

ORDINANCE NO. 20190919-070

AN ORDINANCE AMENDING CITY CODE SECTION 12-4-64(D) TO MODIFY EXISTING SPEED LIMITS ON GROVE BOULEVARD BETWEEN EAST RIVERSIDE DRIVE AND MONTOPOLIS DRIVE.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. City Code Section 12-4-64(D) (*Table of Speed Limits*) is amended to delete:

Grove Boulevard from East Riverside Drive to Hogan Avenue. (35 MPH)

Grove Boulevard from Riverside Drive (East) to Montopolis Drive. (45 MPH)

PART 2. City Code Section 12-4-64(D) (*Table of Speed Limits*) is amended to add:

Grove Boulevard from Hogan Avenue to Montopolis Drive. (35 MPH)

PART 3. The amendments made in this ordinance are based on the results of a traffic engineering investigation, or “speed study,” referenced in the Memorandum attached as Exhibit “A”.

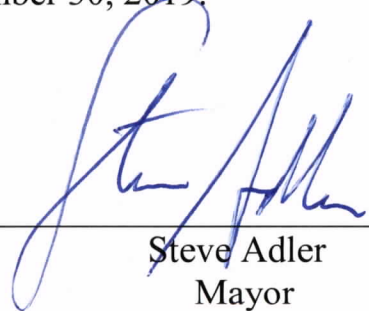
PART 4. The amendments made in this ordinance shall be incorporated in alphabetical order and the existing entries reordered accordingly.

PART 5. This ordinance takes effect on September 30, 2019.

PASSED AND APPROVED

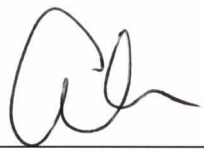
_____, September 19, 2019

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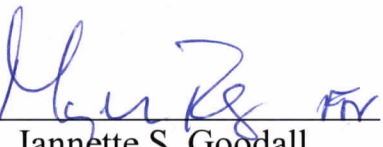
Steve Adler
Mayor

APPROVED:



Anne L. Morgan
City Attorney

ATTEST:



Jannette S. Goodall
City Clerk



MEMORANDUM

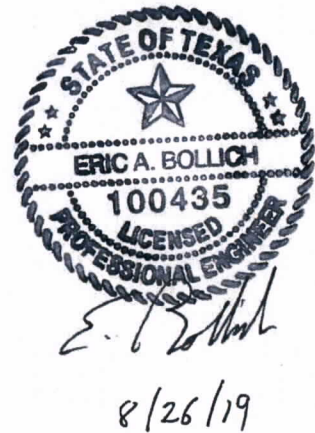
To: Traffic Study Files

From: Eric Bollich, P.E., Managing Engineer
Transportation Engineering Division
Austin Transportation Department

Date: August 20, 2019

Subject: Speed Limit Modification Report

Location: Grove Boulevard – East Riverside Drive to Montopolis Drive



A speed limit modification report was conducted by the Austin Transportation Department (ATD) to determine the appropriate posted speed limit on Grove Boulevard from East Riverside Drive to Montopolis Drive (the study segment) as shown in Figure 1.

Methodology

When evaluating an appropriate speed limit for the study segment, ATD used a combination of the Texas Department of Transportation (TxDOT) *Procedures for Establishing Speed Zones* manual (whose primary metric is the 85th-percentile speed of motor vehicles) and additional roadway factors (pavement width, street curvature, driveway density, crash data, adjacent land use, traffic signals) for a more holistic approach.

Location and Conditions

The study segment of Grove Boulevard is approximately 0.5 miles of a Level 3 arterial as identified in the *Austin Strategic Mobility Plan* (ASMP) adopted by City Council in April 2019, with a four-lane median divided cross section.

Land along the study segment of Grove Boulevard is commercial and multi-family residential. East Riverside Drive on the northern end of the study segment is a Level 3 arterial; Montopolis Drive on the southern end is also a Level 3 arterial. Traffic signals are situated at both East Riverside Drive and Montopolis Drive, but at no other location. No other road intersects the study segment.

Along the study segment, the pavement is 24 feet in width in each direction, lanes are striped at wider than 10 feet, curb and gutter are present on both sides, and no on-street parking is permitted. Few driveways are along the study segment.

Traffic Data

Speed and volume data were collected in summer 2019 during non-weekend, non-holiday dates to measure actual conditions along the study segment.

Location	Existing Speed Limit (MPH)	85 th Percentile Speed (MPH)		50 th Percentile Speed (MPH)		Traffic Volumes	
		NB	SB	NB	SB	NB	SB
2200 Block	45	45.3	42.5	40.4	37.6	3,252	2,963

The existing speed limit for Grove Boulevard and other major roads in the vicinity of the study segment are shown in Figure 2.

