

Rethinking Speed Management in Austin



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Culture change

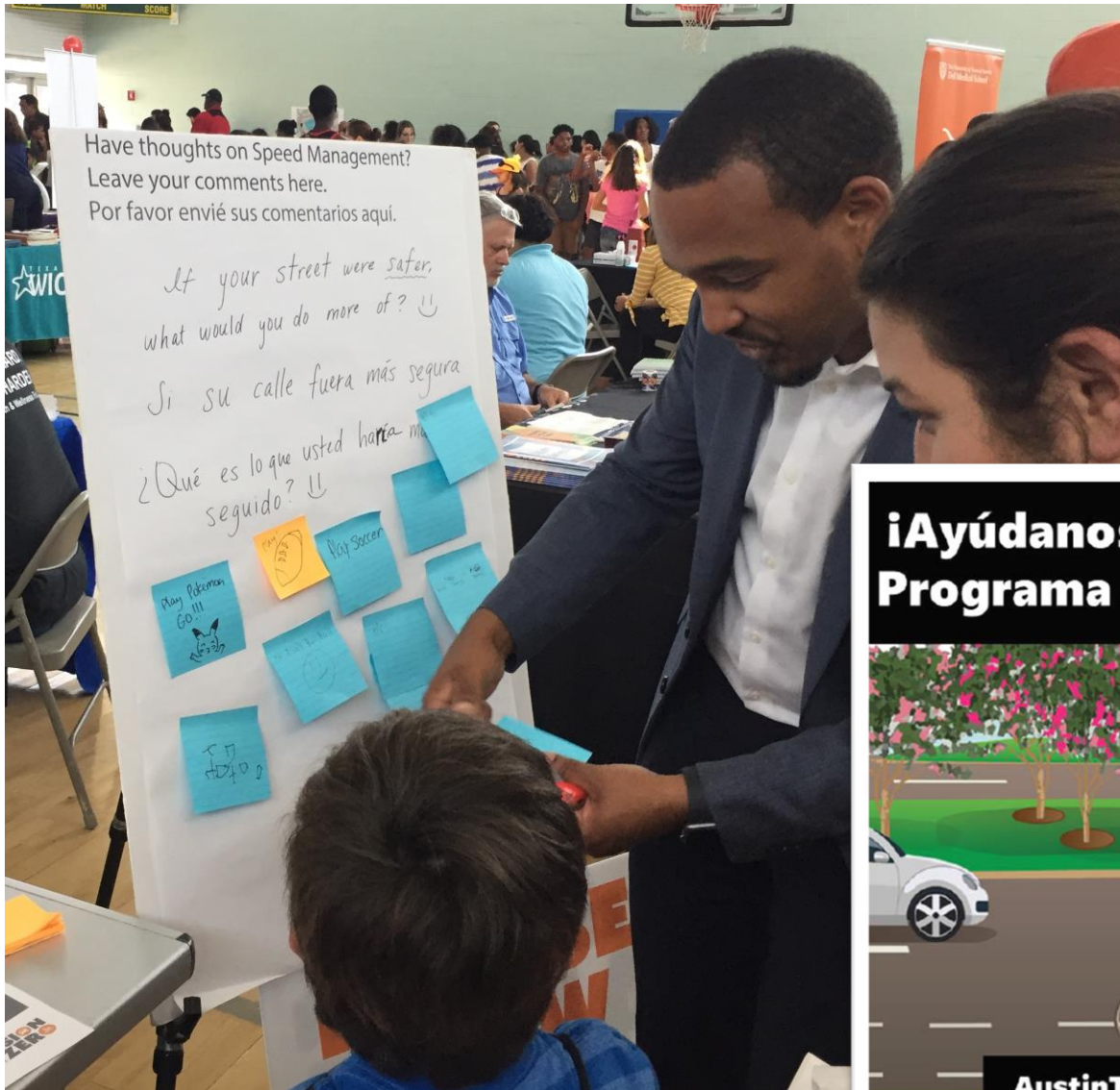
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VISION4RNETWORK



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**¡Ayúdanos a desarrollar un nuevo
Programa de Gestión de Velocidad!**



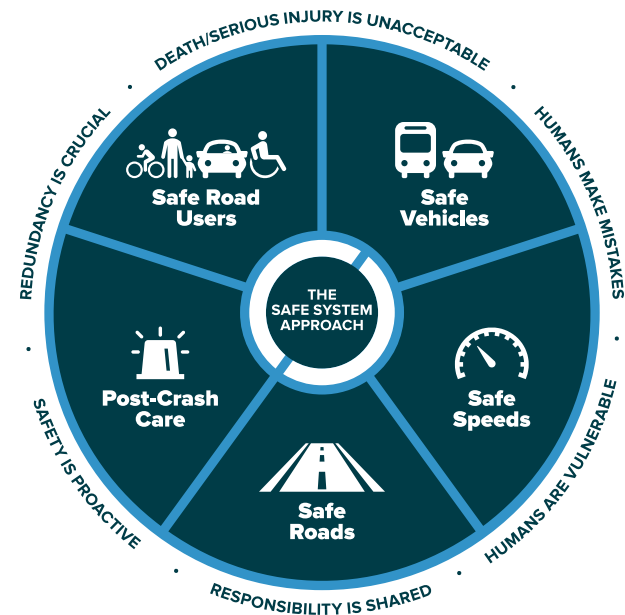
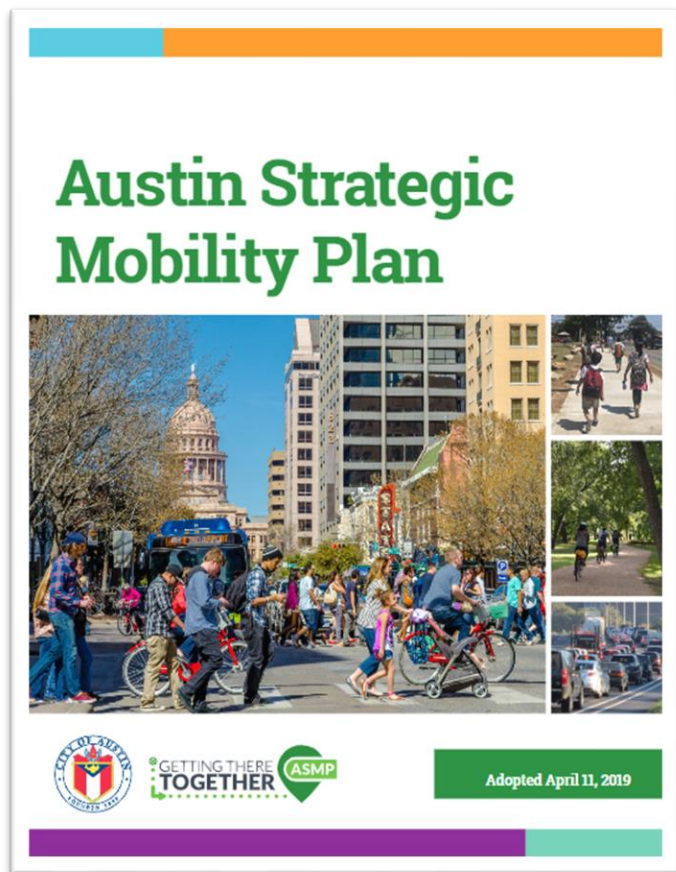
Policy

