

RAINEY

NEIGHBORHOOD MOBILITY STUDY & PLAN

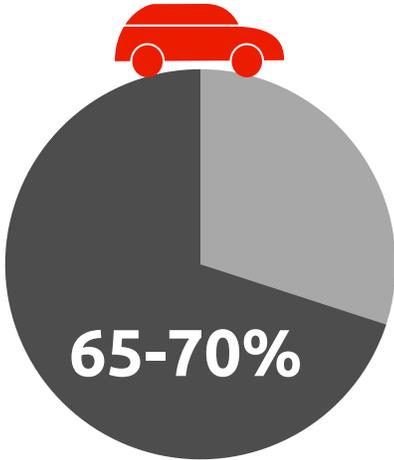
**PLANNING
FOR GROWTH**

PREPARED BY:

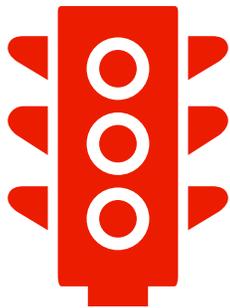
BIG RED DOG ENGINEERING & CONSULTING

INSIDE: IDENTIFICATION
OF MOBILITY
CHALLENGES AND
POTENTIAL SOLUTIONS

EXISTING CONDITIONS



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



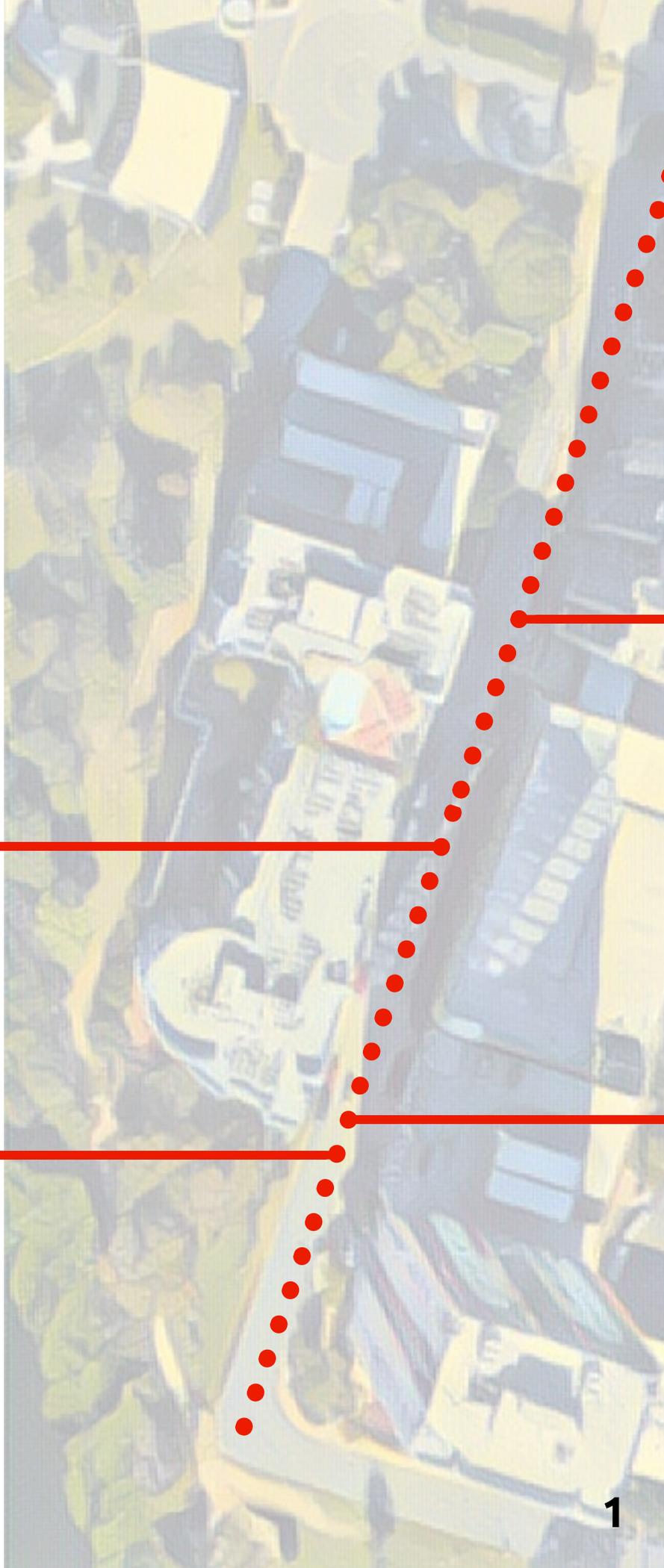
**PEAK HOUR
CONGESTION
STEMS FROM**

**EAST CESAR
CHAVEZ & I-35**



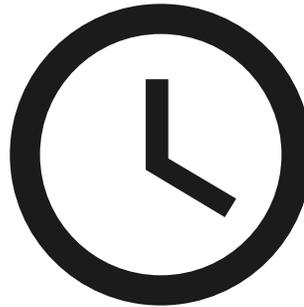
**NO
DEDICATED
BICYCLE
FACILITIES**

**NO
TRANSIT
STOPS**



EXISTING CONDITIONS

BETWEEN
9:30 PM
-
2:30 AM

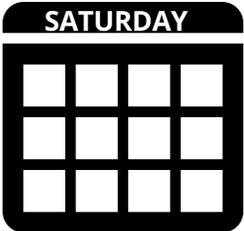


1
PEDESTRIAN CROSSES
RAINEY/DAVIS
INTERSECTION EVERY
3 SECONDS


4X
AS MANY
