Final Environmental Assessment

Braker Lane, Austin District

From Dawes Place to Samsung Blvd

CSJ Number 0914-04-315

Travis County, Texas

4/2023

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 FHWA and TxDOT.

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LIST OF ACRONYMS

AOI	Area of Influence
APE	Area of Potential Effects
ASMP	Austin Strategic Mobility Plan
Blvd.	Boulevard
BMP	Best Management Practice
CAFÉ	Corporate Average Fuel Economy
CAMPO	Capital Area Metropolitan Planning Organization
CEQ	Council on Environmental Quality
CMAQ	Congestion Mitigation and Air Quality
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CoA	City of Austin
EA	Environmental Assessment
ECOS	Environmental Conservation Online System
EFH	Essential Fish Habitat
EJ	Environmental Justice
EMST	Ecological Mapping Systems of Texas
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impacts
FPPA	Farmland Protection Policy Act
FWCA	Fish and Wildlife Coordination Act
GHG	Greenhouse Gas
HHS	Health and Human Services
IBWC	International Boundary Water Commission
ID	Identification
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
LEP	Limited English Proficiency
LWCF	Land and Water Conservation Fund

LIST OF ACRONYMS (CONTINUED)

MBTA	Migratory Bird Treaty Act of 1918
MMT	Million Metric Tons
MOU	Memorandum of Understanding
MS4	Municipal Separate Storm Sewer System
MSA	Metropolitan Statistical Area
MSAT	Mobile Source Air Toxics
MSFCMA	Magnuson-Stevens Fishery Conservation and Management Act
NEPA	National Environmental Policy Act of 1969
NOA	Notice of Availability
NWP	Nationwide Permit
PARD	Parks and Recreation Department
PM	Particulate Matter
PWC	Parks and Wildlife Code
ROW	Right-of-Way
RSA	Resource Study Area
RTEST	Rare, Threatened, Endangered Species of Texas
RTHL	Registered Texas Historic Landmark
RTP	Regional Transportation Plan
SAL	State Antiquities Landmark
SGCN	Species of Greatest Conservation Need
SH	State Highway
SHPO	State Historic Preservation Officer
SSA	Survey Study Area
SWPPP	Storm Water Pollution Prevention Plan
TAQA	Traffic Air Quality Analysis
TCEQ	Texas Commission on Environmental Quality
TDM	Travel Demand Management
TDWR	Texas Department of Water Resources
TERP	Texas Emissions Reduction Plan
THC	Texas Historic Commission
TIP	Transportation Improvement Program
TPDES	Texas Pollutant Discharge Elimination System
TPWD	Texas Parks and Wildlife Department
TSM	Traffic System Management
TSS	Total Suspended Solids
TxDOT	Texas Department of Transportation
TXNDD	Texas Natural Diversity Database

LIST OF ACRONYMS (CONTINUED)

UFWS	U.S. Fish and Wildlife Service
US	United States Highway
USACE	United States Army Corps of Engineers
USDOT	U.S. Department of Transportation
VMT	Vehicle Miles Traveled
VPD	Vehicles Per Day

1. INTRODUCTION

The City of Austin (CoA), in conjunction with the Texas Department of Transportation (TxDOT), proposes an extension of Braker Lane from its current terminus at Dawes Place to Samsung Boulevard (Blvd.) in Travis County, Texas. The East Braker Lane Extension Project ("Project") location and the Project limits (including transitions to connecting roadways) and limits of construction are provided in **Appendix A**.

Braker Lane traverses north Austin as a major west-to-east thoroughfare, beginning at Jollyville Road in Northwest Austin, and ending at Dawes Place, a small residential street in the Pioneer Crossing Neighborhood. The Project would extend East Braker Lane to Samsung Blvd., a divided four-lane north-south road that connects Sprinkle Cutoff to the south with Parmer Lane to the north. The East Braker Lane Extension would be constructed as a four-lane curb and gutter roadway with bicycle lanes, sidewalks, and storm water infrastructure.

This Environmental Assessment (EA) was developed to study the potential environmental consequences of construction of the East Braker Lane Extension Project. This document was prepared to comply TxDOT's environmental review and in accordance with the procedural provisions of the National Environmental Policy Act (NEPA); the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] Parts 1500-1508); and the Environmental Review of Transportation Projects (Texas Administrative Code Title 43, Part 1, Chapter 2). This EA was made available for public review in December 2022 and January 2023. TxDOT considered any comments submitted during the comment period. After public review, TxDOT determined that there are no significant adverse effects, a Finding of No Significant Impacts (FONSI) has been prepared and made available to the public.

2. PROJECT DESCRIPTION

2.1 EXISTING FACILITY

The existing facility (footprint of the CoA/TxDOT proposed Project limits) is undeveloped land that has historically been used for agriculture. The surrounding area consists of undeveloped land, residential housing to the south and west, an elementary school to the south, and industrial facilities to the north, including the Samsung Austin Semiconductor Plant. Between Dessau Road and its current eastern terminus, Braker Lane is a four-lane road with a curbed divider. The western end of the project limits is where East Braker Lane ends at Dawes Place within the Pioneer Crossing neighborhood. An electric transmission line right-of-way (ROW) crosses the project limits approximately 100 feet from the current end of East Braker Lane. The proposed project limits then cross an approximate 36-acre maintained field before crossing an approximate 10-acre shrub scrub area adjacent to a residential development. Finally, it crosses another 30-acre maintained field before it terminates on the east end at Samsung Blvd. The proposed Project location and layout are presented in **Appendix A**. Photographs of the existing Project area are shown in **Appendix B**.

2.2 PROPOSED FACILITY

The CoA proposed Project would extend East Braker Lane 0.75 miles between Samsung Blvd. and Dawes Place. The new ROW would encompass 16.26-acres and an additional 2.79 acres of permanent easement. Temporary easements would include 1.14 acres. The new road would be a grade level with sections elevated 4 to 7 feet above grade to accommodate stormwater. The road would be four-lane arterial roadway divided by medians with a break in the median at Taebaek Drive. The roadway would have center turn lanes at Taebaek Drive and Samsung Blvd. Taebaek Drive would be extended to connect with Braker Lane. The left lane in both directions of Braker Lane would be 11.5 feet wide, and the right lanes in both directions would be 12 feet wide. The eastbound and westbound lanes would be divided by a 14-foot vegetated median. The center median would be reduced to provide an 11-foot-wide left turn lane onto Taebaek Drive from westbound Braker lane, and an 11-foot-wide left turn lane from eastbound Braker Lane onto Samsung Blvd. The project would include 7-foot-wide, paved, protected bikes lane on the north side of the road. An off-street paved bicycle lane would be constructed on the south side of Braker

Lane separated from the road by a 2.5-foot, curbed planting strip. Bike lane signage, pedestrian signs, and a pedestrian crosswalk traversing Taebaek Drive, and road markings would be included. Both the eastbound and westbound sides would include a curbed sidewalk separated by a 7-foot-minimum planting strip from the bike lane. The roadway would include curbs, gutters, and drainage improvements. The project would also include an approximately 2-acre, 16-foot-deep stormwater detention pond located to the southeast of the roadway. Project schematics are provided in **Appendix C**. The approximate rendition of the proposed typical roadway section is provided **Appendix D**. The estimated total project cost is $22 million with $14 million in funding coming from CAMPO and the remaining coming from Austin Transportation Capital budget.

2.3 TRANSPORTATION PLANS AND PROGRAMS

The Braker Lane Extension project would be constructed using a combination of state, federal and local funding. The new roadway is included in the 2023-2026 Transportation Improvement Program (TIP). The project listing is described to "Extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities."

The project is also included in the Capital Area Metropolitan Planning Organization (CAMPO) 2045 Regional Transportation Plan (RTP), as adopted on May 4, 2020. The project listing (51-00228-00) has the same description as the TIP listing. Pages from the TIP and RTP are included in **Appendix E** Plan and Program Excerpts.

The extension of East Braker Lane would be in compliance with the Austin Strategic Mobility Plan (ASMP), Austin's Bicycle Priority Network, and the "Safe Routes to School" Infrastructure Plan."

Austin Strategic Mobility Plan is a "comprehensive multimodal transportation plan for the future of our transportation network – and it is needed for us to achieve the mobility outcomes that will help to improve and sustain the quality of life for all community members." The bicycle priority network has a goal of establishing protected bike lanes that provide a physical separation from sidewalks and/or motor vehicle traffic, and the Safe Routes to School Program aims to assure students across Austin can walk, bike, and roll safely to school, through education, outreach, and infrastructure projects.

2.4 LOGICAL TERMINI AND INDEPENDENT UTILITY

Federal regulations require that federally funded transportation projects have logical termini (23 CFR 771.111(f)(1)). Simply stated, this means that a project must have rational beginning and endpoints. Those end points may not be created simply to avoid proper analysis of environmental impacts.

Federal regulations require that a project have independent utility and be a reasonable expenditure, even if no other transportation improvements are made in the area (23 CFR 771.111(f)(2)). This means a project must be able to provide benefit by itself, and that the project does not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need with no other projects being built. The proposed East Braker Lane Extension project would address the need for accommodating forecast traffic volumes in the area and reducing traffic load on East Parmer, regardless of whether other transportation improvements are implemented in the project vicinity. Therefore, the proposed project will have independent utility, and because it stands alone, it cannot and does not irretrievably commit federal funds to other future transportation projects.

Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements (23 CFR 771.111(f)(3)). This means that a project must not dictate or restrict any future roadway alternatives. Since the proposed project has independent utility and logical termini where it connects with the existing transportation system, it would not restrict consideration of alternatives for other reasonably foreseeable transportation projects.

The terminus of the proposed roadway are the existing Braker Lane to the west and Samsung Blvd. to the east. The western end is a continuation of a roadway, currently a dead end in a neighborhood. On the eastern side, Samsung Blvd. is the major traffic generator providing access to the neighborhood and the Samsung Plant. It runs north-south; the Braker lane extension will include turn lanes onto Samsung Blvd and is expected to provide additional access to and from Samsung Blvd.

3. PURPOSE AND NEED

3.1 NEED FOR THE PROPOSED PROJECT

The project is needed to increase east-west road capacity in East Austin. Currently, continuous west to east traffic from north Austin is limited to US 290 East and SH 734 (Parmer Lane) and is inadequate to meet current and future traffic volumes and expected increases driven by continued community growth in the area. The project need includes consistency with local plans including "Safe Routes to School" Infrastructure Plan.

3.2 SUPPORTING FACTS AND/OR DATA

Population growth in Austin and surrounding cities has had a 20 percent (%) increase from 2010 to 2020 (US Census Bureau). High existing and projected traffic volumes and slow travel times is evidence to the need to increase roadway capacity in East Austin. Traffic projections for roads near the proposed project have projected traffic increases of approximately 10% annual growth rate until 2045 (Alliance, 2021).

Extension of East Braker Lane has been identified as a Roadway Capacity Project under the Austin Strategic Mobility Plan (ASMP). In addition, the accompanying bike access has been identified as a part of Austin's Bicycle Priority Network, and the proposed sidewalks are a critical feature for the Pioneer Crossing Elementary "Safe Routes to School" Infrastructure Plan."

The ASMP is designed to guide Austin's transportation policies, programs, projects, and investments for the next 20+ years. Under the ASMP, the East Braker Lane Extension will eventually connect to a future Travis County project extending East Braker Lane from Samsung Blvd. to Harris Branch Parkway and future Safe Routes to School improvements to Taebaek Drive. Once complete, the project is expected to reduce congestion on East Parmer Lane.

3.3 PURPOSE OF THE PROPOSED PROJECT

The purpose of the proposed project is to facilitate congestion management in the corridor, facilitate forecasted traffic, provide a reliable route for transit, and expand safe pedestrian and bicycle transit within the area.

4. ALTERNATIVES

4.1 BUILD ALTERNATIVE

The proposed alignment best achieves a smooth flow of traffic, while providing adequate space for adjacent pedestrian and cycling pathways, by tying-in to the current terminus of Braker Lane to the west, intersecting Samsung Blvd. at the eastern terminus, and providing a tie-in to Taebaek Drive which facilitates an additional access point for the Pioneer East neighborhood. As part of the project, a retention pond will be constructed to the south of the roadway, and runoff from the entire ROW, including the roadway would be directed into this retention pond. The road would be a four-lane arterial roadway divided by medians with a break in the median at Taebaek Drive. The roadway would have center turn lanes at Taebaek Drive and Samsung Blvd. Taebaek Drive would be extended to connect with Braker Lane. The left lane in both directions of Braker Lane would be 11.5 feet wide, and the right lanes in both directions would be 12 feet wide. The eastbound and westbound lanes would be divided by a 14-foot vegetated median. The center median would be reduced to provide an 11-foot-wide left turn lane onto Taebaek Drive from westbound Braker Lane, and an 11-foot-wide left turn lane from eastbound Braker Lane onto Samsung Blvd. The project would include a 7-foot-wide, paved, protected bike lane on the north side of the road. An off-street paved bicycle lane would be constructed on the south side of Braker Lane separated from the road by a 2.5-foot, curbed planting strip. Bike lane signage, pedestrian signs, a pedestrian crosswalk traversing Taebaek Drive, and road markings would be included. Both the eastbound and westbound sides would include a curbed sidewalk separated by a 7-foot-minimum planting strip from the bike lane. The roadway would include curbs, gutters, and drainage improvements. The project would also include an approximately 2-acre, 16-foot-deep stormwater detention pond located to the southeast of the roadway. Project schematics are provided in **Appendix C**. The approximate rendition of the proposed typical roadway section is provided in **Appendix D**.

4.2 NO BUILD ALTERNATIVE

Under the No Build Alternative, the proposed East Braker Lane Extension would not be constructed. The No Build Alternative would not require the conversion of approximately 21 acres

from existing land uses to transportation use (ROW), nor would other project-related impacts occur. The No Build Alternative would not aid in congestion management or improve reliability for transit and emergency services. Consequently, the anticipated mobility benefits of the proposed project would not be realized and conditions along Parmer Lane and in the surrounding neighborhoods would continue to deteriorate. For this reason, the No Build Alternative does not meet the purpose and need for the proposed improvements (described in Section 3.0) and is not the recommended alternative. Although the No Build Alternative fails to satisfy the project's purpose and need that are consistent with NEPA regulations, it was carried forward as the baseline for comparison.

4.3 PRELIMINARY ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER CONSIDERATION

The preliminary alternatives were evaluated based on their ability to satisfy the project's purpose and need (presented in Section 2.0). During preliminary project design, various configurations and elevations were studied.

One alternative of the alignment limiting the ROW to within the ARTS Collection tract was determined to not provide sufficient space needed for the planned retention pond on the south side of the roadway to meet CoA codes for drainage from the project's level of impervious cover. Therefore, this alternative was removed from further study in the EA. Other variations of alignments and elevations did not meet project necessities for drainage or traffic flow or pedestrian needs.

5. AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

The project objectives and environmental issues were a primary focus in the planning, design, and environmental analysis processes. The documents and/or technical reports that were prepared in conjunction with development of this EA are listed in **Table 5-1** below and are incorporated by reference in this EA. Copies of the technical reports are on file and available for review at the offices of the Mobility Authority (3300 North IH-35, Suite 300, Austin, Texas) and the TxDOT–Austin District (7901 North IH-35, Austin, Texas).

Based on the project location, it was determined that the proposed project will have no impact on the following resource categories: navigable waters, wild and scenic rivers, coastal barriers and resources, and Section 6(f) resources.

Table 5-1 Documents/Technical Reports Prepared in Conjunction with the Environmental Assessment

Document/Technical Report	Date of Report
Qualitative MSAT Analysis Technical Report	25 February 2022
Archaeological Background Study	20 December 2021
Species Analyses Form	21 January, 2022
Community Impact Assessment Technical Report	18 January 2022
Hazardous Materials Initial Site Assessment	28 January 2022
Indirect Impacts Technical Report	22 February 2022
Cumulative Impact Assessment	21 January 2022
Noise Technical Report	21 January 2022
Public Hearing Summary	9 March 2023
Farmland Conversion Impact Rating	12 February 2022
Section 4(f) Deminimis Checklist	1 March 2023
Chapter 26 Checklist	10 March 2023

5.1 RIGHT-OF-WAY/DISPLACEMENTS

Build Alternative:

The Build Alternative would require the acquisition of 16.26 acres of new ROW. Approximately 2.79 acres or new permanent easement will be required, and 1.14 acres of new temporary easement

will be required. The permanent ROW would be acquired from three parcels. These properties are owned by ART Collection, Inc.; Samsung Semiconductor, LLC; and Noerg, Inc. In addition, easements will be obtained from the CoA Parks and Recreation Department (PARD) and TxDOT. The proposed project relative to parcel data from Travis County Appraisal District is presented as Figure F-1 in **Appendix F**.

All ROW acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1979, as amended. The ROW to be acquired is currently undeveloped. The proposed project would not result in the displacement of any residences or businesses.

No Build Alternative:

Under the No Build Alternative, no new ROW would be acquired.

5.2 LAND USE AND CONSISTENCY WITH LOCAL PLANNING

The project area is located in eastern Travis County within the Austin city limits. The project area is located to the east and north of existing tract housing developments, to the north of the Pioneer Crossing Elementary School, and to the south of the Samsung Corporation industrial property. Undeveloped fields are to the east of the project area, which are expected to host the future Travis County construction of East Braker Lane.

Much of the land immediately bordering the project area is currently undeveloped but may be expected to host additional single and multi-family housing in the future.

Build Alternative:

As noted above, it is anticipated that additional family housing will be constructed surrounding the project area in the future. This construction is likely to take place with or without completion of the Build Alternative.

The proposed project is in alignment with the Austin Strategic Mobility Plan (ASMP), adopted in April 2019, which guides short- and long-term transportation projects, programs, initiatives, and

investments (CoA, 2019). The proposed project area is identified in the ASMP as an Imagine Austin Growth Concept Corridor.

No Build Alternative:

Under the No Build Alternative, additional ROW would not be obtained and there would be no land use impacts associated with the East Braker Lane Extension Project. No enhancement of pedestrian and bicycle options would occur.

5.3 FARMLANDS

The Farmland Protection Policy Act (FPPA) was intended to minimize the contribution of federal programs to the unnecessary conversion of prime and important farmlands to nonagricultural uses. Approximately 16.26 acres of proposed additional ROW would be acquired for the proposed project, all of which is currently undeveloped land. A review of historical photographs shows the land has been used for agriculture for since at least 1940. Therefore, the proposed project would convert farmland subject to the FPPA to a nonagricultural, transportation use. The proposed additional ROW is mapped as prime farmland or state farmland of statewide importance. However, the results of the Farmland Conversion Impact Rating corridor assessment completed for the project do not warrant further consideration for protection or coordination with the Natural Resources Conservation Service.

No Build Alternative:

No impacts on farmland would occur under the No Build Alternative.

5.4 UTILITIES RELOCATION

It is not anticipated that any utilities will have to be relocated as a result of this project.

5.5 BICYCLE AND PEDESTRIAN FACILITIES

The project area is located to the east and north of existing tract housing developments, to the north of the Pioneer Crossing Elementary School, and to the south of the Samsung Corporation industrial property. Much of the land immediately bordering the project area is currently undeveloped, but may be expected to host additional single and multi-family housing in the future. The current

residential development to the west features pedestrian sidewalks and bike lanes along East Braker Lane. The residential development to the south features pedestrian sidewalks.

Build Alternative:

The proposed project would include construction of sidewalks on both sides of the street and a pedestrian crossing at Taebaek Drive to allow continuous pedestrian traffic from both the residential developments to the west (along East Braker Lane) and south of the project area. In addition, a protected bicycle lane would be installed on the north side of the proposed extension, and an off-street bicycle lane would be constructed on the south side of the road (**Appendix C**). The proposed project would improve pedestrian and bicycle mobility for area residents in addition to providing additional accessibility to the Pioneer Crossing Elementary School and Pioneer Neighborhood Park. The proposed project will comply with TxDOT's Bicycle Accommodation Design Guidance.

No Build Alternative:

Under the No Build Alternative there would be no project-related impacts to bicycle and pedestrian facilities. No enhancement of pedestrian and bicycle options would occur.

5.6 COMMUNITY IMPACTS

The East Braker Lane Extension project will take place in an area that is rapidly undergoing transition from undeveloped farmland and pasture to a mixture of residential and industrial development. The Samsung facility (adjacent to the north) opened in 1997, with a major expansion in 2007. The Pioneer Crossing West (adjacent to the west) development started construction in 2004, and the Pioneer Crossing Elementary School (adjacent south) was built in 2009. The Harris Branch Neighborhood to the east of the project began construction in 1989. Community facilities adjacent to the proposed project include Pioneer Crossing Elementary School and Pioneer Crossing Neighborhood Park. Additional community facilities in the vicinity of the proposed project are shown as Figure F-2 in **Appendix F**. Emergency services for the project area are currently provided by the CoA's Fire Station 3 (1330 E. Rundberg Lane) and Fire Station 41/EMS Station 35 (11205 Harris Branch Parkway).

Given Austin's expanding population, it is expected that there will be development in the immediate proximal area of the project or to the east of the project, with or without the construction of the East Braker Lane extension. Therefore, failure to complete the proposed project will result in increasing congestion both along the primary existing east-west thoroughfares in the area (Parmer Lane to the north, US 290 to the south), as well as on smaller existing local roadways (Sprinkle Cutoff, Cameron Road, Blue Goose Road).

Socioeconomic and demographic information about the affected communities is found in the TxDOT Community Impact Assessment Technical Report form.

Build Alternative:

The proposed project would not separate or divide neighborhoods. The property to be acquired is currently undeveloped and no displacements of residences, businesses, or other community facilities would result from acquisition.

Community cohesion, neighborhood stability, existing access to specific services, or recreation patterns at public facilities are expected to improve under the proposed project. Under the Build Alternative, newly constructed sidewalks and bike paths in the property that is currently fenced off would enhance neighborhood connectivity and community cohesion by improving access between the Pioneer Crossing and Pioneer Crossing East neighborhoods, particularly for families attending the Pioneer Crossing Elementary School and utilizing Pioneer Crossing Neighborhood Park. The proposed project would alter travel patterns along Dessau Road and Parmer Lane as many drivers who currently use those roadways to travel east towards the Harris Branch Community and Manor would instead utilize the East Braker Lane Extension. In turn, the Pioneer Crossing and East Pioneer Crossing neighborhoods would experience benefits associated with no longer relying on smaller local roads to access their neighborhoods.

No Build Alternative:

Under the No Build Alternative, there would be no East Braker Lane Project-related impacts to communities. There would also be no new sidewalks or bicycle lanes constructed to improve mobility in the project area. Emergency response would continue to be hindered by congestion and unreliable travel times associated with congestion on the existing surrounding roads. Response

times would grow even longer in the future as additional development is completed in the area and congestion in the corridor worsens.

5.6.1 Environmental Justice

Details regarding the racial and ethnic composition and the median household incomes of the project area are provided in the TxDOT Community Impact Assessment Technical Report. Block Groups 2 in Census Tract 18.34 and Block Group 1 in Census Tract 18.42 consist of 66% and 70% minority residents, respectively. In addition, Census Tract 18.34, and Census Tract 18.42 both have minority populations greater than 50%. Median household incomes for both Block Groups and their respective Census Tracts are above the 2023 U.S. Department of Health and Human Services (HHS) poverty level of $30,000 (based on family of four). These two census tracts are considered environmental justice (EJ) populations based on minority populations. Potential direct impacts to the EJ populations were analyzed to ensure these groups would not be adversely or disproportionately affected by the Build Alternative.

Build Alternative:

Under the Build Alternative, no adverse or disproportionate effects on EJ populations are expected. The proposed project would benefit both EJ and non-EJ populations by improving mobility and accessibility to neighborhoods and community facilities within the project area for drivers and pedestrians. Improved emergency response times would also benefit both EJ and non-EJ populations. As the proposed project would occur on property that is currently undeveloped, no displacements would occur to homes, businesses, or other buildings within the census tracts identified with EJ populations.

No Build Alternative:

No East Braker Lane Extension Project-related impacts to EJ populations would occur under the No Build Alternative as the proposed project would not be constructed.

5.6.2 Limited English Proficiency

Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency,” requires federal agencies to examine the services they provide, identify any need for

services to those with Limited English Proficiency (LEP), and develop and implement a system to provide those services so that LEP persons can have meaningful access to them.

For Census Tract 18.34, 21% of the population was identified as an LEP population, and 26% of the populations of Census Tract 18.42 was identified as an LEP population. The dominant language of signage observed in the vicinity of the proposed project was English, although some Spanish language signage was observed at various businesses along Dessau Road to the west of the project area. Requests for special accommodations, if received, were made for public meetings. Efforts will continue to be made throughout the project development process to engage LEP populations. For the Public Hearing - project and meeting materials and notices were provided in both English and Spanish. In addition, a Spanish speaker was present at the public hearing. For future notices and meetings, materials and notice will be provided in Spanish with a Spanish speaker available at meetings.

5.7 VISUAL/AESTHETICS

The ROW for the proposed project crosses what is currently a combination of agricultural fields and an undeveloped area covered in scrub vegetation that is about 0.7 miles long and 0.3 miles wide. The project area is characterized by flat terrain and lacks dramatic vistas or designated scenic areas. The most expansive views are flat, grassy fields or shrub-woodlands, along with suburban residential development. In many areas, undeveloped areas are planned for future residential or commercial development along with the project. Suburban housing and the Pioneer Crossing Elementary School are located to the south of the ROW, and a large Samsung Electronics Manufacturing complex is located ¼ mile to the north of the ROW. Photographs of the proposed project are provided in **Appendix B**.

Build Alternative:

The proposed Build Alternative would become the dominant visual feature in the area described above. However, given the proximity of both housing and the Samsung Complex, the entire project area and residential and commercial development (current and future) planned in the area, the roadway would not significantly alter the aesthetics. Much of the land adjacent to the project ROW remains undeveloped, so potential viewers of the roadway would be those few residents living near the proposed roadway. Views of the roadway from several residences are obscured by trees or fences.

Landscaping and erosion control using native and non-invasive, locally-adapted vegetation would be a part of the proposed project and will be included in the final project design. Although specific features and landscaping design have not been identified at this point in project development, with respect to visual quality, the Build Alternative is expected to blend with the character of the area so that the project would be aesthetically pleasing.

No Build Alternative:

The No Build Alternative would not result in the visual impact of a new roadway crossing the existing agricultural and undeveloped land. However, given the development pressures that eastern Travis County is currently experiencing, it is reasonable to assume that the No Build Alternative would result in much of the land currently within and surrounding the proposed ROW being further developed for single-family and multi-family housing, rather than being left in its current state.

5.8 CULTURAL RESOURCES

Evaluation of impacts to cultural resources has been conducted under Section 106 of the National Historic Preservation Act, in accordance with the Programmatic Agreement among the Federal Highway Administration (FHWA), TxDOT, the Texas State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings.

5.8.1 Archaeological Resources

Land use within the project area has been predominantly agricultural for most of the twentieth century to the present. Some residential structures, likely farmsteads, appear near the area of potential effects (APE) in a 1910 topographic map, but the land appears to have been primarily croplands into the latter half of the century. The western end of the project area crosses existing powerline easements and a small band of trees. The neighborhoods west and south of the project area, which will be connected by this proposed roadway extension, were constructed after 1988 (AmaTerra, 2021).

An Archaeological Resource Background Study for the project was completed in 2021 (AmaTerra, 2021a). For purposes of the archaeological investigation, the APE included

16.26 acres of new ROW, 2.79 acres of permanent easements, and 1.14 acres of temporary easements. The background study identified no previously recorded archaeological sites, National Register-listed properties or districts, Registered Texas Historic Landmarks (RTHLs), sites listed as State Antiquities Landmarks (SALs), historic markers, or historic-age cemeteries located within the APE (AmaTerra, 2021).

An intensive pedestrian archaeological survey was conducted in April 2021. The survey was conducted in accordance with Texas Historic Commission (THC)/Council of Texas Archaeologists standards. The survey area included the entire APE as defined above. The entire APE was visually inspected during pedestrian survey of the proposed roadway extension. Ground surface visibility varied between 25 and 100% throughout the APE with ground visibility being typically 25 to 50% in vegetated areas and 100% in the ploughed fields. The entire APE has been impacted by agricultural use (AmaTerra, 2021).

A total of 18 shovel tests were excavated within the APE at 80- to 100-meter intervals depending on ground surface conditions and past disturbances. No sites or isolated artifacts were documented during the archaeological survey (AmaTerra, 2021).

Based on the background study and the results of the field survey, THC concluded that the proposed project would have no effect on archaeological historic properties and/or State Antiquities Landmarks. Any design change within a 50-feet horizontal buffer zone surrounding the APE should also not require additional review or investigation. Design changes that either extend beyond the buffer zone or result in potential impacts exceeding a 16.5-foot depth should require additional review (AmaTerra, 2021).

Build Alternatives:

The Build Alternative would not result in direct impacts to known archaeological resources. In the unlikely event that cultural resources are discovered during construction of the proposed project, the CoA would immediately initiate cultural resource discovery procedures and would notify TxDOT. Work in the vicinity of the discovery would cease until a specialist from TxDOT and/or the THC could arrive on site and assess the discovery's significance and the need, if any, for additional investigation.

Potential impacts to archaeological resources would be limited to the construction phase of the project and confined to the existing and proposed ROW and existing easements; thus, encroachment-alteration effects would not occur.

No Build Alternative:

As construction of the proposed East Braker Lane Extension would not occur, there would be no project-related impacts on archaeological resources associated with the No Build Alternative.

5.8.2 Historic Resources

In compliance with the Programmatic Agreement for Transportation Undertakings, as executed among FHWA, TxDOT, the SHPO, and the Advisory Council on Historic Preservation, a historic resource survey was conducted for the proposed East Braker Lane Extension project (AmaTerra). For purposes of the survey, an APE was established as follows:

- Project ROW – 150 feet from existing ROW, where proposed construction would be more than 5 feet above existing ground level, in order to consider visual effects from historic resources.

A survey study area (SSA) was established and included the area within 1 kilometer of the proposed ROW.

In compliance with the Section 106 PA, TxDOT historians determined project activities will not affect historic properties. In compliance with the Antiquities Code of Texas and the MOU, TxDOT historians determined project activities have no potential for adverse effects. Individual project coordination with SHPO is not required. There are no historic-age resources within the APE (negative survey).

Build Alternatives:

Based on a review of THC's Historic Sites Atlas, no historic resources are located within the APE of the proposed project. Two previously identified historic resources are located within the SSA: a historic farmstead site with outbuildings recorded by Horizon Environmental Services in 2010, and a historic-age cemetery directly adjacent to the historic farmstead with gravesites dating back to 1861 (THC, 2020). The Build Alternative should have no visual or other impacts to these historic resources.

For the reasons cited above, the proposed project (Build Alternative) would have no effect on historic resources.

No Build Alternative:

As construction of the proposed East Braker Lane Extension would not occur, there would be no project-related impacts on historical resources associated with the No Build Alternative.

5.9 PROTECTED LANDS

Protected lands included a review of the following statutes:

- Section 4(f) of the U.S. Department of Transportation Act – protects publicly owned land such as public parks, recreation areas, or wildlife and waterfowl refuges of national, State, or local significance, and any land from an historic site of national, state, or local significance.
- Section 6(f) of the Land and Water Conservation Fund (LWCF) Act – protects parks and recreation areas improved by LWCF Act.
- Chapter 26 of the Parks and Wildlife Code (PWC) – applies to any project that requires the use or taking of any public land designated and used prior to the arrangement of the project as a park, recreation area, scientific area, wildlife refuge, or historic site.

Build Alternatives:

The project area includes publicly owned land that is currently used as or may be used in the future as a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or any land that is a historic site of national, state, or local significance. The CoA PARD land located south of the proposed Braker Lane extension is a Section 4(f) and Chapter 26 resource. Coordination with the CoA PARD, the official with jurisdiction over the park, regarding park impacts and Section 4(f) de minimis applicability was completed 17 with a No Adverse Effects finding and Certification of Section 4(f) *De Minimis* (**Appendix H**). The project is compliant with Chapter 26 regulations. The Chapter 26 hearing was completed 9 March. The public park facility is currently undeveloped, with no amenities or recreational facilities. According to a PARD Planning, Program Manager, the PARD property may be used in the future as a neighborhood park with local recreation focus.

The Build Alternative would require the acquisition of two permanent drainage easements to place on the PARD property south of the project roadway and east of Taebaek Drive. One easement would be 0.104 acre and runs along the east edge of the Taebaek extension. The second easement would be 5,105 square feet and runs on the south side of Braker Lane. A stormwater drainage structure would be constructed within the easements. Under the Build Alternative, the project will comply with Chapter 26 of the parks and wildlife code requirements. Section 6(f) of the Land and Water Conservation Fund Act requires that recreational facilities receiving U.S. Department of Interior funding from the Land and Water Conservation Fund Act as allocated by the Texas Parks and Wildlife Department (TPWD) may not be converted to non-recreational uses unless approval is received from TPWD and the National Park Service. The project does not include land that are parks and recreation areas or improved by Land and Water Conservation Fund. There are no Section 6(f) properties present in the project area.

No Build Alternative:

Construction of the proposed East Braker Lane Extension would not occur, there would be no project-related impacts on protected lands with the No Build Alternative.

5.10 WATER RESOURCES

5.10.1 Clean Water Act Section 404

As detailed in the Surface Water Analyses form (TxDOT, 2021), no surface water features are found in the project area. Surface water runoff from the ROW will be directed to a retention pond, which will establish the headwaters of an existing unnamed intermittently flowing tributary of Walnut Creek. Although the retention pond is less than 1 mile from Walnut Creek to the west, the unnamed intermittent tributary does not intersect with Walnut Creek until approximately 4 miles downstream. No jurisdictional wetlands are present within the ROW (Figure F-3 in **Appendix F**).

The addition of the stormwater pond, would over time, provide a water resource where one is not present under the existing conditions. Runoff from the roadway and surrounding area would eventually be directed to Walnut Creek, which overtime could alter the water quantity and quality of the creek. These potential effects would be mitigated through permanent (post-construction)

best management practices (BMPs). To minimize the potential for adverse impacts, BMPs would be regularly inspected and proactively maintained.

This project will not involve any regulated activity in any jurisdictional waters and therefore does not require a United States Army Corps of Engineers (USACE) "dredge and fill" permit under Section 404 of the Clean Water Act.

No Build Alternative:

Because the proposed East Braker Lane extension would not be constructed, the No Build Alternative would not result in Project-related impacts to wetlands and waters of the United States.

5.10.2 Clean Water Act Section 401

This project will not involve any regulated activity in any jurisdictional waters and therefore does not require a USACE "dredge and fill" permit under Section 404 of the Clean Water Act.

5.10.3 Executive Order 11990 Wetlands

Executive Order 11990 prohibits new construction in wetlands unless (1) there is no practicable alternative to such construction, and (2) the project includes practicable measures to minimize harm to wetlands. There are no wetlands within the project construction limits, therefore construction would not take place within a wetland (Figure F-3 in **Appendix F**).

5.10.4 Rivers and Harbors Act

The project area does not include and rivers, harbors, or other Waters of the US. The project would not requires permitting under the Rivers and Harbors Act.

5.10.5 Clean Water Act Section 303

The State of Texas is required, under Sections 305(b) and 303(d) of the federal Clean Water Act, to prepare biennial statewide water quality assessments that identify the status of use attainment for water bodies and to identify water bodies for which effluent limitations are not stringent enough to implement water quality standards. Based on the assessments, the area is not within 5 linear miles of and impaired water on the 303(d) list.

5.10.6 Clean Water Act Section 402

Since TPDES Construction General Permit (CGP) authorization and compliance (and the associated documentation) occur outside of the environmental clearance process, compliance is ensured by the policies and procedures that govern the design and construction phases of the project. The Project Development Process Manual and the Plans, Specifications, and Estimates (PS&E) Preparation Manual require a storm water pollution prevention plan (SWP3) be included in the plans of projects that disturb one or more acres. The Construction Contract Administration Manual requires that the appropriate CGP authorization documents (notice of intent or site notice) be completed, posted, and submitted, when required by the CGP, to the Texas Commission on Environmental Quality (TCEQ) and the municipal separate storm sewer system (MS4) operator. It also requires that projects be inspected to ensure compliance with the CGP.

The PS&E Preparation Manual requires that projects include Standard Specification Item 506 (Temporary Erosion, Sedimentation, and Environmental Controls), and the "Required Specification Checklists" require the current version of Special Provision 506 on projects that need authorization under the CGP. These documents require the project contractor to comply with the CGP and SWP3, and to complete the appropriate authorization documents

5.10.7 Floodplains

Build Alternative:

This project is federally funded and therefore is subject to Executive Order 11988, Floodplain Management, and will not involve construction in the floodplain. According to the Federal Emergency Management Agency (FEMA) floodplain map panel 48453C0460K (effective 6 January 2016), the entire ROW lies outside of designated flood zones (Figure F-4 in **Appendix F**).

No Build Alternative:

Because the proposed East Braker Lane Extension would not be constructed, the No Build Alternative would not result in project-related impacts to floodplains.

5.10.8 Wild and Scenic Rivers

Texas has just one river segment that is designated as wild or scenic under the federal Wild and Scenic Rivers Act. It is the segment of the Rio Grande on the U.S. side of the river, from river mile 842.3 above Mariscal Canyon, downstream to river mile 651.1 at the Terrell-Val Verde County line. This project is not near the Rio Grande and will not impact any wild and scenic rivers.

5.10.9 Coastal Barrier Resources

The project would take place in Travis County, Texas, and is therefore not within a Coastal Barrier Resources Act map unit. The Coastal Barrier Resources Act (CBRA) does not apply.

5.10.10 Edwards Aquifer

The project is located more than 3 miles east of the Edwards Aquifer transition and recharge zones (Figure F-5 in **Appendix F**). The TCEQ Edwards Aquifer Rules do not apply. The EPA Edwards Aquifer Memorandum of Understanding (MOU) does not apply.