Rethinking Speed Management in Austin



“Policy 1 Prioritize the protection of human life over all else in the planning, design, and operation of Austin’s transportation network”

“The goal of speed management is to **minimize crashes and crash severity**, using the human body’s tolerance for impact force as the guiding tool.”



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Incorporating speed management principles into City design guidance

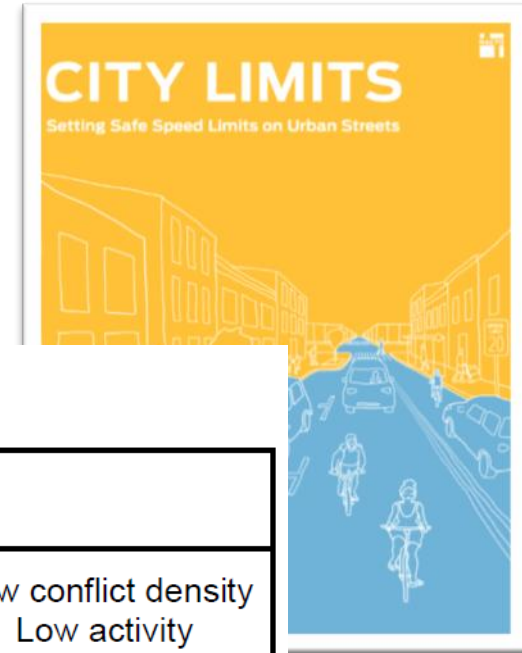


Table 3-1 – Street Level Target Speeds

| | Street Context | | | |
|--------------|--|---------------------------------------|---------------------------------------|--------------------------------------|
| Street Level | High conflict density High activity | High conflict density Low activity | Low conflict density High activity | Low conflict density Low activity |
| Level 0 | 10 mph | 10 mph | 10 mph | 10 mph |
| Level 1 | 20 mph or lower | 20 mph | 20 mph | 20-25 mph |
| Level 2 | 20-25 mph | 25 mph | 25 mph | 25-30 mph |
| Level 3 | 25-30 mph | 30 mph | 30 mph | 30-35 mph |
| Level 4 | 30-35 mph | 35 mph | 35 mph | 35-40 mph |

Speed limit reductions

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Lowering the speed limit from 30 mph to 25 mph in Boston: effects on vehicle speeds

Wen Hu, Jessica B Cicchino

ABSTRACT

Introduction Effective 9 January 2017, the speed limit on Boston streets was reduced to 25 mph. This study evaluated the effect of the speed limit reduction on speeds in Boston.

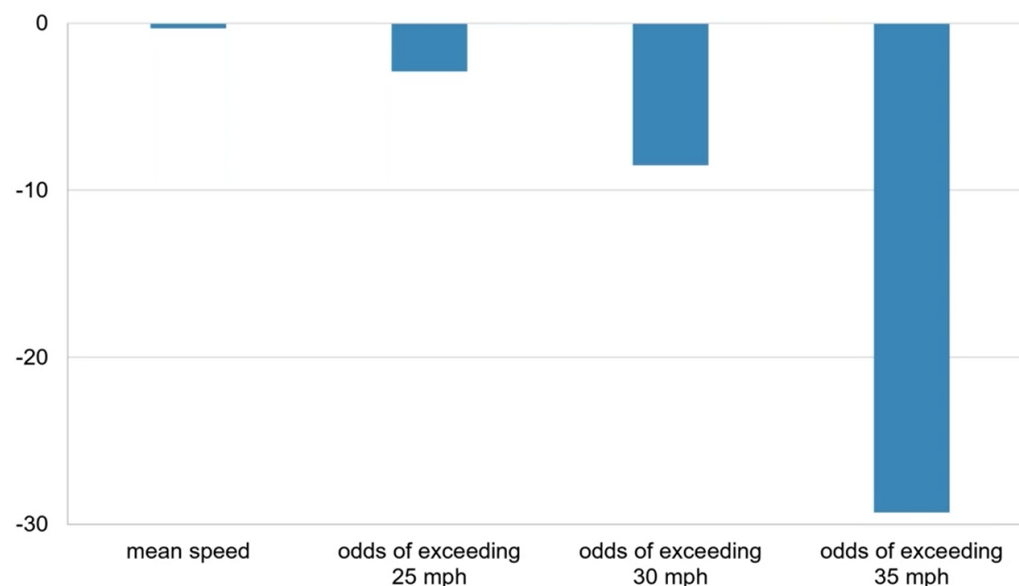
Method Vehicle speeds were collected at 100 sites in Boston where the speed limit was lowered. Control sites in Providence, Rhode Island, where the speed limit remained unchanged, before and after the speed limit change in Boston. A log-linear regression model estimated the change in vehicle speeds with the speed limit reduction. Separate log-linear regression models estimated changes in the odds of vehicles exceeding 25 mph, 30 mph and 35 mph associated with the lower speed limit.

