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: Northwest Family YCMA, 5807 McNeil Dr., Austin, TX 78729
Online Meeting: www.campotexas.org/open-house/parmer-lane-fm-734-open-house-1/

Meeting Date and Time

In-Person Open House: December 13, 2023, 5 p.m. to 7 p.m.
Virtual Open House: December 13, 2023, to January 19, 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 Meeting: 38
Online Meeting: 41

Total Number of Commenters

Surveys received: 380
Comments received: 115

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A. Summary of Survey Results

Question 1: Do you have any comments on the study goals or objectives?
(246 responses)

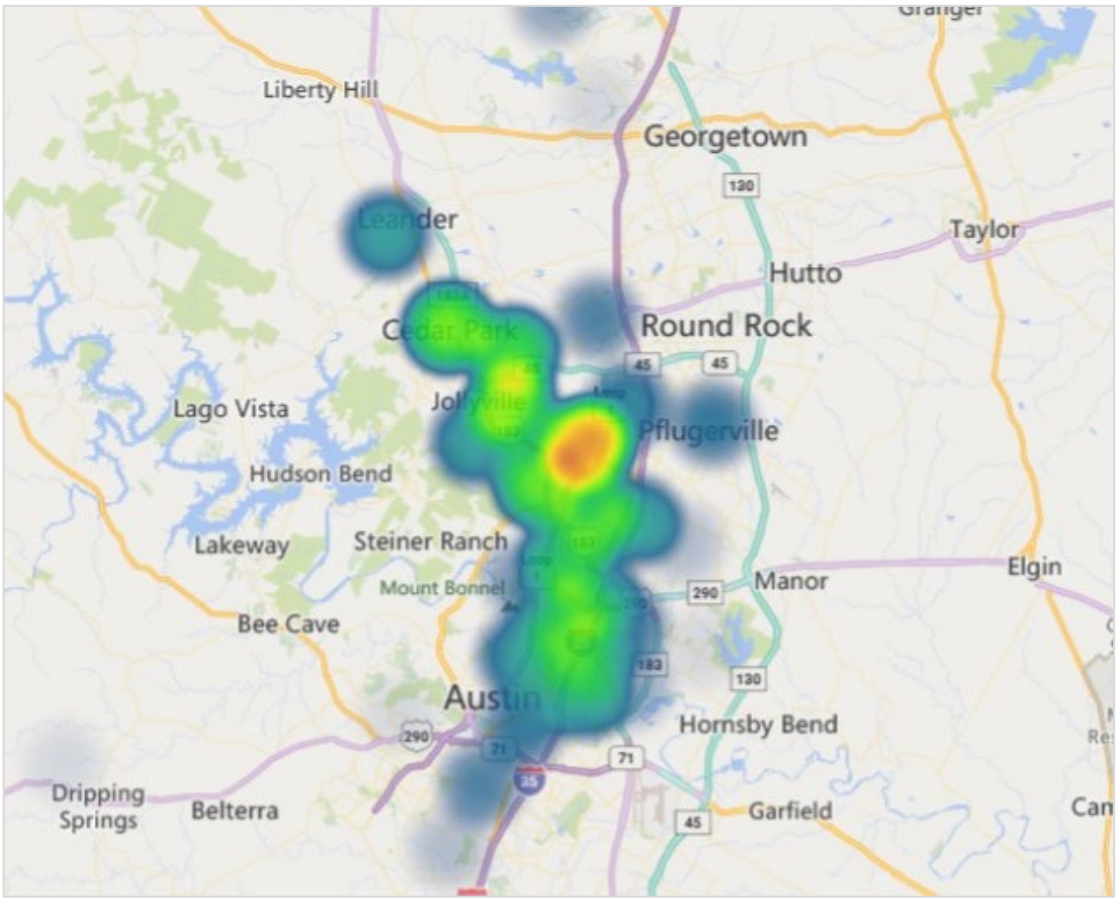
Key themes from written responses:

- 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

Question 2: What zip code do you live in?
(365 responses)

Top five zip codes listed were:

- 78727 (13.2% of respondents)
- 78729 (7.6% of respondents)
- 78613 (7.4% of respondents)
- 78759 (7.1% of respondents)
- 78717 (5.8% of respondents)



Question 3: What zip code or city/town do you commute or travel to often?

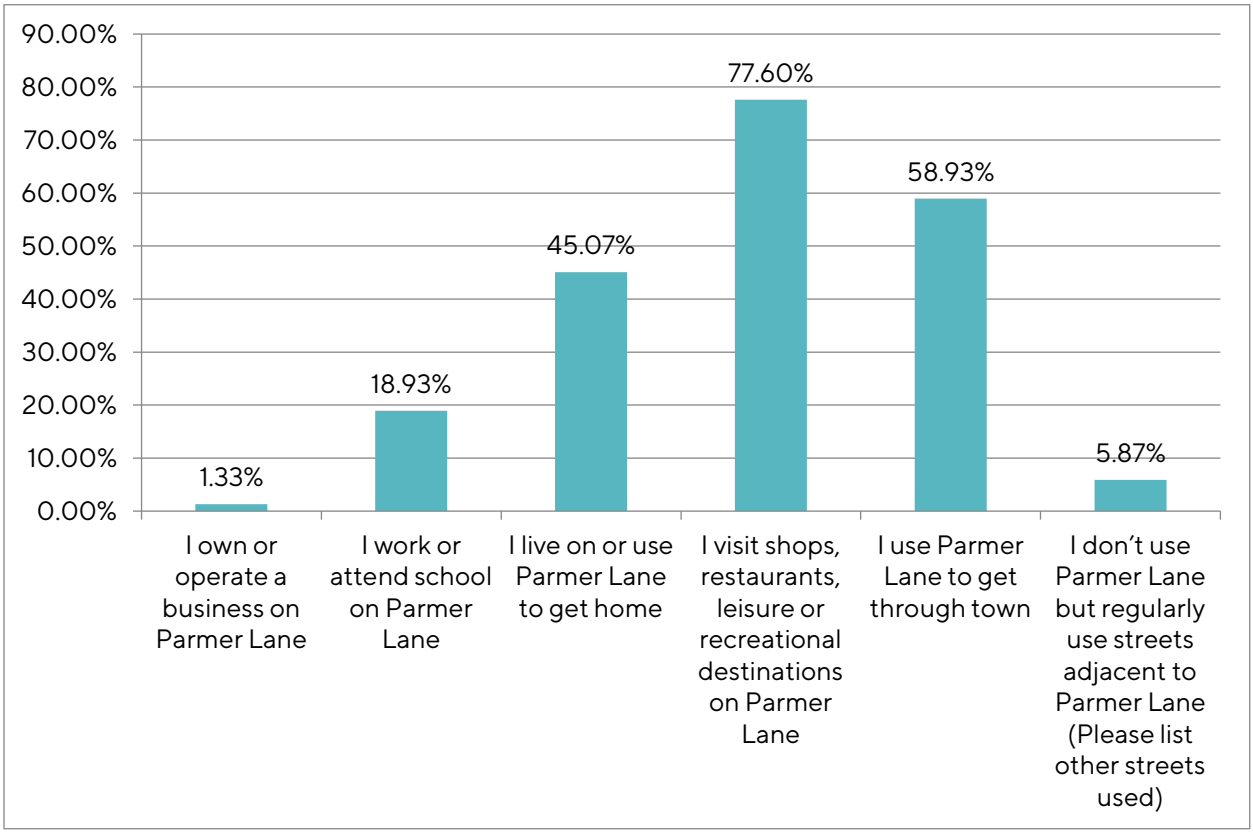
(334 responses)

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 (10.8%)
- Austin (9.3%)
- 78759 (7.2%)
- 78701 (4.6%)
- 78729 (4.4%)

Question 4: Why do you travel on Parmer Lane? (Choose all that apply)

(375 responses)

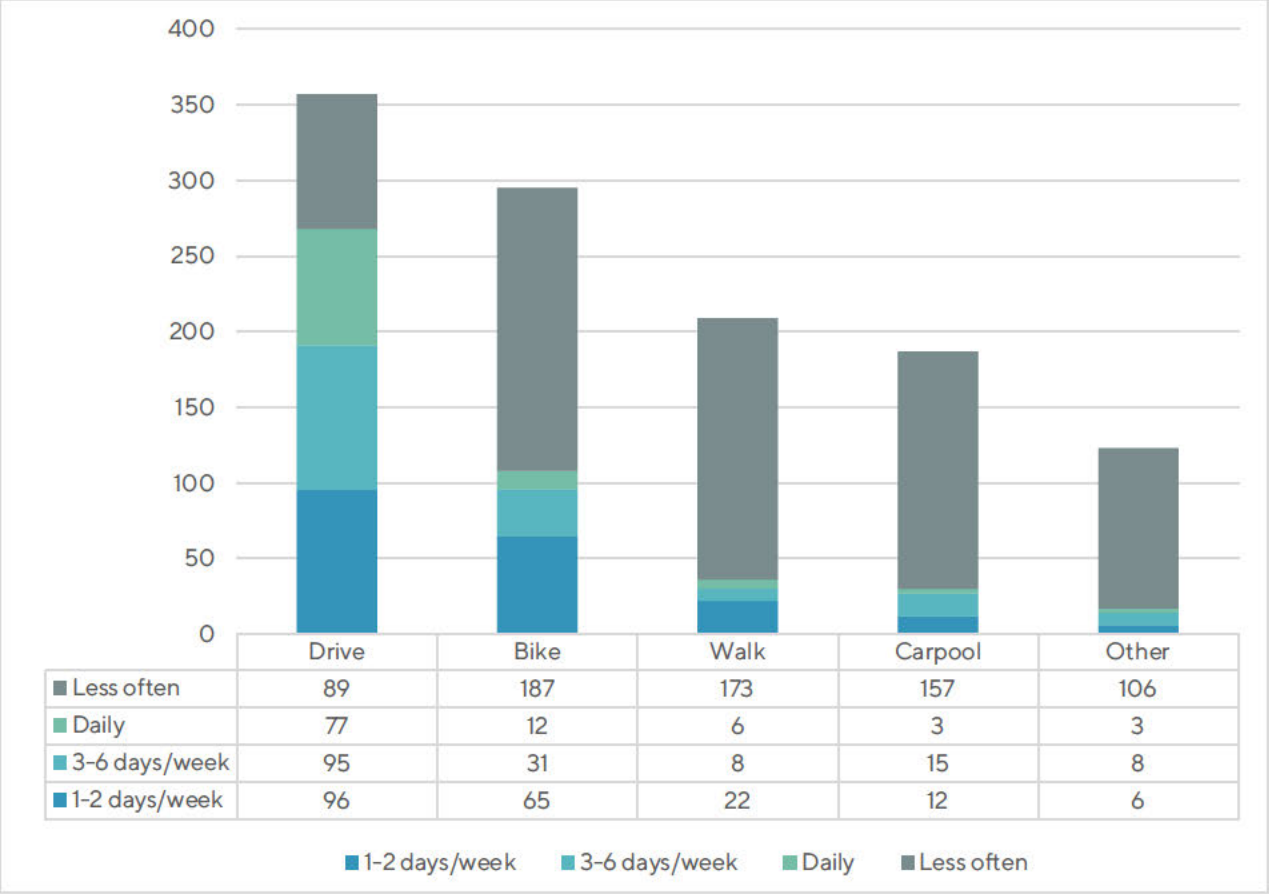


Question 5: How often do you travel on Parmer Lane using the following options? (Choose all that apply)

(376 responses)

Of the five modes of travel listed, Driving had the highest number of daily users with 27.2% followed by biking at 22.3%. Of those who reported Biking, Walking, or Other modes, the majority (all over 60%) of respondents in each of these categories selected using them less often.

Respondents were asked to specify the mode of transportation they use if they selected Other. The most common response was public transportation.

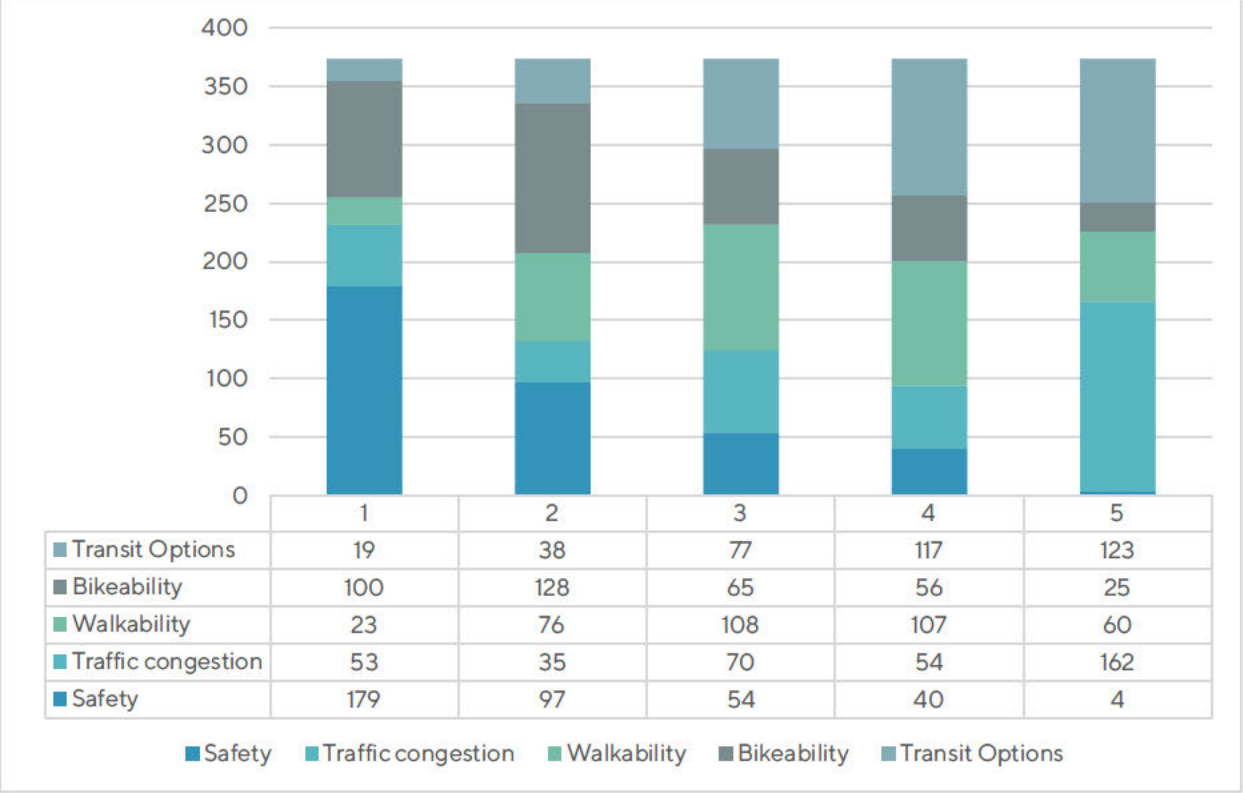


	Drive	Bike	Walk	Carpool	Other
Less often	89	187	173	157	106
Daily	77	12	6	3	3
3-6 days/week	95	31	8	15	8
1-2 days/week	96	65	22	12	6

Question 8: What are your concerns on Parmer Lane? Please rate with your top concern being number 1 and your least concern being number 5.

(374 responses)

Out of the five concerns listed, Safety had the highest number of respondents select the answer for their top priority at 47.9%, followed by Bikeability which had 26.74% of respondents select the answer for their top priority. Traffic Congestion appears to be the lowest concern with 43.3% of respondents selecting this as their lowest priority.



	1	2	3	4	5
Transit Options	19	38	77	117	123
Bikeability	100	128	65	56	25
Walkability	23	76	108	107	60
Traffic congestion	53	35	70	54	162
Safety	179	97	54	40	4

Question 9: Is there anything else you would like to tell us about Parmer Lane?

(200 responses)

Key themes from written comments:

- Improve pedestrian and bicycle accommodations on Parmer Lane
- Make Parmer Lane safer for all roadway users

Optional Demographic Questions

Optional demographic questions were also included in the survey to help the outreach team gauge the distribution of participants across various backgrounds.

Gender

(358 responses)

- Male (65.6%)
- Female (32.4%)
- Nonbinary (1.12%)
- Other (0.84%)

Age

(362 responses)

- 45 – 64 (35.9%)
- 35 – 44 (32.9%)
- 18 – 34 (21.5%)
- 65 or older (7.7%)
- 17 or younger (0.5%)
- Prefer not to answer (1.4%)

Primary Language Spoken in the Home

(365 responses)

- English (96.7%)
- Spanish (1.37%)
- Other (0.8%)

Race/Ethnicity

(365 responses)

- White (81%)
- Hispanic Latino or Spanish Origin (10.5%)
- Asian (7.1%)
- Black or African American (2.6%)
- American Indian or Alaskan Native (0.85%)
- Native Hawaiian or Other (0.57%)
- Middle Eastern or North African (0.28%)
- Some other race, ethnicity or origin (3.7%)

B. Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
1	Jaclyn Spadafino Fanning	12/1/2023	Email	Hello, I am a local Cedar Park resident that drives daily down Parmer Lane from Brushy Creek to Mopac and back. In addition to general concerns about traffic (it takes about 45 minutes at 5pm to get from MOPAC to Brushy Creek Road, I have 2 safety concerns I specifically want to call out. Driving northbound on Parmer Lane towards Brushy Creek Rd when crossing the Brushy Creek bridge, drivers are using the right hand shoulder lane as a way to bypass traffic and make a right on to Brushy Creek more quickly. I've seen drivers fly down the entire length of the bridge on the shoulder. For those cars that are waiting patiently until the right hand turn lane opens (to make the legal right turn), they have to be extremely cautious that another car isn't flying down the shoulder. I've seen cars, trucks, motorcycles all do	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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				this and it is a matter of time before there is a serious accident. Similarly, when driving southbound on Parmer from Brushy Creek and making a right on to Avery Ranch Blvd, cars are also using the right hand shoulder in order to bypass traffic and make the right on to Avery Ranch more quickly. My final recommendation is to take a look at traffic light timing optimization at the Parmer and Avery Ranch intersection. Making a left from Parmer on to Avery Ranch heading south is a very short light and backs up traffic. This is exacerbated in the morning and late afternoon during school dropoff and pickup. Thank you for your time and consideration on these issues. Jaclyn	

Comment Number	Commenter Name	Date Received	Source	Comment	Response
2	Alan Crudden	12/6/2023	Email	1. Northbound traffic into the Round Rock Stadium needs to be addressed, not just left "as is". At present, traffic jams associated with games will start as early as 4:30pm on game days and back things up past RR620. 2. Southbound traffic from Round Rock Stadium needs to be addressed, not just left "as is". Traffic exiting the stadium must turn right and create a traffic jam at Neenah Ave. as vehicles make U-turns. (TXDOT's previous - and totally unacceptable - answer was that "someone" should just hire a police officer to address this U-turn problem.) 3. There are increasing traffic problems at the Neenah/Parmer intersection where, esp. at the afternoon school rush hour, cars may have to wait through 3 or more traffic signal cycles to cross from Neenah to Lakeline. This problem will only get worse as there's already major construction underway in the area and there are near-term prospects for a high	Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. As part of this study, CAMPO and TxDOT have prepared a preliminary map noting constraints such as environmental, historical, and cultural resources. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. Should TxDOT or other partner agencies move forward with subsequent phases of project development, additional studies and evaluations of environmental and community impacts will be performed. These studies and evaluations will

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				school on Pearson Ranch Road. 4. Neenah Ave. needs an added, dedicated right turn lane onto Parmer northbound. (see #3). 5. Dedicated turn lanes should be added in two places: on Parmer north, turning eastbound onto Neenah; on Parmer south, turning westbound onto Lakeline. 6. The two lights at RR620, the light at Spectrum, and the RR crossing not only individually constrain traffic, but work together to create a "super constraint" which make traffic grind to a crawl (southbound in the mornings, northbound in the evenings). No matter how many lanes TXDOT adds to Parmer, the only result will be a wider parking lot unless this super constraint is addressed. [I would go so far as to say that TXDOT should do NOTHING to Parmer until this problem can be resolved.] 7. If sound barriers are erected (I sure hope so!), each affected community	include further assessment of potential impacts on private property as well as on cultural, historical, and natural resources. These considerations will be made depending on the scale of any potential future project(s).

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				HOA should be given a voice in the design and some opportunity to place their logos/signs at the entrances. 8. It has been said that the area at or near the Lakeline rail station will be expanded to include a bus complex similar to the one on Lamar/183. If that's true, extra consideration needs to be given to the Parmer/Neenah/Lakline intersection as traffic will grow to/from that complex. Alan Crudden	
3	Anonymous	12/13/2023	Mapped comment	Colonial Pkwy should only be active for the high school deactivate all other times	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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4	Anonymous	12/13/2023	Mapped comment	Include BKE/PED paths to remove cyclists from roadway X-Section (Major safety issue)	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
5	Anonymous	12/13/2023	Mapped comment	raise Parmer road bed to avoid brushy creek flooding	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. Should TxDOT or other partner agencies move forward with subsequent phases of project development, additional studies and evaluations of environmental and community impacts will be performed. These studies and evaluations will include further assessment of potential impacts on private property as well as

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					on cultural, historical, and natural resources. These considerations will be made depending on the scale of any potential future project(s).
6	Anonymous	12/13/2023	Mapped comment	Segregate bike/ped traffic at brushy ck. / Gateway to BCRT / rBA / Future "new lie" tr.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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7	Anonymous	12/13/2023	Mapped comment	Consider grade separation alternatives at brushy creek	Thank you for your comment. Your suggestion will be taken into consideration as we move forward. CAMPO and TxDOT are currently 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. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
8	Anonymous	12/13/2023	Mapped comment	Brushy creek @ Parmer is primary [] Fix that light 1st priority	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for Summer 2024.

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9	Anonymous	12/13/2023	Mapped comment	Bike Lanes on parmer	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
10	Anonymous	12/13/2023	Mapped comment	Need to address north bound traffic out of statium	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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11	Anonymous	12/13/2023	Mapped comment	Address southbound traffic out of statium which needs uturn to go N.	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
12	Anonymous	12/13/2023	Mapped comment	Account for Cassandra Dr. Crossing Parmer	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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13	Anonymous	12/13/2023	Mapped comment	Davis Spring right turn onto Cassandra needs designated right lane turn striping (this impinges on bike lane).	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
14	Anonymous	12/13/2023	Mapped comment	Planned for: Bus Statium terminal near PR	Thank you for your comment. One of this study's objectives is to enhance the mobility and functionality of the Parmer Lane corridor. Multiple transportation options are being evaluated as part of this process, and your suggestions will be taken into consideration as we continue to develop and evaluate potential improvements for Parmer Lane. CAMPO and TxDOT are currently 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. These potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
15	Anonymous	12/13/2023	Mapped comment	Plan for Lakeline going 4-lane	Thank you for your comment. Your input will be taken into consideration as we move forward.

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16	Anonymous	12/13/2023	Mapped comment	Consult w Wiliamson Co. about plans for overpass. (sb side of 620 to north of Lakeline)	Thank you for your comment. TxDOT and CAMPO are coordinating with local governments, including Williamson County, to consider any adjacent studies and plans as part of this study.
17	Anonymous	12/13/2023	Mapped comment	Mandatory Address bottle neck caused by lights at RR620, Spectrum, & RR	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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18	Anonymous	12/13/2023	Mapped comment	Consider making Parmer a super street (or whatever is the politically correct term now)	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
19	Anonymous	12/13/2023	Mapped comment	Grade seperate. Rail crossings!	Thank you for your comment. Your suggestion will be taken into consideration as we move forward. CAMPO and TxDOT are currently 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. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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20	Anonymous	12/13/2023	Mapped comment	elevate railroad	Thank you for your comment. Your suggestion will be taken into consideration as we move forward. CAMPO and TxDOT are currently 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. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
21	Anonymous	12/13/2023	Mapped comment	expand to 3 or more lanes each direction	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 to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a

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					second open house tentatively planned for summer 2024.
22	Anonymous	12/13/2023	Mapped comment	Capmetro grade crossing to be separated	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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					Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. Your suggestions will be taken into consideration as we move forward.
23	Anonymous	12/13/2023	Mapped comment	bicycle intersection pain point. No ped. Xing	CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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24	Anonymous	12/13/2023	Mapped comment	Speed limit is too high on parmer for amount of traffic it experiences.	Thank you for your comment. Your suggestion will be taken into consideration as we move forward. CAMPO and TxDOT are currently 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. These potential improvements will be shared with the community at a second open house tentatively planned for Summer 2024.
25	Anonymous	12/13/2023	Mapped comment	Sound Barriers for neighborhoods	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. Should TxDOT or other partner agencies move forward with subsequent phases of project development, additional studies and evaluations of environmental and community 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. These considerations will be made depending on the scale of any potential future project(s).

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26	Anonymous	12/13/2023	Mapped comment	dedicated bike/Ped/ transit corridor w/in ROW (typ)	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
27	Anonymous	12/13/2023	Mapped comment	Induced traffic on Anderson Mill Rd. ?	Thank you for your comment. Traffic analyses for this study include a variety of evaluations, including the potential for increased traffic on Anderson Mill Road. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer

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					Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
28	Anonymous	12/13/2023	Mapped comment	Create access lanes for drivers exiting parmer village.	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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29	Anonymous	12/13/2023	Mapped comment	Vehicles heading south bound + turning right onto Anderson Mill may miss cyclist continuing straight- I've seen close calls	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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30	Anonymous	12/13/2023	Mapped comment	No safe/ consistent ped crossing for students to get to Deer Park from this neighborhood	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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31	Anonymous	12/13/2023	Mapped comment	Can we expand Anderson Mill to the back side of Apple?	Thank you for your comment. Anderson Mill falls outside the limits of this study. Improvements outside Parmer Lane are not currently being evaluated.
32	Anonymous	12/13/2023	Mapped comment	create access lanes for drivers turning right on red from Anderson Mills and Dallas	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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33	Anonymous	12/13/2023	Mapped comment	Flood plain expanding North Ave MUD 1 ever?	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. Should TxDOT or other partner agencies move forward with subsequent phases of project development, additional studies and evaluations of environmental and community 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. These considerations will be made depending on the scale of any potential future project(s).
34	Anonymous	12/13/2023	Mapped comment	No trail connection at Rattan Creek under FM 734- Put a bridge to connect?	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future

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					study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
35	Anonymous	12/13/2023	Mapped comment	^ agree. Hike + Bike from Rattan Creek Park to Apple. Under the over pass?	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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36	Anonymous	12/13/2023	Mapped comment	Left turn @ Tamayo very difficult/backed up @ peak times(from Parmer heading North)	Thank you for your comment. Your input 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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
37	Anonymous	12/13/2023	Mapped comment	Consider Depressed Section / minimize noise impact	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. CAMPO and TxDOT are currently 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. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. Should TxDOT or other partner agencies move forward with subsequent phases of project

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					development, additional studies and evaluations of environmental and community 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. These considerations will be made depending on the scale of any potential future project(s).
38	Anonymous	12/13/2023	Mapped comment	UBCWCID is reconstructing this dam (may be completed?) Williamson County is updating all flood plains in county	Thank you for your comment.

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39	Anonymous	12/13/2023	Mapped comment	Would be nice to have bus/transit from/to neighborhoods and Apple Campus	Thank you for your comment. One of this study's objectives is to enhance the mobility and functionality of the Parmer Lane corridor. Multiple transportation options are being evaluated as part of this process, and your suggestions will be taken into consideration as we continue to develop and evaluate potential improvements for Parmer Lane. CAMPO and TxDOT are currently 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. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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40	Anonymous	12/13/2023	Mapped comment	Extreme high speed accidents in this area. (7 100 mph fatal) (on FM 734)	Thank you for your comment. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted. 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. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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41	Anonymous	12/13/2023	Mapped comment	Very busy intersection separating 2 shopping centers	Thank you for your comment. 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. These potential improvements will be shared with the community at a second open house tentatively planned for Summer 2024.
42	Anonymous	12/13/2023	Mapped comment	Fast cars Go real Lound @ 3AM - Noise high in this neighborhood	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. 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. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. Should TxDOT or other partner agencies move forward with subsequent phases of project

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					development, additional studies and evaluations of environmental and community 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. These considerations will be made depending on the scale of any potential future project(s).
43	Anonymous	12/13/2023	Mapped comment	^ Pedestrian improvements: - cars too fast, 4 lanes -unsafe to cross for people walk/commuting from Old Millwood to Apple	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.
44	Anonymous	12/13/2023	Mapped comment	No safe route to school- Bike/ped users cross Parmer Ln.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. Your input 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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45	Anonymous	12/13/2023	Mapped comment	Agree! scary to see the kids cross Parmer	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. Your input 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
46	Anonymous	12/13/2023	Mapped comment	Conections from Legendary Dr. apartments to HEB & Elem. Sc.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer

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					Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
47	Anonymous	12/13/2023	Mapped comment	more roads connecting neighborhoods that are not Parmer	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. Improvements outside of the limits of this study are not currently being evaluated.

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48	Anonymous	12/13/2023	Mapped comment	Keep with the curent elevation. No managed Lanes or elevated M.L.	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
49	Anonymous	12/13/2023	Mapped comment	No safe path from west of UPRR to east of UPRR for non-car traffic between Parmer and 183	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. Your input 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer

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					Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
50	Anonymous	12/13/2023	Mapped comment	No safe Ped/bike crossing at UPRR +1+1	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. Your input 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
51	Anonymous	12/13/2023	Mapped comment	Shoulder is terrifying to use for biking	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. Your input 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
52	Anonymous	12/13/2023	Mapped comment	COA trails do not cross UPRR between 2 parks.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. Your input 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for Summer 2024.
53	Anonymous	12/13/2023	Mapped comment	Would be great to have a connect from west of RR to Walnut Creek trails	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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54	Anonymous	12/13/2023	Mapped comment	This trail crossing is pretty nice actually	Thank you for your comment. Your input 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
55	Anonymous	12/13/2023	Mapped comment	High traffic intersection. cars/bikes/peds between neighborhoods/apts and Apple	Thank you for your comment. Your input 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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56	Anonymous	12/13/2023	Mapped comment	Consider Six lane section w/ protected L.T bays at major intersection. Grade says at Avery or Lake Line	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
57	Anonymous	12/13/2023	Mapped comment	lots of wildlife	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. Should TxDOT or other partner agencies move forward with subsequent phases of project development, additional studies and evaluations of environmental and community 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. These considerations will be made depending on the scale of any potential future project(s).

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58	Anonymous	12/13/2023	Mapped comment	Unsafe turns from NB LP/FR to NB FM734	Thank you for your comment. Your input 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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
59	Anonymous	12/13/2023	Mapped comment	Revise Intersection Layout. NB lane drop (left turn) are confusing and safety issue.	Thank you for your comment. Your input 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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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60	Anonymous	12/13/2023	Mapped comment	redevelop I-35 @ Parmer. The last one is a disaster +1	Thank you for your comment. This area falls outside the limits of the study. Improvements south of Mopac are not currently being evaluated.
61	Windy Bowlsby	12/13/2023	Online Survey	**Do you have any comments on the study goals or objectives?** Some part of the study needs to be on speed mitigation. The posted speed in my area is 60 mph, and cars are easily going 80 mph or faster. **Is there anything else you would like to tell us about Parmer Lane?** Living on the corner of Adelphi & Parmer, our property has sustained damage at least once a year from accidents and out of control vehicles at that intersection.	Thank you for your comment. Your input 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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward

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					through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.
62	Anonymous	12/13/2023	Online Survey	**Do you have any comments on the study goals or objectives?** Please include a current analysis of the syncing of the traffic lights along this corridor; also, please consider the additional traffic along this corridor during the sporting season at the RRISD stadium - which currently causes big delays for commuters; finally, please consider the impact of construction - my suggestion would be during the summer months when school is not in session. **Is there anything else you would like to tell us about Parmer Lane?** see comments above	Thank you for your comment. Your input 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 to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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63	Anonymous	12/13/2023	Online Survey	**Do you have any comments on the study goals or objectives?** Please prioritize car movement over people, bikes, or environment **Is there anything else you would like to tell us about Parmer Lane?** It would be great if we could reduce the number of traffic lights	Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane that benefit all roadway users. This study will also be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
64	Adam Bartlett	12/13/2023	Online Survey	**Do you have any comments on the study goals or objectives?** Parmer Lane is a highly unsafe route that needs both additional capacity and reductions in opportunities for traffic violence. **Is there anything else you would like to tell us about Parmer Lane?** Parmer Lane needs a complete rethink. It's a suboptimal route with way too much traffic violence.	Thank you for your comment. Your input 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 to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with recommended potential

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					improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
65	Brent Herridge	12/13/2023	Online Survey	**Do you have any comments on the study goals or objectives?** We desperately need more roads and freeways across all of Central Texas **Is there anything else you would like to tell us about Parmer Lane?** Traffic congestion is the only problem that needs to be solved. We desperately need more roads and freeways across all of Central Texas	Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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66	Anonymous	12/13/2023	Online Survey	**Do you have any comments on the study goals or objectives?** I'm very happy this study exists. After Seeing the future traffic Parmer Ln is expected to have in within the next few years, action seems necessary to prevent congestion and traffic problems.	Thank you for your input.
67	Al Martin	12/14/2023	Online Survey	**Do you have any comments on the study goals or objectives?** Parmer Ln NEEDS to be widened to six lanes or more. The SH-45 traffic light is a bottleneck that needs to be solved (with a lot of money). **Is there anything else you would like to tell us about Parmer Lane?** You have done this study two or three times. It's time to do something about it. Unfortunately, Parmer Ln is a TXDOT road. I-35 upgrades are underfunded and we all know where the money will go. Parmer Ln is YEARS down the road.	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 to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a

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					second open house tentatively planned for summer 2024.
68	Debbie Pipes	12/14/2023	Online Survey	**Do you have any comments on the study goals or objectives?** No matter the road's shoulder width or height, I don't believe folks should be walking or biking on such a busy road. It's far too dangerous for both those walking/biking as well as for the drivers trying to avoid them. **Is there anything else you would like to tell us about Parmer Lane?** I live on Parmer Lane. While there is a back gate that opens onto Spectrum, it is not a through street, so Parmer is our only way to move about. We generally only stay on Parmer for	Thank you for your comment. Your suggestions will be taken into consideration as we continue to develop and evaluate potential improvements for Parmer Lane. A goal of this study is to recommend solutions for safety and mobility improvements along Parmer Lane for multiple modes of travel to include driving, walking, and biking. . The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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				small distances getting us to other major roads like Lakeline, Anderson Mill, Avery Ranch and 620. Please do not consider a toll road for Parmer Lane.	
69	Sreekant Nair	12/15/2023	Online Survey	**Do you have any comments on the study goals or objectives?** Yes. I recommend adding two turnaround lanes in each direction at the intersection of Parmer and 620. Although the majority of traffic turning around is usually from going east on 620 to West on 620 , so one at least in that direction is a must to ease some of the major congestion that happens there. The second congestion point is going south on parmer to turning East on 620. That traffic light duration must be increased. This causes significant backup on Parmer even though it	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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				becomes 3 lanes right before the Railway crossing. Another way to reduce parmer congestion would be to add a railway crossing and join Spectrum Drive and Lakeline Blvd, this will significantly reduce some traffic at the 620 junction. **Is there anything else you would like to tell us about Parmer Lane?** With the explosive grown , you'll should consider Parmer and Ronald Raegen Blvd as well. Else this will repeat in the next 5 years.	
70	Jackson Hurst	12/15/2023	Online Survey	**Do you have any comments on the study goals or objectives?** I support the study goals and objectives **Is there anything else you would like to tell us about Parmer Lane?** no	Thank you for your input.

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71	Anonymous	12/16/2023	Online Survey	**Do you have any comments on the study goals or objectives?** There is a lot more traffic on Parmer than when we moved to the area in 2017. More lanes are definitely needed on the mother section!	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 to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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72	Jack DiLullo	12/19/2023	Printed Survey	**Is there anything else you would like to tell us about Parmer Lane?** 1) I THINK ANY DISCUSSION ABOUT WIDENING PARMER LANE NEEDS TO FIRST WAIT UNTIL WE SEE THE IMPACT OF THE 183 IMPROVEMENTS. 2) THE 183A TOLL WAS SUPPOSED TO ALLEVIATE TRAFFIC. IF THAT WERE NON-TOLLED, WE MAY NOT HAVE TO WIDEN PARMER LANE. 3) LIMITING THE URBAN SPRAWL NORTH IS ALSO AN OPTION. WHYDO WE BUILD FIRST AND THINK ABOUT ROADS LATER? THANK YOU FOR READING. JACK DILULLO	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 to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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73	Anonymous	12/19/2023	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Congestion relief via adding turnarounds at Parmer Lane and MoPac	Thank you for your comment. Your suggestions will be taken into consideration as we move foward. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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74	Kevin J Bailey	12/22/2023	Online Survey	**Do you have any comments on the study goals or objectives?** Less traffic back up at lights Improve intersection parmer/620 we had major accident due to other driver running left turn ligh	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
75	Anonymous	12/26/2023	Online Survey	**Do you have any comments on the study goals or objectives?** I think three lanes are needed all the way up to 1431. I also think CapMetro should run a bus along Parmer.	Thank you for your comment. Your input 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 to Parmer Lane for multiple modes of travel. This study will be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the

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					community at a second open house tentatively planned for summer 2024.
76	Teri Piersall	12/31/2023	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** At night visibility is impaired by poor street lighting (lights not functioning) at Amherst, Silver Creek & (no streetlights) at Ganymede north side of Parmer.	Thank you for your comment. Your suggestions regarding street lighting 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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. Should the project move into subsequent project development phases, TxDOT or other partner agencies will move forward with lighting improvements during the detailed design phase of project development. These potential improvements will be shared with the

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					community at a second open house tentatively planned for summer 2024.
77	Anonymous	1/3/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I'd like to see a sound wall constructed along Parmer's west side to reduce road noise for nearby residences. I live in the Rattan Creek neighborhood between Tamayo and Anderson Mill, and Parmer runs behind my backyard. It looks like the homes on the Travis side of the county line have a sound wall, and I feel that we would benefit from one as well.	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. Should TxDOT or other partner agencies move forward with subsequent phases of project development, additional studies and evaluations of environmental and community 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. These considerations will be made depending on the scale of any potential future project(s).

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78	Anonymous	1/4/2024	Online Survey	**Do you have any comments on the study goals or objectives?** The goals seem isolated and do not address connectivity. What paths are available to someone to walk or bike to get on this roadway from their house, store, or job **Is there anything else you would like to tell us about Parmer Lane?** The bike connections to adjacent neighborhoods and shopping districts should be improved	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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79	Anonymous	1/12/2024	Online Survey	**Do you have any comments on the study goals or objectives?** No **Is there anything else you would like to tell us about Parmer Lane?** The amount of Drag racing is a concern. The lack of traffic lights at some intersections are a concern.	Thank you for your comment. 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. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
80	James Penniman-Morin	1/12/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Should include transit options connecting with the Red Line and major employers, like Apple.	Thank you for your comment. One of this study's objectives is to enhance the mobility and functionality of the Parmer Lane corridor. Multiple transportation options are being evaluated as part of this process, and your suggestions will be taken into consideration as we continue to develop and evaluate potential improvements for Parmer Lane. CAMPO and TxDOT are currently 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. These potential improvements will be shared with the

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					community at a second open house tentatively planned for summer 2024.
81	Anonymous	1/13/2024	Online Survey	**Do you have any comments on the study goals or objectives?** My short 7.5 mile round trip commute along Parmer Lane takes me as long as 30-45 minutes daily. This road is extremely congested, particularly during the morning and evening commutes, from Brushy Creek Road to Lakeland/Nina Drive. The traffic lights at Brushy Creek Road and Avery Ranch Blvd are terrible choke points and the railroad crossing near RM 620/State Hwy 45 frequently shuts down traffic for the light rail trains. This road should have been	Thank you for your comment. Your input 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 to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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				expanded to a minimum of three lanes on each side with longer turn in lanes for businesses and neighborhoods 15 years ago and the study needs to also take into account the section of road from beyond FM 1431 up to State Highway 29, given that commercial and residential development along this section of the road is literally exploding. It is a wonder to me that so few pedestrians/cyclists have been killed because every day I see multiple vehicles using the shoulders as additional lanes, frequently driving at high rates of speed, while traffic in the main lanes is at a stand-still. I understand the need for public input/comments and to take into account environmental considerations, but the road needs to be expanded now, not 5, 10, or 15 years from now. My family and I may need to consider moving from this area because of the traffic congestion along this road and safety.	

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82	Darron Jurajda	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** The project should include ped/bike facilities especially in Wilco as there are many subdivisions along Parmer in this area. There should also be ped/bike access on the bridge over Brushy Creek Lake park.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
83	Tom Wald	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Ensure that people of all ages and abilities can walk or bike along and across the corridor, safely, comfortably, and enjoyably. **Is there anything else you would like to tell us about Parmer Lane?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer

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				solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
84	Anonymous	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Yes please make this area safer for pedestrians and bicyclists. It is impossible to get around safely up here. Even in a car there's so many crashes. Please put in wide, protected lanes for pedestrians and cyclists. They should be a foot wide at minimum. With real physical barriers.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
85	Kyle Anderson	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Fantastic effort! Having lived off of Parmer for most of my time in Austin I appreciate the attention going to improving safety and multi-mobility along the corridor.	Thank you for your input.

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86	David Foster	1/16/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** I have biked along Parmer when I had few other options and find it terrifying. I urge you to create bike lanes that are protected by a raised curb with flex posts near intersections. I think you should also add a landscaped median to enable walkers and cyclist to cross more safely and to improve the environment.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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87	Anonymous	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide separated bike lanes and wide sidewalks **Is there anything else you would like to tell us about Parmer Lane?** Parmer is very dangerous for non-drivers as well as drivers. Slowing down traffic is the only way to solve that (outside of turning it into an actual highway). Please reduce lane widths and give that space back to pedestrians and cyclists to get around safely.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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88	Anonymous	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I am hugely in favor of multimodal improvements that will contribute to active transportation alternatives and safe, separated biking and walking paths. **Is there anything else you would like to tell us about Parmer Lane?** Please plan for separated, multi-use paths on both sides of Parmer Lane that will allow for pedestrians and cyclists along the entire route. Parmer Lane is an incredibly unsafe, high speed road and it is unpleasant to travel along it in almost any mode, including by car. When driving on Parmer it feels very unsafe to merge with traffic or cross except with protected signal. It feels that much more dangerous as a pedestrian or cyclist.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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89	Anonymous	1/16/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Please provide a safe, off - street connection for the Red Line Trail.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
90	Phillip Thompson	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I would like to see shared multi-use paths on both sides of ALL of the corridors that CAMPO is studying: 1431, 79, 80, 29, 973, etc... I am absolutely horrified that 50% of the fatal crashes on Parmer in the past several years involved pedestrians or cyclists. That statistic supports everything I want to tell you about how I'd like	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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

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				to see this corridor improved. Your predictions for road usage on this corridor by 2045 are also horrifying. CAMPO absolutely must take actions to pull more cars off of this road by supporting public transit and building multi-use infrastructure. **Is there anything else you would like to tell us about Parmer Lane?** Parmer Lane is a very important intercity route for bicyclists. It's currently the safest and most direct way to get between Austin and the expanding northern communities (Leander, Cedar Park, Liberty Hill, Florence, and Georgetown). It connects easily to the Brushy Creek Trail which connects to the 183A bike path. It's important for folks going on long bike rides, bicycle touring on Adventure Cycling Association's Texas Hill Country route, and people who are out training for long runs, triathlons, and other long-distance bike rides. The bike route to the west of 183 is very piece-	improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.

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				meal and cycling through Cedar Park and Leander is very uncomfortable due to a lack of bike infrastructure and high traffic volumes. It's my understanding that those communities (and their political representatives) have been quite cold in the past to improving cycling conditions. And so, Parmer Ln. became the go-to corridor for bicycling north of Austin due to a lack of better options. The road has problems. When I think of Parmer Lane, I think of a road with an identity crisis: is it a high speed highway, an arterial for subdivisions, a road to cycle and enjoy the scenery/greenery, or a road to use for shopping and running errands? The problem is that it's all of those things at the same time and that's why there are so many crashes on it. Parmer is often congested and there are many lights. There are many intersections where bikes have to blend in with cars. And the speed limits are really high for a road that	

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				isn't a highway but essentially functions as one. Also, though the shoulder is nice and wide, it's not protected from very fast car traffic. So, what I'm looking for in future improvements to Parmer Lane are at least 12-foot-wide shared-use paths for cycling and walking that are separate from motor vehicle traffic and protected by solid barriers (such as guardrails or jersey barriers) on both sides of the road.	
91	Spencer Schumacher	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I do not own a car and presently find it difficult to access this part of Austin, I would like to see more multi-modal options. **How often do you travel on Parmer Lane using the following options? If other, please specify:**I would bike more, but I find it very dangerous**Is there anything else you would like to tell us about Parmer Lane?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future

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				from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
92	Matt Mulsow	1/16/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Please consider adding dedicated bike lanes that are separated from car traffic along Parmer. For years I commuted by bike along Parmer but I no longer feel comfortable with the increased traffic and intersections. Dedicated bike lanes would really help get more people to take bikes instead of cars on this critical corridor.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
93	Tyler Markham	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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94	Anonymous	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. I would like to be able to bike (commute and for recreation) safely throughout the corridor. **Is there anything else you would like to tell us about Parmer Lane?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. Parmer is currently unsafe for biking and too many fatal accidents happening.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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95	Anonymous	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. **Is there anything else you would like to tell us about Parmer Lane?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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96	Rachel J Montemayor	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** That corridor is too dangerous **Is there anything else you would like to tell us about Parmer Lane?** Build a bikelane already	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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97	Anonymous	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. This corridor is a key connector in this part of the metro area and making it accessible to all folks is vital for future development.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
98	Lynn Tinney	1/16/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Parmer Lane is my main bike route for north of Austin. Consideration should be given to interactions between bikes and cars where there is heavy car traffic turning right. Debris in the bike-path/shoulder is also a significant concern.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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

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					improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
99	Anonymous	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I think there should be options to bike and walk separate from car traffic (both bike and walk separated from traffic by barriers or trees) because there are so many businesses and restaurants on Parmer, often close to offices like mine	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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100	Anonymous	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.**Is there anything else you would like to tell us about Parmer Lane?** Shade trees for walkers and bikers would not only benefit the people using Parmer, but also help to mitigate the effects of climate change	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for Summer 2024.
101	Anonymous	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Im interested in the possibility of this section connecting to the rest of the red line parkyway. I hope for a wide (12' or wider) hike/bike path separated form traffic by a solid barrier.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer

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					Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
102	Aimee Erickson Karr	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** n/a **How often do you travel on Parmer Lane using the following options? If other, please specify:** n/a **Is there anything else you would like to tell us about Parmer Lane?** The new interchange across 35 is very confusing (just try not to be the first car at the light and you'll be fine)	Thank you for your comment. This area falls outside the limits of the study. Improvements south of Mopac are not currently being evaluated.

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103	Anonymous	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** It would be great to prioritize shared-use paths for bike and walk traffic. Ideally, these would be separated from motor vehicle traffic by a solid barrier.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
104	Mark Wierzbicki	1/16/2024	Online Survey	**Do you have any comments on the study goals or objectives?** "Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway."	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

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					potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
105	Mike Schofield	1/17/2024	Email	To Parmer Lane corridor study project team, 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 related specifically to Active Transportation.	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvement will be shared with the community at a second open house tentatively planned for summer 2024.

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				Comments related to Whitestone to SH 45 (previously funded segment): At previous 60% design, SUP was included on each side of Parmer and we would expect that would be a part of the corridor study and future designs. 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 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	

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				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.	

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				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	

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				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. General comments: 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.	
106	Mark Johnson	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I would like for you to consider bike/scooter/walking during the study Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer

Comment Number	Commenter Name	Date Received	Source	Comment	Response
					Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
107	Brianna Frey	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** NA **Is there anything else you would like to tell us about Parmer Lane?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
108	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** - All improvements must prioritize safety - NOT speed and traffic congestion reduction; number of crashes / fatalities is unacceptable - Reduce lane widths to 11' maximum and reduce lanes to minimize passing / speeding - Set speeds for safety - NOT using 85th percentile methods to encourage slower driving - Provide a minimum of 12'-wide shared-use paths for bike and pedestrians separated from vehicular lanes by a solid barrier on both sides of the corridor - Increase tree cover / biodiversity / and bioretention along corridor	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. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results

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					will be evaluated to determine if a change in posted speed is warranted.
109	Ed Ireson	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
110	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
111	Anonymous	1/17/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the roadway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

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					potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
112	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Would like to see multimodal connectivity bike/ped be a goal or outcome - particularly potential to serve as Red Line Trail with shared use paths	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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113	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I just want to emphasize the importance of multi-modal transport through this corridor, particularly bike and bus accessibility. **Is there anything else you would like to tell us about Parmer Lane?** On a corridor like this, physical protection/barriers for pedestrians and cyclists is essential. Heavy car traffic at high speeds and painted bike lanes are not a safe combo.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
114	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. **Is there anything else you would like to tell us about Parmer Lane?**	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

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				Please don't create another placeless car-first highway, or paint bike lanes next to cars going 60 mph. You're going to get someone killed. Public roads belong to everyone, to every user. Put people first, not cars, for the love of god.	potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
115	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** There is a public transit island between Howard Station and the Cedar Park Station in the Gateway area. We need to either enable safe walking/biking between these stations or provide bus/on demand transit to connect. Apple has a massive campus leading to increased traffic on East Parmer Lane. Improving public transit options would help ease traffic. **How often do you travel on Parmer Lane using the following options? If other, please specify:**	Thank you for your comment. One of this study's objectivesis to enhance the mobility and functionality of the Parmer Lane corridor. Multiple transportation options are being evaluated as part of this process, and your suggestions will be taken into consideration as we continue to develop and evaluate potential improvements for Parmer Lane. CAMPO and TxDOT are currently 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. These potential improvements will be shared with the

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				Take Kramer to Howard and get picked up by Private Bus to Parmer Lane	community at a second open house tentatively planned for summer 2024.
116	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** "Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway." **Is there anything else you would like to tell us about Parmer Lane?** I would live to bike to work instead of drive, but I can't risk it due to safety	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
117	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** "Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway."	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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118	Anonymous	1/17/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** I don't bike often today but would bike much more often if biking improvements were made	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
119	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway **Is there anything else you would like to tell us about Parmer Lane?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. Give people an alternative to having to get in their car and drive everywhere for all their needs.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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120	Andrew Watson	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** This is the only road in this area, there is really no substitute. Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway." with huge Apple development at Dallas Dr, would also like to see bike/ped bridge or tunnel across Parmer at Dallas **Is there anything else you would like to tell us about Parmer Lane?** with huge Apple development at Dallas Dr, would like to see bike/ped bridge or tunnel across Parmer at Dallas	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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121	Anonymous	1/17/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
122	Gabriel Cicione	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway **How often do you travel on Parmer Lane using the following options? If**	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

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				other, please specify: Red Line Train	potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
123	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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124	Christina Bonnington	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I'd like to flag that lots of people, myself included, don't feel safe biking or walking along Parmer Lane, but many people want to. I don't think current stats of pedestrian and cyclist usage are indicative of the huge potential this corridor could have to reducing car traffic and increasing multi-modal transport. **Is there anything else you would like to tell us about Parmer Lane?** A separated bike lane would be amazing. If a separate hike/bike path is created, please ensure it either has overpasses over busy intersections or underpasses underneath. Forcing pedestrians and cyclists to navigate across busy intersections drastically reduces the safety of having a separated pathway. I also think the speed limit on Parmer needs to be reduced. 45mph max. That would make things safer for everyone on this roadway.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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125	Anonymous	1/17/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
126	Anonymous	1/17/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Parmer road is a dangerous high traffic road that connects key parts of the city	Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with recommended potential improvements for Parmer Lane to be

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					further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
127	Noah	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** We need more bike lanes along Parmer. Actual safe bike lanes, not those flexible white poles that that don't actually protect you.**Is there anything else you would like to tell us about Parmer Lane?** We don't need any cap Metro bus stops along Parmer.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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128	Sean Thomas	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
129	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** The plans should Provide a minimum of 12-feet-wide, shared use paths for bikes and less with a solid barrier protection from traffic on both sides of the highway **Is there anything else you would like to tell us about Parmer Lane?** Provide a minimum of 12-feet-wide, shared use paths for biking and walking with	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

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				a solid barrier protection from traffic on both sides of the highway	potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
130	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please just make more bike lanes/routes everywhere in the city that connect with one another and are have a safety feature between bike lane and cars.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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131	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I hope that this project is fiscally responsible: do not add more car travel lanes. **Is there anything else you would like to tell us about Parmer Lane?** I see a decent number of people biking on parmer lane around brushy creek lake park and the bike facilities on parmer lane are not safe. Pedestrians and cyclists should not be mixed with car traffic on a road of this size and speed. They should have separated facilities	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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132	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Bike lanes! **Is there anything else you would like to tell us about Parmer Lane?** Bike lanes!	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
133	John Eagan	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** We need SUPs both sides of the highway with pedestrian bridges over the creeks and highways. **Is there anything else you would like to tell us about Parmer Lane?** Traffic congestion is truly not much of a problem on Parmer. I drive it regularly in rush hours. Safety is a big problem. As I discussed	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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

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				with the original Parmer project design team at the CoA BAC meeting 5 or 6 years ago, I saw a woman struck which riding her bicycle on the shoulder of Parmer and put into a coma. Safety (SUPs, safe crossings, and speed management) is the big concern on Parmer.	improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
134	Anthony Rizzolo	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths separated from motor vehicle traffic by a solid barrier on both sides of the highway." **Is there anything else you would like to tell us about Parmer Lane?** I live off of Anderson Mill between Parmer and 183, and Parmer is an important connecter to different parts of the city for me. I would love to bike on it more, but right now it just doesn't feel safe at all and I tend to avoid it at all costs. I would love the ability to bike	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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				alongside parmer without constantly being worried about getting hit by a motorist	improvements will be shared with the community at a second open house tentatively planned for summer 2024.
135	Will Webb	1/17/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Cyclists have regularly made this road a part of their route. Population increases have made it more dangerous. A safe bike path would be ideal.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
136	richard santos	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** A shared use path along this stretch would protect people walking or biking whether it's recreationally or for other reasons. I strongly support this. **How often do you travel on Parmer Lane using the following options? If other, please specify:**I don't bike or run on Parmer because it feels very dangerous.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the

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					community at a second open house tentatively planned for summer 2024.
137	Nirav Patel	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12' wide shared use paths for biking and walking with a safe and solid guard rail. Something you'd feel comfortable with your family, young and old. And it should be on both sides of the highway. **Is there anything else you would like to tell us about Parmer Lane?** Central Texas is such a beautiful area and it's even more appreciated when outside the automobile.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

Comment Number	Commenter Name	Date Received	Source	Comment	Response
					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
138	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Implementing one of the proposed solutions would greatly improve security for my commute	Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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139	Trevor Nomi	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. **Is there anything else you would like to tell us about Parmer Lane?** Selfishly, I'd like to see a mixed use path from Georgetown / Liberty Hill / Leander all the way down Ronald Reagan / Parmer. I'd bike to work 5 days a week if that existed! I see lots of road bikers along RR risking their lives daily. It'd be awesome to see more bike friendly options for longer distances.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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140	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths separated from motor vehicle traffic by a solid barrier on both sides of the highway. **Is there anything else you would like to tell us about Parmer Lane?** Please provide a minimum of 12'-wide shared-use paths separated from motor vehicle traffic by a solid barrier on both sides of the highway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
141	Jerry Williams	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please reduce the speed on Parmer Lane. This road operates as a highway and is highly unsafe for other modes of transit (pedestrians, cyclists, etc). **How often do you travel on Parmer Lane using the following options? If other, please specify:** Work bus **Is there anything else you**	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward

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				would like to tell us about Parmer Lane? There is not an ability for people to walk alongside the road at all.	through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
142	Geoffrey A Wool	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I support improvements that encourage multi-modal transportation through the corridor, primarily infrastructure that supports bicycle riding. **Is there anything else you would like to tell us about Parmer Lane?** Many drivers don't observe speed limits or rules of the	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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

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				road, which makes traveling on Parmer Lane dangerous.	improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
143	Sedge Downing	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. Parmer is lucky to have such wide shoulders, which could be the foundation of some exceptional biking and walking infrastructure. I've lived in the Austin area since 2001. Parmer used to be such a "sleepy" road that cycling on it felt like cycling on a country road. Now it	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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				feels much more like driving along a highway. I am still grateful that it exists. The absolute WORST result would be the addition of another driving lane without increasing options for cyclists and pedestrians. Please don't do that.	improvements will be shared with the community at a second open house tentatively planned for summer 2024.
144	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Important to maintain safe cycling opportunities on this corridor as there are limited options. Need to maintain the wide shoulders that are there without barriers or intrusions like was created on nb side south of Neenah.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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145	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.**Is there anything else you would like to tell us about Parmer Lane?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
146	Anonymous	1/17/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Needs to be made bicycle friendly	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This

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					study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
147	Anonymous	1/17/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please help create a safe and efficient alternate mode of transportation, which could be shared alongside motorized vehicles. I think improvements such as this one, can help catapult Austin and our surrounding cities towards a leading community in our state.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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148	John Tolman	1/17/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Really need a separated bike lane protected by curbs or completely removed from the roadway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
149	Derek G Brown	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** with not just all the residential homes on the east side, and apartment on the west, in addition to a major sports stadium complex on Parmer Lane, it is insane to think there is no sidewalk on either side of the road. It is imperative to have wide sidewalks on both sides, from 620 to at least Brushy Creek, and	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

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				possibly a pedestrian bridge at or near the stadium entrance. I would also like to see designated U-turn lanes at the 620 overpass for the frontage roads, that would go a long way to alleviating congestion at the intersection. I know this part would require partnership with CapMetro, but I would also like to see designated bus stops/lanes on Parmer for future bus expansion.	potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
150	Phil Durham	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** "Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway." **Is there anything else you would like to tell us about Parmer Lane?** 10 years ago Parmer Lane was safe for bicycles. Today it is a death trap.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer

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					Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
151	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Parmer lane needs safe bike paths that are protected from car traffic, and pedestrian crossings preferably separated from cars.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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152	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Bike lanes are not useful if just a stripe in the road separates you from the driver weaving on their phone. Physical barriers need to be added for safety. **Is there anything else you would like to tell us about Parmer Lane?** Lights are not synchronized well so traffic backs up unnecessarily.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
153	Justin Aronstein	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

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					potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
154	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I'm really hoping Parmer becomes more accessible and easier to access from the Howard Station. **How often do you travel on Parmer Lane using the following options? If other, please specify:**Commuter Shuttle	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. Your input 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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155	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** As someone who lives in North Austin and prefers cycling over driving whenever possible, improving the cycling safety of this stretch of road would be a huge help. Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
156	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** 1. 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. 2. Do NOT add more car lanes. This does not relieve congestion, worsens safety, and is the wrong way to accommodate population growth. 3. Transfer	Thank you for your comment.A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

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				ownership of Parmer Lane to the City of Austin to allow the City to apply its own safety and design standards.	potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
157	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Safety should be the number 1 priority	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. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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158	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I want Parmer to be safer and multimodal. **Is there anything else you would like to tell us about Parmer Lane?** By adding more mobility options to Parmer, biking/walking/train/bus, the traffic and safety measures will resolve themselves.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. Your input 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
159	Julie C Graf	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Parmer Lane, in its current state, is terrifying. Drivers treat it like a highway/interstate, but it has bike lanes and stoplights. Drivers use the shoulder as an additional lane, driving ~80mph to race to the next stoplight (that they can see is red from a distance).	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. Your input will be taken into consideration as we move forward. CAMPO and TxDOT are using technical and environmental evaluations along with community

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					input to develop potential improvements to Parmer Lane for multiple modes of travel, including pedestrian and bicycle facilities. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.

