

Update on the Red River Street Extension Project Austin Transportation Department

Emma S. Barrientos Mexican American Cultural Center Board

July 7, 2021



AUSTIN TRANSPORTATION

Presentation Outline

Update on the Red River Street Extension Project

- Project History
- Project Concept
- Next Steps

Project History

2017
Neighborhood
Study



2018
ESB-MACC
Master Plan



2019
ATD Mobility
Study



2020
Street Impact
Fee

2017 NEIGHBORHOOD COMMISSIONED MOBILITY STUDY

- Rainey Neighborhood Association, Business Coalition, and MACC Board lead a study to identify mobility improvements in the neighborhood
- Meetings with MACC Board members identified the extension of Red River as a potential solution for the lack of transit and accessibility

THE EMMA S. BARRIENTOS MEXICAN AMERICAN CULTURAL CENTER

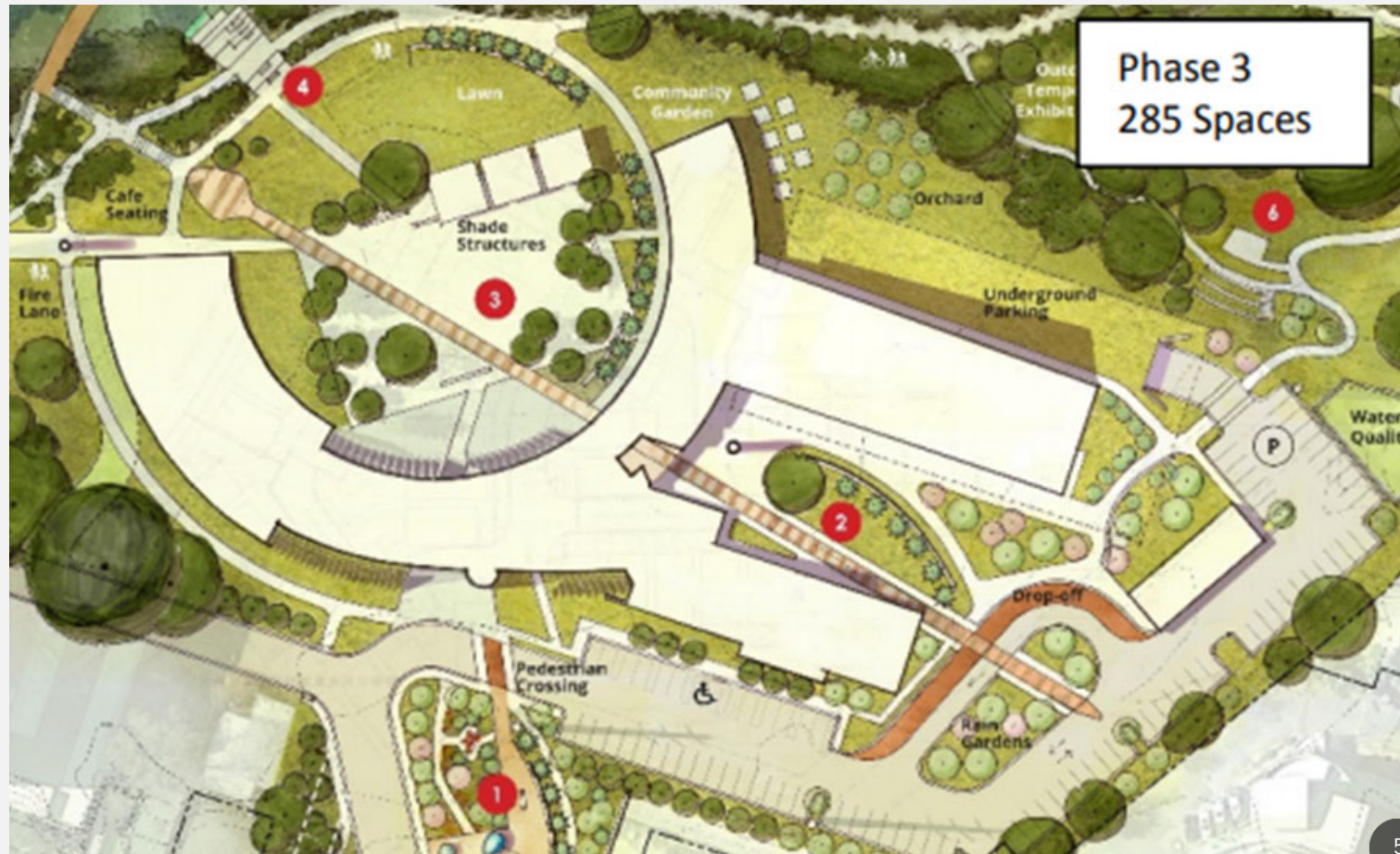
The project team met with representatives of the MACC and the City of Austin Parks and Recreation Department on January 3, 2017. They have recently finalized an agreement to conduct a new strategic plan for the MACC.

Ideas that they expect to pursue in that plan include supplying additional parking for themselves and the neighborhood and extending the eastern entrance to the MACC to Rainey Street, which would modify the last block of River Street into a type of grand entrance that welcomes people into the cultural center and serves as a public plaza, optimized for the pedestrian experience. The MACC is also interested in extending Red River Street south past The Shore Condominiums and connecting to River Street through the MACC.

They also have specific constituents, including high school students, who are not able to fully utilize the space because of the lack of transit. They have previously supported a proposal to connect Red River Street through their parking lot to River Street to make the MACC accessible and opening to the north and east.