PEDESTRIANS AT
RAINEY/DAVIS

VS


AT
RAINEY/RIVER

ON
SATURDAY

NIGHTS

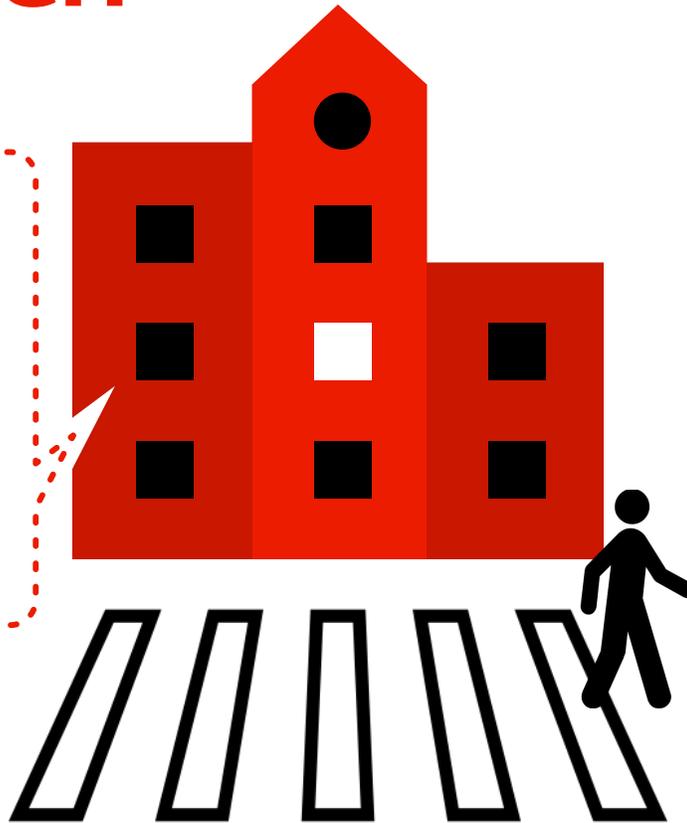
STREETS WITH MISSING SIDEWALKS

- DRISKILL
- RED RIVER
- RAINEY
- RIVER
- DAVIS



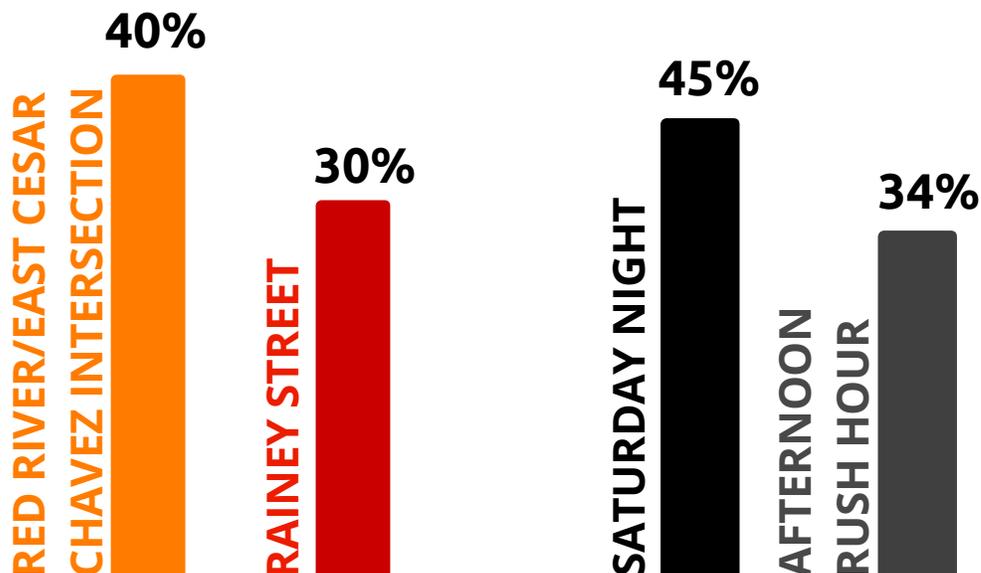
OUTREACH

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

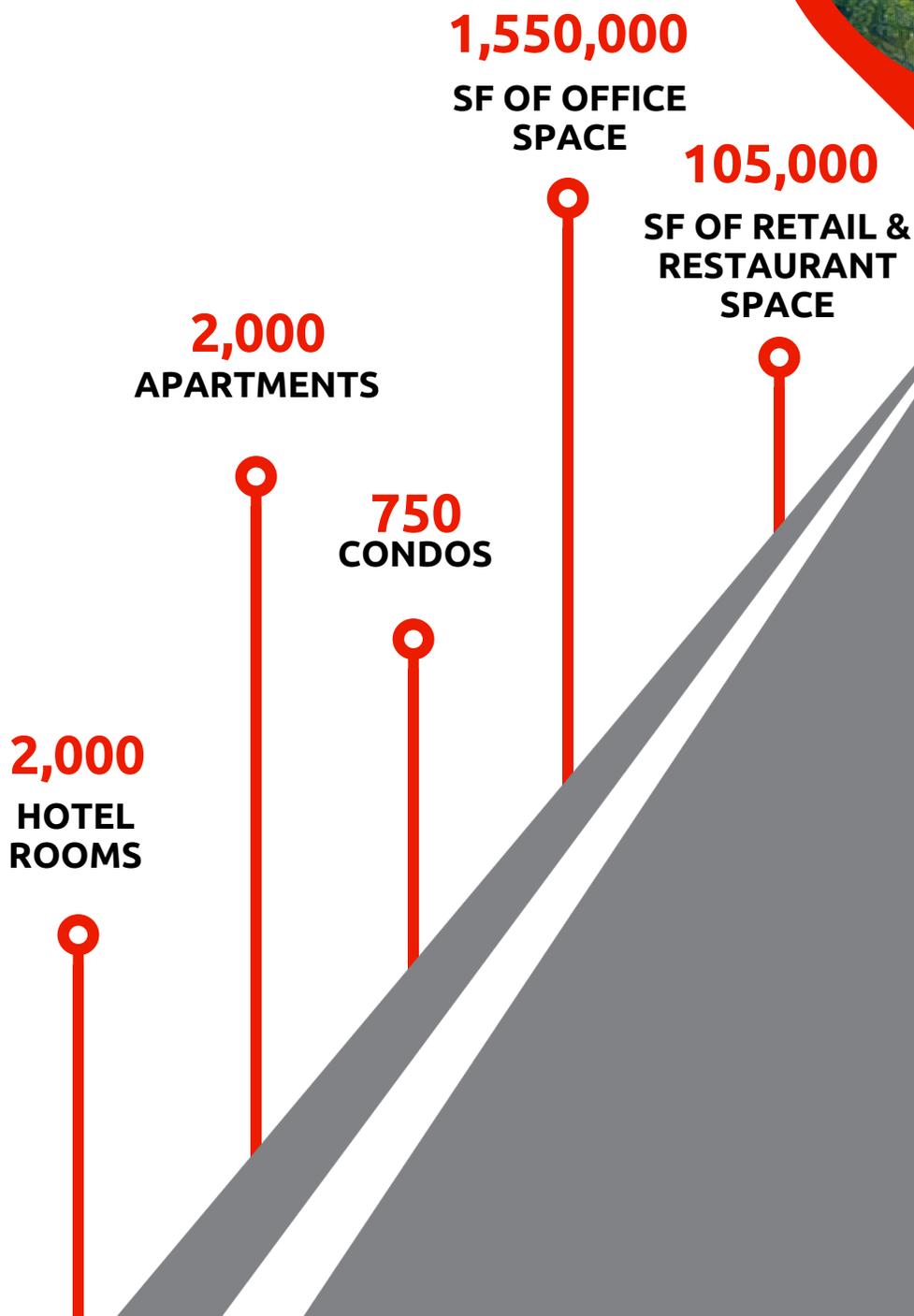
80%

OF RESPONDENTS HAVE 2
