

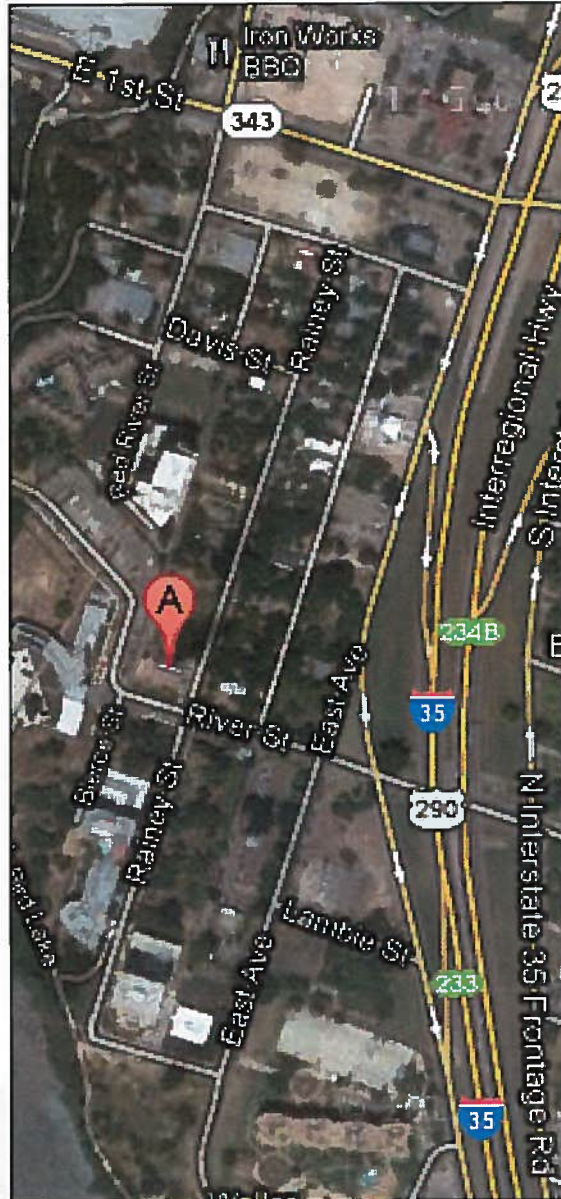
Concepts for Rainey Street Improvements

Revised January 29, 2013

Agenda

- Introduction/Scope Definition
- District Overview
- Rainey Street Challenges
- Infrastructure Solutions
- Resident Concerns
- Next Steps Discussion

Introduction/Scope Definition



- Area of Review:
 - South of Cesar Chavez
 - West of IH-35
 - North of Lady Bird Lake
 - East of the MACC
- Multi-department team engaged:
 - Austin Energy
 - Austin Transportation
 - Economic Growth and Redevelopment Services Office
 - Planning & Development Review
 - Public Works
 - Real Estate Services
- Today's objective is to present infrastructure solution options.

Existing Challenges



- Inclusion of Rainey Street in CBD has resulted in proliferation of restaurants and cocktail lounges.
- Improperly managed parking, missing and non-compliant sidewalks, and poor lighting have created safety issues.
- Residents of the district have raised concerns about degradation of access and quality of life.
- Pending private redevelopment requires balance in realizing short and long term benefits of public investment.

- **Street Lighting**
 - Coordination between PWD and Austin Energy in progress
- **Code Changes**
 - Lead agency is Planning & Development Review
- **Parking**
 - Plans have been coordinated with MACC
- **Infrastructure Improvements**
 - Work has been coordinated with public safety agencies
 - All options to be discussed provide acceptable emergency access

Planned Improvements

Items with General Stakeholder Agreement

- Add/repair sidewalks and bulb-outs as required to achieve ADA compliance.
- Redesign the traffic circle at the intersection of River and Rainey Streets.
- Modify the traffic calming devices on Rainey and Davis.
- Meter the parking at the MACC lot per MACC Board recommendation.
- Implement Parking Management District to finance improvements.
- Improve roadway/pedestrian lighting.
- Add reverse angle parking on East Avenue and meter the parking.

Options for Improvement to Vehicular and Bicycle Circulation

- **Preferred:** Convert Rainey Street to one-way northbound from River Street to Driskill Street and incorporate a buffered cycle track into the design (similar to Rio Grande). Retain parking on east side of Rainey.
- **Alternative:** Retain Rainey Street as a two-way street with bike lanes and parking removed from Driskill to River.