2018 ESB-MACC MASTER PLAN

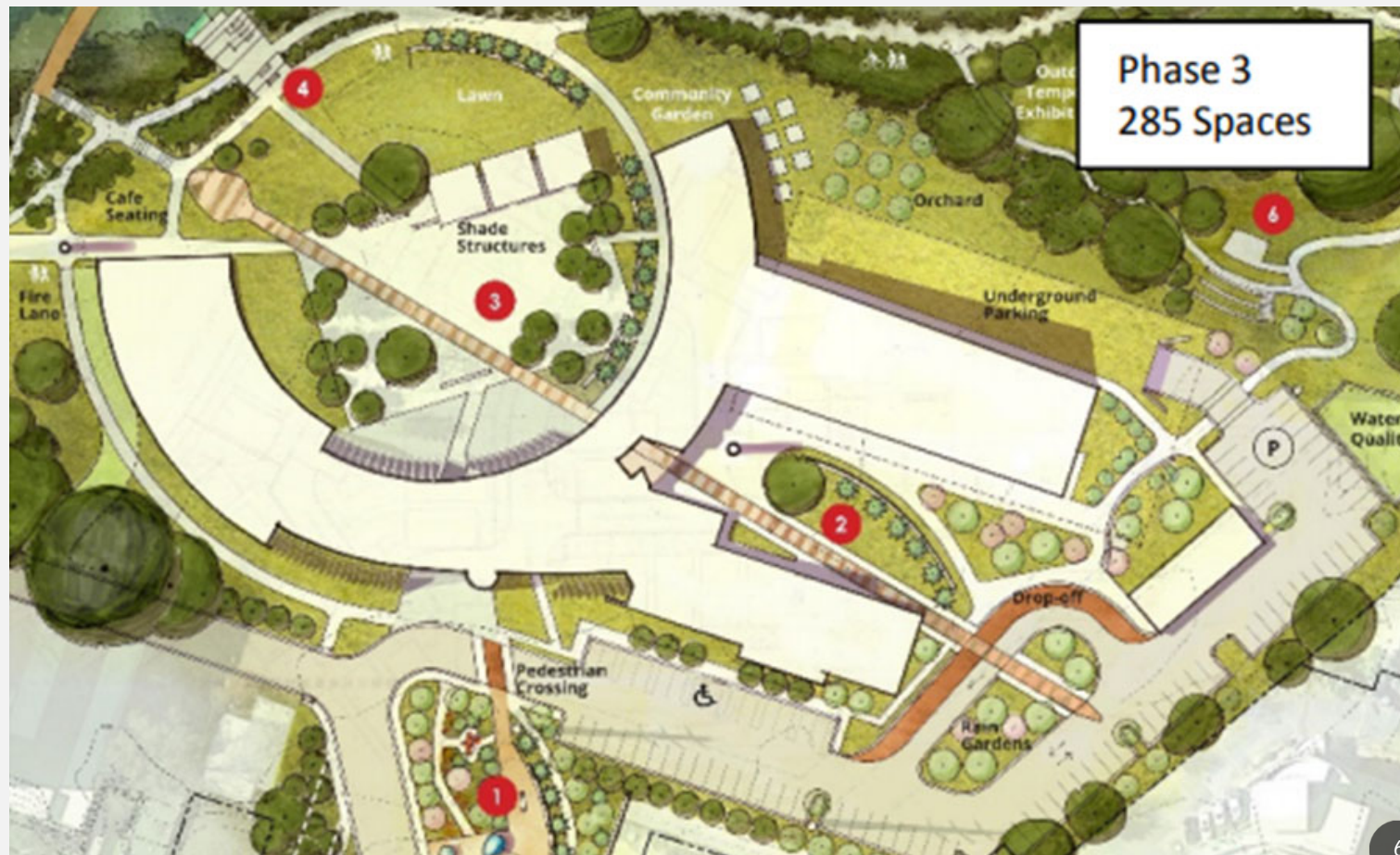
- Executive Summary:
“Red River St. –
Conversations were held with the City of Austin’s Technical Advisory Group to look at the possibility of creating a connection to the ESB-MACC from the vacated Red River St. right-of-way. At the time of this report¹, it does not seem likely that a connection is possible. **However, the master plan maintains the existing parking layout that lends itself for a possible connection to Red River St. in the future.**”



¹Adopted May 24, 2018

2018 ESB-MACC MASTER PLAN

- Site Circulation (pg. 67):
 - “While a connection to Red River Street would be a demonstrable improvement to site circulation, the portion of Red River Street immediately adjacent to the site has been vacated by the City of Austin and its privately-owned. If this right-of-way ever becomes available in the future this should be explored as an additional connection as access to Red River Street could allow future CapMetro circulator routes to access the ESB-MACC...”



2019 ATD RAINEY MOBILITY STUDY

- The purpose of the study was to identify transportation-related improvements that address multimodal needs and mobility concerns in the area.
- Evaluated multiple future network configurations
- ATD presented to the MACC Board in August and December 2019