There are currently no recorded wells within the East Braker Lane Extension ROW. Per the Texas Water Development Board Water Data Interactive Mapper (https://www3.twdb.texas.gov/apps/waterdatainteractive/groundwaterdataviewer). The closest active well is an irrigation well in the Harris Branch Subdivision, approximately 1¼ miles to the east.

Build Alternatives:

The proposed project is not within the Edwards Aquifer recharge or transition zone. The proposed project (Build Alternative) would result in a less than 21-acre increase in impervious cover, but operation of a retention pond will allow some of that runoff to be available for aquifer recharge.

Soil permeability in the area ranges from very slow (Houston Black Clay) to slow/medium slow (Austin Silty Clay) (U.S. Department of Agriculture [USDA] Natural Resources Conservation Service [NRCS], 1974). Due to this soil permeability, any water contaminants resulting from roadway runoff during high rainfall conditions will be directed to the retention basin, and not percolate downward into the water table. This should limit the downgradient impacts to the underlying aquifers over time. A Geologic Settings map is provided as Figure F-6 in **Appendix F**.

No Build Alternative:

Because the proposed East Braker Lane Extension would not be constructed, the No Build Alternative would not result in project-related impacts to groundwater.

5.10.11 International Boundary and Water Commission

This project does not cross or encroach upon the floodway of the International Boundary Water Commission (IBWC) right-of-way or an IBWC flood control project.

5.10.12 Drinking Water Systems

In accordance with TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges (Item 103, Disposal of Wells), any drinking water wells would need to be properly removed and disposed of during construction of the project.

5.11 BIOLOGICAL RESOURCES

5.11.1 Impacts to Vegetation

There are seven vegetation types that were mapped within the project area by TPWD's Ecological Mapping Systems of Texas (EMST). Mapped vegetation types within the project area include Blackland Prairie: Disturbance or Tame Grassland (EMST identification [ID]: 207); Central Texas: Riparian Hardwood Forest (EMST ID: 1904); Native Invasive: Deciduous Woodland (EMST ID: 9104); Native Invasive: Juniper Shrubland (EMST ID: 9105); Native Invasive: Mesquite Shrubland (EMST ID: 9106); Row Crops (EMST ID: 9307); and Urban Low Intensity (EMST ID: 9411). Mapped EMST vegetation types within the project area are presented in Figure F-7 in **Appendix F.**

The vegetation types observed within the project area do not fully correspond with the mapped EMST vegetation types. Five vegetation types observed within the project area included Blackland Prairie: Disturbance or Tame Grassland; Native Invasive: Deciduous Woodland; Native Invasive: Mesquite Shrubland; Row Crops; and Urban Low Intensity. The Central Texas: Riparian Hardwood Forest and Native Invasive: Juniper Shrubland mapped vegetation types were not observed within the project area. Observed vegetation types within the project area are presented in Figure F-8 in **Attachment F.**

Unusual vegetation or special habitat features were not observed within the project area. The deciduous woodland area at the western terminus does not support any notable mature trees within the limits of the project area. Remnant native vegetation communities were not identified within the project area.

Build Alternative:

The proposed project would result in clearance of vegetation along the new ROW. Impacts to vegetation would result in a permanent loss of the five observed vegetation types within the project area, all of which consist of disturbed, native invasive, agricultural, or urban vegetation communities. The removal of native vegetation, particularly trees and shrubs, would be avoided to the greatest extent practicable. A regionally appropriate native seed mix would be used in revegetation of disturbed areas and other landscaped areas, as applicable and as further discussed below.

No Build Alternative:

The proposed project would not be constructed under the No Build Alternative. Therefore, project-related impacts to vegetation would not occur. Existing land use and activities associated with vegetation and agriculture would continue to occur periodically.

5.11.2 Executive Order 13112 on Invasive Species

Build Alternative:

The proposed project is subject to and will comply with federal Executive Order 13112 on Invasive Species. TxDOT implements this Executive Order on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

No Build Alternative:

The proposed project would not be constructed under the No Build Alternative. Therefore, the No Build Alternative would not be subject to Executive Order 13112 on Invasive Species.

5.11.3 Executive Memorandum on Environmentally and Economically Beneficial

Build Alternative:

The proposed project is subject to and will comply with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping, effective 26 April 1994. TxDOT

implements this Executive Memorandum on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

No Build Alternative:

The proposed project would not be constructed under the No Build Alternative. Therefore, the No Build Alternative would not be subject to the Executive Memorandum on Environmentally and Economically Beneficial Landscaping.

5.11.4 Impacts to Wildlife

Within the proposed project area, habitat is marginal and limited to disturbed, native, invasive, agricultural, and urban vegetation types. Therefore, wildlife is limited to species adapted to urban environments and associated vegetation types in undeveloped urban areas. Common urban-adapted wildlife includes racoons, opossums, deer, skunks, squirrels, armadillos, and various species of reptiles, amphibians, and birds, all of which could occur within the project area even though habitat is of marginal quality for most species.

Build Alternative:

The proposed project would result in cleared vegetation along the new ROW, which would remove potential habitat for common species of wildlife. While the project would alter the existing corridors of movement for smaller species of wildlife (e.g., fossorial mammals and reptiles), adjacent areas have similar vegetation communities, which would provide suitable habitat for displaced wildlife to relocate to nearby parcels. The addition of the roadway would result in a potential hazard to local wildlife similar to that of nearby roadways. Most common species of urban-adapted wildlife are mobile and therefore unlikely to be affected beyond negligible impacts associated with disturbance. Revegetation would occur within the disturbed areas adjacent to the roadway, and the clearing of native trees and shrubs would be avoided to the greatest extent practicable. Wildlife would be expected to return to adjacent areas after construction and revegetation. The proposed stormwater detention ponds would potentially provide temporary/seasonal access to water for amphibians and other wildlife. The project would comply with the requirements of protections for migratory birds, as discussed in Section 5.11.5.

No Build Alternative:

The proposed project would not be constructed under the No Build Alternative. Therefore, the No Build Alternative would not impact wildlife.

5.11.5 Migratory Bird Protections

The Migratory Bird Treaty Act of 1918 (MBTA) affords protection to and makes it unlawful to kill, capture, collect, possess, buy, trade, or transport any migratory bird, nest, or egg, in part or whole, without a federal permit. While migratory bird nests were not observed during the March 2020 site visit, there is potential habitat for nesting migratory birds throughout the entire project area. Migratory birds may be present within the project area to breed during the breeding season.

Build Alternative:

The proposed project will comply with applicable provisions of the MBTA and TPWD Code Title 5, Subtitle B, Chapter 64, Birds. It is TxDOT's policy to avoid removal and destruction of active bird nests except through federal or state approved options. In addition, TxDOT adheres to the following policy, where appropriate and practicable:

- Use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction, and
- Schedule vegetation clearing activities outside of the typical nesting season. Additional preemptive and preventative measures that may be applied, where appropriate and practicable, are described in TxDOT's Guidance – Avoiding Migratory Birds and Handling Potential Violations.

No Build Alternative:

The proposed project would not be constructed under the No Build Alternative. Therefore, the No Build Alternative would not impact migratory birds, their nests, or their young.

5.11.6 Fish and Wildlife Coordination Act

The proposed project is not expected to require a nationwide or individual standard permit. Therefore, the Fish and Wildlife Coordination Act (FWCA) does not apply to this project.

5.11.7 Bald and Golden Eagle Protection Act of 2007

Potentially suitable foraging or nesting is not located within the project area, and the proposed project is not within 660 feet of an active or inactive Bald or Golden Eagle nest. Therefore, coordination with U.S. Fish and Wildlife Service (USFWS) is not required.

5.11.8 Magnuson-Stevens Fishery Conservation Management Act

The proposed project is not located within essential fish habitat. Therefore, the Essential Fish Habitat (EFH)/Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA) does not apply.

5.11.9 Marine Mammal Protection Act

The proposed project is not located within or over tidally influenced waters. Therefore, the project area does not contain suitable habitat for marine mammals.

5.11.10 Threatened, Endangered, and Candidate Species

5.11.10.1 Federally Listed Species

Section 7 of the Endangered Species Act (ESA) affords protection for federally listed threatened and endangered species and critical habitat for such species, where designated. USFWS maintains a list of threatened and endangered species, as well as candidate species which have the possibility to become listed in the future, which are potentially present for each county in Texas.

The USFWS Information for Planning and Consultation (IPaC) tool was accessed on 11 April 2023 (as a component of the Species Analysis Form and Species Analysis Table [**Appendix G**], for federally listed species for Travis County). Both the listed species for the county as shown by the Environmental Conservation Online System (ECOS) list and the project area specific list are provided in **Appendix G**. The Travis County list includes 28 species, 20 of which are listed as threatened or endangered, 1 listed as candidate species, 5 listed as proposed endangered, and 1 listed as proposed threatened. The federally listed species identified though IPaC for only the project area include seven listed endangered species, three listed threatened species, one proposed threatened, three proposed endangered, and one candidate species.

The results of a desktop analysis and the March 2020 on-site investigation indicate that potentially suitable habitat is not present for any federally listed threatened, endangered, or candidate species within or adjacent to the proposed project area. There is no federally designated critical habitat present within the project area.

Build Alternative:

Since there is no suitable habitat for any federally listed threatened, endangered, or candidate species within the proposed project area, the project would have no effect on federally listed species. While suitable habitat is not present, avian species could occur within the project area temporarily as an incidental migrant or transient; if observed during construction, all activities will cease until the animal leaves the area. Migratory bird protections (Section 5.11.5) and taxon-specific BMPs (described below) would be implemented for further protection of avian species with the potential to occur temporarily as an incidental migrant or transient. The Species Analysis Table is provided (**Appendix G**) to support the effect determination for federally listed species.

No Build Alternative:

The proposed project would not be constructed under the No Build Alternative. Therefore, project-related effects to federally listed species would not occur.

5.11.10.2 State-listed Species

TPWD maintains a list of threatened and endangered species that are potentially present for each county in Texas. The TPWD Rare, Threatened, Endangered Species of Texas (RTEST) list for Travis County was accessed on 11 April 2023 (as a component of the Documentation of Texas Parks and Wildlife Department Best Management Practices Form and Species Analysis Table [**Appendix G**]), for state-listed species for Travis County. The Travis County list includes 119 species, 16 of which are listed as threatened or endangered, and 118 are listed as Species of Greatest Conservation Need (SGCN). The results of a desktop analysis and the March 2020 on-site investigation indicate that potentially suitable habitat is not present for any state-listed threatened or endangered species. However, potentially suitable habitat is present for 20 SGCNs listed by TPWD. **Table 5-2** presents a summary of state-listed species, all SGCNs, with potentially suitable

habitat within the project area. During the on-site investigation, none of these SGCNs were observed within the project area.

Table 5-2 Summary of State-Listed Species of Greatest Conservation Need with Potentially Suitable Habitat in the Project Area

Taxon	Common Name	*Scientific Name*
Amphibians	Woodhouse's Toad	*Anaxyrus woodhousii*
	Strecker's Chorus Frog	*Pseudacris streckeri*
Birds	Western Burrowing Owl	*Athene cunicularia hypugaea*
	Chestnut-collared Longspur	*Calcarius ornatus*
	Mountain Plover	*Charadrius montanus*
Mammals	Big brown bat	*Eptesicus fuscus*
	Eastern red bat	*Lasiurus borealis*
	Hoary bat	*Lasiurus cinereus*
	Long-tailed weasel	*Mustela frenata*
	Tricolored bat	*Perimyotis subflavus*
	Eastern spotted skunk	*Spilogale putorius*
Plants	Texas milk vetch	*Astragalus reflexus*
	Tree dodder	*Cuscuta exaltata*
	Net-leaf bundleflower	*Desmanthus reticulatus*
	Low spurge	*Euphorbia peplidion*
Reptiles	Plateau Spot-tailed Earless Lizard	*Holbrookia lacerata*
	Slender Glass Lizard	*Ophisaurus attenuatus*
	Eastern Box Turtle	*Terrapene carolina*
	Western Box Turtle	*Terrapene ornata*
	Texas Garter Snake	*Thamnophis sirtalis annectens*

The Texas Natural Diversity Database (TXNDD) is a georeferenced database of recorded sightings of rare, threatened, and endangered species, native (remnant) vegetation communities, and animal aggregations that are tracked by TPWD for each Texas county. The TXNDD data were obtained from TPWD on 19 January 2022. A review of the TXNDD data identified three Element Occurrence records within 1.5 miles of the project, including one record for the Guadalupe Bass (*Micropterus treculii*) and two records for the Texas Garter Snake (*Thamnophis sirtalis annectens*). Remnant vegetation communities were not identified in the TXNDD data, concurring

with the review of vegetation in Section 5.11.1. The identified TXNDD Element Occurrence records are presented in Figure F-9 in **Appendix F**.

Build Alternative:

Since suitable habitat for state-listed threatened or endangered species is not present within the project area, the project would have no impact on these species. The proposed project would result in cleared vegetation along the new ROW, which would remove potential habitat for SGCNs listed in **Table 5-2**. The effects of removing potential habitat would be limited to areas of direct impacts (i.e., ground disturbance and vegetation removal), although no encroachment-alteration impacts are anticipated given the marginal habitat present within and adjacent to the project area. If any individuals of the SGSNs listed above are observed in the project area during construction, care would be taken to avoid harming them. Taxon-specific BMPs would be implemented for amphibians/reptiles, birds, mammals, and plants to minimize the potential for project-related impacts to SGCNs that could occur within the project area. Taxon-specific BMPs are included in **Appendix G**. While suitable habitat is not present for other avian species (including those listed as state-listed threatened or endangered), such animals could occur within the project area temporarily as an incidental migrant or transient; if observed during construction, all activities will cease until the animal leaves the area. Migratory bird protections (Section 5.11.5) would be implemented for further protection of avian species with the potential to occur temporarily as an incidental migrant or transient. The Species Analysis Table is provided (**Appendix G**) to support the impact determination for state-listed threatened and species and SGCNs.

No Build Alternative:

The proposed project would not be constructed under the No Build Alternative. Therefore, impacts to state-listed species would not occur under the No Build Alternative.

5.12 AIR QUALITY

The project is located in Travis County, which is designated in attainment or unclassifiable for all National Ambient Air Quality Standards; therefore, the transportation conformity rules do not apply.

Build Alternative:

Traffic data for the estimated time of completion (ETC) year 2025 and design year 2045 is less than 140,000 vehicles per day (vpd). A TxDOT modeling study and analyses of similar projects demonstrated that it is unlikely that the carbon monoxide standard would ever be exceeded as a result of any project with an average annual daily traffic (AADT) below 140,000. The AADT projections for the project do not exceed 140,000 vpd; therefore, a Traffic Quality Analysis is not required.

As documented in the Qualitative MSAT Technical Report, the Build Alternative in the design year, it is expected there would be reduced MSAT emissions in the immediate area of the project, relative to the No Build Alternative, due to the reduced VMT associated with more direct routing. Note that the East Braker Lane Extension is not anticipated to generate new trips, but rather will facilitate drivers either avoiding the more congested Parmer Lane corridor, or will reduce trips on smaller roadways which local residents are currently using to access homes and facilities. Reduction in congestion may incrementally reduce MSAT emissions.

Under the Build Alternative there may be localized areas where VMT would increase, and other areas where VMT would decrease. Therefore, it is possible that localized increases and decreases in MSAT emissions may occur. The localized increases in MSAT emissions would likely be most pronounced along the new roadway section that would be built between Dawes Place and Samsung Boulevard. However, the magnitude and the duration of these potential increases compared to the No Build Alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 90% from 2010 to 2050 (FHWA October 2016). Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in virtually all locations.

No Build Alternative:

The No Build Alternative would result in gradually increasing traffic congestion within the existing roadway system over time. Actual and predicted trends in both criteria pollutant and MSAT emissions would be expected to continue in the future, regardless of the alternative chosen.

5.13 HAZARDOUS MATERIALS

A Hazardous Materials Initial Site Assessment (2022) was completed to summarize previous hazardous materials investigations for the project corridor based on a visual survey and public records review in accordance with TxDOT's *Environmental Handbook for Hazardous Materials*. An initial site assessment for the ROW, including the water quality pond location, was completed in 2021. The technical report and initial site assessment were completed to identify sites or facilities that might pose a potential for hazardous materials impacts to the proposed project.

The proposed project area is undeveloped, and historically has been used for agriculture. Adjacent land includes residential development and a Samsung Plant approximately one-half mile from the project area. No unresolved hazardous materials concerns were identified for the proposed site.

Build Alternatives:

An evaluation of the sites identified in the environmental regulatory databases found there were no sites of concern within the project corridor during construction or future used of the roadway.

No Build Alternative:

As construction of the proposed East Braker Lane Extension Project would not occur, there would be no project-related hazardous material impacts associated with the No Build Alternative.

5.14 TRAFFIC NOISE

A Traffic Noise Analysis Technical Report (2022) was prepared for the proposed project in accordance with TxDOT's (FHWA-approved) Traffic Noise Policy (TxDOT, 2019).

Build Alternative:

The traffic noise analysis determined that there would be no traffic noise impacts at two representative receivers along the project corridor and near receiver locations. The FHWA traffic

noise modeling software (TNM 2.5) was used to calculate existing and predicted traffic noise levels. Existing and predicted traffic noise levels were modeled at representative land use activity areas (receptors) adjacent to the project that might be impacted by traffic noise and would potentially benefit from feasible and reasonable noise abatement. Based on the analyses, the increased traffic generated from the proposed project would not result in noise impacts throughout the corridor (see **Table 5-3** below). Two residential locations, one on the east end of Barn Owl Lane and one on the west end, were selected as noise receiver locations (Figure F-10 in **Appendix F**). Ambient noise level measurements taken from approximately 150 feet north of Barn Owl Lane adjacent to the proposed project footprint were higher than modeled predicted traffic noise levels, likely due to the proximity of Samsung Austin Semiconductor to the proposed project. Therefore, noise abatement is not warranted. Details of the analyses are provided in the TxDOT Traffic Noise Technical Report.

A copy of this traffic noise analysis will be available to local officials to assist in future land use planning. On the date of approval of this document (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new developments adjacent to the project.

Table 5-3 Traffic Noise Levels dB(A) Leq

Representative Receiver	Location	NAC Category	NAC Level	Existing (2021)	Predicted (2043)	Change (+/-)	Noise Impact
R1	West end of Barn Owl Lane	B	67	62	62	0	No
R2	East end of Barn Owl Lane	B	67	62	62	0	No

Notes:
dB(A) – A-weighted decibels
NAC – noise abatement criteria

To avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, that no new activities are planned or constructed along or within the following predicted (2043) noise impact contours (**Table 5-4**).

Table 5-4 Year 2043 Predicted Noise Impact Contours

Undeveloped Area	Land Use	Impact Contour	Distance From ROQ
South of Braker Lane, East of Dawes Place	NAC categories B & C	66 dB(A)	Within ROW
	NAC category E	71 dB(A)	Within ROW
North of Braker Lane, West of Samsung Blvd	NAC categories B & C	66 dB(A)	Within ROW
	NAC category E	71 dB(A)	Within ROW

No Build Alternative:

Under the No Build Alternative, the proposed project would not be constructed. If the No Build Alternative were implemented, traffic noise levels would be expected to increase with an associated future increase in traffic volumes.

5.15 INDUCED GROWTH

The Council on Environmental Quality (CEQ) defines indirect effects as those "caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect impacts may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems" (40 CFR Section 1508.8).

The Austin-Round Rock metropolitan statistical area (MSA), which encompasses Bastrop, Caldwell, Hays, Travis, and Williamson counties, has experienced sustained growth over the last 3 decades, with its population increasing 360% between 1990 and 2020. The population of the CoA has increased 21% over the past decade (Census 2020). Projections indicate growth will continue into the foreseeable future. The projected percent change from the year 2010 to 2040 for Travis County and the CoA is approximately 69% and 68%, respectively.

Indirect impacts analysis for the proposed project were conducted following the 2019 Guidance: Indirect Impacts Analysis and supporting TxDOT resources on preparing indirect and cumulative impacts analyses.

Build Alternative:

The project would not be expected to result in significant induced growth impacts. Details of the indirect impacts analyses are provided in the TxDOT Indirect Impacts Technical Report (August 2022). Estimation of impacts was based on a qualitative analysis of planning documents, and a collaborative judgment approach with CoA planning staff. The proposed project would not be expected to influence land use or development because current conditions of the surrounding area are already undergoing rapid development. The Induced Growth Indirect Impacts Decision Tree provided in TxDOT's Environmental Compliance Toolkit was used to begin the evaluation of indirect induced growth impacts for the proposed project (**Table 5-5**).

Table 5-5 Risk Assessment Screening Tool – Induced Development

Does the Purpose and Need include economic development, or is the project proposed to serve a specific development?	No
Are economic development or new opportunities for growth/development cited as benefits of the project?	No
Is land in the project area available for development and/or redevelopment?	Yes
Does the project add capacity?	Yes
Is the project located in a rural area outside of the MPO boundary?	No
Does the project substantially increase access or mobility in the project area?	Yes
Is the project area experiencing population and/or economic growth?	Yes

The project Area of Influence (AOI) of 296 acres was identified. The AOI represents the locations where impacts attenuate to a negligible level. The timeline considered for indirect impacts is from the time of construction (2023) to 2039, which is the planning horizon for the Austin Strategic Mobility Plan (2019).

Land use categories identified within the AOI are shown on **Table 5-6** and in **Appendix F** (Figure F-11).

Table 5-6 Current Land Uses within the Area of Influence (AOI)

Land Use Category	Acres	Percent of AOI
Residential Areas	52.3	17%
Park Land	17.8	6%
Government/Education	13.1	4%
Vacant Land	209.8	70%
Industrial	3.2	1%
Total	296.2	100%

Source: City of Austin Land Use Inventory Extra-Territorial Jurisdiction, Development Services Department, 2018. Updated 2021.

As shown in **Table 5-6**, "vacant" land represents the largest land use categories that could continue to be developed. Approximately half of the vacant land within the AOI is Samsung Property. There are currently no development plans for the Samsung area, but any development of the land by Samsung is not dependent on the proposed project. Based on results from an interview with the CoA System Development Division Manager, three areas totaling 86 acres were identified as areas that are more likely to be developed because of the proposed action resulting from the added access (**Appendix F**, Figure F-12). The areas that were identified as having potential for indirect induced growth include urban land, row crops, and native/invasive mesquite shrubland as designated by the EMST. The land would likely be developed by private companies and would be regulated by the CoA land development codes that address environmental and social impacts and would require mitigation for impacts similar to typical mitigation and permitting measures required of TxDOT.

The regional rapid growth rate makes it difficult to assume that any continued growth would be directly attributed to the proposed Braker Lane extension. The growth trend in the larger area is projected to continue regardless of whether the proposed Build Alternative is completed.

No Build Alternative:

The No Build Alternative would not directly influence growth patterns in the area. No induced growth impacts would occur from the No-Build Alternative. Under the No Build scenario, the additional capacity and other mobility improvements associated with the proposed project would not occur; congestion would be compounded by future population growth and travel times for

transit and emergency response would become more unreliable. Regional growth is expected to continue even under the No Build Alternative.

5.16 CUMULATIVE IMPACTS

Cumulative impacts or effects on the environment are caused by "individually minor but collectively significant actions" that take place over time by individuals, Federal and non-Federal agencies (NEPA). Because there are no substantial direct or indirect impacts to any resources that are expected to result from this project, and no resources in the project area have been identified as being in poor or declining health, no additional Cumulative Impacts Analyses is required.

5.17 CONSTRUCTION PHASE IMPACTS

Construction-phase impacts are temporary occurring during construction and potentially encompass a range of issues. The construction of the project is expected to take place over two years. No detours or road closures are expected since the roadway would be constructed in undeveloped land and connected to the termination of existing roadways.

No Build Alternative:

As the East Braker Lane Extension Project would not be constructed under the No Build Alternative, there would be no construction phase effects. For that reason, the No Build Alternative is not discussed further in this section.

5.17.1 Noise Impacts – Construction Phase

Build Alternative:

Noise associated with the construction of the proposed project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receivers are expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions would be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work hour controls and proper maintenance of muffler systems.

5.17.2 Air Quality Impacts – Construction Phase

Build Alternative:

During the construction phase of the proposed project, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel PM from diesel powered construction equipment and vehicles.

The potential impacts of PM emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this, and other local and federal incentive programs to minimize diesel emissions. Information about the TERP program can be found on TCEQ's TERP website (https://www.tceq.texas.gov/-airquality/terp).

Considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements; it is anticipated that emissions from construction of this project would not have any significant impact on air quality in the area.

5.17.3 Biological Impacts – Construction Phase

Build Alternative:

Temporary impacts to biological resources during the construction phase may disturbances to wildlife, removal of vegetation which may result in loss of ground cover in erosion. Disturbed areas would be restored, reseeded, and re-contoured, as necessary, according to TxDOT specifications, making these effects largely temporary.

5.18 GREENHOUSE GAS AND CLIMATE CHANGE

The Texas Department of Transportation (TxDOT) has prepared a Statewide On-Road Greenhouse Gas Analysis and Climate Change Assessment Technical Report (TxDOT, 2021). The report discloses: (1) an analysis of available data regarding statewide greenhouse gas (GHG) emissions for on-road GHG emissions, (2) TxDOT actions and funding that support reducing GHG emissions, (3) projected climate change effects for the state of Texas and (4) TxDOT's current

strategies and plans for addressing the changing climate. A summary of key issues in this technical report is provided below. Please refer to the technical report for more details. Greenhouse gas (GHG) emissions consist of on-road tailpipe emissions and upstream fuel cycle emissions. Upstream fuel cycle emissions are the emissions generated by extracting, shipping, refining, and delivering fuels.

The Earth has gone through many natural changes in climate over time. However, since the industrial revolution began in the 1700s, atmospheric concentration of greenhouse gas (GHG) emissions has continued to climb, primarily due to humans burning fossil fuel (e.g., coal, natural gas, gasoline, oil and/or diesel) to generate electricity, heat and cool buildings, and power industrial processes, vehicles, and equipment. According to the Intergovernmental Panel on Climate Change (IPCC), this increase in GHG emissions is projected to contribute to future changes in climate (Solomon, 2007; Stocker, 2013).

5.18.1 Statewide On-Road GHG

TxDOT prepared a GHG analysis for the statewide on-road transportation system and associated emissions generated by motor vehicle fuels processing called "fuel-cycle emissions." U.S. Environmental Protection Agency's (EPA) Motor Vehicle Emissions Simulator (MOVES 2014 version) emissions model was used to estimate emissions. Texas on-road and fuel cycle GHG emissions are estimated to be 186 million metric tons (MMT) in 2050 and reach a minimum in 2032 at 161 MMT. Future on-road GHG emissions may be affected by changes that may alter where people live and work and how they use the transportation system, including but not limited to the following: (1) the results of federal policy including tailpipe and fuel controls, (2) market forces and economics, (3) individual choice decisions, (4) acts of nature (e.g., pandemic) or societal changes, and (5) other technological advancements. Such changes cannot be accurately predicted due to the inherent uncertainty in future projections related to demographics, social change, technology, and inability to accurately forecast where people work and live (Transportation Research Board [TRB], 2007).

5.18.2 Mitigation Measures

Strategies that reduce on-road GHG emissions fall under four major categories:

- Federal engine and fuel controls under the Clean Air Act implemented jointly by EPA and U.S. Department of Transportation (USDOT), which includes Corporate Average Fuel Economy (café) standards;
- "Cash for clunker" programs which remove older, higher-emitting vehicles from roads;
- Traffic system management (TSM) which improves the operational characteristics of the transportation network (e.g., traffic light timing, pre-staged wrecker service to clear accidents faster, or traveler information systems); and
- Travel demand management (TDM) which provides reductions in vehicle miles traveled (VMT) (e.g., transit, rideshare, and bicycle and pedestrian facilities) and requires personal choice decisions.

TxDOT has implemented programmatic strategies that reduce GHG emissions including: (1) travel demand management projects and funding to reduce VMT, such as bicycle and pedestrian facilities, (2) traffic system management projects and funding to improve the operation of the transportation system, (3) participation in the national alternative fuels corridor program, (4) clean construction activities, (5) clean fleet activities, (6) Congestion Mitigation and Air Quality (CMAQ) funding, (7) transit funding, and (8) two statewide campaigns to reduce tailpipe emissions.

This project includes the construction of protected bike lanes and sidewalks.

5.18.3 TxDOT and a Changing Climate

TxDOT has strategies that address a changing climate in accordance with TxDOT and FHWA design, asset management, maintenance, emergency response, and operational policies and guidance. The flexibility and elasticity in TxDOT transportation planning, design, emergency response, maintenance, asset management, and operation and maintenance of the transportation system are intended to consider any number of changing scenarios over time. Additional detail is in the Technical Report.

6. AGENCY COORDINATION

In accordance with the MOU between TxDOT and the Texas Parks and Wildlife Department (TPWD), TPWD has provided a set of recommended BMPs in a document titled, "Beneficial Management Practices – Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources," which is available on TxDOT's Natural Resources Toolkit at *https://www.txdot.gov/inside*-txdot/division/environmental/compliance-toolkits/natural-resources.html. The MOU provides that application of specific BMPs to individual projects will be determined by TxDOT at its discretion. The TPWD-recommended BMPs that will be applied to this project are indicated in the Form – Documentation of Texas Parks and Wildlife Department Best Management Practices prepared for the project, which is included in **Appendix G**.

TxDOT initiated consultation with federally-recognized tribes whose areas of interest encompass the proposed project in 2021. No comments from any tribes were received. Because of the lack of structures in the project area, project coordination was not required for historic resources.

TxDOT initiated early coordination with TPWD in June 2020. Early coordination was completed on May 31, 2021. No additional avoidance, mitigation, or minimization measures were required beyond BMPs included in the project Tier I Site Assessment and as outlined in Section 5.11.

TxDOT provided Notice of Availability (NOA) of the Draft EA to TCEQ and the public in December 2022.

Written coordination exchanges are included in **Appendix G**.

7. PUBLIC INVOLVEMENT

A notification letter/fact sheet about the project was mailed 8 August 2021 to 4,640 residents/business owner recipients in the vicinity of the proposed project. A follow-up postcard was mailed 25 April 2022 to provide project updates. Options to sign up for updates regarding project progress were provided in the letter and postcard.

The CoA offered to provide project details to several area homeowners associations and school representatives. A CoA representative conducted a virtual presentation to area homeowners associated with the Pioneer Crossing East Homeowners Association on 9 December 2021.

A public hearing for the proposed project was held on 5 January 2023. The NOA of the Draft EA was published in the Austin American Statesman newspaper on 4 December 2022, and the El Mundo newspaper on 8 December 2022, that serve the project area. The notice of the public hearing and the availability of the draft EA for review was also provided online on the City of Austin Website, and the TxDOT website. Copies of the notices are provided in **Appendix I**. The meeting was held in person at 8900 Cameron Road, Austin, TX 78754, and the presentation was made available online through 20 January 2023. Comments were received until 20 January 2023. Five people attended the in-person meeting, and 177 comments were received. The comments and responses to the comments are provided in **Appendix I**.

This project requires 30 days between the Final EA and the FONSI. A notice of impending construction will be provided to owners of adjoining property and to affected local government and public officials. The notice may be provided via a sign or signs posted in the ROW, mailed notice, printed notice distributed by hand, or notice via website when the recipient has previously been informed of the relevant website address. This notice will be provided after the environmental decision (i.e., FONSI) but before earthmoving or other activities requiring the use of heavy equipment begin.

8. POST ENVIRONMENTAL CLEARANCE ACTIVITIES AND DESIGN/CONSTRUCTION COMMITMENTS

8.1 POST ENVIRONMENTAL CLEARANCE ACTIVITIES

The proposed project would be considered a large construction activity under TCEQ's TPDES Construction General Permit (CGP). During the final design phase of the project, a Storm Water Pollution Prevention Plan (SWPPP) would be developed and implemented. A notice of intent would be filed and posted on-site. TPDES permit requirements would be met by implementing approved erosion controls, sediment controls, and post-construction total suspended solids (TSS) controls.

8.2 DESIGN/CONSTRUCTION COMMITMENTS

8.2.1 Biological

As indicated above in Section 6.0, the TPWD-recommended BMPs that will be applied to this project are indicated in the Form – Documentation of Texas Parks and Wildlife Department Best Management Practices prepared for the project, which is included in **Appendix G**.

Impacts to vegetation and wildlife habitat would be avoided or minimized by limiting disturbance to only those areas that are necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs would be avoided to the greatest extent practicable. A non-invasive native and locally-adapted seed mix would be used in the landscaping and revegetation of disturbed areas. Re-vegetation of disturbed areas will comply with the Executive Order on Invasive Species (EO 13112) and the FHWA Executive Memorandum on Environmentally and Economically Beneficial Landscape Practices

Although impacts to migratory birds are not expected, measures would be taken to avoid adverse impacts on migratory birds. Such measures, which would be coordinated with the TxDOT-Austin District biologist in advance of implementation, would include the following:

- The removal or destruction of active migratory bird nests (nests containing eggs and/or young) at any time of the year would be prohibited until the nests become inactive, usually between 15 September and 1 March.

- Measures would be utilized, to the extent practicable, to prevent or discourage migratory birds from building nests within the project area scheduled for imminent construction.

- Inactive nests would be removed from the project area to minimize the potential for reuse by migratory birds. If it is not practicable to clear vegetation outside the typical nesting season, then a nest survey should be conducted to determine if occupied nests occur will be affected by the project. If occupied nests are found, then vegetation clearance, demolition of existing structures, and other activities with a greater potential for disturbance of migratory birds should not occur until after the nests are no longer occupied.

- When practicable, vegetation clearance, demolition of existing structures, and other activities with a greater potential for disturbance of migratory birds would be scheduled outside the typical (February 15 to October 1) nesting season. However, it is recognized that the provisions of the Migratory Bird Treaty Act apply year-round.

8.2.2 Hazardous Materials

Although not expected, any hazardous materials encountered during construction would be handled according to applicable federal and state regulations per TxDOT Standard Specifications.

8.2.3 Construction

Construction noise would be minimized through abatement measures including caring for equipment and working during daytime hours. Idling of construction equipment to control emissions of particulate matter would be implemented. The contractor will control the generation of dust by site watering.

Affected residents would be notified prior to the initiation of site work, and again when construction disruptions are expected to be more severe. These procedures will include rerouting traffic, barricading, using traffic cones, or any other measures deemed necessary and prudent by TxDOT and the construction contractor to comply with local, state, and federal traffic and safety regulations.

8.2.4 Surface Water

The SWPPP would identify temporary BMPs to be employed during construction to mitigate construction-related water quality impacts. The SWPPP would be site-specific and tailored to project area conditions and would use the temporary control measures/BMPs outlined in TxDOT's Standard Specification for the Construction of Highways, Streets and Bridges.

8.2.5 Archaeological Resources

In the unlikely event that cultural resources are discovered during construction of the proposed project, TxDOT would immediately initiate cultural resource discovery procedures. The work in the vicinity of the discovery would cease until a specialist from TxDOT and/or the Texas Historical Commission could arrive on site and assess the discovery's significance and the need, if any, for additional investigation.

9. CONCLUSION

Implementation of the proposed project would not result in a significant impact on the human or natural environment. Therefore, a finding of no significant impact is recommended.

10. REFERENCES

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TxDOT (Texas Department of Transportation). 2021. *Statewide On-Road Greenhouse Gas Analysis and Climate Change Assessment Technical Report*. September.

TxDOT. 2011. *Texas Department of Transportation Environmental Affairs Division Guidelines for Analysis and Abatement of Highway Traffic Noise*. Austin, Texas.

