



Documentation of Public Meeting

Project Location

Travis County and Williamson County, Texas

Parmer Lane (Farm-to-Market 734)

Project Limits

From Mopac (Loop 1) To Whitestone Boulevard

Meeting Location

In-Person Meeting: Round Rock ISD Performing Arts Center
5800 McNeil Dr. Austin, TX 78729

Online Meeting: <https://www.campotexas.org/open-house/parmer-lane-fm-734-open-house-2/>

Meeting Date and Time

In-Person Meeting: August 1, 2024, 5 p.m. to 7 p.m.

Online Meeting: August 1, 2024, at 5 p.m. through September 3, 2024

Translation Services

Spanish Translation Available

Presenters

No presenters

In-Person Public Meeting: Open house format

Virtual Public Meeting: Self-guided meeting room with pre-recorded narration

Elected Officials in Attendance

Zero Elected Officials in Attendance

Total Number of Attendees (approx.)

In-Person Open House: 55

Online Open House: 38

Total Number of Commenters

Surveys received: 71

Comments received: 109

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Overview

With the support of the City of Austin, City of Cedar Park, Travis County, Williamson County, Capital Area Metropolitan Planning Organization (CAMPO) and Texas Department of Transportation (TxDOT) are conducting a corridor study to identify, evaluate, and recommend potential design improvements for Parmer Lane. The purpose of this study is to analyze and evaluate the current and future transportation needs along the Parmer Lane (Farm-to-Market 734) corridor, gather feedback from stakeholders and the public, and define alternatives for increased capacity and mobility along this corridor.

Open House Information

Open house #2 was held from 5 to 7 p.m. on August 1, 2024, at the Round Rock Performing Arts Center located at 5800 McNeil Dr. Austin, Texas. The virtual open house was open for comment the day of the in-person option until the end of the comment period, September 3, 2024. The site received 246 site sessions, 212 unique visitors, and we had 38 visitors who signed in virtually. The purpose of the open house was to share information about the study's history, communicate feedback received on the first open house held in December 2023, share existing conditions along the corridor and introduce short, mid, and long-term improvements. Notices announcing the open house were distributed beginning 12 days before the event and continued on an ongoing basis through the day of the open house. Copies of the notices can be found in Appendix C. Notices included:

- Postcards sent addresses within a 500' radius along the corridor
- Newspaper Ads in Community Impact and El Mundo
- Eblasts sent to individuals on the project's stakeholder emailing list
- Social media posts (X, Instagram, Facebook)
- Emails to stakeholders
- Media Release
- Elected official letters
- Webpage notices

Approximately 55 people registered their attendance by signing in at the open house. Sign-in sheets are included in Appendix D.

Open house displays included exhibit boards. Attendees were asked to share their thoughts on the short, mid, and long-term improvements identified and provide general comments about the corridor. Copies of the exhibits are included in Appendix F.

Comments Received

A total of 109 comments were submitted including 13 written comment forms, 25 emails, 71 surveys, and 0 mailed in comments.

Common comment themes*, in order of frequency, include:

Comment Theme	Number of Times it Appeared
Bike/Pedestrian	47
Support for Shared-Use Path	43
Safety	42
Traffic	27
Shaded Areas	16
Speed Limit	16
Intersection Improvements	13
Public Transit	12
Property Concerns	10
Sound Barriers	10
Light Timing	9
Noise	8
Support for Through Lanes	7
Environmental Concerns	6
Future Development	6
Pedestrian Barriers	5
Visibility Concerns	5
Access Concerns	3
Agency Coordination	3
Dedicated U-turn Lanes	3
Ownership	3
Support for Overpasses	3
Clear Directional Markings	2
Extended Turn Lanes	2
Grade Separation	2
Suggestions	2
Timeline/Funding	2
Additional Shoulders	1
Railroad Crossing	1

A comment/response matrix is included in Appendix B and scanned images of the comments received are included in Appendix E.

Post-Open House Outreach

After the open house, participants were sent an email thanking them for attending and providing feedback. The eblasts also explained how they can submit comments through the virtual open house up until the comment period deadline. See Appendix C for post-workshop documentation. Dates for additional outreach are to be determined.

The comments and feedback gathered from the open house have undergone thorough review and analysis. Input from this open house will be used to evaluate concepts in addition to the No-Build (Do Nothing) option.

A. Summary of Survey Results

Question 1: Please include your contact information below.

(70 responses)



Question 2: What zip code do you live in?

(71 respondents)

The top five zip codes listed were:

- 78729 (14.1%)
- 78727 (12.6%)
- 78717 (11.4%)
- 78613 (8.5%)
- 78759 (7.0%)

Question 3: What zip code do you travel to most?

(63 respondents)

Respondents had the option to provide specific locations, cities, or zip codes. The top five locations respondents reported commuting or traveling often to were:

- 78727 (12.7%)
- 78701 (11.1%)
- 78759 (9.5%)
- 78758 (7.9%)
- 78702 (7.9%)

Question 4: What are your comments on the short- and mid-term improvement concepts?

(67 respondents)

Key themes from written comments:

- Continue to consider bicycle and pedestrian improvements such as dedicated bike lanes, shared-use paths, shaded areas, and jersey barriers.
- Prioritize mobility and safety improvements for all roadway users by addressing signal timing optimization, visibility and speed limit concerns.

Question 5: What are your comments on the long-term improvement concepts?

(68 respondents)

Key themes from written comments:

- Prioritize public transit and active transportation connectivity along the corridor to alleviate roadway traffic.

Question 6: General Comment Section: Is there anything else you would like to tell us about Parmer Lane?

(63 respondents)

Key themes from written comments:

- Prioritize mobility and safety improvements
- Address signal timing optimization, visibility, and speed limit concerns
- Consider bicycle and pedestrian improvements

B. Comment/Response Matrix

Number	Commenter Name	Date Received	Source	What are your comments on the short- and mid-term improvement concepts?	What are your comments on the long-term improvement concepts?	General Comment Section: Is there anything else you would like to tell us about Parmer Lane?	Response
1	Kristin McLeah	8/1/2024	Comment Form	a sidewalk would be amazing - as there is not one now particularly for people accessing the parmer/McNeil HEB. Making all the lights & intersection no return to the extent this is possible	*As parmer gets busier & busier - I'd like to see consideration for "sound & safety" barrier walls from McNeil to 620/45 and it looks like none are planned	the through lanes make sense as an extension of 620/45 since the houses on Avery & Brushy Creek are set back from the road (North to 1431) not going south toward Mopac, as that would put an overpass in peoples backyard essentially	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

2	Carlos A. Hernandez	8/1/2024	Comment Form			<p>We live at Parmer [REDACTED]. Preston Oaks Ganymede entrance will be closed. Opposed to making Parmer Lane like 183. More noise and traffic. + Add the train up and down Parmer.</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
3	Melissa Boaz	8/1/2024	Comment Form	Some needs to be done <u>yesterday!</u>		<p>What can be done ASAP on traffic @ Ganymede Drive/Parmer. My home <u>does not</u> have any protection from <u>traffic/sounds</u>. TxDOT cannot/ or does not help. Everyone points fingers at everyone/ I <u>Need Help!</u> I have had car in yard, death, and in my home!!</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>

4	Anastacio A. Cruz	8/1/2024	Comment Form	Option B is stupid. It would only cause horrible traffic backups with cars trying to get to the one bypass lane Option D seems like the most viable option.	Option D is the most viable option.		<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined</p>
5	Verenice Lopez	8/1/2024	Comment Form		<p>Concerned about the traffic congestion this will create at Silver Creek Dr if this light will be the only way to get across parmer to go east onto Mopac. That light at Silver Creek is only a one lane road it will create a large traffic jam at peak hours.</p> <p>Please consider putting another light or turn around for this neighborhood so we can have better access to Parmer. This will effect three neighborhoods - McNeil Estates, Preston Oaks and Silver Creek.</p>		<p>Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop recommendations for potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor and includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2050.</p> <p>The study will conclude with recommended potential improvements for Parmer Lane that could be further developed in future phases of project development following this study. Several options for potential improvements will be shared with the community at a third open house. Dates for continued community engagement are to be determined.</p>

6	Mark Herber	8/1/2024	Comment Form	One managed lane on opening won't be enough capacity	It will be very difficult to fit continuous frontage roads in the existing 1200 R.O.W and rolling terrain. See General Comments below.	Please consider something like US90A (Main Street) in S.W. Houston It consists of grade separations at major cross streets w/u-turns, and the mainlanes come down to grade to provide right-in/right out access. See back side of this sheet. (image included on back)	<p>Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop recommendations for potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor and includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2050.</p> <p>The study will conclude with recommended potential improvements for Parmer Lane that could be further developed in future phases of project development following this study. Several options for potential improvements will be shared with the community at a third open house. Dates for continued community engagement are to be determined.</p>
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7	Heather Rippy	8/1/2024	Comment Form	<p>Addition of sidewalks will be a great improvement. Light timing is very important and much needed. I would be curious if there would be timed allowed between implementing short term solutions to see if they could mitigate the need for higher elevated concepts.</p> <p>1*Other concerns - what steps would be taken to mitigate traffic overflow to *adjacent neighborhoods, thus creating congestion issues there.</p> <p>2*Would the current sound barriers be upgraded? They currently do very little to help w/ noise pollution during peak times.</p>	<p>The grade level options would be an instant improvement. There are concerns with the raised/upper level options. I live very close to Parmer Ln between the two Apple campuses, so the sound pollution is already a problem. The concern with the upper level option is not only sound, but then the visibility of that from the neighborhoods. I feel this would greatly impact not only the sound pollution during peak traffic times, this could impact resell value for anyone looking to sell their home OR looking to rent their property (single family homes) along the Parmer corridor.</p>	<p>I've lived in this area for 25 years, so I've seen the growth, but not necessarily the improvement of Parmer. The area is definitely growing, but I feel to quickly and Parmer Corridor may not be able to keep up. I would love to see the improvements keep in line with how the second Apple campus worked to try and keep the area somewhat still semi-rural. It would be unfortunate to see the Parmer Corridor change too much and we end up with an IH35 situation, too congested and cluttered.</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop recommendations for potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor and includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2050.</p> <p>The study will conclude with recommended potential improvements for Parmer Lane that could be further developed in future phases of project development following this study. Several options for potential improvements will be shared with the community at a third open house. Dates for continued community engagement are to be determined.</p>
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8	Stacy Miasoied u	8/1/2024	Comment Form	light cycles - add technology to smaller intersections that base time on amount of cars waiting. I see some lights turn red for an intersection with no cars to just 1 car. close median turns: specifically, the one for Corpus Christi. People dont use these properly half the time and its dangerous.	Long- term, more of the same is not going to work. I would suggest a mix of B,C,D Based on traffic data. I also have concern for no shoulder in the frontage road Example For NB between Mopac and McNeil, concept C (more corridor lanes) but for SB between MoPac and McNeil concept B (but 1 frontage rd = shoulder lane) Flip flop for section between white stone and 620	no (image included on back)	<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined</p>
9	Jarrod Choate	8/1/2024	Comment Form	Ok - like signal timing, like turn lanes	Raised lanes - what projections show the need for raised lanes? Concept B seems like a waste if you elevate with 1 lane Managed lanes? Does that mean...tolls!!! Concept C with 2 frontage lanes doesn't make sense. Noise concerns on elevated decks Aesthetics - early to comment on but		<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>Should TxDOT or other partner agencies move forward with subsequent phases of project development, additional studies and evaluation of environmental impacts will be performed. These studies and evaluations will include further assessment of potential impacts on private property as well as on cultural, historical, and natural resources.</p>

					curious/sound walls? Property acquisition?		
10	Reb Wayne	8/1/2024	Comment Form	No real thoughts; most would not impact me as I rarely go north of Anderson Mill Road	Any study is pointless if it is not factoring in the future development plans of Robinson Ranch Property & the continued expansion of the Apple Campus	The bottlenecks at McNeil, Dallas, Tamayo & Anderson Mill have the potential to create normal residential streets becoming feeder streets as has occurred in parts of Austin. Neighbors want to avoid this at all costs. The changes between McNeil & 1431 should be given higher priority. The amount of open land has to be given heavier weight in this area when it comes to long-term planning	<p>Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop recommendations for potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor and includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2050.</p> <p>The study will conclude with recommended potential improvements for Parmer Lane that could be further developed in future phases of project development following this study. Several options for potential improvements will be shared with the community at a third open house. Dates for continued community engagement are to be determined.</p>

11	Ashley - Lynn Choate	8/1/2024	Comment Form	<p>A fan/in favor of pedestrian improvements, especially around McNeil high school, except maybe timing it to start & stop times of school. Could see values of turn lanes for neighborhood entrances or large business entrances that may be missing, such as HEB at Parmer & McNeil (everyone drives on shoulder)</p>	<p>Not a fan of a raised "highway" (B+C+D) concept, especially as that will be visible from my backyard. My other concern is noise pollution, as we greatly enjoy spending time outside and the idea of hearing a freeway in our backyard is scary, especially as a property owner that has lived here for 17 years. This also brings concerns on how it will impact our property value being in close proximity to a "freeway"</p>	<p>I hope noise pollution & visibility of a raised roadway will be considered when evaluating long term improvements especially the negative impacts on property values and family safety.</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p> <p>Should TxDOT or other partner agencies move forward with subsequent phases of project development, additional studies and evaluation of environmental impacts will be performed. These studies and evaluations will include further assessment of potential impacts on private property as well as on cultural, historical, and natural resources.</p>
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12	Alex Kahler	8/1/2024	Comment Form	Parmer @ McNeil deserves attention. Not well-lit at night, heavy frequency of crashes, bike lanes are haphazards. New edition of MUTCD allows for bike signals even though volume is low, with Parmer's high speeds, risk for injury/fatal crashes is very high. If a SUP is added, allow for more space between roadway and SUP.	Continuous lanes through intersections would likely be best with exits to 45/620 and McNeil Dr. Once these are implemented, lower frontage road speed limit, especially if the SUP will be close to shoulder due to ROW constraints		<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
13	Matthew Ludlun	8/1/2024	Comment Form	Improve pedestrian + cycling East-west crossings for corridor Include City of Austin in discussions + planning w/ streets they own Optimize light timings - travelling at speed limit results in catching next red light	Either provide safe at grade crossings or sporadic above/below grade crossings for Parmer - bot for vehicle + ped/cycling tie-in or provide stakeholder (Apple /McNeil HS) infrastructure Provide North-South Railroad crossing between Amherst + McNeil if there is one SUP improvement; this is it!!! Provide SUP Tie-ins for City of Austin + regional plans even if building stubs	Figure out the stories this infrastructure use tells you Only design ped & cycling infrastructure that is safe - example is crossing Parmer at McNeil where you need to cross lanes of traffic at grade; more if you are going North bound Parmer to WestBound McNeil Limit widening and aim for more efficient turns	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

14	Karen Harris	8/2/2024	Email		<p>Dear Sirs and Madams,</p> <p>My residential street [REDACTED] in Avery Ranch already experiences excessive and dangerous cut-through traffic by motorists wishing to avoid the intersection at Parmer Lane and Avery Ranch Blvd. As such these cars frequently exceed the speed limit in their quest to shave a few seconds off their commute. This intersection is one of the rare few that have residential homes, abutting a major thoroughfare with 65 mile a hour speed limit. Expanding the traffic lanes on Parmer will only exasperate this already dangerous situation.</p> <p>I respectfully submit to you, in the interest of public safety, a proposal to consider blocking the ingress and egress [REDACTED] from Palmer Lane as part of this expansion project.</p> <p>Regards, Karen Harris [REDACTED] Austin, TX 78717 [REDACTED]</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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15	Ryan Blair	8/3/2024	Email
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Hello,

The following are my comments on the CAMPO Parmer Lane concepts study.

There was a study done several years ago on this same section of FM734 and why was nothing done yet and we are studying again!! Nothing has changed and traffic has only gotten much worse. Start making improvements and implement short term and safety solutions at least! Please send a crew out like tomorrow night and add median curb to prevent unsafe UTurn on red at Avery Ranch. Don't wait on a study to implement signal timing improvements. That can be done immediately and should be ongoing maintenance of traffic. Don't put blinders on and only analyze Parmer Lane. The cross streets lack of right turn lanes significantly contribute to delays. We often have to sit through 2 or even 3 traffic signal cycles to get through the intersection from the cross streets such as Neehan, Avery Ranch, Brushy Creek Rd....

Don't try to build this all in one project. Break out the portion on Williamson County as a county project. The county can design and build it much faster and more flexible criteria than CAMPO and FHWA involvement. We need these projects done asap?

Why aren't there design exhibits for

Thank you for your comment. Public input from the previous improvement efforts for Parmer Lane completed by TxDOT will be considered as part of this study and recommendations from that study could be used as short term improvements along this corridor for multiple modes of travel.

A feasibility study is the first step in the multi-phase process before construction of any improvements can begin. Each step plans an important role in ensuring evaluations have been completed to identify, collect input from property owners and the community, and, if necessary, mitigate potential impacts to the community and natural environment. Subsequent phases of project development include environmental study, schematic design, final design, right-of-way coordination, and utility relocation.

CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.

the long term concepts B, C & D? We need to see the impacts. I'm highly in favor of the grade separation concepts at the intersections because it's the traffic signal lights that get so bogged down. Two lanes in each direction for the bridges over the intersection will most likely be needed. A realistic traffic study should confirm though. The RM620 grade separation project in Round Rock is a great example to use. It took a while, but now it's awesome to zip through there, saving time. The shoulders are narrow on the bridges, but it reduced impacts. Please use narrow shoulders (2 to 4') for the Parmer lane project overpasses. Don't stick with high speed FHWA/TxDOT criteria which limits flexibility and increases impacts. Narrower and slightly lower design speeds will reduce cost as well. Parmer is the highest Priority north/south corridor because it's the only non-toll route in the region. Traffic is multiplying by the year. Please get this done asap. Thanks for your consideration, Ryan Blair

16	Brandon Means	8/3/2024	Email			<p>Dear CAMPO Team,</p> <p>I hope this email finds you well. I am writing to provide input regarding the Parmer Lane (FM 734) Corridor Study, specifically to suggest an active research initiative on the feasibility of adding "freeway" style overpasses over intersections with side frontage roads.</p> <p>This improvement could be implemented in long-term phases, similar to the RM 620 project in Round Rock. Such an upgrade would be crucial in preventing collisions and alleviating congestion at major intersections. Moreover, it will be vital to accommodate the near-future growth that the area is expected to experience.</p> <p>I propose that intersections along Parmer Lane should at least be widened to accommodate future overpass construction. A prime example is the current configuration at the intersection of FM 1460, where Parmer Lane transitions into Ronald Reagan Blvd. This corridor will be essential for managing traffic from our northern and northwestern counties, serving as an alternative route to the 183/183A toll and express projects.</p> <p>I envision Parmer Lane eventually being upgraded to a full freeway from</p>	<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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					<p>Cedar Park to Manor, serving as a critical east-west corridor for the northern portion of the city and our eastern and northwestern suburban communities. The road replacement construction could follow models like the conversion of Anderson Lane to 183 and Louis Henna Blvd to SH 45.</p> <p>Thank you for considering my suggestions. I am confident that these improvements will significantly enhance the safety and efficiency of Parmer Lane, preparing it to handle future traffic demands effectively.</p> <p>Best regards,</p> <p>Brandon Means [REDACTED]</p>	
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17	Mary Zimmerman	8/3/2024	Email			<p>Suggested change: Dedicated U-turn only lane from northbound Mopac frontage road at Parmer Lane.</p> <p>Currently: the 2 lanes that may turn left from the northbound Mopac frontage road onto Parmer (going west) is a complete mess. Drivers do not stay in their lanes on the left turn and many cut across the leftmost lane to from the right 'left turn' lane. Many cars want to bypass the lines on the left 2 turn lanes, so they drive up the middle lane (straight lane only) and turn left in front of cars.</p> <p>Suggested change: 2 dedicated Parmer Lane "exit only" lanes on northbound Mopac.</p> <p>Currently: Too many drivers wanting to take the "last free exit" to Scofield after the Parmer Lane exit start lining up in the right lane. Those drivers block the exit for Parmer Lane and bring traffic to a stop on Mopac.</p> <p>Mary Zimmerman</p>	<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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18	Mary Zimmerman	8/3/2023	Email			<p>Suggested change: Better and more clear markings in the median turn lanes on Parmer in neighborhood areas (for example, Parmer Lane at Ganymede Drive).</p> <p>Currently: Yield markers are painted in the medians, but some think they are directional markers and turn into the median on the left side instead of the right side.</p>	<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
19	Christopher Washington	8/4/2024	Email			<p>Hello Campo,</p> <p>I'm excited to hear about a plan to improve transportation in this area of Parmer Lane-MoPac to Whitestone (RM 1431). Upon moving to [REDACTED] apartments on Parmer Ln [REDACTED], I was disappointed to see there was no public transportation. This is a main problem for my family because we have one vehicle. For a growing metroplex such as Austin, "Why wasn't this a priority in its development?". In a case, I hope that this a part of the new solution you're proposing. Let's connect these growing communities and regulate this traffic problem which has gotten out of hand. Make it safe to be a pedestrian again as well. Thank you for your time and consideration.</p> <p>Best regards,</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

						Christopher Washington	
20	Angela Lau	8/7/2024	Email			<p>Hello,</p> <p>I am very concerned about the number of accidents which occur at McNeil Dr and Parmer Lane. It feels like a very serious one occurs every couple of weeks. People often run the red lights there. More concerning is the number of young people who must drive and walk that intersection for school. Please take measures to make it safer.</p> <p>Also, the intersection at Corpus Christi Dr and Parmer Lane should really not allow a left turn from Corpus Christi onto Parmer. It is so dangerous.</p> <p>Thank you, Angela Lau</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>

21	Lisa Cole	8/7/2024	Email		<p>Please consider closing the turn lane at Parmer and Corpus Christi Dr. Ever since moving [REDACTED] in 2018 there has been multiple wrecks and at least 1 or more deaths at that intersection since 2018.</p> <p>Many students from McNeil High School walk across Parmer to the Whataburger and Starbucks on a daily basis. Maybe there could be a pedestrian bridge or overpass put in so that no one gets run over/hit as Parmer and McNeil is one of the most dangerous intersections. I pray to God every time my son crosses that street to make it across safely. I shouldn't have to do that.</p> <p>It's almost daily hearing that there has been an accident at parmer and McNeil. And we literally "hear" the accidents almost daily as we live so close. Lowering the speed limit would be great.</p> <p>Thanks for your serious consideration. Lisa Cole</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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22	James Terry	8/1/2024	Survey	The short term plans seem to address flow for the whole corridor but do nothing to address having to do U-turns in many places without having a dedicated U-turn lane (or U-turn prohibited)	The long term plans seem to address flow for the whole corridor but do nothing to address having to do U-turns in many places without having a dedicated U-turn lane (or U-turn prohibited)	Any of the spots that developments have been built that only exit to one side of Parmer need a dedicated u-turn lane nearby (Briarwick Dr). Crossing both sides of Parmer for a left turn is very dangerous and having a dedicated u-turn nearby would help too (Corpus Christi Dr). Prohibiting u-turns and left turns at Avery Ranch and Parmer also causes those shopping centers to be very inaccessible	<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
23	Gabriel Britain	8/1/2024	Survey	If traffic and safety are a concern, adding lanes is absolutely not the way to go. There's 80 years of data pointing to the fact that merely adding another lane only temporarily alleviates traffic congestion. There's exactly 1 point in the short/mid-term concept that concerns non-automobile traffic - The remaining 4 are to address car users' needs. Continuing to apply temporary solutions to solve long-term problems is a waste of taxpayer funds.	All but one of these long-term improvement concepts are about adding new automobile traffic infrastructure, which are vastly more space-inefficient than expanding alternative modes of transit in this area. Why can't we try something else, like adding a bus line?	I strongly believe that the best way to improve traffic needs of Parmer Lane is to reuse our existing automobile constructions to provide alternatives such as bus, bike, and pedestrian infrastructure. Not only are these cheaper to build and maintain, they are also more space efficient (reducing the number of displaced businesses/residences).	<p>Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop recommendations for potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor and includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2050.</p> <p>The study will conclude with recommended potential improvements for Parmer Lane that could be further developed in future phases of project development following this study. Several options for potential improvements will be shared with the community at a third open house. Dates for continued community engagement are to be determined.</p>

24	Ann DeSanctis	8/1/2024	Survey	<p>On board for intersection improvements since that is where the majority of crashes occur and that is where capacity is actually impinged. NOT in favor of ANY addition of lanes until there is complete multimodal network provided. How can y'all seriously contemplate adding lanes when there are currently INCOMPLETE options for walking/biking/transit? Put those in FIRST, support them in a serious way, provide true options and THEN revisit this study in ten years. Austin's growth is slowing down. We need to build the transportation network of the future, not the past!</p>	<p>Y'all are, essentially, making Parmer a highway. Lest y'all forget, it's TX Department of Transportation now, not highways! As stated above, put real effort (and money) toward transportation OPTIONS for a decade before even thinking about adding lanes in any way. Y'all can't seriously call yourself a department of transportation unless you do that.</p>	<p>It's not too late to make Parmer an actually liveable, pleasant PLACE for people instead of another highway/traffic sewer. People are out there that know how to do this (I just don't think any of the work at TXDOT). Let's build transportation for the future, y'all, not the past!</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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25	Jennifer Ruloph	8/1/2024	Survey	I think these are good ideas to start. The SUP need to be as wide as possible. I think that the focus needs to be on making Parmer Lane pedestrian and bicycle friendly.	I do not like the idea of more and more lanes. Would the through lanes be like the intersection of N. Lamar at Anderson or an eventual freeway like 183?	I think that the focus needs to be on making Parmer Lane truly pedestrian and bicycle friendly. Speed limits needs to be lowered and SUP added from MoPac to 1431. I think Parmer Lane should feel more like a Boulevard than an expressway.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>If a conceptual design moves forward through future design and construction, a speed study will be conducted after the new facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
26	Brandon Scott Wilson	8/1/2024	Survey			Drivers regularly attempt to turn left from NB Mopac service road onto Parmer Ln from the "right" left turn lane then turn left onto SB Mopac service road, crossing at least two lanes of traffic to reach either of the left turn lanes.	<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>

27	Matt Jackson	8/1/2024	Survey	If mid term we could just improve the roadway with sidewalks, lighting, better turning areas or exiting and entering the roadway. We also need to make sure it's safe for pedestrians to cross as Silver Creek.	It appears that the long term plan to elevate the roadway. All the homes in Northwood, Preston Oaks, and Northwood would be staring straight up a freeway. I understand progress needs to happen but that sucks for the neighborhoods.	My main concerns with Parmer being expanded is first that if an elevated roadway goes over major portions of it near Amherst Ganymede that many homes will be staring directly up into a freeway. Another concern I have is that currently turning left or right into many of these section around Amherst, Silver Creek and Ganymede are hard because people are going fast and there's not much area to get over and turn. So we need better dedicated left and right turn lanes. One issue I have is that lighting is not present at all in many parts of Parmer along the Amherst and Ganymede area. I would like to see bike paths along the whole stretch of Parmer. I would like to make sure that people can cross Parmer by foot safely. My children often cross at Silver Creek in order to get to the businesses and Parks on the south side of Parmer.	<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
28	Austin W.	8/2/2024	Survey	There needs to be updated and bigger concrete barriers that separate Parmer from homes.	There is no room on Parmer from Amherst to Riata Vista for frontage road lanes on either side. The road and shoulder are feet from people's back yard fence. There is only a drainage ditch between the neighborhood and cars flying by at 70mph. It is already loud enough and if	There needs to be updated and bigger concrete barriers that separate Parmer from homes.	<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>

					someone crashes, they can fly into the backyard.		
29	Craig Berry	8/3/2024	Survey	Need right turn lanes for access into subdivisions. Currently a right turn requires pulling over into the bike lane. Not very safe. Add sidewalks that connect subdivision with adjacent shopping areas. Just look for the current worn pedestrian paths to see where these are needed.	I support Concept A. Comparing to 183, I don't see where adding frontage roads would help since there is not a lot of adjacent commercial access needed.	For my commute, the consistent bottlenecks are north bound at MoPac, McNeil, and 620. Need a better connection between 183 and Parmer around Riata.	Thank you for your comment. Your suggestions will be taken into consideration as we move forward. CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.

30	Marc Fraser	8/3/2024	Survey	I like these simple improvements.	I don't think they are necessary and would make pedestrian and bike traffic across Parmer more difficult. Highway 183 has done wonders for reducing traffic on Parmer. I've lived along Parmer for 25 years and think the traffic is better now than it was then.	I already see kids on bikes and families with small children struggling to get across Parmer at Neenah, don't make it harder.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
31	Ryan Blair	8/3/2024	Survey	<p>-Signal time is not an improvement. That should be done continuously already.</p> <p>-Please Add right turn lanes for the cross streets turning onto Parmer/FM734. The cross streets often have to sit through multiple signal cycle lengths.</p> <p>-Please Add raised median curb or barrier to prevent uturns on red at Avery Ranch. It's currently not safe.</p> <p>-Don't wait for a special project to build safety</p>	<p>Definitely in favor of the grade separation concepts. Two lanes each direction are likely needed for overpasses. A realistic traffic study should confirm. What are the absolute and relative traffic performance of the Concept B, , &D?</p> <p>Will the study produce conceptual designs of the alternatives to see impacts? Why aren't there design exhibits for the concepts available other than</p>	<p>With Parmer/Ronald Reagan being the major regional north/south non-toll route to Cedar Park and Liberty Hill, the traffic is exploding. Williamson County should fund the project with all their bond program. Having FHWA and CAMPO involved will make the project take years longer to solve the traffic problems. The County can build it to their more flexible criteria and get it done much faster than with CAMPO involved. Do what you can to get the project construction started ASAP. Don't put blind folds on the only look at Parmer/FM734. The cross streets such as Neenah, Avery Ranch, Brushy Creek...all are a part of the sytem and contribute to delays.</p>	<p>Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop recommendations for potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor and includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2050.</p> <p>The study will conclude with recommended potential improvements for Parmer Lane that could be further developed in future phases of project development following this study. Several options for potential improvements will be shared with the community at a third open house. Dates for continued community engagement are to be determined.</p>

				<p>improvements. Don't wait for more accidents to happen. Send a crew out asap and build them.</p>	<p>the typical sections? The RM620 grade separations are awesome for saving time through Round Rock. They're narrow shoulders. Please consider narrow shoulders for the overpasses to reduce impacts.</p>		
32	Caryn Harris	8/4/2024	Survey	<p>Most of these proposals are absolutely horrendous. If you build more car lanes, the traffic will only get worse. We need to prioritize decreasing the number of car trips taken using Parmer - building PROTECTED (by a concrete barrier and with shade) bike and walking areas is paramount.</p>	<p>The shared use path is the best suggestion here. Ideally a tram or streetcar could be installed to further reduce the number of trips take by a car. I cannot stress this enough - if you do anything that increases cars on this road, the traffic, accidents, and deaths will also increase and be on your hands.</p>	<p>Please look at the Strong Towns initiative - https://www.strongtowns.org/ I would also highly recommend contacting AURA as well - https://aura-atx.org/ I live of Parmer. Every trip I have to make by car to access supermarkets, public utilities and parks, and places like nearby restaurants is a severe policy failure. This road will only become more ravaged and expensive to maintain and the more it cedes itself to automobiles.</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>

33	Lisa	8/4/2024	Survey	Those needed to start 5 years ago. By the time you get to them, we are going to have bigger problem.	Through lanes are desperately needed. I don't understand how he bike lanes because these are busy streets and bike riders are vulnerable and slow the traffic flow.	The intersection at Parmer and Cassandra needs to be a no UTurn lane. A lot of crashes happen there.	<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
34	Cristine Newman	8/7/2024	Survey	Additional turn lanes sound great	Added lanes are desperately needed	The Parmer and McNeil intersection is terrible. Numerous accidents and dead stopped traffic. Numerous accidents at Corpus Christi and Parmer, due to a slight curve in the round combined with it's elevation. Drivers merging onto Parmer from Corpus Christi cannot see the speeding traffic coming from the direction of Anderson Mill. The past two days there have been accidents, causing it to take 20-30 minutes to drive less than 2 miles.	<p>Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop recommendations for potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor and includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2050.</p> <p>The study will conclude with recommended potential improvements for Parmer Lane that could be further developed in future phases of project development following this study. Several options for potential improvements will be shared with the community at a third open house. Dates for continued community engagement are to be determined.</p>

35	Cherri Spradling	8/9/2024	Email
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I was not able to attend the last meeting because I was out of town and I don't remember receiving notification of last December's meeting. The recent post card received stated that email discussion was acceptable.

I live [REDACTED] Please do not widen Parmer Lane or add any fly overs. My neighborhood is a wonderful place to live and to raise families and to make either of those changes would destroy our area. Our area is mostly houses with small businesses along Parmer. Families in this area walk their dogs, drive golf carts, ride their bikes and enjoy the wildlife that is in the greenbelt.

Parmer Lane to the west of us has more congestion and more large businesses, etc., that create more traffic. Hopefully a solution for that portion of Parmer Lane will be considered without changing the makeup of our neighborhood.

Hopefully I will be in town and will be notified of the next meeting.

Thank you,
Cherri Spradling

Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop recommendations for potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor and includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2050.

The study will conclude with recommended potential improvements for Parmer Lane that could be further developed in future phases of project development following this study. Several options for potential improvements will be shared with the community at a third open house. Dates for continued community engagement are to be determined.

36	Bob & Sandy Sage	8/9/2024	Email			<p>Context: Our property is along one of the noise barrier walls that was put in to address environmental issues. This wall is approximately 12 foot tall.</p> <p>Will the new design take the previous noise abatement objectives into considerations given they were mandated by law at the time of Parmer Lane’s initial construction? Are all designs guaranteed to remain in the existing foot print of the current highway. If not what accommodations are planned for reduction in property value and space along Parmer Lane</p> <p>There are 3 raised evaluation concepts that will place additional flow lanes at a level that would seem to negate any noise abatement efforts. Will all design recommendations include a planned noise abatement as part of the proposal. It would seem to be a serious miss if any noise abatement for existing properties was not part of the cost and assumption of a proposal</p> <p>Thanks for opening up the dialogue. Please let me know that you have received these questions and confirm that they will be included in any comments summary.</p> <p>Bob & Sandy Sage</p>	<p>Thank you for your comment. A feasibility study is the first step in the multi-phase process before construction of any improvements can begin. Each step plans an important role in ensuring evaluations have been completed to identify, collect input from property owners and the community, and, if necessary, mitigate potential impacts to the community and natural environment. Subsequent phases of project development include environmental study, schematic design, final design, right-of-way coordination, and utility relocation.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvement to Parmer Lane for multiple modes of travel including pedestrain and bicycle facilites. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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37	Beth Ann Ray	8/12/2024	Email			<p>Dear Project Team and CAMPO Board Members,</p> <p>We are writing to share my thoughts after attended the in-person open house.</p> <p>1. After reviewing the traffic boards at the open house, the data seems to suggests that much of the traffic on Parmer is localized. Where are these trips originating and ending? While we support adjustments to signal timing, turn lane improvements, and underpasses, more localized studies along the corridor seem to be needed. It may show that other infrastructure projects and programs could improve mobility with a cheaper price tag and be delivered in a shorter timeframe.</p> <p>Also, are there locations where improvements to east-west connectivity just outside this corridor make sense while minimizing the possibility of reckless driving, in particular, the excessive speeding we see just about everywhere these days. Could local circulators ease traffic on Parmer?</p> <p>3. What number and percentage of these trips are school related traffic? What is being done to work with school districts along this corridor to mitigate traffic and improve safety? We are not advocating that students bike or walk on Parmer, but can more be done to make it safer for kids to walk and bike to school in their</p>	<p>Thank you for your comment. A feasibility study is the first step in the multi-phase process before construction of any improvements can begin. Each step plans an important role in ensuring evaluations have been completed to identify, collect input from property owners and the community, and, if necessary, mitigate potential impacts to the community and natural environment. Subsequent phases of project development include environmental study, schematic design, final design, right-of-way coordiantion, and utility relocation. The goals for this study include identifying and recommending solutions for needed safety improvements, enhancing the mobility and functionality of the corridor, enhancing multimodal movement, operations, safety, and developing community-supporting recommendations for the corridor.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvement to Parmer Lane for multiple modes of travel including pedestrain and bicycle facilites. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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					<p>neighborhoods? Do we need more tree canopy to shade sidewalks, safe underpasses to cross busier roads? Can ISDs, CAMPO incentivize more carpooling during pickup and drop off times? We can see the elementary school from our porch in Avery Ranch, yet Leander ISD buses some kids out of our neighborhood.</p> <p>3. Is there a safe opportunity for reversible lanes anywhere along the corridor? We support longer term solutions that include one additional lane in each direction along some sections of Parmer, but we DO NOT support more through lanes than that.</p> <p>4. We do not support elevated roadways along Parmer north of 620. We are concerned about the road noise that impacts Avery Ranch today. It has only gotten worse since we have lived here. Any future projects going forward should mitigate, not exacerbate road noise.</p> <p>6. Bravo to the entities who had the foresight to preserve additional land along the corridor for future improvements. Now we need better land use, jobs, and school policies that don't require so many trips to be taken in a car at the same time of day.</p> <p>7. Transportation demand management along the corridor should be prioritised now.</p> <p>Thank you for your time and consideration.</p> <p>Beth Ann and Adam Ray</p>	
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38	Matt Arnold	8/9/2024	Survey	<p>Completing the sidewalks and SUPs are good, smart, and effective and should be high priority. Consider how mass transit access can be improved along the corridor (dedicated transit lanes, partnering with CapMetro to improve service and frequency, etc)</p>	<p>TxDOT has outdone itself this time. The last thing Parmer Lane needs is to be more of a highway. Adding lanes is not a real solution and will only increase traffic congestion without meeting the stated goals of improving mobility and safety. Dedicated, protected bike lanes and mass transit enhancements are the best way to improve this corridor. Turning Parmer into even more of a highway than it already is will at best do nothing.</p>		<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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39	Jennifer Bird	8/9/2024	Survey		My concern as a homeowner is that adding more lanes will bring the road closer to neighborhoods and put busy roads right against people's backyards! I'd like to see plans for both keeping noise down and safety.	The biggest bottleneck northbound, at least in the 3-5pm time, is always at Brushy Creek, and there are no good alternate routes in that direction without going all the way to 183. So that particular area, that bridge over Brushy Creek and the light north of it, seems to need particular attention.	Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward. CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.
40	Robert Sage	8/9/2024	Survey	Concerns on existing noise abatement wall will be eliminated and not be replaced with consistent reduction in noise. Environment concerns on increased air pollution to accommodate increased traffic rather than forcing alternate transportation options (light rail in the medium, etc.)	Not a fan of the elevation concepts at intersections - the net result will be serious increased noise and air pollution to existing neighborhoods	Any improvements planned will do little to alleviate long range issues. Once completed (given funding and scheduling) traffic will have increased to fill up any improvements. New/additional East West feeders to MOPAC lane to reduce Parmer Lane congestion prior to MOPAC. Parmer Lane improvements will bottle up at MOPAC unless pass through lanes are part of the investment. Moving the bubble.	Thank you for your comment. Your suggestions will be taken into consideration as we move forward. CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.