Stakeholder Concerns

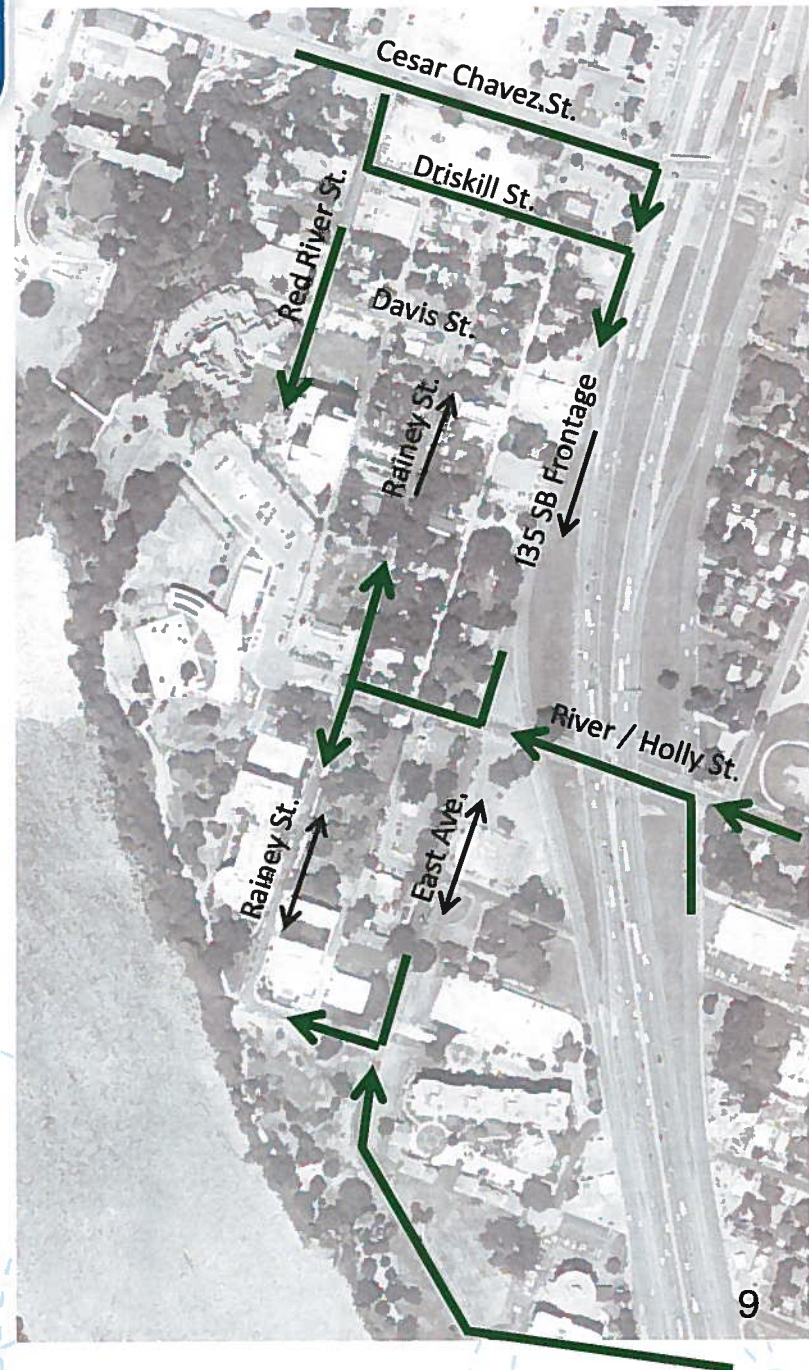
- **Emergency Access**
 - One-way flow has been reviewed with emergency services providers and provides improved access.
- **Inclusion of Cycle Track**
 - Rainey Street is part of Bicycle Route 51 as indicated in Council-approved Bicycle Master Plan.
 - Cycle track provides safer route.
 - Mountable curbs allow for emergency vehicle access.
- **Traffic Circulation**
 - Traffic circle at Rainey and River will be improved.
 - Two-way access restored to Davis Street.
 - Routing of traffic to East Avenue provides multiple circulation options.
- **Parking**
 - Retaining parking on Rainey from River to Driskill provides highest number of spaces.

