



LOCAL AREA TRAFFIC MANAGEMENT
PROGRAM
(LATM)

AUSTIN TRANSPORTATION DEPARTMENT

LATM

INTRODUCTION

Established in 2012 as a citizen request based process to identify individual high speed locations.

Key components for eligibility

- *Requestor*
- *85th percentile speed criteria*
- *Crash data*

Ranking for funding

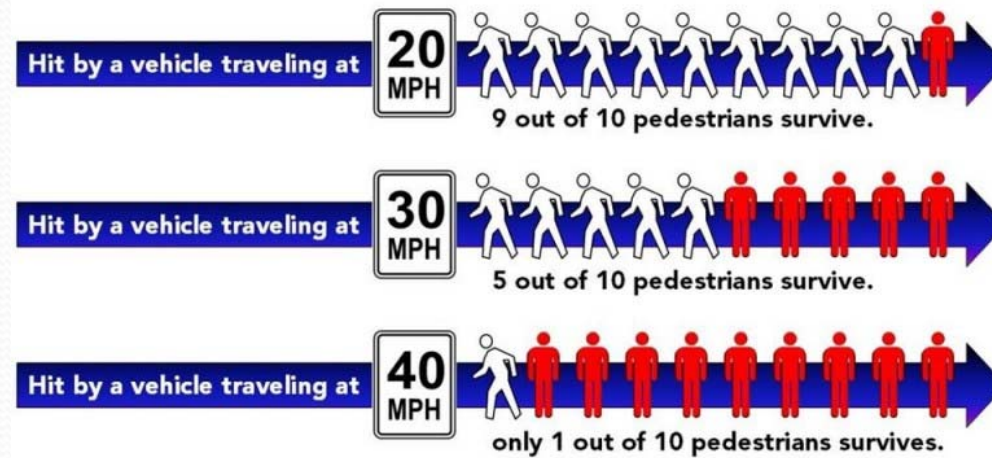
- *Top ranking requests get funded based on 12 funding criteria*
- *Highest weighed ranking criteria is volume of speeding vehicles egregiously speeding.*



Local Area Traffic Management (LATM) Program Objective

Purpose and Intent

To provide for the consideration of modifying existing roadways to mitigate adverse impacts from existing motor vehicle traffic within a defined area, through the design and implementation of geometric street features or traffic control devices.



MEASURED SPEEDS

- *Cedar Crest (Speed limit 25 mph)*

Clearrock Drive to Cedar Crest Cove (2303 vpd in 2012)

EB 32.5 mph, WB 31.6 mph

Clearrock Drive to Spicewood Parkway (Volume 3572 vpd in 2014)

EB 30.1 mph, WB 29.8 mph

- *Clearrock (Speed limit 30 mph) (Volume 830 vpd)*

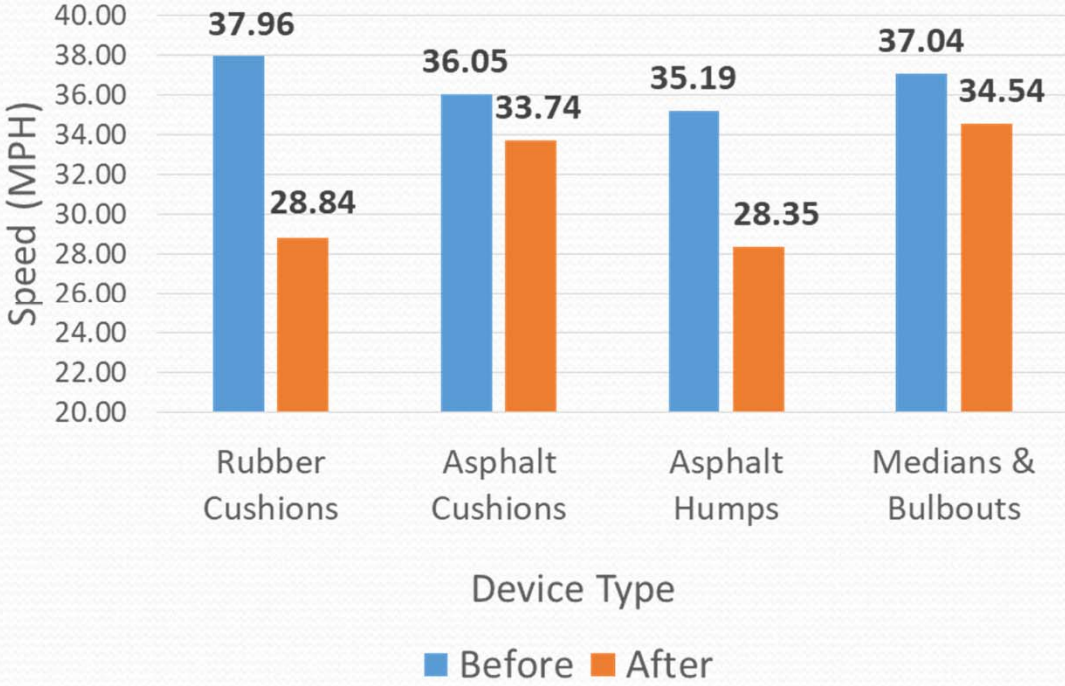
EB 33.9 mph, WB 35.3 mph

Both projects funded through quarter cent funds



CHOOSING ALTERNATIVES

Weighted 85th Percentile Speeds



85ths Before and Reduction		
Type	Before	Reduction (mph)
Rubber Cushions	37.96	9.13
Asphalt Cushions	36.05	2.31
Asphalt Humps	35.19	6.84
Medians & Bulbouts	37.04	2.51



PROPOSED SPEED MITIGATION

- *Cedar Crest*

Four locations of Speed cushions

- *Clearrock*

Two locations of Speed Cushions

- *Spicewood Parkway*

- *Possibility of flat top cushion installation*



QUESTIONS?

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