



## SHARED STREETS PILOT ON RAINEY STREET

CITY COUNCIL MOBILITY COMMITTEE

APRIL 30, 2020



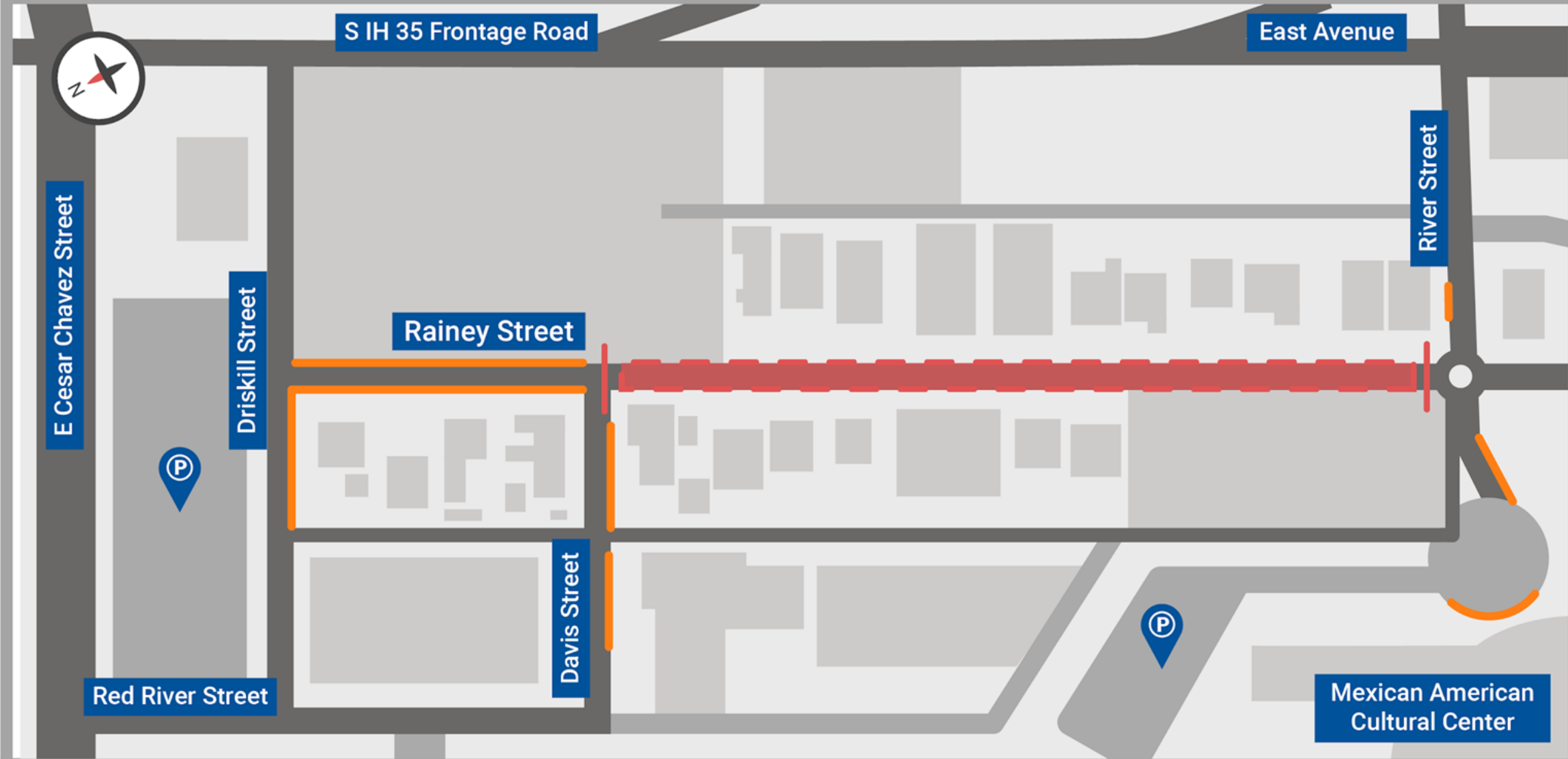
AUSTIN TRANSPORTATION

# SHARED STREETS PILOT DETAILS

- Resolution **20190619-186**, adopted on June 19, 2019
- Details were 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 dates:** December 5<sup>th</sup> until March 8<sup>th</sup>
- Conducted as a safety closure
- Pedestrians, scooters, bikes, pedicabs, and electric shuttles were allowed in pilot area
- Created additional designated passenger loading and unloading zones



