



College Station, TX

Meeting Agenda

Bicycle, Pedestrian, and Greenways Advisory Board

1101 Texas Ave, College Station, TX 77840

Internet: <https://zoom.us/j/97985388273>

Phone: 888 475 4499 and Webinar ID: 979 8538 8273

The City Council may or may not attend this meeting.

September 13, 2021

3:00 PM

Administrative Conference Room

This meeting will offer both in-person and remote participation following both the City's Guidelines for in-person, virtual attendance, and the speaker protocol in the agenda. The city uses a third-party vendor to help host the meeting and if the call-in number is not functioning access will be through the internet link only.

1. Call meeting to order and consider absence requests.

2. Hear Visitors.

Speaker Protocol: An individual who wishes to address the Board regarding any item on the Regular Agenda, shall register with the Board Secretary prior to 12 p.m. on the day of the meeting. To register, the individual must provide a name and phone number by calling 979.764.5044 or emailing gfontes@cstx.gov prior to 12 p.m. To submit written comments to the Board, email gfontes@cstx.gov and they will be distributed to the Board. Upon being called to speak, an individual must state their name and city of residence, including the state of residence if the city is located out of state. Speakers are encouraged to identify their College Station neighborhood or geographic location. Each speaker's remarks are limited to three (3) minutes. Any speaker addressing the Board through the use of a translator may speak for six (6) minutes. At the (3) minute mark, the Board Secretary will announce that the speaker must conclude their remarks.

3. Agenda Items

3.1. Consideration, discussion and possible action to approve meeting minutes.

Attachments: 1. August 2, 2021 Minutes

3.2. Presentation and discussion regarding the Bicycle, Pedestrian and Greenways Advisory Board calendar of upcoming meetings.

- October 18, 2021 ~ Bicycle, Pedestrian and Greenways Advisory Board Meeting at 3:00 p.m.

- 3.3. Public Hearing, presentation, discussion and possible action regarding a recommendation to the Planning & Zoning Commission on proposed Chapters 5 and 6 of the 10-year update to the City of College Station Comprehensive Plan, and associated map updates within the Bicycle, Pedestrian and Greenways Master Plan.

Sponsors: Alyssa Halle-Schramm

Attachments:

1. Memo
2. Comprehensive Plan Chapters 5 and 6
3. List of Pedestrian Changes
4. List of Bicycle Changes
5. Summary of Public Input Comments
6. Map 5.4 Proposed Bicycle Facilities
7. Map 5.5 Proposed Pedestrian Facilities

- 3.4. Presentation and discussion regarding proposed changes to Bike Share Ordinance.
- 3.5. Presentation and discussion regarding the Lick Creek Greenway Trailhead and Parking lot.
- 3.6. Presentation and discussion regarding items on future City Council meetings related to biking, walking and greenways.

4. Discussion and possible action on future agenda items.

A member may inquire about a subject for which notice has not been given. A statement of specific factual information or the recitation of existing policy may be given. Any deliberation shall be limited to a proposal to place the subject on an agenda for a subsequent meeting.

5. Adjourn.

Adjournment into Executive Session may occur in order to consider any item listed on the agenda if a matter is raised that is appropriate for Executive Session discussion.

I certify that the above Notice of Meeting was posted on the website and at College Station City Hall, 1101 Texas Avenue, College Station, Texas, on September 9, 2021 at 5:00 p.m.

City Secretary

This building is wheelchair accessible. Persons with disabilities who plan to attend this meeting and who may need accommodations, auxiliary aids, or services such as interpreters, readers, or large print are asked to contact the City Secretary's Office at (979) 764-3541, TDD at 1-800-735-2989, or email adaassistance@cstx.gov at least two business days prior to the meeting so that appropriate arrangements can be made. If the City does not receive notification at least two business days prior to the meeting, the City will make a reasonable attempt to provide the necessary accommodations.

Penal Code § 30.07. Trespass by License Holder with an Openly Carried Handgun.