41	Celia Zamadics	8/14/2024	Email			<p>I live near Parmer Lane [REDACTED]</p> <p>My suggestion: lower the speed limit. There are neighborhoods and businesses and it's hard to pull onto a road when people are going 60mph, usually more.</p> <p>Studies show that a 10% decrease in speed can lead to a 40% decrease in fatal crashes. That is significant. People won't like it because they are always in a hurry but at least there is a better chance in arriving safely.</p> <p>Celia Zamadics</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>If a conceptual design moves forward through future design and construction, a speed study will be conducted after the new facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined</p>
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42	Scott Seibel	8/14/2024	Email		<p>Hi,</p> <p>I was curious about a couple of things:</p> <ol style="list-style-type: none"> 1. Are there considerations being made to redo the Parmer Lane and McNeil Intersection the same way Parmer/Ronald Reagan and 1431 were done? 2. Would that work for Parmer and McNeil and could access turning left into Corpus Christi to and from would be shutoff? <p>There have been way too many wrecks at this intersection and I am concerned for all the student drivers safety and other residents safety in this area to and from McNeil High School.</p> <p>Thanks, Scott</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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43	Jeremy Comman deur	8/20/2024	Survey	The shared use path is the most important to me. I would like to walk and bike more often, but the safety is too low to do so. Every car we turn into a pedestrian or cyclist reduces traffic.	Please prioritize the shared use path		<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
44	Alex Hayward	8/20/2024	Survey	Light optimization is severely needed, as it's clearly evident after commuting on the road for over 10 years that certain light cycles or speeds traveled will surely guarantee a +10 min arrival time.	More lanes are not a long term solution.	Extend left turn lanes, fix the light timing at Brushy Creek, Avery Ranch, and especially Ranch Trails, as these are constantly out of a sync and cause severe backup and traffic. Few people turn into Ranch Trails when compared to traveling through on Parmer, but priority always seem to be with stopping Parmer to let Ranch Trails turn.	<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>

45	Jonathan Daley	8/18/2024	Email			<p>Can we get a sidewalk installed by the Apple campus between McNeil and Riata Vista Cir? I see employees and students walking in the grass there, and it's not safe. An Apple employee was killed there a few years back.</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
46	William Kohlleffel	8/18/2024	Email			<p>Hello,</p> <p>I recently purchased a home [REDACTED] right near parmer lane. I didn't realize that there would be so much noise pollution from parmer leaking into my home.</p> <p>I believe that a sound barrier would greatly help with noise reduction. Much like there is for many homes along parmer similarly spaced from the road.</p> <p>Let me know if I can help in any way or if I need the community votes or anything.</p>	<p>Thank you for your comment. As part of this study, CAMPO and TxDOT have prepared a preliminary map noting constraints such as environmental, historical, and cultural resources.</p> <p>Should TxDOT or other partner agencies move forward with subsequent phases of project development, additional studies and evaluation of environmental impacts will be performed. These studies and evaluations will include further assessment of potential impacts on private property as well as on cultural, historical, and natural resources.</p>

						Thank you, William Kohleffel	
47	John Burneister	8/21/2024	Email			The problem area on Parmer is between McNeil and 620. When Apple was put in there was talk of a bridge over McNeil, a back road to the high school, and a light at Corpus Christi. A backroad to McNeil from Parmer would help the safety of the students at McNeil High School. It could very easily be built through at the Anderson Mill/Parmer, run behind Apple to the School. There have been 4 fatalities this year at Corpus Christi and Parmer this year alone.	Thank you for your comment. Your suggestions will be taken into consideration as we move forward. CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.

48	E Garcia	8/20/2024	Survey	we REALLY, REALLY need a light at Dallas & Parmer. There are accidents there all the time (3 this week)	Adding through lanes seems valuable. I don't relate to the other recs being responsive to the conditions that are unsafe		<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
49	Amber	8/21/2024	Survey	Your #1 is short term solution is crazy...."signal timing optimization" So your telling the public that the signals are currently not timed to optimize traffic flow and platooning? You don't need a public meeting and comments to know that the signals should be optimized at this point. Get out and do that work today, don't wait on comments from the public...geez guys, come on.	concept "A" needs to be thrown out. don't try to put a Band-Aid on a broken leg. There has to be overpasses at the major intersections. Concept C and D will make the most the most sense moving forward with the growth happening north of 1431. You have to have as much capacity as you can put in.	move this project up on the priority list. It's terrible up there.	<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>

50	John Burneister	8/21/2024	Survey			<p>The problem area on Parmer is between McNeil and 620. When Apple was put in there was talk of a bridge over McNeil, a back road to the high school, and a light at Corpus Christi.</p>	<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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51	Alejandro Molina	8/22/2024	Survey	<p>These improvements are minor, and there shouldn't be a major effort to execute and complete it.</p>	<p>Concept A: It will only slightly improve traffic flow, the issue with the traffic lights remain</p> <p>Concept B: It is a waste of money, and not future prove, to have a single lane that bypasses traffic lights and intersections in each direction</p> <p>Concept C: I believe it is the best option, and it allows for future expansion of another lane on the frontage road</p> <p>Concept D: I don't believe a three lane frontage road will greatly improve congestion</p>	<p>We need an improvement soon, in my years in Austin, the roadway keeps getting more congested and very slow to navigate.</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward. CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p> <p>A feasibility study is the first step in the multi-phase process before construction of any improvements can begin. Each step plays an important role in ensuring evaluations have been completed to identify, collect input from property owners and the community, and, if necessary, mitigate potential impacts to the community and natural environment. Subsequent phases of project development include environmental study, schematic design, final design, right-of-way coordination, and utility relocation.</p>
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52	Mariaan Badenhorst	8/22/2024	Survey		Careful evaluation of the impact evaluated overpasses is needed if that becomes the preferred option. Seems like this will have a big impact on displacement of business and possibly homes next to Parmer lane. This will likely also have an adverse effect on surrounding neighborhoods (e.g., road noise pollution)		<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
53	Amy Boggan	8/23/2024	Survey	Meh. Safety is great, but the congestion issues I experience won't be addressed in the short- and mid-term.	I prefer concept D, I live just off Parmer in Austin and travel to Leander once a week on Parmer. I like the idea of bypassing lights. Something that has growth capacity, but allows for green spaces.		<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>

54	Elizabeth Ferry	8/23/2024	Survey	Please provide marked bicycle lane(s) on the sides of the road with enough space for a bicyclist to safely travel on bike.	Please provide marked bicycle lane(s) on the sides of the road with enough space for a bicyclist to safely travel on bike.	Please provide marked bicycle lane(s) on the sides of the road with enough space for a bicyclist to safely travel on bike.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
55	Steve	8/23/2024	Survey	While any improvements will be greatly appreciated, the short term does not seem like it will address the issue. As a commuter it seems like there are just simply too many cars for the amount of road. Additional lanes and signal bypass lanes would be a huge improvement. The choke points both north and southbound are from Avery Ranch traffic to enter w/o causing a	Please add more capacity to this stretch of road, and increase the average speed limit of commuters between 1431 and 620. Please consider any increased capacity needs to pair well with the existing stretch south of 620. Please do not create a choke point at 620.	Schoolbus congestion and the railroads should be considered. A commute traveling the 10 miles between 1431 and Mopac should not take longer than 12-15 min	<p>Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop recommendations for potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor and includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2050.</p> <p>The study will conclude with recommended potential improvements for Parmer Lane that could be further developed in future phases of project development following this study. Several options for potential improvements will be shared with the community at a third open house. Dates for continued community engagement are to be determined.</p>

				<p>backup is necessary. Please help! This stretch of road never gets enough attention and its is truly a terrible waste of time as well as a safety hazard.</p>			
56	Linda Cook	8/23/2024	Survey	<p>Bike/pedestrian lanes OFF THE ROAD, and a HOV lane in the middle of the road. Overpass 620, 1431 and Mopac.</p>	<p>Safe pedestrian/bike overpasses and road crossings built above the freeway with fencing for protection</p>	<p>The intersection of Parmer Lane and Mopac is very congested and UNSAFE.... needs help! I avoid it at all costs</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

57	Miles	8/24/2024	Survey	I think signal timing and coordination are key, and should include detectors at every intersection - ideally those that detect bicycles as well as cars, unless/until there are adequate SUPs along the whole corridor	I think C covers long-term needs well (as someone who drives and bikes this corridor regularly).	Until there are continuous SUPs, there should be signs on those that end abruptly so that pedestrians and cyclists don't end up having to choose between backtracking and cutting through woods, private property, etc.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
58	Paul Greening	8/24/2024	Survey	Long left and right turn lanes to reduce rush hour backups. Change signal timings to allow more delay between a red and next green in cross street. Reduce speed limit slightly from 60 to 55.	Prefer alternative C. 2 through lanes and 2 local frontage lanes in each direction should allow best balance of traffic. Alternative D is too many lanes overall, would just encourage more traffic.	Like to see more bike lanes and SUPs, but should be separate from vehicle lanes as much as possible, not just wider outside shoulders. But dollar wise, priority should be on more vehicle lanes.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

59	Robert Kusumoto	8/26/2024	Survey	Disruption time to make these changes.	Overpass is desirable based on length of time required to make these changes.		<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
60	Chip McGuill	8/22/2024	Email			<p>When approaching the Parmer Lane improvements, please look at the intersection with 620/45.</p> <p>With the current traffic and expected increase from the build out of property along the West bound 620 access road from Pearson Ranch Rd to Parmer Lane, there is considerable traffic wanting to U-turn. This impedes the flow of traffic on the access roads and also on Parmer Lane.</p> <p>Please consider adding U-Turn lanes for the 620 Access Roads on both the East and West side of Parmer Lane at 620/45. This would improve traffic flow and lead to shorter lights for the access road intersections at Parmer Lane and increased time for Parmer Lane traffic.</p>	<p>Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop recommendations for potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor and includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2050.</p> <p>The study will conclude with recommended potential improvements for Parmer Lane that could be further developed in future phases of project development following this study. Several options for potential improvements will be shared with the community at a third open house. Dates for continued community engagement are to be determined.</p>

61	Chris Z	8/23/2024	Email			<p>Please consider bike lanes and sidewalks along this section of Parmer. Currently bikers and walkers/runners use the shoulder which is dangerous. There is no safe bike lanes or pedestrian walkway along this portion of Parmer.</p> <p>Thanks, Chris</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
62	Pravin Bhatpuri a	8/24/2024	Email			<p>I think pamer lane will have to as 183 is now.</p>	<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
63	Joseph C Clawson III	8/23/2024	Email			<p>please send me a copy.. thanks!</p>	<p>The project team responded to this email with the virtual open house link.</p>

64	Tom Wald	8/28/2024	Survey	Would like to see share-use paths along the entire corridor as short- or mid-term	Concept A is the best, since a) it provides more space between bikes/peds and cars, b) it is more cost effective than the other two options, and c) provides a better quality of life to both roadway users and others nearby.	Would like to see shade trees along the shared-use paths, plus jersey barriers or guardrails separating the paths from the highway lanes	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
65	May Matson Taylor	8/28/2024	Survey	Adding wide shared-use paths suitable for mixed bike and pedestrian traffic (at least 14' width) should be a very high priority.	Alternative A is much better than the others. I do not support the highway+frontage road concept because this is a barrier to bike connectivity in the area. Option A provides the safest layout for bikes, of the provided options	Please provide some type of barrier separation (guardrail, concrete barrier, etc) between car lanes and shared use path	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

66	Wyatt Campbell	8/28/2024	Survey	Needs shared use paths along entire length	Concept A is best	Needs pedestrian shade	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
67	Inger Jurajda	8/28/2024	Survey	Please include shared-use paths along the entire corridor as as phase 1 projects. This is a highly used bike corridor and too often the shared us paths are the last thing to be added during a project like this.	I support Concept A. It looks best for both cars and bike/ped by giving the most space between them. This is importat for quality of life along this corridor (there is a lot of housing on Parmer). It also looks to be the most fiscally responsible concept.	Including the shade trees for both ped/bike comfort and as a barrier to traffic lanes would be ideal. If this isn't feasible along the entire length then other methods of physical barriers to separate vulnerable road users from cars is needed.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

68	Jon Flowers	8/28/2024	Survey	These seem like solid improvements	Concept A seems like the best plan for the future		<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
69	Elyse Watts	8/28/2024		We need bike and pedestrian paths along the ENTIRE corridor	Concept A would be the best choice of the options here, it shows most space between car lanes and bike/ped/shared use path, and is less invasive and costly in terms of construction.	I would strongly oppose adding more feeder lanes as in B-D. This type of design adds so much extra stress and danger to the roadways. I avoid this type of area whenever possible due to the danger.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

70	Michael Pellegrini	8/28/2024	Survey	<p>Please include shared-use paths along the *entire* corridor as short- or mid-term improvement. The path should include car resistant bollards along the entire length to protect pedestrians along the route and to enhance safer/slower driving via the visual threat that they provide. Using trees as bollards would be ideal since they would also provide shade the cyclists/pedestrians making the path more attractive to users, mitigating the heat island effect of the roadway, and aiding water infiltration during rains</p>	<p>I like concept A since it provides the most space between bikes/peds and cars, is the most cost-effective, and provides quality of life to both roadway users and others nearby.</p>	<p>Echoing what I wrote in section 4, if shade trees aren't used as bollards along the shared-use paths, then please include concrete jersey barriers or guardrails to protect vulnerable users of the shared use paths from the drivers on the highway lanes.</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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71	John Tolman	8/28/2024	Survey	Priority is SUP, I care less about the car lanes. Traffic doesn't seem that bad to me.	Please prioritize SUP on both sides of the road and safe crossings.	It's a road that feels dangerous to drive, ride (bike) or walk next to. I hate the road as it is today and wish I didn't work on Parmer lane.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
72	David Bloom	8/28/2024	Survey	I like the sidewalk shared use as long as the sidewalks are wide. Problem might come up with noise from the roadway. Pedestrians might not hear bike traffic trying to pass.	Same as above.	All in for making it better to bike and walk everywhere	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

73	Robin Weatherl	8/28/2024	Survey	Short and mid-term are good ideas to improve safety and traffic flow working largely with the existing road infrastructure.	Throughways, raised roads, or highways should not be constructed here.	In order to increase capacity and ease congestion along this stretch of Parmer, a light rail line needs to be seriously considered. There is even an intersection point along the existing red-line, improveing connection for potential public transit.	<p>Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop recommendations for potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor and includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2050.</p> <p>The study will conclude with recommended potential improvements for Parmer Lane that could be further developed in future phases of project development following this study. Several options for potential improvements will be shared with the community at a third open house. Dates for continued community engagement are to be determined.</p>
74	Adrienne Longnecker, CFRE	8/28/2024	Survey	More shared use paths, along entire corridor.	Concept A! Space between people/bikes and cars is important! NO THROUGH LANES!!	More trees! Shade trees are a much for shared use paths guardrails would be good too. Fix the horrible, dilapidated, abandoned buildings and encampment at the north end of Waters Park Road (ends under Parmer). PLEASE expand the trails along the rail line on Waters Park Road. With the expansion of 183, why in the world would through-lines be helpful?! Do not make Parmer another E/W fiasco of dangerous fast drivers like 183 from IH35 to MOPAC.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

75	Zach Fetter	8/28/2024	Survey	Shared use paths for the entire corridor as short/mid term improvements.	Support Concept A since it provides the most space between bikes/peds and cars, is the most cost-effective, and provides a better quality of life to both roadway users and others nearby.	Could there be shade trees along the shared-use paths, plus jersey barriers or guardrails separating the paths from the highway lanes.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
76	Adam Greenfield	8/29/2024	Survey	I strongly support sidewalks and shared use paths. I support any improvements, including protected left turns, that are proven to increase safety.	I strongly support shared use paths. Please ensure the SUPs are continuously protected with a hard barrier such as jersey barriers and that the SUPs are a reasonable distance from the roadway to ensure comfort. Please also ensure a continuous tree cover and wayfinding signage. I strongly oppose adding more lanes. Surely by now, we should have learned the lesson	This is the 21st century, not the 1950s. Please don't keep adding car capacity when this has been shown time and time again not to solve the problems it purports to tackle. Please be honest with the community about this. Thank you for considering sidewalks and shared use paths as part of this project.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

					that this does not work and merely induces more driving and worsens congestion, pollution, and safety. Population growth does not have to equal more driving. Plan for the future people want: More transit, walking, and bicycling, not more cars. Please read and respond to the Congestion Con report. Where is the investment in transit here?		
77	Shelley Smith	8/29/2024	Survey	I trust the professionals to make the right decisions for our community	I'm not sure	No	Thank you for your comment.

78	Ryan Schmidt	8/28/2024	Survey	I ride my bike on Parmer both for commute & exercise. A separated, shared use path is fundamental to ensure the safety of cyclists and pedestrians. I'm concerned that widening of roads won't reduce congestion but rather will lead to future development in Leander & north.	I ride my bike on Parmer both for commute & exercise. A separated, shared use path is fundamental to ensure the safety of cyclists and pedestrians. I'm concerned that widening of roads won't reduce congestion but rather will lead to future development in Leander & north.	Parmer is an important connector for those of us living on the north side of Austin. It's fundamental that all road users be taken into account here. This includes drivers, cyclists, and pedestrians.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
79	Jose Loyola	8/29/2024	Survey	Add continuous shaded Shared Use Paths on both sides of the road and use a solid barrier like guardrails. Good Biking infrastructure on Parmer is nonexistent	Do NOT add more car lanes. This does not relieve congestion, worsens safety, and is the wrong way to accommodate population growth. Encourage alternative modes of transportation. Ebikes are a game changer. Safe infrastructure will get more people out there. Build it and they will come.	Add protected bike lanes. Safe infrastructure will get more people out there. Build it and they will come.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

80	Francisco Martinez	8/29/2024	Survey	Add 12ft fully protected Shared Use Paths with shade on both sides of the road for walking & bicycling and use a planted buffer or a solid barrier.	Do NOT add more car lanes. This does not relieve congestion, worsens safety, and is the wrong way to accommodate population growth.	Transfer ownership of Parmer Lane to the City of Austin to allow the City to apply its own safety and design standards.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
81	Aniruddha Joglekar	8/29/2024	Survey	I think they are good. I support signal improvements and closing dangerous median turns.	I strongly oppose the options that add additional car lanes. This never achieves any improvements to congestion, it just increases traffic and creates more ugly concrete overpasses. Concept A looks like the best option but I'd like to see more provision for shade and tree planting. There's plenty of room both in the median and on the sides of the road to plant more trees.	Please don't turn this into another ugly freeway with concrete overpasses blighting the landscape. Three lanes is more than enough, there is absolutely no reason to add additional car lanes. Plant more trees and build high quality protected shared use paths.	<p>Thank you for your comment. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>

82	Robert Dole	8/29/2024	Survey	I think doing anything would be an improvement. If there were a way to preserve traffic flow while lowering speeds would be ideal.	I welcome them. SUPs for the win!	Thank you for asking.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
83	Hannes Mandel	8/29/2024	Survey	I am in favor of all the short- and mid-term improvement concepts.	I strongly support the addition of shared use paths, but vehemently oppose the addition of any further car lanes.		<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

84	Christina Bonnington	8/29/2024	Survey	<p>Focus on adding safe, robust hike/bike infrastructure. All the other changes convert Parmer into more of a highway, which by nature will make it even more unsafe for all road users. When you design a road like a highway, people treat it like a highway. There are too many businesses and neighborhoods along this stretch to do that. We need to get cars off of Parmer. We need to encourage people to use alternative means of transit, whether it's walking to work or businesses, bike commuting, or taking public transit. Increasing public transit along this corridor would be an ideal short to mid term improvement.</p>	<p>All of these are terrible. We do not need another highway along this corridor. We need to prioritize public transit. We need to get cars off our roadways to improve traffic. There are numerous studies that show that adding lanes does not improve traffic -- why, WHY, WHY does your organization continue to only propose additional and additional managed lanes as traffic solutions? Prioritize PEOPLE. Make it easier for PEOPLE to get to work, to visit local businesses, to safely get home. That means NOT making this thoroughfare a highway. Please rethink all of these approaches.</p>	<p>Adding a SUP along each side of the roadway will be great, as long as it's wide enough and users of the SUP are given priority through the numerous business and neighborhood entrances along Parmer. If a person riding a bike is going to be at fault because negligent drivers turn into them, then it's not a good system. Consider overpasses for the SUP at key intersections so that people on bikes or on foot don't have to stop at every single red light -- we should be encouraging people to ride their bikes and remove every barrier possible in that process, and intersections are one of the more dangerous places for these road users.</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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85	David Petersen	8/29/2024	Survey			<p>Parmer lane has been a primary path for cyclist for decades. Has improvements are made please keep cyclists in mind and keep it a viable option for cycling. The Austin metro area has a large active cycling community. Improvements should keep the whole community in mind, no just vehicles.</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
86	Kevin Dalby	8/29/2024	Survey	We need cycle lanes	Cycle lanes	Cycle lanes	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

87	Sandy Lee Phelps	8/29/2024	Survey			<p>Due to high speeds on this road, there should be a protected bike lane on each side. The lanes should be swept periodically or a barrier should be in place to prevent debris from car lanes landing in the bike lanes.</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
88	Adam Hite	8/29/2024	Survey	<p>Prioritizing safety is key. Prioritizing public transportation, bicycles, and pedestrians.</p>	<p>Expanding roadways by adding more lanes often fails to alleviate long-term congestion and has several negative impacts. Research shows that increased road capacity typically leads to "induced demand," where more lanes attract additional traffic, eventually worsening congestion rather than relieving it. This approach also harms the environment by increasing emissions, disrupting natural</p>	<p>For Parmer Lane, I suggest focusing on reducing the number of cars rather than merely expanding road capacity. Strategies such as improving public transit with more frequent and reliable services, creating dedicated bike lanes and pedestrian pathways, and encouraging mixed-use development can effectively reduce car dependency. Implementing carpooling incentives, enhancing traffic demand management, and promoting policies that support remote work and telecommuting are also beneficial. These measures not only alleviate congestion but also lead to environmental benefits by reducing emissions and lowering pollution. Additionally, they improve public health by encouraging active</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

				<p>habitats, and contributing to water runoff pollution. Additionally, it can negatively affect public health through higher pollution levels and increased accident risks, while perpetuating a car-centric culture that undermines more sustainable transportation options. A more effective strategy would focus on enhancing public transit, promoting biking and walkin, and supporting mixed-use developments to create a more balanced and lasting solution, rather than lining the pockets of the oil tycoons who are on the board of TXDOT.</p>	<p>transportation and can enhance community connectivity and overall quality of life, rather than lining the pockets of the oil tycoons who are on the board of TxDOT.</p>	
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89	Lita Medinger	8/29/2024	Survey	Parmer Lane needs protection for people outside of cars. As it is currently, it's practically impossible to walk or bike along Parmer without risking death.	We do not need more lanes. It's been shown again and again and increased lanes for cars doesn't alleviate congestion as it encourages more people to drive. The end result is no change in congestion, no change in speed of movement, but an increase in traffic violence and pollution, both noise and air.	We need safe, separated, and protected sidewalks and space for micromobility along Parmer Lane. It is a road that connects many populated areas, as well as school and businesses, but as it currently stands, the area is safe ONLY for people in cars, which is unacceptable and put anyone outside of a car at deadly risk.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
90	Douglas Schaller	8/29/2024	Survey	Adding illumination and properly designed bike paths sounds great for the short term. Their always seems to be bad accident on Parmer, what about lowering the speed limit? I've hear people say "I would ride my bike down Parmer, but eh cars go too fast" more times than I can count. I believe a lot more people would commute to work if the cars weren't driving so fast.	It seem to be proven over and over again through studies and trail (and error) that adding more lanes won't solve traffic congestion in the long term. I've even seem some evidence that feeder roads also cause congestion and accidents. So most of the solution you have presented seem to not be long term.	This maybe bigger than just Parmer itself, but has there been any study or research into expanding public transit on Parmer? I don't even think that there is a bus line? I could be mistaken, but I don't think I have ever seen a bus there. Or maybe work with some of the Tech companies to provide shuttles for their workers? There's a good amount of those (apple) along Parmer or close by. I would love to see the expansion of the Cap Metro Rail straight down the middle Parmer. That seems like a real long term solution.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

91	Greg Kiloh	8/29/2024	Survey	Add shared use paths in short term	Do not add any traffic lanes. If anything, convert the existing outside lanes to protected bicycle lanes and shade trees	Reduce traffic speeds for safety	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>If a conceptual design moves forward through future design and construction, a speed study will be conducted after the new facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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92	Cage Johnson	8/31/2024	Survey	<p>People drive so fast on parmer. There are three lanes and a huge shoulder so people feel like it's a high way! A separated bike path would be great. I think three lanes is too many any where. Two if fine, three increases the number of ways an accident can happen, think about it.</p>	<p>I think three lanes is too many any where. Two is fine, three increases the number of ways an accident can happen, think about it.</p>	<p>I live very close to parmer lane, and it's been build for high speeds. You have a lot of dumbasses who drive aggressively because the infrastructure allows it.</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>If a conceptual design moves forward through future design and construction, a speed study will be conducted after the new facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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93	Ian Wilson	9/1/2024	Survey	Please prioritize adding shared-use paths along the entire length of the corridor. Among the many benefits, its such a good way to get some people taking journey out of their car to reduce traffic and to help those who don't have access to a car get around.	My preference would be option A, as the corridors lanes seem like they would create a significantly more expensive project. Please do not pursue option D (too many lanes, too expensive). I assume that for a single corridor lane isn't enough to make a meaningful difference, so option A doesn't seem worth it. If corridor lanes must be pursued, it seems like option C is the best compromise of cost/benefit but I assume you all have far better data on the top than I. But please do not compromise on the design of the Shared Use path. It should not be an afterthought and should be given as much weight throughout the process as the car lanes.	As many tress as possible, please! It makes things so much better and prettier for everyone, and for people on the shared use path the shade is amazing during the hotter months. Any areas where the pedestrian/shared use path is near the high speed traffic on the roadway or there aren't natural barriers, please please add barriers.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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94	Geoffrey A Wool	9/1/2024	Survey	Shared use paths should be a higher priority and should include shade trees.	Avoid overpasses. Raise SUPs in priority and line them with shade trees.	Please do not turn Parmer Lane into a freeway that runs parallel to the 183 freeway.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
95	Isaac Martin	9/1/2024	Survey	I think shared-use paths are needed along the ENTIRE corridor.	I support concept A the most since it provides the more space between bike/pedestrian paths and traffic, but I think the addition of a third lane is a useless waste of resources and suspect it will actively make car traffic worse.	I think shade trees should be added along the shared-use paths and that barriers should physically separate the cars from the pedestrians and bikers.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

96	Nikki Conley	9/1/2024	Survey	The short term improvements seem very vague. It would be good to identify the current areas that these improvements will impact such as which missing areas of sidewalk will be filled or which medians will be considered for closing.	Alternative A seems most appropriate for the current use of the road. There are so many businesses along the corridor that turning the corridor into just a commuter route to bypass all the lights in Alt B-D seems it will impact them.	It would be great to get a stop for the train. The Austin Capmetro train crossing is so close to apartments and businesses that could use access to it if there was a stop you could walk to.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
97	Julie Graf	9/1/2024	Survey	Additional right-turn lanes would help. In times of traffic, people drive on the shoulder for LONG distances to bypass for an upcoming turn. I've been anxiously awaiting the day that a pedestrian or cyclist is hit by an impatient driver using the shoulder for 1/4 mile or more.	We need shared-use paths along Parmer, and more vegetation. Austin Energy has cut the trees back significantly, and the whole area along Parmer just feels like it's full of dead brush and litter. We need separate bike paths that are wide enough to use the way cyclists currently use the shoulder, in each direction. Please do not add lanes. People's HOMES are along Parmer. Please do not add frontage roads, unless you're	Add 12ft fully protected Shared Use Paths with shade on both sides of the road for walking & bicycling and use a planted buffer or a solid barrier. Do NOT add more car lanes. This does not relieve congestion, worsens safety, and is the wrong way to accommodate population growth. Transfer ownership of Parmer Lane to the City of Austin to allow the City to apply its own safety and design standards.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

					planning to place them underneath an elevated express lane area. Do not widen the already wide footprint of this road any further.	
98	Megan Venable	9/1/2024	Survey	I support protected bike lanes & new crossings on Cameron/Dessau. Please allow no more than 2 vehicle lanes each way to prioritize safety over speed. Protect bike lanes with solid barriers like concrete.	For both short and long term improvements, add continuous shaded Shared Use Paths on both sides of the road and use a solid barrier like guardrails. Do NOT add more car lanes. This does not relieve congestion, worsens safety, and is the wrong way to accommodate population growth.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>

99	Henry Reissig	9/2/2024	Survey	Closing median openings would cause more traffic problems in my opinion, but I do agree that they are not safe, which is one of the reasons why the long term solutions you are proposing is the best option.	I'm absolutely in favor of any and all of the long term improvement concepts. Concept D would be ideal, but the ones down from there would be acceptable if people don't want it that wide.	Parmer land is only going to get more congested and the sooner we act on a longer term solution, the better it will be for everyone. We love to bike around our area, but Bike/Pedestrian lanes are really lacking on Parmer. Many people work around Riata and many live very near there on Parmer, but can't safely take anything but a car to get there. The lighting is not good either. [REDACTED] the turn from east bound Parmer to Gannymead at night is hazardous because of the lack of lighting. Turning left from west bound Parmer onto Melrose Trail to go that HEB is hazardous because of the hill obstructing the view of eastbound vehicles. I was born and raised in Austin and common complaint about expanding roads is that is encourages urban sprawl, but that's what zoning and smart planning is for. We should not sacrifice our safety to follow the "if we don't build it, they won't come." mentality.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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101	Michael Crocken	8/31/2024	Email		<p>I'm writing about the plans for the Parmer Lane section between Highway 45 and RM1431 (Whitestone). In my view, improvements to this section (specifically widening from 4 to 6 lanes) is more important than the section from Mopac to 45. I travel this entire stretch several times per week and the congestion is far more pronounced north of 45. Whether during regular commute times or on weekends, this is the case. I'm glad to see a reference to the 2018 study for this same section.</p> <p>So my questions are:</p> <ol style="list-style-type: none"> 1. Is this section north of 45 a priority (for study, engineering, and ultimately construction) or the same as the section south of 45? If it's the same, I would request a more focused study take place about the priority between the two. 2. What is the timeline for the overall project? How long is the study before it's released to the next step? <p>Thank you, Michael Crocken</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward. CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p> <p>A feasibility study is the first step in the multi-phase process before construction of any improvements can begin. Each step plays an important role in ensuring evaluations have been completed to identify, collect input from property owners and the community, and, if necessary, mitigate potential impacts to the community and natural environment. Subsequent phases of project development include environmental study, schematic design, final design, right-of-way coordination, and utility relocation.</p>
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102	Tom Wald	9/2/2024	Email		<p>Thank you for the opportunity to provide comments during the Parmer Lane (FM 734) Corridor Study Open House #2.</p> <p>Regarding the short- and mid-term improvement concepts Shared-use paths should be provided along both sides of the highway along the entire corridor within five years. This roadway serves existing urbanized areas and much of it presents dangerous gaps in the bike and pedestrian network. These gaps also limit the effectiveness of existing and potential transit investments, and limit employee access to jobs, among other negative outcomes</p> <p>The study materials did not make clear what timeframes "short, mid, and long-term" refer to, but presumably, short- and mid-term improvements would be completed or well underway within five years from now.</p> <p>Regarding the long-term improvement concepts Though each concept presents pros and cons, Concept A is the most preferable since it provides the most space between bikes/peds and cars, is the most cost-effective of limited public funds both at time of construction but also in maintenance, and provides a better quality of life to both roadway users and others living</p>	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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nearby.

Shade trees

Going forward, the project should specify the inclusion of shade trees along the shared-use paths. Shade trees serve important transportation functions, including moderating the ambient temperature of the paths, creating a separation between the path and main highway lanes, and reducing winds.

Physical protection

Going forward, the project should specify the inclusion of jersey barriers or guardrails separating the paths from the main highway lanes, especially in locations where the paths (and shade trees) are within the highway lanes' clear zones.

-Tom

103	D	9/3/2024	Survey	Overpass for Walking aka a Bicycle and Pedestrian Bridge for people & wildlife (deer, nocturnal animals, etc) only. NO over/underpasses for Traffic	No overpasses for traffic. Overpass for Walking aka a Bicycle and Pedestrian Bridge for people & wildlife (deer, nocturnal animals, etc) only.	<p>Parmer/McNeil Thoughts:</p> <ol style="list-style-type: none"> 1. Do NOT want any Overpass for vehicles <ol style="list-style-type: none"> a. Moved to this area 20+ years ago the main purpose of undeveloped land, wildlife, no major road/traffic structures. b. Too loud as it is, do not want overpass; air quality/sound etc. 2. I do want an Overpass for Walking aka Bicycle and Pedestrian Bridge for people & wildlife (deer, nocturnal animals, etc). <ol style="list-style-type: none"> A. We need a Safe walkway for highschoolers, local wildlife, bicyclists, & area residents to walk to area schools, shopping, work, and local bus stops. B. There are similar proposals for downtown, South, and Eastin Austin as a part of the city of Austin Mobility project. Northwest Austin (McNeil/Parmer area) has historically been overlooked and not included. As an Austin Property owner for 20+ years, I am frustrated that my tax dollars are continually used for downtown parks & locations for tourists & college draws, but not for actual residents who are paying taxes outside of these tourists draw locations. i. I do NOT travel downtown, and will never travel downtown due to heavy traffic, excessive number of Toll Roads, excessive Toll Road costs, cost of parking, and the expensive costs of attending ANY Austin attraction or 	<p>Thank you for your comment. The goals for this study include identifying and recommending solutions for needed safety improvements, enhancing the mobility and functionality of the corridor, enhancing multimodal movement, operations, safety, and developing community-supporting recommendations for the corridor.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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event.

ii. As a 30+ year state employee I can barely afford to continue live within the Austin City Limits. Especially with excessive property taxes and continual increase of utilities & cost of living. State employees do NOT receive any pay increases nor cost of living compensation. State Employees are underpaid compared to private industry salaries. Historically our state salaries are not approved and dismissed from the Bi-Annual Texas legislature sessions. Additionally private industry and the city of Austin currently compensates employees to reside in Austin due to high cost of living. State employees are neglected within all City of Austin Household Affordability plan. Only teachers get the lime light for budgeting, affordability, & housing plans.

