

AUSTIN TRANSPORTATION DEPARTMENT INITIATIVES IN RAINEY

ESB-MACC ADVISORY BOARD

DECEMBER 4, 2019



AUSTIN TRANSPORTATION

RAINEY NEIGHBORHOOD

- Briefing on ATD Initiatives:
 - Shared Streets Pilot on Rainey Street
 - Rainey Mobility Study
 - Next Steps on the Austin Core Transportation Plan
- How do these initiatives impact the ESB-MACC?

SHARED STREETS PILOT RESOLUTION

Resolution 20190619-186, adopted on June 19, 2019

- “The City Manager is directed to immediately **initiate a shared streets pilot on Rainey Street** in coordination with the Rainey local mobility study.

Be it further resolved

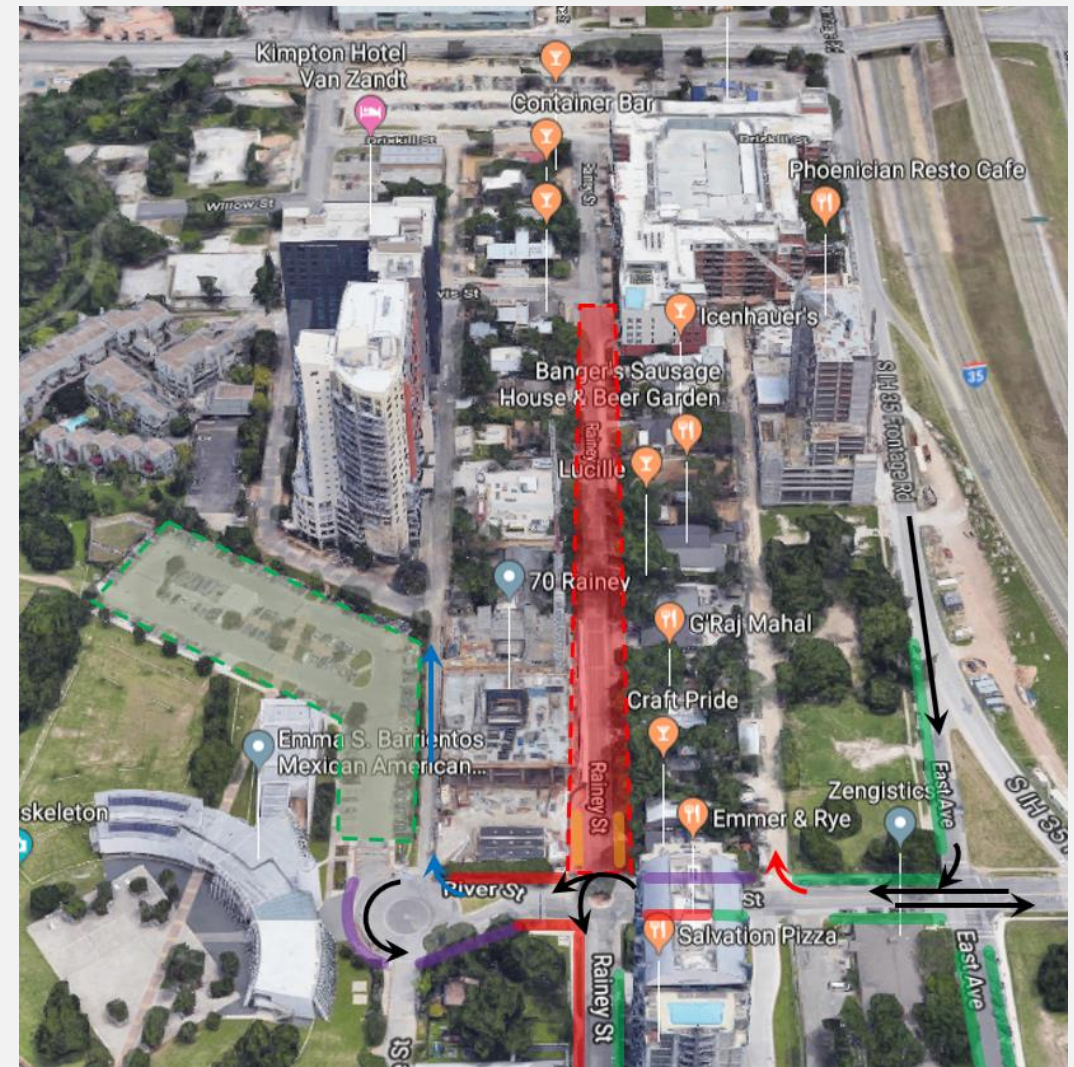
- That the City Manager shall determine the appropriate dates, times, and duration of this pilot **in consultation with** the Rainey Business Association, area neighborhood associations, and the **Emma S. Barrientos Mexican American Cultural Center Board**.

Be it further resolved

- That the pilot should include consideration of options for electric vehicle shuttles from off-site parking facilities on city property and/or city right-of-way as well as designated queueing areas for taxis and transportation network companies.”

