

City of Austin – Local Area Traffic Management Program



Renee Orr
Project Manager, LATM
Austin Transportation Department

Local Area Traffic Management - Timeline

Requester

requester submits application

circulates petition & returns to city

if funded, coordinates with City on design

city reviews application

develops speeding mitigation plan & internal reviews

scores request & ranks for funding

if funded, coordinates with requester on design

conducts speed/volume study

sends petition with speeding mitigation plan to requester


verifies petition

funds top requests

City

LATM – Speeding Mitigation Application

Appendix A



CITY OF AUSTIN

AUSTIN TRANSPORTATION DEPARTMENT

LOCAL AREA TRAFFIC MANAGEMENT PROGRAM

SPEEDING MITIGATION REQUEST

505 Barton Springs Rd. Austin, TX 78704
Phone (512) 974-1150

Submission of this form constitutes a formal request and must contain the completed information indicated in both Part A and Part B. This request will be processed according to the guidelines and procedures for the Local Area Traffic Management Program in effect as of the date of this request.

Part A – Requested Street Information

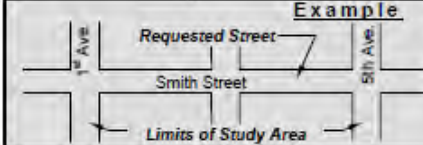
Each request must include the name of the street to be studied as well as the limits of the study. Traffic studies will be conducted only within the limits indicated. Please do not use block ranges for limits.

Requested Street:

From:

To:

Example



Requested Street: Smith St.
From: 1st Ave.
To: 5th Ave.

Part B – Requester Information

By my signature below, I agree to be the requester of record for this request. I have read the guidelines and procedures governing the Local Area Traffic Management Program and agree to carry out to the best of my abilities the duties and responsibilities associated with being the requester of record. I also understand that any documents submitted to the City of Austin may be subject to public disclosure in accordance with the Texas Public Information Act.

Name:

Address:

City: ZIP Code: Ph. #: ()

Email Address:

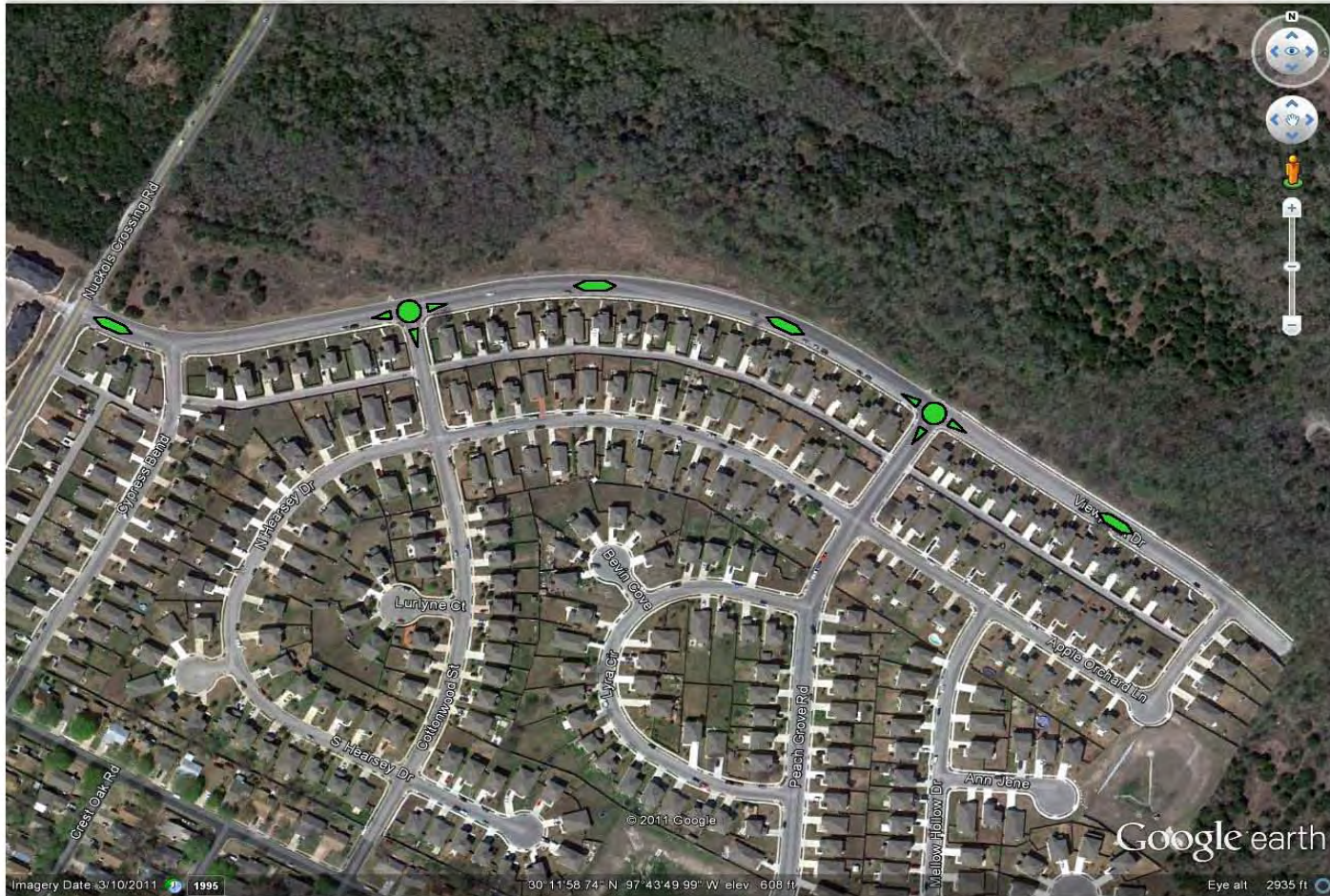
Signature of Applicant: Date:

Effective Date January 1, 2012 A-6

Local Area Traffic Management

- Request-based program
- Requests are checked for eligibility
 - **Requester must live on street**
 - City Street, not an alley
 - No major arterials, minor arterials must have 60% front facing residential on both sides of the street
 - Posted or prima facie speed limit must be less than 40 mph
- Traffic and speed study
 - 85th percentile must exceed the speed limit by 3 mph or 5 speed related crashes recorded in the last 12 months.
- Speeding Mitigation Concept Plan
 - Vetted through PW, ARR, AFD, T/CEMS.