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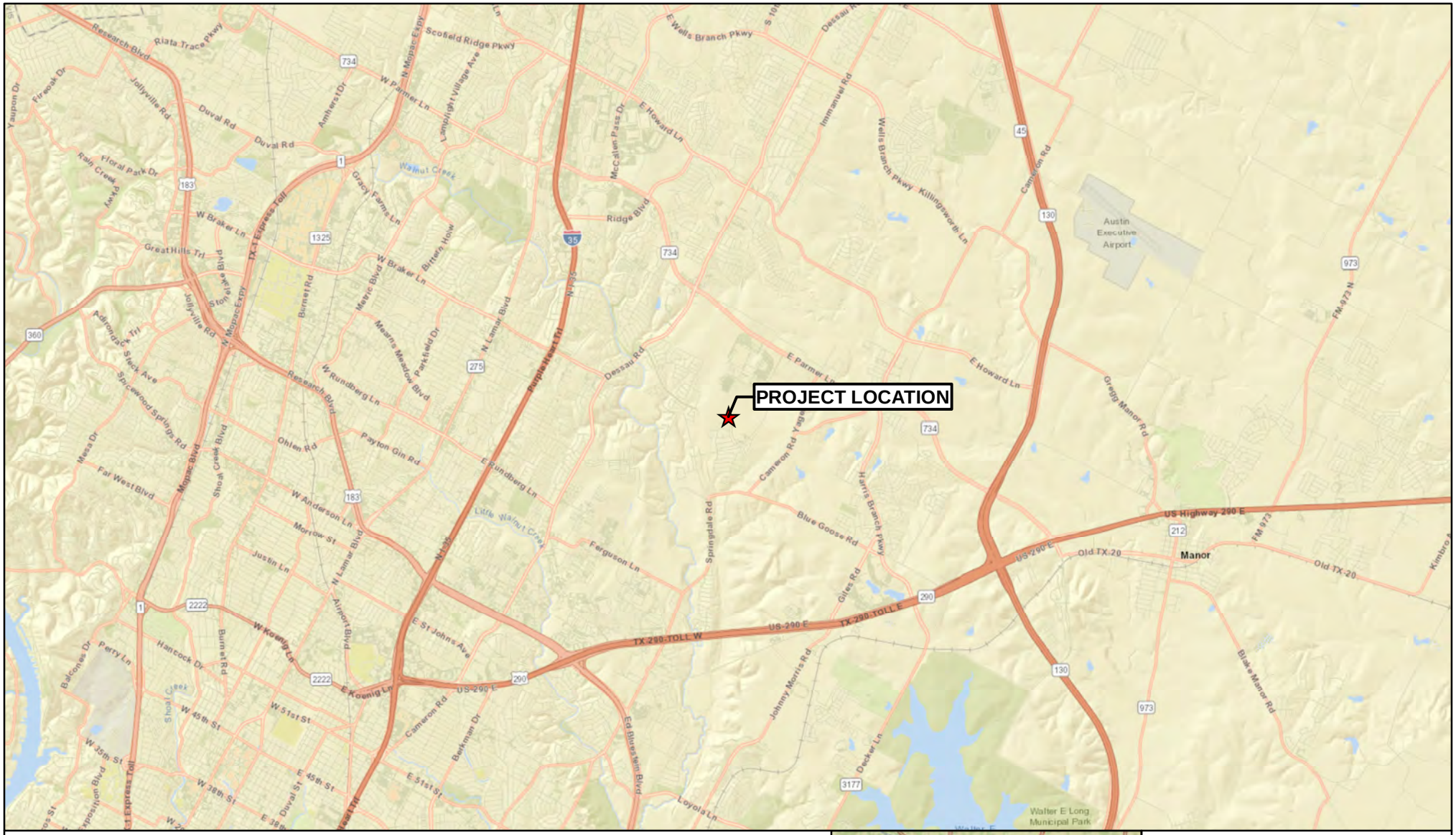
11. NAMES AND QUALIFICATIONS OF PERSONS PREPARING THE EA OR CONDUCTING AN INDEPENDENT EVALUATION OF THE EA

Katie Mittmann	Weston Solutions, Inc.	Senior Project Scientist	20 years
Lori Groesbeck	Weston Solutions, Inc.	Senior Project Scientist	15 years
Barrett Clark	Zara Environmental	Senior Biologist	20 years

APPENDIX A

PROJECT LOCATION MAP



LEGEND

★ PROJECT LOCATION

0 1 2 3

MILES

Source: Esri World Street Map, National Geographic World Map, and Contributors

N

WESTON SOLUTIONS

FIGURE A-1

PROJECT LOCATION

BRAKER LANE EXTENSION FROM SAMSUNG BLVD. TO DAWES PLACE

AUSTIN, TEXAS

DATE	PROJECT NUMBER	SCALE
MARCH 2022	06141.057.002.0501	1:80,000

APH 2023

FILE: \\nasatxgis1\ATX_GIS_Data\Local\Texas\City of Austin\BrakerLnFigures\MXD\Figure A-1 - Project Location - East Braker Lane Extension.mxd 1:59:36 PM 3/17/2022 deguentm

LEGEND

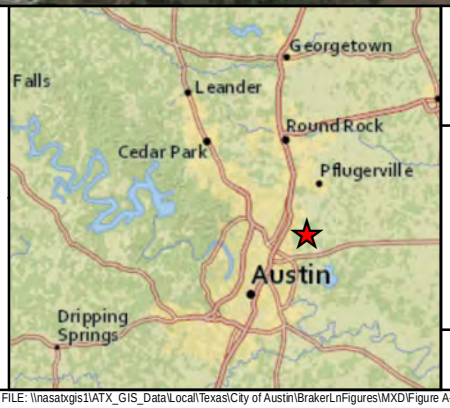
- PROJECT LIMITS
- PROPOSED ROADWAY
- DETENTION POND

0 500 1,000 1,500

Feet

Source: City of Austin, Esri World Imagery, and Contributors

N



WESTON SOLUTIONS

FIGURE A-2
PROJECT LAYOUT
BRAKER LANE EXTENSION FROM SAMSUNG BLVD. TO DAWES PLACE
AUSTIN, TEXAS

DATE	PROJECT NUMBER	SCALE
MARCH 2022	06141.057.002.0501	1:80,000

APR 2023

FILE: \\nasatxgis1\ATX_GIS_Data\Local\Texas\City of Austin\BrakerLnFigures\MXD\Figure A-2 - Project Layout - East Braker Lane Extension.mxd 2:00:17 PM 3/17/2022 deguentm

APPENDIX B

PROJECT PHOTOGRAPHS

Figure 1. A thin strip of deciduous woodland vegetation is located at the western terminus of project area (facing east).

Figure 2. A thin strip of deciduous woodland vegetation is located at the western terminus of the project area (facing north).

Figure 3. A thin strip of deciduous woodland vegetation is located at the western terminus of the project area (facing west towards Braker Lane).

Figure 4. Row crops areas are present across much of the project area (photo taken in the western portion of the project area, facing east towards Mesquite Shrubland vegetation in the far background).

Figure 5. Row crop areas are present across much of the project area (photograph taken in the eastern portion of the project area, facing south towards Pioneer Crossing Elementary School).

Figure 6. Residential housing along the southern portion of the project area (facing southeast), representing Urban Low Intensity areas. A concrete stormwater management structure is also present in this area.

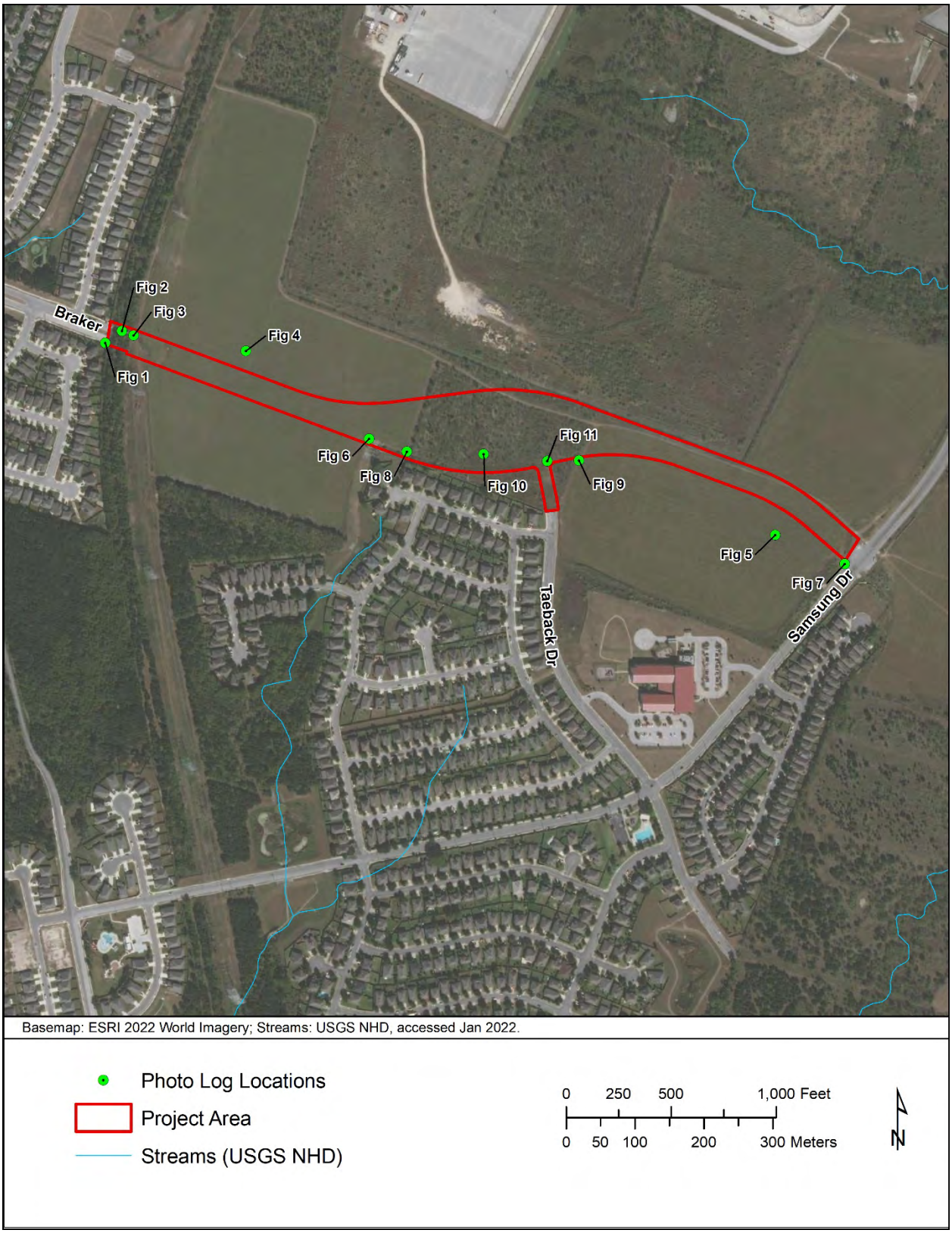
Figure 7. Samsung Boulevard at the eastern terminus of the project, representing Urban Low Intensity areas (facing north).

Figure 8. Mesquite Shrubland vegetation near the south-central portion of the project area, facing northeast.

Figure 9. Mesquite Shrubland vegetation near the central portion of the project area, facing west.

Figure 10. A small depressional area retaining water (vernally moist) in the Mesquite Shrubland vegetation near the south-central portion of the project area, facing west.

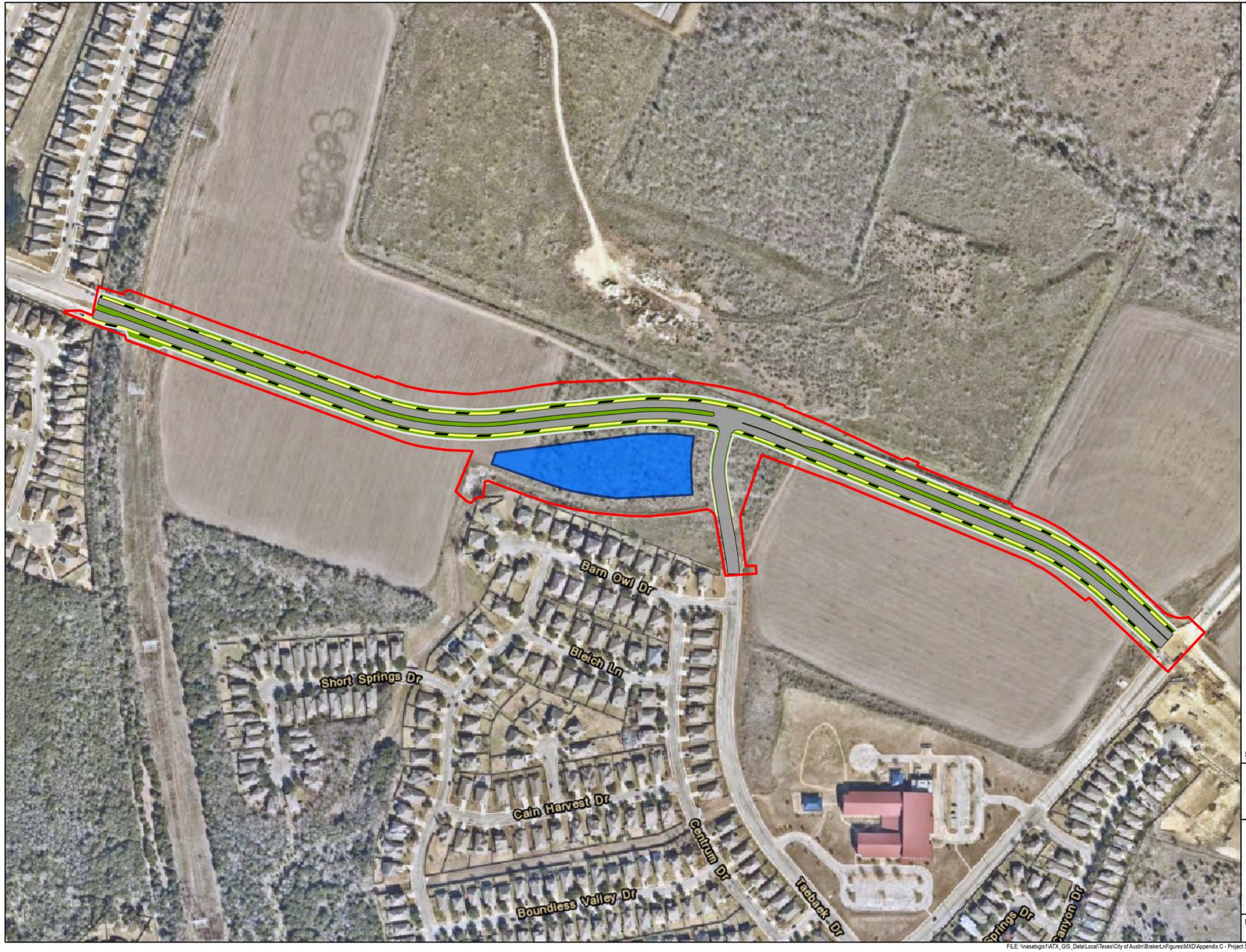
Figure 11. Blackland Prairie: Disturbance Grassland vegetation near the south-central portion of the project area, facing south towards Taebaek Dr.



Photograph log map, Travis County, Texas. Braker Lane from Dawes Place to Samsung Blvd.

APPENDIX C

SCHEMATICS



LEGEND

- PROJECT LIMITS

PROJECT SCHEMATICS

- BIKE LANE
- DRIVE LANE
- PLANTING STRIP
- SIDEWALK
- DETENTION POND

N

0 150 300 450 600

Feet

SOURCE: © Nearmap Imagery, 2022

WESTON SOLUTIONS

APPENDIX C

PROJECT SCHEMATICS MAP

BRAKER LANE EXTENSION FROM SAMSUNG BLVD. TO DAWES PLACE

AUSTIN, TEXAS

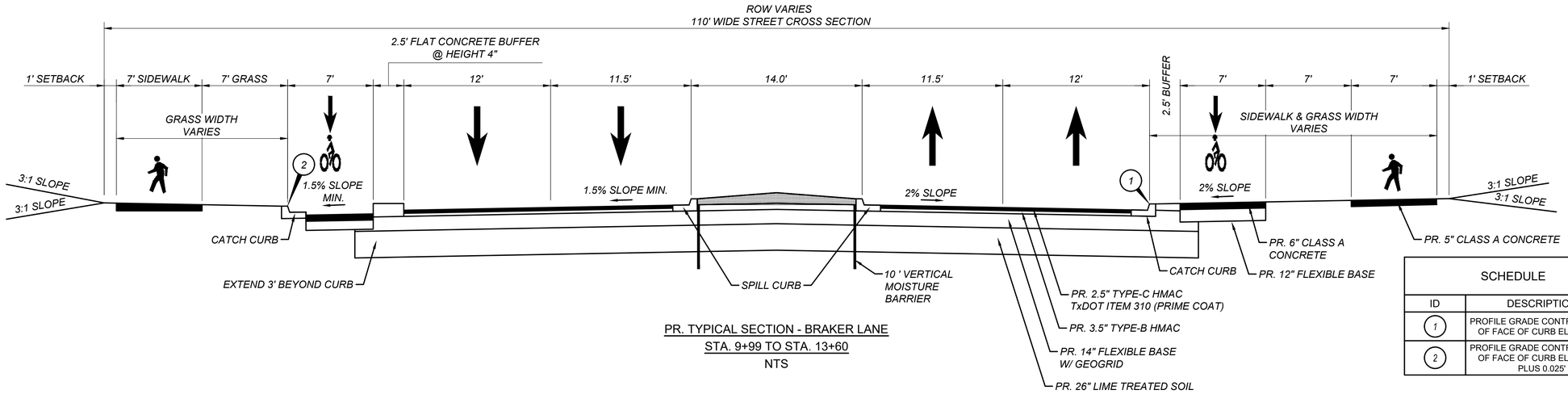
DATE	PROJECT NO	SCALE
FEBRUARY 2022	06141.057.002.0500	AS SHOWN

April 2023

FILE: \\nasatxgis1\ATX_GIS_Data\Local\Texas\City of Austin\BrakerLnFigures\MXD\Appendix C - Project Schematics Map\Appendix C - Project Schematics Map.aprx 5:16 PM 2/18/2022 covesj

APPENDIX D

TYPICAL SECTIONS

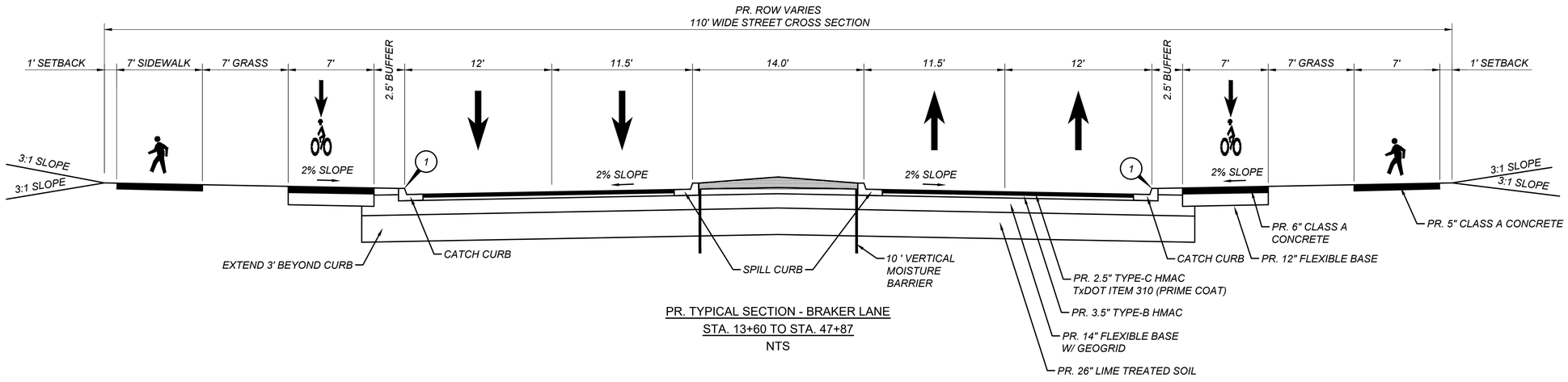


PR. TYPICAL SECTION - BRAKER LANE

STA. 9+99 TO STA. 13+60

NTS

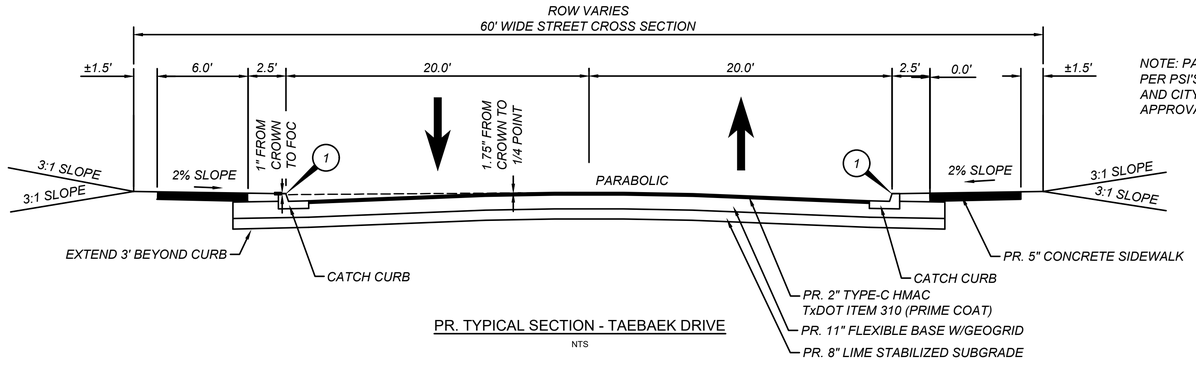
SCHEDULE	
ID	DESCRIPTION
1	PROFILE GRADE CONTROL IS TOP OF FACE OF CURB ELEVATION
2	PROFILE GRADE CONTROL IS TOP OF FACE OF CURB ELEVATION PLUS 0.025'



PR. TYPICAL SECTION - BRAKER LANE

STA. 13+60 TO STA. 47+87

NTS



PR. TYPICAL SECTION - TAEBAEK DRIVE

NTS

NOTE: PAVEMENT RECOMMENDATIONS WILL BE ADJUSTED PER PSI'S GEOTECHNICAL PAVEMENT RECOMMENDATIONS AND CITY OF AUSTIN STREET & BRIDGE'S REVIEW AND APPROVAL.

SITE PLAN APPROVAL SHEET 33 OF 170
FILE NUMBER _____ APPLICATION DATE _____
APPROVED BY COMMISSION ON _____ UNDER SECTION _____
_____ OF CHAPTER _____ OF THE CITY OF AUSTIN CODE.
EXPIRATION DATE (25-5-81, LDC) _____
CASE MANAGER _____
PROJECT EXPIRATION DATE (ORD.#970905-A) _____
DWPZ _____ DDZ _____

DIRECTOR, DEVELOPMENT SERVICES DEPARTMENT
RELEASED FOR GENERAL COMPLIANCE: _____ ZONING _____
REV. 1 _____ CORRECTION 1 _____
REV. 2 _____ CORRECTION 2 _____
REV. 3 _____ CORRECTION 3 _____

FINAL PLAT MUST BE RECORDED BY THE PROJECT EXPIRATION DATE, IF APPLICABLE. SUBSEQUENT SITE PLANS WHICH DO NOT COMPLY WITH THE CODE AT THE TIME OF FILING, AND ALL REQUIRED BUILDING PERMITS AND/OR A NOTICE OF CONSTRUCTION (IF A BUILDING PERMIT IS NOT REQUIRED), MUST ALSO BE APPROVED PRIOR TO THE PROJECT EXPIRATION DATE.

REV NO.	BY	DATE	REVISION DESCRIPTION

DRAFT 90%

THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF INTERIM REVIEW UNDER THE AUTHORITY OF SHARON TEAGUE, P.E. LIC. # 121738 03/30/2022.

IT IS NOT TO BE USED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

CITY OF AUSTIN, TEXAS
PUBLIC WORKS DEPARTMENT
ENGINEERING SERVICES DIVISION

BRAKER LANE
SAMSUNG BLVD. TO DAWES PLACE

TYPICAL ROAD SECTION
(SHEET 1 OF 1)

NOTES	NAME	DATE
SURVEY BY	HLA	11/20
DRAWN BY	JT	01/21
DESIGNED BY	ST	01/21
CHECKED BY	RL	01/21
REVIEWED BY	ESD	01/21

0 5 10
HORIZONTAL SCALE IN FEET

CP001 | 33 OF 170

April 2023

3/30/2022 9:19 AM C:\USERS\YAMAGUCHI\ROITY OF AUSTIN\PWD-ESD-TEAM1 - PWD_EAST_BRAKER_LANE_PHASE_1\CAD\PRODUCTION_FILES\DWG\BRKR-C-RD-TYPX01.DWG, COA_PDF_ANSI_D_22X34, COA_PLOT_STYLES.STB

YAMAGUCHI, RIA

APPENDIX E

PLAN AND PROGRAM EXCERPTS

MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY/ FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
41-00075-00	HAYS	HAYS COUNTY	RM 3237	ADD SHOULDERS, MEDIAN AND TURN LANES TO 2-LANE DIVIDED	FLITE ACRES RD	WINTERS MILL		2025	$3,100,000
41-00076-00	HAYS	HAYS COUNTY	RM 3237	ADD SHOULDERS, MEDIAN AND TURN LANES TO 2-LANE DIVIDED	WINTERS MILL	FM 150 W		2025	$2,100,000
61-00017-00	WILLIAMSON	CITY OF CEDAR PARK	RM 1431 (WHITESTONE BLVD)	CONSTRUCT CONTINUOUS FLOW INTERSECTION	WEST OF US183 (BELL BLVD)	EAST OF US183 (BELL BLVD)	US 183	2025	$30,000,000
41-00043-00	HAYS	CITY OF SAN MARCOS	SL 82 (AQUARENA SPRINGS DRIVE)	RECONSTRUCT 4-LANE UNDIVIDED TO 4-LANE DIVIDED BOULEVARD WITH PEDESTRIAN/BICYCLE IMPROVEMENTS	SESSOM DR	UNIVERSITY DRIVE		2030	$20,000,000
51-00046-00	TRAVIS	CITY OF AUSTIN	AIRPORT BOULEVARD	WIDEN EXISTING 4-LANE UNDIVIDED WITH A CONTINUOUS LEFT TURN LANE TO A 4-LANE DIVIDED WITH PEDESTRIAN/ BICYCLE AND TRANSIT IMPROVEMENTS	NORTH LAMAR BOULEVARD	US 183		2027	$16,242,546
51-00047-00	TRAVIS	CITY OF AUSTIN	BARTON SPRINGS ROAD	WIDEN EXISTING 4-LANE DIVIDED TO A 4-LANE DIVIDED WITH PEDESTRIAN/ BICYCLE AND TRANSIT IMPROVEMENTS	SOUTH LAMAR BOULEVARD	SOUTH CONGRESS AVENUE		2027	$5,333,472
51-00003-00	TRAVIS	CITY OF AUSTIN	BLUE BLUFF ROAD	CONSTRUCT A 4-LANE DIVIDED WITH ENHANCED MULTIMODAL IMPROVEMENTS	NORTH OF SH 130	LINDELL LANE		2027	$8,993,078
51-00228-00	TRAVIS	CITY OF AUSTIN	BRAKER LANE	EXTEND ROADWAY AS A FOUR-LANE DIVIDED ROADWAY WITH BICYCLE AND PEDESTRIAN FACILITIES	DAWES PLACE	SAMSUNG BOULEVARD		2023	$23,350,000
51-00049-00	TRAVIS	CITY OF AUSTIN	BRAKER LANE	WIDEN EXISTING 4-LANE WITH A CONTINUOUS LEFT TURN LANE TO A 4-LANE DIVIDED WITH PEDESTRIAN/ BICYCLE AND TRANSIT IMPROVEMENTS	NORTH LAMAR BOULEVARD	BLUFF BEND		2027	$2,966,110
51-00005-00	TRAVIS	CITY OF AUSTIN	BRAKER LANE (BLOOR ROAD)	WIDEN EXISTING 2-LANE UNDIVIDED AND CONSTRUCT NEW A 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS	DECKER LANE	SH 130		2027	$38,019,901
51-00006-01	TRAVIS	CITY OF AUSTIN	BRODIE LANE	RECONSTRUCT 2-LANE UNDIVIDED TO 2-LANE UNDIVIDED WITH CENTER TURN LANES AND PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS	SLAUGHTER LANE	FM 1626		2027	$23,439,377
61-00015-00	WILLIAMSON	CITY OF CEDAR PARK	BRUSHY CREEK ROAD	CONSTRUCT NEW 2-LANE OVERPASS	WEST OF PARMER LANE	EAST OF PARMER LANE	PARMER LANE	2025	$20,000,000
51-00007-00	TRAVIS	CITY OF AUSTIN	BULLICK HOLLOW ROAD	RECONSTRUCT 2-LANE UNDIVIDED TO 2-LANE UNDIVIDED WITH CENTER TURN LANES AND PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS	FM 2769	RM 620		2027	$30,136,154
51-00008-00	TRAVIS	CITY OF AUSTIN	BURLESON ROAD	RETROFIT A 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE TO 4-LANE DIVIDED WITH PEDESTRIAN/BICYCLE AND TRANSIT IMPROVEMENTS	SH 71	US 183		2027	$6,024,336

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure
Austin	Travis	0914-04-315	Braker Lane	C	City of Austin	City of Austin	2023	$14,050,000

Limits (From): Dawes Place
Limits (To): Samsung Blvd.
Description: Extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities

MPO ID: 51-00228-00
Revision: 7/1/2022
History:
Remarks: Scheduled to Let at the end of FY 2022. Rolling over should Let move into FY 2023.

Project Cost Information	
Preliminary Engineering:	$2,300,000
Right-of-Way:	$1,000,000
Construction:	$14,050,000
Construction Engineering:	$400,000
Contingencies:	$3,400,000
Indirects:	$2,200,000
Bond Financing:	$0
Potential Change Orders:	$0
Total Cost:	$23,350,000
Cost of Approved Phases:	$14,050,000

Performance Measures	
PM 1: Safety	☑
PM 2: Pavement Condition	☐
PM 3: System Performance	☑

Authorized Funding by Category/Share

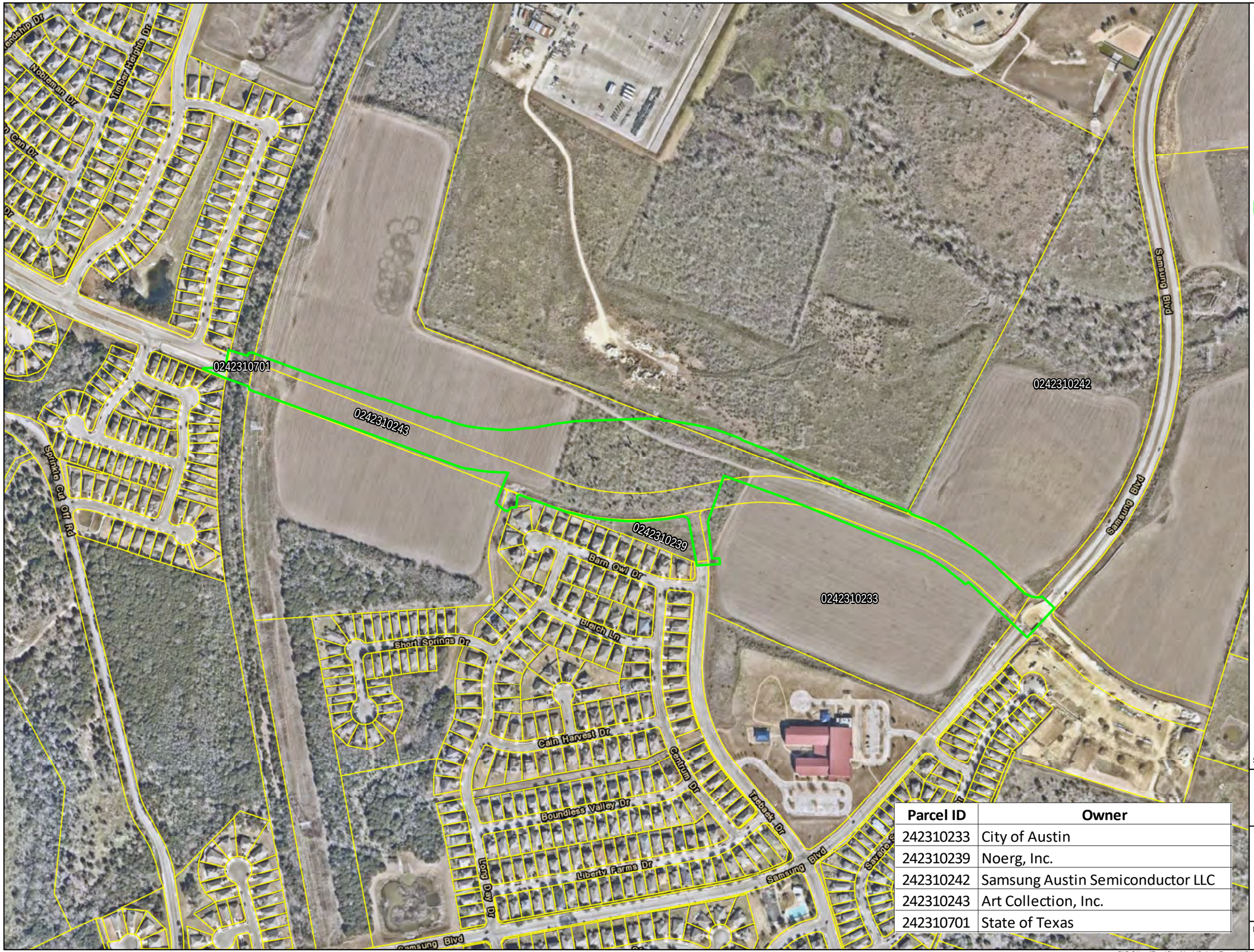
Category	Federal	State	Regional	Local	LC	Total
1	$0	$0	$0	$0	$0	$0
2	$0	$0	$0	$0	$0	$0
3	$0	$0	$0	$0	$0	$0
4	$0	$0	$0	$0	$0	$0
5	$0	$0	$0	$0	$0	$0
6	$0	$0	$0	$0	$0	$0
7	$11,240,000	$0	$0	$2,810,000	$0	$14,050,000
8	$0	$0	$0	$0	$0	$0
9	$0	$0	$0	$0	$0	$0
10	$0	$0	$0	$0	$0	$0
11	$0	$0	$0	$0	$0	$0
12	$0	$0	$0	$0	$0	$0
Total	$11,240,000	$0	$0	$2,810,000	$0	$14,050,000

Funding Programs

Category 1	Preventative Maintenance and Rehabilitation	**Category 5**	Congestion Mitigation and Air Quality	**Category 9**	Transportation Alternatives Set Aside
Category 2	Metropolitan and Urban Corridors	**Category 6**	Structures Replacement and Rehabilitation	**Category 10**	Supplemental Transportation Programs
Category 3	Non-Traditional and Local Funding	**Category 7**	Metropolitan Mobility and Rehabilitation	**Category 11**	District Discretionary
Category 4	Statewide Connectivity	**Category 8**	Safety	**Category 12**	Strategic Priority

APPENDIX F

RESOURCE SPECIFIC MAPS



Parcel ID	Owner
242310233	City of Austin
242310239	Noerg, Inc.
242310242	Samsung Austin Semiconductor LLC
242310243	Art Collection, Inc.
242310701	State of Texas

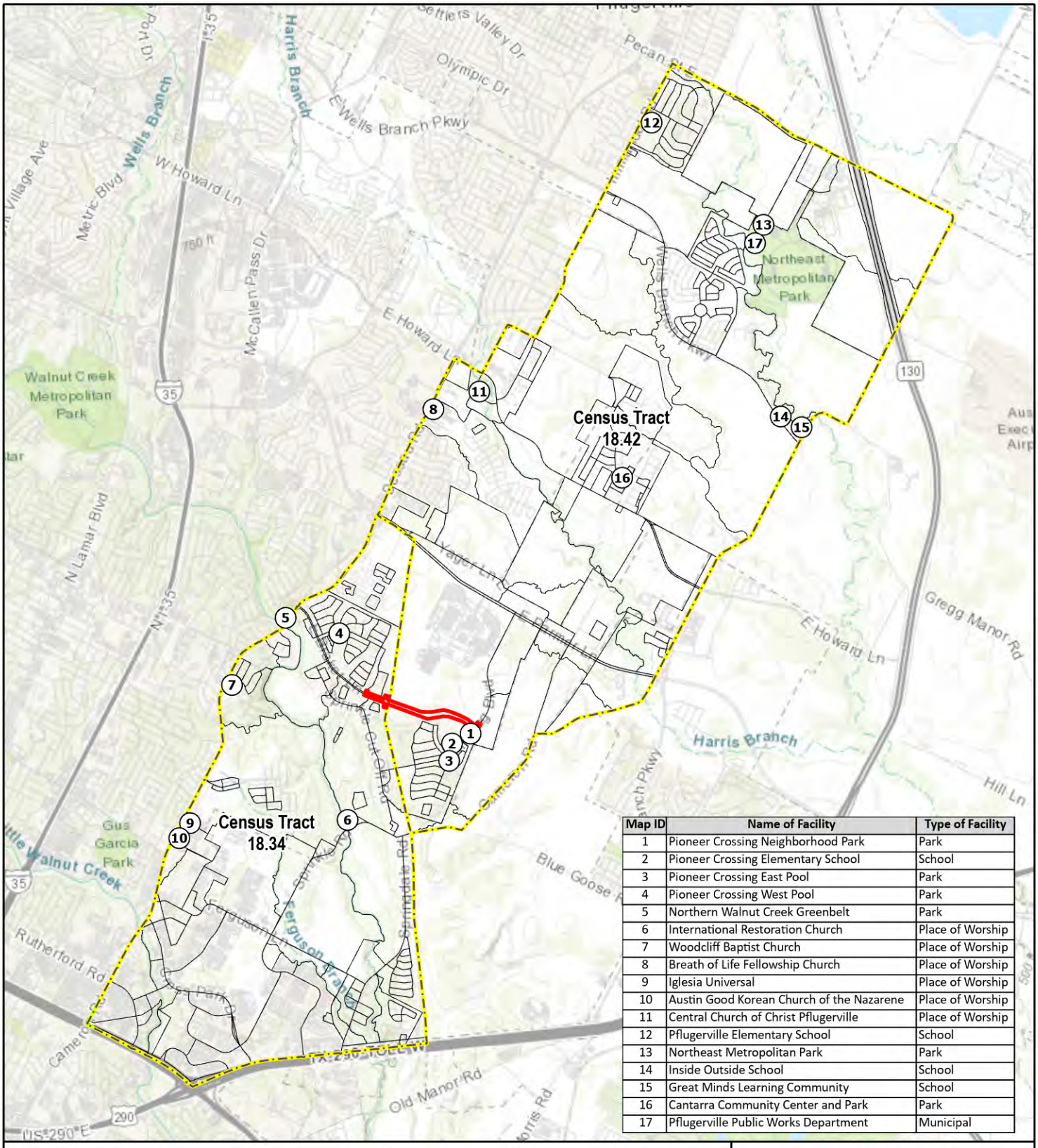
WESTON SOLUTIONS

FIGURE F-1
RIGHT-OF-WAY ACQUISITION
BRAKER LANE EXTENSION FROM SAMSUNG BLVD. TO DAWES PLACE
AUSTIN, TEXAS

DATE	PROJECT NO	SCALE
MARCH 2022	06141.057.002.0501	AS SHOWN

April 2023

FILE: G:\Local\Texas\City of Austin\BrakerLnFigures\MXD\Appendix F\Figure F-1 - Right-Of-Way Acquisition.mxd 2:13:00 PM 3/17/2022 deguentm



Map ID	Name of Facility	Type of Facility
1	Pioneer Crossing Neighborhood Park	Park
2	Pioneer Crossing Elementary School	School
3	Pioneer Crossing East Pool	Park
4	Pioneer Crossing West Pool	Park
5	Northern Walnut Creek Greenbelt	Park
6	International Restoration Church	Place of Worship
7	Woodcliff Baptist Church	Place of Worship
8	Breath of Life Fellowship Church	Place of Worship
9	Iglesia Universal	Place of Worship
10	Austin Good Korean Church of the Nazarene	Place of Worship
11	Central Church of Christ Pflugerville	Place of Worship
12	Pflugerville Elementary School	School
13	Northeast Metropolitan Park	Park
14	Inside Outside School	School
15	Great Minds Learning Community	School
16	Cantarra Community Center and Park	Park
17	Pflugerville Public Works Department	Municipal