OR MORE PARKING SPOTS

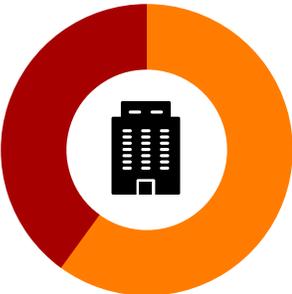
FUTURE GROWTH

2017 >>

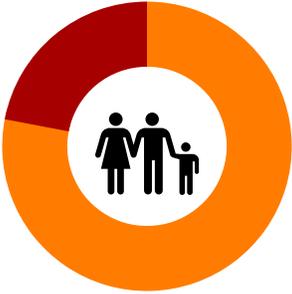
DEVELOPMENTS COMING SOON, ADDING...



FUTURE GROWTH



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



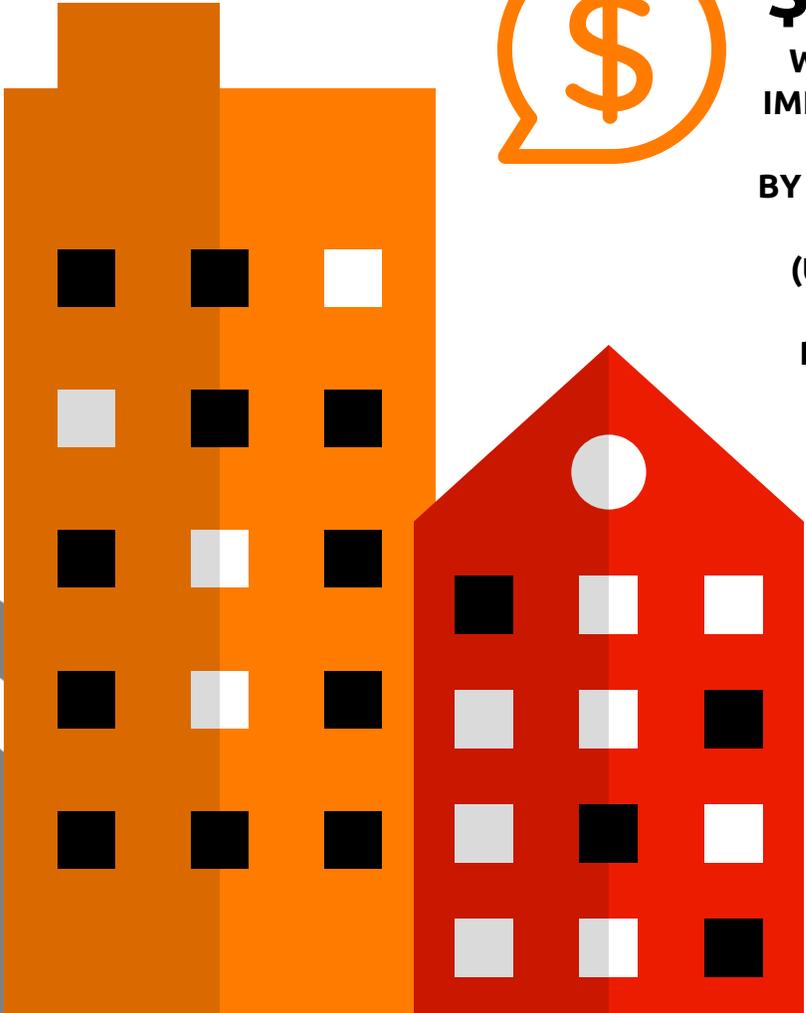
20-25%
OF THE PEAK HOUR TRIP
GENERATION PROJECTED
TO COME FROM
RESIDENTIAL
DEVELOPMENTS