C. As a responsible person, I do not want the local limestone caverns disturbed nor destroyed. It was 'recently' discovered that there are caverns in the NW Austin area. A cave was found during construction of the new music wing for the McNeil Hight school.

D. Additionally this area should be included within plan to connect & extend to the current Walnut Creek hike/bike trail network system located at the Balcones District Park to further leverage existing transit & pedestrian safety to deliver complete streets to everyone residing in the

Parmer/McNeil surrounding area.

E. It would be ideal to expand & use existing drainage tunnel systems to not only allow to small mammal access traffic, but to also create & develop various location water holes to effectively use the drainage rain water to support local wildlife due to continuing extreme droughts & ever-increasing wildfire risks.

- i. Another idea is to create a rain water aquifers (similar to Lady bird wildflower center) to the various location watering holes and along hike & bike trails.
- ii. Rainwater aquifers & watering holes will need to take into consideration the planning for mosquito control; including bats, etc.

F. Suggested locations for proposed Bicycle/Pedestrian/Wildlife Bridge overpass:

- i. Melrose Trail & W. Parmer Lane
- ii. Corpus Christi Dr & W Parmer Lane

3. Additional short white safety poles or something is needed to discourage drivers cutting across W. Parmer Lane into the HEB shopping center. Often times irresponsible cars traveling on North bound W. Parmer Lane are recklessly going against South bound W. Parmer Lane traffic to enter the HEB Shopping plaza at Melrose Trail

4. Timing of lights at the Riata Vista Circle and W. Parmer Lane intersection is off. The light-timing to take a left turn from North bound W. Parmer Lane onto Riata Vista Circle

needs to be reset to allow drivers to take a left turn at the same time when the other North bound light are also green.

5. There has been an explosion of cut-thru traffic to avoid major intersection at Parmer & McNeil Drive & W. Parmer Lane.

a. The Milwood and Bancroft neighborhoods need speed management bumps. Local residents have requested speed bumps for the past 20 years! Including using the more recent 311 Speed Management Request system & processes. Area was evaluated several years ago, placed on the city of Austin list and downgraded on the list ever since.

b. In Milwood, speed limit signs were installed, but are ignored. Reckless drivers continue to speed. And zip around other drivers (on the left) to pass cars who are driving the speed limit. Just this morning (Saturday - 08/24/24) we could not take a left turn onto Shreveport Drive as cut-thru driver was speeding, talking on the phone, did not slow down for & blared their horn. Milwood residents can not play in the front yards, or walk in the neighborhood or to school (Jollyville Element ray & McNeil Highschool) due to speeding & reckless drivers. Several speed humps need to be installed within the Milwood neighborhood similar to the ones currently on Avery Island Ave. and other areas of the city such as

Hyde Park.

- c. Local IT company employees (Apple & others) speed through on Garfield Lane, Shreveport Drive, Heinemann Dr, and Melrose Trail.
- d. Can NOT safely get mail as cars will NOT slow down & continue to speed by when local residents are out to take trash to curbs, get mail, walk dogs, play with children, This issues has been report on multiple occasions to my personal knowledge for 20 years already.
- e. Rod from XX to XX, when you are driving the speed limit, cars speed and frequently pass you on your left recklessly because you are not “driving fast enough” & then speed pass you on your left on the 2-lane neighborhood road. Additionally, there are parked cars on each side of the road.
- f. Note: Avery Island Ave already has existing speed bump(s).
- g. Suggest adding speed bumps in the Milwood and Bancroft neighborhoods management/bumps on McNeil
- h. Need cops (motorcycle/cop trailer at HEB shopping plaza) to discourage, monitor, & enforce speed & reckless driving.
- i. School locations
- j. Right turn from McNeil onto Melrose was recently repainted in 08/2024. Right run from McNeil onto Melrose Trail is not too sharp. Traffic behind (McNeil) do not slow down for responsible drivers to slow down to

					<p>take sharp turn to ensure there are no pedestrians/school children crossing.</p> <p>6. Speed management/bumps on Parmer</p> <p>a. Parmer/McNeil intersection to enforce reduced speed for shopping traffics.</p> <p>b. Parmer/McNeil intersection to allow highschool to walk to school safely.</p> <p>c. Need cops (motorcycle/cop trailer at HEB shopping plaza) to discourage, monitor, & enforce speed & reckless driving on parmer.</p> <p>d. Saturday/Sunday Parmer Road used by motorcycle to speed down. Current drivers habitually cut in & out of traffic recklessly. Often times, almost side swiping other cars.</p> <p>7. School lights on McNeil</p> <p>8. Sidewalk needed on McNeil, both sides of the road. School children, local residents to walk to shopping. & hike/bike trail system.</p> <p>10. Keep/maintain the Parmer Medians AND side shoulders of the road not only for aesthetics but to support native plant life including our existing wildflowers, cactus, and trees per current Lady Bird Johnson programs & purposes.</p> <p>a. Austin has the opportunity to continue to encourage & support local bees, monarch butterfly & hummingbird migrations, and other wildlife.</p> <p>11. Re-Pave neighborhood roads, not</p>	
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					<p>re-gravel.</p> <p>a. All local resident neighborhoods have High traffic due to school buses, mail delivery, cut thru traffic from construction companies, local IT companies, & shopping public.</p> <p>b. Ideally repave with porous, rainwater drainage, light color for heat.</p> <p>All my tax dollars have been allocated to downtown/South/east Austin roads, parks, neighborhoods, collage areas, for student & tourists' populations. NW Austin has historically been neglected. NW Austin residents pay tax dollars for all the City of Austin programs who have not received any plans nor funding for XXXX living. Other topics of concern, 183 does not have enough off ramps for local area residents. 183 built to be a toll road so exit ramps were not built for local resident 'get around". Local residents required to use frontage roads for long stretches unnecessarily.</p>	
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105	Matthew Ludlum	9/3/2024	Survey	<p>Short term could use traffic signal optimization for travel through the corridor. Provide a “story” for the users of this road and what they are driving for and where they are going. Reduce the speed in high crash areas. Sound mitigation/walls for segments missing them now. I’d also like to see a higher level of integration with existing travel systems such as Cap Metro and working with City of Austin. Specific cut outs for bus stops should be considered and built even if the service doesn’t exist right now. Plan and build out for the redline hike and bike trails so that reword isn’t necessary.</p>	<p>I’m really opposed to the 10+ lanes when we have 183 and mopac that would work better as primary travel corridors. I think optimizing specific intersections with optimal above/below grade options might be better vs try to buy alternative routes to 183 with higher capacity. For example, if you reduce the need for having 8 lights between Riata Circle and 45, that’d be more effective than adding 4 lanes of non-interrupted traffic.</p> <p>If you manage your school traffic effectively, you may not need to build out excess capacity in terms of lanes.</p> <p>Consider and adapt as plans for Robinson Ranch are cemented – they’ve been in a state of flux for 2 decades so it’s tough</p>	<p>Continue to engage with the community. Fix your crash metrics – contact Jollyville Fire Department and other EMS/agencies rather than rely on APD or current data feeds. If you do one thing and one thing only for pedestrians/cyclists, please provide a safe route from Riata Vista Circle to Europa over the train tracks. There exists No north/south route that doesn’t take you on a shoulder at Parmer. There is literally only one other “safe” north/south bicycle route and that is Jollyville Road. I don’t care if you have to build a separate bridge over Yett Creek Park or whatever.</p>	<p>Thank you for your comment. The goals for this study include identifying and recommending solutions for needed safety improvements, enhancing the mobility and functionality of the corridor, enhancing multimodal movement, operations, safety, and developing community-supporting recommendations for the corridor.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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to pin down
“what/when where”
with it.

Consider adding
easier access to 45
from North/South
parmer to encourage
traffic to use that.

While
cycling/walking is
never going to be a
highly utilized means
of travel, Parmer and
it’s various
intersections act as
walls for connecting
bike lanes. To that
end, I’d like to see
fewer but more “high
comfort” crossings
provided than
basic/low cost
crossing for cyclists.
A good example of
this is McNeil/Parmer
and provided a route
to the Howard
station – Travis
county is building the
missing bike lane
segment for that
stretch on Howard –
the only thing left is
ensuring that the
Parmer crossing is
easier/safer to

utilize.

Of course – provided a SUP on both sides of the corridor would be very much welcomed.

IE – it may be better to speed more on providing roads to/from McNeil High school

106	Jennifer Seibel	9/3/2024	Survey	Those improvements are incredibly important and need to happen right now!	The construction for those improvements needs to get underway ASAP.	Many young people drive in Parmer everyday to access McNeil H.S., Kelly Reeves Athletic Complex, and Vista Ridge H.S. The safety of new drivers needs to be taken into serious consideration alongside the ever growing Apple campus and development on the Robinson Ranch lands. High speed combined with a growing population does not mix well.	<p>Thank you for your comment. Goals for this study include identifying and proposing solutions for safety, mobility, and multimodal community supporting improvements for the corridor. Your suggestions will be taken into consideration as we move forward. CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p> <p>A feasibility study is the first step in the multi-phase process before construction of any improvements can begin. Each step plays an important role in ensuring evaluations have been completed to identify, collect input from property owners and the community, and, if necessary, mitigate potential impacts to the community and natural environment. Subsequent phases of project development include environmental study, schematic design, final design, right-of-way coordination, and utility relocation.</p>
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107	Robyn Ross	9/3/2024	Email		<p>Hi folks,</p> <p>Been busy at work, so comments are sliding in at the last minute. The survey has already closed but I'm hoping my literal 11th-hour email can be counted as 'postmarked' by 9/3.</p> <p>I moved to this area one year ago so am still getting familiar with the volume of traffic and planned development. My primary comment is that I'd like us to consider all options for managing congestion, not just building more lanes. We know that induced demand is real, and lanes often temporarily relieve congestion before quickly filling. Additional lanes may well be needed, but let's do everything we can to be creative about involving transit in our solution and encouraging carpooling. I am concerned about the climate and the future of the planet, and we've got to be more creative about cutting down on driving, even if that hasn't traditionally been the mandate of CAMPO and TxDOT. Bottom line - we might need another lane, but let's not automatically assume the solution is more concrete, more driving.</p> <p>If the survey were still open, I would indicate a preference for Concept A.</p> <p>I strongly support the addition of SUPs everywhere sidewalks do not exist, and I encourage the planting of</p>	<p>Thank you for your comment. The goals for this study include identifying and recommending solutions for needed safety improvements, enhancing the mobility and functionality of the corridor, enhancing multimodal movement, operations, safety, and developing community-supporting recommendations for the corridor.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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trees to shade the paths and buffer them from the road.

I am interested in supporting connectivity to the Red Line and adding bus service on Parmer.

I suspect many of my neighbors could benefit from more exposure to the various concepts and how to read the diagrams - especially those who live closest to Parmer and would be most impacted by construction and newly elevated lanes. I would be happy to work with y'all to see if we could get an open-house-type meeting in the Rattan Creek neighborhood, i.e., at the community center, so people could look at roll plot-type diagrams and make sure they understand the changes. Yes, the open house at McNeil High was very close to us, but I think customizing the presentation to a neighborhood and using neighborhood networks to increase turnout can amplify engagement. Even if there's not a survey to take, having more conversations can help build rapport and answer questions. Please let me know if you'd like to talk further about this.

thanks,
Robyn Ross

108	Denise Canary	9/3/2024	Email		<p>██████████ Parmer/McNeil Thoughts:</p> <ol style="list-style-type: none"> 1. Do NOT want any Overpass for vehicles. <ol style="list-style-type: none"> a. Moved to this area 20+ years ago the main purpose of undeveloped land, wildlife, no major road/traffic structures. b. Too loud as it is, do not want overpass: air quality/sound etc. 2. I do want an Overpass for Walking aka a Bicycle and Pedestrian Bridge for people & wildlife (deer, nocturnal animals, etc). <ol style="list-style-type: none"> a. We need a Safe walkway for highschoolers, local wildlife, bicyclists, & area residents to walk to area schools, shopping, work, and local bus stops. b. There are similar proposals for downtown, South, and East Austin as a part of the city of Austin Mobility projects. Northwest Austin (McNeil/Parmer area) has historically been overlooked and not included. As an Austin Property owner for 20+ years, I am frustrated that my tax dollars are continually used for downtown parks & locations for tourist & college draws, but not for actual residents who are paying taxes outside of these tourists draw locations. <ol style="list-style-type: none"> i. I do NOT travel downtown, and will never travel downtown due to heavy traffic, excessive number of Toll Roads, excessive Toll Road costs, cost of parking, and the expensive cost of 	<p>Thank you for your comment. The goals for this study include identifying and recommending solutions for needed safety improvements, enhancing the mobility and functionality of the corridor, enhancing multimodal movement, operations, safety, and developing community-supporting recommendations for the corridor.</p> <p>CAMPO and TxDOT are using technical and environmental evaluations, along with community input, to develop potential improvements for Parmer Lane for multiple modes of travel. This study will propose potential short- and long-term improvements for Parmer Lane to be further developed in future study phases. Dates for continued community engagement are to be determined.</p>
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attending ANY Austin attraction or event.

ii. As a 30+ year state employee I can barely afford to continue live within the Austin City Limits. Especially with excessive property taxes and the continual increase of utilities & cost of living. State employees do NOT receive any pay increases nor cost of living compensation. State Employees are underpaid compared to private industry salaries. Historically our state salaries are not approved and dismissed from the Bi-Annual Texas legislature sessions. Additionally private industry and the city of Austin currently compensates employees to reside in Austin due to the high cost of living. State employees are required to live in the area and are NOT compensated to live in high cost of living locations. State employees are neglected within all City of Austin Household Affordability plans. Only teachers get the lime light for budgeting, affordability, & housing plans.

c.As a responsible person, I do not want the local limestone caverns disturbed nor destroyed. It was 'recently' discovered that there are caverns here in the NW Austin area. A cave was found during construction of the new music wing for the McNeil High school.

d.Additionally this area should be included within plans to connect &

extend to the current Walnut Creek hike/bike trail network system located at the Balcones District Park to further leverage existing transit & pedestrian safety to deliver complete streets to everyone residing in the Parmer/McNeil surrounding areas.

e. It would be ideal to expand & use existing drainage tunnel systems to not only allow small mammal access traffic, but to also create & develop various location water holes to effectively use the drainage rain water to support local wildlife due to continuing extreme droughts & ever-increasing wildfire risks.

- i. Another idea is to create a rain water aquifers (similar to Lady bird wildflower center) to the various location watering holes and along hike & bike trails.
- ii. Rainwater aquifers & watering holes will need to take into consideration the planning for mosquito control; including bats, etc.

f. Suggested locations for proposed Bicycle/Pedestrian/Wildlife Bridge overpass:

- i. Melrose Trail & W. Parmer Lane
- ii. Corpus Christi Dr & W. Parmer Lane

3. Additional short white safety poles or something is needed to discourage drivers cutting across W. Parmer Lane into the HEB shopping center. Often times irresponsible cars traveling on North bound W. Parmer Lane are

						<p>recklessly going against South bound W. Parmer Lane traffic to enter the HEB Shopping plaza at Melrose Trail</p> <p>4. Timing of lights at the Riata Vista Circle & W. Parmer Lane intersection is off. The light-timing to take a left turn from North bound W. Parmer Lane onto Riata Vista Circle needs to be reset to allow drivers to take a left turn at the same time when the other North bound light are also green. Neighborhood residents have to wait an extra ordinary amount of time unnecessarily to get into the neighborhood.</p> <p>5. There has been an explosion of cut-thru traffic to avoid major inspection at Parmer & McNeil Drive & W. Parmer Lane.</p> <p>a. The Milwood and Bancroft neighborhoods need speed management bumps. Local residents have requested speed bumps for the past 20 years! Including using the more recent 311 Speed Management Request system & processes. Area was evaluated several years ago, placed on the city of Austin list and downgraded on the list ever since.</p> <p>b. In Milwood, speed limit signs were installed, but are currently ignored. Reckless drivers continue to speed. And zip around other drivers (on the left) to pass cars who are driving the speed limit. Just this morning (Saturday-08/24/24) we could not take a left turn onto Shreveport Drive as a cut-thru driver was speeding,</p>	
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talking on the phone, did not slow down, & blared their horn. Milwood residents can not play in the front yards, or walk in the neighborhood or to school (Jollyville Element ray & McNeil Highschool) due to speeding & reckless drivers. Several speed humps need to be installed within the Milwood neighborhood similar to the ones currently on Avery Island Ave. and other areas of the city such as Hyde Park.

c. Local IT company employees (Apple) & public speed through on Garfield Lane, Shreveport Drive, Heinemann Dr, and Melrose Trail.

d. Can NOT safely get mail as cars will NOT slow down. Cars continue to speed by when local residents are exiting their car to get mail, when residents take trash bins to curbs, walk dogs, biking, and while children at play. This issue has been reported on multiple occasions to my personal knowledge for 20 years already.

e. Road from McNeil/Melrose Trail to Melrose Trail to W. Parmer Lane: When you are driving the speed limit, cars speed and frequently pass you on your left recklessly because you are not "driving fast enough" & then speed pass you on your left on the 2-lane neighborhood road.

Additionally, there are parked cars on each side of the road. Speed bumps are needed due to this and for local apartment children walking to school or at play.

f.Note: Avery Island Ave already has existing speed bump(s).

g.Suggested speed bumps in the Milwood and Bancroft neighborhoods:
 Speed management/bumps on McNeil

h.Need cops (motorcycle/cop trailer at HEB shopping plaza) to discourage, monitor, & enforce speed & reckless driving.

i.School locations

j.Right turn from McNeil Drive onto Melrose Trail was recently repainted in 08/2024. The Right turn from McNeil Drive onto Melrose Trails is now too sharp. McNeil Drive Traffic behind you do NOT slow down for responsible drivers to slow down to take the sharp right turn onto Melrose Trail ensure there are no children/pedestrians crossing.

6.Speed management/bumps W. Parmer Lane/McNeil Drive.

a.W. Parmer Lane/McNeil intersection to enforce reduced speed for shopping traffic

b.W. Parmer Lane /McNeil intersection to allow highschooler to walk to school safely.

c.Need cops (motorcycle/cop trailer at HEB shopping plaza) to discourage, monitor, & enforce speed & reckless driving on W. Parmer Lane.

d.Saturday/Sunday W. Parmer Lane used by motorcycle to speed down. Current drivers habitually cut in & out of traffic recklessly. Often times,

					<p>almost side swiping other cars.</p> <p>7. Need School lights on McNeil Drive/Melrose Trail for Jollyville Elementary School.</p> <p>8. Sidewalk needed on McNeil Drive, both sides of the road. Jollyville Elementary School children, McNeil High School students, & local residents to walk to schools/shopping.</p> <p>9. Sidewalk needed on W Parmer Lane, both sides of the road. McNeil High School children to safely walk from local surrounding neighborhoods to get to not only McNeil Highschool, but also the local library on & hike/bike trail system.</p> <p>10. Keep/maintain the W. Parmer Lane Medians AND side shoulders of the roads not only for aesthetics but to support native wildlife & plant life, including our existing wildflowers, cactus, and trees per current Lady Bird Johnson programs & purposes.</p> <p>a. Austin has the opportunity to continue to encourage & support local bees, monarch butterfly & hummingbird migrations, and other wildlife.</p> <p>11. Re-Pave neighborhood roads, not re-gravel.</p> <p>a. All local resident neighborhoods have High traffic due to school buses, mail delivery, cut thru traffic from construction companies, local IT companies, & shopping public.</p> <p>b. Ideally repave with porous, rainwater drainage, light color for</p>	
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heat

All my tax dollars have been allocated to downtown/South/east Austin roads, parks, neighborhoods, collage areas, for student & tourists' populations. NW Austin has historically been neglected. NW Austin residents pay tax dollars for all the City of Austin programs. NW Austin has historically been excluded within City of Austin project planning and funding.

Other topics of concern, these neighborhoods are now high rental/renting properties. And property owners/management companies do NOT take care of home properties, such at cutting grass, raking leaves so they do not go down storm drains, trimming tree limbs, etc. The city of Austin needs to mandate that ALL rental/lease home property yards are maintained at minimum once (1) a month (front & back yards.)

183 does not have enough off ramps for local area residents. 183 built to be a toll road so exit ramps were not built for local resident 'get around". Local residents required to use frontage roads for long stretches unnecessarily.

No local Foodbanks or other low-income assistance facilities. Not everyone in NW Austin can drive to 45th street area for the 'closest geographic location' assistance programs. EX: During COVID have to

drive all the way down to XXXX location, and that's if you have a working car & \$ for gas to get there. As a long-standing NW Austin resident, I did not want the Q2 stadium nor the Domian Expansion as this would lead to vastly increased traffic volumes. And especially considering that there were NO additional police or fire stations PLANED for nor BUILT for the NW Austin area along the Parmer Road stretch. Ideally another police station and fire station are needed Parmer/I45 intersection location. The existing police/fire station could handle area Parmer East of Mopac. And the proposed Parmer/620 could handle Parmer West of Mopac.

- Proposed Fire station Location:
- Proposed Police Sub-station location:

I would like the surrounding IT companies to incorporate on their properties, support for local wild life. Examples: Purple Martin birdhouse poles, bat homes, safe watering holes for deer, work with local bee keepers to allow bee homes, etc. as a collaborative effort with the City of Austin to sustain & maintain central Texas ecosystems & local wildlife. I'm sure there are existing City of Austin, County, and/or Federal programs/dollars along with private entities to encourage & initiate this kind of program.

I request & prefer to remain

anonymous within all public forums & communications.

20+ Local NW Austin Resident,
Denise Canary
13006 Campos Drive
Austin, TX 78727
sparkybff@duck.com

*Attachments from this email are included at the end of the matrix.

109	Cody Stone	9/3/2024	Email		<p>Good afternoon,</p> <p>The City of Austin Transportation and Public Works Department looks forward to collaborating with CAMPO and TxDOT on this project and appreciates the time and resources devoted to this Parmer Lane Corridor Study. These comments are intended to help with project development as the corridor study continues from a range of alternatives to a recommended alternative.</p> <p>For the previous Parmer Lane project from Whitestone to SH 45, City of Austin was a partner on the project and we, at the Transportation and Public Works Department, collaborated on the design up to 60%. We would like to continue collaboration through this corridor study process and achieve those same goals that we were collaborating to achieve with TxDOT. In that spirit, below are comments from the City on the Open House #2 Exhibits.</p> <p>Please let us know if you have any questions on these comments and we are happy to meet to discuss.</p> <ul style="list-style-type: none"> •Exhibit board #6 includes public comment on reducing speeds at existing intersections and roadways. In the presentation of alternatives, it is unclear what speed mitigation measures would be considered in the 	<p>Thank you for your comment. This input will be utilized in the development of potential improvements, and the project team will conduct stand alone meetings with all agency stakeholders through each project phase.</p>
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alternatives. The City of Austin identifies Parmer Lane on its High Injury Network from Mopac to Adelphi Lane, and also recognizes the conditions on the roadway that contribute to fatal and severe crashes, like posted speed limit and the wide cross section. Alternatives presented include signal optimization and additional lanes, which are focused on improving flow and capacity. The City of Austin recommends inclusion of speed mitigation strategies in alternatives to address the major comment of slowing speeds.

- Exhibit #6 also includes the public’s interest in addressing pedestrian and cyclist safety. Given this shared interest of the public and stakeholders, we recommend that cyclist and pedestrian crashes (representing the most vulnerable users) be separated out in the visual analysis and presentation of crashes. We encourage the project team to present at the City Pedestrian Advisory Committee and Bicycle Advisory Committee. During the design of the previous TxDOT Parmer Lane project, north of SH 45, TxDOT met with the Bicycle Advisory Committee and heard from a constituent that was severely injured riding her bicycle on the shoulder of Parmer Lane. These committee meetings can illuminate vulnerable user experiences on the roadway and

						<p>speaking to the importance of design details in alternatives considered.</p> <ul style="list-style-type: none">•The corridor study should reference the Austin Strategic Mobility Plan for the proposed bicycle and sidewalk facility on Parmer and each CoA side street. The study should reference the Austin Transportation Criteria Manual for street design at the cross streets.•The City recommends making clear the intent on application of best practice for the width and setback of the shared use paths, as CAMPO has done on other projects, such as SH 45.•There is no exhibit board that displays traffic volumes, delay, speeds, and expected growth – which can be indicators for alternatives that should be considered. Can that detail be provided for context in alternative development?•As part of alternative development, the City would like the safety impact analysis of the concepts to compare cross sections. Much of the traffic appears to be turning on and off the corridor based on the travel pattern displays, and it would be helpful to identify how the alternatives address those conflict points.•In addition to goals and objectives, it would be helpful to include purpose and need – to identify which alternatives address the project purpose and need.•In the alternative analysis, the City would like to see the consideration of how the Future Transportation	
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Corridor is defined. Can that include analysis of dedicated transit facilities?

Comments related to Whitestone to SH 45 (previously funded segment):

- Given that the TxDOT RDM guidance and direction from administration has been updated to also include SUP by default for any new designs, our opinion is that 10' SUPs should be included on each side, replacing any existing sidewalk segments. SUP design should follow AASHTO requirements and use at least 10' width, 5' minimum setback from roadway, and centerline radii that reflect the appropriate design speeds.
- At previous 60% design, SUP crossing of Brushy Creek was included as well as connections down to the trail on each side of the creek. We would expect that would be a part of the corridor study and future designs.
- At previous 60% design, City had collaborated with TxDOT and the design engineer to include safe SUP crossings on each side of the SH 45 bridge for pedestrians and cyclists. This included reconfiguring the slip lanes to have safer "smart right" geometry for turns. We would expect that would be a part of the corridor study and future designs.
- At previous 60% design, for the City of Austin local side streets, the design engineer used the City's Transportation Criteria Manual in the design of intersections for details like

corner radii and curb ramp placement. We would expect that would be a part of the corridor study and future designs. In particular, the City would want the Parmer design to tie into the bicycle and pedestrian facilities planned for each cross street, such as Lakeline Blvd, which has planned improvements.

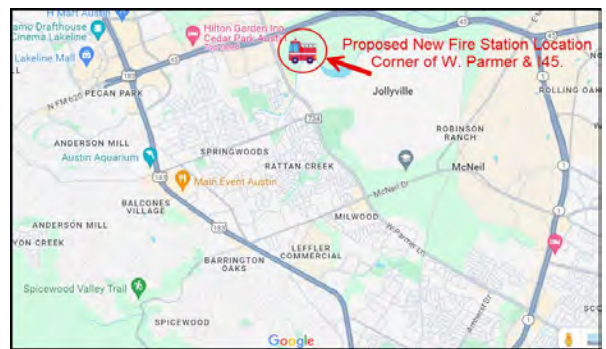
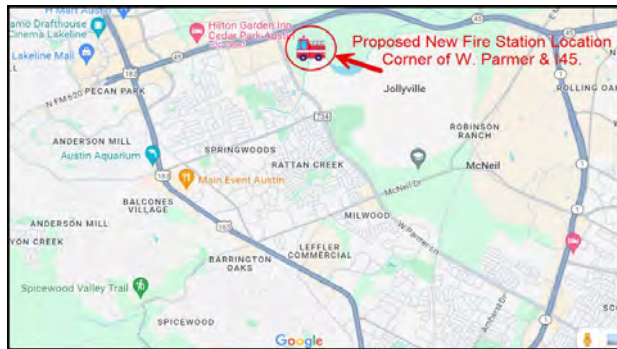
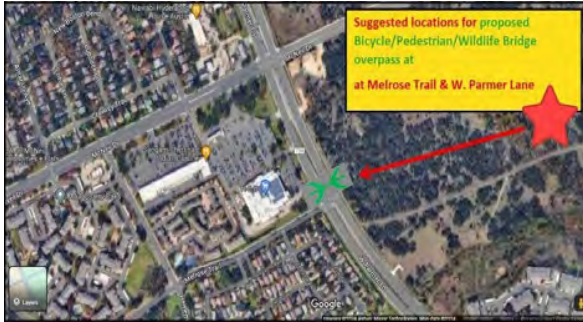
Comments related to SH 45 to Mopac:

- This segment should also follow City ASMP, TCM and TxDOT RDM and include 10' SUP on each side of Parmer for the extend of the project. This should include SUP crossings of Lake Creek and the two railroad bridges.
- At City of Austin local cross streets, design should reference the City's Transportation Criteria Manual for details like corner radii. Design should tie into the pedestrian and bicycle infrastructure planned at each cross street such as the existing sidewalk and bike lanes on McNeil Drive.
- Currently, the approach and crossing of Mopac on Parmer for cyclists is not up to current best practice and a frequent source of complaint from the public. In particular, the eastbound approach includes a ¼ mile segment with a painted bike lane between 2 lanes to the right and 4 to the left, all high speed. This should be modified to SUP behind curb to meet best practice and tie in to the rest of

the corridor.

Thank you

Attachments from Denise Canary (#106)



C. Notices

Postcard

Mailed to 9,273 property owners within 500 foot of the Study Area on July 19, 2024



PARMER LANE (FM 734) CORRIDOR STUDY ESTUDIO DEL CORREDOR VIAL DE PARMER LANE (FM 734)

The Capital Area Metropolitan Planning Organization (CAMPO) and the Texas Department of Transportation (TxDOT) are conducting a corridor study to identify, evaluate, and recommend potential design improvements for Parmer Lane from MoPac (SL 1) to Whitestone Boulevard (RM 1431). CAMPO and TxDOT are hosting an open house to share feedback received during the first open house, gather input on preliminary improvement alternatives, and share next steps. The open house will include both in-person and virtual options to participate.

La Organización de Planificación Metropolitana del Área Capital (CAMPO) y el Departamento de Transporte de Texas (TxDOT) están llevando a cabo un estudio sobre el corredor vial para identificar, evaluar y recomendar posibles mejoras de diseño para Parmer Lane, desde MoPac (SL 1) a Whitestone Boulevard (RM 1431). CAMPO y TxDOT están organizando una reunión comunitaria para compartir los comentarios recibidos durante la primera reunión, recopilar opiniones sobre alternativas de mejora preliminares y compartir los próximos pasos. Se puede participar manera presencial o virtual.

IN-PERSON OPEN HOUSE	REUNIÓN COMUNITARIA PRESENCIAL	VIRTUAL OPEN HOUSE	REUNIÓN COMUNITARIA VIRTUAL
 Thursday, Aug. 1, 2024 5-7 p.m.	 Jueves 1 de agosto de 2024 5-7 p.m.	 Aug. 1, 2024 - Sept. 3, 2024	 1 de agosto de 2024 - 3 de septiembre de 2024
 Round Rock ISD PAC 5800 McNeil Dr., Austin, TX 78729	 Round Rock ISD PAC 5800 McNeil Dr., Austin, TX 78729	 Visit bit.ly/ParmerLane or scan the QR code	 Visite bit.ly/ParmerLane escanee el código QR



Share your input!

**PARMER LANE (FM 734)
CORRIDOR STUDY OPEN HOUSE**

Questions or comments? Please contact:
**Parmer Lane (FM 734) Corridor Study
Project Team**

 (512) 651-3964
 ParmerLaneCorridorStudy@gmail.com

Projects materials will be available in English and Spanish for both meeting formats. If you need interpretation or translation services or are a person with a disability who requires an accommodation to participate in the in-person or virtual open house, please contact the project team at (512) 651-3964 no later than Thursday, July 25, 2024.

Information by mail can be requested by calling (512) 651-3964 or by email at ParmerLaneCorridorStudy@gmail.com.

Comparta su opinión

**REUNIÓN PÚBLICA DEL ESTUDIO DEL
CORREDOR VIAL DE PARMER LANE (FM 734)**

Para preguntas o comentarios por favor contacte al:
**Equipo del proyecto del estudio del corredor de
Parmer Lane (FM 734)**

 (512) 651-3964
 ParmerLaneCorridorStudy@gmail.com

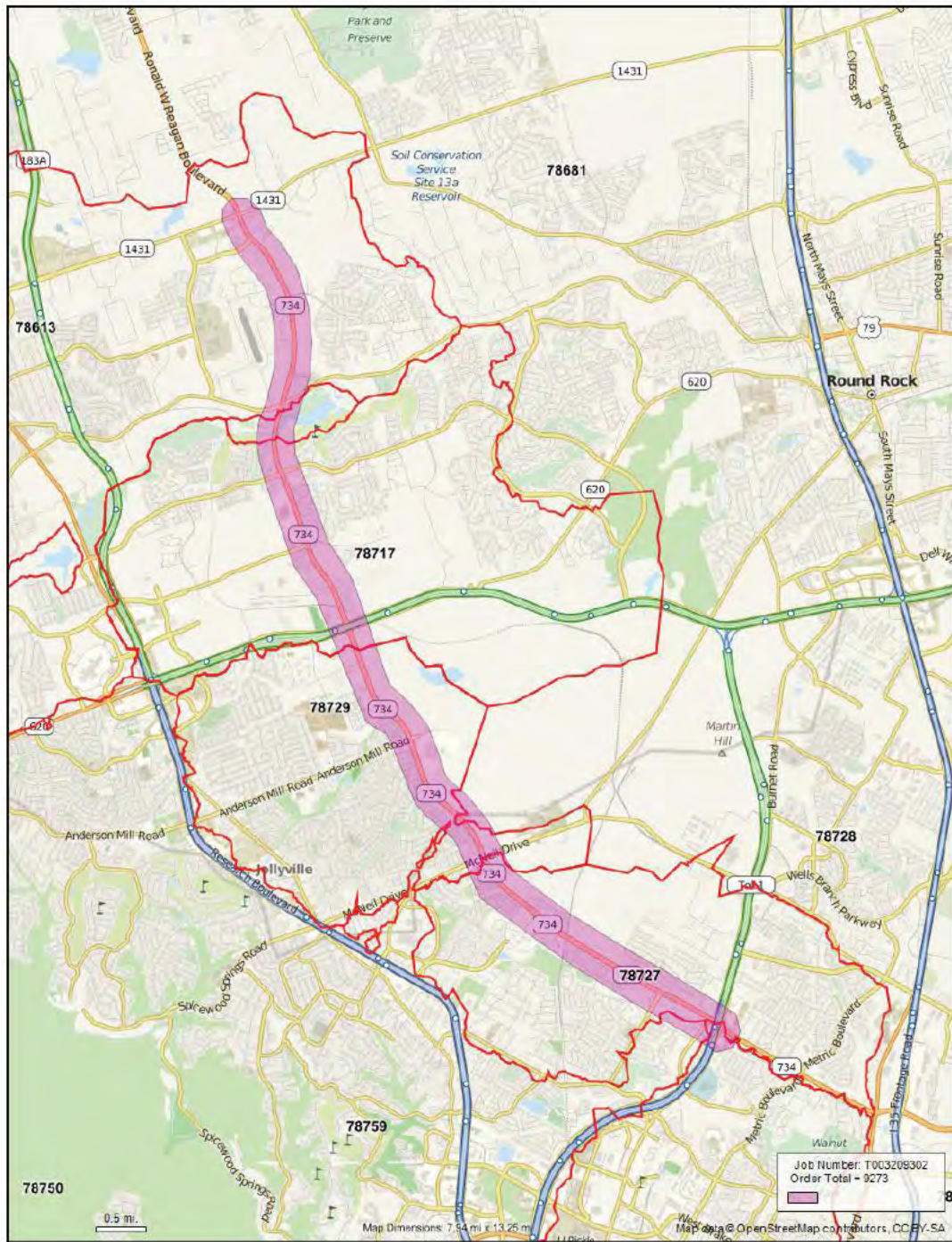
Los materiales del proyecto estarán disponibles en inglés y español para ambos formatos de reunión. Si necesita servicios de interpretación o traducción, tiene alguna discapacidad que requiera adaptaciones para participar en la jornada de puertas abiertas, ya sea en persona o virtual, por favor contacte al equipo del proyecto al (512) 651-3964 a más tardar el jueves 25 de julio de 2024.

La información por correo se puede solicitar llamando al tel (512) 651-3964 o enviando un correo electrónico a ParmerLaneCorridorStudy@gmail.com.



Parmer Lane Corridor
Study, 1608 W 6th St.
Austin, TX 78703



Postcard Mailing List Map



Print Advertisements

Published digitally in Community Impact on July 25, 2024

PARMER LANE (FM 734) CORRIDOR STUDY

The Capital Area Metropolitan Planning Organization (CAMPO) and the Texas Department of Transportation (TxDOT) are conducting a corridor study to identify, evaluate, and recommend potential design improvements for Parmer Lane from MoPac (SL 1) to Whitestone Boulevard (RM 1431). CAMPO and TxDOT are hosting an open house to share feedback received during the first open house, gather input on preliminary improvement alternatives, and share next steps. The open house will include both in-person and virtual options to participate.