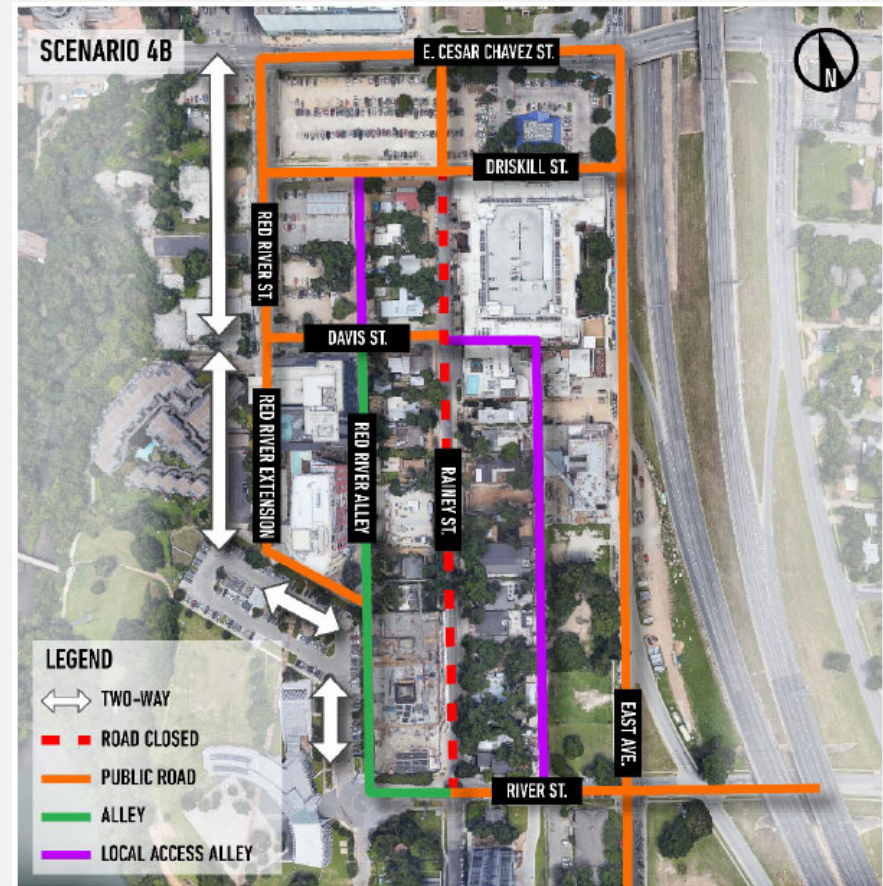


2019 ATD RAINEY MOBILITY STUDY

Vehicle Circulation Analysis Results

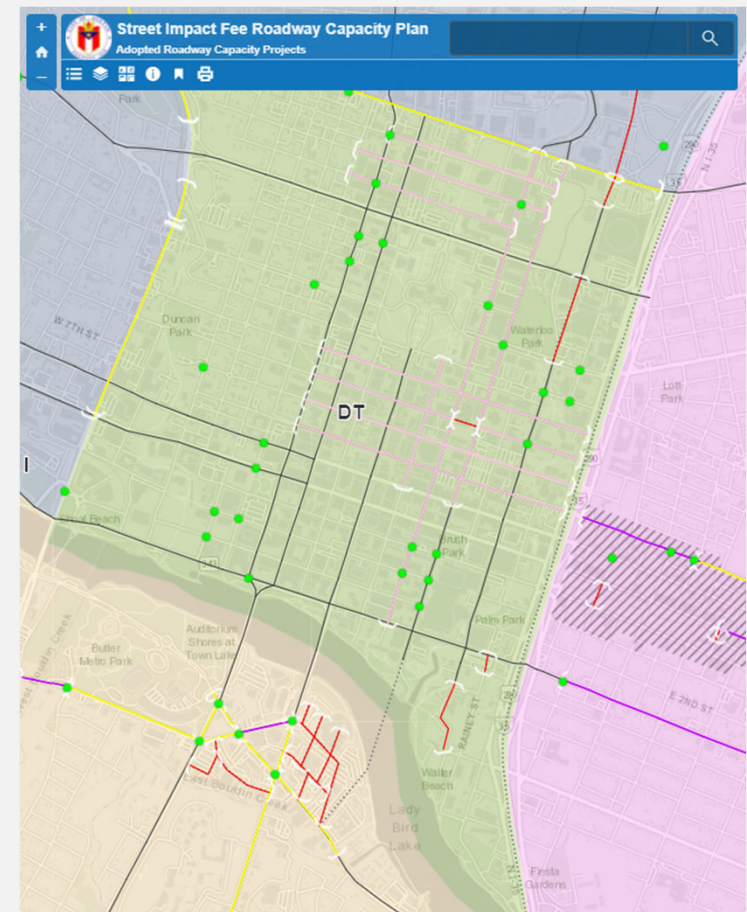
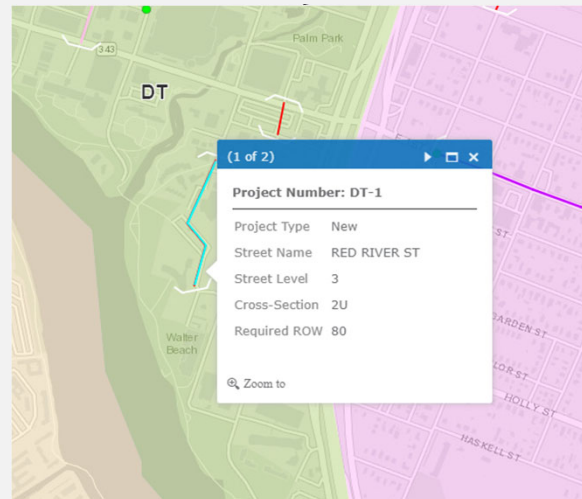
Scenario 4B:

- Added pedestrian, bicycle, and micromobility facilities on Rainey Street and Red River Street
- Made Alley and intersection improvements
- Closed Rainey Street to vehicular traffic
- **Extended Red River Street**
- Made it possible for Capital Metro to operate within neighborhood
- Improved emergency vehicle access



2020 STREET IMPACT FEE

- City Council adopted a Street Impact Fee (SIF) in December 2020
- SIF defined the projects, including the extension of Red River Street, service areas, and fee for new development
- Money will begin to be collected in June 2022



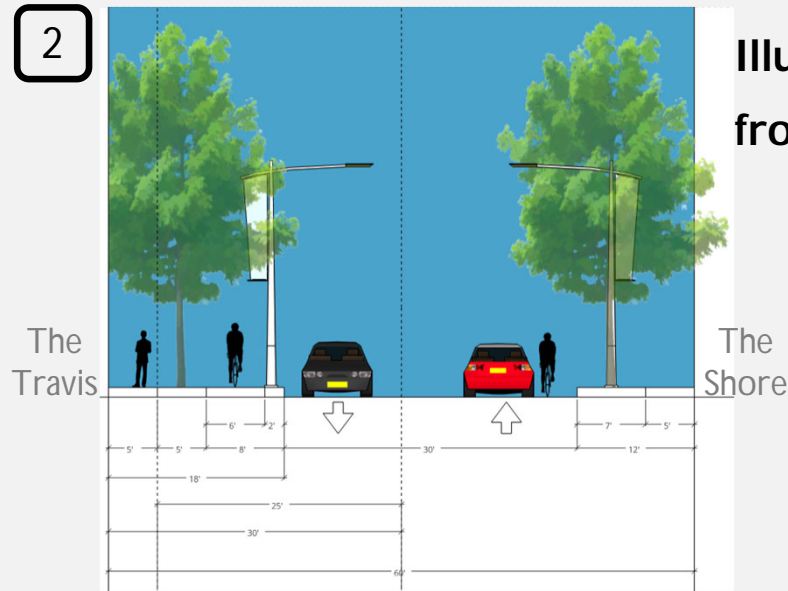


PROJECT CONCEPT

- A **tree-lined, multimodal street** would serve as the **primary gateway** into the neighborhood **for all modes** of travel from two directions.
- Red River Street would seamlessly flow from Cesar Chavez Street **to the entrance of the ESB-MACC** and then transition into River Street with **cultural placemaking and mobility improvements** from end to end.
- Key Goals of MACC MP: **"Draw more of the community-at-large into the ESB-MACC"**



2

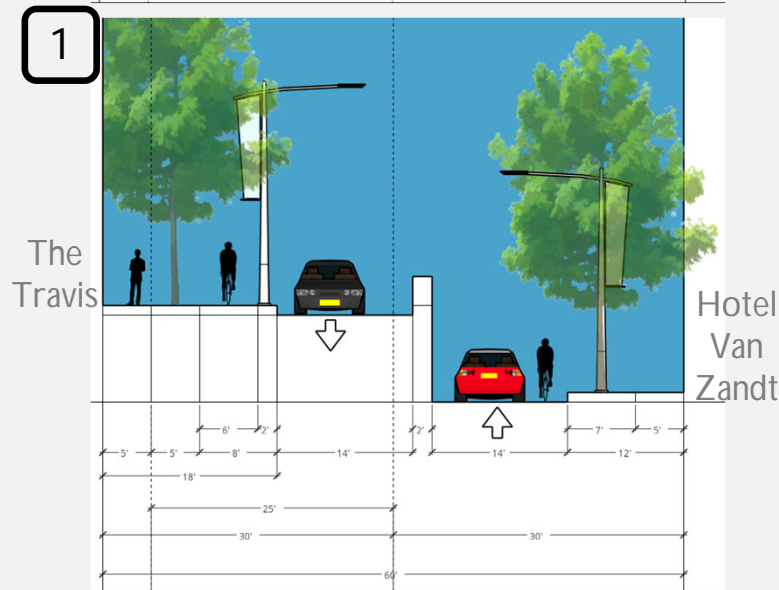


Illustrative Cross-Sections from the Shore to Davis Street

Proposed Configuration:

- 60 feet between buildings
- One travel lane each direction
- Bicycle and scooter facilities
- Street trees and furniture zone
- Sidewalks and pedestrian lighting
- Public art and placemaking

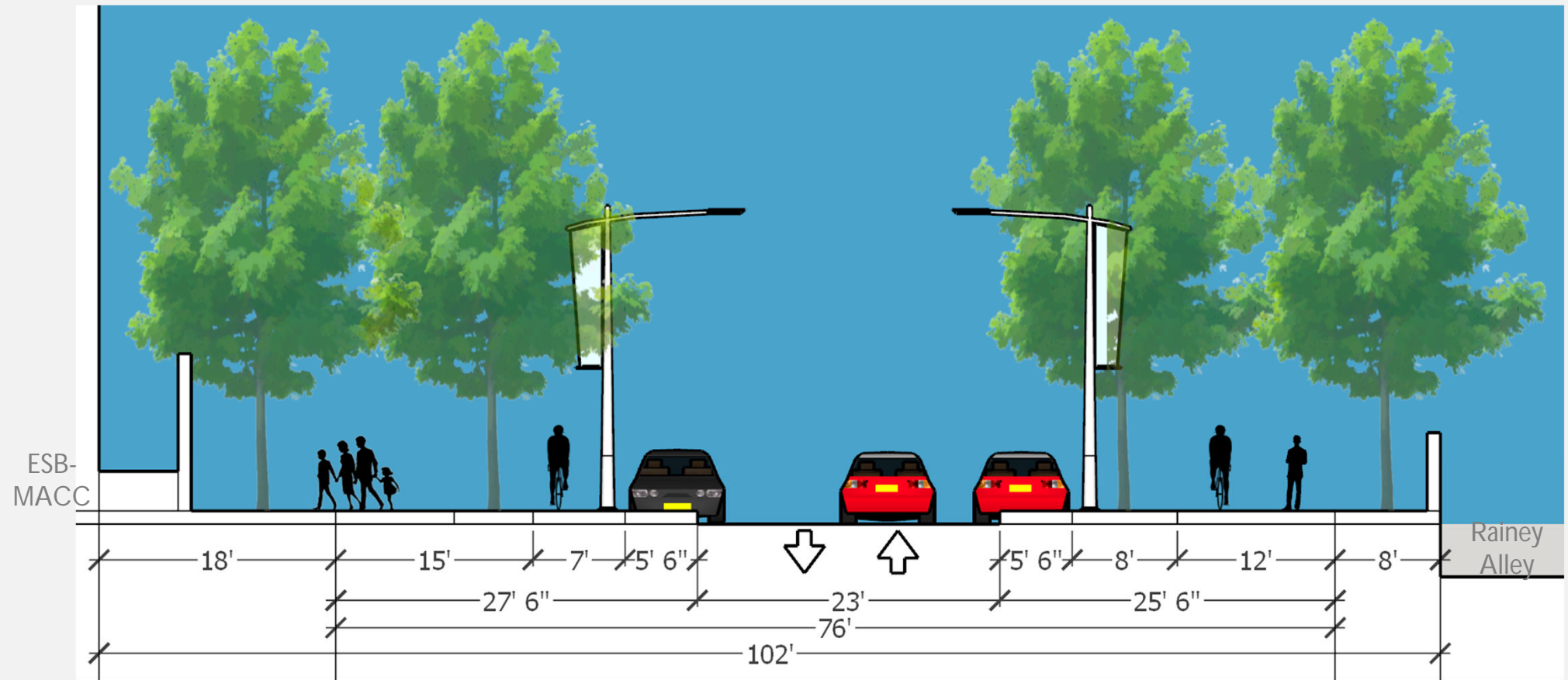
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* Draft concept only, dimensions and design subject to change

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Illustrative Cross-Section #3 through the current ESB-MACC parking lot



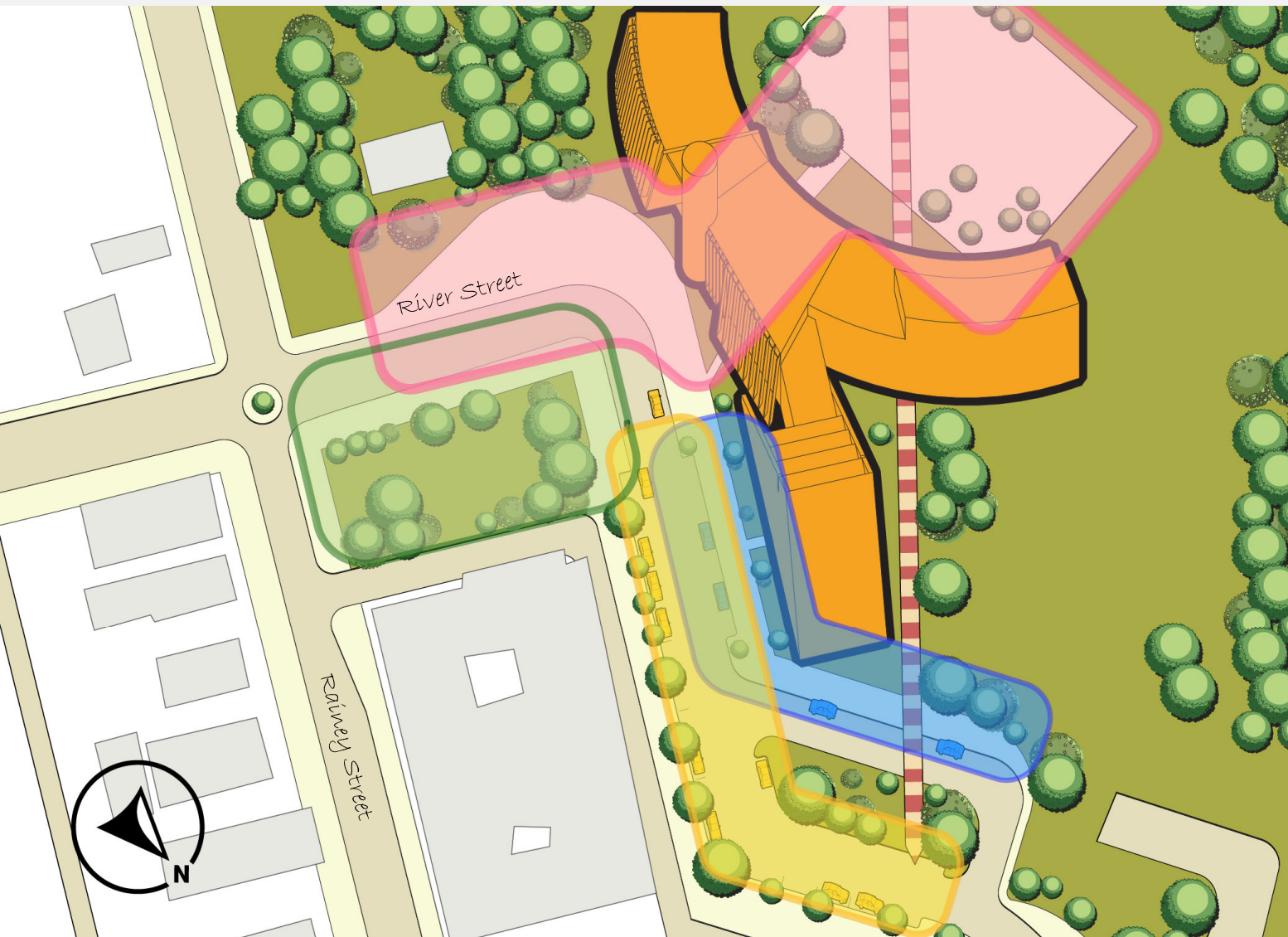
Proposed Configuration:

- One travel lane each direction
- Bicycle and scooter facilities
- Double row of street trees

- Wide sidewalks and pedestrian lighting
- Public art and placemaking
- Parallel parking

- Furniture zone and bicycle and scooter parking

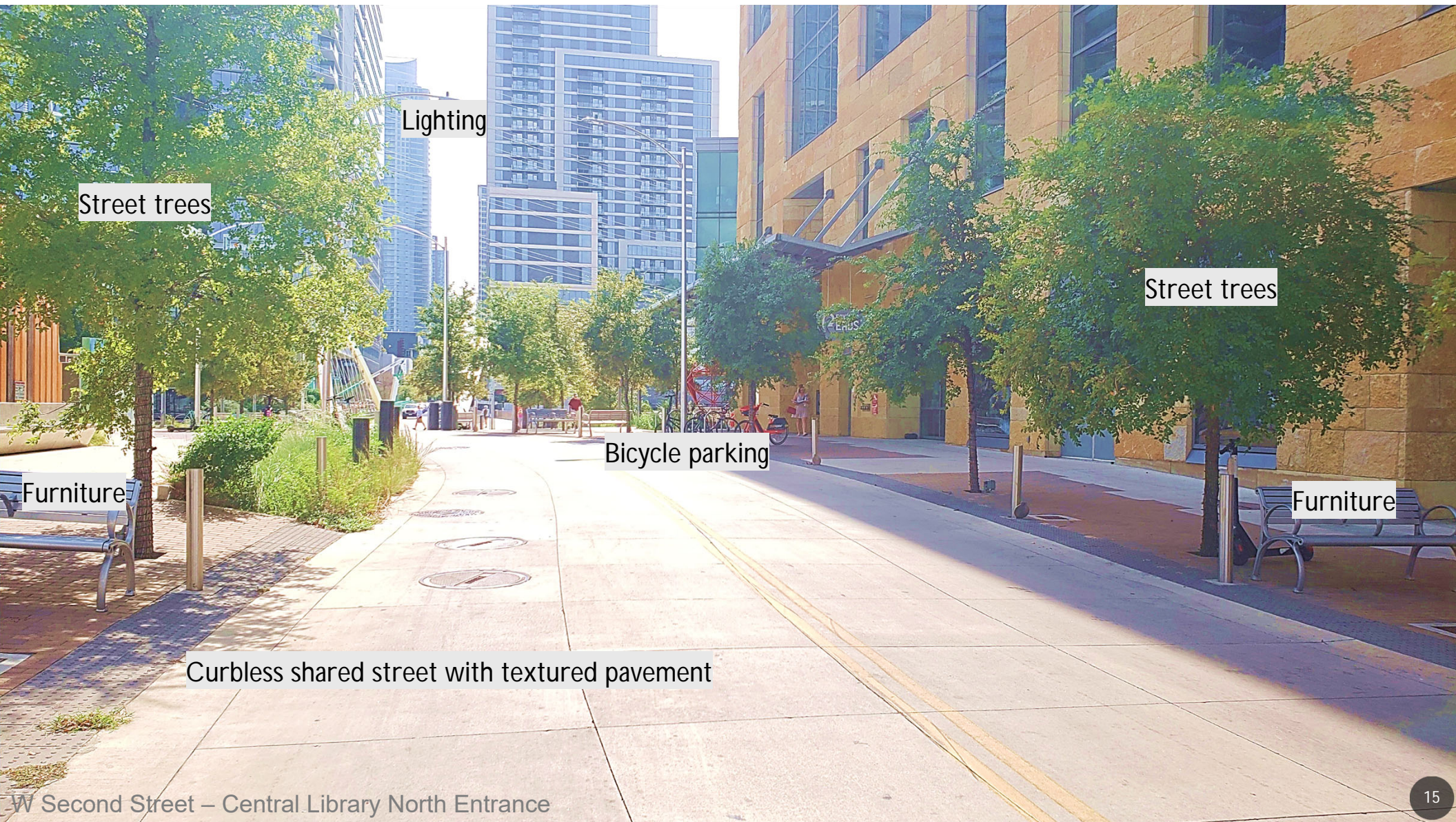
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Programmatic Opportunity

- Expanded Public Space for greater outdoor programmatic flexibility
- Designated Drop Off Zones
- Along Curb Parking
- Greater connection between potential green spaces and active spaces