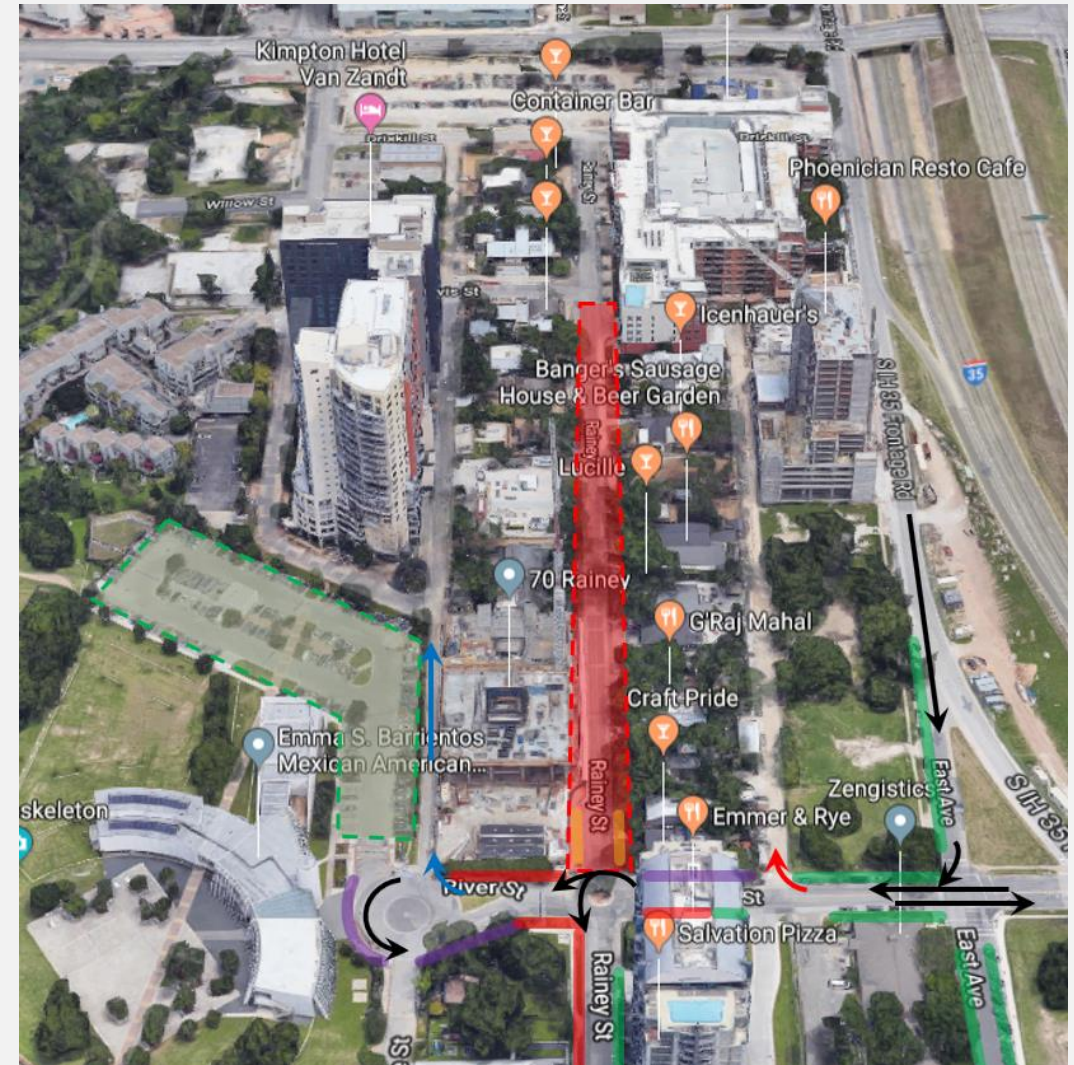
SHARED STREETS PILOT DETAILS - DRAFT

- Proposed as a “safety closure”
- Details are being determined in coordination with APD and neighborhood stakeholders
 - **Days of the week:** Thursday, Friday, and Saturday nights
 - **Times of day:** 9:00pm to 2:30am
 - **Pilot start and end dates:** ~~November 14th~~ **December 5th** until March 8th (SXSW starts March 13th)
 - Other considerations:
 - Scooters will be **allowed in prohibited** from the pilot area, **as well as pedicabs, bicycles, and other non-vehicular modes**
 - Designated passenger loading and unloading zones
 - Taxi zones
 - On- and off-street parking



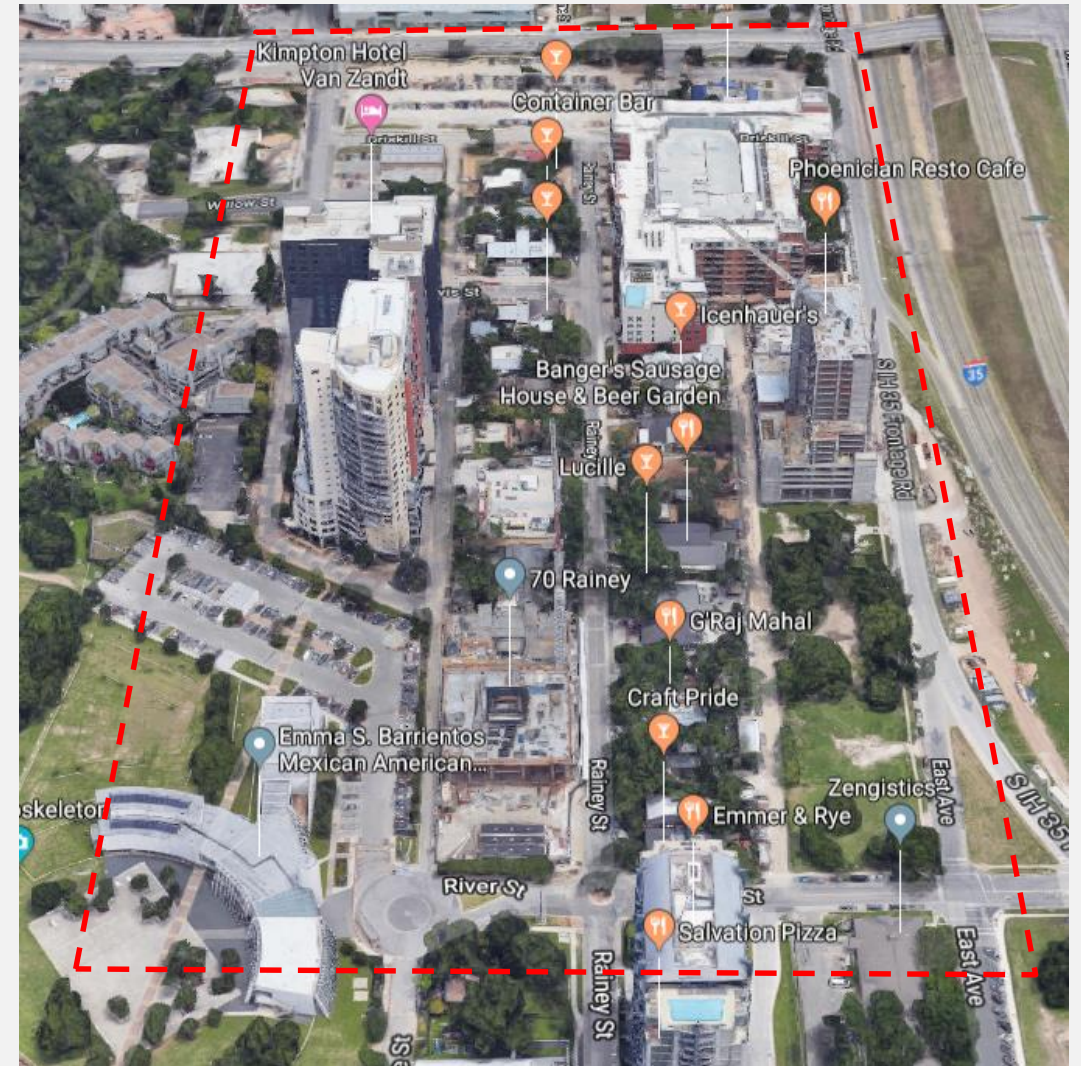
SHARED STREETS PILOT DETAILS - DRAFT

- How does this impact the ESB-MACC?
 - The parking lot may be more utilized after 9:00pm during the closure
 - Passenger loading and unloading in front of the ESB-MACC may be more utilized
 - Access to the ESB-MACC during the Rainey Street closure will be maintained via River Street and the alley from Davis Street
- Other considerations?
 - Will the parking lot ever be closed after 9:00pm during the pilot period?



