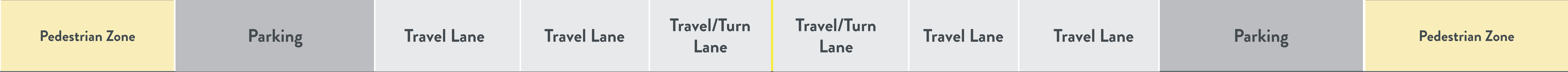
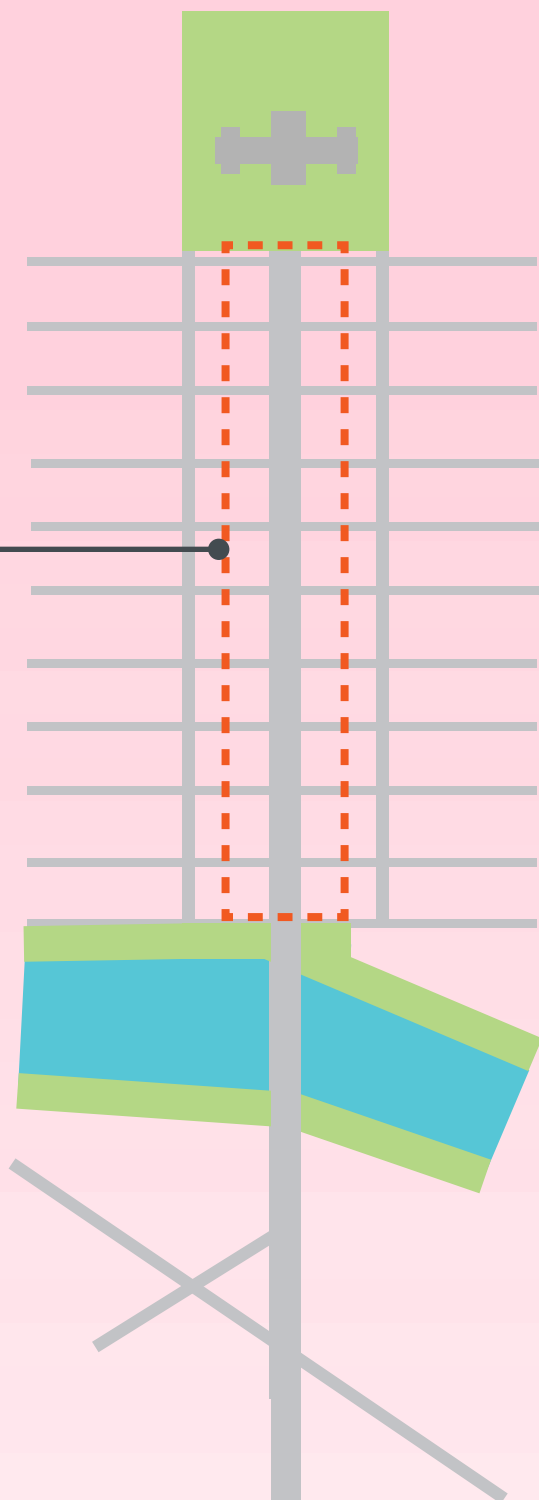


EXISTING (6 LANES / 13' SIDEWALK)

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.

View below applies to these blocks with some variations





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

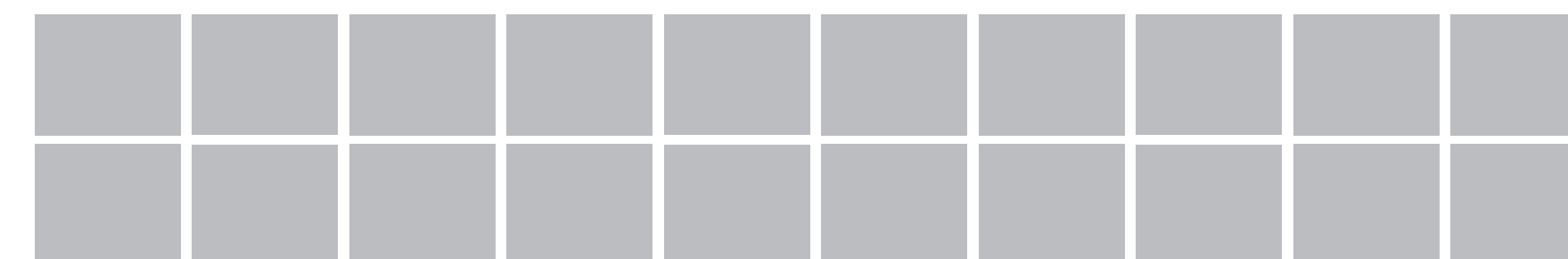
Allocation of Space



No Dedicated Bike Lane

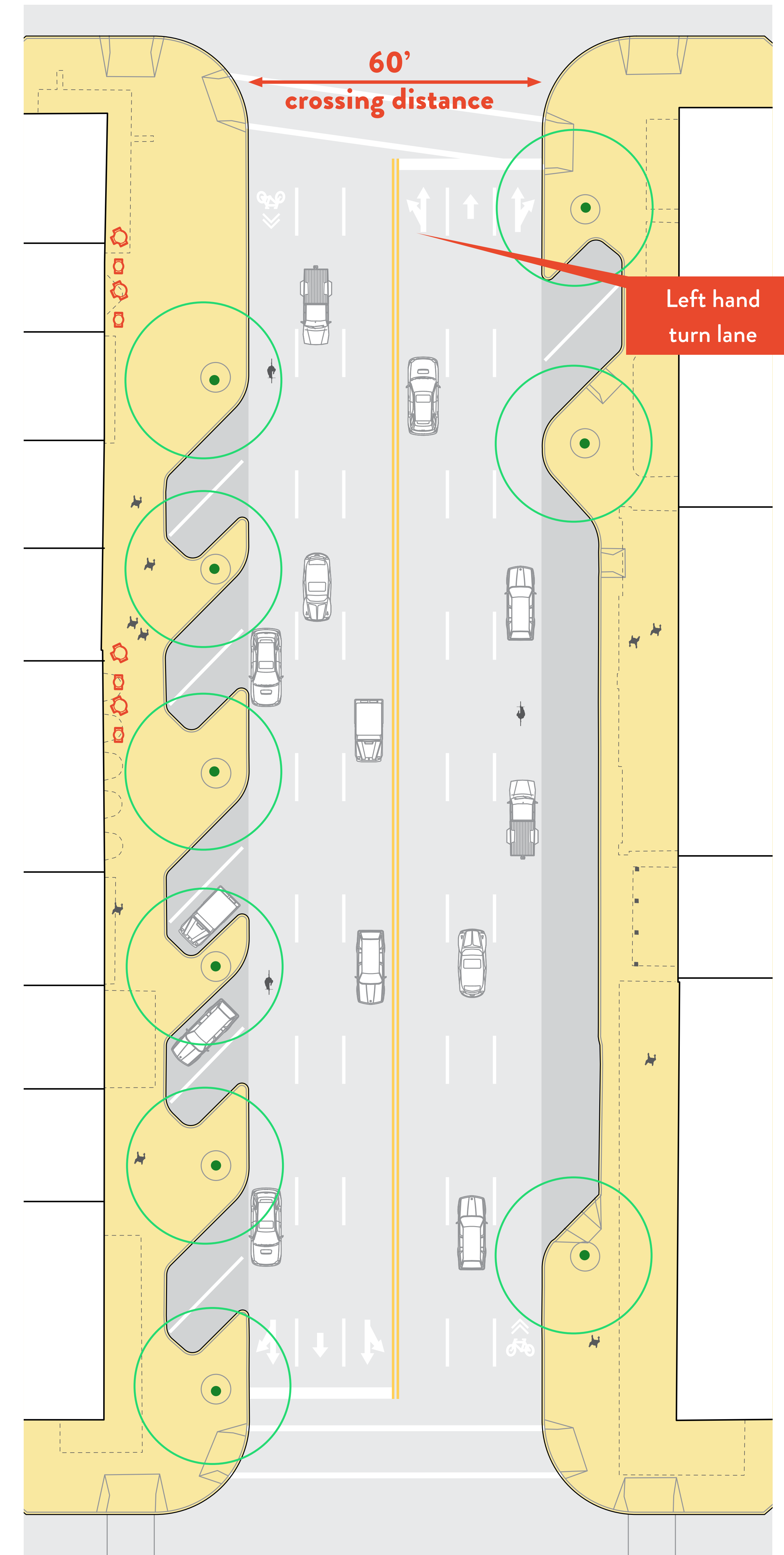
Parking:

Up to 20 spaces per block at all times



Left Turns:

Allowed with option for dedicated lane

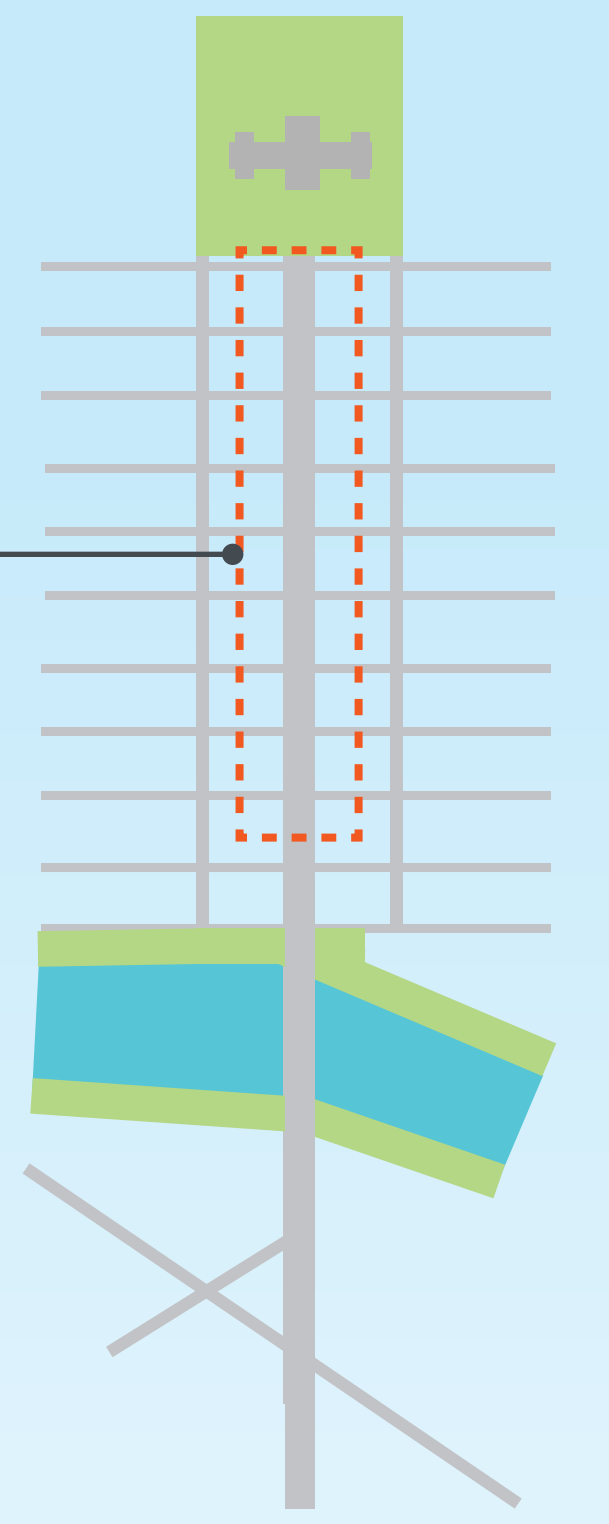


A (5 LANES / 18' SIDEWALK)

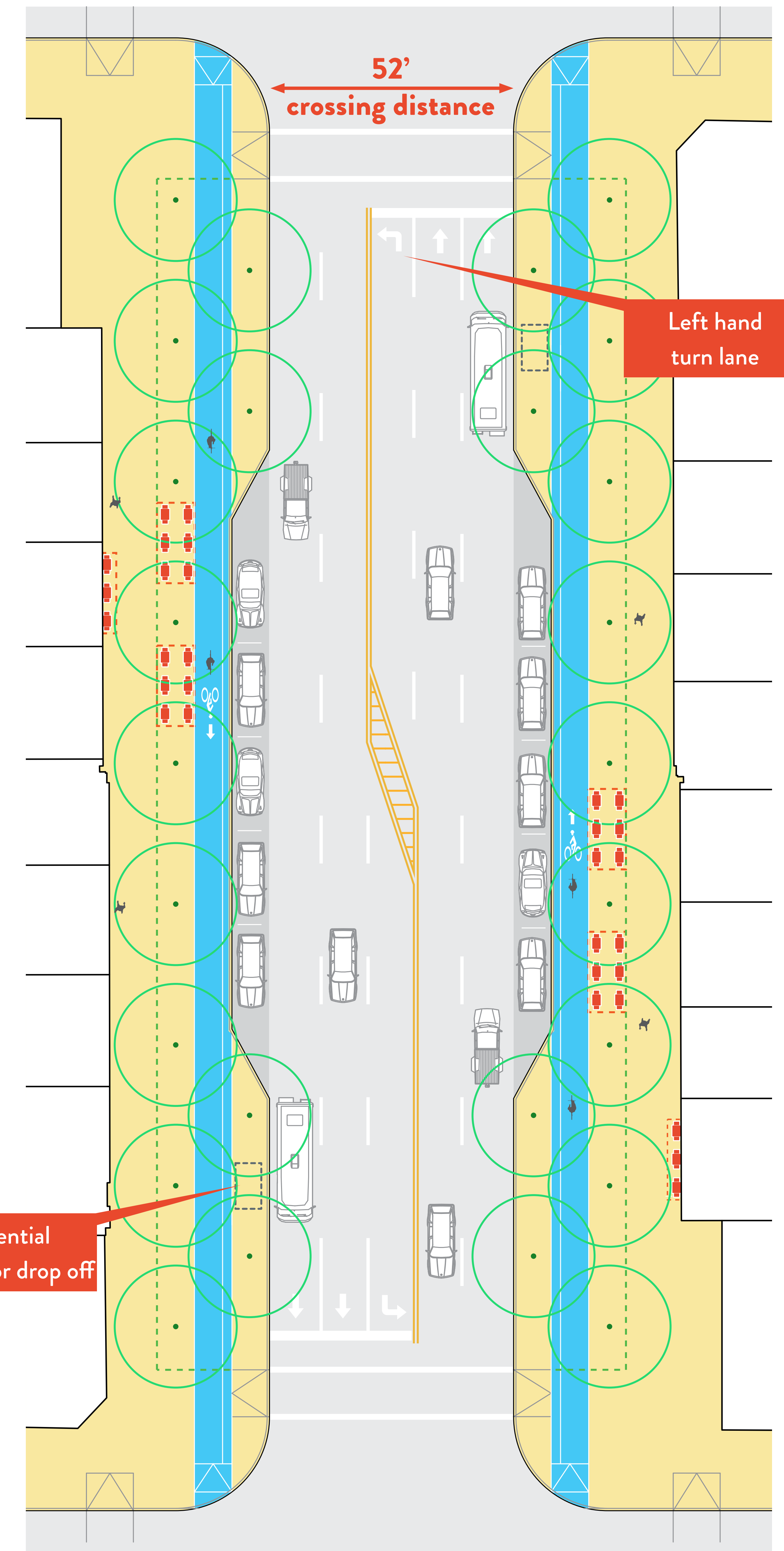
Balance The Avenue

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, cafés, or spill out retail.

Lane & sidewalk option could apply to these blocks



Pedestrian Zone	Amenity Zone	Bike Zone	Parking / Drop-Off Zone	Circulator/Travel Lane	Travel Lane	Turn Lane	Travel Lane	Circulator/Travel Lane	Parking / Drop-Off Zone	Bike Zone	Amenity Zone	Pedestrian Zone
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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.