"Pursuant to Section 30.07, Penal Code (Trespass by License Holder with an Openly Carried Handgun) A Person Licensed under Subchapter H, Chapter 411,

Government Code (Handgun Licensing Law), may not enter this Property with a Handgun that is Carried Openly."

Codigo Penal § 30.07. Traspasar Portando Armas de Mano al Aire Libre con Licencia.

"Conforme a la Seccion 30.07 del codigo penal (traspasar portando armas de mano al aire libre con licencia), personas con licencia bajo del Sub-Capitulo H, Capitulo 411, Codigo de Gobierno (Ley de licencias de arma de mano), no deben entrar a esta propiedad portando arma de mano al aire libre."

MINUTES
BICYCLE, PEDESTRIAN, AND GREENWAYS
ADVISORY BOARD MEETING
Monday, August 2, 2021 3:00 PM
Council Chambers

MEMBERS PRESENT: Chair Elizabeth Cunha, David Higdon, Joy Chmelar and Dennis Jansen.

MEMBERS ABSENT: Kyle LeBlanc, Kathy Langlotz and Rebecca Brooker.

STAFF PRESENT: P&DS Director Michael Ostrowski, Assistant Director Molly Hitchcock, Bicycle, Pedestrian and Greenways Planning Administrator Venessa Garza, Transportation Planning Coordinator Jason Schubert, Long Range Planning Administrator Alyssa Halle-Schramm, Administrative Support Specialist Kristen Hejny and Board Secretary Grecia Fuentes.

AGENDA ITEM NO. 1: Call to Order and consider absence requests.

Chair Cunha called the meeting to order at 3:00 p.m.

There were no absence requests for consideration.

AGENDA ITEM NO. 2: Hear Visitors.

There were no visitors who requested to speak.

AGENDA ITEM NO. 3: Agenda Items.

AGENDA ITEM NO. 3.1: Consideration, discussion, and possible action to approve meeting minutes.

Board Member Higdon motioned to approve the minutes from June 21, 2021. The motion was seconded by Board Member Jansen and was approved (4-0).

AGENDA ITEM NO. 3.2: Presentation and discussion regarding the Bicycle, Pedestrian and Greenways Advisory Board calendar of upcoming meetings.

- Monday, September 13, 2021. Bicycle, Pedestrian and Greenways Advisory Board meeting at 3:30 p.m.

This meeting will be in person. There was general discussion regarding the upcoming September Board meeting. Ms. Garza stated that Ms. Halle-Schramm will provide an update on the City's Comprehensive plan.

AGENDA ITEM NO. 3.3: Presentation and discussion regarding proposed changes to the City's Comprehensive Plan.

Ms. Halle-Schramm and Ms. Garza gave a presentation on the City's Comprehensive Plan update with an overview and related changes proposed to the Bicycle, Pedestrian, and

Greenways Master Plan specifically the Bicycle and Pedestrian Maps. There was general discussion amongst the Board regarding the proposed items.

AGENDA ITEM NO. 3.4: Presentation and discussion regarding the City Council meetings related to biking, walking and greenways.

There are no items in upcoming City Council meetings related to biking, walking and greenways.

AGENDA ITEM NO. 4: Possible action and discussion on future agenda items.

A Bicycle, Pedestrian, and Greenways Advisory Board Member may inquire about a subject for which notice has not been given. A statement of specific factual information or the recitation of existing policy may be given. Any deliberation shall be limited to a proposal to place the subject on an agenda for a subsequent meeting.

Chair Cunha requested the following topics for future meetings:

- Follow-up on the definition of motorized vehicles and if they are allowed on shared-use paths.
- Construction activity around the Lick Creek Greenway trail and if it could cause the trail to be closed in the coming months.

Board Member Jansen requested the following topic for a future meeting:

- The need for easy access to shared-use paths with sidewalk ramps for bicyclists riding on the road, like the Lick Creek Greenway trail at Midtown Drive.

Chair Cunha informed the Board Members about the following as it relates to being more bicycle friendly:

- Free helmet giveaways were held at the Fun For All Playground on July 28th and at the Lincoln Center at their Back-To-School rally on July 31st.

