



MEMORANDUM

TO: Mayor and Council Members

CC: Spencer Cronk, City Manager
Robert Goode, P.E., Assistant City Manager

FROM: Robert Spillar, P.E., Director,
Austin Transportation Department

DATE: October 31, 2018

SUBJECT: Local Area Traffic Management Program – Status Update

As a follow-up to the Austin Transportation Department's (ATD) last communication dated [June 7, 2018](#), regarding the status of the Local Area Traffic Management (LATM) Program, the following is a status update regarding outstanding projects and next steps for the program.

Status of Pending Projects

While the LATM program is paused, we are not receiving or evaluating new LATM proposals. Since the June 2018 update, we continue to make progress on outstanding projects.

- In August 2018, we completed construction of the Lakewood Traffic Circle, associated medians, and asphalt speed cushions, as part of the Lakewood Drive Traffic Calming project.
- In September 2018, we completed construction of asphalt speed cushions on Cedar Crest Drive and Mountain Climb Drive.
- By December 2018 we will complete the Old Enfield Traffic Calming Pilot Project, with construction starting the week of October 29th. This project will be monitored post-construction to assess the need for further adjustments to the overall design.
- We have finalized seven additional project locations proposed for asphalt speed cushions. These projects will be in construction within the next two months.
- We continue to finalize engineering design for other outstanding, funded projects in the pipeline based on input from the Council offices and community stakeholders, as appropriate.

We anticipate to complete construction and clear the backlog of all outstanding LATM projects by Fall 2019.

LATM Program Revamp: Next Steps

We continue to re-evaluate the future of the LATM program by exploring ways to re-orient our efforts toward data-driven and more context-sensitive solutions to traffic calming on our streets through a broad umbrella of a new Speed Management Program.

We will look at more holistic strategies toward solving egregious speeding on our neighborhood/local streets while balancing complementary benefits of safety, multi-modal mobility, and access for all residents. We also plan to use a robust data-driven approach toward evaluating speed limits on our collector and arterial roadway networks. This data-driven approach addresses speeding on our streets and directly supports the adopted Vision Zero Action Plan.

We expect to bring a package for our overall Speed Management Program to Council in early 2019. Based on our internal discussions so far, both from policy and best-practice standpoints, we foresee that we are on a path toward a significant course-correction. Based on our shared lessons learned and the vocal public debate surrounding the types and appropriateness of speed control devices, we feel that this is the optimal opportunity to make a change. Our current thinking is to re-orient our focus toward speed management strategies for high-volume, high-speed roadways.

For neighborhood/local streets, we intend to explore collaboration with other capital programming to integrate and address speeding. The new approach would consider utilizing traffic calming tools from the LATM toolbox (such as cushions, medians, striping, signs) as appropriate, in addition to using integrated strategies of speed monitoring, education, and enforcement toward achieving better outcomes.

ATD will follow up with more information on the structure, framework, criteria, and process for the overall Speed Management Program and seek input from the Council offices in early 2019.