Parking Options

- **Parking Metered Throughout the District**
 - Metering promotes turnover.
 - Provide limited Residential Permit Parking.
 - Net revenue after costs go to neighborhood improvement fund.
- **Add Pay Stations and Open Parking at the MACC**
 - Makes ~125 additional spaces available on most nights.
 - Net revenue after costs go to MACC programming.
- **Parking Improvements on East Avenue**
 - Restripe as reverse angle parking and add pay stations.
 - Produces 57 spaces for a net gain of 31 in the District.
- **Rainey Street**
 - No change to parking south of River Street.
 - One-way option retains 30 spaces on Rainey Street from River to Driskill.
- **Net Gains**
 - One-Way Option: 115 Spaces
 - Two-Way Option: 85 Spaces

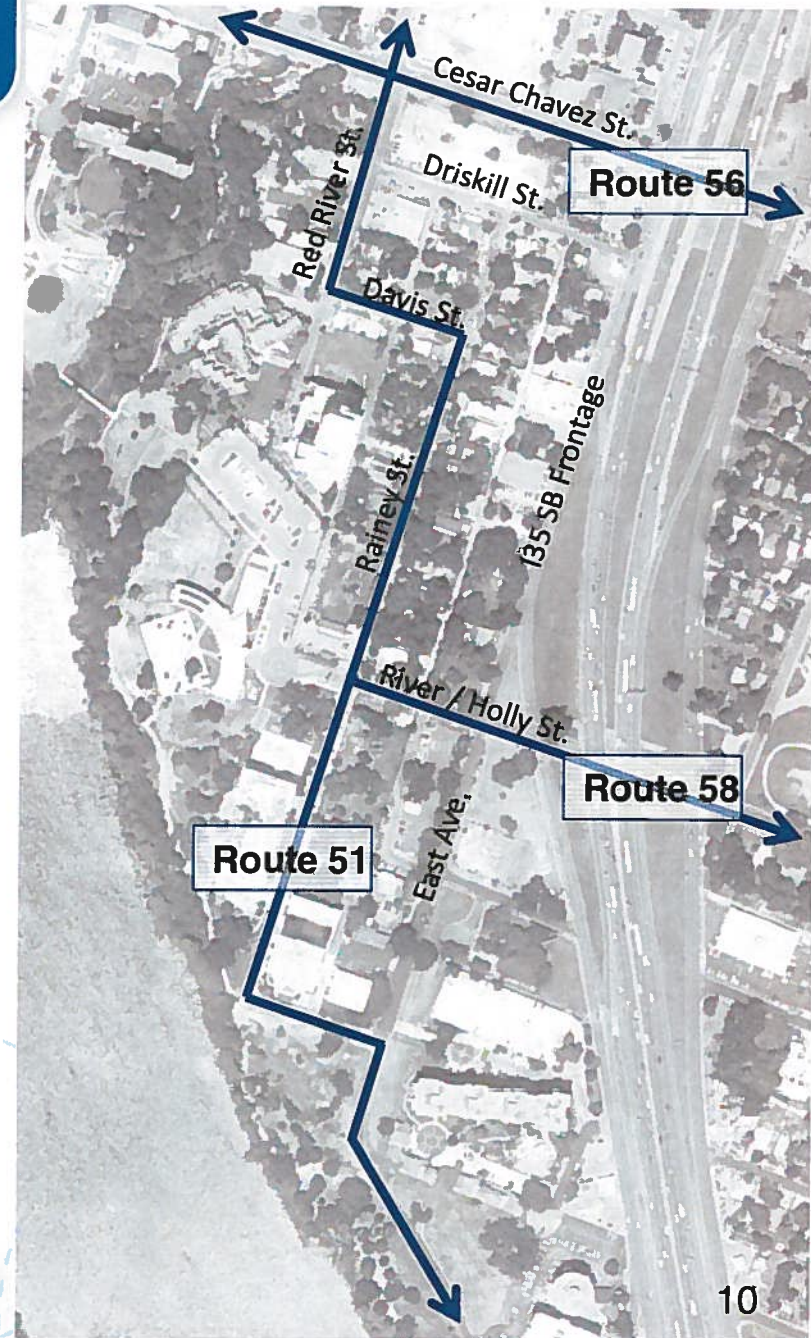
Neighborhood Access – One Way Option

- Lower Rainey access via East Avenue, River Street/Holly Street, and Cummings Street
- Circulation from Red River Street to Davis Street to Rainey Street.
- Access to East Avenue from Driskill Street and Cesar Chavez Street

