

ORDINANCE NO. 20170615-059

AN ORDINANCE AMENDING CITY CODE SECTION 12-4-64(D) TO ESTABLISH A MAXIMUM SPEED LIMIT OF 45 MILES PER HOUR ON A SECTION OF EAST SLAUGHTER LANE.

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 add:

Slaughter Lane (East) from 1,500 feet east of I.H. 35 East Frontage Road to Brandt Road/City Limit. (45 MPH Speed Limit)

PART 2. The amendments made in this ordinance are based on the results of a traffic engineering investigation, or "speed study," attached as Exhibit "A".

PART 3. The amendments made in this ordinance shall be incorporated in alphabetical order and the existing entries reordered accordingly.

PART 4. This ordinance takes effect on June 26, 2017.

PASSED AND APPROVED

_____, June 15, 2017

APPROVED:



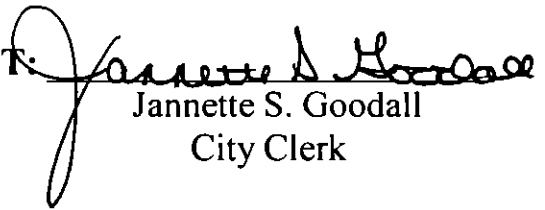
Anne L. Morgan
City Attorney

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Steve Adler
Mayor

ATTEST:



Jannette S. Goodall
City Clerk

EXHIBIT A



MEMORANDUM

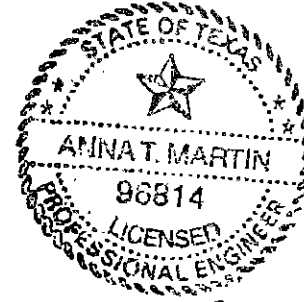
To: Traffic Study Files

From: Anna Martin, P.E., PTOE
South Area Engineer
Traffic Engineering Division
Austin Transportation Department

Date: May 10, 2017

Subject: SPEED ZONE INVESTIGATION

Location: East Slaughter Lane – from 1,500 feet east of I.H. 35 (South) East Frontage Road to Brandt Road (the study area).



Anna Martin
5-10-17

Date(s) of Previous Investigation: 2003

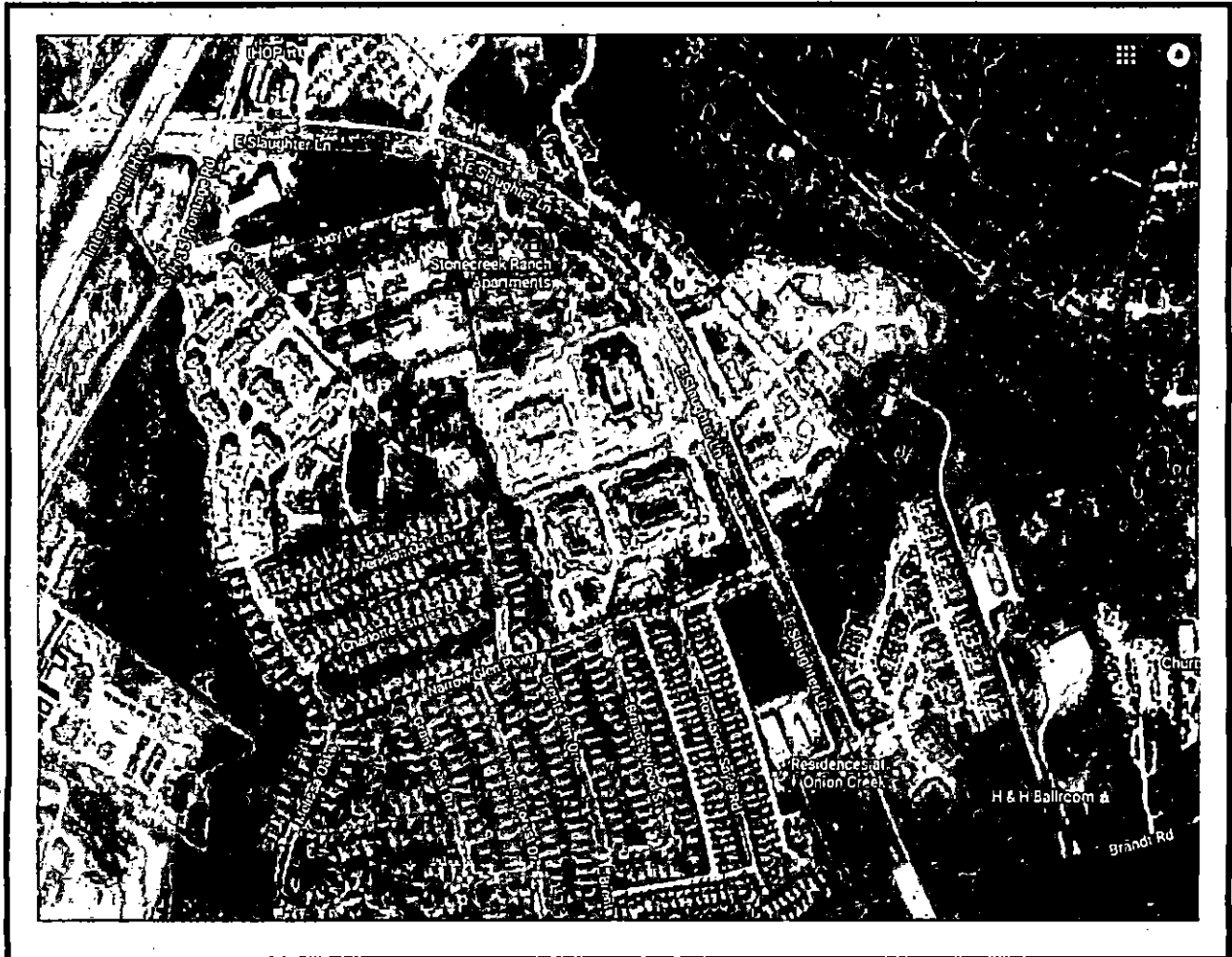
A Traffic Engineering Investigation has been conducted by the Traffic Engineering Division to determine the appropriate speed limit on E. Slaughter Lane from 1,500 feet east of I.H. 35 East Frontage Road to Brandt Road/City Limit. A speed limit of 55 miles per hour (MPH) was previously established in 2003.