0 1 2

MILES

LEGEND

- Proposed Project Area
- Community Study Area
- Census Blocks

N

SOURCE: WORLD TOPO MAP; ESRI

FIGURE F-2

PROPOSED PROJECT AND COMMUNITY FACILITIES

BRAKER LANE EXTENSION FROM SAMSUNG BLVD. TO DAWES PLACE

AUSTIN, TEXAS

DATE	PROJECT NO	SCALE
MARCH 2022	06141.197.002.0000	AS SHOWN

April 2023

FILE: G:\Local\Texas\City of Austin\Braker Lane Terminus\pro\Braker Lane Terminus\Braker Lane Terminus.aprx 4:22 PM 3/16/2022 deguentm

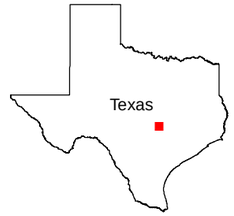
SOURCE: © Nearmap Imagery, 2022

FIGURE F-3
SURFACE WATER AND WETLANDS MAP
BRAKER LANE EXTENSION FROM SAMSUNG BLVD. TO DAWES PLACE
AUSTIN, TEXAS

DATE	PROJECT NO	SCALE
MARCH 2022	06141.057.002.0501	AS SHOWN

April 2023

FILE: \\nasabxgis1\ATX_GIS_Data\Local\Texas\City of Austin\BrakerLnFigures\MXD\Figure F-3 Surface Water and Wetlands Map.mxd 2:14:57 PM 3/17/2022 deguentm



LEGEND

- Proposed Roadway
- Project Limits

Zone Type

- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Area of Undetermined Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee
- Area with Risk Due to Levee

N

0 750 1,500

Feet

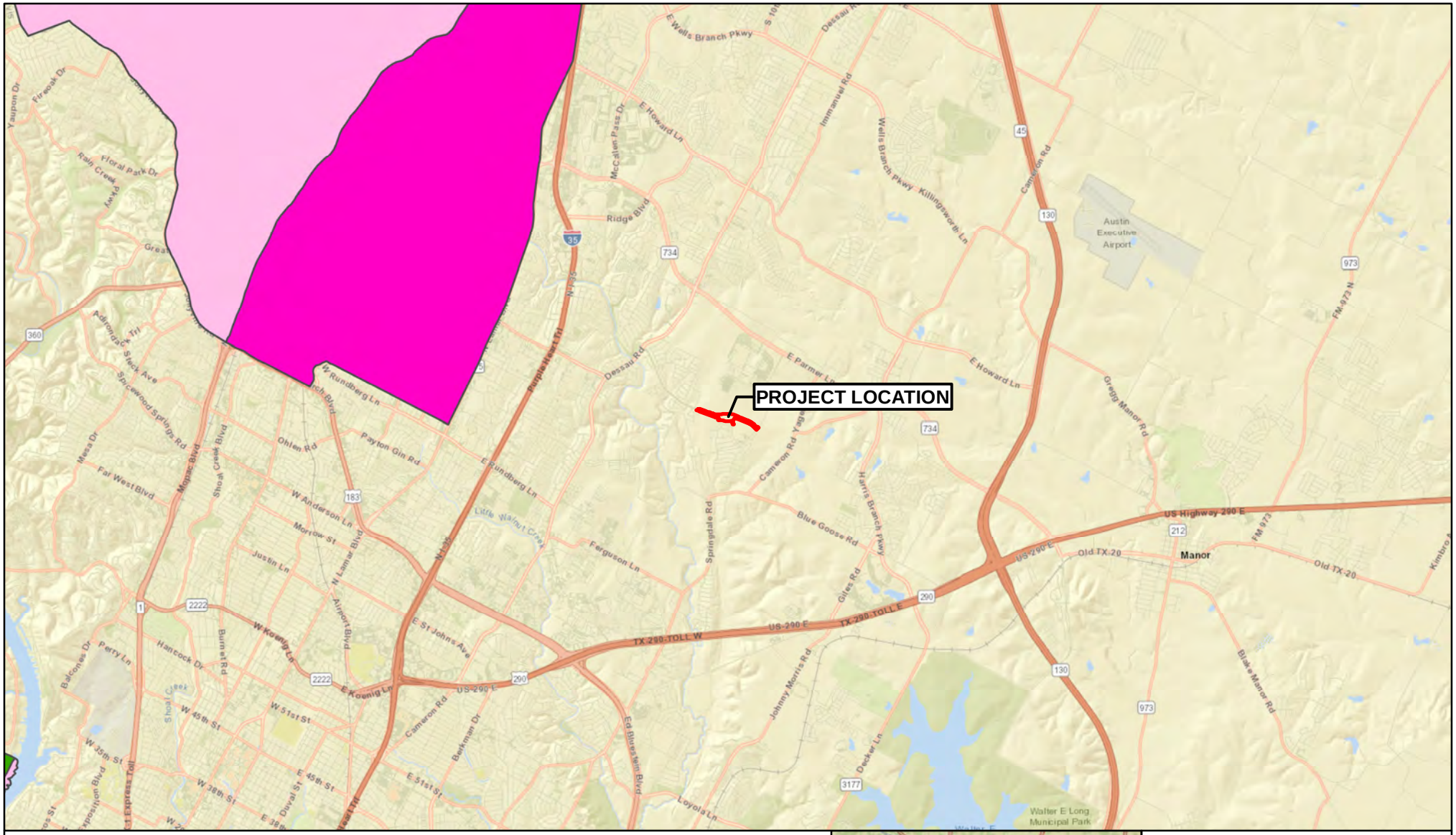
SOURCE: © Nearmap Imagery, 2022

FIGURE F-4
FLOODPLAINS MAP
BRAKER LANE EXTENSION FROM SAMSUNG BLVD. TO DAWES PLACE
AUSTIN, TEXAS

DATE	PROJECT NO	SCALE
MARCH 2022	06141.057.002.0501	AS SHOWN

April 2023

FILE: \\nasatxgis1\ATX_GIS_Data\Local\Texas\City of Austin\BrakerLnFigures\MXD\Figure F-4 Floodplains Map.mxd 2:16:10 PM 3/17/2022 deguentm



LEGEND

PROJECT LIMITS

EDWARDS AQUIFER

- Edwards Aquifer Contributing Zone
- Edwards Aquifer Contributing Zone within the Transition Zone
- Edwards Aquifer Recharge Zone
- Edwards Aquifer Transition Zone

0 1 2 3

Miles

Sources:
City of Austin
TCEQ: Originator; TCEQ GIS Team, Information Resources Division: created this variation (TCEQ Edwards Regulatory). Created 2019-12-09. Accessed 2021-10-26.
Esri World Imagery, ESRI World Streetview, and Contributors

N

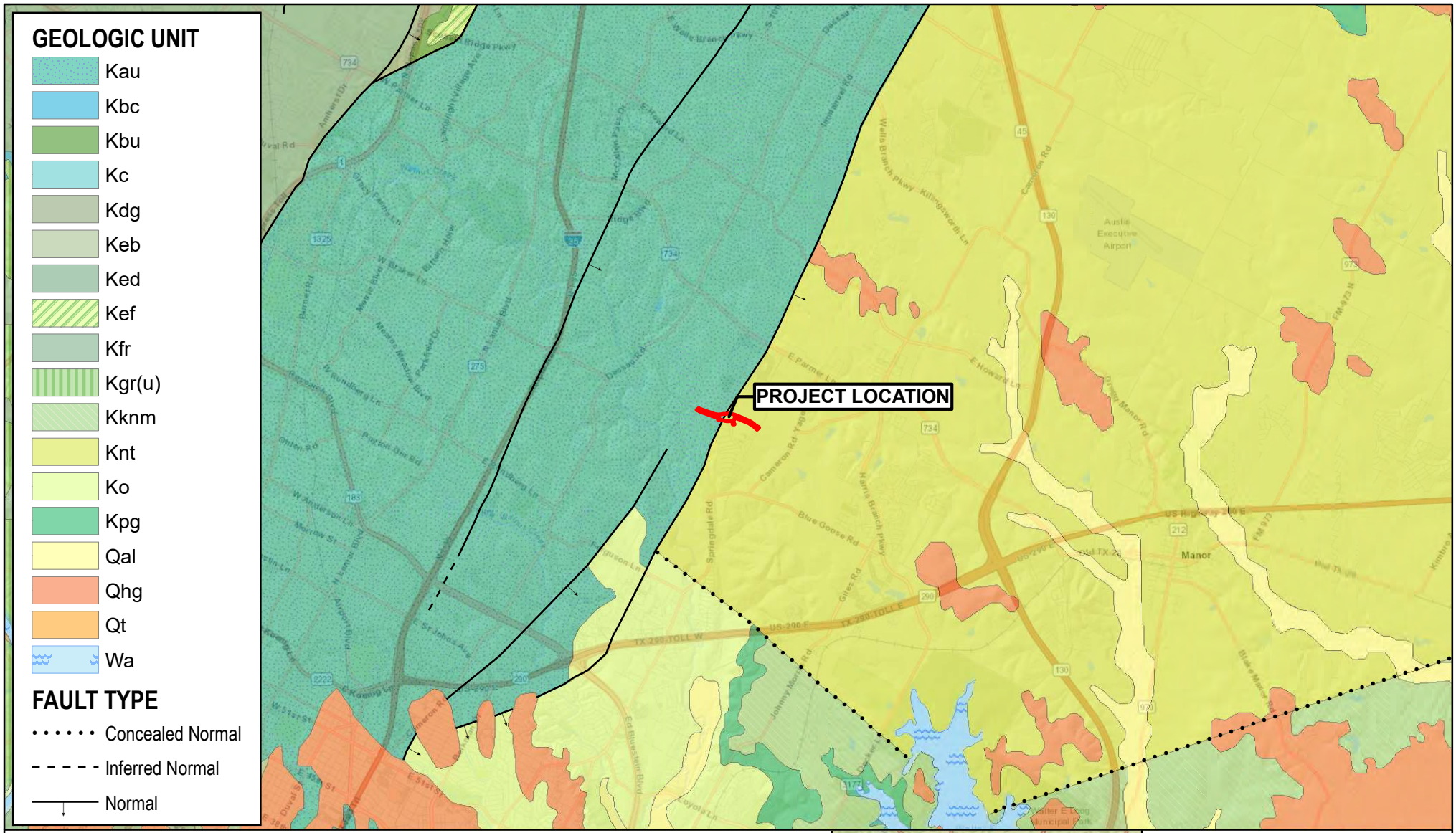
WESTON SOLUTIONS

FIGURE F-5
EDWARDS AQUIFER BOUNDARY
BRAKER LANE EXTENSION FROM SAMSUNG BLVD. TO DAWES PLACE
AUSTIN, TEXAS

DATE	PROJECT NUMBER	SCALE
MARCH 2022	06141.057.002.0501	1:100,000

APRIL 2023

FILE: \\nasatxgis1\ATX_GIS_Data\Local\Texas\City of Austin\BrakerLnFigures\MXD\Figure F-5 - Edwards Aquifer Boundary - East Braker Lane Extension.mxd 2:18:51 PM 3/17/2022 deguentm



LEGEND

PROJECT LIMITS

0 1 2 3

Miles

Sources:
City of Austin
Texas Water Science Center (USGS TWSC). Geologic Database of Texas, 2014-02-01. Accessed 2021-10-26
Esri World Imagery, ESRI World Streetview, and Contributors

N

WESTON SOLUTIONS

FIGURE F-6

GEOLOGIC SETTING

BRAKER LANE EXTENSION FROM SAMSUNG BLVD. TO DAWES PLACE
AUSTIN, TEXAS

DATE	PROJECT NUMBER	SCALE
MARCH 2022	06141.057.002.0501	1:100,000

April 2023

FILE: \\nasatxgis1\ATX_GIS_Data\Local\Texas\City of Austin\BrakerLnFigures\MXD\Figure F-6 - Geologic Setting - East Braker Lane Extension.mxd 2:46:31 PM 3/17/2022 deguentm

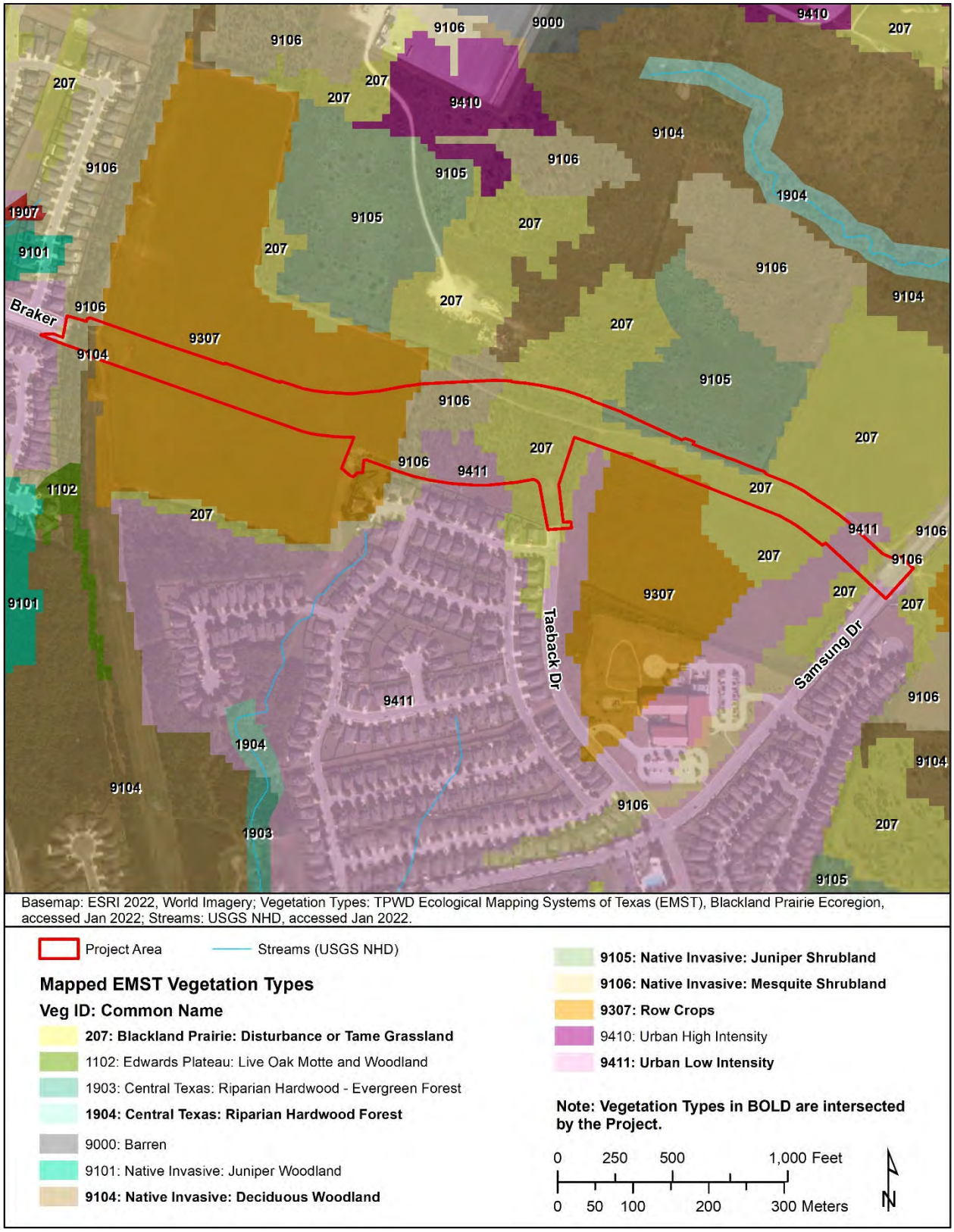


FIGURE F-7

ECOLOGICAL MAPPING SYSTEMS OF TEXAS (EMST) VEGETATION TYPES,
BRAKER LANE EXTENSION FROM
SAMSUNG BLVD. TO DAWES PLACE
CITY OF AUSTIN
AUSTIN, TEXAS

April 2023

FIGURE F-8
OBSERVED VEGETATION TYPES
BRAKER LANE EXTENSION FROM
SAMSUNG BLVD. TO DAWES PLACE
CITY OF AUSTIN
AUSTIN, TEXAS

April 2023

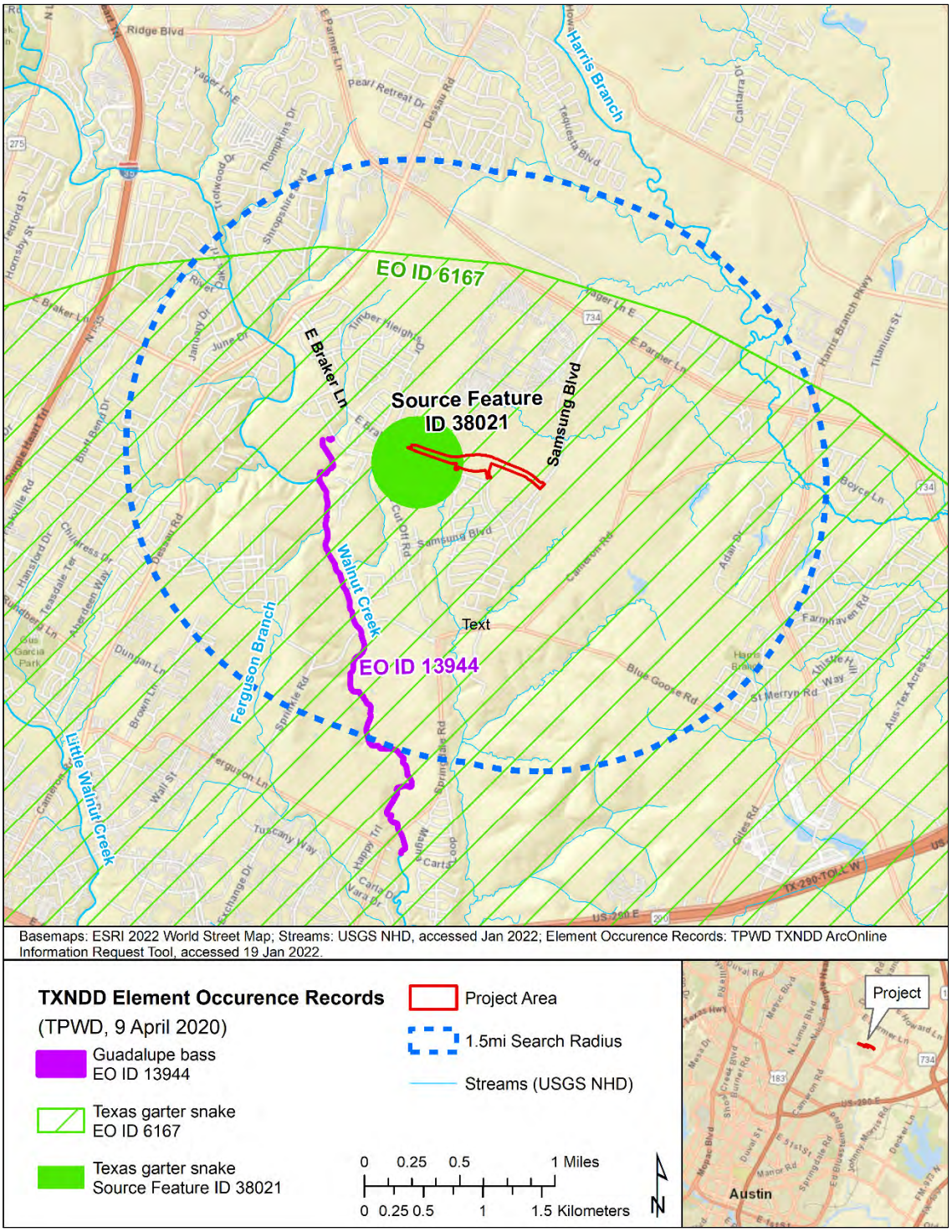


FIGURE F-9

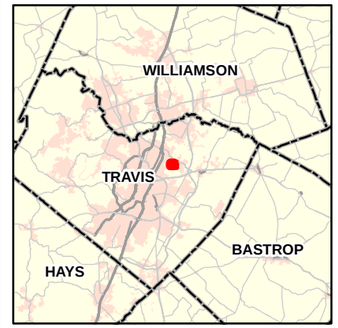
TEXAS NATURAL DIVERSITY DATABASE (TXNDD)
ELEMENT OCCURRENCE DATA MAP
BRAKER LANE EXTENSION FROM
SAMSUNG BLVD. TO DAWES PLACE
CITY OF AUSTIN
AUSTIN, TEXAS

Source: Texas Parks and Wildlife (TPWD), TXNDD, Travis County

Figure

Traffic Noise Studies

Braker Lane Noise Study
From Dawes Place to
Samsung Boulevard
Travis County, TX
CSJ: 0914-04-315



Key to Features

- Project Area (Limits of Construction)
- Parcel Boundaries
- Proposed Roadway Centerlines
- Berm
- Non-impacted Receiver
- Noise Ambient

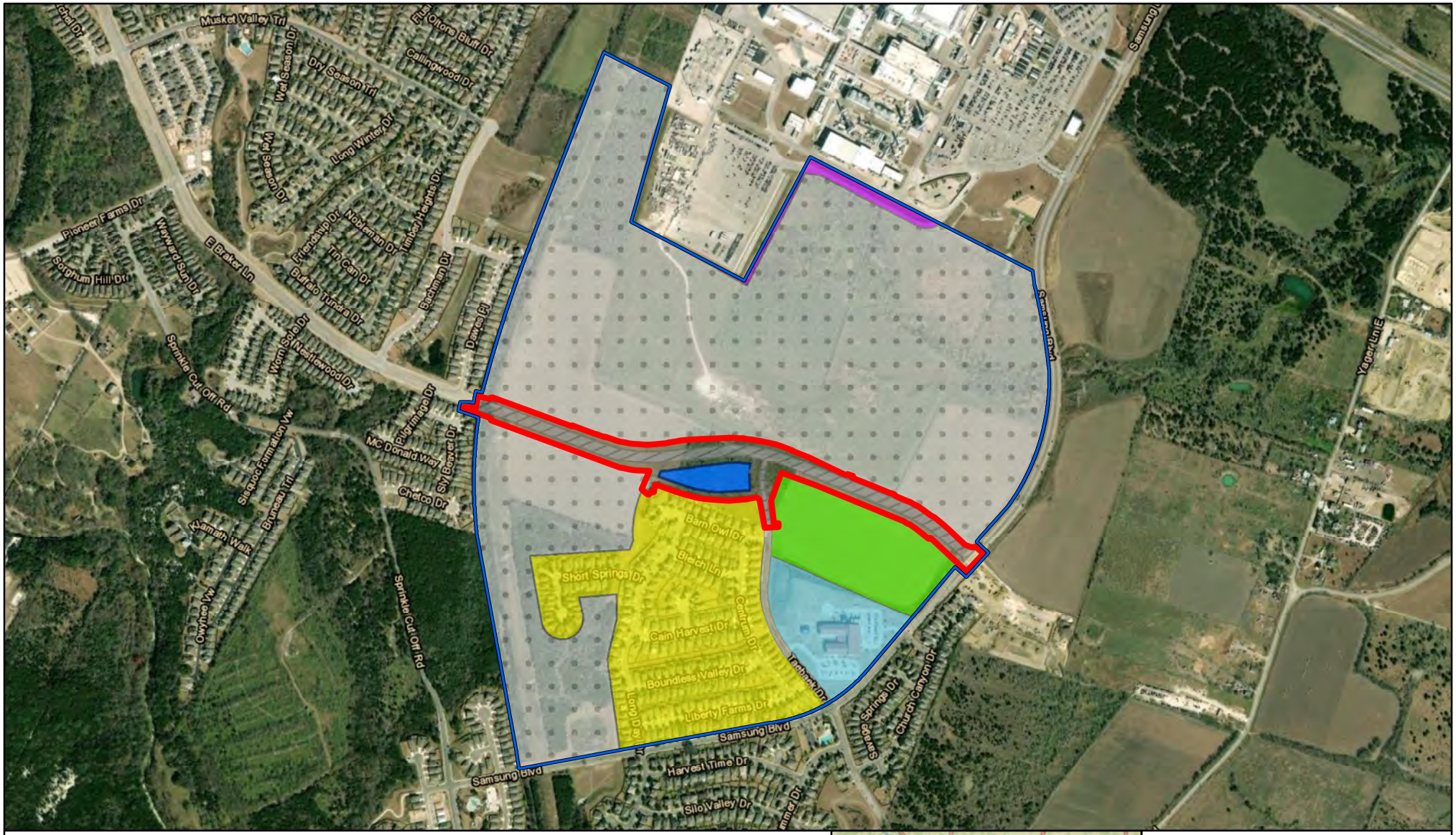
Strategic Mapping Program (StratMap). CapArea & McLennan Imagery, 2021-01-27.

N

0 150 300
Feet

1 inch = 300 feet

April 2023



LEGEND

- PROJECT LIMITS
- PROPOSED ROADWAY
- DETENTION POND
- AREA OF INFLUENCE (AOI)

LAND USE

- GOVERNMENT/EDUCATION
- INDUSTRIAL
- PARK LAND
- RESIDENTIAL
- VACANT LAND

0 500 1,000 1,500

Feet

N

Source: City of Austin, Esri World Imagery, and Contributors

WESTON SOLUTIONS

FIGURE F-11

LAND USE WITHIN THE AREA OF INFLUENCE

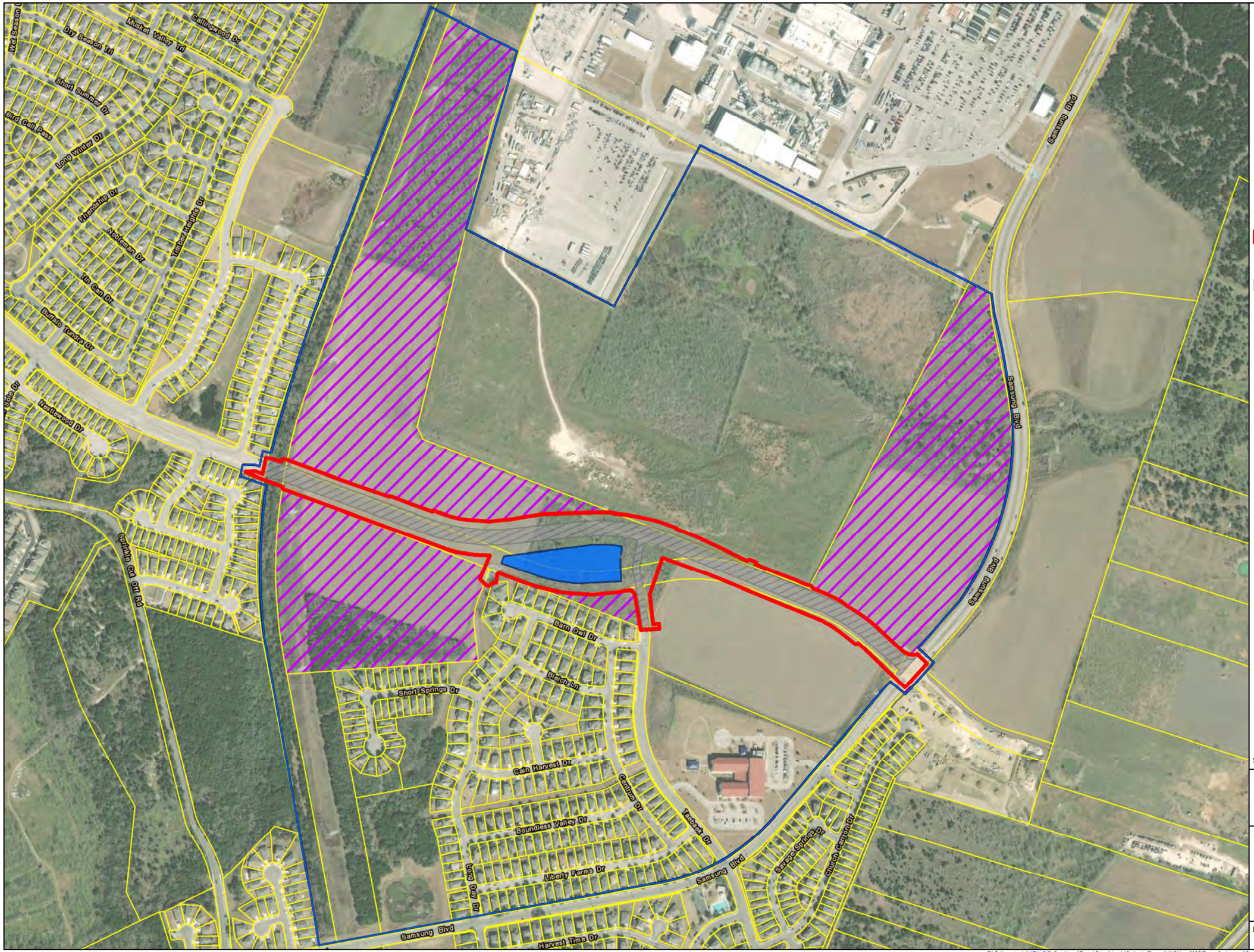
BRAKER LANE EXTENSION FROM SAMSUNG BLVD. TO DAWES PLACE

AUSTIN, TEXAS

DATE	PROJECT NUMBER	SCALE
AUGUST 2022	06141.057.002.0501	1:80,000

APRIL 2023

FILE: G:\Local\Texas\City of Austin\BrakerLnFigures\MXD\Aug 2022\Figure 2 - Land Use within the Area of Influence.mxd 4:26:27 PM 8/15/2022 deguentm



SOURCE:WORLD IMAGERY; ESRI

WESTON SOLUTIONS

FIGURE **F-12**
AREAS OF POTENTIAL DEVELOPMENT WITHIN THE AREA OF INFLUENCE
BRAKER LANE EXTENSION FROM SAMSUNG BLVD. TO DAWES PLACE
AUSTIN, TEXAS

DATE	PROJECT NO	SCALE
AUGUST 2022	April 2023 06141.057.002.0501	AS SHOWN

FILE: \\nasatxgis1\ATX_GIS_Data\Local\Texas\City of Austin\BrakerLnFigures\MXD\Aug 2022\Figure 3 - Areas of Potential Development within the Area of Influence.mxd 11:44:44 AM 8/16/2022 deguentm

APPENDIX G

RESOURCE AGENCY COORDINATION

Form

Documentation of Texas Parks and Wildlife Department Best Management Practices

Project Name: **Braker Lane Extension**

CSJ(s): **0914-04-315**

County(ies): **Travis**

Date Form Completed: **January 21, 2022**

Prepared by: **Barrett Clark**

Information on state-listed species, SGCN, water resources, and other natural resources can be found in the ECOS documents tab under the filenames specified in the e-mail sent to WHAB_TXDOT@tpwd.texas.gov.

1. Does the project impact any state parks, wildlife management areas, wildlife refuges, or other designated protected areas?

   ☒ No

   ☐ Yes

   <if yes, describe>

2. Does TxDOT need TPWD assistance in identifying and locating Section 404 mitigation opportunities for this project?

   ☒ No / N/A / Not yet determined

   ☐ Yes

   <if yes, describe>

3. Is there a species or resource challenge that TPWD can assist with additional guidance? If so, describe below:

   <describe assistance requested>

4. Select all the best management practices (BMPs) that will be applied to the project:

   ☒ Amphibian BMPs

   ☐ Aquatic Reptile BMPs

   ☒ Bat BMPs

☒ Bird BMPs

☒ Fish BMPs

☒ Fossorial Mammal BMPs

☐ Mussel BMPs

☒ Terrestrial Reptile BMPs

☒ Vegetation BMPs

☐ Water Quality BMPs

☐ Other

<enter explanation>

5. Select any species protection specifications that will be applied to the project.

☒ Amphibian and Reptile Exclusion Fence

☐ Bat Houses

☐ Bat Exclusion System

☐ Other

<enter explanation>

6. Select and/or explain where the above-listed BMPs will be documented and communicated to the contractor (e.g., plan sheets, general notes, EPIC sheet, etc.):

☒ Environmental Document (EA or EIS) – Required

☐ ECOS Non-ESA Commitments Activity – Required for surveys and other pre-construction actions

☒ Plan Sheets/ EPIC Sheet

☐ General notes

☐ Other

<enter explanation>

Last Update: 1/4/2023

TRAVIS COUNTY

AMPHIBIANS

Austin blind salamander *Eurycea waterlooensis*

Aquatic and subterranean; streams and caves.

Federal Status: LE	State Status: E	SGCN: Y
Endemic: Y	Global Rank: G1	State Rank: S1

Barton Springs salamander *Eurycea sosorum*

Aquatic; springs, streams and caves with rocky or cobble beds.

Federal Status: LE	State Status: E	SGCN: Y
Endemic: Y	Global Rank: G1	State Rank: S1

Jollyville Plateau salamander *Eurycea tonkawae*

Aquatic; springs, streams and caves with rocky or cobble beds.

Federal Status: LT	State Status: T	SGCN: Y
Endemic: Y	Global Rank: G2	State Rank: S2

Pedernales River Springs salamander *Eurycea sp. 6*

Aquatic; springs, streams and caves with rocky or cobble beds.

Federal Status:	State Status:	SGCN: N
Endemic: Y	Global Rank: G1	State Rank: S1S2

Strecker's chorus frog *Pseudacris streckeri*

Terrestrial and aquatic: Wooded floodplains and flats, prairies, cultivated fields and marshes. Likes sandy substrates.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: S3

Woodhouse's toad *Anaxyrus woodhousii*

Terrestrial and aquatic: A wide variety of terrestrial habitats are used by this species, including forests, grasslands, and barrier island sand dunes. Aquatic habitats are equally varied.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: SU

ARACHNIDS

Bandit Cave spider *Cicurina bandida*

Very small, subterrestrial, subterranean obligate

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G2Q	State Rank: S1

DISCLAIMER

The information on this web application is provided "as is" without warranty as to the currentness, completeness, or accuracy of any specific data. The data provided are for planning, assessment, and informational purposes. Refer to the Frequently Asked Questions (FAQs) on the application website for further information.

TRAVIS COUNTY

ARACHNIDS

Bone Cave harvestman *Texella reyesi*

Small, blind, cave-adapted harvestman endemic to several caves in Travis and Williamson counties; weakly differentiated from Texella reddelli

Federal Status: LE	State Status:	SGCN: Y
Endemic: Y	Global Rank: G2G3	State Rank: S2

No accepted common name *Texella grubbsi*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G1G2	State Rank: S1

No accepted common name *Texella mulaiki*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G2G3	State Rank: S2

No accepted common name *Texella spinoperca*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic:	Global Rank: GNR	State Rank: SNR

No accepted common name *Cicurina travisae*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G1G2Q	State Rank: S1

No accepted common name *Eidmannella reclusa*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G1G2	State Rank: S1

No accepted common name *Tartarocreagris infernalis*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G2G3	State Rank: S2?

No accepted common name *Tartarocreagris intermedia*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G1G2	State Rank: S1

DISCLAIMER

The information on this web application is provided "as is" without warranty as to the currentness, completeness, or accuracy of any specific data. The data provided are for planning, assessment, and informational purposes. Refer to the Frequently Asked Questions (FAQs) on the application website for further information.

TRAVIS COUNTY

ARACHNIDS

No accepted common name *Tartarocreagris altimana*
Habitat description is not available at this time.
Federal Status: State Status: SGCN: Y
Endemic: Y Global Rank: G1G2 State Rank: S1

No accepted common name *Tartarocreagris attenuata*
Habitat description is not available at this time.
Federal Status: State Status: SGCN: Y
Endemic: Y Global Rank: G1G2 State Rank: S1

No accepted common name *Tartarocreagris domina*
Habitat description is not available at this time.
Federal Status: State Status: SGCN: Y
Endemic: Y Global Rank: G1G2 State Rank: S1

No accepted common name *Tartarocreagris proserpina*
Habitat description is not available at this time.
Federal Status: State Status: SGCN: Y
Endemic: Y Global Rank: G1G2 State Rank: S1

Reddell harvestman *Texella reddelli*
Small, blind, cave-adapted harvestman endemic to a few caves in Travis and Williamson counties
Federal Status: LE State Status: SGCN: Y
Endemic: Y Global Rank: G2G3 State Rank: S2

Tooth Cave pseudoscorpion *Tartarocreagris texana*
Small, cave-adapted pseudoscorpion known from small limestone caves of the Edwards Plateau
Federal Status: LE State Status: SGCN: Y
Endemic: Y Global Rank: G1G2 State Rank: S1

Tooth Cave spider *Neoleptoneta myopica*
Very small, cave-adapted, sedentary spider
Federal Status: LE State Status: SGCN: Y
Endemic: Global Rank: G1G2 State Rank: S1

BIRDS

bald eagle *Haliaeetus leucocephalus*

DISCLAIMER
The information on this web application is provided "as is" without warranty as to the currentness, completeness, or accuracy of any specific data. The data provided are for planning, assessment, and informational purposes. Refer to the Frequently Asked Questions (FAQs) on the application website for further information.