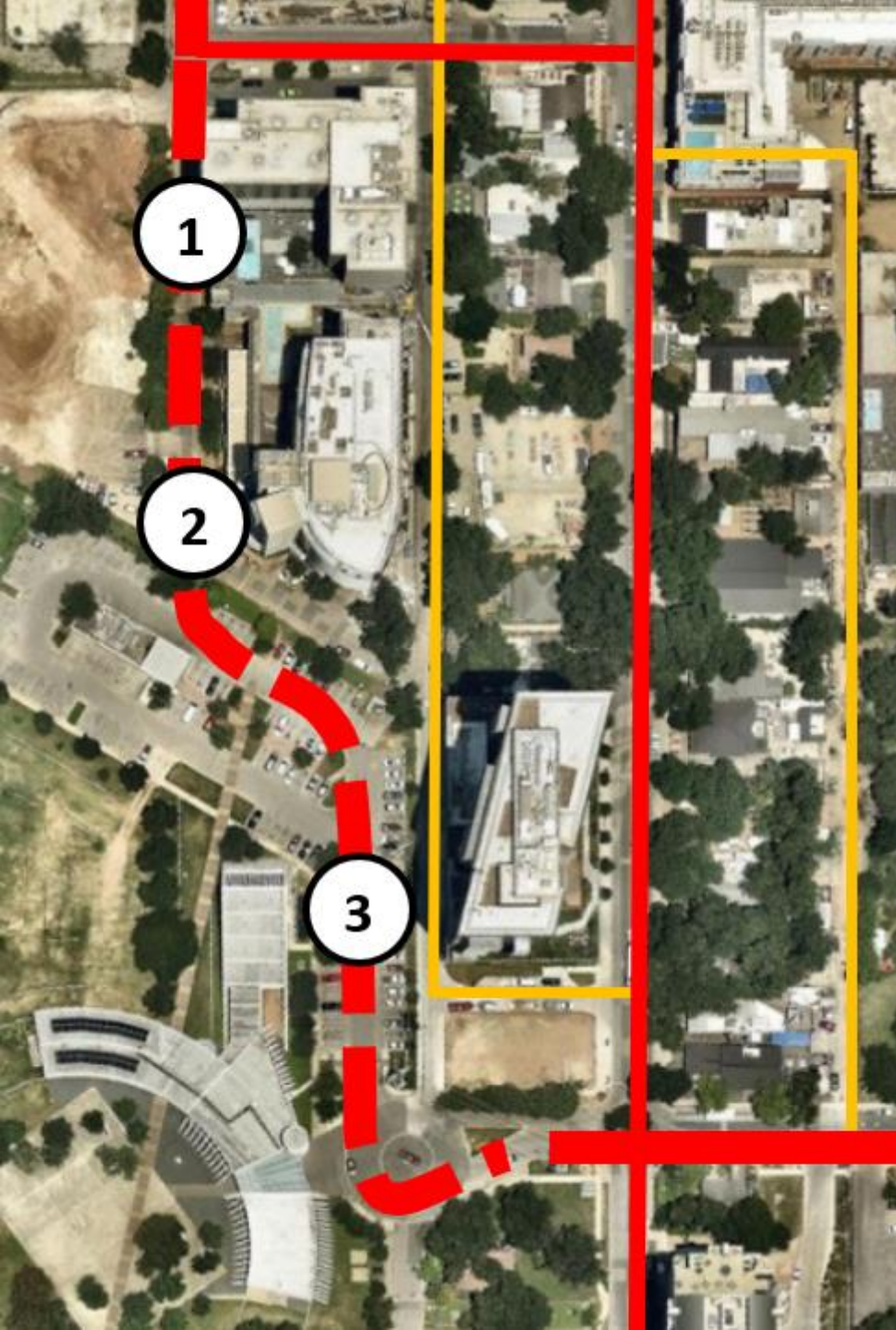
RAINEY MOBILITY STUDY

- The purpose of the ATD Rainey Mobility Study is to identify transportation-related improvements that address multimodal needs, mobility needs, and safety needs in the area.
- ATD presented to the MACC Board in August 2019
- Currently finalizing documentation



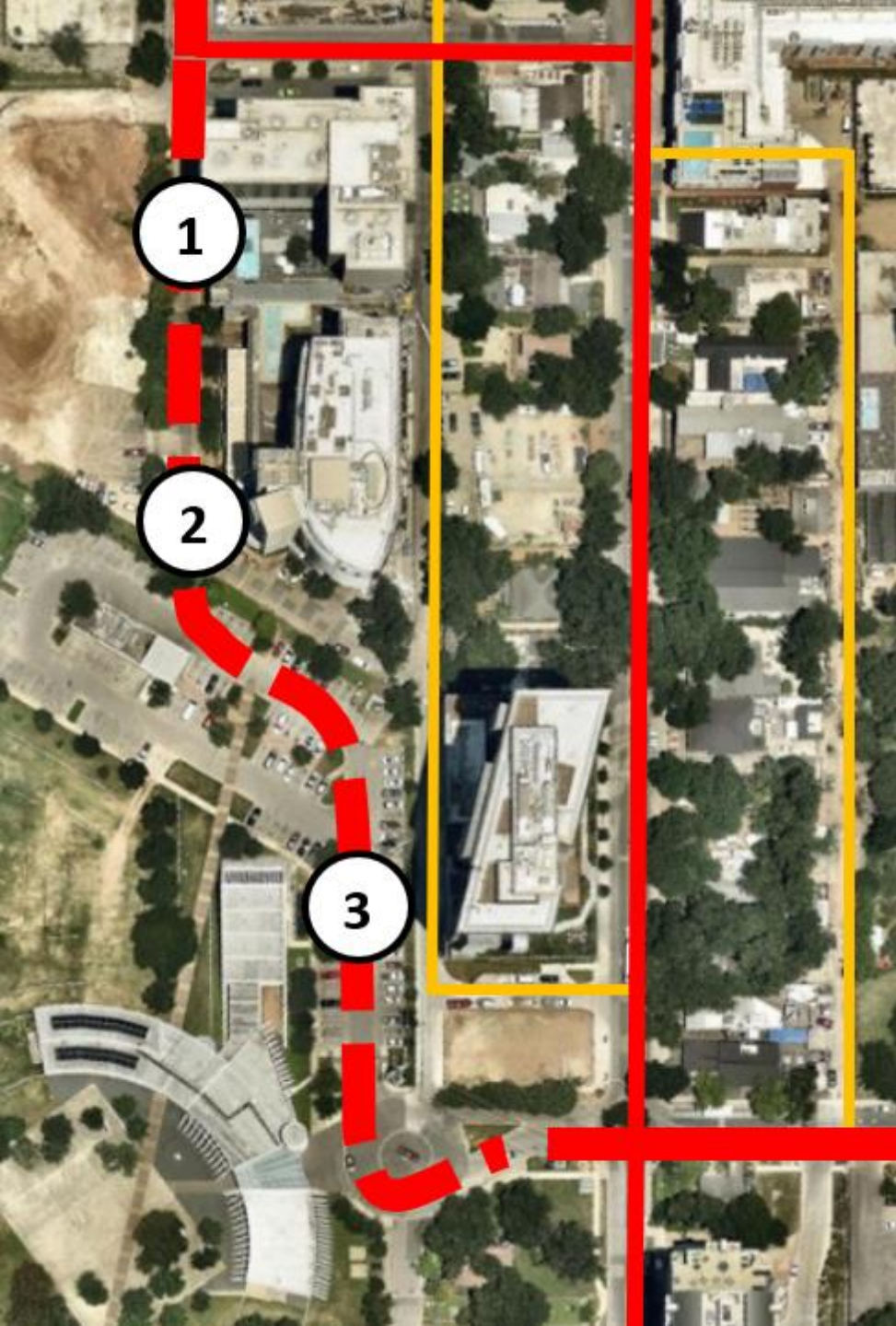
PRELIMINARY FINDINGS OF RAINEY MOBILITY STUDY

- Data Collection:
 - Heavy pedestrian volumes starting on Thursday around 8:00 pm
 - Peaking at 900 pedestrians on Saturday at 11:00 pm, making up to 80% of the total traffic
 - More than 7,000 pedestrians counted between 6:00 pm and 2:00 am each Friday and Saturday night
- Vehicular Circulation Analysis:
 - **Red River Extension Project**
 - Alley and intersection improvements
 - Tested closing Rainey Street to vehicular traffic
- Business Input on Shared Street Pilot:
 - Daytime operational considerations (deliveries, trash pickup, parking)
 - Closure days of the week and time of day