Location Conditions:

E. Slaughter Lane is a six-lane major arterial roadway with turn bays and a center median that generally runs in an east-west direction but turns north-south near the study area. Adjacent land use has changed extensively in the past several years with the construction of single family neighborhoods, apartment complexes and retail development.

Figure 1 represents a map of the study area. Currently, the section of E. Slaughter Lane from I.H.35 to Brandt Road is under the jurisdiction of the City of Austin. E. Slaughter Lane, east of Brandt Road, is the under jurisdiction of Travis County.

Figure 1. Study Area



Speed and Volume Data:

A speed study was conducted in accordance with the Texas Procedures for Establishing Speed Zones. Speed and volume data were collected in January 2017 to determine the appropriate posted speed limit for E. Slaughter Lane from 1,500 feet east of I-35 to Brandt Road. An average of over 20,000 vehicles per day was recorded on E. Slaughter Lane from I.H. 35 East Frontage Road to Brandt Road/City Limit. As summarized in Table 1, the 85th percentile speed on the eastbound and westbound lanes was recorded in the range of 50 mph to 52 mph.

Table 1: 2017 Speed and Volume Data for E. Slaughter Lane

Block Number	Street Segment	Existing Speed Limit	85% Speed		Traffic Volumes (veh/day)
			EB	WB	
300	From I.H. 35 EFR to Narrow Glen Pkwy.	55 MPH	52	52	22,361
700	Just east of Narrow Glen Pkwy.	55 MPH	52	52	21,677
800	From Narrow Glen Pkwy. to Brandt Rd.	55 MPH	51	52	24,007

Crash Data:

Austin Police Department's crash database was reviewed to analyze all documented crashes on the study segment within the previous two years. Seven crashes were documented during this period; no discernible pattern from excessive speed is present.