Pre-pilot condition on Rainey Street



## SHARED STREET PILOT ON RAINEY STREET

Pilot start and end dates: December 5th until March 8th

Days of the week: Thursday, Friday, and Saturday

Times of day: 9:00pm to 2:30am



Street  
Closure



Barricade



Passenger  
Drop Off

As of December 11th, 2019

\*Information is subject to change, visit [AustinTexas.gov/RaineyStudy](https://austintexas.gov/RaineyStudy) for information



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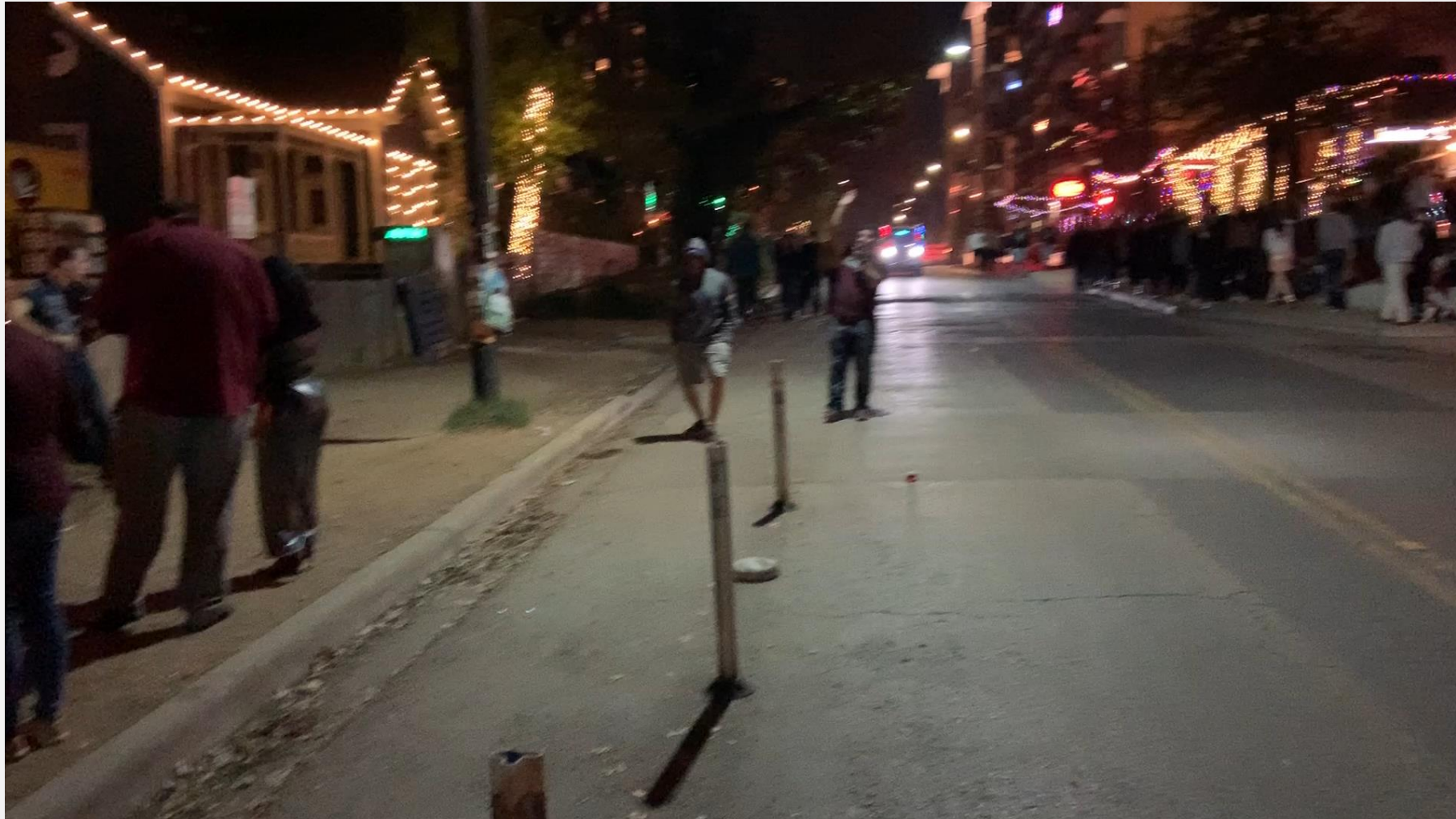
# PRE-PILOT ACTIVITIES