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160	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** No **Is there anything else you would like to tell us about Parmer Lane?** No	Thank you for your comment.
161	Anonymous	1/18/2024	Online Survey	**How often do you travel on Parmer Lane using the following options? If other, please specify:** I travel Mcneil Rd at the Parmer intersection and it is nerve wracking how big and congested it can be. Always nervous about red light runners there.	Thank you for your comment. Your input 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 to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
162	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please maintain bike access and safety along Parmer lane.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
163	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** If any road caters primarily to any one mode of transportation, it's a failure.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
164	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** 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.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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165	James Robert Stratton	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** When I got my first tech job in Austin, I realized too late that it was in the 7700 Parmer Ln Office Park. I had no car at the time so I decided to try a combination of rail + bike to get to work. After two day's experience of very dangerous road conditions for cyclists (the speed limit is already a fatal 60 mph, debris from deteriorated asphalt and car crashes threatens too) I went and purchased a car. I would recommend a change to the guardrail that begins at the intersection of McNeil and Parmer be shifted such that it protects both the bike lane AND the pedestrian sidewalk from car traffic.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
166	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** We need more walkable and equitable neighborhoods, including the large corridors.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
167	Brian Dees	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** No **Is there anything else you would like to tell us about Parmer Lane?** 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	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				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.	potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.
168	Steven	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Yes, what are they? Is the proposal just to add lanes? I drive it and I bike it. How are you going to keep safe regardless of which mode of transportation I choose? **Is there anything else you would like to tell us about Parmer Lane?** Reduce the speed limit. Make the speed limit consistent.	Thank you for your comment. The following goals have been identified for this study: • Identify and recommend solutions for needed safety improvements. • Enhance mobility and functionality of the corridor. • Enhance multimodal movement, operations, and safety. • Develop community-supported recommendations for the corridor. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future

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					study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.
169	Peter Nagel	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** The existing usage of Parmer Line as a main cycling route needs to maintained or improved.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the

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					community at a second open house tentatively planned for summer 2024.
170	Gordon Fontenot	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I'd like to see Parmer lane completely rethought with more non-automobile infrastructure in place. Specifically: 1. I'd like to see protected bike lanes (protected with a solid barrier, not just paint or pylons) installed for the length of the street (on both sides, ideally bi-directional lanes on each side) 2. I'd like to see more shade along the entire road, with better consideration for pedestrian traffic 3. I want ownership of Parmer transferred to the city of Austin, so that the city can	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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				apply its own safety and design standards **How often do you travel on Parmer Lane using the following options? If other, please specify:** The main reason I do not bike/walk on Parmer Lane is that it's inherently unsafe to do so with the way the road is constructed today. If more attention was paid to bike/pedestrian infrastructure I would absolutely do more of both. **Is there anything else you would like to tell us about Parmer Lane?** Parmer Lane today is a blight on Austin. It's easily one of the most unattractive parts of the city, due in no small part to the obscenely large road and lack of any kind of shade/pedestrian infrastructure. We deserve better than this.	improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.

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171	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I support the cause. As a cyclist, I've been hit by a car while riding in Parmer lane. I wish for a safer riding environment on Parmer	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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172	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I am always for projects that increase pedestrian and bicycle safety.**Is there anything else you would like to tell us about Parmer Lane?** The speed limit is 60 in sections that I drive, and people go much faster than that. They fly by me.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. Your input 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
173	Russell E Taylor	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** A wide, full-length multi-use path with solid barriers between it and car traffic would be ideal to make it a viable, safe option for non-car use.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
174	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Do not widen/add car capacity to the road! Please add wide SUPs on both sides and return the road to the City of Austin so the City can apply its own design standards. Thank you!	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

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					potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.
175	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** I'd like to see these changes happen on Parmer Lane: Instead of more car lanes, 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. Transfer ownership of Parmer Lane to the City of Austin to allow the City to apply its own safety and design standards.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with

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					local governments, as part of this study, including the City of Austin.
176	Adam Greenfield	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** - Please do not allow "improve traffic operations" to mean widening the roadway. Widening roads does not ease congestion and worsens safety. - Set a specific goal and timeline, including a halfway goal, for reducing and eliminating deaths and serious injuries on Parmer Lane. - Set a design speed reduction goal to safe speeds under 35mph. - Use up to date traffic modeling that includes induced demand. - Include in the goal reducing Vehicle Miles Traveled and set a target	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for Summer 2024.

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				and timeline. **Is there anything else you would like to tell us about Parmer Lane?** - Do not widen the roadway. This does not ease congestion and worsens safety and entrenches car-dependency. - Where the roadway is 6 lanes, transfer at least 2 lanes to other uses, such as walking, bicycling, and transit lanes, or planted buffer. - Include wide 12' Shared Use Paths, covered by shade, on both sides of the road and protect them with a planted buffer or a solid barrier. - Transfer this roadway to the City of Austin so that local guidelines and standards may be used. - Do not allow mixing zones, where bike lanes and car lanes cross over.	During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.

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177	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** There is often debris on the shoulder and tire punctures are frequent.	Thank you for your input. Construction along Parmer Lane is being performed by developers in the area.Local jurisdictions are responsible for enforcing any cleaning and restoration requirements that are included in their local codes.
178	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Do not consider another toll road. Please address need for pedestrian/bicycle bridge over train tracks near Yett Creek park **Is there anything else you would like to tell us about Parmer Lane?** Lights need better synchronization	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
179	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** One objective should be to build a very wide (12'+) shared use path on both sides of the road with a hard barrier between it and the road and include speed bumps, paint, stop signs, and lights for cars where the path intersects roads and driveways. **Is there anything else you would like to tell us about Parmer Lane?** Whatever actions are taken should consider the impact of any future development of Robinson Ranch.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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180	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Must improve safety and add alternate modes of transport **Is there anything else you would like to tell us about Parmer Lane?** Now is the opportunity to add protected bicycle lanes	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
181	Matt Sanner	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Unless TxDOT plans to make Parmer Ln safer by substantially slowing cars and adding comfortable separated SUP facilities on both sides, the ownership of Parmer should be transferred to City of Austin so they can apply their safer design standards to making Parmer a safer road for all users. TxDOT should NOT	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				consider widening Parmer Ln.	multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for Summer 2024. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted. The project team is coordinating with local governments, as part of this study, including the City of Austin.
182	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Add 12ft fully protected Shared Use Paths on both sides of the road. Do NOT add more car lanes. Transfer ownership of Parmer Lane to the City of Austin to allow the City to apply its own safety and design standards.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future

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					study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.
183	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** The design of this road is inappropriate for an urban area, particularly with the density of multifamily housing along the corridor. Active transportation and transit should be prioritized over driver convenience. Please ensure that the redesigned facility is safe for active transportation users of all ages and abilities. Please follow NACTO guidance when assessing and designing this facility. **How often do you travel on Parmer Lane using the following options? If**	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with

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				other, please specify: Transit **Is there anything else you would like to tell us about Parmer Lane?** This is really a rural highway that does not meet the needs of the 10th largest city in the US. Please bring it up to date and make engineering choices that ensure pedestrian safety.	local governments, as part of this study, including the City of Austin.
184	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** - Add 12ft Shared Use Paths with shade on both sides of the road and use a planted buffer or a solid barrier. - Do NOT add more car lanes. - Transfer ownership of Parmer Lane to the City of Austin to allow local design standards.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with

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					local governments, as part of this study, including the City of Austin.
185	Shelley	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** No	Thank you for your input.

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186	Tom Moore	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Under why do you travel on parmer the use for cycling recreation is not included	Thank you for providing additional detail for how you are using Parmer Lane.
187	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** No **Is there anything else you would like to tell us about Parmer Lane?** Could be transformed immediately if under City control. Badly needs adequate bicycle facilities.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. Your input 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with

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					local governments, as part of this study, including the City of Austin.
188	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Adding 12ft fully protected shared paths on either side of Parmer lane with a planted buffer or solid barrier would make the road much more safe and accessible. Please do not add more car lanes to the street, this will only serve to waste huge amounts of resources and will not improve traffic flow. Removing lanes however would make the street safer or making bus only lanes would greatly improve traffic flow. Transfer ownership of parmer lane to the City of Austin to	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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				allow the city to apply its own safety and design standards. **Is there anything else you would like to tell us about Parmer Lane?** I don't visit Parmer lane often, but it is an unpleasant and dangerous place and I would love to see it improved to become a safer and more productive space.	improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.
189	shannon nagy	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I would love to see Parmer become safer to bike and walk on. A protected bike path (NO SHARROWS, they offer no protection) **Is there anything else you would like to tell us about Parmer Lane?** Parmer lane is a really stressful road to bike on because the bike lane (when there is one) is not protected. Please consider adding 12ft fully protected Shared Use Paths with shade on both sides of the road for walking & bicycling and use a	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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				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.	improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.
190	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** This study should not propose or consider expanding car lanes on Parmer - its focus should be entirely on other travel modes. Further car lane expansion on Parmer/FM 734 will only serve to induce more sprawl development and slow travel times even further. **Is there anything else you would like to tell us about Parmer Lane?** Parmer Lane has a huge ROW and connects a lot of key destinations - but only currently serves car traffic.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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				Robust walking and biking facilities along both sides of Parmer would be a huge benefit for commuters and recreational users alike!	improvements will be shared with the community at a second open house tentatively planned for summer 2024.
191	Chris Lovin	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** It used to be a great road for long bike rides, but the traffic and high-speeds have made it feel incredibly unsafe. There is also large amounts of trash on the shoulders, so the "rideable" part of the shoulder is very close to the road.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the

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192	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** agree with all three **How often do you travel on Parmer Lane using the following options? If other, please specify:** visit family	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
193	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Need dedicated bike lanes with large shoulders.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
194	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** The goal of the study needs to be how the corridor prioritizes the movement and safety of PEOPLE, not vehicles. Vehicles are only one way people get around, transit movement operations, bicycle rider and pedestrian safety and connectivity to neighborhoods need to be	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. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for

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				prioritized just as high as vehicle throughput.	multiple modes of travel, including pedestrian and bicycle facilities. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
195	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I would like to see protected bike and walking areas on Parmer ln. I am completely opposed to widening Parmer ln. I live only 3 blocks away.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
196	George Warriner	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Make it safer for bicyclists with a wide bike lane and solid protective barrier. Fast-moving cars with distracted drivers texting can result in a slight veer to the right, which may mean a scraped finder. But for a bicyclist, it could result in death. This is from a bicyclist, formerly road Parmer from Davis Spring. Because of increased traffic and more reckless drivers, I am scared to death to go on Parmer, including to get groceries or to the drug store to pick up medicine.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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				Is there anything else you would like to tell us about Parmer Lane? It has become as bad as Route 101 aka "blood alley" in San Jose CA	improvements will be shared with the community at a second open house tentatively planned for summer 2024.
197	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Too wide, too fast, very unsafe and stressful	Thank you for your comment. 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. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.

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					CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel, including pedestrian and bicycle facilities. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for Summer 2024.
198	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please make more bike friendly. **Is there anything else you would like to tell us about Parmer Lane?** Ensure there is affordable housing in this area with access to local transportation.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the

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					community at a second open house tentatively planned for summer 2024.
199	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Please consider adding protected bike lanes that are separated from the road. Please consider increasing tree canopy coverage of bike trails, walking trails, and public transportation access points.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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200	Brian Creasy	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** For the past 10 years or so, Parmer has been objectively one of the absolute worst roads in/around Austin to cycle on. The shoulder is wide and would be quite safe if it were not for the constant stream of objects that pose a risk to the cyclist and their peers. This includes objects such as trash, construction materials, rocks/gravel, nails, and organic debris. If it were kept more clear of these objects, I and others would ride on it more often. At this point, I cringe and suggest other routes if friends want to ride on it with me for more than a mile - it's just a headache and more stress than I'd like, not to mention dangerous if we have to move into the auto lane to avoid objects (this is often the only option). If a protected shared lane is added for cyclists to use, I'd like to see a plan to keep it clear of these types of obstacles.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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201	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Safe pedestrian crossings at all intersections, it's really dangerous even when there IS a light. Cars don't expect pedestrians and the lighting at night is non-existent (parmer ln/anderson mill). Bikeability/walkability is a must, it's the direct way to get in both directions, and the neighborhoods are disconnected by 620, other roads, creeks, and just no other thoroughfare. There is no public transport up/down parmer to connect to other systems. Not enough accessible park land up/down that corridor due to the road being between counties, cities, and stuff. So no land was/is being set aside for more recreational purposes along parmer.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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202	Annette Kobus	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** for the love of Pete, please bring up concerns about getting across loop 1/Mopac at Parmer as well. I live just off Parmer near Tamayo, and it took FOREVER to get a sidewalk between McNeil and Dallas, THEN it was torn up while Apple built a huge campus. It was finally replaced, but the sidewalk ends at Apple campus and you can't continue on the trail over Rattan Creek. There needs to be protected access paths (sidewalk/paved trail) on both sides of Parmer through this proposed area. I walk and bike along there multiple times a week, and it's not safe currently. **Is there anything else you would like to tell us about Parmer Lane?** it's at motorized vehicular capacity now. There will only be more in the future as Apple continues to build. There needs to be other, safe, ways to navigate the corridor and having public	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				transportation would also help!	
203	Steven W Schrader	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Bike lanes should be separate from traffic lanes. **Is there anything else you would like to tell us about Parmer Lane?** Intersection of Whitestone and Parmer is very difficult to navigate on a bike.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

Comment Number	Commenter Name	Date Received	Source	Comment	Response
					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
204	Tim Zenchenko	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I'm excited to know that improvements for Parmer Lane are being considered.	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
205	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** the construction slows everything down with various lane closures, the lanes are crazy at the I-35 junction	Thank you for your comment. This area falls outside the limits of the study. Improvements south of MoPac are not currently being evaluated.
206	Craig Roberts	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Parmer needs to be wider with shoulder AND continued bike lane, timed signals. **Is there anything else you would like to tell us about Parmer Lane?** Using Parmer on my bike, I cross over 45 going N and S. The lane transition going N is scarey because the vehicles are going 50 and the markings suggest I should move into the bike lane 200? feet before the intersection. It's hard to check cars coming from	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. During the alternatives development phase, conceptual designs might present the opportunity for modified

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				behind when they are going that fast.	design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
207	Adam Huynh	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Prioritize public transportation/less vehicle dependency	Thank you for your comment. One of this study's objectivesis to enhance the mobility and functionality of the Parmer Lane corridor. Multiple transportation options are being evaluated as part of this process, and your suggestions will be taken into consideration as we continue to develop and evaluate potential improvements for Parmer Lane. CAMPO and TxDOT are currently 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

Comment Number	Commenter Name	Date Received	Source	Comment	Response
					study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
208	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** No	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
209	Brianne Lovin	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** These changes need to happen to make Parmer Lane more safe and pleasant for our community. It is very dangerous. I know so many friends and neighbors who have had very scary, almost fatal close calls driving on Parmer. The most dangerous seem to be turnining into and out of the Milwood neighborhood and Parmer intersections. People race their cars up and down anytime of the day and most people drive over the speed limit making it extremely dangerous. **Is there anything else you would like to tell us about Parmer Lane?** Other suggestions to please consider: - 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,	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements

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				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. - Lower the speed limit.	will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.
210	Jonathan Tanzer	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Study how to slow traffic down, include enhance public transit along corridor, fully add shared use paths, dedicated bike lanes	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. If a conceptual design moves forward

Comment Number	Commenter Name	Date Received	Source	Comment	Response
					through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.
211	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** It seems short sighted as it does not cover the entire length through Austin. That's kind of a waste of time and money. **Is there anything else you would like to tell us about Parmer Lane?** The double diamond intersection often creates cluster[redacted] grid lock and probably should never have been buijt.	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. 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. These potential improvements will be shared with the community at a second open house tentatively planned for Summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
212	Shea	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. **Is there anything else you would like to tell us about Parmer Lane?** Please just make sure there is a very safe and wide bike lane that is protected.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
213	Marty Soetaert	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Greater bicycle safety should be at the forefront of any modification to Parmer Lane. Take care of this and everything else will flow smoothly. **Is there anything else you would like to tell us about Parmer Lane?** Chatter strips are cheap and warn drivers when they've left their lane and	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

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				entered the bike lane. Clearly they had an important text, but chatter strips still work when they're texting. Help cyclists PLEASE!	potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
214	Anonymous	1/18/2024	Online Survey	**How often do you travel on Parmer Lane using the following options? If other, please specify:** Motorcycle	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
215	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I strongly support changes that make Parmer a safer place for pedestrians and cyclists, particularly in North Austin.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. Your input 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
216	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Parmer Lane should be handed over to COA for better safety **How often do you travel on Parmer Lane using the following options? If other, please specify:** n.a **Is there anything else you would like to tell us about Parmer Lane?**	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

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				Needs solid barriers to protect cyclist	potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.
217	Matthew Mejía	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Please design this stretch for pedestrian use. Cut car lanes for shared use paths. Transfer ownership to the City of Austin so they can apply their design standards.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with

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					local governments, as part of this study, including the City of Austin.
218	Ben Thoma	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Providing "improvements" to a roadway usually means coming up with more lanes and more car-friendly updates. I would prefer to see more bike accessibility (not just an unprotected shoulder) and walking accessibility (raised sidewalks and crosswalks) to promote movement without cars. **Is there anything else you would like to tell us about Parmer Lane?** Parmer is a beautiful bikeway but super dangerous as cars treat it as a speedway. It would be	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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				wonderful to see some dedicated bike lanes and bus lanes (dare I suggest rail or trolley?!) to make better use of the existing right of way.	
219	Larry Norris	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Parmer lane used to be a fantastic route to bike. Now it's horribly dangerous leading to more cars making traffic even worse. I and many other would love to bike to work but can't because of the horrible infrastructure. Please consider all modes of travel when doing the redesign. **Is there anything else you would like to tell us about Parmer Lane?** With more and more housing going in north of 1431, Parmer is going to be more and more congested. Multimodal transit is a must	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				as you can only handle so many car.	
220	Aditi Raye Arroway	1/18/2024	Online Survey	**How often do you travel on Parmer Lane using the following options? If other, please specify:** Take kids across Parmer to pizza place and/or park and/or coffee shop and/or library	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
221	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** There is a lot of walking and bike riding traffic from Mopac to McNeil.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. Your input 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
222	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** None **How often do you travel on Parmer Lane using the following options? If other, please specify:** None **Is there anything else you would like to tell us about Parmer Lane?** I feel unsafe, living right off of Parmer, despite the huge concrete wall. There have	Thank you for your comment. Your suggestions will be taken into consideration as we move forward. One of this study's objectives is to identify and recommend solutions for safety improvements along the Parmer Lane corridor including an analysis of crashes. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane. During the alternatives development phase,

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				been many car accidents and even a death resulting from people driving into homes off of Parmer. People drive too fast. The speed limit needs to be lowered to 40 miles an hour. And the light that is at Parmer and, silver Creek is useless. The light should be moved to Parmer and Amherst or Palmer and Ganymede.	conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
223	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** No	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
224	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** safer and slower please **Is there anything else you would like to tell us about Parmer Lane?** drivers going WAY TOO FAST! please lower the speed limit to 30.	Thank you for your comment. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted. 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 improvementsfor Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
225	Nick Littlejohn	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Add 12ft Shared Use Paths with shade on both sides of the road and use a planted buffer or a solid barrier. - Do NOT add more car lanes. - Transfer ownership of Parmer Lane to the City of Austin to allow local design standards. **How often do you travel on Parmer Lane using the following options? If other, please specify:** Electric car, ebike, need charging stations and shaded sidewalks for heat island effect/noise/pollution reduction. **Is there anything else you would like to tell us about Parmer Lane?** We need to reduce speeds for Vision Zero and have more enforcement, red light/speed cameras	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.

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226	Alan Tucker	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** This section of Parmer already has adequate bike lanes or a very wide shoulder to ride on. I'd rather see improvements going the other direction - East from Mopac to 130 and beyond. **How often do you travel on Parmer Lane using the following options? If other, please specify:** I ride my bike on Parmer, not to go anywhere in particular, but as a great way to ride 25, 40, or more miles. **Is there anything else you would like to tell us about Parmer Lane?** I ride my bike on Parmer several times a month and have never felt unsafe. The bike lanes do get quite dirty so I'd like to see more frequent street cleaning.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. Your input 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. Construction along Parmer Lane is being performed by developers in the area. Local jurisdictions are responsible for enforcing any cleaning and restoration requirements that are included in their local codes.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
227	Michael McNoldy	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Parmer Lane is a massive "stroad" that has only increased in both average speed and congestion over time. It is a major north East to West thoroughfare, and there's a lot of potential for massive improvements to non-automobile traffic and density. There's too much unused space for such a large footprint, particularly west of Mopac.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
228	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I support adding a bike path or shared use path that is separated from Parmer Ln. **How often do you travel on Parmer Lane using the following options? If other, please specify:** I drive and ride motorcycles on Parmer Ln.	Thank you for your comment.A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

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					potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
229	Kirsten Voinis	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I strongly support changes that will make Parmer safer, especially for bicyclists. **Is there anything else you would like to tell us about Parmer Lane?** Part of making Parmer safer for bicyclists is keeping their path - whether protected of the shoulder - CLEAN! Too often the City creates protected bike lanes that are so dirty they can't be traveled safety, or the pavement (Shoal Creek) is so destroyed that they are unsafe.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
230	Kim Friedrichs	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Promoting safe and efficient and pleasant walking and/or biking should be of the highest priority in this corridor. Austin is notorious for sidewalks and bike lanes that begin and end in weird locations or are so unpleasant that no one is encouraged to use them instead of driving. **Is there anything else you would like to tell us about Parmer Lane?** Unpleasant and dangerous to ride bike or walk without sidewalk/bike path or lane separated from car lanes.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
231	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Parmer Lane is extremely dangerous - high speeds, wide lanes, wide ROW, etc. Do not add more car lanes. If anything, reduce car lanes. Add wide (12 ft or more) protected shared use paths with shade from trees on both sides of the road. Transfer ownership of Parmer Lane to the City of Austin. **How often do you travel on Parmer Lane using the following options? If other, please specify:** I do not ride my bike or walk because Parmer Lane feels so dangerous and unsafe. I don't really feel comfortable driving on it and avoid it when possible. **Is there anything else you would like to tell us about Parmer Lane?** More car lanes should NOT be added to Parmer Lane. This will not help with congestion and will only make it more dangerous. Parmer Lane needs a road diet and better, protected, walking/biking paths.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
232	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I want Parker Ln to be a safer road for all users. I recommend the following - Add 12ft Shared Use Paths with shade on both sides of the road and use a planted buffer or a solid barrier. - Do NOT add more car lanes. - Transfer ownership of Parmer Lane to the City of Austin to allow local design standards.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
233	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please consider future trail initiatives in the area such as the Redline Parkway initiative. **Is there anything else you would like to tell us about Parmer Lane?** Sooo much drag racing!	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

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					potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
234	Sandy Lee Phelps	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Need a barrier between cars and bikes. Cars are going 65 mph and more **How often do you travel on Parmer Lane using the following options? If other, please specify:** Use Parmer to get to Berry Springs park in Georgetown	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. During the alternatives development

Comment Number	Commenter Name	Date Received	Source	Comment	Response
					phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.
235	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Make Parker lane safer for everyone. Study peak times and see where you can put bus and bike infrastructure. **Is there anything else you would like to tell us about Parmer Lane?** This road does not have to be dangerous.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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236	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** So many cyclists use Parmer to access Austin and for recreation. We need a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
237	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** More car lanes. **How often do you travel on Parmer Lane using the following options? If other, please specify:** Hoverround Mobility Scooter **Is there anything else you would like to tell us about Parmer Lane?** Please add more car lanes.	Thank you for your comment. Your input 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 to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				Do not transfer ownership to the City of Austin.	recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
238	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Shoulder are inadequate for biking, and the cars go too fast through it	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.
239	Eric Grant	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** I use Parmer lane to drive to and from work, but my main concern is Bikeability. Ten years ago I used to feel much safer riding on the shoulder of Parmer Lane. It's the most direct route to go west out of North Austin. With more housing develpments and the Apple campus it now feels unsafe to ride on Parmer lane. Despite the diminisheshed safety cyclist still need to use this route to get West of town, so improved bike safety should be key in any development plan.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
240	Shannon Schoepflin	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** What are they?	Thank you for your comment. The following goals have been identified for this study: • Identify and recommend solutions for needed safety improvements. • Enhance mobility and functionality of the corridor. • Enhance multimodal movement, operations, and safety. • Develop community-supported recommendations for the corridor.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
241	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I think it would be great to incorporate safe biking options in every new infrastructure plan in the Austin area, and everywhere in general.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
242	Kirk d Perry	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I want a safer, more pleasant Parmer Lane	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. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for

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					multiple modes of travel, including pedestrian and bicycle facilities. Thestudy will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
243	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I would like to see a standard 12ft wide fully protected shared use path with shade on either side of the street. We should NOT increase the number of car lanes - it would only further reduce safety and doesn't fundamentally improve issues of congestion. Ideally, ownership of this road would be transferred to the city to enable more consistency with respect to safety and design standards and integration with the rest of the transportation system.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with

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					local governments, as part of this study, including the City of Austin.
244	Nancy Binford	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** We need pedestrian and bike lanes on both sides with trees planted	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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245	Laura Samples	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** It is very dangerous for bikers. Also traffic is very backed up north of 620. It is 3 lanes south of 620 but more and more houses and stores are are being built north of 620. I have lived in this area 20 years and nothing has been done to alleviate the growing traffic	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. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel, including pedestrian and bicycle facilities. This study will also be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
246	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please make it less a car-centric travel corridor and make it safer for people to travel on.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
247	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Walking path absolutely needed **Is there anything else you would like to tell us about Parmer Lane?** Hard to make right or left turns out of neighborhood due to spacing of cars	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities.This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future

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					study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
248	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Not really. Just generally interested in safe, connected spaces for cyclists and walkers. **Is there anything else you would like to tell us about Parmer Lane?** Palmer has had some serious crashes with both auto/ped and auto/bike. Treatment for both are paramount to Vision Zero and Road to Zero initiatives.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
249	Ralph Underwood	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Put it under the City of Austin.	Thank you for your comment. The project team is coordinating with local governments, as part of this study, including the City of Austin

Comment Number	Commenter Name	Date Received	Source	Comment	Response
250	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** It's horrible and unpleasant be on.	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. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel, including pedestrian and bicycle facilities. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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251	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** - Reduce injuries and deaths on Parmer Lane. - Drastically increase the number of people biking, walking, or riding buses along Parmer. **Is there anything else you would like to tell us about Parmer Lane?** - It's a really important route that connects a lot of important places, but unpleasant and at times deadly to travel on it via any means other than a car. (And even driving it feels dangerous and unpleasant because traffic moves so fast, which encourages some people to drive like lunatics.)	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
252	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** As a daily bike commuter, I would like to have better bike infrastructure along Parmer. As the primary east west corridor in north austin it is easiest way to get across that part of town but never really the safest choice. Would be great to see a mixed use path along the road like have been done with other highway projects recently - 290 and 183south. These have created safe spaces for alternative commuting options.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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253	Jane Botkin	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Must be a cement curb to protect cyclists from high speed traffic. Maintenance of cycling path must be kept clear of road debris that could cause injury/accident.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
254	Lawrence Cormack	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** It would be very nice to have protected (separate) hike & bike paths along either side. **How often do you travel on Parmer Lane using the following options? If other, please specify:** I would bike it regularly if there were safe, separate bike lanes. **Is there anything else you would like to tell us about**	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for

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				Parmer Lane? If it had good hike & bike lanes, it would connect to the the Walnet Creek Hike & Bike trial via Amherst Drive.	multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
255	Amanda	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Although I do hope that Parmer Ln can be a safer place to live and work, the current type of bicycle lanes being put in (Duval Ln, and North Hills Dr, for example) do not seem to be helping with this. From my observation, bikers do not use the lanes, and it often causes confusion for drivers. **Is there anything else you would like to tell us about Parmer Lane?** It would be great to have sidewalks and better crosswalks.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
256	Michael J Jew	1/18/2024	Online Survey	**How often do you travel on Parmer Lane using the following options? If other, please specify:** CapMetro Rail **Is there anything else you would like to tell us about Parmer Lane?** Despite a wide shoulder on most of Parmer, bicycling is hazardous due to the 60mph posted speed limit. Further separation of the multiuse lane from traffic is a step in the right direction.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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					During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.
257	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** This road is far too fast already even if you're just in a car, let alone on a bike. It's treated as an interstate. It needs the focus to be on slowing it down and adding access with a shared path, more lanes would be a disaster. **Is there anything else you would like to tell us about Parmer Lane?** You can only spend a few trips riding a bike on the shoulder which is filled with broken pieces of cars, grit and construction debris as cars whip by you at 50-	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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				70mph to realize what a problem it is.	improvements will be shared with the community at a second open house tentatively planned for summer 2024. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.
258	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I want a safer, more pleasant Parmer Lane. Add 12ft Shared Use Paths with shade on both sides of the road and use a planted buffer or a solid barrier. - Do NOT add more car lanes. - Transfer ownership of Parmer Lane to the City of Austin to allow local design standards.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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					The project team is coordinating with local governments, as part of this study, including the City of Austin.
259	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please add separated bike lanes	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
260	Carol Aaron	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** We really need protected bike lanes on Parmer	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
261	Kira McCool	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Make it possible to bike and walk to schools and businesses along Parmer. Make it possible to bike to the Domain safely. It should be possible to cross and bike along Parmer to get from place to place. **How often do you travel on Parmer Lane using the following options? If other, please specify:**	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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

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				Train to Domain and then bike **Is there anything else you would like to tell us about Parmer Lane?** There is an elementary school right on Amherst, right by Parmer. It's currently impossible for families that live across Parmer (even less than a mile away!) to drop their kids off at school without using a car. This is totally unacceptable and depressing.	improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
262	Colin f McDonald	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Yes: I would encourage the consideration of moving the most number of people and goods safely and efficiently as possible as the goal instead of moving the most number of single occupancy vehicles. **Is there anything else you would like to tell us about Parmer Lane?** It would be a great place for a road diet.	Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel, including pedestrian and bicycle facilities. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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263	Ramsey Foster	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Make the road safer and more accessible to non-motorized users.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
264	Bryce Wilson	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Bike Lanes **Is there anything else you would like to tell us about Parmer Lane?** Bike Lanes	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

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					potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
265	Whitney L LeMond	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** add 12ft shared paths with shade on both sides of parmer and a planted buffer or solid barrier. transfer ownership or parmer to the city of austin	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with

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					local governments, as part of this study, including the City of Austin.
266	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. **How often do you travel on Parmer Lane using the following options? If other, please specify:** Ride in Apple Shuttle from Cap Metro Howard Stations **Is there anything else you would like to tell us about Parmer Lane?** A safe designated walking	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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				and biking path would be tremendously helpful in reducing the need for driving along Parmer short distances.	
267	Hoimonti Pal	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** No **Is there anything else you would like to tell us about Parmer Lane?** Unsafe driving and traffic congestion	Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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268	Robert N Gifford	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Needs light timing changes to allow crossing traffic at uncontrolled intersections. Additional space is needed in the center median for turning vehicles at uncontrolled intersections. Often multiple vehicles are using the center to turn left to either cross or merge into the lane. A bike/sidewalk all along would help since most residential streets do not connect due to subdivision construction patterns.	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
269	Carlos Colina	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** The objective should be to turn Parmer into a street rather than a bloated high-speed stroad. Three are far too many businesses, destinations, driveways, crossings etc for it to make any sense at all to have 6 or more lanes of 50-80 mph cars right next to all those things. The goal should be to make the margins of Parmer fit for human	Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel, including pedestrian and bicycle facilities. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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				activity instead of being a car sewer.	
270	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I used to ride this road, but it is too dangerous for cyclsts	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the

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					community at a second open house tentatively planned for summer 2024.
271	Alice	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Bike and walk corridor are extremely necessary here. Also great to connect with Summit Elementary School to bike kids there.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
272	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** 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. **Is there anything else you would like to tell us about**	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				Parmer Lane? The Parmer Lane area has exploded in the past few years and a road plan is certainly needed to keep up with this growth. Though the shoulder is still generous, the days of a relatively peaceful bike ride are gone so at least trying to make it more bike friendly due to the increased traffic would be nice.	improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.
273	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Lanes for bicycles and pedestrians	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
274	Nancy Crowther	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** 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. **How often do you travel on Parmer Lane using the following options? If other, please specify:** wheelchair user **Is there anything else you would like to tell us about Parmer Lane?** 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	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				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.	
275	Susanne Harm	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Pedestrian, bicycle and crossing improvements are much needed. **How often do you travel on Parmer Lane using the following options? If other, please specify:** Need to cross Parmer at Amherst and **Is there anything else you would like to tell us about Parmer Lane?** Need speed monitors/enforcement.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
					During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.
276	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I would like to keep Parmer safe for cyclists.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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277	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Enhancing multimodal opportunities is key! **Is there anything else you would like to tell us about Parmer Lane?** This corridor should be designed for safe walking and biking.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
278	Susan Pantell	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** The goals should be to improve multi-model options along Parmer Lane -- improve transit access and provide protected paths for walking and biking. You should not widen the road, which will result in more congestion in the long run. **Is there anything else you would like to tell us about**	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

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				Parmer Lane? You should transfer ownership of Parmer Lane to the city of Austin so that it can coordinate the projects with other city objectives.	potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.
279	Tim Oordt	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please keep the cycling lanes on Parmer in both directions. This is used a lot by commuters and cyclists and is a major route to get to many places down into Austin along this route.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
280	Noah	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** We need a 12 ft wide dedicated use bike lane/ pedestrian walkway separated by a guardrail or jersey barrier from the traffic on Parmer.**Is there anything else you would like to tell us about Parmer Lane?** Dedicated hikes/bike sidewalk, not any of that flimsy white plastic barrier fake bike lane [redacted]	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
281	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I support the following: 1. 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. 2. Do NOT add more car lanes. This does not relieve congestion, worsens safety, and is the wrong way to accommodate population growth. 3. Transfer ownership of Parmer Lane to the City of Austin to allow the City to apply its own safety and design standards.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.

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282	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Please don't add more vehicle lanes. Adding connected and protected bike and pedestrian paths would help move more people along Parmer at safer speeds.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
283	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. As a runner and a commuter, I would be a frequent user of this infrastructure. I desperately	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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

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				want to see the city of Austin and Travis county invest in walking, biking and public transportation infrastructure. **Is there anything else you would like to tell us about Parmer Lane?** I strongly, strongly believe that increasing Parmer Lane's walkability, bikeability and available transit options is the best way to improve traffic congestion.	improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
284	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Parmer Lane should be made more safe for bicycles and pedestrians. It should have protected bike lanes on each side to avoid accidents and deaths of bicyclists, which has happened too many times.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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285	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Parker is designed for speeding. It's dangerous.	Thank you for your comment. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted. 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 improvementsfor Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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286	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Parker Lane should be focused on moving people not cars. The plans should do a better job of accommodating cyclists and bus riders by the inclusion of physically-protected bike lanes and transit priority lanes. **Is there anything else you would like to tell us about Parmer Lane?** Just give it to Austin. It's not a rural highway. It's an urban street.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.

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287	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** The high speed, lack of speed limit enforcement, and combination of inattentive drivers and drivers pulling out into high-speed traffic makes me avoid Parmer if I can at all help it.	Thank you for your comment. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted. 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 improvementsfor Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
288	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please include a 12' separate bike path along this road	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
289	Jim Mapes	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please make this an Austin owned street so that it can be better integrated into the city system. Please add protected bike lanes on both sides of the street. **Is there anything else you would like to tell us about Parmer Lane?** Speeds are too high. It is extremely hard to make a left turn	Thank you for your comment. The project team is coordinating with local governments, as part of this study, including the City of Austin. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including

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				onto Parmer on streets without signal.	pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.
290	Mia Gehringer	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** safer travel for cyclists, pedestrians and motor vehicles	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future

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					study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
291	Amberly Cramer	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Needs it	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
292	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Traffic jam on Parmer Lane during rush hours, especially the afternoon/evening, is really bad. I use it daily for my commute. My commute to work takes around 10-15 min when I leave at 9am. Returning home anytime between 5-7pm takes 25-35 min for the same distance. I feel like the red light durations on Parmer Lane, and in general in the Austin area, are too long and not optimized for enabling the traffic to flow efficiently. I have lived in multiple other states and cities and by far the red lights take longer in Austin. Traffic backs up so much in the evening that I sometimes wait a single light 2 to 3 times. I see the red light time optimization the highest priority item to be addressed, which also should not incur much cost if any. It can reduce the congestion quite a bit. The left turn lane into Brushy Creek, when traveling north	Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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				on Parmer Lane is pretty short, compared to how much the traffic backs up in the afternoon/evening. Many drivers just jump to the left lane before the left turn lane actually starts and cut in front of others who wait to reach the start of the left turn lane. Either the left turn lane should be significantly extended so that everyone enters it sooner, or there should be some obstacles preventing people cutting in front of others who simply obey the current lanes.	
293	Chris Nguyen	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** This is pretty close to Howard station, so please consider trips to and from that, especially those using alternative modes of transport. If people can't get to/from Howard Station by Bike, Foot, or Bus, then people are going to drive. When people drive, they are less likely to take the train, which is just going to increase congestion. I occasionally use Parmer to get on McNeil, where a	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				friend of mine lives and have witnessed several near misses or serious crashes in this area. Please consider speed management and alternative transportation modes over traffic congestion. **How often do you travel on Parmer Lane using the following options? If other, please specify:** Parmer to get to McNeil Dr and vice versa. Considered using Howard Station + Bike, but too dangerous in existing conditions. **Is there anything else you would like to tell us about Parmer Lane?** The City is already planning a SUP on Mcneil Dr, which is a good opportunity to tie into proposed bike and ped improvements with Parmer. If the only bike or ped infrastructure on Parmer is a 5 ft wide painted bike lane or a 4 ft wide sidewalk, nobody is going to walk or bike on it. Create some grade separation for cyclists for high volume, high speed roads like this and please create a physical buffer or barrier between	study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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				cyclists/peds and motor vehicles. Austin transportation department has experience with this kind of thing, so ask them for consultation. TxDOT's current approach to multimodal travel is antiquated and dangerous. Placing a SUP with no clear space/protection next to a car lane is dangerous. If the plan is to accommodate increased population growth, do not add more lanes. Take advantage of Howard station. Adding more lanes here is just going to worsen traffic through the rest of the city. >>>Do NOT add more car lanes<<<	
294	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** it used to be a sleepy, safe road. Biking on it would be an invitation to certain mayhem and death. Physically separate, wide bike paths would be great. Paint on the road doesn't make for a proper bike lane.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. Your suggestions will be taken into consideration as we move forward. CAMPO and TxDOT are using technical and environmental evaluations along with community

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					input to develop potential improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
295	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Parmer Lane should be safe and welcoming for pedestrians, bicyclists and transit users.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
296	Heather Podlipny	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** No comments on the study goals, but DO NOT put a toll road on Parmer!! **Is there anything else you would like to tell us about Parmer Lane?** I want a safer, more pleasant Parmer Lane. Specifically, protected bike lanes and native landscaping with trees, shrubs, grasses and wildflowers along the sidewalk and in any retention basins. Also include no-mow areas for wildflower and native plant protection.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
297	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** The sidewalks and shared use paths on Parmer Lane currently are a complete joke.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
298	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** No	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
299	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** I used to bike on Parmer multiple days a week, but stopped due to traffic volume and lack of physical protection for cyclists. A wide shoulder and a paint stripe is not enough	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
300	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** 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.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.

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301	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** The criss cross format is interesting but could see it being difficult to navigate	Thank you for your comment. 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. Should the project move into subsequent project development phases, TxDOT or other partner agencies will move forward with lighting improvements during the detailed design phase of project development. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
302	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I hope the study will prioritize safe active transportation. This includes shared use paths on both sides of the highway, for the entire length of the project, separated from automobile traffic, with excellent connections to the non-automobile transportation network (Red Line Parkway, bike routes, Suburban Ninja bike trails, Brushy Creek trails).	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				Is there anything else you would like to tell us about Parmer Lane? The corridor connects to many interesting bike routes but I don't feel safe riding in the existing bike lanes. Traffic moves too quickly to be in an unprotected lane next to it.	study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
303	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Lower the speed limit.	Thank you for your comment. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted. 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 improvementsfor Parmer Lane to be further developed in future study phases. These potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
304	Jose L	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please add safe bike infrastructure. **Is there anything else you would like to tell us about Parmer Lane?** Parmer Ln has the potential to become a great/safe bike route. It passes through several points of interest. Please add safe bike infrastructure	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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305	Kory	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Please maintain a very wide shoulder for biking in groups. Having a multiuse path for running/walking/family biking	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
306	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** n/a	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
307	Adam Hite	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please prioritize public transportation and not cars. We need fewer cars on the road.**Is there anything else you would like to tell us about Parmer Lane?** Please do not put a bike lane on this street if the speed limit is higher than 35mph. If the speed limit is over 35mph, either do a massive sidewalk or a concrete barrier. Please don't put the bike lane only one side of the street.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
308	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Why are there not clickable links in 2024? This is not difficult. Open in new tab is also a normal option. **How often do you travel on Parmer Lane using the following options? If other, please specify:** Who would ever go here without car armor? **Is there anything else you would like to tell us about Parmer Lane?** I have had housemates (close friends that moved into extra rooms more than once (thanks Austin affordability)) enter a biking only option point of their lives, or undependable public transportation, which require them to move out for safety reasons bc they would have had to ride on Parmer	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
309	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** It's a death trap for cyclists and pedestrians. We can't even cycle or walk to the grocery.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
310	Anonymous	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I would like to ensure that cyclists are still able to ride on the corridor without being relegated to a side trail. **Is there anything else you would like to tell us about Parmer Lane?** The shoulder areas on the area in question are not swept frequently enough. Too much dangerous debris.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. Construction along Parmer Lane is being performed by developers in the area.Local jurisdictions are responsible for enforcing any cleaning and restoration requirements that are included in their local codes.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
311	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Clean up the shoulders, especially after construction or road repairs	Thank you for your comment. Construction along Parmer Lane is being performed by developers in the area.Local jurisdictions are responsible for enforcing any cleaning and restoration requirements that are included in their local codes.
312	Michael Pellegrini	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I would like to see more consideration for bicycle and pedestrian use, in particular I would like to see 12ft fully protected shared use paths on both sides of the road for walking & bicycling with a planted buffer (trees for shade and cooler temps!) or a solid barrier. I don't want more lanes because that just brings more cars. Cars ruin cities. Car kill lots of people (>40K/year) and creatures. Cars are dirty and noisy. Cars are expensive. Cars are violent and bring crime. Why in the world to we	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				keep investing in car infrastructure when it just keeps making the problems worse?! Imagine investing even half of those same dollars in high quality mass transit and active transit and planning for more liveable Texas cities. One can dream.	
313	Gian vito	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** The current construction along Parmer should be responsible for cleaning thier mess on the shoulders.	Thank you for your comment. Construction along Parmer Lane is being performed by developers in the area.Local jurisdictions are responsible for enforcing any cleaning and restoration requirements that are included in their local codes.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
314	Ryan Contino	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please prioritize protected bike lanes, traffic calming measures, and reduce speed limits. **Is there anything else you would like to tell us about Parmer Lane?** Many teens use these routes to get to McNeil high school and should have safe biking and walking routes.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
315	Jay Blazek Crossley	1/18/2024	Online Survey	**Do you have any comments on the study goals or objectives?** The goal should be to reduce deaths and serious injuries on this Stroad and throughout the area around it, while making it safe to travel at reasonable speeds (less than 35 mph) by all modes. During the January 2024 meeting of the CAMPO Transportation Policy Board there was a shocking discussion of this public input process. The consultant ridiculed requests for making this street safe and policy board members piled on in the ridicule, making it clear that speeding up car travel was their understanding of the only important thing to do and that other desires and needs and perhaps goals and minute orders of the TTC did not matter. This conversation clearly violated the well-articulated goal listed of listening to the community etc. I think those leading this project should not publish such goals if they don't believe it. The	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. Your suggestions will be taken into consideration as we continue to develop and evaluate potential improvements for Parmer Lane. CAMPO and TxDOT welcome and encourage comments from all community members. The purpose of the community input process is to listen to and consider input from all community members and groups with varying interests. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				CAMPO TPB should publicly discuss and apologize to the public for this clear violation of a public input process and the public trust and basic disrespect for people who tried to engage and tried to take CAMPO, TxDOT and consultants at their word and dutifully provide feedback. **Is there anything else you would like to tell us about Parmer Lane?** This is a terribly dangerous stroad - a distinction mix of road and street - that should be fixed to be a safe, multimodal urban street. TxDOT and CAMPO should abandon the practice of focusing on speeding up travel, which has failed to give people better access while making our region one of the most dangerous in the country in terms of traffic deaths per capita. TxDOT and CAMPO should focus on learning how to understand the diverse needs and desires of the people of the region and building the modeling capability to study how	

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				proposed transportation investments will improve access by different modes for different people instead of the useless congestion and trip time analysis done today. Parker lane should be designed for speeds appropriate for an urban setting of 35 mph at the highest. Self enforcing streets techniques should be used to make drivers able to operate vehicles at safe speeds for this mixed use urban context. TxDOT and campo should be facilitating transit, walking, and biking in an inclusive ADA manner that assumes people of various abilities will have reason to use this space. Any effort here should be centered on the Texas Transportation commission Road to Zero goal with an analysis of the number of people killed not just in this Stroad but the entire corridor in 2018, and then any proposed improvements should not be deemed acceptable to move forward until there is some reasonable analysis showing an expectation	

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				that the number of people killed in traffic in this corridor can be less than half the number on 2035, according to the clear and concise minute order from the TTC that requires the TxDOT Austin District to do this in all projects. In the public meeting thing, there is a board about traffic models, but those are based on the extremely flawed forecasting and modeling process. I and others have repeatedly provided campo and TxDOT with reports and analysis showing the flaws in this misleading public process, yet there seems zero respect or even tacit consideration of listening or responding to the concerns.	

Comment Number	Commenter Name	Date Received	Source	Comment	Response
316	Anonymous	1/18/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** I bike on Parmer on the reg, each time I know I'm risking my life. It would be cool if one side of tho bulivard was made for non-car traffic only. Bikes, walking and buses.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
317	Tom Wald	1/19/2024	Email	January 19th, 2024 Re: Parmer Lane Corridor Study To TxDOT, CAMPO, and Parmer Lane project team, Thank you for the opportunity to provide input for the Parmer Lane Corridor Study. We are making several recommendations. Bike and Walk Facilities Along the Corridor We request that both sides of the highway have safe, comfortable, and enjoyable bike and walk accommodations along the entire corridor. Where pedestrian volumes are expected to remain low, we request a 12'-wide shared-use path. In locations where pedestrian volumes are expected to be moderate or high, then bike and walk paths should be separated from each other. Guidance for when to provide separate bike and walk paths (rather than shared-use paths) is available in the FHWA Shared-Use Path Level of Service Calculator (SUPLOS).	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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				The bike and walk accommodations should be separated from parallel motor vehicle traffic by a physical barrier such as a guardrail, jersey barrier, or similar, not just a curb or grass buffer. This request includes the Parmer Lane crossing of SH 45. Shade Trees as Transportation Infrastructure We request that provisions be made to allow for trees to be planted to provide shade for the paths. Though TxDOT generally doesn't implement this type of transportation infrastructure (shade trees), the paths and other highway features should be placed and designed such that another party can plant trees later. Grade-Separated Crossings We request grade-separated bike and walk crossings along creeks and railroads where they intersect with Parmer Lane. The existing topography	

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				and existing highway structures provide multiple opportunities to create safe, grade-separated crossings across Parmer Lane for bike and walk traffic. These opportunities exist at multiple creek crossings (including existing trails along Brushy Creek) and at both grade-separated railroad crossings (Union Pacific and CapMetro Red Line). These would provide safe and convenient access between paths along either side of Parmer Lane, and also provide opportunities for further connectivity perpendicular to Parmer Lane to the northeast and southwest. The northern intersection of Parmer Lane and the CapMetro Red Line is not currently grade-separated. This intersection should be grade-separated, preferably with the highway going under the railroad and future Red Line Trail (Red Line Parkway). If the Red Line Trail is completed	

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				here prior to grade-separation, then Parmer Lane should have a signalized at-grade crossing for the Red Line Trail. Slip Lanes We request that the use of slip lanes across bike/walk paths be phased out. Insofar as slip lanes continue to exist along the corridor, they should have raised crosswalks and either motion-activated traffic signals or RRFBs (at the slip lanes themselves). At-Grade Roadway Crossings We request that every at-grade roadway crossing include bike and walk crossings along all legs of the intersection, i.e. at a four-leg intersection, there should be four bike and walk crossings. The only exception is that no bike and walk crossing is needed along the tollway side (SH 45) of the Parmer Lane intersections with FM 620 (SH 45 frontage roads). Follow-Up	

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				We look forward to the inclusion of these requests in near-term project proposals. Please reach out with any questions or follow-up on these requests, or other aspects of the Parmer Lane project or the Red Line Parkway. Tom Wald Executive Director [redacted]	
318	Henry Beutelman	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Good idea! **Is there anything else you would like to tell us about Parmer Lane?** Get unnecessary traffic and pedestrians off Parmer Lane: no joyriders, homeless, beggars, etc. Penalize and fine all speeders. Severely restrict biking.	Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane that benefit all roadway users. The study will conclude with recommended potential improvements for Parmer Lane to be further developed future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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319	Anonymous	1/19/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** I'm worried that TxDOT will single-mindedly pursue additional lanes which will turn this road into an even more dangerous highway and cause another generation of traffic thanks to induced demand. Please pursue road design principles that will prioritize safety (including bus/bike/ped facilities) over cramming even more cars onto the road.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
320	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I want a safer, more pleasant roadway WITHOUT the addition of more car lanes. More car lanes is never the solution to traffic congestion. **Is there anything else you would like to tell us about Parmer Lane?** Add 12ft fully protected Shared Use Paths with shade on both sides of the	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

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				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.	potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.
321	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Safety and alternative transportation **Is there anything else you would like to tell us about Parmer Lane?** No expansion!	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
322	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Quit taking car lanes and turning them into bike lanes. Build their own lanes separately. And quit putting out those sea of white post lane markers. They don't help, they actually hide the lane markers and confuse things.	Thank you for your comment. Your suggestions will be taken into consideration as we continue to develop and evaluate potential improvements for Parmer Lane. A goal of this study is to recommend solutions for safety and mobility improvements along Parmer Lane for multiple modes of travel to include driving, walking, and biking. . The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
323	Jacquelynn Angst	1/19/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Very unsafe area for walking/biking!!	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This

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					study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
324	Richard Byrnes	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** We need safe pedestrian and bicycle lanes on Parmer Lane, separated from motorized traffic lanes by buffers. **Is there anything else you would like to tell us about Parmer Lane?** Safe means for bicycles and pedestrians to cross intersections. All left and right turn lanes must be regulated by push-button controlled stop lights. It's just unsafe otherwise.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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325	Leanne Waldo	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** At one time I felt safe, bicycling, Regan, which is an access to many small farm market roads for continued bicycling. It is getting overwhelmingly, busy, especially with commercial vehicles. Anything to enhance safe cycling is more than appreciated, and will enhance healthy lifestyle.**Is there anything else you would like to tell us about Parmer Lane?** Even keeping the shoulder free of debris, especially the bridges, is helpful.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
326	Anonymous	1/19/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** 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	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer

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				to the City of Austin to allow the City to apply its own safety and design standards.	Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.
327	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I've ridden on Parmer numerous times and am hoping these changes come to fruition as I know for sure I will feel much safe on my bike. And others that I ride with will as well.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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328	Lindsay Hutchings	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway Please do not add lanes or other road features that allow for faster flow of traffic. Please prioritiZe safety of non auto users over reducing congestion	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
329	Joshua Purl	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I think it would be great to make this stretch safe for those who travel using bike and by foot, not just cars. **Is there anything else you would like to tell us about Parmer Lane?** To ask how many days someone bikes or walks on Parker is a misrepresentation. The question should be "how	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future

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				safe do you feel walking or biking on Parmer?"	study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
330	ELIZABETH BEZANSON	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I wish to see beautification.	Thank you for your comment. Your suggestions will be taken into consideration as we continue to develop and evaluate potential improvements for Parmer Lane. A goal of this study is to recommend solutions for safety and mobility improvements along Parmer Lane for multiple modes of travel to include driving, walking, and biking. . The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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331	Anonymous	1/19/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** What does "Safety" mean? Driver safety? Pedestran & Biker safety? It's impossible to rank that without more info. I would ride my bike more often if there were a seperated bike lane.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
332	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Really tired of TxDOT only focusing on vehicles, not also biking, walking, AND BUILDING TRAINS!!!!!! **How often do you travel on Parmer Lane using the following options? If other, please specify:** Do NOT add more car lanes!! **Is there anything else you would like to tell us about Parmer Lane?** Transfer ownership of	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future

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				Parmer Lane to the City of Austin to allow the City to apply its own safety and design standards.	study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.
333	David	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** My primary interest is to make bicycling safe on Parmer Lane and Ronald Reagan Boulevard. **Is there anything else you would like to tell us about Parmer Lane?** It should have shaded, shared use paths that are separated from the roadway by barriers. The City of Austin should own it to manage it to it's standards.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with

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					local governments, as part of this study, including the City of Austin.
334	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** thank you for asking for the communities input! **Is there anything else you would like to tell us about Parmer Lane?** I rode/skating on Parmer lane for many years before traffic became congested. I would love to see it more useable for bicyclist, skaters & walkers!	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
335	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Speed limit is too high for so many traffic lights, makes for anxious driving wondering if you'll have to slam brakes on. It's also fuel inefficient to have so many 0-60mph accelerations. Biking safety could be improved with separate paved path. The bike lanes approaching the I45 intersection are a bad idea, get rid of them. No sane biker wants to be sandwiched between drivers going 60mph, we yield to and cross the turn lane much closer to the intersection.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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				Is there anything else you would like to tell us about Parmer Lane? Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	improvements will be shared with the community at a second open house tentatively planned for summer 2024. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.
336	Anonymous	1/19/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Please make it less car oriented	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
337	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I would appreciate safer bikeability like a protected lane	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
338	Anonymous	1/19/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** DO NOT ADD TOLL LANES!	Thank you for your comment. Your suggestion 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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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339	Gaurav	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Would love to see the study include interviews from the local community near Parmer and Mopac - there is a large community of Vietnamese and Indian folks who have very great perspectives on mobility. One of my friend's mom regularly walks and takes buses and would be a great source of feedback **Is there anything else you would like to tell us about Parmer Lane?** There is a lot of foot traffic on Parmer and 35 but not as much near Mopac - I think the highway makes it very difficult to feel safe as the roads are quite large.	Thank you for your comment. Individuals or groups interested in providing comments or input into the study can contact the project team by email at ParmerLaneCorridorStudy@gmail.com or by phone at (512) 651-3964. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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340	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Safety for all modes of transportation should be the highest priority **Is there anything else you would like to tell us about Parmer Lane?** Do not expand the number or width of automobile travel lanes. Lanes widths should be narrowed and the speed limit reduced. A wide (at least 12') shared path with shade and planted buffers should be added to both sides. Intersection crossings should be improved.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.

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341	Anonymous	1/19/2024	Online Survey	**How often do you travel on Parmer Lane using the following options? If other, please specify:** Cap metro train **Is there anything else you would like to tell us about Parmer Lane?** Please calibrate the SIGNAL on Dallas Dr at Peak times as it takes FOREVER to get in and out to Apple Office	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for Summer 2024.
342	Nicolle Spurgeon	1/19/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** I would like for Parmer lane to be more safe for people of all ages. Bikes, walkers, and drivers.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the

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					community at a second open house tentatively planned for summer 2024.
343	Jason Peacock	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I would like to see improving the safety of bicycle users on Parmer Lane. I would like to see consideration made for users other than automobile drivers on Parmer Lane.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
344	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** - Add 12ft Shared Use Paths with shade on both sides of the road and use a planted buffer or a solid barrier. - Do NOT add more car lanes. - Transfer ownership of Parmer Lane to the City of Austin to allow local design standards.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.

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345	Deanna Cluck	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Reduce the speed on Parmer! Make stop lights HIGHLY visible. Change orange to steady followed by flashing indicate that the red is imminent. Hopefully this would cut back on red light runners. I'd even be happy if the red light cameras returned.	Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.

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346	Anonymous	1/19/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** A separated bike lane would be great for such a high use area that often has trash in the shoulder	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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347	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Increasing bike/ped/transit access along the corridor is very important to me. Currently I feel unsafe using parmer lane. Wide bike lanes/shared use paths with concrete barriers from traffic would improve my comfort and safety. **Is there anything else you would like to tell us about Parmer Lane?** I would like to see fewer car lanes and more dedicated transit/bike lanes.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
348	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** 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. **How often do you travel on Parmer Lane using the following options? If other, please specify:** Bus	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.

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349	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** dd 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. **How often do you travel on Parmer Lane using the following options? If other, please specify:** Do NOT add more car lanes. This does not relieve congestion, worsens safety, and is the wrong way to accommodate population growth. **Is there anything else you would like to tell us about Parmer Lane?** Transfer ownership of Parmer Lane to the City of Austin to allow the City to apply its own safety and design standards.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.

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350	Ike	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Solar powered speed signs would be a welcome addition especially between Amherst and McNeil. There's a lot of speeders in this area.	Thank you for your comment. 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. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted.