IN-PERSON OPEN HOUSE


Thursday, Aug. 1, 2024
5-7p.m.

Round Rock ISD PAC
5800 McNeil Dr., Austin, TX 78729

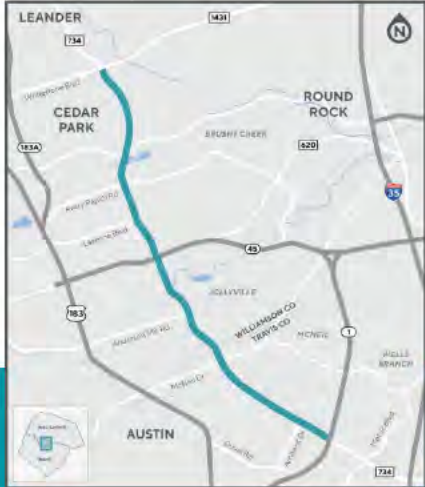
VIRTUAL OPEN HOUSE

Aug. 1, 2024-Sept. 3, 2024

To access the virtual open house, visit bit.ly/ParmerLane or use the QR code to the right.



Comments from the public regarding the study area are requested and may be submitted by any of the methods below. All comments must be received or postmarked by Sept. 3, 2024. Information by mail can be requested by calling (512) 651-3964 or by email at ParmerLaneCorridorStudy@gmail.com.



QUESTIONS OR COMMENTS

Parmer Lane (FM 734) Corridor Study Project Team

Parmer Lane Corridor Study, 1608 W 6th St Austin, TX 78703

ParmerLaneCorridorStudy@gmail.com



Community Impact Newspaper | 11000 W. 6th Street, Suite 1000 | Austin, TX 78703 | Tel: 512-691-1500

CAMPO/TxDOT (Rifeline)

BEFORE ME, the undersigned authority, on this day personally appeared Gail Watson who being duly sworn on her oath stated as follows:

My name is Gail Watson. I certify that I am an employee of the publishers of Community Impact Newspaper. I certify that the attached ad was published on the Community Impact Cedar Park/Far Northwest Austin and North/Northwest Austin Websites from 7/25/24 to 8/1/24 at the cost of \$100 per market.

I certify that the above is a true and accurate statement as they appeared on the Community Impact Website during the above-specified dates.

SUBSCRIBED AND SWORN TO BEFORE ME on this 12 day of August, 2024, to certify which witness my hand and official seal.



Employee, Community Impact Newspaper



Notary, State of Texas
(seal)



communityimpact.com

16 • EL MUNDO NEWS PAPER

VIOLAJ 25 • 31 / 2024

Canciones que son éxitos gracias a un 'segundo aire'

Siempre ha existido que algunas canciones se vuelven éxitos gracias a un "segundo aire". Esto sucede cuando una canción que ya había sido lanzada anteriormente, vuelve a ser escuchada en un momento diferente, logrando así un nuevo éxito. Este fenómeno puede ocurrir por varias razones, como un nuevo lanzamiento en un formato diferente, una regrabación, o simplemente porque la canción resurge en un momento clave de la vida de un artista o de un público.

Una canción que volvió a ser escuchada en un momento diferente, logrando así un nuevo éxito. Este fenómeno puede ocurrir por varias razones, como un nuevo lanzamiento en un formato diferente, una regrabación, o simplemente porque la canción resurge en un momento clave de la vida de un artista o de un público.

Una canción que volvió a ser escuchada en un momento diferente, logrando así un nuevo éxito. Este fenómeno puede ocurrir por varias razones, como un nuevo lanzamiento en un formato diferente, una regrabación, o simplemente porque la canción resurge en un momento clave de la vida de un artista o de un público.

LAS MUJERES DE MONTECASSINO
 Una película que muestra la vida de las mujeres que trabajan en un casino de Monte Carlo.

RAMBO DE VIOLETAS
 Una película que muestra la vida de una mujer que trabaja en un campo de flores.

ANGEL
 Una película que muestra la vida de un ángel que ayuda a las personas.

LA DALLINA FONDODORA
 Una película que muestra la vida de una mujer que trabaja en un restaurante.

ACABARE DE MATAR
 Una película que muestra la vida de un asesino que quiere cambiar su vida.

ADOS ANOR
 Una película que muestra la vida de un adolescente que lucha por su futuro.

ESTUDIO DEL CORREDOR VIAL DE PARMER LANE (FM 734)

La Comisión de Planeación y Desarrollo del Condado de Travis (COPD) y el Departamento de Ingeniería de la Condado de Travis (COTD) están realizando un estudio de factibilidad para el desarrollo de un nuevo corredor vial en el área de Parmer Lane, ubicada entre las calles de Parmer Lane y Parmer Lane. El estudio evaluará la viabilidad técnica, económica y ambiental del proyecto.

REUNIÓN COMUNITARIA PRESENCIAL
 Miércoles 1 de agosto de 2024
 6:00 p.m.
 Round Rock PAC
 2500 Rockledge Dr., Austin, TX 78750

REUNIÓN COMUNITARIA VIRTUAL
 Miércoles 1 de agosto de 2024 - 3 de septiembre de 2024
 El acceso a la reunión virtual está disponible en el sitio web de la Comisión de Planeación y Desarrollo del Condado de Travis (COPD) en www.traviscountytx.gov/cpld.



Este estudio de factibilidad es un proceso de planificación que busca determinar si un proyecto es viable y si se debe proceder con su desarrollo. El estudio evaluará la viabilidad técnica, económica y ambiental del proyecto.

GABRIEL GUTIERREZ JR.
 Abogado de Derecho Inmobiliario y Comercio Exterior. Especialista en transacciones comerciales internacionales.

Renta Apartamento al Norte de Austin
 Especialista en propiedades comerciales. Información al 737-258-7325.

DR. ARTURO ESPINOZA
 Especialista en accidentes de tránsito y lesiones personales. (512) 302-4773.

Semana del 25 - 31 de Julio

El Mundo

GRATIS FREE

Las campañas republicanas están intensificando el mensaje contra inmigrantes indocumentados, luego de que en su Convención Nacional uno de los temas centrales fuera la "invasión" a Estados Unidos.

ATAQUES CONTRA LOS INDOCUMENTADOS



AFFIDAVIT OF PUBLICATION

STATE OF TEXAS
 COUNTY OF Travis

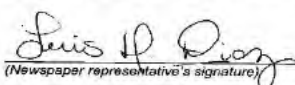
Before me, the undersigned authority, on this day personally appeared
Luis H. Diaz, who being by me duly sworn,
 (name of newspaper representative)

deposes and says that (s)he is the Circulation Manager
 (title of newspaper representative)

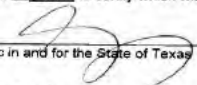
of the El Mundo Newspaper; that said newspaper is generally circulated
 (name of newspaper)

In AUSTIN - TRAVIS COUNTY, Texas;

that the ad for the **PLCS Corridor Study, ESP-Parmer Ln** was published in said newspaper on the following date(s): July 25, 2024.


 (Newspaper representative's signature)

Subscribed and sworn to before me this the 24th day of July 2024 to certify which witness my hand and seal of office.


 Notary Public in and for the State of Texas

Angela Maria Angulo
 Print or Type Name of Notary Public

September 10, 2025
 My Commission Expires

ANGELA MARIA ANGULO
 Notary ID #1720344
 My Commission Expires
 September 10, 2025

Social Media

Posts were published on Facebook, Instagram, X, and from July 19, 2024, to August 29, 2024



Email to Contact List

Emailed to 125 contacts on July 25, 2024

Parmer Lane (FM 734) Corridor Study

Public Meeting Email Invite for Stakeholders

Sent from: ParmerLaneCorridorStudy@gmail.com

Date: Thursday, July 25, 2024 (7 days prior to OH #2)

Subject Line: Parmer Lane (FM 734) Corridor Study Open House

Body:

The Capital Area Metropolitan Planning Organization (CAMPO) and Texas Department of Transportation (TxDOT) are working together to identify, evaluate, and recommend potential design improvements for Parmer Lane from MoPac (SL 1) to Whitestone Boulevard (RM 1431). CAMPO and TxDOT are conducting an open house to share community feedback received during the first open house, gather input on preliminary improvement options, and share next steps. Both in-person and virtual participation options will be available. Information by mail can be requested by calling (512) 651-3964 or by email at ParmerLaneCorridorStudy@gmail.com. The same information and comment opportunities will be provided in both formats.

In-Person Open House

Thursday, Aug. 1, 2024

5 – 7 p.m.

Round Rock ISD Performing Arts Center

5800 McNeil Dr

Austin, TX 78729

Online Open House

Thursday, Aug. 1, 2024 – Tuesday, Sept. 3, 2024

bit.ly/ParmerLane

Comments must be received or postmarked by Tuesday, Sept. 3, 2024, to be included in the open house record and may be submitted by:

- Mail: Parmer Lane Corridor Study, 1608 W 6th St Austin, TX 78703
- Email: ParmerLaneCorridorStudy@gmail.com

Sincerely,

Parmer Lane Corridor Study Team

ParmerLaneCorridorStudy@gmail.com

(512) 651-3964

Emailed to 164 contacts on August 22, 2024

Sent from: ParmerLaneCorridorStudy@gmail.com

Date: Thursday, August 22, 2024

Subject Line: Parmer Lane (FM 734) Corridor Study Virtual Open House

There's still time to view the Parmer Lane Corridor Study virtual open house! This is a friendly reminder to view materials online and share your input before the comment period closes on Tuesday, Sept. 3, 2024.

Virtual Open House
Available online through Tuesday, Sept. 3, 2024
bit.ly/ParmerLane

Comments may be submitted by:

- Mail: Parmer Lane Corridor Study, 1608 W 6th St Austin, TX 78703
- Email: ParmerLaneCorridorStudy@gmail.com

Thank you again for your interest and we look forward to hearing from you.

Sincerely,
Parmer Lane Corridor Study Team
ParmerLaneCorridorStudy@gmail.com
(512) 651-3964

Elected & Public Official Notice

Mailed to 40 elected and public officials on July 18, 2024



July 16, 2024

NAME
TITLE
ADDRESS
ADDRESS

RE: Parmer Lane (FM 734) Corridor Study Open House

Dear NAME,

The Capital Area Metropolitan Planning Organization (CAMPO) and the Texas Department of Transportation (TxDOT) cordially invite you to an open house for the Parmer Lane Corridor Study. Parmer Lane serves as a critical arterial route in the Austin metropolitan area and supports residential, commercial, and industrial uses. CAMPO and TxDOT are conducting this study to identify safety and mobility enhancements as the region continues to grow. The Parmer Lane Corridor Study will help CAMPO and TxDOT more clearly define and identify feasible options for improvements to Parmer Lane from MoPac (SL 1) to Whitestone Boulevard (RM 1431) and will include an analysis of previous plans and studies, current and projected roadway characteristics, environmental features, and the collection and consideration of stakeholder and public input.

CAMPO and TxDOT are hosting this open house to share community feedback received during the first open house, gather input on preliminary improvement options, and share next steps. The open house will include both in-person and virtual options to participate. The in-person open house will be held from 5 to 7 p.m. on Thursday, Aug. 1, 2024, at the Round Rock ISD Performing Arts Center, 5800 McNeil Dr, Austin, TX 78729. The virtual open house will be available online beginning at 5 p.m. on Thursday, Aug. 1, 2024, and can be found at bit.ly/ParmerLane through Tuesday, Sept. 3, 2024.

Additional details are available in the Notice of Public Meeting enclosed for your reference.

If you have any questions or need additional information on this project, please contact the project team by phone at (512) 651-3964 or by email at ParmerLaneCorridorStudy@gmail.com.

Sincerely,

Ashby Johnson
Executive Director, CAMPO

Tucker Ferguson, P.E.
Austin District Engineer, Austin District, TxDOT

Enclosure: Notice of Public Meeting



Elected & Public Official Notice Mailing List

Name	Full Title	Organization	Mailing Address	City	State	Zip Code
Mayor Kirk Watson	Mayor	City of Austin	P.O. Box 1088	Austin	Texas	78767
Councilmember Mackenzie Kelly	Councilmember, Place 6	City of Austin	P.O. Box 1088	Austin	Texas	78767
Councilmember Leslie Pool	Councilmember, District 7	City of Austin	P.O. Box 1088	Austin	Texas	78767
Mr. Jesús Garza	City Manager	City of Austin	P.O. Box 1088	Austin	Texas	78767
Chief Robin Henderson	Chief of Police	City of Austin	PO Box 1088	Austin	Texas	78767
Chief Joel Baker	Fire Chief	City of Austin	PO Box 1088	Austin	Texas	78767
Mr. Matias Segura	Superintendent	Austin Independent School District	4000 S. I-H 35 Frontage Rd.	Austin	Texas	78704
Judge Andy Brown	Travis County Judge	Travis County	P.O. Box 1748	Austin	Texas	78767
Sheriff Sally Hernandez	Travis County Sheriff	Travis County	P.O. Box 1748	Austin	Texas	78767
Commissioner Brigid Shea	Commissioner, Precinct 2	Travis County	P.O. Box 1748	Austin	Texas	78767
Mayor Jim Penniman-Morin	Mayor	City of Cedar Park	450 Cypress Creek Road, Bldg 1	Cedar Park	Texas	78613
Councilmember Eric Boyce	Councilmember, Place 4	City of Cedar Park	450 Cypress Creek Road, Bldg 1	Cedar Park	Texas	78613
Councilmember Kevin Harris	Councilmember, Place 5	City of Cedar Park	450 Cypress Creek Road, Bldg 1	Cedar Park	Texas	78613
Councilmember Bobbi Hutchison	Councilmember, Place 1	City of Cedar Park	450 Cypress Creek Road, Bldg 1	Cedar Park	Texas	78613
Councilmember Heather Jefts	Councilmember, Place 6	City of Cedar Park	450 Cypress Creek Road, Bldg 1	Cedar Park	Texas	78613
Councilmember Mel Kirkland	Councilmember, Place 2	City of Cedar Park	450 Cypress Creek Road, Bldg 1	Cedar Park	Texas	78613
Ms. Brenda Eivens	City Manager	City of Cedar Park	450 Cypress Creek Road, Bldg 1	Cedar Park	Texas	78613
Chief Mike Harmon	Chief of Police	City of Cedar Park	450 Cypress Creek Road, Bldg 1	Cedar Park	Texas	78613
Chief James Mallinger	Fire Chief	City of Cedar Park	450 Cypress Creek Road, Bldg 6	Cedar Park	Texas	78613
Dr. Bruce Gearing	Superintendent	Leander Independent School District	204 W. South Street PO Box 218	Leander	Texas	78646
Dr. Hafedh Azaiez	Superintendent	Round Rock Independent School District	1311 Round Rock Ave.	Round Rock	Texas	78681
Judge Bill Gravell	Williamson County Judge	Williamson County	710 Main Street	Georgetown	Texas	78626
Sheriff Mike Gleason	Williamson County Sheriff	Williamson County	508 So. Rock St.	Georgetown	Texas	78626
Commissioner Terry Cook	Commissioner, Precinct 1	Williamson County	1801 E. Old Settlers Blvd., #110	Round Rock	Texas	78664

Name	Full Title	Organization	Mailing Address	City	State	Zip Code
Commissioner Cynthia Long	Commissioner, Precinct 2	Williamson County	350 Discovery Blvd.	Cedar Park	Texas	78613
Commissioner Valerie Covey	Commissioner, Precinct 3	Williamson County	100 Wilco Way, CO201	Georgetown	Texas	78626
Senator John Cornyn	Senator	United States Senate	5300 Memorial Drive	Houston	Texas	77007
Senator Ted Cruz	Senator	United States Senate	1919 Smith St.	Houston	Texas	77002
Representative Michael McCaul	Representative	United States House of Representatives, District 10	11614 FM 2244, Suite 160	Austin	Texas	78731
Representative John R. Carter	Representative	United States House of Representatives, District 31	4411 S IH-35, Suite 115	Austin	Texas	78626
Representative Lloyd Doggett	Representative	United States House of Representatives, District 37	300 East 8th St, 7th Floor	Austin	Texas	78701
Senator Charles Shwertner	Senator	Texas Senate, District 5	Block 27, 501 S Austin Ave.	Georgetown	Texas	78626
Senator Pete Flores	Senator	Texas Senate, District 24	500 W. Young	Llano	Texas	78645
Senator Sarah Eckhardt	Senator	Texas Senate, District 14	P.O. Box 12068	Austin	Texas	78711
Senator Donna Campbell	Senator	Texas Senate, District 25	229 Hunter's Village, Ste. 105	New Braunfels	Texas	78132
Representative James Talarico	Representative	Texas House of Representatives, District 50	P.O. Box 2910	Austin	Texas	78768
Representative Vikki Goodwin	Representative	Texas House of Representatives, District 47	P.O. Box 2910	Austin	Texas	78768
Representative John H. Bucy III	Representative	Texas House of Representatives, District 136	3016 Polar Lane Suite 108	Cedar Park	Texas	78613
Representative Caroline Harris	Representative	Texas House of Representatives, District 52	P.O. Box 2910	Austin	Texas	78768
Ms. Betty Voights	Executive Director	Capital Area Council of Governments	6800 Burleson Road, Bldg 310, Ste 165	Austin	Texas	78744

FOR IMMEDIATE RELEASE



Doise Miers, Community Outreach Manager
(737) 226-4840 | Doise.Miers@campotexas.org

CAMPO, TxDOT TO CONDUCT OPEN HOUSE FOR PARMER LANE (FM 734) CORRIDOR STUDY

AUSTIN, TEXAS, Aug. 2024 – The Capital Area Metropolitan Planning Organization (CAMPO) and the Texas Department of Transportation (TxDOT) are working together to identify, evaluate, and recommend potential improvements for Parmer Lane (FM 734) from MoPac (SL 1) in North Austin to Whitestone Boulevard (RM 1431) in Cedar Park.

CAMPO and TxDOT are conducting an open house to share community feedback, gather input on preliminary improvement options, and share next steps. Both in-person and virtual participation options will be available. Information by mail can be requested by calling (512) 651-3974 or by email at ParmerLaneCorridorStudy@gmail.com. The same information and comment opportunities will be provided in both formats.

In-Person Open House

When: 5 – 7 p.m. Thursday, Aug. 1, 2024

Where: Round Rock ISD Performing Arts Center
5800 McNeil Dr
Austin, TX 78729

Format: Open house style meeting; Attendees may come and go at their convenience.

Virtual Open House

When: 5 p.m. Thursday, Aug. 1, 2024 – Tuesday, Sept. 3, 2024

Where: bit.ly/ParmerLane

Format: Self-guided virtual meeting room with audio and visual components available for viewing online any time during the time frame listed above.

Comments must be received or postmarked by Tuesday, Sept. 3, 2024, to be included in the open house record and may be submitted by:

- Mail: Parmer Lane Corridor Study, 1608 W 6th St. Austin, TX 78703
- Email: ParmerLaneCorridorStudy@gmail.com
- Survey: Available through in-person and virtual open houses

For general questions and information regarding the study or the open house, please contact the project team at (512) 651-3964.

As the regional transportation planning organization encompassing Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties, CAMPO is committed to improving mobility—and ultimately, quality of life—within the six-county region and ensuring the benefits of the transportation system are distributed fairly across all demographics throughout rural, urban, and suburban areas.



PARMER LANE (FM 734) ONLINE OPEN HOUSE #2

Welcome to the Parmer Lane Corridor Study Online Open House #2

Community comments and input are key in developing recommendations to meet the future transportation needs along Parmer Lane. Please review the study information, complete the survey, and leave any input you may have about specific locations in the study area using the interactive map.

If you would prefer to receive information, a survey, and a map by mail, please call 512-651-3964. Thank you for your participation!

Bienvenido a la reunión comunitaria en línea del Estudio del Corredor de Parmer Lane

Los comentarios y observaciones de la comunidad son clave en el desarrollo de recomendaciones para satisfacer las necesidades futuras de transporte a lo largo de Parmer Lane. Por favor revise la información del estudio, complete la encuesta, y deje cualquier comentario que pueda tener sobre lugares específicos en el área de estudio utilizando el mapa interactivo.

Si prefiere recibir la información, la encuesta, y el mapa por correo, llame al 512-651-3964. Muchas gracias por su participación.

**ONLINE OPEN HOUSE
AND COMMENTING**

**REUNION Y
COMENTARIOS
COMUNITARIOS EN
LÍNEA**

ONLINE SURVEY

ENCUESTA EN LÍNEA

**FOR MORE INFORMATION OR TO REQUEST MATERIAL BY
MAIL, PLEASE CONTACT:**

**Parmer Lane Corridor Study Team e: ParmerLaneCorridorStudy@gmail.com
p: (512) 651-3964**

Parmer Lane (FM 734) Corridor Study Open House

Virtual open houses with in-person option

Virtual: Thursday, August 1, 2024, by 5 p.m.


In-person: Thursday, August 1, 2024, at 5 p.m.

Public comment deadline	All comments must be received on or before Tuesday, Sept. 3, 2024, to be included in the official record of the public meeting.
Virtual details	The self-guided virtual meeting room will be accessible on the CAMPO webpage beginning at 5 p.m. Thursday, Aug. 1, 2024, and will remain online through Tuesday, Sept. 3, 2024.
In-person details	The in-person meeting will be held at the following location. In-person participants are invited to come and go any time from 5 to 7 p.m. on Thursday, Aug. 1, 2024 Round Rock ISD Performing Arts Center 5800 McNeil Dr. Austin, TX 78729
Purpose	The purpose of this open house is to share community feedback received during the first open house, gather input on preliminary improvement options, and share next steps. In-person open house attendees will be able to review hard copies of project materials, ask questions of CAMPO, TxDOT staff, and/or consultants, and leave written comments. Online participants will be able to view the same information delivered at the in-person public meeting. The virtual meeting will consist of a self-guided virtual meeting room with pre-recorded narration and will include both audio and visual components as well as opportunities to provide comments.
Description	The Capital Area Metropolitan Planning Organization (CAMPO) and the Texas Department of Transportation (TxDOT) are working together to identify, evaluate, and recommend potential design concepts for Parmer Lane (Farm to Market 734) from MoPac (Loop 1) in North Austin to Whitestone Boulevard (Ranch to Market 1431) in Cedar Park .
Accessibility	The virtual public meeting and in-person option will be conducted in English. Project materials will be available in English and Spanish for both meeting formats. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public meeting or in-person option, contact 512-651-3964 no later than Thursday, July 25, 2024. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange. Information by mail can be requested by calling 512-651-3964 or by email as shown in the notice .
Meeting materials	<ul style="list-style-type: none"> Notice Notice (Español)
How to make a comment	Written comments may be submitted by the following methods: <ul style="list-style-type: none"> Email: as shown in the notice Mail: Parmer Lane Corridor Study 1608 W 6th S Austin, TX 78703 Comments must be received or postmarked by Sept. 3, 2024, to be included in the official record of the public meeting.
Memorandum of Understanding	The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by the Federal Highway Administration and TxDOT.

Contact us

 [Parmer Lane Corridor Study](#)

 [512-651-3964](tel:512-651-3964)

 [Parmer Lane Corridor Study](#)
1608 W 6th St
Austin, TX 78703

Posted: July 17, 2024

D. Sign-In Sheets



Parmer Lane (FM 734) Corridor Study
 Open House #2 - Public Sign-in Sheet
 Thursday, Aug. 1, 2024

Name	Email Address	Phone Number	Project Updates (X)	Elected Official (X)
Matt Ludwig			X	
Reza Masadi			X	
NISHAUT Kwana			X	
Kyle Russell				
Oscar Solis			X	
Doris Sanchez			X	WORK FOR COMMISSIONER TERRA COOL
CASTANEDA PRINCE				X
Nozlie Saeedi			X	
John Cantave			X	
Adriano Ramirez			X	

STAFF



Parmer Lane (FM 734) Corridor Study
 Open House #2 - Public Sign-in Sheet
 Thursday, Aug. 1, 2024

Name	Email Address	Phone Number	Project Updates (X)	Elected Official (X)
Andy Dutton			X	



Parmer Lane (FM 734) Corridor Study
 Open House #2 - Staff Sign-in Sheet
 Thursday, Aug. 1, 2024 → PUBLIC

Name	Email Address	Phone Number	Elected Official (X)	Check here for Email Updates (X)
BRIAN GORLEY	[REDACTED]	[REDACTED]		X



Parmer Lane (FM 734) Corridor Study
 Open House #2 - Public Sign-in Sheet
 Thursday, Aug. 1, 2024

Name	Email Address	Phone Number	Project Updates (X)	Elected Official (X)
Melissa Banz	[REDACTED]	[REDACTED]	✓	
Robert Esquivel	[REDACTED]	[REDACTED]	✓	
Lamy Torres	[REDACTED]	[REDACTED]	✓	
Bryan Mau	[REDACTED]	[REDACTED]	✓	
Heather Rippey	[REDACTED]	[REDACTED]	✓	
Kristin McLe	[REDACTED]	[REDACTED]	✓	
Carlos Hernandez	[REDACTED]	[REDACTED]	✓	[REDACTED]
Jeffrey Johnson	[REDACTED]	[REDACTED]	✓	
Celine Finney	[REDACTED]	[REDACTED]	✓	
Mark Heiber	[REDACTED]	[REDACTED]		



Parmer Lane (FM 734) Corridor Study
 Open House #2 - Public Sign-in Sheet
 Thursday, Aug. 1, 2024

Name	Email Address	Phone Number	Project Updates (X)	Elected Official (X)
Bob S. By Sigs	[REDACTED]	[REDACTED]	X	No THANK YOU
Adan Barner	[REDACTED]	[REDACTED]	X	no
Larry Brown	[REDACTED]	[REDACTED]	X	DD
Feroud Meradi	[REDACTED]	[REDACTED]	X	
SKINASA MANDAR	[REDACTED]	[REDACTED]	X	
ERIC FLORES	[REDACTED]	[REDACTED]	X	no
MATT ANDERSON	[REDACTED]	[REDACTED]	X	
Tina Brown	[REDACTED]	[REDACTED]	X	
Kyle Kasperbauer	[REDACTED]	[REDACTED]	X	No
Ghazal Sakr	[REDACTED]	[REDACTED]	X	No

Staff



Parmer Lane (FM 734) Corridor Study
 Open House #2 - Public Sign-in Sheet
 Thursday, Aug. 1, 2024

Name	Email Address	Phone Number	Project Updates (X)	Elected Official (X)
Ken K.	[REDACTED]	[REDACTED]		
Kevin P.	[REDACTED]	[REDACTED]		
Mai Montoya	[REDACTED]	[REDACTED]		
Kendra H. Keys	[REDACTED]	[REDACTED]		
Anna Boenig	[REDACTED]	[REDACTED]		
Michael Lee	[REDACTED]	[REDACTED]		
Kelley Barker	[REDACTED]	[REDACTED]		
Dan H. Hester	[REDACTED]	[REDACTED]	X	
Anastasio Cruz	[REDACTED]	[REDACTED]	✓	
Pierre Nguyen	[REDACTED]	[REDACTED]		



Parmer Lane (FM 734) Corridor Study
 Open House #2 - Public Sign-In Sheet
 Thursday, Aug. 1, 2024

Name	Email Address	Phone Number	Project Updates (X)	Elected Official (X)
Steph Michalek	[Redacted]	[Redacted]	X	
Robyn Ross			X	
Al Marra				
Ashlynn Cheate			X	
JARRO CHEATE			X	
Gina Cohen			X	
CHRIS COON			X	



Parmer Lane (FM 734) Corridor Study
 Open House #2 - Staff Sign-in Sheet
 Thursday, Aug. 1, 2024 → PUBLIC

Name	Email Address	Phone Number	Project Updates (X)	Elected Official (X)
April Torres	[Redacted]	[Redacted]	✓	
Randy Skinner			✓	
Reb Wayne			✓	
Both Ann Ray			✓	



Parmer Lane (FM 734) Corridor Study
 Open House #2 - Staff Sign-in Sheet
 Thursday, Aug. 1, 2024

Name	Email Address	Phone Number	Project Updates (X)	Elected Official (X)
Emily Wegm				
Alligh G.				
Sierra M.				
Carissa A.				
Amy T.				
Amanda Scott				
Eric Garwood				
Andrew Cooper				
Keith Dawcy				
Megan Ruiz				

STAFF Masoud Moradian



Parmer Lane (FM 734) Corridor Study
 Open House #2 - Staff Sign-in Sheet
 Thursday, Aug. 1, 2024

Name	Email Address	Phone Number	Project Updates (X)	Elected Official (X)
Will Barrett				
Rosalind Morana				
Sam Higgins				
Scott Ford				
Caroline Golden				
Solomon. Bekel				
Kellen Mohrman				
Megan Dutton				
Ullrich/Barnes				
Chad McKeown				



Parmer Lane (FM 734) Corridor Study
Open House #2 - Staff Sign-in Sheet
Thursday, Aug. 1, 2024 → MEDIA

PUBLIC *

Name	Email Address	Phone Number	Project Updates (X)	Elected Official (X)
Matt Hummel				
Tina Adams				
Alex Kohler				

Online Sign-In Sheets

Timestamp	Name/Nombre	Address/Dirección	Phone Number/Número d	Email/Correo electrónico	How did you hear about this meeting? / ¿Como se enteró de esta reunión?
8/1/2024 11:29:11	Richard De La Rosa				co-worker
8/1/2024 16:49:00	Robert Macaulay				sign in partner
8/1/2024 17:07:24	Mando				
8/1/2024 17:23:46	Jennifer				KXAN Website
8/1/2024 18:11:17	Brandon Wilson				Mail / Correo, Social Media / Redes social
8/2/2024 9:58:02					
8/2/2024 11:57:49	Beth				Social Media / Redes social
8/3/2024 8:37:48	Craig				Social Media / Redes social
8/4/2024 15:08:41	Lisa				Mail / Correo
8/4/2024 16:13:08	Barbara Dunn				Mail / Correo
8/4/2024 18:31:23	Christopher Washington				Newspaper / Periódico
8/5/2024 9:05:13	Zachary Rodriguez				Roommate
8/5/2024 17:56:57	Jackson Hurst				Mail / Correo
8/6/2024 11:06:25	Lori Dullnig-Warlen				
8/6/2024 22:08:36					
8/7/2024 8:38:36	Jeff Stensland				TxDOT Public Hearings email
8/7/2024 9:19:13	Christine Newman				Neighbors
8/7/2024 10:35:44	Jennifer Wiebe				Social Media / Redes social
8/9/2024 19:23:15	Robert Sage				Mail / Correo
8/9/2024 19:25:57	Robert Sage				Mail / Correo
8/19/2024 21:15:44	Frank Maulit				Co-workers at Apple
8/20/2024 18:10:10	Eileen Garcia				Social Media / Redes social
8/21/2024 18:42:31	Velsa Escobar				Social Media / Redes social
8/22/2024 17:28:04	Marisan Badenhorst				Newspaper / Periódico
8/22/2024 17:31:33	Marisan Badenhorst				Newspaper / Periódico
8/23/2024 7:37:14	Steve				Social Media / Redes social
8/23/2024 7:39:21	Steve				Social Media / Redes social
8/24/2024 17:32:07	Paul Greening				Social Media / Redes social
8/24/2024 19:30:31	Kristina Swan				Newspaper / Periódico
8/25/2024 21:27:23	Frank Huang				Community Impact
8/28/2024 20:20:38	Robert Ulbricht				Newspaper / Periódico
8/28/2024 15:33:33	Tom Wald				email
8/28/2024 16:24:08	Inger Jurajda				Social Media / Redes social
8/30/2024 19:32:43					
9/3/2024 16:39:59	Jennifer Wiebe				Social Media / Redes social
9/3/2024 16:40:15	Jennifer Wiebe				Social Media / Redes social
9/3/2024 22:24:08	Cheryl hull				Social Media / Redes social

E. Comments Received

Parmer Lane (FM 734) Corridor Study

Q1 Please include your contact information below.