TRAVIS COUNTY

BIRDS

Found primarily near rivers and large lakes; nests in tall trees or on cliffs near water; communally roosts, especially in winter; hunts live prey, scavenges, and pirates food from other birds

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: S3B,S3N

black rail *Laterallus jamaicensis*

The county distribution for this species includes geographic areas that the species may use during migration. Time of year should be factored into evaluations to determine potential presence of this species in a specific county. Salt, brackish, and freshwater marshes, pond borders, wet meadows, and grassy swamps; nests in or along edge of marsh, sometimes on damp ground, but usually on mat of previous years dead grasses; nest usually hidden in marsh grass or at base of Salicornia

Federal Status: LT	State Status: T	SGCN: Y
Endemic: N	Global Rank: G3	State Rank: S2

black-capped vireo *Vireo atricapilla*

Oak-juniper woodlands with distinctive patchy, two-layered aspect; shrub and tree layer with open, grassy spaces; requires foliage reaching to ground level for nesting cover; return to same territory, or one nearby, year after year; deciduous and broad-leaved shrubs and trees provide insects for feeding; species composition less important than presence of adequate broad-leaved shrubs, foliage to ground level, and required structure; nesting season March-late summer

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: S3B

chestnut-collared longspur *Calcarius ornatus*

Occurs in open shortgrass settings especially in patches with some bare ground. Also occurs in grain sorghum fields and Conservation Reserve Program lands

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: S3

Franklin's gull *Leucophaeus pipixcan*

The county distribution for this species includes geographic areas that the species may use during migration. Time of year should be factored into evaluations to determine potential presence of this species in a specific county. This species is only a spring and fall migrant throughout Texas. It does not breed in or near Texas. Winter records are unusual consisting of one or a few individuals at a given site (especially along the Gulf coastline). During migration, these gulls fly during daylight hours but often come down to wetlands, lake shore, or islands to roost for the night.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: S2N

golden-cheeked warbler *Setophaga chrysoparia*

Ashe juniper in mixed stands with various oaks (Quercus spp.). Edges of cedar brakes. Dependent on Ashe juniper (also known as cedar) for long fine bark strips, only available from mature trees, used in nest construction; nests are placed in various trees other than Ashe juniper; only a few mature junipers or nearby cedar brakes can provide the necessary nest material; forage for insects in broad-leaved trees and shrubs; nesting late March-early summer.

Federal Status: LE	State Status: E	SGCN: Y
Endemic: N	Global Rank: G2	State Rank: S2S3B

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TRAVIS COUNTY

BIRDS

lark bunting *Calamospiza melanocorys*

Overall, it's a generalist in most short grassland settings including ones with some brushy component plus certain agricultural lands that include grain sorghum. Short grasses include sideoats and blue gramas, sand dropseed, prairie junegrass (Koeleria), buffalograss also with patches of bluestem and other mid-grass species. This bunting will frequent smaller patches of grasses or disturbed patches of grasses including rural yards. It also uses weedy fields surrounding playas. This species avoids urban areas and cotton fields.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: S4B

mountain plover *Charadrius montanus*

The county distribution for this species includes geographic areas that the species may use during migration. Time of year should be factored into evaluations to determine potential presence of this species in a specific county. Breeding: nests on high plains or shortgrass prairie, on ground in shallow depression; nonbreeding: shortgrass plains and bare, dirt (plowed) fields; primarily insectivorous.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G3	State Rank: S2

piping plover *Charadrius melodus*

The county distribution for this species includes geographic areas that the species may use during migration. Time of year should be factored into evaluations to determine potential presence of this species in a specific county. Beaches, sandflats, and dunes along Gulf Coast beaches and adjacent offshore islands. Also spoil islands in the Intracoastal Waterway. Based on the November 30, 1992 Section 6 Job No. 9.1, Piping Plover and Snowy Plover Winter Habitat Status Survey, algal flats appear to be the highest quality habitat. Some of the most important aspects of algal flats are their relative inaccessibility and their continuous availability throughout all tidal conditions. Sand flats often appear to be preferred over algal flats when both are available, but large portions of sand flats along the Texas coast are available only during low-very low tides and are often completely unavailable during extreme high tides or strong north winds. Beaches appear to serve as a secondary habitat to the flats associated with the primary bays, lagoons, and inter-island passes. Beaches are rarely used on the southern Texas coast, where bayside habitat is always available, and are abandoned as bayside habitats become available on the central and northern coast. However, beaches are probably a vital habitat along the central and northern coast (i.e. north of Padre Island) during periods of extreme high tides that cover the flats. Optimal site characteristics appear to be large in area, sparsely vegetated, continuously available or in close proximity to secondary habitat, and with limited human disturbance.

Federal Status: LT	State Status: T	SGCN: Y
Endemic: N	Global Rank: G3	State Rank: S2N

rufa red knot *Calidris canutus rufa*

The county distribution for this species includes geographic areas that the species may use during migration. Time of year should be factored into evaluations to determine potential presence of this species in a specific county. Habitat: Primarily seacoasts on tidal flats and beaches, herbaceous wetland, and Tidal flat/shore. Bolivar Flats in Galveston County, sandy beaches Mustang Island, few on outer coastal and barrier beaches, tidal mudflats and salt marshes.

Federal Status: LT	State Status: T	SGCN: Y
Endemic: N	Global Rank: G4T2	State Rank: S2N

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TRAVIS COUNTY

BIRDS

Sprague's pipit *Anthus spragueii*

The county distribution for this species includes geographic areas that the species may use during migration. Time of year should be factored into evaluations to determine potential presence of this species in a specific county. Habitat during migration and in winter consists of pastures and weedy fields (AOU 1983), including grasslands with dense herbaceous vegetation or grassy agricultural fields.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G3G4	State Rank: S3N

swallow-tailed kite *Elanoides forficatus*

The county distribution for this species includes geographic areas that the species may use during migration. Time of year should be factored into evaluations to determine potential presence of this species in a specific county. Lowland forested regions, especially swampy areas, ranging into open woodland; marshes, along rivers, lakes, and ponds; nests high in tall tree in clearing or on forest woodland edge, usually in pine, cypress, or various deciduous trees.

Federal Status:	State Status: T	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: S2B

western burrowing owl *Athene cunicularia hypugaea*

Open grasslands, especially prairie, plains, and savanna, sometimes in open areas such as vacant lots near human habitation or airports; nests and roosts in abandoned burrows

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G4T4	State Rank: S2

white-faced ibis *Plegadis chihi*

The county distribution for this species includes geographic areas that the species may use during migration. Time of year should be factored into evaluations to determine potential presence of this species in a specific county. Prefers freshwater marshes, sloughs, and irrigated rice fields, but will attend brackish and saltwater habitats; currently confined to near-coastal rookeries in so-called hog-wallow prairies. Nests in marshes, in low trees, on the ground in bulrushes or reeds, or on floating mats.

Federal Status:	State Status: T	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: S4B

whooping crane *Grus americana*

The county distribution for this species includes geographic areas that the species may use during migration. Time of year should be factored into evaluations to determine potential presence of this species in a specific county. Small ponds, marshes, and flooded grain fields for both roosting and foraging. Potential migrant via plains throughout most of state to coast; winters in coastal marshes of Aransas, Calhoun, and Refugio counties.

Federal Status: LE	State Status: E	SGCN: Y
Endemic: N	Global Rank: G1	State Rank: S1S2N

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TRAVIS COUNTY

BIRDS

wood stork *Mycteria americana*

The county distribution for this species includes geographic areas that the species may use during migration. Time of year should be factored into evaluations to determine potential presence of this species in a specific county. Prefers to nest in large tracts of baldcypress (Taxodium distichum) or red mangrove (Rhizophora mangle); forages in prairie ponds, flooded pastures or fields, ditches, and other shallow standing water, including salt-water; usually roosts communally in tall snags, sometimes in association with other wading birds (i.e. active heronries); breeds in Mexico and birds move into Gulf States in search of mud flats and other wetlands, even those associated with forested areas; formerly nested in Texas, but no breeding records since 1960.

Federal Status:	State Status: T	SGCN: Y
Endemic: N	Global Rank: G4	State Rank: SHB,S2N

CRUSTACEANS

Balcones Cave amphipod *Stygobromus balconis*

Subaquatic, subterranean obligate amphipod

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G2G3	State Rank: S2

Ezell's Cave amphipod *Stygobromus flagellatus*

Known only from artesian wells

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G2G3	State Rank: S3

No accepted common name *Lirceolus bisetus*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G1G2	State Rank: S1

FISH

american eel *Anguilla rostrata*

Originally found in all river systems from the Red River to the Rio Grande. Aquatic habtiats include large rivers, streams, tributaries, coastal watersheds, estuaries, bays, and oceans. Spawns in Sargasso Sea, larva move to coastal waters, metamorphose, and begin upstream movements. Females tend to move further upstream than males (who are often found in brackish estuaries). American Eel are habitat generalists and may be found in a broad range of habitat conditions including slow- and fast-flowing waters over many substrate types. Extirpation in upstream drainages attributed to reservoirs that impede upstream migration.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G4	State Rank: S4

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TRAVIS COUNTY

FISH

Guadalupe bass *Micropterus treculii*

Endemic to the streams of the northern and eastern Edwards Plateau including portions of the Brazos, Colorado, Guadalupe, and San Antonio basins; species also found outside of the Edwards Plateau streams in decreased abundance, primarily in the lower Colorado River; two introduced populations have been established in the Nueces River system. A pure population was re-established in a portion of the Blanco River in 2014. Species prefers lentic environments but commonly taken in flowing water; numerous smaller fish occur in rapids, many times near eddies; large individuals found mainly in riffle tail races; usually found in spring-fed streams having clear water and relatively consistent temperatures.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3	State Rank: S3

silverband shiner *Notropis shumardi*

In Texas, found from Red River to Lavaca River; Main channel with moderate to swift current velocities and moderate to deep depths; associatec with turbid water over silt, sand, and gravel.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: S4

Texas shiner *Notropis amabilis*

In Texas, it is found primarily in Edwards Plateau streams from the San Gabriel River in the east to the Pecos River in the west. Typical habitat includes rocky or sandy runs, as well as pools.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G4	State Rank: S4

INSECTS

American bumblebee *Bombus pensylvanicus*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic:	Global Rank: G3G4	State Rank: SNR

Comanche harvester ant *Pogonomyrmex comanche*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G2G3	State Rank: S2

Kretschmarr Cave mold beetle *Texamaurops reddelli*

Small, cave-adapted beetle found under rocks buried in silt; small, Edwards Limestone caves in of the Jollyville Plateau, a division of the Edwards Plateau

Federal Status: LE	State Status:	SGCN: Y
Endemic: Y	Global Rank: G1G2	State Rank: S1

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TRAVIS COUNTY

INSECTS

No accepted common name *Lymantes nadineae*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: GNR	State Rank: S2

No accepted common name *Rhadine austinica*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G1G2	State Rank: S1S2

No accepted common name *Rhadine subterranea*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G2	State Rank: S2

No accepted common name *Macrotera parkeri*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic:	Global Rank: GNR	State Rank: SNR

No accepted common name *Neotrichia juani*

Specimens were collected from perennial and ephemeral rivers, and small spring-fed streams (Harris and Tiemann 1993).

Federal Status:	State Status:	SGCN: Y
Endemic:	Global Rank: G1	State Rank: S1

No accepted common name *Xiphocentron messapus*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G1G3	State Rank: S2?

No accepted common name *Bombus variabilis*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic:	Global Rank: G1G2	State Rank: SNR

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TRAVIS COUNTY

INSECTS

No accepted common name *Andrena scotoptera*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic:	Global Rank: GNR	State Rank: SNR

No accepted common name *Oncopodura fenestra*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G2G3	State Rank: S2?

Tooth Cave ground beetle *Rhadine persephone*

Resident, small, cave-adapted beetle found in small Edwards Limestone caves in Travis and Williamson counties

Federal Status: LE	State Status:	SGCN: Y
Endemic: Y	Global Rank: G1G2	State Rank: S1

MAMMALS

Aransas short-tailed shrew *Blarina hylophaga plumbea*

Excavates burrows in sandy soils underlying mottes of live oak trees or in areas with little to no ground cover.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G5T1Q	State Rank: S1

big brown bat *Eptesicus fuscus*

Any wooded areas or woodlands except south Texas. Riparian areas in west Texas.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: S5

big free-tailed bat *Nyctinomops macrotis*

Habitat data sparse but records indicate that species prefers to roost in crevices and cracks in high canyon walls, but will use buildings, as well; reproduction data sparse, gives birth to single offspring late June-early July; females gather in nursery colonies; winter habits undetermined, but may hibernate in the Trans-Pecos; opportunistic insectivore

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: S3

cave myotis bat *Myotis velifer*

Colonial and cave-dwelling; also roosts in rock crevices, old buildings, carports, under bridges, and even in abandoned Cliff Swallow (Hirundo pyrrhonota) nests; roosts in clusters of up to thousands of individuals; hibernates in limestone caves of Edwards Plateau and gypsum cave of Panhandle during winter; opportunistic insectivore.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G4G5	State Rank: S2S3

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TRAVIS COUNTY

MAMMALS

eastern red bat *Lasiurus borealis*

Red bats are migratory bats that are common across Texas. They are most common in the eastern and central parts of the state, due to their requirement of forests for foliage roosting. West Texas specimens are associated with forested areas (cottonwoods). Also common along the coastline. These bats are highly mobile, seasonally migratory, and practice a type of "wandering migration". Associations with specific habitat is difficult unless specific migratory stopover sites or wintering grounds are found. Likely associated with any forested area in East, Central, and North Texas but can occur statewide.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G3G4	State Rank: S4

eastern spotted skunk *Spilogale putorius*

Generalist; open fields prairies, croplands, fence rows, farmyards, forest edges & woodlands. Prefer wooded, brushy areas & tallgrass prairies. S.p. ssp. interrupta found in wooded areas and tallgrass prairies, preferring rocky canyons and outcrops when such sites are available.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G4	State Rank: S1S3

hoary bat *Lasiurus cinereus*

Hoary bats are highly migratory, high-flying bats that have been noted throughout the state. Females are known to migrate to Mexico in the winter, males tend to remain further north and may stay in Texas year-round. Commonly associated with forests (foliage roosting species) but are found in unforested parts of the state and lowland deserts. Tend to be captured over water and large, open flyways.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G3G4	State Rank: S4

long-tailed weasel *Mustela frenata*

Includes brushlands, fence rows, upland woods and bottomland hardwoods, forest edges & rocky desert scrub. Usually live close to water.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: S5

mountain lion *Puma concolor*

Generalist; found in a wide range of habitats statewide. Found most frequently in rugged mountains & riparian zones.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: S2S3

northern yellow bat *Lasiurus intermedius*

Occurs mainly along the Gulf Coast but inland specimens are not uncommon. Prefers roosting in spanish moss and in the hanging fronds of palm trees. Common where this vegtation occurs. Found near water and forages over grassy, open areas. Males usually roost solitarily, whereas females roost in groups of several individuals.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: S4

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TRAVIS COUNTY

MAMMALS

swamp rabbit *Sylvilagus aquaticus*

Primarily found in lowland areas near water including: cypress bogs and marshes, floodplains, creeks and rivers.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: S5

tricolored bat *Perimyotis subflavus*

Forest, woodland and riparian areas are important. Caves are very important to this species.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G3G4	State Rank: S2

western hog-nosed skunk *Conepatus leuconotus*

Habitats include woodlands, grasslands & deserts, to 7200 feet, most common in rugged, rocky canyon country; little is known about the habitat of the ssp. telmalestes

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G4	State Rank: S4

MOLLUSKS

false spike *Fusconaia mitchelli*

Occurs in small streams to medium-size rivers in habitats such as riffles and runs with flowing water. Is often found in stable substrates of sand, gravel, and cobble (Howells 2010; Randklev et al. 2012; Sowards et al. 2013; Tsakiris and Randklev 2016). [Mussels of Texas 2019]

Federal Status: PE	State Status: T	SGCN: Y
Endemic: N	Global Rank: GNR	State Rank: S1

No accepted common name *Stygopyrgus bartonensis*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G1	State Rank: S1

No accepted common name *Patera leatherwoodi*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic:	Global Rank: G1	State Rank: S1

No accepted common name *Millerelix gracilis*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic:	Global Rank: G2G3	State Rank: S2?

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TRAVIS COUNTY

MOLLUSKS

No accepted common name *Phreatodrobia punctata*

Habitat description is not available at this time.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G2	State Rank: S1

Texas fatmucket *Lampsilis bracteata*

Reported to occur in slow to moderate current in sand, mud, and gravel substrates among large cobble, boulders, bedrock ledges, horizontal cracks in bedrock slabs, and macrophyte beds. Has also been observed inhabiting the roots of cypress trees and vegetation along steep banks. Past authorities have reported this species intolerant of reservoir conditions but recent surveys suggest it may persist in some impoundment conditions (Howells 2010c; Randklev et al. 2017b). [Mussel of Texas 2019]

Federal Status: PE	State Status: T	SGCN: Y
Endemic: Y	Global Rank: G1	State Rank: S1

Texas fawnsfoot *Truncilla macrodon*

Occurs in large rivers but may also be found in medium-sized streams. Is found in protected near shore areas such as banks and backwaters but also riffles and point bar habitats with low to moderate water velocities. Typically occurs in substrates of mud, sandy mud, gravel and cobble. Considered intolerant of reservoirs (Randklev et al. 2010; Howells 2010o; Randklev et al. 2014b,c; Randklev et al. 2017a,b). [Mussels of Texas 2019]

Federal Status: PT	State Status: T	SGCN: Y
Endemic: Y	Global Rank: G1	State Rank: S2

Texas pimpleback *Cyclonaias petrina*

Occurs in medium-size streams to large rivers primarily in riffles and runs. Often found in substrates composed of sand, gravel, and cobble, including mud-silt or gravel-filled cracks in bedrock slabs. Considered intolerant of reservoirs (Howells 2010m; Randklev et al. 2017b). [Mussels of Texas 2019]

Federal Status: PE	State Status: T	SGCN: Y
Endemic: Y	Global Rank: G1	State Rank: S1

REPTILES

eastern box turtle *Terrapene carolina*

Terrestrial: Eastern box turtles inhabit forests, fields, forest-brush, and forest-field ecotones. In some areas they move seasonally from fields in spring to forest in summer. They commonly enters pools of shallow water in summer. For shelter, they burrow into loose soil, debris, mud, old stump holes, or under leaf litter. They can successfully hibernate in sites that may experience subfreezing temperatures.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: S3

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TRAVIS COUNTY

REPTILES

plateau spot-tailed earless lizard *Holbrookia lacerata*

Terrestrial: Habitats include moderately open prairie-brushland regions, particularly fairly flat areas free of vegetation or other obstructions (e.g., open meadows, old and new fields, graded roadways, cleared and disturbed areas, prairie savanna, and active agriculture including row crops); also, oak-juniper woodlands and mesquite-prickly pear associations (Axtell 1968, Bartlett and Bartlett 1999).

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: GNR	State Rank: S2

slender glass lizard *Ophisaurus attenuatus*

Terrestrial: Habitats include open grassland, prairie, woodland edge, open woodland, oak savannas, longleaf pine flatwoods, scrubby areas, fallow fields, and areas near streams and ponds, often in habitats with sandy soil.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: S3

Texas garter snake *Thamnophis sirtalis annectens*

Terrestrial and aquatic: Habitats used include the grasslands and modified open areas in the vicinity of aquatic features, such as ponds, streams or marshes. Damp soils and debris for cover are thought to be critical.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G5T4	State Rank: S1

Texas horned lizard *Phrynosoma cornutum*

Terrestrial: Open habitats with sparse vegetation, including grass, prairie, cactus, scattered brush or scrubby trees; soil may vary in texture from sandy to rocky; burrows into soil, enters rodent burrows, or hides under rock when inactive. Occurs to 6000 feet, but largely limited below the pinyon-juniper zone on mountains in the Big Bend area.

Federal Status:	State Status: T	SGCN: Y
Endemic: N	Global Rank: G4G5	State Rank: S3

Texas map turtle *Graptemys versa*

Aquatic: Primarily a river turtle but can also be found in reservoirs. Can be found in deep and shallow water with sufficient basking sites (emergent rocks and woody debris).

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G4	State Rank: SU

western box turtle *Terrapene ornata*

Terrestrial: Ornate or western box trutles inhabit prairie grassland, pasture, fields, sandhills, and open woodland. They are essentially terrestrial but sometimes enter slow, shallow streams and creek pools. For shelter, they burrow into soil (e.g., under plants such as yucca) (Converse et al. 2002) or enter burrows made by other species.

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G5	State Rank: S3

PLANTS

arrowleaf milkvine *Matelea sagittifolia*

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TRAVIS COUNTY

PLANTS

Most consistently encountered in thornscrub in South Texas; Perennial; Flowering March-July; Fruiting April-July and Dec?

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G3	State Rank: S3

basin bellflower *Campanula reverchonii*

Among scattered vegetation on loose gravel, gravelly sand, and rock outcrops on open slopes with exposures of igneous and metamorphic rocks; may also occur on sandbars and other alluvial deposits along major rivers; flowering May-July

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G2	State Rank: S2

bracted twistflower *Streptanthus bracteatus*

Shallow, well-drained gravelly clays and clay loams over limestone in oak juniper woodlands and associated openings, on steep to moderate slopes and in canyon bottoms; several known soils include Tarrant, Brackett, or Speck over Edwards, Glen Rose, and Walnut geologic formations; populations fluctuate widely from year to year, depending on winter rainfall; flowering mid April-late May, fruit matures and foliage withers by early summer

Federal Status: PT	State Status:	SGCN: Y
Endemic: Y	Global Rank: G1	State Rank: S1

Buckley tridens *Tridens buckleyanus*

Occurs in juniper-oak woodlands on rocky limestone slopes; Perennial; Flowering/Fruiting April-Nov

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3G4	State Rank: S3S4

canyon bean *Phaseolus texensis*

Narrowly endemic to rocky canyons in eastern and southern Edwards Plateau occurring on limestone soils in mixed woodlands, on limestone cliffs and outcrops, frequently along creeks.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G2	State Rank: S2

canyon mock-orange *Philadelphus texensis var. ernestii*

Usually found growing from honeycomb pits on outcrops of Cretaceous limestone exposed as rimrock along mesic canyons, usually in the shade of mixed evergreen-deciduous canyon woodland; flowering April-June, fruit dehiscing September-October

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G3T3	State Rank: S3

canyon sedge *Carex edwardsiana*

Dry-mesic decidous and deciduous-juniper woodlands in canyons and ravines, usually in clay loams very high in calcium on rocky banks and slopes just above streams and stream beds. Carex edwardsiana usually grows near C. planostachys. Fruiting spring (Ball, Reznicek, and 2003).

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3G4	State Rank: S3S4

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TRAVIS COUNTY

PLANTS

Correll's false dragon-head *Physostegia correllii*

Wet, silty clay loams on streamsides, in creek beds, irrigation channels and roadside drainage ditches; or seepy, mucky, sometimes gravelly soils along riverbanks or small islands in the Rio Grande; or underlain by Austin Chalk limestone along gently flowing spring-fed creek in central Texas; flowering May-September

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G2	State Rank: S2

glandular gay-feather *Liatris glandulosa*

Occurs in herbaceous vegetation on limestone outcrops (Carr 2015)

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3	State Rank: S2

Glass Mountains coral-root *Hexalectris nitida*

Apparently rare in mixed woodlands in canyons in the mountains of the Brewster County, but encountered with regularity, albeit in small numbers, under Juniperus ashei in woodlands over limestone on the Edwards Plateau, Callahan Divide and Lampasas Cutplain; Perennial; Flowering June-Sept; Fruiting July-Sept

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G3	State Rank: S3

gravelbar brickellbush *Brickellia dentata*

Essentially restricted to frequently-scoured gravelly alluvial beds in creek and river bottoms; Perennial; Flowering June-Nov; Fruiting June-Oct

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3G4	State Rank: S3S4

Greenman's bluet *Houstonia parviflora*

Grass pastures. Feb- Apr. (Correll and Johnston 1970).

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3	State Rank: S3

Heller's marbleseed *Onosmodium helleri*

Occurs in loamy calcareous soils in oak-juniper woodlands on rocky limestone slopes, often in more mesic portions of canyons; Perennial; Flowering March-May

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3	State Rank: S3

low spurge *Euphorbia peplidion*

Occurs in a variety of vernally-moist situations in a number of natural regions; Annual; Flowering Feb-April; Fruiting March-April

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3	State Rank: S3

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TRAVIS COUNTY

PLANTS

narrowleaf brickellbush *Brickellia eupatorioides var. gracillima*

Moist to dry gravelly alluvial soils along riverbanks but also on limestone slopes; Perennial; Flowering/Fruiting April-Nov

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G5T3	State Rank: S3

net-leaf bundleflower *Desmanthus reticulatus*

Mostly on clay prairies of the coastal plain of central and south Texas; Perennial; Flowering April-July; Fruiting April-Oct

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3	State Rank: S3

Plateau loosestrife *Lythrum ovalifolium*

Banks and gravelly beds of perennial (or strong intermittent) streams on the Edwards Plateau, Llano Uplift and Lampasas Cutplain; Perennial; Flowering/Fruiting April-Nov

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G3G4	State Rank: S3S4

plateau milkvine *Matelea edwardsensis*

Occurs in various types of juniper-oak and oak-juniper woodlands; Perennial; Flowering March-Oct; Fruiting May-June

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3	State Rank: S3

rock grape *Vitis rupestris*

Occurs on rocky limestone slopes and in streambeds; Perennial; Flowering March-May; Fruiting May-July

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G3	State Rank: S1

scarlet leather-flower *Clematis texensis*

Usually in oak-juniper woodlands in mesic rocky limestone canyons or along perennial streams; Perennial; Flowering March-July; Fruiting May-July

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3G4	State Rank: S3S4

Stanfield's beebalm *Monarda stanfieldii*

Largely confined to granite sands along the middle course of the Colorado River and its tributaries; Perennial

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3	State Rank: S3

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TRAVIS COUNTY

PLANTS

sycamore-leaf snowbell *Styrax platanifolius ssp. platanifolius*

Rare throughout range, usually in oak-juniper woodlands on steep rocky banks and ledges along intermittent or perennial streams, rarely far from some reliable source of moisture; Perennial; Flowering April-May; Fruiting May-Aug.

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3T3	State Rank: S3

Texabama croton *Croton alabamensis var. texensis*

In duff-covered loamy clay soils on rocky slopes in forested, mesic limestone canyons; locally abundant on deeper soils on small terraces in canyon bottoms, often forming large colonies and dominating the shrub layer; scattered individuals are occasionally on sunny margins of such forests; also found in contrasting habitat of deep, friable soils of limestone uplands, mostly in the shade of evergreen woodland mottes; flowering late February-March; fruit maturing and dehiscing by early June

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3T2	State Rank: S2

Texas almond *Prunus minutiflora*

Wide-ranging but scarce, in a variety of grassland and shrubland situations, mostly on calcareous soils underlain by limestone but occasionally in sandier neutral soils underlain by granite; Perennial; Flowering Feb-May and Oct; Fruiting Feb-Sept

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3G4	State Rank: S3S4

Texas amorpha *Amorpha roemeriana*

Juniper-oak woodlands or shrublands on rocky limestone slopes, sometimes on dry shelves above creeks; Perennial; Flowering May-June; Fruiting June-Oct

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G3	State Rank: S3

Texas barberry *Berberis swaseyi*

Shallow calcareous stony clay of upland grasslands/shrublands over limestone as well as in loamier soils in openly wooded canyons and on creek terraces; Perennial; Flowering/Fruiting March-June

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3	State Rank: S3

Texas fescue *Festuca versuta*

Occurs in mesic woodlands on limestone-derived soils on stream terraces and canyon slopes; Perennial; Flowering/Fruiting April-June

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G3	State Rank: S3

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TRAVIS COUNTY

PLANTS

Texas milk vetch *Astragalus reflexus*

Grasslands, prairies, and roadsides on calcareous and clay substrates; Annual; Flowering Feb-June; Fruiting April-June

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3	State Rank: S3

Texas seymeria *Seymeria texana*

Found primarily in grassy openings in juniper-oak woodlands on dry rocky slopes but sometimes on rock outcrops in shaded canyons; Annual; Flowering May-Nov; Fruiting July-Nov

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3	State Rank: S3

tree dodder *Cuscuta exaltata*

Parasitic on various Quercus, Juglans, Rhus, Vitis, Ulmus, and Diospyros species as well as Acacia berlandieri and other woody plants; Annual; Flowering May-Oct; Fruiting July-Oct

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G3	State Rank: S3

turnip-root scurfpea *Pediomelum cyphocalyx*

Grasslands and openings in juniper-oak woodlands on limestone substrates on the Edwards Plateau and in north-central Texas (Carr 2015).

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3G4	State Rank: S2S3

Warnock's coral-root *Hexalectris warnockii*

In leaf litter and humus in oak-juniper woodlands on shaded slopes and intermittent, rocky creekbeds in canyons; in the Trans Pecos in oak-pinyon-juniper woodlands in higher mesic canyons (to 2000 m [6550 ft]), primarily on igneous substrates; in Terrell County under Quercus fusiformis mottes on terrraces of spring-fed perennial streams, draining an otherwise rather xeric limestone landscape; on the Callahan Divide (Taylor County), the White Rock Escarpment (Dallas County), and the Edwards Plateau in oak-juniper woodlands on limestone slopes; in Gillespie County on igneous substrates of the Llano Uplift; flowering June-September; individual plants do not usually bloom in successive years

Federal Status:	State Status:	SGCN: Y
Endemic: N	Global Rank: G2G3	State Rank: S2

Wright's milkvetch *Astragalus wrightii*

On sandy or gravelly soils; April (Diggs et al. 1999).

Federal Status:	State Status:	SGCN: Y
Endemic: Y	Global Rank: G3	State Rank: S3

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U.S. Fish & Wildlife Service

ECOS

ECOS / Species Reports / Species County Report

Listed species believed to or known to occur in Travis, Texas

This report includes species only if they have a **Spatial Current Range** in ECOS.

The following report contains species that are known to or are believed to occur in this county, based on the species current range, as defined by the USFWS. The definition of current range that the FWS uses is the general geographic area where we know or suspect that a species currently occurs.

This list of species by county cannot be used for consultation purposes. To obtain an official list of species that should be considered during consultation, please visit IPaC.

CSV

Show 10 entries Search:

35 Species Listings

Group	Name	Population		Status	Lead Region
Birds	Whooping crane (Grus americana)	Wherever found, except where listed as an experimental population	Endangered	2	Assistant Regional Director-Ecological Services
Mammals	Tricolored bat (Perimyotis subflavus)	Wherever found	Proposed Endangered	5	Pennsylvania Ecological Services Field Office

Insects	Monarch butterfly (Danaus plexippus)	Wherever found	Candidate	3	Assistant Regional Director-Ecological Services
Birds	Red knot (Calidris canutus rufa)	Wherever found	Threatened	5	New Jersey Ecological Services Field Office
Clams	Texas fawnsfoot (Truncilla macrodon)	Wherever found	Proposed Threatened	2	Austin Ecological Services Field Office
Clams	Guadalupe Orb (Cyclonaias necki)		Proposed Endangered	2	Austin Ecological Services Field Office
Flowering Plants	Bracted twistflower (Streptanthus bracteatus)	Wherever found	Threatened	2	Austin Ecological Services Field Office
Arachnids	Bone Cave harvestman (Texella reyesi)	Wherever found	Endangered	2	Austin Ecological Services Field Office

Arachnids	Bone Cave harvestman (Texella reyesi)	Wherever found	Endangered	2	Austin Ecological Services Field Office
Amphibians	Barton Springs salamander (Eurycea sosorum)	Wherever found	Endangered	2	Austin Ecological Services Field Office

Showing 1 to 10 of 35 entries Previous 1 2 3 4 Next

IPaC **U.S. Fish & Wildlife Service**

IPaC resource list

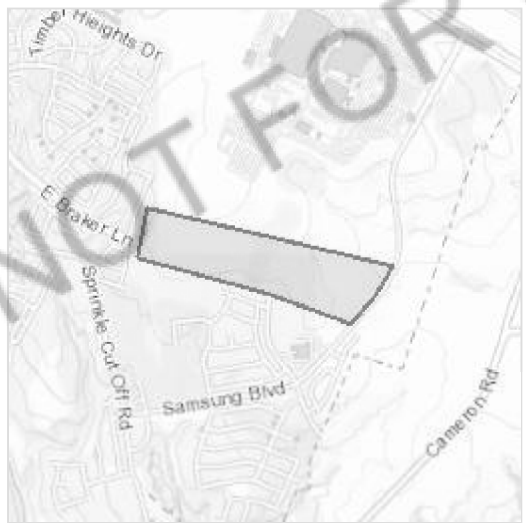
This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

NOT FOR CONSULTATION

Location

Travis County, Texas



Local office

Austin Ecological Services Field Office

(512) 490-0057
(512) 490-0974

10711 Burnet Road, Suite 200

Austin, TX 78758-4460

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Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

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1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).

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2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Tricolored Bat *Perimyotis subflavus* Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

Birds

NAME	STATUS
Golden-cheeked Warbler *Setophaga chrysoparia* Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/33	Endangered
Piping Plover *Charadrius melodus* This species only needs to be considered if the following condition applies: • Wind Energy Projects There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot *Calidris canutus rufa* Wherever found This species only needs to be considered if the following condition applies: • Wind Energy Projects There is **proposed** critical habitat for this species. https://ecos.fws.gov/ecp/species/1864	Threatened
Whooping Crane *Grus americana* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/758	Endangered

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Amphibians

NAME	STATUS
Austin Blind Salamander Eurycea waterlooensis Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/5737	Endangered
Jollyville Plateau Salamander Eurycea tonkawae Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/3116	Threatened

Clams

NAME	STATUS
Texas Fatmucket Lampsilis bracteata Wherever found There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/9041	Proposed Endangered
Texas Fawnsfoot Truncilla macrodon Wherever found There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8965	Proposed Threatened
Texas Pimpleback Cyclonaias petrina Wherever found There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8966	Proposed Endangered

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9743	Candidate

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Tooth Cave Ground Beetle Rhadine persephone Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/5625	Endangered

Arachnids

NAME	STATUS
Bee Creek Cave Harvestman Texella reddelli Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2464	Endangered
Bone Cave Harvestman Texella reyesi Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/5306	Endangered
Tooth Cave Spider Tayshaneta myopica Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2360	Endangered

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.

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2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern https://www.fws.gov/program/migratory-birds/species
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

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NAME	BREEDING SEASON
American Golden-plover Pluvialis dominica This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Sep 1 to Jul 31
Chimney Swift Chaetura pelagica This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25

Kentucky Warbler Oporornis formosus — Breeds Apr 20 to Aug 20
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Lesser Yellowlegs Tringa flavipes — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9679

Little Blue Heron Egretta caerulea — Breeds Mar 10 to Oct 15
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Long-billed Curlew Numenius americanus — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/5511

Prothonotary Warbler Protonotaria citrea — Breeds Apr 1 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Sprague's Pipit Anthus spragueii — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/8964

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

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How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

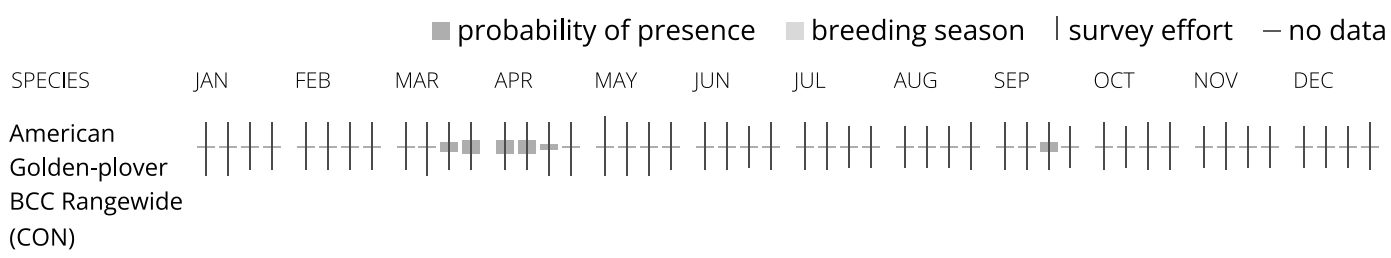
Breeding Season ( )
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



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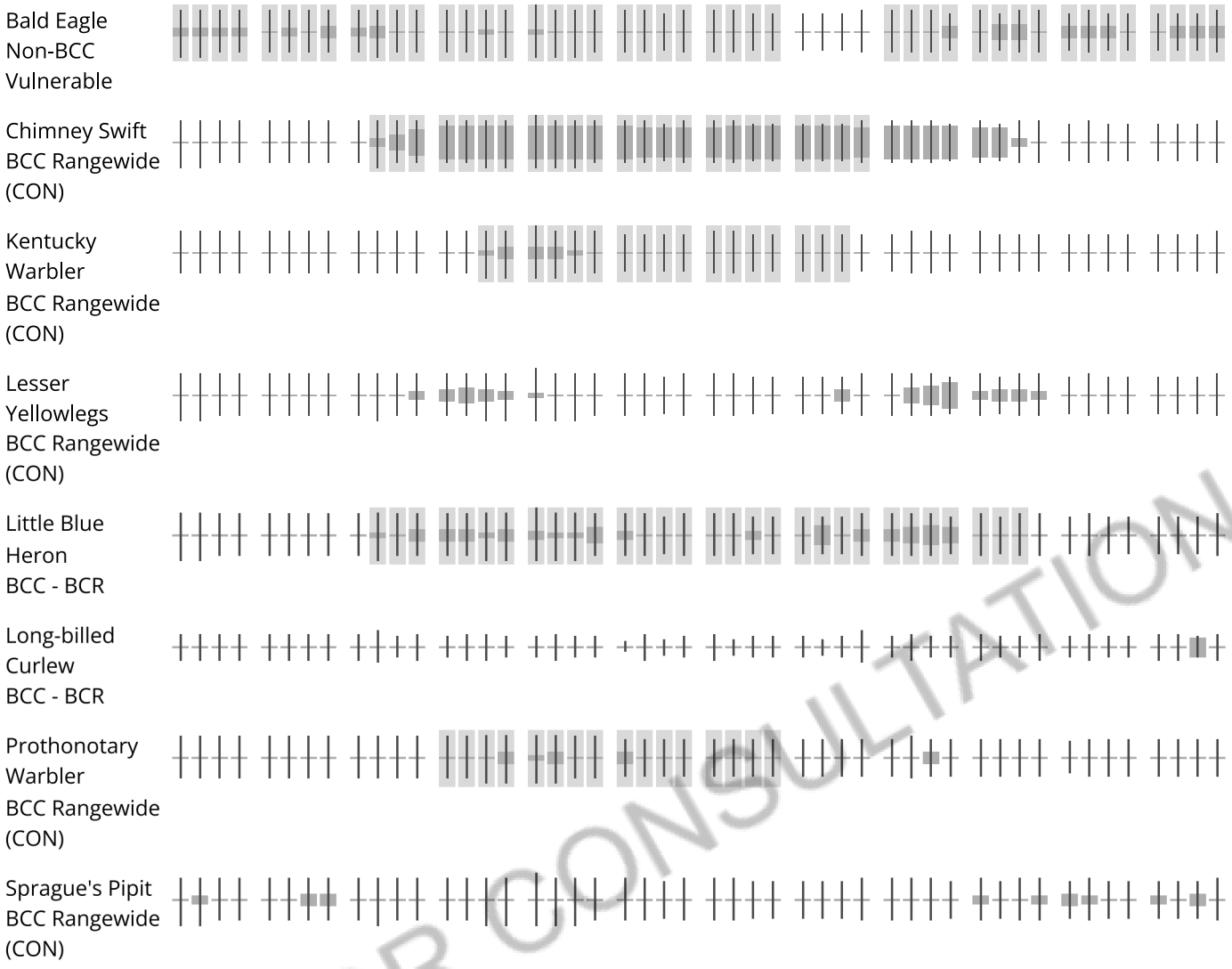

NOT FOR CONSULTATION

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid

cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to

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you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

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Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Wetland information is not available at this time

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the NWI map to view wetlands at this location.