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351	julie hunter	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** glad to see upcoming changes to this dangerous street	Thank you for your input.
352	Anonymous	1/19/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** I would ask that you consider: 1.) Adding 12ft Shared Use Paths with shade on both sides of the road and use a planted buffer or a solid barrier. 2.) Do NOT add more car lanes. 3.)Transfer ownership of Parmer Lane to the City of Austin to allow for local design standards.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with

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					local governments, as part of this study, including the City of Austin.
353	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I am interested in improving efficiency of existing lanes. **How often do you travel on Parmer Lane using the following options? If other, please specify:** Parmer lane is not safe for walkng or biking **Is there anything else you would like to tell us about Parmer Lane?** Flow & efficiency could be improved by allowing Parmer North bound outer left turn lane to 620/45 frontage to also go forward. Also, Parmer south bound	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. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future

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				lanes to turn right or go forward. Cars get "stuck" & block traffic in these outer lanes when they realize it's a left or right only lane.	study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
354	Jennifer Potter-Miller	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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355	Josue Meiners	1/19/2024	Online Survey	**How often do you travel on Parmer Lane using the following options? If other, please specify:** I take a shuttle with coworkers to/from Metrorail to the Apple Campus. **Is there anything else you would like to tell us about Parmer Lane?** Apple, one of the largest employers in Austin, has two campuses along this route. Neither are served by transit (if not for Apple providing very limited service to/from Metrorail). Also, the zoning and sidewalk infrastructure are horrendous! The entire stretch lacks any walkable amenities.	Thank you for your comment. One of this study's objectives is to enhance the mobility and functionality of the Parmer Lane corridor. Multiple transportation options are being evaluated as part of this process, and your suggestions will be taken into consideration as we continue to develop and evaluate potential improvements for Parmer Lane. CAMPO and TxDOT are currently 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. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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356	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Transfer ownership to City of Austin and let their team make these important decisions, using Urban standards and NACTO guidance. **Is there anything else you would like to tell us about Parmer Lane?** Please make Parmer safe for ALL users. Provide wide, continuous sidewalks, reduce driveways, reduce vehicle speeds, do not widen, create safe crossings for humans, provide fully protected bike lanes.	Thank you for your comment. The project team is coordinating with local governments, as part of this study, including the City of Austin. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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357	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** 1. Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. 2. Do NOT add more car lanes. This does not relieve congestion, worsens safety, and is the wrong way to accommodate population growth. 3. Transfer ownership of Parmer Lane to the City of Austin to allow the City to apply its own safety and design standards. **Is there anything else you would like to tell us about Parmer Lane?** Parmer Lane is a death trap. Please take action to save lives and stop avoidable traffic violence. I would like to have a pleasant, safe way to get around that part of Austin that is accessible without having to use a car.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.

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358	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
359	Anonymous	1/19/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** It's dangerous if you're not in a car	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for

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					multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
360	Nora Mata	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** No **Is there anything else you would like to tell us about Parmer Lane?** It's doesn't feel very safe to walk or bike on Parmer Lane	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the

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					community at a second open house tentatively planned for summer 2024.
361	Jonathan Martin	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I've ridden my bicycle on Parmer for years. Over time there have been fewer and fewer good bicycling routes in the Austin area. I'd prefer not to have to drive somewhere to cycle— that seem counter intuitive. The problem being that Parmer seems to be headed the same way as Loop 360 and The Old San Antonio Road. TxDOT pays lip service to making roadways bicycle friendly. Unfortunately, TxDOT typically falls short. It would be great if the COA could insist that Parmer has adequate	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the

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				bicycle infrastructure. Austin could be a great cycling city (like Portland, OR), but it isn't headed that way.	community at a second open house tentatively planned for summer 2024. The project team is coordinating with local governments, as part of this study, including the City of Austin.
362	Anonymous	1/19/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** Paremer Lane needs connects Mopac to multiple areas in north and needs to be fast. The lights need to be synchronized and perhaps if there are other ways to keep traffic moving, they need to be implemented.	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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363	Muhammad Junaid Mozaffar	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Great analysis and target goals **Is there anything else you would like to tell us about Parmer Lane?** NA	Thank you for your input.
364	Anonymous	1/19/2024	Online Survey	**Is there anything else you would like to tell us about Parmer Lane?** I would like to see the speed limit lowered. I would also like the Parmer/McNeil intersection made safer	Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a

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					second open house tentatively planned for summer 2024.
365	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** I didn't really see any study goals in the 1st page **Is there anything else you would like to tell us about Parmer Lane?** All of that ROW could be put to much better use that a 6 lane rocked highway	Thank you for your comment. The goals for this study are to identify and recommend solutions for needed safety improvements; enhanve mobility and functionality of the corridor; enhance multimodal movement, operations, and safety; and develop community-supported recommendations 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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
366	Kevin John Murray	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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367	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Need better synchronization of lights on Parmer **Is there anything else you would like to tell us about Parmer Lane?** Need 2 dedicated right turn lanes off Parmer onto Lamar going south	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
368	Evan S Wayne	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. **Is there anything else you would like to tell us about Parmer Lane?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the

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				solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	community at a second open house tentatively planned for summer 2024.
369	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** It's fine the way it is, don't [redacted] it up.	Thank you for your comment. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements for Parmer Lane. Evaluations include consideration of a no-build option.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
370	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
371	Felix Bravo	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** You need to make Parmer much more comfortable for bikes and pedestrians, including shade and physical seaparation from cars, and consider prioritizing transit modes in this major thoroughfare.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer

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					Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
372	Anonymous	1/19/2024	Online Survey	**Do you have any comments on the study goals or objectives?** No	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
373	Todd McKean	1/21/2024	Online Survey	**Do you have any comments on the study goals or objectives?** yes. want to see improved safety for bicycle commuting	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
374	Brent Herridge	1/23/2024	Printed Survey	**Do you have any comments on the study goals or objectives?** We desparately need more roads and freeways across all of Central Texas. **Is there anything else you would like to tell us about Parmer Lane?** We desparately need more roads & freeways across all Central Texas	Thank you for your input.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
375	Anonymous	1/23/2024	Printed Survey	**Do you have any comments on the study goals or objectives?** With my home backing into Parmer, noise levels, and safety are my top concerns. Traffic congestion is my next greatest concern **Is there anything else you would like to tell us about Parmer Lane?** With all of the current congestion, PLEASE avoid adding to it with bus stops.	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. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
376	Anonymous	1/23/2024	Printed Survey	**Do you have any comments on the study goals or objectives?** Why does it take so long to do the projects **How often do you travel on Parmer Lane using the following options? If other, please specify:** no thank you! **Is there anything else you would like to tell us about Parmer Lane?** Thank you for working on it	Thank you for your comment. A feasibility study is the first step in a 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. CAMPO and TxDOT are using technical and environmental evaluations along with community input to develop potential improvements to Parmer Lane. This study will be evaluating options to address congestion and increase capacity along the corridor. This study includes an analysis of existing and projected traffic using Parmer Lane to ensure any potential improvements can facilitate traffic projected for as far as 2045. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
377	Anonymous	1/23/2024	Printed Survey	**Do you have any comments on the study goals or objectives?** Is there any way to reduce the time of the planning of the projects **Is there anything else you would like to tell us about Parmer Lane?** Heavy traffic at times	Thank you for your comment. A feasibility study is the first step in a 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.
378	Anonymous		Online Mapped Comment	Adelphi is a main feeder street for our neighborhood but eastbound traffic is speeding so fast (light at Riata a mile west and the next light at Amherst a half-mile east) that we have regular accidents at this intersection.	Thank you for your comment. Your input 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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
379	Matthew L		Online Mapped Comment	Cycling along Parmer is bad enough but this bridge creates a choke point where cyclists have to be on Parmer to go East/West. There are literally no other routes to get over the railroad without going west to Jollyville.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
380	Matthew L		Online Mapped Comment	The McNeil/Howard Lane cycling infrastructure is slated for improvement from 183 to MoPac. The Travis county Bond package in 2023 finally targets the missing link The biggest issue is that that Parmer is a pretty aggressive and dangerous intersection - an east bound cyclist who chooses to cross on foot will need to cross at 20 lanes of traffic to resume east-bound cycling. The current lane markings on McNeil/Parmer do a poor job to protect cyclists as well.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
381	Matthew L		Online Mapped Comment	There is a good bit of value in having cycling infrastructure link into the Brushy Creek trails directly.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
382	Matthew L		Online Mapped Comment	This right turn is getting to be more dangerous. Just recently, the story of the high-speed crash here was a result of folks turning left into Corpus Chrsiti. Solutions can include adding infrastructure to discourage cutting through Corpus Christi to McNeil, closing the left turn onto Parmer or other options. Please though, do NOT	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				ADD A LIGHT HERE. There are enough lights on Parmer that adding one here will just add more delays. If someone wants a protected turn, they can go to Dallas.	community at a second open house tentatively planned for summer 2024.
383	Joe McLaughlin		Online Mapped Comment	The intersection of Parmer and Brushy Creek is the biggest source of traffic backups along the entire section of Parmer that is being considered for help. All other areas flow fairly well, even in heavy traffic, except for that one.	Thank you for your comment. Your input 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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
384	Joseph McLaughlin		Online Mapped Comment	The most problematic intersection, along the entire section of Parmer that is being considered for help, is the Parmer and Brushy Creek intersection. During heavy traffic it backs up all the way to Parmer and Avery Ranch Blvd.	Thank you for your comment. Your input 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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
385	Meg D		Online Mapped Comment	We urgently need luminaries (strong street lighting) here. Cars are going very fast and on cloudy nights or moonless nights it is incredibly hard to judge how far cars are. It can get very dark. We need the lighting. In two places in the middle of Parmer to give some perspective. One needs to be located between Europa and Adelphi and the other needs to be located between Adelphi and Ganymede. This would help immensely, we have had several wrecks due to this issue.	Thank you for your comment. Your suggestions regarding street lighting 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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. Should the project move into subsequent project development phases, TxDOT or other partner agencies will move forward with lighting improvements during the detailed design phase of project development. These potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
387	Meg D.		Online Mapped Comment	Feeder Road Intersection of Mopac/Parmer going north needs to have a U turn option on the overpass that allows traffic to continue moving and not hit the light to get going South on the Mopac feeder road. Traffic is often times bottle necked here and many of the cars are trying to go south on the Mopac Feeder road and the two turn lanes often become problematic as people in the far turn lane try to cut over to turn left at the light again to get going south on the mopac feeder road. With a long enough prep area that U turn could work wonders in allowing traffic	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				to continue to process through that intersection.	
388	Meg D		Online Mapped Comment	This block desperately needs a sidewalk. It would help make this area more walkable and safer AND allow for car traffic to be minimized a little.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
389	Meg D		Online Mapped Comment	This block desperately needs a sidewalk. The currently sidewalk dumps you off into a parking lot and doesn't allow for connectivity to the businesses that foot traffic wants to get to. It would help make this area more walkable and safer AND allow for car traffic to be minimized a little.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
390	Meg Davis - Milwood Neighborhood Assoc President		Online Mapped Comment	The South side of Parmer should have a bike/pedestrian path installed. 6 ft to 8 ft wide at the furthest point in the ROW from the road to allow for car drivers to accidentally drift without running into it (especially with distracted drivers/cell phones/auto driving errors). It should happen from 4301 Ganymede to 5300 Riata Park Ct where it could connect at least to the current sidewalk.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer

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				Extra thought needs to be put into the size and style in hopes that the road bikes that currently travel parmer could be enticed to this safer option in place of the road they currently use frequently.	Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
391	Meg Davis/ Milwood Neighborhood Assoc President		Online Mapped Comment	Please note that the neighborhood will fight very hard against any access improvements at the Parmer/Adelphi intersection as we already get enough cut through traffic into our neighborhood and it causes speed and safety issues frequently. We do NOT want a light here nor an improved turn lane nor any connection that goes into our neighborhood from Howard Lane. Thank you.	Thank you for your comment. As part of this study, CAMPO and TxDOT are evaluating and recommending potential improvements that address safety and mobility concerns along the corridor. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
392	Meg Davis/Milwood Neighborhood Assoc President		Online Mapped Comment	The city should plan for a Park and Ride here to allow for better transportation options in the future and before this area becomes too congested to allow for one. Even though there is one on Research and Howard Lane. The city should also acquire some land to add a North Facility for the Austin Resource Recovery Center to better capture electronic, styrofoam, plastic, paint, battery waste. What we have now is woefully undersized and too far away from a large part of Austin's population.	Thank you for your comment. One of this study's objectives is to enhance the mobility and functionality of the Parmer Lane corridor. Multiple transportation options are being evaluated as part of this process, and your suggestions will be taken into consideration as we move forward. CAMPO and TxDOT are currently 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. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
393	Meg D		Online Mapped Comment	Increase the turn lane length dramatically especially heading north on parmer and turning east onto Avery Ranch Rd. & Terra Verde & Neenah Ave. & Brushy Creek Road. Making all of these turn lanes longer will go a long way to keep traffic moving. These lights also need longer green lights during have traffic periods, with shorter green lights for the roads feeding into Parmer	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 to Parmer Lane. The study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the

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				so as to better compensate for traffic flow.	community at a second open house tentatively planned for summer 2024.
394	Meg D		Online Mapped Comment	Would it be possible to add the pedestrian/bike walkway on the outside of the current overpass so as not to minimize the current road footage and to minimize the cost of adding this feature. So that it follows the exact same path, side by side. (like picture but wider)	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
395	Anonymous		Online Mapped Comment	Riata Trace has numerous office locations with employees would would appreciate the ability to commute by bike or mass transit.	Thank you for your comment. One of this study's objectives is to enhance the mobility and functionality of the Parmer Lane corridor and a goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. Multiple transportation options are being evaluated as part of this process, and 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
396	Darron Jurajda		Online Mapped Comment	I live near Parmer in Cedar Park and the road is basically a wall that divides the city if you are walking or on bike. Any updates need to include a active transportation for the benefits of people that live along Parmer as there are many. many subdivisions along it in Wilco.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
397	Darron Jurajda		Online Mapped Comment	The bridge at Brushy Creek Lake park should include bike/ped access.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
398	Tom Wald		Online Mapped Comment	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer

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					Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
399	Inger Jurajda		Online Mapped Comment	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. Cyclist utilize Parmer for recreation and commuting but currently it is very dangerous south of 1431.	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential

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					improvements will be shared with the community at a second open house tentatively planned for summer 2024.
400	Anonymous		Online Mapped Comment	Please provide wide (minimum 12') shared use paths on both sides of the highway, separated by a solid barrier (guardrail or jersey - not just paint!) - thank you!	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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401	Colter Sonneville		Online Mapped Comment	I want to be able to safely walk. I want an alternative to using a car. When this project is built, I want my tax dollars to be used for people of all abilities, which means more than a high speed route that is only safe for those who drive personally owned vehicles. Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
402	Miles O'Neal		Online Mapped Comment	I both drive and cycle on much of this section of 734. It's pretty scary on the bike. I would like to see shared use paths on both sides of the road, preferably at least 12 feet wide. These should be separated from the roadway by solid barriers and/or a reasonable distance. Where the roadway is elevated above lowlands, the path could be down low so long as it was not subject to flooding in	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				any normal kind of weather. (Think of the path on 183A from just north of Brushy Creek to Leander.) Obviously things should be ADA compliant, even though many sidewalks in the area are not. Thank you for your consideration.	improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
403	Peter S Wall		Online Mapped Comment	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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404	Brianna Frey		Online Mapped Comment	Please identify this rail crossing as a future Red Line Parkway intersection with a protected crossing.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
405	Anonymous		Online Mapped Comment	Please ID this as a future Red Line Parkway intersection with a protected Parmer Lane crossing.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

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					potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
406	Ann		Online Mapped Comment	Before any "capacity" is added to any roadway in the region there should, first, be continuous, back of curb facilities provided for non-vehicular users AND frequent and reliable transit. Until that happens to give people options to travel without a personal vehicle, any "capacity" addition will only make the issues worse (induced demand).	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

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407	Ann		Online Mapped Comment	Speed kills. Actually design the road and intersections for safe (less than 30mph) speeds and safety will improve.	Thank you for your comment. During the alternatives development phase, conceptual designs might present the opportunity for modified design speeds along the corridors. If a conceptual design moves forward through final design and construction in the future, a speed study will be conducted after the newly constructed facility has been opened. The results will be evaluated to determine if a change in posted speed is warranted. 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 improvementsfor Parmer Lane to be further developed in future study phases. These potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
408	Ann		Online Mapped Comment	The Red Line urban trail should have it's own, dual-track, back of curb space allotted to it for the entire length of Parmer.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
409	Andrew Watson		Online Mapped Comment	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

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					potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
410	Andrew Watson		Online Mapped Comment	"Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway."	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
411	Andrew Watson		Online Mapped Comment	Request bike/ped bridge or tunnel to cross Parmer Ln at Dallas Dr. This would connect the apartment complex and neighborhood with the Apple Campus that is continuing to grow larger.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
412	Anonymous		Online Mapped Comment	As I described to the Parmer design staff on the original project 5-6 years ago, I saw a woman get struck while riding on the shoulder at about this location and she was put into a coma. Parmer desperately needs SUPs on both sides of the street (already required by TxDOT's RDM bicycle section). This needs to include bridges over the creeks and a safe crossing	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 for this study. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. Your suggestions will be taken into consideration as we move forward. CAMPO and TxDOT are using technical and environmental

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				of SH 45, Mopac, and other major streets.	evaluations along with community input to develop potential improvements to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
413	Anonymous		Online Mapped Comment	We need a safer SUP crossings of Mopac.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
414	Anonymous		Online Mapped Comment	We need SUP crossings on each side of Parmer crossing SH 45. This was part of the previous Parmer design before it was canceled.	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 for this study. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
415	Anonymous		Online Mapped Comment	I assume this would be brought forward from the previous design that was cancelled, but we need SUP crossings over Brushy Creek with connections down to the trails on each side of the creek.	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 for this study. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
416	Jeff Thompson		Online Mapped Comment	Please make sure this crossing of the Red Line Parkway is marked and that it is a safe crossing for an all ages and abilities bikeway.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
417	Anonymous		Online Mapped Comment	Safe pedestrian crossings at all major intersections. The lighting at night, and the tiny little crossings, the far away signals, make it really dangerous for pedestrians to cross. Cars don't respect pedestrian's right of way even when the light is white, they still turn right and go. Crossing a 6 lane road as a pedestrian is scary without any protection. And people go to work in the office complex and have to play frogger	Thank you for your comment. We appreciate the additional information and insights you provided in your comments and the value of active transportation for this community. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for

Comment Number	Commenter Name	Date Received	Source	Comment	Response
					multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
418	Christina B		Online Mapped Comment	Dedicated overpass or underpass on one side of the road for pedestrians and cyclists ideal for this busy, dangerous intersection.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
419	Christina B		Online Mapped Comment	With the lack of businesses along the northbound stretch of Parmer between McNeil and Anderson Mill/FM620, I'd recommend a protected bike lane and/or 12 ft hike/bike path along this stretch as a good point for initial construction. If a hike/bike path on only one side of the road is feasible, if there could be a dedicated walking portion and separate dedicated north/southbound biking portions. At any and all crossings across driveways into businesses, signage should indicate the hike/bike trail has right of way. The path across these roadways should be clearly painted. Thank you!	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
420	Anonymous		Online Mapped Comment	Substantial water drainage enters the ROW and flows NW toward the railroad tracks. Stormwater overflows into Ganymede Ct through several back yards after the water flow exits the second wall.	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. Should TxDOT or other partner agencies move forward with subsequent phases of project development, additional studies and evaluations of environmental and community 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. These considerations will be made depending on the scale of any potential future project(s).
421	Anonymous		Online Mapped Comment	The Suburban Ninja trails are a popular biking destination. It would be wonderful to have safe shared use paths connecting them to other nearby biking destinations like Brushy Creek.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future

Comment Number	Commenter Name	Date Received	Source	Comment	Response
					study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
422	Anonymous		Online Mapped Comment	This project is a great opportunity to establish connectivity with the Red Line Parkway. Please prioritize this!	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
423	Tom Wald		Online Mapped Comment	Plan for crossing of Red Line Trail (Red Line Parkway). This may be best as an at-grade crossing or a separated-grade crossing, depending on timing and other factors.	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
424	Tom Wald		Online Mapped Comment	Provide trail access along creek under Parmer Lane, in order to provide a safe, separated-grade crossing of Parmer Lane	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

Comment Number	Commenter Name	Date Received	Source	Comment	Response
					potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
425	Tom Wald		Online Mapped Comment	Provide a trail under Parmer Lane in order to provide safe, grade-separated access across Parmer Lane	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
426	Tom Wald		Online Mapped Comment	Provide a trail under Parmer Lane in order to provide a safe, grade-separated crossing of Parmer Lane	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
427	Tom Wald		Online Mapped Comment	Provide safe trail under Parmer Lane in order to create a safe, grade-separated crossing of Parmer Lane, including connections to bike/walk facilities to the north and south	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended

Comment Number	Commenter Name	Date Received	Source	Comment	Response
					potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.
428	Tom Wald		Online Mapped Comment	Provide a trail under the Parmer Lane bridge in order to provide safe, grade-separated bike and walk access across Parmer Lane	Thank you for your comment. A goal of this study is to recommend solutions for safety improvements along this corridor for multiple modes of travel. 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 to Parmer Lane for multiple modes of travel including pedestrian and bicycle facilities. This study will conclude with recommended potential improvements for Parmer Lane to be further developed in future study phases. The potential improvements will be shared with the community at a second open house tentatively planned for summer 2024.

C. Notices

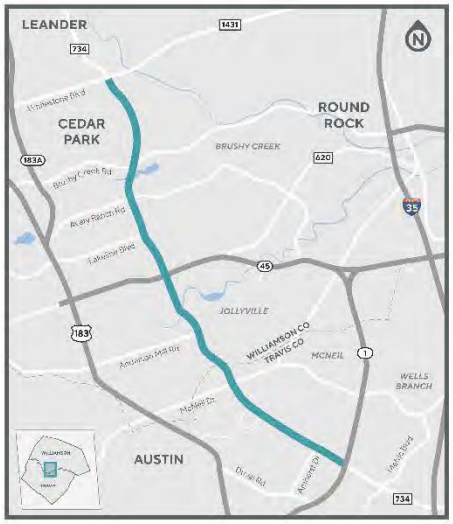
Postcard

Mailed to 572 property owners adjacent to the Study Area on November 29, 2023

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

PARMER LANE (FM 734) CORRIDOR STUDY



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 introduce the study and collect input from the community. The open house will include both in-person and virtual options to participate.

IN-PERSON OPEN HOUSE

Wednesday, Dec. 13, 2023
5 – 7 p.m.

Northwest Family YMCA
5807 McNeil Dr, Austin, TX 78729

VIRTUAL OPEN HOUSE

Dec. 13, 2023 – Jan. 19, 2024

Visit **bit.ly/ParmerLane** or scan the **QR code**

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

Both meeting formats will be conducted in English. 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 Friday, Dec. 8, 2023.

Para recibir información en español, envíenos un correo electrónico a ParmerLaneCorridorStudy@gmail.com o llame al 512-651-3964.

CAMPO

Parmer Lane Corridor Study, c/o CD&P
P.O. Box 5459
Austin, TX 78763

Postcard Mailing List

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Jarvis Bob Trust	[redacted]			Austin	TX	78729
Cynthia Inez Harry				Austin	TX	78729
Steve Ray & Conna Webb				Austin	TX	78729
Shanti & Anthony J Duncan				Austin	TX	78729
Linda D & Burt Ellison				Austin	TX	78729
Tan V Chu				Austin	TX	78729
Current Occupant				Austin	TX	78729
Castile Management L L C				Goliad	TX	77963
Nicholas & Briana Desantiago Desantiago				Austin	TX	78729
Current Occupant				Austin	TX	78729
Maximus J Sequeira Revocable Trust &				Alameda	CA	94501
Carra Elkins				Austin	TX	78729
Douglas L Hanson				Austin	TX	78729
Garrett Boone				Austin	TX	78729
Current Occupant				Austin	TX	78729
Ryan Sheppard				Murphy	TX	75094
Claverie Teresita Life Estate				Austin	TX	78757
Current Occupant				Austin	TX	78729
Nm & Ir Family Revocable Trust				Leander	TX	78641
Current Occupant				Austin	TX	78729
Current Occupant				Austin	TX	78727
Christina C Penders				Austin	TX	78727
Alan Hines				Austin	TX	78727
Tommie P & Arthur S Jr Nagy				Austin	TX	78757
Current Occupant				Austin	TX	78727
James R & Marianna Goldrick				Austin	TX	78704
Current Occupant				Austin	TX	78727
Monica L Merrill				Austin	TX	78727
Michael D & Janice F Moseley				Austin	TX	78727
Larry J & Mary J Harris				Austin	TX	78727
Laura A Bishop				Austin	TX	78727

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Dana Epstein	[redacted]			Austin	TX	78727
Michael G Schrader				Austin	TX	78727
James Cook				Austin	TX	78727
Ruby Vasquez				Austin	TX	78727
Current Occupant				Austin	TX	78727
William P & Laura L Peeples				Austin	TX	78703
Ly & Dung Q Nguyen Le				Austin	TX	78727
Current Occupant				Austin	TX	78727
Randolph Jr Knighten &				Austin	TX	78727
Norman F & Margaret C Lopez				Belton	TX	76513
Current Occupant				Austin	TX	78727
Darlene Lewis				Austin	TX	78727
Jaison T Smith				Austin	TX	78727
Current Occupant				Austin	TX	78727
Reese A & Phillips				Austin	TX	78727
Timothy L & Melissa A Boaz				Austin	TX	78727
Current Occupant				Austin	TX	78727
Diana Lynn Lancaster &				Austin	TX	78727
Katrine & Stephen Walsh				Austin	TX	78727
Christopher Aldridge				Austin	TX	78727
Current Occupant				Austin	TX	78727
Laura Leann & Smith				Austin	TX	78727
Marvin & Elizabeth Finkle				Austin	TX	78727
Current Occupant				Austin	TX	78727
Augustin R & Sherry L Romero				Austin	TX	78727
Current Occupant				Austin	TX	78727
Shelley F & Christoph Mccarthy				Austin	TX	78727
Brett & Allison Mccarty				Austin	TX	78727
Ana L & Patrick M Sweeney				Austin	TX	78727
Christopher Haeussler Nunn				Austin	TX	78727

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Ernest Bracamontez	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Donna J Taylor	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Michael J Phillips	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Ravi Raj & Ruiqi Wang Singh	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Reginald Horacio Arline &	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Greif Family Living Trust	[redacted]	[redacted]	[redacted]	Austin	TX	78705
William A & Brenda C Wood	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Christopher Jepsen Bowlsby &	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Robinson Land Limited Partners	[redacted]	[redacted]	[redacted]	Austin	TX	78766
Robinson Ranch Etal	[redacted]	[redacted]	[redacted]	Austin	TX	78766
Kathryn T Gardner & Douglas B Spinks	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Luis Reyes Velasco	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Mary Jane Stone	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Westbuilt Properties LLC	[redacted]	[redacted]	[redacted]	Austin	TX	78733
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Jason & Olga Cohen	[redacted]	[redacted]	[redacted]	Cedar Park	TX	78613
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Stephen C & Cassondra M Babin	[redacted]	[redacted]	[redacted]	Dripping Springs	TX	78620
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Adrien Lewis Lindley	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Raza & Mellie Zadeh Haider	[redacted]	[redacted]	[redacted]	Austin	TX	78732
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Ivon & Presney Edwards Blackman	[redacted]	[redacted]	[redacted]	Austin	TX	78731
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Ruby Ybarra	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Debbie Marlene Huggins	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78727
Stapper Family Revocable Living Trust	[redacted]	[redacted]	[redacted]	Austin	TX	78730

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Sohail T & Erum Qureshi Khan	[redacted]	[redacted]		Austin	TX	78727
Current Occupant				Austin	TX	78727
Milwood SEC 15 A P U D Owners				Austin	TX	78720
Anthony Young				Austin	TX	78727
Austin Housing Finance Corporation				Austin	TX	78702
Current Occupant				Austin	TX	78727
Vernon J & Diana Artega Pruneda				Austin	TX	78727
Cameron M & Maria De La Luz Guillen Torres Jones				Austin	TX	78727
Lori A Eckstein				Austin	TX	78727
Current Occupant				Austin	TX	78727
Current Occupant				Austin	TX	78727
Juan & Rafael & Alvarez				Austin	TX	78727
William Tamayo				Round Rock	TX	78664
Current Occupant				Austin	TX	78727
Tychedoor LLC				Austin	TX	78759
Current Occupant				Austin	TX	78729
Current Occupant				Austin	TX	78729
Andrew Preston & Melanie Polk				Austin	TX	78729
Jacob & Melanie Thompson				Austin	TX	78729
Current Occupant				Austin	TX	78729
Bruce & Nd Debra Revocable Robidou				Plano	TX	75023
White Lime Austin				San Antonio	TX	78216
Current Occupant				Austin	TX	78727
Heb Grocery Company Lp				San Antonio	TX	78283
Current Occupant				Austin	TX	78727
Kaf Development Company				Dripping Springs	TX	78620
Preston Oaks Owners Association Inc				Austin	TX	78720
Current Occupant				Austin	TX	78727
Timothy Garcia				Austin	TX	78727

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Current Occupant	[redacted]			Austin	TX	78727
Frank Vu				Las Vegas	NV	89113
Austin Thomas Wells				Austin	TX	78727
Raquel M Hernandez				Austin	TX	78739
Current Occupant				Austin	TX	78727
Kimberly M Autin				Austin	TX	78727
Richard Lam				Austin	TX	78727
Annette & Sokha Preap Kol				Austin	TX	78727
Narayan Ganesh Aiyer				Austin	TX	78757
Current Occupant				Austin	TX	78727
George W Iv Strunk				Austin	TX	78727
Isaac Jr & Vanessa Rodriguez				Austin	TX	78727
Matthew & Karen Cecalek				Austin	TX	78727
Eric L & Mary H Singer				Austin	TX	78727
Marin Andric				Austin	TX	78727
Current Occupant				Austin	TX	78727
Rebecca M & Smith				Austn	TX	78727
Current Occupant				Austin	TX	78727
Venkata K & Surada				Austin	TX	78727
Current Occupant				Austin	TX	78727
Leah Rose & Taylor Walker Spector				Austin	TX	78727
Dorando & Kelly Ann Hamlet Morrison				Austin	TX	78727
Current Occupant				Austin	TX	78727
Marian L & Sean P Reyna Moore				Austin	TX	78727
Carlos Davila				Austin	TX	78727
Brooke & Paul Cozzi				Austin	TX	78727
Michael E & Debra K Dean				Austin	TX	78727
Current Occupant				Austin	TX	78727
Marcelle B Humphries				Austin	TX	78727
Benjamin David & Emily Padula				Austin	TX	78702

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Current Occupant	[redacted]			Austin	TX	78727
Current Occupant				Austin	TX	78727
Jeremy Devore &				Austin	TX	78727
Blaga & Peter Trankaroff				Austin	TX	78750
Current Occupant				Austin	TX	78727
Donald & Brandi Johnson				Austin	TX	78727
Current Occupant				Austin	TX	78727
Kelly Bates				Austin	TX	78727
Current Occupant				Austin	TX	78727
Kathryn J Faltesek				Austin	TX	78727
Norma J Barr Life Estate				Austin	TX	78727
Current Occupant				Austin	TX	78727
Current Occupant				Austin	TX	78727
Larry W Mays				Pagosa Springs	CO	81147
John Paul Spano				Austin	TX	78727
Shirley D Burford Life Estate				Round Rock	TX	78665
Current Occupant				Austin	TX	78727
Eric J & Lisa D Osborn Hammack				Austin	TX	78727
Parmer Texas LLC				Boston	MA	02135
Current Occupant				Austin	TX	78727
Justin Tong				Austin	TX	78727
Carlton K & Pamela K Mason				Austin	TX	78727
Current Occupant				Austin	TX	78727
Anna K Dodd				Austin	TX	78727
Current Occupant				Austin	TX	78727
Current Occupant				Austin	TX	78727
United Christian Church				Austin	TX	78727
Current Occupant				Austin	TX	78727
Parmer Hq LLC				Austin	TX	78727
Current Occupant				Austin	TX	78727
3700 West Parmer LLC				Austin	TX	78727
EGarcia Properties LLC				Austin	TX	78727

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Current Occupant	[redacted]	[redacted]		Austin	TX	78727
Current Occupant	[redacted]	[redacted]		Austin	TX	78727
Ningguang & Xu	[redacted]	[redacted]		Spicewood	TX	78669
Current Occupant	[redacted]	[redacted]		Austin	TX	78727
Sej Asset Management & Investment Company	[redacted]	[redacted]		Irving	TX	75063
Current Occupant	[redacted]	[redacted]		Austin	TX	78727
Yett Aurora Pena Trust	[redacted]	[redacted]		Austin	TX	78753
Current Occupant	[redacted]	[redacted]		Austin	TX	78727
Current Occupant	[redacted]	[redacted]		Austin	TX	78727
OTR	[redacted]	[redacted]		Columbus	OH	43215
Current Occupant	[redacted]	[redacted]		Austin	TX	78727
Balcones Youth Sports Inc	[redacted]	[redacted]		Austin	TX	78766
Current Occupant	[redacted]	[redacted]		Austin	TX	78727
Cheryl L Ogle	[redacted]	[redacted]		Austin	TX	78716
Bobby G Placker	[redacted]	[redacted]		Austin	TX	78727
Current Occupant	[redacted]	[redacted]		Austin	TX	78727
Robert N & Sandra E Sage	[redacted]	[redacted]		Austin	TX	78727
Trenton Lowell Guerra	[redacted]	[redacted]		Austin	TX	78727
Current Occupant	[redacted]	[redacted]		Austin	TX	78727
Lodge At Stone Oak Ranch LLC	[redacted]	[redacted]		Poway	CA	92064
White Lime Austin	[redacted]	[redacted]		Columbus	OH	43218
Current Occupant	[redacted]	[redacted]		Austin	TX	78727
Current Occupant	[redacted]	[redacted]		Austin	TX	78727
Villas at Stone Oak Ranch Investment Group	[redacted]	[redacted]		New York	NY	10020
Current Occupant	[redacted]	[redacted]		Austin	TX	78727
Carlye L Nelson &	[redacted]	[redacted]		Austin	TX	78727
Carlye & Samuel Alan Levine	[redacted]	[redacted]		Austin	TX	78727
Mohit & Ritika Khandeparkar Karve	[redacted]	[redacted]		Austin	TX	78717
Current Occupant	[redacted]	[redacted]		Austin	TX	78727

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Current Occupant	[redacted]			Austin	TX	78727
Rocky Christopher Norman &				Austin	TX	78727
Reserve at Northwood				Austin	TX	78720
Memrick Trust				Cedar Park	TX	78613
Current Occupant				Austin	TX	78729
6301 W Parmer Austin Ltd				Austin	TX	78731
Current Occupant				Austin	TX	78729
Current Occupant				Austin	TX	78729
Current Occupant				Austin	TX	78729
Parmer Coz LLC				Dallas	TX	75219
Zacky Family Partnership				Encino	CA	91316
Current Occupant				Austin	TX	78729
Current Occupant				Austin	TX	78727
Robinson Land Limited Partners				Austin	TX	78766
Korey & Merve Aydincik Coleman				Austin	TX	78727
Current Occupant				Austin	TX	78727
Bianca Nunez &				Austin	TX	78727
Imp Republic Place LLC				Austin	TX	78727
Robinson 1988 Tract LLC				Austin	TX	78766
Current Occupant				Austin	TX	78727
Current Occupant				Austin	TX	78727
Apple Inc				Cupertino	CA	95014
City Of Austin				Austin	TX	78767
White Lime Austin				Austin	TX	78766-9556
Kv Oakville Apartments Lp				Dallas	TX	75240-6357
Current Occupant				Austin	TX	78727
Current Occupant				Cedar Park	TX	78613
City Of Cedar Park				Cedar Park	TX	78613
Robinson 1987 Tract LLC				Austin	TX	78766

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
White Lime Austin	[redacted]	[redacted]		Austin	TX	78766-9556
ICF Impact Cares Foundation				Austin	TX	78757
Sft Ins (Tx) LLC				Bloomington	IL	61710-0001
Current Occupant				Austin	TX	78729
Milburn Homes				Austin	TX	78750-1227
Round Rock ISD				Round Rock	TX	78681-4999
Current Occupant				Austin	TX	78729
Mark Procyk				Austin	TX	78729-7418
Cristina M (Tod) & Luke C (Tod) Jensen Turowski				Austin	TX	78729
Current Occupant				Austin	TX	78729
Benjamin & Carolyn Opps				Austin	TX	78766-1433
SHAKHSUVAROV & GANNA CHERNIAVSKA IEVGEN				Austin	TX	78729
Zach & Kevin Rosenow				Austin	TX	78729
Supreedee & Vira S Chantangsu				Austin	TX	78729-8009
Joseph S & Udani C De Silva Nonis				Austin	TX	78729
Arman Shah				Austin	TX	78732-1665
Current Occupant				Austin	TX	78729
Timothy L Tan				Austin	TX	78729-8022
Current Occupant				Austin	TX	78729
Terry L & Patrice K Mcelroy				Austin	TX	78750
Greg Scott Geilman				Manhattan Beach	CA	90266-2087
Current Occupant				Austin	TX	78729
Rachael M Genson				Cedar Park	TX	78613-4529
Current Occupant				Austin	TX	78729
Marshall & Desiree Surovik				Austin	TX	78729-7730
Current Occupant				Austin	TX	78729

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Bozena & Clay E Ewing Mrozek	[redacted]	[redacted]	[redacted]	Wimberley	TX	78676
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78729
Nadine Acker	[redacted]	[redacted]	[redacted]	Austin	TX	78729-8010
Kristen & Jason Johnson Kirkpatrick	[redacted]	[redacted]	[redacted]	Austin	TX	78729
Erin P Bray	[redacted]	[redacted]	[redacted]	Austin	TX	78729-8010
Carey Crauford	[redacted]	[redacted]	[redacted]	Austin	TX	78729
Shirley & Ross William Love Webster	[redacted]	[redacted]	[redacted]	Bellaire	TX	77401
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78729
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78729
7701 Peabody LLC	[redacted]	[redacted]	[redacted]	San Francisco	CA	94105
Scott & Shelia Streetman	[redacted]	[redacted]	[redacted]	Austin	TX	78729
Andre M Fourie	[redacted]	[redacted]	[redacted]	Austin	TX	78729-8011
Villasana Ambrocio & Dora Tr Of Ambrocio & Dora Elia Villasana Liv Trust	[redacted]	[redacted]	[redacted]	Santa Clara	CA	95051
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78729
Javier & Graciela Gallegos Velazquez	[redacted]	[redacted]	[redacted]	Austin	TX	78729
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78717
Davis Spring Residential Property Owners Association Inc	[redacted]	[redacted]	[redacted]	Houston	TX	77001-0727
Buc & Long Nguyen	[redacted]	[redacted]	[redacted]	Austin	TX	78717
Jiyoung Gloria Nam	[redacted]	[redacted]	[redacted]	Austin	TX	78717
Lakshay & Aakanksha Pincha Arya	[redacted]	[redacted]	[redacted]	Austin	TX	78717
Christopher Reeves	[redacted]	[redacted]	[redacted]	Austin	TX	78717
Chamath Kodituwakku	[redacted]	[redacted]	[redacted]	Austin	TX	78717-4516
Thomas W & Monica J Beard	[redacted]	[redacted]	[redacted]	Austin	TX	78717-4514
Natalie & Christopher Thiem Borsellino	[redacted]	[redacted]	[redacted]	Austin	TX	78717

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Current Occupant	[redacted]	[redacted]		Austin	TX	78717
Angela Oriano-Darnall	[redacted]	[redacted]		Baytown	TX	77521-2608
Rajashekhar R & Keerthi Challabotla Modugu	[redacted]	[redacted]		Austin	TX	78717
John S Kee	[redacted]	[redacted]		Austin	TX	78717
Anne Margaret Kee Trustee Of The Kee Trust	[redacted]	[redacted]		Austin	TX	78717
Darren S & Erica V Johnson	[redacted]	[redacted]		Austin	TX	78717
Nirbhaya Dev & Rajni Sharma	[redacted]	[redacted]		Austin	TX	78717
Christopher S & Giuliana D Allumbaugh	[redacted]	[redacted]		Austin	TX	78717
Tolga & Asli Sahin	[redacted]	[redacted]		Austin	TX	78717
North Austin MUD #1	[redacted]	[redacted]		Austin	TX	78701-3075
North Austin MUD #1	[redacted]	[redacted]		Austin	TX	78701-2761
Current Occupant	[redacted]	[redacted]		Austin	TX	78729
Current Occupant	[redacted]	[redacted]		Austin	TX	78729
Phu Do	[redacted]	[redacted]		Austin	TX	78717
Mohammed M & Qumrun Nesa Rahman	[redacted]	[redacted]		Round Rock	TX	78665-5018
Current Occupant	[redacted]	[redacted]		Austin	TX	78729
Aravind & Swapna Damodaran Rajaram	[redacted]	[redacted]		Austin	TX	78758-0033
Current Occupant	[redacted]	[redacted]		Austin	TX	78729
Somchin Saybounkham	[redacted]	[redacted]		Austin	TX	78729
Daniel W Whitehead	[redacted]	[redacted]		Austin	TX	78729-8040
Jason C Pattinian	[redacted]	[redacted]		Austin	TX	78729
Pablo & Lupe Saenz	[redacted]	[redacted]		Austin	TX	78729-8040
Huynh Cuon Van	[redacted]	[redacted]		Austin	TX	78729-8040
Ryan Walker	[redacted]	[redacted]		Austin	TX	78729
Daniel & Susan G Skinner	[redacted]	[redacted]		Pleasanton	CA	94588
Current Occupant	[redacted]	[redacted]		Austin	TX	78729
Current Occupant	[redacted]	[redacted]		Austin	TX	78729

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Tina & John Mallach	[redacted]			Leander	TX	78641
Jorge M Castillo				Austin	TX	78729
Alicia H Lane				Austin	TX	78729-8041
Jim C Boldin				Austin	TX	78704-4510
Current Occupant				Austin	TX	78729
Teodor & Svetlana Dimitrova Dimitrov				Austin	TX	78729-8041
Kathleen & Seurien Chou Lou				Cedar Park	TX	78613-7748
Current Occupant				Austin	TX	78729
Galen W Eagle Bull				Austin	TX	78729
Steven A Cartwright				Auistin	TX	78729
Timothy S & Sallie N Tyrrell				Austin	TX	78729-8043
Franchesca Turner				Austin	TX	78729
Current Occupant				Austin	TX	78729
William S Mclean III &				Austin	TX	78729-8043
Abbasghali Hedayatifar				Austin	TX	78729-8043
Erika Hernandez & Alejandro F Sanchez Flores				Austin	TX	78729
Alan & Wanda M Bosch				Austin	TX	78729-8044
Dustin & Lindsay Price				Austin	TX	78729
Jennifer & Nowlin Jendrzey				Austin	TX	78731-3901
Current Occupant				Austin	TX	78729
Steven R Paulson				Austin	TX	78729-8044
Hugh A Donnelly				Austin	TX	78729-8044
Brenda K & Mark C Hoggatt				Austin	TX	78729-8044
Haiderali S & Fnu Tasneem Choonawala				Austin	TX	78729
Karen M Siles				Austin	TX	78729-8044
Davis Spring Properties Ltd				Austin	TX	78757-8060
Frank & Martha Rundell				Austin	TX	78717-4570

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Current Occupant	[redacted]			Austin	TX	78717
Property Reserve Inc				Salt Lake City	UT	84151-1196
Kevin R & Chau N Truong Zhao				Austin	TX	78717
Chao & Yidan Wang Ji				Austin	TX	78717
Current Occupant				Austin	TX	78717
Nguyen Diep Mong & Juan Carlos Ruiz Trustees Of Nguyen-Ruiz Family Trust				Manhattan Beach	CA	90266-3947
Simon & Suha Kavakli				Austin	TX	78717
Current Occupant				Austin	TX	78717
Sanjay S & Divya Dubey				Fremont	CA	94555
Hoa Tuyet Thi & Giang Hoang Truong Nguyen				Austin	TX	78717
Michael Dray Duffy				Austin	TX	78717
Current Occupant				Austin	TX	78717
Fcs Limited Austin				Houston	TX	77027-7585
Standard Pacific Of Tx Lp				Dallas	TX	75370-0128
Current Occupant				Austin	TX	78729
Current Occupant				Austin	TX	78729
Current Occupant				Austin	TX	78729
Moises Parmer Properties Ltd				Dallas	TX	75221-0711
Current Occupant				Austin	TX	78717
Trea Sh Ranch LLC				Denver	CO	80237
Current Occupant				Austin	TX	78717
Sowmya & Aravind R Gadarla Sama				Austin	TX	78717-4643
Bvs2020 Parmer LLC				Round Rock	TX	78681
Current Occupant				Austin	TX	78717
Via Real Estate LLC				Lubbock	TX	79424
Current Occupant				Austin	TX	78717
Current Occupant				Austin	TX	78717
Lakeline Parmer Lane I LLC				Dallas	TX	75252

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Ventana Oaks Luxury Apartments LLC	[redacted]	[redacted]	[redacted]	Poway	CA	92064
Current Occupant				Austin	TX	78717
Cole Tt Austin Tx LLC				Novi	MI	48375-5510
Current Occupant				Austin	TX	78729
Artisan I LLC & Artisan Ii LLC				Poway	CA	92064
Current Occupant				Austin	TX	78729
Current Occupant				Cedar Park	TX	78613
Current Occupant				Cedar Park	TX	78613
National Retail Properties Lp				Orlando	FL	32801
Current Occupant				Austin	TX	78717
Wong Investment Management Company				Newbury Park	CA	91320
Current Occupant				Austin	TX	78717
Monte Carlo Properties Ii Lp				Waco	TX	76712-3648
Current Occupant				Cedar Park	TX	78613
Mid-America Apartments Lp			Ste 500	Germantown	TN	38138-3687
Current Occupant				Cedar Park	TX	78613
Colonial Realty Lp			Ste 500	Germantown	TN	38138-3687
City of Austin				Austin	TX	78767-1088
Ca Silverado LLC				Austin	TX	78704
Avery Ranch Owners Assoc Inc				Dallas	TX	75370-2348
Current Occupant				Austin	TX	78717
Salomon Development Co Lp & L M Wolfsheimer Tr Of L M Woflsheimer Jr Gift Trust				Deerfield	IL	60015-6002
Current Occupant				Austin	TX	78717
Shadow Creek Ltd				Austin	TX	78720-3654
Parmer/Spectrum East Lp				Austin	TX	78757-7553
Current Occupant				Austin	TX	78717

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Current Occupant	[redacted]	[redacted]		Austin	TX	78717
Current Occupant				Austin	TX	78717
PS LPT Properties Investors				Glendale	CA	91221-5025
Cedar Park Eck Lp				Woonsocket	RI	02895-6146
Current Occupant				Cedar Park	TX	78613
Current Occupant				Cedar Park	TX	78613
Current Occupant				Cedar Park	TX	78613
Morteza Shafinury				Corpus Christi	TX	78427-0152
Current Occupant				Cedar Park	TX	78613
5959 Greenback LLC				El Dorado Hills	CA	95762
Current Occupant				Cedar Park	TX	78613
Chiodo LLC				Austin	TX	78751-3707
Menfi Joseph & 209 Denali Pass Lp & Dreambuilder Invest LLC				Hopedale	MA	01747-1501
Lipt Whitestone Boulevard LLC			101 N Tyron St	Charlotte	NC	28255
Williamson County				Georgetown	TX	78626-5703
Current Occupant				Austin	TX	78717
Avery Ranch Owners Association Inc				Austin	TX	78729
Current Occupant				Cedar Park	TX	78613
Bunker Harris Parker Properties LLC				Troup	TX	75789-5112
Current Occupant				Cedar Park	TX	78613
Wanderlust Commercial LLC				Austin	TX	78703
Current Occupant				Cedar Park	TX	78613
David J & Susan M Schara				Cedar Park	TX	78613
Current Occupant				Cedar Park	TX	78613
B & L Bison Properties LLC				Cedar Park	TX	78613-7472
Current Occupant				Cedar Park	TX	78613
Colonial Realty Limited Partnership			Ste 500	Germantown	TN	38138-3687

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Bank Texas Comerica	[redacted]	[redacted]	[redacted]	Dallas	TX	75240-5050
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78717
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78717
AR Plaza Lp	[redacted]	[redacted]	[redacted]	Austin	TX	78701-2005
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78717
Jack Brown Family III	[redacted]	[redacted]	[redacted]	Austin	TX	78755-8159
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78717
Current Occupant	[redacted]	[redacted]	[redacted]	Cedar Park	TX	78613
Wilson Land & Cattle Co	[redacted]	[redacted]	[redacted]	Austin	TX	78746
Railyard LLC & Michael R Said & Sandra I Said Oasis	[redacted]	[redacted]	[redacted]	Austin	TX	78701
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78729
Willow Springs Development Lp	[redacted]	[redacted]	[redacted]	Austin	TX	78734
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78729
Anderson Lane Property LLC	[redacted]	[redacted]	[redacted]	Austin	TX	78757
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78717
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78717
Puls Properties LLC	[redacted]	[redacted]	[redacted]	Woonsocket	RI	02895-6146
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78717
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78717
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78717
Current Occupant	[redacted]	[redacted]	[redacted]	Cedar Park	TX	78613
Wmci Austin I LLC	[redacted]	[redacted]	[redacted]	Glen Allen	VA	23060-4618
Current Occupant	[redacted]	[redacted]	[redacted]	Cedar Park	TX	78613
Ronald M Walker Trustee & Gilbert C & Michaela I Walker Trustees	[redacted]	[redacted]	[redacted]	Orange	CA	92869
Current Occupant	[redacted]	[redacted]	[redacted]	Cedar Park	TX	78613
Nennah Group Investments Lp	[redacted]	[redacted]	[redacted]	Austin	TX	78757-7553
Current Occupant	[redacted]	[redacted]	[redacted]	Austin	TX	78717
Current Occupant	[redacted]	[redacted]	[redacted]	Cedar Park	TX	78613

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
ARC Cafeusa001 LLC	[redacted]	[redacted]		Allen	TX	75002-2802
Current Occupant	[redacted]	[redacted]		Cedar Park	TX	78613
Spirit Of Texas Bancshares Inc	[redacted]	[redacted]		Conroe	TX	77301
Current Occupant	[redacted]	[redacted]		Cedar Park	TX	78613
DDG-996 GP LP	[redacted]	[redacted]		Cedar Park	TX	78613
Current Occupant	[redacted]	[redacted]		Cedar Park	TX	78613
Creme De La Creme (Cedar Park) Inc	[redacted]	[redacted]		Greenwood Village	CO	80111
Current Occupant	[redacted]	[redacted]		Cedar Park	TX	78613
Mz Properties LLC	[redacted]	[redacted]		Round Rock	TX	78665
Current Occupant	[redacted]	[redacted]		Cedar Park	TX	78613
Cypress Creek Montessori School Inc	[redacted]	[redacted]		Pflugerville	TX	78660-6875
Current Occupant	[redacted]	[redacted]		Austin	TX	78717
Ohn Investments LLC	[redacted]	[redacted]		Cedar Park	TX	78613
Garrett Garcia	[redacted]	[redacted]		Cedar Park	TX	78613
Dee Anne (Le) Hinkle	[redacted]	[redacted]		Cedar Park	TX	78613
Luis G Mendoza	[redacted]	[redacted]		Cedar Park	TX	78613
Current Occupant	[redacted]	[redacted]		Austin	TX	78717
9520 Spectrum Owner Lp	[redacted]	[redacted]	FL 3	New York	NY	10282
Current Occupant	[redacted]	[redacted]		Austin	TX	78729
Fund Amber Oaks Phase 2 LLC	[redacted]	[redacted]		Houston	TX	77227
Current Occupant	[redacted]	[redacted]		Austin	TX	78729
Champion Shopping Centers LLC	[redacted]	[redacted]		Stafford	TX	77477
Current Occupant	[redacted]	[redacted]		Austin	TX	78729
Bentraker LLC	[redacted]	[redacted]		Austin	TX	78729-4968
Current Occupant	[redacted]	[redacted]		Austin	TX	78729
Amberglen Holdings Lp	[redacted]	[redacted]		Austin	TX	78703
Current Occupant	[redacted]	[redacted]		Cedar Park	TX	78613
Jarrod D Campbell	[redacted]	[redacted]		Cedar Park	TX	78613
MAA LLC	[redacted]	[redacted]	Ste 210	Cedar Park	TX	78613-7653

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Current Occupant	[redacted]	[redacted]		Cedar Park	TX	78613
Ak Cedar Park Properties Lp	[redacted]	[redacted]		Columbus	OH	43218-2571
Veena Surapaneni	[redacted]	[redacted]		Austin	TX	78750
Paulo J & Kelyndra D Vieira	[redacted]	[redacted]		Austin	TX	78717-3829
Current Occupant	[redacted]	[redacted]		Cedar Park	TX	78613
Gty Auto Service LLC	[redacted]	[redacted]		New York	NY	10017
Current Occupant	[redacted]	[redacted]		Cedar Park	TX	78613
Platinum Cedar Park Jubilee Investments Inc	[redacted]	[redacted]		Cedar Park	TX	78613-7874
Current Occupant	[redacted]	[redacted]		Austin	TX	78729
Housing Authority Of The City Of Austin	[redacted]	[redacted]		Austin	TX	78704-2614
Current Occupant	[redacted]	[redacted]		Cedar Park	TX	78613
Current Occupant	[redacted]	[redacted]		Austin	TX	78717
Riversideca 17 Ltd	[redacted]	[redacted]	Ste 1450	Austin	TX	78701
Riversideca 58 Ltd	[redacted]	[redacted]		Austin	TX	78701
Current Occupant	[redacted]	[redacted]		Austin	TX	78729
Current Occupant	[redacted]	[redacted]		Cedar Park	TX	78613
Motion Investment Properties LLC	[redacted]	[redacted]		Georgetown	TX	78628
Current Occupant	[redacted]	[redacted]		Cedar Park	TX	78613
Hilo Holdings I LLC	[redacted]	[redacted]		Austin	TX	78759
Current Occupant	[redacted]	[redacted]		Cedar Park	TX	78613
Dakoda Cre I LLC	[redacted]	[redacted]		Lakeway	TX	78734-0024
Current Occupant	[redacted]	[redacted]		Cedar Park	TX	78613
Current Occupant	[redacted]	[redacted]		Cedar Park	TX	78613
Latitude Residences LLC	[redacted]	[redacted]		Naples	FL	34108-3516
Will Wilson Sr	[redacted]	[redacted]		Austin	TX	78746-3726
Mohamed I Sabih	[redacted]	[redacted]		Austin	TX	78729
Lori M Kugman	[redacted]	[redacted]		Austin	TX	78729
David M Donegan	[redacted]	[redacted]		Austin	TX	78729
Suresh & Anitha Ganesan Ashok-Kumar	[redacted]	[redacted]		Austin	TX	78717

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Trevor M Contri	[redacted]	[redacted]	[redacted]	Austin	TX	78729
Jay D & Shreyakumari Arvindbhai Kakadiya Bodra	[redacted]	[redacted]	[redacted]	Austin	TX	78729
Current Occupant	[redacted]	[redacted]	[redacted]	Cedar Park	TX	78613
Lipt Whitestone Boulevard LLC	[redacted]	[redacted]	[redacted]	San Antonio	TX	78283
Diana Kay Babbel	[redacted]	[redacted]	[redacted]	Austin	TX	78729
Jie & Songfeng Li Rui	[redacted]	[redacted]	[redacted]	Austin	TX	78729
Elaine C & Jelka M Jonker Rathgeber	[redacted]	[redacted]	[redacted]	Austin	TX	78729
Kayla Mae Darvin	[redacted]	[redacted]	[redacted]	Austin	TX	78729
Praneeth Margam	[redacted]	[redacted]	[redacted]	Austin	TX	78729
Ursula H Freymuth	[redacted]	[redacted]	[redacted]	Austin	TX	78749-1469
Fellowship Bible Church Of Cedar Park	[redacted]	[redacted]	[redacted]	Cedar Park	TX	78613
Current Occupant	[redacted]	[redacted]	[redacted]	Cedar Park	TX	78613
12400 Holdings LLC	[redacted]	[redacted]	[redacted]	Austin	TX	78759
Current Occupant	[redacted]	[redacted]	[redacted]	Cedar Park	TX	78613
Parmer Cypress Development LLC	[redacted]	[redacted]	[redacted]	Austin	TX	78759
Hung Yi Chang & Kwan Pik Peggy Chiang	[redacted]	[redacted]	[redacted]	Cedar Park	TX	78613
Suresh & Shyamala Aleti Sunkenapalli	[redacted]	[redacted]	[redacted]	Cedar Park	TX	78613
Nasreen & Murad R Mir Murad	[redacted]	[redacted]	[redacted]	Cedar Park	TX	78613
Pravin S & Vishakha Swamy Swami	[redacted]	[redacted]	[redacted]	Cedar Park	TX	78613
Sudersan Jayanthi Sridharan	[redacted]	[redacted]	[redacted]	Cedar Park	TX	78613
Taru & Rithvika Reddy Dodda Kuchikulla	[redacted]	[redacted]	[redacted]	Cedar Park	TX	78613
Gurram Madhan Kumar And Venkata Praveena Gurram Co-Trus Of	[redacted]	[redacted]	[redacted]	Cedar Park	TX	78613

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Gurram Fam Liv Trus	[redacted]					
Vasanth R & Reshma Nalluri Barre				Cedar Park	TX	78613
Shafiulla Syed & Nilofar Hassan Syed Mohammed				Cedar Park	TX	78613
Roel D & Jocelyn Brutas				Cedar Park	TX	78613
Current Occupant				Cedar Park	TX	78613
Lonestar Commercial Realty LLC				Spring	TX	77389
Current Occupant				Cedar Park	TX	78613
Current Occupant				Cedar Park	TX	78613
Current Occupant				Cedar Park	TX	78613
Hariharan & Reshmi Raj Mani				Cedar Park	TX	78613
Current Occupant				Cedar Park	TX	78613
Current Occupant				Cedar Park	TX	78613
Davis/Spectrum Investments-2007 Lp				Austin	TX	78757-8060
Current Occupant				Austin	TX	78729
Greens Austin LLC				San Clemente	CA	92672
Anderson Mill LLC				Claremont	CA	91711
Current Occupant				Austin	TX	78729
Current Occupant				Austin	TX	78717
WSP Development #6 Ltd				Durant	OK	74702
Current Occupant				Cedar Park	TX	78613
Michael Srithapin				Cedar Park	TX	78613
Regis M R & Nanditha Anuradha Jayaraj				Cedar Park	TX	78613
Sudheer & Vineela Vemuri Kovi				Cedar Park	TX	78613
Ravi & Sreelatha Sripada				Cedar Park	TX	78613
Karuppiah & Saranya D M Arumugam Muthuramalingam				Cedar Park	TX	78613
Karthy & Radha Ramji Murugesan				Cedar Park	TX	78613

Name	Address	Address Line 2	Address Line 3	City	State	Zip Code
Current Occupant	[redacted]			Cedar Park	TX	78613
Current Occupant				Austin	TX	78729
Apple Inc				Cupertino	CA	95014
Siddharth & Dhruv & Rakesh Chatwal				Cedar Park	TX	78613
Srinivasarao & Rama S K A Venkatakanaka Aravapalli				Cedar Park	TX	78613
Current Occupant				Cedar Park	TX	78613
AR Texas Mgt Co LLC				Austin	TX	78717-3825
Current Occupant				Cedar Park	TX	78613
Current Occupant				Cedar Park	TX	78613
Current Occupant				Cedar Park	TX	78613
Current Occupant				Cedar Park	TX	78613
VLS Properties LLC				Cedar Park	TX	78613
Current Occupant				Austin	TX	78717
Joe Bland Construction Lp				Austin	TX	78754
CD&P				Austin	TX	78763

Print Advertisements

Published the Austin American Statesman newspaper on November 28, 2023

Voting

Continued from Page 1A

concerned about a second Trump administration. However, these groups also say that their constituents are just as worried about voter accessibility and suppression, the rising cost of living, affordable health care, a lack of jobs and an uneasiness about whether President Joe Biden is paying attention to their concerns.

