



**BOARD/COMMISSION RECOMMENDATION**

**Bicycle Advisory Council**

**Recommendation 20240220-008: Parmer Lane**

WHEREAS the purpose of the Bicycle Advisory Council (BAC) is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle, bicycle infrastructure, and individuals of all ages and abilities who utilize bicycles;

WHEREAS, the [2023 Austin Bicycle Plan](#) includes FM 734 (Parmer Lane) as part of the All Ages and Abilities Bicycle Priority Network with a paved Share Use Path proposed between Harris Branch Parkway and East Whitestone Boulevard (RM 1431);

WHEREAS, the [2023 Cedar Park Mobility Master Plan](#) identifies FM 734 (Parmer Lane) as a part of its “Primary Network” of Urban Trails and suggests a Shared Use Path from the “Southern City Limits to Whitestone Boulevard (RM 1431)”;

WHEREAS, the Capital Area Metropolitan Planning Organization (CAMPO) and the Texas Department of Transportation (TxDOT) are “working together to identify, evaluate, and recommend potential improvement for Parmer Lane from Mopac in North Austin to Whitestone Boulevard in Cedar Park”;

WHEREAS, during TxDOT’s previous rounds of engagement on FM 737 in 2018, the BAC advocated for TxDOT to include Shared-Use Paths along FM 737 in [BAC Recommendation 20180918-05B](#);

WHEREAS, FM 734 has a demonstrated history of bicycling fatalities and serious injuries resulting from roadway design, including the provision of a shoulder as the only accommodation for bicycle traffic on a high-speed (60 mph posted limit) suburban multi-lane highway;

WHEREAS, there is no alternative route to FM 734, with no near proposed parallel all-ages-and-abilities routes;

NOW, THEREFORE, BE IT RESOLVED that the BAC recommends all-ages-and-abilities shared-use paths (SUPs) on both sides of FM 734 for the entirety of the Parmer Lane from RM 1431 to MoPac and that:

- the SUPs be at least 12' wide and 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;
- In locations where pedestrian volumes are expected to be moderate or high, then bike and walk paths should be separated from each other;
- SUP target design speeds be kept to 20 mph minimum wherever possible;
- any fixed-object obstructions or hazards, such as railings, signs, ditches, utilities, and retaining walls, be kept at least 2' from the usable trail edge;
- for any signalized crossing that requires user actuation, that actuation is either automatic (e.g. motion detection) or is via a mechanism (e.g. button) that is accessible to people on bicycles without requiring that they dismount;
- path lighting be implemented on the corridor, especially in key areas;
- additional SUPs or other all-ages-and-abilities accommodations be provided for bicycle traffic to cross at all intersections that provide access for vehicles to cross;
- if needed, width can be taken away from the median or travel lanes to provide for the SUPs; and

BE IT FURTHER RESOLVED, that the BAC recommends that CAMPO and TxDOT work with the City of Austin to extend the Shared-Use Path on Parmer Lane from MoPac to Harris Branch Parkway.

Date of Approval: 2/20/2024

Vote: 8-0

Attest: Natalie Leone