AGENDA ITEM NO. 5: Adjourn.

The meeting adjourned at 4:03 p.m.

APPROVED:

ATTEST:

Elizabeth Cunha, Chair

Grecia Fuentes, Board Secretary



MEMORANDUM

September 13, 2021

TO: Members of the Bicycle, Pedestrian, and Greenways Advisory Board

FROM: Venessa Garza, AICP, Bicycle, Pedestrian, and Greenways Planning Admin.
Alyssa Halle-Schramm, AICP, Long Range Planning Admin.

SUBJECT: Comprehensive Plan 10-Year Update

Item:

Public hearing, presentation, discussion, and possible action regarding a recommendation to the Planning & Zoning Commission on proposed Chapters 5 and 6 of the 10-year update to the City of College Station Comprehensive Plan, and associated map updates within the Bicycle, Pedestrian, and Greenways Master Plan. (Note: Planning & Zoning Commission action on this item is scheduled for September 16, 2021. Final action on this item is scheduled for the October 14, 2021 City Council Meeting – subject to change.)

Summary:

This item is to consider Chapters 5 and 6 of the proposed 10-year update to the City of College Station Comprehensive Plan. The proposed update includes revised goals, policies, actions, narrative, and maps related to bicycle and pedestrian facilities and greenways, along with associated maps from the Bicycle, Pedestrian, and Greenways Master Plan.

Background:

The proposed update to the Comprehensive Plan stems from the 10-year evaluation of the plan – branded The Next 10 – that occurred during 2019 and 2020. City staff spent that time evaluating the plan, considering growth and development trends, and engaging with over 800 citizens and stakeholders from across the community. The evaluation process included extensive meetings with the Comprehensive Plan Evaluation Committee, City staff, and leadership, and multiple workshops with the Planning & Zoning Commission and City Council for guidance and input. The result was the 10-Year Evaluation & Appraisal Report that recommended plan modifications in response to changing conditions. The City Council accepted the report in October 2020.

City staff have been working to implement the recommended changes, which include significant updates to the plan narrative and maps including, but not limited to, updates to Chapters 5 and 6 and associated maps from the Bicycle, Pedestrian, and Greenways Master Plan. Changes to

future land uses, density, development patterns, and thoroughfares within the Comprehensive Plan have necessitated changes to those respective maps.

City staff hosted a final round of public engagement efforts throughout August and into September 2021. This included virtual participation options and in-person open houses. Over 100 participants provided feedback during this final check on the proposed plan update. City staff have made refinements based on that public input and present the relevant chapters and maps to the Bicycle, Pedestrian, and Greenways Advisory board for consideration. Staff will present the updated Comprehensive Plan for consideration by the Planning & Zoning Commission and possible adoption by City Council.

Supporting Materials:

1. *Chapters 5 & 6 of the Updated Comprehensive Plan (Maps 6.1, 6.2, and 6.4 are not included but don't affect BPG Board action)*
2. *Map 5.4 Bicycle Facilities Map* from the Bicycle, Pedestrian, and Greenways Master Plan
3. *Map 5.5 Pedestrian Facilities Map* from the Bicycle, Pedestrian, and Greenways Master Plan
4. *List of Bicycle Changes*
5. *List of Pedestrian Changes*
6. Summary of Bicycle and Pedestrian Public Input Comments



5 ENGAGING SPACES

Parks, greenways, and the arts play an integral role in improving quality of life for the residents of College Station. They foster social, environmental, economic, and health benefits by uniting families, building cultural diversity, promoting stewardship of natural resources, attracting businesses, and offering places for a healthy lifestyle. Parks and greenways create a sense of place and frame neighborhoods into unique spaces to be enjoyed and explored. Performing and fine arts provide opportunities for entertainment, education, and culture.



The City of College Station offers its residents a wide variety of recreation and leisure experiences in locations across the community.

Goal

Highly desirable parks, greenways, arts and cultural amenities that support high-quality experiences for residents and visitors.

