

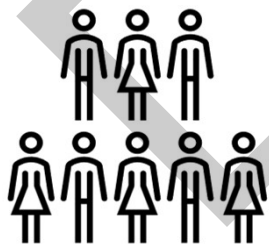


Speed Reduction Audit

Austin City Auditor's Office | January 2026

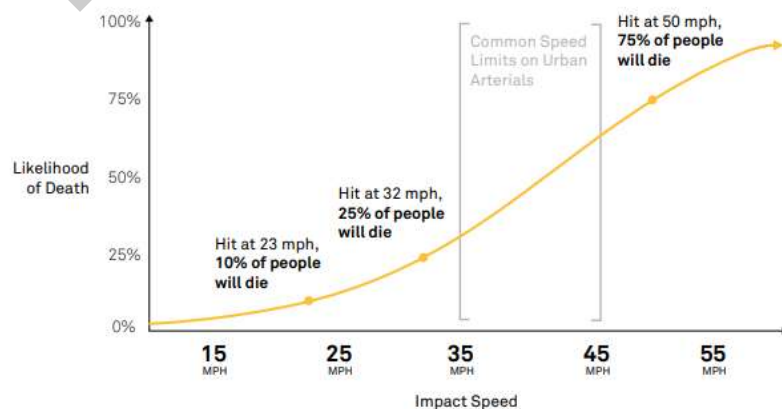
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Even small reductions in speed can save lives



**11,775 U.S. traffic fatalities
from speeding in 2023
(29% of all traffic fatalities)**

THE LIKELIHOOD OF FATALITY INCREASES EXPONENTIALLY WITH VEHICLE SPEED



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Speed reduction efforts come in many forms



Education



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Enforcement



Engineering



Speed Cushions



Pedestrian Crossing Island



Traffic Circle



Delineator Posts

3

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Finding 1:

The City has a proactive approach to speed reduction.

Most projects we reviewed resulted in lower speeds.

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The City has a risk-based approach to speed reduction



Proactive Speed Limit Changes



Risk-Based Approach to Identifying Traffic Calming Project Sites



City project prioritization factors include:

- Measured speeds
- Crashes
- Presence of sidewalks
- Proximity to schools, transit sites, and equity analysis zones

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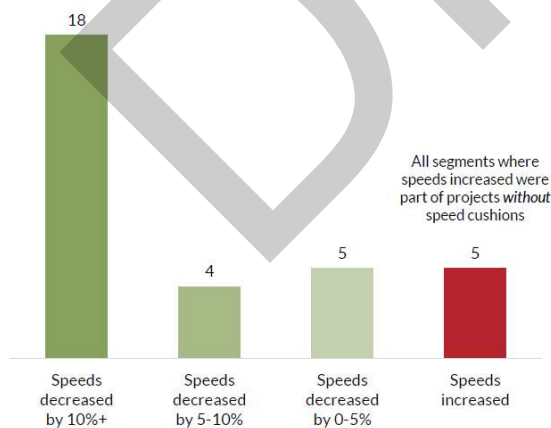
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Most projects lowered speeds, but effectiveness and costs varied







Percent speed change by road segment



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	Projects <i>with</i> Speed Cushions	Projects <i>without</i> Speed Cushions
Average Speed Reduction	 -7.5 mph	 -1.9 mph
Average Project Cost	 ~\$84,000	 ~\$290,000



Finding 2:

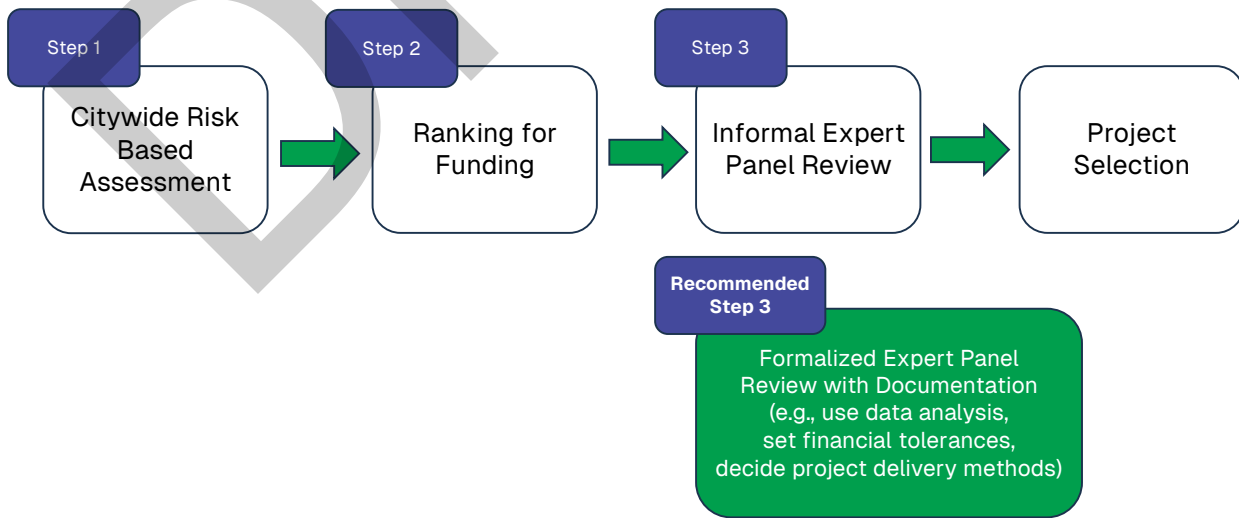
The City does not document key information related to selecting and delivering projects.

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The City has not formally documented all decision points for traffic calming projects



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Finding 3:

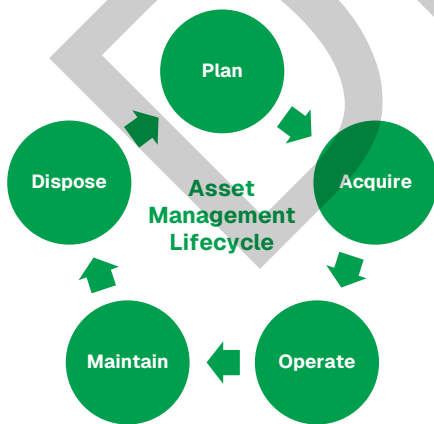
The Speed Management program has not established a maintenance plan for their assets.

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Maintenance planning and activities vary for speed reduction assets



Group	Speed Management	Signs & Markings
Managed Assets & Expected Lifespan	Speed cushions (~20-25 years)	Speed limit signs (~10 years) & Delineator posts (~2-4 years)
Condition Standards	No	Yes
Maintenance Plan	No	Yes

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Some of the City's speed reduction assets have shown signs of wear and tear



Uneven asphalt speed cushion with missing raised pavement markers (RPMs)



Worn asphalt speed cushion with missing RPMs



Uneven asphalt speed cushion with missing RPMs



Flattened delineator post



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Innovation Opportunity

Traffic Calming Projects:

Funding Can Come from Many Sources



Private Funding



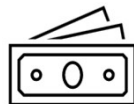
Tax Levies



Bonds



Council District Office Allocation



General Fund/Operating Budget

Can be Constructed by Contractors, City Staff, or a Mix

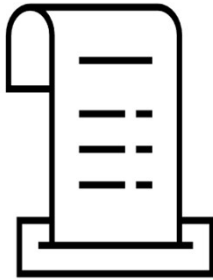


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Additional Observation: Traffic enforcement has been limited



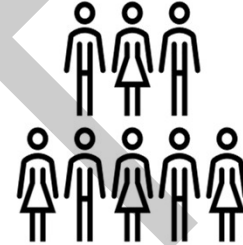
Speeding citations **down**
90% since 2015



Limited police capacity
for traffic enforcement



Speed cushions **no**
arterial streets



Some residents **want**
traffic enforcement

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Recommendations:

Austin Transportation and Public Works should:



1. Document their process for project selection and delivery decisions.



2. Incorporate analyses to leverage data to aid project selection decisions.



3. Develop an asset management and maintenance plan for its key speed reduction assets.

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