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Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also

been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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Element Occurrence Record

Scientific Name: Thamnophis sirtalis annectens **Occurrence #:** 11 **Eo Id:** 6167

Common Name: Texas garter snake **Track Status:** Track all extant and selected historical EOs

Identification Confirmed: Y - Yes **TX Protection Status:**

Global Rank: G5T4 **State Rank:** S1 **Federal Status:**

Location Information:

Directions

1 MILE EAST OF AUSTIN, CAPTAIN ALDRICH'S PLACE

Survey Information:

First Observation: 1942-05-28 **Survey Date:** **Last Observation:** 1946-04-18

Eo Type: **Eo Rank:** H **Eo Rank Date:** 2006-12-07

Observed Area:

Comments:

General Description:

Comments:

Protection Comments:

Management Comments:

Data:

EO Data: UNDER LOG IN CREEK BOTTOM AT 1600 SUNNY DAY 94 DEGREES F.; UNDER BARK 1915 SUNNY DAY 90 DEGREES F.; UNDER ROCKS CREEK BOTTOM 1630 SUNNY DAY 75 DEGREES F.; UNDER ROTTEN LOG 1830 SUNNY DAY 92 DEGREES F.; UNDER LOGS AND ROCKS NEAR CREEK 1535-1630 SUNNY DAY WITH 4 MPH SOUTH WIND 79 DEGREES F.

Community Information:

Scientific Name:	Stratum:	Dominant:	Lifeform:	Composition Note:

Reference:

Citation:

BROWN, L.M. 1946. SPECIMEN # BCB 3039, 18 APRIL 1946. SPECIMEN COLLECTION, STRECKER MUSEUM. SMU.

Specimen:

BROWN, L.M. 1942. SPECIMEN # BCB 3027-8. 3 AUG 1942. STRECKER MUSEUM. SMU. (S42BROSMTXUS)

BROWN, L.M. 1942. SPECIMEN # BCB 3032. 28 MAY 1942. STRECKER MUSEUM. SMU. (S42BROSMTXUS)

BROWN, L.M. 1943. SPECIMEN # BCB 3029-31. 17 MAR 1943. STRECKER MUSEUM. SMU. (S43BROSMTXUS)

BROWN, L.M. 1946. SPECIMEN # BCB 3034-8. 24 FEB 1946. STRECKER MUSEUM. SMU. (S46BROSMTXUS)

BROWN, L.M. 1946. SPECIMEN # BCB 3039, 18 APRIL 1946. SPECIMEN COLLECTION, STRECKER MUSEUM. SMU. (S46BROSMTXUS)

Baylor University, Bryce C. Brown Collection at Strecker Museum. 1942. L.M. Brown, Catalog # 3027, 3028 BCB, SM. 3 August 1942.

Baylor University, Bryce C. Brown Collection at Strecker Museum. 1942. L.M. Brown, Catalog # 3032 BCB, SM. 28 May 1942.

Baylor University, Bryce C. Brown Collection at Strecker Museum. 1943. L.M. Brown, Catalog # 3029-3031 BCB, SM. 17 March 1943.

Baylor University, Bryce C. Brown Collection at Strecker Museum. 1946. L.M. Brown, Catalog # 3034-3038 BCB, SM. 23 February 1946.

Baylor University, Bryce C. Brown Collection at Strecker Museum. 1946. L.M. Brown, Catalog # 3039 BCB, SM. 18 April 1946.

Element Occurrence Record

Scientific Name: Micropterus treculii **Occurrence #:** 68 **Eo Id:** 13944

Common Name: Guadalupe bass **Track Status:** Track all extant and selected historical EOs

Identification Confirmed: Y - Yes **TX Protection Status:**

Global Rank: G3 **State Rank:** S3 **Federal Status:**

Location Information:

Directions

Data aggregated from Fishes of Texas specimens. No directions added.

Survey Information:

First Observation: 2003-03-30 **Survey Date:** 2003-03-30 **Last Observation:** 2003-03-30

Eo Type: **Eo Rank:** E **Eo Rank Date:** 2003-03-30

Observed Area:

Comments:

General Description:

Comments:

Protection Comments:

Management Comments:

Data:

EO Data: 30 Mar 2003: 9 specimens were collected.

Community Information:

Scientific Name:	Stratum:	Dominant:	Lifeform:	Composition Note:

Reference:

Citation:

Fishes of Texas. 2015. Database download from the Fishes of Texas online database (http://www.fishesoftexas.org/home/) of SGCN species on 11 May 2015. University of Texas, Texas Natural History Collections, Excel spreadsheet.

Specimen:

Texas Natural History Collections, University of Texas at Austin, Austin, TX; Dean Arthur Hendrickson, Jacob C. Hendrickson, M. Hicks (#unknown), Catalog # 29916, 30 Mar 2003, TNHC.

Texas Natural History Collections, University of Texas at Austin, Austin, TX; Dean Arthur Hendrickson, Jacob C. Hendrickson, M. Hicks (#unknown), Catalog # 29926, 30 Mar 2003, TNHC.

Texas Natural History Collections, University of Texas at Austin, Austin, TX; Dean Arthur Hendrickson, Jacob C. Hendrickson, M. Hicks (#unknown), Catalog # 29947, 30 Mar 2003, TNHC.

Source Feature Record

Scientific Name: Thamnophis sirtalis annectens **Source Feature ID:** 38021

Common Name: Texas garter snake

State Conservation Rank: S1 **Global Conservation Rank:** G5T4

Texas Protection Status: **Federal Protection Status:**

Source Feature Descriptor:

Source Feature Locator:

Ditigizing Comments: This feature was mapped as a point with estimated error.

Mapping Comments: This feature was based on the coordinates and estimated error provided in iNaturalist ID 6296848.

Source Feature Data:

Observation Date:	Observer:	Observation Data:
2014-05-14	iNaturalist Herps of Texas project	This visit is based on iNaturalist observation ID 6296848.

Reference Code:	Full Citation:
W18INA01TXUS	iNaturalist Herps of Texas Project. 2018. http://www.inaturalist.org/projects/herps-of-texas (data downloaded 20180529; images downloaded 20180903).

From: Melanie Johnson <Melanie.Johnson@txdot.gov>
Sent: Friday, December 17, 2021 9:41 AM
To: alec.tobine@actribe.org; Celestine.bryant@actribe.org; epa4apachetribeok@gmail.com; jrohrer@mycaddonation.com; bgonzalez@mycaddonation.com; theodorev@comanchenation.com; martina.minthorn@comanchenation.com; mattocknie@kiowatribe.org; holly@mathpo.org; tonya@shawnee-tribe.com; mallen@tonkawatribe.com; lbrown@tonkawatribe.com; franks.d@sno-nsn.gov
Cc: Scott Pletka
Subject: Section 106 Consultation Request - 0914-04-315, E Braker Lane Extension, Travis County, Austin District

Sec. 106 Consultation

DECEMBER 17, 2021

Contacts:

Scott Pletka
512-416-2631

Notice:

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 FHWA and TxDOT.

We kindly request your comments on historic properties of cultural or religious significance to your Tribe that may be affected by the proposed project. Please see the following summary for project details and information. To access the associated reports, which include a detailed project description, APE definition and identification efforts, use the attached link. After 30 days, the link will expire. We will provide an updated link upon request. This project will also be included during our monthly Sec. 106 conference call every third Wednesday of the month at 2 p.m.

Summary:

Project ID (CSJ), Roadway, Limits, County and TxDOT District	*0914-04-315, East Braker Lane, Samsung Blvd to Dawes Place, Travis County, Austin District*
Lat/Longs:	*Begin:30.36709, -97.648814* *End:30.362848, -97.637805*
Project Sponsor:	*TxDOT or Named Local Sponsor*
Consultation Status:	*☒Initial Consultation* *☐Continuation of Consultation* *Reason(s):*
Short Description:	*Road connection*
New Right of Way:	*16.26 acres.*
Depth of Impacts:	*Typical: 6 feet; Maximum: 16.5 feet*
Known Archeological Sites or Properties in project area:	*N/A*
Identification Efforts:	*Survey*
Recommendations:	*No sites affected; proceed to construction or specify a proposed finding*
Link to Detailed Report:	*https://txdot.box.com/s/u6pxuvh6iajvcrg8g85vvxnwcph9vr98*

Please provide any comments that you may have on the TxDOT findings and recommendations. Please provide your comments within 30 days of receipt of this letter. Any comments provided after that time will be addressed to the fullest extent possible.

Melanie Johnson
Archeologist | Environmental Specialist IV
Archeological Studies Program | Environmental Affairs Division
Texas Department of Transportation
Mailing Address: 4777 US-80, Mesquite TX 75150
Phone: 512-954-4251
Email: melanie.johnson@txdot.gov
Available Hours: M-F 8 am-4:30 pm

From: noreply@thc.state.tx.us
Sent: Monday, January 3, 2022 12:31 PM
To: Scott Pletka; reviews@thc.state.tx.us
Subject: Section 106 Submission

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas
THC Tracking #202204779
Date: 01/03/2022
091404315 E Braker Ln
E Braker Ln at Samsung Blvd
Austin,TX 78754

Description: The City of Austin proposes to extend Braker Lane. The submitted report is the draft archeological survey report for this project.

Dear scott.pletka@txdot.gov:
Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas.

The review staff, led by Bill Martin, has completed its review and has made the following determinations based on the information submitted for review:

Archeology Comments

- No historic properties affected. However, if cultural materials are encountered during construction or disturbance activities, work should cease in the immediate area; work can continue where no cultural materials are present. Please contact the THC's Archeology Division at 512-463-6096 to consult on further actions that may be necessary to protect the cultural remains.
- THC/SHPO concurs with information provided.
- This draft report is acceptable. Please submit a final report: one restricted version with any site location information (if applicable), and one public version with all site location information redacted. To facilitate review and make project information and final reports available through the Texas Archeological Sites Atlas, we appreciate submitting abstracts online at https://xapps.thc.state.tx.us/106Review/Abstract/Create and e-mailing survey area shapefiles to archeological_projects@thc.texas.gov if this has not already occurred. Please note that these steps are required for projects conducted under a Texas Antiquities Permit.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: bill.martin@thc.texas.gov.

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit http://thc.texas.gov/etrac-system.

Sincerely,

for Mark Wolfe, State Historic Preservation Officer
Executive Director, Texas Historical Commission

Please do not respond to this email.

APPENDIX H

SECTION 4(F) DOCUMENTATION

Checklist for Section 4(f) *De Minimis* for Public Parks, Recreation Lands, Wildlife & Waterfowl Refuges, and Historic Properties

Main CSJ: 091404315
District(s): Austin
County(ies): Travis
Property ID: 242310233
Property Name: Pioneer Crossing Neighborhood Park (City of Austin Parks and Recreation Department property)

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 FHWA and TxDOT.

The following checklist was developed as a tool to assist in streamlining the Section 4(f) *De Minimis* process and to ensure that all necessary information is documented in the File of Record (ECOS).

What Type of Property is Being Evaluated?

- ☒ A park, recreation land, or wildlife/waterfowl refuge
- ☐ A historic property

Section 4(f) Defining Criteria for Parks, Recreation, and Refuge Properties

1. Yes — Is the property publicly owned?
2. Yes — Is the property open to the public (except in certain cases for refuges)?
3. Yes — Is the property's major purpose for park, recreation, or refuge activities?
4. Yes — Is the property significant?

Defining the Property's Significance

Note: Significance is presumed in the absence of a determination with the official with jurisdiction.

1. Yes — Does the property play an important role in meeting the park, recreation, or refuge objectives for the official with jurisdiction?
2. Yes — Is the property's major purpose for park, recreation, or refuge activities?

Establishing Section 4(f) Use of the Property

1. Yes — Does the project require a use (i.e., new right of way, new easement(s), etc.)?

Establishing Section 4(f) *De Minimis* Eligibility

1. Yes — Was it determined that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection?

2. Yes — Was a public notice and an opportunity for public review and comment provided? *(This requirement can be satisfied in conjunction with other public involvement procedures, such as those for NEPA process)*

3. Yes — Did the Official with Jurisdiction concur that the property was significant and that the proposed project meets ALL conditions of items above?

Section 4(f) Use:

The project area includes publicly owned land that is currently used as or may be used in the future as a public park. The public park facility is currently undeveloped, with no amenities or recreational facilities. According to a City of Austin Parks and Recreation Department (CoA PARD) Planning, Program Manager, the PARD property may be used in the future as a neighborhood park with local recreation focus.

The CoA PARD land is located south of the proposed Braker Lane extension. The Build Alternative would require the acquisition of two permanent drainage easements to place on the PARD property south of the project roadway and east of Taebaek Drive. One easement would be 0.104 acre and runs along the east edge of the Taebaek extension. The second easement would be 5,105 square feet and runs on the south side of Braker Lane. A stormwater drainage structure would be constructed within the easements.

The CoA PARD determined that the park property on which the use will take place has significance under the requirements of 23 CFR 774.3(b). In order to qualify for a Section 4(f) de minimis, it was established that the project activities will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection. The function of the park will not be impaired, and its function will not cease. Nor will the project impair the function of the property as a whole. Therefore, these minor changes would have no adverse effect. The property would still possess significance after the project is complete. Coordination with the CoA PARD, the official with jurisdiction over the park, regarding park impacts and Section 4(f) de minimis applicability was completed 17 March 2023 with a No Adverse Effects finding and Certification of Section 4(f) De Minimis.

Documentation

The following **MUST** be attached to this checklist to ensure proper documentation of the Section 4(f) *De Minimis*:

- ☑ A detailed map of the Section 4(f) Property including current and proposed ROW; property boundaries; access points for pedestrians and vehicles and existing and planned facilities.
- ☑ Street level photograph of the property
- ☑ Concurrence letter from Official with Jurisdiction
- ☑ Copy of WPD I Screen from ECOS.

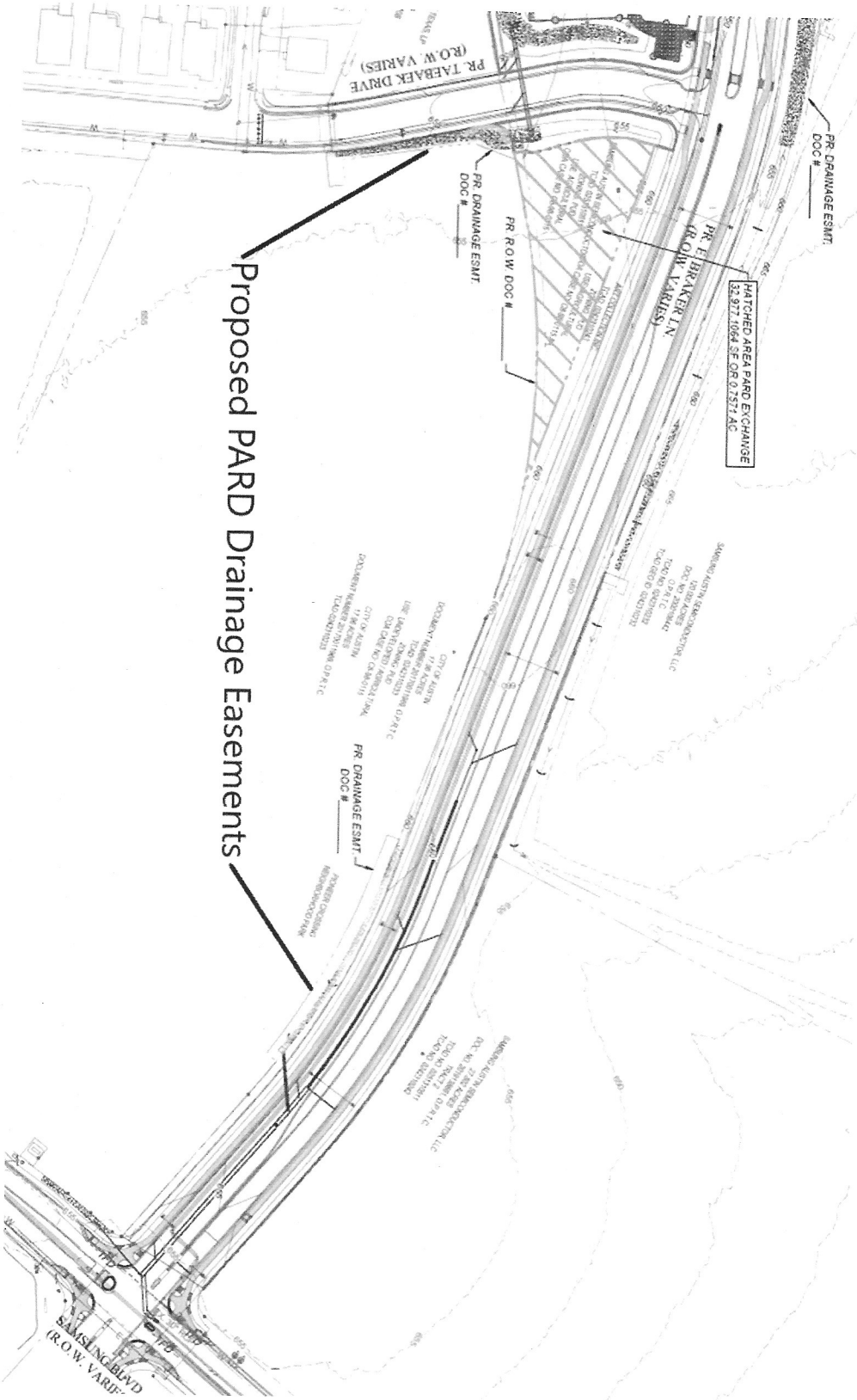

Proposed PARD Drainage Easements
PR. TABAEK DRIVE (R.O.W. VARIES)
PR. DRAINAGE ESMT. DOC #
FR. DRAINAGE ESMT. DOC #
FR R.O.W DOC #
PR. E BRAKER LN (R.O.W. VARIES)
HATCHED AREA PARD EXCHANGE 32,977.1064 SF OR 0.7571 AC
FR. DRAINAGE ESMT. DOC #
SAMSUNG BLVD (R.O.W. VARIE

Figure 5. Row crop areas are present across much of the project area (photograph taken in the eastern portion of the project area, facing south towards Pioneer Crossing Elementary School).

Figure 6. Residential housing along the southern portion of the project area (facing southeast), representing Urban Low Intensity areas. A concrete stormwater management structure is also present in this area.

PUBLIC WORKS

March 1, 2023

District: Austin
County: Travis
CSJ#: 0914-04-315
Highway: Braker Lane
Project Limits: Dawes Place to Samsung Blvd.
Section 4(f) Property: Pioneer Crossing Neighborhood Park
11544 Samsung Blvd., Austin, Texas 78754

SUBJECT: NOTIFICATION OF INTENT TO PURSUE *DE MINIMIS* TO SECTION 4(f) (23 CRF 774.3(b))

Kimberly McNeeley
Director, Austin Parks and Recreation Department
200 S. Lamar Blvd
Austin, TX 78704

Dear Ms. McNeeley,

In accordance with 23 CRF 774.3(b), we are seeking concurrence for the above referenced project, which will be carried out with Federal funds. This letter requests review and consultation concerning the determinations of significance and findings of no adverse effects within the project's area of potential effects (APE). Austin Public Works Department (PWD) also intends to pursue a Section 4(f) *de minimis*.

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 FHWA and TxDOT.

Introduction

Austin PWD on behalf of Austin Transportation Department (ATD) proposes to extend East Braker Ln. from its current terminus at Dawes Place to Samsung Blvd as well as extending Taebaek Dr. to connect with the Braker extension. The extension of Taebaek will include a culvert from the east side of the road to a stormwater facility constructed as part of the Braker Ln extension project. This culvert will be constructed in the Taebaek ROW, however grading will be required along Taebaek, in the Park property to direct water to the culvert. Additionally drainage grading along the Braker Ln ROW will be required to direct surface flows from the park. The proposed project would acquire 9,548 sf of permanent drainage easement from the Pioneer Crossing Neighborhood Park to contain these drainage improvements. See attached exhibit.

The proposed drainage grading in the PARD parcel, towards drainage improvements within the proposed road ROW, will improve surface water flow on the PARD parcel, reducing the potential for standing water. Further, PWD will mitigate the proposed actions through a mitigation payment to PARD of $146,840. ATD is in the process of acquiring approximately 32,977 sq. ft. of abutting private property which will be transferred to PARD and added to the existing park. When this transaction is complete the mitigation amount will be returned to ATD.

Determination of No Adverse Effects and Certification of Section 4(f) *De Minimis*

Survey determined that the Pioneer Crossing Neighborhood Park on which the ***use*** will take place has significance under the requirements of 23 CRF 774.3(b). In order to qualify for a Section 4(f) *de minimis*, it was established that the project activities will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

The function of property will not be impaired and its function will not cease. Nor will the project impair the function of the property as a whole. Therefore, these minor changes would have no adverse effect. The property would still possess its significance after the project is complete.

If you feel that PWD has met the above requirements and have no additional comments about the project, then please endorse this letter and return it to us by March 17, 2023. This endorsement will signify your concurrence that there is no adverse effect to the above property. Additional information about Section 4(f) requirements can be found at the following or you may request additional information from TxDOT:

http://environment.fhwa.dot.gov/(S(1vyep545s3wmhuubnvexkmm2))/4f/index.asp

Conclusion

In accordance with 23 CRF 774.3(b), I hereby request your signed concurrence with the finding of no adverse effects. Furthermore, PWD determined that the proposed project activities meet the requirements of a *de minimis* finding under Section 4(f).

Thank you for your assistance with the federal review process. If you need further information, please call me at 512-850-2622

Sincerely,

Matt Harold, PE
Capital Delivery Project Manager
City of Austin - Public Works Department

CONCUR: NO ADVERSE EFFECT
DETERMINATION OF *DE MINIMIS* IMPACT UNDER SECTION 4(f) GUIDELINES

NAME: Kimberly McNeeley Digitally signed by Kimberly McNeeley Date: 2023.03.21 07:37:50 -05'00' DATE: _____

[Insert Name and Title of Official with Jurisdiction]

Back To List

- WPD Section I - Project Definition
- WPD Section II - Tool
- WPD Section III - Project Work Plan
- WPD Section IV - Findings

Print this Page

Project Definition

Project Name: COA Braker Lane extension

CSJ: 0914 - 04 - 315

Anticipated Environmental Classification: EA

Yes — Is this an FHWA project that normally requires an EIS per 23 CFR 771.115(a)?

Project Association(s)

Auto Associate CSJ from DCIS

Manually Associate CSJ:

Add

CSJ	DCIS Funding	DCIS Number	Env Classification	DCIS Classification	Main or Associate	Doc Tracked In	Actions

There are currently no Project Associations added to this project.

DCIS Project Funding and Location

Funding

DCIS Funding Type:

☑ Federal ☐ State ☑ Local ☐ Private

Location

DCIS Project Number: STP 2023(876)MM

Highway: CS

District: AUSTIN

County: TRAVIS

Project Limit -- From: ON BRAKER LANE FROM SAMSUNG BLVD.

Project Limit -- To: DAWES PLACE

Begin Latitude: + 30 . 36709

Begin Longitude: - 97 . 648814

End Latitude: + 30 . 362848

End Longitude: - 97 . 637805

DCIS & P6 Letting Dates

DCIS District: 06/23

DCIS Approved: 06/23

DCIS Actual:

P6 Ready To Let:

P6 Proposed Letting:

DCIS Project Description

Type of Work: Spell

Layman's Description:

HIGHWAY IMPROVEMENT

DCIS Project Classification: NNF - NEW LOCATION NON-FREEWAY

Design Standard: 4R - New Location and Reconstruction

Roadway Functional Classification: 5 - Rural major collector or urban collector street

Jurisdiction

No — Does the project cross a state boundary, or require a new Presidential Permit or modification of an existing Presidential Permit?

Who is the lead agency responsible for the approval of the entire project?

☑ FHWA - Assigned to TxDOT ☐ TxDOT - No Federal Funding ☐ FHWA - Not Assigned to TxDOT

Local Government — Who is the project sponsor as defined by 43 TAC 2.7?

Yes — Is a local government's or a private developer's own staff or consultant preparing the CE documentation, EA or EIS?

No — Does the project require any federal permit, license, or approval?

☐ USACE ☐ IBWC ☐ USCG ☐ NPS ☐ IAJR ☐ Other

No — Does the project occur, in part or in total, on federal or tribal lands?

Environmental Clearance Project Description

Project Area

Typical Depth of Impacts:	6	(Feet)	Maximum Depth of Impacts:	16.5	(Feet)
New ROW Required:	16.26	(Acres)			
New Perm. Easement Required:	2.79	(Acres)	New Temp. Easement Required:	1.14	(Acres)

Project Description

Describe Limits of All Activities: Spell

New four-lane arterial roadway divided by medians with a median break at Taebaek Drive

Center-turn lanes for vehicles turning onto Taebaek Drive or Samsung Boulevard from Braker Lane

Sidewalks on both sides of the street along the project limits

Pedestrian crossing at Taebaek Drive to provide space for people walking, biking, and rolling to cross safely

Installation of a protected bicycle lane on the north side and an off-street bicycle lane on the south side

Extension of Taebaek Drive to connect to new East Braker Lane roadway

Curb, gutter and drainage improvements

Detention pond for runoff and water quality enhancements

Describe Project Setting: Spell

Braker Lane currently terminates at its eastern end at Dawes Place in the Pioneer Crossing neighborhood. Between Dessau Road and its eastern terminus, Braker is a four lane road with a curbed divider. Once complete, the project is expected to reduce congestion on East Parmer Lane.

Describe Existing Facility: Spell

Currently, the proposed ROW is an open grass field between the Pioneer Crossing East neighborhood (to the south) and the Samsung Facility (to the north), between Dawes Place and Samsung Boulevard.

Describe Proposed Facility: Spell

New four-lane arterial roadway divided by medians with a median break at Taebaek Drive

Center-turn lanes for vehicles turning onto Taebaek Drive or Samsung Boulevard from Braker Lane

Sidewalks on both sides of the street along the project limits

Pedestrian crossing at Taebaek Drive to provide space for people walking, biking, and rolling to cross safely

Installation of a protected bicycle lane on the north side and an off-street bicycle lane on the south side

Extension of Taebaek Drive to connect to new East Braker Lane roadway

Curb, gutter and drainage improvements

Detention pond for runoff and water quality enhancements

Transportation Planning

Yes — Is the project within an MPO's boundaries?

No — Does the project meet the definition for a grouped category for planning and programming purposes?

The project is located in Attainment/Unclassified area.

This status applies to:

- ☐ CO - Carbon Monoxide
- ☐ O3 - Ozone
- ☐ NO2 - Nitrogen Dioxide
- ☐ PM10 - Particulate
- ☐ PM2.5 - Particulate

Environmental Clearance Information

Environmental Clearance Date:

Environmental LOA Date:

Closed Date:

Archived Date:

Approved Environmental Classification:

Project Contacts

Created By: Jon Geiselbrecht

Date Created: 04/27/2021

Project Sponsor: ○ TXDOT (Or) ◉ Local Government

Sponsor Point Of Contact: Jon Geiselbrecht - Environmental Program Manager

ENV Core Team Member: Lindsey Kimmitt - Environmental Specialist

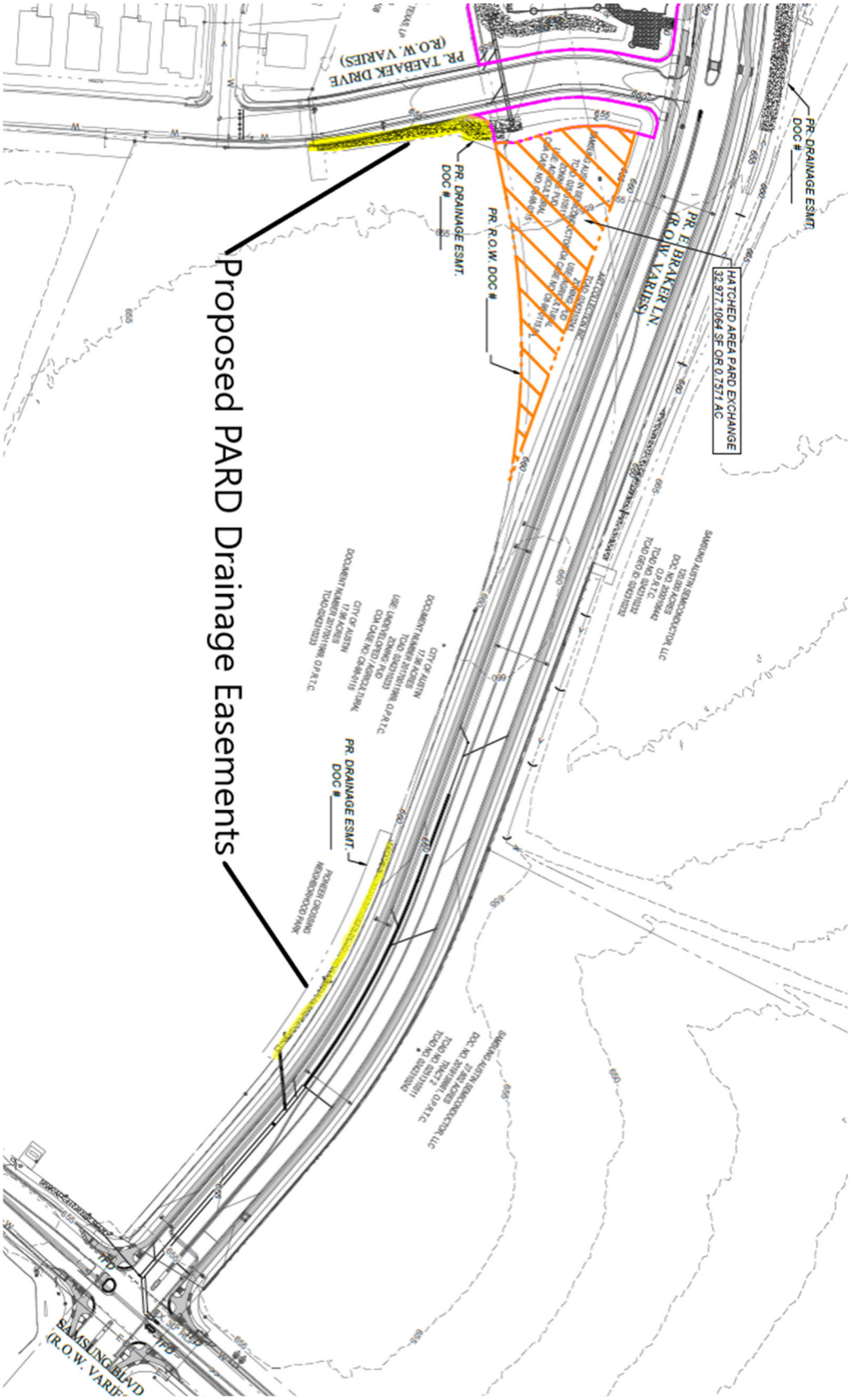
District Core Team Member: Jon Geiselbrecht - Environmental Program Manager

Other Point of Contact(s): Spell

Phil Ponebshek - Weston Solutions

Last Updated By: System Admin

Last Updated Date: 03/16/2023 07:11:07


Proposed PARD Drainage Easements
PR. TAEBAEK DRIVE (R.O.W. VARIES)
PR. DRAINAGE ESMT. DOC #
PR. R.O.W. DOC #
PR. E BRAKER LN. (R.O.W. VARIES)
HATCHED AREA PARD EXCHANGE 32,977.1064 SF OR 0.7571 AC
PR. DRAINAGE ESMT. DOC #
PR. DRAINAGE ESMT. DOC #
SAMSUNG BLVD (R.O.W. VARIES)

MEMORANDUM OF UNDERSTANDING

TO: **Richard Mendoza, P.E.**
Interim Director, Austin Transportation Department

M.O.U. # 22-005

FROM: **Kimberly McNeeley, M.Ed., CPRP**
Director, Parks and Recreation Department

SUBJECT: **Braker Lane Extension**

DATE: **11/15/2022**

Austin Transportation Department (ATD) is allowed the permanent use of undeveloped parkland at **Pioneer Crossing Neighborhood Park** located at 11544 Samsung Blvd. as indicated in the attached exhibits. The taking of parkland is needed for drainage easements for the roadway extension being constructed in accordance with the Austin Strategic Mobility Plan. The four-lane divided roadway will include bicycle and pedestrian facilities and will allow for additional neighborhood connectivity and improved access to Pioneer Crossing Neighborhood Park.

The parkland is to be used for **Permanent Use.** The requested area is:

Permanent Use Area: 9,574 sq. ft. = $146,840

Parkland Mitigation Amount =	$146,840
Chapter 26 Administrative Fee =	$4,000
Total =	$150,840

ATD will pay the above-mentioned mitigation amount and are also in the process of acquiring approximately 32,977 sq. ft. of property adjacent to the northwest corner of Pioneer Crossing Neighborhood Park as shown on Attachment "B" which will be transferred to the Parks and Recreation Department and made part of the existing parkland. When this transaction is complete the above mitigation amount will be returned to ATD.

The estimated construction duration is **720** calendar days starting in Fall 2023.

Austin Transportation Point of Contact is: **Fernando Cantero**	Phone Number: **512-974-7240**
Public Works Department Point of Contact is: **Matt Harold**	Phone Number: **512-974-2974**
PARD Point of Contact is: **Gregory Montes**	Phone Number: **512-974-9458**

Parks & Recreation Board: 11-28-2022

Council Approval: 3-9-2023

Kimberly McNeeley

Digitally signed by Kimberly McNeeley
Date: 2023.03.14 15:02:41 -05'00'

Kimberly McNeeley, M.Ed., CPRP — Date
Director, Parks and Recreation Department

CONCURRENCE

4-6-23

Richard Mendoza, P.E. — Date
Interim Director, Austin Transportation Department

Attachments A: (Mitigation Calculation Worksheet)
Attachments B: (Permanent Use and Property Acquisition Areas)
Attachments C: (Location Map)

ATTACHMENT "A" - M.O.U. MITIGATION FEES CALCULATION WORKSHEET - SUMMARY

	Calculated Fee
Permanent Use - Residentail	$146,840
TOTAL =	**$146,840**

Project:	Braker Lane Extension - Pioneer Park
MOU #	22-005

April 2023

ATTACHMENT "A" - M.O.U. MITIGATION FEES CALCULATION WORKSHEET

Permanent Use		Project:	Braker Lane Extension - Pioneer Park
			0
TCAD Land Value of Adjacent Properties ($):	$70,000	MOU #	22-005 0
Avg. Lot Size (sq. ft.):	4,564	*Based on City-wide average for single family lots*	
Value per Square Foot. ($):	$15	*TCAD Land Value divided by Avg. Lot Size*	
Requested Area (sq. ft.):	9,574	*Submitted by Requesting Department/Entity*	
Preliminary Mitigation Value ($):	$146,840	*Requested Area multiplied by the Value per Square Foot*	
Disturbance Value (%):	100.00%	*Based on limitations on future development for that portion of parkland (see table below)*	
Final Mitigation Value ($):	$146,840	*Preliminary Mitigation Value multiplied by the Disturbance Value*	

DISTURBANCE VALUES

35%	Area can still be developed with minimal or no limitations *(underground work/materials with no/few above ground appurtenances/fixtures)*
50%	Area can still be developed with moderate limitations *(underground work/materials with some small/medium appurtenances/fixtures)*
75%	Development severely limited *(underground work/materials with large or several small/medium appurtenances/fixtures)*
100%	No future park development possible in the area - dedicated to installation *(underground and/or surface appurtenances/fixtures)*

April 2023

Prop ID	Avg Sq Ft	Land Value		
780871	4,426.00	$70,000.00		11540 Church Canyon Dr
780872	4,789.00	$70,000.00		11536 Church Canyon Dr
780873	4,559.00	$70,000.00		11532 Church Canyon Dr
780874	4,482.00	$70,000.00		11528 Church Canyon Dr
	4,564.00	$70,000.00	Totals	

APPENDIX I

PUBLIC HEARING COMMENT RESPONSE MATRIX AND NOTIFICATIONS

Documentation of Public Hearing

Project Location
Travis County

East Braker Lane Extension
CSJ: 0914-04-315

Project Limits
East Braker Lane from Dawes Place to Samsung Boulevard

Hearing Location
8900 Cameron Road, Austin, Texas

Hearing Date and Time
Thursday, January 5, 2023, from 6 p.m. to 8:30 p.m.

