



1108 Lavaca St, Suite 110 #153
Austin, TX 78701
www.safestreetsaustin.org
info@safestreetsaustin.org

October 20, 2026

Re: Safe Streets Austin's support for the Parmer Lane Corridor Study resolution (Item 44, 10/22 Council agenda)

Dear Council Member Laine, Mayor Watson, and Austin City Council Members,

Safe Streets Austin strongly supports Item 44 concerning CAMPO and TxDOT's Parmer Lane Corridor Study. This excellent resolution from Council identifies important considerations — including walkability, bikeability, connectivity, and safe access to local destinations — that should guide the project.

We call upon CAMPO, TxDOT, and the City of Austin to work with community stakeholders to:

- **Create and fully evaluate a walkable boulevard alternative** on equal footing with the highway proposals, before advancing any concept to schematic design
- **Evaluate alternatives holistically**, considering access to transportation options; safety; and economic, environmental, and community impacts, not just vehicle throughput
- **Model how anticipated population growth can be accommodated** through better transit, walking, and bicycling, and human-scaled development
- **Conduct a full Environmental Impact Statement** examining alternatives and their impacts

At the heart of this conversation is a simple question: What is our collective vision for Parmer Lane? We could choose a vibrant shaded boulevard where people walk, bicycle, take transit, and drive more safely; where homes, schools, and other destinations are easily accessible; and where local businesses thrive. Or we could choose a wide, hot, noisy, polluted, and dangerous highway that divides communities and limits transportation choices and economic opportunity.

Population growth can help move Austin toward the boulevard vision. More people living and working near Parmer Lane can support better transit, thriving businesses, and walkable destinations. **Growth does not have to mean more cars, more highways, and more pollution.**

We urge CAMPO and TxDOT to work with the City of Austin and local communities to realize this vision. The Parmer Lane Corridor Study could become a model for transportation and land-use investments that strengthen communities, expand transportation choices, and create lasting economic and social benefits.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "A. Greenfield", is written over a light blue horizontal line.

Adam Greenfield

Executive Director, Safe Streets Austin