



## MEMORANDUM

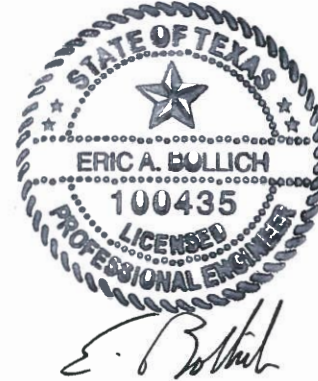
**To:** Traffic Study Files

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

**Date:** August 20, 2019

**Subject:** Speed Limit Modification Report

**Location:** Montopolis Drive – East Riverside Drive to Burleson Road



8/26/19

A speed limit modification report was conducted by the Austin Transportation Department (ATD) to determine the appropriate speed limit on Montopolis Drive from East Riverside Drive to Burleson Road (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 85<sup>th</sup>-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 is approximately 1.6 miles of a Level 3 arterial as identified in the *Austin Strategic Mobility Plan* (ASMP) adopted by City Council in April 2019, with two typical cross sections:

Segment	Cross Section
E Riverside Drive to Grove Boulevard	4-lane undivided
Grove Boulevard to Burleson Road	4-lane divided

Land along the study segment is commercial and multi-family residential. The section between East Riverside Drive and Grove Boulevard primarily multi-family residential, while development between Grove Boulevard and Burleson Road is primarily commercial and industrial.

Traffic signals are located on Montopolis Drive at the following intersections along the study segment:

- East Riverside Drive
- Grove Boulevard
- East Oltorf Street
- Ben White Boulevard WB Frontage Road
- Ben White Boulevard EB Frontage Road
- Burleson Road

Along the study segment, through travel lanes are 11 feet in width, curb and gutter are present on both sides, and no on-street parking is permitted. Driveways onto Montopolis Drive are appropriately spaced for the land use and development adjacent to the roadway.

### 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 <sup>th</sup> Percentile Speed (MPH)		50 <sup>th</sup> Percentile Speed (MPH)		Traffic Volumes	
		NB	SB	NB	SB	NB	SB
2600 Block	45	41.2	42.5	36.5	37.9	7,402	6,550

The existing speed limit for Montopolis Drive 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, a portion of the study segment along Montopolis Drive is included as a roadway with a higher average of serious injury and fatal crashes. The data shows that they study segment has serious and fatal crashes regarding pedestrians.

### Pedestrian and Bicycle Activity

The study segment has a moderate level of pedestrian and bicycle activity. A continuous sidewalk between four and six feet wide is present along the east side of Montopolis Drive. On the west side of the study segment, a sidewalk between four and six feet wide is present along most of Montopolis Drive, but a few sections do not have sidewalk. Bicycle lanes are not present, and cyclists generally choose to use the sidewalks in this area.

### Recommendation

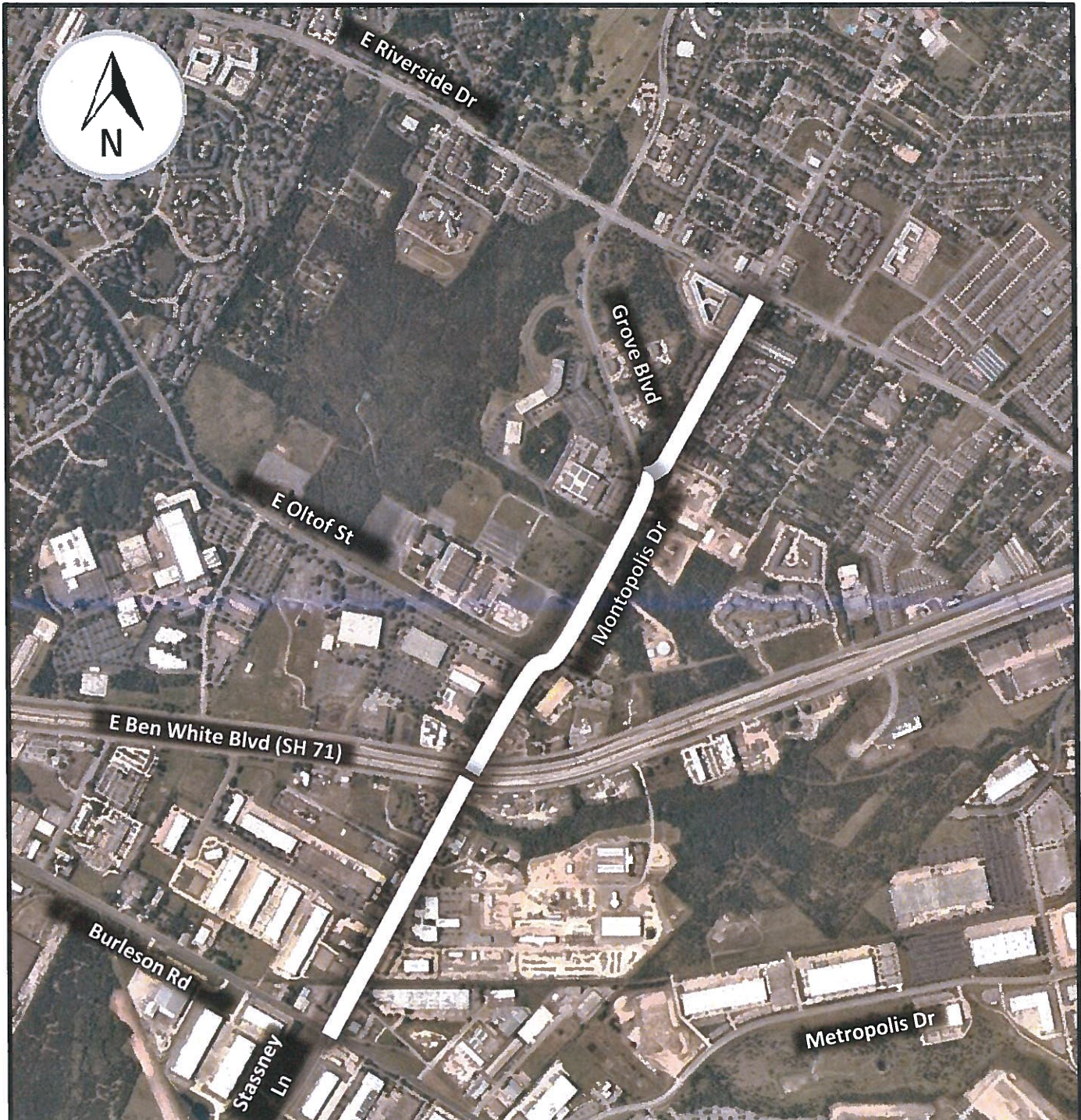
Based on the results of the speed zone investigation for Montopolis Drive between East Riverside Drive and Burleson Road, the current speed limit should be changed to 35 MPH (see Figure 3) due to the following:

- Inclusion in ATD's group of speed modification reports to evaluate operating speeds and safety on the City's primary arterial streets to recommend appropriate speed limits based on factors affecting roadway safety.
- Montopolis Drive is a natural extension of Grove Boulevard and East Stassney Lane, which are both 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 Montopolis Boulevard exist, 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 follows and supports Austin's Vision Zero commitment.





Segment Limits:

- E Riverside Dr to Burleson Rd

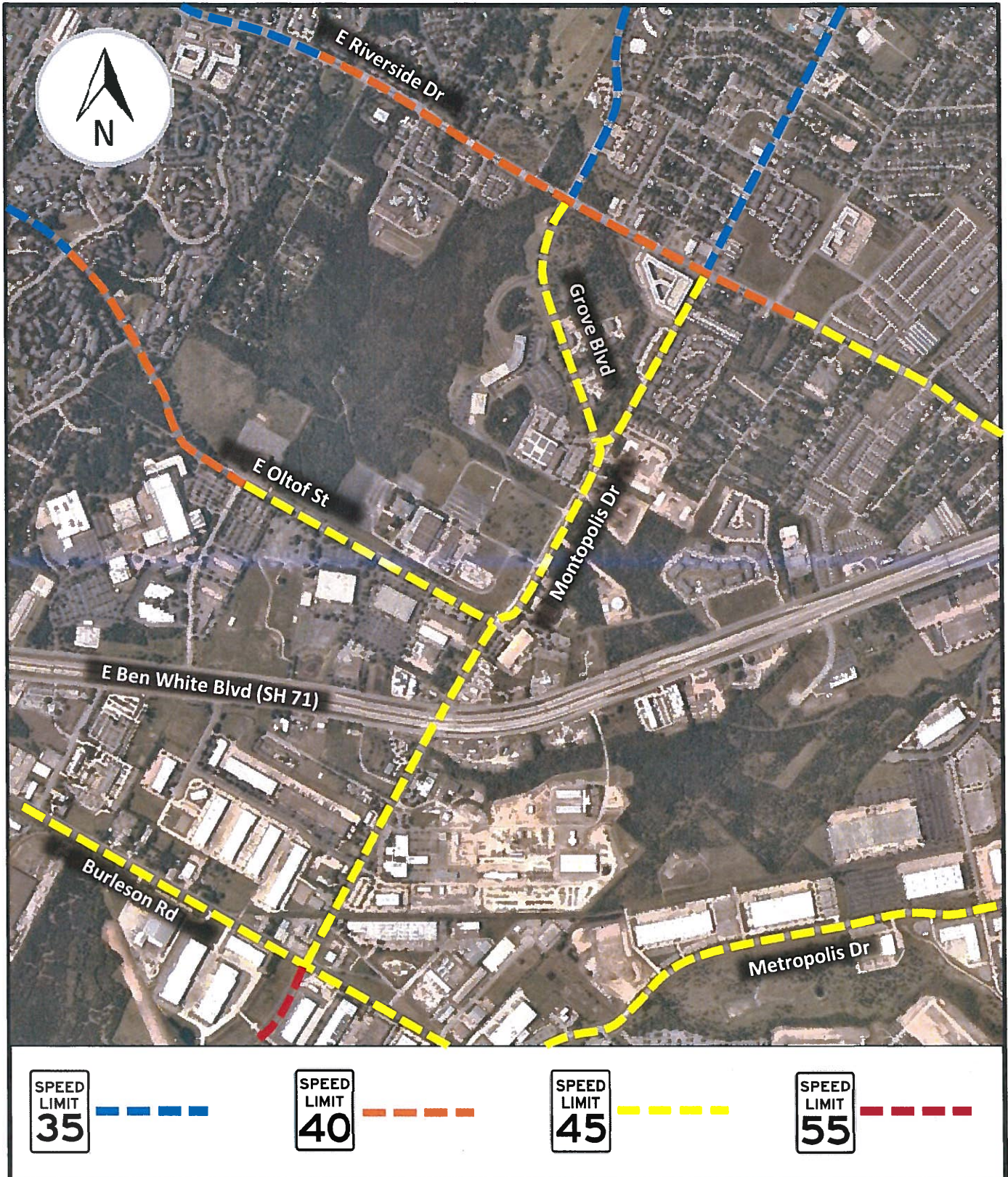


**FIGURE 1.**  
Montopolis Dr

08 /20 / 2019

Study Segment and Location



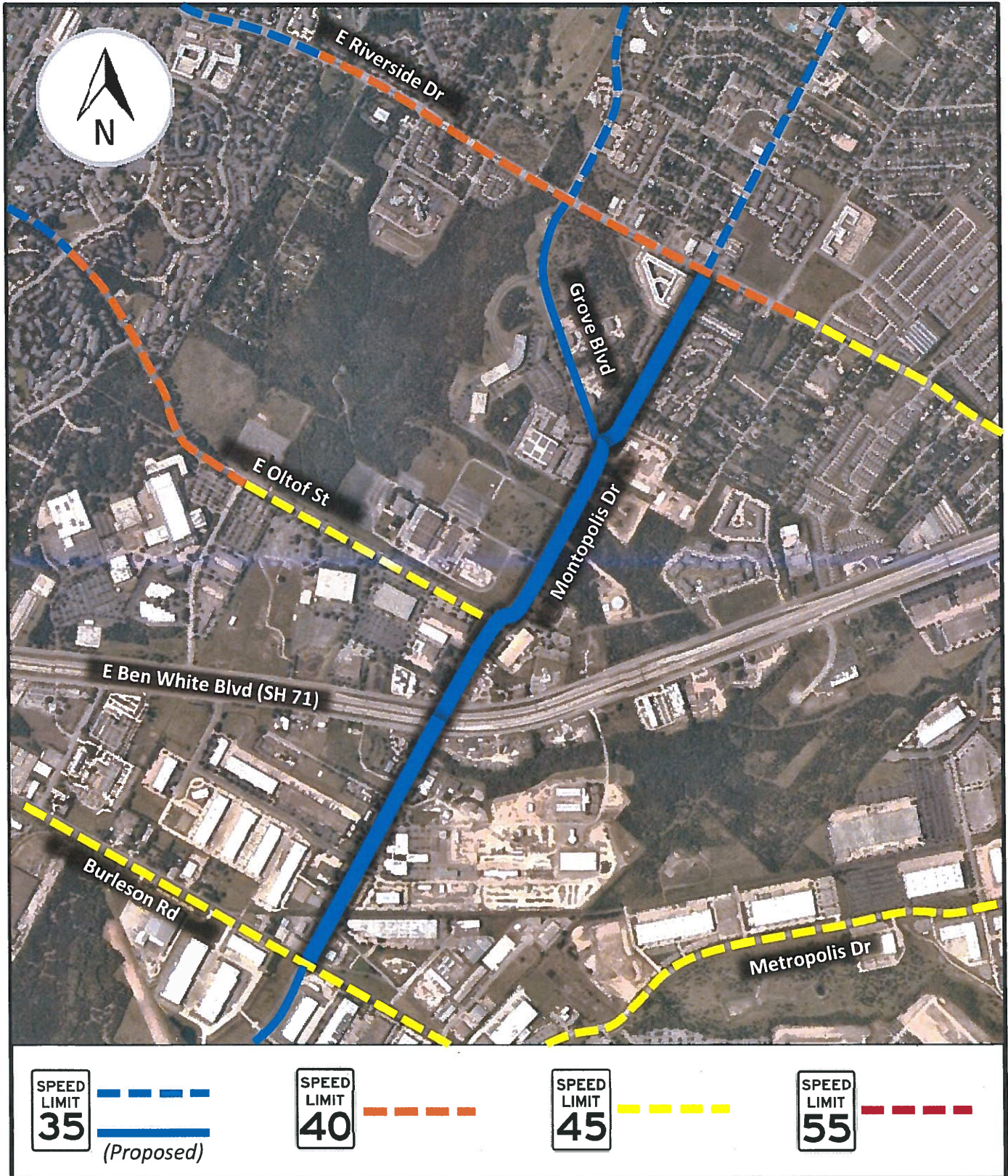


**FIGURE 2.**  
Montopolis Dr

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Existing Posted Speed Limits





**FIGURE 3.**  
Montopolis Dr

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Proposed Posted Speed Limits