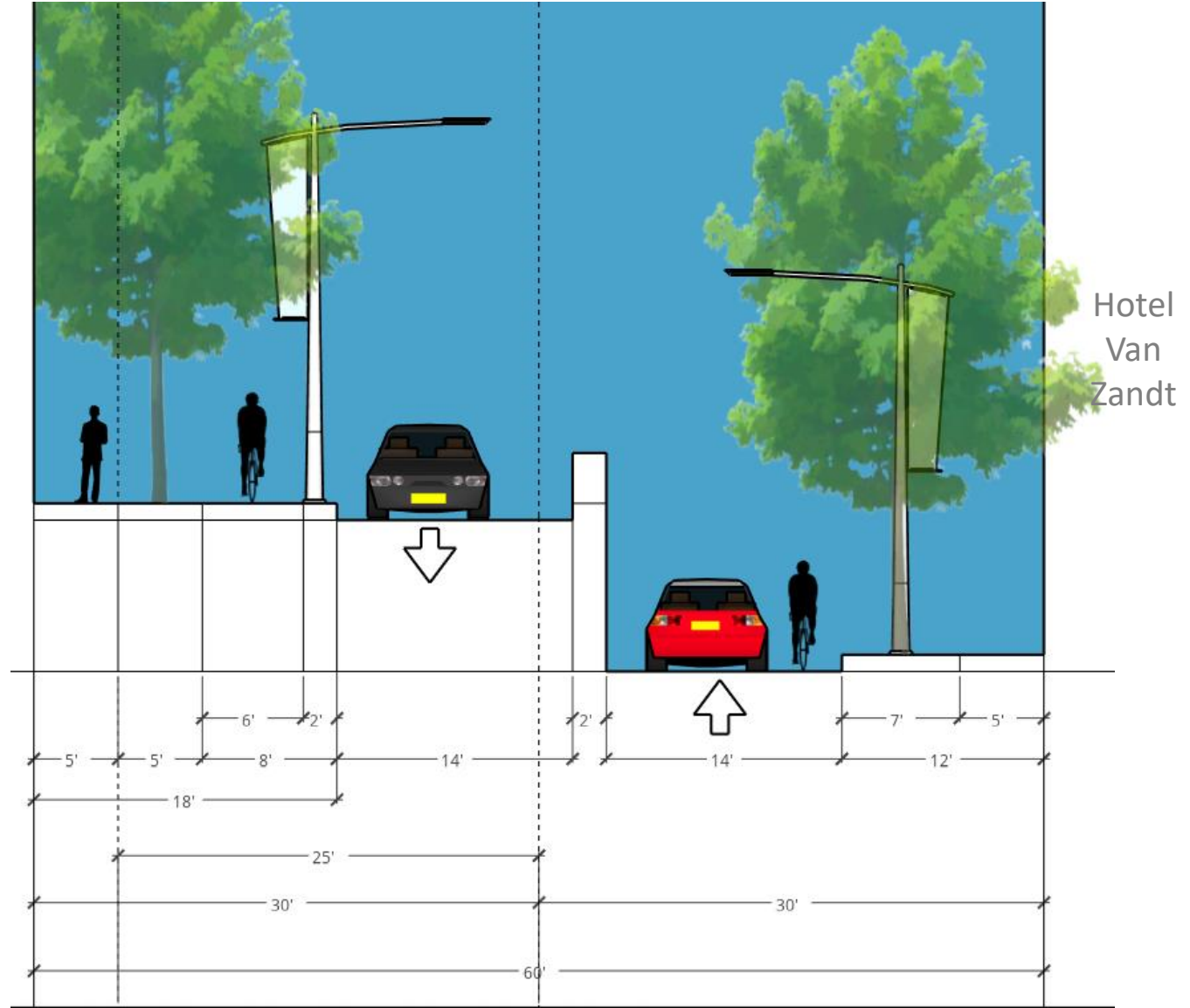
Red River Extension Project

- **Planning Vision:** The extension of Red River Street would be a transformative improvement for the Rainey Neighborhood and the ESB-MACC. A tree-lined, multimodal street would serve as the primary gateway into the neighborhood for all modes of travel. 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.



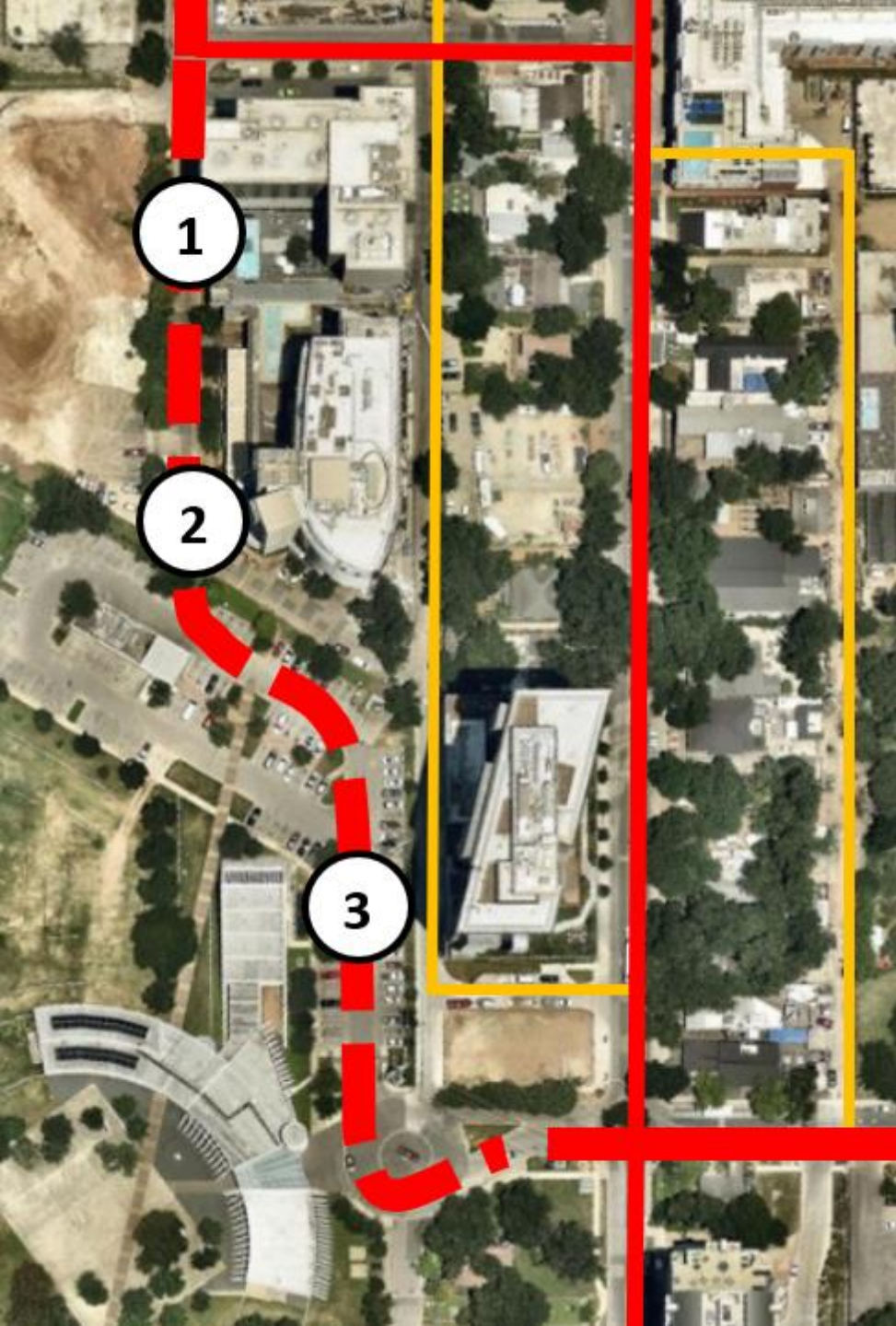
Illustrative Cross-section #1 – split level