Purpose

When College Station residents were asked to rank enhancements that would make College Station a better place to live and work, more parks, greenways, and entertainment were among the top choices. Also ranking high were environmental protection, recreation facilities, addressing drainage and flooding concerns, and community image and appearance. Residents view parks, greenways, and the arts as necessities in College Station. These amenities improve the character and livability of a city and warrant a significant level of attention and commitment of resources. Planning and investing in these assets are expected and appreciated by current residents, business owners, and visitors.

The purpose of this chapter is to recognize and ensure the continued protection and enhancement of leisure, recreation, and cultural opportunities available to the residents of College Station through parks, greenways, and the arts. College Station enjoys a diverse and educated citizenry who support and celebrate this vital component of local quality of life. The City recognizes the value of the natural environment and its effects upon the physical and mental health of its citizens.

This chapter sets the framework for the City's parks and recreation system and greenways program. The City has two topic-specific planning efforts that delve into greater detail regarding the actions and measures needed to maintain and grow the City's parks and recreation system and greenways program. These are the **Recreation, Park, and Open Space Master Plan**, adopted in 2011 and undergoing a major update in 2021, and the **Bicycle, Pedestrian, and Greenways Master Plan**, adopted in 2010 and updated in 2018. The City of College Station offers its residents a wide variety of recreation and leisure experiences in locations across the community.

Existing Conditions

The City of College Station strives to be a leader and innovator in parks and recreation facilities, greenways preservation, events, programs and cultural amenities.

The City's parks and greenways span almost 2,000 acres, as viewed in [Map 5.1, Parks and Greenways](#). City-owned greenway property has been transferred into the parks system in recent years to enhance its access and public awareness, increase its protection, and provide better connectivity between parks and greenways. While greenways can provide recreational and mobility purposes, this does not diminish the role that greenways play in floodplain and storm water management and conservation of the natural environment.

The parks and recreation system includes a variety of athletic fields and courts, pavilions, biking and walking trails, exercise stations, playgrounds, dog parks, senior centers, and swimming pools. Other facilities include an amphitheater and festival site, a skate park, a full-service recreation center, two cemeteries, a nature center, and an inventory of flat athletic fields and diamonds that routinely host state and national tournaments for a variety of sports. Programs range from aquatics and swim lessons, athletic leagues for all ages, and afterschool care to entertainment with the Starlight Music Series and educational classes.