Crash Data

Based on the High Injury Networks identified in the ASMP, the study segment is not included as a roadway with a higher number of serious injury and fatal crashes.

Pedestrian and Bicycle Activity

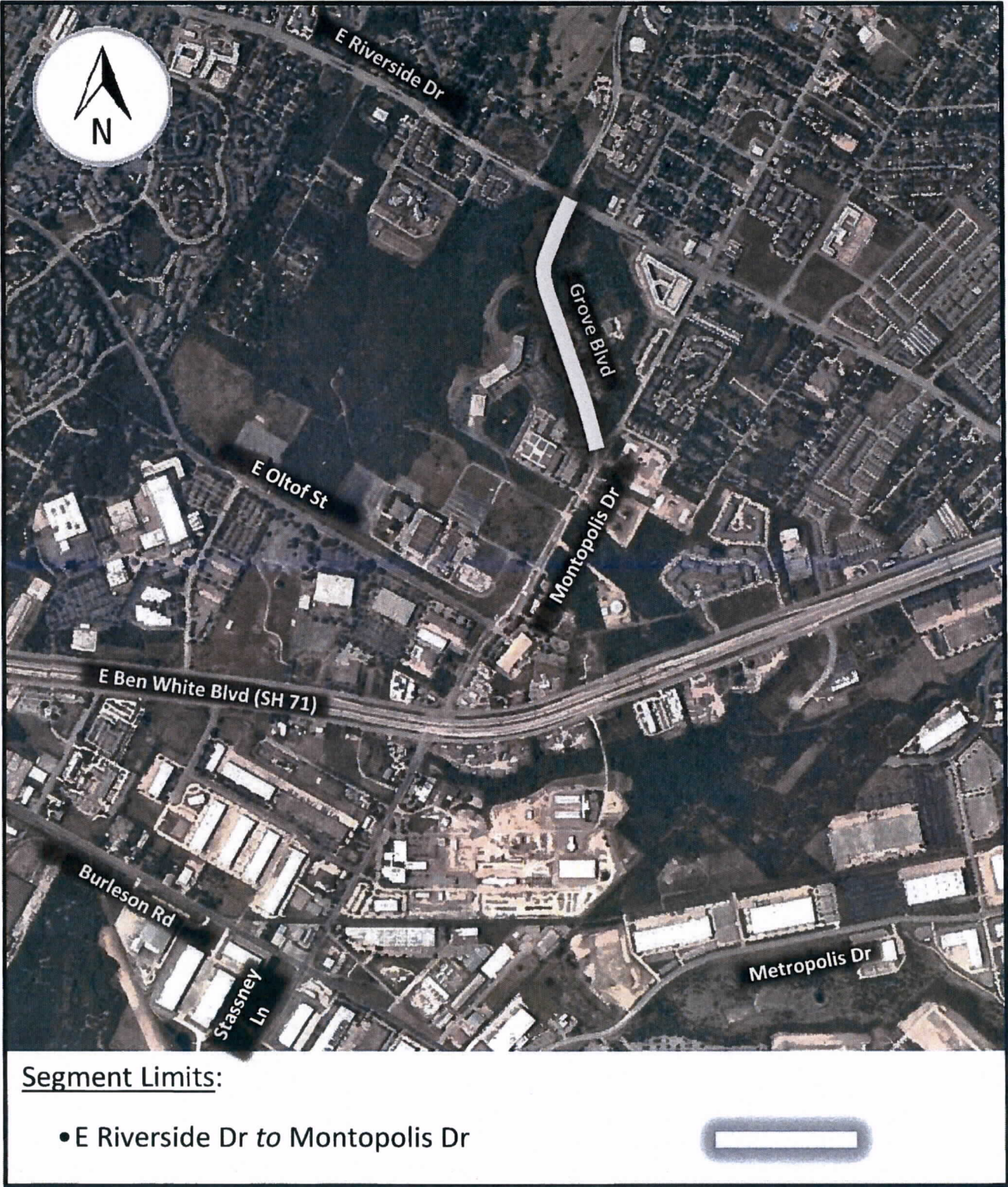
The study segment has a moderate level of pedestrian and bicycle activity. A continuous, six-foot wide sidewalk is present along the west side of Grove Boulevard. On the east side of the study segment, a noticeable pedestrian-worn path exists, indicating that numerous people are using the space where a sidewalk would naturally be located.


The travel lanes in each direction of the study segment are striped at one inside 10-foot lane and one outside 14-foot lane. While bicycle lanes are not present, the cross section behaves as if a bike lane is suggested in the outside lane; however, the protection of marked bike lane is not provided.