"There is already a lot of noise out there that feels like a food fight in a high school cafeteria," said Julie Fernandes, associate director of the Rockefeller Family Fund. "It can make some voters feel less powerful and less seen and heard on the issues that matter to them."

This all comes as many surveys of registered or likely voters, including an October USA TODAY/Suffolk University poll, show a presidential race that is effectively tied. A USA TODAY/Suffolk poll of unlikely voters – those who are eligible to vote but say they probably won't – gives Trump a significant lead over Biden.

The broader population considers Trump the second-best Republican president in modern history, trailing only Ronald Reagan, according to a Pew Research Center survey conducted in July.

Issues 'not necessarily' about Trump, Biden in Georgia

In Georgia, where Biden beat Trump by slightly more than 12,000 votes and Trump urged Secretary of State Brad Raffensperger to "find 11,780 votes," voters want candidates to address the issues affecting them every day, Cotton said.

Her organization found that while voters are concerned about a Trump/Biden rematch, they are just as concerned about how the economy affects their bottom line. Will their schools and neighborhoods be safe? Will they have a job a year from now?

These 'kitchen table issues,' according to our polling, are top of mind for Black and brown voters," Cotton said. "Folks are saying to us, 'I'm trying to carve out a good life for myself, for my family.'"

Cotton said voters are also looking to her organization to help break down issues they are not familiar with and prepare them for when candidates are dodging important questions.

Tasmone Taylor, right, a member of Building Freedom Ohio, a voting rights organization, helps a Cleveland resident register to vote during a local voter drive before the 2022 midterm elections.

PROVIDED BY OHIO ORGANIZING COLLABORATIVE

"We try to arm them with good, nonpartisan information," Cotton said.

Mercado, of Florida Rising, shares a similar sentiment about preparing voters to challenge candidates on the issues.

"It's important we push both political parties to take action, especially on behalf of working people. But we're clear that we can't negotiate with those who are fundamentally against democracy," Mercado said.

In Michigan, 'no voter's voice is going to be silenced'

Having "regular, everyday people be heard," is going to be a challenge in Michigan, said Art Reyes, the executive director of We the People Michigan, a left-of-center nonprofit.

But Reyes said constituents of color are determined to make headway in the battleground state, especially now that Trump allies in Michigan are facing criminal charges that they tried to overturn the 2020 election.

"We haven't forgotten what 2020 looked and felt like with a very concerted effort from Trump and his allies to disregard Black and brown votes," Reyes said. "It didn't happen then, it won't happen now. No voter's voice in Michigan is going to be silenced."

Reyes said providing more affordable housing and making driver's licenses accessible to immigrants, regardless of their immigration status, are among the issues key to voters. Candidates need to respond to issues like these if they expect voters to show up at the polls, he said.

"There are significant chunks of our communities that haven't seen participation in elections as a pathway for improving their lives," Reyes said. "We need to change that perception."

'Trump is a symptom, but it's bigger than him' in Ohio

In Ohio, where election outcomes can have national implications, grassroots organizations like the nonpartisan Ohio Organizing Collaborative are facing broader issues in getting underrepresented voters to participate. Trump won the state in record fashion in 2020.

Prentiss Haney, co-executive director of the collaborative, said concerns extend beyond Trump, whom he describes as "a symptom" of the problem. Haney estimates that there may be an "untapped electorate" of a half million eligible but unregistered Black voters in the state.

Haney said the collaborative's recent research shows that Black voters in Ohio feel candidates are not in tune with issues that concern them, such as a lack of good-paying jobs and declining quality of life.

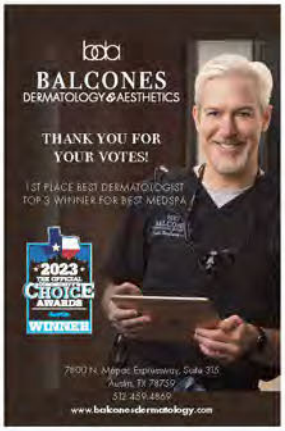
"What we're finding is that voters, especially underrepresented folks, are looking for someone who can represent them and fight for them," Haney said.

"They're not deciding between Trump and Biden," Haney added. "They are deciding on voting or not voting."

Haney's organization is concerned with how Ohio's controversial voter purge law affects underserved voters. In September, nearly 27,000 voters were purged from the rolls.

He said people who were stricken and did not register before October 10 could not vote in Ohio's closely watched November election, in which voters approved a constitutional amendment protecting abortion rights.

Ohio Secretary of State Frank LaRose, a Republican, said such purges are necessary to prevent election fraud and said that voters get plenty of chances to remain on the rolls.



ALEMANIA BUNDESLIGA
SÁBADO DICIEMBRE 2 8:30AM EN MUNICH Transmitte: ESPN+

ESPAÑA LALIGA
SÁBADO DICIEMBRE 2 11:30AM EN MADRID Transmitte: ESPN+

ARGENTINA SUPERLIGA
SÁBADO DICIEMBRE 2 3:30PM EN BUENOS AIRES ESTADIO MÁS MONUMENTAL

EUA/MX GUATEMALA
SÁBADO DICIEMBRE 2 4PM EN CIUDAD DE GUATEMALA ESTADIO CARLOS SALAZAR

EUA/MX COSTA RICA
SÁBADO DICIEMBRE 2 8PM EN EL SALVADOR ESTADIO JOSÉ CELLEYA

INGLATERRA PREMIER
DOMINGO DICIEMBRE 3 10:30AM EN MANCHESTER ETIHAD STADIUM

EUA/MX COLOMBIA
DOMINGO DICIEMBRE 3 2:30PM EN BOGOTÁ ESTADIO POLIDEPORTIVO SUR

EUA/MX EL SALVADOR
DOMINGO DICIEMBRE 3 3PM EN SAN FRANCISCO ESTADIO CORNERSTONE

INGLATERRA PREMIER
MIÉRCOLES DICIEMBRE 6 2:15PM EN MANCHESTER OLD TRAFFORD STADIUM

ITALIA SERIE A
VIERNES DICIEMBRE 8 1:45PM EN TURÍN ALLIANZ STADIUM

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La competición será feroz

Veinticuatro países competirán por los últimos cuatro cupos para el baloncesto olímpico en París 2024

La Federación Internacional de Baloncesto (FIBA) realizó el sorteo del Torneo Preolímpico París 2024, para conocer a los últimos cuatro clasificados para los Juegos Olímpicos.

Siete países ya han asegurado su clasificación a París 2024, tras su participación en el reciente Mundial de Básquet, disputado en septiembre pasado (Alemania, campeón mundial; Serbia, Canadá, Estados Unidos, Australia, Japón y Sudán del Sur). A ellos, se les suma Francia, en calidad de organizador de los Juegos Olímpicos. Es decir, ya hay 8 cupos de 12 posibles; quedando por definir los últimos cuatro, para lo cual hay 24 selecciones preseleccionas. **La disputa será intensa.**

En el sorteo, se definió que las 24 selecciones preclasificadas se dividirán en cuatro grupos, de los cuales solo el primer lugar de cada llave obtendrá su boleto a París 2024.

Cada grupo es una suerte de 'mini torneo', del cual solo el campeón irá a París 2024. Las seis integrantes de cada grupo se dividirán en dos subgrupos. Los equipos jugarán partidos entre sí para definir posiciones. Los dos primeros pasarán a una semifinal, y los ganadores de esta instancia llegarán a la final: el ganador será el clasificado a los Juegos Olímpicos.

La FIBA definió cuatro sedes para estos 'mini torneos' preolímpicos: El Pireo (Grecia), Riga (Letonia), San Juan (Puerto Rico) y Valencia (España). En El Pireo (Grecia), jugarán: Grupo A: Eslovenia, Nueva Zelanda y Croacia; también el Grupo B: Egipto, Grecia y República Dominicana. En Riga (Letonia), jugarán: Grupo A: Georgia, Filipinas y Lituania; y en el Grupo B: Brasil, Camerún y Montenegro. En San Juan (Puerto Rico), jugarán: Grupo A: México, Costa de Marfil y Lituania; y en el Grupo B: Italia, Puerto Rico y Bahréin. En Valencia (España), jugarán: Grupo A: Líbano, Angola y España; y en el Grupo B: Finlandia, Polonia y Bahamas.

El 'mini torneo' de El Pireo es el que levanta más expectativa, debido a la posibilidad de que la Grecia de Giannis Antetokounmpo y la Eslovenia de Luka Doncic definan un cupo a París 2024. Sea cual fuere el resultado, los Juegos Olímpicos se privarán de ver en acción a uno de los mejores jugadores de baloncesto de la actualidad. O tal vez a ambos: la sorpresa podría ser Croacia, pero definitivamente los llamados a jugar la final en El Pireo son Grecia y Eslovenia.

En Riga, Letonia parte como favorito, no solo por la localía, sino porque tenemos fresco su buen desempeño en el Mundial de Básquet. Georgia y Montenegro son los otros equipos para tener en cuenta, dejando a Brasil en un segundo y hasta tercer plano. Esto es lamentable, ya que todo apunta a que Sudamérica no tendrá representante de baloncesto en París 2024.

El 'mini torneo' de San Juan es de pronóstico reservado. Italia se perfila como favorita, pero no se puede menospreciar a rivales como Lituania, México (que ha crecido mucho en los últimos años) o al propio Puerto Rico, que tendrá el empujón anímico de la localía.

En el 'mini torneo' de Valencia, España es la llamada a ganar. Los ibéricos tienen un grupo, a priori, accesible; por lo que salvo un papelón, deberían obtener el cupo a París 2024. Tal vez Finlandia y Polonia tienen pueden aguarles la fiesta a los locales, pero las apuestas no están a su favor. Bahamas, que eliminó a Argentina en la fase previa al preolímpico, podría dar la sorpresa. AGENCIAS

LA LUCHA por las últimas cuatro plazas del baloncesto para París 2024 será a muerte.

El Dato

Los partidos del Torneo Preolímpico París 2024 se jugarán del 2 al 7 de julio del 2024, semanas antes del inicio de los Juegos Olímpicos.

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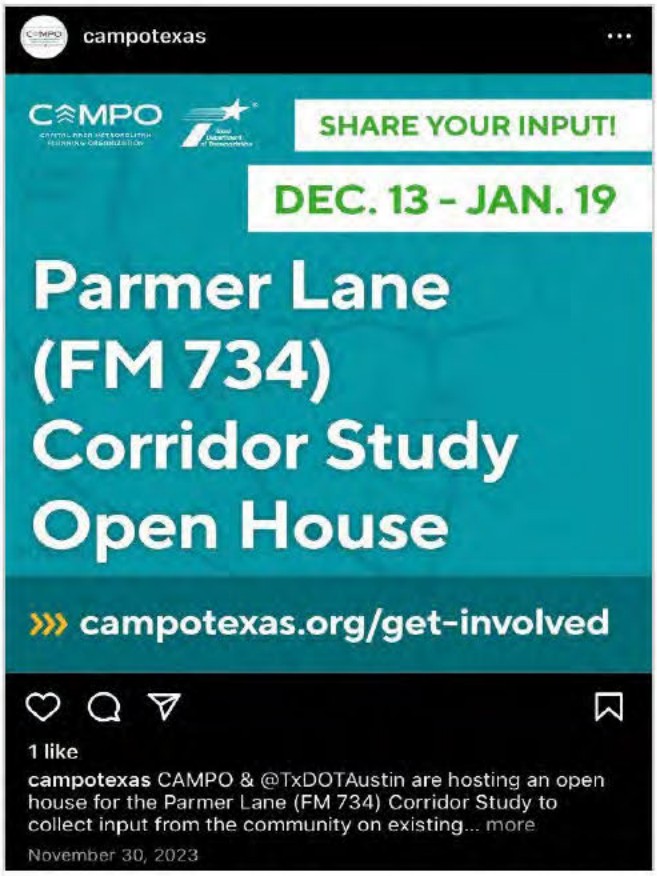
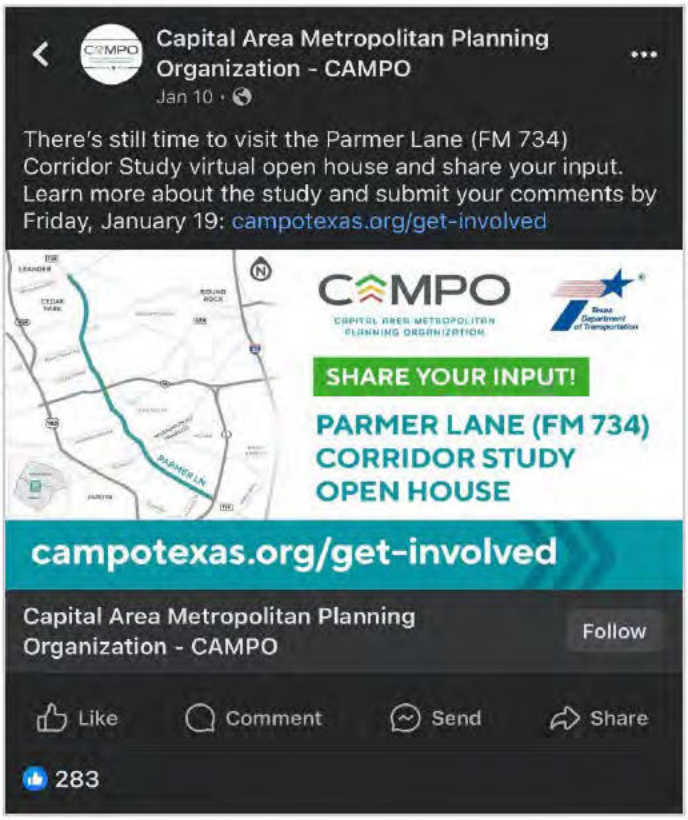
ESTUDIO DEL CORREDOR VIAL DE PARMER LANE (FM 734)
CAMPO
La Organización de Planificación Metropolitana del Área Capital (CAMPO) y el Departamento de Transporte de Texas (TxDOT) están llevando a cabo un estudio sobre el corredor vial para identificar, evaluar y recomendar posibles mejoras de diseño para Parmer Lane, desde MoPac (SL1) a Whitestone Boulevard (RM 1431). CAMPO y TxDOT organizan una reunión comunitaria para presentar el estudio y recoger la opinión de la comunidad sobre las preocupaciones y necesidades existentes, las características y las restricciones medioambientales y las mejoras deseadas en materia de transporte y seguridad. La reunión comunitaria incluirá dos opciones para participar: en persona o virtual.
REUNIÓN COMUNITARIA EN PERSONA
miércoles 13 de diciembre de 2023
5 - 7 p.m.
Northwest Family YMCA
5807 McNeil Dr, Austin, TX 78729
REUNIÓN COMUNITARIA VIRTUAL
13 de diciembre de 2023 - 19 de enero de 2024
Para acceder a la reunión comunitaria virtual visite: bit.ly/ParmerLane o utilice el código QR que se encuentra a la derecha.
Se pide al público que envíe sus comentarios sobre la zona de estudio por cualquiera de los medios que se indican a continuación. Todos los comentarios deben recibirse o deberán tener matasellos con fecha 19 de enero de 2024.
LEANDER CEDAR PARK ROUND ROCK AUSTIN
PREGUNTAS O COMENTARIOS
Equipo de proyecto para el Estudio del corredor vial de Parmer Lane (FM 734)
Parmer Lane Corridor Study, c/o CD&P, PO Box 5459, Austin, TX 78763
ParmerLaneCorridorStudy@gmail.com

Social Media

Posts on Facebook and Instagram from November 30, 2023 – January 10, 2024



Instagram post published on November 30, 2023



Facebook post published on January 10, 2024

Email to Contact List

Emailed to 48 contacts on December 7, 2023

From: ParmerLaneCorridorStudy
To: ParmerLaneCorridorStudy
Subject: Parmer Lane (FM 734) Corridor Study Open House Next Week
Date: Thursday, December 7, 2023 12:25:42 PM

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 (Loop 1) to Whitestone Boulevard (RM 1431). CAMPO and TxDOT are conducting an open house to introduce the study and collect input from the community. The open house will include both in-person and virtual options to participate.

In-Person Open House
Wednesday, Dec. 13, 2023
5 – 7 p.m.
Northwest Family YMCA
5807 McNeil Dr
Austin, TX 78729

Online Open House
Wednesday, Dec. 13, 2023 – Friday, Jan. 19, 2024
www.campotexas.org/open-house/parmer-lane-fm-734-open-house-1/

Comments must be received or postmarked by Friday, Jan. 19, 2024 to be included in the open house record and may be submitted by:

- Survey available at the in-person open house
- Mail: Parmer Lane Corridor Study, c/o CD&P, PO Box 5459, Austin, TX 78763
- Email: ParmerLaneCorridorStudy@gmail.com
- Online survey and interactive map available through the virtual open house

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

Emailed to 86 contacts on January 10, 2024

From: ParmerLaneCorridorStudy
To: ParmerLaneCorridorStudy
Subject: Parmer Lane (FM 734) Corridor Study Virtual Open House
Date: Wednesday, January 10, 2024 3:46:00 PM

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 Friday, Jan. 19, 2024.

Virtual Open House
Available online through Friday, Jan. 19, 2024
www.campotexas.org/open-house/parmer-lane-fm-734-open-house-1/

Comments may be submitted by:

- Online survey and interactive map
- Mail: Parmer Lane Corridor Study, c/o CD&P, PO Box 5459, Austin, TX 78763
- 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 November 29, 2023

Texas Department of Transportation

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Nov. 27, 2023

«Salutation» «First_Name» «Last_Name»
«Organization» «Letter_Title»
«Mailing_Address»
«Mailing_City», «Mailing_State» «Mailing_Zip»

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

Dear «Letter_Salutation» «Last_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 (Loop 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 introduce the study and collect input from the community on existing concerns and needs, environmental features and constraints, and desired transportation and safety improvements. 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 Wednesday, Dec. 13, 2023, at the Northwest Family YMCA, 5807 McNeil Dr, Austin, TX 78729. The virtual open house will be available online beginning at 5 p.m. on Wednesday, Dec. 13, 2023, and can be found at www.campotexas.org/open-house/parmer-lane-fm-734-open-house-1/ through Friday, Jan. 19, 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,

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

Ashby Johnson
Executive Director, CAMPO

Enclosure: Notice of Public Meeting

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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 IIII	Representative	Texas House of Representatives, District 136	3016 Polar Lane Suite 108	Cedar Park	Texas	78613
Representative Caroline Harris	Representative	Texas House of Representatives, Disctrict 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

Media Release

Distributed media release on December 8, 2023

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, December 2023 – 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 (Farm to Market 734) from MoPac (Loop 1) in North Austin to Whitestone Boulevard (Ranch to Market 1431) in Cedar Park.

CAMPO and TxDOT are hosting an open house to introduce the study and collect input from the community on existing concerns and needs, environmental features and constraints, and desired transportation and safety improvements. The open house will include both in-person and virtual options to participate. The same information and comment opportunities will be provided in both formats.

In-Person Open House

When: 5 – 7 p.m. Wednesday, Dec. 13, 2023

Where: Northwest Family YMCA
5807 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. Wednesday, Dec. 13, 2023 – Friday, Jan. 19, 2024

Where: www.campotexas.org/open-house/parmer-lane-fm-734-open-house-1/

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 Friday, Jan. 19, 2024 to be included in the open house record and may be submitted by:

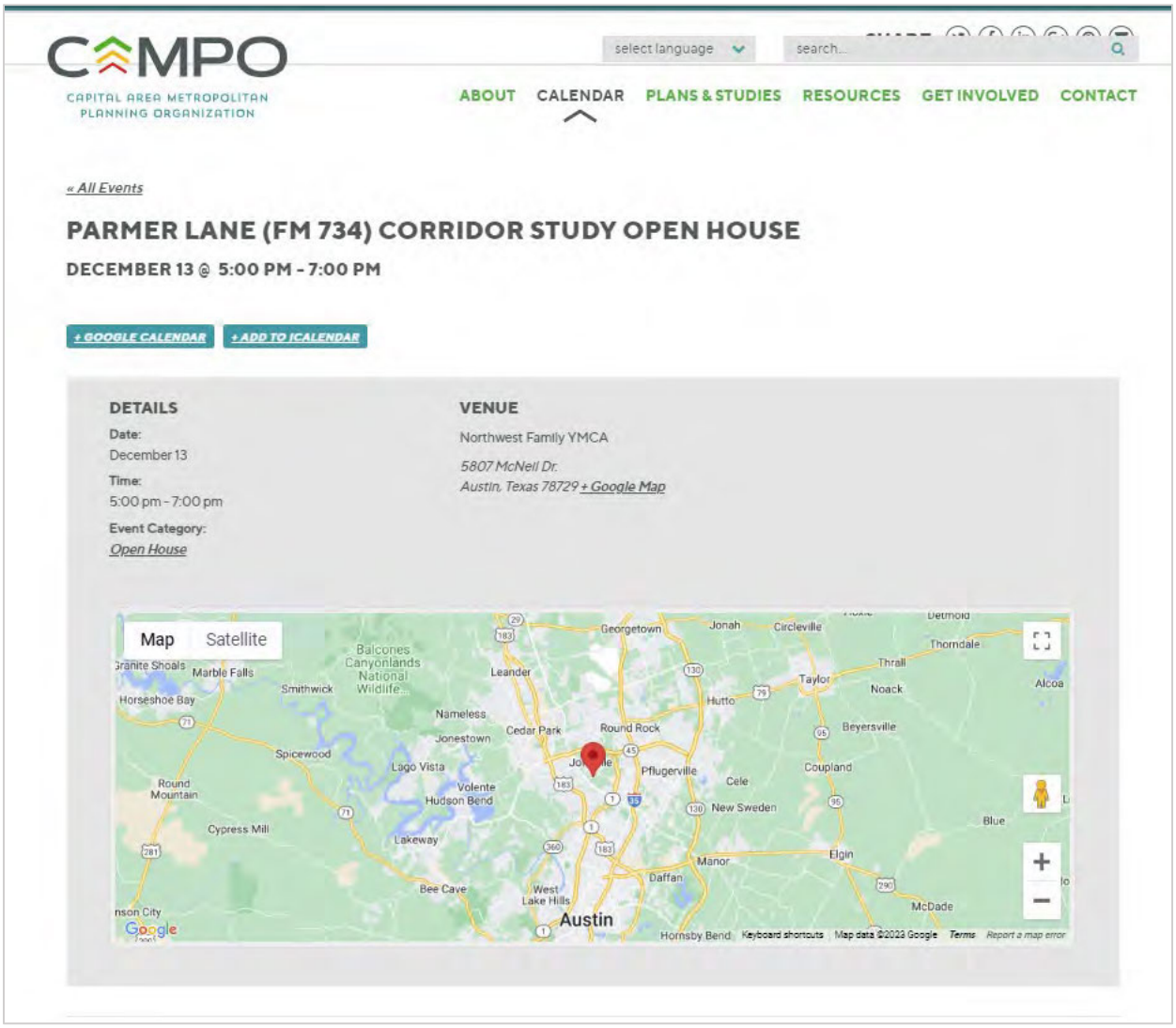
- Mail: Parmer Lane Corridor Study, c/o CD&P, PO Box 5459, Austin, TX 78763
- Email: ParmerLaneCorridorStudy@gmail.com
- Survey: Available through both formats

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.

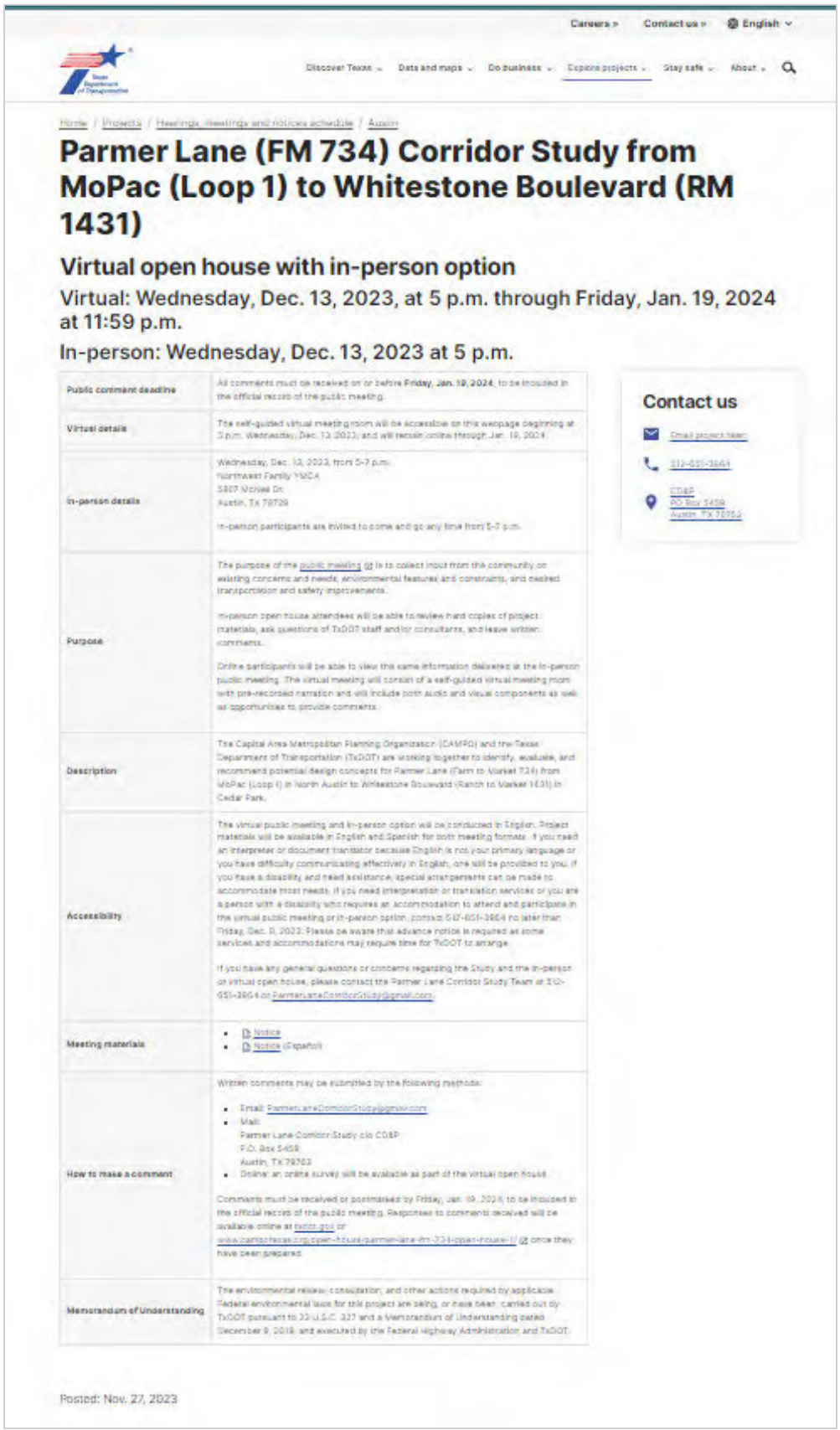
CAMPO Webpage Notice

Announcement posted on CAMPO website on November 27, 2023



TxDOT Webpage Notice

Announcement posted on TxDOT website on November 27, 2023



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Parmer Lane (FM 734) Corridor Study from MoPac (Loop 1) to Whitestone Boulevard (RM 1431)

Virtual open house with in-person option

Virtual: Wednesday, Dec. 13, 2023, at 5 p.m. through Friday, Jan. 19, 2024 at 11:59 p.m.

In-person: Wednesday, Dec. 13, 2023 at 5 p.m.

Public comment deadline	All comments must be received on or before **Friday, Jan. 19, 2024**, to be included in the official record of the public meeting.
Virtual details	The self-guided virtual meeting room will be accessible on this webpage beginning at 5 p.m. Wednesday, Dec. 13, 2023, and will remain online through Jan. 19, 2024.
In-person details	Wednesday, Dec. 13, 2023, from 5–7 p.m. Northwest Family YMCA 5807 Michel Dr. Austin, TX 78729 In-person participants are invited to come and go any time from 5–7 p.m.
Purpose	The purpose of the public meeting is to collect input from the community on existing concerns and needs, environmental features and constraints, and desired transportation and safety improvements. In-person open house attendees will be able to review hard copies of project materials, ask questions of 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 your 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 512-651-3864 no later than Friday, Dec. 8, 2023. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange. If you have any general questions or concerns regarding the Study and the in-person or virtual open house, please contact the Parmer Lane Corridor Study Team at 512-651-3864 or ParmerLaneCorridorStudy@gmail.com.
Meeting materials	• Notice • Notice (Español)
How to make a comment	Written comments may be submitted by the following methods: • Email: ParmerLaneCorridorStudy@gmail.com • Mail: Parmer Lane Corridor Study c/o CDSP P.O. Box 5459 Austin, TX 78763 • Online: an online survey will be available as part of the virtual open house. Comments must be received or postmarked by Friday, Jan. 19, 2024, to be included in the official record of the public meeting. Responses to comments received will be available online at txdot.gov or www.campotexas.org/open-house-parmer-lane-rm-734-open-house-1/ once they have been prepared.
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

Email project team

512-651-3864

CDSP
PO Box 5459
Austin, TX 78763

Posted: Nov. 27, 2023

D. Sign-In Sheets

13

Open House Sign-In Sheet

Parmer Lane (FM 734) Corridor Study

December 13, 2023

Name/Nombre	Address/Dirección	Phone Number/Número de teléfono	Email/Correo electrónico	How did you hear about this meeting? / ¿Como se enteró de esta reunión?
William Peeples	[redacted]	[redacted]	[redacted]	Newspaper / Periódico___ Mail / Correo ✓ Social Media / Redes social ___ Other (please specify) ___
Jean Hatcher				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) msg board @ road
Adam Bertsch				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social X Other (please specify) ___
Sarah Henseler				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
ALEX PHILLIPS				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) COA
David Millikan				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
BRENT CHRISTIAN				Newspaper / Periódico ✓ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
Maria Guillen				Newspaper / Periódico___ Mail / Correo X Social Media / Redes social ___ Other (please specify) ___
Ashley Jansen				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
BRIAN GURLEY				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
TOM & MARY GDALA				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
RANDY LUEDERS				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___

10

Open House Sign-In Sheet

Parmer Lane (FM 734) Corridor Study

December 13, 2023

Name/Nombre	Address/Dirección	Phone Number/Número de teléfono	Email/Correo electrónico	How did you hear about this meeting? / ¿Como se enteró de esta reunión?
AHMED MOHIDEEN	[redacted]			Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
Donald Peterson				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
Junaid Akhtar				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
Brent Herridye				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) Road Sign
David Walls				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) Road Sign
Dennis Seal				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
Steve Hatcher				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
Bill & Kathy Friesenhahn				Newspaper / Periódico ✓ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
Chris Wright				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) email
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___

11

Open House Sign-In Sheet

Parmer Lane (FM 734) Corridor Study

December 13, 2023

Name/Nombre	Address/Dirección	Phone Number/Número de teléfono	Email/Correo electrónico	How did you hear about this meeting? / ¿Como se enteró de esta reunión?
Shane McWilliams	[redacted]			Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) Neighbor
ART MARTINEZ				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
ALAN CRUDDEN				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
Zeke Zieschang				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
Cameron Jones				Newspaper / Periódico___ Mail / Correo ✗ Social Media / Redes social ___ Other (please specify) ___
Jim Nasby				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
Tucker Ferguson				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___
Stephen Johnson				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) Email
Michael Whitty				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) email
Erin Perkins-Whitty				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) email
DAVID HUNTER				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) Friend
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) ___

(2)

Open House Sign-In Sheet

Parmer Lane (FM 734) Corridor Study

December 13, 2023

Name/Nombre	Address/Dirección	Phone Number/Número de teléfono	Email/Correo electrónico	How did you hear about this meeting? / ¿Como se enteró de esta reunión?
Aaron Autry	[redacted]			Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ✓ Other (please specify) _____
Matthew Goss				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____

Open House Sign-In Sheet

Parmer Lane (FM 734) Corridor Study

December 13, 2023

Name/Nombre	Address/Dirección	Phone Number/Número de teléfono	Email/Correo electrónico	How did you hear about this meeting? / ¿Como se enteró de esta reunión?
JON LYNCH	[redacted]	[redacted]	[redacted]	Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ✓ Other (please specify) _____
KARINA SMITH				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
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				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____
				Newspaper / Periódico___ Mail / Correo ___ Social Media / Redes social ___ Other (please specify) _____

Online Sign In Sheet

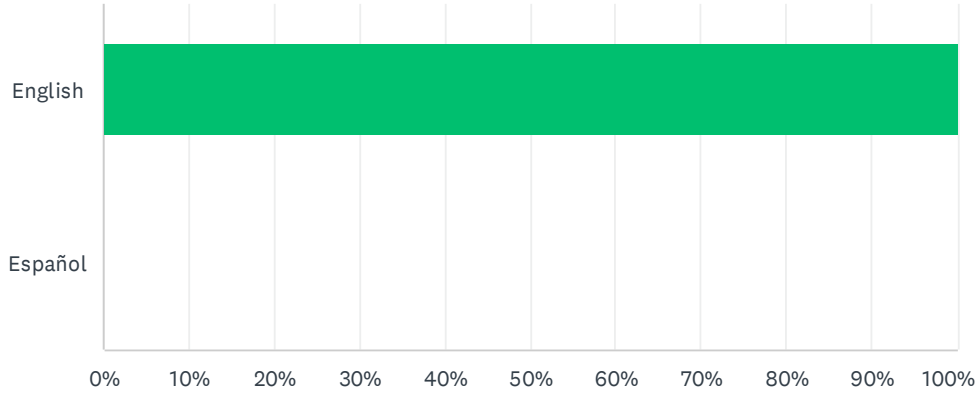
Timestamp	Name/Nombre:	Address/Dirección:	How did you hear about this meeting? / ¿Como se enteró de esta reunión?
12/13/2023	Michele ODonnell	[redacted]	Social Media / Redes social
12/13/2023	Luis Montes de Oca		Mail / Correo
12/13/2023	Robert Sage		Mail / Correo
12/13/2023	Robert Sage		Mail / Correo
12/13/2023	April Bliss		Social Media / Redes social
12/14/2023	Miguel Vera		Road sign
12/14/2023	Kevin		Social Media / Redes social
12/15/2023	Robert Sage		Mail / Correo
12/15/2023	Scott Dukette		Social Media / Redes social
12/15/2023	Jackson Hurst		TxDOT website
12/24/2023	Joseph McLaughlin		Mail / Correo
12/25/2023	Briana DiNicola		Electronic Sign on Parmer Ln, Family Member
12/26/2023	Paige Balius		Social Media / Redes social
12/27/2023	Lindsey Sanders		Social Media / Redes social
1/4/2024	Nikki Conly		message board
1/9/2024	Mike Duffy		Mail / Correo
1/12/2024	Lindsey		Social Media / Redes social
1/13/2024	Kenneth Holecek		City of Cedar Park email
1/16/2024	Darron Jurajda		
1/16/2024	Tom Wald		Email
1/16/2024	Tim Young		Social Media / Redes social
1/16/2024	David Foster		Social Media / Redes social
1/16/2024	Scott		Red Line Parkway Initiative mailing list
1/16/2024	Dan Keshet		Social Media / Redes social
1/16/2024	Spencer Schumacher		Social Media / Redes social
1/16/2024	Hannes Mandel		Mail / Correo
1/16/2024	Rachel J Montemayor		Mail / Correo
1/16/2024	Miles O'Neal		Email
1/16/2024	Miles O'Neal		Email
1/17/2024	Mark Johnson		Social Media / Redes social
1/17/2024	Jack		Work Teammate
1/17/2024	Mike Schofield		Social Media / Redes social,

Timestamp	Name/Nombre:	Address/Dirección:	How did you hear about this meeting? / ¿Como se enteró de esta reunión?
1/17/2024	Will Webb	[redacted]	Social Media / Redes social
1/17/2024	Geoffrey Wool		email
1/18/2024	Derek Brown		Social Media / Redes social
1/18/2024	Susanne Harm		Social Media / Redes social
1/18/2024	Nancy Crowther		Email
1/18/2024	Nancy rowther		email
1/18/2024	Oscar Flores		Bike Group
1/18/2024	Michael Pellegrini		email
1/19/2024	Sarah Bahlmann		Social Media / Redes social

E. Comments Received

Q1 Choose language / seleccione su idioma preferido

Answered: 603 Skipped: 0



ANSWER CHOICES	RESPONSES	
English	100.00%	603
Español	0.00%	0
TOTAL		603

Q2 Do you have any comments on the study goals or objectives?

Answered: 242 Skipped: 361

#	RESPONSES	DATE
1	yes. want to see improved safety for bicycle commuting	1/21/2024 9:32 AM
2	No	1/19/2024 11:08 PM
3	You need to make Parmer much more comfortable for bikes and pedestrians, including shade and physical seaparation from cars, and consider prioritizing transit modes in this major thoroughfare.	1/19/2024 9:43 PM
4	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/19/2024 9:28 PM
5	It's fine the way it is, don't [redacted] it up.	1/19/2024 8:11 PM
6	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/19/2024 8:05 PM
7	Need better synchronization of lights on Parmer	1/19/2024 7:52 PM
8	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/19/2024 7:12 PM
9	I didn't really see any study goals in the 1st page	1/19/2024 6:19 PM
10	Great analysis and target goals	1/19/2024 5:47 PM
11	I've ridden my bicycle on Parmer for years. Over time there have been fewer and fewer good bicycling routes in the Austin area. I'd prefer not to have to drive somewhere to cycle— that seem counter intuitive. The problem being that Parmer seems to be headed the same way as Loop 360 and The Old San Antonio Road. TxDOT pays lip service to making roadways bicycle friendly. Unfortunately, TxDOT typically falls short. It would be great if the COA could insist that Parmer has adequate bicycle infrastructure. Austin could be a great cycling city (like Portland, OR), but it isn't headed that way.	1/19/2024 5:06 PM
12	No	1/19/2024 4:41 PM
13	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/19/2024 4:25 PM
14	1. Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. 2. Do NOT add more car lanes. This does not relieve congestion, worsens safety, and is the wrong way to accommodate population growth. 3. Transfer ownership of Parmer Lane to the City of Austin to allow the City to apply its own safety and design standards.	1/19/2024 3:36 PM
15	Transfer ownership to City of Austin and let their team make these important decisions, using Urban standards and NACTO guidance.	1/19/2024 3:18 PM
16	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/19/2024 2:33 PM
17	I am interested in improving efficiency of existing lanes.	1/19/2024 2:05 PM
18	glad to see upcoming changes to this dangerous street	1/19/2024 1:16 PM
19	Solar powered speed signs would be a welcome addition especially between Amherst and	1/19/2024 1:05 PM

	McNeil. There's a lot of speeders in this area.	
20	dd 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.	1/19/2024 12:46 PM
21	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.	1/19/2024 12:36 PM
22	Increasing bike/ped/transit access along the corridor is very important to me. Currently I feel unsafe using parmer lane. Wide bike lanes/shared use paths with concrete barriers from traffic would improve my comfort and safety.	1/19/2024 12:13 PM
23	Reduce the speed on Parmer! Make stop lights HIGHLY visible. Change orange to steady followed by flashing indicate that the red is imminent. Hopefully this would cut back on red light runners. I'd even be happy if the red light cameras returned.	1/19/2024 12:10 PM
24	- Add 12ft Shared Use Paths with shade on both sides of the road and use a planted buffer or a solid barrier. - Do NOT add more car lanes. - Transfer ownership of Parmer Lane to the City of Austin to allow local design standards.	1/19/2024 11:41 AM
25	I would like to see improving the safety of bicycle users on Parmer Lane. I would like to see consideration made for users other than automobile drivers on Parmer Lane.	1/19/2024 11:37 AM
26	Safety for all modes of transportation should be the highest priority	1/19/2024 11:07 AM
27	Would love to see the study include interviews from the local community near Parmer and Mopac - there is a large community of Vietnamese and Indian folks who have very great perspectives on mobility. One of my friend's mom regularly walks and takes buses and would be a great source of feedback	1/19/2024 10:54 AM
28	I would appreciate safer bikeability like a protected lane	1/19/2024 10:38 AM
29	Speed limit is too high for so many traffic lights, makes for anxious driving wondering if you'll have to slam brakes on. It's also fuel inefficient to have so many 0-60mph accelerations. Biking safety could be improved with separate paved path. The bike lanes approaching the I45 intersection are a bad idea, get rid of them. No sane biker wants to be sandwiched between drivers going 60mph, we yield to and cross the turn lane much closer to the intersection.	1/19/2024 10:31 AM
30	thank you for asking for the communities input!	1/19/2024 10:25 AM
31	My primary interest is to make bicycling safe on Parmer Lane and Ronald Reagan Boulevard.	1/19/2024 10:06 AM
32	Really tired of TxDOT only focusing on vehicles, not also biking, walking, AND BUILDING TRAINS!!!!!!	1/19/2024 9:49 AM
33	I wish to see beautification.	1/19/2024 9:26 AM
34	I think it would be great to make this stretch safe for those who travel using bike and by foot, not just cars.	1/19/2024 9:03 AM
35	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway Please do not add lanes or other road features that allow for faster flow of traffic. Please prioritiZe safety of non auto users over reducing congestion	1/19/2024 8:59 AM
36	I’ve ridden on Parmer numerous times and am hoping these changes come to fruition as I know for sure I will feel much safe on my bike. And others that I ride with will as well.	1/19/2024 8:56 AM
37	At one time I felt safe, bicycling, Regan, which is an access to many small farm market roads for continued bicycling. It is getting overwhelmingly, busy, especially with commercial vehicles. Anything to enhance safe cycling is more than appreciated, and will enhance healthy lifestyle.	1/19/2024 8:19 AM
38	We need safe pedestrian and bicycle lanes on Parmer Lane, separated from motorized traffic lanes by buffers.	1/19/2024 7:55 AM
39	Quit taking car lanes and turning them into bike lanes. Build their own lanes separately. And quit putting out those sea of white post lane markers. They don't help, they actually hide the lane markers and confuse things.	1/19/2024 7:31 AM

40	Safety and alternative transportation	1/19/2024 7:00 AM
41	I want a safer, more pleasant roadway WITHOUT the addition of more car lanes. More car lanes is never the solution to traffic congestion.	1/19/2024 6:47 AM
42	Good idea!	1/19/2024 12:51 AM
43	Please prioritize protected bike lanes, traffic calming measures, and reduce speed limits.	1/18/2024 10:29 PM
44	The goal should be to reduce deaths and serious injuries on this Stroad and throughout the area around it, while making it safe to travel at reasonable speeds (less than 35 mph) by all modes. During the January 2024 meeting of the CAMPO Transportation Policy Board there was a shocking discussion of this public input process. The consultant ridiculed requests for making this street safe and policy board members piled on in the ridicule, making it clear that speeding up car travel was their understanding of the only important thing to do and that other desires and needs and perhaps goals and minute orders of the TTC did not matter. This conversation clearly violated the well-articulated goal listed of listening to the community etc. I think those leading this project should not publish such goals if they don't believe it. The CAMPO TPB should publicly discuss and apologize to the public for this clear violation of a public input process and the public trust and basic disrespect for people who tried to engage and tried to take CAMPO, TxDOT and consultants at their word and dutifully provide feedback.	1/18/2024 10:29 PM
45	I would like to see more consideration for bicycle and pedestrian use, in particular I would like to see 12ft fully protected shared use paths on both sides of the road for walking & bicycling with a planted buffer (trees for shade and cooler temps!) or a solid barrier. I don't want more lanes because that just brings more cars. Cars ruin cities. Car kill lots of people (>40K/year) and creatures. Cars are dirty and noisy. Cars are expensive. Cars are violent and bring crime. Why in the world to we keep investing in car infrastructure when it just keeps making the problems worse?! Imagine investing even half of those same dollars in high quality mass transit and active transit and planning for more liveable Texas cities. One can dream.	1/18/2024 10:13 PM
46	I would like to ensure that cyclists are still able to ride on the corridor without being relegated to a side trail.	1/18/2024 9:50 PM
47	Why are there not clickable links in 2024? This is not difficult. Open in new tab is also a normal option.	1/18/2024 8:46 PM
48	Please prioritize public transportation and not cars. We need fewer cars on the road.	1/18/2024 8:30 PM
49	n/a	1/18/2024 8:22 PM
50	Please add safe bike infrastructure.	1/18/2024 8:06 PM
51	I hope the study will prioritize safe active transportation. This includes shared use paths on both sides of the highway, for the entire length of the project, separated from automobile traffic, with excellent connections to the non-automobile transportation network (Red Line Parkway, bike routes, Suburban Ninja bike trails, Brushy Creek trails).	1/18/2024 7:49 PM
52	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.	1/18/2024 7:45 PM
53	No	1/18/2024 7:41 PM
54	No comments on the study goals, but DO NOT put a toll road on Parmer!!	1/18/2024 7:37 PM
55	Parmer Lane should be safe and welcoming for pedestrians, bicyclists and transit users.	1/18/2024 7:33 PM
56	This is pretty close to Howard station, so please consider trips to and from that, especially those using alternative modes of transport. If people can't get to/from Howard Station by Bike, Foot, or Bus, then people are going to drive. When people drive, they are less likely to take the train, which is just going to increase congestion. I occasionally use Parmer to get on McNeil, where a friend of mine lives and have witnessed several near misses or serious crashes in this area. Please consider speed management and alternative transportation modes over traffic congestion.	1/18/2024 7:19 PM
57	safer travel for cyclists, pedestrians and motor vehicles	1/18/2024 6:35 PM

58	Please make this an Austin owned street so that it can be better integrated into the city system. Please add protected bike lanes on both sides of the street.	1/18/2024 6:24 PM
59	Please include a 12’ separate bike path along this road	1/18/2024 6:18 PM
60	Parker Lane should be focused on moving people not cars. The plans should do a better job of accommodating cyclists and bus riders by the inclusion of physically-protected bike lanes and transit priority lanes.	1/18/2024 6:08 PM
61	Parmer Lane should be made more safe for bicycles and pedestrians. It should have protected bike lanes on each side to avoid accidents and deaths of bicyclists, which has happened too many times.	1/18/2024 5:33 PM
62	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. As a runner and a commuter, I would be a frequent user of this infrastructure. I desperately want to see the city of Austin and Travis county invest in walking, biking and public transportation infrastructure.	1/18/2024 5:31 PM
63	I support the following: 1. 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. 2. Do NOT add more car lanes. This does not relieve congestion, worsens safety, and is the wrong way to accommodate population growth. 3. Transfer ownership of Parmer Lane to the City of Austin to allow the City to apply its own safety and design standards.	1/18/2024 5:26 PM
64	We need a 12 ft wide dedicated use bike lane/ pedestrian walkway separated by a guardrail or jersey barrier from the traffic on Parmer.	1/18/2024 5:23 PM
65	Please keep the cycling lanes on Parmer in both directions. This is used a lot by commuters and cyclists and is a major route to get to many places down into Austin along this route.	1/18/2024 4:48 PM
66	The goals should be to improve multi-model options along Parmer Lane -- improve transit access and provide protected paths for walking and biking. You should not widen the road, which will result in more congestion in the long run.	1/18/2024 4:43 PM
67	Enhancing multimodal opportunities is key!	1/18/2024 4:32 PM
68	I would like to keep Parmer safe for cyclists.	1/18/2024 4:21 PM
69	Pedestrian, bicycle and crossing improvements are much needed.	1/18/2024 4:01 PM
70	Lanes for bicycles and pedestrians	1/18/2024 3:59 PM
71	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.	1/18/2024 3:59 PM
72	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.	1/18/2024 3:51 PM
73	I used to ride this road, but it is too dangerous for cyclsts	1/18/2024 3:46 PM
74	The objective should be to turn Parmer into a street rather than a bloated high-speed stroad. Three are far too many businesses, destinations, driveways, crossings etc for it to make any sense at all to have 6 or more lanes of 50-80 mph cars right next to all those things. The goal should be to make the margins of Parmer fit for human activity instead of being a car sewer.	1/18/2024 3:42 PM
75	No	1/18/2024 3:40 PM
76	add 12ft shared paths with shade on both sides of parmer and a planted buffer or solid barrier. transfer ownership or parmer to the city of austin	1/18/2024 3:38 PM
77	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/18/2024 3:38 PM

78	Bike Lanes	1/18/2024 3:31 PM
79	Make the road safer and more accessible to non-motorized users.	1/18/2024 3:30 PM
80	Yes: I would encourage the consideration of moving the most number of people and goods safely and efficiently as possible as the goal instead of moving the most number of single occupancy vehicles.	1/18/2024 3:27 PM
81	Make it possible to bike and walk to schools and businesses along Parmer. Make it possible to bike to the Domain safely. It should be possible to cross and bike along Parmer to get from place to place.	1/18/2024 3:21 PM
82	We really need protected bike lanes on Parmer	1/18/2024 3:06 PM
83	Please add separated bike lanes	1/18/2024 3:01 PM
84	I want a safer, more pleasant Parmer Lane. Add 12ft Shared Use Paths with shade on both sides of the road and use a planted buffer or a solid barrier. - Do NOT add more car lanes. - Transfer ownership of Parmer Lane to the City of Austin to allow local design standards.	1/18/2024 2:43 PM
85	This road is far too fast already even if you're just in a car, let alone on a bike. It's treated as an interstate. It needs the focus to be on slowing it down and adding access with a shared path, more lanes would be a disaster.	1/18/2024 2:41 PM
86	Although I do hope that Parmer Ln can be a safer place to live and work, the current type of bicycle lanes being put in (Duval Ln, and North Hills Dr, for example) do not seem to be helping with this. From my observation, bikers do not use the lanes, and it often causes confusion for drivers.	1/18/2024 2:35 PM
87	It would be very nice to have protected (separate) hike & bike paths along either side.	1/18/2024 2:29 PM
88	Must be a cement curb to protect cyclists from high speed traffic. Maintenance of cycling path must be kept clear of road debris that could cause injury/accident.	1/18/2024 2:03 PM
89	As a daily bike commuter, I would like to have better bike infrastructure along Parmer. As the primary east west corridor in north austin it is easiest way to get across that part of town but never really the safest choice. Would be great to see a mixed use path along the road like have been done with other highway projects recently - 290 and 183south. These have created safe spaces for alternative commuting options.	1/18/2024 2:00 PM
90	- Reduce injuries and deaths on Parmer Lane. - Drastically increase the number of people biking, walking, or riding buses along Parmer.	1/18/2024 1:55 PM
91	Not really. Just generally interested in safe, connected spaces for cyclists and walkers.	1/18/2024 1:48 PM
92	Walking path absolutely needed	1/18/2024 1:46 PM
93	Please make it less a car-centric travel corridor and make it safer for people to travel on.	1/18/2024 1:38 PM
94	It is very dangerous for bikers. Also traffic is very backed up north of 620. It is 3 lanes south of 620 but more and more houses and stores are are being built north of 620. I have lived in this area 20 years and nothing has been done to alleviate the growing traffic	1/18/2024 1:35 PM
95	I would like to see a standard 12ft wide fully protected shared use path with shade on either side of the street. We should NOT increase the number of car lanes - it would only further reduce safety and doesn't fundamentally improve issues of congestion. Ideally, ownership of this road would be transferred to the city to enable more consistency with respect to safety and design standards and integration with the rest of the transportation system.	1/18/2024 1:19 PM
96	I want a safer, more pleasant Parmer Lane	1/18/2024 1:15 PM
97	I think it would be great to incorporate safe biking options in every new infrastructure plan in the Austin area, and everywhere in general.	1/18/2024 1:11 PM
98	What are they?	1/18/2024 1:09 PM
99	Shoulder are inadequate for biking, and the cars go too fast through it	1/18/2024 1:04 PM
100	More car lanes.	1/18/2024 12:59 PM
101	Make Parker lane safer for everyone. Study peak times and see where you can put bus and	1/18/2024 12:51 PM

	bike infrastructure.	
102	Need a barrier between cars and bikes. Cars are going 65 mph and more	1/18/2024 12:51 PM
103	Please consider future trail initiatives in the area such as the Redline Parkway initiative.	1/18/2024 12:48 PM
104	I want Parker Ln to be a safer road for all users. I recommend the following - Add 12ft Shared Use Paths with shade on both sides of the road and use a planted buffer or a solid barrier. - Do NOT add more car lanes. - Transfer ownership of Parmer Lane to the City of Austin to allow local design standards.	1/18/2024 12:45 PM
105	Parmer Lane is extremely dangerous - high speeds, wide lanes, wide ROW, etc. Do not add more car lanes. If anything, reduce car lanes. Add wide (12 ft or more) protected shared use paths with shade from trees on both sides of the road. Transfer ownership of Parmer Lane to the City of Austin.	1/18/2024 12:45 PM
106	Promoting safe and efficient and pleasant walking and/or biking should be of the highest priority in this corridor. Austin is notorious for sidewalks and bike lanes that begin and end in weird locations or are so unpleasant that no one is encouraged to use them instead of driving.	1/18/2024 12:45 PM
107	I strongly support changes that will make Parmer safer, especially for bicyclists.	1/18/2024 12:39 PM
108	I support adding a bike path or shared use path that is separated from Parmer Ln.	1/18/2024 12:31 PM
109	This section of Parmer already has adequate bike lanes or a very wide shoulder to ride on. I'd rather see improvements going the other direction - East from Mopac to 130 and beyond.	1/18/2024 12:30 PM
110	Add 12ft Shared Use Paths with shade on both sides of the road and use a planted buffer or a solid barrier. - Do NOT add more car lanes. - Transfer ownership of Parmer Lane to the City of Austin to allow local design standards.	1/18/2024 12:26 PM
111	safer and slower please	1/18/2024 12:26 PM
112	No	1/18/2024 12:19 PM
113	None	1/18/2024 12:17 PM
114	There is a lot of walking and bike riding traffic from Mopac to McNeil.	1/18/2024 12:15 PM
115	Parmer lane used to be a fantastic route to bike. Now it's horribly dangerous leading to more cars making traffic even worse. I and many other would love to bike to work but can't because of the horrible infrastructure. Please consider all modes of travel when doing the redesign.	1/18/2024 12:09 PM
116	Providing “improvements” to a roadway usually means coming up with more lanes and more car-friendly updates. I would prefer to see more bike accessibility (not just an unprotected shoulder) and walking accessibility (raised sidewalks and crosswalks) to promote movement without cars.	1/18/2024 12:03 PM
117	Parmer Lane should be handed over to COA for better safety	1/18/2024 12:01 PM
118	I strongly support changes that make Parmer a safer place for pedestrians and cyclists, particularly in North Austin.	1/18/2024 11:59 AM
119	Greater bicycle safety should be at the forefront of any modification to Parmer Lane. Take care of this and everything else will flow smoothly.	1/18/2024 11:51 AM
120	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/18/2024 11:48 AM
121	It seems short sighted as it does not cover the entire length through Austin. That’s kind of a waste of time and money.	1/18/2024 11:46 AM
122	Study how to slow traffic down, include enhance public transit along corridor, fully add shared use paths, dedicated bike lanes	1/18/2024 11:43 AM
123	These changes need to happen to make Parmer Lane more safe and pleasant for our community. It is very dangerous. I know so many friends and neighbors who have had very scary, almost fatal close calls driving on Parmer. The most dangerous seem to be turnining into and out of the Milwood neighborhood and Parmer intersections. People race their cars up	1/18/2024 11:38 AM

	and down anytime of the day and most people drive over the speed limit making it extremely dangerous.	
124	No	1/18/2024 11:34 AM
125	Prioritize public transportation/less vehicle dependency	1/18/2024 11:33 AM
126	Parmer needs to be wider with shoulder AND continued bike lane, timed signals.	1/18/2024 11:33 AM
127	I'm excited to know that improvements for Parmer Lane are being considered.	1/18/2024 11:31 AM
128	Bike lanes should be separate from traffic lanes.	1/18/2024 11:27 AM
129	for the love of Pete, please bring up concerns about getting across loop 1/Mopac at Parmer as well. I live just off Parmer near Tamayo, and it took FOREVER to get a sidewalk between McNeil and Dallas, THEN it was torn up while Apple built a huge campus. It was finally replaced, but the sidewalk ends at Apple campus and you can't continue on the trail over Rattan Creek. There needs to be protected access paths (sidewalk/paved trail) on both sides of Parmer through this proposed area. I walk and bike along there multiple times a week, and it's not safe currently.	1/18/2024 11:25 AM
130	For the past 10 years or so, Parmer has been objectively one of the absolute worst roads in/around Austin to cycle on. The shoulder is wide and would be quite safe if it were not for the constant stream of objects that pose a risk to the cyclist and their peers. This includes objects such as trash, construction materials, rocks/gravel, nails, and organic debris. If it were kept more clear of these objects, I and others would ride on it more often. At this point, I cringe and suggest other routes if friends want to ride on it with me for more than a mile - it's just a headache and more stress than I'd like, not to mention dangerous if we have to move into the auto lane to avoid objects (this is often the only option). If a protected shared lane is added for cyclists to use, I'd like to see a plan to keep it clear of these types of obstacles.	1/18/2024 11:23 AM
131	Please make more bike friendly.	1/18/2024 11:22 AM
132	Make it safer for bicyclists with a wide bike lane and solid protective barrier. Fast-moving cars with distracted drivers texting can result in a slight veer to the right, which may mean a scraped finder. But for a bicyclist, it could result in death. This is from a bicyclist, formerly road Parmer from Davis Spring. Because of increased traffic and more reckless drivers, I am scared to death to go on Parmer, including to get groceries or to the drug store to pick up medicine.	1/18/2024 11:21 AM
133	I would like to see protected bike and walking areas on Parmer ln. I am completely opposed to widening Parmer ln. I live only 3 blocks away.	1/18/2024 11:19 AM
134	The goal of the study needs to be how the corridor prioritizes the movement and safety of PEOPLE, not vehicles. Vehicles are only one way people get around, transit movement operations, bicycle rider and pedestrian safety and connectivity to neighborhoods need to be prioritized just as high as vehicle throughput.	1/18/2024 11:19 AM
135	Need dedicated bike lanes with large shoulders.	1/18/2024 11:16 AM
136	agree with all three	1/18/2024 11:15 AM
137	This study should not propose or consider expanding car lanes on Parmer - its focus should be entirely on other travel modes. Further car lane expansion on Parmer/FM 734 will only serve to induce more sprawl development and slow travel times even further.	1/18/2024 11:12 AM
138	I would love to see Parmer become safer to bike and walk on. A protected bike path (NO SHARROWS, they offer no protection)	1/18/2024 11:12 AM
139	Adding 12ft fully protected shared paths on either side of Parmer lane with a planted buffer or solid barrier would make the road much more safe and accessible. Please do not add more car lanes to the street, this will only serve to waste huge amounts of resources and will not improve traffic flow. Removing lanes however would make the street safer or making bus only lanes would greatly improve traffic flow. Transfer ownership of parmer lane to the City of Austin to allow the city to apply its own safety and design standards.	1/18/2024 11:12 AM
140	No	1/18/2024 11:08 AM
141	Under why do you travel on parmer the use for cycling recreation is not included	1/18/2024 11:08 AM

