

ORDINANCE NO. 20160623-067

AN ORDINANCE AMENDING CITY CODE SECTION 12-4-64(D) TO MODIFY EXISTING SPEED ZONES ON SEGMENTS OF EAST MARTIN LUTHER KING JR. BOULEVARD.

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:

Martin Luther King Jr. Boulevard (East) from Airport Boulevard to J.J. Seabrook Drive. (35 mph)

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

Martin Luther King Jr. Boulevard (East) from I.H. 35 (North) East Frontage Road to Tillery Street [~~Airport Boulevard~~]. (35 mph)

PART 3. City Code Section 12-4-64(D) (*Table of Speed Limits*) is amended to add:

Martin Luther King Jr. Boulevard (East) from Tillery Street to J.J. Seabrook Drive. (45 mph)

PART 4. The amendments made in this ordinance are based on the results of a traffic engineering investigation, or "speed study," attached as Exhibit "A".

PART 5. The amendments made in this ordinance shall be incorporated in alphabetical order and the existing entries reordered accordingly.

PART 6. This ordinance takes effect on July 4, 2016.

PASSED AND APPROVED

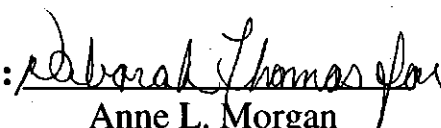
_____, June 23, 2016

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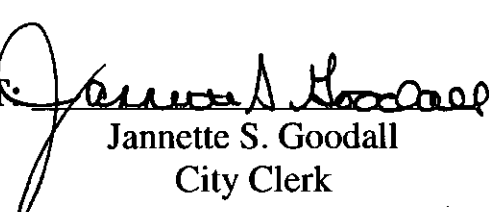
Steve Adler
Mayor

APPROVED:



Anne L. Morgan
City Attorney

ATTEST:



Jannette S. Goodall
City Clerk

Exhibit A



MEMORANDUM

To: Traffic Study Files

From: Lee Austin, P.E.
Area Engineer
Austin Transportation Department

Date: January 22, 2016

Subject: Speed Zone Investigation

Location: E. Martin Luther King Jr. Boulevard – Airport Boulevard to J. J. Seabrook Drive

Year(s) of Previous Investigation: 2014

A speed zone investigation has been conducted by the Austin Transportation Department to determine an appropriate speed limit on E. Martin Luther King Jr. Boulevard between Airport Boulevard and J.J. Seabrook Drive (the study segment). Figure 1 at the end of this document presents a map of the study area with existing and proposed speed limits along the study segment.

Location Conditions

E. Martin Luther King Jr. Boulevard is a four-lane major arterial with a center two-way left turn lane that runs in a general east/ west direction for a length of approximately 4,300 feet along the study segment. The two-way left turn lane end approximately 700 from the end of the study segment. The segment east of the study segment is posted at 50 mph from J.J. Seabrook to US 183. E. Martin Luther King Jr. Boulevard is under the jurisdiction of the Texas Department of Transportation from Airport Boulevard to US 183 as which point it becomes FM 969. West of the segment, E. Martin Luther King Jr. Boulevard is a four-lane, undivided major arterial but is under City of Austin jurisdiction.

The study segment of E. Martin Luther King Jr. Boulevard has a generally urban cross section along the study segment with 66 feet of travel way and curb and gutter. The curb and gutter ends at the point the two-way left turn lane phases out. Other than the two-way left turn lane, there is no immediately distinguishable difference between the segment to the east posted at 50 mph and the study segment which is currently posted at 35 mph. The north side of E. Martin Luther King Jr. Boulevard is bordered by a large golf course for approximately 1,750 feet on the eastern end.

There is sidewalk adjacent to both sides other than adjacent to the golf course. Nine City streets, 16 residential driveways, and 15 commercial intersect this segment E. Martin Luther King Jr. Boulevard with the commercial driveways clustered near the intersection with Airport Boulevard to the west. Adjacent land use is residential on the eastern end and commercial on the western end, including multiple fast food restaurants.

Traffic Data

Speed and volume data were collected in May 2015 to determine the appropriate posted speed limit for the study segment.

Block Number	Location	Posted Speed Limit	85 th Percentile Speed		Daily Traffic Volumes
			EB	WB	
3400	West of Greenwood Drive	35	45.2	47.9	19,705
3800	West of Perez Street	35	47.5	47.8	19,199

Crash Data

Austin Police Department's crash database was reviewed to analyze documented crashes along the study segment within the past eighteen months. Seven crashes were documented during this period; no discernible pattern from excessive speed is present.

Date / Time	Direction		Weather	Light	Road	Injury	Comments
	At Fault	Other					
07/11/14 8:05 AM	SB	WB	Cloudy	Day	Dry	None	Vehicle 1 made left turn in front of oncoming Vehicle 2.
08/05/14 11:17 AM	WB	WB	Cloudy	Day	Dry	Minor	Vehicle 1 rear-ended Vehicle 2 when signal turned green.
10/07/14 2:32 PM	EB	-	Cloudy	Day	Dry	Minor	Vehicle 1 drove into trees. Alcohol involved
10/08/14 11:11 AM	SB	WB	Clear	Day	Dry	Minor	Vehicle 1 made a left turn in front of oncoming Vehicle 2.
02/23/15 1:56 PM	NB	WB	Cloudy	Day	Dry	Minor	Vehicle 1 made a left turn in front of oncoming Vehicle 2
04/16/15 5:16 PM	NB	WB	Cloudy	Day	Wet	Minor	Vehicle 1 made a left turn in front of oncoming Vehicle 2
09/29/15 3:33 PM	SB	WB	Cloudy	Day	Dry	Minor	Vehicle 1 made a left turn in front of oncoming Vehicle 2.