Answered: 72 Skipped: 1

ANSWER CHOICES	RESPONSES	
Name	100.00%	72
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	90.28%	65
Phone Number	68.06%	49

#	NAME	DATE
1	Jennifer Seibel	9/3/2024 7:13 PM
2	Matthew Ludlum	9/3/2024 5:22 PM
3	Jennifer Wiebe	9/3/2024 4:45 PM
4	D	9/3/2024 4:32 PM
5	Jim Mauseth	9/2/2024 8:01 PM
6	Henry Reissig	9/2/2024 12:09 PM
7	Megan Venable	9/1/2024 10:31 PM
8	Julie Graf	9/1/2024 3:08 PM
9	Nikki Corley	9/1/2024 1:35 PM
10	Isaac Martin	9/1/2024 1:08 PM
11	Geoffrey A Wool	9/1/2024 9:57 AM
12	Ian Wilson	9/1/2024 9:08 AM
13	Cage Johnson	8/31/2024 8:17 AM
14	Greg Kiloh	8/29/2024 9:49 PM
15	Douglas R Schaller	8/29/2024 2:03 PM
16	Lita Medinger	8/29/2024 1:59 PM
17	Adam Hite	8/29/2024 1:21 PM
18	Sandy Lee Phelps	8/29/2024 12:50 PM
19	KEVIN DALBY	8/29/2024 12:04 PM
20	David Petersen	8/29/2024 11:37 AM

Parmer Lane (FM 734) Corridor Study

21	Christina Bonnington	8/29/2024 11:11 AM
22	Hannes Mandel	8/29/2024 10:59 AM
23	Robert Dole	8/29/2024 10:57 AM
24	Aniruddha Joglekar	8/29/2024 10:34 AM
25	Francisco Martinez	8/29/2024 10:30 AM
26	Jose Loyola	8/29/2024 10:30 AM
27	Ryan Schmidt	8/29/2024 10:20 AM
28	Shelley Smith	8/29/2024 9:25 AM
29	Adam Greenfield	8/29/2024 8:36 AM
30	Zach Fetter	8/29/2024 7:54 AM
31	Adrienne Longenecker, CFRE	8/28/2024 9:57 PM
32	Robin Weatherl	8/28/2024 9:41 PM
33	DAVID BLOOM	8/28/2024 9:15 PM
34	John Tolman	8/28/2024 7:58 PM
35	Michael Pellegrini	8/28/2024 7:50 PM
36	eiyse watts	8/28/2024 6:39 PM
37	Jon Flowers	8/28/2024 4:52 PM
38	Inger Jurajda	8/28/2024 4:31 PM
39	Wyatt Campbell	8/28/2024 4:23 PM
40	May Matson Taylor	8/28/2024 4:10 PM
41	Tom Wald	8/28/2024 3:38 PM
42	Robert Kusumoto	8/26/2024 11:01 PM
43	Paul Greening	8/24/2024 6:07 PM
44	Miles	8/24/2024 5:48 PM
45	Linda Cook	8/23/2024 1:01 PM
46	Steve	8/23/2024 10:50 AM
47	Elizabeth Ferry	8/23/2024 9:20 AM
48	Amy Boggan	8/23/2024 6:42 AM
49	Mariaan Badenhorst	8/22/2024 5:45 PM
50	Alejandro Molina	8/22/2024 4:50 PM
51	John Burmeister	8/21/2024 11:07 AM
52	Amber	8/21/2024 8:40 AM
53	E Garcia	8/20/2024 6:18 PM
54	Alex Hayward	8/20/2024 9:02 AM
55	Jeremy Commandeur	8/20/2024 8:55 AM
56	Robert Sage	8/9/2024 7:57 PM
57	Jennifer Bird	8/9/2024 5:33 PM
58	Matt Arnold	8/9/2024 11:42 AM

Parmer Lane (FM 734) Corridor Study

59	Christine Newman	8/7/2024 9:49 AM
60	Lisa	8/4/2024 3:33 PM
61	Caryn Harris	8/4/2024 12:36 AM
62	Ryan Blair	8/3/2024 4:22 PM
63	Marc fraser	8/3/2024 9:07 AM
64	Craig Bery	8/3/2024 8:33 AM
65	Austin W.	8/2/2024 8:57 AM
66	Matt Jackson	8/1/2024 6:39 PM
67	Brandon Scott Wilson	8/1/2024 6:36 PM
68	Jennifer Ruloph	8/1/2024 5:54 PM
69	Ann DeSanctis	8/1/2024 2:09 PM
70	Gabriel Britain	8/1/2024 2:00 PM
71	James Terry	8/1/2024 12:48 PM
72	emily	7/25/2024 11:24 AM
#	COMPANY	DATE
	There are no responses.	
#	ADDRESS	DATE
	There are no responses.	
#	ADDRESS 2	DATE
	There are no responses.	
#	CITY/TOWN	DATE
	There are no responses.	
#	STATE/PROVINCE	DATE
	There are no responses.	
#	ZIP/POSTAL CODE	DATE
	There are no responses.	
#	COUNTRY	DATE
	There are no responses.	
#	EMAIL ADDRESS	DATE
1		9/3/2024 7:13 PM
2		9/3/2024 5:22 PM
3		9/3/2024 4:45 PM
4		9/2/2024 8:01 PM
5		9/2/2024 12:09 PM
6		9/1/2024 10:31 PM
7		9/1/2024 3:08 PM
8		9/1/2024 1:35 PM
9		9/1/2024 1:08 PM
10		9/1/2024 9:57 AM

Parmer Lane (FM 734) Corridor Study

11		9/1/2024 9:08 AM
12		8/31/2024 8:17 AM
13		8/29/2024 9:49 PM
14		8/29/2024 2:03 PM
15		8/29/2024 1:59 PM
16		8/29/2024 1:21 PM
17		8/29/2024 12:50 PM
18		8/29/2024 12:04 PM
19		8/29/2024 11:37 AM
20		8/29/2024 11:11 AM
21		8/29/2024 10:59 AM
22		8/29/2024 10:57 AM
23		8/29/2024 10:34 AM
24		8/29/2024 10:30 AM
25		8/29/2024 10:20 AM
26		8/29/2024 9:25 AM
27		8/29/2024 8:36 AM
28		8/29/2024 7:54 AM
29		8/28/2024 9:57 PM
30		8/28/2024 9:41 PM
31		8/28/2024 9:15 PM
32		8/28/2024 7:58 PM
33		8/28/2024 7:50 PM
34		8/28/2024 6:39 PM
35		8/28/2024 4:52 PM
36		8/28/2024 4:31 PM
37		8/28/2024 4:10 PM
38		8/28/2024 3:38 PM
39		8/24/2024 6:07 PM
40		8/24/2024 5:48 PM
41		8/23/2024 1:01 PM
42		8/23/2024 10:50 AM
43		8/23/2024 9:20 AM
44		8/23/2024 6:42 AM
45		8/21/2024 11:07 AM
46		8/21/2024 8:40 AM
47		8/20/2024 6:18 PM
48		8/20/2024 9:02 AM

Parmer Lane (FM 734) Corridor Study

49		8/20/2024 8:55 AM
50		8/9/2024 7:57 PM
51		8/9/2024 5:33 PM
52		8/9/2024 11:42 AM
53		8/7/2024 9:49 AM
54		8/4/2024 3:33 PM
55		8/4/2024 12:36 AM
56		8/3/2024 4:22 PM
57		8/3/2024 9:07 AM
58		8/3/2024 8:33 AM
59		8/2/2024 8:57 AM
60		8/1/2024 6:39 PM
61		8/1/2024 6:36 PM
62		8/1/2024 5:54 PM
63		8/1/2024 2:09 PM
64		8/1/2024 2:00 PM
65		8/1/2024 12:48 PM
#	PHONE NUMBER	DATE
1		9/3/2024 7:13 PM
2		9/3/2024 4:45 PM
3		9/2/2024 8:01 PM
4		9/2/2024 12:09 PM
5		9/1/2024 10:31 PM
6		9/1/2024 3:08 PM
7		9/1/2024 1:35 PM
8		9/1/2024 1:08 PM
9		9/1/2024 9:57 AM
10		8/31/2024 8:17 AM
11		8/29/2024 9:49 PM
12		8/29/2024 2:03 PM
13		8/29/2024 1:59 PM
14		8/29/2024 12:50 PM
15		8/29/2024 10:57 AM
16		8/29/2024 10:34 AM
17		8/29/2024 10:30 AM
18		8/29/2024 9:25 AM
19		8/29/2024 8:36 AM
20		8/29/2024 7:54 AM

Parmer Lane (FM 734) Corridor Study

21		8/28/2024 9:15 PM
22		8/28/2024 7:58 PM
23		8/28/2024 7:50 PM
24		8/28/2024 6:39 PM
25		8/28/2024 4:52 PM
26		8/28/2024 4:31 PM
27		8/28/2024 4:10 PM
28		8/28/2024 3:38 PM
29		8/24/2024 6:07 PM
30		8/23/2024 1:01 PM
31		8/23/2024 10:50 AM
32		8/23/2024 9:20 AM
33		8/23/2024 6:42 AM
34		8/22/2024 4:50 PM
35		8/21/2024 11:07 AM
36		8/20/2024 6:18 PM
37		8/20/2024 8:55 AM
38		8/9/2024 7:57 PM
39		8/9/2024 5:33 PM
40		8/7/2024 9:49 AM
41		8/4/2024 3:33 PM
42		8/4/2024 12:36 AM
43		8/3/2024 4:22 PM
44		8/3/2024 9:07 AM
45		8/1/2024 6:39 PM
46		8/1/2024 6:36 PM
47		8/1/2024 5:54 PM
48		8/1/2024 2:00 PM
49		8/1/2024 12:48 PM

Parmer Lane (FM 734) Corridor Study

Q2 What zip code do you live in?

Answered: 71 Skipped: 2

#	RESPONSES	DATE
1	78729	9/3/2024 7:13 PM
2	78729	9/3/2024 5:22 PM
3	78729	9/3/2024 4:45 PM
4	78727	9/3/2024 4:32 PM
5	78703	9/2/2024 8:01 PM
6	78727	9/2/2024 12:09 PM
7	79745	9/1/2024 10:31 PM
8	78727	9/1/2024 3:08 PM
9	78633	9/1/2024 1:35 PM
10	78705	9/1/2024 1:08 PM
11	78727	9/1/2024 9:57 AM
12	78702	9/1/2024 9:08 AM
13	78759	8/31/2024 8:17 AM
14	78723	8/29/2024 9:49 PM
15	78750	8/29/2024 2:03 PM
16	78759	8/29/2024 1:59 PM
17	78724	8/29/2024 1:21 PM
18	78759	8/29/2024 12:50 PM
19	78641	8/29/2024 12:04 PM
20	78691	8/29/2024 11:37 AM
21	78750	8/29/2024 11:11 AM
22	78705	8/29/2024 10:59 AM
23	78754	8/29/2024 10:57 AM
24	78717	8/29/2024 10:34 AM
25	78641	8/29/2024 10:30 AM
26	78717	8/29/2024 10:30 AM
27	78613	8/29/2024 10:20 AM
28	78752	8/29/2024 9:25 AM
29	78702	8/29/2024 8:36 AM
30	78613	8/29/2024 7:54 AM
31	78759	8/28/2024 9:57 PM
32	78750	8/28/2024 9:41 PM
33	78745	8/28/2024 9:15 PM

Parmer Lane (FM 734) Corridor Study

34	78757	8/28/2024 7:58 PM
35	78759	8/28/2024 7:50 PM
36	78723	8/28/2024 6:39 PM
37	78702-4025	8/28/2024 4:52 PM
38	78613	8/28/2024 4:31 PM
39	78752	8/28/2024 4:23 PM
40	78723	8/28/2024 4:10 PM
41	78722	8/28/2024 3:38 PM
42	78758	8/26/2024 11:01 PM
43	78717	8/24/2024 6:07 PM
44	78681	8/24/2024 5:48 PM
45	78613	8/23/2024 1:01 PM
46	78641	8/23/2024 10:50 AM
47	78613	8/23/2024 9:20 AM
48	78653	8/23/2024 6:42 AM
49	78613	8/22/2024 5:45 PM
50	78628	8/22/2024 4:50 PM
51	78729	8/21/2024 11:07 AM
52	78729	8/21/2024 8:40 AM
53	78729	8/20/2024 6:18 PM
54	78641	8/20/2024 9:02 AM
55	78729	8/20/2024 8:55 AM
56	78727	8/9/2024 7:57 PM
57	78729	8/9/2024 5:33 PM
58	78758	8/9/2024 11:42 AM
59	78729	8/7/2024 9:49 AM
60	78717	8/4/2024 3:33 PM
61	78717	8/4/2024 12:36 AM
62	78717	8/3/2024 4:22 PM
63	78717	8/3/2024 9:07 AM
64	78717	8/3/2024 8:33 AM
65	78727	8/2/2024 8:57 AM
66	78727	8/1/2024 6:39 PM
67	78727	8/1/2024 6:36 PM
68	78727	8/1/2024 5:54 PM
69	78741	8/1/2024 2:09 PM
70	78702	8/1/2024 2:00 PM
71	78729	8/1/2024 12:48 PM

Parmer Lane (FM 734) Corridor Study

Q3 What zip code do you commute or travel to most often?

Answered: 63 Skipped: 10

#	RESPONSES	DATE
1	78701	9/3/2024 7:13 PM
2	78729	9/3/2024 5:22 PM
3	78729, 78759	9/3/2024 4:45 PM
4	78727	9/3/2024 4:32 PM
5	78727	9/2/2024 12:09 PM
6	78745, 78704	9/1/2024 10:31 PM
7	78727	9/1/2024 3:08 PM
8	78729	9/1/2024 1:35 PM
9	78705	9/1/2024 1:08 PM
10	78751	9/1/2024 9:57 AM
11	78701	8/31/2024 8:17 AM
12	78727	8/29/2024 2:03 PM
13	78758	8/29/2024 1:59 PM
14	78702	8/29/2024 1:21 PM
15	78712	8/29/2024 12:04 PM
16	78633	8/29/2024 11:37 AM
17	78727	8/29/2024 11:11 AM
18	78705	8/29/2024 10:59 AM
19	78753	8/29/2024 10:57 AM
20	78702	8/29/2024 10:34 AM
21	78724	8/29/2024 10:30 AM
22	78717	8/29/2024 10:30 AM
23	78758	8/29/2024 9:25 AM
24	78701	8/29/2024 8:36 AM
25	78750	8/29/2024 7:54 AM
26	78704	8/28/2024 9:57 PM
27	78759	8/28/2024 9:41 PM
28	78745	8/28/2024 9:15 PM
29	78729	8/28/2024 7:58 PM
30	78731	8/28/2024 7:50 PM
31	78702	8/28/2024 4:52 PM
32	78613	8/28/2024 4:31 PM
33	78701	8/28/2024 4:23 PM

Parmer Lane (FM 734) Corridor Study

34	78731	8/28/2024 4:10 PM
35	78702	8/28/2024 3:38 PM
36	78759	8/26/2024 11:01 PM
37	n/a	8/24/2024 6:07 PM
38	78701	8/24/2024 5:48 PM
39	78758	8/23/2024 1:01 PM
40	78727	8/23/2024 10:50 AM
41	78759	8/23/2024 9:20 AM
42	78613	8/22/2024 5:45 PM
43	78758	8/22/2024 4:50 PM
44	78701	8/21/2024 11:07 AM
45	78701	8/21/2024 8:40 AM
46	78750	8/20/2024 6:18 PM
47	78753	8/20/2024 9:02 AM
48	78727	8/20/2024 8:55 AM
49	retired - mostly into Austin	8/9/2024 7:57 PM
50	78759	8/9/2024 5:33 PM
51	78748	8/9/2024 11:42 AM
52	78758	8/7/2024 9:49 AM
53	78613	8/4/2024 3:33 PM
54	78613	8/4/2024 12:36 AM
55	78750	8/3/2024 4:22 PM
56	78754	8/3/2024 8:33 AM
57	78757	8/2/2024 8:57 AM
58	78727	8/1/2024 6:39 PM
59	78759	8/1/2024 6:36 PM
60	78729, 78758, 78759	8/1/2024 5:54 PM
61	78752	8/1/2024 2:09 PM
62	78702	8/1/2024 2:00 PM
63	78759	8/1/2024 12:48 PM

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Q4 What are your comments on the short- and mid-term improvement concepts?

Answered: 67 Skipped: 6

#	RESPONSES	DATE
1	Those improvements are incredibly important and need to happen right now!	9/3/2024 7:13 PM
2	Short term could use traffic signal optimization for travel through the corridor. Provide a "story" for the users of this road and what they are driving for and where they are going. Reduce the speed in high crash areas. Close off non-signalized intersections in high crash areas. Sound mitigation/walls for segments missing them now. I'd also like to see a higher level of integration with existing travel systems such as Cap Metro and working with City of Austin. Specific cut outs for bus stops should be considered and built even if the service doesn't exist right now. Plan and build out for the redline hike and bike trail so that rework isn't necessary.	9/3/2024 5:22 PM
3	More police to catch the race car drivers. Sync lights	9/3/2024 4:45 PM
4	Overpass for Walking aka a Bicycle and Pedestrian Bridge for people & wildlife (deer, nocturnal animals, etc) only. NO over/underpasses for Traffic	9/3/2024 4:32 PM
5	Closing median openings would cause more traffic problems in my opinion, but I do agree that they are not safe, which is one of the reasons why the long term solutions you are proposing is the best option.	9/2/2024 12:09 PM
6	I support protected bike lanes & new crossings on Cameron/Dessau. Please allow no more than 2 vehicle lanes each way to prioritize safety over speed. Protect bike lanes with solid barriers like concrete.	9/1/2024 10:31 PM
7	Additional right-turn lanes would help. In times of traffic, people drive on the shoulder for LONG distances to bypass for an upcoming turn. I've been anxiously awaiting the day that a pedestrian or cyclist is hit by an impatient driver using the shoulder for 1/4 mile or more.	9/1/2024 9:09 PM
8	The short term improvements seem very vague. It would be good to identify the current areas that these improvements will impact such as which missing areas of sidewalk will be filled or which medians will be considered for closing.	9/1/2024 1:35 PM
9	I think shared-use paths are needed along the ENTIRE corridor.	9/1/2024 1:08 PM
10	Shared use paths should be a higher priority and should include shade trees.	9/1/2024 9:57 AM
11	Please prioritize adding shared-use paths along the entire length of the corridor. Among the many benefits, its such a good way to get some people taking journey out of their car to reduce traffic and to help those who don't have access to a car get around.	9/1/2024 9:08 AM
12	People drive so fast on parmer. There are three lanes and a huge shoulder so people feel like it's a high way! A separated bike path would be great. I think three lanes is too many any where. Two is fine, three increases the number of ways an accident can happen, think about it.	8/31/2024 8:17 AM
13	Add shared use paths in short term	8/29/2024 9:49 PM
14	Adding illumination and a properly designed bike path sounds great for the short term. Their always seem to be bad accident on Parmer, what about lowering the speed limit? I've hear people say "I would ride my bike down Parmer, but the cars go too fast" more times than I can count. I believe a lot more people would commute to work if the cars werent driving so fast.	8/29/2024 2:03 PM
15	Parmer Lane needs protection for people outside of cars. As it is currently, it's practically impossible to walk or bike along Parmer without risking death.	8/29/2024 1:59 PM
16	Prioritizing safety is key. Prioritizing public transportation, bicycles, and pedestrians.	8/29/2024 1:21 PM
17	We need cycle lanes	8/29/2024 12:04 PM
18	Focus on adding safe, robust hike/bike infrastructure. All the other changes convert Parmer	8/29/2024 11:11 AM

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into more of a highway, which by nature will make it even more unsafe for all road users. When you design a road like a highway, people treat it like a highway. There are too many businesses and neighborhoods along this stretch to do that. We need to get cars off of Parmer. We need to encourage people to use alternative means of transit, whether it's walking to work or businesses, bike commuting, or taking public transit. Increasing public transit along this corridor would be an ideal short to mid term improvement.

19	I am in favor of all the short- and mid-term improvement concepts.	8/29/2024 10:59 AM
20	I think doing anything would be an improvement. If there were a way to preserve traffic flow while lowering speeds would be ideal.	8/29/2024 10:57 AM
21	I think they are good. I support signal improvements and closing dangerous median turns.	8/29/2024 10:34 AM
22	Add 12ft fully protected Shared Use Paths with shade on both sides of the road for walking & bicycling and use a planted buffer or a solid barrier.	8/29/2024 10:30 AM
23	Add continuous shaded Shared Use Paths on both sides of the road and use a solid barrier like guardrails. Good Biking infrastructure on Parmer is nonexistent	8/29/2024 10:30 AM
24	I ride my bike on Parmer both for commute & exercise. A separated, shared use path is fundamental to ensure the safety of cyclists and pedestrians. I'm concerned that widening of roads won't reduce congestion but rather will lead to future development in Leander & north.	8/29/2024 10:20 AM
25	I trust the professionals to make the right decisions for our community	8/29/2024 9:25 AM
26	I strongly support sidewalks and shared use paths. I support any improvements, including protected left turns, that are proven to increase safety.	8/29/2024 8:36 AM
27	Shared use paths for the entire corridor as short/mid term improvements.	8/29/2024 7:54 AM
28	More shared use paths, along entire corridor.	8/28/2024 9:57 PM
29	Short and mid-term are good ideas to improve safety and traffic flow working largely with the existing road infrastructure.	8/28/2024 9:41 PM
30	I like the sidewalk shared use as long as the sidewalks are wide. problem might come up with noise from the roadway, pedestrians might not hear bike traffic trying to pass	8/28/2024 9:15 PM
31	Priority is SUP, I care less about the car lanes. Traffic doesn't seem that bad to me.	8/28/2024 7:58 PM
32	Please include shared-use paths along the "entire" corridor as short- or mid-term improvements. The path should include car resistant bollards along the entire length to protect pedestrians along the route and to enhance safer/slower driving via the visual threat that they provide. Using trees as bollards would be ideal since they would also shade the cyclists/pedestrians making the path more attractive to users, mitigating the heat island effect of the roadway, and aiding water infiltration during rains	8/28/2024 7:50 PM
33	We need bike and pedestrian paths along the ENTIRE corridor	8/28/2024 6:39 PM
34	These seem like solid improvements	8/28/2024 4:52 PM
35	Please include shared-use paths along the entire corridor as as phase 1 projects. This is a highly used bike corridor and too often the shared use paths are the last thing to be added during a project like this.	8/28/2024 4:31 PM
36	Needs shared use paths along entire length	8/28/2024 4:23 PM
37	Adding wide shared-use paths suitable for mixed bike and pedestrian traffic (at least 14' width) should be a very high priority.	8/28/2024 4:10 PM
38	Would like to see shared-use paths along the entire corridor as short- or mid-term	8/28/2024 3:38 PM
39	Disruption time to make these changes.	8/26/2024 11:01 PM
40	Long left and right turn lanes to reduce rush hour backups. Change signal timings to allow more delay between a red and next green in cross street. Reduce speed limit slightly from 60 to 55.	8/24/2024 6:07 PM
41	I think signal timing and coordination are key, and should include detectors at every intersection - ideally those that detect bicycles as well as cars, unless/until there are adequate SUPs along the whole corridor.	8/24/2024 5:48 PM

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42	Bike/pedestrian lanes OFF THE ROAD, and, a HOV lane in the middle of the road. Overpass 620, 1431 and Mopac.	8/23/2024 1:01 PM
43	While any improvements will be greatly appreciated, the short term does not seem like it will address the issue. As a commuter it seems like there are just simply too many cars for the amount of road. Additional lanes and signal bypass lanes would be a huge improvement. The choke points both north and southbound are from Avery Ranch and Brushy Creek, a streamlined way to allow commuters to avoid these lights, as well as a way for the Brushy Creek and Avery Ranch traffic to enter w/o causing a backup is necessary. Please help! This stretch of road never gets enough attention and it is truly a terrible waste of time as well as a safety hazard.	8/23/2024 10:50 AM
44	Please provide marked bicycle lane(s) on the sides of the road with enough space for a bicyclist to safely travel on bike.	8/23/2024 9:20 AM
45	Meh. Safety is great, but the congestion issues I experience won't be addressed in the short- and mid-term.	8/23/2024 6:42 AM
46	No comment	8/22/2024 5:45 PM
47	These improvements are minor, and there shouldn't be a major effort to execute and complete it.	8/22/2024 4:50 PM
48	Your #1 is short term solution is crazy...."signal timing optimization" So you're telling the public that the signals are currently not timed to optimize traffic flow and platooning? You don't need a public meeting and comments to know that the signals should be fully optimized at this point. Get out and do that work today, don't wait on comments from the public....geez guys, come on.	8/21/2024 8:40 AM
49	we REALLY, REALLY need a light at Dallas & Parmer. There are accidents there all the time (3 this week)	8/20/2024 6:18 PM
50	Light optimization is severely needed, as it's clearly evident after commuting on the road for over 10 years that certain light cycles or speeds traveled will surely guarantee a +10 min arrival time.	8/20/2024 9:02 AM
51	The shared use path is the most important to me. I would like to walk and bike more often, but the safety is too low to do so. Every car we turn into a pedestrian or cyclist reduces traffic.	8/20/2024 8:55 AM
52	concerns on existing noise abatement wall will be eliminated and not be replaced with consistent reduction in noise. Environment concerns on increased air pollution to accommodate increased traffic rather than forcing alternate transportation options (light rail in the medium, etc.)	8/9/2024 7:57 PM
53	Completing the sidewalks and SUPs are good, smart, and effective and should be high priority. Consider how mass transit access can be improved along the corridor (dedicated transit lanes, partnering with CapMetro to improve service and frequency, etc)	8/9/2024 11:42 AM
54	Additional turn lanes sound great	8/7/2024 9:49 AM
55	Those needed to start 5 years ago. By the time you get to them, we are going to have bigger problem.	8/4/2024 3:33 PM
56	Most of these proposals are absolutely horrendous. If you build more car lanes, the traffic will only get worse. We need to prioritize decreasing the number of car trips taken using Parmer - building PROTECTED (by a concrete barrier and with shade) bike and walking areas is paramount.	8/4/2024 12:36 AM
57	- Signal time is not an improvement. That should be done continuously already. - Please Add right turn lanes for the cross streets turning onto Parmer/FM734. The cross streets often have to sit through multiple signal cycle lengths. - Please Add raised median curb or barrier to prevent turns on red at Avery Ranch. It's currently not safe. - Don't wait for a special project to build safety improvements. Don't wait for more accidents to happen. Send a crew out asap and build them.	8/3/2024 4:22 PM
58	I like these simple improvements.	8/3/2024 9:07 AM
59	Need right turn lanes for access into subdivisions. Currently a right turn requires pulling over into the bike lane. Not very safe. Add sidewalks that connect subdivisions with adjacent	8/3/2024 8:33 AM

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shopping areas. Just look for the current worn pedestrian paths to see where these are needed.

60	There needs to be updated and bigger concrete barriers that separate Parmer from homes.	8/2/2024 8:57 AM
61	If mid term we could just improve the roadway with sidewalks, lighting, better turning areas or exiting and entering the roadway. We also need to make sure it's safe for pedestrians to cross at Silver Creek.	8/1/2024 6:39 PM
62	I think these are good ideas to start. The SUP need to be as wide as possible. I think that the focus needs to be on making Parmer Lane pedestrian and bicycle friendly.	8/1/2024 5:54 PM
63	On board for intersection improvements since that is where the majority of crashes occur and that is where capacity is actually impinged. NOT in favor of ANY addition of lanes until there is a complete multimodal network provided. How can y'all seriously contemplate adding lanes when there are currently INCOMPLETE options for walking/biking/transit? Put those in FIRST, support them in a serious way, provide true options and THEN revisit this study in ten years. Austin's growth is slowing down. We need to build the transportation network of the future, not the past!	8/1/2024 2:09 PM
64	If traffic and safety are a concern, adding lanes is absolutely not the way to go. There's 80 years of data pointing to the fact that merely adding another lane only temporarily alleviates traffic congestion. There's exactly 1 point in the short/mid-term concepts that concerns non-automobile traffic -- The remaining 4 are to address car users' needs. Continuing to apply temporary solutions to solve long-term problems is a waste of taxpayer funds.	8/1/2024 2:00 PM
65	The short term plans seem to address flow for the whole corridor but do nothing to address having to do U-turns in many places without having a dedicated U-turn lane (or U-turn prohibited)	8/1/2024 12:48 PM
66	test	7/25/2024 11:24 AM
67	test	7/25/2024 11:24 AM

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Q5 What are your comments on the long-term improvement concepts?

Answered: 68 Skipped: 5

#	RESPONSES	DATE
1	The construction for those improvements needs to get underway ASAP.	9/3/2024 7:13 PM
2	Some change needs to occur. I'm really opposed to the 10+ lanes when we have 183 and mopac that would work better as primary travel corridors. I think optimizing specific intersections with optimal above/below grade options might be better vs try to provide alternate routes to 183 with higher capacity. For example, if you reduce the need for having 8 lights between Riata Circle and 45, that'd be more effective than adding 4 lanes of non-interrupted traffic. If you manage your school traffic and corporate traffic effectively, you may not need to build out excess capacity in terms of lanes. Consider and adapt as plans for Robinson Ranch are cemented - they've been in a state of flux for 2 decades so it's tough to pin down "what/when/where" with it. Consider adding easier access to 45 from North/South parmer to encourage traffic to use that. While cycling/walking is never going to be a highly utilized means of travel, Parmer and it's various intersections act as walls for connecting bike lanes. To that end, I'd like to see fewer but more "high comfort" crossings provided than basic/low cost crossings for cyclist. A good example of this is McNeil/Parmer and providing a route to the Howard station - Travis county is building the missing bike lane segment for that stretch on Howard - the only thing left is ensuring that the Parmer crossing is easier/safer to utilize. Of course - providing a SUP on both sides of the corridor would be very much welcomed. Consider "specific" infrastructure such as providing direct above/below grade crossings for McNeil or Apple campuses. They likely control the largest "surge" of traffic and thus contribute to the greatest congestion. IE - it may be better to spend more on providing roads to/from McNeil High school and preventing "clumping" traffic at intersections.	9/3/2024 5:22 PM
3	We need police to catch the cars speeding , especially late at night. No bike lanes. It's unsafe.	9/3/2024 4:45 PM
4	No overpasses for traffic. Overpass for Walking aka a Bicycle and Pedestrian Bridge for people & wildlife (deer, nocturnal animals, etc) only.	9/3/2024 4:32 PM
5	I'm absolutely in favor of any and all of the long term improvement concepts. Concept D would be ideal, but the ones down from there would be acceptable if people don't want it that wide.	9/2/2024 12:09 PM
6	For both short and long term improvements, add continuous shaded Shared Use Paths on both sides of the road and use a solid barrier like guardrails. Do NOT add more car lanes. This does not relieve congestion, worsens safety, and is the wrong way to accommodate population growth.	9/1/2024 10:31 PM
7	We need shared-use paths along Parmer, and more vegetation. Austin Energy has cut the trees back significantly, and the whole area along Parmer just feels like it's full of dead brush and litter. We need separate bike paths that are wide enough to use the way cyclists currently use the shoulder, in each direction. Please do not add lanes. People's HOMES are along Parmer. Please do not add frontage roads, unless you're planning to place them underneath an elevated express lane area. Do not widen the already wide footprint of this road any further.	9/1/2024 3:08 PM
8	Alternative A seems most appropriate for the current use and of the road. There are so many businesses along the corridor that turning the corridor into just a commuter route to bypass all the lights in Alt B-D seems it will impact them.	9/1/2024 1:35 PM
9	I support concept A the most since it provides the more space between bike/pedestrian paths and traffic, but I think the addition of a third lane is a useless waste of resources and suspect it will actively make car traffic worse.	9/1/2024 1:08 PM
10	Avoid overpasses. Raise SUFs in priority and line them with shade trees.	9/1/2024 9:57 AM
11	My preference would be option A, as the corridors lanes seem like they would create a significantly more expensive project. Please do not pursue option D (too many lanes, too expensive). I assume that for a single corridor lane isn't enough to make a meaningful difference, so option A doesn't seem worth it. If corridor lanes must be pursued, it seems like option C is the best compromise of cost/benefit but I assume you all have far better data on	9/1/2024 9:08 AM

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the topic than I. But please do not compromise on the design of the Shared Use path. It should not be an afterthought and should be given as much weight throughout the process as the car lanes.

12	People drive so fast on parmer. There are three lanes and a huge shoulder so people feel like it's a high way! A separated bike path would be great. I think three lanes is too many any where. Two is fine, three increases the number of ways an accident can happen, think about it.	8/31/2024 8:17 AM
13	Do not add any traffic lanes. If anything, convert the existing outside lanes to protected bicycle lanes and shade trees	8/29/2024 9:49 PM
14	It seem to be proven over and over again through studies and trial(and error) that adding more lanes wont solve traffic congestion in the long term. I've even seen some evidence that feeder roads also cause congestion and accidents. So most of the solution you have presented seem to not be long term.	8/29/2024 2:03 PM
15	We do not need more lanes. It's been shown again and again and increased lanes for cars doesn't alleviate congestion as it encourages more people to drive. The end result is no change in congestion, no change in speed of movement, but an increase in traffic violence and pollution, both noise and air.	8/29/2024 1:59 PM
16	Expanding roadways by adding more lanes often fails to alleviate long-term congestion and has several negative impacts. Research shows that increased road capacity typically leads to "induced demand," where more lanes attract additional traffic, eventually worsening congestion rather than relieving it. This approach also harms the environment by increasing emissions, disrupting natural habitats, and contributing to water runoff pollution. Additionally, it can negatively affect public health through higher pollution levels and increased accident risks, while perpetuating a car-centric culture that undermines more sustainable transportation options. A more effective strategy would focus on enhancing public transit, promoting biking and walking, and supporting mixed-use developments to create a more balanced and lasting solution, rather than lining the pockets of the oil tycoons who are on the board of TXDOT.	8/29/2024 1:21 PM
17	Cycle lanes	8/29/2024 12:04 PM
18	All of these are terrible. We do not need another highway along this corridor. We need to prioritize public transit. We need to get cars off our roadways to improve traffic. There are numerous studies that show that adding lanes does not improve traffic -- why, WHY, WHY does your organization continue to only propose additional and additional managed lanes as traffic solutions? Prioritize PEOPLE. Make it easier for PEOPLE to get to work, to visit local businesses, to safely get home. That means NOT making this thoroughfare a highway. Please rethink all of these approaches.	8/29/2024 11:11 AM
19	I strongly support the addition of shared use paths, but vehemently oppose the addition of any further car lanes.	8/29/2024 10:59 AM
20	I welcome them. SUPs for the win!	8/29/2024 10:57 AM
21	I strongly oppose the options that add additional car lanes. This never achieves any improvements to congestion, it just increases traffic and creates more ugly concrete overpasses. Concept A looks like the best option but I'd like to see more provision for shade and tree planting. There's plenty of room both in the median and on the sides of the road to plant more trees.	8/29/2024 10:34 AM
22	Do NOT add more car lanes. This does not relieve congestion, worsens safety, and is the wrong way to accommodate population growth.	8/29/2024 10:30 AM
23	Do NOT add more car lanes. This does not relieve congestion, worsens safety, and is the wrong way to accommodate population growth. Encourage alternative modes of transportation. Ebikes are a game changer. Safe infrastructure will get more people out there. Build it and they will come.	8/29/2024 10:30 AM
24	I ride my bike on Parmer both for commute & exercise. A separated, shared use path is fundamental to ensure the safety of cyclists and pedestrians. I'm concerned that widening of roads won't reduce congestion but rather will lead to future development in Leander & north.	8/29/2024 10:20 AM
25	I'm not sure	8/29/2024 9:25 AM
26	- I strongly support shared use paths. Please ensure the SUPs are continuously protected with a hard barrier such as jersey barriers and that the SUPs are a reasonable distance from the	8/29/2024 8:36 AM

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roadway to ensure comfort. Please also ensure a continuous tree cover and wayfinding signage. - I strongly oppose adding more lanes. Surely by now, we should have learned the lesson that this does not work and merely induces more driving and worsens congestion, pollution, and safety. Population growth does not have to equal more driving. Plan for the future people want: More transit, walking, and bicycling, not more cars. Please read and respond to the Congestion Con report. - Where is the investment in transit here?

27	Support Concept A since it provides the most space between bikes/peds and cars, is the most cost-effective, and provides a better quality of life to both roadway users and others nearby.	8/29/2024 7:54 AM
28	Concept A! Space between people/bikes and cars is important! NO THROUGH-LINES!!	8/28/2024 9:57 PM
29	Throughways, raised roads, or highways should not be constructed here.	8/28/2024 9:41 PM
30	same as above	8/28/2024 9:15 PM
31	Please prioritize SUP on both sides of the road and safe crossings.	8/28/2024 7:58 PM
32	I like concept A since it provides the most space between bikes/peds and cars, is the most cost-effective, and provides a better quality of life to both roadway users and others nearby.	8/28/2024 7:50 PM
33	Concept A would be the best choice of the options here, it shows most space between car lanes and bike/ped/shared use path, and is less invasive and costly in terms of construction.	8/28/2024 6:39 PM
34	Concept A seems like the best plan for the future	8/28/2024 4:52 PM
35	I support for Concept A. It looks best for both cars and bike/ped by giving the the most space between them. This is important for quality of life along this corridor (there is a lot of housing on Parmer). It also looks to be the most fiscally responsible concept.	8/28/2024 4:31 PM
36	Concept A is best	8/28/2024 4:23 PM
37	Alternative A is much better than the others. I do not support the highway+frontage road concept because this is a barrier to bike connectivity in the area. Option A provides the safest layout for bikes, of the provided options.	8/28/2024 4:10 PM
38	Concept A is the best, since a) it provides more space between bikes/peds and cars, b) it is more cost effective than the other two options, and c) provides a better quality of life to both roadway users and others nearby.	8/28/2024 3:38 PM
39	Overpass is desirable based on length of time required to make these changes.	8/26/2024 11:01 PM
40	Prefer alternative C. 2 through lanes and 2 local frontage lanes in each direction should allow best balance of traffic. Alternative D is too many lanes overall, would just encourage more traffic.	8/24/2024 6:07 PM
41	I think C covers long-term needs well (as someone who both drives and bikes this corridor regularly).	8/24/2024 5:48 PM
42	Safe pedestrian/bike overpasses and road crossings built above the freeway with fencing for protection	8/23/2024 1:01 PM
43	Please add more capacity to this stretch of road, and increase the average speed of commuters between 1431 and 620. Please consider any increased capacity needs to pair well with the existing stretch south of 620. Please do not create a choke point at 620.	8/23/2024 10:50 AM
44	Please provide marked bicycle lane(s) on the sides of the road with enough space for a bicyclist to safely travel on bike.	8/23/2024 9:20 AM
45	I prefer concept D. I live just off Parmer in Austin and travel to Leander once a week on Parmer. I like the idea of bypassing lights. Something that has growth capacity, but allows for green spaces.	8/23/2024 6:42 AM
46	Careful evaluation of the impact elevated overpasses is needed if that becomes the preferred option. Seems like this will have a big impact on displacement of business and possibly homes next to Parmer lane. This will likely also have an adverse effect on surrounding neighborhoods (e.g., road noise pollution)	8/22/2024 5:45 PM
47	Concept A: It will only slightly improve traffic flow, the issue with the traffic lights remain Concept B: It is a waste of money, and not future prove, to have a single lane that bypasses traffic lights and intersection in each direction Concept C: I believe it is the best option, and it	8/22/2024 4:50 PM

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allows for future expansion of another lane on the frontage road Concept D: I don't believe a three lane frontage road will greatly improve congestion

48	concept "A" needs to be thrown out. don't try to put a Band-Aid on a broken leg. There has to be overpasses at the major intersections. Concept C and D will make the most the most sense moving forward with the growth happening north of 1431. You have to have as much capacity as you can put in.	8/21/2024 8:40 AM
49	Adding through lanes seems valuable. I don't relate to the other recs being responsive to the conditions that are unsafe	8/20/2024 6:18 PM
50	More lanes are not a long term solution.	8/20/2024 9:02 AM
51	Please prioritize the shared use path	8/20/2024 8:55 AM
52	not a fan of the elevation concepts at intersections - the net result will be serious increased noise and air pollution to existing neighborhoods	8/9/2024 7:57 PM
53	My concern as a homeowner is that adding more lanes will bring the road closer to neighborhoods and put busy roads right against people's backyards! I'd like to see plans for both keeping noise down and safety.	8/9/2024 5:33 PM
54	TxDOT has outdone itself this time. The last thing Parmer Lane needs is to be more of a highway. Adding lanes is not a real solution and will only increase traffic congestion without meeting the stated goals of improving mobility and safety. Dedicated, protected bike lanes and mass transit enhancements are the best way to improve this corridor. Turning Parmer into even more of a highway than it already is will at best do nothing.	8/9/2024 11:42 AM
55	Added lanes are desperately needed	8/7/2024 9:49 AM
56	Through lanes are desperately needed. I don't understand how the bike lanes because these are busy streets and bike riders are vulnerable and slow the traffic flow	8/4/2024 3:33 PM
57	The shared use path is the best suggestion here. Ideally a tram or streetcar could be installed to further reduce the number of trips taken by car. I cannot stress this enough - if you do anything that increases cars on this road, the traffic, accidents, and deaths will also increase and be on your hands.	8/4/2024 12:36 AM
58	- Definitely in favor of the grade separation concepts. Two lanes each direction are likely needed for the overpasses. A realistic traffic study should confirm. - What are the absolute and relative traffic performance of the Concepts B, C & D? - Will the study produce conceptual designs of the alternatives to see impacts? Why aren't there designs exhibits for the concepts available other than the typical sections? - The RM620 grade separations are awesome for saving time through Round Rock. They're narrow shoulders. Please consider narrow shoulders for the overpasses to reduce impacts.	8/3/2024 4:22 PM
59	I don't think they are necessary and would make pedestrian and bike traffic across Parmer more difficult. Highway 183 has done wonders for reducing traffic on Parmer. I've lived along Parmer for 25 years and think the traffic is better now than it was then.	8/3/2024 9:07 AM
60	I support Concept A. Comparing to 183, I don't see where adding frontage roads would help since there is not a lot of adjacent commercial access needed.	8/3/2024 8:33 AM
61	There is no room on Parmer from Amherst to Riata Vista for frontage road lanes on either side. The road and shoulder are feet from people's back yard fence. There is only a drainage ditch between the neighborhood and cars flying by at 70mph. It is already loud enough and if someone crashes, they can fly into the backyard.	8/2/2024 8:57 AM
62	It appears that the long term plan is to elevate the roadway. All the homes in Northwood, Preston Oaks, and Northwood would be staring straight up at a freeway. I understand progress needs to happen but that sucks for the neighborhoods.	8/1/2024 6:39 PM
63	I do not like the idea of more and more lanes. Would the through lanes be like the intersection of N.Lamar at Anderson or an eventual freeway like 183?	8/1/2024 5:54 PM
64	Y'all are, essentially, making Parmer a highway. Lest y'all forget, it's TX Department of Transportation now, not highways! As stated above, put real effort (and money) toward transportation OPTIONS for a decade before even thinking about adding lanes in any way. Y'all can't seriously call yourself a department of transportation unless you do that.	8/1/2024 2:09 PM

Parmer Lane (FM 734) Corridor Study

65	All but one of these long-term improvement concepts are about adding new automobile traffic infrastructure, which are vastly more space-inefficient than expanding alternative modes of transit in this area. Why can't we try something else, like adding a bus line?	8/1/2024 2:00 PM
66	The long term plans seem to address flow for the whole corridor but do nothing to address having to do U-turns in many places without having a dedicated U-turn lane (or U-turn prohibited)	8/1/2024 12:48 PM
67	test	7/25/2024 11:24 AM
68	test	7/25/2024 11:24 AM

Parmer Lane (FM 734) Corridor Study

Q6 General Comment Section: Is there anything else you would like to tell us about Parmer Lane?