The Travis



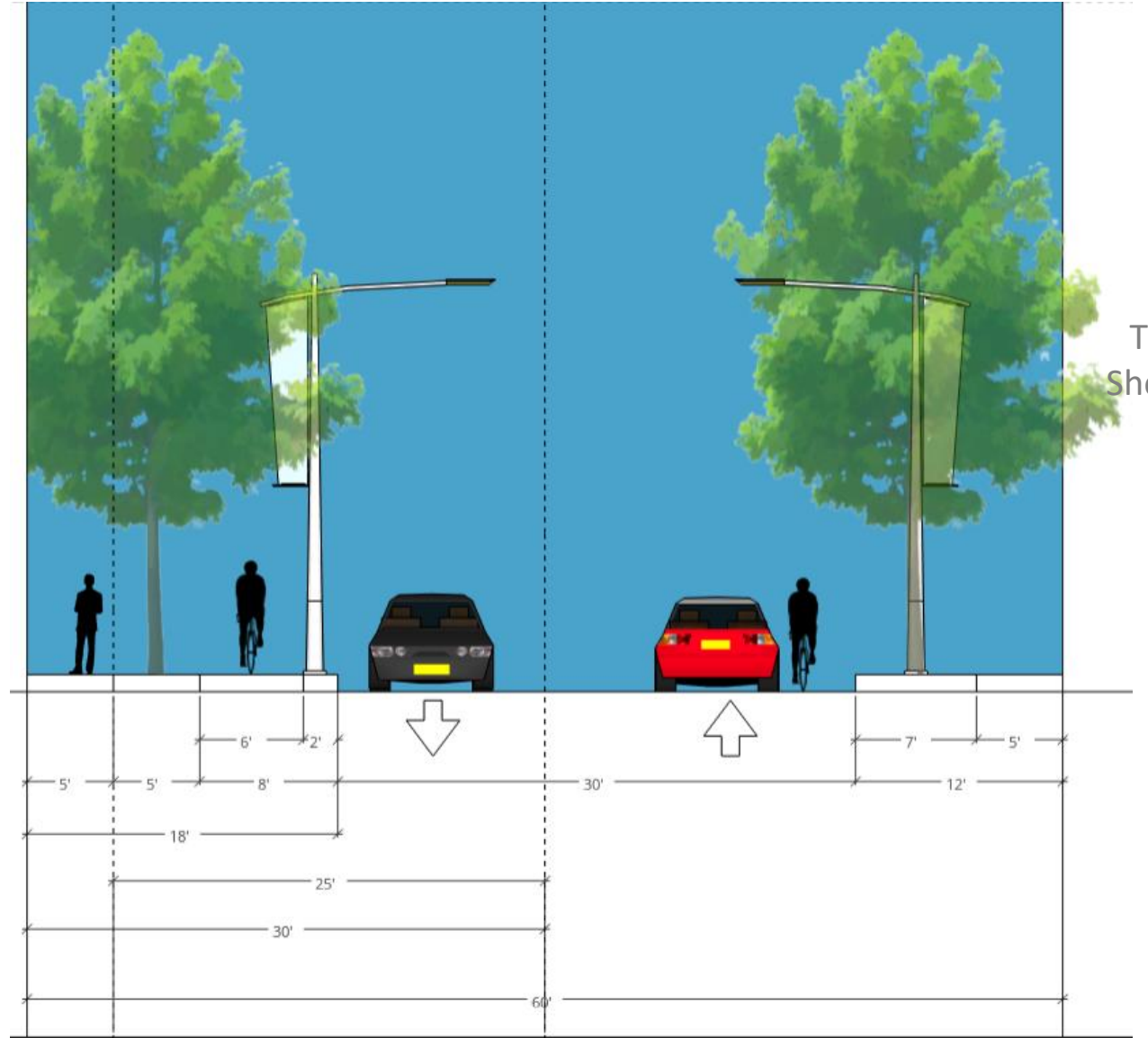
Hotel Van Zandt

* Draft concept only, dimensions and design subject to change



Illustrative Cross-section #2 – same level

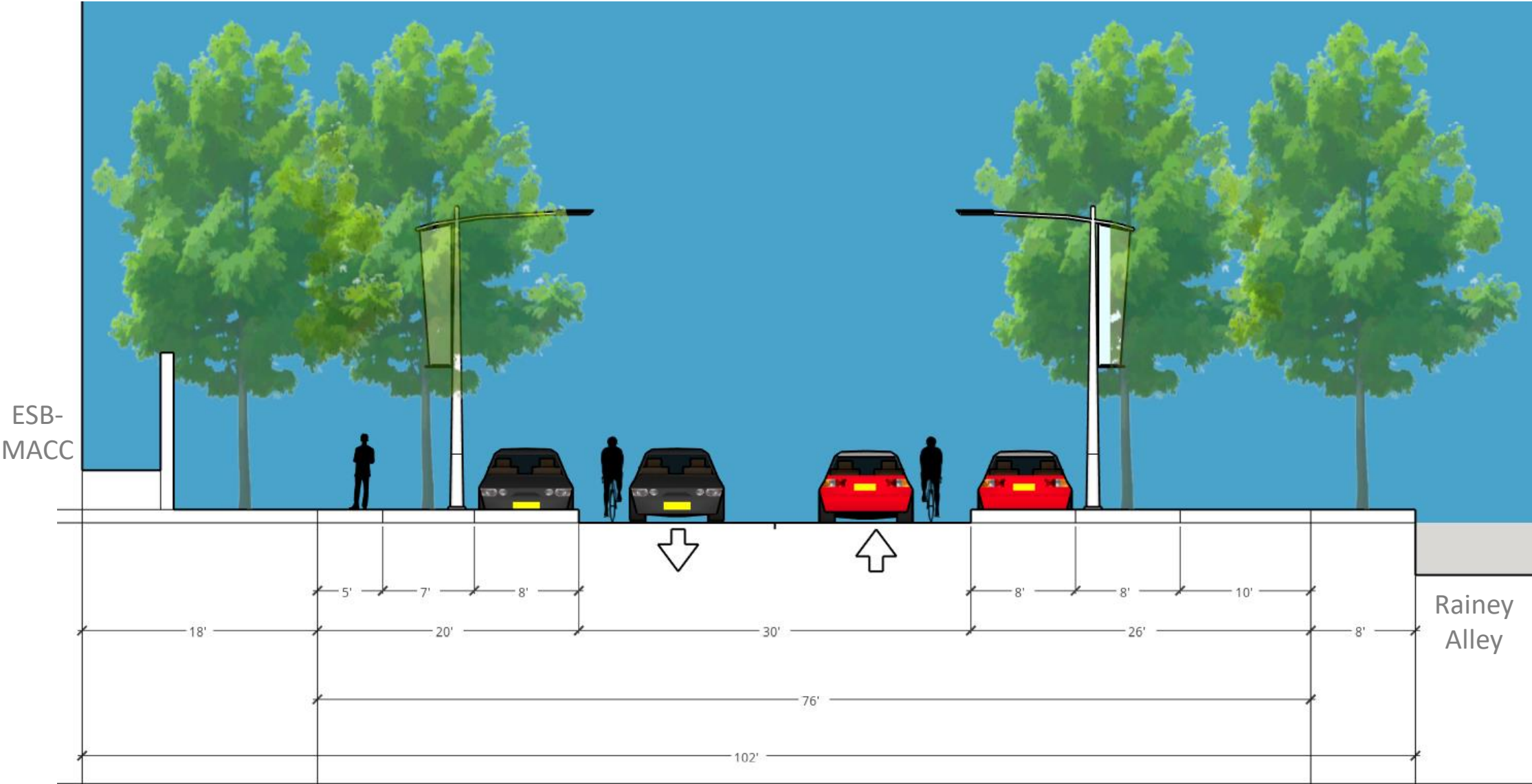
The Travis



The Shores

* Draft concept only, dimensions and design subject to change

Illustrative Cross-section #3 – through the ESB-MACC parking lot



* Draft concept only, dimensions and design subject to change

Red River Extension Davis Street to the ESB-MACC

1

Mural Wall

2

RED RIVER ST
ENTRANCE

* Draft concept only, dimensions and design subject to change

Red River Extension
Davis Street to the ESB-MACC
*with roundabout

1

Mural Wall

2

Roundabout with
Entry Totem

Entrance to
Garage

RED RIVER ST
ENTRANCE

