**EXISTING** *(6 LANES / 13’ SIDEWALK)*

**Balance The Avenue**

The existing roadway prioritizes vehicles more than necessary and leaves little room for creating a unique public realm and an iconic place that anchors Downtown Austin.
Key Components

The current six dedicated travel lanes and diagonal parking reserve 80% of the ROW for motor vehicles, leaving the Avenue with minimal pedestrian and café space and without safe bicycle paths.

PROS:
- Most convenient parking
- More travel lanes

CONS:
- Pedestrian crossing difficult
- Inadequate, unsafe, shared bike lanes
- Angled parking disrupts pedestrian realm and cannot be used for drop-offs
- Safety issues from left turning vehicles blocking inside lanes

Allocation of Space

- Vehicular 52%
- Parking 28%
- Sidewalk 20%
- No Dedicated Bike Lane

Parking:

Up to 20 spaces per block at all times

Left Turns:

Allowed with option for dedicated lane
A (5 LANES / 18’ SIDEWALK)
Balance The Avenue

Five travel lanes plus parallel parking bays create a similar level of service as the existing roadway north of Cesar Chavez for motor vehicle travel, turning, and parking, but lacks adequate space to create room for pedestrians, cafes, or spill out retail.
Key Components

Five travel lanes perform at a similar level as the existing six lane roadway north of Cesar Chavez, allowing left turns at all intersections.

PROS:
- Approximately 10 spaces of on-street parking provided mid block
- Left hand turn lanes as needed

CONS:
- Sidewalk space wider than existing at diagonal parking, but not wide enough for full café zone
- Sidewalk width not scaled to accommodate crowds, events
- Trees closer to storefronts, limiting visibility
- Sidewalk space not wide enough for extensive outdoor seating

Allocation of Space

- Vehicular 43%
- Parking 13%
- Bike 13%
- Sidewalk 30%

Parking:
- ~ 10 spaces per block at all times

Left Turns:
- Allowed with dedicated lane
B (5 LANES FLEX / 27’ SIDEWALK)

Balance The Avenue

Dynamic use of roadway combines Alternative A’s level of service for travel and turning during peak periods and creates a public realm wide enough for extensive activities and landscape areas.
Key Components
A five lane roadway accommodates similar motor vehicle level of service as the existing roadway north of Cesar Chavez, allows parking during off-peak times, and creates space for a vibrant and iconic public realm.

PROS:
- Efficient use of Right-of-Way
- Creates an ample public realm
- Left hand turn lanes as needed

CONS:
- No parking during rush hour (peak)
- Requires more intense lane management
- Slight diversion of bike lanes at circulator drop off

Allocation of Space
- Vehicular 25%
- Parking / Flex 18%
- Bike 13%
- Sidewalk 43%

Parking:
~ 16 spaces per block at off-peak times

Left Turns:
Allowed with dedicated lane
C (4 LANES / 24’ SIDEWALK)

Balance The Avenue

Provides a comfortable amount of space for amenities and green infrastructure, but traffic flow is somewhat restricted.
Key Components

Four travel lanes with parking requires restricted left turns, but creates the most comfortable environment for pedestrians and cyclists.

PROS:
- Ample space for sidewalk cafés, amenities, and green infrastructure
- Allows parking at all hours
- Safe 42’ distance for pedestrian crossing

CONS:
- Prohibited left turns and likely need for on-going enforcement to achieve compliance
- Reduces capacity for vehicular traffic resulting in increased delays due to drivers making illegal lefts
- Narrowest pavement for parade function

Allocation of Space

- Vehicular 35%
- Parking 13%
- Bike 13%
- Sidewalk 38%

Parking:

~ 10 spaces per block

Left Turns:

No left turns allowed
OVERVIEW OF OPTIONS

Balance The Avenue

Existing (6 lanes / 13’ Sidewalk)
Six travel lanes and parking

A (5 lanes / 18’ Sidewalk)
Five travel lanes plus parking and raised bike lane

B (5 Lanes Flex / 27’ Sidewalk)
Five flex-lanes including off-peak parking and raised bike lane

C (4 Lanes / 24’ Sidewalk)
Four travel lanes plus parking and raised bike lane

Station 5
Public Event 3: Imagine!