Answered: 63 Skipped: 10

#	RESPONSES	DATE
1	Many young people drive in Parmer everyday to access McNeil H.S., Kelly Reaves Athletic Complex, and Vista Ridge H.S. The safety of newdrivers needs to be taken into serious consideration alongside the ever growing Apple campus and development of the Robinson Ranch lands. High speed combined with a growing population does not mix well.	9/3/2024 7:13 PM
2	Continue to engage with the community. Fix your crash metrics - contact Jollyville Fire Department and other EMS/agencies rather than rely on a APD or current data feeds. If you do one thing and one thing only for pedestrians/cyclists, please provide a safe route from Riata Vista Circle to Europa over the train tracks. There exists NO north/south route that doesn't take on you a shoulder at Parmer. There is literally only one other "safe" north/south bicycle route and that is Jollyville Road. I dont care if you have to build a separate bridge over Yett Creek Park or whatever.	9/3/2024 5:22 PM
3	It's dangerous, especially at Corpus Christi Dr and Dallas Drive intersections.	9/3/2024 4:45 PM
4	Parmer/McNeil Thoughts: 1. Do NOT want any Overpass for vehicles. a. Moved to this area 20+ years ago the main purpose of undeveloped land, wildlife, no major road/traffic structures, b. Too loud as it is, do not want overpass: air quality/sound etc. 2. I do want an Overpass for Walking aka a Bicycle and Pedestrian Bridge for people & wildlife (deer, nocturnal animals, etc). a. We need a Safe walkway for highschoolers, local wildlife, bicyclists, & area residents to walk to area schools, shopping, work, and local bus stops. b. There are similar proposals for downtown, South, and East Austin as a part of the city of Austin Mobility projects. Northwest Austin (McNeil/Parmer area) has historically been overlooked and not included. As an Austin Property owner for 20+ years, I am frustrated that my tax dollars are continually used for downtown parks & locations for tourist & college draws, but not for actual residents who are paying taxes outside of these tourists draw locations. i. I do NOT travel downtown, and will never travel downtown due to heavy traffic, excessive number of Toll Roads, excessive Toll Road costs, cost of parking, and the expensive cost of attending ANY Austin attraction or event. ii. As a 30+ year state employee I can barely afford to continue live within the Austin City Limits. Especially with excessive property taxes and the continual increase of utilities & cost of living. State employees do NOT receive any pay increases nor cost of living compensation. State Employees are underpaid compared to private industry salaries. Historically our state salaries are not approved and dismissed from the Bi-Annual Texas legislature sessions. Additionally private industry and the city of Austin currently compensates employees to reside in Austin due to the high cost of living. State employees are required to live in the area and are NOT compensated to live in high cost of living locations. State employees are neglected within all City of Austin Household Affordability plans. Only teachers get the lime light for budgeting, affordability, & housing plans. c. As a responsible person, I do not want the local limestone caveins disturbed nor destroyed. It was 'recently' discovered that there are caveins here in the NW Austin area. A cave was found during construction of the new music wing for the McNeil High school. d. Additionally this area should be included within plans to connect & extend to the current Walnut Creek hike/bike trail network system located at the Balcones District Park to further leverage existing transit & pedestrian safety to deliver complete streets to everyone residing in the Parmer/McNeil surrounding areas. e. It would be ideal to expand & use existing drainage tunnel systems to not only allow small mammal access traffic, but to also create & develop various location water holes to effectively use the drainage rain water to support local wildlife due to continuing extreme droughts & ever-increasing wildfire risks. i. Another idea is to create a rain water aquifers (similar to Lady bird wildflower center) to the various location watering holes and along hike & bike trails. ii. Rainwater aquifers & watering holes will need to take into consideration the planning for mosquito control; including bats, etc. f. Suggested locations for proposed Bicycle/Pedestrian/Wildlife Bridge overpass: i. Melrose Trail & W. Parmer Lane ii. Corpus Christi Dr & W. Parmer Lane 3. Additional short white safety poles or something is needed to discourage drivers cutting across W. Parmer Lane into the HEB shopping center. Often times	9/3/2024 4:32 PM

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irresponsible cars traveling on North bound W. Parmer Lane are recklessly going against South bound W. Parmer Lane traffic to enter the HEB Shopping plaza at Melrose Trail. 4. Timing of lights at the Riata Vista Circle & W. Parmer Lane intersection is off. The light-timing to take a left turn from North bound W. Parmer Lane onto Riata Vista Circle needs to be reset to allow drivers to take a left turn at the same time when the other North bound light are also green. Neighborhood residents have to wait an extra ordinary amount of time unnecessarily to get into the neighborhood. 5. There has been an explosion of cut-thru traffic to avoid major inspection at Parmer & McNeil Drive & W. Parmer Lane. a. The Milwood and Bancroft neighborhoods need speed management bumps. Local residents have requested speed bumps for the past 20 years! Including using the more recent 311 Speed Management Request system & processes. Area was evaluated several years ago, placed on the city of Austin list and downgraded on the list ever since. b. In Milwood, speed limit signs were installed, but are ignored. Reckless drivers continue to speed. And zip around other drivers (on the left) to pass cars who are driving the speed limit. Just this morning (Saturday-08/24/24) we could not take a left turn onto Shreveport Drive as a cut-thru driver was speeding, talking on the phone, did not slow down for & blared their horn. Milwood residents can not play in the front yards, or walk in the neighborhood or to school (Jollyville Element ray & McNeil Highschool) due to speeding & reckless drivers. Several speed humps need to be installed within the Milwood neighborhood similar to the ones currently on Avery Island Ave. and other areas of the city such as Hyde Park. c. Local IT company employees (Apple & others) speed through on Garfield Lane, Shreveport Drive, Heinemann Dr, and Melrose Trail. d. Car NOT safely get mail as cars will NOT slow down & continue to speed by when local residents are out to take trash to curbs, get mail, walk dogs, play with children. This issue has been reported on multiple occasions to my personal knowledge for 20 years already. e. Road from xx to xx, when you are driving the speed limit, cars speed and frequently pass you on your left recklessly because you are not "driving fast enough" & then speed pass you on your left on the 2-lane neighborhood road. Additionally, there are parked cars on each side of the road. f. Note: Avery Island Ave already has existing speed bump(s). g. Suggest adding speed bumps in the Milwood and Bancroft neighborhoods management/bumps on McNeil h. Need cops (motorcycle/cop trailer at HEB shopping plaza) to discourage, monitor, & enforce speed & reckless driving. i. School locations j. Right turn from McNeil onto Melrose was recently repainted in 06/2024. Right turn from McNeil onto Melrose Trail is now too sharp. Traffic behind (McNeil) do not slow down for responsible drivers to slow down to take sharp turn to ensure there are no pedestrians/school children crossing. 6. Speed management/bumps on Parmer a. Parmer/McNeil intersection to enforce reduced speed for shopping traffic b. Parmer/McNeil intersection to allow highschooler to walk to school safely. c. Need cops (motorcycle/cop trailer at HEB shopping plaza) to discourage, monitor, & enforce speed & reckless driving on Parmer. d. Saturday/Sunday Parmer Road used by motorcycle to speed down. Current drivers habitually cut in & out of traffic recklessly. Often times, almost side swiping other cars. 7. School lights on McNeil & Sidewalk needed on McNeil, both sides of the road. School children, local residents to walk to shopping. & hike/bike trail system. 10. Keep/maintain the Parmer Medians AND side shoulders of the roads not only for aesthetics but to support native plant life including our existing wildflowers, cactus, and trees per current Lady Bird Johnson programs & purposes. a. Austin has the opportunity to continue to encourage & support local bees, monarch butterfly & hummingbird migrations, and other wildlife. 11. Re-Pave neighborhood roads, not re-gravel. a. All local resident neighborhoods have High traffic due to school buses, mail delivery, cut thru traffic from construction companies, local IT companies, & shopping public. b. Ideally repave with porous, rainwater drainage, light color for heat. All my tax dollars have been allocated to downtown/South/east Austin roads, parks, neighborhoods, collage areas, for student & tourists' populations. NW Austin has historically been neglected. NW Austin residents pay tax dollars for all the City of Austin programs who have not received any plans nor funding for XXXX living. Other topics of concern, 183 does not have enough off ramps for local area residents. 183 built to be a toll road so exit ramps were not built for local resident "get around". Local residents required to use frontage roads for long stretches unnecessarily.

5

Parmer land is only going to get more congested and the sooner we act on a longer term solution, the better it will be for everyone. We love to bike around our area, but Bike/Pedestrian lanes are really lacking on Parmer. Many people work around Riata and many live very near there on Parmer, but can't safely take anything but a car to get there. The lighting is not good either. [REDACTED] the turn from east bound Parmer to Gannymead at night is hazardous because of the lack of lighting. Turning left from west bound Parmer onto Melrose Trail to go that HEB is hazardous because of the hill obstructing the view of eastbound vehicles. I was born and raised in Austin and common complaint about expanding roads is that it encourages urban sprawl, but that's what zoning and smart planning is for. We should not sacrifice our safety to follow the "If we don't build it, they won't come." mentality.

9/2/2024 12:09 PM

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6	Add 12ft fully protected Shared Use Paths with shade on both sides of the road for walking & bicycling and use a planted buffer or a solid barrier. Do NOT add more car lanes. This does not relieve congestion, worsens safety, and is the wrong way to accommodate population growth. Transfer ownership of Parmer Lane to the City of Austin to allow the City to apply its own safety and design standards.	9/1/2024 3:08 PM
7	It would great to get a stop for the train. The Austin Capmetro train crossing is so close to apartments and businesses that could use access to it of there was a stop you could walk to.	9/1/2024 1:35 PM
8	I think shade trees should be added along the shared-use paths and that barriers should physically separate the cars from the pedestrians and bikers.	9/1/2024 1:08 PM
9	Please do not turn Parmer Lane into a freeway that runs parallel to the 183 freeway	9/1/2024 9:57 AM
10	As many trees as possible, please! It makes things so much better and prettier for everyone, and for people on the shared used path the shade is amazing during the hotter months. Any areas where the pedestrian/shared use path is near the high speed traffic on the roadway or there aren't natural barriers, please please add barriers.	9/1/2024 9:03 AM
11	I live very close to parmer lane, and it's been build for high speeds. You have a lot of dumbasses who drive aggressively because the infrastructure allows it.	8/31/2024 8:17 AM
12	Reduce traffic speeds for safety	8/29/2024 9:49 PM
13	This maybe bigger than just Parmer itself, but has there been any studies or research into expanding public transit on Parmer? I don't even think that there is a bus line? I could be mistaken, but I don't think I have ever seen a bus there. Or maybe work with some of the Tech companies to provide shuttles for their workers? There's a good amount of those(apple) along Parmer or close by. I would love to see the expansion of the Cap Metro Rail straight down the middle Parmer. That seems like a real long term solution.	8/29/2024 2:03 PM
14	We need safe, separated, and protected sidewalks and space for micromobility along Parmer Lane. It is a road that connects many populated areas, as well as schools and businesses, but as it currently stands, the area is safe ONLY for people in cars, which is unacceptable and puts anyone outside of a car at deadly risk.	8/29/2024 1:59 PM
15	For Parmer Lane, I suggest focusing on reducing the number of cars rather than merely expanding road capacity. Strategies such as improving public transit with more frequent and reliable services, creating dedicated bike lanes and pedestrian pathways, and encouraging mixed-use development can effectively reduce car dependency. Implementing carpooling incentives, enhancing traffic demand management, and promoting policies that support remote work and telecommuting are also beneficial. These measures not only alleviate congestion but also lead to environmental benefits by reducing emissions and lowering pollution. Additionally, they improve public health by encouraging active transportation and can enhance community connectivity and overall quality of life, rather than lining the pockets of the oil tycoons who are on the board of TXDOT.	8/29/2024 1:21 PM
16	Due to the high speeds on this road, there should be a protected bike lane on each side. The lanes should be swept periodically or a barrier should be in place to prevent debris from car lanes landing in the bike lanes.	8/29/2024 12:50 PM
17	Cycle lanes	8/29/2024 12:04 PM
18	Parmer lane has been a primary path for cyclist for decades. Has improvements are made please keep cyclists in mind and keep it a viable option for cycling. The Austin metro area has a large active cycling community. Improvements should keep the whole community in mind, no just vehicles.	8/29/2024 11:37 AM
19	Adding a SUP along each side of the roadway will be great, as long as it's wide enough and users of the SUP are given priority through the numerous business and neighborhood entrances along Parmer. If a person riding a bike is going to be at fault because negligent drivers turn into them, then it's not a good system. Consider overpasses for the SUP at key intersections so that people on bikes or on foot don't have to stop at every single red light -- we should be encouraging people to ride their bikes and remove every barrier possible in that process, and intersections are one of the more dangerous places for these road users.	8/29/2024 11:11 AM
20	Thank you for asking.	8/29/2024 10:57 AM

Parmer Lane (FM 734) Corridor Study

21	Please don't turn this into another ugly freeway with concrete overpasses blighting the landscape. Three lanes is more than enough, there is absolutely no reason to add additional car lanes. Plant more trees and build high quality protected shared use paths.	8/29/2024 10:34 AM
22	Transfer ownership of Parmer Lane to the City of Austin to allow the City to apply its own safety and design standards.	8/29/2024 10:30 AM
23	Add protected bike lanes. Safe infrastructure will get more people out there. Build it and they will come.	8/29/2024 10:30 AM
24	Parmer is an important connector for those of us living on the north side of Austin. It's fundamental that all road users be taken into account here. This includes drivers, cyclists, and pedestrians.	8/29/2024 10:20 AM
25	No	8/29/2024 9:25 AM
26	This is the 21st century, not the 1950s. Please don't keep adding car capacity when this has been shown time and time again not to solve the problems it purports to tackle. Please be honest with the community about this. Thank you for considering sidewalks and shared use paths as part of this project.	8/29/2024 8:36 AM
27	Could there be shade trees along the shared-use paths, plus jersey barriers or guardrails separating the paths from the highway lanes.	8/29/2024 7:54 AM
28	More trees! Shade trees are a must for shared use paths guardrails would be good too. Fix the horrible, dilapidated, abandoned buildings and encampments at the north end of Waters Park Road (ends under Parmer). PLEASE expand the trails along the rail line on Waters Park Road. With the expansion of 183, why in the world would through-lanes be helpful?! Do not make Parmer another E/W fiasco of dangerous fast drivers like 183 from IH35 to MOPAC.	8/28/2024 9:57 PM
29	In order to increase capacity and ease congestion along this stretch of Parmer, a light rail line needs to be seriously considered. There is even an intersection point along the existing red-line, improving connection for potential public transit.	8/28/2024 9:41 PM
30	all in for making it better to bike and walk everywhere	8/28/2024 9:15 PM
31	It's a road that feels dangerous to drive, ride (bike) or walk next to. I hate the road as it is today and wish I didn't work on Parmer lane.	8/28/2024 7:58 PM
32	Echoing what I wrote in section 4, if shade trees aren't used as bollards along the shared-use paths, then please include concrete jersey barriers or guardrails to protect vulnerable users of the shared use paths from the drivers on the highway lanes.	8/28/2024 7:50 PM
33	I would strongly oppose adding more feeder lanes as in B-D. This type of design adds so much extra stress and danger to the roadways. I avoid this type of area whenever possible due to the danger	8/28/2024 6:39 PM
34	Including shade trees for both ped/bike comfort and as a barrier to traffic lanes would be ideal. If this isn't feasible along the entire length then other methods of physical barriers to separate vulnerable road users from cars is needed.	8/28/2024 4:31 PM
35	Needs pedestrian shade	8/28/2024 4:23 PM
36	Please provide some type of barrier separation (guardrail, concrete barriers, etc) between car lanes and shared use path.	8/28/2024 4:10 PM
37	Would like to see shade trees along the shared-use paths, plus jersey barriers or guardrails separating the paths from the highway lanes	8/28/2024 3:38 PM
38	Like to see more bike lanes and SUPs, but should be separate from vehicle lanes as much as possible, not just wider outside shoulders. But dollar wise, priority should be on more vehicle lanes.	8/24/2024 6:07 PM
39	Until there are continuous SUPs, there should be signs on those that end abruptly so that pedestrians and cyclists don't end up having to choose between backtracking and cutting through woods, private property, etc.	8/24/2024 5:48 PM
40	The intersection of Parmer Lane and Mopac is very congested and UNSAFE.... needs help I avoid it at all costs	8/23/2024 1:01 PM
41	Schoolbus congestion and the railroads should be considered. A commute traveling the 10	8/23/2024 10:50 AM

Parmer Lane (FM 734) Corridor Study

	miles between 1431 and Mopac should not take longer than 12-15 min	
42	Please provide marked bicycle lane(s) on the sides of the road with enough space for a bicyclist to safely travel on bike.	8/23/2024 9:20 AM
43	We need an improvement soon, in my years in Austin, the roadway keeps getting more congested and very slow to navigate.	8/22/2024 4:50 PM
44	The problem area on Parmer is between McNeil and 620. When Apple was put in there was talk of a bridge over McNeil, a back road to the high school, and a light at Corpus Christi.	8/21/2024 11:07 AM
45	move this project up on the priority list. It's terrible up there.	8/21/2024 8:40 AM
46	Extend left turn lanes, fix the light timing at Brushy Creek, Avery Ranch, and especially Ranch Trails, as these are constantly out of a sync and cause severe backup and traffic. Few people turn into Ranch Trails when compared to traveling through on Parmer, but priority always seems to be with stopping Parmer to let Ranch Trails turn.	8/20/2024 9:02 AM
47	any improvements planned will do little to alleviate long range issues. Once completed (given funding and scheduling) traffic will have increased to fill up any improvements. New / additional East West feeders to MOPAC lane to reduce Parmer Lane congestion prior to MOPAC. Parmer Lane improvements will bottle up at MOPAC unless pass through lanes are part of the investment. Moving the bubble.	8/9/2024 7:57 PM
48	The biggest bottleneck northbound, at least in the 3-5pm time, is always at Brushy Creek, and there are no good alternate routes in that direction without going all the way to 183. So that particular area, that bridge over Brushy Creek and the light north of it, seems to need particular attention.	8/9/2024 5:33 PM
49	The Parmer and McNeil intersection is terrible. Numerous accidents and dead stopped traffic. Numerous accidents at Corpus Christi and Parmer, due to a slight curve in the round combined with it's elevation. Drivers merging onto Parmer from Corpus Christi cannot see the speeding traffic coming from the direction of Anderson Mill. The past two days there have been accidents, causing it to take 20-30 minutes to drive less than 2 miles.	8/7/2024 9:49 AM
50	The intersection at Parmer and Cassandra needs to be a no UTurn lane. A lot of crashes happen there.	8/4/2024 3:33 PM
51	Please look at the Strong Towns initiative - https://www.strongtowns.org/ I would also highly recommend contacting AURA as well - https://aura-atx.org/ I live on Parmer. Every trip I have to make by car to access supermarkets, public utilities and parks, and places like nearby restaurants is a severe policy failure. This road will only become more ravaged and expensive to maintain the more it cedes itself to automobiles.	8/4/2024 12:36 AM
52	- With Parmer/Ronald Reagan being the major regional north/south non-toll route to Cedar Park and Liberty Hill, the traffic is exploding. - Williamson County should fund the project with all their bond program. Having FHWA and CAMPO involved will make the project take years longer to solve the traffic problems. The County can build it to their more flexible criteria and get it done much faster than with CAMPO involved. - Do what you can to get the project construction started ASAP. - Don't put blind folds on and only look at Parmer/FM734. The cross streets such as Neenah, Avery Ranch, Brushy Creek... all are a part of the system and contribute to delays.	8/3/2024 4:22 PM
53	I already see kids on bikes and families with small children struggling to get across Parmer at Neenah, don't make it harder.	8/3/2024 9:07 AM
54	For my commute, the consistent bottlenecks are north bound at MoPac, McNeil, and 620. Need a better connection between 183 and Parmer around Riata.	8/3/2024 8:33 AM
55	There needs to be updated and bigger concrete barriers that separate Parmer from homes.	8/2/2024 8:57 AM
56	My main concerns with Parmer being expanded is first that if an elevated roadway goes over major portions of it near Amherst Ganymede that many homes will be staring directly up into a freeway. Another concern I have is that currently turning left or right into many of these sections around Amherst, Silver Creek and Ganymede are hard because people are going fast and there's not much area to get over and turn. So we need better dedicated left and right turn lanes. One issue I have is that lighting is not present at all in many parts of Parmer along the Amherst and Ganymede area. I would like to see bike paths along the whole stretch of Parmer.	8/1/2024 6:30 PM

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I would like to make sure that people can cross Parmer by foot safely. My children often cross at Silver Creek in order to get to the businesses and Parks on the south side of Parmer.

57	Drivers regularly attempt to turn left from NB Mopac service road onto Parmer Ln from the "right" left turn lane then turn left onto SB Mopac service road, crossing at least two lanes of traffic to reach either of the left turn lanes.	8/1/2024 6:36 PM
58	I think that the focus needs to be on making Parmer Lane truly pedestrian and bicycle friendly. Speed limits needs to be lowered and SUP added from MoPac to 1431. I think Parmer Lane should feel more like a Boulevard than an expressway.	8/1/2024 5:54 PM
59	It's not too late to make Parmer an actually liveable, pleasant PLACE for people instead of another highway/traffic sewer. People are out there that know how to do this (I just don't think any of the work at TXDOT). Let's build transportation for the future, y'all, not the past!	8/1/2024 2:09 PM
60	I strongly believe that the best way to improve the traffic needs of Parmer Lane is to reuse our existing automobile constructions to provide alternatives such as bus, bike, and pedestrian infrastructure. Not only are these cheaper to build and maintain, they are also more space efficient (reducing the number of displaced businesses/residences).	8/1/2024 2:00 PM
61	Any of the spots that developments have been built that only exit to one side of Parmer need a dedicated u-turn lane nearby (Briarwick Dr). Crossing both sides of Parmer for a left turn is very dangerous and having a dedicated u-turn nearby would help too (Corpus Christi Dr). Prohibiting u-turns and left turns at Avery Ranch and Parmer also causes those shopping centers to be very inaccessible.	8/1/2024 12:48 PM
62	test	7/25/2024 11:24 AM
63	test	7/25/2024 11:24 AM

Written Comment Forms



PARMER LANE (FM 734) CORRIDOR STUDY OPEN HOUSE #2 COMMENT FORM

Please include your contact information below.

NAME (PLEASE PRINT): Kristin McLean
 EMAIL ADDRESS: [REDACTED]
 PHONE NUMBER: [REDACTED]

What zip code do you live in?
78729

What zip code do you commute or travel to most often?
78729 toward Mopac and 78729 toward 1431

What are your comments on the short- and mid-term improvement concepts?
My house backs up to Parmer so we use that to get every where bc of the B3 construction
a sidewalk would be amazing - as there is not one now particularly for people accessing the parmer/McNeil HEB
Making all the lights + intersections NO left turn to the extent this is possible

What are your comments on the long-term improvement concepts?
As Parmer gets busier + busier - I'd like to see consideration for 'sound + safety' barrier walls from McNeil to 620/45 and it looks like none are planned

General Comment Section: Is there anything else you would like to tell us about Parmer Lane?
the through lanes make sense as an extension of 620/45 since the houses on Avenir + Bishop creek are set back from the road (North to 1431)
not going south toward Mopac as that would put an overpass in people's backyard essentially

This form may be used to provide comments on this study. Any questions on this form will not be considered an open records request and will not be treated as such. If you wish to submit an open records request, please do so separately.

How did you hear about the workshop? Check each of the following boxes that apply to you:

- Email from Parmer Lane Corridor Study (I'm on the mailing list.)
- Postcard
- Newspaper Ad
- Social Media
- Traditional Media (news, radio ad)
- Heard Through a Friend/Colleague
- Other road sign

If you'd like to have your feedback included in the community workshop summary, please submit by Tuesday, Sept. 3, 2024. We will continue to collect feedback throughout the process and encourage you to share your comments through any of these methods on an ongoing basis.

Email: ParmerLaneCorridorStudy@gmail.com
 Verbal Comment by Voicecall: (512) 651-3964
 Mail: Rifeline, Parmer Lane (FM 734) Corridor Study
 1608 W. 6th Street, Austin, TX 78703
 Online: CAMPO and search "Parmer Lane (FM 734) Corridor Study"

(Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting



PARMER LANE (FM 734) CORRIDOR STUDY
OPEN HOUSE #2
COMMENT FORM

Please include your contact information below.

NAME (PLEASE PRINT): Melissa Boaz
EMAIL ADDRESS: [REDACTED]
PHONE NUMBER: [REDACTED]

What zip code do you live in? 78727 [REDACTED]

What zip code do you commute or travel to most often? 78727 / 78731

What are your comments on the short- and mid-term improvement concepts?
Some needs to be done yesterday!

What are your comments on the long-term improvement concepts?

General Comment Section: Is there anything else you would like to tell us about Parmer Lane?

What can be done ASAP on traffic @ Ganymede Drive / Parmer.
My home does not have any protection from traffic / sounds, TxDot cannot / or does not help, everyone points fingers at everyone / I need help!
I have had car idling, had car stand, idling in my home.

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PARMER LANE (FM 734) CORRIDOR STUDY
OPEN HOUSE #2
COMMENT FORM

Please include your contact information below.

NAME (PLEASE PRINT): ANASTACIO A. CANTO
EMAIL ADDRESS: [REDACTED]
PHONE NUMBER: [REDACTED]

What zip code do you live in?
78727

What zip code do you commute or travel to most often?
78727 78722 TAMERICO

What are your comments on the short- and mid-term improvement concepts?
OPTION B IS SUPERB IT WOULD ONLY CAUSE HORRIBLE TRAFFIC BACKUP
WITH CAR TRIP TO GET TO THE DUT BYPASS LANE
OPTION D SEEMS LIKE THE MOST VIABLE OPTION

What are your comments on the long-term improvement concepts?
OPTION D IS THE MOST VIABLE OPTION FOR THE COMMUNITY

General Comment Section: Is there anything else you would like to tell us about Parmer Lane?

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<p>How did you hear about the workshop? Check each of the following boxes that apply to you:</p> <p><input checked="" type="checkbox"/> Email from Parmer Lane Corridor Study (I'm on the mailing list.)</p> <p><input type="checkbox"/> Postcard</p> <p><input type="checkbox"/> Newspaper Ad</p> <p><input type="checkbox"/> Social Media</p> <p><input type="checkbox"/> Traditional Media (news, radio ad)</p> <p><input type="checkbox"/> Heard Through a Friend/Colleague</p> <p><input type="checkbox"/> Other</p>	<p>If you'd like to have your feedback included in the community workshop summary, please submit by Tuesday, Sept. 3, 2024. We will continue to collect feedback throughout the process and encourage you to share your comments through any of these methods on an ongoing basis.</p> <p>Email: ParmerLaneCorridorStudy@gmail.com</p> <p>Verbal Comment by Voicemail: (512) 651-3964</p> <p>Mail: Rifeline, Parmer Lane (FM 734) Corridor Study</p> <p>1608 W. 6th Street, Austin, TX 78703</p> <p>Online: CAMPO and search "Parmer Lane (FM 734) Corridor Study"</p>	<p>(Texas Transportation Code, §201.813(a)(5)) check each of the following boxes that apply to you:</p> <p><input type="checkbox"/> I am employed by TxDOT</p> <p><input type="checkbox"/> I do business with TxDOT</p> <p><input type="checkbox"/> I could benefit monetarily from the project or other item about which I am commenting</p>
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PARMER LANE (FM 734) CORRIDOR STUDY
OPEN HOUSE #2
COMMENT FORM

Please include your contact information below.

NAME (PLEASE PRINT): Veronica Lopez
EMAIL ADDRESS: [REDACTED]
PHONE NUMBER: [REDACTED]

What zip code do you live in?
78727

What zip code do you commute or travel to most often?
78758 / 78703

What are your comments on the short- and mid-term improvement concepts?

What are your comments on the long-term improvement concepts?
Overhead street lights traffic congestion this will create at Silver Creek Dr if this light will be the only way to get across parmer to go east onto Moyses. That light at Silver Creek is only a one lane road it will create a huge traffic jam at peak hours. Please consider putting either light or turn covered for this neighborhood so we can have better access to parmer this will affect three neighborhoods - McNeal Estates, Preston Oaks and Silver Creek.

General Comment Section: Is there anything else you would like to tell us about Parmer Lane?

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 Newspaper Ad
 Social Media
 Traditional Media (news, radio ad)
 Heard Through a Friend/Colleague
 Other HCA

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(Texas Transportation Code, §201.811(a)(9): check each of the following boxes that apply to you:
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PARMER LANE (FM 734) CORRIDOR STUDY
OPEN HOUSE #2
COMMENT FORM

Please include your contact information below.

NAME (PLEASE PRINT): Mark Harbor
EMAIL ADDRESS: _____
PHONE NUMBER: _____

What zip code do you live in?

78660

What zip code do you commute or travel to most often?

78664

What are your comments on the short- and mid-term improvement concepts?

One major bus stop needs to be enough capacity

What are your comments on the long-term improvement concepts?

It will be very difficult to be continuous fence roads to the green zone ROW and
See General Comments below

General Comment Section: Is there anything else you would like to tell us about Parmer Lane?

Please consider something like US90A (Main Street) in SW Houston. It consists
of grade separations or major cross streets w/ driveways, and ~~it~~ from the mainline
come down to grade to provide side-in/right-of-way access. See back side of
this sheet.

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How did you hear about the workshop? Check each of the following boxes that apply to you:

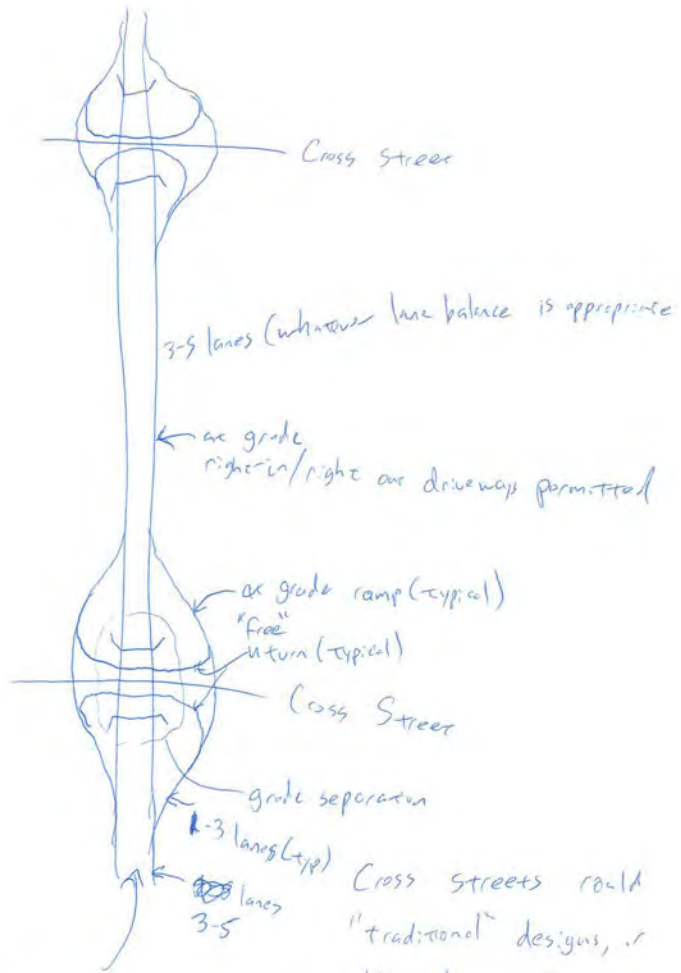
- Email from Parmer Lane Corridor Study (I'm on the mailing list.)
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- Social Media
- Traditional Media (news, radio, etc.)
- Heard Through a Friend/Colleague
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ⓐ The median width could be such to allow future demand expansion.



PARMER LANE (FM 734) CORRIDOR STUDY
OPEN HOUSE #2
COMMENT FORM

Please include your contact information below.

NAME (PLEASE PRINT): Heather Road
EMAIL ADDRESS: [REDACTED]
PHONE NUMBER: [REDACTED]

What zip code do you live in?
78727

What zip code do you commute or travel to most often?
78727, 78734. Mostly up and down the Parmer Corridor and 183 Corridor, Cedar Park area via Parmer Ln.

What are your comments on the short- and mid-term improvement concepts?
Additions of sidewalks will be a great improvement, light timing is very important and much needed. I would be curious if there would be timed allowed between implementing short term solutions to see if they could mitigate the need for higher elevated concepts.

1 Other concerns - what steps would be taken to mitigate traffic overflow to adjacent neighborhoods thus creating congestion issues there.
2 would the current sound barriers be upgraded? They currently do very little to help w/ noise pollution during peak times.

What are your comments on the long-term improvement concepts?
The grade level options would be an instant improvement. There are concerns with the raised/upper level options. I live very close to Parmer Ln ~~and~~ between the two Apple campuses. So the sound pollution is already a problem. The concern with the upper level option is not only sound, but then the visibility of that from the neighborhoods. I feel this would greatly impact not only the sound pollution during peak traffic times, this could impact resale value for anyone looking to sell their home or looking to rent their property (single family homes) along the Parmer Corridor.

General Comment Section: Is there anything else you would like to tell us about Parmer Lane?
I've lived in this area for 25 years, so I've seen the growth, but not necessarily the improvement of Parmer. The area is definitely growing, but I feel too quickly and Parmer corridor may not be able to keep up. I would love to see the improvements keep in line with how the second Apple campus worked to try and keep the area somewhat still semi-rural. It would be unfortunate to see the Parmer Corridor change too much and we end up with an I435 situation, too congested and cluttered.

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Verbal Comment by Voicemail: (512) 851-3964

Mail: RifeLine, Parmer Lane (FM 734) Corridor Study
1608 W. 6th Street, Austin, TX 78703

Online: CAMPO and search "Parmer Lane (FM 734) Corridor Study"

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PARMER LANE (FM 734) CORRIDOR STUDY
OPEN HOUSE #2
COMMENT FORM

Please include your contact information below.