- Data Collection (Jun - Nov 2019)
  - Rainey Mobility Study
  - Field observations
  - Business survey
  - Traffic counts
- Presentations and Feedback (Oct - Dec 2019)
  - Downtown Commission, Rainey Task Force, Pedestrian Advisory Council, Mobility Committee, Bicycle Advisory Council, and ESB-MACC Advisory Board
- Memo to Mayor and Council regarding Pilot logistics (11/26/19)
- Mail and in-person notification of residents and businesses (late Nov. 2019)
- Citywide messaging (website and social media)
- Pilot launched 12/5/19



Pre-pilot condition on River Street in front of the MACC

## VIDEO OF SHARED STREET PILOT



# Safety Maintained and Atmosphere Improved

- **Safety**

- No serious injury or fatality crashes
- One non-CR3 crash (fender bender) in the area
- Fire truck and TNC incident on River Street
  - AFD/EMS was still able to access south Rainey
- APD determined pedestrian volumes at times didn't warrant the safety closure

- **Atmosphere**

- Minimal conflicts between modes
  - Monitoring necessary if pedestrian volumes increase
- Business volumes did not obviously decrease
- Some nights had lighter volumes, like Thursday nights
- Streets remained clean
- Felt like there was a lot more room to navigate, ability to spread out



Condition during pilot on Rainey Street



# Congestion, Parking, and Circulation as expected

- **Congestion**

- No abnormal congestion observed in the Rainey area
- No abnormal backups or difficulties for MACC guests or South Rainey residences observed

- **Pick-Up/Drop-off and Circulation**

- Circulation generally operated as expected
- Pick-up and drop-off areas caused the most congestion
- Pedicab, TNC, and LSEV drivers said they felt safer and more comfortable not picking-up or dropping-off on Rainey
- One-way and two-way circulation tested on North Rainey