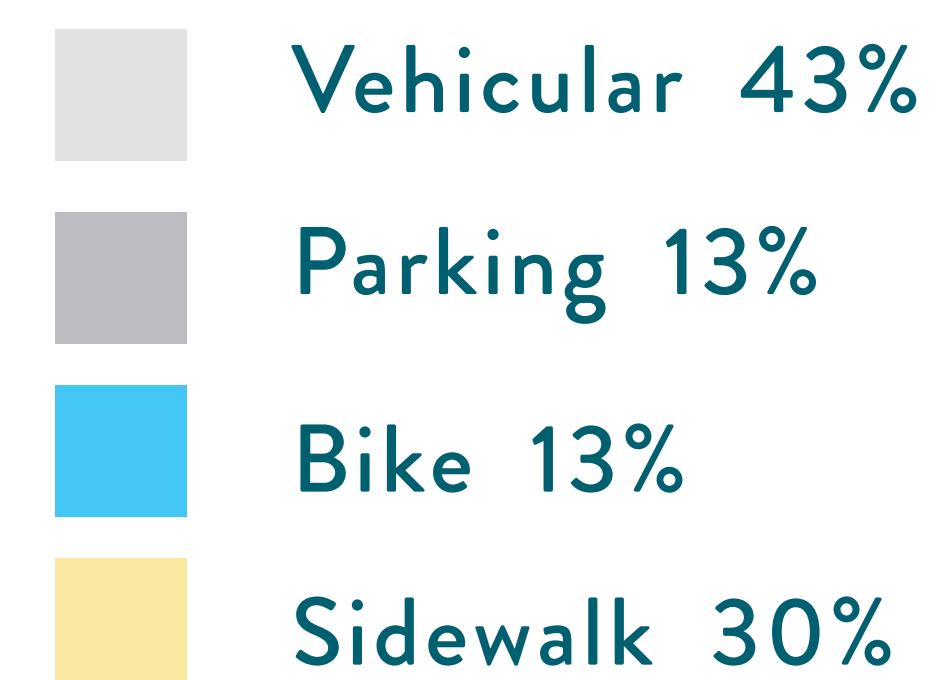
PROS:

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

CONS:

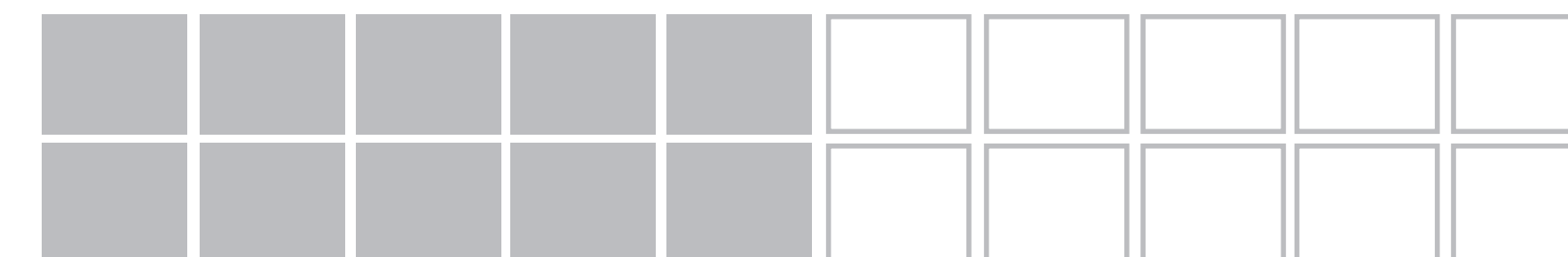
- Sidewalk space wider than existing at diagonal parking, but not wide enough for full café zone
- Sidewalk width not scaled to accommodate crowds, events
- Trees closer to storefronts, limiting visibility
- Sidewalk space not wide enough for extensive outdoor seating

Allocation of Space



Parking:

~ 10 spaces per block at all times



Left Turns:

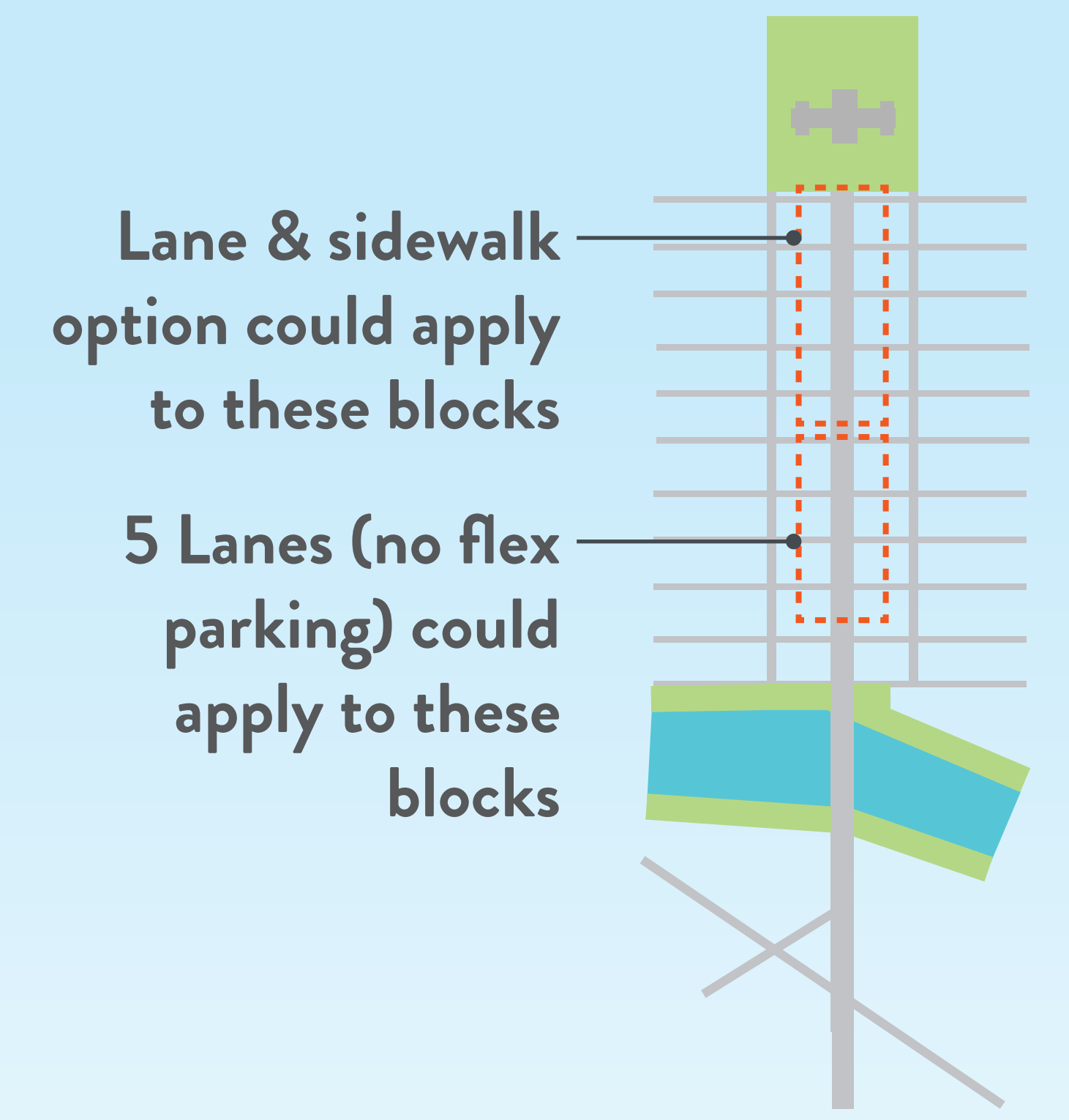
Allowed with dedicated lane



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.



Pedestrian Zone	Amenity Zone	Bike Zone	Flex Parking / Travel Lane / Circulator Lane	Travel Lane	Turn Lane	Travel Lane	Flex Parking / Travel Lane / Circulator Lane	Bike Zone	Amenity Zone	Pedestrian Zone
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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.

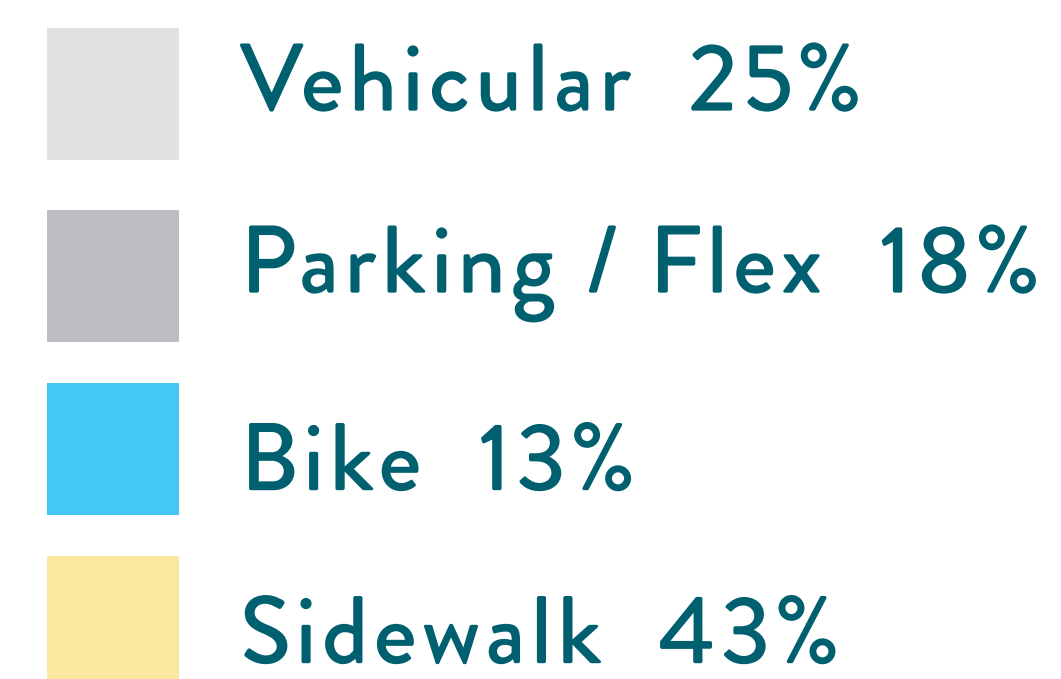
PROS:

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

CONS:

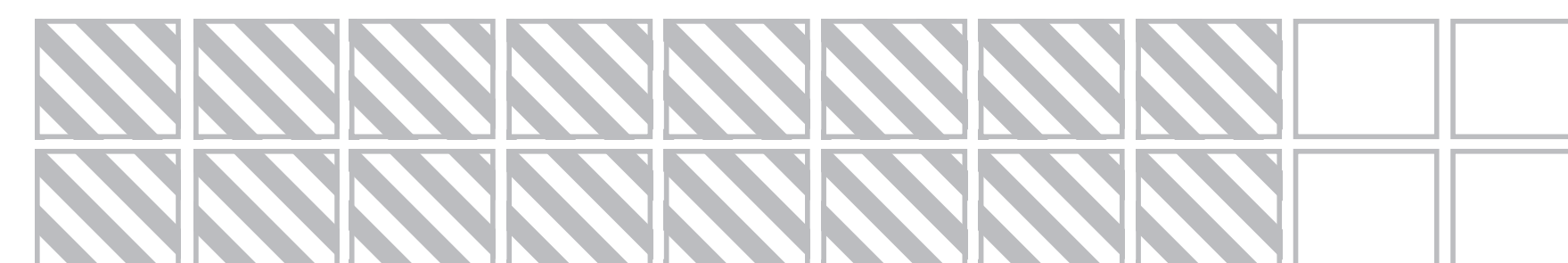
- No parking during rush hour (peak)
- Requires more intense lane management
- Slight diversion of bike lanes at circulator drop off

Allocation of Space



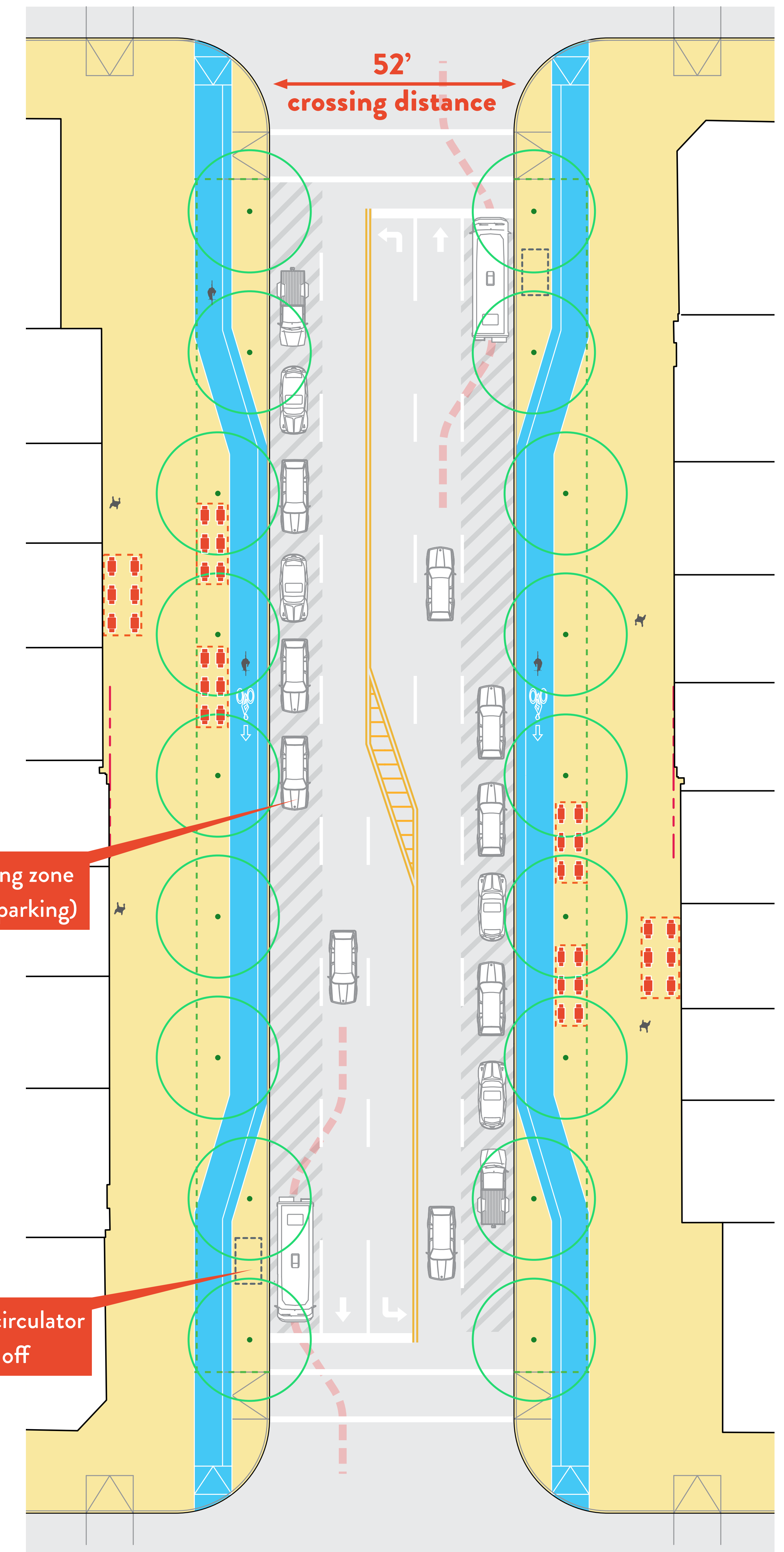
Parking:

~ 16 spaces per block at off-peak times



Left Turns:

Allowed with dedicated lane

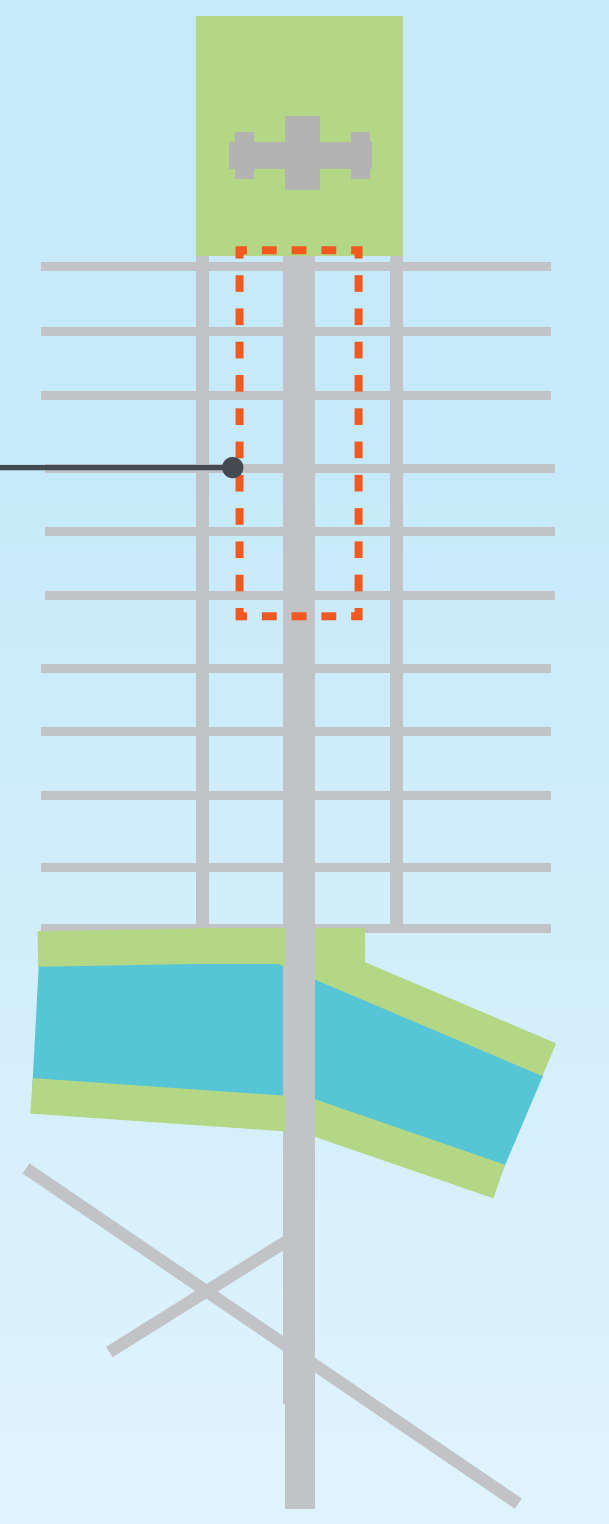


C (4 LANES / 24' SIDEWALK)