Translation Services
Spanish

Presenters
N/A

Total Number of Attendees (approx.)
6

Total Number of Commenters
177

Contents

APPENDIX A
COMMENT/RESPONSE MATRIX

Comment No.	Name	Comment	Comment Type	Date Received	Response
1	Miles Wallace	I am in favor of the extension for 2 reasons 1) To reieve traffic at the intersection of Pioneer Farms Dr and Springs cut-off. Currently this intersection is very dangerous and I've been nearly hit multiple times by cars. 2) I'm eager to have more space to walk/run/bike and access to the East neighborhood. However, I would encourage you to consider ways you can slow traffic down on E. Braker Lane. Currently, this road its not easily cross-able and there are no crosswalks. There are also no traffic calming measures and cars regularly go 50-60 MPH. Please incorporate safety, accessibility, and traffic slowing measures.	Comment Form	1/5/2023	Design of the East Braker Lane extension included traffic modelling. Following completion of the road, traffic will be monitored and evaluated over time to determine if modifications to other infrastructure are needed.
2	Gregory Poch	The wait time at traffic lights on E. Braker is already lengthy. We don't need to make E. Braker so busy because it runs through the residential neighborhood. Please remain E. Braker a strictly neighborhood road as opposed to a public main street.	Comment Form	12/30/2022	*See Comment Response #1*
3	Ronny J. Copeland	Going south on Breaker there is no left turn possible for Dawes Place. People have been driving on the left side of Breaker sarting at Pilgrimage Drive in order to make the left turn on to Dawes Place. At the present there is no other easy access to Dawes Place from Breaker the center Devider (Boulivard) prevents left turns from Breaker on to Dawes Place. Drivers will continue to do this if access to Dawes Place is not created from Breaker across the Boulevard. It is my openion that a left turn lane shoulde be created for Dawes Place. Speed limit shoulde be at least 45 on Breaker along this stretch from Dessau to Samsung Blvd. Red light are much too long they all need to be cut in half the wait time. People get distracted and hold up cars behind them even longer. Others pull off so slow it prevents cars behind them from crossing.	Comment Form	12/27/2022	*See Comment Response #1* Braker Ln Extension does not include a median crossing at Dawes Place. Access to Dawes is possible via Bachman Dr. and a median crossing will also available at the new Taebaek connection.
4	Jennifer Taylor-Burton	*blank*	Comment Form	12/26/2022	
5	Kathy Kice	*blank*	Comment Form	12/22/2022	
6	Lerone Coleman	There is all ready to much traffic coming through our neighborhood in Pioneer Crossing West, and with the City wanting to have Braker Ln. go right through would simply compromise our neighborhood even more! We have children, people exercising, and many more who have been impacted by these vehicles who come speeding through our community! There was not a pre-stamped envelope in this letter as stated in the letter sent to me concerning the manner, so I had to use my own stamp and envelope to send this off. I am a resident in Pioneer Crossing West, and I whole heartingly disagree with this stupid idea of having this road come through my neighborhood!!	Comment Form	12/30/2022	Thank you for your comment.
7	Cheryl Macdonald	While I know the extension of Braker Lane to Samsung would benefit some people, it seems to be a narrow focus. Most of the benefit of the extension serves to benefit primarily Samsung employees/contractors/vendors. The extension serves little to the neighborhood which will be adversely affected by the expontential increase in traffic. * The Pioneer Crossing West neighborhood is a walkable neighborhood for we residents. Many people - young and old regularly walk it. Having Braker carry a heavy load of traffic increases the risk to our neighborhood for thos who walk it regularly and cross over Braker Lane to reach the trails and the pool. I am not in favor the extension. * The benfit is that the Samsung people wil be able to miss or avoid both the long light at Parmer and Dessau as well as the lights at the Samsung facility on Parmer. It also poses a risk to the children attending Pioneer Crossing Elementary - with an increase in traffic near the school.	Comment Form	1/2/2023	The extension of Braker Ln was included in the intial design and platting of the Pioneer Crossing neighborhoods (2007 Traffic Phasing Agreement). The Braker Ln extension allows for greater access for residents of the Pioneer Crossing East neighborhood as well as direct (vehicular and bicycle/pedestrian) access for Pioneer Crossing West residents to the Pioneer Crossing elementary school. Design of the East Braker Lane extension included traffic modelling. Following completion of the road, traffic will be monitored and evaluated over time to determine if modifications to existing infrastructure are needed.
8	LeeAnn Leavitt	*blank*	Comment Form	n.d.	
9	Harold and Linda Tourville	The East Braker project should not move forward until other traffic constraints are resolved. Specifically, there should be a right turn lane added on North Dessau to turn onto East Braker. Today traffic backs-up substantially at this point, often for multiple light cycles before allowing a right turn to East Braker. The proposed project will only exasperate this existing issue. Similarly, turning South from East Braker to Dessau often includes multiple light cycles. The proposed project will exasperate this issue. Lane modifications and traffic light modifications should be resolved prior to moving forward with the East Braker project. Existing Pioneer Crossing West will become much more difficult unless stop signs are added. Consideration should be given for left turns from Pioneer Farms Dr, Musket Valley Tr. and Worn Sole Dr. Musket Valley Tr. to East Braker is essentially a blind intersection due to fencing and landscaping.	Comment Form	n.d.	*See Comment Response #1*
10	Emily Young	Providing a cut through in a neighborhood street from Braker to Samsung Blvd to reduce congestion on East Parmer Ln is not the smartest decision. You are cutting through a neighborhood (residences only) and will invite all traffic coming from south of Braker Ln to cut through a neighborhood of homes (a quite residential suburban neighborhood) to ease traffic an a main road. You would do better to expand Parmer Ln. to 3 lanes then cut through a small neighborhood. The traffic on E Braker is already getting bad from the development off Sprinkle cut off and traffic from Springdale, this is just going to make it a lot worse especially at that light on dessay and E Braker. It's already backed up. Parmer Ln. should be expanded with new development they are building. Make the new development pay for part of the expansion of Parmer Ln, not permanent residences who have put up w/ more congestion in their own residences.	Comment Form	1/5/2023	See Comment Response #7
11	Ayse Dogan	Pre-addressed, postage paid envelope was not enclosed.	Comment Form	1/9/2023	Thank you for bringing this to our attention. That was an error upon mailing and has been corrected for future mailings of this nature.
12	Lyle Parker	The people that would or need to commute by foot, bike, and/or bus would benefit from E Braker Lane connecting to Samsung Blvd. Riding a bicycle or walking on the side of Sprinkle Cutoff Road is highly dangerous, but is the shortest of the two routes out of Pioneer Crossing East towards Dessau Road. I have witnessed some careless and aggressive drivers on Sprinkle Cutoff Road.	Comment Form	1/9/2023	Thank you for your comment.
13	Mario Limonciello	Hi, I received a comment form for the east braker lane extension from Dawes Place to Samsung boulevard. I just wanted to voice my support for this proposed extension. Specifically I'm very worried about the increased traffic flow on sprinkle cutoff as new apartments are being added and it's such a small road. We need more ways in and out of the area to avoid the potential traffic jams. Thanks!	Email	12/24/2022	Thank you for your comment.
14	Alice Sheth	The intersection, with a light, at Dessau where Braker-Shropshire crosses is a very dangerous spot. Many accidents at that intersection, frequest collisions as attested by auto parts littering the middle of the street. Need to address this problem before channeling more cars to that spot.	Comment Form	1/11/2023	*See Comment Response #1*
15	Mai Nguyen	*blank*	Comment Form	1/10/2023	

16	Meredith Harrison	Hi there! My name is Meredith Harrison. I live in District 6 in Austin, TX. Braker Lane is one of the primary east-west corridors for cyclists in North Austin. I'm requesting that more separation be placed between car lanes and the bike lanes there. Adding physical barriers would also be helpful to ensure cyclist may ride safely and legally in the streets. Thank you! -Meredith	Email	1/17/2023	Thank you for providing comments on the Environmental Public Hearing for Braker Lane Extension Project as part of the NEPA process for environmental clearance. Austin Transportation Department (ATD) has made a lot of progress with the latest iteration of the Transportation Criteria Manual (TCM) which include further design infrastructure guidelines for cyclists and pedestrian accommodations. The Braker Lane Extension Project followed the latest TCM and ASMP guidelines for a Level 3 Constraint Right-of-Way that calls for a minimum buffer space of 2-ft between the bike path and the through lanes. The design calls for an curb-protected street-grade Bicycle Lane for approximately 350-ft; it then becomes a dedicated protected bicycle lane at curb height for the length of the project. The design is also dedicating the 7-ft landscape area for future trees through Urban Forest Fund. Placing the bikeway further from the road would reduce this landscape area and preclude the planting of trees, which are important for providing shade and comfort to both the bikeway and sidewalk. We (ATD) have additional stakeholders and criteria to abide by such as the Watershed Departments latest Drainage Criteria Manual so to not adversely impact the environment. Due to the criteria, drainage and water quality infrastructure was designed to fit within the designated right-of-way. ATD will be regularly updating the TCM with opportunity for public comment; general comments related to the placement of the bikeway and tree zone within street cross sections should be directed as comments to that criteria manual so that we can provide consistent street design on all new roadway projects.
17	Elliot Kralij	Please make all new bicycle and pedestrian facilities wider. I read today that Braker Lane will soon be adding bicycle lanes that need to be much wider than the traditional narrow/dangerous easements. Also, please address the many sidewalks that are not ADA compliant, because of shrubbery and uneven terrain. We need an expedited process to address these safety concerns, not a slow-corporate contractor to prioritize when/how.	Email	1/17/2023	See Comment Response #16
18	John	New bike lanes need to be built to the best standards possible. Start by following your own guidelines Transportation Criteria Manual	Email	1/17/2023	See Comment Response #16
19	Diana Wheeler	I'm happy that the City is planning to extend protected bike lanes from Braker Lane to Samsung Blvd. However, as a biker, and with children who bike, I'm asking that you increase the amount of space between bike lanes and car traffic. For safety and enjoyment, I wouldn't feel comfortable having my kids bike only 2.5 feet from 4 lanes of traffic. Since the recommended minimum is at least 4 feet, please reconsider the design to keep at least the minimum buffer between the bike lane and high speed car traffic.	Email	1/17/2023	See Comment Response #16
20	Kimberly Smith	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough!!!	Email	1/17/2023	See Comment Response #16
21	Tim Zenchenko	Austin city planners, Please provide more separation between the bike lanes and car traffic on East Braker Lane! A wider bike lane would encourage more use and should be safer.	Email	1/17/2023	See Comment Response #16
22	Anne McCready Heinen	provide wider buffer on Braker La between bike lanes and traffic. Let's make Austin a bike friendly city!	Email	1/17/2023	See Comment Response #16
23	Christopher Avery	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
24	Catherine Chiodo	While I am thrilled to see the bike lane one the proposed extension of Breaker Lane, I am worried that there is only 2.5 feet of separation. The 4 feet specified by the Transportation Criteria Manual will both actually be safer and will feel safer, enabling more people to feel comfortable biking. As someone who bikes on Brakes to get to work, I'm excited for the bike lane.	Email	1/17/2023	See Comment Response #16
25	Holly Garza	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
26	Randy Mallory	Please provide wider bike lanes on E. Braker, especially the upcoming extension.	Email	1/17/2023	See Comment Response #16
27	Morgan Franklin	I'm emailing to encourage the City of Austin to please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
28	Cristina Vincent	As a cyclist and car driver, I want the streets to be safe for everyone. Bike lanes need to be sized right for safety and should be 4 feet at least. I have been informed that the proposed lane is only 2.5 feet. This is not safe and therefore not acceptable. There is space for a correctly sized lane; please make it so.	Email	1/17/2023	See Comment Response #16
29	Trevor Hackett	Please provide more space between bike and car traffic on the changes to East Braker Lane. 2 1/2 feet is not enough space for bikes to safely and comfortably utilize the bike lane.	Email	1/17/2023	See Comment Response #16
30	Egidio Leitao	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. I live off Braker and often ride my bike there, but I use the sidewalk at times. I frequently see cars going over the painted biker lane divider. It is simply not safe to have only 2½ feet of separation.	Email	1/17/2023	See Comment Response #16
31	Anji Greene	I am an avid cyclist and would love to have better options on Braker to ride my bike. As you plan the extension, please provide adequate separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
32	Glenn Weinberg	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
33	Cheryl Macdonald	The public hearing on the "proposed" extension of Braker Lane was very helpful and provided some good information on what the plan is to extend Braker Lane in my neighborhood to Samsung Blvd. While I've submitted comments previously, I do have some other issues which I believe need to be taken into consideration as this project nears its start date. 1. My neighborhood, which is the Nestlewood Dr and Worn Sole streets, has only one exit from it onto Braker Lane. All residents must exit using Worn Sole and usually we turn left. Since the explicit goal of the Braker Lane extension is to reduce congestion on East Parmer Lane, I'm very concerned about the ability of our neighborhood to exit safely and in a timely manner with what will likely be a greatly increased traffic load on Braker Lane. There needs to be enforcement of speed limits and traffic control at either the Pioneer Farms intersection and/or Worn Sole intersection. Unlike the Nestlewood/Worn Sole streets, the neighborhoods on the north side of E Braker Lane have multiple exit choices which are right turns. 2. There was no discussion of the current lack of a left turn lane for Dawes. Currently, many of the residents on Dawes simply drive the wrong way on Braker to make a left turn to get onto Dawes. There is not a lot of traffic now, but with the extension, that will change. There needs to be a provision for them to make a legitimate left turn onto their street. Driving on the wrong side of the road, will no longer be a viable solution. My concern is that if there is no provision for a left turn, they will continue to make those unsafe and illegal left turns.	Email	1/17/2023	*See Comment Response #1*
34	Georgia Marie Noel Gonzalez	I desparately need a bus stop located at this address, or within walkable distance. 12100 Samsung Blvd, Austin, TX 78754. My car broke down and I was up until 3am on a Sunday morning looking for affordable ways to get to work. The closest bus stop would need to include a $15.00 uber ride to work. There are thousands of employees that work here, I am surprised the closest stop is a mile away!	Comment Form	1/13/2023	Bus service in the City of Austin is managed by CapMetro and not by Austin Transporation. Cap Metro does operate the PickUp service in the Dessau zone, which provides services to the Dessau and Parmer intersection, https://www.capmetro.org/pickup/ 1 mile from 12100 Samsung Blvd. For more information, call the CapMetro Customer Service GO Line at 512-474-1200

35	Phil Curry	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
36	Jennifer Lyon	First of all, allow to me (an admin at BIKEALOT bicycle shop in South Austin) to thank you for included bicycle lanes with a physical barrier between bikes and cars on the Braker Ln project. Austin desperately needs more safe cycling routes and this one has the potential to be wonderful. I am writing to request that y'all please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. This plan on Braker Ln one of the first projects using the City's recently revised Transportation Criteria Manual (https://library.municode.com/tx/austin/codes/transportation_criteria_manual?nodeId=TRCRMA_S5BIURTR_5.1.0BI), which actually recommends a minimum 4-foot buffer for protected bike lanes on roads like this. Going with barely 1/2 of the recommended buffer zone would be a dangerous precedent for Austin. Austinites will only utilize the bicycle lanes if they feel safe, and if in fact they are safe. By failing to provide the minimum recommended 4 feet of physical buffer zone between fast moving cars and bicycles, I suspect fewer people will use the bike lanes and then the city will be less likely to include bike lanes in future transportation projects. Countless studies have shown that people can & will use bike lanes, but only if they feel safe. Please don't sabotage this project, and by ripple effect future projects, by skimping on the physical barrier between cars and bikes.	Email	1/17/2023	See Comment Response #16
37	Eric Rauser	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
38	J Emil Hunziker	hank you for the opportunity to comment on the extension of East Braker Lane. I applaud the inclusion of foot and bicycle transport in the overall planning. I agree that the inclusion of foot and bicycle ways is essential for the promotion of neighborhood connectivity and community cohesion. That said, we should then do the best we can to improve safety and connectivity. Comment 1: Including foot and bicycle ways as lanes of a motorway is seldom the safest design. Where right-of-way (ROW) is restricted, on existing streets for example, protected foot and bicycle lanes (like those CoA describes at https://www.austintexas.gov/page/protected-bike-lanes), may be the only practical options. Protected lanes are better than no protection; however, they remain significantly dangerous for bikers. • Protected lanes are needed where the footpath or bikeway is part of the motorway; separated ways that generally parallel motorways are preferable whenever ROW available. • When protected lanes are necessary, they should be separated, whenever possible, at least 4' from motor traffic at 30 mph to reduce the likelihood of landing head and shoulders in the moter lanes in the event of a fall. The width of separation should increase with increased speed of traffic or the speed of motor traffic should be reduced where adequate separation is not possible. • On new construction, if separating footpaths and bikeways from motorways is not possible, protected bike lanes should be designed with at least 4' separation for in-town motor traffic and greater separation for higher motorway speeds. • The planned 8' separation from bike lanes to foot lanes is excellent. • The planned 2.5' separation for the bike lanes on the East Braker Lane extension is too narrow. • Designing sub-minimal protected lane separation on a new road development is a terrible precedent for future projects. • RECOMMENDATION: Displace footways and pathways from motorways wherever possible; provide sufficient separation of foot lanes and bike lanes from motorways where displacement is not possible. Comment 2: When designing foot and bike transportation ways to support neighborhood connectivity and community cohesion, it is not sufficient to plan paths along motorways. For the extension of East Braker Lane, in addition to connections to Taebaek Drive, one should plan for connections into the housing developments and schools independent of motorway. For example, one could imagine a future walkway and bikeway from East Braker Lane into the existing developments via the drainage and catchment area ending at the bridge at Short Springs Drive as well as into other ways into future developments north of Braker Lane. These connections could encourage walking and especially biking among the developments and to and from schools - especially if one could avoid walking or driving along the motorway. • RECOMMENDATION: Design the planned foot and bike lanes (at the motorway) in a manner to facilitate future connections to footpaths and bikeways (that not follow the motorway) into the housing developments.	Email	1/17/2023	See Comment Response #16
39	Sarah Arvey	Thank you for planning on installing bike lanes on Braker Ln. This is key to making Austin a safe place to commute via eco-friendly transport. Please consider installing more separation between the bike lanes and car traffic on East Braker Lane than planned as of now.! 2½ feet is not enough to ensure safety and comfort for bikers.	Email	1/18/2023	See Comment Response #16
40	Jeremy Bell	the bike lanes on the project to extend Braker Ln, for safety and accessibility reasons, I hope they can be given more room. Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/18/2023	See Comment Response #16
41	Robert Foster	Hello folks, I was looking at the street diagram and had a few questions and comments: 1) Is the plan for the "planting strip" between cars and the bike lanes like the strip on Zach Scott pictured below? And is there a guarantee that it will be built as a concrete raised planting strip? I am very concerned that the initial idea is a planting strip that due to budget cuts becomes a buffered lane with flex posts every 10 ft. 2) In general, as a bike rider who volunteers with Ghisallo and leads their Elementary School bike clubs. I would feel a lot safer with kids if the two planting strips were flipped. IE [car lane] - [8' planting strip] -[bike lane] - [2.5' planting strip] - [sidewalk] This would allow us significantly more protection from cars that are inevitably going to speed down that road and may jump the curb. This also provides a much better angle of conflict with turning cars if they have to turn across the 8' strip before getting to the bike lane. And, most importantly, the bike lane could then be raised to the same level as the sidewalk which would turn the lane into a speed cushion/continuous sidewalk to slow cars down as pictured below	Email	1/18/2023	For approximately 350 feet the buffer will be a 4 inch tall, 30 inch wide concrete strip. For the remaining 3400 feet the bike lane will be at sidewalk level, above the road grade and 30 inches behind the curb. See Comment Response #16
42	Neal Prager	Thank you for including bike lanes in the plan for the east Braker Lane extension. I'm writing to request a larger buffer between the bike lanes and automobile traffic, in the interest of better safety.	Email	1/18/2023	See Comment Response #16

43	Heidi Saul	Hello - my name is Heidi Saul a cyclists for over a decade who have lived in Houston, Texas and now enjoy riding in the Austin surrounding areas. I would like to express my concern for the new conversations taking place around changing the distance allowed for motorists to be away from cyclists on public roads. It is very important for motorists to understand the impact they have on people sharing the roads with them who do not have the same about of iron protection wrapped around them along with airbags, which are their cars. Cyclists do not have the same luxury of being inside a vessel as people in cars when traveling from one destination to another even though cyclists should still have the same protection, so therefore those with power making decisions on citizens safety during travel should take a very long important look at the importance of how a large amount of distance is needed between the two (cars & bikes) when sharing the road for all. To help put in the frame of safety, the "Stay Away" orders are for people needing distance from someone they think have calmed him and when granted that individual has to be at least 100 yards from the person they could harm. As cyclists, the ask has been 6 feet which could and has saved many lives of people on two wheels. We are asking for a reasonable amount of space between motorists and cyclists in order for all to share the road space and return to our family safe. Please consider our continued request as cyclists from around the world who enjoy the beauty of visiting and riding through the surrounding areas of the City of Austin. As a proud Ambassador of BikeLaw and member of several global cycling clubs including Major Taylor Cycling Club, I hope the members seated at the table of discussions on this issue take a look from our lens. We invite you and your group to take a bike ride with any Citywide Bike groups to experience it from our perspective. Thank you for taking the time to read my concerns and if any additional information is needed or allowing me the opportunity to have a seat at the table of discussions, feel free to reach out to me or us as cyclists.	Email	1/18/2023	See Comment Response #16
44	Hannah Coakley	The plans for the bike lane on Braker Lane are not safe. Please provide more separation between the bike lanes and car traffic! 2½ feet is not enough space for riders to feel safe. If we want to lessen traffic congestion as everyone complains about, we need to prioritize alternative methods such as biking.	Email	1/18/2023	See Comment Response #16
45	Tim Cookingham	Dear City of Austin planners, RE: the proposed Braker Lane bike lane extension east to Samsung Boulevard I understand this project includes new protected bike lanes. However, they are slated to be only 2½ feet away from four lanes of fast moving traffic! The city's own Transportation Criteria Manual recommends a minimum 4-foot buffer for protected bike lanes on roads like this. Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/18/2023	See Comment Response #16
46	Karen Swenson	It has been brought to my attention that the bike lanes on Brakes will be 2.5 feet. This is not enough room on such a busy street. Thank you	Email	1/18/2023	See Comment Response #16
47	Phil Buterbaugh	Dear folks, Thirty inches! That's what 2.5 feet is, and that's just not enough for a bike lane. If that's the best you can do, just add it to the sidewalk instead. That way, we'll just have to coexist with pedestrians, rather than trucks and cars.	Email	1/18/2023	See Comment Response #16
48	Katherine Hoffman	Please provide more separation between the bike lanes and car traffic on East Braker Lane. The proposed 2½ feet is not enough separation between fast-moving cars and bicyclists. As someone who bikes and drives regularly in the city of Austin, it is important to me that road facilities make everyone feel safe. Providing only 2 1/2 feet of separation will feel unsafe for both bicyclists and drivers. The city's Transportation Criteria Manual recommends a minimum 4-foot buffer for protected bike lanes on roads like East Braker Lane. The City of Austin should follow their own recommendations and provide more space between bicycles and cars on East Braker Lane.	Email	1/18/2023	See Comment Response #16
49	Sasha Sivolob	I am writing to give my input on the proposed bike lane and separation between fast moving car traffic. I do not think the 2.5 foot barrier between bikes and cars is wide enough. Per the city's criteria manual, the recommended buffer width is 3-5 ft. Wide between bicycle lanes and adjacent traffic when on street. Please consider widening this buffer zone to create a safe environment to cycle.	Email	1/18/2023	See Comment Response #16
50	David Penick	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. With Braker providing a primary way for cyclists to go to and from the Domain area, it's critical that it be safe for cyclists. With my work office moving to the Domain this spring, I will be using Braker daily to commute by bike.	Email	1/17/2023	See Comment Response #16
51	Essie Salazar	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
52	Jacki Hecht	I am writing to support your use of the Transportation Criteria Manual when creating any new bike lanes. As a resident of Travis County, I encourage you to follow their guidelines of building at least a 4-foot buffer for the new bike lane on the extended portion of Braker Lane. Encouraging cycling and keeping our cyclists safe is an important part of reducing carbon emissions, creating a healthier, more active community, and keeping our residents safe. I am excited to see the expansion of protected bike lanes around the city and support your use of safe practices when deciding how much space to allocate to cyclists (and pedestrians) who choose to navigate the city on bicycle or foot. Thank you so much for the great work you do to support our residents.	Email	1/17/2023	See Comment Response #16
53	Pete Kennedy	FYI - I am a daily bicycle commuter and am very familiar with riding in lanes next to traffic. Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough – a temporarily distracted driver can easily cross over a barrier of that size and hit a cyclist. You can see how often drivers veer out of their lanes by how frequently plastic upright dividers are run over.	Email	1/17/2023	See Comment Response #16
54	GeriAnn Bell	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
55	Stuart Reichler	I am writing to urge the city to reconsider its plans for the bicycle lanes on the Braker lane extension. The city's own code recommends 3-5 feet of buffer between cars and bicycles, and yet in this project it is only 2.5 feet. As has commonly happened, it seems bicycle safety is being sacrificed to accommodate cars. I hope you will rethink the plans to provide the additional space that bicyclists deserve.	Email	1/17/2023	See Comment Response #16
56	Steven Powell	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. This is not in compliance with the city's recently revised Transportation Criteria Manual. It poses a danger to those folks trying to get more exercise, and to commute to work or recreation in a cleaner way! This is a bad precedent. Thanks for your time.	Email	1/17/2023	See Comment Response #16

57	Nadia Velasquez	I support the following project with some reluctance. There is quite a bit of traffic already on E Braker Lane. There have been little to no safety measures put in place to protect the homes and pedestrains of this neighborhood. On E Braker, cars routinely go past the speed limit and there is aggressive driving during high traffic hours. There are no stop signs on this road and no speed bumps. There are 2 pedestrain signs that go ignored. I take daily walks by myself and with my family and we cross E Braker road by foot daily. Cars do not stop or even slow down for us. All community pools and resources are on the North side of the neighborhood. If you live south of E Braker and walk to these community resources you must cross E Braker. To move forward with this project, I am requesting that you also consider and implement safety measures that make it safe for the residents of Pioneer Crossing. This includes putting stop signs, speed bumps, lowering the speed limit when there is pedestrain traffic and flashing pedestrain signs to make it safe for pedestrians.	Comment Form	1/17/2023	See Comment Response #1
58	Doug Ballew	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. As a cycling Instructor in ATX over the last 29 years, I have seen our city become more cycling friendly. Please, let's continue that direction. If you have ridden on high volume, high speed roadways with traffic passing that closely, then you know that it is not a good feeling, and one that most beginning cyclists will avoid. Please give bikes the space they need. "IF YOU BUILD IT, PEOPLE WILL COME!"	Email	1/17/2023	See Comment Response #16
59	Rydell Walthall	I am writing to provide feedback about the current plan for the East Braker Lane Extension. In the stated plans, there is a 2.5' physical barrier between the driving lanes and the bike lanes, and an 8' planting strip between the bike lanes and the sidewalks. As a cyclists, I am really glad y'all are considering a physical separation between the roadway and the bike lanes, however, I would prefer that the bike lanes were further from the roadway and closer to the sidewalks. I hope it will be possible to increase that 2.5' physical barrier by reducing some of the 8' planting strips. Thank you for soliciting and listening to public feedback,	Email	1/17/2023	See Comment Response #16
60	Greg Kiloh	Please follow the Austin Transportation Criteria Manual for the Braker Lane Extension. As it is a new street segment, the ROW should not be constrained. If the ROW was previously established, do not use constrained dimensions for the bikeway buffer. If the ROW is constrained, the center median or travel lanes should use constrained dimensions rather than the bike and pedestrian facilities. This is a rare opportunity to meet the full intent of the TCM in a new facility. The safety of the most vulnerable road users should not be compromised.	Email	1/17/2023	See Comment Response #16
61	Michael McNoldy	I am a resident of Austin and pay close attention to issues related to mobility and transportation. As a long-time bike commuter, it concerns me greatly that the recently proposed plan regarding Braker Lane does not meet the minimum four foot buffer for bike lanes established by the City's Transportation Manual Criteria. While I understand that there are many factors to consider when planning projects such as these, it's important to remember that citizens such as myself will utilize these roads on a regular basis. The city of Austin needs to do more than simply pay lip service to cycling infrastructure. This is why on busy, high speed roads such as Braker Lane, it's critical to do as much as possible to encourage a sense of safety and efficiency for ALL users, not just cars and trucks. Better cycling infrastructure results in safer roadways for all users; cars, pedestrians and bicyclists. I urge this department to strongly consider these factors before making any final design decisions concerning the Braker Lane extension. Provide a buffer for cyclists on this high speed roadway, and ensure that pedestrians have adequate, safe and comfortable access along the thoroughfare as well. Thank you for your time and your service to our community.	Email	1/17/2023	See Comment Response #16
62	Glenn Birnbaum	As a frequent biker, I reviewed the plans for bike lanes on East Braker Lane and they need to be updated. Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. There is ample room for a 4 foot separation between bike and car traffic, as most codes recommend. Braker is a high speed, busy road. People will not feel comfortable riding there with the minimal separation currently planned, defeating the purpose of adding a bike lane in the first place. Again, please revise the plans to add a 4 foot minimum separation between bike and car traffic.	Email	1/17/2023	See Comment Response #16
63	Mike Natenberg	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. The new physical barriers (cement curbs or white pylons) have increased my feeling of safety and most importantly helped to make drivers more aware.	Email	1/17/2023	See Comment Response #16
64	Kim Meyer	3 feet at least is needed for safe passing on ALL bike lanes! Please revisit the braker lane measurents.	Email	1/17/2023	See Comment Response #16
65	Ali Bagheri	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. Thank you!	Email	1/17/2023	See Comment Response #16
66	Roberta Saulmon	Please make the proposed bike lanes wider. Also, please make signs around Austin that says, "Austin loves our walkers and bikers. ". Let's become known as a friendly city!!	Email	1/17/2023	See Comment Response #16
67	Annette Morales	As an Austin resident that gets worried every time my husband and I bike the city, I would like to see more separation between the bike lanes and car traffic. Please provide more separation on the streets especially on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
68	Herb Ganz	Regarding Public Roadway Bike Lane design, construction and maintenance. Please consider future use by cyclists of all ages and bicycle types. Given the volume and traffic speed, the suggested East Braker Lane design narrative for bike lane adjacency to vehicle traffic, referred to as "buffer zone" is insufficient for bike lane users. Buffer zone, lane delineation, traffic control, all attempt to deliver bicycle and pedestrian safety. Actual safety, comfort-in-knowing, and confidence by bicycle riders can be enhanced with greater distance and when space confined, be assured with more substantial traffic lane delineation. TXDOT, ADA, and municipal standards have slowly evolved to support pedestrian and non-motorized mobility. I see Austin's future with more cyclists on our streets. Increased numbers of pedal and pedal assisted e-bike transportation options continue to mature into our nation and global markets. Austin has come a long way in right-of-way bike lane, and trail development. My earliest commutes here, back in 1973 involved riding from East Riverside Drive to UT. I thank you and appreciate the progress to date, there is more to be done.	Email	1/17/2023	See Comment Response #16
69	Kelsey Ross	I'm emailing to urge CoA to expand the proposed separation between bikes and cars on East Braker Lane. Braker Lane is a notoriously dangerous street -- separating bicyclists from fast moving traffic by only 2.5 ft is entirely insufficient, especially when there is ample room in the road section to allow for more separation. This doesn't even meet the minimum guidelines (4' separation) laid out in the Transposition Criteria Manual. Why not place the 8' planting strip between cars and cyclists, Instead of between the sidewalk and bikes? This would be infinitely safer, and actually encourage people to use the bike lane! While 2.5 might be "technically" acceptable, according to TxDot or whoever, what actually matters is if the bike lane feels safe enough to use on a daily basis. I'm a passionate biker, but I would feel totally uncomfortable riding on this proposed lane - and I'd never, under any circumstances, bike with my kid here if the separation is only 2.5'. What is the point of spending money on bike lanes if they are so unsafe that no one uses them? Please - 2.5' is not nearly enough!	Email	1/17/2023	See Comment Response #16
70	Susan Pantell	I support providing better protection for bicyclists on the East Braker Lane Extension. Two-and-a-half feet of space is not enough on a street with relatively fast-moving vehicles. We have had far too many crashes involving bicyclists in the city, and many of those would be avoidable with better street design. In addition to greater distance between the cars and bikes, you should provide a physical barrier.	Email	1/17/2023	See Comment Response #16

71	Stephanie Scholten	I live in a home nearly directly off of E Braker. As a person with a disability, I cannot drive and instead walk, bike, or take the bus. I am writing to request more separation between bike lanes and traffic for the proposed extension. Cars currently drive at excessive speeds down E Braker, often accidentally veering into the bike lane or other lanes. I do not feel safe biking. I understand that the proposed bike lane would be mostly elevated and have a 2 1/2' concrete buffer, which is a significant improvement over the existing road design, but after daily observations of how people drive on this street, I still do not think this is enough separation. My understanding is that the updated Transportation Criteria Manual recommends a 4 foot buffer for this road type. There appears to be ample room (no constraining factors) for the recommended buffer. Please provide a design with these recommendations.	Email	1/17/2023	See Comment Response #16
72	Dr. Paul E Chevedden	To promote better bike lanes in Austin, I kindly request that Austin reconfigure all contra-flow bike lanes installed on two-way streets in the city so that the bicycle flow will be with the traffic, not against the traffic, in accordance with guidance from the U.S. Department of Transportation: "Under no circumstances should a contra-flow bike lane be installed on a two-way street, even where the travel lanes are separated by a raised median" (see Shawn Turner, Laura Sandt, Jennifer Toole, Robert Benz, and Robert Patten, Federal Highway Administration University Course on Bicycle and Pedestrian Transportation, Publication No. FHWA-HRT-05-133 [McLean, VA: U.S. Department of Transportation, Federal Highway Administration, Research, Development, and Technology, Turner-Fairbank Highway Research Center, March 2006], p. 270; https://www.fhwa.dot.gov/publications/research/safety/pedbike/05085/pdf/combinedlo.pdf). I thank you very much for your kind consideration, and I look forward to hearing from you.	Email	1/17/2023	Thank you for your comment.
73	Paul Lichtenheld	Hello There! I'm writing to ask that the City keep bikes and cars a safe distance apart on all streets in Austin, including on East Braker where I understand there is only a 2.5 foot separation between cars and bikes in the current plan. Please keep at least 4 feet separation. Also, please stop planning 2-way bike lanes. Keep bikes flowing in the same direction as traffic. Two-way bike lanes are not safe, especially as they seem to attract more than just bikes (walkers, runners, dog-walkers, etc.), making them very hazardous for all.	Email	1/17/2023	See Comment Response #16
74	Nick Littlejohn	The City of Austin is planning to extend Braker Lane ¾ of a mile east to Samsung Boulevard. The project will include protected bike lanes, but they'll only be 2½ feet from 4 lanes of high-speed car traffic – even though there's ample room for more separation. This plan is one of the first projects using the City's recently revised Transportation Criteria Manual, which actually recommends a minimum 4-foot buffer for protected bike lanes on roads like this. If we set a precedent of unsafe bike lanes on Braker Lane, we could see similar dangerous facilities across Austin in the future. Many Austinites are uncomfortable riding bikes close to high-speed car traffic. To attract more riders, we need to provide facilities that are not only protected, but comfortably separated from car traffic.	Email	1/17/2023	See Comment Response #16
75	Ted Siff	Please provide more separation between the auto and new bike lane. 2 1/2 feet is not enough!	Email	1/17/2023	See Comment Response #16
76	Juergen Ahaus	I hear that you plan to extend Braker Ln east to Samsung Blvd. I'm glad to hear that you plan to include a bike lane in this extension. However, the 2 ½ feet of separation between the car traffic lanes and the bike lanes is not enough. As an avid biker myself, riding so close to fast moving traffic is really scary and dangerous. Please provide more separation between the car traffic and bike traffic. You will save lives doing that! On a similar note, are there plans to improve the bike lane along Jollyville Rd? The bike lane is very narrow and there is no separation between it and the car traffic, which moves very fast on Jollyville Rd.	Email	1/17/2023	See Comment Response #16
77	Les Krupa	I am a frequent user of bike lines in Metro Austin area. Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. I like to be safe and I like to see less accidents where the bicycles are involved. It is very dangerous out there and the culture of sharing roads between cars and bicycles is low Thank you for your support and consideration	Email	1/17/2023	See Comment Response #16
78	Reid Wittliff	Just a note that I believe you should ensure safe bike lanes of 4 feet and not the 2.5 feet that is proposed; 2.5 feet is just not feasible and is really a waste of resources. As my grandfather use to say - do it right the first time!	Email	1/17/2023	See Comment Response #16
79	Lesley Murray	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. 4 feet is the minimum. And speaking of Braker Lane, the section of bike land AND sidewalk between Burnet and Mopac in both directions is entirely unacceptably debris-filled. Tons of glass, metal, etc in the bike lanes, and overgrown greenery running into the sidewalk space and through the sidewalk cracks, making it inaccessible for bikes, wheelchairs, and strollers alike.	Email	1/17/2023	See Comment Response #16
80	Alan Hecht	Hi - 2 1/2 feet is not wide enough for a bike lane on a busy street with fast traffic. Please try and do better than than for bikers.	Email	1/17/2023	See Comment Response #16
81	Cole Stephens	I wish to give my input on the potential bike lane on East Braker Lane. I bike for my commute every day, and I can say that 2.5 feet of separation is not enough for safe biking, especially with high-speed car traffic. There needs to be more separation both for the safety of the bikers as well as the car drivers.	Email	1/17/2023	See Comment Response #16
82	Adam Greenfield	I write regarding the City's plans to extend Braker Lane to the east. I'm excited to see this project improve walking, bicycling, and safety in this part of Austin. The current plans call for a 2 1/2 foot buffer between the bike lanes and 4 lanes of high-speed car traffic. I would not be comfortable on such a facility and I believe many others would not be either. Instead, please consider the following: Provide at least 5 feet - but preferably more - of buffer between the bike and car lanes Place a row of trees between the bike and car lanes Narrow the car lane widths: The currently proposed widths would endanger everyone, whether they drive, walk, or bike Lastly, more car lanes = more danger and more climate change. While I understand the desire to maintain a constant road cross section, Braker Lane should never have been a 4 lane stroad. Instead of perpetuating an original mistake by continuing the 4-lane design, the City should instead extend Braker as a 2 lane ROW and consider repurposing lanes from the existing roadway for protected bike lanes or bus lanes. I would like to see this proposal analyzed and presented to the public. Thank you for your time and best of luck with this project.	Email	1/17/2023	See Comment Response #16
83	Dennis Lanning	good morning sure could use some safer streets in austin for bicycles. how about protected lanes on braker and ALL other major bike routes in this city? austin is woefully behind on biking issues, and shameful given it's rumors of progressivity. thank you.	Email	1/17/2023	See Comment Response #16
84	Thomas Logan	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. Also, why not raise the bike lane to side walk level? That would encourage more people to cycle rather than drive. The goal should be to get the most local traffic to switch from driving to cycling. Raised bike lanes and wider barriers to cars will encourage more people (especially families with small children) to choose cycling over driving. Thank you for working on these issues.	Email	1/17/2023	See Comment Response #16
85	Elizabeth Wolensky-Gadea	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
86	Andrew Perlot	Please provide a larger separation between the bike lanes and car traffic on East Braker Lane. There is ample room to take more space from the car lanes to create a bigger separation. The city's Transportation Criteria Manual suggests 4 feet, so follow the city standard. 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16