* Draft concept only, dimensions and design subject to change

Red River Extension River Street to the ESB-MACC

Underground
Parking Garage

On-street Parking

Drop-off Loop

3

ADA Parking

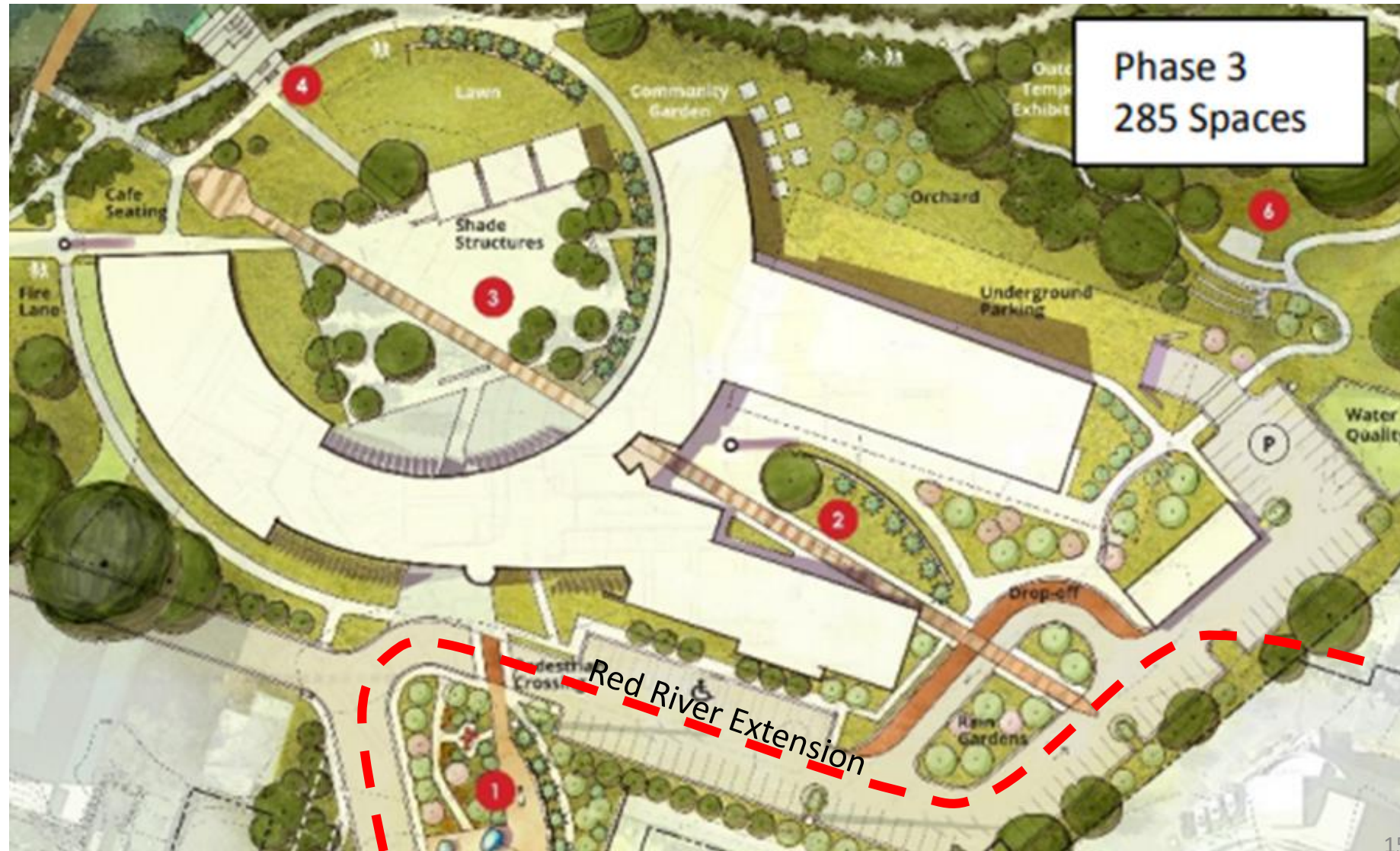
Gran Entrada

* Draft concept only, dimensions and design subject to change

DRAFT ONLY

Consistency with the ESB-MACC Master Plan

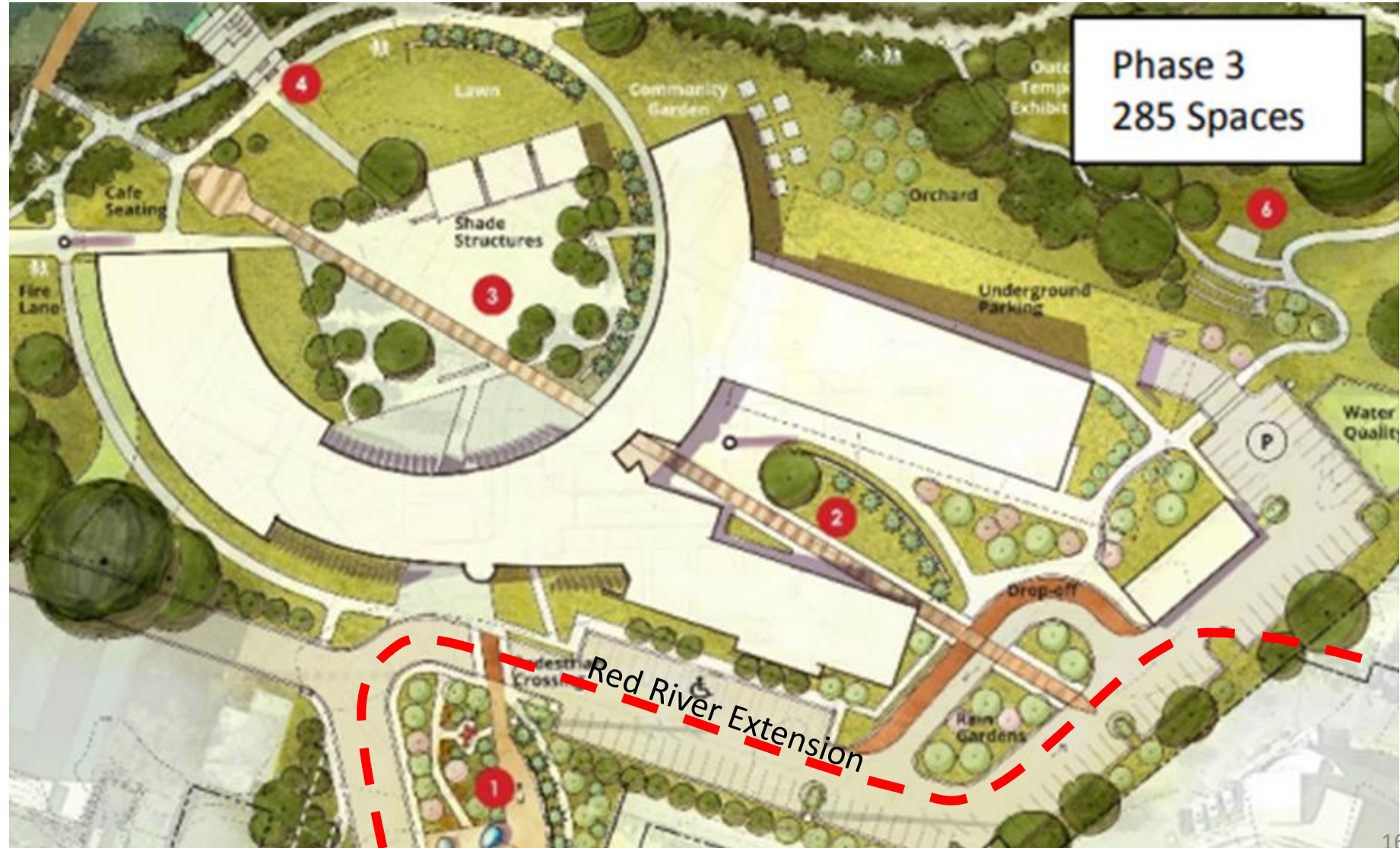
- Executive Summary:
“Red River St. – Conversations were held with the City of Austin’s Technical Advisory Group to look at the possibility of creating a connection to the ESB-MACC from the vacated Red River St. right-of-way. At the time of this report¹, it does not seem likely that a connection is possible. **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