Lighting

Street trees

Street trees

Bicycle parking

Furniture

Furniture

Curbless shared street with textured pavement

W Second Street – Central Library North Entrance



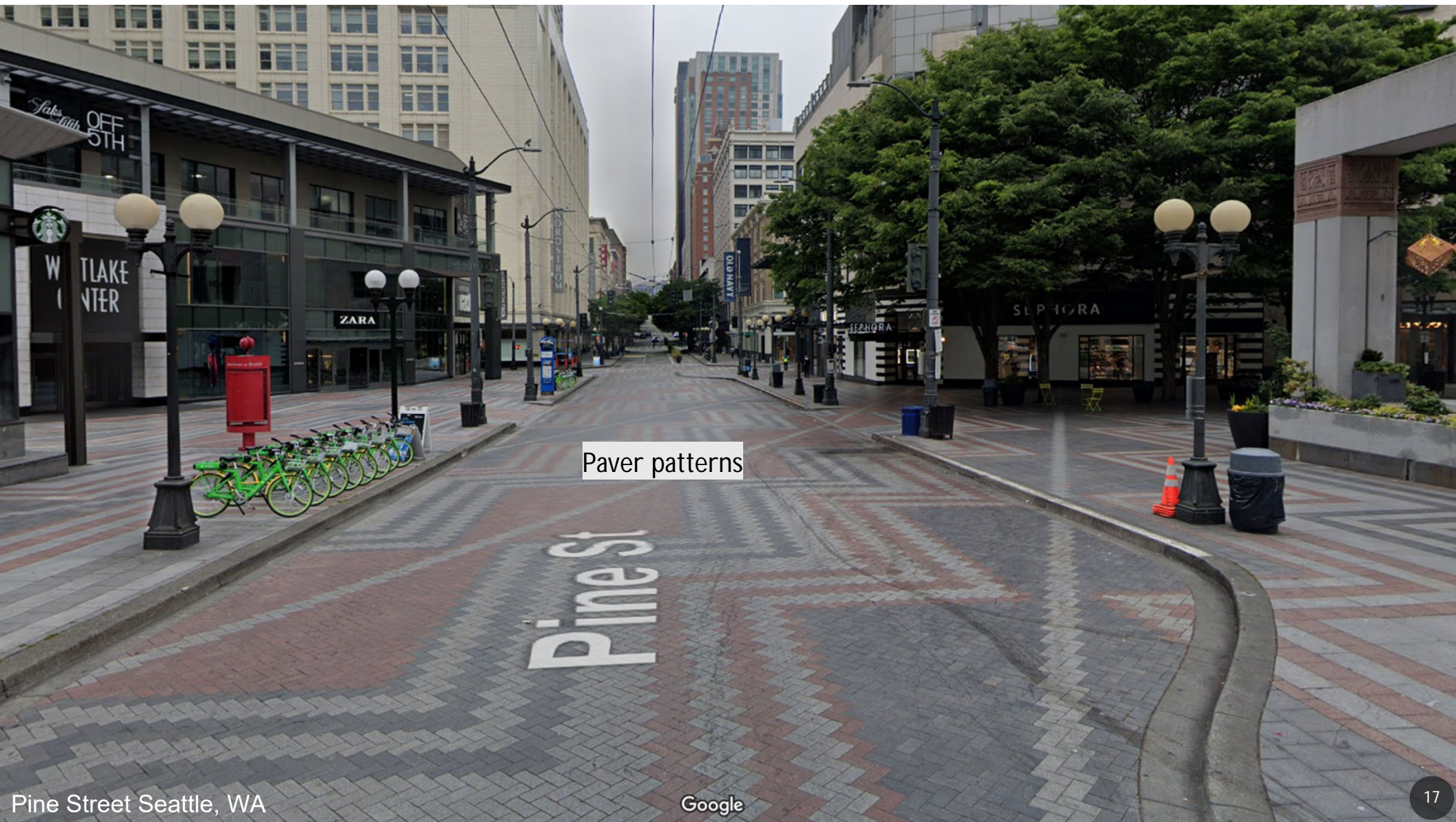
Street trees

Paid parking

Lighting

Textured pavers

Scooter parking



Paver patterns

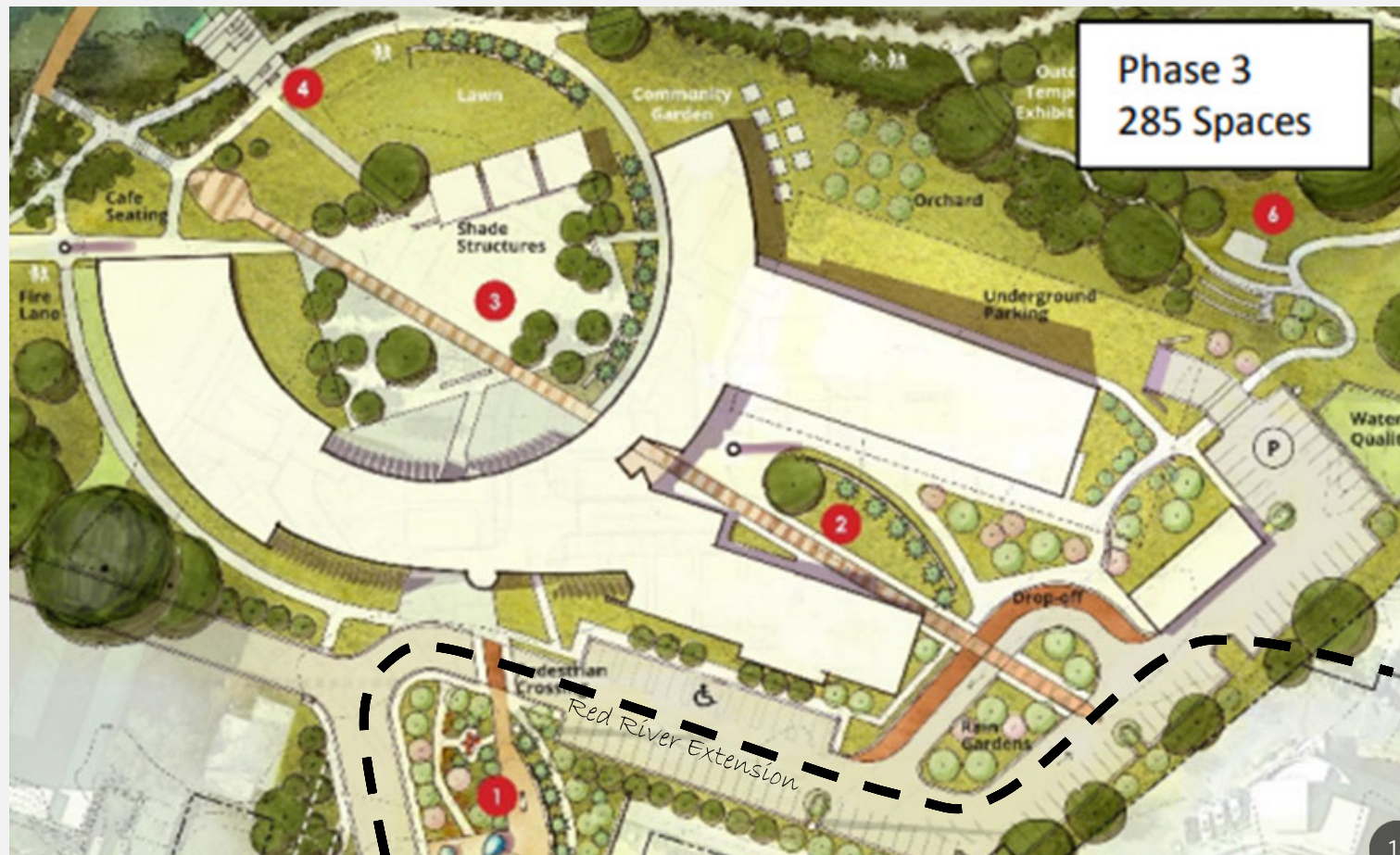
Pine Street Seattle, WA

Google

CONSISTENCY WITH THE ESB-MACC MASTER PLAN

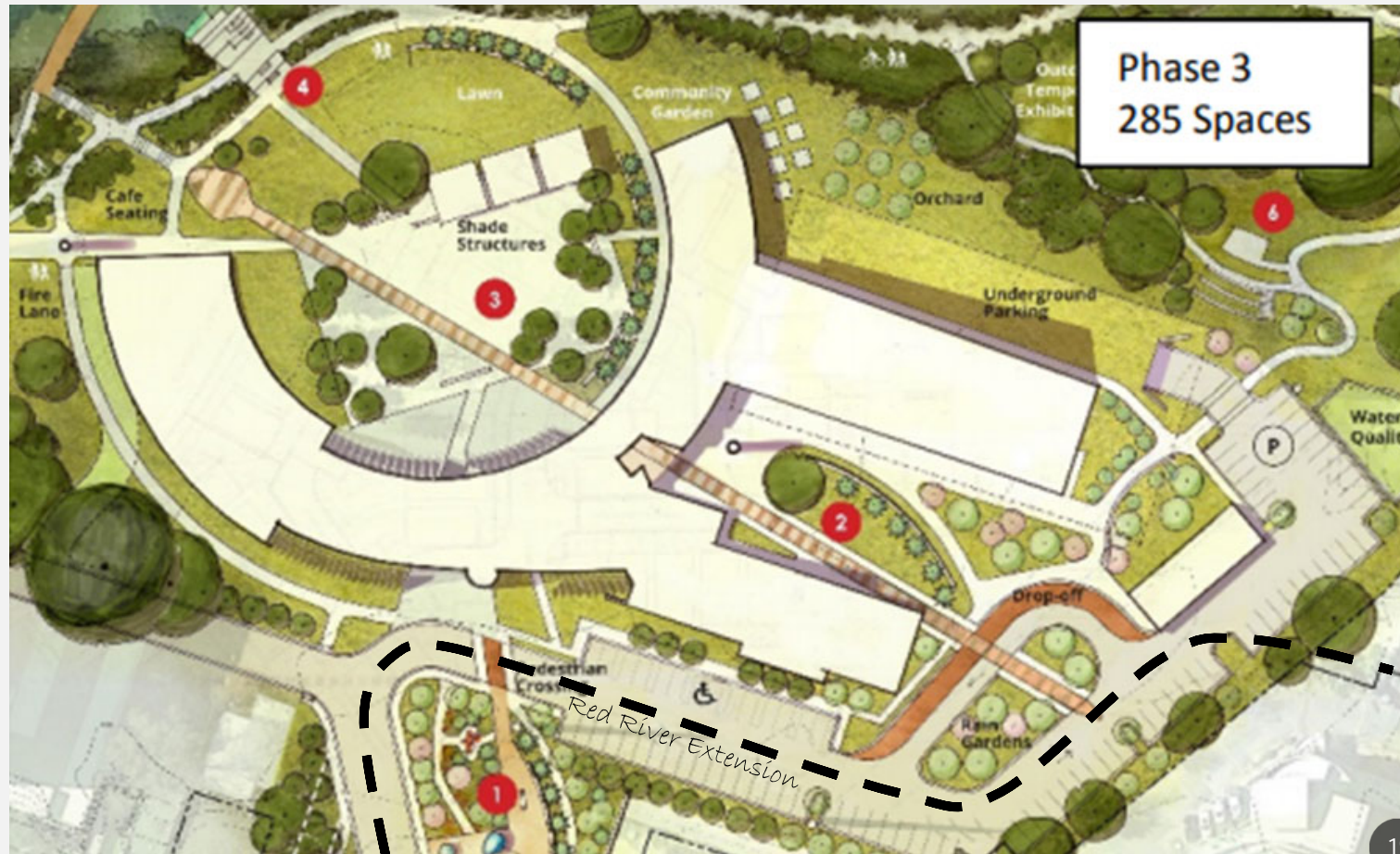