Balance The Avenue

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

Lane & sidewalk option could apply to these blocks





Key Components

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

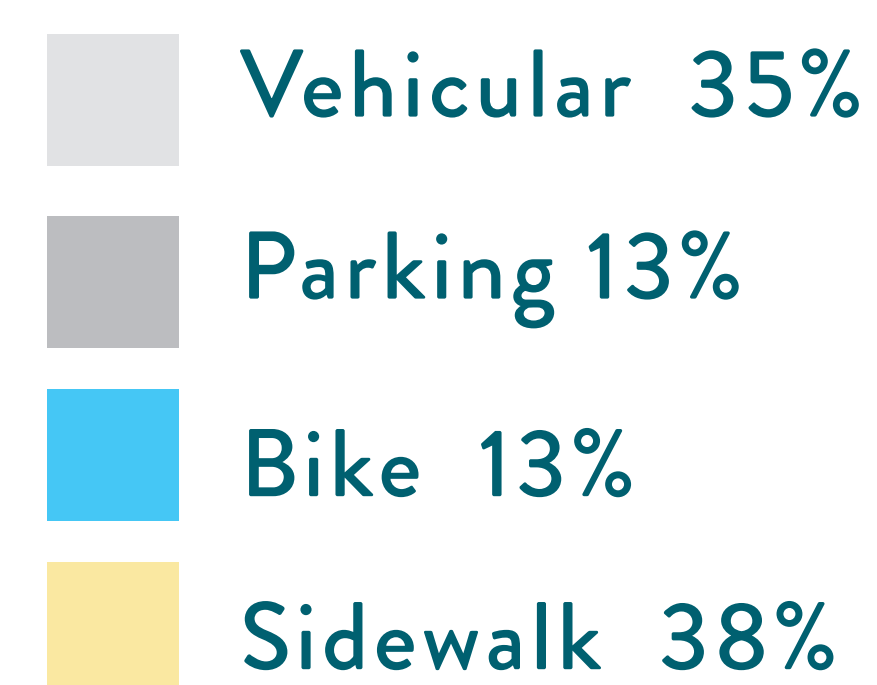
PROS:

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

CONS:

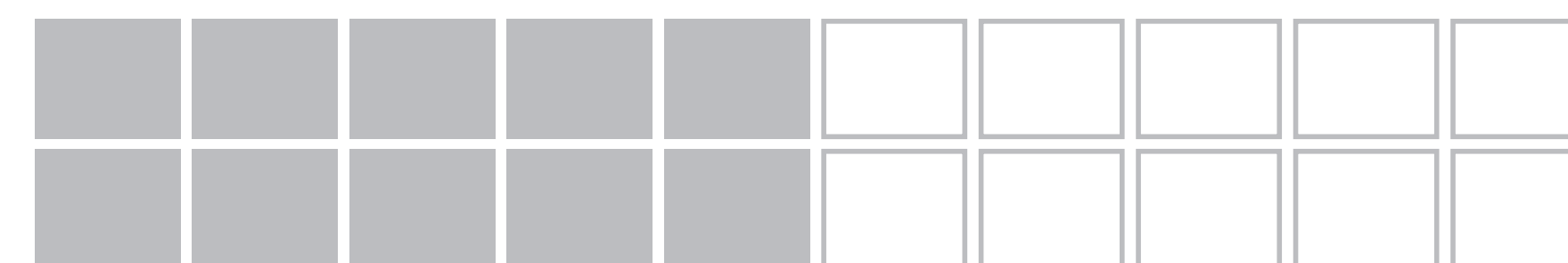
- Prohibited left turns and likely need for on-going enforcement to achieve compliance
- Reduces capacity for vehicular traffic resulting in increased delays due to drivers making illegal lefts
- narrowest pavement for parade function

Allocation of Space



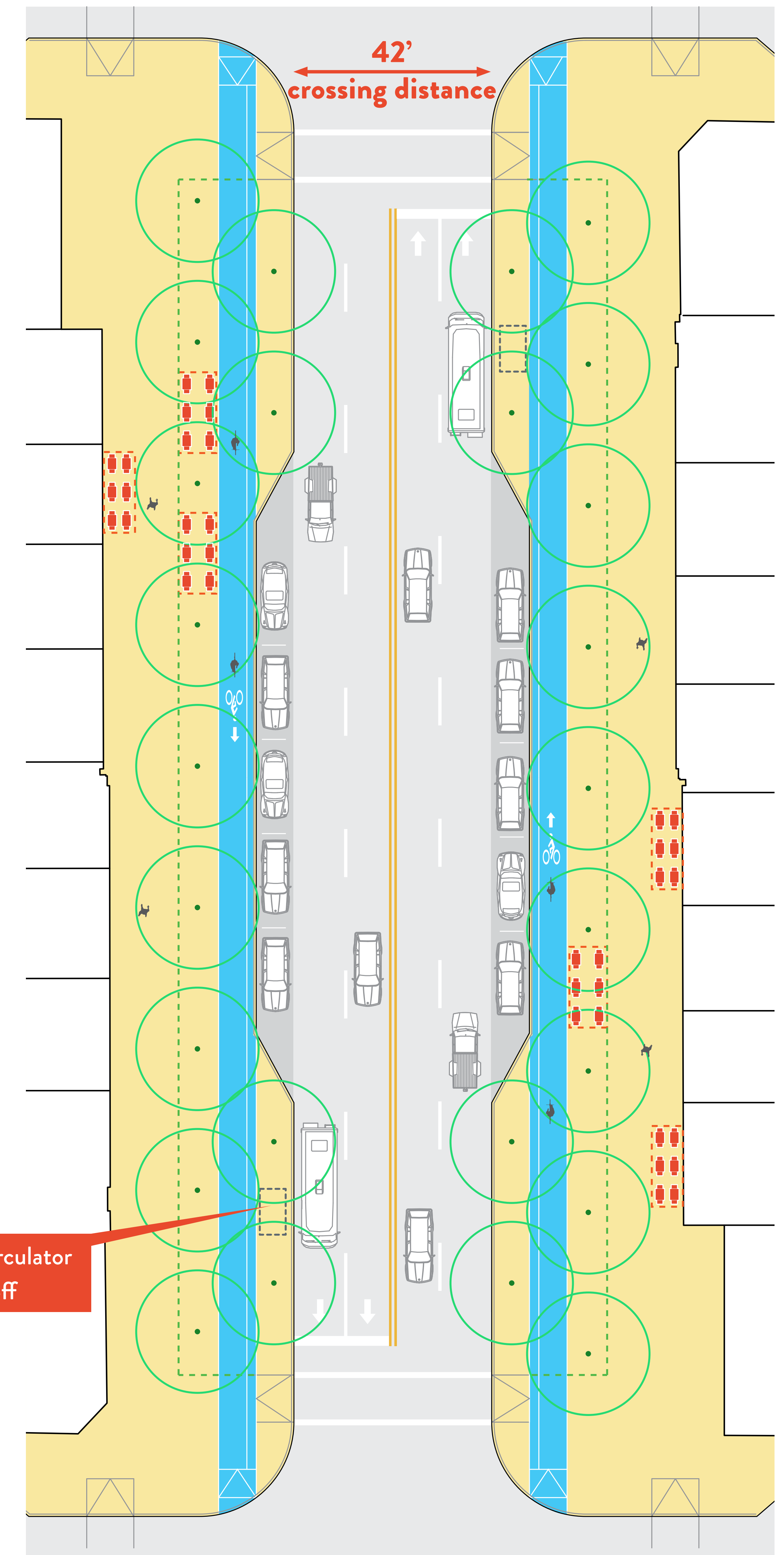
Parking:

~ 10 spaces per block



Left Turns:

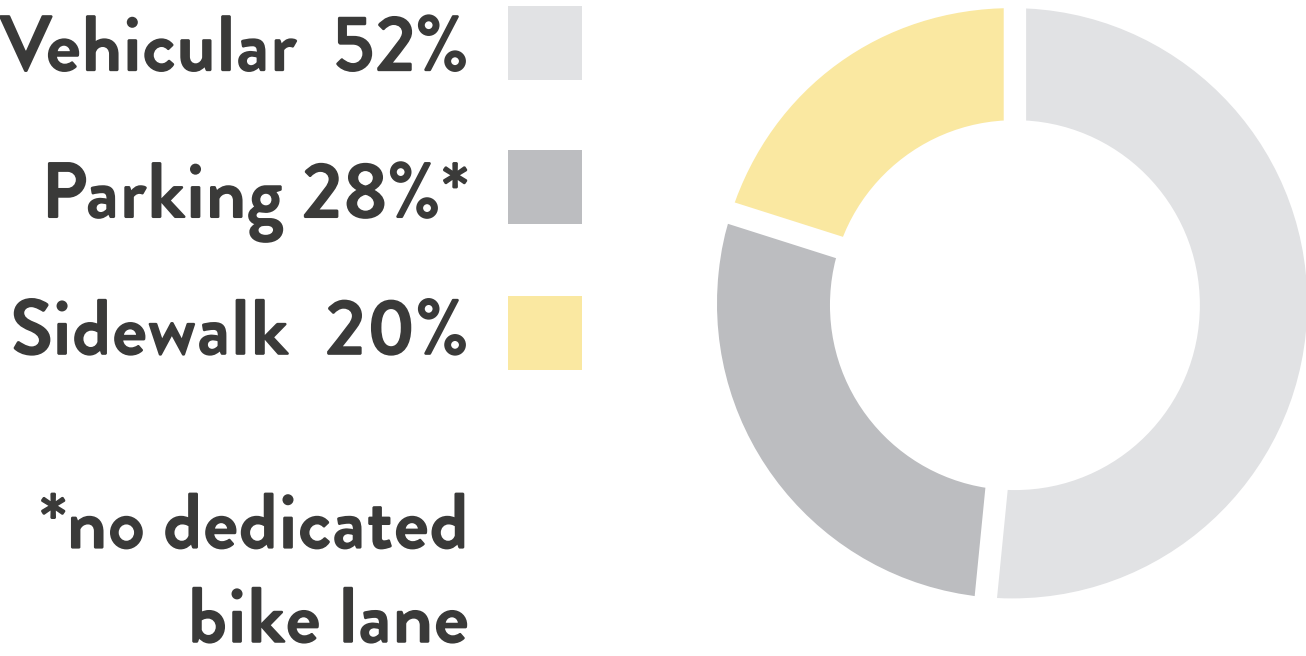
No left turns allowed



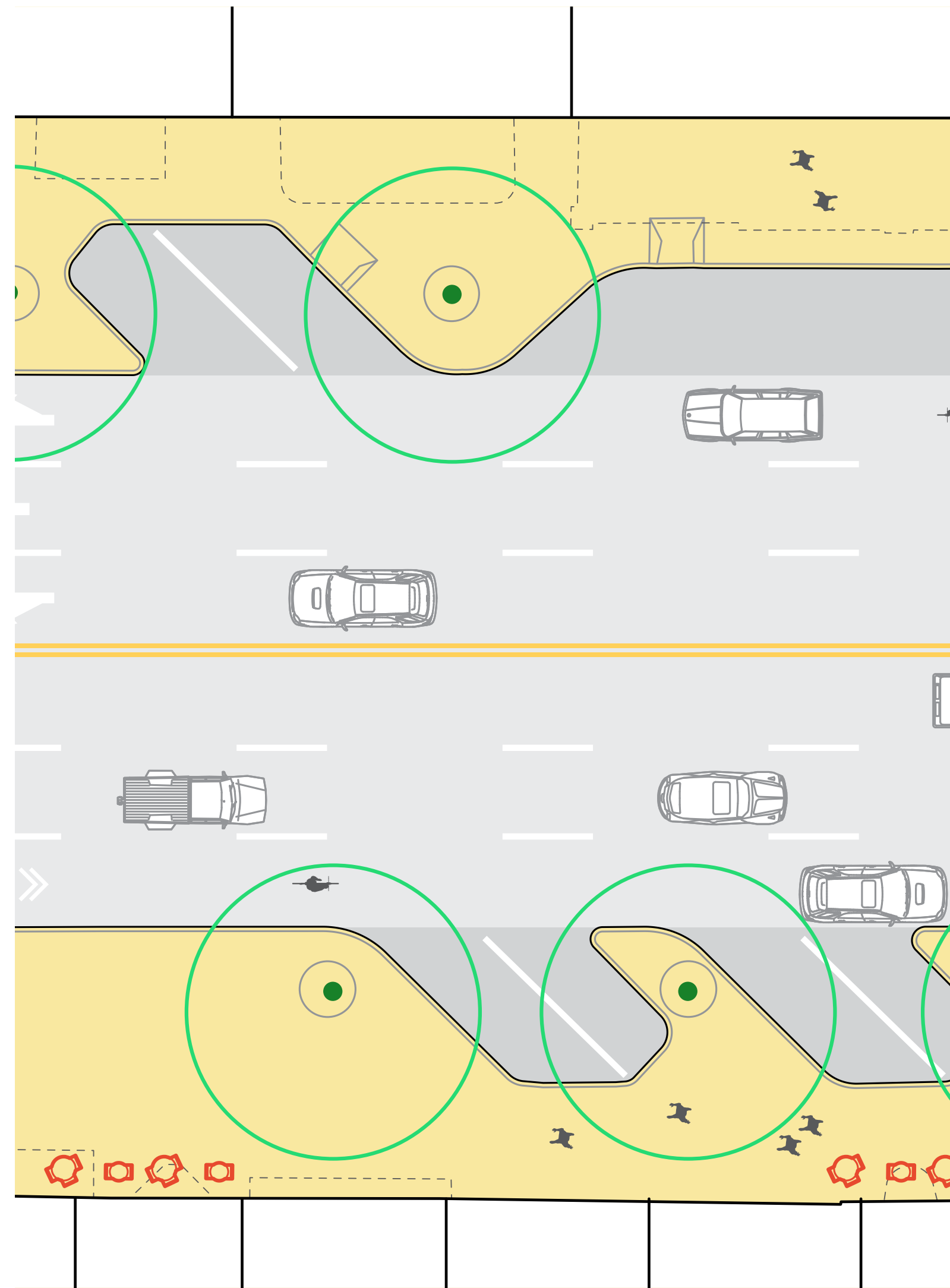
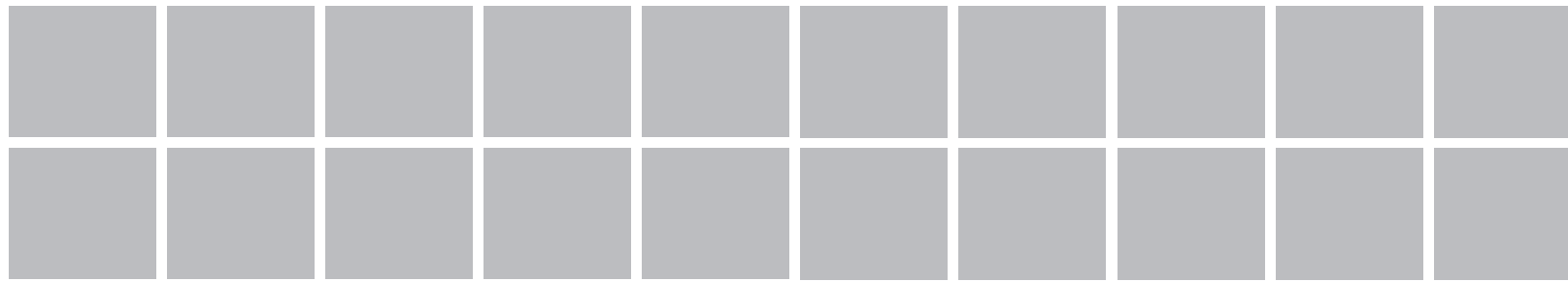
OVERVIEW OF OPTIONS