NEEDS ASSESSMENT

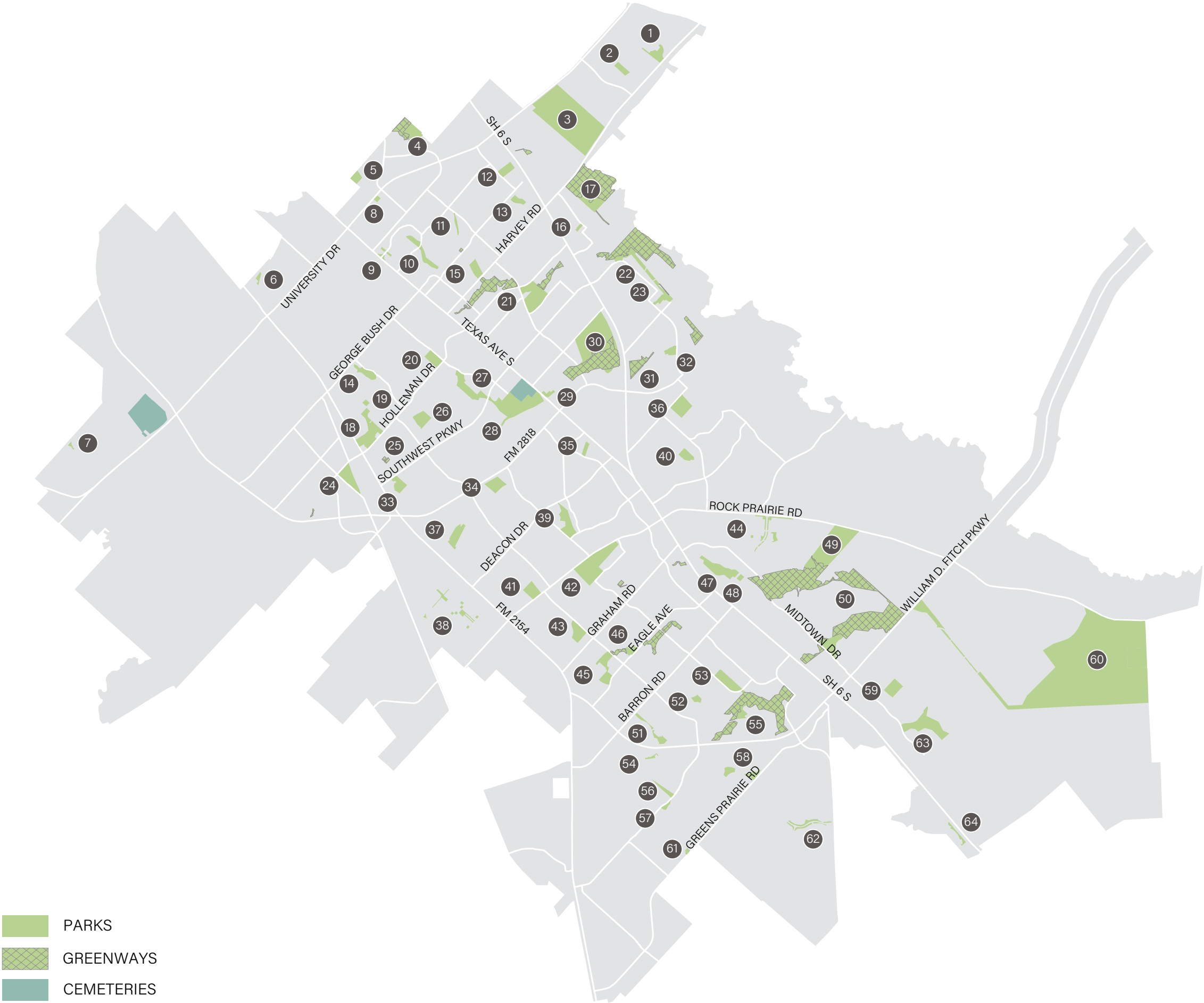
The City's goal is to achieve seven acres of parkland per 1,000 citizens. A combination of standards-based and resource-based approaches are used to assess the need for additional parks, recreation facilities, and greenways within College Station. The potential need for additional parkland acreage to satisfy current and future demands is determined by applying the recommended standards to the current and future population of the City.

In 2018, a comprehensive needs assessment was initiated by City staff, employing the firm of National Service Research. The purpose of the study was to provide guidance regarding park, recreation and open space to meet citizen needs and priorities. The key objectives selected were to identify frequency of park and recreation use, maintenance rating of parks and recreation facilities, recreation programs of interest, and park facility needs.

These approaches provide a comprehensive analysis for future additions to the parks and recreation system as well as the greenway system. The [Recreation, Park, and Open Space Master Plan](#) and the [Bicycle, Pedestrian and Greenways Master Plan](#) further detail the land, facility, and program needs that surfaced through planning processes and outline the practices City staff will employ to achieve these objectives.