142	No	1/18/2024 11:07 AM
143	- Add 12ft Shared Use Paths with shade on both sides of the road and use a planted buffer or a solid barrier. - Do NOT add more car lanes. - Transfer ownership of Parmer Lane to the City of Austin to allow local design standards.	1/18/2024 11:06 AM
144	The design of this road is inappropriate for an urban area, particularly with the density of multifamily housing along the corridor. Active transportation and transit should be prioritized over driver convenience. Please ensure that the redesigned facility is safe for active transportation users of all ages and abilities. Please follow NACTO guidance when assessing and designing this facility.	1/18/2024 11:05 AM
145	Add 12ft fully protected Shared Use Paths on both sides of the road. Do NOT add more car lanes. Transfer ownership of Parmer Lane to the City of Austin to allow the City to apply its own safety and design standards.	1/18/2024 11:04 AM
146	Must improve safety and add alternate modes of transport	1/18/2024 11:00 AM
147	One objective should be to build a very wide (12'+) shared use path on both sides of the road with a hard barrier between it and the road and include speed bumps, paint, stop signs, and lights for cars where the path intersects roads and driveways.	1/18/2024 10:57 AM
148	Do not consider another toll road. Please address need for pedestrian/bicycle bridge over train tracks near Yett Creek park	1/18/2024 10:55 AM
149	- Please do not allow "improve traffic operations" to mean widening the roadway. Widening roads does not ease congestion and worsens safety. - Set a specific goal and timeline, including a halfway goal, for reducing and eliminating deaths and serious injuries on Parmer Lane. - Set a design speed reduction goal to safe speeds under 35mph. - Use up to date traffic modeling that includes induced demand. - Include in the goal reducing Vehicle Miles Traveled and set a target and timeline.	1/18/2024 10:51 AM
150	Do not widen/add car capacity to the road! Please add wide SUPs on both sides and return the road to the City of Austin so the City can apply its own design standards. Thank you!	1/18/2024 10:50 AM
151	I am always for projects that increase pedestrian and bicycle safety.	1/18/2024 10:49 AM
152	I support the cause. As a cyclist, I've been hit by a car while riding in Parmer lane. I wish for a safer riding environment on Parmer	1/18/2024 10:49 AM
153	I'd like to see Parmer lane completely rethought with more non-automobile infrastructure in place. Specifically: 1. I'd like to see protected bike lanes (protected with a solid barrier, not just paint or pylons) installed for the length of the street (on both sides, ideally bi-directional lanes on each side) 2. I'd like to see more shade along the entire road, with better consideration for pedestrian traffic 3. I want ownership of Parmer transferred to the city of Austin, so that the city can apply its own safety and design standards	1/18/2024 10:49 AM
154	No	1/18/2024 10:48 AM
155	We need more walkable and equitable neighborhoods, including the large corridors.	1/18/2024 10:48 AM
156	The existing usage of Parmer Line as a main cycling route needs to maintained or improved.	1/18/2024 10:48 AM
157	Yes, what are they? Is the proposal just to add lanes? I drive it and I bike it. How are you going to keep safe regardless of which mode of transportation I choose?	1/18/2024 10:48 AM
158	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.	1/18/2024 10:47 AM
159	If any road caters primarily to any one mode of transportation, it's a failure.	1/18/2024 10:46 AM
160	Please maintain bike access and safety along Parmer lane.	1/18/2024 10:45 AM
161	No	1/18/2024 10:44 AM
162	Safety should be the number 1 priority	1/18/2024 10:44 AM
163	I want Parmer to be safer and multimodal.	1/18/2024 10:44 AM

164	Parmer Lane, in its current state, is terrifying. Drivers treat it like a highway/interstate, but it has bike lanes and stoplights. Drivers use the shoulder as an additional lane, driving ~80mph to race to the next stoplight (that they can see is red from a distance).	1/18/2024 10:44 AM
165	1. 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. 2. Do NOT add more car lanes. This does not relieve congestion, worsens safety, and is the wrong way to accommodate population growth. 3. Transfer ownership of Parmer Lane to the City of Austin to allow the City to apply its own safety and design standards.	1/18/2024 10:42 AM
166	As someone who lives in North Austin and prefers cycling over driving whenever possible, improving the cycling safety of this stretch of road would be a huge help. Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/18/2024 10:35 AM
167	I'm really hoping Parmer becomes more accessible and easier to access from the Howard Station.	1/18/2024 10:00 AM
168	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/18/2024 9:58 AM
169	Bike lanes are not useful if just a stripe in the road separates you from the driver weaving on their phone. Physical barriers need to be added for safety.	1/18/2024 9:57 AM
170	“Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.”	1/18/2024 8:44 AM
171	Please help create a safe and efficient alternate mode of transportation, which could be shared alongside motorized vehicles. I think improvements such as this one, can help catapult Austin and our surrounding cities towards a leading community in our state.	1/17/2024 9:19 PM
172	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/17/2024 8:55 PM
173	Important to maintain safe cycling opportunities on this corridor as there are limited options. Need to maintain the wide shoulders that are there without barriers or intrusions like was created on nb side south of Neenah.	1/17/2024 8:11 PM
174	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. Parmer is lucky to have such wide shoulders, which could be the foundation of some exceptional biking and walking infrastructure. I've lived in the Austin area since 2001. Parmer used to be such a "sleepy" road that cycling on it felt like cycling on a country road. Now it feels much more like driving along a highway. I am still grateful that it exists. The absolute WORST result would be the addition of another driving lane without increasing options for cyclists and pedestrians. Please don't do that.	1/17/2024 8:05 PM
175	I support improvements that encourage multi-modal transportation through the corridor, primarily infrastructure that supports bicycle riding.	1/17/2024 7:37 PM
176	Please reduce the speed on Parmer Lane. This road operates as a highway and is highly unsafe for other modes of transit (pedestrians, cyclists, etc).	1/17/2024 6:49 PM
177	Please provide a minimum of 12'-wide shared-use paths separated from motor vehicle traffic by a solid barrier on both sides of the highway.	1/17/2024 6:31 PM
178	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/17/2024 6:28 PM
179	Implementing one of the proposed solutions would greatly improve security for my commute	1/17/2024 6:15 PM
180	Please provide a minimum of 12’ wide shared use paths for biking and walking with a safe and solid guard rail. Something you’d feel comfortable with your family, young and old. And it should be on both sides of the highway.	1/17/2024 6:11 PM

181	A shared use path along this stretch would protect people walking or biking whether it's recreationally or for other reasons. I strongly support this.	1/17/2024 6:07 PM
182	Please provide a minimum of 12'-wide shared-use paths separated from motor vehicle traffic by a solid barrier on both sides of the highway.”	1/17/2024 5:24 PM
183	We need SUPs both sides of the highway with pedestrian bridges over the creeks and highways.	1/17/2024 5:21 PM
184	Bike lanes!	1/17/2024 5:08 PM
185	I hope that this project is fiscally responsible: do not add more car travel lanes.	1/17/2024 4:46 PM
186	Please just make more bike lanes/routes everywhere in the city that connect with one another and are have a safety feature between bike lane and cars.	1/17/2024 4:41 PM
187	The plans should Provide a minimum of 12-feet-wide, shared use paths for bikes and less with a solid barrier protection from traffic on both sides of the highway	1/17/2024 4:30 PM
188	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/17/2024 4:18 PM
189	We need more bike lanes along Parmer. Actual safe bike lanes, not those flexible white poles that that don't actually protect you.	1/17/2024 4:12 PM
190	I'd like to flag that lots of people, myself included, don't feel safe biking or walking along Parmer Lane, but many people want to. I don't think current stats of pedestrian and cyclist usage are indicative of the huge potential this corridor could have to reducing car traffic and increasing multi-modal transport.	1/17/2024 3:53 PM
191	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway	1/17/2024 3:27 PM
192	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway	1/17/2024 3:22 PM
193	This is the only road in this area, there is really no substitute. Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.” with huge Apple development at Dallas Dr, would also like to see bike/ped bridge or tunnel across Parmer at Dallas	1/17/2024 3:00 PM
194	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway	1/17/2024 3:00 PM
195	“Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.”	1/17/2024 2:52 PM
196	“Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.”	1/17/2024 2:51 PM
197	There is a public transit island between Howard Station and the Cedar Park Station in the Gateway area. We need to either enable safe walking/biking between these stations or provide bus/on demand transit to connect. Apple has a massive campus leading to increased traffic on East Parmer Lane. Improving public transit options would help ease traffic.	1/17/2024 2:51 PM
198	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/17/2024 2:11 PM
199	I just want to emphasize the importance of multi-modal transport through this corridor, particularly bike and bus accessibility.	1/17/2024 1:34 PM
200	Would like to see multimodal connectivity bike/ped be a goal or outcome - particularly potential	1/17/2024 1:23 PM

	to serve as Red Line Trail with shared use paths	
201	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/17/2024 1:00 PM
202	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway	1/17/2024 12:56 PM
203	- All improvements must prioritize safety - NOT speed and traffic congestion reduction; number of crashes / fatalities is unacceptable - Reduce lane widths to 11' maximum and reduce lanes to minimize passing / speeding - Set speeds for safety - NOT using 85th percentile methods to encourage slower driving -Provide a minimum of 12'-wide shared-use paths for bike and pedestrians separated from vehicular lanes by a solid barrier on both sides of the corridor - Increase tree cover / biodiversity / and bioretention along corridor	1/17/2024 11:44 AM
204	NA	1/17/2024 10:59 AM
205	I would like for you to consider bike/scooter/walking during the study Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/17/2024 8:49 AM
206	“Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.”	1/16/2024 10:48 PM
207	It would be great to prioritize shared-use paths for bike and walk traffic. Ideally, these would be separated from motor vehicle traffic by a solid barrier.	1/16/2024 10:31 PM
208	n/a	1/16/2024 9:14 PM
209	Im interested in the possibility of this section connecting to the rest of the red line parkyway. I hope for a wide (12' or wider) hike/bike path separated form traffic by a solid barrier.	1/16/2024 8:32 PM
210	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/16/2024 8:28 PM
211	I think there should be options to bike and walk separate from car traffic (both bike and walk separated from traffic by barriers or trees) because there are so many businesses and restaurants on Parmer, often close to offices like mine	1/16/2024 8:11 PM
212	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. This corridor is a key connector in this part of the metro area and making it accessible to all folks is vital for future development.	1/16/2024 7:06 PM
213	That corridor is too dangerous	1/16/2024 5:54 PM
214	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. I would like to be able to bike (commute and for recreation) safely throughout the corridor.	1/16/2024 5:37 PM
215	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/16/2024 5:37 PM
216	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/16/2024 5:22 PM
217	I do not own a car and presently find it difficult to access this part of Austin, I would like to see more multi-modal options.	1/16/2024 5:06 PM
218	I would like to see shared multi-use paths on both sides of ALL of the corridors that CAMPO is studying: 1431, 79, 80, 29, 973, etc… I am absolutely horrified that 50% of the fatal crashes on Parmer in the past several years involved pedestrians or cyclists. That statistic supports everything I want to tell you about how I'd like to see this corridor improved. Your predictions	1/16/2024 5:05 PM

	for road usage on this corridor by 2045 are also horrifying. CAMPO absolutely must take actions to pull more cars off of this road by supporting public transit and building multi-use infrastructure.	
219	I am hugely in favor of multimodal improvements that will contribute to active transportation alternatives and safe, separated biking and walking paths.	1/16/2024 4:55 PM
220	Please provide separated bike lanes and wide sidewalks	1/16/2024 4:53 PM
221	Fantastic effort! Having lived off of Parmer for most of my time in Austin I appreciate the attention going to improving safety and multi-mobility along the corridor.	1/16/2024 4:45 PM
222	Yes please make this area safer for pedestrians and bicyclists. It is impossible to get around safely up here. Even in a car there's so many crashes. Please put in wide, protected lanes for pedestrians and cyclists. They should be a foot wide at minimum. With real physical barriers.	1/16/2024 4:40 PM
223	Ensure that people of all ages and abilities can walk or bike along and across the corridor, safely, comfortably, and enjoyably.	1/16/2024 3:36 PM
224	The project should include ped/bike facilities especially in Wilco as there are many subdivisions along Parmer in this area. There should also be ped/bike access on the bridge over Brushy Creek Lake park.	1/16/2024 11:54 AM
225	My short 7.5 mile round trip commute along Parmer Lane takes me as long as 30-45 minutes daily. This road is extremely congested, particularly during the morning and evening commutes, from Brushy Creek Road to Lakeland/Nina Drive. The traffic lights at Brushy Creek Road and Avery Ranch Blvd are terrible choke points and the railroad crossing near RM 620/State Hwy 45 frequently shuts down traffic for the light rail trains. This road should have been expanded to a minimum of three lanes on each side with longer turn in lanes for businesses and neighborhoods 15 years ago and the study needs to also take into account the section of road from beyond FM 1431 up to State Highway 29, given that commercial and residential development along this section of the road is literally exploding. It is a wonder to me that so few pedestrians/cyclists have been killed because every day I see multiple vehicles using the shoulders as additional lanes, frequently driving at high rates of speed, while traffic in the main lanes is at a stand-still. I understand the need for public input/comments and to take into account environmental considerations, but the road needs to be expanded now, not 5, 10, or 15 years from now. My family and I may need to consider moving from this area because of the traffic congestion along this road and safety.	1/13/2024 9:39 AM
226	Should include transit options connecting with the Red Line and major employers, like Apple.	1/12/2024 3:38 PM
227	No	1/12/2024 3:12 PM
228	The goals seem isolated and do not address connectivity. What paths are available to someone to walk or bike to get on this roadway from their house, store, or job	1/4/2024 1:25 PM
229	I'd like to see a sound wall constructed along Parmer's west side to reduce road noise for nearby residences. I live in the Rattan Creek neighborhood between Tamayo and Anderson Mill, and Parmer runs behind my backyard. It looks like the homes on the Travis side of the county line have a sound wall, and I feel that we would benefit from one as well.	1/3/2024 1:07 PM
230	I think three lanes are needed all the way up to 1431. I also think CapMetro should run a bus along Parmer.	12/26/2023 9:49 AM
231	Less traffic back up at lights Improve intersection parmer/620 we had major accident due to other driver running left turn ligh	12/22/2023 11:55 AM
232	There is a lot more traffic on Parmer than when we moved to the area in 2017. More lanes are definitely needed on the mother section!	12/16/2023 8:35 AM
233	I support the study goals and objectives	12/15/2023 5:31 PM
234	Yes. I recommend adding two turnaround lanes in each direction at the intersection of Parmer and 620. Although the majority of traffic turning around is usually from going east on 620 to West on 620 , so one at least in that direction is a must to ease some of the major congestion that happens there. The second congestion point is going south on parmer to turning East on 620. That traffic light duration must be increased. This causes significant backup on Parmer even though it becomes 3 lanes right before the Railway crossing. Another way to reduce	12/15/2023 11:33 AM

	parmer congestion would be to add a railway crossing and join Spectrum Drive and Lakeline Blvd, this will significantly reduce some traffic at the 620 junction.	
235	No matter the road's shoulder width or height, I don't believe folks should be walking or biking on such a busy road. It's far too dangerous for both those walking/biking as well as for the drivers trying to avoid them.	12/14/2023 12:44 PM
236	Parmer Ln NEEDS to be widened to six lanes or more. The SH-45 traffic light is a bottleneck that needs to be solved (with a lot of money).	12/14/2023 2:14 AM
237	I'm very happy this study exists. After Seeing the future traffic Parmer Ln is expected to have in within the next few years, action seems necessary to prevent congestion and traffic problems.	12/13/2023 6:53 PM
238	We desperately need more roads and freeways across all of Central Texas	12/13/2023 5:52 PM
239	Parmer Lane is a highly unsafe route that needs both additional capacity and reductions in opportunities for traffic violence.	12/13/2023 5:45 PM
240	Please prioritize car movement over people, bikes, or environment	12/13/2023 5:30 PM
241	Please include a current analysis of the syncing of the traffic lights along this corridor; also, please consider the additional traffic along this corridor during the sporting season at the RRISD stadium - which currently causes big delays for commuters; finally, please consider the impact of construction - my suggestion would be during the summer months when school is not in session.	12/13/2023 5:16 PM
242	Some part of the study needs to be on speed mitigation. The posted speed in my area is 60 mph, and cars are easily going 80 mph or faster.	12/13/2023 2:54 PM

Q3 What zip code do you live in?

Answered: 360 Skipped: 243

#	RESPONSES	DATE
1	78641	1/21/2024 9:32 AM
2	78541	1/19/2024 11:08 PM
3	78752	1/19/2024 9:43 PM
4	78731	1/19/2024 9:28 PM
5	78753	1/19/2024 8:11 PM
6	78641	1/19/2024 8:05 PM
7	78753	1/19/2024 7:52 PM
8	78758	1/19/2024 7:12 PM
9	78735	1/19/2024 6:19 PM
10	78729	1/19/2024 5:51 PM
11	78641	1/19/2024 5:47 PM
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284	78704	1/17/2024 5:08 PM
285	78759	1/17/2024 4:46 PM
286	78753	1/17/2024 4:41 PM
287	78727	1/17/2024 4:30 PM
288	78750	1/17/2024 4:18 PM
289	78729	1/17/2024 4:12 PM
290	78704	1/17/2024 4:06 PM
291	78759	1/17/2024 3:56 PM
292	78750	1/17/2024 3:53 PM
293	78727	1/17/2024 3:27 PM
294	78702	1/17/2024 3:22 PM
295	78754	1/17/2024 3:19 PM
296	78751	1/17/2024 3:12 PM
297	78729	1/17/2024 3:00 PM
298	78664	1/17/2024 3:00 PM
299	78613	1/17/2024 2:58 PM

300	78750	1/17/2024 2:56 PM
301	78704	1/17/2024 2:52 PM
302	78613	1/17/2024 2:51 PM
303	78758	1/17/2024 2:51 PM
304	78613	1/17/2024 2:11 PM
305	78756	1/17/2024 1:34 PM
306	78739	1/17/2024 1:00 PM
307	78702	1/17/2024 12:56 PM
308	78722	1/17/2024 12:08 PM
309	78703	1/17/2024 11:44 AM
310	78723	1/17/2024 10:59 AM
311	78728	1/17/2024 8:49 AM
312	78750	1/16/2024 11:38 PM
313	78613	1/16/2024 10:48 PM
314	78757	1/16/2024 10:31 PM
315	78728	1/16/2024 9:14 PM
316	78721	1/16/2024 8:32 PM
317	78702	1/16/2024 8:28 PM
318	78703	1/16/2024 8:11 PM
319	78758	1/16/2024 8:09 PM
320	78641	1/16/2024 5:54 PM
321	78613	1/16/2024 5:37 PM
322	78705	1/16/2024 5:37 PM
323	78741	1/16/2024 5:22 PM
324	78613	1/16/2024 5:13 PM
325	78723	1/16/2024 5:06 PM
326	78759	1/16/2024 5:05 PM
327	78721	1/16/2024 4:59 PM
328	78757	1/16/2024 4:55 PM
329	78752	1/16/2024 4:53 PM
330	78745	1/16/2024 4:47 PM
331	78729	1/16/2024 4:45 PM
332	78727	1/16/2024 4:40 PM
333	78731	1/16/2024 4:37 PM
334	78702	1/16/2024 4:32 PM
335	78722	1/16/2024 3:36 PM
336	78613	1/16/2024 11:54 AM
337	78613	1/14/2024 7:06 AM

338	78613	1/13/2024 9:39 AM
339	78613	1/12/2024 3:38 PM
340	78727	1/12/2024 3:12 PM
341	78717	1/9/2024 1:37 PM
342	78633	1/4/2024 1:25 PM
343	78729	1/3/2024 1:07 PM
344	78727	12/31/2023 9:47 AM
345	78729	12/26/2023 9:49 AM
346	78613	12/22/2023 11:55 AM
347	78728	12/19/2023 1:40 PM
348	78613	12/16/2023 8:35 AM
349	30144	12/15/2023 5:31 PM
350	78613	12/15/2023 11:33 AM
351	78613	12/14/2023 7:21 PM
352	78717	12/14/2023 12:44 PM
353	78717	12/14/2023 2:14 AM
354	78717	12/13/2023 11:20 PM
355	78759	12/13/2023 6:53 PM
356	78717	12/13/2023 5:52 PM
357	78729	12/13/2023 5:45 PM
358	78750	12/13/2023 5:30 PM
359	78717	12/13/2023 5:16 PM
360	78727	12/13/2023 2:54 PM

Q4 What zip code or city/town do you commute or travel to often?

Answered: 329 Skipped: 274

#	RESPONSES	DATE
1	78729	1/21/2024 9:32 AM
2	78727	1/19/2024 11:08 PM
3	78717	1/19/2024 9:43 PM
4	78750	1/19/2024 9:28 PM
5	Leander	1/19/2024 8:11 PM
6	78758	1/19/2024 8:05 PM
7	78681	1/19/2024 7:52 PM
8	78727	1/19/2024 7:12 PM
9	Austin	1/19/2024 6:19 PM
10	78613 and 78730	1/19/2024 5:47 PM
11	Austin (Domain Area)	1/19/2024 5:46 PM
12	78731	1/19/2024 5:06 PM
13	78758, 78727	1/19/2024 4:41 PM
14	78727	1/19/2024 4:38 PM
15	78727	1/19/2024 4:29 PM
16	78702	1/19/2024 4:25 PM
17	Austin	1/19/2024 3:36 PM
18	Manor	1/19/2024 3:18 PM
19	78757	1/19/2024 3:18 PM
20	78727	1/19/2024 3:12 PM
21	78757	1/19/2024 3:10 PM
22	78717	1/19/2024 3:05 PM
23	78759	1/19/2024 2:33 PM
24	Cedar Park, Austin, Round Rock	1/19/2024 2:05 PM
25	78753	1/19/2024 1:48 PM
26	78723	1/19/2024 1:38 PM
27	78727	1/19/2024 1:16 PM
28	78759	1/19/2024 1:05 PM
29	78701	1/19/2024 12:46 PM
30	Q2 & Pickle Research, Affinity Indepenent Living, downtown	1/19/2024 12:36 PM
31	78704	1/19/2024 12:13 PM
32	78731 78759 78727 78758	1/19/2024 12:10 PM
33	78759	1/19/2024 12:03 PM

34	78752	1/19/2024 11:41 AM
35	78727	1/19/2024 11:37 AM
36	Austin	1/19/2024 11:37 AM
37	Apple office on Parmer Lane	1/19/2024 11:11 AM
38	78729	1/19/2024 11:07 AM
39	78758	1/19/2024 10:54 AM
40	78759	1/19/2024 10:41 AM
41	78753	1/19/2024 10:38 AM
42	I don't regularly travel up there	1/19/2024 10:31 AM
43	78759	1/19/2024 10:25 AM
44	78633	1/19/2024 10:06 AM
45	I ride my bike all over Austin, Westlake, etc.	1/19/2024 9:49 AM
46	Round rock, cedar park, Austin	1/19/2024 9:19 AM
47	78628	1/19/2024 9:03 AM
48	Austin cedar park leander	1/19/2024 8:59 AM
49	South to north Austin 3x weekly	1/19/2024 8:56 AM
50	Austin	1/19/2024 8:37 AM
51	Georgetown,in round rock and Cedar Park	1/19/2024 8:19 AM
52	78728	1/19/2024 7:55 AM
53	78728	1/19/2024 7:50 AM
54	leander area	1/19/2024 7:31 AM
55	78757	1/19/2024 7:00 AM
56	North Austin	1/19/2024 6:47 AM
57	78758	1/19/2024 5:49 AM
58	Austin	1/19/2024 5:41 AM
59	78727	1/19/2024 12:51 AM
60	78702	1/18/2024 11:35 PM
61	78752	1/18/2024 11:34 PM
62	Austin	1/18/2024 11:27 PM
63	Jollyville	1/18/2024 10:29 PM
64	78701	1/18/2024 10:29 PM
65	All	1/18/2024 10:21 PM
66	78701	1/18/2024 10:16 PM
67	78727	1/18/2024 10:13 PM
68	78758	1/18/2024 9:59 PM
69	Cedar Park	1/18/2024 9:50 PM
70	78717	1/18/2024 9:07 PM
71	Austin	1/18/2024 8:46 PM

72	78702	1/18/2024 8:30 PM
73	N/A	1/18/2024 8:22 PM
74	78729	1/18/2024 8:08 PM
75	78759	1/18/2024 8:06 PM
76	78759	1/18/2024 7:49 PM
77	78753	1/18/2024 7:48 PM
78	78722	1/18/2024 7:45 PM
79	78758	1/18/2024 7:42 PM
80	78758	1/18/2024 7:41 PM
81	78744	1/18/2024 7:37 PM
82	78701	1/18/2024 7:33 PM
83	78753	1/18/2024 7:20 PM
84	78704	1/18/2024 7:19 PM
85	78717	1/18/2024 6:53 PM
86	Austin	1/18/2024 6:35 PM
87	Cedar Park-Austin	1/18/2024 6:35 PM
88	Cedar Park	1/18/2024 6:18 PM
89	78628	1/18/2024 6:08 PM
90	78701	1/18/2024 5:50 PM
91	78613	1/18/2024 5:33 PM
92	78759	1/18/2024 5:27 PM
93	around the city	1/18/2024 5:26 PM
94	78727	1/18/2024 5:23 PM
95	78681	1/18/2024 4:48 PM
96	Austin	1/18/2024 4:43 PM
97	78757	1/18/2024 4:40 PM
98	78703	1/18/2024 4:32 PM
99	78744	1/18/2024 4:24 PM
100	78664	1/18/2024 4:21 PM
101	78728	1/18/2024 4:01 PM
102	Austin	1/18/2024 3:59 PM
103	all	1/18/2024 3:59 PM
104	78758	1/18/2024 3:51 PM
105	78712	1/18/2024 3:46 PM
106	78723	1/18/2024 3:42 PM
107	78753	1/18/2024 3:41 PM
108	78759	1/18/2024 3:40 PM
109	78701	1/18/2024 3:38 PM

110	78729	1/18/2024 3:38 PM
111	78745	1/18/2024 3:31 PM
112	78717	1/18/2024 3:30 PM
113	78613	1/18/2024 3:27 PM
114	78727	1/18/2024 3:21 PM
115	78753	1/18/2024 3:06 PM
116	78758	1/18/2024 3:01 PM
117	78705	1/18/2024 2:43 PM
118	78717	1/18/2024 2:41 PM
119	78758	1/18/2024 2:41 PM
120	78729	1/18/2024 2:37 PM
121	78731	1/18/2024 2:35 PM
122	78712	1/18/2024 2:29 PM
123	78701	1/18/2024 2:21 PM
124	Parmer lane from McNeil to Whitestone daily-round trip	1/18/2024 2:03 PM
125	78758	1/18/2024 2:00 PM
126	78712	1/18/2024 1:55 PM
127	78701	1/18/2024 1:54 PM
128	78759	1/18/2024 1:48 PM
129	78746	1/18/2024 1:48 PM
130	78753	1/18/2024 1:46 PM
131	Austin, Cedar Park, Leander, Round Rock	1/18/2024 1:46 PM
132	Austin	1/18/2024 1:38 PM
133	Austin	1/18/2024 1:35 PM
134	Round Rock from Central	1/18/2024 1:33 PM
135	Various	1/18/2024 1:16 PM
136	78641	1/18/2024 1:15 PM
137	Austin, all over Austin. Try to commute by bike always if possible	1/18/2024 1:11 PM
138	78727, 78717	1/18/2024 1:09 PM
139	78729	1/18/2024 1:09 PM
140	Austin	1/18/2024 1:04 PM
141	78729	1/18/2024 12:59 PM
142	Round Rock, Cedar Park	1/18/2024 12:52 PM
143	78701	1/18/2024 12:51 PM
144	78759	1/18/2024 12:51 PM
145	78703	1/18/2024 12:48 PM
146	Austin	1/18/2024 12:45 PM
147	78660	1/18/2024 12:45 PM

148	78727	1/18/2024 12:45 PM
149	78729	1/18/2024 12:34 PM
150	Austin	1/18/2024 12:31 PM
151	78701	1/18/2024 12:31 PM
152	Austin	1/18/2024 12:30 PM
153	Austin	1/18/2024 12:28 PM
154	78613	1/18/2024 12:26 PM
155	78759	1/18/2024 12:26 PM
156	78613	1/18/2024 12:19 PM
157	78727	1/18/2024 12:17 PM
158	78759	1/18/2024 12:15 PM
159	78757	1/18/2024 12:12 PM
160	78753	1/18/2024 12:12 PM
161	78729	1/18/2024 12:09 PM
162	Austin and Cedar Park	1/18/2024 12:03 PM
163	78701	1/18/2024 12:02 PM
164	78727	1/18/2024 12:01 PM
165	78757	1/18/2024 11:59 AM
166	Cedar Park	1/18/2024 11:51 AM
167	78753	1/18/2024 11:48 AM
168	78728	1/18/2024 11:46 AM
169	78702	1/18/2024 11:43 AM
170	78729, 78717, 78727	1/18/2024 11:38 AM
171	North Austin	1/18/2024 11:37 AM
172	78701	1/18/2024 11:34 AM
173	78727	1/18/2024 11:33 AM
174	Cedar Park, Leander, Austin	1/18/2024 11:33 AM
175	Cedar Park	1/18/2024 11:31 AM
176	78653	1/18/2024 11:31 AM
177	78727	1/18/2024 11:29 AM
178	78759	1/18/2024 11:27 AM
179	78729, 78753	1/18/2024 11:25 AM
180	78759	1/18/2024 11:25 AM
181	Round Rock, Austin, Leander, Georgetown	1/18/2024 11:23 AM
182	78750	1/18/2024 11:22 AM
183	78758	1/18/2024 11:22 AM
184	78758	1/18/2024 11:21 AM
185	Austin	1/18/2024 11:21 AM

186	78751	1/18/2024 11:19 AM
187	Austin	1/18/2024 11:19 AM
188	Austin, Round Rock, Cedar Park	1/18/2024 11:16 AM
189	78723	1/18/2024 11:15 AM
190	78727	1/18/2024 11:14 AM
191	Downtown, NW Hills, Brushy Creek	1/18/2024 11:14 AM
192	78727	1/18/2024 11:12 AM
193	78753, I bike on Parmer lane a lot.	1/18/2024 11:12 AM
194	78705	1/18/2024 11:12 AM
195	78702	1/18/2024 11:08 AM
196	cedar park and leander	1/18/2024 11:08 AM
197	78727 to 78756	1/18/2024 11:07 AM
198	Austin	1/18/2024 11:06 AM
199	78664	1/18/2024 11:05 AM
200	Austin	1/18/2024 11:05 AM
201	78727	1/18/2024 11:04 AM
202	78746	1/18/2024 11:02 AM
203	Austin	1/18/2024 11:01 AM
204	Downtown Austin	1/18/2024 11:00 AM
205	78759	1/18/2024 10:57 AM
206	78729, 78727, 78613, 78641	1/18/2024 10:57 AM
207	78704	1/18/2024 10:55 AM
208	78759	1/18/2024 10:54 AM
209	78216	1/18/2024 10:52 AM
210	78753	1/18/2024 10:52 AM
211	78754	1/18/2024 10:51 AM
212	78729	1/18/2024 10:51 AM
213	78702	1/18/2024 10:51 AM
214	78701, 78717	1/18/2024 10:50 AM
215	78727	1/18/2024 10:49 AM
216	78703	1/18/2024 10:49 AM
217	78727	1/18/2024 10:49 AM
218	78701	1/18/2024 10:48 AM
219	78758	1/18/2024 10:48 AM
220	78759	1/18/2024 10:48 AM
221	Round Rock, Pflugerville, Downtown Austin.	1/18/2024 10:48 AM
222	78702	1/18/2024 10:47 AM
223	78703	1/18/2024 10:47 AM

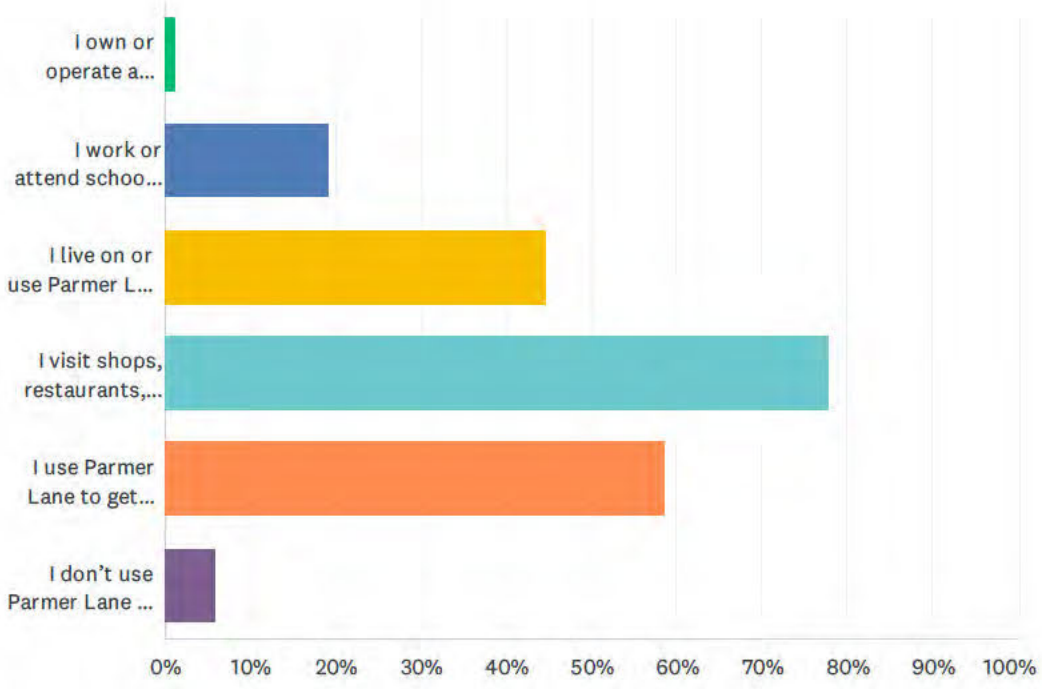
224	78729	1/18/2024 10:47 AM
225	78724	1/18/2024 10:46 AM
226	78705	1/18/2024 10:46 AM
227	78750	1/18/2024 10:45 AM
228	78759	1/18/2024 10:45 AM
229	78728 / 78723	1/18/2024 10:45 AM
230	78759	1/18/2024 10:44 AM
231	78757	1/18/2024 10:44 AM
232	78757	1/18/2024 10:44 AM
233	everywhere	1/18/2024 10:44 AM
234	Live in Austin on Parmer, frequently travel further into Austin, or out to Cedar Park/Leander/Round Rock on Parmer, since it's the major thoroughfare from my neighborhood.	1/18/2024 10:44 AM
235	78727	1/18/2024 10:43 AM
236	78681	1/18/2024 10:42 AM
237	78727	1/18/2024 10:00 AM
238	78727	1/18/2024 9:57 AM
239	78727	1/18/2024 9:41 AM
240	78727	1/18/2024 9:22 AM
241	78759	1/18/2024 8:44 AM
242	Austin	1/18/2024 8:33 AM
243	78717	1/18/2024 6:52 AM
244	78727	1/17/2024 9:21 PM
245	78754	1/17/2024 9:19 PM
246	78759	1/17/2024 8:59 PM
247	78725, 78717	1/17/2024 8:55 PM
248	78727	1/17/2024 8:11 PM
249	78701	1/17/2024 8:05 PM
250	78729	1/17/2024 7:37 PM
251	78727	1/17/2024 6:49 PM
252	78751	1/17/2024 6:31 PM
253	78727	1/17/2024 6:28 PM
254	78727	1/17/2024 6:15 PM
255	Austin	1/17/2024 6:11 PM
256	78717	1/17/2024 5:36 PM
257	Into Austin	1/17/2024 5:24 PM
258	78729	1/17/2024 5:21 PM
259	Various	1/17/2024 5:08 PM
260	78613	1/17/2024 4:46 PM
261	78759	1/17/2024 4:41 PM

262	Brushy creek area in Williamson co	1/17/2024 4:30 PM
263	78701	1/17/2024 4:18 PM
264	78727	1/17/2024 4:12 PM
265	78702 78744 78745 78752 78750	1/17/2024 4:06 PM
266	78727	1/17/2024 3:56 PM
267	78727	1/17/2024 3:53 PM
268	78727	1/17/2024 3:27 PM
269	78727	1/17/2024 3:22 PM
270	78754	1/17/2024 3:19 PM
271	78727	1/17/2024 3:00 PM
272	N/A	1/17/2024 3:00 PM
273	78727	1/17/2024 2:58 PM
274	78727	1/17/2024 2:56 PM
275	78727	1/17/2024 2:52 PM
276	78727	1/17/2024 2:51 PM
277	78727	1/17/2024 2:51 PM
278	78701	1/17/2024 2:11 PM
279	78731, 78757	1/17/2024 1:34 PM
280	78701	1/17/2024 1:00 PM
281	78664	1/17/2024 12:56 PM
282	78703	1/17/2024 11:44 AM
283	Downtown Austin	1/17/2024 10:59 AM
284	78731	1/17/2024 8:49 AM
285	North Austin	1/16/2024 10:48 PM
286	North Austin and Cedar Park	1/16/2024 10:31 PM
287	78703 to 35th Street and also to NYOS Charter School	1/16/2024 9:14 PM
288	78721	1/16/2024 8:28 PM
289	78729	1/16/2024 8:11 PM
290	Austin and surrounding area	1/16/2024 8:09 PM
291	I travel up to the area around the Domain and the neighborhoods just north of it (near Parmer) to visit friends or eat/shop.	1/16/2024 7:48 PM
292	Austin and round rock	1/16/2024 5:54 PM
293	78750	1/16/2024 5:37 PM
294	78754	1/16/2024 5:22 PM
295	78758	1/16/2024 5:13 PM
296	Austin	1/16/2024 5:05 PM
297	78701	1/16/2024 4:59 PM
298	78759	1/16/2024 4:55 PM
299	78758	1/16/2024 4:53 PM

300	78705	1/16/2024 4:47 PM
301	78702	1/16/2024 4:45 PM
302	78727	1/16/2024 4:40 PM
303	78746	1/16/2024 4:37 PM
304	Central Austin	1/16/2024 4:32 PM
305	78702	1/16/2024 3:36 PM
306	78613	1/16/2024 11:54 AM
307	78729	1/13/2024 9:39 AM
308	78728	1/12/2024 3:38 PM
309	Cedar Park/Central Austin	1/12/2024 3:12 PM
310	Central Austin	1/9/2024 1:37 PM
311	78729	1/4/2024 1:25 PM
312	78759	1/3/2024 1:07 PM
313	78731	12/31/2023 9:47 AM
314	Cedar Park	12/26/2023 9:49 AM
315	78759	12/22/2023 11:55 AM
316	San Antonio	12/19/2023 1:40 PM
317	Austin	12/16/2023 8:35 AM
318	30144	12/15/2023 5:31 PM
319	78759	12/15/2023 11:33 AM
320	78613	12/14/2023 7:21 PM
321	Cedar Park, though I use Avery Ranch to 183 more often than Parmer.	12/14/2023 12:44 PM
322	78759	12/14/2023 2:14 AM
323	78717	12/13/2023 11:20 PM
324	N/A	12/13/2023 6:53 PM
325	Austin, Cedar Park and Marble Falls	12/13/2023 5:52 PM
326	78729	12/13/2023 5:45 PM
327	78750	12/13/2023 5:30 PM
328	no regular schedule at this time	12/13/2023 5:16 PM
329	78731	12/13/2023 2:54 PM

Q5 Why do you travel on Parmer Lane? (Choose all that apply)

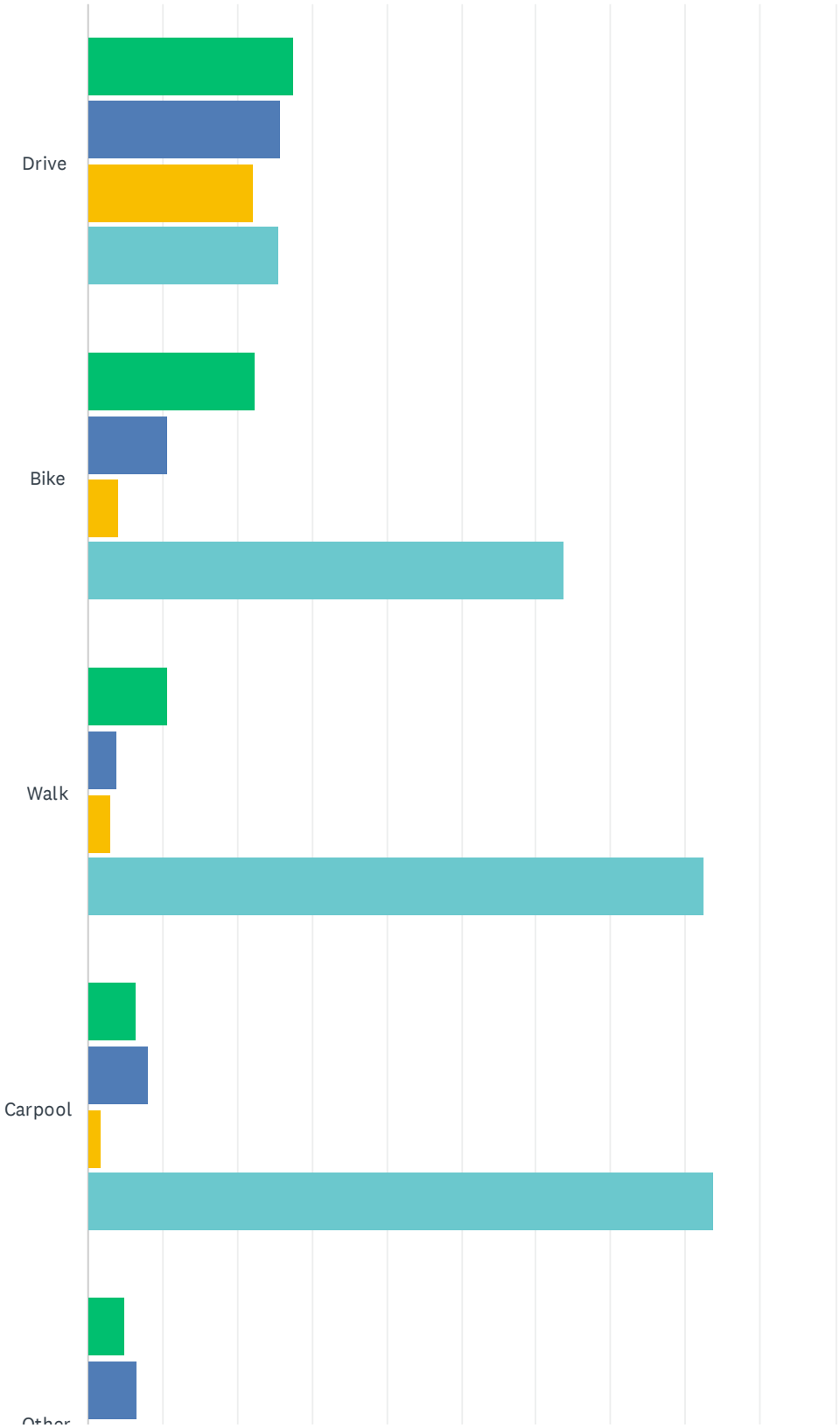
Answered: 370 Skipped: 233



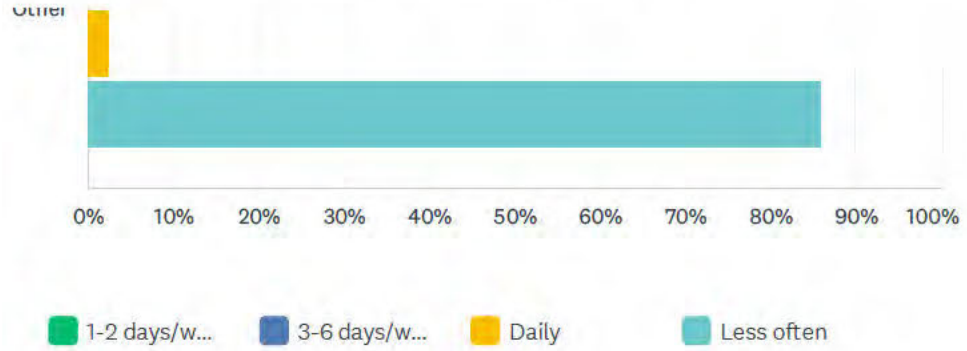
ANSWER CHOICES	RESPONSES	
I own or operate a business on Parmer Lane	1.35%	5
I work or attend school on Parmer Lane	19.19%	71
I live on or use Parmer Lane to get home	44.86%	166
I visit shops, restaurants, leisure or recreational destinations on Parmer Lane	77.84%	288
I use Parmer Lane to get through town	58.65%	217
I don't use Parmer Lane but regularly use streets adjacent to Parmer Lane (Please list other streets used)	5.95%	22
Total Respondents: 370		

Q6 How often do you travel on Parmer Lane using the following options? (Choose all that apply)

Answered: 371 Skipped: 232



434



	1-2 DAYS/WEEK	3-6 DAYS/WEEK	DAILY	LESS OFTEN	TOTAL RESPONDENTS
Drive	27.59% 96	25.86% 90	22.13% 77	25.57% 89	348
Bike	22.41% 65	10.69% 31	4.14% 12	63.79% 185	290
Walk	10.63% 22	3.86% 8	2.90% 6	82.61% 171	207
Carpool	6.49% 12	8.11% 15	1.62% 3	83.78% 155	185
Other	4.96% 6	6.61% 8	2.48% 3	85.95% 104	121

Q7 If other, please specify:

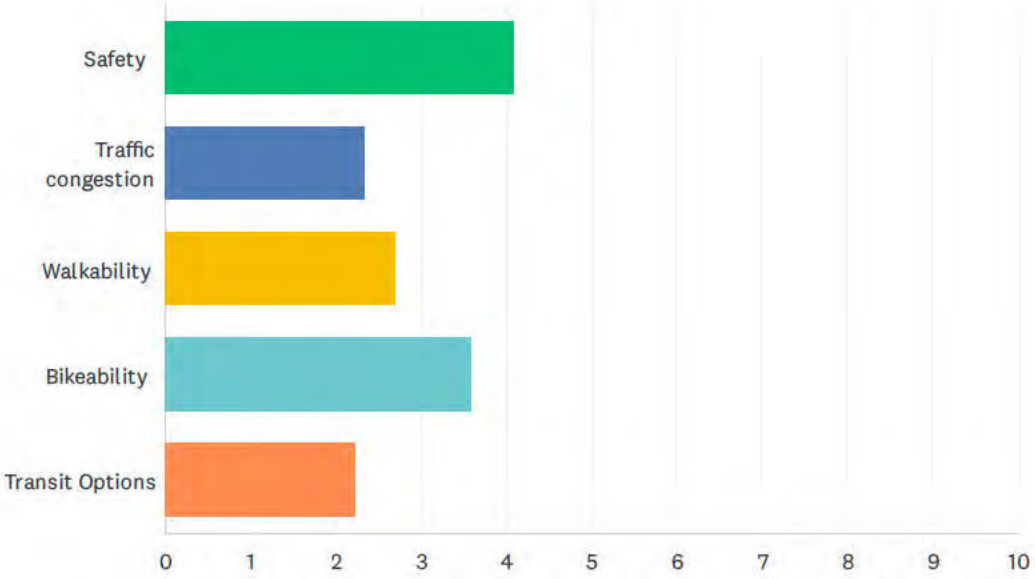
Answered: 35 Skipped: 568

#	RESPONSES	DATE
1	I take a shuttle with coworkers to/from Metrorail to the Apple Campus.	1/19/2024 3:12 PM
2	Parmer lane is not safe for walkng or biking	1/19/2024 2:05 PM
3	Do NOT add more car lanes. This does not relieve congestion, worsens safety, and is the wrong way to accommodate population growth.	1/19/2024 12:46 PM
4	Bus	1/19/2024 12:36 PM
5	Cap metro train	1/19/2024 11:11 AM
6	Do NOT add more car lanes!!	1/19/2024 9:49 AM
7	Who would ever go here without car armor?	1/18/2024 8:46 PM
8	Parmer to get to McNeil Dr and vice versa. Considered using Howard Station + Bike, but too dangerous in existing conditions.	1/18/2024 7:19 PM
9	Need to cross Parmer at Amherst and	1/18/2024 4:01 PM
10	wheelchair user	1/18/2024 3:59 PM
11	Ride in Apple Shuttle from Cap Metro Howard Stations	1/18/2024 3:38 PM
12	Train to Domain and then bike	1/18/2024 3:21 PM
13	CapMetro Rail	1/18/2024 2:41 PM
14	I would bike it regularly if there were safe, separate bike lanes.	1/18/2024 2:29 PM
15	Hoverround Mobility Scooter	1/18/2024 12:59 PM
16	Use Parmer to get to Berry Springs park in Georgetown	1/18/2024 12:51 PM
17	I do not ride my bike or walk because Parmer Lane feels so dangerous and unsafe. I don't really feel comfortable driving on it and avoid it when possible.	1/18/2024 12:45 PM
18	I drive and ride motorcycles on Parmer Ln.	1/18/2024 12:31 PM
19	I ride my bike on Parmer, not to go anywhere in particular, but as a great way to ride 25, 40, or more miles.	1/18/2024 12:30 PM
20	Electric car, ebike, need charging stations and shaded sidewalks for heat island effect/noise/pollution reduction.	1/18/2024 12:26 PM
21	None	1/18/2024 12:17 PM
22	Take kids across Parmer to pizza place and/or park and/or coffee shop and/or library	1/18/2024 12:12 PM
23	n.a	1/18/2024 12:01 PM
24	Motorcycle	1/18/2024 11:58 AM
25	visit family	1/18/2024 11:15 AM
26	Transit	1/18/2024 11:05 AM
27	The main reason I do not bike/walk on Parmer Lane is that it's inherently unsafe to do so with the way the road is constructed today. If more attention was paid to bike/pedestrian infrastructure I would absolutely do more of both.	1/18/2024 10:49 AM
28	I travel Mcneil Rd at the Parmer intersection and it is nerve wracking how big and congested it can be. Always nervous about red light runners there.	1/18/2024 10:45 AM

29	Commuter Shuttle	1/18/2024 10:00 AM
30	Work bus	1/17/2024 6:49 PM
31	I don't bike or run on Parmer because it feels very dangerous.	1/17/2024 6:07 PM
32	Red Line Train	1/17/2024 3:22 PM
33	Take Kramer to Howard and get picked up by Private Bus to Parmer Lane	1/17/2024 2:51 PM
34	n/a	1/16/2024 9:14 PM
35	I would bike more, but I find it very dangerous	1/16/2024 5:06 PM

Q8 What are your concerns along Parmer Lane? Please rate with your top concern starting with number 1 with your least concern being number 5.

Answered: 370 Skipped: 233



	1	2	3	4	5	TOTAL	SCORE
Safety	47.84% 177	25.95% 96	14.59% 54	10.54% 39	1.08% 4	370	4.09
Traffic congestion	13.78% 51	9.46% 35	18.65% 69	14.32% 53	43.78% 162	370	2.35
Walkability	6.22% 23	20.00% 74	28.92% 107	28.65% 106	16.22% 60	370	2.71
Bikeability	27.03% 100	34.59% 128	17.03% 63	14.86% 55	6.49% 24	370	3.61
Transit Options	5.14% 19	10.00% 37	20.81% 77	31.62% 117	32.43% 120	370	2.24

Q9 Is there anything else you would like to tell us about Parmer Lane?