Results The speed limit reduction was associated with a 0.3 % reduction in mean speeds (p = 0.001) and reductions of 2.9%, 8.5% and 29.3 % in the odds of vehicles exceeding 25 mph, 30 mph and 35 mph, respectively. All these reductions were statistically significant.

Conclusions Local communities should consider lowering speed limits to reduce speeds and improve safety for all road users. The current practice of setting speed limits according to the 85th percentile free-flow speeds, without consideration of other characteristics of the roadway, can be a hurdle for local communities looking to lower speed limits. Updated state laws that

Percent change in mean speeds and odds of vehicles exceeding 25, 30, or 35 mph

Relative to expected without speed limit reduction

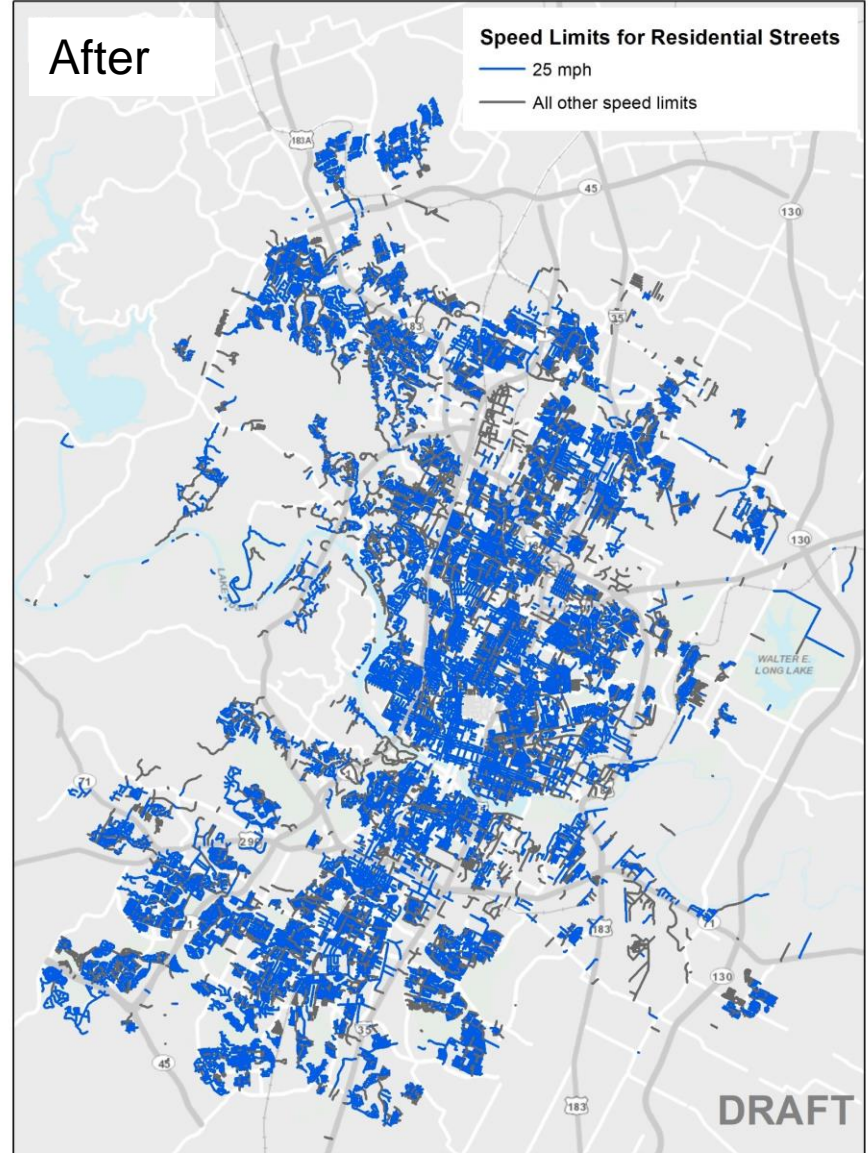
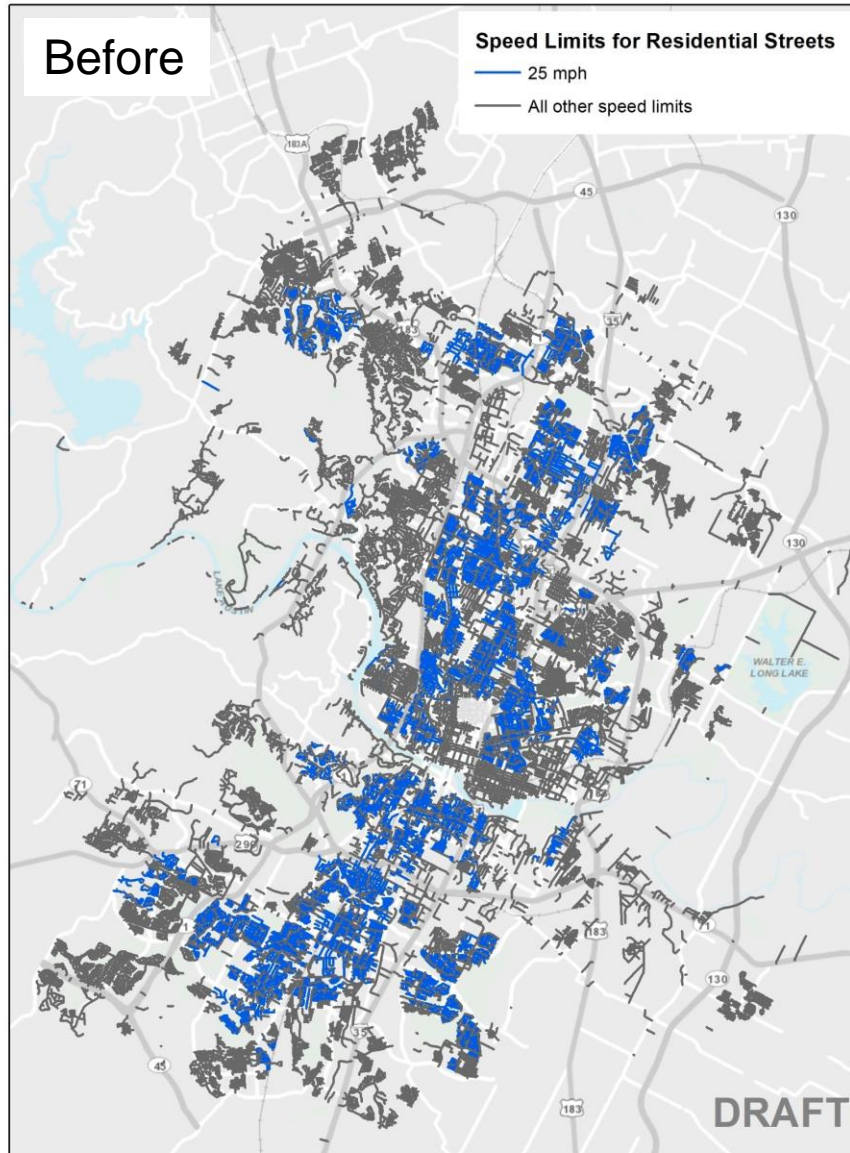