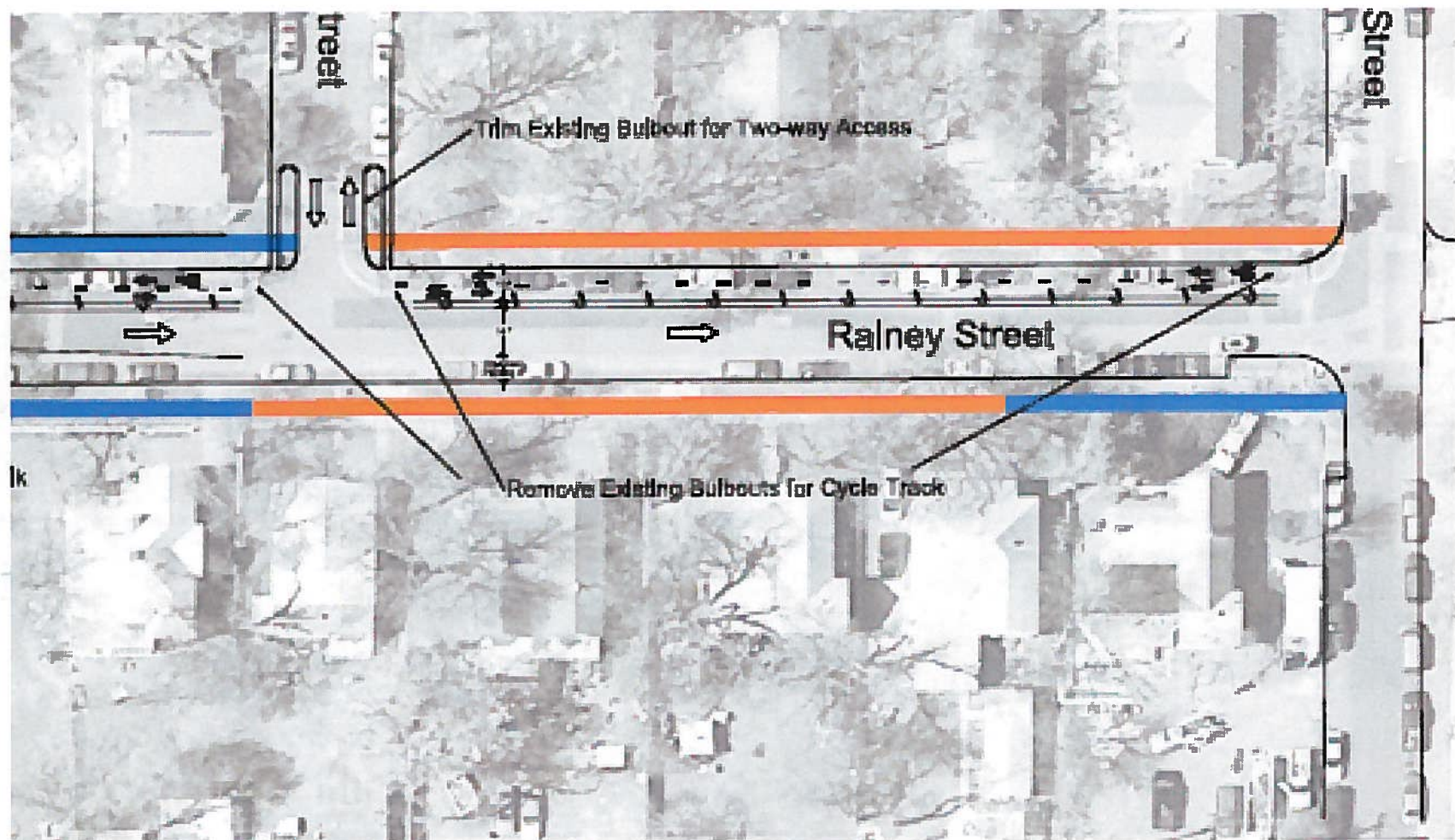


Bicycle Access – Both Options

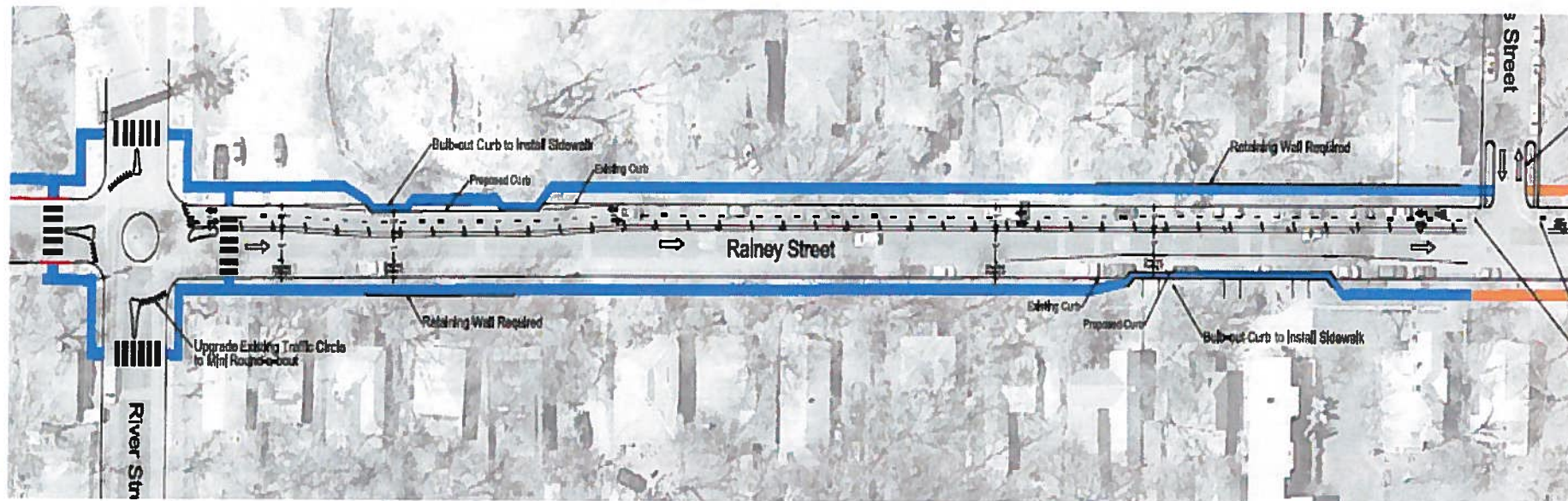
- Connects Routes 51, 56, and 58
- Improved access to LBL
- Safer circulation under IH-35
- Consistent with Council-adopted Bicycle Master Plan



Proposed Plan (Driskill to Davis)

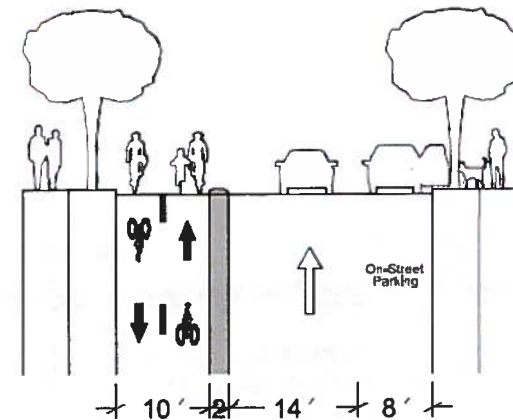


Proposed Plan (Davis to River)