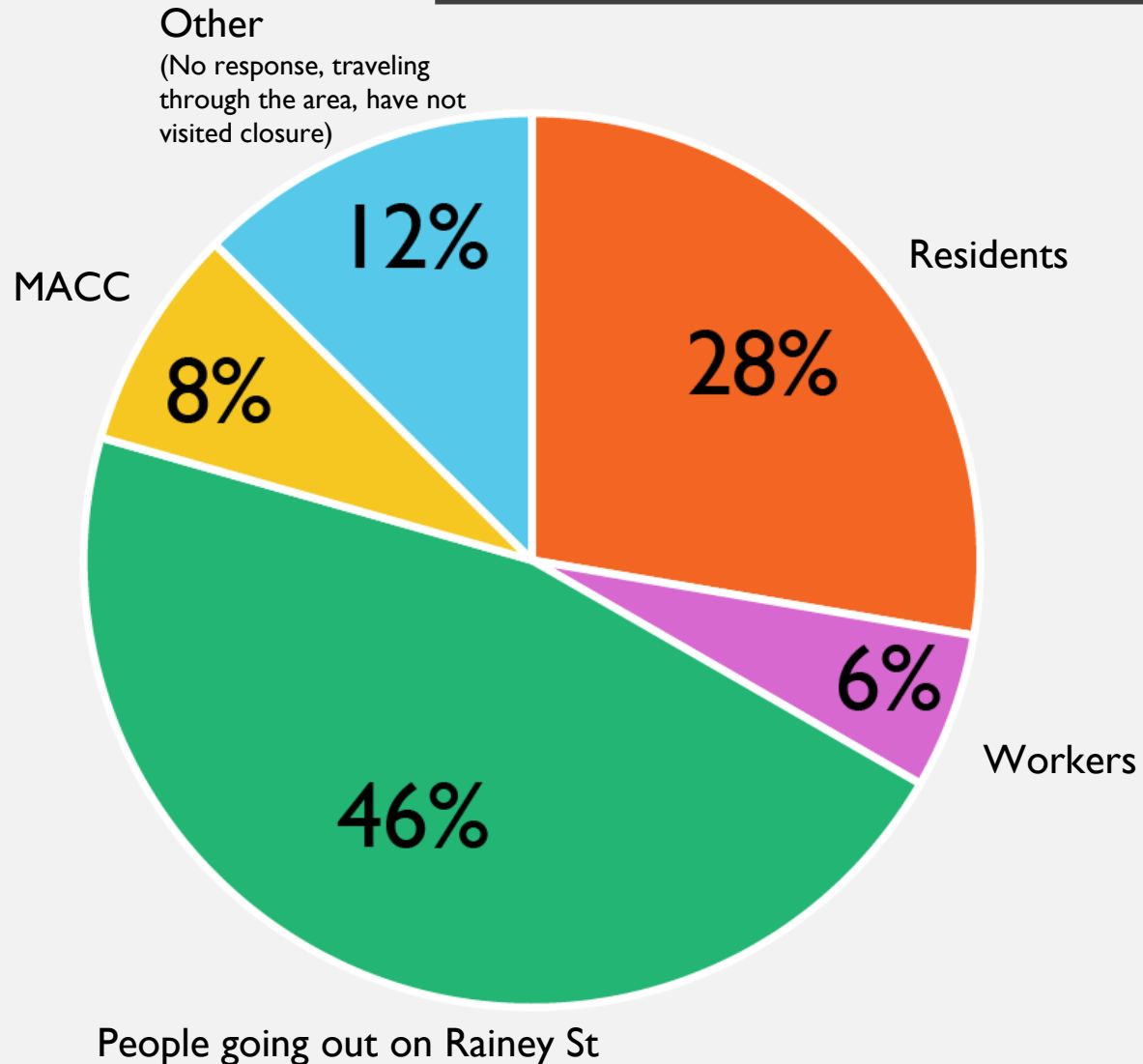
- **Parking**

- Parking counts showed available spaces at most times
- Most cars within closure complied with new parking regulations
- More parking issues observed between Davis and Driskill
- Towing cars created greater congestion and required APD management