Parks & Greenways



- PARKS
- GREENWAYS
- CEMETERIES

- | | |
|------------------------------------|--------------------------------|
| 1 SUMMIT CROSSING | 33 SOUTHWEST |
| 2 CRESCENT POINTE | 34 GEORGIE K. FITCH |
| 3 VETERANS PARK & ATHLETIC COMPLEX | 35 LONGMIRE |
| 4 UNIVERSITY | 36 SANDSTONE |
| 5 BILLIE MADELY | 37 STEEPLECHASE |
| 6 NORTHGATE | 38 BARRACKS II |
| 7 FIRST DOWN | 39 BROTHERS POND |
| 8 LIONS | 40 WOODCREEK |
| 9 EASTGATE | 41 JACK & DOROTHY MILLER |
| 10 THOMAS | 42 BRIAN BACHMANN |
| 11 PARKWAY | 43 EDELWEISS |
| 12 RICHARD CARTER | 44 MIDTOWN RESERVE |
| 13 MERRY OAKS | 45 EDELWEISS GARTENS |
| 14 BRISON | 46 CREEK VIEW |
| 15 OAKS | 47 HUNTINGTON TRAIL |
| 16 WINDWOOD | 48 M.D. WHEELER PH 2 |
| 17 SMITH TRACT | 49 TEXAS INDEPENDENCE BALLPARK |
| 18 W.A. TARROW | 50 WOODLAND HILLS |
| 19 LUTHER JONES | 51 SONOMA |
| 20 ANDERSON | 52 REATTA MEADOWS |
| 21 WOLF PEN CREEK | 53 SOUTHERN OAKS |
| 22 ART & MYRA BRIGHT | 54 BRIDGEWOOD |
| 23 CARTER'S CROSSING | 55 CASTLEROCK |
| 24 JOHN CROMPTON | 56 PHILLIPS |
| 25 SOUTHLAND | 57 WALLACE LAKE |
| 26 GABBARD | 58 CASTLEGATE |
| 27 LEMONTREE | 59 PEBBLE CREEK |
| 28 BEE CREEK | 60 LICK CREEK |
| 29 CY MILLER | 61 ETONBURY |
| 30 STEPHEN C. BEACHY CENTRAL | 62 GREENS PRAIRIE RESERVE |
| 31 HEADLAKE | 63 WILDWOOD |
| 32 EMERALD FOREST | 64 COVE OF NANTUCKET |

Planning Considerations

College Station's residents identified various issues and opportunities facing the community regarding parks, greenways, and the arts. The planning considerations highlighted in this section helped shape the action recommendations that follow.

Growth and changing demographic trends are important components in determining the development of parks, greenways, and the arts. College Station has a projected annual growth rate of 2.8% based on trends from 2010-2020 and is projected to increase to more than 162,500 residents by 2030.¹ An increasing population creates demand for an increased and diverse offering of programs, facilities, and open space to maintain current levels of service. Although school and college-aged residents will continue to make up a large portion of the population, residents of retirement age are the fastest growing demographic. This may present a need for more passive recreation opportunities in the future in a system currently geared towards more active recreation.



MAINTAINING A PREMIER PARKS AND RECREATION SYSTEM

City staff have identified five pillars to approach the strategic and ongoing actions of the parks and recreation system in a goal-oriented, systematic fashion:

Experience & Engagement: Create a positive and memorable experience for all customers. Strive to involve and request input from all park and program participants. Create public awareness of all programs, facilities, and greenspace.

Capital, Operational & Maintenance Funding: Identify and establish desirable alternatives to fund all aspects of projects, operations, and maintenance.

Natural Resource Management: Protection of the wildlife, plants, water, and soil of an area, with a particular focus on quality of life and stewardship.

Growth & Sustainability: Employ and track the demographics and growth patterns of the City to maintain, secure, and develop desirable greenspace and facilities.

Accessibility & Inclusion: Inclusive and accessible design, affordable pricing and implementation of programs, activities and facilities that takes into consideration the diversity of the population.

The community must ensure College Station maintains and develops its parks and recreation system effectively to meet current and future needs. Considerations for the community include: (1) continued development of a balanced, convenient, and accessible park system, (2) quality park appearance and maintenance, and (3) coordination, collaboration, and adequate funding.

Balanced, Convenient, and Accessible Park System

A successful parks and recreation system creates a balance of public open spaces and recreation opportunities across the community. All residents should have an equal opportunity to access parks and the facilities they offer to meet recreational and leisure needs.

A comprehensive parks and recreation system also offers a variety of parks, ranging in size and focus to satisfy diverse social and ecological needs. Greenways now fall under the umbrella of this system and provide linear connections with trails where appropriate. A variety of indoor and outdoor facilities and spaces, as well as an adequate assortment of activities and programs, should be provided to meet the individual and collective needs of all the residents of College Station.