freeways, which has been found to increase speeds and fatality rates,^{13–15} some cities concerned about recent increases in pedestrian deaths have initiated efforts to improve safety for all road users. As part of these efforts, cities such as Boston, New York

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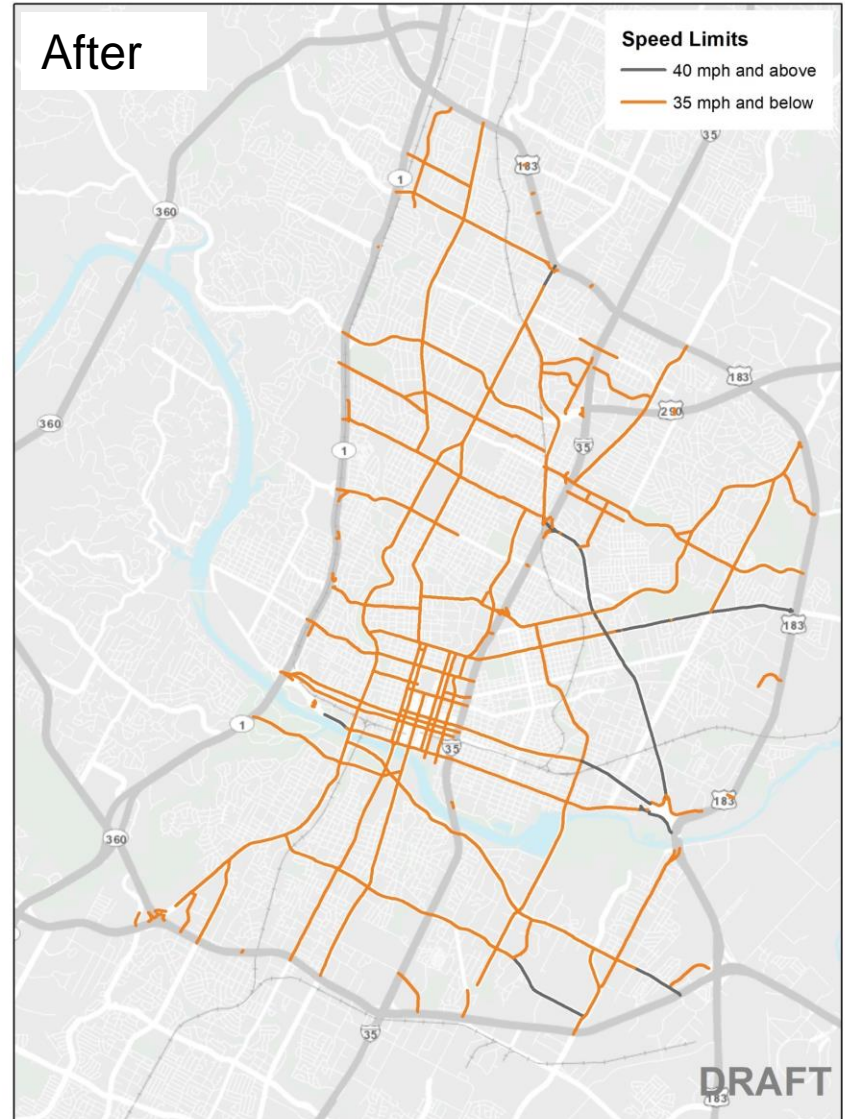
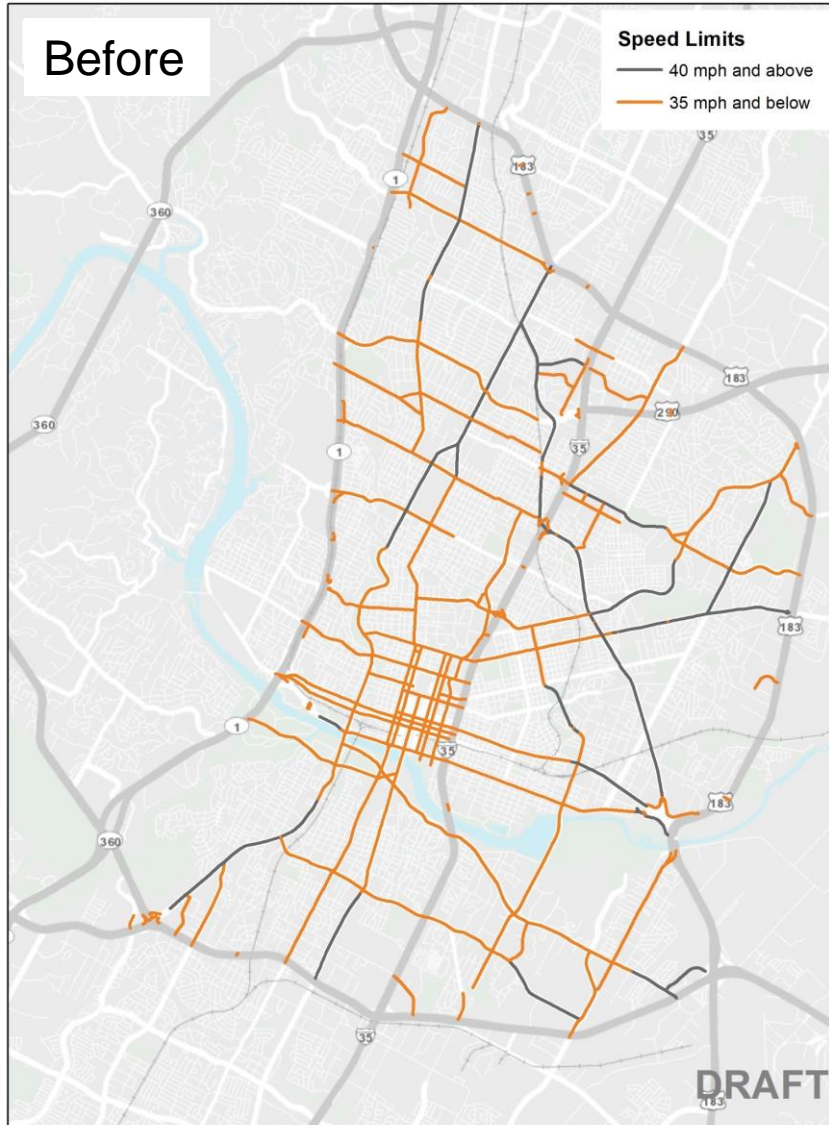
Lowered over 850 miles of residential streets to 25 mph (summer 2020)