Recommendation

Based on the results of the speed zone investigation for Grove Boulevard between East Riverside Drive and Montopolis Drive, the current speed limit should be changed to 35 MPH (see Figure 3) due to the following:

- Grove Boulevard is a natural extension of Montopolis Dr which is recommended to also have a speed limit of 35 MPH; a consistent speed limit along the entire length of the study segment reduces driver uncertainty as to posted speed in a given section.
- Increasing development and traffic in the general area, creating more conflicts and natural friction to lower traffic speed.
- Demand for pedestrian and bike facilities along Grove Boulevard exists, but the appropriate infrastructure is not provided throughout the study segment; reducing the speed limit in the study segment will increase general safety of the roadway which is in compliance with and supports Austin's Vision Zero commitment.



	<p>FIGURE 1. Grove Blvd</p>	<p>Study Segment and Location</p>
	<p>08 / 20 / 2019</p>	

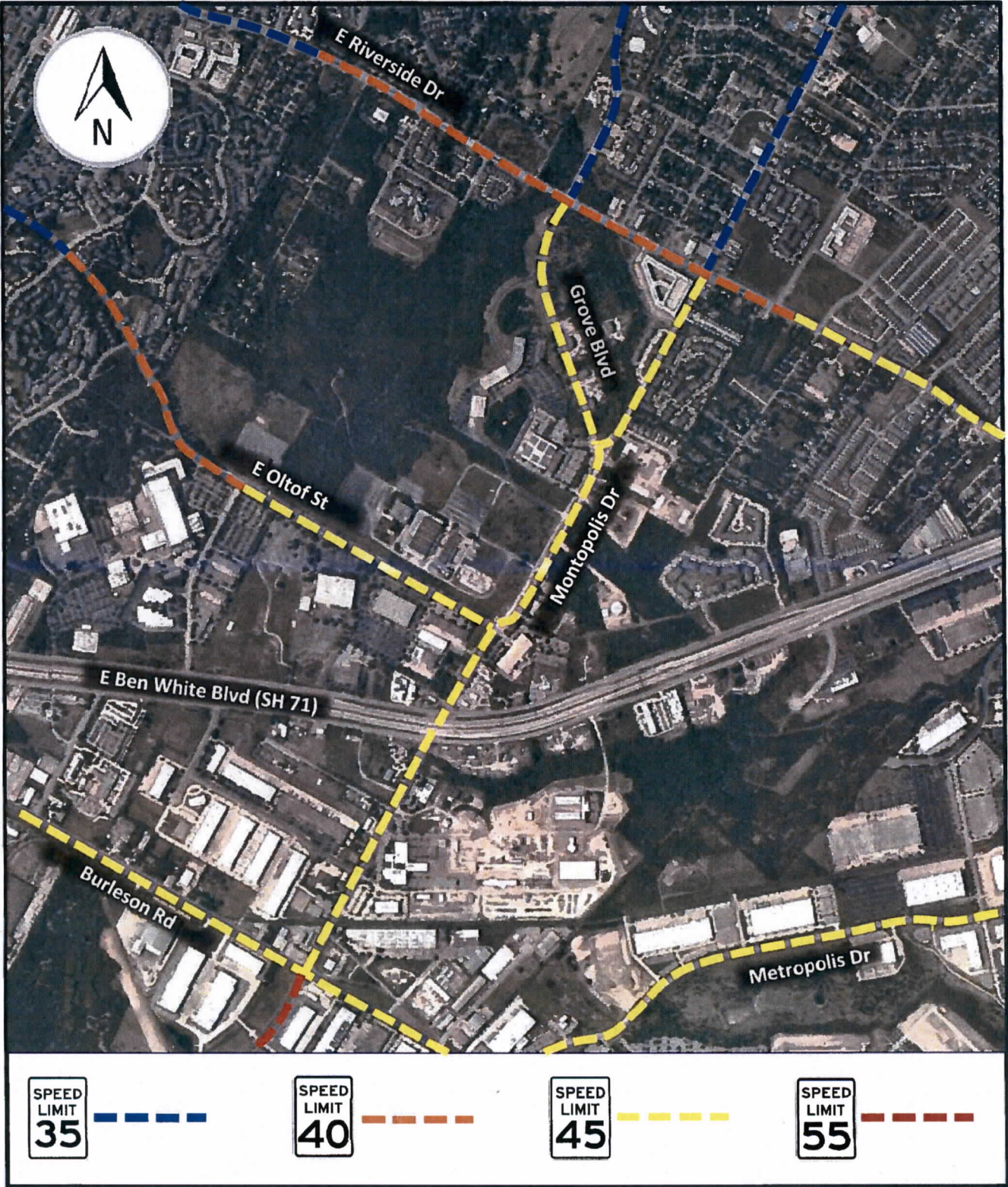


FIGURE 2.
Grove Blvd

08/20/2019

Existing Posted Speed Limits



FIGURE 3.
Grove Blvd

08/20/2019

Proposed Posted Speed Limits