Answered: 195 Skipped: 408

#	RESPONSES	DATE
1	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/19/2024 8:05 PM
2	Need 2 dedicated right turn lanes off Parmer onto Lamar going south	1/19/2024 7:52 PM
3	All of that ROW could be put to much better use that a 6 lane rocked highway	1/19/2024 6:19 PM
4	I would like to see the speed limit lowered. I would also like the Parmer/McNeil intersection made safer	1/19/2024 5:51 PM
5	NA	1/19/2024 5:47 PM
6	Paremer Lane needs connects Mopac to multiple areas in north and needs to be fast. The lights need to be synchronized and perhaps if there are other ways to keep traffic moving, they need to be implemented.	1/19/2024 5:46 PM
7	It's doesn't feel very safe to walk or bike on Parmer Lane	1/19/2024 4:41 PM
8	It's dangerous if you're not in a car	1/19/2024 4:38 PM
9	Parmer Lane is a death trap. Please take action to save lives and stop avoidable traffic violence. I would like to have a pleasant, safe way to get around that part of Austin that is accessible without having to use a car.	1/19/2024 3:36 PM
10	Please make Parmer safe for ALL users. Provide wide, continuous sidewalks, reduce driveways, reduce vehicle speeds, do not widen, create safe crossings for humans, provide fully protected bike lanes.	1/19/2024 3:18 PM
11	Apple, one of the largest employers in Austin, has two campuses along this route. Neither are served by transit (if not for Apple providing very limited service to/from Metrorail). Also, the zoning and sidewalk infrastructure are horrendous! The entire stretch lacks any walkable amenities.	1/19/2024 3:12 PM
12	Flow & efficiency could be improved by allowing Parmer North bound outer left turn lane to 620/45 frontage to also go forward. Also, Parmer south bound lanes to turn right or go forward. Cars get "stuck" & block traffic in these outer lanes when they realize it's a left or right only lane.	1/19/2024 2:05 PM
13	I would ask that you consider: 1.) Adding 12ft Shared Use Paths with shade on both sides of the road and use a planted buffer or a solid barrier. 2.) Do NOT add more car lanes. 3.)Transfer ownership of Parmer Lane to the City of Austin to allow for local design standards.	1/19/2024 1:48 PM
14	Transfer ownership of Parmer Lane to the City of Austin to allow the City to apply its own safety and design standards.	1/19/2024 12:46 PM
15	I would like to see fewer car lanes and more dedicated transit/bike lanes.	1/19/2024 12:13 PM
16	A separated bike lane would be great for such a high use area that often has trash in the shoulder	1/19/2024 12:12 PM
17	I would like for Parmer lane to be more safe for people of all ages. Bikes, walkers, and drivers.	1/19/2024 11:37 AM
18	Please calibrate the SIGNAL on Dallas Dr at Peak times as it takes FOREVER to get in and out to Apple Office	1/19/2024 11:11 AM
19	Do not expand the number or width of automobile travel lanes. Lanes widths should be narrowed and the speed limit reduced. A wide (at least 12') shared path with shade and planted buffers should be added to both sides. Intersection crossings should be improved.	1/19/2024 11:07 AM

20	There is a lot of foot traffic on Parmer and 35 but not as much near Mopac - I think the highway makes it very difficult to feel safe as the roads are quite large.	1/19/2024 10:54 AM
21	DO NOT ADD TOLL LANES!	1/19/2024 10:41 AM
22	Please make it less car oriented	1/19/2024 10:34 AM
23	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/19/2024 10:31 AM
24	I rode/skating on Parmer lane for many years before traffic became congested. I would love to see it more useable for bicyclist, skaters & walkers!	1/19/2024 10:25 AM
25	It should have shaded, shared use paths that are separated from the roadway by barriers. The City of Austin should own it to manage it to it's standards.	1/19/2024 10:06 AM
26	Transfer ownership of Parmer Lane to the City of Austin to allow the City to apply its own safety and design standards.	1/19/2024 9:49 AM
27	What does "Safety" mean? Driver safety? Pedestran & Biker safety? It's impossible to rank that without more info. I would ride my bike more often if there were a seperated bike lane.	1/19/2024 9:40 AM
28	To ask how many days someone bikes or walks on Parker is a misrepresentation. The question should be "how safe do you feel walking or biking on Parmer?"	1/19/2024 9:03 AM
29	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.	1/19/2024 8:37 AM
30	Even keeping the shoulder free of debris, especially the bridges, is helpful.	1/19/2024 8:19 AM
31	Safe means for bicycles and pedestrians to cross intersections. All left and right turn lanes must be regulated by push-button controlled stop lights. It's just unsafe otherwise.	1/19/2024 7:55 AM
32	Very unsafe area for walking/biking!!	1/19/2024 7:50 AM
33	No expansion!	1/19/2024 7:00 AM
34	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.	1/19/2024 6:47 AM
35	I'm worried that TxDOT will single-mindedly pursue additional lanes which will turn this road into an even more dangerous highway and cause another generation of traffic thanks to induced demand. Please pursue road design principles that will prioritize safety (including bus/bike/ped facilities) over cramming even more cars onto the road.	1/19/2024 5:49 AM
36	Get unnecessary traffic and pedestrians off Parmer Lane: no joyriders, homeless, beggars, etc. Penalize and fine all speeders. Severely restrict biking.	1/19/2024 12:51 AM
37	I bike on Parmer on the reg, each time I know I'm risking my life. It would be cool if one side of tho bulivard was made for non-car traffic only. Bikes, walking and buses.	1/18/2024 11:34 PM
38	Many teens use these routes to get to McNeil high school and should have safe biking and walking routes.	1/18/2024 10:29 PM
39	This is a terribly dangerous stroad - a distinction mix of road and street - that should be fixed to be a safe, multimodal urban street. TxDOT and CAMPO should abandon the practice of focusing on speeding up travel, which has failed to give people better access while making our region one of the most dangerous in the country in terms of traffic deaths per capita. TxDOT and CAMPO should focus on learning how to understand the diverse needs and desires of the people of the region and building the modeling capability to study how proposed transportation investments will improve access by different modes for different people instead of the useless congestion and trip time analysis done today. Parker lane should be designed for speeds appropriate for an urban setting of 35 mph at the highest. Self enforcing streets techniques	1/18/2024 10:29 PM

	should be used to make drivers able to operate vehicles at safe speeds for this mixed use urban context. TxDOT and campo should be facilitating transit, walking, and biking in an inclusive ADA manner that assumes people of various abilities will have reason to use this space. Any effort here should be centered on the Texas Transportation commission Road to Zero goal with an analysis of the number of people killed not just in this Stroad but the entire corridor in 2018, and then any proposed improvements should not be deemed acceptable to move forward until there is some reasonable analysis showing an expectation that the number of people killed in traffic in this corridor can be less than half the number on 2035, according to the clear and concise minute order from the TTC that requires the TxDOT Austin District to do this in all projects. In the public meeting thing, there is a board about traffic models, but those are based on the extremely flawed forecasting and modeling process. I and others have repeatedly provided campo and TxDOT with reports and analysis showing the flaws in this misleading public process, yet there seems zero respect or even tacit consideration of listening or responding to the concerns.	
40	The current construction along Parmer should be responsible for cleaning thier mess on the shoulders.	1/18/2024 10:21 PM
41	Clean up the shoulders, especially after construction or road repairs	1/18/2024 9:59 PM
42	The shoulder areas on the area in question are not swept frequently enough. Too much dangerous debris.	1/18/2024 9:50 PM
43	It's a death trap for cyclists and pedestrians. We can't even cycle or walk to the grocery.	1/18/2024 9:07 PM
44	I have had housemates (close friends that moved into extra rooms more than once (thanks Austin affordability)) enter a biking only option point of their lives, or undependable public transportation, which require them to move out for safety reasons bc they would have had to ride on Parmer	1/18/2024 8:46 PM
45	Please do not put a bike lane on this street if the speed limit is higher than 35mph. If the speed limit is over 35mph, either do a massive sidewalk or a concrete barrier. Please don't put the bike lane only one side of the street.	1/18/2024 8:30 PM
46	Please maintain a very wide shoulder for biking in groups. Having a multiuse path for running/walking/family biking	1/18/2024 8:08 PM
47	Parmer Ln has the potential to become a great/safe bike route. It passes through several points of interest. Please add safe bike infrastructure	1/18/2024 8:06 PM
48	Lower the speed limit.	1/18/2024 7:58 PM
49	The corridor connects to many interesting bike routes but I don't feel safe riding in the existing bike lanes. Traffic moves too quickly to be in an unprotected lane next to it.	1/18/2024 7:49 PM
50	The criss cross format is interesting but could see it being difficult to navigate	1/18/2024 7:48 PM
51	I used to bike on Parmer multiple days a week, but stopped due to traffic volume and lack of physical protection for cyclists. A wide shoulder and a paint stripe is not enough	1/18/2024 7:42 PM
52	The sidewalks and shared use paths on Parmer Lane currently are a complete joke.	1/18/2024 7:39 PM
53	I want a safer, more pleasant Parmer Lane. Specifically, protected bike lanes and native landscaping with trees, shrubs, grasses and wildflowers along the sidewalk and in any retention basins. Also include no-mow areas for wildflower and native plant protection.	1/18/2024 7:37 PM
54	it used to be a sleepy, safe road. Biking on it would be an invitation to certain mayhem and death. Physically separate, wide bike paths would be great. Paint on the road doesn't make for a proper bike lane.	1/18/2024 7:20 PM
55	The City is already planning a SUP on Mcneil Dr, which is a good opportunity to tie into proposed bike and ped improvements with Parmer. If the only bike or ped infrastructure on Parmer is a 5 ft wide painted bike lane or a 4 ft wide sidewalk, nobody is going to walk or bike on it. Create some grade separation for cyclists for high volume, high speed roads like this and please create a physical buffer or barrier between cyclists/peds and motor vehicles. Austin transportation department has experience with this kind of thing, so ask them for consultation. TxDOT's current approach to multimodal travel is antiquated and dangerous. Placing a SUP with no clear space/protection next to a car lane is dangerous. If the plan is to accommodate increased population growth, do not add more lanes. Take advantage of Howard station.	1/18/2024 7:19 PM

	Adding more lanes here is just going to worsen traffic through the rest of the city. >>>Do NOT add more car lanes<<<	
56	Traffic jam on Parmer Lane during rush hours, especially the afternoon/evening, is really bad. I use it daily for my commute. My commute to work takes around 10-15 min when I leave at 9am. Returning home anytime between 5-7pm takes 25-35 min for the same distance. I feel like the red light durations on Parmer Lane, and in general in the Austin area, are too long and not optimized for enabling the traffic to flow efficiently. I have lived in multiple other states and cities and by far the red lights take longer in Austin. Traffic backs up so much in the evening that I sometimes wait a single light 2 to 3 times. I see the red light time optimization the highest priority item to be addressed, which also should not incur much cost if any. It can reduce the congestion quite a bit. The left turn lane into Brushy Creek, when traveling north on Parmer Lane is pretty short, compared to how much the traffic backs up in the afternoon/evening. Many drivers just jump to the left lane before the left turn lane actually starts and cut in front of others who wait to reach the start of the left turn lane. Either the left turn lane should be significantly extended so that everyone enters it sooner, or there should be some obstacles preventing people cutting in front of others who simply obey the current lanes.	1/18/2024 6:53 PM
57	Needs it	1/18/2024 6:35 PM
58	Speeds are too high. It is extremely hard to make a left turn onto Parmer on streets without signal.	1/18/2024 6:24 PM
59	The high speed, lack of speed limit enforcement, and combination of inattentive drivers and drivers pulling out into high-speed traffic makes me avoid Parmer if I can at all help it.	1/18/2024 6:10 PM
60	Just give it to Austin. It's not a rural highway. It's an urban street.	1/18/2024 6:08 PM
61	Parker is designed for speeding. It's dangerous.	1/18/2024 5:50 PM
62	I strongly, strongly believe that increasing Parmer Lane's walkability, bikeability and available transit options is the best way to improve traffic congestion.	1/18/2024 5:31 PM
63	Please don't add more vehicle lanes. Adding connected and protected bike and pedestrian paths would help move more people along Parmer at safer speeds.	1/18/2024 5:27 PM
64	Dedicated hikes/bike sidewalk, not any of that flimsy white plastic barrier fake bike lane [redacted]	1/18/2024 5:23 PM
65	You should transfer ownership of Parmer Lane to the city of Austin so that it can coordinate the projects with other city objectives.	1/18/2024 4:43 PM
66	This corridor should be designed for safe walking and biking.	1/18/2024 4:32 PM
67	Need speed monitors/enforcement.	1/18/2024 4:01 PM
68	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.	1/18/2024 3:59 PM
69	Bike and walk corridor are extremely necessary here. Also great to connect with Summit Elementary School to bike kids there.	1/18/2024 3:51 PM
70	The Parmer Lane area has exploded in the past few years and a road plan is certainly needed to keep up with this growth. Though the shoulder is still generous, the days of a relatively peaceful bike ride are gone so at least trying to make it more bike friendly due to the increased traffic would be nice.	1/18/2024 3:51 PM
71	Needs light timing changes to allow crossing traffic at uncontrolled intersections. Additional space is needed in the center median for turning vehicles at uncontrolled intersections. Often multiple vehicles are using the center to turn left to either cross or merge into the lane. A bike/sidewalk all along would help since most residential streets do not connect due to subdivision construction patterns.	1/18/2024 3:41 PM
72	Unsafe driving and traffic congestion	1/18/2024 3:40 PM
73	A safe designated walking and biking path would be tremendously helpful in reducing the need for driving along Parmer short distances.	1/18/2024 3:38 PM

74	Bike Lanes	1/18/2024 3:31 PM
75	It would be a great place for a road diet.	1/18/2024 3:27 PM
76	There is an elementary school right on Amherst, right by Parmer. It's currently impossible for families that live across Parmer (even less than a mile away!) to drop their kids off at school without using a car. This is totally unacceptable and depressing.	1/18/2024 3:21 PM
77	Despite a wide shoulder on most of Parmer, bicycling is hazardous due to the 60mph posted speed limit. Further separation of the multiuse lane from traffic is a step in the right direction.	1/18/2024 2:41 PM
78	You can only spend a few trips riding a bike on the shoulder which is filled with broken pieces of cars, grit and construction debris as cars whip by you at 50-70mph to realize what a problem it is.	1/18/2024 2:41 PM
79	It would be great to have sidewalks and better crosswalks.	1/18/2024 2:35 PM
80	If it had good hike & bike lanes, it would connect to the the Walnet Creek Hike & Bike trial via Amherst Drive.	1/18/2024 2:29 PM
81	- It's a really important route that connects a lot of important places, but unpleasant and at times deadly to travel on it via any means other than a car. (And even driving it feels dangerous and unpleasant because traffic moves so fast, which encourages some people to drive like lunatics.)	1/18/2024 1:55 PM
82	It's horrible and unpleasant be on.	1/18/2024 1:54 PM
83	Put it under the City of Austin.	1/18/2024 1:52 PM
84	Palmer has had some serious crashes with both auto/ped and auto/bike. Treatment for both are paramount to Vision Zero and Road to Zero initiatives.	1/18/2024 1:48 PM
85	Hard to make right or left turns out of neighborhood due to spacing of cars	1/18/2024 1:46 PM
86	We need pedestrian and bike lanes on both sides with trees planted	1/18/2024 1:33 PM
87	I use Parmer lane to drive to and from work, but my main concern is Bikeability. Ten years ago I used to feel much safer riding on the shoulder of Parmer Lane. It's the most direct route to go west out of North Austin. With more housing develpments and the Apple campus it now feels unsafe to ride on Parmer lane. Despite the diminisheshed safety cyclist still need to use this route to get West of town, so improved bike safety should be key in any development plan.	1/18/2024 1:09 PM
88	Please add more car lanes. Do not transfer ownership to the City of Austin.	1/18/2024 12:59 PM
89	So many cyclists use Parmer to access Austin and for recreation. We need a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway	1/18/2024 12:52 PM
90	This road does not have to be dangerous.	1/18/2024 12:51 PM
91	Sooo much drag racing!	1/18/2024 12:48 PM
92	More car lanes should NOT be added to Parmer Lane. This will not help with congestion and will only make it more dangerous. Parmer Lane needs a road diet and better, protected, walking/biking paths.	1/18/2024 12:45 PM
93	Unpleasant and dangerous to ride bike or walk without sidewalk/bike path or lane separated from car lanes.	1/18/2024 12:45 PM
94	Part of making Parmer safer for bicyclists is keeping their path - whether protected of the shoulder - CLEAN! Too often the City creates protected bike lanes that are so dirty they can't be traveled safety, or the pavement (Shoal Creek) is so destroyed that they are unsafe.	1/18/2024 12:39 PM
95	Parmer Lane is a massive "stroad" that has only increased in both average speed and congestion over time. It is a major north East to West thoroughfare, and there's a lot of potential for massive improvements to non-automobile traffic and density. There's too much unused space for such a large footprint, particularly west of Mopac.	1/18/2024 12:31 PM
96	I ride my bike on Parmer several times a month and have never felt unsafe. The bike lanes do get quite dirty so I'd like to see more frequent street cleaning.	1/18/2024 12:30 PM

97	We need to reduce speeds for Vision Zero and have more enforcement, red light/speed cameras	1/18/2024 12:26 PM
98	drivers going WAY TOO FAST! please lower the speed limit to 30.	1/18/2024 12:26 PM
99	I feel unsafe, living right off of Parmer, despite the huge concrete wall. There have been many car accidents and even a death resulting from people driving into homes off of Parmer. People drive too fast. The speed limit needs to be lowered to 40 miles an hour. And the light that is at Parmer and, silver Creek is useless. The light should be moved to Parmer and Amherst or Palmer and Ganymede.	1/18/2024 12:17 PM
100	With more and more housing going in north of 1431, Parmer is going to be more and more congested. Multimodal transit is a must as you can only handle so many car.	1/18/2024 12:09 PM
101	Parmer is a beautiful bikeway but super dangerous as cars treat it as a speedway. It would be wonderful to see some dedicated bike lanes and bus lanes (dare I suggest rail or trolley?!) to make better use of the existing right of way.	1/18/2024 12:03 PM
102	Please design this stretch for pedestrian use. Cut car lanes for shared use paths. Transfer ownership to the City of Austin so they can apply their design standards.	1/18/2024 12:02 PM
103	Needs solid barriers to protect cyclist	1/18/2024 12:01 PM
104	Chatter strips are cheap and warn drivers when they've left their lane and entered the bike lane. Clearly they had an important text, but chatter strips still work when they're texting. Help cyclists PLEASE!	1/18/2024 11:51 AM
105	Please just make sure there is a very safe and wide bike lane that is protected.	1/18/2024 11:48 AM
106	The double diamond intersection often creates cluster[redacted]grid lock and probably should never have been buijt.	1/18/2024 11:46 AM
107	Other suggestions to please consider: - 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. - Lower the speed limit.	1/18/2024 11:38 AM
108	Using Parmer on my bike, I cross over 45 going N and S. The lane transition going N is scarey because the vehicles are going 50 and the markings suggest I should move into the bike lane 200? feet before the intersection. It's hard to check cars coming from behind when they are going that fast.	1/18/2024 11:33 AM
109	the construction slows everything down with various lane closures, the lanes are crazy at the I-35 junction	1/18/2024 11:31 AM
110	Intersection of Whitestone and Parmer is very difficult to navigate on a bike.	1/18/2024 11:27 AM
111	it's at motorized vehicular capacity now. There will only be more in the future as Apple continues to build. There needs to be other, safe, ways to navigate the corridor and having public transportation would also help!	1/18/2024 11:25 AM
112	Safe pedestrian crossings at all intersections, it's really dangerous even when there IS a light. Cars don't expect pedestrians and the lighting at night is non-existent (parmer ln/anderson mill). Bikeability/walkability is a must, it's the direct way to get in both directions, and the neighborhoods are disconnected by 620, other roads, creeks, and just no other thoroughfare. There is no public transport up/down parmer to connect to other systems. Not enough accessible park land up/down that corridor due to the road being between counties, cities, and stuff. So no land was/is being set aside for more recreational purposes along parmer.	1/18/2024 11:25 AM
113	Please consider adding protected bike lanes that are separated from the road. Please consider increasing tree canopy coverage of bike trails, walking trails, and public transportation access points.	1/18/2024 11:22 AM
114	Ensure there is affordable housing in this area with access to local transportation.	1/18/2024 11:22 AM
115	Too wide, too fast, very unsafe and stressful	1/18/2024 11:21 AM
116	It has become as bad as Route 101 aka "blood alley" in San Jose CA	1/18/2024 11:21 AM
117	It used to be a great road for long bike rides, but the traffic and high-speeds have made it feel	1/18/2024 11:14 AM

	incredibly unsafe. There is also large amounts of trash on the shoulders, so the "rideable" part of the shoulder is very close to the road.	
118	Parmer Lane has a huge ROW and connects a lot of key destinations - but only currently serves car traffic. Robust walking and biking facilities along both sides of Parmer would be a huge benefit for commuters and recreational users alike!	1/18/2024 11:12 AM
119	Parmer lane is a really stressful road to bike on because the bike lane (when there is one) is not protected. Please consider adding 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.	1/18/2024 11:12 AM
120	I don't visit Parmer lane often, but it is an unpleasant and dangerous place and I would love to see it improved to become a safer and more productive space.	1/18/2024 11:12 AM
121	Could be transformed immediately if under City control. Badly needs adequate bicycle facilities.	1/18/2024 11:08 AM
122	This is really a rural highway that does not meet the needs of the 10th largest city in the US. Please bring it up to date and make engineering choices that ensure pedestrian safety.	1/18/2024 11:05 AM
123	Unless TxDOT plans to make Parmer Ln safer by substantially slowing cars and adding comfortable separated SUP facilities on both sides, the ownership of Parmer should be transferred to City of Austin so they can apply their safer design standards to making Parmer a safer road for all users. TxDOT should NOT consider widening Parmer Ln.	1/18/2024 11:02 AM
124	Now is the opportunity to add protected bicycle lanes	1/18/2024 11:00 AM
125	Whatever actions are taken should consider the impact of any future development of Robinson Ranch.	1/18/2024 10:57 AM
126	Lights need better synchronization	1/18/2024 10:55 AM
127	There is often debris on the shoulder and tire punctures are frequent.	1/18/2024 10:54 AM
128	- Do not widen the roadway. This does not ease congestion and worsens safety and entrenches car-dependency. - Where the roadway is 6 lanes, transfer at least 2 lanes to other uses, such as walking, bicycling, and transit lanes, or planted buffer. - Include wide 12' Shared Use Paths, covered by shade, on both sides of the road and protect them with a planted buffer or a solid barrier. - Transfer this roadway to the City of Austin so that local guidelines and standards may be used. - Do not allow mixing zones, where bike lanes and car lanes cross over.	1/18/2024 10:51 AM
129	I'd like to see these changes happen on Parmer Lane: Instead of more car lanes, 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. Transfer ownership of Parmer Lane to the City of Austin to allow the City to apply its own safety and design standards.	1/18/2024 10:50 AM
130	The speed limit is 60 in sections that I drive, and people go much faster than that. They fly by me.	1/18/2024 10:49 AM
131	A wide, full-length multi-use path with solid barriers between it and car traffic would be ideal to make it a viable, safe option for non-car use.	1/18/2024 10:49 AM
132	Parmer Lane today is a blight on Austin. It's easily one of the most unattractive parts of the city, due in no small part to the obscenely large road and lack of any kind of shade/pedestrian infrastructure. We deserve better than this.	1/18/2024 10:49 AM
133	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.	1/18/2024 10:48 AM
134	Reduce the speed limit. Make the speed limit consistent.	1/18/2024 10:48 AM
135	When I got my first tech job in Austin, I realized too late that it was in the 7700 Parmer Ln Office Park. I had no car at the time so I decided to try a combination of rail + bike to get to	1/18/2024 10:47 AM

	work. After two day's experience of very dangerous road conditions for cyclists (the speed limit is already a fatal 60 mph, debris from deteriorated asphalt and car crashes threatens too) I went and purchased a car. I would recommend a change to the guardrail that begins at the intersection of McNeil and Parmer be shifted such that it protects both the bike lane AND the pedestrian sidewalk from car traffic.	
136	No	1/18/2024 10:44 AM
137	By adding more mobility options to Parmer, biking/walking/train/bus, the traffic and safety measures will resolve themselves.	1/18/2024 10:44 AM
138	Lights are not synchronized well so traffic backs up unnecessarily.	1/18/2024 9:57 AM
139	Parmer lane needs safe bike paths that are protected from car traffic, and pedestrian crossings preferably separated from cars.	1/18/2024 9:22 AM
140	10 years ago Parmer Lane was safe for bicycles. Today it is a death trap.	1/18/2024 8:44 AM
141	with not just all the residential homes on the east side, and apartment on the west, in addition to a major sports stadium complex on Parmer Lane, it is insane to think there is no sidewalk on either side of the road. It is imperative to have wide sidewalks on both sides, from 620 to at least Brushy Creek, and possibly a pedestrian bridge at or near the stadium entrance. I would also like to see designated U-turn lanes at the 620 overpass for the frontage roads, that would go a long way to alleviating congestion at the intersection. I know this part would require partnership with CapMetro, but I would also like to see designated bus stops/lanes on Parmer for future bus expansion.	1/18/2024 6:52 AM
142	Really need a separated bike lane protected by curbs or completely removed from the roadway.	1/17/2024 9:21 PM
143	Needs to be made bicycle friendly	1/17/2024 8:59 PM
144	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/17/2024 8:55 PM
145	Many drivers don't observe speed limits or rules of the road, which makes traveling on Parmer Lane dangerous.	1/17/2024 7:37 PM
146	There is not an ability for people to walk alongside the road at all.	1/17/2024 6:49 PM
147	Please provide a minimum of 12'-wide shared-use paths separated from motor vehicle traffic by a solid barrier on both sides of the highway.	1/17/2024 6:31 PM
148	Selfishly, I'd like to see a mixed use path from Georgetown / Liberty Hill / Leander all the way down Ronald Reagan / Parmer. I'd bike to work 5 days a week if that existed! I see lots of road bikers along RR risking their lives daily. It'd be awesome to see more bike friendly options for longer distances.	1/17/2024 6:28 PM
149	Central Texas is such a beautiful area and it's even more appreciated when outside the automobile.	1/17/2024 6:11 PM
150	Cyclists have regularly made this road a part of their route. Population increases have made it more dangerous. A safe bike path would be ideal.	1/17/2024 5:36 PM
151	I live off of Anderson Mill between Parmer and 183, and Parmer is an important connecter to different parts of the city for me. I would love to bike on it more, but right now it just doesn't feel safe at all and I tend to avoid it at all costs. I would love the ability to bike alongside parmer without constantly being worried about getting hit by a motorist	1/17/2024 5:24 PM
152	Traffic congestion is truly not much of a problem on Parmer. I drive it regularly in rush hours. Safety is a big problem. As I discussed with the original Parmer project design team at the CoA BAC meeting 5 or 6 years ago, I saw a woman struck which riding her bicycle on the shoulder of Parmer and put into a coma. Safety (SUPs, safe crossings, and speed management) is the big concern on Parmer.	1/17/2024 5:21 PM
153	Bike lanes!	1/17/2024 5:08 PM
154	I see a decent number of people biking on parmer lane around brushy creek lake park and the bike facilities on parmer lane are not safe. Pedestrians and cyclists should not be mixed with	1/17/2024 4:46 PM

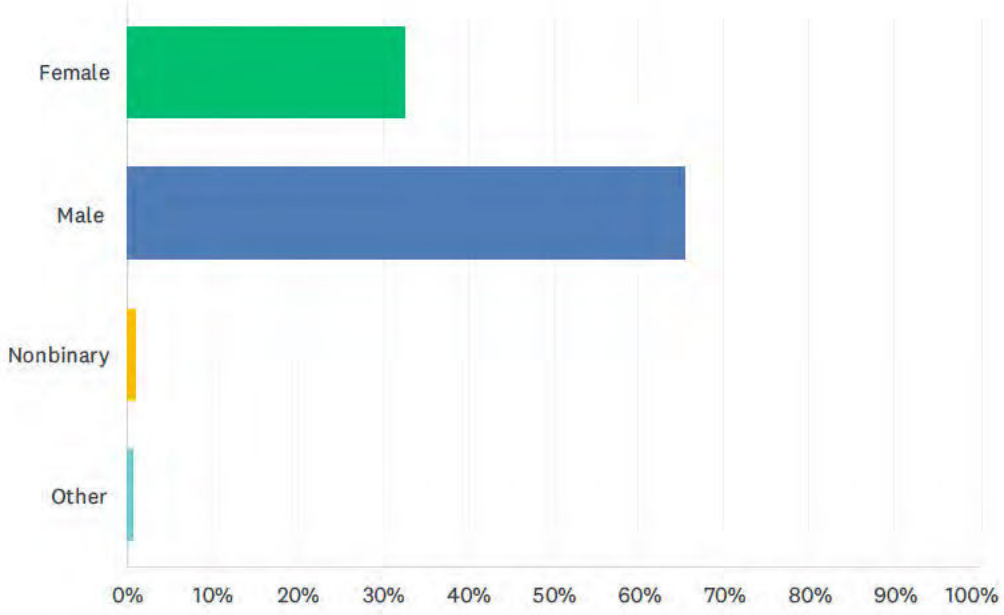
	car traffic on a road of this size and speed. They should have separated facilities	
155	Provide a minimum of 12-feet-wide, shared use paths for biking and walking with a solid barrier protection from traffic on both sides of the highway	1/17/2024 4:30 PM
156	We don't need any cap Metro bus stops along Parmer.	1/17/2024 4:12 PM
157	Parmer road is a dangerous high traffic road that connects key parts of the city	1/17/2024 4:06 PM
158	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway	1/17/2024 3:56 PM
159	A separated bike lane would be amazing. If a separate hike/bike path is created, please ensure it either has overpasses over busy intersections or underpasses underneath. Forcing pedestrians and cyclists to navigate across busy intersections drastically reduces the safety of having a separated pathway. I also think the speed limit on Parmer needs to be reduced. 45mph max. That would make things safer for everyone on this roadway.	1/17/2024 3:53 PM
160	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/17/2024 3:12 PM
161	with huge Apple development at Dallas Dr, would like to see bike/ped bridge or tunnel across Parmer at Dallas	1/17/2024 3:00 PM
162	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. Give people an alternative to having to get in their car and drive everywhere for all their needs.	1/17/2024 3:00 PM
163	I don't bike often today but would bike much more often if biking improvements were made	1/17/2024 2:56 PM
164	I would live to bike to work instead of drive, but I can't risk it due to safety	1/17/2024 2:51 PM
165	Please don't create another placeless car-first highway, or paint bike lanes next to cars going 60 mph. You're going to get someone killed. Public roads belong to everyone, to every user. Put people first, not cars, for the love of god.	1/17/2024 2:11 PM
166	On a corridor like this, physical protection/barriers for pedestrians and cyclists is essential. Heavy car traffic at high speeds and painted bike lanes are not a safe combo.	1/17/2024 1:34 PM
167	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the roadway.	1/17/2024 1:07 PM
168	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway	1/17/2024 10:59 AM
169	The new interchange across 35 is very confusing (just try not to be the first car at the light and you'll be fine)	1/16/2024 9:14 PM
170	Shade trees for walkers and bikers would not only benefit the people using Parmer, but also help to mitigate the effects of climate change	1/16/2024 8:28 PM
171	Parmer Lane is my main bike route for north of Austin. Consideration should be given to interactions between bikes and cars where there is heavy car traffic turning right. Debris in the bike-path/shoulder is also a significant concern.	1/16/2024 8:09 PM
172	Build a bikelane already	1/16/2024 5:54 PM
173	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. Parmer is currently unsafe for biking and too many fatal accidents happening.	1/16/2024 5:37 PM
174	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/16/2024 5:37 PM
175	Please consider adding dedicated bike lanes that are separated from car traffic along Parmer.	1/16/2024 5:13 PM

	For years I commuted by bike along Parmer but I no longer feel comfortable with the increased traffic and intersections. Dedicated bike lanes would really help get more people to take bikes instead of cars on this critical corridor.	
176	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/16/2024 5:06 PM
177	Parmer Lane is a very important intercity route for bicyclists. It's currently the safest and most direct way to get between Austin and the expanding northern communities (Leander, Cedar Park, Liberty Hill, Florence, and Georgetown). It connects easily to the Brushy Creek Trail which connects to the 183A bike path. It's important for folks going on long bike rides, bicycle touring on Adventure Cycling Association's Texas Hill Country route, and people who are out training for long runs, triathlons, and other long-distance bike rides. The bike route to the west of 183 is very piece-meal and cycling through Cedar Park and Leander is very uncomfortable due to a lack of bike infrastructure and high traffic volumes. It's my understanding that those communities (and their political representatives) have been quite cold in the past to improving cycling conditions. And so, Parmer Ln. became the go-to corridor for bicycling north of Austin due to a lack of better options. The road has problems. When I think of Parmer Lane, I think of a road with an identity crisis: is it a high speed highway, an arterial for subdivisions, a road to cycle and enjoy the scenery/greenery, or a road to use for shopping and running errands? The problem is that it's all of those things at the same time and that's why there are so many crashes on it. Parmer is often congested and there are many lights. There are many intersections where bikes have to blend in with cars. And the speed limits are really high for a road that isn't a highway but essentially functions as one. Also, though the shoulder is nice and wide, it's not protected from very fast car traffic. So, what I'm looking for in future improvements to Parmer Lane are at least 12-foot-wide shared-use paths for cycling and walking that are separate from motor vehicle traffic and protected by solid barriers (such as guardrails or jersey barriers) on both sides of the road.	1/16/2024 5:05 PM
178	Please provide a safe, off -street connection for the Red Line Trail.	1/16/2024 4:59 PM
179	Please plan for separated, multi-use paths on both sides of Parmer Lane that will allow for pedestrians and cyclists along the entire route. Parmer Lane is an incredibly unsafe, high speed road and it is unpleasant to travel along it in almost any mode, including by car. When driving on Parmer it feels very unsafe to merge with traffic or cross except with protected signal. It feels that much more dangerous as a pedestrian or cyclist.	1/16/2024 4:55 PM
180	Parmer is very dangerous for non-drivers as well as drivers. Slowing down traffic is the only way to solve that (outside of turning it into an actual highway). Please reduce lane widths and give that space back to pedestrians and cyclists to get around safely.	1/16/2024 4:53 PM
181	I have biked along Parmer when I had few other options and find it terrifying. I urge you to create bike lanes that are protected by a raised curb with flex posts near intersections. I think you should also add a landscaped median to enable walkers and cyclist to cross more safely and to improve the environment.	1/16/2024 4:47 PM
182	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.	1/16/2024 3:36 PM
183	The amount of Drag racing is a concern. The lack of traffic lights at some intersections are a concern.	1/12/2024 3:12 PM
184	The bike connections to adjacent neighborhoods and shopping districts should be improved	1/4/2024 1:25 PM
185	At night visibility is impaired by poor street lighting (lights not functioning) at Amherst, Silver Creek & (no streetlights) at Ganymede north side of Parmer.	12/31/2023 9:47 AM
186	Congestion relief via adding turnarounds at Parmer Lane and MoPac	12/19/2023 1:40 PM
187	no	12/15/2023 5:31 PM
188	With the explosive grown , you'll should consider Parmer and Ronald Raegen Blvd as well. Else this will repeat in the next 5 years.	12/15/2023 11:33 AM
189	I live on Parmer Lane. While there is a back gate that opens onto Spectrum, it is not a through street, so Parmer is our only way to move about. We generally only stay on Parmer for small	12/14/2023 12:44 PM

	distances getting us to other major roads like Lakeline, Anderson Mill, Avery Ranch and 620. Please do not consider a toll road for Parmer Lane.	
190	You have done this study two or three times. It's time to do something about it. Unfortunately, Parmer Ln is a TXDOT road. I-35 upgrades are underfunded and we all know where the money will go. Parmer Ln is YEARS down the road.	12/14/2023 2:14 AM
191	Traffic congestion is the only problem that needs to be solved. We desperately need more roads and freeways across all of Central Texas	12/13/2023 5:52 PM
192	Parmer Lane needs a complete rethink. It's a suboptimal route with way too much traffic violence.	12/13/2023 5:45 PM
193	It would be great if we could reduce the number of traffic lights	12/13/2023 5:30 PM
194	see comments above	12/13/2023 5:16 PM
195	Living on the corner of Adelphi & Parmer, our property has sustained damage at least once a year from accidents and out of control vehicles at that intersection.	12/13/2023 2:54 PM

Q10 Which gender do you identify as most?

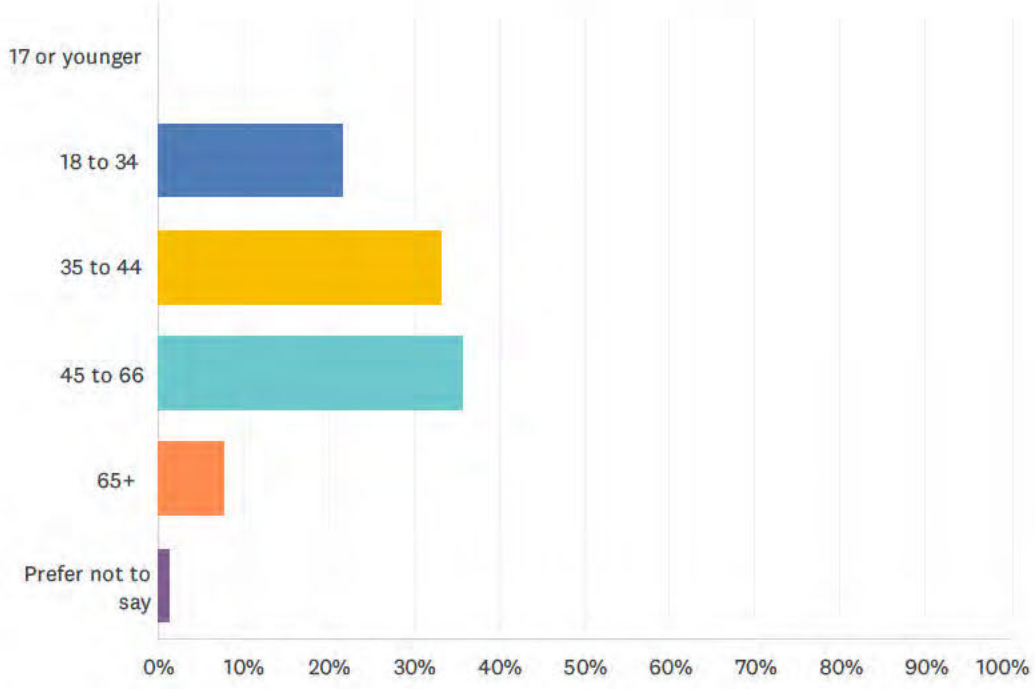
Answered: 355 Skipped: 248



ANSWER CHOICES	RESPONSES	
Female	32.68%	116
Male	65.35%	232
Nonbinary	1.13%	4
Other	0.85%	3
TOTAL		355

Q11 Please tell us your age group.

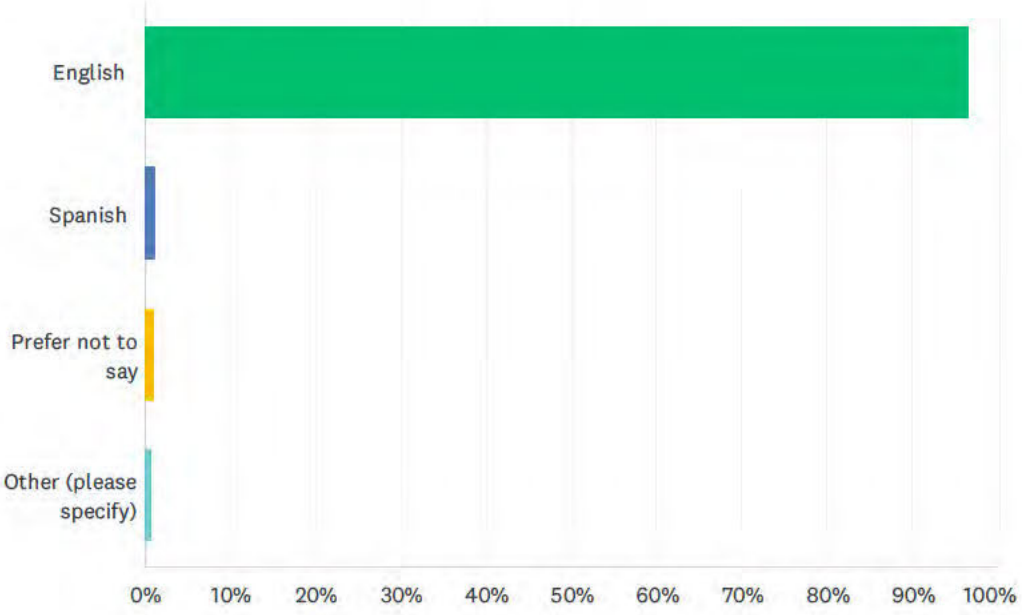
Answered: 358 Skipped: 245



ANSWER CHOICES	RESPONSES	
17 or younger	0.00%	0
18 to 34	21.79%	78
35 to 44	33.24%	119
45 to 66	35.75%	128
65+	7.82%	28
Prefer not to say	1.40%	5
TOTAL		358

Q12 What language is primarily spoken in your home?

Answered: 361 Skipped: 242

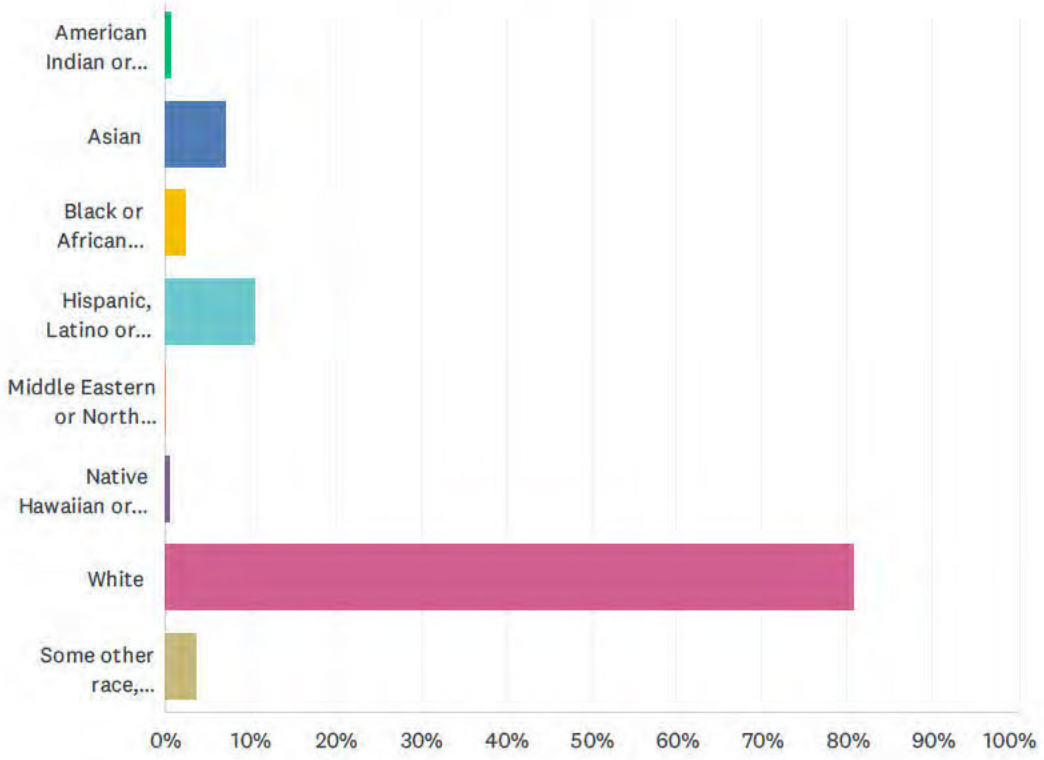


ANSWER CHOICES	RESPONSES	
English	96.68%	349
Spanish	1.39%	5
Prefer not to say	1.11%	4
Other (please specify)	0.83%	3
TOTAL		361

#	OTHER (PLEASE SPECIFY)	DATE
1	Afrikaans	1/18/2024 12:59 PM
2	I live alone.	1/18/2024 11:05 AM
3	English and Spanish	1/17/2024 11:44 AM

Q13 Which category best describes you? (Choose all that apply)

Answered: 348 Skipped: 255



ANSWER CHOICES	RESPONSES	
American Indian or Alaskan Native	0.86%	3
Asian	7.18%	25
Black or African American	2.59%	9
Hispanic, Latino or Spanish origin	10.63%	37
Middle Eastern or North African	0.29%	1
Native Hawaiian or other Pacific Islander	0.57%	2
White	80.75%	281
Some other race, ethnicity, or origin	3.74%	13
Total Respondents: 348		

Q14 Contact Info (optional)If you would like to receive updates on this project, please note your contact information below.

Answered: 157 Skipped: 446

ANSWER CHOICES	RESPONSES	
Name	96.82%	152
Company	0.00%	0
Address	77.07%	121
Mailing Address	33.12%	52
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	97.45%	153
Phone Number	62.42%	98

#	NAME	DATE
1	Todd McKean	1/21/2024 9:32 AM
2	Felix Bravo	1/19/2024 9:43 PM
3	Evan S Wayne	1/19/2024 8:05 PM
4	Kevin John Murray	1/19/2024 7:12 PM
5	Muhammad Junaid Mozaffar	1/19/2024 5:47 PM
6	Jonathan Martin	1/19/2024 5:06 PM
7	Nora Mata	1/19/2024 4:41 PM
8	Josue Meiners	1/19/2024 3:12 PM
9	Jennifer Potter-Miller	1/19/2024 2:33 PM
10	julie hunter	1/19/2024 1:16 PM
11	Ike	1/19/2024 1:05 PM
12	Deanna Cluck	1/19/2024 12:10 PM
13	Morgan O'Hanlon	1/19/2024 12:01 PM
14	Nicolle Spurgeon	1/19/2024 11:37 AM
15	Jason Peacock	1/19/2024 11:37 AM
16	Gaurav	1/19/2024 10:54 AM
17	David	1/19/2024 10:06 AM
18	ELIZABETH BEZANSON	1/19/2024 9:26 AM
19	Joshua Purl	1/19/2024 9:03 AM

20	Lindsay Hutchings	1/19/2024 8:59 AM
21	Leanne Waldo	1/19/2024 8:19 AM
22	Richard Byrnes	1/19/2024 7:55 AM
23	Jacquelynn Angst	1/19/2024 7:50 AM
24	Henry Beutelman	1/19/2024 12:51 AM
25	Ryan Contino	1/18/2024 10:29 PM
26	Jay Blazek Crossley	1/18/2024 10:29 PM
27	Gian vito	1/18/2024 10:21 PM
28	Agustin Ramos	1/18/2024 10:16 PM
29	Michael Pellegrini	1/18/2024 10:13 PM
30	Adam Hite	1/18/2024 8:30 PM
31	Kory	1/18/2024 8:08 PM
32	Jose L	1/18/2024 8:06 PM
33	Heather Podlipny	1/18/2024 7:37 PM
34	Chris Nguyen	1/18/2024 7:19 PM
35	Amberly Cramer	1/18/2024 6:35 PM
36	Mia Gehringer	1/18/2024 6:35 PM
37	Jim Mapes	1/18/2024 6:24 PM
38	Noah	1/18/2024 5:23 PM
39	Tim Oordt	1/18/2024 4:48 PM
40	Susan Pantell	1/18/2024 4:43 PM
41	Susanne Harm	1/18/2024 4:01 PM
42	Nancy Crowther	1/18/2024 3:59 PM
43	Alice	1/18/2024 3:51 PM
44	Carlos Colina	1/18/2024 3:42 PM
45	Robert N Gifford	1/18/2024 3:41 PM
46	Hoimonti Pal	1/18/2024 3:40 PM
47	Whitney L LeMond	1/18/2024 3:38 PM
48	Bryce Wilson	1/18/2024 3:31 PM
49	Ramsey Foster	1/18/2024 3:30 PM
50	Colin f McDonald	1/18/2024 3:27 PM
51	Kira McCool	1/18/2024 3:21 PM
52	Carol Aaron	1/18/2024 3:06 PM
53	Michael J Jew	1/18/2024 2:41 PM
54	Amanda	1/18/2024 2:35 PM
55	Lawrence Cormack	1/18/2024 2:29 PM
56	Jane Botkin	1/18/2024 2:03 PM
57	Ralph Underwood	1/18/2024 1:52 PM

58	Carmen Banchs	1/18/2024 1:46 PM
59	Laura Samples	1/18/2024 1:35 PM
60	Nancy Binford	1/18/2024 1:33 PM
61	Kirk d Perry	1/18/2024 1:15 PM
62	Shannon Schoepflin	1/18/2024 1:09 PM
63	Eric Grant	1/18/2024 1:09 PM
64	Sandy Lee Phelps	1/18/2024 12:51 PM
65	Kim Friedrichs	1/18/2024 12:45 PM
66	Kirsten Voinis	1/18/2024 12:39 PM
67	Michael McNoldy	1/18/2024 12:31 PM
68	Alan Tucker	1/18/2024 12:30 PM
69	Nick Littlejohn	1/18/2024 12:26 PM
70	Aditi Raye Arroway	1/18/2024 12:12 PM
71	Larry Norris	1/18/2024 12:09 PM
72	Ben Thoma	1/18/2024 12:03 PM
73	Matthew Mejía	1/18/2024 12:02 PM
74	Marty Soetaert	1/18/2024 11:51 AM
75	Shea	1/18/2024 11:48 AM
76	Jonathan Tanzer	1/18/2024 11:43 AM
77	Brianne Lovin	1/18/2024 11:38 AM
78	Adam Huynh	1/18/2024 11:33 AM
79	Craig Roberts	1/18/2024 11:33 AM
80	Tim Zenchenko	1/18/2024 11:31 AM
81	Steven W Schrader	1/18/2024 11:27 AM
82	Annette Kobus	1/18/2024 11:25 AM
83	Brian Creasy	1/18/2024 11:23 AM
84	George Warriner	1/18/2024 11:21 AM
85	Benjamin Hightower	1/18/2024 11:14 AM
86	Chris Lovin	1/18/2024 11:14 AM
87	shannon nagy	1/18/2024 11:12 AM
88	Tom Moore	1/18/2024 11:08 AM
89	Shelley	1/18/2024 11:07 AM
90	Matt Sanner	1/18/2024 11:02 AM
91	Christopher Bell	1/18/2024 10:52 AM
92	Douglas M Baron	1/18/2024 10:51 AM
93	Adam Greenfield	1/18/2024 10:51 AM
94	Russell E Taylor	1/18/2024 10:49 AM
95	Gordon Fontenot	1/18/2024 10:49 AM

96	Brian Dees	1/18/2024 10:48 AM
97	Peter Nagel	1/18/2024 10:48 AM
98	Steven	1/18/2024 10:48 AM
99	Peter Timothy Marsh	1/18/2024 10:47 AM
100	James Robert Stratton	1/18/2024 10:47 AM
101	Jeff Sarich	1/18/2024 10:45 AM
102	Paul Ramirez	1/18/2024 10:45 AM
103	Julie C Graf	1/18/2024 10:44 AM
104	Kelly Ketter	1/18/2024 10:43 AM
105	Justin Aronstein	1/18/2024 9:58 AM
106	Phil Durham	1/18/2024 8:44 AM
107	Derek G Brown	1/18/2024 6:52 AM
108	John Tolman	1/17/2024 9:21 PM
109	Sedge Downing	1/17/2024 8:05 PM
110	Carlo Garza	1/17/2024 8:01 PM
111	Geoffrey A Wool	1/17/2024 7:37 PM
112	Jerry Williams	1/17/2024 6:49 PM
113	Trevor Nomi	1/17/2024 6:28 PM
114	Nirav Patel	1/17/2024 6:11 PM
115	richard santos	1/17/2024 6:07 PM
116	Will Webb	1/17/2024 5:36 PM
117	Anthony Rizzolo	1/17/2024 5:24 PM
118	John Eagan	1/17/2024 5:21 PM
119	Sean Thomas	1/17/2024 4:18 PM
120	Noah	1/17/2024 4:12 PM
121	Christina Bonnington	1/17/2024 3:53 PM
122	Gabriel Cicione	1/17/2024 3:22 PM
123	Cassandra	1/17/2024 3:19 PM
124	Andrew Watson	1/17/2024 3:00 PM
125	Ed Ireson	1/17/2024 12:56 PM
126	Brianna Frey	1/17/2024 10:59 AM
127	Mark Johnson	1/17/2024 8:49 AM
128	Mark Wierzbicki	1/16/2024 10:48 PM
129	Aimee Erickson Karr	1/16/2024 9:14 PM
130	Lynn Tinney	1/16/2024 8:09 PM
131	Rachel J Montemayor	1/16/2024 5:54 PM
132	Tyler Markham	1/16/2024 5:22 PM
133	Matt Mulsow	1/16/2024 5:13 PM

134	Spencer Schumacher	1/16/2024 5:06 PM
135	Phillip Thompson	1/16/2024 5:05 PM
136	David Foster	1/16/2024 4:47 PM
137	Kyle Anderson	1/16/2024 4:45 PM
138	Kyra Matos	1/16/2024 4:32 PM
139	Tom Wald	1/16/2024 3:36 PM
140	Darron Jurajda	1/16/2024 11:54 AM
141	James Penniman-Morin	1/12/2024 3:38 PM
142	Mike Duffy	1/9/2024 1:37 PM
143	Teri Piersall	12/31/2023 9:47 AM
144	Kevin J Bailey	12/22/2023 11:55 AM
145	Jackson Hurst	12/15/2023 5:31 PM
146	Sreekant Nair	12/15/2023 11:33 AM
147	Debbie Pipes	12/14/2023 12:44 PM
148	Al Martin	12/14/2023 2:14 AM
149	SARAH B GOFF	12/13/2023 11:20 PM
150	Brent Herridge	12/13/2023 5:52 PM
151	Adam Bartlett	12/13/2023 5:45 PM
152	Windy Bowlsby	12/13/2023 2:54 PM

#	COMPANY	DATE
	There are no responses.	

#	ADDRESS	DATE
1	[redacted]	1/19/2024 8:05 PM
2		1/19/2024 7:12 PM
3		1/19/2024 5:47 PM
4		1/19/2024 5:06 PM
5		1/19/2024 4:41 PM
6		1/19/2024 3:12 PM
7		1/19/2024 2:33 PM
8		1/19/2024 1:16 PM
9		1/19/2024 12:10 PM
10		1/19/2024 12:01 PM
11		1/19/2024 11:37 AM
12		1/19/2024 11:37 AM
13		1/19/2024 10:54 AM
14		1/19/2024 9:26 AM
15		1/19/2024 9:03 AM
16		1/19/2024 8:59 AM

17	[redacted]	1/19/2024 8:19 AM
18		1/19/2024 7:55 AM
19		1/19/2024 12:51 AM
20		1/18/2024 10:29 PM
21		1/18/2024 10:21 PM
22		1/18/2024 10:16 PM
23		1/18/2024 10:13 PM
24		1/18/2024 8:08 PM
25		1/18/2024 7:37 PM
26		1/18/2024 6:35 PM
27		1/18/2024 6:35 PM
28		1/18/2024 6:24 PM
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55	[redacted]	1/18/2024 11:51 AM
56		1/18/2024 11:48 AM
57		1/18/2024 11:43 AM
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91		1/17/2024 6:07 PM
92		1/17/2024 5:36 PM

93	[redacted]	1/17/2024 5:24 PM
94		1/17/2024 4:18 PM
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97		1/17/2024 3:22 PM
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99		1/17/2024 10:59 AM
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110		1/16/2024 4:32 PM
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112		1/9/2024 1:37 PM
113		12/31/2023 9:47 AM
114		12/22/2023 11:55 AM
115		12/15/2023 5:31 PM
116		12/15/2023 11:33 AM
117		12/14/2023 12:44 PM
118		12/14/2023 2:14 AM
119		12/13/2023 11:20 PM
120		12/13/2023 5:45 PM
121		12/13/2023 2:54 PM

#	MAILING ADDRESS	DATE
1	[redacted]	1/19/2024 5:47 PM
2		1/19/2024 5:06 PM
3		1/19/2024 10:54 AM
4		1/19/2024 9:03 AM
5		1/19/2024 8:59 AM
6		1/19/2024 8:19 AM
7		1/19/2024 7:55 AM
8		1/18/2024 10:16 PM

9	[redacted]	1/18/2024 10:13 PM
10		1/18/2024 7:37 PM
11		1/18/2024 6:35 PM
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15		1/18/2024 2:35 PM
16		1/18/2024 2:03 PM
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45		1/16/2024 5:06 PM
46		1/16/2024 3:36 PM

47	[redacted]	1/16/2024 11:54 AM
48		1/9/2024 1:37 PM
49		12/15/2023 5:31 PM
50		12/14/2023 12:44 PM
51		12/13/2023 5:52 PM
52		12/13/2023 2:54 PM

#	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	[redacted]	1/21/2024 9:32 AM
2		1/19/2024 9:43 PM
3		1/19/2024 8:05 PM
4		1/19/2024 7:12 PM
5		1/19/2024 5:47 PM
6		1/19/2024 5:06 PM
7		1/19/2024 4:41 PM
8		1/19/2024 3:12 PM
9		1/19/2024 2:33 PM
10		1/19/2024 1:16 PM
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18		1/19/2024 9:26 AM
19		1/19/2024 9:03 AM
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21		1/19/2024 8:19 AM
22		1/19/2024 7:55 AM
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25	[redacted]	1/18/2024 11:34 PM
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126		1/17/2024 12:56 PM
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137		1/16/2024 4:47 PM
138		1/16/2024 4:45 PM

139	[redacted]	1/16/2024 4:32 PM
140		1/16/2024 3:36 PM
141		1/16/2024 11:54 AM
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143		1/9/2024 1:37 PM
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146		12/19/2023 1:40 PM
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151		12/13/2023 5:52 PM
152		12/13/2023 5:45 PM
153		12/13/2023 2:54 PM
#		**DATE**
1		1/19/2024 8:05 PM
2		1/19/2024 7:12 PM
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23	[redacted]	1/18/2024 5:23 PM
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61	[redacted]	1/18/2024 10:45 AM
62		1/18/2024 9:58 AM
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88		1/16/2024 3:36 PM
89		1/16/2024 11:54 AM
90		1/9/2024 1:37 PM
91		12/31/2023 9:47 AM
92		12/22/2023 11:55 AM
93		12/15/2023 5:31 PM
94		12/15/2023 11:33 AM
95		12/14/2023 12:44 PM
96		12/14/2023 2:14 AM
97		12/13/2023 11:20 PM
98		12/13/2023 5:45 PM

Q15 ¿Tiene algún comentario sobre las metas u objetivos de este estudio?

Answered: 0 Skipped: 603

#	RESPONSES	DATE
	There are no responses.	

Q16 ¿En qué código postal vive?

Answered: 0 Skipped: 603

#	RESPONSES	DATE
	There are no responses.	

Q17 ¿A qué código postal o ciudad/población viaja con frecuencia?

Answered: 0 Skipped: 603

#	RESPONSES	DATE
	There are no responses.	

Q18 ¿Por qué transita por Parmer Lane? (Elija todas las opciones que correspondan)

Answered: 0 Skipped: 603

⚠ No matching responses.

ANSWER CHOICES	RESPONSES	
Soy propietario o administrador de un negocio sobre Parmer Lane	0.00%	0
Trabajo sobre Parmer Lane o la utilizo para ir a la escuela	0.00%	0
Vivo sobre Parmer Lane o la utilizo para llegar a mi casa	0.00%	0
Voy a las tiendas, los restaurantes y establecimientos recreativos o de ocio que se encuentran sobre Parmer Lane	0.00%	0
Utilizo Parmer Lane para atravesar la ciudad	0.00%	0
No utilizo Parmer Lane pero suelo transitar por calles adyacentes a Parmer Lane (mencione otras calles que utilice)	0.00%	0
Total Respondents: 0		

Q19 ¿Con qué frecuencia transita por Parmer Lane y en qué condiciones? (Elija todas las opciones que correspondan)

Answered: 0 Skipped: 603

⚠ No matching responses.

	1-2 DÍAS POR SEMANA	3-6 DÍAS POR SEMANA	DIARIAMENTE	CON MENOS FRECUENCIA	TOTAL	WEIGHTED AVERAGE
Manejando	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Bicicleta	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Caminando	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Manejando en viajes compartidos (carpool)	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Otra	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00

Q20 En caso de otro, por favor especifique:

Answered: 0 Skipped: 603

#	RESPONSES	DATE
	There are no responses.	

Q21 ¿Cuáles son sus principales preocupaciones respecto de Parmer Lane? Por favor, califique con el número 1 a su principal preocupación y con el 5 a lo que menos le preocupa.

Answered: 0 Skipped: 603

⚠ No matching responses.

	1	2	3	4	5	TOTAL	SCORE
Seguridad	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Embotellamientos	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Accesibilidad a pie	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Accesibilidad en bicicleta	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Opciones de transporte	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00

Q22 ¿Desea destacar algo más con respecto a Parmer Lane?

Answered: 0 Skipped: 603

#	RESPONSES	DATE
	There are no responses.	

Q23 ¿Con qué género se identifica?

Answered: 0 Skipped: 603

⚠ No matching responses.

ANSWER CHOICES	RESPONSES	
Femenino	0.00%	0
Masculino	0.00%	0
No binario	0.00%	0
Otro	0.00%	0
TOTAL		0

Q24 Indique su grupo etario:

Answered: 0 Skipped: 603

⚠ No matching responses.

ANSWER CHOICES	RESPONSES	
17 o menor	0.00%	0
entre 18 y 34	0.00%	0
entre 35 y 44	0.00%	0
entre 45 y 65	0.00%	0
65 o mayor	0.00%	0
Prefiero no mencionarlo	0.00%	0
TOTAL		0

Q25 ¿Qué idioma se habla habitualmente en su casa?

Answered: 0 Skipped: 603

⚠ No matching responses.

ANSWER CHOICES	RESPONSES	
Inglés	0.00%	0
Español	0.00%	0
Prefiero no mencionarlo	0.00%	0
Otro (por favor, especifique)	0.00%	0
TOTAL		0

#	OTRO (POR FAVOR, ESPECIFIQUE)	DATE
	There are no responses.	

Q26 ¿Cuál es la opción que mejor lo describe? (elija todas las que correspondan)

Answered: 0 Skipped: 603

⚠ No matching responses.

ANSWER CHOICES	RESPONSES	
Indoamericano o nativo de Alaska	0.00%	0
Asiático	0.00%	0
Negro o afroamericano	0.00%	0
Hispano, latino o de origen español	0.00%	0
De Medio Oriente o África del norte	0.00%	0
Nativo de Hawái o de otra Isla del Pacífico	0.00%	0
Blanco	0.00%	0
De otra raza, etnia u origen	0.00%	0
Total Respondents: 0		

Q27 Información de Contacto (opcional)Si desea recibir información actualizada sobre este proyecto, indique a continuación sus datos de contacto.

Answered: 0 Skipped: 603

ANSWER CHOICES	RESPONSES	
Nombre	0.00%	0
Company	0.00%	0
Domicilio	0.00%	0
Domicilio postal	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Correo electrónico	0.00%	0
Teléfono	0.00%	0

#	NOMBRE	DATE
	There are no responses.	

#	COMPANY	DATE
	There are no responses.	

#	DOMICILIO	DATE
	There are no responses.	

#	DOMICILIO POSTAL	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.	

#	CORREO ELECTRÓNICO	DATE
	There are no responses.	

#	TELÉFONO	DATE
	There are no responses.	

Parmer Lane (FM 734) Corridor Study

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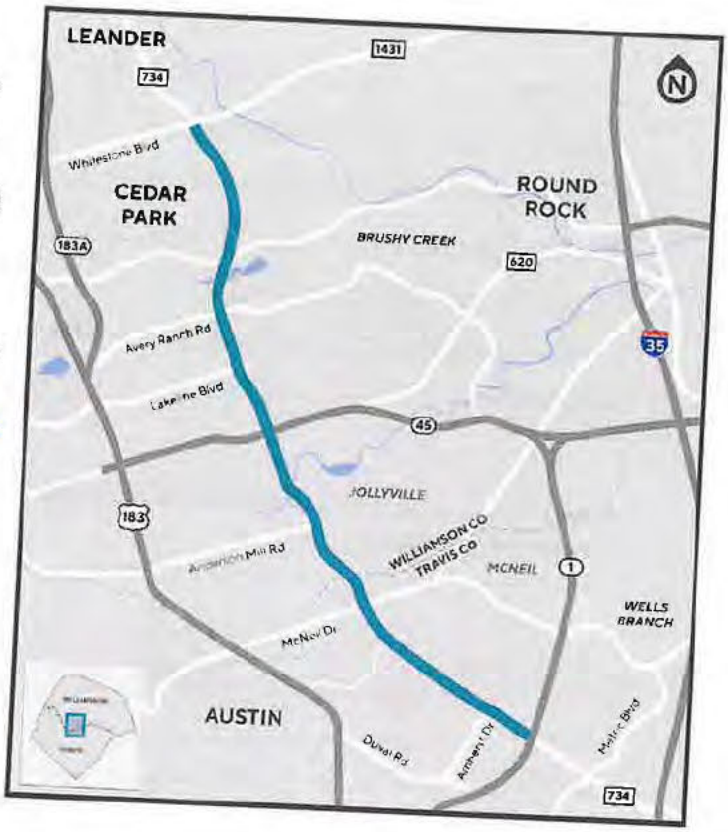

Do you have any comments on the study goals or objectives?