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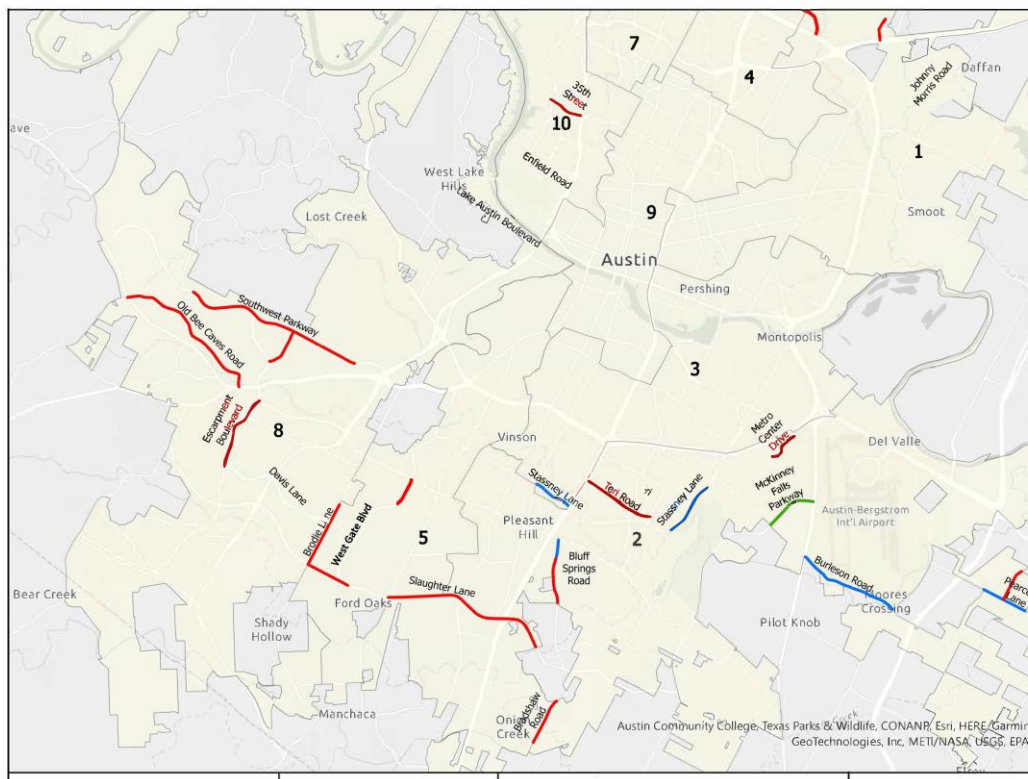
Lowered most urban core arterials to 35 mph or less
(summer 2020)