Recommendation

In 2014, the Texas Department of Transportation asked the City of Austin to lower the speed limit on the study segment from 50 mph to 35 mph. Despite the newly posted lower speed limit signage, the 85th percentile still exceeds 45 mph. The documented crashes are primarily clustered close to the intersection with Airport Boulevard where the commercial uses are located. Based on my analysis of the location information and traffic data, the speed limit on E. Martin Luther King Jr. Boulevard between J. J. Seabrook and Tillery Street (approximately 3,600 feet) should be established at 45 mph. The segment between Tillery Street and Airport Boulevard (approximately 700 feet) should remain at 35 mph. The segment from Tillery Street to Airport Boulevard contains the majority of the commercial driveways and is where the context of the segment changes from primarily residential to primarily commercial.

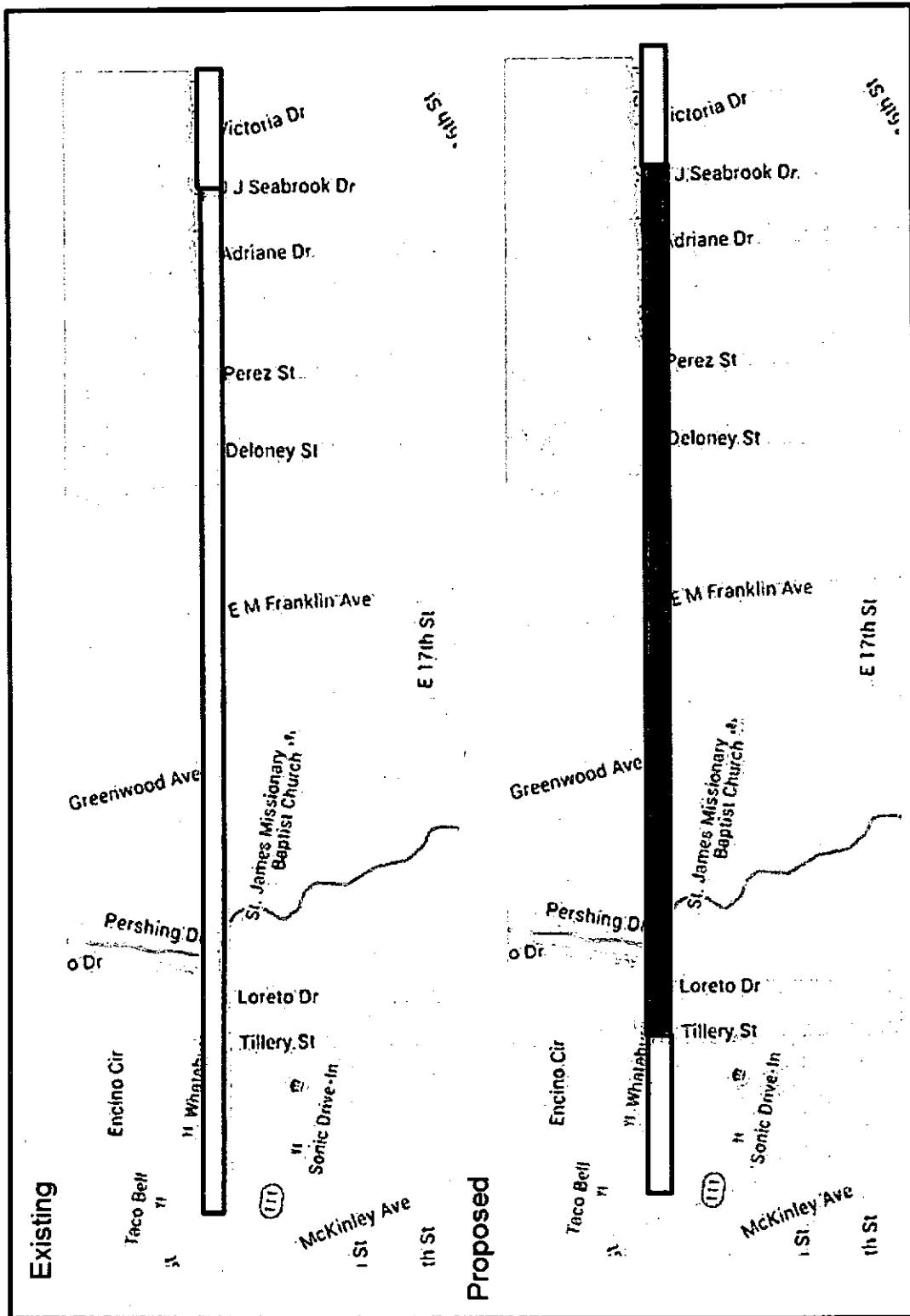


Figure 1: E Martin Luther King Jr. Blvd. Study Area