Condition during pilot on Rainey Street

# SURVEY TYPES AND RESPONSES



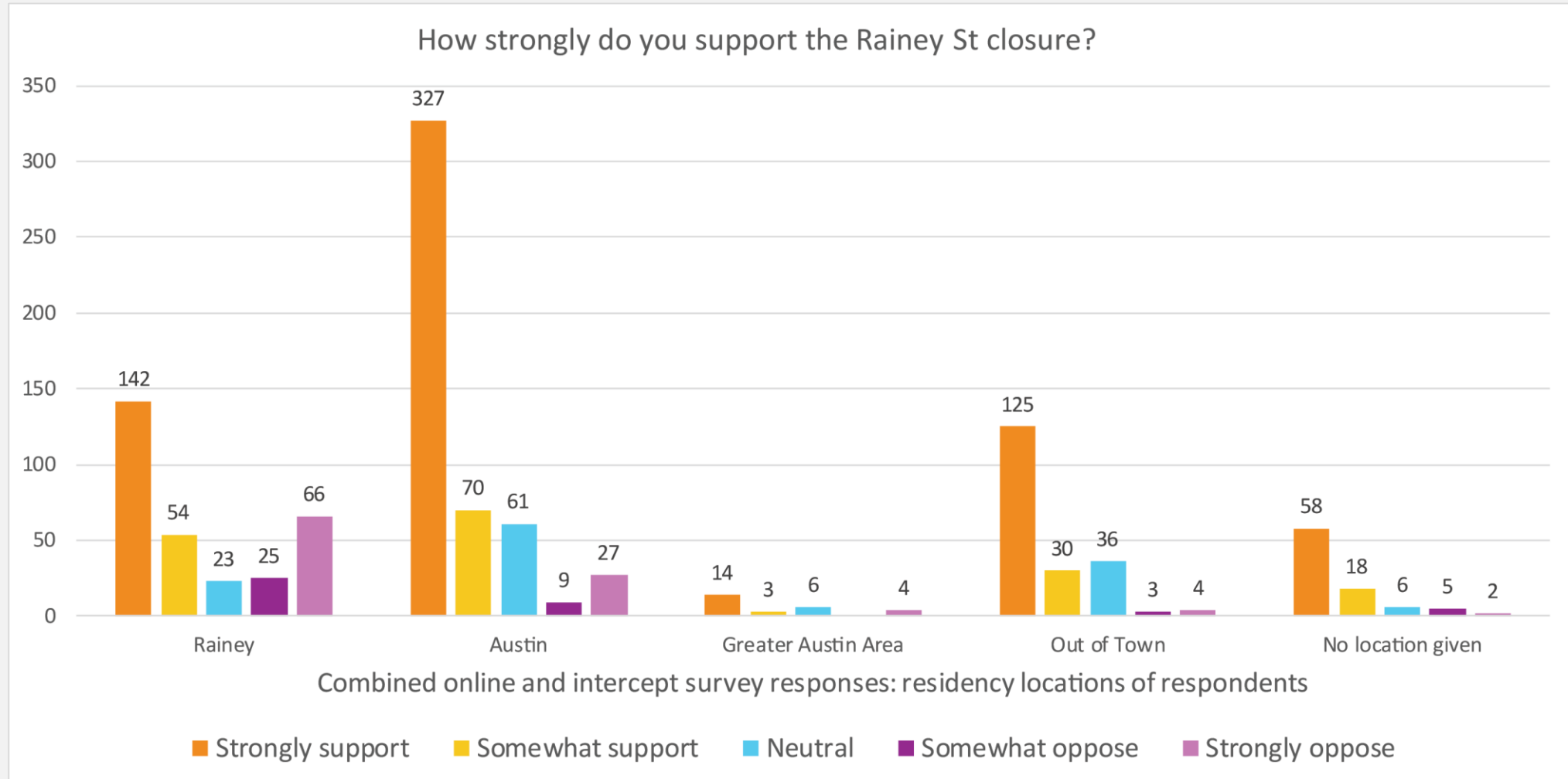
- Pre-pilot intercept surveys
  - Nov. 1, 9, 16: **252**
- Pilot intercept surveys
  - Jan. 24 and Feb 1, 7, 21: **145**
- MACC intercept survey
  - Jan. 24: **82**
- Business meeting survey
  - Feb. 25: **4**
- Online survey
  - February 6- March 1: **669**