The Red River Extension would:

- Make the “**Gran Entrada**” possible as part of the design of the roadway
- Maintain **ADA parking** at the front door and provide **paid parking along the street**
- Include the primary **passenger pickup and drop-off loop** as part of the roadway design
- Provide opportunity for **Capital Metro access**
- Provide access to the **underground parking garage**



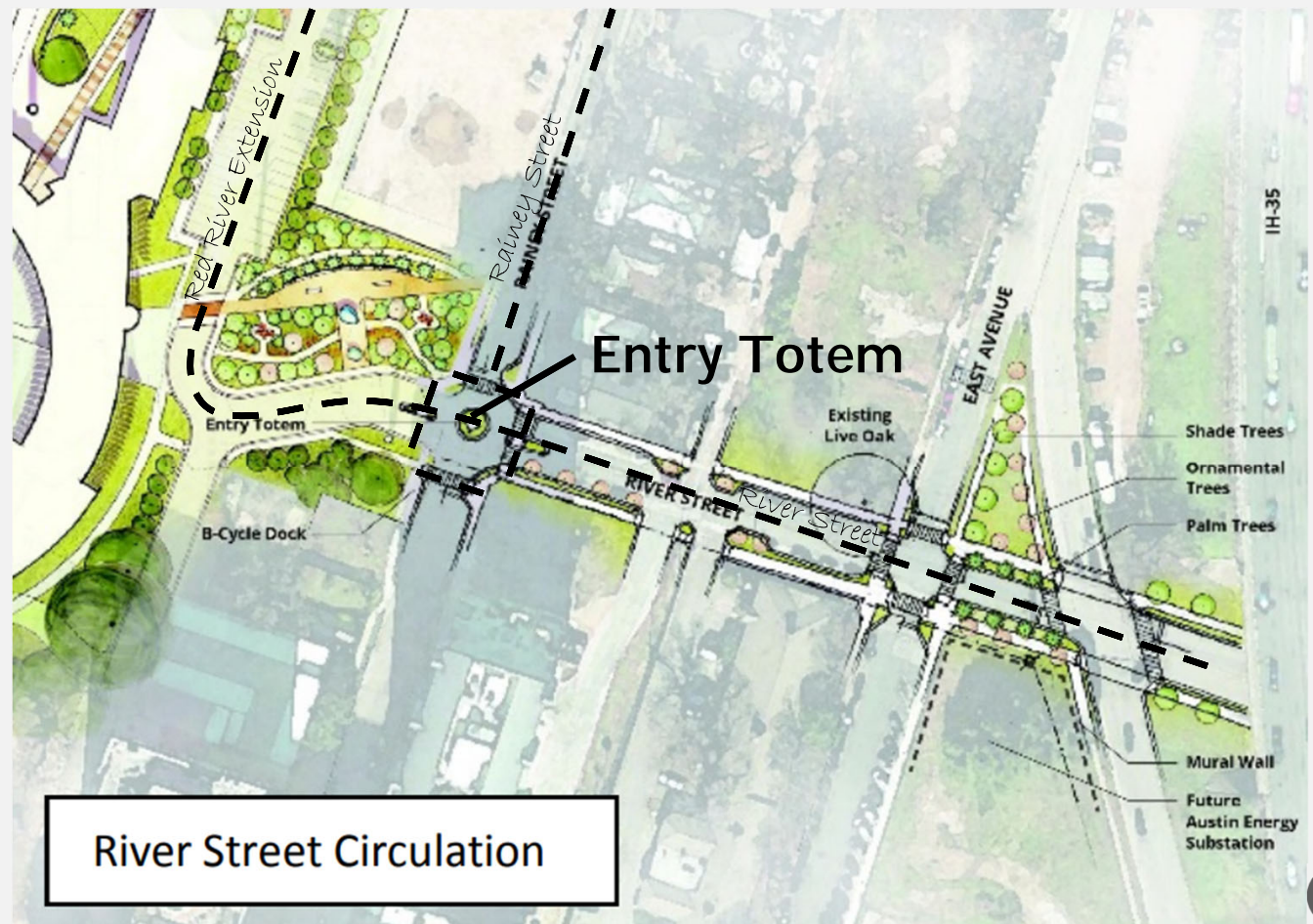
OTHER BENEFITS TO THE ESB-MACC MASTER PLAN