NAME (PLEASE PRINT): Phyllis Miasowich
EMAIL ADDRESS: [REDACTED]
PHONE NUMBER: [REDACTED]

What zip code do you live in?
78729

What zip code do you commute or travel to most often?
78758

What are your comments on the short- and mid-term improvement concepts?
short-term light cycles - add technology to smaller intersections that
base time on amount of cars waiting. I see some lights
turn red for an intersection with no cars or just 1 car.
close median turns: specifically, the one for Corpus Christi. People don't use
those properly half the time and it's dangerous.

What are your comments on the long-term improvement concepts?
Long-term, more of the same is not going to work.
I would suggest a mix of B,C,D based on traffic data.
I also have concern for no shoulder in the frontage road.
Example for NB between Marac and McNeil, concept C (more corridor lanes). But
for SB between Marac and McNeil, concept B (not 1 frontage rd = shoulder)
Flip flip for section between white stone and 620

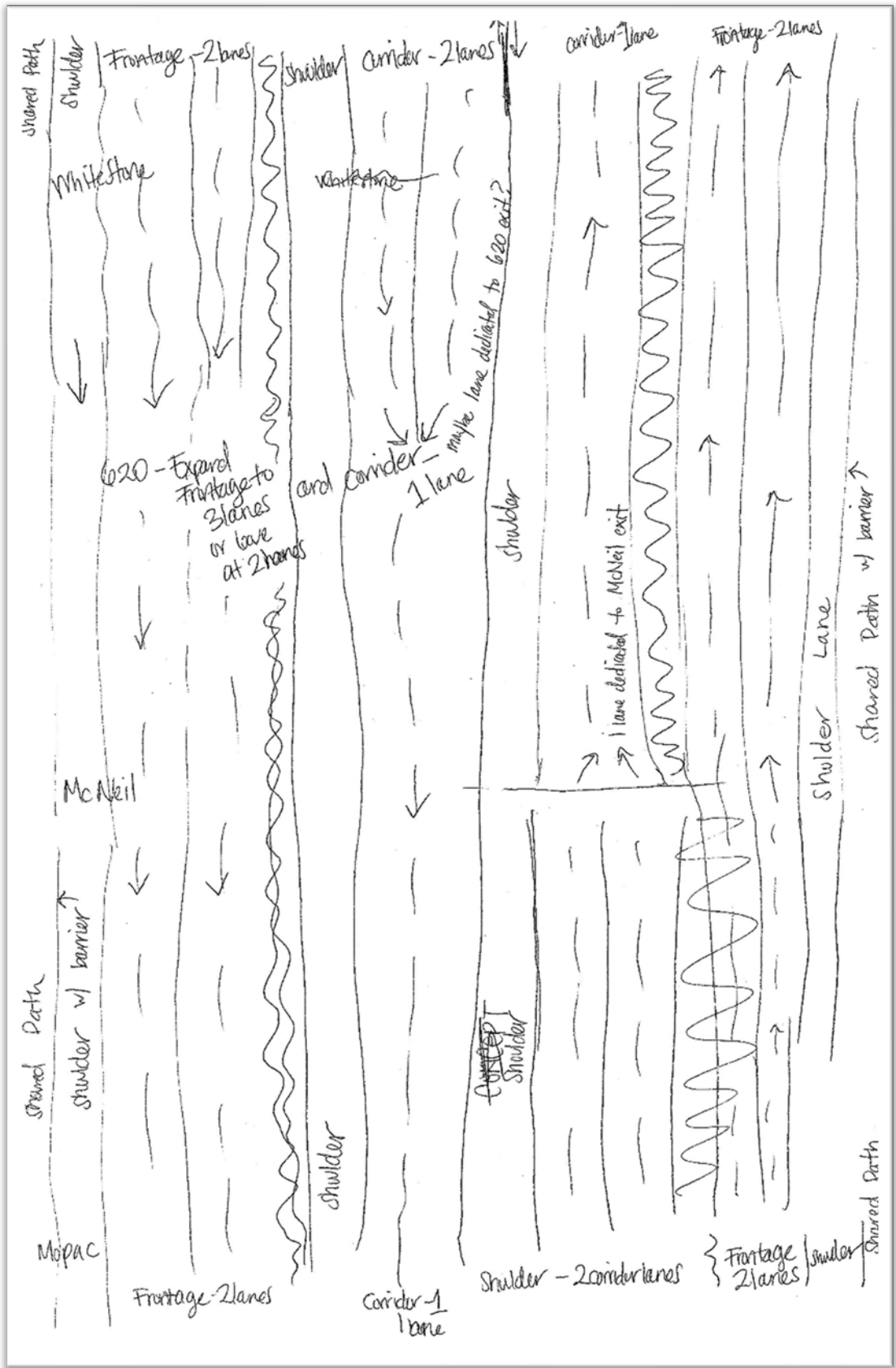
General Comment Section: Is there anything else you would like to tell us about Parmer Lane?
No

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 Newspaper Ad
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 Heard Through a Friend/Colleague
 Other
construction sign on Parmer

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PARMER LANE (FM 734) CORRIDOR STUDY
OPEN HOUSE #2
COMMENT FORM

Please include your contact information below.

NAME (PLEASE PRINT): JARROD CHOATE
EMAIL ADDRESS: [REDACTED]
PHONE NUMBER: [REDACTED]

What zip code do you live in?
78727

What zip code do you commute or travel to most often?
78701

What are your comments on the short- and mid-term improvement concepts?
OK - LIKE SIGNAL TUNING, LIKE TURN LANES

What are your comments on the long-term improvement concepts?
RAISED LANES - WHAT PROTECTIONS SHOW THE NEED FOR RAISED LANES?
CONCEPT B SEEMS LIKE A WASTE IF YOU ELEVATE WITH 1 LANE
MANAGED LANES? DOES THAT MEAN... TOLLS!!!
CONCEPT C WITH 2 FRONTAL ^{LANES} DOESN'T MAKE SENSE
NOISE CONCERNS ON ELEVATED DECKS
AESTHETICS - EARLY TO COMMENT ON BUT CURBS / SOUND WALLS?
PROPERTY ACQUISITION?

General Comment Section: Is there anything else you would like to tell us about Parmer Lane?

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Verbal Comment by Voicecall: (512) 651-3954
Mail: Refine, Parmer Lane (FM 734) Corridor Study
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Online: CAMPO and search "Parmer Lane (FM 734) Corridor Study"

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PARMER LANE (FM 734) CORRIDOR STUDY
OPEN HOUSE #2
COMMENT FORM

Please include your contact information below.

NAME (PLEASE PRINT): Reb Wayne
EMAIL ADDRESS: [REDACTED]
PHONE NUMBER: [REDACTED]

What zip code do you live in?
78729

What zip code do you commute or travel to most often?
78729

What are your comments on the short- and mid-term improvement concepts?
None. thoughts most would not impact me as I rarely go north of Anderson Mill Road

What are your comments on the long-term improvement concepts?
Any study is pointless if it is not factoring in the future development plans of Robinson Ranch Property & the continued expansion of the Apple Campus

General Comment Section: is there anything else you would like to tell us about Parmer Lane?
The bottlenecks at McNeil, Dallas Tamaup & Anderson Mill have the potential to create normal residential streets becoming feeder streets as has occurred in parts of Austin. Neighbors want to avoid this at all costs. The changes between McNeil & 1431 should be given higher priority. The amount of open land has to be given heavier weight in this area when it comes to long-term planning

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None



PARMER LANE (FM 734) CORRIDOR STUDY
OPEN HOUSE #2
COMMENT FORM

Please include your contact information below.

NAME (PLEASE PRINT) Ashley-Lynn Choate
EMAIL ADDRESS _____
PHONE NUMBER _____

What zip code do you live in?
78727 (we have up to 2 parcels)

What zip code do you commute or travel to most often?
78727 (work from home/remote)

What are your comments on the short- and mid-term improvement concepts?
A land in favor of pedestrian pedestrian improvements, especially around
McNeil high school, except maybe timing it to start a stop time
of school.
Could see value of turn lanes for neighborhood entrances that may be
missing, such as HEB at Parmer @ McNeil (bicycle lanes on shoulder)

What are your comments on the long-term improvement concepts? (B+C+D)
Not a fan of a raised "bypass" concept, especially as that will
be visible from my backyard. My other concern is noise pollution,
as we greatly enjoy spending time outside and the idea of having
a bypass in our backyard, especially as a property owner that has
lived here for 17 years. This also huge concern as how it will impact
our property value being a close priority to a "bypass"

General Comment Section: Is there anything else you would like to tell us about Parmer Lane?
I hope noise pollution & visibility of a raised roadway will be
considered when evaluating long term improvements especially the negative
impacts on property value and family safety.

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Postcard

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PARMER LANE (FM 734) CORRIDOR STUDY
OPEN HOUSE #2
COMMENT FORM

Please include your contact information below.

NAME (PLEASE PRINT): Alex Kahler

EMAIL ADDRESS: _____

PHONE NUMBER: _____

What zip code do you live in?
78710

What zip code do you commute or travel to most often?
78665, 78758

What are your comments on the short- and mid-term improvement concepts?
Parmer @ McNeil deserves attention. Not well-lit at night, heavy frequency of crashes, bike lanes are haphazard. New edition of MUTCD allows for bike signals even though volume is low, with Parmer's high speeds, risk for injury/fatal crashes is very high. If a SUP is added, allow for more space between roadway and SUP.

What are your comments on the long-term improvement concepts?
Continuous lanes through intersections would likely be best with exits to 45/620 and McNeil Dr. Once these are implemented, lower frontage road speed limit especially if the SUP will be close to shoulder due to ROW constraints.

General Comment Section: Is there anything else you would like to tell us about Parmer Lane?

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PARMER LANE (FM 734) CORRIDOR STUDY
OPEN HOUSE #2
COMMENT FORM

Please include your contact information below.

NAME (PLEASE PRINT): Matthew Ludwig
EMAIL ADDRESS: [REDACTED]
PHONE NUMBER: [REDACTED]

What zip code do you live in?
78729

What zip code do you commute or travel to most often?
78724 & 78727

What are your comments on the short- and mid-term improvement concepts?
Improve pedestrian & cycling. East-West crossings for corridor
Include City of Austin in discussions & planning of streets
to be done.
Optimize light timings - travelling at speed limit
results in catching next red light

What are your comments on the long-term improvement concepts?
Either provide safe at grade crossings or
provide above/below grade crossings for Palmer-bike/Vehicle & Ped/cycle
Tie-in or provide stakeholder AMPL/Meal HS) infrastructure
Provide North-South Railroad crossing between Ankerst & McNeil
If there is one SUP improvement; this is it!!
Provide SUP Tie-ins for City of Austin & Regional Plans
if building streets

General Comment Section: Is there anything else you would like to tell us about Parmer Lane?
Figure out the stories this infrastructure use tells you
Only design safe cycling infrastructure that is safe
example is crossing Parmer at McNeil where you need
to cross @ places of traffic at grade; make it you are going
North bound Parmer to West Bound McNeil
Limit widening address for more efficient bulbs

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F. Figures

Meeting Exhibits (English)

Parmer Lane (FM 734) Corridor Study

Welcome

Welcome to the virtual open house for Parmer Lane, or FM 734, Corridor Study. We appreciate you taking the time to view this information and welcome your input. Please click the 'Sign In' button to sign in and let us know you participated.

WELCOME

PARMER LANE (FM 734) CORRIDOR STUDY

OPEN HOUSE

IN-PERSON OPEN HOUSE

Thursday, Aug. 1, 2024
5 - 7 p.m.

VIRTUAL OPEN HOUSE

Thursday, Aug. 1, 2024 at 5 p.m.
through Tuesday, Sept. 3, 2024

OPEN HOUSE PURPOSE

CAMPO and TxDOT are hosting an open house to share feedback received during the first open house, gather input on preliminary improvement options, and share next steps.

CAMPO.ORG

Parmer Lane (FM 734) Corridor Study

CAMPO 101

The Capital Area Metropolitan Planning Organization, or CAMPO, is the Capital area's long-range transportation planning body. CAMPO covers Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties. CAMPO's Transportation Policy Board is made up of 22 members representing cities, counties, and transportation agencies in the six-county area. This Board sets a policy for guiding CAMPO's planning efforts and allocates the federal transportation funds for the region.

An MPO is a regional transportation planning entity designated by the federal government. MPOs were introduced by the Federal-Aid Highway Act of 1962, which requires the formation of an MPO for any urbanized area with a population greater than 50,000.

CAMPO is responsible for creating two regional planning documents-- one long-range and one short-range: the Regional Transportation Plan, or RTP, is a 20+ year plan, and is adopted every five years. The Transportation Improvement Program, TIP, covers four years of projects and is adopted every two years.




CAMPO 101

WHAT IS CAMPO?

The Capital Area Metropolitan Planning Organization (CAMPO) is the Austin region's transportation decision-making body, coordinating regional transportation planning between counties, local governments and transportation agencies. The organization is made up of a 22-member Transportation Policy Board (TPB) that makes decisions on CAMPO policy and allocates federal transportation funds for the region, a 24-member Technical Advisory Committee (TAC) that provides technical expertise and recommendations to inform the Transportation Policy Board, and the Executive Director, who reports to the TPB and oversees the CAMPO staff.

WHAT IS AN MPO?

A metropolitan planning organization or MPO is a regional transportation planning entity designated by the federal government beginning in 1962. MPOs are required in areas with a population greater than 50,000.

WHERE IS CAMPO?

CAMPO conducts regional transportation planning work within six counties: Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson.



CAMPO.ORG

CAMPO Project Readiness Program: A CAMPO/TxDOT Partnership

CAMPO and the Texas Department of Transportation (TxDOT) are working together to plan and design improvements to multimodal corridors throughout the six-county CAMPO region to advance recommendations for inclusion in CAMPO's long-range plan and for future funding consideration.

These corridors have been identified because they connect significant and growing activity centers throughout the region, experience higher-than-average crash rates on the roadway or at intersections, are part of the freight network, and complement existing studies and projects throughout the region.



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These corridors have been identified because they:

- 1. Connect significant and growing activity centers throughout the region.
- 2. Experience higher-than-average crash rates on the roadway or at intersections.
- 3. Are a part of the freight network.
- 4. Complement existing studies and projects throughout the region.



CORRIDOR

- FM 975** from CR 208 to FM 1940
- FM 734 (Parmer Lane)** from SH 2360 to GA 130
- FM 949** from SH 105 to SH 202
- SH 201** from CR 208 to the Williamson County line
- SH 211** from SH 105 to GA 130
- SH 79** from SH 105 to FM 400
- SH 80** from FM 1940 to GA 130
- SH 1431** from FM 1940 to US 290
- FM 1500** from Commerce to SH 150
- US 290** from FM 1940 to SH 150

COUNTY

- Tarrant/Williamson
- Tarrant/Wilbarger
- Dallas/Tarrant
- Burnet
- Bastrop/Caldwell
- Wichita
- Cook/Bell/Mays
- Burnet/Tarrant/Williamson
- Tarrant/Dallas
- Williamson

Study Introduction

The Capital Area Metropolitan Planning Organization (CAMPO) and the Texas Department of Transportation (TxDOT) are working together to identify, evaluate, and recommend potential improvements for Parmer Lane (FM 734) from State Loop 1 (MoPac) in North Austin to RM 1431 (Whitestone Boulevard) in Cedar Park.

Parmer Lane serves as a critical arterial route in the Austin Metropolitan Area and supports residential, commercial, and industrial uses. CAMPO and TxDOT are conducting this study to identify safety and mobility enhancements and plan ahead as the region continues to grow.

The Parmer Lane Corridor Study will use public input and help CAMPO and TxDOT more clearly define and identify feasible options for improvements to Parmer Lane. This will include an analysis of current and projected traffic volumes, crash hotspots, environmental features and needs and concerns identified in stakeholder and public input.

In 2018, TxDOT began planning improvements to Parmer Lane from Whitestone Boulevard to RM 620 and collected input from the community at an open house. Public input from that project will be considered as part of this study and recommendations from the 2018 study could be used as short-term improvements for this study.



STUDY INTRODUCTION

STUDY OVERVIEW

The Capital Area Metropolitan Planning Organization (CAMPO) and the Texas Department of Transportation (TxDOT) are working together to identify, evaluate, and recommend potential improvements for Parmer Lane (FM 734) from MoPac (Loop 1) in North Austin to Whitestone Boulevard (Ranch to Marais 1431) in Cedar Park.

WHY THE STUDY IS NEEDED

Parmer Lane serves as a critical arterial route in the Austin Metropolitan Area and supports residential, commercial, and industrial uses. CAMPO and TxDOT are conducting this study to identify safety and mobility enhancements and plan ahead as the region continues to grow.



Williamson County Population

192% INCREASE

47K 1.38M

Tarrant County Population

70% INCREASE

1.29M 2.2M

WHAT THE STUDY WILL ACCOMPLISH

The Parmer Lane Corridor Study will use public input and help CAMPO and TxDOT more clearly define and identify feasible options for improvements to Parmer Lane. This will include an analysis of current and projected traffic volumes, crash hotspots, environmental features and needs and concerns identified in stakeholder and public input.

PREVIOUS IMPROVEMENT EFFORTS FOR PARMER LANE

In 2018, TxDOT began planning improvements to Parmer Lane from Whitestone Boulevard to RM 620 and collected input from the community. Public input from that project will be considered as part of this study and recommendations from the 2018 study could be used as short-term improvements for this study.

Goals & Objectives

The goals of the study are to:

- Identify and recommend solutions for needed safety improvements by evaluating and considering crash data, intersection improvements, bicycle and pedestrian travel, and input from the community.
- Enhance mobility and functionality of the corridor by improving traffic operations to create a reliable and consistent network for the movement of people and goods through the corridor and improving access to adjacent businesses and neighborhoods.
- Enhance multimodal movement, operations, and safety by considering and planning for transportation needs for multimodal use of the corridor, including improving access for bicyclists, pedestrians, and transit.
- Develop community-supported recommendations for the corridor by employing strategies to maximize participation across diverse audiences that reflect the community, including underreached communities and those with Limited English Proficiency. Ensuring community feedback is considered and incorporated in each step of the study and development process.

What We Heard

The following comment themes were collected from Open House #1 in December 2023:

- Consider bike and pedestrian improvements such as wider shoulders, dedicated bike lanes, shared-use paths (SUPs) and improved maintenance.
- Consider mobility and safety improvements along the corridor such as optimizing signal timing, additional turn lanes, and reducing speeds at existing intersections and roadways.
- Prioritize multimodal public transportation options and connectivity along the corridor with a focus on connecting residential and commercial areas.

There were a total of 495 comments and surveys submitted, 398 visits to the virtual open house, and 38 in-person attendees.

TRAVEL PATTERNS: Morning Peak Travel (6am-9pm)

Next, we will examine both northbound and southbound traffic patterns during morning peak travel, from 7am to 9am.

Northbound traffic flows from MoPac, also known as Loop 1, to Whitestone Blvd, also known as RM 1431. The traffic data indicates that 48 percent of traffic travels between MoPac (Loop 1) and McNeil Dr. Additionally, 19 percent of the traffic travels between MoPac and State Highway 45 (RM 620). Only about 5 percent of traffic travels past the study limit of Whitestone Blvd. (RM 1431).

Southbound traffic moves from Whitestone Blvd, RM 1431, to MoPac, Loop 1. Traffic data indicates that 69 percent of the traffic travels between Whitestone Blvd. (RM 1431) and Avery Ranch Blvd. and 48 percent of the traffic travels between Whitestone Blvd. (RM 1431) and State Highway 45 (RM 620). The other 21 percent of traffic travels past the study limit of MoPac (Loop 1).

This information is used to develop and evaluate concepts.



TRAVEL PATTERNS: Evening Peak Travels (4pm-6pm)

Now we'll examine both northbound and southbound traffic patterns during evening peak travel, from 4pm to 6pm.

Northbound traffic flows from MoPac, also known as Loop 1, to Whitestone Blvd., also known as RM 1431. Traffic data indicates 76 percent of traffic travels between MoPac/Loop 1 and McNeil Dr. Additionally, 38 percent of the traffic travels between MoPac and State Highway 45/RM 620. Around 10 percent of traffic travels past the study limit of Whitestone Blvd./RM 1431.

Southbound traffic flows from Whitestone Blvd./RM 1431 to MoPac/Loop 1. Traffic data indicates that 50 percent of traffic travels between Whitestone Blvd./RM 1431 and Avery Ranch Blvd. Furthermore, 22 percent of the traffic travels between Whitestone Blvd./RM 1431 and State Highway 45/RM 620. About 6 percent of the traffic travels past the study limit of MoPac/Loop 1.

This information is used to develop and evaluate concepts.



CRASH SUMMARY: 2018-2022

Historic crash records from 2018-2022 were evaluated to find hotspots, trends, and patterns. The majority of crashes (66%) were intersection related crashes. High crash rates were found at major intersections along the corridor. The intersection Whitestone Blvd./RM 1431 included 85 crashes, while MoPac/SL 1 included 74 crashes.

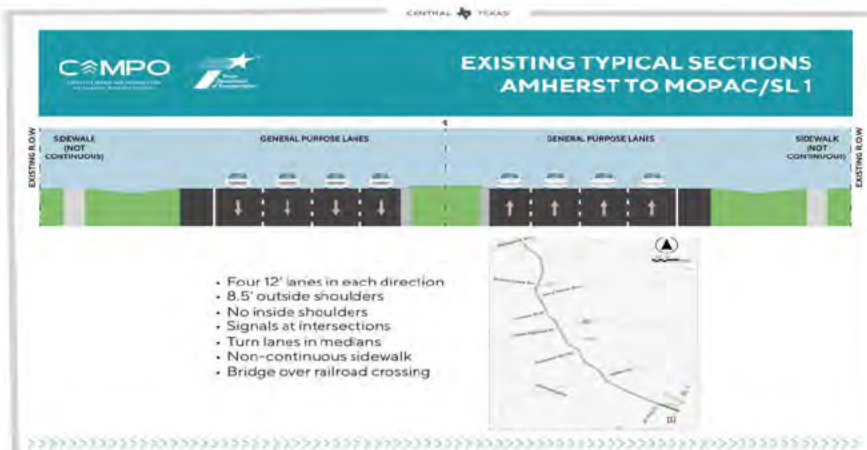
The two most common crash contributing factors were Distraction in Vehicle and Failure to Control Speed. Crashes involving bicyclists and pedestrians were also evaluated.



EXISTING TYPICAL SECTIONS AMHERST TO MOPAC/SL 1

The existing typical section from Amherst to MoPac/SL 1 currently has:

- Four 12' lanes in each direction
- 8.5' outside shoulders
- No inside shoulders
- Signals at intersections
- Turn lanes in medians
- Non-continuous sidewalk
- Bridge over railroad crossing



EXISTING TYPICAL SECTIONS SH 45/RM 620 to Amherst

The existing typical section from SH 45/RM 620 to Amherst currently has:

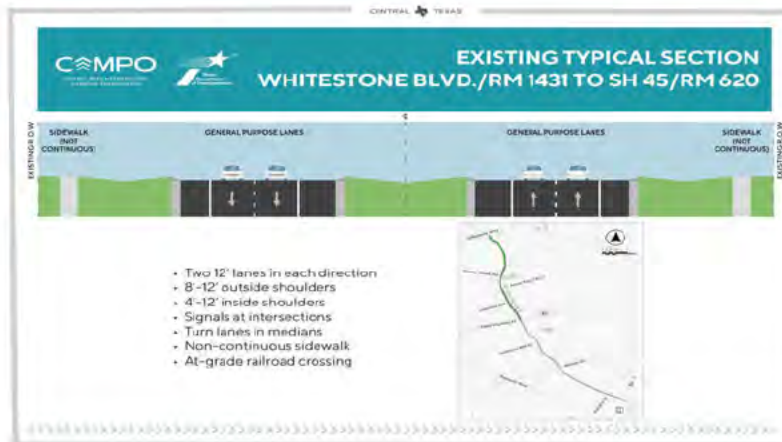
- Three 12' lanes in each direction
- 8.5' outside shoulders
- 2.5'-8.5' inside shoulders
- Signals at intersections
- Turn lanes in medians
- Non-continuous sidewalks
- Bridge over railroad crossing



EXISTING TYPICAL SECTIONS WHITESTONE BLVD. TO SH 45/RM 620

The existing typical section from Whitestone Blvd./RM 1431 to SH 45/RM 620 currently has:

- Two 12' lanes in each direction
- 8'-12' outside shoulders
- 4'-12' inside shoulders
- Signals at intersections
- Turn lanes in medians
- Non-continuous sidewalk
- At-grade railroad crossing



Improvement Concepts

The following are some potential short and mid-term improvements that have been identified:

- Signal timing optimization
- Additional left or right turn only lanes
- Access management such as closing median openings for improved safety for left-turning vehicles
- Intersection improvements at crash spots
- Additional sidewalk or shared use path connections

The potential long-term improvements that have been identified are as follows:

- Add lanes in each direction
- Add dedicated through-lanes to enhance safety for vehicle entering and existing driveways
- Add shared use paths (SUP)
- Intersection improvements such as adding overpasses or underpasses to grade separate traffic.

The Alternatives for Considerations section offers more details on these potential improvements.


IMPROVEMENT CONCEPTS

Potential short- and mid-term improvements

- Signal timing optimization.
- Additional left or right turn only lanes.
- Access management such as closing median openings for improved safety for left-turning vehicles.
- Signing, signal, and illumination safety improvements.
- Additional sidewalk or shared use path connections.

Potential long-term improvements

- Add lanes in each direction
- Add dedicated through-lanes to enhance safety for vehicles entering and exiting driveways.
- Add shared use paths (SUP)
- Intersection improvements such as adding overpasses or underpasses to grade separate traffic.

See "Alternatives for Consideration" exhibits.

Evaluation Criteria

The preliminary evaluation criteria are developed to compare mobility improvement options. These criteria will help us assess each option, including the 'no build' (do nothing) option, within the following categories. The safety category examines the number and severity of crashes, as well as bike and pedestrian safety.

Environmental impacts are assessed based on effects on water, air quality, and noise impacts. Right-of-way impacts involve evaluating land acquisition and the displacement of homes and businesses. Mobility considerations include traffic operations, congestion mitigation, transit, and bike and pedestrian connectivity. Lastly, equity is considered by looking at housing access and economic development.


PRELIMINARY EVALUATION CRITERIA

Preliminary evaluation criteria are developed to compare the mobility improvement options (including the no build (do nothing) option) to each other within the following categories:

<p>Safety</p> <ul style="list-style-type: none"> • Number of crashes • Severity of crashes • Bicycle and pedestrian safety 	
<p>Environmental</p> <ul style="list-style-type: none"> • Impacts to water and air quality • Impacts to noise 	
<p>Right-of-Way Impacts</p> <ul style="list-style-type: none"> • Land acquisition • Home/business displacement 	
<p>Mobility</p> <ul style="list-style-type: none"> • Traffic operations • Congestion mitigation • Transit • Bike and ped connectivity 	
<p>Equity</p> <ul style="list-style-type: none"> • Housing access • Economic development 	

ALTERNATIVES FOR CONSIDERATION LONG TERM IMPROVEMENT CONCEPTS CONCEPT A

The Long-Term Improvement Concept A has three general purpose lanes in each direction. Additional features for consideration are:

- Intersection improvements in the north and south segments to address safety and mobility
- Add a third lane in each direction in the northern segment (SH 45/RM 620 to Whitestone Blvd./RM 1431)
- Add shared use paths

This concept is draft and subject to change. All draft concepts can be considered independently as potential options for the north or south segments of the corridor as well as options for the entire length of the corridor.



ALTERNATIVES FOR CONSIDERATION LONG TERM IMPROVEMENT CONCEPTS CONCEPT B

The Long-Term Improvement Concept B has three frontage roads in each direction. Additional features for consideration are:

- Add a third lane in each direction in the northern segment (SH 450/RM 620 to Whitestone Blvd./RM 1431)
- Frontage roads to access cross streets and adjacent destinations
- Add one continuous through-lane in each direction that bypasses signals at intersections by using overpasses or underpasses
- Add shared use paths

This concept is draft and subject to change. All draft concepts can be considered independently as potential options for the north or south segments of the corridor as well as options for the entire length of the corridor.

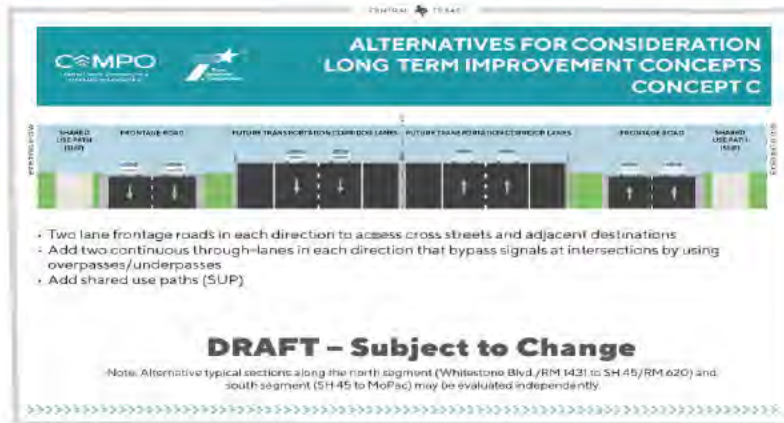


ALTERNATIVES FOR CONSIDERATION LONG TERM IMPROVEMENT CONCEPTS CONCEPT C

The Long-Term Improvement Concept C has two frontage roads in each direction. Additional features for consideration are:

- Two lane frontage roads in each direction to access cross streets and adjacent destinations
- Add two continuous through-lanes in each direction that bypass signals at intersections by using overpasses or underpasses
- Add shared use paths

This concept is draft and subject to change. All draft concepts can be considered independently as potential options for the north or south segments of the corridor as well as options for the entire length of the corridor.



ALTERNATIVES FOR CONSIDERATION LONG TERM IMPROVEMENT CONCEPTS CONCEPT D

The Long-Term Improvement Concept D has three frontage roads in each direction. Additional features for consideration are:

- Add a third lane in each direction in the northern segment (SH 45/RM 620 to Whitestone Blvd./RM 1431)
- Frontage roads to access cross streets and adjacent destinations
- Add two continuous through-lanes in each direction that bypass signals at intersections by using overpasses/underpasses
- Add shared use paths

This concept is draft and subject to change. All draft concepts can be considered independently as potential options for the north or south segments of the corridor as well as options for the entire length of the corridor.



Process & Timeline

The study team is currently using input gathered and technical analyses from previous steps to identify and develop potential improvement concepts for Parmer Lane. Traffic and safety information, along with environmental features in study area, are being analyzed to inform these concepts. The input from the community, collected during Open House #1 held in December 2023, is also being integrated into the development of potential improvements. These potential improvements will be further evaluated and refined, and the study will conclude with recommended improvements to be further developed.

Future project development phases to advance recommendations from this study is a multi-year process that will require additional funding. Future phases will include gathering additional community input and may also include performing detailed environmental studies, detailed design, right of way acquisition and utility coordination, and construction.

Feedback from the public is highly valued and will help guide potential recommendations for the corridor. The study will include multiple opportunities for the community to be involved and provide input, including open houses and meetings with community members.

The infographic is titled "PROCESS & TIMELINE" and features the CAMPO logo. It is divided into three numbered steps, each with a list of activities:

- 1 Data Collection and Analysis (FALL/WINTER 2023)**
 - Analyze existing traffic and safety information including existing traffic volumes and projections, crash data, bicycle and pedestrian accommodations, and transit service
 - Identify environmental features and constraints in the study area
 - Collect input from the community on existing concerns and needs, environmental features and constraints, and desired transportation and safety improvements
- 2 Develop Potential Improvement Concepts (SUMMER 2024)**
 - Use input and technical analyses from previous steps to identify and develop potential improvement concepts for Parmer Lane
 - Establish evaluation criteria and quantify the impacts and features for each potential improvement concept
 - Collect input from the community on potential improvement concepts, including a no-build option
- 3 Recommend Improvement Concepts & Prepare Feasibility Study Report (FALL 2024)**
 - Use public input from previous steps to refine potential improvement concepts
 - Develop a feasibility study report with recommendations for potential design concepts and improvements for Parmer Lane
 - Present recommendations to the community

NOTE: Future project development phasing to advance recommendations from this study is a multi-year process that will require additional funding. Future phases will include gathering additional community input and may also include performing detailed environmental studies, detailed design, right of way acquisition and utility coordination, and construction.

How to Comment

Your input is an important part of developing this study, and there are several ways you can share your input with the study team:

Complete a survey

Email comments to ParmerLaneCorridorStudy@gmail.com

Mail comments to the address listed on the screen

You are welcome to share input at any point during the study development process, but to be included in the open house record, comments must be received or postmarked by Tuesday, September 3, 2024.

The infographic is titled "HOW TO COMMENT" and features the CAMPO logo. It lists three ways to provide input:

- REVIEW MATERIALS**
- ASK QUESTIONS**
- SHARE YOUR THOUGHTS**

Below these are three icons with corresponding instructions:

- Survey icon:** Complete a survey bit.ly/ParmerSurvey
- Email icon:** Email comments to ParmerLaneCorridorStudy@gmail.com
- Mail icon:** Mail comments to Parmer Lane (FM 734) Corridor Study c/o Rifeline 1608 W. 6th St Austin, TX 78703

You are welcome to share input at any point during the study development process, but to be included in the open house record, comments must be received or postmarked by

TUESDAY, SEPT. 3, 2024

Meeting Exhibits (Spanish)

Estudio del corredor vial Parmer Lane (FM 734)

BIENVENIDOS

Bienvenidos a la reunión comunitaria virtual para el Estudio del Corredor de Parmer Lane, o FM 734. Agradecemos que tome su tiempo para revisar esta información y valoramos mucho su opinión. Por favor, haga clic en el botón "Iniciar sesión" para registrarse

CAMPO **BIENVENIDOS**

ESTUDIO DEL CORREDOR VIAL PARMER LANE (FM 734)

REUNIÓN COMUNITARIA

REUNIÓN COMUNITARIA PRESENCIAL
Jueves 1 de agosto del 2024 de 5 a 7 p.m.

REUNIÓN COMUNITARIA VIRTUAL
Desde el jueves 1 de agosto del 2024 a las 5 p.m. hasta el martes 3 de septiembre del 2024

OBJETIVO DE LAS REUNIONES
CAMPO y TxDOT están organizando estas reuniones para compartir los comentarios recibidos durante la primera reunión, recopilar opiniones sobre las opciones preliminares de mejora y compartir los próximos pasos del proyecto.

Estudio del corredor vial Parmer Lane (FM 734)

CAMPO 101

La Organización de Planificación Metropolitana del Área Capital, o CAMPO, es el organismo de planificación de transporte a largo plazo del área capitalina. CAMPO abarca los condados de Bastrop, Burnet, Caldwell, Hays, Travis y Williamson. La Junta de Política de Transporte de CAMPO está compuesta por 22 miembros que representan ciudades, condados y agencias de transporte en la región de seis condados. Esta Junta establece políticas para guiar los esfuerzos de planificación de CAMPO y asigna fondos federales de transporte para la región.

Una MPO es una entidad de planificación de transporte regional designada por el gobierno federal. Las MPO fueron introducidas por la Ley Federal de Ayuda a Carreteras de 1962, que requiere la formación de una MPO para cualquier área urbanizada con una población superior a 50,000 habitantes.

CAMPO es responsable de crear dos documentos de planificación regional: uno a largo plazo y otro a corto plazo. El Plan de Transporte Regional, o RTP, es un plan de más de 20 años que se adopta cada cinco años. El Programa de Mejoras de Transporte, TIP, cubre proyectos para cuatro años y se adopta cada dos años.

CAMPO

¿QUÉ ES CAMPO?
La Organización para la Planificación Metropolitana del Área de la Capital (CAMPO) es el órgano de la región del Área a cargo de la toma de decisiones en materia de transporte que coordina la planificación del transporte regional entre ciudades, gobiernos locales y agencias de transporte. La organización está formada por una Junta de Política de Transporte de 22 miembros (TPB) que toma decisiones sobre la política de CAMPO y asigna fondos federales de transporte para la región, un Comité Asesor Técnico (TAC) con 24 miembros que aporta conocimientos, ideas y recomendaciones para informar al Consejo de Política de Transporte, y el Director Ejecutivo que informa al TPB y supervisa al personal de CAMPO.

¿QUÉ ES UNA MPO?
Una Organización de Planificación Metropolitana (MPO) es una entidad regional de planificación del transporte designada por el gobierno federal a partir de 1962. Las MPOs son obligatorias en zonas con una población superior a 50,000 habitantes.