Quality Park Appearance and Maintenance

The condition and appearance of parks is an indicator of their value to the community. Collectively, parks and public open spaces can contribute to the aesthetics, natural beauty, property values, and sustainability of the City.

Facilities and programs such as the Fun for All Playground that focuses on providing interactive learning opportunities for all ability levels, the Lick Creek Nature Center educational programming, and the renovation and expansion of the Lincoln Recreation Center are just a few of the ways the City demonstrates its commitment to a well maintained, diverse parks system that positively contributes to citizens' quality of life. Moreover, the Parks & Recreation Department hosts seasonal events to better serve the community and partners with the Economic Development & Tourism Department to promote sports tourism as both an experience and an economic driver for the community.

Coordination, Collaboration, and Adequate Funding

As the City continues to grow and develop, College Station will see an increased demand for parks and recreation facilities and programs. To meet this increasing demand, mechanisms that encourage joint acquisition, development, and funding of public spaces will help the City to stretch local resources for the development and redevelopment of its parks. City coordination and collaboration with agencies, such as Brazos County, the College Station Independent School District, the City of Bryan, Texas A&M University, developers, and other local agencies and organizations mutually benefit all interests because it eases the municipal tax burden related to parks and recreation demands and enhances the quality of parks and recreation facilities and programs.

Collaboration requires effective communication and coordination among stakeholders. Through agreements reached between public/semi-public agencies, as well as partnerships with the private sector, the parks and recreation system can benefit in the quality and quantity of facilities and programs it offers. Joint acquisition, construction, operation, and maintenance allow more efficient use of public resources while



ensuring that the system is well-coordinated and connected. Effectively leveraging State and Federal grants and private foundation funds is also important to developing and sustaining a parks and recreation system for the long term.

ENHANCING THE GREENWAYS PROGRAM

The purpose of the Greenways Program is to establish a network of greenways or open space corridors throughout the community for conservation and to connect people and places through greenway trails for recreation and transportation. Considerations for the community include: (1) promoting the protection of land to maximize use and enjoyment and the natural resource stewardship through preservation, conservation and restoration, as well as (2) creating connections to key destinations with greenway trails.

Since the adoption of the first Greenways Master Plan by City Council in 1999, now incorporated into the **Bicycle, Pedestrian, and Greenways Master Plan**, College Station has made progress toward establishing a network of greenway corridors across the community. As ongoing urbanization alters the City's natural landscape and quality of life, it is important to continue developing the greenway system through acquisition and protection.

Greenways serve to protect linear open spaces that follow natural areas (e.g., rivers and streams and their floodplains) and man-made features (e.g., utility, road, or rail corridors). They should remain in their natural state except for the introduction of greenway trails that connect people with places, where appropriate. Priority greenways to be protected in College Station currently include the following creeks: Alum, Bee, Carter, Lick, Spring, Wolf Pen, their tributaries and floodplains, as well as the Gulf States Utility Easement.

Greenways provide functional, aesthetic, economic, and social benefits to the community. From a functional and aesthetic perspective, greenways provide for floodplain and stormwater management, water quality protection, as well as wildlife and aquatic habitat protection. From a social and economic perspective, greenways introduce trails in appropriate locations that provide alternative modes of transportation, recreation, increased real estate values to adjacent properties, and tourist revenue.



Connection of Parks, Schools, and Neighborhoods

Greenway trails connect people and places by providing an alternative mode of transportation for bicyclists and pedestrians. These linear corridors create safe and convenient opportunities for regional connectivity between neighborhoods, parks, schools, transit stops, and a variety of key destinations. The benefits of the parks and recreation system are also enhanced as they become more readily accessible to residents through a connected network.

The City must balance the preservation of open space and the introduction of trails to minimize environmental impacts with the other functions of greenways including floodplain management, erosion control, stormwater management, and the protection of wildlife and plants. Crime prevention through environmental design and universal design should also be incorporated into the location and design of greenways trails to ensure safety and accessibility.