Balance The Avenue

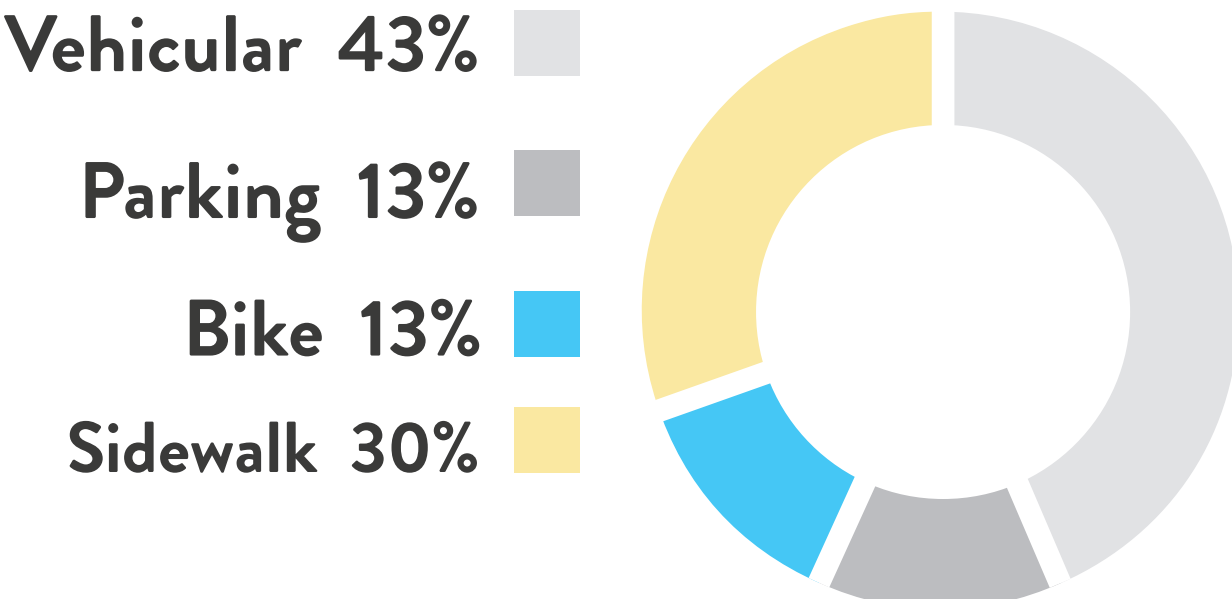
Existing (6 lanes / 13' Sidewalk)
Six travel lanes and parking



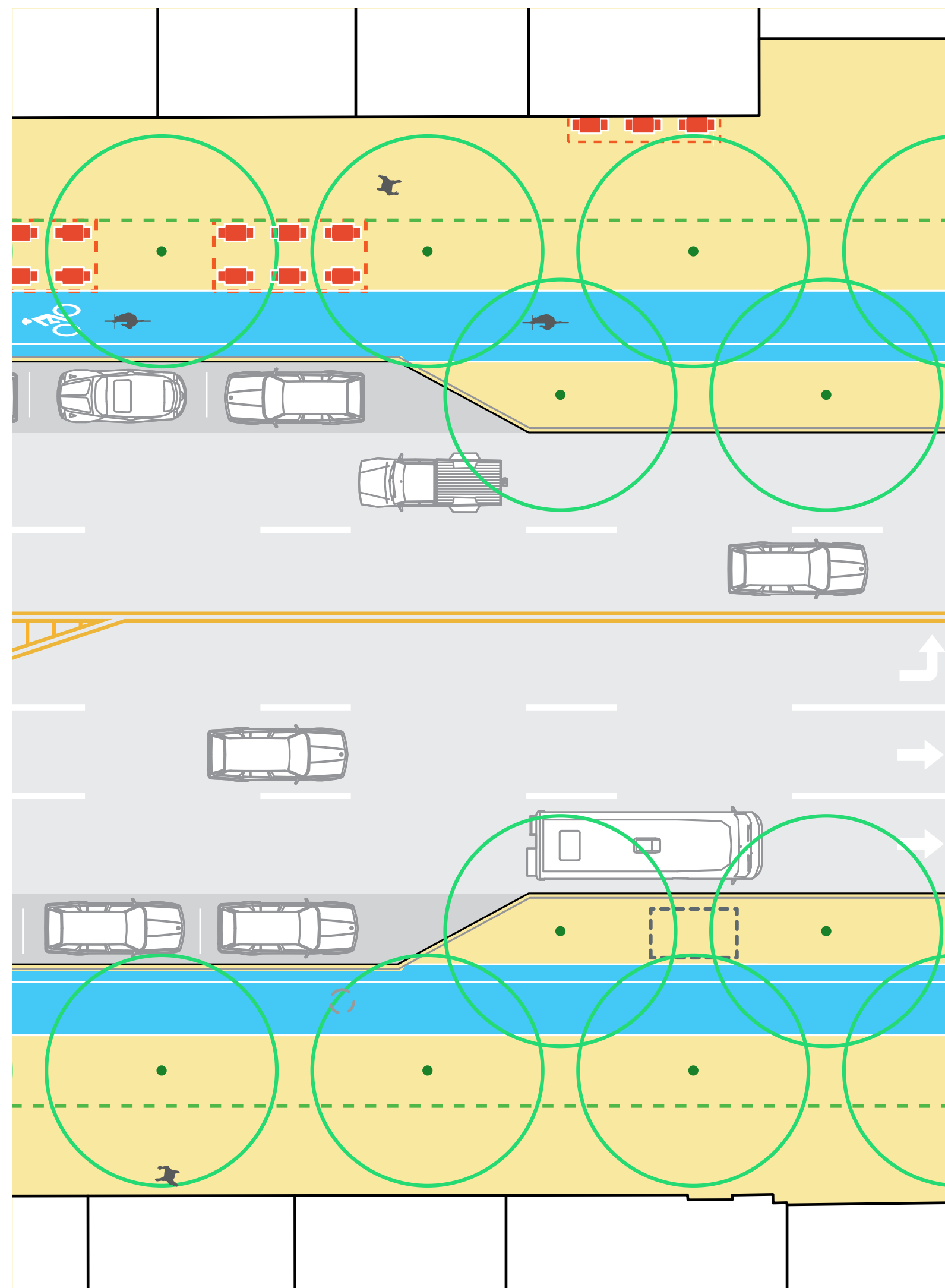
Up to 20 parking spaces per block



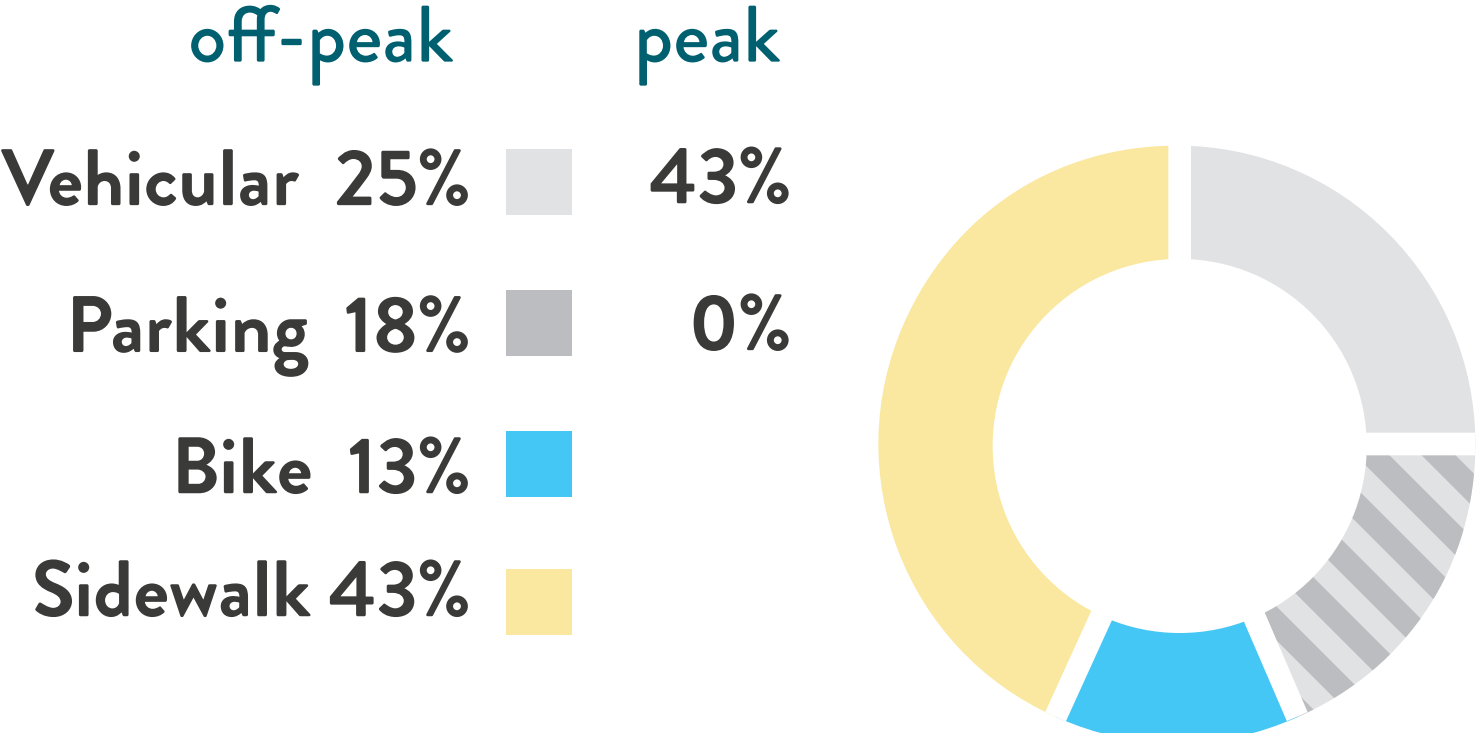
A (5 lanes / 18' Sidewalk)
Five travel lanes plus parking and raised bike lane