¿DÓNDE ESTÁ CAMPO?
CAMPO lleva a cabo la planificación regional del transporte en seis condados: Bastrop, Burnet, Caldwell, Hays, Travis y Williamson.

PROGRAMA DE PREPARACIÓN DE PROYECTOS DE CAMPO: UNA COLABORACIÓN ENTRE CAMPO Y TxDOT

CAMPO y el Departamento de Transporte de Texas (TxDOT) están trabajando juntos para planificar y diseñar mejoras en los corredores multimodales en la región de seis condados de CAMPO, con el objetivo de avanzar en las recomendaciones para su inclusión en el plan a largo plazo de CAMPO y para su consideración en futuros financiamientos.

Estos corredores han sido identificados porque conectan centros de actividad significativos y en crecimiento en toda la región, experimentan tasas de accidentes superiores al promedio en la carretera o en las intersecciones, forman parte de la red de transporte de carga y complementan los estudios y proyectos existentes en toda la región.

PROGRAMA DE PREPARACIÓN DE PROYECTOS DE CAMPO: UNA COLABORACIÓN ENTRE CAMPO Y TxDOT

CAMPO y el Departamento de Transporte de Texas (TxDOT) están trabajando en conjunto para planificar y diseñar mejoras en los corredores multimodales de la región de los seis condados de CAMPO con el fin de presentar recomendaciones para su inclusión en el plan a largo plazo de CAMPO y para su futura financiación.

Se han identificado estos corredores porque:

- Conectan importantes centros de actividades en expansión en toda la región.
- Forman parte de la red de transporte de mercancías.
- Muestran índices de accidentes superiores a la media en la calzada o en las intersecciones.
- Complementan los estudios y proyectos existentes en toda la región.

CORRI-ELITE

- FM 975 de US 290 a FM 1105
- FM 734 (Parmer Lane) de FM 902 a SR (MoPac)
- FM 906 de SH 120 a SH 25
- SH 20 de CR 258 hasta el límite del condado de Williamson
- SH 28 de SH 120 a SH 75
- US 79 de SH 137 a FM 610
- SH 80 de FM 300 a SH 81
- SH 140 de SH 1 a US 291
- FM 1300 de Grandam a SH 95
- US 79 de FM 1400 a SH 1300

197700A111

- Texas/Willemont
- Texas/Willemont
- Bastrop/Texas
- Bastrop
- Bastrop/Caldwell
- Willemont
- Caldwell/Texas
- Bastrop/Texas/Willemont
- Texas/Willemont
- Willemont

INTRODUCCIÓN AL ESTUDIO

La Organización de Planificación Metropolitana del Área Capitalina (CAMPO) y el Departamento de Transporte de Texas (TxDOT) están trabajando juntos para identificar, evaluar y recomendar posibles mejoras para Parmer Lane (FM 734), desde Loop 1 (MoPac) en el norte de Austin hasta RM 1431 (Whitestone Boulevard) en Cedar Park.

Parmer Lane sirve como una ruta arterial crítica en el área metropolitana de Austin y apoya usos residenciales, comerciales e industriales. CAMPO y TxDOT están llevando a cabo este estudio para identificar mejoras en la seguridad y movilidad y planear a futuro a medida que la región sigue creciendo.

El Estudio del Corredor de Parmer Lane tomará la opinión pública y ayudará a CAMPO y TxDOT a definir e identificar opciones viables para las mejoras en Parmer Lane. Esto incluirá un análisis de los volúmenes de tráfico actuales y proyectados, puntos críticos de seguridad, características ambientales, necesidades y preocupaciones identificadas.

En 2018, TxDOT comenzó a planificar mejoras para Parmer Lane desde Whitestone Boulevard hasta RM 820 y recopiló opiniones de la comunidad. Las opiniones públicas de ese proyecto se considerarán como parte de este estudio y las recomendaciones del estudio de 2018 podrán utilizarse como mejoras a corto plazo para este estudio.

INTRODUCCIÓN AL ESTUDIO

RESUMEN DEL ESTUDIO

La Organización para la Planificación Metropolitana del Área de la Capital (CAMPO) y el Departamento de Transporte de Texas (TxDOT) están trabajando en conjunto para identificar, evaluar y recomendar posibles mejoras para Parmer Lane (FM 734) desde MoPac (Loop 1) al norte de Austin a Whitestone Boulevard (de Bach y Market 1431) en Cedar Park.

¿POR QUÉ ES NECESARIO EL ESTUDIO?

Parmer Lane sirve como una ruta arterial crítica en el área metropolitana de Austin y apoya usos residenciales, comerciales e industriales. CAMPO y TxDOT están llevando a cabo este estudio para identificar mejoras en la seguridad y movilidad y planear a futuro a medida que la región sigue creciendo.

Indicadores del Condado de Williamson

192% AUMENTO	70% AUMENTO
471K	1.29M
1.38M	2.2M

QUE LOGRARA EL ESTUDIO

El Estudio del Corredor de Parmer Lane tomará la opinión pública y ayudará a CAMPO y TxDOT a definir e identificar opciones viables para las mejoras en Parmer Lane. Esto incluirá un análisis de los volúmenes de tráfico actuales y proyectados, puntos críticos de seguridad, características ambientales, necesidades y preocupaciones identificadas.

INICIATIVAS PREVIAS DE MEJORA PARA PARMER LANE

En 2018, TxDOT comenzó a planificar mejoras para Parmer Lane desde Whitestone Boulevard hasta RM 820 y recopiló opiniones de la comunidad. Las opiniones públicas de ese proyecto se considerarán como parte de este estudio y las recomendaciones del estudio de 2018 podrán utilizarse como mejoras a corto plazo para este estudio.

METAS Y OBJETIVOS

Las metas del estudio son:

- Identificar y recomendar soluciones para las mejoras de seguridad necesarias evaluando y considerando datos de accidentes, mejoras en intersecciones, viajes en bicicleta y peatones, y comentarios de la comunidad.
- Mejorar la movilidad y funcionalidad del corredor mediante la optimización de las operaciones de tráfico para crear una red confiable y consistente para el movimiento de personas y bienes a través del corredor y mejorar el acceso a negocios y vecindarios adyacentes.
- Mejorar el movimiento multimodal, las operaciones y la seguridad considerando y planificando las necesidades de transporte para el uso multimodal del corredor, incluyendo la mejora del acceso para ciclistas, peatones y transporte público.
- Desarrollar recomendaciones apoyadas por la comunidad para el corredor mediante estrategias que maximicen la participación de diversas audiencias que reflejen a la comunidad, incluidas las comunidades con menos recursos y aquellas con dominio limitado del inglés. Asegurarse de que los comentarios de la comunidad se consideren e incorporen en cada etapa del estudio y proceso de desarrollo.



COMENTARIOS DEL PÚBLICO

Los siguientes temas de comentarios fueron recogidos de la Reunión comunitaria #1 en diciembre del 2023:

- Considerar mejoras para bicicletas y peatones, como bordes de carretera más anchos, carriles exclusivos para bicicletas, senderos de uso compartido (SUPs) y mejor mantenimiento.
- Considerar mejoras de movilidad y seguridad a lo largo del corredor, como la optimización de los tiempos de los semáforos, la adición de carriles de giro y la reducción de velocidades en intersecciones y carreteras existentes.
- Priorizar opciones de transporte público multimodal y la conectividad a lo largo del corredor, con un enfoque en conectar áreas residenciales y comerciales.

Se recibieron un total de 495 comentarios y encuestas, 398 visitas a la reunión comunitaria virtual y 38 asistentes en persona.



PATRONES DE VIAJE: TRÁFICO EN HORARIO PICO DE LA MAÑANA (6AM - 9AM)

A continuación, examinaremos los patrones de tráfico tanto hacia el norte como hacia el sur durante el tráfico pico de la mañana, que ocurre de 7am a 9am.

El tráfico hacia el norte fluye desde MoPac, también conocido como Loop 1, hasta Whitestone Blvd, también conocido como RM 1431. De nuestras observaciones, encontramos que el 48 por ciento del tráfico se da entre MoPac, Loop 1. Además, el 19 por ciento del tráfico viaja entre MoPac y la State Highway 45 o la Farm-to-Market Road 620. Solo alrededor del 5 por ciento viaja más allá del límite de estudio de RM1431.

El tráfico hacia el sur se desplaza desde Whitestone Blvd, FM 1431, hasta MoPac, Loop 1. Aquí, encontramos que el 69 por ciento del tráfico viaja entre Whitestone Blvd (RM 1431) y Avery Ranch Blvd. Además, el 48 por ciento del tráfico viaja entre Whitestone Boulevard y la State Highway 45 o la Farm-to-Market Road 620. Alrededor del 21 por ciento del tráfico viaja más allá del límite de estudio de MoPac.

Esta información se utiliza para desarrollar y evaluar conceptos.



PATRONES DE VIAJE: TRÁFICO EN HORARIO PICO DE LA TARDE (4PM - 6PM)

Ahora examinaremos los patrones de tráfico tanto hacia el norte como hacia el sur durante el tráfico pico de la tarde, que ocurre de 4pm a 7pm.

El tráfico hacia el norte fluye desde MoPac, también conocido como Loop 1, hasta Whitestone Boulevard, también conocido como RM 1431. Encontramos que el 76 por ciento del tráfico viaja entre MoPac, Loop 1 y McNeil Dr. Además, el 38 por ciento del tráfico viaja entre MoPac y la State Highway 45 o la Farm-to-Market Road 620. Alrededor del 10 por ciento viaja más allá del límite de estudio de RM1431.

El tráfico hacia el sur fluye desde Whitestone Boulevard, FM1431, hasta MoPac, Loop 1. Aquí, observamos que el 50 por ciento del tráfico viaja entre Whitestone Blvd (RM 1431) y Avery Ranch Blvd. Además, el 22 por ciento del tráfico viaja entre Whitestone Boulevard y la State Highway 45 o la Farm-to-Market Road 620. Alrededor del 6 por ciento del tráfico viaja más allá del límite de estudio de MoPac.

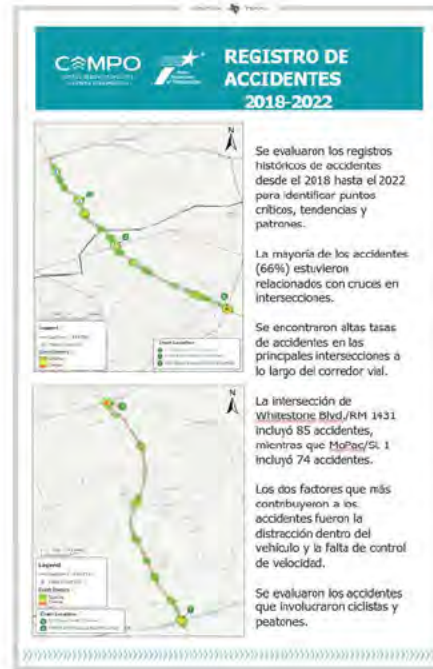
Esta información se utiliza para desarrollar y evaluar conceptos.



RESUMEN DE ACCIDENTES: 2018-2022

Se evaluaron los registros históricos de accidentes de 2018-2022 para encontrar puntos críticos, tendencias y patrones. La mayoría de los accidentes (66%) estuvieron relacionados con intersecciones. Se encontraron altas tasas de accidentes en las principales intersecciones a lo largo del corredor. La intersección de Whitestone Blvd./RM1431 incluyó 85 accidentes, mientras que MoPac/SL 1 incluyó 74 accidentes.

Los dos factores más comunes que contribuyeron a los accidentes fueron la distracción en el vehículo y la falta de control de la velocidad. También se evaluaron los accidentes que involucraron a ciclistas y peatones.



SECCIONES TÍPICAS EXISTENTES DE AMHERST A MOPAC/SL 1

La sección típica existente desde AMHERST A MOPAC/SL 1 actualmente tiene:

- Cuatro carriles de 12' en cada dirección
- Bordes de banqueta exteriores de 8.5'
- Sin bordes de banqueta interiores
- Señales en las intersecciones
- Carriles de giro
- Paso peatonal no continuo
- Puente sobre el cruce ferroviario



SECCIONES TÍPICAS EXISTENTES DE SH 45/RM 620 A AMHERST

La sección típica existente desde SH 45/RM 620 A AMHERST actualmente tiene:

- Tres carriles de 12' en cada dirección
- Bordos de banquetas exteriores de 8.5'
- Bordos de banquetas interiores de 2.5'-8.5'
- Señales en las intersecciones
- Carriles de giro
- Paso peatonal no continuo
- Puente sobre el cruce ferroviario



SECCIONES TÍPICAS EXISTENTES DE WHITESTONE BLVD A SH 45 / RM 620

La sección típica existente desde Whitestone Blvd /RM 1431 hasta SH 45/RM 620 actualmente tiene:

- Dos carriles de 12' en cada dirección
- Bordos de banquetas exteriores de 8'-12'
- Bordos de banquetas interiores de 4'-12'
- Señales en las intersecciones
- Carriles de giro
- Paso peatonal no continuo
- Cruce ferroviario a nivel



CONCEPTOS DE MEJORA


Las siguientes son algunas de las posibles mejoras a corto y mediano plazo que se han identificado:

- Optimización del tiempo de los semáforos.
- Carriles adicionales exclusivos para giros a la izquierda o a la derecha
- Gestión del acceso, como el cierre de aperturas en el mediano para mejorar la seguridad de los vehículos que giran a la izquierda
- Mejoras en intersecciones en los puntos de accidente
- Conexiones adicionales de aceras o caminos de uso compartido

Las posibles mejoras a largo plazo que se han identificado son las siguientes:

- Añadir carriles en cada dirección
- Añadir carriles exclusivos para tránsito para mejorar la seguridad de los vehículos que entran y salen de los accesos
- Añadir caminos de uso compartido (SUP)
- Mejoras en intersecciones, como la adición de pasos elevados o subterráneos para separar los niveles de tráfico

La sección de Alternativas para Consideración ofrece más detalles sobre estas posibles mejoras.



CONCEPTOS DE MEJORA

Posibles mejoras a corto y mediano plazo:

- Optimización de los tiempos de los semáforos.
- Agregar carriles exclusivos para giros a la izquierda o derecha.
- Gestión de accesos, como el cierre de aperturas en el camellón para mejorar la seguridad de los vehículos que giran a la izquierda.
- Mejoras de seguridad en la señalización, los semáforos y la iluminación.
- Conexiones adicionales de pasos peatonales o vías de uso compartido.

Posibles mejoras a largo plazo:

- Agregar carriles en cada dirección
- Añadir carriles dedicados para mejorar la seguridad de los vehículos que entran y salen de los accesos.
- Añadir caminos de uso compartido (SUP).
- Mejoras en intersecciones, como la adición de pasos elevados o subterráneos para separar el tráfico por niveles.

Ver los exhibiciones de "Alternativas para Considerar."

CRITERIOS DE EVALUACIÓN

Los criterios de evaluación preliminares se desarrollaron para comparar las opciones de mejora de la movilidad. Estos criterios nos ayudarán a evaluar cada opción, incluida la opción de "no construir" (no hacer nada), dentro de las siguientes categorías. La categoría de seguridad examina el número y la gravedad de los accidentes, así como la seguridad de ciclistas y peatones. Las consideraciones de movilidad incluyen las operaciones de tráfico, la mitigación de la congestión, el transporte público, y la conectividad de ciclistas y peatones. Los impactos ambientales se evalúan en función de los efectos en el agua, la calidad del aire y el ruido. Los impactos en el derecho de vía implican evaluar la adquisición de tierras y el desplazamiento de hogares y negocios. Por último, se considera la equidad al observar el acceso a la vivienda y el desarrollo económico.



CRITERIOS PRELIMINARES DE EVALUACIÓN

Se desarrollan criterios preliminares de evaluación para comparar las opciones de mejora de movilidad (incluida la opción de no hacer nada) dentro de las siguientes categorías:

<p>Seguridad</p> <ul style="list-style-type: none"> • Número de accidentes • Gravedad de los accidentes • Seguridad de los ciclistas y peatones 	
<p>Ambiental</p> <ul style="list-style-type: none"> • Impactos en la calidad del agua y del aire • Afectaciones de ruido 	
<p>Impactos en los derechos de vía</p> <ul style="list-style-type: none"> • Adquisición de terrenos • Desplazamiento de hogares y negocios 	
<p>Movilidad</p> <ul style="list-style-type: none"> • Operaciones de tráfico • Mitigación de congestión • Tránsito • Conectividad de bicicletas/peatones 	
<p>Equidad</p> <ul style="list-style-type: none"> • Acceso a viviendas • Desarrollo económico 	

ALTERNATIVAS PARA CONSIDERAR CONCEPTOS DE MEJORA A LARGO PLAZO - CONCEPTO A

El Concepto de Mejora a Largo Plazo A tiene tres carriles de uso general en cada dirección. Las características adicionales para considerar son:

- Mejoras en intersecciones para abordar la seguridad y movilidad
- Agregar un tercer carril en cada dirección en el segmento norte (SH 45/RM 620 a Whitestone Blvd./RM 1431)
- Agregar caminos de uso compartido (SUP)

Este concepto es preliminar y está sujeto a cambios. Todos los conceptos preliminares pueden considerarse de manera independiente como opciones potenciales para los segmentos norte o sur del corredor, así como para la totalidad del corredor.



ALTERNATIVAS PARA CONSIDERAR CONCEPTOS DE MEJORA A LARGO PLAZO - CONCEPTO B

El Concepto de Mejora a Largo Plazo B tiene tres carriles de vías de acceso en cada dirección. Las características adicionales para considerar son:

- Agregar un tercer carril en cada dirección en el segmento norte (SH 45/RM 620 a Whitestone Blvd./RM 1431)
- Carreteras laterales para acceder a calles transversales y destinos adyacentes
- Agregar un carril continuo en cada dirección que evite las señales en las intersecciones mediante pasos elevados/subterráneos
- Agregar caminos de uso compartido (SUP)

Este concepto es preliminar y está sujeto a cambios. Todos los conceptos preliminares pueden considerarse de manera independiente como opciones potenciales para los segmentos norte o sur del corredor, así como para la totalidad del corredor.



ALTERNATIVAS PARA CONSIDERAR CONCEPTOS DE MEJORA A LARGO PLAZO - CONCEPTO C

El Concepto de Mejora a Largo Plazo C tiene dos carriles de vías de acceso en cada dirección. Las características adicionales para considerar son:

- Carreteras laterales de dos carriles en cada dirección para acceder a calles transversales y destinos adyacentes
- Agregar dos carriles continuos en cada dirección que eviten las señales en las intersecciones mediante pasos elevados/subterráneos
- Agregar caminos de uso compartido (SUP)

Este concepto es preliminar y está sujeto a cambios. Todos los conceptos preliminares pueden considerarse de manera independiente como opciones potenciales para los segmentos norte o sur del corredor, así como para la totalidad del corredor.



ALTERNATIVAS PARA CONSIDERAR CONCEPTOS DE MEJORA A LARGO PLAZO - CONCEPTO D

El Concepto de Mejora a Largo Plazo D tiene tres carriles de vías de acceso en cada dirección. Las características adicionales para considerar son:

- Agregar un tercer carril en cada dirección en el segmento norte (SH 45/RM 620 a Whitestone Blvd./RM 1431)
- Carreteras laterales para acceder a calles transversales y destinos adyacentes
- Agregar dos carriles continuos en cada dirección que eviten las señales en las intersecciones mediante pasos elevados/subterráneos
- Agregar caminos de uso compartido (SUP)

Este concepto es preliminar y está sujeto a cambios. Todos los conceptos preliminares pueden considerarse de manera independiente como opciones potenciales para los segmentos norte o sur del corredor, así como para la totalidad del corredor.



PROCESO Y CRONOGRAMA

El equipo de estudio está utilizando la información recopilada y los análisis técnicos de los pasos previos para identificar y desarrollar conceptos potenciales de mejora para Parmer Lane. Se están analizando datos de tráfico y seguridad, junto con las características ambientales en el área de estudio. También se está integrando en el desarrollo de mejoras potenciales la opinión de la comunidad recopilada durante la Reunión Comunitaria #1 llevada a cabo en diciembre del 2023. Estas mejoras potenciales serán evaluadas y el estudio concluirá con las mejores recomendadas que se desarrollarán más a fondo.

Las fases futuras de desarrollo del proyecto son un proceso de varios años que requerirá financiación adicional. Las fases futuras incluirán la recopilación de más comentarios de la comunidad y pueden incluir la realización de estudios ambientales detallados, el diseño detallado, la adquisición de derechos de vía y la coordinación de servicios públicos, y la construcción.

Se valora mucho la retroalimentación del público y ayudará a guiar las posibles recomendaciones para el corredor. El estudio incluirá múltiples oportunidades para que la comunidad participe y proporcione su opinión, incluyendo reuniones con miembros de la comunidad.

PROCESO Y CRONOGRAMA

- 1. Recopilación y análisis de información**
SEPTIEMBRE DEL 2023
 - Análisis la información existente sobre tráfico y seguridad, incluidos los volúmenes de tráfico existentes y las congestiones, los datos sobre accidentes, las deficiencias para ciclistas y peatrones, y el servicio de tránsito
 - Identificar las características y limitaciones ambientales del área de estudio
 - Recopilar opiniones de la comunidad sobre preocupaciones y necesidades existentes, características y limitaciones ambientales, y mejoras deseadas en el transporte y la seguridad
- 2. Desarrollo de posibles conceptos para las mejoras**
MAYO DEL 2024
 - Tomar las opiniones y el análisis técnico de los pasos anteriores para identificar y desarrollar posibles conceptos para las mejoras a Parmer Lane
 - Establecer criterios de evaluación y cualificar los impactos y características de cada concepto para una posible mejora
 - Recopilar las opiniones de la comunidad sobre los posibles conceptos para las mejoras, incluso la opción de no construir
- 3. Recomendación de un camino para las mejoras y la adquisición de los derechos de viabilidad**
JULIO DEL 2024
 - Tomar la opinión pública de los pasos anteriores para refinar los conceptos potenciales de mejora
 - Desarrollar un informe de estudio de viabilidad con recomendaciones para los conceptos de diseño y mejoras potenciales para Parmer Lane
 - Presentar las recomendaciones a la comunidad

NOTA: Las futuras fases de desarrollo del proyecto para avanzar en las recomendaciones de este estudio consisten en un proceso multiaños que requerirá financiación adicional. Las fases futuras incluirán la recopilación de los comentarios adicionales de la comunidad y también podrá incluir la realización de estudios ambientales detallados, el diseño detallado, la adquisición del derecho de paso y la coordinación y construcción de servicios.

CÓMO COMENTAR

Su opinión es una parte muy importante del desarrollo de este estudio, y hay varias maneras en las que puede compartir su opinión con el equipo de estudio.

Completar una encuesta

Enviar sus comentarios por correo electrónico a ParmerLaneCorridorStudy@gmail.com

Enviar sus comentarios por correo postal a la dirección que aparece en la pantalla

Le invitamos a compartir su opinión en cualquier momento durante el proceso de desarrollo del estudio, pero para que se incluyan en el registro de la reunión comunitaria, los comentarios deben recibirse antes del martes 3 de septiembre del 2024.

CÓMO PARTICIPAR

**REVISE EL MATERIAL
HAGA PREGUNTAS
COMPARTA SUS OPINIONES**

Complete la encuesta bit.ly/ParmerSurvey

Envíe sus comentarios a: ParmerLaneCorridorStudy@gmail.com

Envíe sus comentarios por correo postal a:
Parmer Lane (FM 734) Corridor Study
c/o CDMP
PO Box 5428
Austin, TX 78763

Le invitamos a compartir sus opiniones en cualquier momento durante el proceso de elaboración del estudio. Para que éstas se incluyan en el acta de las reuniones comunitarias, los comentarios deberán recibirse antes del

MARTES 3 DE SEPTIEMBRE DEL 2024

Survey/Comment Form (English)



PARMER LANE (FM 734) CORRIDOR STUDY OPEN HOUSE #2 COMMENT FORM

Please include your contact information below.

NAME (PLEASE PRINT): _____

EMAIL ADDRESS: _____

PHONE NUMBER: _____

What zip code do you live in?

What zip code do you commute or travel to most often?

What are your comments on the short- and mid-term improvement concepts?

What are your comments on the long-term improvement concepts?

General Comment Section: Is there anything else you would like to tell us about Parmer Lane?

This form may be used to provide comments on this study. Any questions on this form will not be considered an open records request and will not be marked as such. If you wish to submit an open records request, please do so separately.

How did you hear about the workshop? Check each of the following boxes that apply to you:

- Email from Parmer Lane Corridor Study (I'm on the mailing list)
- Postcard
- Newspaper Ad
- Social Media
- Traditional Media (news, radio ad)
- Heard Through a Friend/Colleague
- Other

If you'd like to have your feedback included in the community workshop summary, please submit by Tuesday, Sept. 3, 2024. We will continue to collect feedback throughout the process and encourage you to share your comments through any of these methods on an ongoing basis.

Email: ParmerLaneCorridorStudy@tmdl.com

Verbal Comment by Voicemail: (512) 651-3964

Mail: RifeLine, Parmer Lane (FM 734) Corridor Study

1608 W. 67th Street, Austin, TX 78703

Online: CAMPO and search "Parmer Lane (FM 734) Corridor Study"

(Texas Transportation Code §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

Survey/Comment Form (Español)



ESTUDIO DEL CORREDOR VIAL PARMER LANE (FM 734) REUNIÓN COMUNITARIA #2 FORMULARIO DE COMENTARIOS

Por favor incluya su información de contacto a continuación.

NOMBRE (EN LETRA DE IMPRENTA): _____
 CORREO ELECTRÓNICO: _____
 TELÉFONO: _____

¿Cuál es su código postal?

¿A qué código postal se desplaza o visita con mayor frecuencia?

¿Cuáles son sus comentarios sobre los conceptos de mejora a corto y mediano plazo?

¿Cuáles son sus comentarios sobre los conceptos de mejora a largo plazo?

Comentarios Generales: ¿Hay algo más que le gustaría decirnos sobre Parmer Lane?

Este formulario puede ser usado para propósitos administrativos en este estudio. Cualquier pregunta sobre este formulario no se considerará una solicitud de registros públicos y no se tratará como tal. Si desea enviar una solicitud de registros públicos, págela por separado.

¿Cómo se enteró del taller? Marque cada una de las casillas siguientes que le apliquen:

- Correo electrónico del Estudio Del Corredor Vial Parmer Lane (FM 734) (Estoy en la lista de correo)
- Tarjeta Postal
- Anuncio en el periódico
- Redes Sociales
- Medios Tradicionales (noticias, anuncio en la radio)
- A través de un Amigo/Colega
- Otro

Si desea que sus comentarios se incluyan en el resumen del taller comunitario, envíelos antes del martes 3 de septiembre del 2024. Continúen enteros recopilando comentarios durante el proceso y le animamos a compartir sus observaciones de manera continua.

En persona: En el taller
En línea: CAMPO y busque "Parmer Lane (FM 734) Corridor Study"
Correo electrónico: ParmerLaneCorridorStudy@email.com
Correo "postal": Rife/line, Parmer Lane (FM 734) Corridor Study
 1608 W. 6TH Street, Austin, TX 78703
Mensaje de voz: (512) 298-5918
 Para más información, visite CAMPO y busque "Parmer Lane (FM 734) Corridor Study"

Código de Transporte de Texas, §201.811(a)(5): marque cada una de las siguientes casillas que le apliquen:

- Estoy empleado por TxDOT
- Soy empleado de TxDOT
- Podría beneficiarme monetariamente del proyecto u otro tema sobre el que estoy comentando

Parmer Lane (FM 734) Corridor Study



STUDY OVERVIEW

The Capital Area Metropolitan Planning Organization (CAMPO) and the Texas Department of Transportation (TxDOT) are working together to identify, evaluate, and recommend potential improvements for Parmer Lane (FM 734) from MoPac (Loop 1) in North Austin to Whitestone Boulevard (RM 1431) in Cedar Park.



WHY THE STUDY IS NEEDED

Parmer Lane serves as a critical arterial route in the Austin Metropolitan Area and supports residential, commercial, and industrial uses. CAMPO and TxDOT are conducting this study to identify safety and mobility enhancements and plan ahead as the region continues to grow.

Williamson County Population



2020 POPULATION (ACTUAL): **471K**
2045 POPULATION (PROJECTED): **1.38M**

Travis County Population



2020 POPULATION (ACTUAL): **1.29M**
2045 POPULATION (PROJECTED): **2.2M**

Sources: US Census Bureau, CAMPO 2045 Regional Transportation Plan.

WHAT THE STUDY WILL ACCOMPLISH

The Parmer Lane Corridor Study will use public input and help CAMPO and TxDOT more clearly define and identify feasible options for improvements to Parmer Lane. This will include an analysis of current and projected traffic volumes, crash hotspots, environmental features and needs and concerns identified in stakeholder and public input.

PROCESS & TIMELINE



NOTE: Next steps to develop potential design concepts include a multi-year process with additional opportunities for the community to be involved and provide input. Advancement from step-to-step is contingent upon the outcome of the previous step and the availability of funding.



Scan now to visit the project webpage

»» GET INVOLVED

Visit the project webpage to learn more and stay up to date:
<https://www.campotexas.org/parmer-fm-734-corridor-study/>

CONTACT

Contact the study team to learn more, request printed materials, or request a speaker for community meetings.

📞 | (512) 651-3964 ✉ | ParmerLaneCorridorStudy@gmail.com

Estudio Del Corredor Vial Parmer Lane (FM 734)



RESUMEN DEL ESTUDIO

La Organización para la Planificación Metropolitana del Área de la Capital (CAMPO) y el Departamento de Transporte de Texas (TxDOT) están trabajando en conjunto para identificar, evaluar y recomendar posibles mejoras a Parmer Lane (FM 734) desde MoPac (Loop 1) al norte de Austin a Whitestone Boulevard (de Ranch a Market 1431) en Cedar Park.

¿POR QUÉ ES NECESARIO EL ESTUDIO?

Parmer Lane sirve como una ruta arterial crítica en el área metropolitana de Austin y apoya usos residenciales, comerciales e industriales. CAMPO y TxDOT están llevando a cabo este estudio para identificar las mejoras de seguridad y movilidad y planificar el futuro a medida que la región sigue creciendo.



Población del Condado Williamson



POBLACION EN 2020 (ACTUAL): **471K** POBLACIÓN EN 2045 (PROYECCIÓN): **1.38M**

Población del Condado de Travis



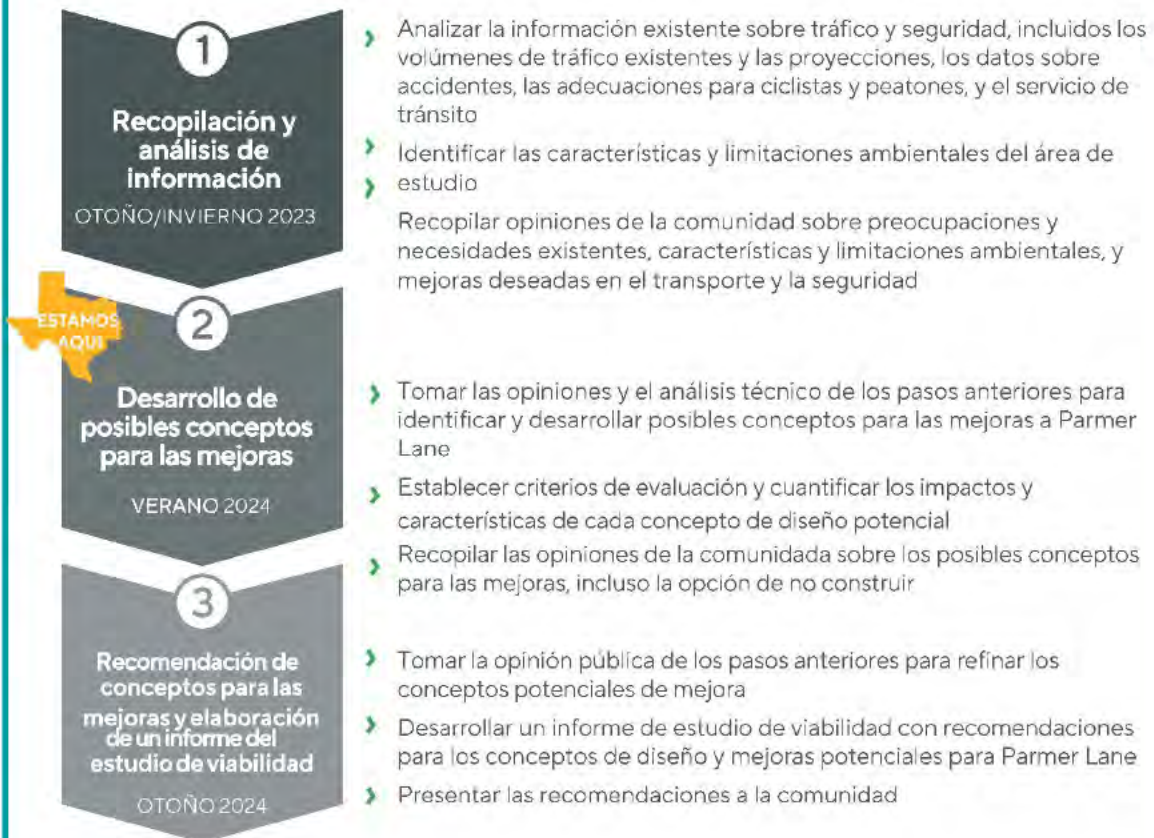
POBLACION EN 2020 (ACTUAL): **1.29M** POBLACIÓN EN 2045 (PROYECCIÓN): **2.2M**

Sources: US Census Bureau, CAMPO 2045 Regional Transportation Plan

OBJETIVOS DEL ESTUDIO

El Estudio del Corredor Vial Parmer Lane utilizará las aportaciones del público y ayudará a CAMPO y TxDOT a definir más claramente e identificar las opciones viables para las mejoras de Parmer Lane. Esto incluirá un análisis de los volúmenes de tráfico actuales y proyectados, los puntos conflictivos, las características ambientales y las necesidades y preocupaciones identificadas en las aportaciones de las partes interesadas y del público.

PROCESO Y CRONOGRAMA



NOTA: Los próximos pasos para desarrollar posibles conceptos de diseño incluyen un proceso multianual con oportunidades adicionales para que la comunidad participe y aporte su opinión. El avance de una etapa a otra dependerá del resultado de la anterior y de la disponibilidad de fondos.



Escanee ahora para visitar la página web del proyecto

»» INVOLÚCRATE

Visite la página web del proyecto para obtener más información y mantenerse actualizado:

<https://www.campotexas.org/parmer-fm-734-corridor-study/>

CONTACTO

Comuníquese con el equipo del estudio para obtener más información, solicitar materiales impresos o solicitar un orador para las reuniones comunitarias.

☎ | (512) 651-3964 ✉ | ParmerLaneCorridorStudy@gmail.com

Parmer Lane (FM 734) Corridor Study



GOALS AND OBJECTIVES

Identify and recommend solutions for needed safety improvements

- › Evaluate and consider crash data, intersection improvements, bicycle and pedestrian travel, and input from the community



Enhance mobility and functionality of the corridor

- › Improve traffic operations to create a reliable and consistent network for the movement of people and goods through the corridor
- › Improve access to adjacent businesses and neighborhoods

Enhance multimodal movement, operations, and safety

- › Consider and plan for transportation needs for multimodal use of the corridor, including improving access for bicyclists, pedestrians, and transit



Develop community-supported recommendations for the corridor

- › Employ strategies to maximize participation across diverse audiences that reflect the community, including outreach to underreached communities and those with Limited English Proficiency
- › Consider and incorporate feedback from the community in each step of the study development process

Estudio del Corredor Vial Parmer Lane (FM 734)



METAS Y OBJETIVOS

Identificar y recomendar soluciones a las mejoras de seguridad necesarias

- Evaluar y considerar la información sobre accidentes, las mejoras en las intersecciones, los desplazamientos en bicicleta y a pie, y las opiniones de la comunidad



Mejorar la movilidad y funcionalidad del corredor vial

- Mejorar las condiciones de tránsito para crear una red confiable y coherente para la circulación de personas y mercancías a través del corredor vial
- Mejorar el acceso a las empresas y los vecindarios vecinos

Mejorar el movimiento multimodal, las operaciones y la seguridad

- Considerar y planificar las necesidades de transporte para el uso multimodal del corredor que incluyan la mejora del acceso para los ciclistas, peatones y el transporte público



Elaborar recomendaciones para el corredor vial con el apoyo de la comunidad.

- Emplear estrategias para maximizar la participación de públicos diversos que reflejen a la comunidad, incluida la divulgación entre las comunidades más desfavorecidas y las personas que no tengan buen dominio del inglés
- Considerar e incorporar las opiniones de la comunidad en cada etapa del proceso de elaboración del estudio