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



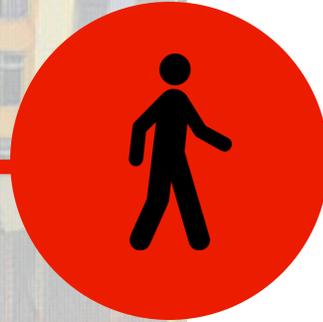
\$9 million
WORTH OF MOBILITY
IMPROVEMENTS COULD
BE SUPPORTED
BY DEVELOPMENTS NOT
YET APPROVED
(UNDER THE CITY OF
AUSTIN'S ROUGH
PROPORTIONALITY
ORDINANCE)



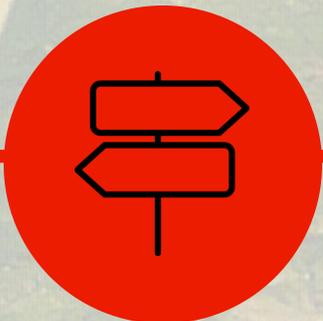
IMPROVEMENT RECOMMENDATIONS



**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**

TABLE 19: RAINEY NEIGHBORHOOD POTENTIAL MOBILITY IMPROVEMENTS

Category	Issue	Strategy Description
Vehicle Mobility	Peak Period Congestion	Congestion stems from I-35 and East César Chávez Street – adding capacity within the neighborhood would only encourage cut-through traffic. Instead, the neighborhood should focus on new connections to the west (extending Davis Street across Waller Creek), south (to connect to the South Central Waterfront developments), and east (burying I-35).
	Additional Connections into/out of Neighborhood	Extend Rainey Street to East César Chávez Street for right-in, right-out intersection.
		Extend Davis Street across Waller Creek and connect to Trinity Street.
	Wayfinding Signage	Provide neighborhood-specific wayfinding signage for important locations, parking.
	Weekend Late Night Congestion	Pedestrians and passenger loading create much of the vehicle congestion in the area. With a complete pedestrian network and designated loading area for passenger vehicles, travel lanes would not be blocked during weekend late night time periods.
	Northbound/Southbound Connectivity	Upgrade alleys between Davis Street and River Street and re-consider treatment at 70 Rainey and MACC.
		Consider extending Red River Street through MACC and connect to River Street.
	Cut-through Traffic	There is currently some evidence of cut-through traffic on Red River Street and Driskill Street around eastbound East César Chávez Street congestion. Traffic calming devices for Driskill Street should be considered to reduce speeds on this street. This could become a greater issue with more connections and increased vehicle capacity internal to the neighborhood.
Queuing at Development Access Points	Security gates at parking garages should be farther from right-of-way and should be designed to contain queuing on-site.	
	Access points for new developments should be kept off of major streets within neighborhood (Rainey Street, Red River Street, East César Chávez Street, River Street).	
Policy	Require TDM Plans for each new development with detailed standards / enforcement plans.	

