

Staff response to [BAC Recommendation 20180320-05B](#)

The Austin Transportation Department would like to reassure members of the Bicycle Advisory Council (BAC) and the public in general that the BAC's recommendations for speed mitigation approved on March 20, 2018, are consistent with the Local Area Traffic Management (LATM) Program's current approach of addressing safety for the most vulnerable street users.

In line with the Vision Zero initiative to eliminate all traffic-related deaths and injuries, the primary intent of speed mitigation is to protect the most vulnerable street users from egregiously speeding vehicles. Austin Transportation carefully creates individual speed mitigation plans based on the context of the street. When bicycle lanes are present on a street selected for speed mitigation, the department's Transportation Engineering Division and Active Transportation and Street Design Division coordinate closely to design an appropriate plan to best balance the needs of all street users. Austin Transportation strives to keep traffic calming devices from encroaching as much as possible into bicycle lanes. For some locations, however, encroachment into the bicycle lane is necessary to allow for enough width between devices for emergency vehicles to proceed without obstruction. Ultimately, speed mitigation treatments not only reduce speeds, but enhance safety for all street users by increasing all users' attention and preventing dangerous maneuvers.

Austin Transportation would like to reiterate its commitment to enhancing safety for all street users and looks forward to continuing to work with all residents and stakeholders to achieve this very important goal. Thank you for your time and interest in the safety of people biking in Austin.

Sincerely,

Mario Porras, E.I.T

Program Coordinator, [Local Area Traffic Management \(LATM\) Program](#)

Transportation Engineering Division - Austin Transportation Department