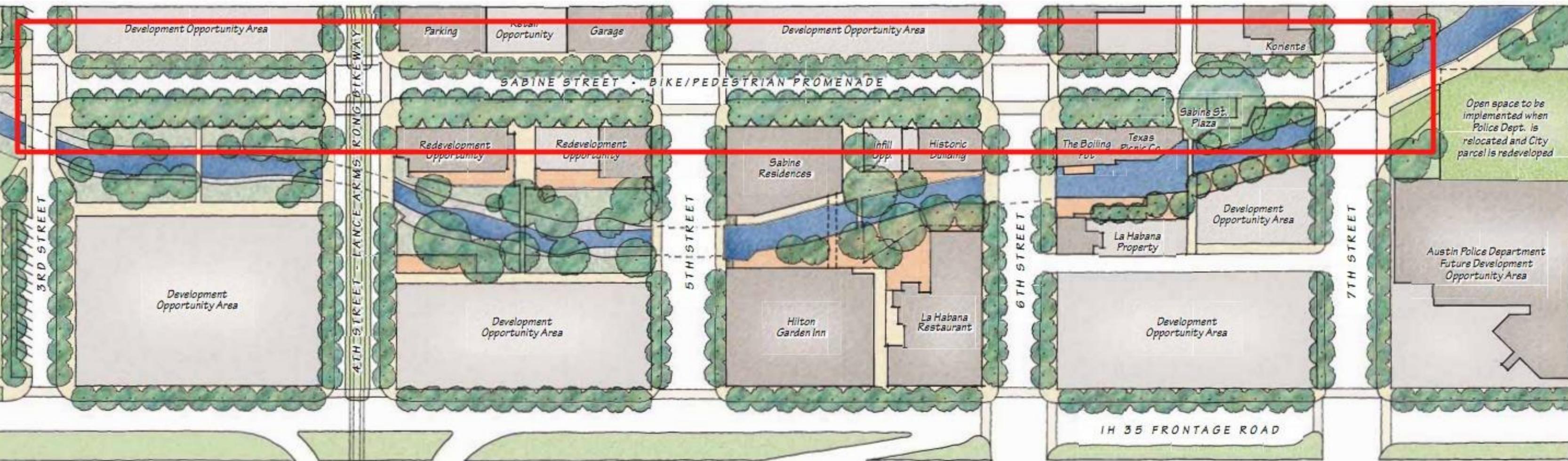
Rainey & Sabine Promenade

- Use for vehicles will have to remain a priority until another North - South connection is created.
- Waller Creek Conservancy plans to build a woonerf from 3rd to 7th on Sabine.
- Sutton would like to connect Rainey through to César Chávez if City will allow them to still build the same amount on those lots.
- Spectrum of options from traffic calming to woonerf to closing the street to vehicles.





Sabine Promenade















Strategies: Pedestrian Mobility

- **Lack of Continuous Sidewalks Internal to Neighborhood**
- **Missing crosswalks/sidewalks along East César Chávez Street**
- **Red River Street / East César Chávez Street Intersection**
- **Pedestrian Access Across I-35**
- **Rainey Street / River Street intersection**



Strategies: Pedestrian Mobility

- **River Street / East Avenue / I- 35 Southbound Frontage intersection couplet**
- **Pedestrian-Scale Lighting**
- **Pedestrian-Scale Wayfinding**
- **Pedestrian Connections**
- **Other Pedestrian Safety Issues**



Strategies: Bicycle Mobility

- Establishing Comfortable Bicycling Routes
- **B-Cycle Stations**
- Public Bicycle Parking
- Connections to Regional Routes



Strategies: Transit Mobility

- **Transit Access Within Neighborhood**
- **Pedestrian Access to Transit Stops**
- **Transit Stop Improvements**



Strategies: Parking

- On-Street Public Parking
- Off-Street Public Parking
- Off-Street Reserved Parking
- **Parking Policy / Wayfinding**



Strategies: Loading

- **Establishing Passenger Loading Zones**
- Establishing and Enforcing Commercial Loading Zones



Strategies: Construction

- Construction Within Right-of- Way
- Construction-Related Congestion