Consistency with the ESB-MACC Master Plan

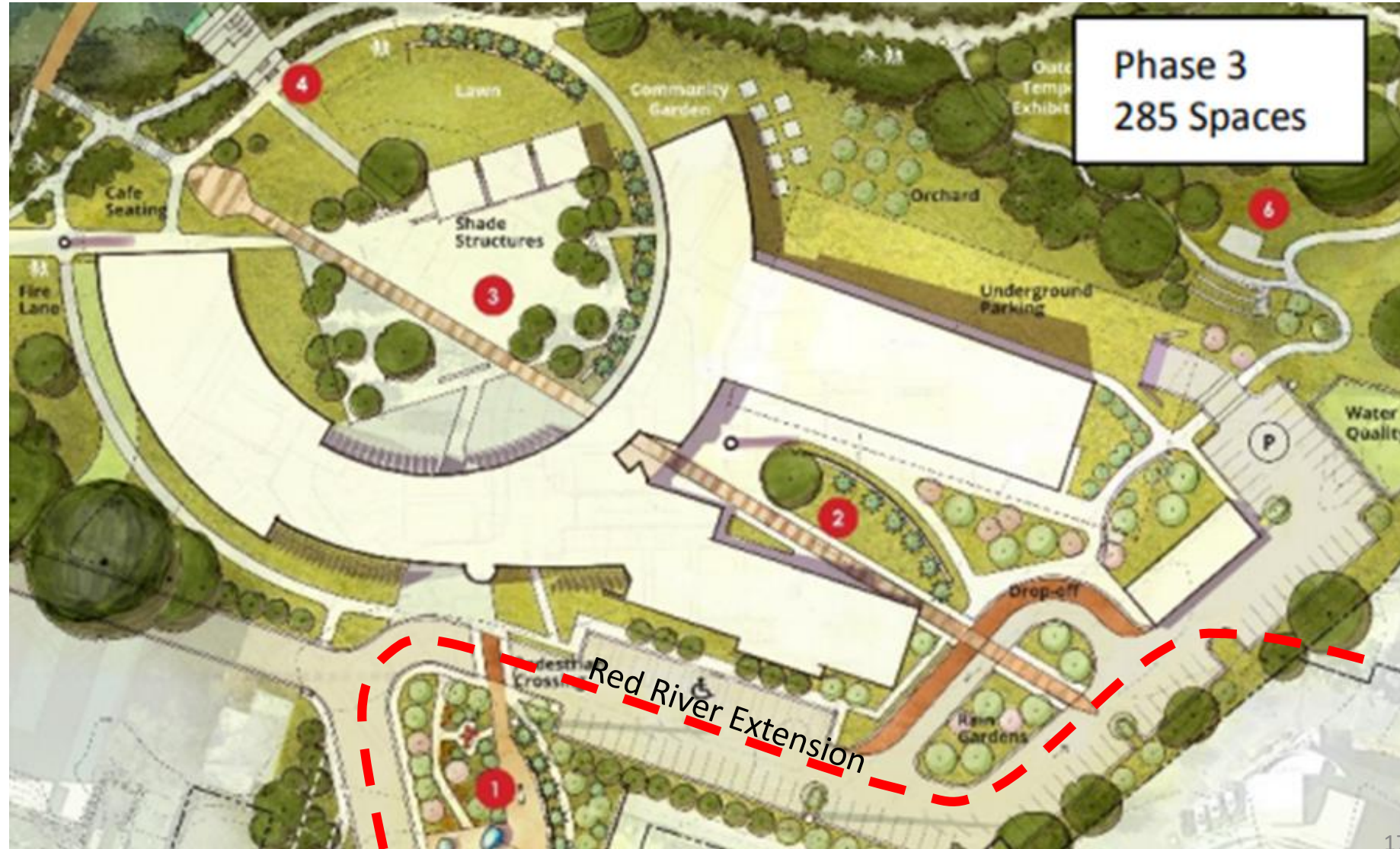
- Site Circulation (pg. 67):
“While a connection to Red River Street would be a demonstrable improvement to site circulation, the portion of Red River Street immediately adjacent to the site has been vacated by the City of Austin and its privately-owned. **If this right-of-way ever becomes available 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; unfortunately, it appears that this scenario is unlikely or impossible.”



Consistency with the ESB-MACC Master Plan

The Red River Extension would:

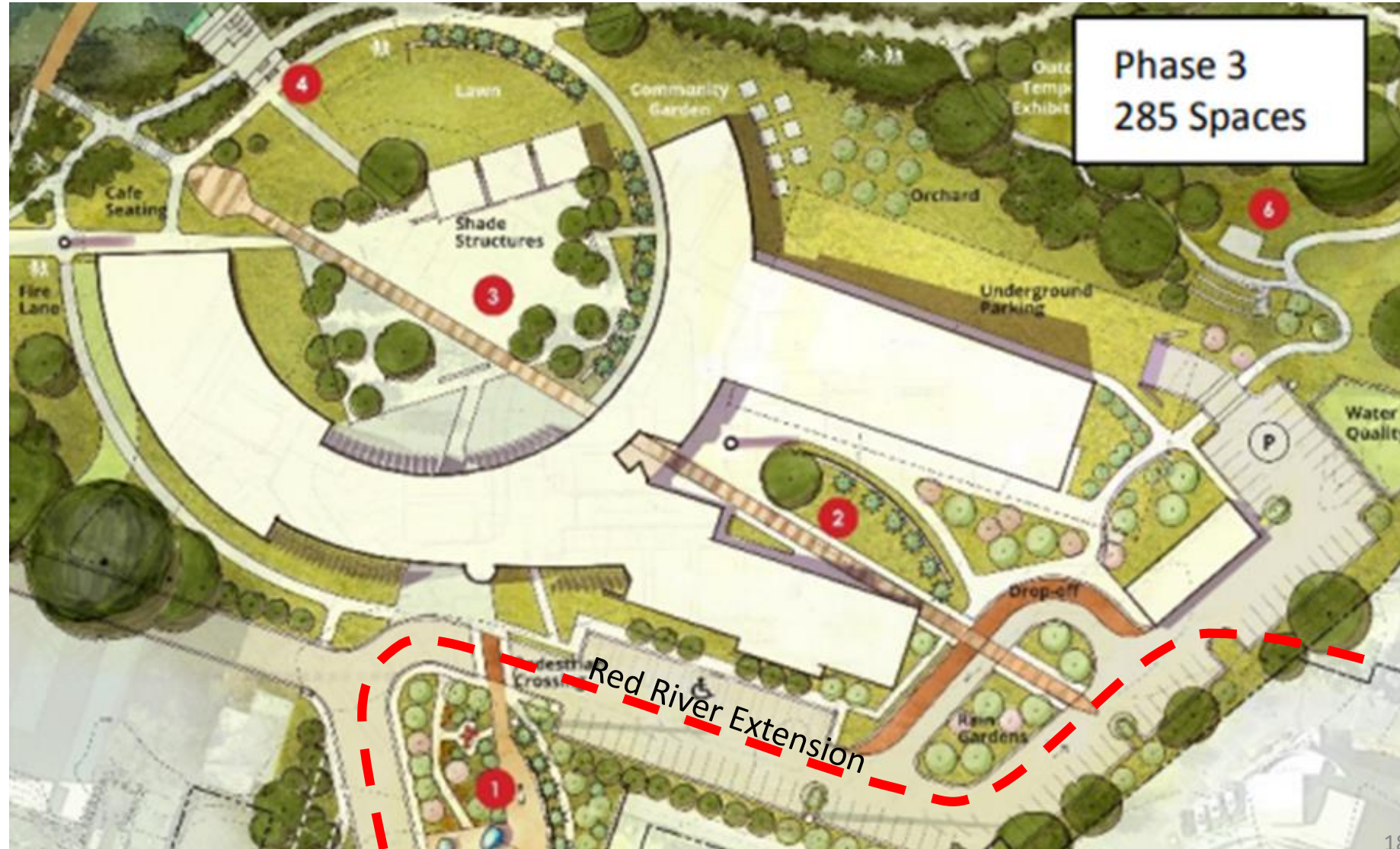
- Make the “Gran Entrada” possible as part of the design of the roadway
- Maintain ADA parking at the front door and provide paid parking along the street
- Include the primary passenger pickup and drop-off loop as part of the roadway design
 - Potentially serve as a CapMetro circulator or private shuttle pickup and drop-off location
- Provide access to the underground parking garage