TABLE 19: RAINEY NEIGHBORHOOD POTENTIAL MOBILITY IMPROVEMENTS

Category	Issue	Strategy Description
Pedestrian Mobility	Lack of Continuous Sidewalks Internal to Neighborhood	Provide curb-separated pedestrian facilities on both sides of all streets.
	Missing crosswalks/sidewalks along East César Chávez Street	Require Sutton Company development on this parcel to provide appropriate pedestrian access along East César Chávez Street.
	Red River Street / East César Chávez Street Intersection	There are several options to improve the intersection, but modifying the northwest corner of the intersection may be the most practical. Leading pedestrian intervals could also be provided to enhance the visibility of pedestrians at the intersection.
	Pedestrian Access Across I-35	Improve crossings, lighting, and aesthetics at East César Chávez Street and River Street.
	Rainey Street / River Street intersection	Improve pedestrian conditions (including sight distance) at roundabout; formalize crossings.
	River Street / East Avenue / I-35 Southbound Frontage intersection couplet	Leading pedestrian intervals could be provided to enhance the visibility of pedestrians at the intersection.
	Pedestrian-Scale Lighting	Provide pedestrian-scale lighting at identified locations throughout neighborhood.
	Pedestrian-Scale Wayfinding	Provide neighborhood-specific wayfinding signage for important locations.
	Pedestrian Connections	Consider pedestrian connections across Lady Bird Lake and Waller Creek, regardless of potential vehicle connections.
	Other Pedestrian Safety Issues	Include speed tables and other traffic calming improvements at certain locations.
Bicycle Mobility	Establishing Comfortable Bicycling Routes	Bicycle routes through neighborhood should be established with traffic calming, sharrows.
	B-Cycle Stations	Replace station lost at 64 Rainey. Consider MACC as potential replacement.
	Public Bicycle Parking	Replace bicycle parking equivalent to or greater than what was lost at 64 Rainey. Convert some public on-street parking spaces to public bicycle parking.
	Connections to Regional Routes	Consider additional connections to Butler Hike-and-Bike Trail at MACC, from East Avenue, along Bierce Street, and Waller Creek and Waller Creek developments.
Transit Mobility	Transit Access Within Neighborhood	Supplement CapMetro service with shuttles (Chariot, TMA, Project Connect UT circulator). Ask Capital Metro to consider extending the 21/22 to MACC
	Pedestrian Access to Transit Stops	Complete pedestrian network and add connections / crossings to shorten trips to existing transit stops.
	Transit Stop Improvements	Formalize stops on East César Chávez Street.

TABLE 19: RAINEY NEIGHBORHOOD POTENTIAL MOBILITY IMPROVEMENTS

Category	Issue	Strategy Description
Parking	On-Street Public Parking	Remove on-street parking on Rainey (and north of River Street) on evenings after 8:00 PM.
	Off-Street Public Parking	Provide wayfinding signage for parking lots/garages.
		Consider electronic signage with locations, costs, and/or available spaces.
	Off-Street Reserved Parking	Reduce reserved parking and make individuals pay true cost of space.
Parking Policy		Standardize / raise parking price for on-street and off-street spaces.
		Lengthen duration of parking allowance.
		Apply for Parking and Transportation Management District, but do not add on-street parking spaces.
Loading	Establishing Passenger Loading Zones	Designate areas on River Street, Rainey Street, and Driskill Street for TNCs, taxis, and pedicabs.
	Establishing and Enforcing Commercial Loading Zones	Pave alleys and provide appropriate turning radii through the ability to jump curbs and removal of fixed objects.
		Remove tour buses, tourist vans from streets without appropriate loading areas.
Construction	Construction Within Right-of-Way	Design appropriate loading areas for private buildings.
		Develop traffic control plans to maintain pedestrian right-of-way.
		Develop traffic control plans to not block travel lanes.
	Use parking/loading areas for construction staging.	
Construction-Related Congestion		Consider off-site parking and shuttles for construction workers to reduce parking demand.
		Consider policies to reduce vehicle traffic due to construction (trucks and workers).

Source: BIG RED DOG Engineering, 2017.