We desperately need more roads and freeways across all of Central Texas.

What zip code do you live in? 78717

What zip code or city/town do you commute or travel to often? Austin
Cedar Park
Marble Falls

Why do you travel on Parmer Lane?
(Choose all that apply)

☐ I own or operate a business on Parmer Lane

☐ I work or attend school on Parmer Lane

☒ I live on or use Parmer Lane to get home

☒ I visit shops, restaurants, leisure or recreational destinations on Parmer Lane

☒ I use Parmer Lane to get through town

☐ I don't use Parmer Lane but regularly use streets adjacent to Parmer Lane (Please list other streets used)

How often do you travel on Parmer Lane using the following options?
(Choose all that apply)

	1-2 days /week	3-6 days /week	Daily	Less often
Drive	☐	☒	☐	☐
Bicycle	☐	☐	☐	☒
Walk	☐	☐	☐	☒
Carpool/rideshare	☐	☐	☐	☒
Other	☐	☐	☐	☒

If other, please specify: _____

What are your concerns along Parmer Lane? Please rate with your top concern starting with number 1 with your least concern being number 5.

___ Safety

1 Traffic congestion

___ Walkability

___ Bikeability

___ Transit Options

Is there anything else you would like to tell us about Parmer Lane?

We desperately need more roads & freeways across all Central Texas

Demographic questions (optional)

Which gender do you identify as most?

- ☐ Female
- ☒ Male
- ☐ Nonbinary
- ☐ Other

Please tell us your age group.

- ☐ 17 or younger
- ☐ 18 to 34
- ☐ 35 to 44
- ☒ 45 to 65
- ☐ 65+
- ☐ Prefer not to say

What language is primarily spoken in your home?

- ☒ English
- ☐ Spanish
- ☐ Other (please specify)
- ☐ Prefer not to say

Which category best describes you? (Choose all that apply)

- ☐ American Indian or Alaska Native
- ☐ Asian
- ☐ Black or African American
- ☐ Hispanic, Latino or Spanish origin
- ☐ Middle Eastern or North African
- ☐ Native Hawaiian or other Pacific Islander
- ☒ White
- ☐ Some other race, ethnicity, or origin

Contact Information (optional)

If you would like to receive updates on this project, please note your contact information below.

Name: Brent Herridge

Email: _____

Phone: _____

Address: _____

Mailing Address: _____

Thank you for your input! Please scan and email your completed survey to ParmerLaneCorridorStudy@gmail.com or return this survey by mail to:

Parmer Lane (FM 734) Corridor Study
c/o CD&P
PO Box 5459
Austin, TX 78763

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Do you have any comments on the study goals or objectives?

With my home backing onto Parmer, noise levels, and safety are my top concerns. Traffic congestion is my next greatest concern.

What zip code do you live in? 78727

What zip code or city/town do you commute or travel to often? 78705 and 78641

Why do you travel on Parmer Lane?
(Choose all that apply)

☐ I own or operate a business on Parmer Lane

☐ I work or attend school on Parmer Lane

☒ I live on or use Parmer Lane to get home

☒ I visit shops, restaurants, leisure or recreational destinations on Parmer Lane

☒ I use Parmer Lane to get through town

☐ I don't use Parmer Lane but regularly use streets adjacent to Parmer Lane (Please list other streets used)

How often do you travel on Parmer Lane using the following options?
(Choose all that apply)

	1-2 days /week	3-6 days /week	Daily	Less often
Drive	☐	☒	☐	☐
Bicycle	☐	☐	☐	☐
Walk	☐	☐	☐	☐
Carpool/rideshare	☐	☐	☐	☐
Other	☐	☐	☐	☐

If other, please specify: _____

What are your concerns along Parmer Lane? Please rate with your top concern starting with number 1 with your least concern being number 5.

___ Safety

___ Traffic congestion

___ Walkability

___ Bikeability

___ Transit Options

Is there anything else you would like to tell us about Parmer Lane?

With all of the current congestion, PLEASE avoid adding to it with bus stops.

Demographic questions (optional)

Which gender do you identify as most?

- ☐ Female
- ☐ Male
- ☐ Nonbinary
- ☐ Other

Please tell us your age group.

- ☐ 17 or younger
- ☐ 18 to 34
- ☐ 35 to 44
- ☐ 45 to 65
- ☐ 65+
- ☐ Prefer not to say

What language is primarily spoken in your home?

- ☐ English
- ☐ Spanish
- ☐ Other (please specify)
- ☐ Prefer not to say

Which category best describes you? (Choose all that apply)

☐ American Indian or Alaska Native
☐ Asian
☐ Black or African American
☐ Hispanic, Latino or Spanish origin
☐ Middle Eastern or North African
☐ Native Hawaiian or other Pacific Islander
☐ White
☐ Some other race, ethnicity, or origin

Contact Information (optional)

If you would like to receive updates on this project, please note your contact information below.

Name: _____

Email: _____

Phone: _____

Address: _____

Mailing Address: _____

Thank you for your input! Please scan and email your completed survey to ParmerLaneCorridorStudy@gmail.com or return this survey by mail to:

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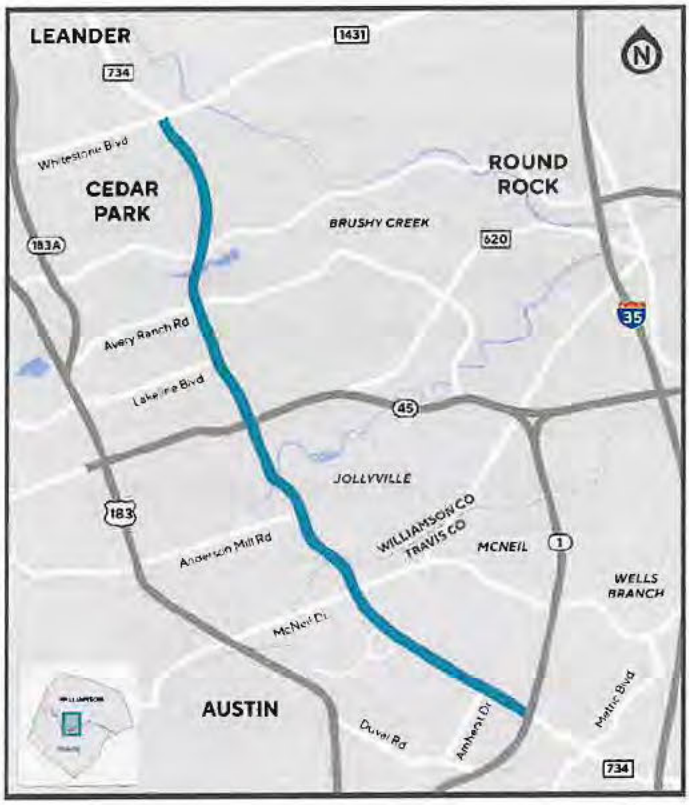

Do you have any comments on the study goals or objectives?

why does it take so Long to do the Projects

What zip code do you live in? 78750

What zip code or city/town do you commute or travel to often? 78642

Why do you travel on Parmer Lane?
(Choose all that apply)

☐ I own or operate a business on Parmer Lane

☐ I work or attend school on Parmer Lane

☐ I live on or use Parmer Lane to get home

☐ I visit shops, restaurants, leisure or recreational destinations on Parmer Lane

☑ I use Parmer Lane to get through town

☐ I don't use Parmer Lane but regularly use streets adjacent to Parmer Lane (Please list other streets used)

How often do you travel on Parmer Lane using the following options?
(Choose all that apply)

	1-2 days /week	3-6 days /week	Daily	Less often
Drive	☐	☑	☐	☐
Bicycle	☐	☐	☐	☑
Walk	☐	☐	☐	☑
Carpool/rideshare	☐	☐	☐	☑
Other	☐	☐	☐	☑

If other, please specify: No thank you!

What are your concerns along Parmer Lane? Please rate with your top concern starting with number 1 with your least concern being number 5.

1 Safety

___ Traffic congestion

2 Walkability

3 Bikeability

___ Transit Options

Is there anything else you would like to tell us about Parmer Lane?

Thank you for working on it

Demographic questions (optional)

Which gender do you identify as most?

- ☐ Female
- ☐ Male
- ☐ Nonbinary
- ☐ Other

Please tell us your age group.

- ☑ 17 or younger
- ☐ 18 to 34
- ☐ 35 to 44
- ☐ 45 to 65
- ☐ 65+
- ☐ Prefer not to say

What language is primarily spoken in your home?

- ☑ English
- ☐ Spanish
- ☐ Other (please specify)
- ☐ Prefer not to say

Which category best describes you? (Choose all that apply)

- ☐ American Indian or Alaska Native
- ☐ Asian
- ☐ Black or African American
- ☐ Hispanic, Latino or Spanish origin
- ☑ Middle Eastern or North African
- ☐ Native Hawaiian or other Pacific Islander
- ☑ White
- ☐ Some other race, ethnicity, or origin

Contact Information (optional)

If you would like to receive updates on this project, please note your contact information below.

Name: _____

Email: _____

Phone: _____

Address: _____

Mailing Address: _____

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Do you have any comments on the study goals or objectives? Is there any way to reduce the time of the planning of the projects

What zip code do you live in? 78750

What zip code or city/town do you commute or travel to often? 78642

Why do you travel on Parmer Lane?
(Choose all that apply)

☐ I own or operate a business on Parmer Lane

☐ I work or attend school on Parmer Lane

☐ I live on or use Parmer Lane to get home

☒ I visit shops, restaurants, leisure or recreational destinations on Parmer Lane

☐ I use Parmer Lane to get through town

☐ I don't use Parmer Lane but regularly use streets adjacent to Parmer Lane (Please list other streets used)

How often do you travel on Parmer Lane using the following options?
(Choose all that apply)

	1-2 days /week	3-6 days /week	Daily	Less often
Drive	☐	☒	☐	☐
Bicycle	☐	☐	☐	☐
Walk	☐	☐	☐	☐
Carpool/rideshare	☐	☐	☐	☐
Other	☐	☐	☐	☐

If other, please specify: _____

What are your concerns along Parmer Lane? Please rate with your top concern starting with number 1 with your least concern being number 5.

___ Safety

2 Traffic congestion

3 Walkability

4 Bikeability

___ Transit Options

Is there anything else you would like to tell us about Parmer Lane?

heavy traffic at times.

Demographic questions (optional)

Which gender do you identify as most?

- ☐ Female
- ☒ Male
- ☐ Nonbinary
- ☐ Other

Please tell us your age group.

- ☒ 17 or younger
- ☐ 18 to 34
- ☐ 35 to 44
- ☐ 45 to 65
- ☐ 65+
- ☐ Prefer not to say

What language is primarily spoken in your home?

- ☒ English
- ☐ Spanish
- ☐ Other (please specify)
- ☐ Prefer not to say

Which category best describes you? (Choose all that apply)

- ☐ American Indian or Alaska Native
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- ☐ Hispanic, Latino or Spanish origin
- ☐ Middle Eastern or North African
- ☐ Native Hawaiian or other Pacific Islander
- ☒ White
- ☐ Some other race, ethnicity, or origin

Contact Information (optional)

If you would like to receive updates on this project, please note your contact information below.

Name: _____

Email: _____

Phone: _____

Address: _____

Mailing Address: _____

Thank you for your input! Please scan and email your completed survey to ParmerLaneCorridorStudy@gmail.com or return this survey by mail to:

Parmer Lane (FM 734) Corridor Study
c/o CD&P
PO Box 5459
Austin, TX 78763

From: [redacted]
To: ParmerLaneCorridorStudy@gmail.com
Subject: FM734 Study from MOPAC to 1431
Date: Friday, December 1, 2023 11:58:23 AM

Hello,
I am a local Cedar Park resident that drives daily down Parmer Lane from Brushy Creek to Mopac and back.

In addition to general concerns about traffic (it takes about 45 minutes at 5pm to get from MOPAC to Brushy Creek Road, I have 2 safety concerns I specifically want to call out.

Driving northbound on Parmer Lane towards Brushy Creek Rd when crossing the Brushy Creek bridge, drivers are using the right hand shoulder lane as a way to bypass traffic and make a right on to Brushy Creek more quickly. I've seen drivers fly down the entire length of the bridge on the shoulder. For those cars that are waiting patiently until the right hand turn lane opens (to make the legal right turn), they have to be extremely cautious that another car isn't flying down the shoulder. I've seen cars, trucks, motorcycles all do this and it is a matter of time before there is a serious accident.

Similarly, when driving southbound on Parmer from Brushy Creek and making a right on to Avery Ranch Blvd, cars are also using the right hand shoulder in order to bypass traffic and make the right on to Avery Ranch more quickly.

My final recommendation is to take a look at traffic light timing optimization at the Parmer and Avery Ranch intersection. Making a left from Parmer on to Avery Ranch heading south is a very short light and backs up traffic. This is exacerbated in the morning and late afternoon during school dropoff and pickup.

Thank you for your time and consideration on these issues.
Jaclyn

From: [redacted]
To: ParmerLaneCorridorStudy@gmail.com
Subject: Feedback on Parmer Lane Corridor Changes
Date: Wednesday, December 6, 2023 1:27:47 AM

---

1. Northbound traffic into the Round Rock Stadium needs to be addressed, not just left "as is". At present, traffic jams associated with games will start as early as 4:30pm on game days and back things up past RR620.
2. Southbound traffic from Round Rock Stadium needs to be addressed, not just left "as is". Traffic exiting the stadium must turn right and create a traffic jam at Neenah Ave. as vehicles make U-turns. (TXDOT's previous - and totally unacceptable - answer was that "someone" should just hire a police officer to address this U-turn problem.)
3. There are increasing traffic problems at the Neenah/Parmer intersection where, esp. at the afternoon school rush hour, cars may have to wait through 3 or more traffic signal cycles to cross from Neenah to Lakeline. This problem will only get worse as there's already major construction underway in the area and there are near-term prospects for a high school on Pearson Ranch Road.
4. Neenah Ave. needs an added, dedicated right turn lane onto Parmer northbound. (see #3).
5. Dedicated turn lanes should be added in two places: on Parmer north, turning eastbound onto Neenah; on Parmer south, turning westbound onto Lakeline.
6. The two lights at RR620, the light at Spectrum, and the RR crossing not only individually constrain traffic, but work together to create a "super constraint" which make traffic grind to a crawl (southbound in the mornings, northbound in the evenings). No matter how many lanes TXDOT adds to Parmer, the only result will be a wider parking lot unless this super constraint is addressed. [I would go so far as to say that TXDOT should do NOTHING to Parmer until this problem can be resolved.]
7. If sound barriers are erected (I sure hope so!), each affected community HOA should be given a voice in the design and some opportunity to place their logos/signs at the entrances.
8. It has been said that the area at or near the Lakeline rail station will be expanded to include a bus complex similar to the one on Lamar/183. If that's true, extra consideration needs to be given to the Parmer/Neenah/Lakline intersection as traffic will grow to/from that complex.

Alan Crudden

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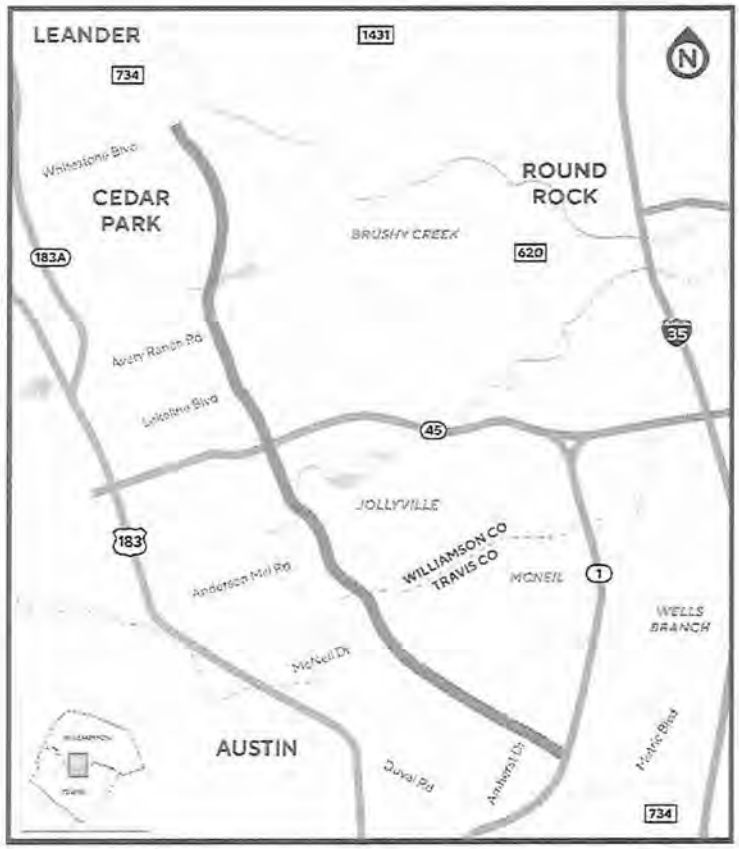

Do you have any comments on the study goals or objectives?

_____

_____

_____

What zip code do you live in? 78717

What zip code or city/town do you commute or travel to often? 78758

Why do you travel on Parmer Lane?
(Choose all that apply)

☐ I own or operate a business on Parmer Lane

☐ I work or attend school on Parmer Lane

☑ I live on or use Parmer Lane to get home

☐ I visit shops, restaurants, leisure or recreational destinations on Parmer Lane

☑ I use Parmer Lane to get through town

☐ I don't use Parmer Lane but regularly use streets adjacent to Parmer Lane (Please list other streets used)

How often do you travel on Parmer Lane using the following options?
(Choose all that apply)

	1-2 days /week	3-6 days /week	Daily	Less often
Drive	☐	☑	☐	☐
Bicycle N/A	☐	☐	☐	☐
Walk N/A	☐	☐	☐	☐
Carpool/rideshare N/A	☐	☐	☐	☐
Other N/A	☐	☐	☐	☐

If other, please specify: _____

What are your concerns along Parmer Lane? Please rate with your top concern starting with number 1 with your least concern being number 5.

1 Safety

3 Traffic congestion

4 Walkability

5 Bikeability

2 Transit Options

Is there anything else you would like to tell us about Parmer Lane?

1) I THINK ANY DISCUSSION ABOUT WIDENING PARMER LANE NEEDS TO FIRST WAIT UNTIL WE SEE THE IMPACT OF THE 183 IMPROVEMENTS. 2) THE 183 A TOLL WAS SUPPOSED TO ALLEVIATE TRAFFIC. IF THAT WERE NON-TOLLED, WE MAY NOT HAVE TO WIDEN PARMER LANE. 3) LIMITING THE URBAN SPRAWL NORTH IS ALSO AN OPTION. WHY DO WE BUILD FIRST AND THINK ABOUT ROADS LATER?

THANK YOU. FOR READING.
JACK DILULLO

Demographic questions (optional)

Which gender do you identify as most?

- ☐ Female
- ☑ Male
- ☐ Nonbinary
- ☐ Other

Please tell us your age group.

- ☐ 17 or younger
- ☐ 18 to 34
- ☐ 35 to 44
- ☑ 45 to 65
- ☐ 65+
- ☐ Prefer not to say

What language is primarily spoken in your home?

- ☑ English
- ☐ Spanish
- ☐ Other (please specify)
- ☐ Prefer not to say

Which category best describes you? (Choose all that apply)

- ☐ American Indian or Alaska Native
- ☐ Asian
- ☐ Black or African American
- ☐ Hispanic, Latino or Spanish origin
- ☐ Middle Eastern or North African
- ☐ Native Hawaiian or other Pacific Islander
- ☑ White
- ☐ Some other race, ethnicity, or origin

Contact Information (optional)

If you would like to receive updates on this project, please note your contact information below.

Name: JACK DILULLO

Email: [redacted]

Phone: [redacted]

Address: [redacted]

Mailing Address: AUSTIN, TX. 78717

Thank you for your input! Please scan and email your completed survey to ParmerLaneCorridorStudy@gmail.com or return this survey by mail to:

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c/o CD&P
PO Box 5459
Austin, TX 78763

Gmail

ParmerLaneCorridorStudy <parmerlanecorridorstudy@gmail.com>

Parmer Lane Study - City of Austin comments

1 message

Schofield, Mike [redacted] Wed, Jan 17, 2024 at 6:02 PM
To: "ParmerLaneCorridorStudy@gmail.com" <ParmerLaneCorridorStudy@gmail.com>

To Parmer Lane corridor study project team,

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 related specifically to Active Transportation

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

- At previous 60% design, SUP was included on each side of Parmer and we would expect that would be a part of the corridor study and future designs. 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 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.

General comments:

- 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.

Thank you,

TRANSPORTATION PUBLIC WORKS

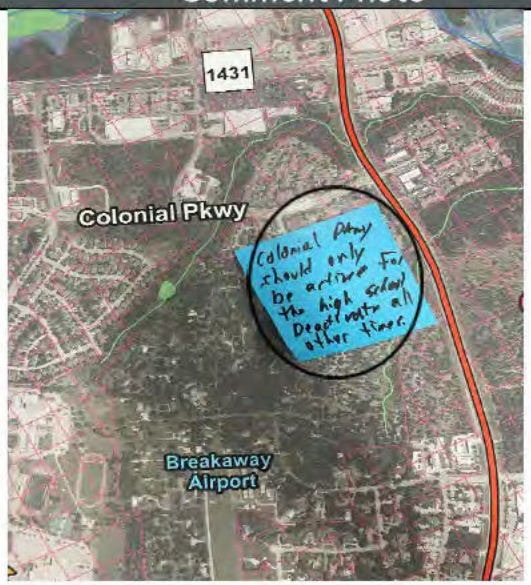
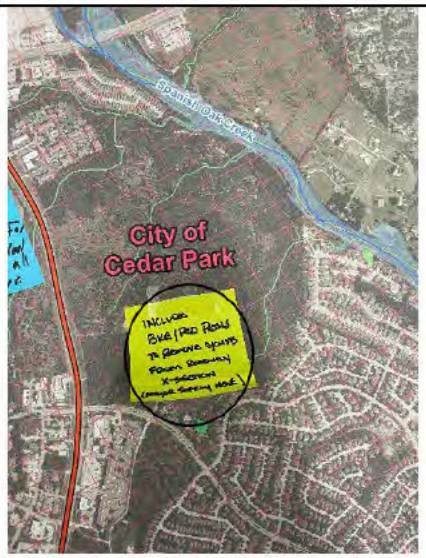
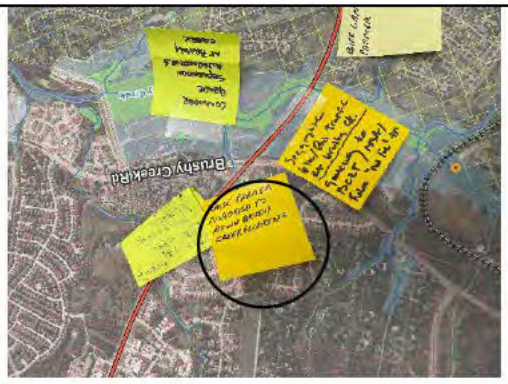
Mike Schofield, P.E.

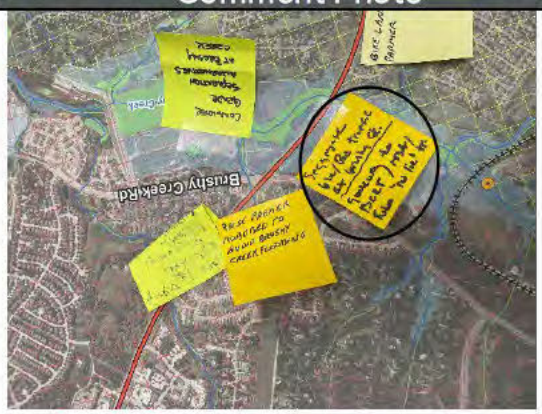
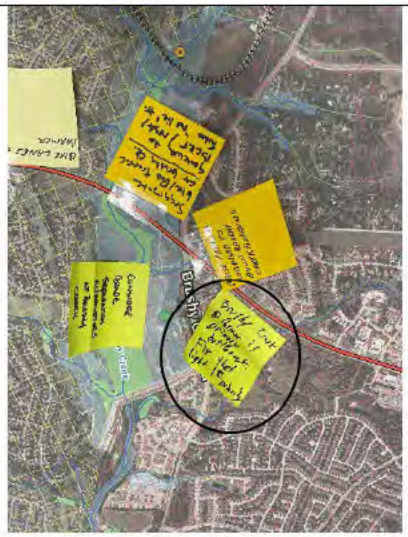
Active Transportation and Street Design Division | Supervising Engineer

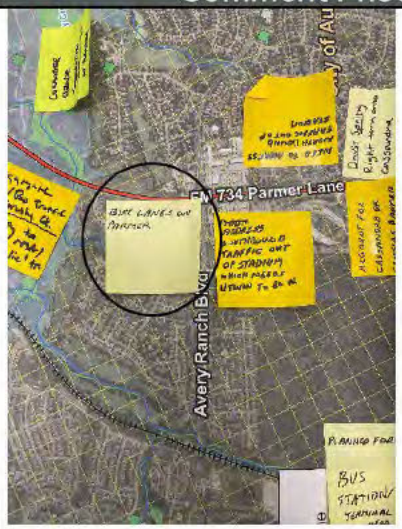
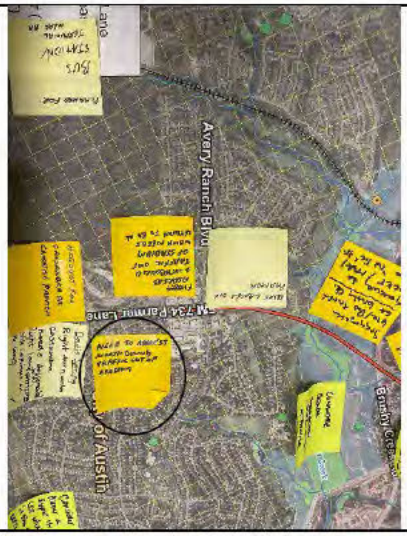
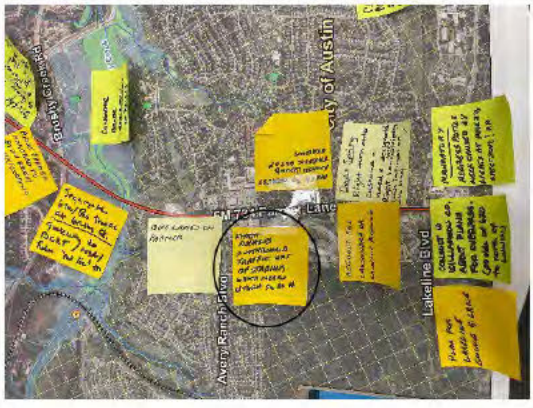
Transportation Public Works Department

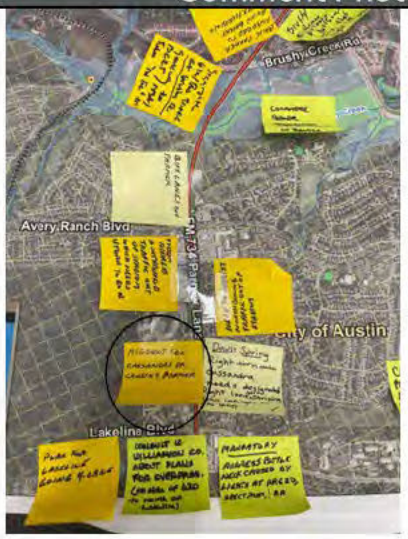
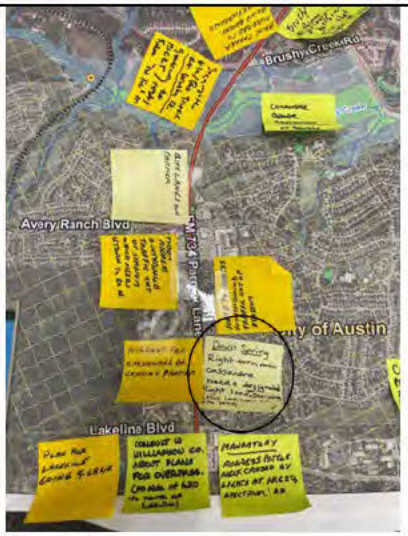
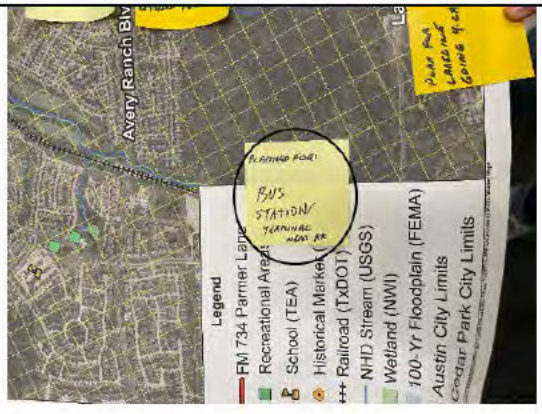
[redacted]

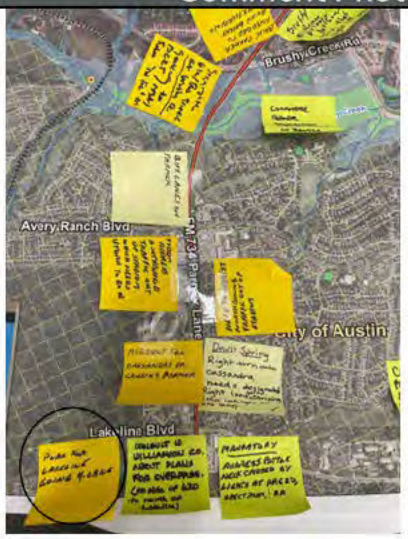
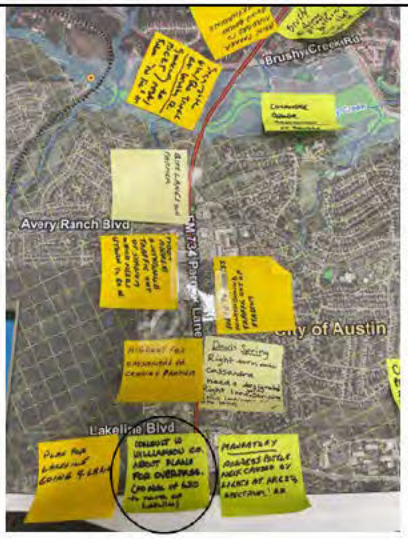
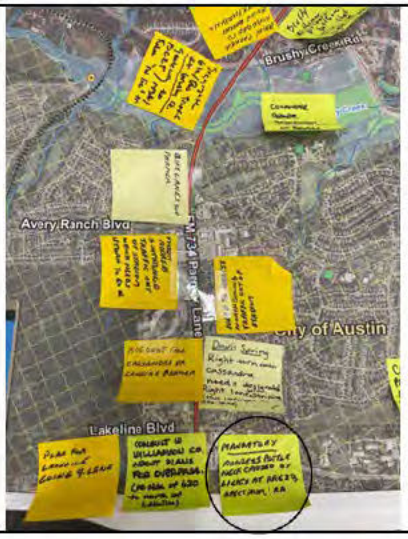
Mapped Comments

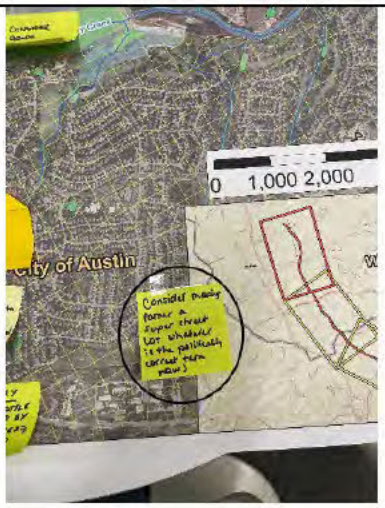
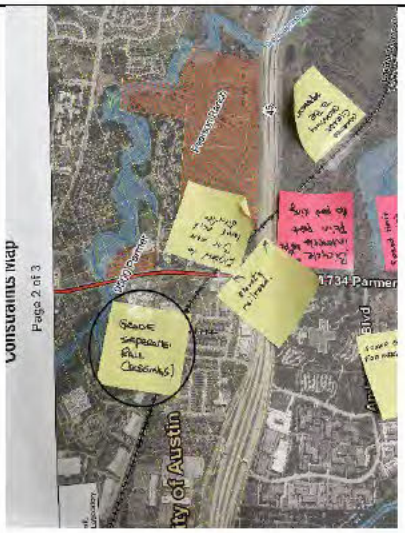
Comment	Comment Photo
Colonial Pkwy should only be active for the high school deactivate all other times	
Include BKE/PED paths to remove cyclists from roadway X-Section (Major safety issue)	
raise Parmer road bed to avoid brushy creek flooding	

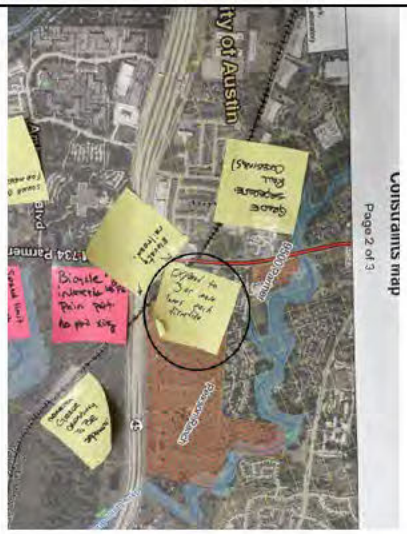
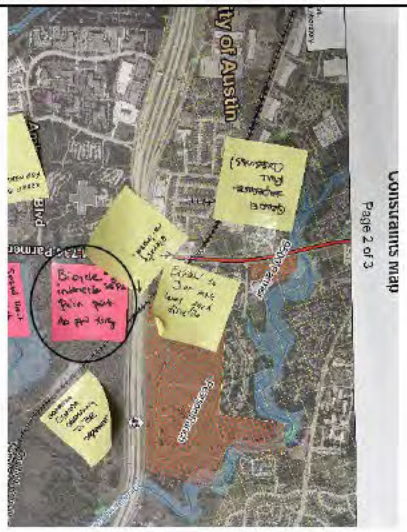
Comment	Comment Photo
Segregate bike/ped traffic at brushy ck. / Gateway to BCRT / rBA / Future "new lie" tr.	
Consider grade separation alternatives at brushy creek	
Brushy creek @ Parmer is primary [] Fix that light 1st priority	

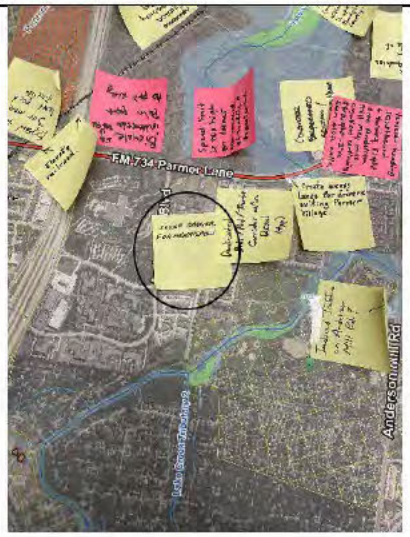
Comment	Comment Photo
Bike Lanes on parmer	
Need to address north bound traffic out of stadium	
Address southbound traffic out of statium which needs uturn to go N.	

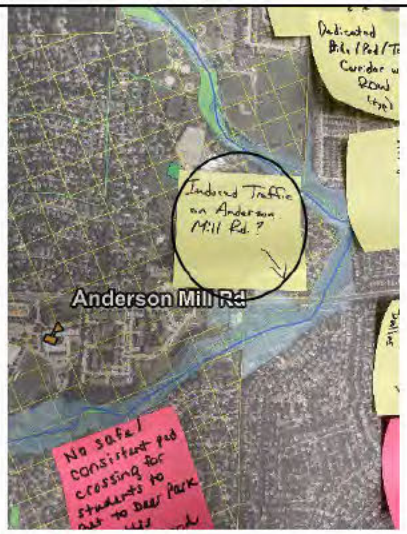
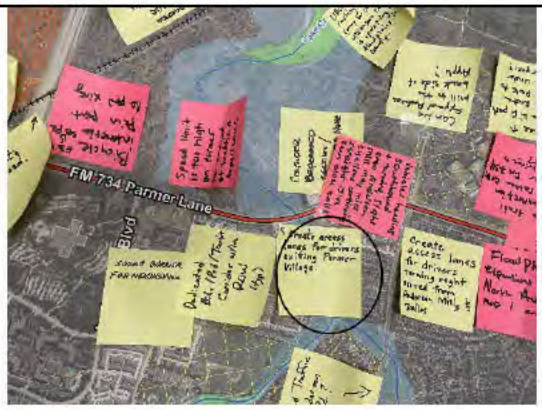
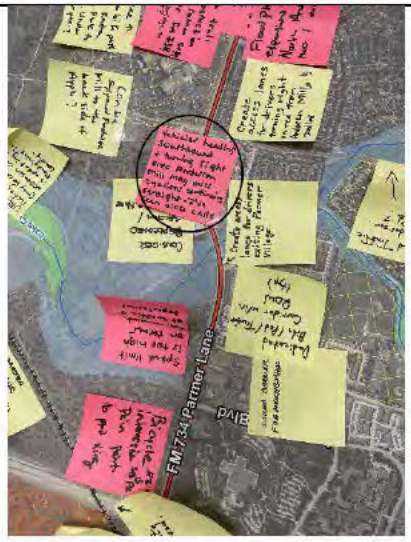
Comment	Comment Photo
Account for Cassandra Dr. Crossing Parmer	
Davis Spring right turn onto Cassandra needs designated right lane turn striping (this impinges on bike lane).	
Planned for: Bus Statium terminal near PR	

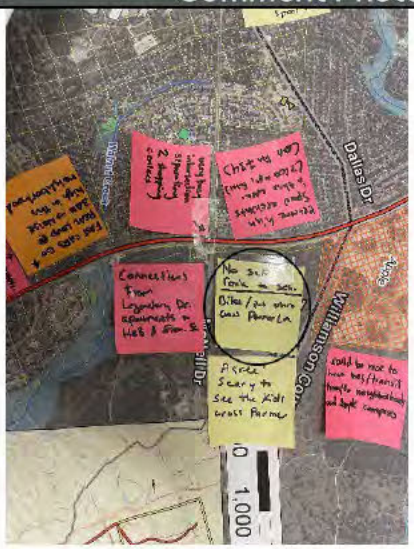
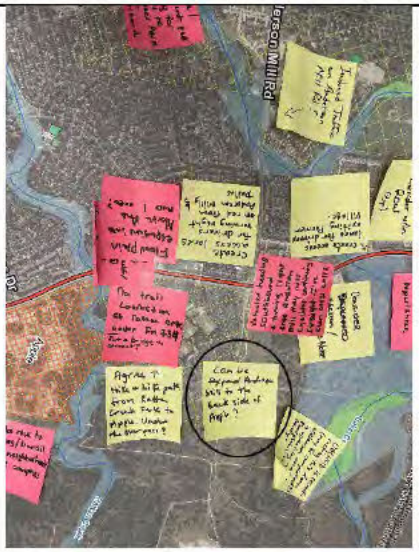
Comment	Comment Photo
Plan for Lakeline going 4- lane	
Consult w Wiliamson Co. about plans for overpass. (sb side of 620 to north of Lakeline)	
Mandatory Address bottle neck caused by lights at RR620, Spectrum, & RR	

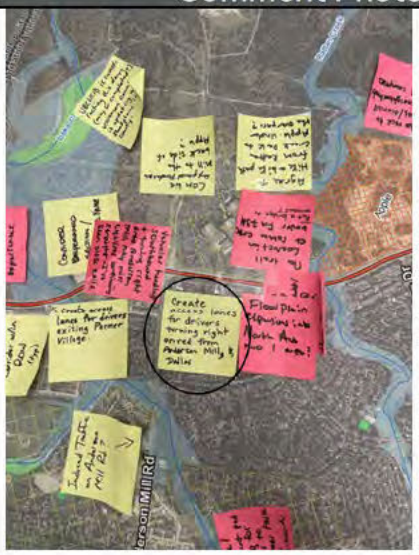
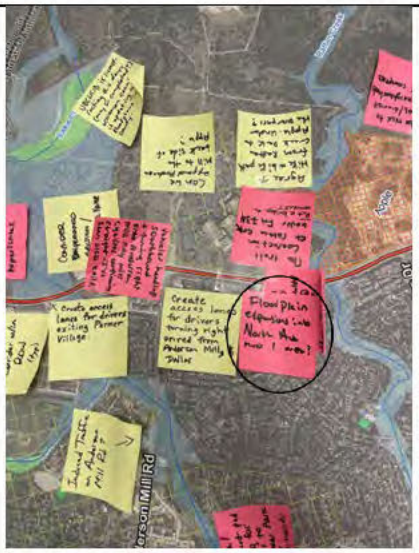
Comment	Comment Photo
Consider making Parmer a super street (or whatever is the politically correct term now)	
Grade separate. Rail crossings!	
elevate railroad	

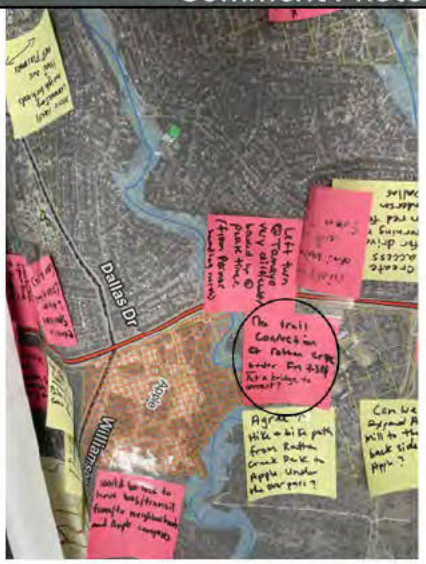
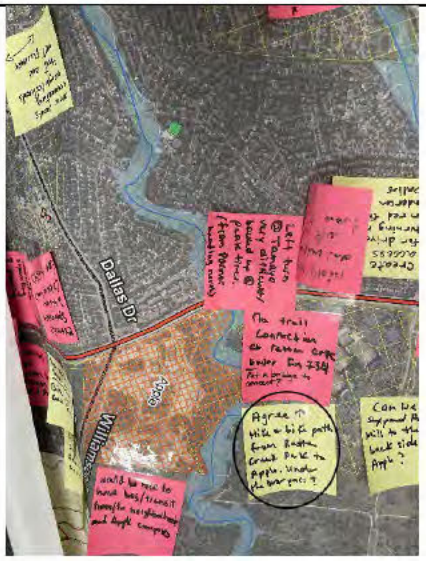
Comment	Comment Photo
expand to 3 or more lanes each direction	
Capmetro grade crossing to be separated	
bicycle intersection pain point. No ped. Xing	

Comment	Comment Photo
Speed limit is too high on parmer for amount of traffic it experiences.	
Sound Barriers for neighborhoods	
dedicated bike/Ped/ transit corridor w/in ROW (typ)	

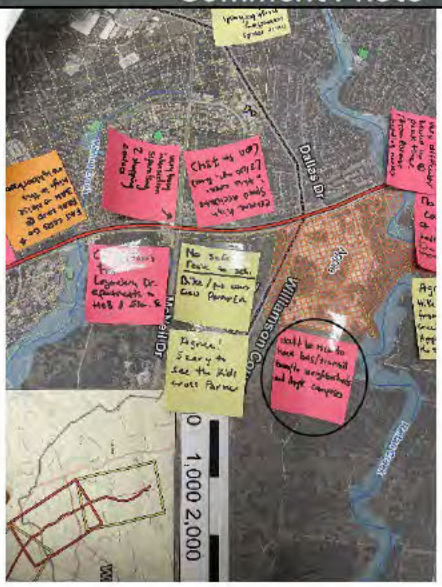
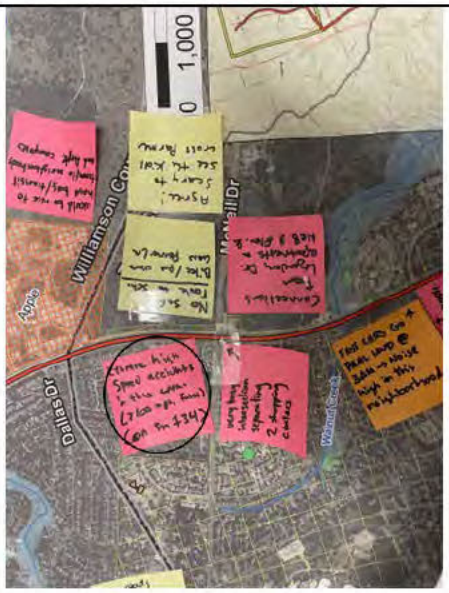
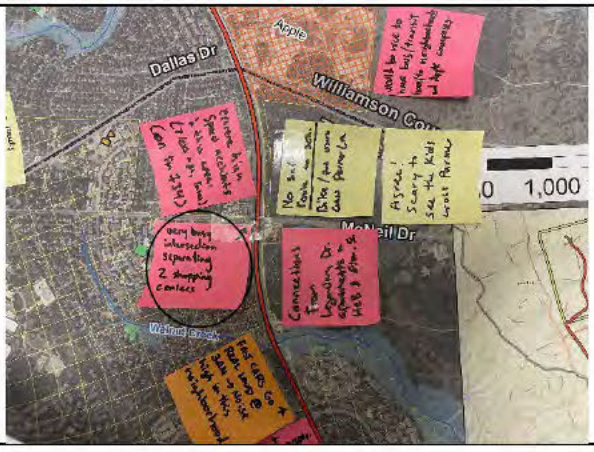
Comment	Comment Photo
Induced traffic on Anderson Mill Rd. ?	
Create access lanes for drivers exiting parmer village.	
Vehicles heading south bound + turning right onto Anderson Mill may miss cyclist continuing straight- I've seen close calls	

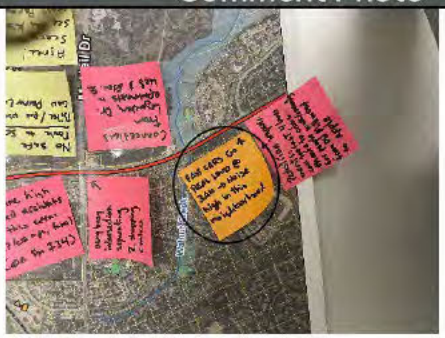
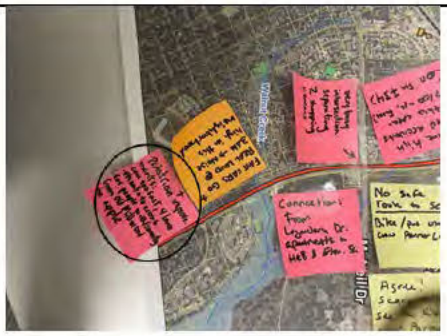
Comment	Comment Photo
No safe/ consistent ped crossing for students to get to Deer Park from this neighborhood	
Can we expand Anderson Mill to the back side of Apple?	

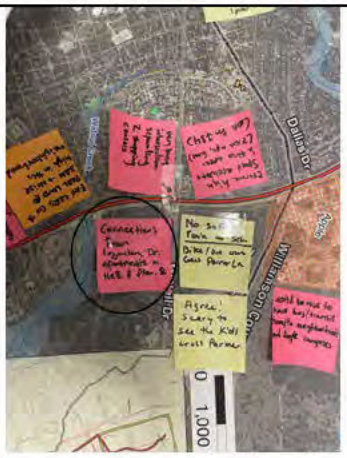
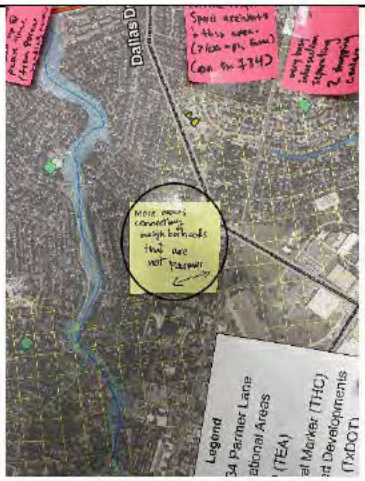
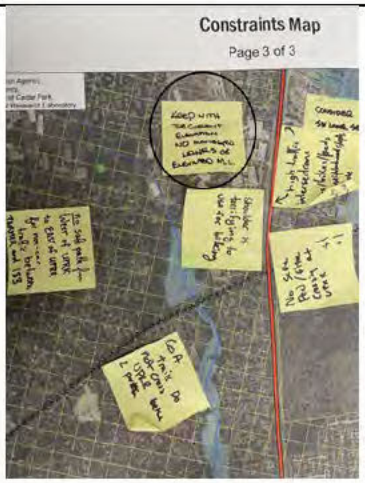
Comment	Comment Photo
create access lanes for drivers turning right on red from Anderson Mills and Dallas	
Flood plain expanding North Ave MUD 1 ever?	

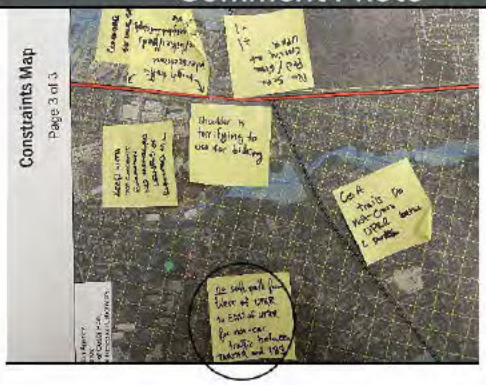
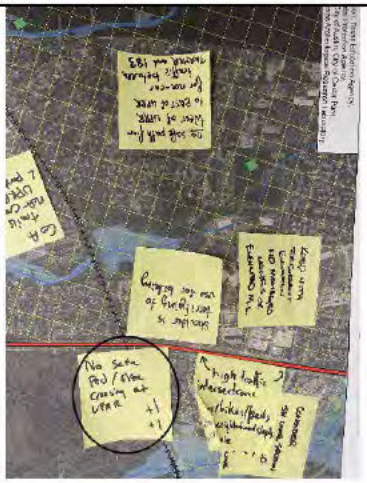
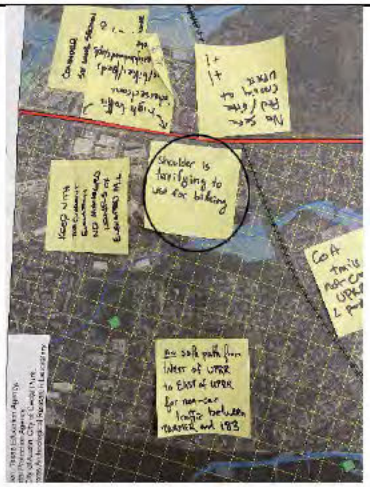
Comment	Comment Photo
No trail connection at Rattan Creek under FM 734- Put a bridge to connect?	
^ agree. Hike + Bike from Rattan Creek Park to Apple. Under the over pass?	
Left turn @ Tamayo very difficult/backed up @ peak times(from Parmer heading North)	

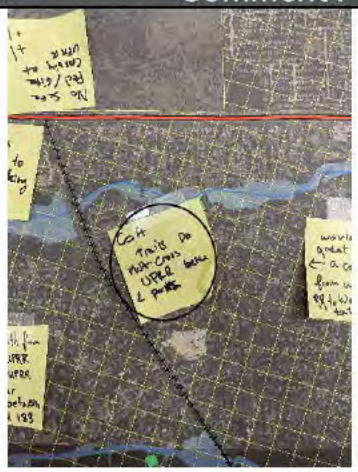
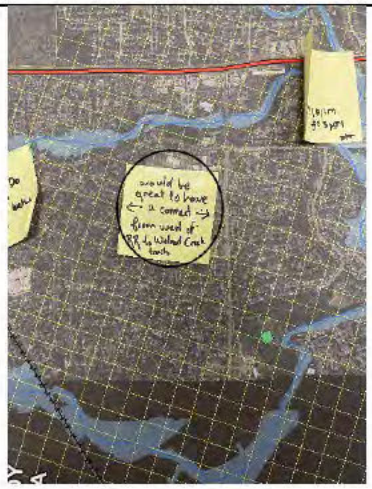
Comment	Comment Photo
Consider Depressed Section / minimize noise impact	
UBCWCID is reconstructing this dam (may be completed?) Williamson County is updating all flood plains in county	

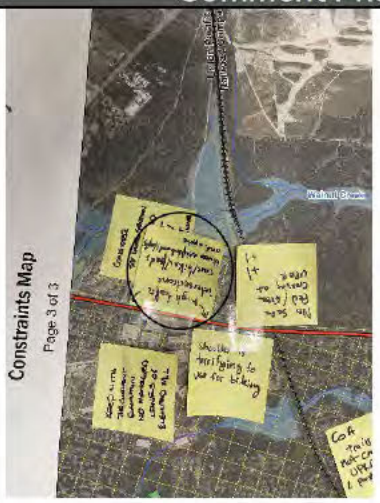
Comment	Comment Photo
Would be nice to have bus/transit from/to neighborhoods and Apple Campus	
Extreme high speed accidents in this area. (7 100 mph fatal) (on FM 734)	
Very busy intersection separating 2 shopping centers	

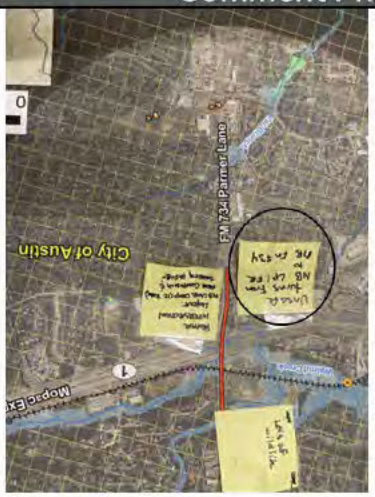
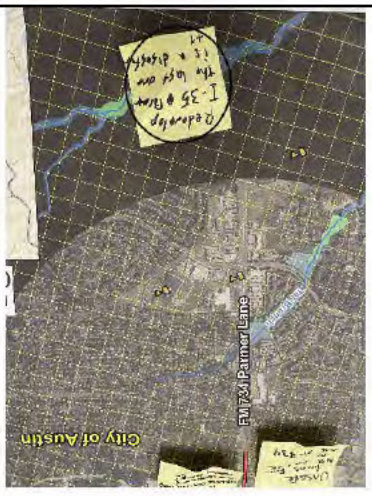
Comment	Comment Photo
Fast cars Go real Lound @ 3AM - Noise high in this neighborhood	
^ Pedestrian improvements: - cars too fast, 4 lanes -unsafe to cross for people walk/commuting from Old Millwood to Apple	
No safe route to school- Bike/ped users cross Parmer Ln.	
Agree! scary to see the kids cross Parmer	

Comment	Comment Photo
Connections from Legendary Dr. apartments to HEB & Elem. Sc.	
more roads connecting neighborhoods that are not Parmer	
Keep with the current elevation. No managed Lanes or elevated M.L.	

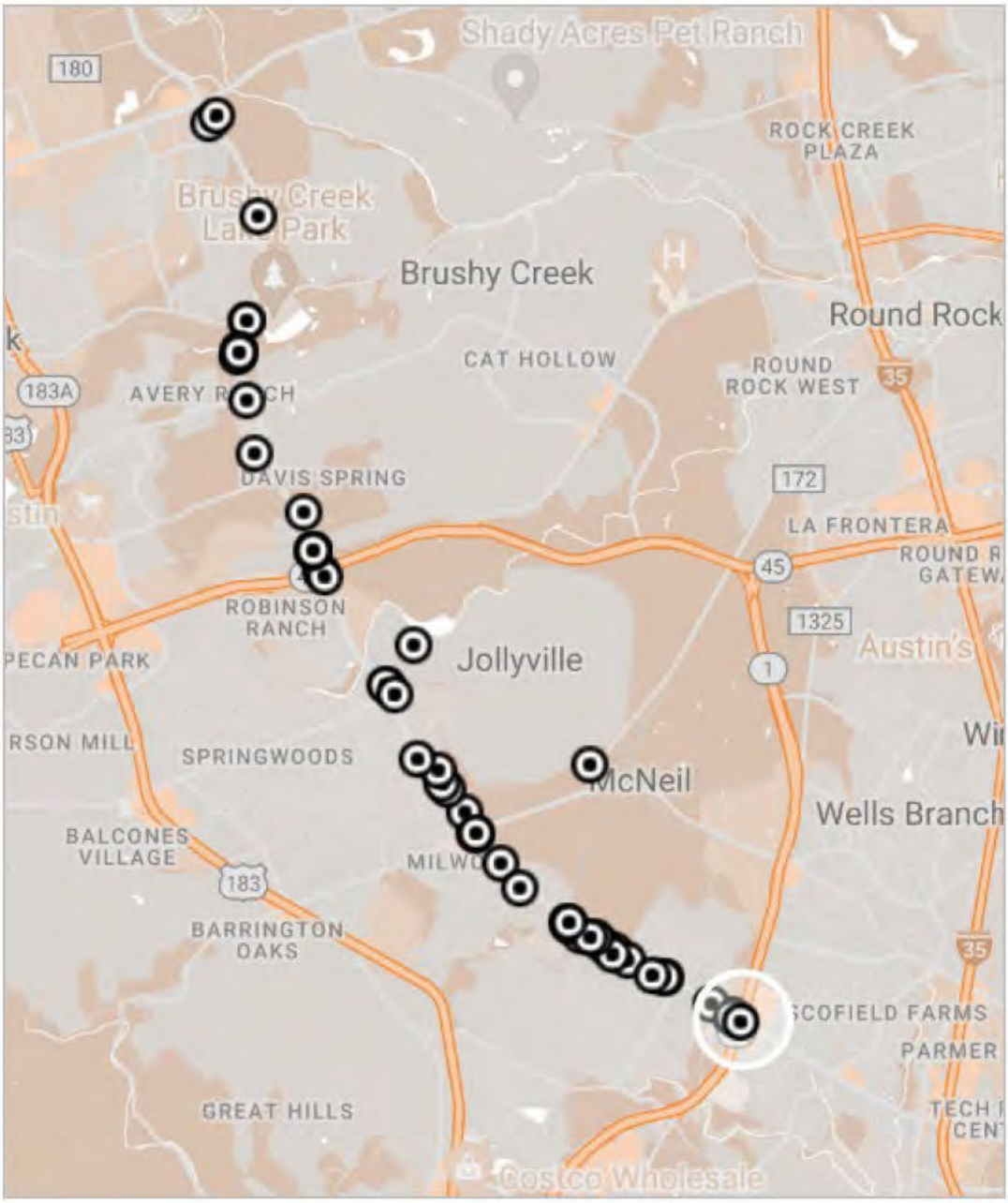
Comment	Comment Photo
No safe path from west of UPRR to east of UPRR for non-car traffic between Parmer and 183	
No safe Ped/bike crossing at UPRR +1+1	
Shoulder is terrifying to use for biking	

Comment	Comment Photo
COA trails do not cross UPRR between 2 parks.	
Would be great to have a connect from west of RR to Walnut Creek trails	
This trail crossing is pretty nice actually	

Comment	Comment Photo
High traffic intersection. cars/bikes/peds between neighborhoods/apts and Apple	
Consider Six lane section w/ protected L.T bays at major intersection. Grade says at Avery or Lake Line	
lots of wildlife	

Comment	Comment Photo
Unsafe turns from NB LP/FR to NB FM734	
Revise Intersection Layout. NB lane drop (left turn) are confusing and safety issue.	
redevelop I-35 @ Parmer. The last one is a disaster +1	

Online Mapped Comments



Name	Location	Comment
Anonymous	30°25'44.99"N, 97°43'20.57"W	Adelphi is a main feeder street for our neighborhood but eastbound traffic is speeding so fast (light at Riata a mile west and the next light at Amherst a half-mile east) that we have regular accidents at this intersection.
Matthew L	30°25'58.03"N, 97°43'45.71"W	Cycling along Parmer is bad enough but this bridge creates a choke point where cyclists have to be on Parmer to go East/West. There are literally no other routes to get over the railroad without going west to Jollyville.