Other Benefits to the ESB-MACC Master Plan

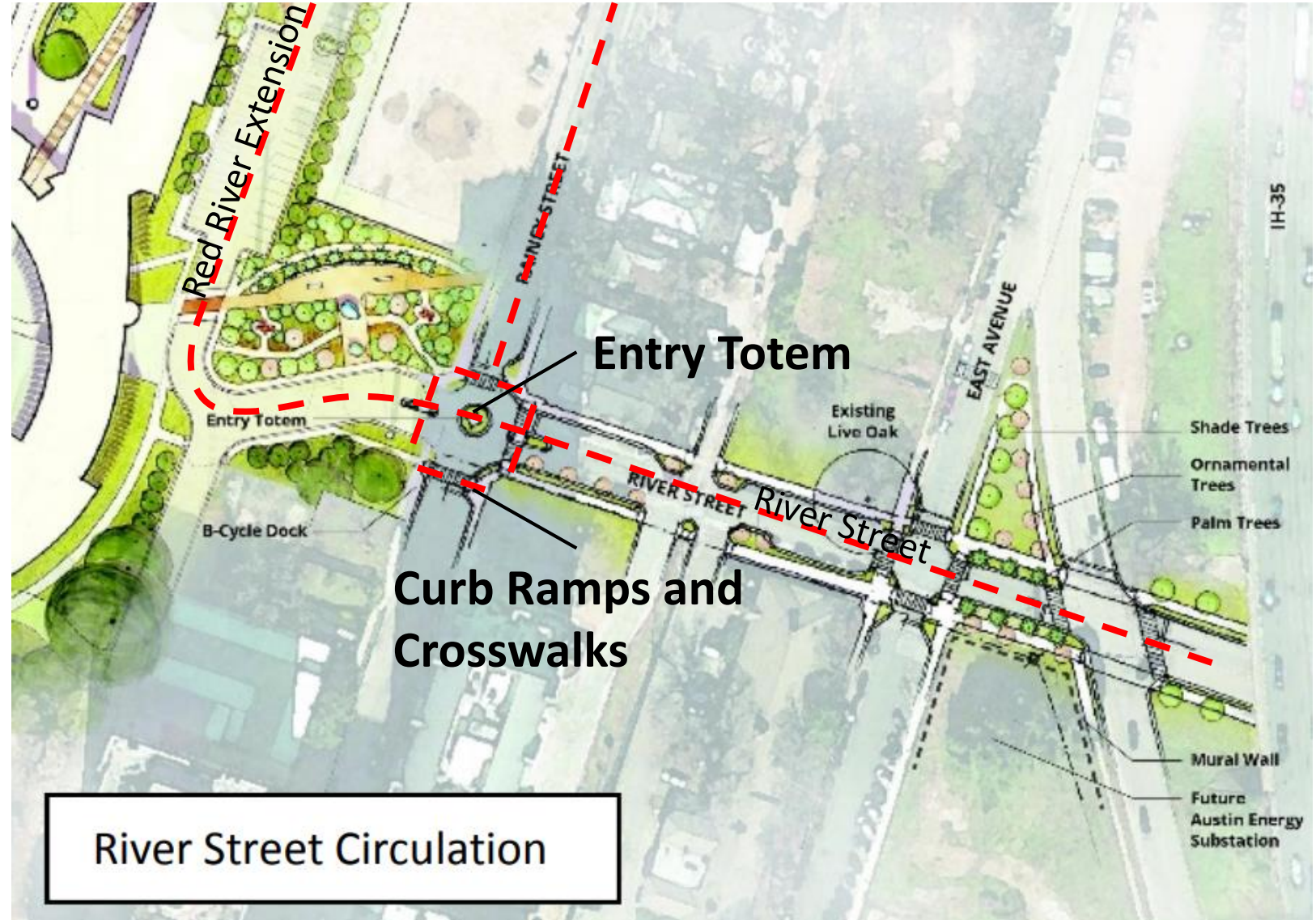
The Red River Extension would:

- Provide a secondary access to the ESB-MACC from Cesar Chavez St for all modes
 - Lessen traffic impacts during large events by providing two access/egress points
- Increase visibility and exposure to the public
- Provide an opportunity to connect to the Project Connect Blue Line station, if alignment is selected
- Include cultural placemaking as part of the roadway design
- Opportunity to fund the underground parking garage as part of the project



Other Improvements in the Rainey Neighborhood

- Improvements to River Street, including new ramps and crosswalks at Rainey Street
- Complete missing sidewalks, with opportunities for Great Street Standards
- Short- and long-term improvements to Rainey Street:
 - Safety and mobility
 - Extension to Cesar Chavez Street
 - Opportunity for cultural placemaking throughout the District
- Other intersection improvements in the area



NEXT STEPS

- Finalize Shared Street Pilot logistics with the community and send out notifications
 - Start street closure on Thursday night, **December 5th**
~~November 14th~~
- Begin working on the Austin Core Transportation Plan
 - The ACT Plan is an update to the 2002 Downtown Access and Mobility Plan and Downtown Austin Plan's Transportation Framework Plan.
 - Incorporate the Red River Extension Project and other improvements identified in the Rainey Mobility Study into the comprehensive downtown transportation planning process
 - Engage with the community to further define project details and identify priorities

An architectural rendering of a vibrant, pedestrian-friendly urban street. The scene is set during the day with a clear blue sky and scattered clouds. On the left, a modern building with a dark, textured facade and large glass windows stands. The street is wide and paved with light-colored concrete, featuring a brick-paved sidewalk on the left. Lush green trees line both sides of the street, creating a canopy effect. In the foreground, a woman in a white tank top and green shorts is riding a kick scooter. To her right, a man in a red jacket and green pants is walking. Further down the street, a man with a red backpack is riding a bicycle, and another man is riding a bicycle with a basket. The background shows a busy street with many people walking, some on scooters, and a building with a colorful, patterned facade. The overall atmosphere is lively and modern.

THANK YOU!

* Draft concept for Rainey Street, subject to change

THANK YOU!

THANK YOU!

THANK YOU!