



Recommendation for Action

File #: 22-3329, **Agenda Item #:** 41.

11/15/2022

Posting Language

Approve an ordinance amending City Code Section 12-4-64(D) to modify the speed limit on Harris Branch Parkway.

Lead Department

Austin Transportation Department

Fiscal Note

This item has no fiscal impact

Prior Council Action:

Ordinance No. 20220616-085 to lower and establish speed limits on arterial streets outside of the Urban Core was approved on an 11-0 vote.

For More Information:

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Additional Backup Information:

In order to establish, modify, or alter the existing speed limit of a street, Texas traffic laws require that a traffic engineering investigation be performed. The Austin Transportation Department (ATD) completed an engineering study in May 2022 to recommend speed modifications for Level 3 and 4 streets as classified in the Austin Strategic Mobility Plan (ASMP) outside of the Urban Core of the City of Austin, defined by streets outside of the area bounded by US 183, SH 71/US 290, and Loop 1 (MoPac). ATD reviewed national best practice on setting speed limits using the approach of a single, comprehensive engineering study to develop recommended speed limit modifications for applicable streets rather than individual engineering studies for each street.

On June 16, 2022, Council approved ATD's recommended speed limit modifications to Level 3 and 4 streets, including Harris Branch Parkway, with Ordinance 20220616-085. However, Harris Branch Parkway between Parmer Lane (East) and Gregg Lane was inadvertently set to 40 MPH with the ordinance, inconsistent with ATD's recommended speed limit of 45 MPH per ATD's comprehensive engineering study.

This Request for Council Action amends City Code Chapter 12-4 (Speed Limits) to correct the speed limit on Harris Branch Parkway between Parmer Lane (East) and Gregg Lane.

Amendment to Code Section 12-4-64 (D) (Table of Speed Limits)

Delete: Harris Branch Parkway from Parmer Lane (East) to Gregg Lane. (40 MPH)

Add: Harris Branch Parkway from Parmer Lane (East) to Gregg Lane. (45 MPH)

Strategic Outcome(s):

Mobility, Safety