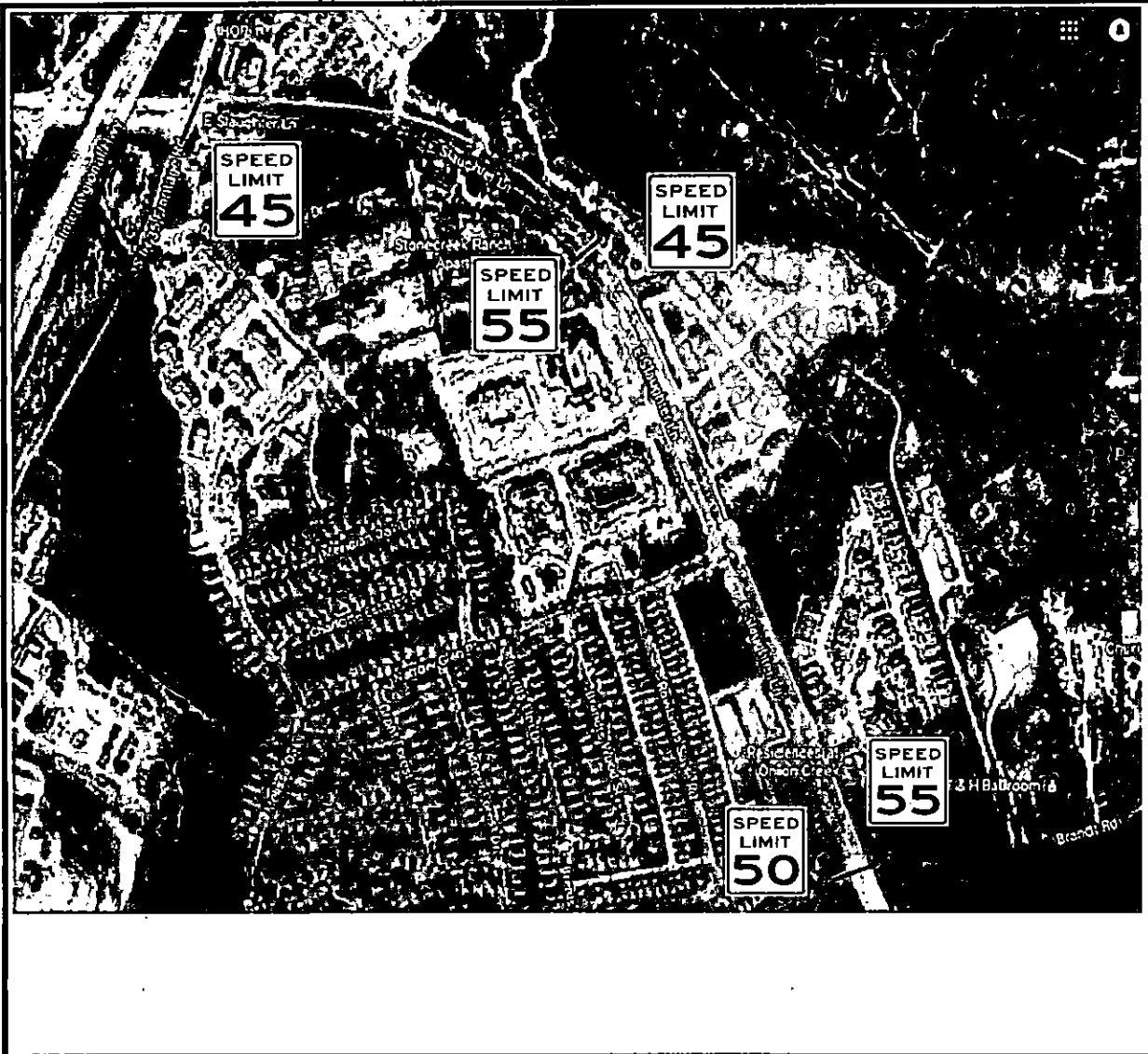
Table 2: Crash Data for E. Slaughter Lane (2015-present)

Date / Time	Direction		Weather	Light	Road	Injury	Type of Crash
	At Fault	Other					
01/09/16 1:32 AM	WB	WB	Clear	Dark-lighted	Dry	C	Side-swipe
4/12/16 8:18 AM	EB	WB	Clear	Day	Dry	None	Left-turn
05/27/16 11:11PM	EB	WB	Clear	Dark-lighted	Dry	Minor	Left-turn
08/04/16 5:48 AM	SB	WB	Clear	Dark-lighted	Dry	None	Right-angle
10/29/16 10:12PM	SB	EB	Clear	Dark-lighted	Dry	None	Bicyclist right-angle
11/10/16 6:43 PM	WB	EB	Clear	Dark not lighted	Dry	C	Left-turn
12/30/16 12:26PM	SB	WB	Cloudy	Day	Dry	C	Right-angle

Figure 2 presents a map of the study area and the existing speed limits. Currently the speed limit is 45 mph for eastbound traffic from IH-35 to approximately 1,500 feet east of IH-35. From 1,500 feet east of IH-35 to Brandt Road the speed limit increases to 55 mph. At Brandt Road where E. Slaughter Lane enters Travis County jurisdiction, the speed limit decreases to 50 mph. In the westbound direction, the speed limit is set at 55 mph from Brandt Road to 1,500 feet east of the IH-35 East Frontage Road where it decreases to 45 mph.

Figure 3 presents a map of the proposed speed limit based on the collected data and analysis. The Austin Transportation Department recommends adjusting the speed limit of approximately 3,000 feet of E. Slaughter Lane to 45 mph based on the recent speed data. This will also set a consistent speed limit for the segment of E. Slaughter Lane under the City of Austin jurisdiction.