87	Hannes Mandel	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough on a road as fast as East Braker Lane.	Email	1/17/2023	See Comment Response #16
88	David Danenfelzer	Please adhere to the City's (your) Transportation Criteria Manual (section 5.1.2.2) and provide the full minimum width along Braker Lane. The current proposal limits the width well below this minimum. If the City of Austin wants to become truly multimodal we cannot continue to make exceptions when pedestrians' and cyclists' lives are at stake. Please widen the planned bike lanes on Braker Lane.	Email	1/17/2023	See Comment Response #16
89	Ramsey Foster	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
90	Kat Steele	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. I do appreciate the improvements to cycling infrastructure in Austin and I hope you take this opportunity to create a new safer space.	Email	1/17/2023	See Comment Response #16
91	Andy Jones	I am a full time biker in ATX. I ride everyday and all over the city. I would urge Austin Transportation to please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. If we are to actually make any progress towards Vision Zero we need to adhere to the Transportation Criteria Manual that suggests 4' of separation of bikes and pedestrians from car/truck traffic. Let's do this right and set the example for safety.	Email	1/17/2023	See Comment Response #16
92	Joshua Freeze	I am writing concerning bike lanes in the Braker Lane extension to Samsung Boulevard. I work and routinely bike in that part of town and strongly urge you to follow the city's own Transportation Criteria manual and build 4-foot protected bike lanes rather than the currently planned 2 ½-foot lanes. Narrower bike lanes are insufficient and unsafe, particularly given the speed of car traffic along Braker.	Email	1/17/2023	See Comment Response #16
93	Keith Ponnan	I wanted to respond with my comments on the email I received from Safe Streets. I am a bicyclist and I bike thru Austin city streets on a regular basis. I believe we should build more bike routes as well increase route safety. However, I think the argument of "increasing the separation from car lanes" is incomplete. The problem is not necessarily with having 2.5 ft of separation ... for example, a 1 foot thick cement wall is plenty safe and takes up much less width. Of course, it would be costlier. I think what we should focus on is what would be a safe barrier between car and bike lanes. And 'why' is 2.5ft inadequate? What is a safer separation ... 2.6ft, 4ft? Also, what sort of barriers are being used within the separation (posts, grassy median, etc?). And why is there 8ft of separation between the sidewalk and bike lane? that seems to be a waste of road width space, IMO. If Safe Streets wants their audience to respond, it would be nice if they would provide a larger, readable visual explaining the problem with some clear arguments, and suggested solutions.	Email	1/17/2023	See Comment Response #16
94	Glenn Weinberg	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
95	Julie Unruh	I've lived in Austin without a car for over 10 years. I bike everywhere. I've been hit by cars twice in bike lanes, while obeying traffic laws. Cars are death machines. If you want to encourage bike use (zero carbon, good for community health, gets cars off the road) and discourage single-driver cars (bad in multiple respects but particularly bad for traffic congestion and one of the largest drivers of climate change), it must be safe to ride a bike alongside car traffic. It's great that bike lanes will be included on the Braker Lane expansion, but what's planned isn't adequate to encourage bike use or to prevent bike deaths. Optimum would be a fully protected bike lane: raised, or concrete barrier. There's space for those improvements in the planned extension. Failing full protection, the currently-planned 2.5 foot buffer zone MUST be greatly expanded and protected with stanchions - at a bare minimum. If the bike lane isn't redesigned, it will not be usable. An inadequate bike lane discourages bikers and encourages dangerous misuse by car drivers. Fixing flaws after the fact requires a greater outlay of funds needed later. Build it right the first time. For the health of the city, please prioritize bike safety.	Email	1/19/2023	See Comment Response #16
96	Valerie Sims	I am a bicycle commuter in Austin who would like to see more and safer bicycling infrastructure in this great city. Not only will more bicyclists--and motorists--feel more secure, but improving the bicycling infrastructure would be an excellent example to other cities and a lure to people who are thinking of moving to Austin. The particular proposal needs to set a standard for safety and future infrastructure by providing more than 2.5 feet for bicyclists who are riding alongside four lanes of high-speed vehicle traffic especially since there is room for this protected future bike lane. Please change the plan to expand the proposed lane to allow as much width as is feasible in the current roadway.	Email	1/19/2023	See Comment Response #16
97	Jon Martin	It pains me to hear that the City of Austin is considering just 2.5 foot wide bike lanes along Braker lane to Samsung Blvd. As a 45 year resident an avid cyclist, I appreciate what Austin has accomplished versus other parts of the state. But this half-assed approach to bike facilities to placate the car culture has got to stop. Austin will never be a city that others aspire to emulate by trying to have it both ways. Either commit to a cycling-friendly culture or just stop f-ing around. A 2.5 foot wide cycling path adjacent to a four lane high speed roadway is not only useless but is an invitation to destruction of the cyclist. It is insincere and an insult to both cyclists and those who would consider Austin to be a progressive city. Cyclist want a safe, four foot wide path separated by a physical barrier from the traffic lanes.	Email	1/19/2023	See Comment Response #16
98	Phil Simmons	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. I work at the intersection of Metric and Braker. It is curvy and people use it with high speed and to cross the main axis of the city. Combined with the ample bars and stadium, a lack of ample bike space on Braker will surely lead to unnecessary injuries and death	Email	1/19/2023	See Comment Response #16
99	Leo Anderson	Please widen the barrier separating car and truck traffic from the bike lane on the extension of East Braker lane. The new Transportation Criteria manual recommends a minimum of 4 ft. Let us at least do the minimum!! We have the space to do it. Let us do the right thing in 2023! I ride my bike and utilize the bus all over Austin. Let us create proper facilities so that others feel safe enough to ride around Austin.	Email	1/20/2023	See Comment Response #16
100	Chris Riley	For the extension of East Braker Lane to Samsung Boulevard, please provide more space between the bike lanes and car traffic. There's plenty of room in the right of way to do that; for instance, the 8' planting strip could be used to separate bikes from cars, instead of separating the sidewalks from the bike lanes. If we're going to get anywhere close to a 50-50 mode split, we need to do a lot better and making bike facilities safe and inviting. Placing the bike lanes 2½' from heavy, fast car traffic may be okay for some who are currently biking, but it is not going to attract large numbers of new riders. We are in a climate crisis, and the old pattern of building stroads needs to change. Continuing to build auto-centric infrastructure will ensure that the planet keeps burning. We need a paradigm shift that creates more inviting opportunities for people to get around without cars. It's going to require better separation than ATD is proposing here.	Email	1/20/2023	See Comment Response #16
101	Kam McEvoy	Hello! I'm hoping that you will set a precedent for building infrastructure on East Braker Lane that aligns with Austin's revised Transportation Criteria Manual and allow at least 4 feet between bike lanes and high-speed cars. We want people who bicycle, walk and roll to feel safe travelling down roads near cars. Let's make this the best use of money and build it so people can use it.	Email	1/20/2023	See Comment Response #16

102	Adam Hite	First off, I am excited to hear that the City is extending the bike lanes on Braker Lane. However, I was horrified to hear that they will only be 2.5 feet from traffic. This is extremely dangerous. If you can't make it at least 4ft from traffic and/or slow the traffic down to 25mph, then it's best to not have the bike lane at all. I've commuted by for nearly 2 decades. One of the reasons I wanted to move to Austin almost a decade ago was because of the bike infrastructure. I used to live close to S Lamar. I rode in that bike one time and was nearly killed by a bus because the bike lane was so small and so close to traffic. I would never ride there again. For the record, I have ridden in some very sketchy situations in my lifetime and Lamar is awful. I currently live right off Loyola. While that bike lane has pylons, it's still very scary. The pylons are being ripped up one by one each day because cars, SUVs, and trucks just keep getting bigger and bigger and bike lanes are not scaling with the size of automobiles. If the speed limit is 25pmh, cars will go 45mph. As a cyclist who uses his bike to get around town, does not want to own a car, and sees bike infrastructure as a climate change solution, I am begging you to please not move forward with this. It is extremely dangerous, especially for people new to biking.	Email	1/18/2023	See Comment Response #16
103	Joel Morgan	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. Bike lanes gather gravel, glass and debris, making the effective lane narrower and causing bicycles to move out into car lanes. If the right away is available, it should be used to make the bike lanes the standard 4 feet wide.	Email	1/18/2023	See Comment Response #16
104	Gianmarco Conegliano	4 feet of separation is the minimum required. 2 1/2 feet does not provide enough barrier for bicyclists near high speed cars. The City of Austin is planning to extend Braker Lane ¾ of a mile east to Samsung Boulevard. The project will include protected bike lanes, but they'll only be 2½ feet from 4 lanes of high-speed car traffic – even though there's ample room for more separation. This plan is one of the first projects using the City's recently revised Transportation Criteria Manual, which actually recommends a minimum 4-foot buffer for protected bike lanes on roads like this. If we set a precedent of unsafe bike lanes on Braker Lane, we could see similar dangerous facilities across Austin in the future. Many Austinites are uncomfortable riding bikes close to high-speed car traffic. To attract more riders, we need to provide facilities that are not only protected, but comfortably separated from car traffic. Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. WE ALSO need Dutch-style ROUNDABOUTS and SMART-SIGNALLING SYSTEMS. These systems sense bike riders and adjust the timing of lights to let them through FIRST for safety, and quickly cycle lights when they sense riders and no traffic to keep the flow going for bikes when they sense a rider approaching. If the system is more efficient for riders, more riders will ride, reducing car traffic.	Email	1/18/2023	See Comment Response #16
105	Phillip Thompson	I am writing to encourage the City of Austin to include more separation between car travel lanes and the bike lane on the planned extension of Braker Lane to Samsung Boulevard because the currently-planned 2.5 feet of separation is insufficient. From my experience riding there, the northeast side is lacking in good bike infrastructure. It's a dense area poorly served by mass transit so, to get around, everyone has to own a car and drive. There's also a lot of nice scenery and nice, old, narrow roads in northeast Travis County that are popular with cycling groups (though oftentimes the roads are in poor shape due to the way that the road infrastructure and maintenance in that part of Austin/Travis county has not kept pace with commercial and housing development). Cyclists regularly pass through northeast Austin to reach the rural roads in northeast Travis county so I want to encourage the City of Austin to take every step to make sure that bicyclists feel safe riding in this part of town. The city of Austin should build road, pedestrian, and bicycle infrastructure for what this region will look like in the decades to come. It will become more populous and dense and rely more on mass transit, cycling, walking, scooters, and less on cars. Bike lanes should be built with all ages and abilities of users in mind, not just fit, young men. So when a separated bike lane is built in the City of Austin, especially in northeast Austin, care should be taken to make sure it's safely separated from high-speed road traffic. The way this area was developed, car traffic is channelled onto large, high-speed arterials and the distances between neighborhoods, commercial centers, and the highways are large so drivers are more inclined to drive fast and/or speed. There are hardly any good options for cyclists to take smaller, quieter roads in this area. So, since bikers have to take busy, wide roads, the city should create wide and tall dividers to keep them feeling safely separated from car traffic. The current plans feel insufficient so I'm asking that the City widen the division between the car travel lanes in accordance with the Transportation Criteria Manual to at least 4 feet on this new extension of Braker Lane (which, as far as North Austin arterials go, is a pretty terrifying road to ride a bike on yet also a road cyclists must use because there aren't any better options).	Email	1/17/2023	See Comment Response #16
106	Carlos Gadea	I'm writing because it's important to me that the city builds safe bike lanes for the many Austinites that ride bikes every day. I'm happy that the city is building more bike lanes, but it's important that cyclists are safe when commuting or enjoying the outdoors. Only 2.5 feet of separation from traffic won't be enough space to avoid collisions, to avoid traffic obstacles, or to put up a reliable barrier. So please, do provide a separation of at least 4 feet between new bike lanes and car roads on the East Braker Lane.	Email	1/17/2023	See Comment Response #16
107	Peter Fierro	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
108	Drew Schaffer	I am writing to encourage you to include more substantial bike lanes in the new Braker Lane extension. Braker Lane is a high-speed, high-traffic road that is also highly dangerous for anyone on two wheels, and the proposed 2.5 foot barrier is not enough. I myself commute primarily by bicycle and the sense of danger and dread in such situations is something I live with daily. Please take the opportunity to provide ample separation, at least four feet, to make biking in this city a safer and more pleasant experience.	Email	1/17/2023	See Comment Response #16
109	Beth Koenig	I have read that Braker Lane will be extended east of Samsung with only 2.5 feet of bike lanes. As someone who is new to biking and taking a bike instead of a car, I don't feel this is enough space to safely ride and would not feel comfortable doing so. Please consider the recommended 4 feet.	Email	1/17/2023	See Comment Response #16
110	Rene Shields	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. I ride my bike and commute to work and 2 1/2 feet is not enough distance between myself and cars for me to feel safe.	Email	1/17/2023	See Comment Response #16
111	Miriam Schoenfield	I'm writing to ask that you please include wider separations between car lanes and bike lanes on East Braker. The #1 thing I hear from people about hesitancy over biking in Austin is safety and as we're getting to a point where the climate and the city simply cannot handle single-occupancy-vehicles as the exclusive way of getting around we MUST prioritize building safe bike infrastructure. 2.5 feet is not a wide enough sepration.	Email	1/17/2023	See Comment Response #16
112	"Agernaat"	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
113	Sam Fenwick	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
114	Nancy Lazarczyk	2 1/2 feet is not nearly enough! Please do this for the safety of all. Can you imagine riding a bike 2 1/2 feet away from cars speeding past you? Me neither! Please get this right!	Email	1/17/2023	See Comment Response #16
115	Mary Beltran	I'm a long-time Austin resident with a strong interest in making our streets safer for bicycles. I'm writing to urge you to provide more separation between the planned bike lanes and car traffic on East Braker Lane. 2½ feet is not enough to provide safety for bicyclists, and would sets a dangerous precedent. Thank you for your consideration of my request.	Email	1/17/2023	See Comment Response #16

116	Derek Morrison	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
117	Ahmed	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
118	Amy Hufford	I saw that there is a proposal for bike lanes on Braker. For people to feel more comfortable using bike lanes, I'm hoping you'll have more separation between bikes and cars than what is currently proposed. As a long-time cyclist and ride leader, I know that I feel more confident taking riders on roads that have better bike facilities. Some roads (like Burnet Rd) have bike lanes that are basically unusable because of how fast the cars are going and how close to the cars you have to be. I wouldn't wish that bike lane on my worst enemy. While the proposed bike lane on Braker is definitely better than the one on Burnet, if there's room to do a better job for cyclist safety, I'm all for it. Sadly one of our ride leaders who had recently moved away was killed last year in a bike vs. car accident. Let's do the best job we can do in keeping bikes safe from cars.	Email	1/17/2023	See Comment Response #16
119	Dave Obermann	I just learned that the East Braker Lane Extension project will only provide 2.5 feet of separation between cyclists and motor vehicles. This design is not sufficient nor safe. The design must provide cyclists protection from distracted motorists traveling at speeds that can kill instantly. This busy road MUST include a 4 foot PHYSICAL separation between the cycling lanes and motorist lanes. The physical boundary should be a concrete or similar strong structure at least 2 feet high that can resist and deflect the impact of a high speed vehicle. Anything less than this is not safe for cyclists, who certainly will use this new roadway. Thanks in advance for correcting your design and protecting cyclists.	Email	1/17/2023	See Comment Response #16
120	Meghan Murphy	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/17/2023	See Comment Response #16
121	Harry Swinney	I bike Austin streets daily (26 miles thus far today) for both work and pleasure. I am delighted that Austin is now slowly introducing bike lanes that are well separated by barriers from automobile traffic. I am distressed that the proposed extension of Braker Lane is to have bike lanes separated from speeding auto traffic by only 2.5 feet, which is too small. >> Please separate the bike lanes from speeding cars by at least 4 feet from the bike lanes.	Email	1/17/2023	See Comment Response #16
122	Colin Stout	I recently heard about the proposal to extend east Braker lane, I wanted to reach out to express my concern that the proposed 2 1/2 foot bike is not wide enough for cyclists to be safe. I ride my bike as my main form of transportation and I do not feel safe on streets with narrow bike lanes. The bike lane should be at least 4 feet wide or have clear physical separation such as with a concrete curb to provide enough space to safely separate cyclists from car traffic. Thank you for listening to public feedback and taking our concerns into consideration.	Email	1/20/2023	See Comment Response #16
123	Christian May	Hi – I'm a citizen of Austin writing to comment on the plans to build bike lanes on Braker Lane. I was informed that, while the city revised its Transportation Criteria Manual to recommend a 4-foot buffer for bike lanes on roads like Braker Lane, the current plan is to irresponsibly reduce that protection to 2 and a half feet. To put it bluntly – we can't afford to have half-assed protection on bike lanes. I do not own a car – I get around on a bike. It's better for the environment, and cheaper for the city – since my bike doesn't require nearly as much infrastructure/infrastructure repair as a car does. I've had many close calls with cars – I'm just doing my best to avoid being the next cyclist in the news for being killed by a car. But I can only protect myself so much with the current infrastructure available. We need to be building more bike lanes, and we need to be doing it right. The lives of cyclists depend on it. Please increase the amount of protected buffer to at least 4 feet.	Email	1/20/2023	See Comment Response #16
124	Tamea Byrd	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough - it is not recommended by transportation experts and does not encourage biking in Austin. Please protect our community by ensuring bike lanes are safe.	Email	1/20/2023	See Comment Response #16
125	Peter Wall	Please give cyclists a more adequate separation from fast moving cars than the 2.5ft planned. Use the recommended 4 ft at least! New or inexperienced cyclists won't use a facility if it does not feel safe.	Email	1/20/2023	See Comment Response #16
126	Cheng Leong	I bicycle commute to work at braker and domain 4 days a week and would appreciate at least 4ft bicycle lanes on Braker. 2.5ft is insufficient separation from cars that are often going over 45mph. Northern Shoal Creek bicycle lanes are lovely.	Email	1/20/2023	See Comment Response #16
127	Tom Sullivan	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/20/2023	See Comment Response #16
128	Jennifer	I was Cycling on Parmer near Lakeline Blvd., when a car swerved and hit me. You may have heard of the Bike Crash on Dec. 9th 2012. This is a perfect example as to why Austin needs wider/more protected, BIKE LANES. Concrete dividers, White "Barrier poles" (as I call them), Bike Lanes that are separated from cars with a painted lane, used additional to serve a purpose of a "a wider buffer" lane, too help assist in the safety of cars /Cyclists. Many drivers are on their cells & not paying attention to the actual Bike Lane, itself. Please reconsider WIDER/protected, lanes here in Austin.	Email	1/20/2023	See Comment Response #16
129	Sue Anderson	Since Burnet Road will continue to have multiple lanes of relatively high-speed, high-volume vehicular traffic, four foot wide buffer zones are really necessary to provide adequate safe separation with the cycling lanes. Wider buffers will encourage more cycling due to providing a sense of increased safety.	Email	1/20/2023	See Comment Response #16
130	Cecily Foote	I'm a born-and-raised Austinite currently living in district 9 and I'm an active multimodal traveler -- I bike, e-bike, walk, use CapMetro, and drive. I'm writing to express concern with the proposed cross-section for the East Braker Lane extension project. The buffer between the bike lane and travel lanes, as proposed, is too narrow. The width and geometry of Braker encourages high speeds for motor vehicles, which demands greater separation for bikes to ensure a safe street for all. As I'm sure you know, the TCM recommends 4' for the buffer. Please widen the buffers to at least 4' and ideally 6' to allow for planting street trees or other more substantial vegetation in the future. It seems like there's plenty of width in the median and in the planting strip between the bike lane and sidewalk you could take the space from. You could also narrow the travel lanes. There's plenty of precedent around the city for narrower lanes.	Email	1/20/2023	See Comment Response #16
131	Kelsey Huse	The Transportation Criteria Manual recommends a minimum 4-foot buffer for protected bike lanes on roads like Braker. 2 1/2ft is NOT good enough. As a cyclist, this is life of death. Please do the right thing and show that you are serious about safety and Vision Zero. THANK YOU!	Email	1/20/2023	See Comment Response #16
132	Tom Wald	There should be more buffer or a barrier between the fast moving cars (35-55 mph) and the people riding bikes. Local bicycling leaders, the Austin Bicycle Advisory Council, and the Austin Pedestrian Advisory Council have asked that for such a road configuration (two roadway lanes each way separated by a median) that street trees be placed between the bike lane and the sidewalk. City staff went forward with a Street Design Guide and a TCM that put a nominal buffer over the protests of people who bike, people who want to bike, and people who walk. This project proposal isn't even including that nominal buffer of 4'. The best option would be to put the larger planting strip (preferably with street trees) between the bike lane and the roadway, and include a narrower planting strip between the bikeway and the sidewalk if ROW is limited.	Email	1/20/2023	See Comment Response #16

133	Heyden Walker	I am concerned about the small barrier between high-speed traffic and the protected bike lane on the Braker Lane extension, as currently designed. There appears to be plenty of right of way to reprioritize and create a wider buffer. It is my understanding that this is the first new road built under the updated TCM. Let's live up to the standards of the TCM & the goals of the ASMP and truly protect vulnerable road users.	Email	1/20/2023	See Comment Response #16
134	Carol Aaron	Two and a half feet of room is not enough room for the bike lanes. Please make them wider so the people in them are safer – four feet would be ideal, I know there is room. I live in the area of East Braker and I have an E-bike but I never w ride down that street, the traffic is way too close to the bikes. If there is a possibility to make things safer, then why not?	Email	1/20/2023	See Comment Response #16
135	Charles Scarborough	Hi friends - Please provide more than the planned 30" separation between cars and the bike lane on E. Braker Lane. I have ridden and driven too on this stretch of road and cars regularly seem to drive very fast and with many distractions. Thirty inches isn't enough buffer to protect kids, families and others riding bikes from even the slightest bauble - from cars or kids - in their respective lanes. Please do a better job protecting all citizens and promoting fewer cars on the road by providing safe transit options.	Email	1/20/2023	See Comment Response #16
136	April Porter	Hello! I would like to chime in and say that bike lanes need to have as much space as possible from car traffic - 2.5 feet is not enough. Please make the divider bigger.	Email	1/20/2023	See Comment Response #16
137	Laura Ts'ao	I am glad you are planning to extend the Braker Lane bike lane, but I would love it if it was expanded to be a minimum of a 4-foot buffer from traffic. I know the project is supposed to be 2.5 feet from car traffic, but that is not the recommended distance by the Transportation Criteria Manual. This is really important because protected bike lanes make riders feel more comfortable, which attracts more people to actually riding. This is also generally safer for bikers in case of car crashes. Men disproportionately bike more than women because women tend to feel less safe biking around cars and in bike lanes. Protected bike lanes increase that sense of security, and certainly a bigger buffer would ensure more women feel safer biking. Please consider increasing the buffer for this bike lane. Thank you!	Email	1/20/2023	See Comment Response #16
138	Eric Hirst	As an avid cyclist who cycles frequently on Austin roads, I share the views of Safe Streets Austin. Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. Austin has the opportunity to be a forward focused city by expanding bike lanes and their access. Such amenities will attract more young professionals (and their tax base) and retain older citizens (and their tax base) who otherwise might to attracted to, say, Bentonville. Bentonville should be our cycling model. Narrow bike lanes won't attract riders. Their cost won't be justifiable. Let's do it right and do it well.	Email	1/20/2023	See Comment Response #16
139	Kelsey Balaban	Thank you for including bike lanes on the expansion of Braker Lane to Samsung Blvd. However, I'm writing to ask you all to please plan for wider bike lanes on East Braker. People often cite fear of being hit by cars as one of the biggest barriers to getting on a bike, and 2.5 feet of separation from cars on a busy 4-lane street is unlikely to help them feel more comfortable. To make this a more effective and usable bike stretch, please include a 4-foot buffer between the cars and bikes, as recommended in the Transportation Criteria Manual, specifically in "Table 2.2 - Curbed and Guttered Street Design Matrix".	Email	1/20/2023	See Comment Response #16
140	Wallis Goodman	Please go with 4-foot buffer between cars and bicycles. I commute by bicycle almost daily. I know what it's like to feel safe riding, and to not feel safe riding.	Email	1/20/2023	See Comment Response #16
141	Ann	2.5 feet is barely enough room! Please keep our bike Lane safe by giving more room for the bike lane, at least 4 foot, preferably 5 foot. I don't want to get hit again by someone's side mirror!	Email	1/20/2023	See Comment Response #16
142	Sam Baird	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. The bike lanes need to be at least 4 feet wide according to the City's recently revised Transportation Criteria Manual, which actually recommends a minimum 4-foot buffer for protected bike lanes.	Email	1/20/2023	See Comment Response #16
143	Daniel Ronan	Please provide more distance for bikers on E Braker Ln between the bike lane and fast-moving traffic. More space for people please, not cars.	Email	1/20/2023	See Comment Response #16
144	Nicholas Iacobucci	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. I ride my bike on St. Johns and it's deathly scary with a lower speed limit than Breaker. Bike lanes, in general, need fixed in this city - they're very dangerous. Then consider Guadalupe through camps... They just end X_X	Email	1/20/2023	See Comment Response #16
145	Cameron Spoor	I write in hopes that you will provide more separation between the bike lanes and car traffic on East Braker Lane. I understand that there are plans to expand Braker eastward toward Samsung Boulevard, and that the current protected bike lanes will only be 2 1/2 feet wide - but 2 1/2 feet is not wide enough. I believe there is ample space there to incorporate greater space between bikers and the 4 lanes of traffic. I also believe that the city recently revised a "Transportation Criteria Manual" which recommends a minimum 4-foot buffer; I do hope that the city is able to amend the Braker Lane plans to adhere to this manual that the city itself implemented.	Email	1/20/2023	See Comment Response #16
146	Andrew Lane	I am an Austin resident and have heard about the proposed 2.5 ft separation for the protected bikelane expansion on braker lane. That is not enough by high speed roads. The 4 feet in the regulations should be follow.	Email	1/20/2023	See Comment Response #16
147	David Valdez	I bike around Austin for many reasons I believe help benefit my health and the quality of life in Austin. I know many people who bike around the city because it's more environmentally friendly and takes up less of our shared space. Although I might be willing to ride in a lane separated by a 2½ foot wide divider, less experienced or more risk-averse people might not be, given the speeds on Braker Lane. Please reconsider the planned 2½ foot wide divider - maybe placing the biking lane closer to the pedestrians with a narrow divider, and a wider divider between pedestrians and cars. Doing so would create a more welcoming bike commuting experience and ultimately encourage more people to ride a bike when possible. Ultimately it would help ease congestion on our roads and create a better sense of community while reducing the Austin air pollution.	Email	1/20/2023	See Comment Response #16
148	David Wenske	I am very happy about the proposed safety improvements for East Braker lane. However, I believe the protect bike lanes still are too close to vehicle traffic and I would not feel safe using these lanes. I would love to see more separation between the lanes for cars and bicycles. Thank you.	Email	1/20/2023	See Comment Response #16
149	Nathan Swaney	As someone who has commuted on Braker Lane, I have experienced many close calls as the current bike lanes are inadequate and full of debris from the heavy industrial traffic that frequents it. Please increase the planned bike lane separation for the new East Braker Lane construction to the recommended 4 foot minimum from the Transportation Criteria Manual. This could and likely will save lives, not to mention result in more commuters feeling safe to commute via bicycle, improving their health and the health of others by reducing pollution.	Email	1/20/2023	See Comment Response #16
150	Laine Hardy	Please provide a 4' or wider buffer between car and bicycle traffic on Braker Lane, per recommendations of our Transportation Criteria Manual. It's not enough to have bike lanes - they must be safe and feel safe from vehicle traffic.	Email	1/20/2023	See Comment Response #16
151	Joaquin Viramontes	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/20/2023	See Comment Response #16
152	Gamble Anderson	"Texas does not have a statewide law that mandates a specific distance for motor vehicles passing or overtaking bicycles. Austin has a local ordinance that requires a distance of three feet and to the left."	Email	1/20/2023	See Comment Response #16
153	Richard Anderson	It is important that you Please consider providing more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. I ride bikes every day in austin.	Email	1/20/2023	See Comment Response #16
154	Molly McGlone	Please provide more separation between the bike lanes and traffic on east braker lane! 2.5 feet is not enough.	Email	1/20/2023	See Comment Response #16

155	Darryl Judice	There needs to be at least a minimum of 3 feet between cars and bikes. Car drives are increasingly distracted by phones, in car systems, sightseeing and many other things. Therefore, a minimum of 3 feet is required for a reasonable margin of safety.	Email	1/20/2023	See Comment Response #16
156	Kelly Murphy	I am writing in regards to bike lanes, and any future plans, along the East William Cannon corridor. This impacts me personally as I live in this area and have ridden these lanes quite recently and frankly, the width of two and one half feet is not a safe and adequate separation between cyclists and motorists. Three feet is the minimum width for a good bike lane but four to five feet is much better.What has been done to add protected bike lanes along this road is great, the lanes are really nice, but they are a bit too close to motorists. I've heard many call Austin a world-class city. I've been to more than one world-class city and frankly Austin has a long road ahead before it becomes world-class, however, Austin Mobility is in a position to build world-class bike lanes and help turn Austin into a top cycling city and destination. Remember, the wider - at least three feet - the better.	Email	1/20/2023	See Comment Response #16
157	Alex Greenwald	I am an avid cyclist. I bike to commute as well as for fitness. 2.5 feet is just not enough separation from traffic. It doesn't even meet the 3ft that motorists are required by law to give cyclists. Please provide more separation between the bike lanes and car traffic on East Braker Lane.	Email	1/20/2023	See Comment Response #16
158	Schuyler Costello	I'd like to submit a comment for this plan being reviewed by the city. Please consider widening the buffer between the bike lanes and automobile traffic lanes from 2.5 ft to the TCM recommended 4 ft. I would suggest setting both driving lanes at 11.5 ft and reducing the center planting strip to 13.5 ft to make up the 1.5 foot difference. Reducing the size of the driving lanes will encourage drivers not to speed on this road next to bikes and pedestrians. Thank you.	Email	1/20/2023	See Comment Response #16
159	Bill Foster	As an avid cyclist, the more bike lanes the better. But, the bike lane must also be safe. It must be wide enough and preferably be separated from the traffic lanes. A white line doesn't stop a texting driver from running into you. A 3-foot wide bike lane is not enough room on a street with a 55 MPH speed limit (ie, route 620). I ride with a club. We tend to have 10-15 riders in a group and we do our best to stay safe, obey traffic laws, and signal to drivers as needed. We still get honked at, yelled at, and experience far too many close calls. Several of our club members have been hit by cars. I ask the city and county to PLEASE improve bike safety by investing in safer bike lanes (think Copenhagen or Gothenburg – they got it right). We can do better.	Email	1/20/2023	See Comment Response #16
160	Kristofer Tatsch	I just wanted to write to request the original plans be maintained for a wider separation on the new bike lanes on Braker. As a cycling commuter, this level of safety would be much appreciated throughout the city, especially where space allows.	Email	1/20/2023	See Comment Response #16
161	Prosper Russ	in consideration of the numbers of bibycle accidents from minor to fatal, please help us create a safer space for cycle transportation. i know soooo many people that don't ride nearly as much as they want because of safety. lots of people would bike to work more often that not, weather permitting, if it felt more safe for them to do so. getting this done can have multiple benefits. please help us.	Email	1/20/2023	See Comment Response #16
162	Eve Chenu	I understand that the bike lane planned for E. Braker lane is only 2 ½ feet wide. That's not wide enough! Let's get serious about building real bicycle infrastructure. Please change this plan to the recommended 4 feet.	Email	1/20/2023	See Comment Response #16
163	Gordon Novak	More separation than 2.5 feet would encourage bike use. I rode my bike to work today; please support those who help our city by riding a bike instead of driving.	Email	1/20/2023	See Comment Response #16
164	Tim McCarthy	It's come to my attention that the newly constructed segment of E Braker Ln from Dawes Pl to Samsung Blvd is planned to have inadequate separation of 2.5 feet between automobile and bicycle travel lanes. This is not consistent with the City's Transportation Criteria manual, which recommends 4 feet, and could set a dangerous precedent. On a personal note, I live near W. Braker which has narrow bike lanes, but even though I bike every day and am a very confident rider, I never use the Braker bike lanes because they are unprotected from fast automobile traffic. Luckily for me, good nearby alternatives exist (like Kramer), but that won't be true for the new segment of Braker. The people who live there will need wide, protected lanes to feel safe.	Email	1/20/2023	See Comment Response #16
165	Michael Costello	As an avid biker trying to reduce my carbon footprint, I am eager to see more safe bike lanes in Austin. The proposed 2 1/2 foot barrier on Braker lane, in my opinion is too narrow and should be expanded to 4 feet. I am a retired and disabled rider who uses a recumbent trike, which is lower to the ground than most bikes. That makes me even mor hesitant to ride on streets where traffic is speeding by due to my lower visibility. I urge you to consider people like me and adjust you plans!	Email	1/20/2023	See Comment Response #16
166	Maureen Kelly	Please provide more separation between the bike lanes and car traffic on East Braker Lane! The planned 2½ feet is not enough. The City's own Transportation Criteria Manual recommends a minimum 4-foot buffer for protected bike lanes on roads like this. It's a bad idea to discourage cyclists when gas and vehicle costs continue to rise. Most of us are uncomfortable riding bikes close to high-speed car traffic. To attract more riders, we need to provide facilities that are not only protected, but comfortably separated from car traffic.	Email	1/20/2023	See Comment Response #16
167	Lawrence Tuttle	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough.	Email	1/20/2023	See Comment Response #16
168	Preston Tyree	Your standard separation in the Transportation Criteria Manual is a minimum of 4 foot buffer for protected bike lanes. Braker Lane is a high speed travel way and 2.5 feet is not enough. Why have standards if you are not going to follow them?	Email	1/20/2023	See Comment Response #16
169	Cristoper Peake	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough. CBetter yet, create a solid wall system for true safety and protection, including some traffic sounds which can be on overload?	Email	1/20/2023	See Comment Response #16
170	Mark Wistey	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough to protect against distracted motorists, much less family bicyclists (kids).	Email	1/20/2023	See Comment Response #16
171	Sherry Mason	I have been enjoying the recent upgrades on Spicewood Springs Road and McNeil. I can now cycle all the way to the NW YMCA in a quasi-protected bike lane. It has those vertical PVC things that alert drivers to stay out of the bike lane. Unfortunately some of those plastic tubes have already been taken out by wayward vehicles. Still, the bike lane is wide and makes me feel fairly comfortable. I understand, however, that there are plans to decrease the size or width of the bike lane on E. Braker. If no solid barrier is being planned (like a cement wall) then 2 1/2 feet is much too narrow for cyclists to navigate on such a heavily traveled road as E. Braker. I have nearly been taken out by passenger side mirrors on vehicles that come precariously close to me as I ride. More and more drivers are rushed and distracted……why make it more dangerous for everyone? Please adhere to a safe standard for cycling lanes.	Email	1/20/2023	See Comment Response #16
172	Weston Giunta	I'm writing to encourage you to provide more than 2.5 feet of width for the planned bike lane on East Braker. 2.5 feet is not enough to make cyclists feel safe with traffic moving at high speeds. If we want to encourage biking it is paramount that we are protected as much as possible and feel safe or bike lanes will just be lip service.	Email	1/20/2023	See Comment Response #16
173	Rick Chevrie	Please increase the distance between the road and the bicycle lane. 2 and a half feet is not enough for safety with the speeds the cars are traveling at and the bicyclists.	Email	1/20/2023	See Comment Response #16

174	Nicolas Webster	I'm emailing in regards to the proposed changes/extension of Braker Lane (to Samsung Blvd). The proposed plan appears to provide only a 2.5' separation between the bike lanes and high-speed vehicle traffic. The city's recently updated Transportation Criteria Manual recommends a 4' buffer for situations like this. PLEASE pursue a design consistent with the recommendations of the manual and use a 4' buffer. What is the point of these guidelines if they aren't used to inform better designs? Austin needs to stop making safety compromises for the most vulnerable road users for the sake of comfort for car traffic. For the record, I get around Austin both in my personal vehicle and on a bicycle. I want to live in a city that makes it a priority to make it comfortable to get around by bike - even if it means it takes me a little longer when I'm driving. If the city is serious about getting to 50% mode share, we need to get serious about these choices.	Email	1/20/2023	See Comment Response #16
175	Yi Luo	Please provide more separation between the bike lanes and car traffic on East Braker Lane! 2½ feet is not enough! Nobody bikes on Braker because it is too skinny. The existing car lanes are also too narrow, which is good for traffic calming but the bike lane never feels safe and people will just use sidewalk	Email	1/20/2023	See Comment Response #16
176	Maria Geary	Hello, I'm writing to request that there needs to be more protection from traffic for the bike lanes on Braker lane! As a cyclist with a small child, I will not feel comfortable biking with the current planned amount of protection from cars.	Email	1/20/2023	See Comment Response #16
177	Julie Peckham	Please increase the buffer between driving lanes and bike lanes on Braker Lane.	Email	1/20/2023	See Comment Response #16