

NORTHWEST AUSTIN CIVIC ASSOCIATION

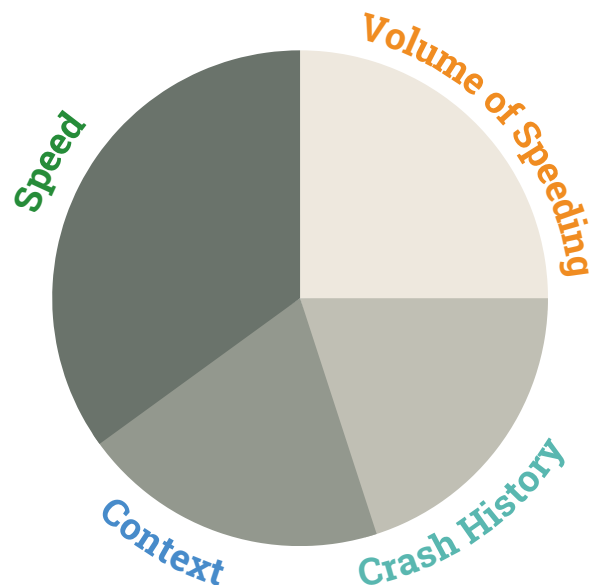
Greystone Drive Speed Management

TWO TIMES PER YEAR, THE CITY SOLICITS SPEED STUDY REQUESTS FOR AUSTIN STREETS. GREYSTONE DRIVE WAS SUBMITTED BY CONCERNED COMMUNITY MEMBERS IN 2021, AND THE STREET WAS STUDIED IN 2022.

PROCESS

Austin Transportation Department collects speed, volume, and crash, and community context data for 120 new streets every 6 months. Streets with prior data collection are re-ranked during the new data collection window, approximately every April and October. Streets are “scored” based on a normalized scoring system where higher scores indicate greater need for speed treatments. There are four categories comprising the scores:

- **Speed (35%)** - the 85th percentile speed is used to determine the prevailing operating speed
- **Volume of egregious speeding (25%)** - high combinations of speed and volume
- **Crash History (20%)**
- **Context (20%)**
 - Presence of sidewalks
 - Bicycle facilities
 - Placement in equity analysis zone (EAZ)
 - Proximity to community destinations
 - Level 1 and 2 streets with at least 60% residential adjacent land use and average daily trips below 10,000



All streets from previous cycles from the past 3 years plus 120 new locations are ranked per factors above. Approximately 10-12 streets are selected per round based on funding, staffing, and contract capacity. Austin Transportation Department reviews the selected streets for additional scrutiny to determine the speed treatment required. City engineers given guidance via the traffic calming toolkit, site visits, and engineering design to determine the treatment.

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Greystone Drive Speed Management

GREYSTONE DRIVE

Of 375 streets studied in the 2022 data analysis, Greystone Drive was ranked as the 11th on the priority list, qualifying the street for a speed management project.

Data Collection Process

The entire section of Greystone Drive between Valburn Drive and N MoPac Service Road was evaluated. Speed data were captured at two locations (one in 2020 between W Rim Drive and Waterline Road, one in 2021 west of Chimney Corners). Locations of data collection must be located by an engineering review and placed far enough from signals or stop controlled intersections to gauge speeds representative of the segment.

2022 Speed Management Round 1 Data Rankings

Rank	Street Name	Measured Speeds Score	Volume Egregious Speeding Score	Crashes Score	Context Score	Total Score*	Council Districts
1	HARGRAVE ST	30	25	20	15	90	1
2	TILLERY ST	30	25	20	15	90	3
3	SALT SPRINGS DR	35	25	10	15	85	2
4	PEARL RETREAT LN	35	25	20	5	85	1
5	E 11TH ST	30	20	20	15	85	1
6	WILLOW CREEK DR	35	25	20	5	85	3
7	WOODWARD ST	35	25	20	5	85	3
8	PARKER LN	35	25	15	5	80	3,9
9	PALO BLANCO LN	30	20	15	10	75	2
10	SILVERMINE DR	35	20	15	5	75	8
11	GREYSTONE DR	35	25	10	5	75	10

Analysis

The 85th percentile speeds collected in both directions along Greystone Drive were above the posted limit (30 MPH) and there was a high frequency of egregious speeding (>40 MPH). Asphalt speed cushions were selected to reduce speeds and provide for better emergency vehicle navigation (compared to other vertical deflection speed reduction devices, asphalt speed cushions are easier to navigate for emergency vehicles). The speed cushion design allows trucks, trailers, and emergency vehicles to straddle the cushion. This lowers the sound impact of larger vehicles. More information on the guidelines we use include the Institute of Transportation Engineers (ITE) fact sheet [here](#). City of Austin standard details and engineering review of the constructed speed cushions ensure they are safe and do not cause additional car maintenance.



Asphalt Speed Cushion

Design Discussion

Speed cushions are placed every 300' to 500' based on the layout of the street (driveways, intersections, etc.). **This density is effective at reducing speeds along the roadway segment.** On Abilene Trail, where similar speed cushions were constructed in 2021, City of Austin observed a 15-20% reduction in 85th percentile speed and 97% reduction in the number of vehicles traveling over 40 MPH. Changes to the design on Greystone are not being considered as the Transportation Engineering Division staff have already reviewed and approved this design and the city is beginning the construction phase of the project.

Improvements also include crosswalk upgrades at Greystone Drive and West Rim Drive. Delineators will also be placed to ensure vehicles operate on a travel path away from signage. Delineators will also provide a painted pedestrian median refuge and shorten the distance of the crossing for pedestrians, so they are less exposed to vehicles.