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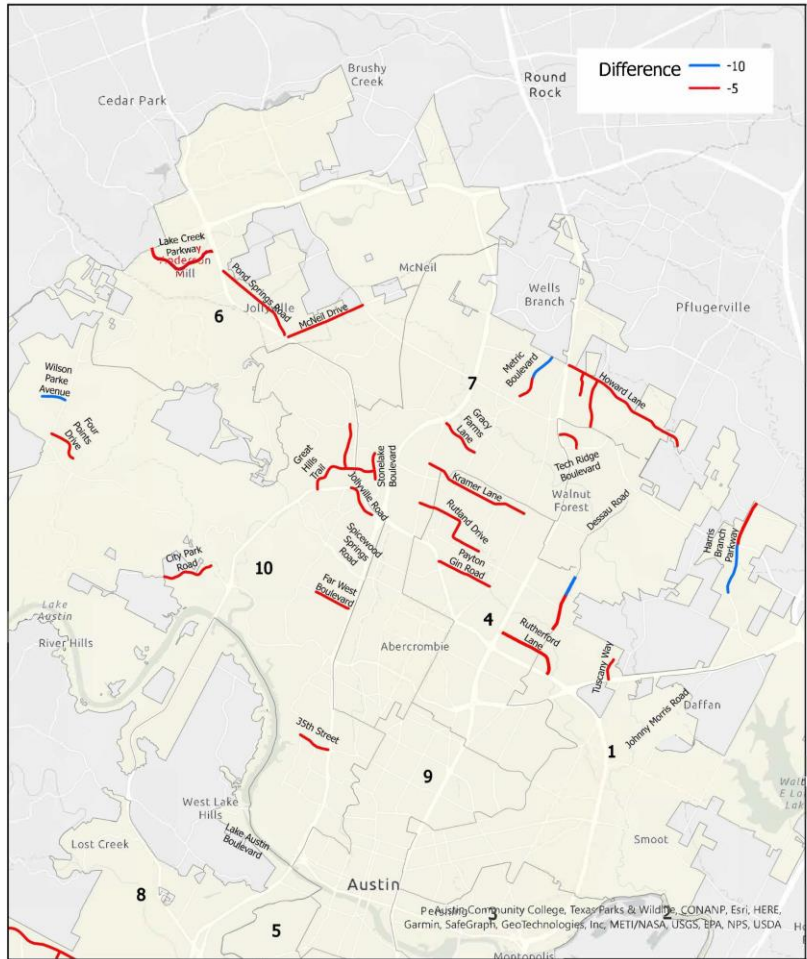


Speed limit reductions on 50 more non-urban core arterials (summer 2022)



Difference in Speed Limits (MPH), Non-Urban Core Arterials, South Austin

City of Austin Transportation Department, 5/9/2022



Difference in Speed Limits (MPH), Non-Urban Core Arterials, North Austin

City of Austin Transportation Department, 5/9/2022

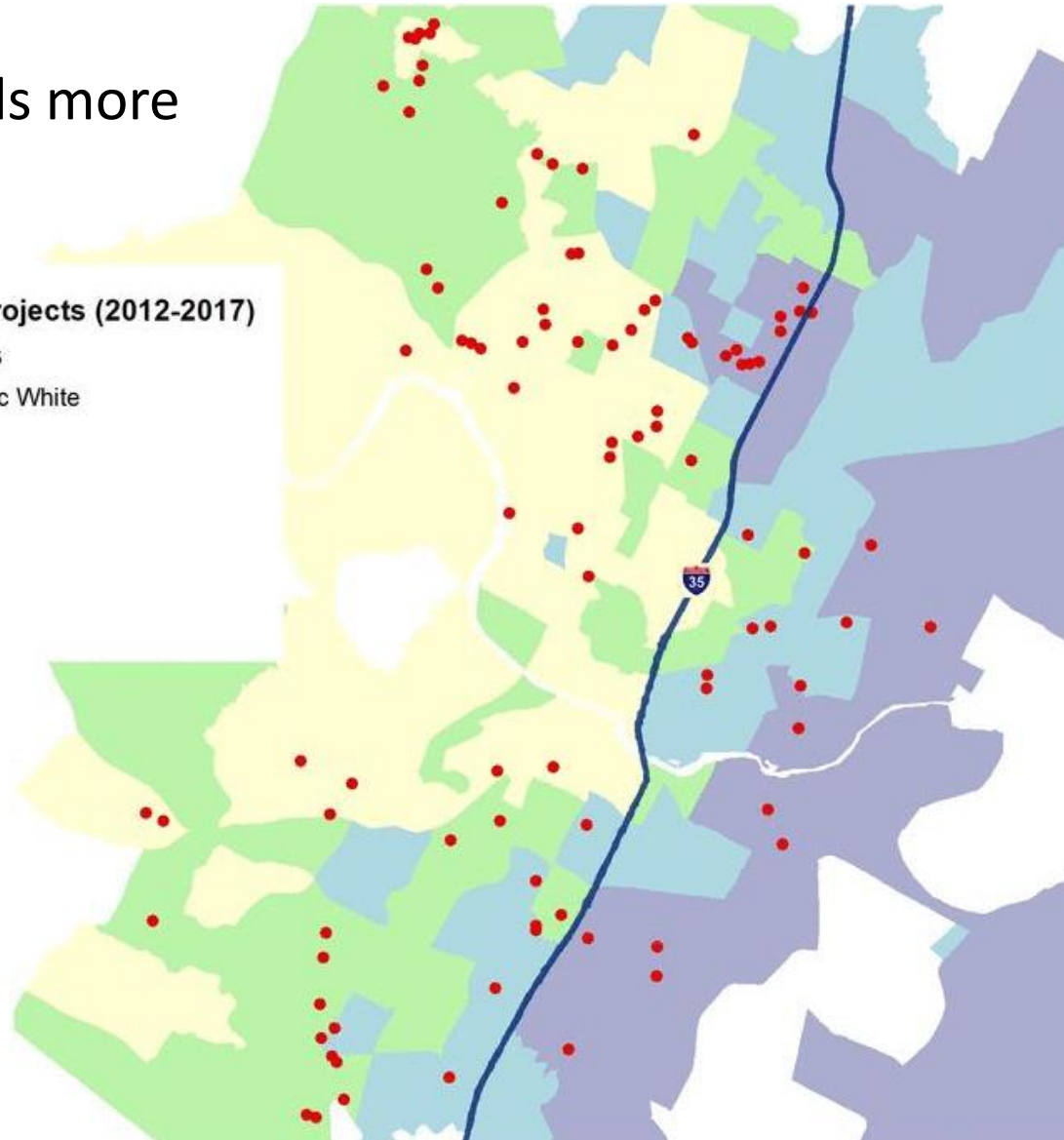
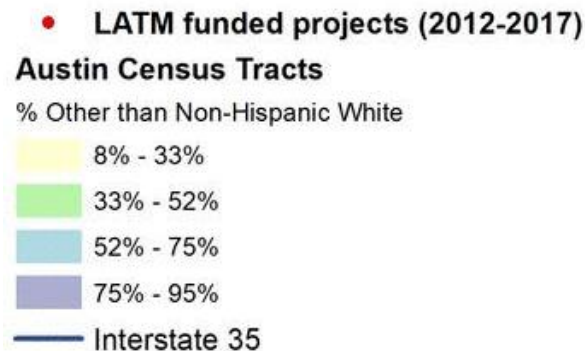
Reformed traffic calming program

