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.



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.

WHAT IS CAMPO?

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

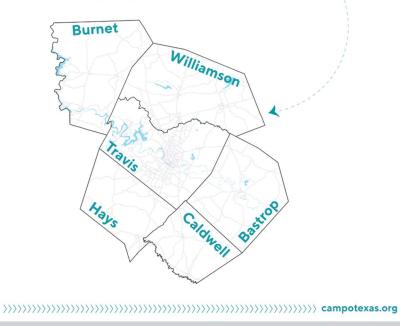
CAMPO 101

WHAT IS AN MPO?

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

WHERE IS CAMPO?

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

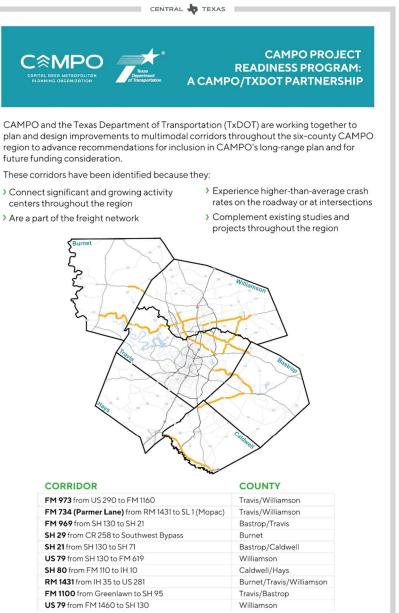


CENTRAL 👆 TEXAS

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 sixcounty 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.



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 shortterm improvements for this study.

STUDY INTRODUCTION

STUDY OVERVIEW

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





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Sources: US Census Bureau, CAMPO 2045 Regional Transportation Plan

WHAT THE STUDY WILL ACCOMPLISH

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

PREVIOUS IMPROVEMENT EFFORTS FOR PARMER LANE

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

Goals & Objectives

The goals of the study are to:

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

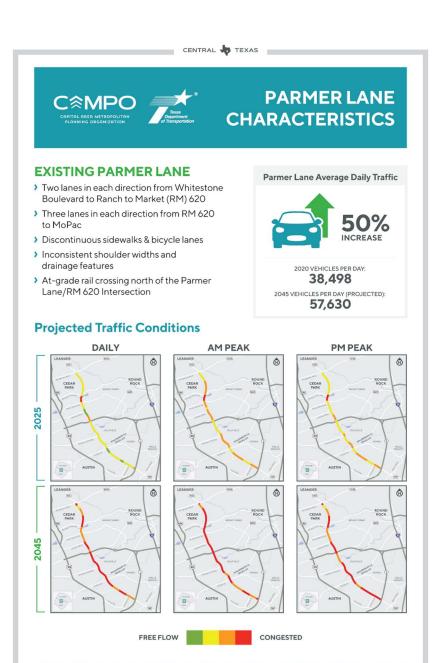


Parmer Lane Characteristics

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.

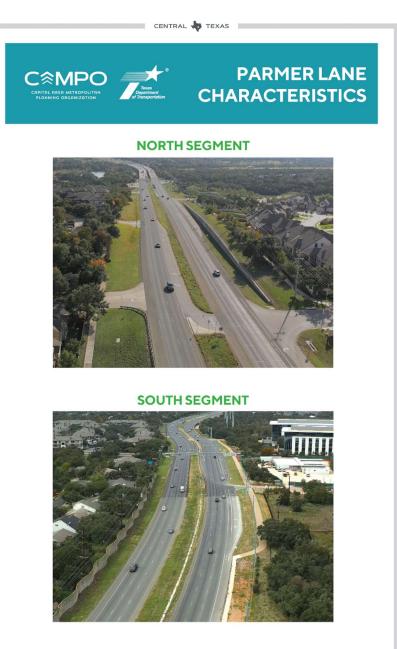
In 2020 there was an average of over 38,000 vehicles traveling on this segment of Parmer Lane each day. Traffic volumes are anticipated to increase by 50 percent over the next 25 years resulting in over 57,000 vehicles each day.

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.



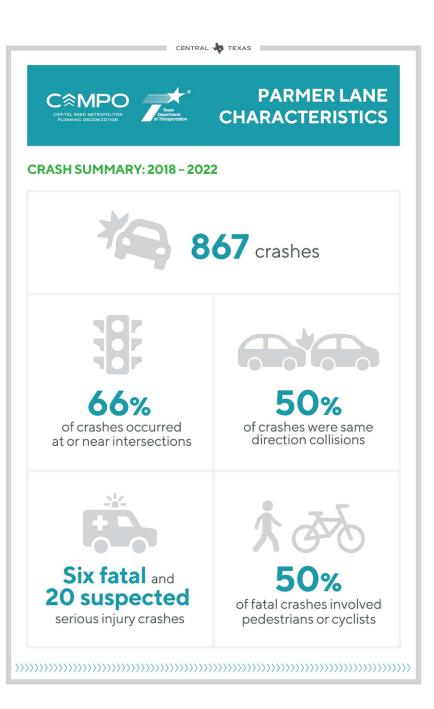
Parmer Lane Characteristics

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.



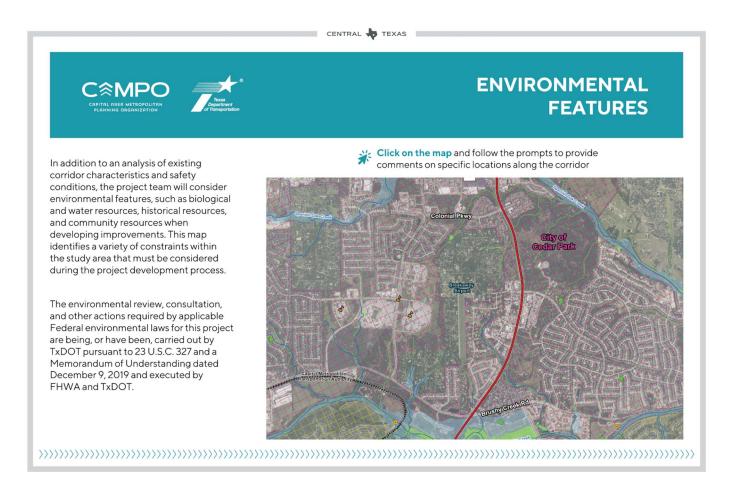
Parmer Lane Characteristics

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.



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.

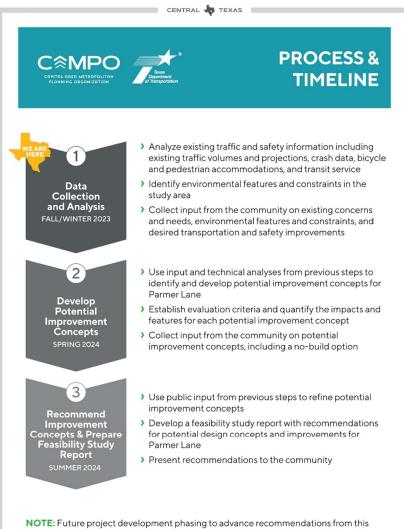


Process & Timeline

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.



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

How to Comment

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

Complete a survey

Email comments to ParmerLaneCorridorStudy@gmail.com

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.