*Total Surveys*

***1,152***

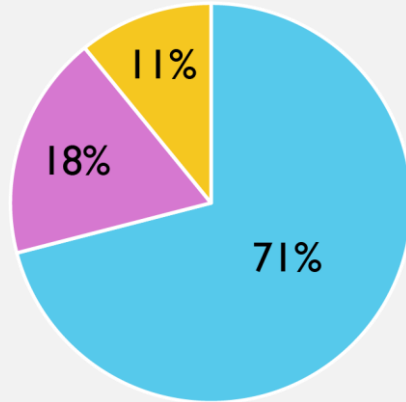


# OVERALL SURVEY RESULTS

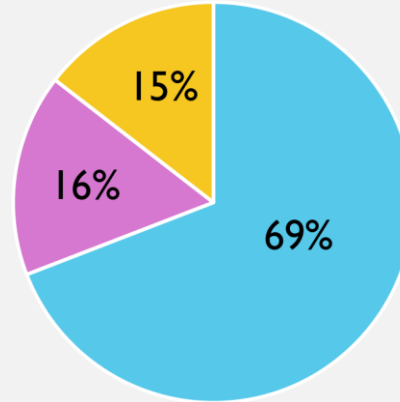


## Respondent Perceptions of:

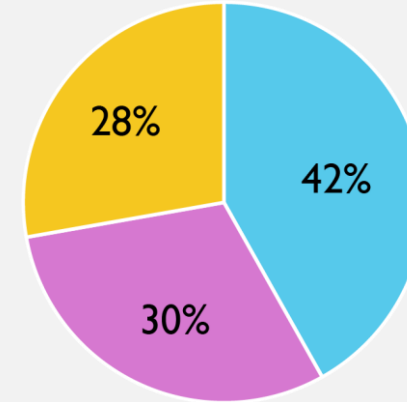
Safety



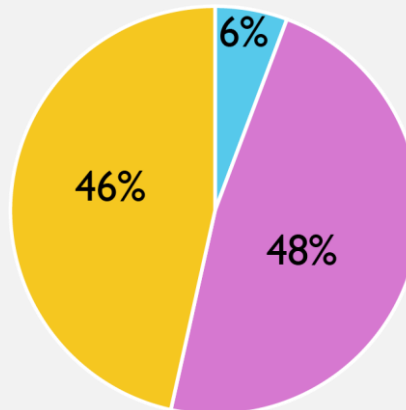
Atmosphere



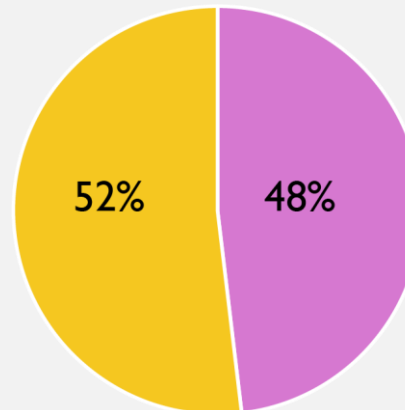
Pick-Up/Drop-Off



Parking

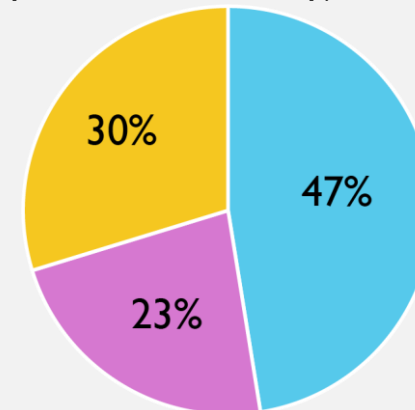


Congestion



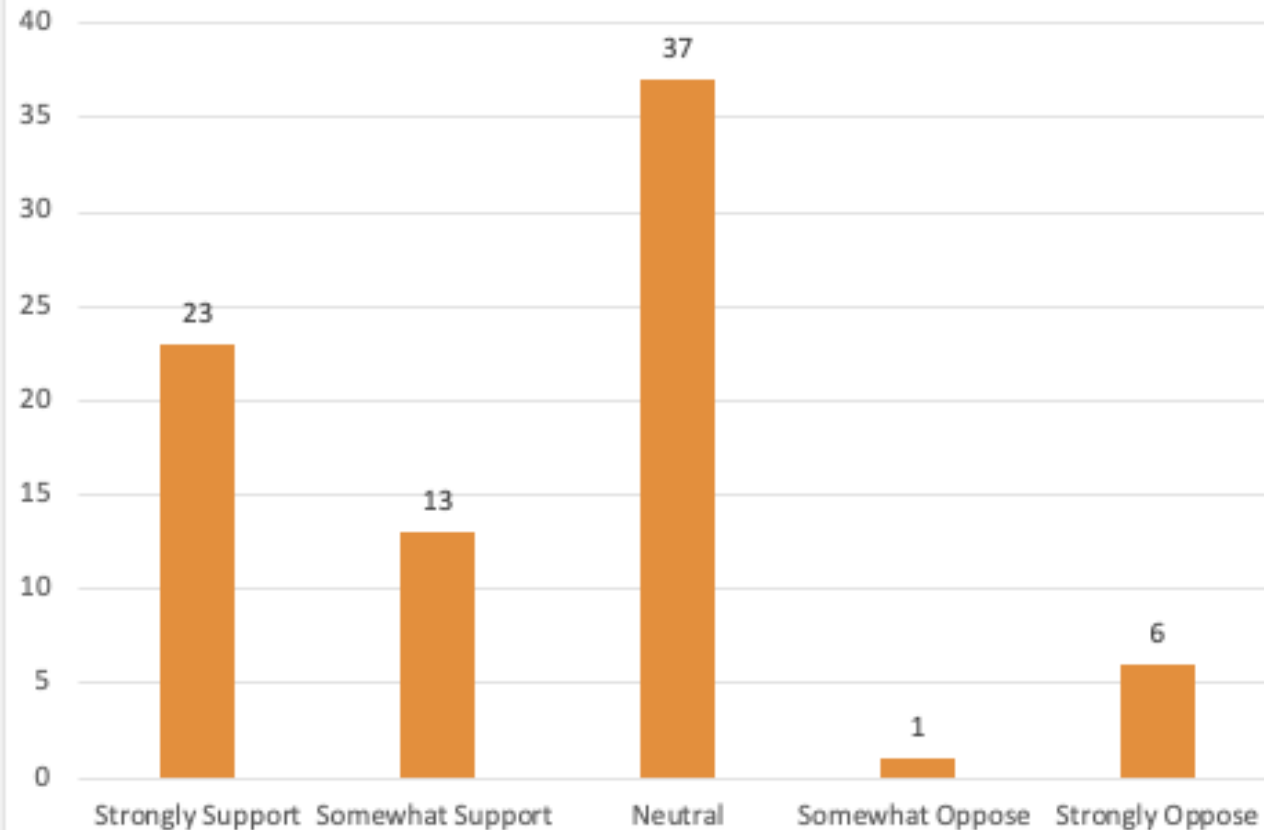
Quality of Life

(Rainey area residents only)

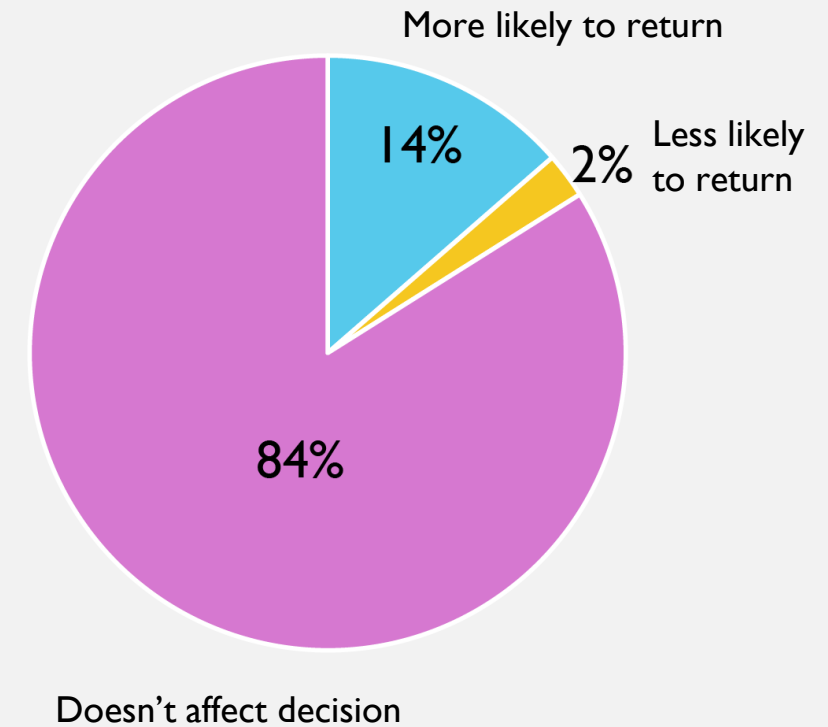


# ESB-MACC SURVEY RESULTS

How strongly would you support closing Rainey St to vehicles at certain times?



Does closing Rainey St to vehicles change your willingness to attend future MACC events?





## Summary of Observations and Next Steps

- APD has concluded that monitoring crowds and closing Rainey Street as needed based on pedestrian volumes allows maximum staff flexibility
- Preliminary analysis by ATD shows mobility and safety were not negatively impacted, and there was overall community support for the street closure
- Continue analysis of collected data
  - Traffic Counts, Crash Analysis, Survey Results
- Finalize Rainey Shared Streets Pilot Report
- Additional feedback or direction from Council?