Key changes from previous program:

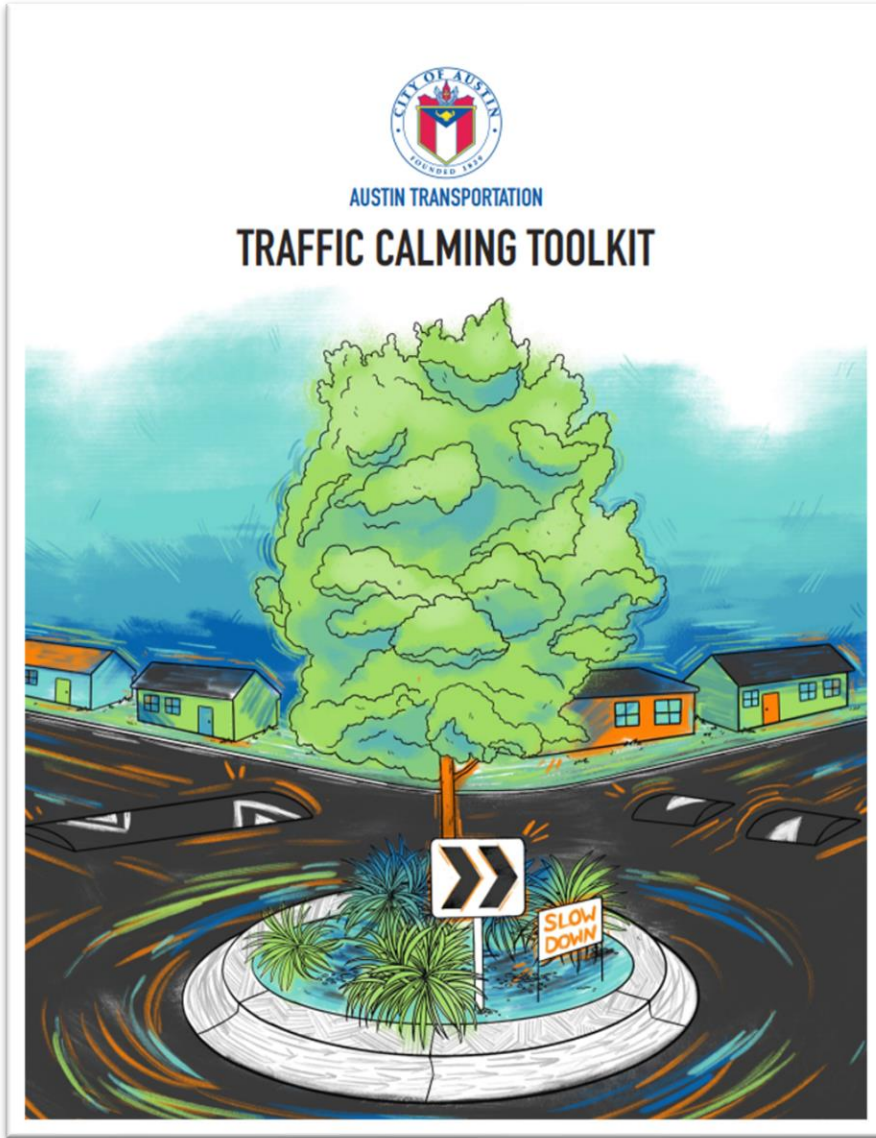
- Uses data-driven approach to identify highest priority streets
- Reorients criteria and weighting towards **reducing high end speeds and serious injury/fatality reduction**
- Equity factors incorporated into scoring
- Utilizes lower-cost strategies and ramps up as appropriate

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Reorienting project prioritization towards more equitable outcomes



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Chicane



Traffic Circle with Raised Curbs



Rubber Speed Cushion



Median



Dynamic Speed Display Device



Asphalt Speed Hump

Strategies for arterials

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Barton Hills Drive protected two-way cycle track