Figure 2. Existing Speed Zone Map

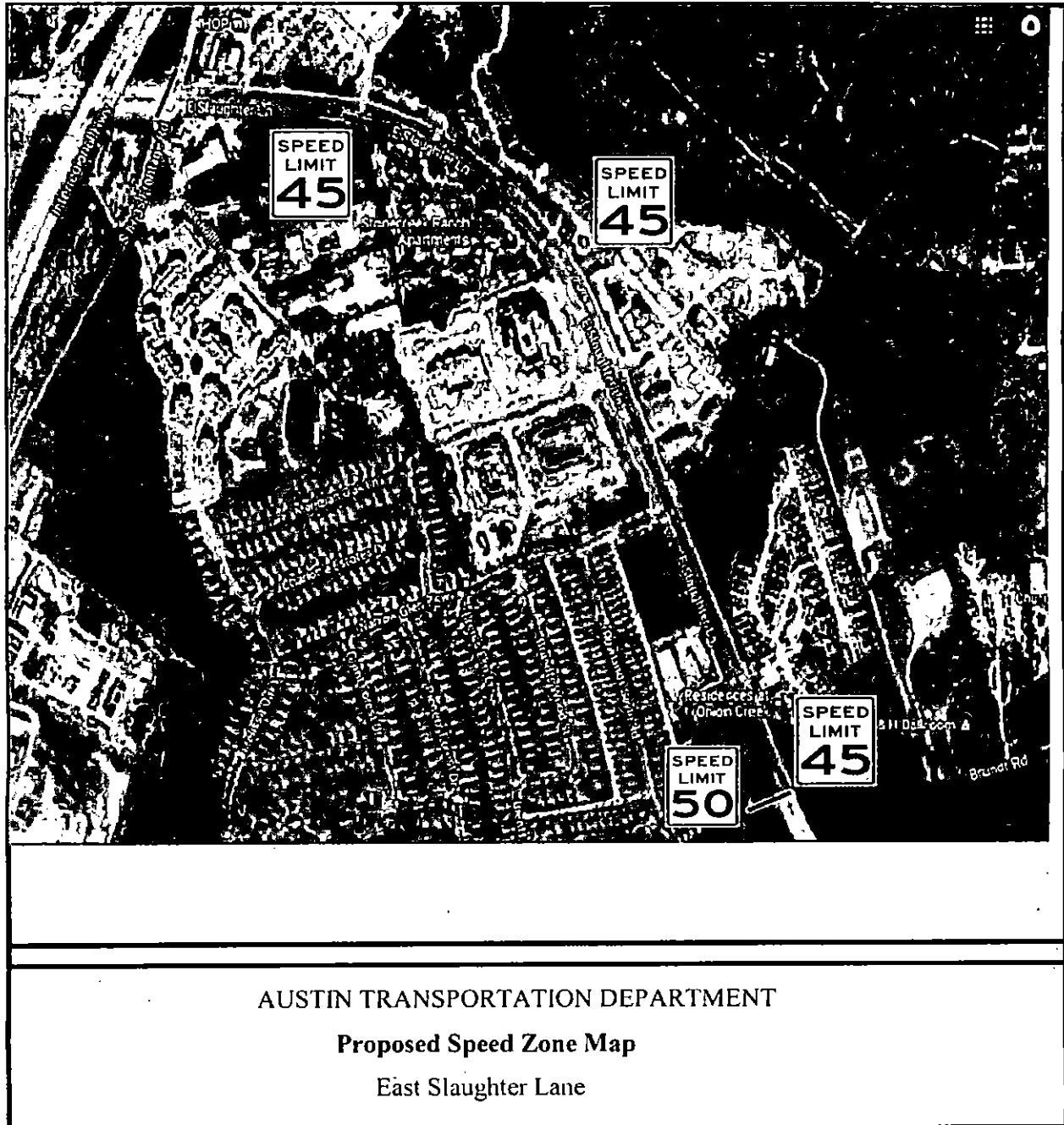


AUSTIN TRANSPORTATION DEPARTMENT

Existing Speed Zone Map

East Slaughter Lane

Figure 3. Proposed Speed Zone Map



General Comments:

A Traffic Engineering Investigation has been conducted by the Traffic Engineering Division to determine the appropriate speed limit on E. Slaughter Lane from 1,500 feet east of I.H. 35 East Frontage Road to Brandt Road/City Limit. A speed limit of 55 miles per hour (MPH) was previously established in 2003.

Based on the change in adjacent land use with multiple access points for residential and retail development along this section of E. Slaughter Lane, it is recommended to change the speed limit to 45 mph for approximate one half mile section from 1,500 feet east of IH-35 East Frontage Road to Brandt Road. This will also allow for a consistent speed limit of 45 mph for the section of E. Slaughter Lane east of IH-35 under the jurisdiction of the City of Austin.

Based on the analysis of this information, it is my engineering judgement that the speed limit on East Slaughter Lane should be 45 miles per hour from 1500 feet east of I.H. 35 East Frontage Road to Brandt Road/City limits.

Respectfully submitted,



5-10-17

Anna Martin, P.E., PTOE Date
South Austin Engineer
Traffic Engineering Division

AUSTIN TRANSPORTATION DEPARTMENT