Name	Location	Comment
Matthew L	30°26'38.35"N, 97°44'32.98"W	The McNeil/Howard Lane cycling infrastructure is slated for improvement from 183 to MoPac. The Travis county Bond package in 2023 finally targets the missing link The biggest issue is that that Parmer is a pretty aggressive and dangerous intersection - an east bound cyclist who chooses to cross on foot will need to cross at 20 lanes of traffic to resume east-bound cycling. The current lane markings on McNeil/Parmer do a poor job to protect cyclists as well.
Matthew L	30°30'13.56"N, 97°46'35.17"W	There is a good bit of value in having cycling infrastructure link into the Brushy Creek trails directly.
Matthew L	30°26'48.05"N, 97°44'38.52"W	This right turn is getting to be more dangerous. Just recently, the story of the high-speed crash here was a result of folks turning left into Corpus Chrsiti. Solutions can include adding infrastructure to discourage cutting through Corpus Christi to McNeil, closing the left turn onto Parmer or other options. Please though, do NOT ADD A LIGHT HERE. There are enough lights on Parmer that adding one here will just add more delays. If someone wants a protected turn, they can go to Dallas.
Joe McLaughlin	30°30'27.95"N, 97°46'32.32"W	The intersection of Parmer and Brushy Creek is the biggest source of traffic backups along the entire section of Parmer that is being considered for help. All other areas flow fairly well, even in heavy traffic, except for that one.
Joseph McLaughlin	30°30'27.95"N, 97°46'32.32"W	The most problematic intersection, along the entire section of Parmer that is being considered for help, is the Parmer and Brushy Creek intersection. During heavy traffic it backs up all the way to Parmer and Avery Ranch Blvd.
Meg D	30°25'48.24"N, 97°43'26.97"W	We urgently need luminaries (strong street lighting) here. Cars are going very fast and on cloudy nights or moonless nights it is incredibly hard to judge how far cars are. It can get very dark. We need the lighting. In two places in the middle of Parmer to give some perspective. One needs to be located between Europa and Adelphi and the other needs to be located between Adelphi and Ganymede. This would help immensely, we have had several wrecks due to this issue.
Meg D	30°25'41.03"N, 97°43'13.26"W	We urgently need luminaries (strong street lighting) here. Cars are going very fast and on cloudy nights or moonless nights it is incredibly hard to judge how far cars are. It can get very dark. We need the lighting. In two places in the middle of Parmer to give some perspective. One needs to be located between Europa and Adelphi and the other needs to be located between Adelphi and Ganymede. This would help immensely, we have had several wrecks due to this issue.

Name	Location	Comment
Meg D.	30°25'12.84"N, 97°42'15.18"W	Feeder Road Intersection of Mopac/Parmer going north needs to have a U turn option on the overpass that allows traffic to continue moving and not hit the light to get going South on the Mopac feeder road. Traffic is often times bottle necked here and many of the cars are trying to go south on the Mopac Feeder road and the two turn lanes often become problematic as people in the far turn lane try to cut over to turn left at the light again to get going south on the mopac feeder road. With a long enough prep area that U turn could work wonders in allowing traffic to continue to process through that intersection.
Meg D	30°25'33.24"N, 97°42'53.94"W	This block desperately needs a sidewalk. It would help make this area more walkable and safer AND allow for car traffic to be minimized a little.
Meg D	30°25'33.98"N, 97°43'1.09"W	This block desperately needs a sidewalk. The currently sidewalk dumps you off into a parking lot and doesn't allow for connectivity to the businesses that foot traffic wants to get to. It would help make this area more walkable and safer AND allow for car traffic to be minimized a little.
Meg Davis - Milwood Neighborhood Assoc President	30°25'52.75"N, 97°43'37.47"W	The South side of Parmer should have a bike/pedestrian path installed. 6 ft to 8 ft wide at the furthest point in the ROW from the road to allow for car drivers to accidentally drift without running into it (especially with distracted drivers/cell phones/auto driving errors). It should happen from 4301 Ganymede to 5300 Riata Park Ct where it could connect at least to the current sidewalk. Extra thought needs to be put into the size and style in hopes that the road bikes that currently travel parmer could be enticed to this safer option in place of the road they currently use frequently.
Meg Davis/ Milwood Neighborhood Assoc President	30°25'43.94"N, 97°43'21.57"W	Please note that the neighborhood will fight very hard against any access improvements at the Parmer/Adelphi intersection as we already get enough cut through traffic into our neighborhood and it causes speed and safety issues frequently. We do NOT want a light here nor an improved turn lane nor any connection that goes into our neighborhood from Howard Lane. Thank you.
Meg Davis/Milwood Neighborhood Assoc President	30°26'24.36"N, 97°44'20.22"W	The city should plan for a Park and Ride here to allow for better transportation options in the future and before this area becomes too congested to allow for one. Even though there is one on Research and Howard Lane. The city should also acquire some land to add a North Facility for the Austin Resource Recovery Center to better capture electronic, styrofoam, plastic, paint, battery waste. What we have now is woefully undersized and too far away from a large part of Austin's population.
Meg D	30°29'51.97"N, 97°46'31.73"W	Increase the turn lane length dramatically especially heading north on parmer and turning east onto Avery Ranch Rd. & Terra Verde & Neenah Ave. & Brushy Creek Road. Making all of these turn lanes longer will go a long way to keep traffic moving. These lights also need longer

Name	Location	Comment
		green lights during have traffic periods, with shorter green lights for the roads feeding into Parmer so as to better compensate for traffic flow.
Meg D	30°25'56.46"N, 97°43'43.86"W	Would it be possible to add the pedestrian/bike walkway on the outside of the current overpass so as not to minimize the current road footage and to minimize the cost of adding this feature. So that it follows the exact same path, side by side. (like picture but wider)
Anonymous	30°26'13.43"N, 97°44'9.77"W	Riata Trace has numerous office locations with employees would would appreciate the ability to commute by bike or mass transit.
Darron Jurajda	30°31'57.17"N, 97°46'52.43"W	I live near Parmer in Cedar Park and the road is basically a wall that divides the city if you are walking or on bike. Any updates need to include a active transportation for the benefits of people that live along Parmer as there are many. many subdivisions along it in Wilco.
Darron Jurajda	30°30'12.69"N, 97°46'36.74"W	The bridge at Brushy Creek Lake park should include bike/ped access.
Tom Wald	30°27'44.51"N, 97°45'19.39"W	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.
Inger Jurajda	30°31'15.13"N, 97°46'26.14"W	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway. Cyclist utilize Parmer for recreation and commuting but currently it is very dangerous south of 1431.
Anonymous	30°28'2.20"N, 97°45'6.31"W	Please provide wide (minimum 12') shared use paths on both sides of the highway, separated by a solid barrier (guardrail or jersey - not just paint!) - thank you!
Colter Sonneville	30°26'37.42"N, 97°44'31.73"W	I want to be able to safely walk. I want an alternative to using a car. When this project is built, I want my tax dollars to be used for people of all abilities, which means more than a high speed route that is only safe for those who drive personally owned vehicles. Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.
Miles O'Neal	30°30'15.17"N, 97°46'35.33"W	I both drive and cycle on much of this section of 734. It's pretty scary on the bike. I would like to see shared use paths on both sides of the road, preferably at least 12 feet wide. These should be separated from the roadway by solid barriers and/or a reasonable distance. Where the roadway is elevated above lowlands, the path could be down low so long as it was not subject to flooding in any normal kind of weather. (Think of the path on 183A from just north of Brushy Creek to Leander.) Obviously things should be ADA compliant, even though many sidewalks in the area are not. Thank you for your consideration.
Peter S Wall	30°29'2.10"N, 97°46'3.02"W	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic

Name	Location	Comment
		by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.
Brianna Frey	30°28'44.44"N, 97°45'57.30"W	Please identify this rail crossing as a future Red Line Parkway intersection with a protected crossing.
Anonymous	30°25'15.76"N, 97°42'19.21"W	Please ID this as a future Red Line Parkway intersection with a protected Parmer Lane crossing.
Ann	30°25'16.58"N, 97°42'19.88"W	Before any "capacity" is added to any roadway in the region there should, first, be continuous, back of curb facilities provided for non-vehicular users AND frequent and reliable transit. Until that happens to give people options to travel without a personal vehicle, any "capacity" addition will only make the issues worse (induced demand).
Ann	30°25'50.90"N, 97°43'30.71"W	Speed kills. Actually design the road and intersections for safe (less than 30mph) speeds and safety will improve.
Ann	30°26'38.07"N, 97°44'32.44"W	The Red Line urban trail should have it's own, dual-track, back of curb space allotted to it for the entire length of Parmer.
Andrew Watson	30°26'57.60"N, 97°44'46.61"W	Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway.
Andrew Watson	30°27'44.35"N, 97°45'20.49"W	"Please provide a minimum of 12'-wide shared-use paths (for bike & walk traffic) separated from motor vehicle traffic by a solid barrier (such as guardrail or jersey barrier) on both sides of the highway."
Andrew Watson	30°27'0.81"N, 97°44'50.34"W	Request bike/ped bridge or tunnel to cross Parmer Ln at Dallas Dr. This would connect the apartment complex and neighborhood with the Apple Campus that is continuing to grow larger.
Anonymous	30°29'29.95"N, 97°46'24.42"W	As I described to the Parmer design staff on the original project 5-6 years ago, I saw a woman get struck while riding on the shoulder at about this location and she was put into a coma. Parmer desperately needs SUPs on both sides of the street (already required by TxDOT's RDM bicycle section). This needs to include bridges over the creeks and a safe crossing of SH 45, Mopac, and other major streets.
Anonymous	30°25'14.38"N, 97°42'14.94"W	We need a safer SUP crossings of Mopac.
Anonymous	30°28'35.65"N, 97°45'53.16"W	We need SUP crossings on each side of Parmer crossing SH 45. This was part of the previous Parmer design before it was canceled.
Anonymous	30°30'13.29"N, 97°46'35.58"W	I assume this would be brought forward from the previous design that was cancelled, but we need SUP crossings over Brushy Creek with connections down to the trails on each side of the creek.
Jeff Thompson	30°28'44.46"N, 97°45'57.24"W	Please make sure this crossing of the Red Line Parkway is marked and that it is a safe crossing for an all ages and abilities bikeway.
Anonymous	30°27'39.76"N, 97°45'15.05"W	Safe pedestrian crossings at all major intersections. The lighting at night, and the tiny little crossings, the far away signals, make it really dangerous for pedestrians to cross.

Name	Location	Comment
		Cars don't respect pedestrian's right of way even when the light is white, they still turn right and go. Crossing a 6 lane road as a pedestrian is scary without any protection. And people go to work in the office complex and have to play frogger
Christina B	30°28'33.12"N, 97°45'51.90"W	Dedicated overpass or underpass on one side of the road for pedestrians and cyclists ideal for this busy, dangerous intersection.
Christina B	30°27'5.95"N, 97°44'51.81"W	With the lack of businesses along the northbound stretch of Parmer between McNeil and Anderson Mill/FM620, I'd recommend a protected bike lane and/or 12 ft hike/bike path along this stretch as a good point for initial construction. If a hike/bike path on only one side of the road is feasible, if there could be a dedicated walking portion and separate dedicated north/southbound biking portions. At any and all crossings across driveways into businesses, signage should indicate the hike/bike trail has right of way. The path across these roadways should be clearly painted. Thank you!
Anonymous	30°25'50.97"N, 97°43'33.08"W	Substantial water drainage enters the ROW and flows NW toward the railroad tracks. Stormwater overflows into Ganymede Ct through several back yards after the water flow exits the second wall.
Anonymous	30°31'59.43"N, 97°46'47.66"W	The Suburban Ninja trails are a popular biking destination. It would be wonderful to have safe shared use paths connecting them to other nearby biking destinations like Brushy Creek.
Anonymous	30°27'8.88"N, 97°43'32.85"W	This project is a great opportunity to establish connectivity with the Red Line Parkway. Please prioritize this!
Tom Wald	30°28'44.10"N, 97°45'57.09"W	Plan for crossing of Red Line Trail (Red Line Parkway). This may be best as an at-grade crossing or a separated-grade crossing, depending on timing and other factors.
Tom Wald	30°28'44.49"N, 97°45'57.33"W	Provide trail access along creek under Parmer Lane, in order to provide a safe, separated-grade crossing of Parmer Lane
Tom Wald	30°27'10.93"N, 97°45'3.76"W	Provide a trail under Parmer Lane in order to provide safe, grade-separated access across Parmer Lane
Tom Wald	30°25'21.25"N, 97°42'29.62"W	Provide a trail under Parmer Lane in order to provide a safe, grade-separated crossing of Parmer Lane
Tom Wald	30°25'15.63"N, 97°42'19.00"W	Provide safe trail under Parmer Lane in order to create a safe, grade-separated crossing of Parmer Lane, including connections to bike/walk facilities to the north and south
Tom Wald	30°25'57.48"N, 97°43'44.27"W	Provide a trail under the Parmer Lane bridge in order to provide safe, grade-separated bike and walk access across Parmer Lane

F. Figures

Exhibit 1: Welcome

Welcome to the virtual open house for the 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.

Exhibit 2: 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.

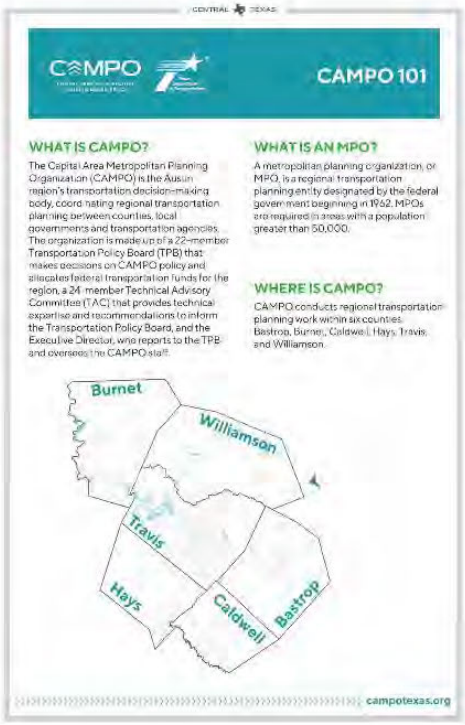


Exhibit 3: CAMPO Project Readiness Program: A CAMPO/TxDOT Partnership

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.

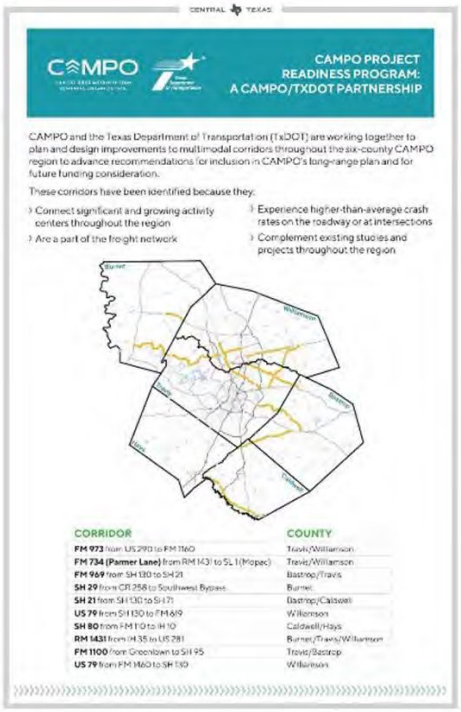


Exhibit 4: Study Introduction

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 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 that study could be used as short-term improvements for this study.

Exhibit 5: Study Goals and Objectives

The goals of the study are to:

- Identify and recommend solutions for needed safety improvements;
- Enhance mobility and functionality of the corridor;
- Enhance multimodal movement, operations, and safety; and
- Develop community-supported recommendations for the corridor.

Exhibit 6: Parmer Lane Characteristics

Parmer Lane is currently two lanes in each direction from Whitestone Boulevard to RM 620, and three lanes in each direction from RM 620 to MoPac. The road has discontinuous sidewalks and bicycle lanes, inconsistent shoulder widths and drainage, and an at-grade rail crossing north of the Parmer Lane and RM 620 intersection.

In 2020 there was an average of over 38,000 vehicles traveling on this segment of Parmer Lane each day. Traffic volumes are anticipated to increase by 50 percent over the next 25 years resulting in over 57,000 vehicles each day.

The maps on this exhibit show projected traffic volumes on Parmer Lane in 2025 and in 2045. In the maps, projected daily, morning peak, and afternoon peak traffic volumes are represented by color, with green representing free-flowing traffic and red representing the highest amount of traffic congestion.

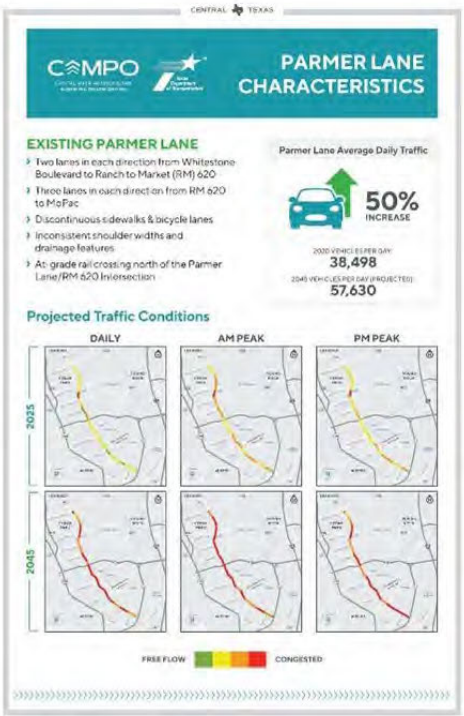


Exhibit 7: Parmer Lane Characteristics

The two images on this exhibit provide a bird's-eye view of the north segment of Parmer Lane from Whitestone Boulevard to RM 620 which consists of 4 lanes total, two lanes in each direction. The south segment of Parmer Lane from RM 620 to MoPac consists of 6 lanes total, three lanes in each direction.

Exhibit 8: Parmer Lane Characteristics

As part of this study, the project team is examining data related to crashes occurring in the study area between 2018 and 2022. During this time, there were 867 reported crashes, including six fatalities and 20 where serious injuries were likely. Of the 867 crashes, 66 percent occurred at or near intersections and 50 percent were same direction collisions. Of the six fatalities, 50 percent involved a pedestrian or cyclist.

Exhibit 9: Environmental Features

In addition to an analysis of existing corridor characteristics and safety conditions, the project team will consider environmental features, such as biological and water resources, historical resources, and community resources when developing improvements. This map identifies a variety of constraints within the study area that must be considered during the project development process. Click on the image to view and leave comments on the interactive map.

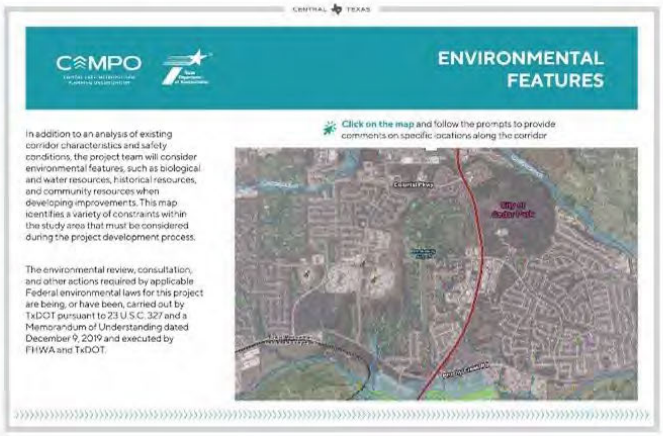


Exhibit 10: Study Timeline

The project team is currently analyzing traffic and safety information and identifying environmental features and constraints in the study area. This information will be used, along with input from the public, to develop potential improvements to Parmer Lane and shared for public input in an open house tentatively planned for spring 2024. The 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.

Exhibit 11: 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

Leave mapped comments

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 Friday, January 19, 2024.

Estudio del Corredor Vial Parmer Lane (FM 734)

Bienvenida

Bienvenidos a la jornada de puertas abiertas virtual para el Estudio del Corredor Vial Parmer Lane o FM 734. Les agradecemos que se hayan tomado el tiempo para ver esta información y lo invitamos a dejar su opinión. Haga clic en el botón "Iniciar sesión" así sabremos que han participado.

Estudio del Corredor Vial Parmer Lane (FM 734)

CAMPO 101

La Organización para la Planificación Metropolitana del Área de la Capital o CAMPO, es el organismo de transporte del área del capital encargado de la planificación a largo plazo. CAMPO abarca los condados de Bastrop, Burnet Caldwell, Hays, Travis y Williamson. La Junta de Políticas de Transporte de CAMPO está formada por 22 miembros que representan a las ciudades y las agencias de transporte de los seis condados. Esta Junta define las políticas para orientar los esfuerzos de planificación de CAMPO y asigna los fondos federales en lo que respecta al transporte de la región.

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

CAMPO es responsable de la elaboración de dos documentos de planificación regional, uno a largo plazo y otro a corto plazo. El Plan Regional de Transporte o RTP es un plan de más de 20 años y se aprueba coda cinco años. El Programa de Mejora del Transporte o TIP abarca cuatro años de proyectos y se aprueba cada dos años.

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 a los corredores multimodales en toda la región de CAMPO que comprende los seis condados con el fin de avanzar en las recomendaciones para su inclusión en el plan de largo plazo de CAMPO y considerar su financiación futura.

Se han identificado estos corredores porque conectan importantes centros de actividades en expansión en toda la región, muestran índices de accidentes superiores a la media en la calzada o en las intersecciones, forman parte de la red de transporte de mercancías y complementan los estudios y proyectos existentes en toda la región.

Introducción 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 las posibles mejoras a Parmer Lane (FM 734) desde Loop 1 (MoPac) al norte de Austin a RM 1431 (Whitestone Boulevard) en Exhibición Cedar Park.

Parmer Lane funciona como una importante arteria vial en el área Metropolitana de Austin y sirve para uso residencial, comercial e industrial. CAMPO y TxDOT están llevando a cabo este estudio para identificar mejoras de seguridad y movilidad; y planificar los cambios para el futuro ya que la región continúa creciendo.

El Estudio del Corredor Vial Parmer Lane utilizará las opiniones del público que servirán para que CAMPO y TxDOT definan e identifiquen más claramente opciones más factibles para las mejoras que se realizarán a Parmer Lane. Esto incluirá un análisis de los volúmenes de tráfico actuales y proyectados, las áreas en las que se producen más accidentes, las características ambientales y las necesidades y preocupaciones que se identifiquen en las opiniones por parte de los interesados y el público en general.

In 2018, TxDOT comenzó a planificar mejoras a Parmer Lane desde Whitestone Boulevard a RM 620 y recopiló las opiniones de la comunidad en una jornada de puertas abiertas. Las opiniones del público provenientes de ese proyecto se tendrán en cuenta como parte de este estudio y las recomendaciones podrían utilizarse como mejoras a corto plazo para este estudio.

Metas y objetivos del estudio

Las metas del estudio son:

- Identificar y recomendar soluciones a las mejoras de seguridad necesarias;
- Mejorar la movilidad y funcionalidad del corredor;
- Mejorar el movimiento multimodal, las operaciones y la seguridad; y
- Elaborar recomendaciones para el corredor con el apoyo de la comunidad.

Estudio del Corredor Vial Parmer Lane (FM 734)

Características de Parmer Lane

Parmer Lane cuenta, en la actualidad, con dos carriles en cada dirección desde Whitestone Boulevard a RM 620 y tres carriles en cada dirección desde RM 620 a MoPac. La carretera tiene aceras y bici-sendas discontinuas, el ancho de los carriles y los drenajes son irregulares y hay un cruce de ferrocarril a nivel al norte de la intersección de Parmer Lane y RM 620.

En 2020 un promedio de más de 38,000 vehículos transitaba por este segmento de Parmer Lane todos los días. Se prevé que el volumen de tráfico aumente un 50 por ciento en los próximos 25 años lo que supondrá la circulación de más de 57,000 vehículos por día.

Los mapas que se encuentran en esta exhibición muestran los volúmenes de tráfico proyectados en Parmer Lane en 2025 y en 2045. En esos mapas, los volúmenes de tráfico diarios (picos de mañana y de tarde) están representados por color: el verde representa el flujo de circulación libre y el rojo las zonas con mayor congestión de tráfico.

Características de Parmer Lane

Las dos imágenes de esta exhibición proporcionan una vista aérea del segmento norte de Parmer Lane, desde Whitestone Boulevard hasta la RM 620; que consiste en cuatro carriles en total, dos carriles en cada dirección. Del segmento sur de Parmer Lane, desde la RM 620 hasta MoPac consiste en seis carriles en total, tres carriles en cada dirección.

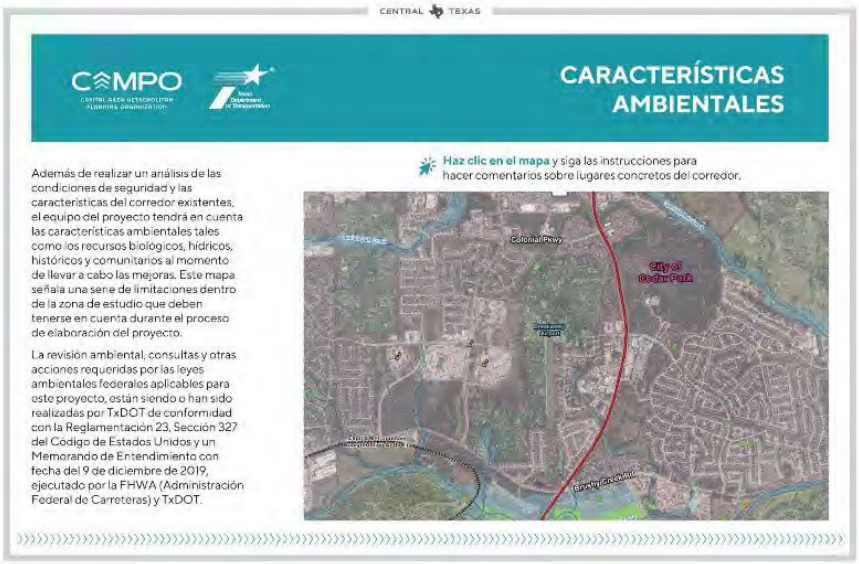
Estudio del Corredor Vial Parmer Lane (FM 734)

Características de Parmer Lane

Como parte de este estudio, el equipo del proyecto está evaluando los datos relacionados con los accidentes ocurridos en el área de estudio entre 2018 y 2022. Durante ese período, se produjeron 867 choques denunciados que incluyeron seis muertos y 20 en los que se produjeron lesiones graves. De los 867 choques, el 66 por ciento ocurrió en o cerca de las intersecciones y el 50% fueron accidentes en la misma dirección. De las seis víctimas fatales, el 50 por ciento eran peatones o ciclistas.

Características ambientales

Además de realizar un análisis de las condiciones de seguridad y las características del corredor existentes, el equipo del proyecto tendrá en cuenta las características ambientales tales como los recursos biológicos, hídricos, históricos y comunitarios al momento de llevar a cabo las mejoras. Este mapa señala una serie de limitaciones dentro de la zona de estudio que deben tenerse en cuenta durante el proceso de elaboración del proyecto. Haga clic en la imagen para ver y dejar comentarios en el mapa interactivo.



Línea de tiempo del estudio

El equipo del proyecto se encuentra actualmente analizando información sobre tráfico y seguridad e identificando las características y limitaciones ambientales de la zona de estudio. Esta información se utilizará, junto con las opiniones del público, para desarrollar posibles mejoras a Parmer Lane y se compartirá para recibir las opiniones del público en una jornada de puertas abiertas prevista, en principio, para la primavera de 2024. Las posibles mejoras se seguirán evaluando y perfeccionando, y el estudio concluirá con las mejoras recomendadas que se seguirán desarrollando.

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

La opinión del público es muy valiosa y contribuirá a orientar las posibles recomendaciones para el corredor vial. El estudio brindará múltiples oportunidades para que la comunidad participe y deje sus opiniones, como jornadas de puertas abiertas y reuniones con los miembros de la comunidad.

Cómo se pueden dejar comentarios

Sus opiniones juegan un rol importante en la elaboración de este estudio. Existen distintos medios para compartir sus comentarios con el equipo:

Completen la encuesta

Envíen sus comentarios a la siguiente dirección de correo electrónico: ParmerLaneCorridorStudy@gmail.com

Dejen sus comentarios en el mapa

Envíen sus comentarios por correo postal a la dirección que se encuentra en la pantalla

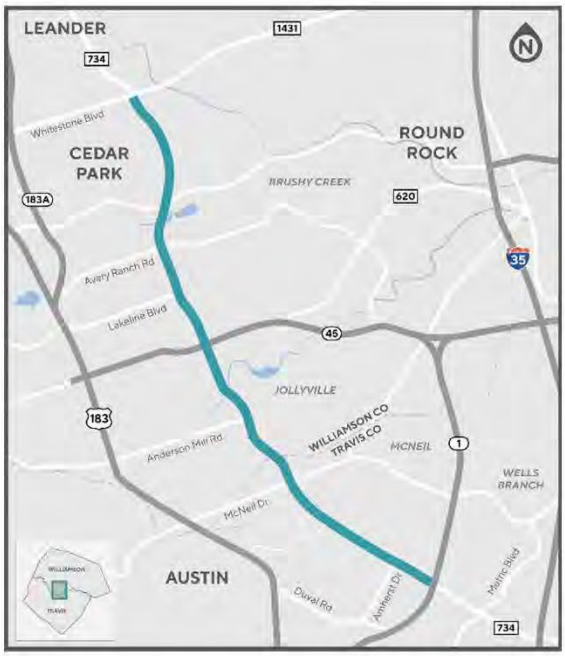
Lon invitamos a compartir sus opiniones en cualquier momento durante el proceso de elaboración del estudio. Sin embargo, para que éstos se incluyan en el acta de la jornada de puertas abiertas, los comentarios deben recibirse o llevar matasellos del viernes 19 de enero de 2024.

Survey (English)

Parmer Lane (FM 734) Corridor Study

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 Market 1431) in Cedar Park.

For more information, view the Parmer Lane Corridor Study virtual open house at: www.campotexas.org/open-house/parmer-lane-fm-734-open-house-1/. While comments are always welcome, they must be received or postmarked on or before Friday, January 19, 2024, to be included in the public meeting record. Thank you for your participation!



Do you have any comments on the study goals or objectives?

_____

_____

_____

What zip code do you live in? _____

What zip code or city/town do you commute or travel to often? _____

Why do you travel on Parmer Lane?
(Choose all that apply)

☐ I own or operate a business on Parmer Lane

☐ I work or attend school on Parmer Lane

☐ I live on or use Parmer Lane to get home

☐ I visit shops, restaurants, leisure or recreational destinations on Parmer Lane

☐ I use Parmer Lane to get through town

☐ I don't use Parmer Lane but regularly use streets adjacent to Parmer Lane (Please list other streets used)

How often do you travel on Parmer Lane using the following options?
(Choose all that apply)

	1-2 days /week	3-6 days /week	Daily	Less often
Drive	☐	☐	☐	☐
Bicycle	☐	☐	☐	☐
Walk	☐	☐	☐	☐
Carpool/rideshare	☐	☐	☐	☐
Other	☐	☐	☐	☐

If other, please specify: _____

What are your concerns along Parmer Lane? Please rate with your top concern starting with number 1 with your least concern being number 5.

____ Safety

____ Traffic congestion

____ Walkability

____Bikeability

____ Transit Options

Which category best describes you? (Choose all that apply)

☐ American Indian or Alaska Native

☐ Asian

☐ Black or African American

☐ Hispanic, Latino or Spanish origin

☐ Middle Eastern or North African

☐ Native Hawaiian or other Pacific Islander

☐ White

☐ Some other race, ethnicity, or origin

Contact Information (optional)

If you would like to receive updates on this project, please note your contact information below.

Name: _____

Email: _____

Phone: _____

Address: _____

Mailing Address: _____

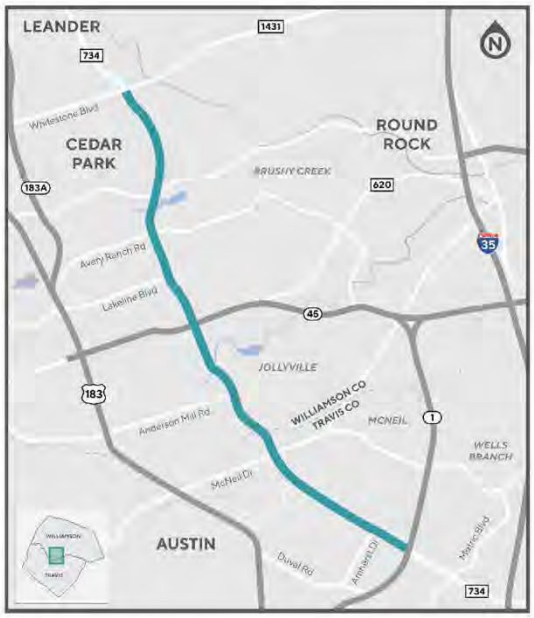
Thank you for your input! Please scan and email your completed survey to ParmerLaneCorridorStudy@gmail.com or return this survey by mail to:

Parmer Lane (FM 734) Corridor Study
c/o CD&P
PO Box 5459
Austin, TX 78763

Survey (Español)

Estudio del corredor vial Parmer Lane (FM 734)

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



Pare obtener más información, consulte la jornada de puertas abiertas virtual sobre el Estudio del corredor vial Parmer Lane en: www.campotexas.org/open-house/parmer-lane-fm-734-open-house-1/. Si bien los comentarios son siempre bienvenidos, deberán recibirse o estar franqueados el 19 de enero de 2024 o antes, para que sean incluidos en el acta de la asamblea pública. Gracias por su participación.

¿Tiene algún comentario sobre las metas u objetivos de este estudio?

_____

_____

_____

¿En qué código postal vive? _____

¿A qué código postal o ciudad/población viaja con frecuencia? _____

¿Por qué transita por Parmer Lane?
(Elija todas las opciones que correspondan)

☐ Soy propietario o administrador de un negocio sobre Parmer Lane

☐ Trabajo sobre Parmer Lane o la utilizo para ir a la escuela

☐ Vivo sobre Parmer Lane o la utilizo para llegar a mi casa

☐ Voy a las tiendas, los restaurantes y establecimientos recreativos o de ocio que se encuentran sobre Parmer Lane

☐ Utilizo Parmer Lane para atravesar la ciudad

☐ No utilizo Parmer Lane pero suelo transitar por calles adyacentes a Parmer Lane (mencione otras calles que utilice)

¿Con qué frecuencia transita por Parmer Lane y en qué condiciones?
(Elija todas las opciones que correspondan)

	1-2 días por semana	3-6 días por semana	Diariamente	Con menos frecuencia
Manejando	☐	☐	☐	☐
Bicicleta	☐	☐	☐	☐
Caminando	☐	☐	☐	☐
Manejando en viajes compartidos (carpool)	☐	☐	☐	☐
Otra	☐	☐	☐	☐

En caso de otro, por favor especifique: _____

¿Cuáles son sus principales preocupaciones respecto de Parmer Lane?
Por favor, califique con el número 1 a su principal preocupación y con el 5 a lo que menos le preocupa.

____ Seguridad

____ Embotellamientos

____ Accesibilidad a pie

____ Accesibilidad en bicicleta

____ Opciones de transporte

_____

_____

_____

¿Desea destacar algo más con respecto a Parmer Lane?

_____

_____

Preguntas demográficas (opcional)

¿Con qué género se identifica?

☐ Femenino
☐ Masculino
☐ No binario
☐ Otro

Indique su grupo etario:

☐ 17 o menor
☐ entre 18 y 34
☐ entre 35 y 44
☐ entre 45 y 65
☐ 65 o mayor
☐ Prefiero no mencionarlo

¿Qué idioma se habla habitualmente en su casa?

☐ Inglés
☐ Español
☐ Otro (por favor, especifique)
☐ Prefiero no mencionarlo

¿Cuál es la opción que mejor lo describe?
(elija todas las que correspondan)

☐ Indoamericano o nativo de Alaska

☐ Asiático

☐ Negro o afroamericano

☐ Hispano, latino o de origen español

☐ De Medio Oriente o África del norte

☐ Nativo de Hawái o de otra Isla del Pacífico

☐ Blanco

☐ De otra raza, etnia u origen

Información de contacto (opcional)

Si desea recibir información actualizada sobre este proyecto, indique a continuación sus datos de contacto.

Nombre: _____

Correo electrónico: _____

Teléfono: _____

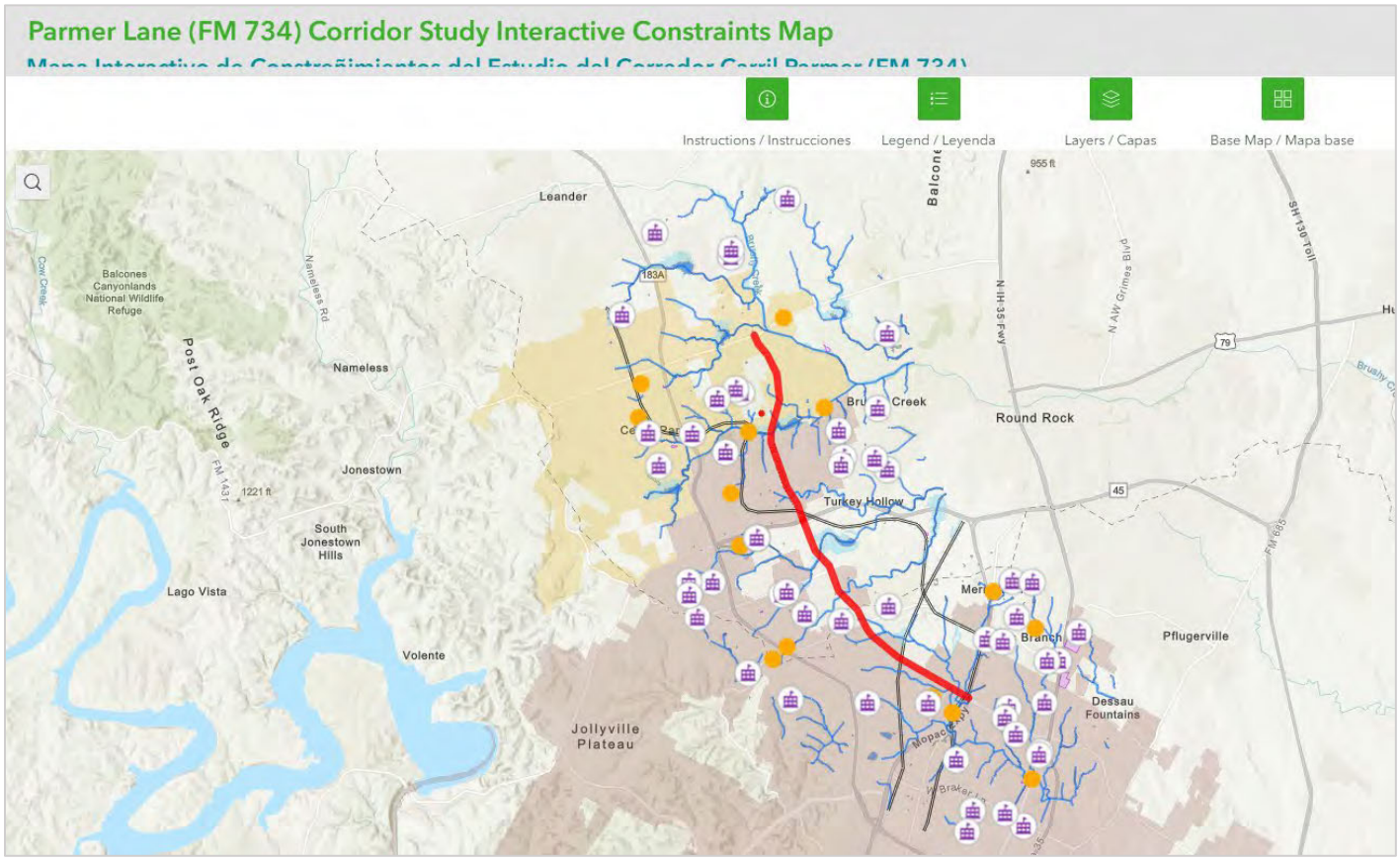
Domicilio: _____

Domicilio postal: _____

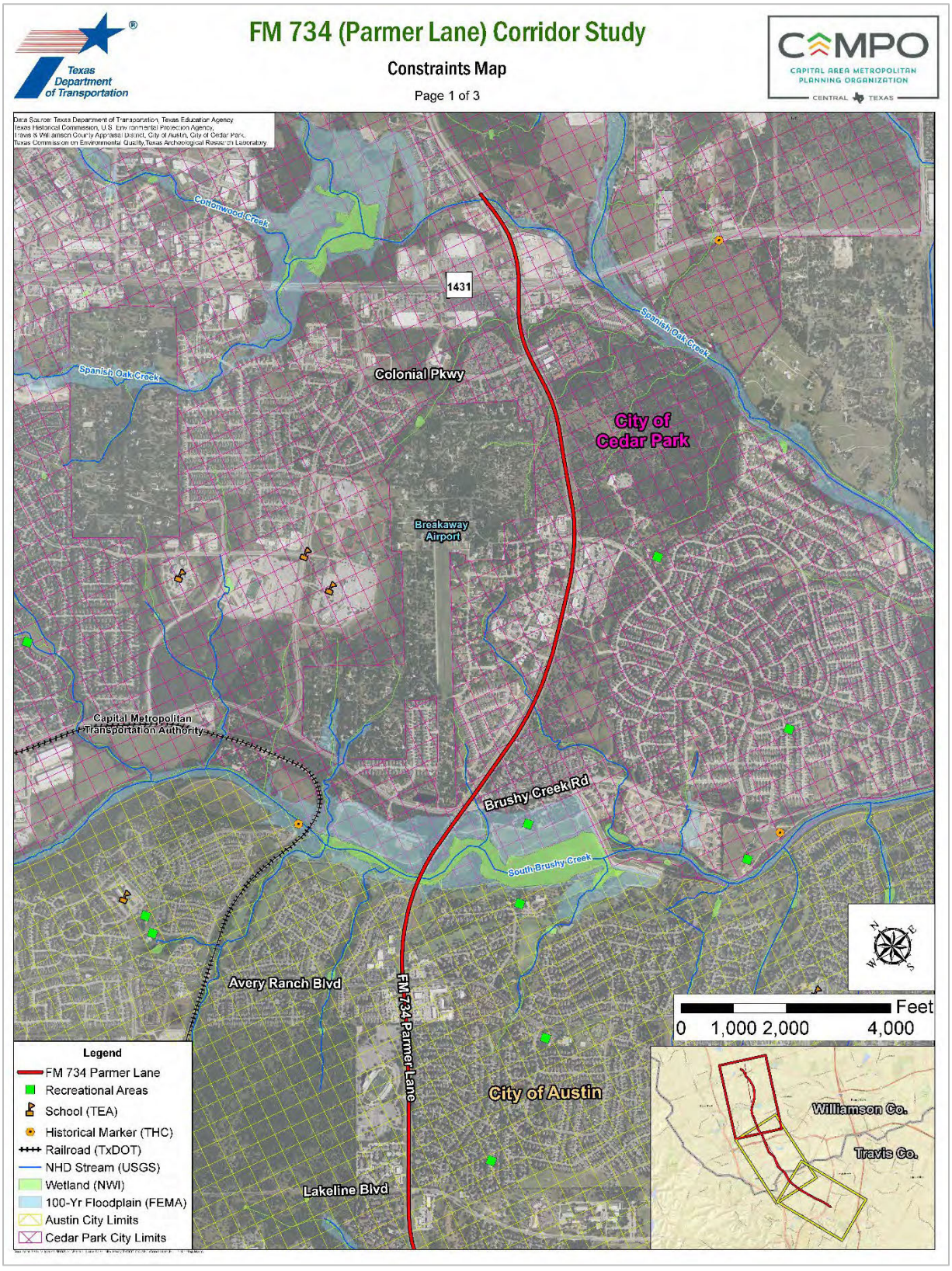
¡Le agradecemos su participación! Escanee y envíe por correo electrónico la encuesta completa a ParmerLaneCorridorStudy@gmail.com o envíela por correo postal a:

Parmer Lane (FM 734) Corridor Study
c/o CD&P
PO Box 5459
Austin, TX 78763

Mapped Comment Activity



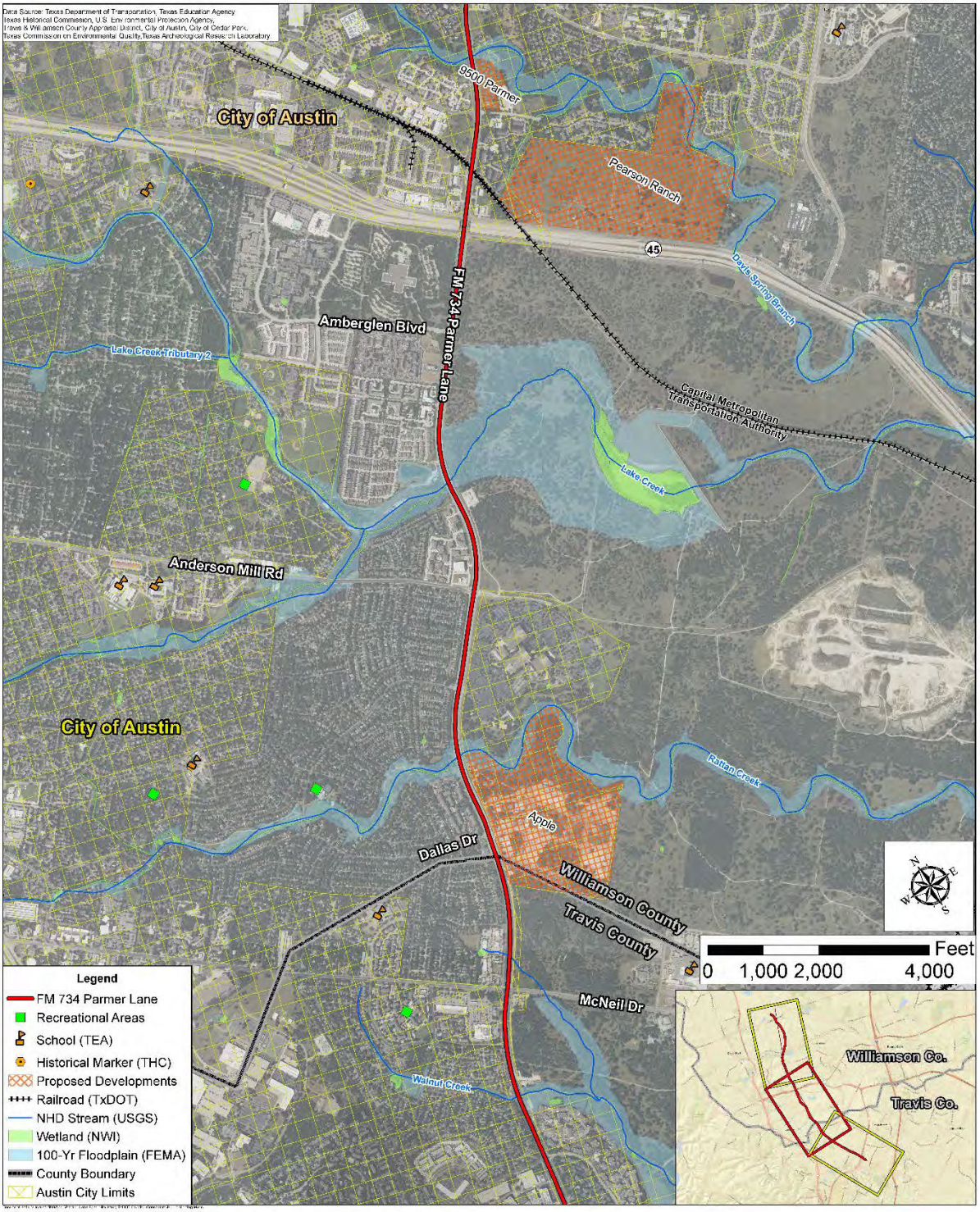
Environmental Constraints Maps



FM 734 (Parmer Lane) Corridor Study

Constraints Map

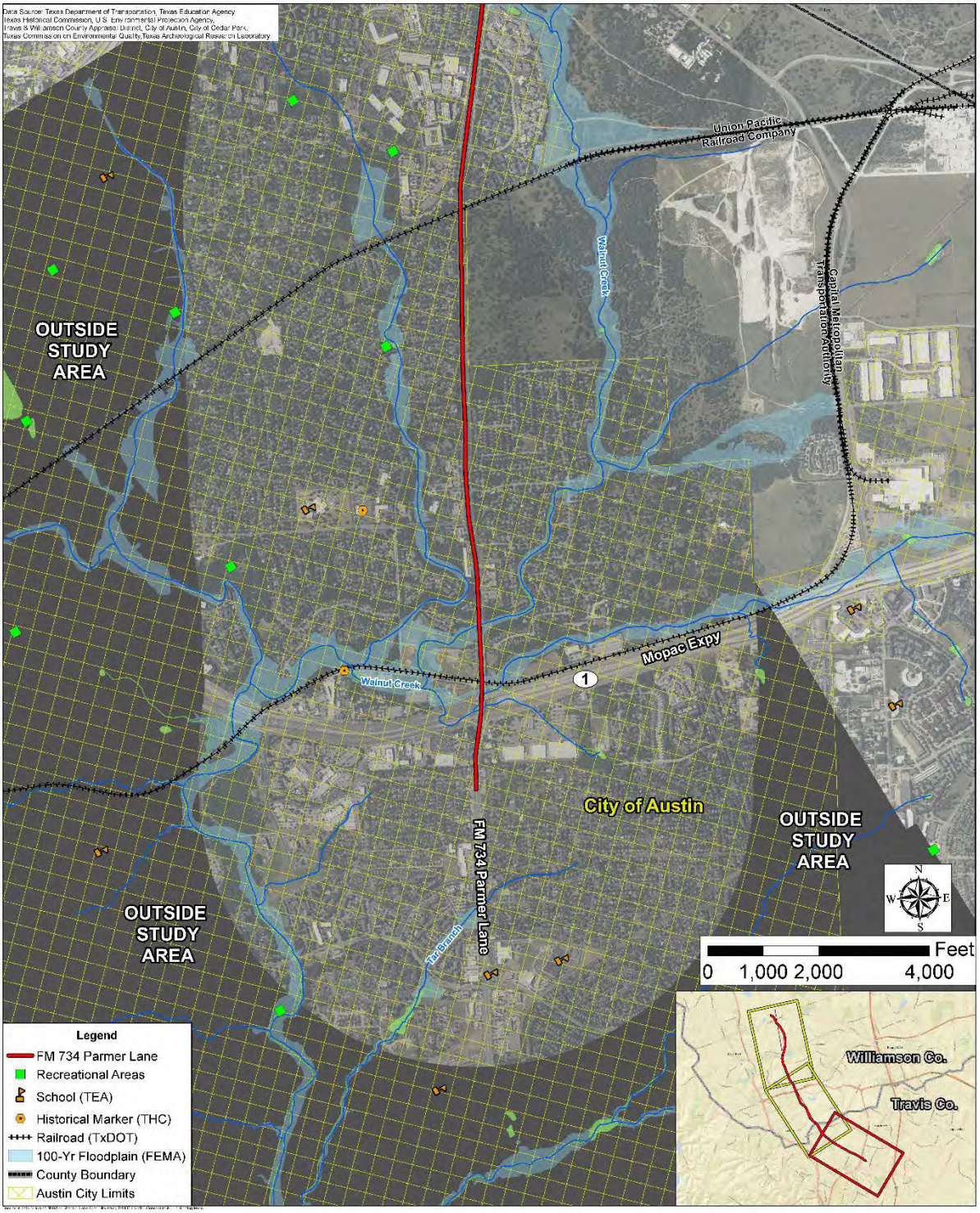
Page 2 of 3



FM 734 (Parmer Lane) Corridor Study

Constraints Map

Page 3 of 3



Fact Sheet (English)

Parmer Lane (FM 734) Corridor Study

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

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 Market 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.

PARMER LANE AVERAGE DAILY TRAFFIC

50% INCREASE

2020 VEHICLES PER DAY: **38,498**

2045 VEHICLES PER DAY (PROJECTED): **57,630**

Travis County Population

70% INCREASE

2020 POPULATION (ACTUAL): **1.29M**

2045 POPULATION (PROJECTED): **2.2M**

Williamson County Population

192% INCREASE

2020 POPULATION (ACTUAL): **471K**

2045 POPULATION (PROJECTED): **1.38M**

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 previous plans and studies, current and projected traffic volumes, crash hotspots, environmental features and needs and concerns identified in stakeholder and public input.

PROCESS & TIMELINE

WE ARE HERE

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 at an open house and stakeholder meetings

2 Develop Potential Improvements
SPRING 2024

- Use input and technical analyses from previous steps to identify and develop potential improvements for Parmer Lane
- Establish evaluation criteria and quantify the impacts and features for each potential design concept
- Collect input from the community on potential design concepts, including a no-build option at an open house and stakeholder meetings

3 Recommend Improvements & Prepare Feasibility Study Report
SUMMER 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.

Scan now to visit the project webpage

GET INVOLVED

Visit the project webpage to learn more and stay up to date: bit.ly/ParmerLane

CONTACT

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

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

Fact Sheet (Español)

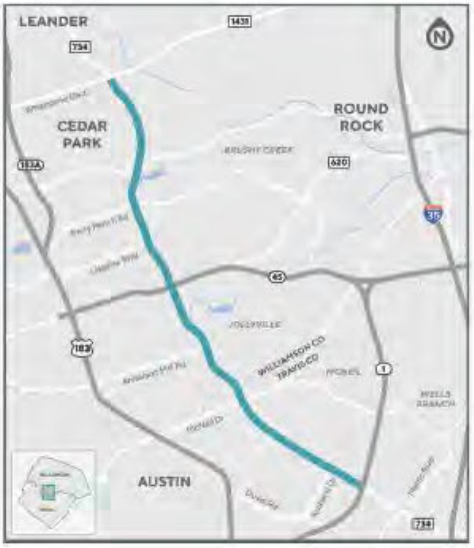
Estudio del Corredor Vial Parmer Lane (FM 734)

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

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 funciona como una importante arteria vial en el área Metropolitana de Austin y sirve para uso comercial, industrial y por parte de los residentes. CAMPO y TxDOT están llevando a cabo este estudio para identificar mejoras de seguridad y movilidad; y planificar modificaciones para el futuro ya que la región continúa creciendo.

Promedio de tráfico diario en Parmer Lane

50% AUMENTO

VEHÍCULOS POR DÍA EN 2020:	VEHÍCULOS POR DÍA EN 2045 (PROYECCIÓN):
38,498	57,630

Población del Condado de Travis

70% AUMENTO

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

Población del Condado de Williamson

192% AUMENTO

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

Sources: US Census Bureau, CAMPO 2045 Regional Transportation Plan

QUÉ CONSEGUIRÁ EL ESTUDIO

El Estudio del Corredor Vial Parmer Lane utilizará las opiniones del público que servirán para que CAMPO y TxDOT definan e identifiquen más claramente opciones más factibles para las mejoras que se realizarán a Parmer Lane. Esto incluirá un análisis de los volúmenes de tráfico actuales y proyectados, las áreas en las que se producen más accidentes, las características ambientales y las necesidades y preocupaciones que se identifiquen en las opiniones por parte de los interesados y del público en general.

PROCESO Y LÍNEA DE TIEMPO

ESTAMOS AQUÍ

1 Recopilación y análisis de información
OTOÑO/INVIERNO 2023

- Analizar la información existente sobre tráfico y seguridad, incluidos los volúmenes de tráfico existentes y las proyecciones, los datos sobre accidentes, las adecuaciones para ciclistas y peatones, y el servicio de tránsito
- Identificar las características y limitaciones ambientales del área de estudio
- Recoger las opiniones de la comunidad respecto de las preocupaciones, necesidades, características y limitaciones ambientales que existen y las mejoras en el transporte y la seguridad deseadas

2 Desarrollo de posibles conceptos para las mejoras
PRIMAVERA 2024

- Utilizar 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 cuantificar los impactos y características de cada concepto para una posible mejora
- Recoger las opiniones de la comunidad sobre los posibles conceptos para las mejoras, incluso la opción de no construir

3 Recomendación de conceptos para las mejoras & elaboración de un informe del estudio de viabilidad
VERANO 2024

- Utilizar las opiniones del público de los pasos anteriores para perfeccionar los posibles conceptos para las mejoras
- Elaborar un informe del estudio de viabilidad con recomendaciones sobre posibles conceptos de diseño y mejoras a 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 multianual que requerirá financiación adicional. Las fases futuras incluirán la recopilación de las opiniones adicionales de la comunidad y también podrían incluir la realización de estudios ambientales detallados, el diseño detallado, la adquisición del derecho de paso y la coordinación y construcción de servicios.

Escanee ahora para visitar la página web del Proyecto

»» INVOLÚCRESE

Visite la página web del proyecto para participar y mantenerse al día: bit.ly/ParmerLane

CONTACTO

Póngase en contacto con el equipo de estudio para obtener más información, solicitar material impreso o pedir un orador para las reuniones comunitarias.

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

Goals and Objectives (English)

Parmer Lane (FM 734) Corridor Study

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

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

Goals and Objectives (Español)

Estudio del Corredor Vial Parmer Lane (FM 734)

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

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