



# 2010 Mobility Bond Status Update

## Q&A from Presentation to the Bond Oversight Committee Jan. 18, 2012

### Local Area Traffic Management (LATM) Program

**1) What devices are currently in the tool box and being installed in neighborhoods? Are there any new devices being considered?**

The program utilizes geometric street features to mitigate adverse levels of speeding or cut-through traffic. While speed cushions are still part of the tool box, we are also using speed humps, speed tables, roundabouts, splitter islands, bulb outs, chicanes, and other state-of-the-practice devices which create opportunities for landscaping, streetscaping, and public art. The guidelines and procedures, which are posted online, have images of these devices in the appendices. The most important aspect is the mitigation strategy used will be the least restrictive that best mitigates the documented problem.

**2) Please give an overview of the process for community input? Please speak specifically about Pedestrian/ADA input.**

The method of community input depends on the issue being mitigated. Speeding mitigation requires the requester to petition all properties along the requested street segment. Cut-through mitigation is a much more involved process that includes mailed notifications and community meetings. For both programs we provide notification through the community registry and our website as to the status of any request. During actual design of the geometric street features is when details regarding accessibility are addressed.

**3) Once the neighborhood has applied to the program and ATD has done an assessment, how and at what point in the process are the *assessment results* reported back to the community? How and at what point in the process is the *device selection and implementation plan* reported back to the community?**

Again, it depends on the issue being addressed. For speeding, the mitigation concept is on the back of the evidence of support petition; for cut-through mitigation it is presented at the community meetings. In either case, the concept plan is diagrammatic in terms of the type and location of the geometric street features proposed; there are no design details. The program milestones that list when information is shared with the requester of record and posted to the community registry and the Austin Transportation Department websites are found in the guidelines and procedures. If the request is funded, the requester of record remains engaged through design and implementation.

**4) Please give an overview of the process for *public safety* involvement into the process, specifically in selecting the appropriate device?**

For all speeding mitigation plans, PWD, ARR, AFD and A/TCEMS are provided an opportunity to review and either approve or veto the mitigation plan; other groups may be consulted on a case-by-case basis but do not have a veto role. For cut-through mitigation, the same groups review but additionally APD reviews if the cut-through mitigation strategy includes full or partial street closures.

We encourage those with more questions to review the guidelines and procedures at <http://www.austintexas.gov/department/local-area-traffic-management> or call 512-974-1150. Renee Orr, Project Manager, can provide information.

Please note it is the City's intent is to integrate as much of this work as possible into Public Works Department annual work plan for street reconstruction and pavement repairs. This approach will help to ensure that work is only done once and should help accelerate implementation of some of the requests, and is consistent with our philosophy that work in residential areas should be coordinated and accomplished in a way that is transformative.