- The Red River Extension would:
- Provide **additional access** to the ESB-MACC from Cesar Chavez Street for all modes
 - Lessen traffic impacts during large events with second access point
 - **Increase visibility** and exposure to the public
 - Provide an opportunity to **connect to the Project Connect Blue Line station**
 - **Include cultural placemaking** as part of the roadway design
 - Opportunity to **fund the underground parking garage** as part of the project



COMPLEMENTARY IMPROVEMENTS

- Improvements continue along River Street, connecting to Holly Street
- Complete missing sidewalks, with opportunities for Great Streets
- Short- and long-term improvements to Rainey Street:
 - Safety and mobility
 - Extension to Cesar Chavez Street
 - Opportunity for cultural placemaking
 - Street Banners advertising the ESB-MACC
- Other intersection improvements in the area



NEXT STEPS

Outreach

- Initial Presentation to Stakeholders
- Rainey Mobility Website
- Public Engagement on Cross-Sections and Schematic
- Planning to host Design Charrettes

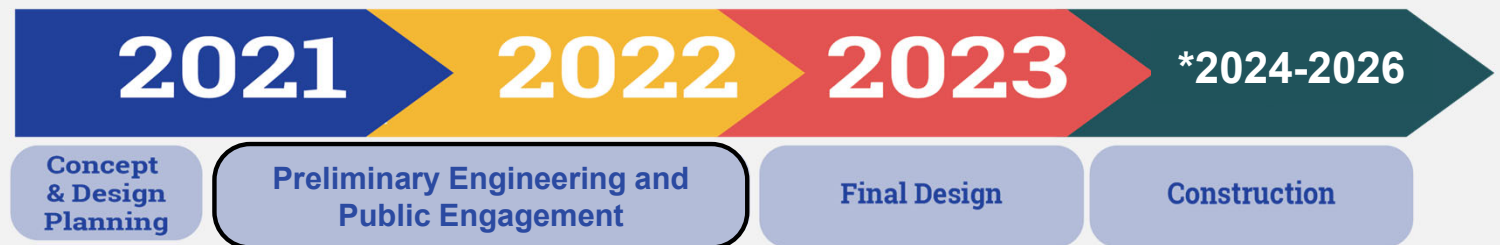
Project Development

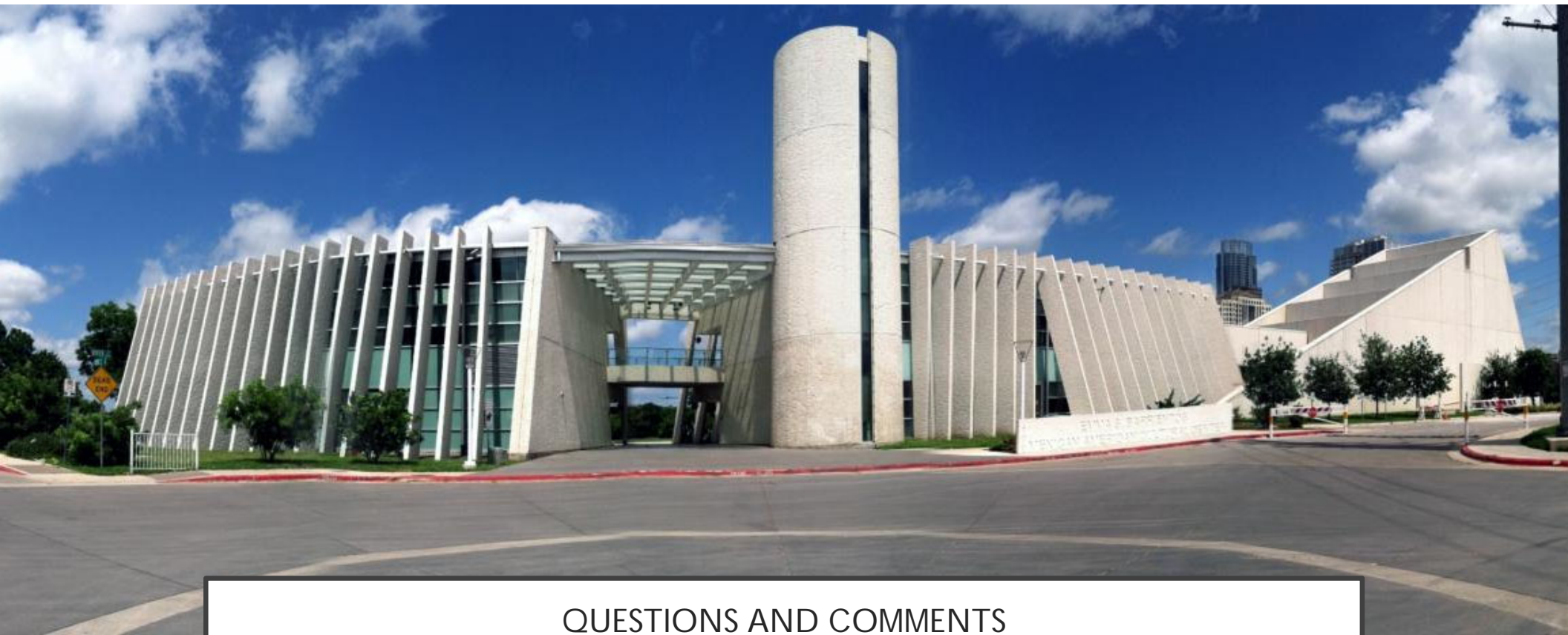
- Work through Concept and Preliminary Engineering

Project Delivery

- Final Design
- Funding
- Bidding

*Construction (TBD)





QUESTIONS AND COMMENTS

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