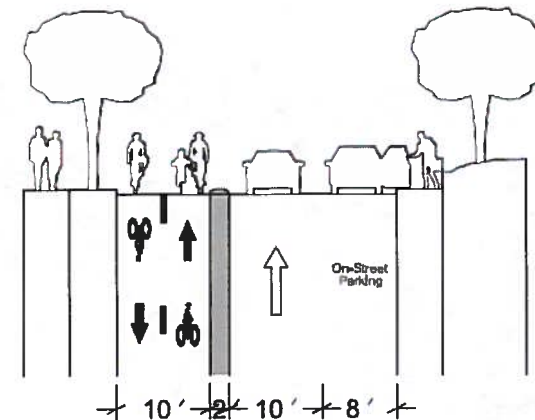


Proposed Cycle Track Cross Sections

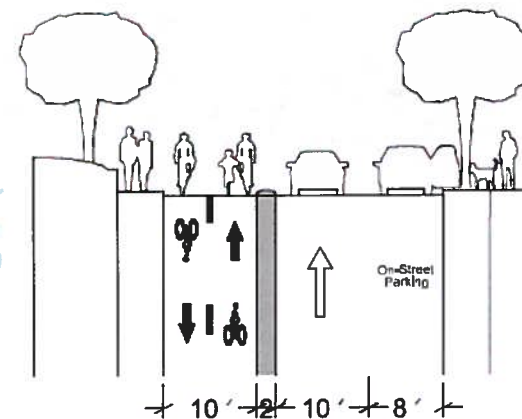
One-Way Vehicle Flow



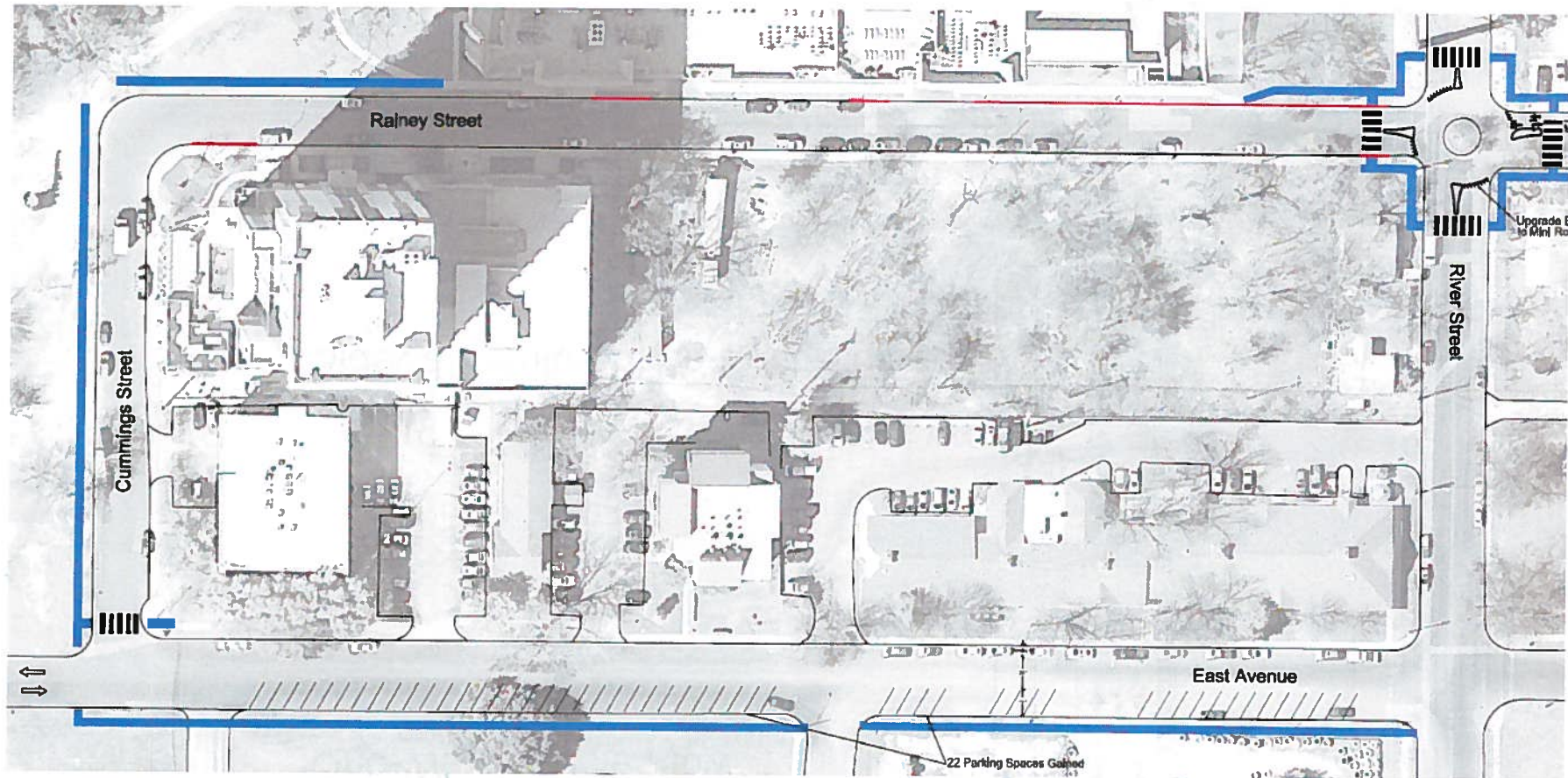
Sidewalk Bulb-out on East Side



Sidewalk Bulb-out on West Side



Proposed Plan (River to Cummings)



Planned Next Steps

- Immediate - Parking
 - Implement parking improvements to East Avenue
 - Install pay stations at the MACC parking lot
 - Install pay stations on Rainey Street
 - Initiate Parking Management District process
 - Initiate limited Residential Parking Permit program
- After SXSW in March 2013
 - Convert Rainey to one-way northbound from River to Driskill
 - Install revised traffic calming features
 - Install cycle track
 - Construct sidewalks and bump-outs