

Local Area Traffic Management Guidelines and Procedures

Urban Transportation Commission



Gary W. Schatz, P.E., PTOE
Austin Transportation Department
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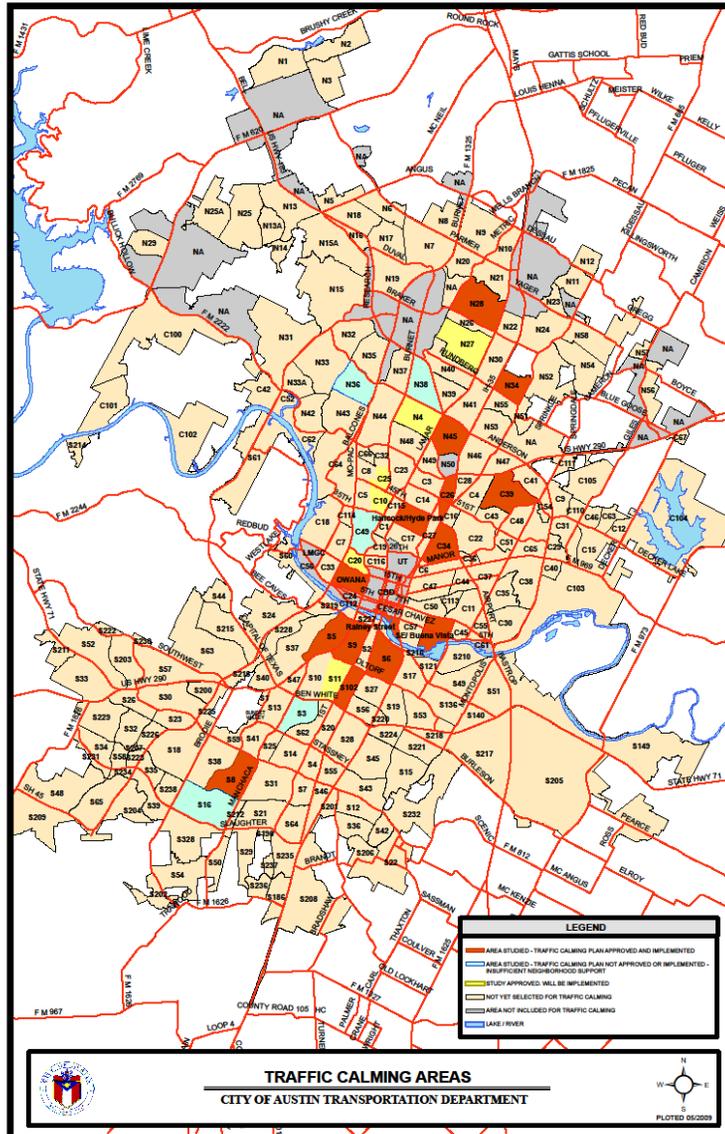
COA History of Traffic Calming

- Mid-1980's – Traffic calming considered but not funded
- 1994 – Speed Hump Program initiated; suspended to study concerns about emergency response times
- 1999 – Neighborhood Traffic Calming Program starts
 - 1999 – 5 neighborhood areas (pilot)
 - 2001 – 9 neighborhood areas
 - 2007 – 12 neighborhood areas
 - Results – 26 neighborhood areas studied
 - 19 Approved
 - 6 Rejected
 - 1 Pending

Neighborhood Traffic Calming Program

- Considered on neighborhood-wide basis
- Wider variety of traffic calming devices; not just speed humps
- Focused on speed mitigation
- Vote of at least 60% in favor required to implement devices

Traffic Calming by Neighborhood



Current Device Inventory:

- Speed humps: 342
- Traffic circles: 10
- Chicanes: 1
- Traffic islands: 12

Neighborhood Traffic Calming Program

- Challenges
 - No defined timeframes or milestones
 - No mechanism for individual street segments
 - No defined process for eligibility or funding
 - Public safety issue deferred to popular vote
 - No mechanism for cut-through traffic
 - Process must be applicable to all of Austin

New LATM Guidelines & Procedures

- Highlights:
 - Least restrictive solution that best mitigates documented problem
 - Diverse tools to manage traffic
 - Two areas of focus
 - Speeding (Safety Issue)
 - Cut-Through Traffic (Quality of Life Issue)
 - Defined timelines and milestones
 - Eligibility and Ranking for Funding Criteria

Speed Mitigation

- “Reasonable conformance” basis
- Individual street segments considered
- Request driven process on a biannual schedule
- Horizontal deflection devices preferred
- Landscaping opportunities encouraged
- Opportunities for public/private partnership for funding and enhancements

Speed Mitigation

- Eligibility
 - Traffic Study: 85thile Speed \geq Speed Limit + 3 MPH
 - No conflicts with delivery of Public Services
 - No conflicts with other projects
 - Not along multilane roadways or arterials
- Ranking for Funding
 - Based on 12 weighted criteria
 - Higher score = Higher priority
 - Eligibility \neq Funding
- Unfunded requests expire after two years

Speed Mitigation Ranking for Funding Criteria

- Number of Egregiously Speeding Vehicles
(Speed Limit + 5 MPH)
- Percent Evidence of Support from Petition Area
- Auto Crash Data (Speed-related crashes only)
- Auto/Pedestrian & Auto/Bike Crash Data

Speed Mitigation - Evaluation & Ranking Criteria (cont'd)

- Percent Residential Land Use
- Percent Front-Facing Residential Land Use
- Absence of Sidewalks
- Adjacent Schools and Parks
- Designated Bike Route

Speed Mitigation - Evaluation & Ranking Criteria (cont'd)

- Environmental Justice Area
- Percent Truck Traffic
- Diversion of Traffic (from adjacent LATM projects)

Speed Mitigation Devices

Chicanes



Speed Mitigation Devices Center Islands



Speed Mitigation Devices

Bulb Outs



Speed Mitigation Devices Modern Roundabouts



Speed Mitigation Devices

Speed Cushions



Speed Mitigation Devices

Speed Humps



Speed Mitigation Devices

Speed Tables



Cut-Through Traffic Mitigation

- Request driven process with annual application schedule
- Minimum thresholds required
 - Area-wide levels of theoretical cut-through traffic
 - Route-specific levels of documented cut-through traffic
- Testing period using temporary devices
- Community involvement throughout process
- Challenge - Consensus:
 - What is a “problem”?
 - What to do about it?

LATM Guidelines & Procedures Implementation

- Public Comments through December 5th
- Briefing to UTC December 13th
- LATM begins January 2012
 - Speed Mitigation process only in initial rollout
 - Number of requests limited at first
 - Considered in FY 13
 - No limit on Speed Mitigation requests
 - Cut-Through traffic mitigation (Limited)
 - Device removal process (Limited)

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