46% decrease in number of cars
going over 35 mph

67% decrease in number of cars
over 40 mph

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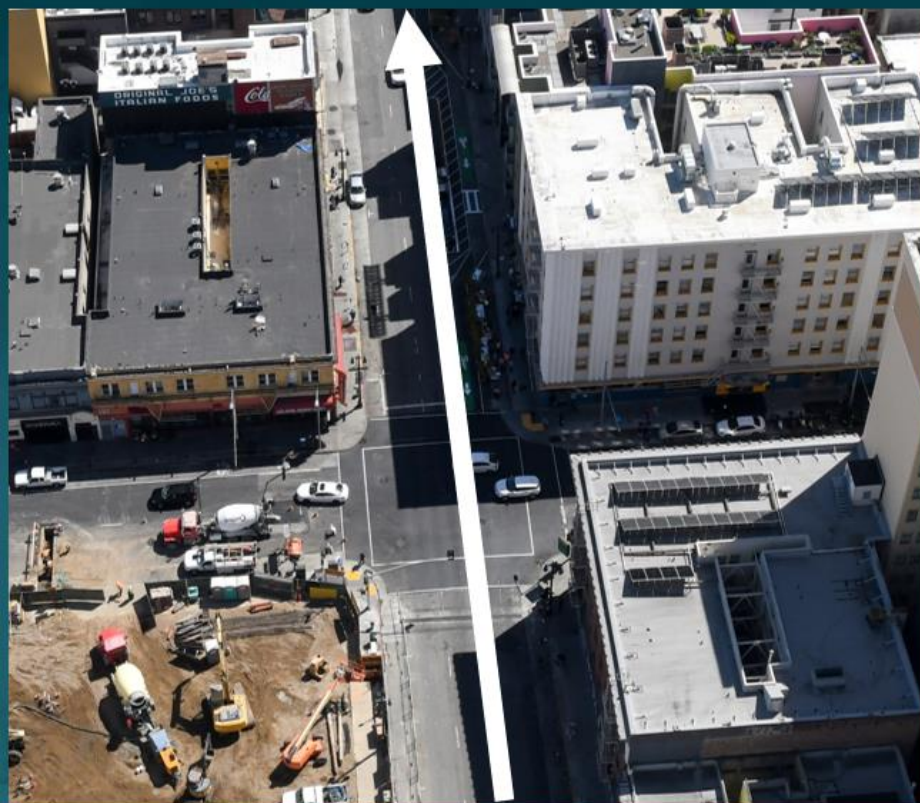
S. Pleasant Valley Rd.



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Speed through typical intersection



Source: Fehr & Peers

Speed through Safe System intersection



Source: City of Carmel, IN

Messaging

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Vision Zero | Your Speed. Your Choice. |



Dynamic Speed Display Device

**Your speed.
Your choice.**

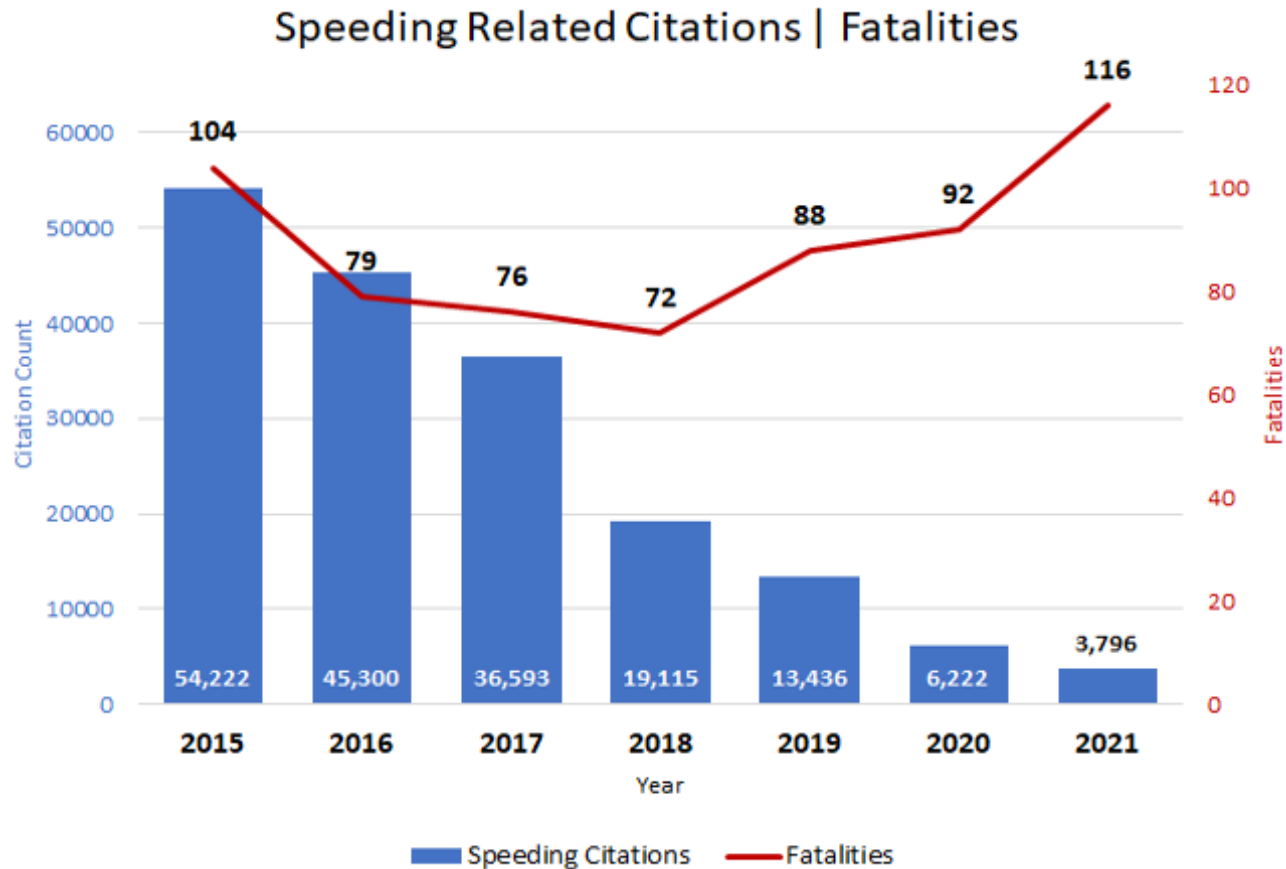


VISION ZERO

Help Austin reach zero traffic deaths

[AUSTINTEXAS.GOV/VISIONZERO](https://austintexas.gov/visionzero)

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Sources:

Citations: Austin Police Department

Fatalities: Austin Vision Zero



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