LATM – Speeding Mitigation Concept Plan



LATM – Ranking for Funding

- Ranking for Funding
 - Eligibility ≠ Funding
 - Assessed in April & October
 - Based on 12 weighted criteria
 - Higher score = Higher priority
 - Unfunded requests get 4 additional shots at funding
- Unfunded requests expire after two years

LATM Ranking For Funding Criteria

- Number of Egregiously Speeding Vehicles
- Percent Evidence of Support from Petition Area
- Auto Crash Data (Speed-related crashes only)
- Auto/Pedestrian & Auto/Bike Crash Data
- Percent Residential Land Use
- Percent Front-Facing Residential Land Use
- Absence of Sidewalks
- Adjacent Schools and Parks
- Designated Bike Route
- Environmental Justice Area
- Percent Truck Traffic
- Diversion of Traffic (from adjacent LATM projects)

Geometric Street Features – Speed Mitigation – Speed Humps



Speed humps are rounded raised areas placed across the roadway. They are generally 10 to 14 feet long (in the direction of travel), and are 3” to 4” high. The profile is typically parabolic. They are tapered as they reach the curb on each end to allow for drainage.

Advantages:

- Relatively inexpensive
- Easy for bicycles to cross if designed appropriately
- Effective in slowing travel speeds

Disadvantages:

- Cause a “rough ride” for all drivers, and can cause pain for people with certain skeletal disabilities
- Force large vehicles, such as emergency vehicles and those with rigid suspensions, to travel at slower speeds
- May increase noise and air pollution
- Can not be used on Emergency Response Routes

Geometric Street Features – Speed Mitigation – Speed Tables



Speed tables are flat-topped speed humps. Speed tables are typically long enough for the entire wheelbase of a passenger car to rest on the flat section. Their long flat fields give speed tables higher design speeds than Speed Humps.

Advantages:

- Smoother on large vehicles (such as fire trucks) than Speed Humps
- Effective in reducing speeds, though not to the extent of Speed Humps
- Relatively inexpensive.

Disadvantages:

- Textured materials, if used, can be expensive;
- May increase noise and air pollution.
- Can not be used on Emergency Response Routes
- Cause a “rough ride” for all drivers, and can cause pain for people with certain skeletal disabilities

Geometric Street Features – Speed Mitigation – Speed Cushions



Speed cushions are flat-topped speed hump sections with sections of roadway exposed between them; resembling a separated speed hump. Speed cushions force cars to slow down, but are typically spaced far apart to allow vehicles with wider axles, such as emergency vehicles can straddle them with minimal impact to speed.

Advantages:

- Smoother on large vehicles (such as fire trucks) than Speed Humps
- Effective in reducing speeds, though not to the extent of Speed Humps
- Relatively inexpensive

Disadvantages:

- Textured materials, if used, can be expensive;
- May increase noise and air pollution.
- Can not be used on Emergency Response Routes
- Cause a “rough ride” for all drivers, and can cause pain for people with certain skeletal disabilities

Geometric Street Features – Speed Mitigation – Roundabouts



Roundabouts are raised landscaped islands that require traffic to circulate counterclockwise around a center island. Roundabouts are used on higher volume streets to allocate right-of-way between competing movements.

Advantages:

- Can moderate traffic speeds on an arterial
- Aesthetically pleasing if well landscaped
- Enhance safety compared to traffic signals
- Can minimize queuing at the approaches to the intersection
- Less expensive to operate than traffic signals

Disadvantages:

- Some large vehicles (such as fire trucks) may have to turn in front of the central island
- Design may require adjacent sidewalks to be installed
- May require the elimination of some on-street parking
- Landscaping must be maintained
- Expensive to install.

Geometric Street Features – Speed Mitigation – Chicanes



Chicanes are curb extensions that alternate from one side of the street to the other, forming S-shaped curves to slow traffic.

Advantages:

- Discourage high speeds by forcing horizontal deflection
- Easily negotiable by large vehicles (such as fire trucks) except under heavy traffic conditions

Disadvantages:

- Must be designed carefully to discourage drivers from deviating out of the appropriate lane
- Curb realignment and landscaping can be costly, especially if there are drainage issues
- May require the elimination of some on-street parking

Geometric Street Features – Speed Mitigation – Bulb-outs



Bulb Outs are curb extensions at intersections that reduce the roadway width from curb to curb. They shorten crossing distances for pedestrians. They also tighten the curb radii at the corners, reducing the speeds of turning vehicles.

Advantages:

- Improve pedestrian circulation and space
- Through and left-turn movements are easily negotiable by large vehicles
- Creates protected on-street parking bays
- Reduce speeds, especially for right-turning vehicles

Disadvantages:

- Effectiveness is limited by the absence of vertical or horizontal deflection
- May slow right-turning emergency vehicles
- May require the elimination of some on-street parking near the intersection
- May require bicyclists to briefly merge with vehicular traffic

Questions?

<http://www.austintexas.gov/departments/local-area-traffic-management>



City of Austin
Local Area Traffic Management
Program