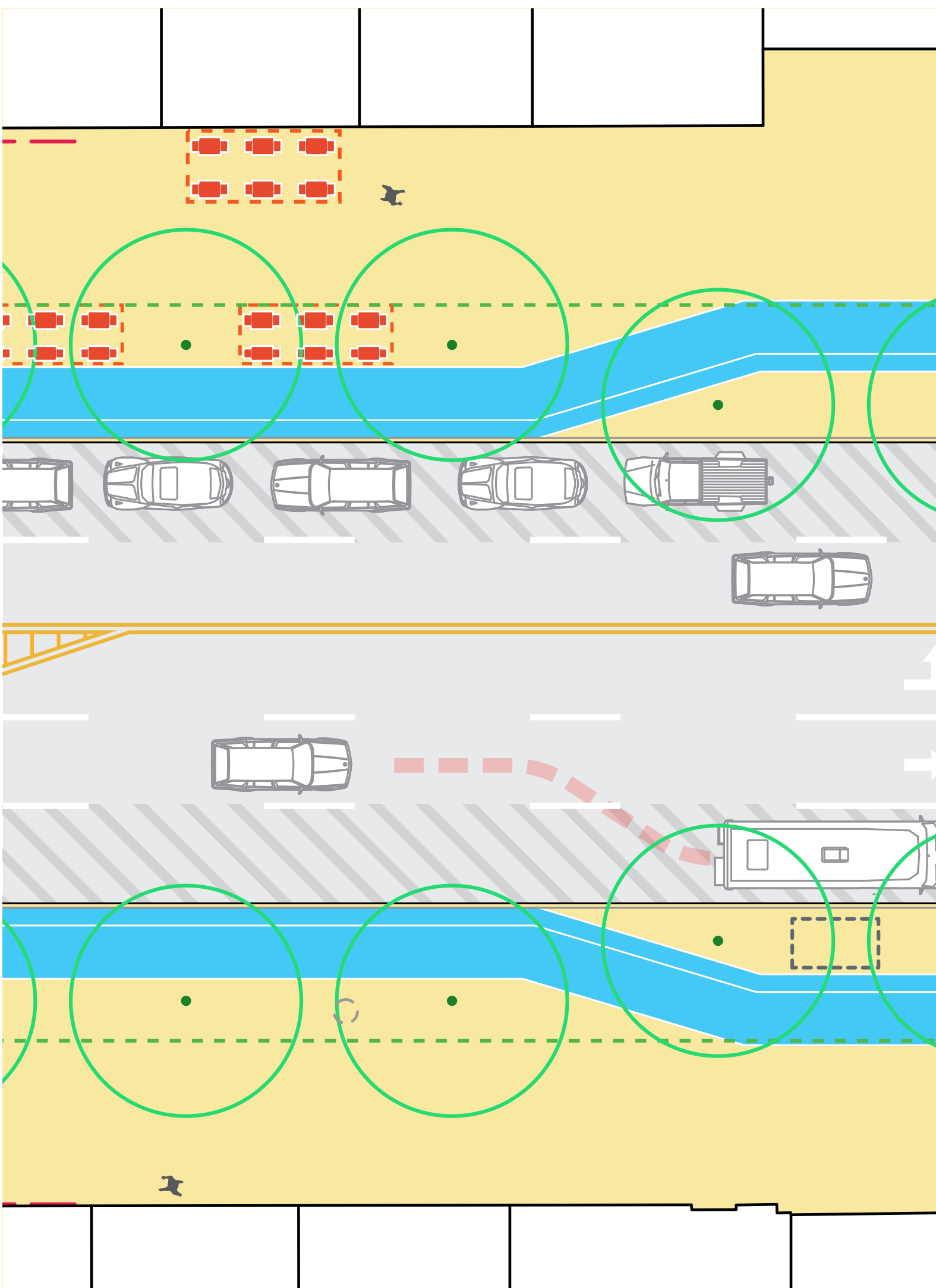
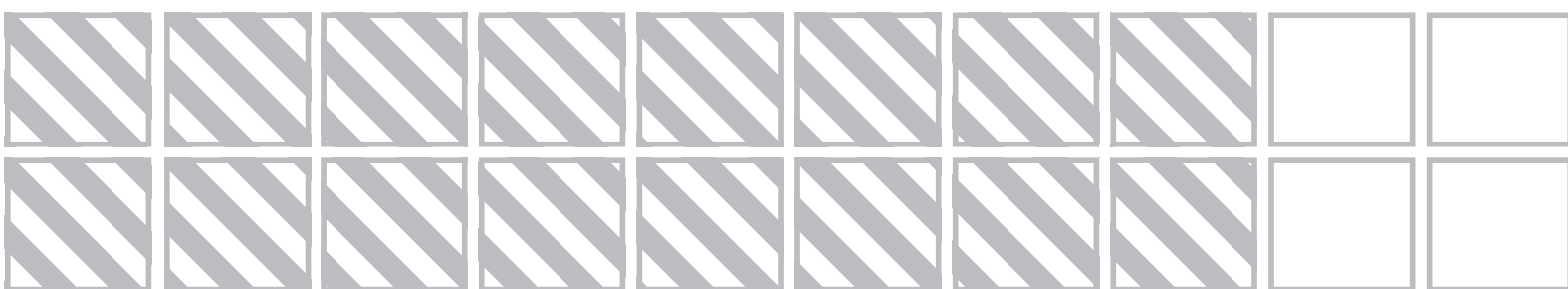
~ 10 parking spaces per block



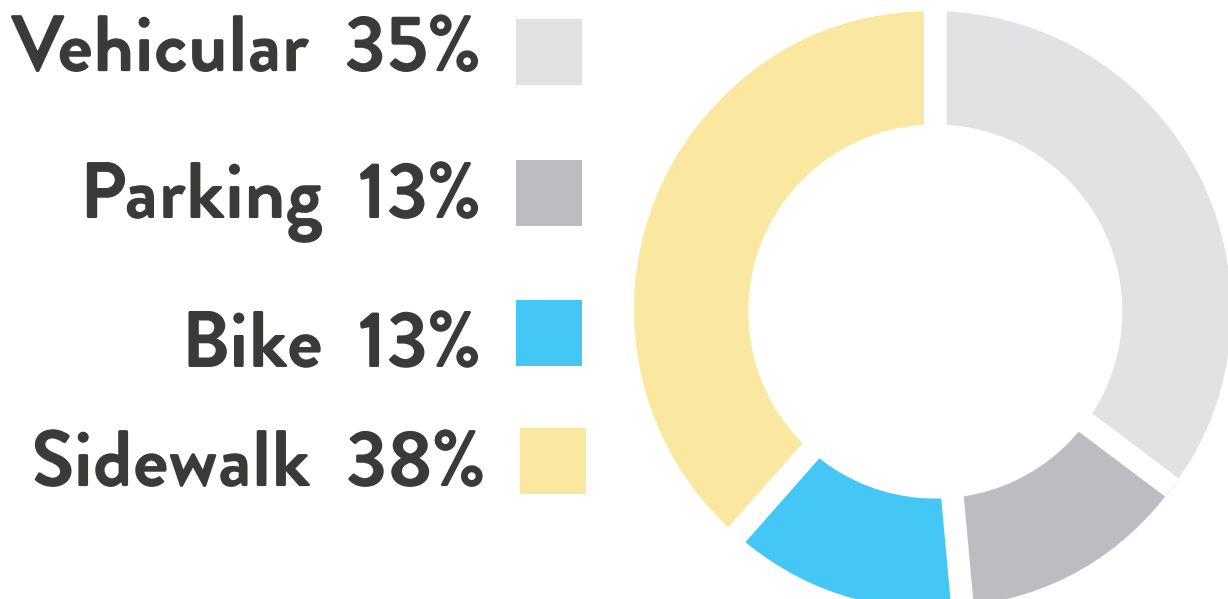
B (5 Lanes Flex / 27' Sidewalk)
Five flex-lanes including off-peak parking and raised bike lane



~ 16 parking spaces per block at off-peak times



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



~ 10 parking spaces per block