Natural Resource Stewardship through Conservation, Preservation, and Restoration

There are a variety of open spaces throughout College Station, the Extraterritorial Jurisdiction (ETJ), and the City's public parks and greenways that encompass important natural resources worthy of environmental protection. Land along major rivers and streams such as the Brazos River, Carter Creek, and their floodplains, existing utility easements, drainage easements, and agricultural lands in the ETJ, offer opportunities for land stewardship through conservation, preservation, or restoration. As College Station continues to develop, protecting its valuable natural resources will be important in maintaining the aesthetic character and environmental quality of the community.

Restoring and protecting natural areas provides the benefits of outdoor recreation opportunities and general enjoyment for the community. Rivers, streams, and their riparian buffers serve as amenities which prevent flood damage, protect wildlife and plant habitat, recharge groundwater resources, provide for stormwater management, and improve water quality.

Better protection and use of natural areas in and around College Station may be achieved by adopting sound environmental conservation practices and responsible land development practices. These natural areas should be incorporated into developments as natural amenities to help sustain their function as an environmental resource. Doing so requires policies that balance development and natural resource protection.

ARTS, CULTURE, AND OTHER LEISURE ACTIVITIES

As the home of Texas A&M University and a growing, vibrant community, College Station increasingly desires to promote a range of activities to enliven its residents' leisure time. This includes unique and integrated opportunities for entertainment, education, and culture. Such amenities clearly boost a community's livability and make it more attractive to current and potential new residents, retirees, and businesses.

The City recognizes the need for leisure activities and provides an ample variety of opportunities ranging from soccer fields to aquatic recreation opportunities to youth educational programming. Furthermore, the City provides sports leagues and instructional classes to all ages and abilities. Finally, the network of parks throughout the City offers great views and endless opportunities to explore nature.

The City's Role in the Arts

In taking a direct role as both a promoter and purveyor of leisure time pursuits, the City recognizes the range of interests and abilities that are found across the community. With limited funds and staffing, both within municipal government and among its various private and nonprofit partners, the City faces the challenge of being responsive to diverse wants and needs while attempting to focus on core offerings so that high quality facilities and/or services can be provided and maintained over time. The City also plays a role in more passive aspects, such as providing support for public art installations which make a statement about the community and enhance its image at gateway locations, along key corridors, and within parks and greenways. The City supports nonprofit organizations that seek to increase the quantity of and access to public art. A wide array of existing public art is available throughout the City, including sculptures, fiber art, theater and performing arts, and literature and poetry. More than 60 regional nonprofit arts, culture, and heritage affiliate organizations are represented by the Arts Council of the Brazos Valley.



Strategic & Ongoing Actions

Based on the considerations above and balancing input from the 2018 Needs Assessment, Council strategic initiatives, the Parks & Recreation Advisory Board, and the Bicycle, Pedestrian, and Greenways Advisory Board the actions below aim to implement the goal of highly desirable parks, greenways, and arts and cultural amenities that support high-quality experiences for residents and visitors. The actions include new, strategic items as well as ongoing efforts undertaken by the City.

The **Recreation, Park, and Open Space Master Plan** and the **Bicycle, Pedestrian, and Greenways Master Plan** further detail the land, facility, and program needs of the parks and recreation and greenways systems.

STRATEGIC ACTIONS

- 5.1 Continue to support, promote, and operate major arts, entertainment, sporting, and cultural destinations through cumulative attractions.** Utilize digital platforms and coordinate with the Economic Development & Tourism Department to promote cultural and entertainment offerings. Promote the multi-purpose mission of the Wolf Pen Creek and Northgate Districts as live music destinations and areas to live, work, and play.
- 5.2 Maintain and expand community-based greenway and open space preservation programs.** Through the Adopt-a-Greenway and parks volunteer programs, continue involving neighborhood and community groups in preservation and maintenance programs.
- 5.3 Continue to expand outreach about the parks and greenway system.** Enhance awareness and accessibility to programs and facilities through the City's website, publications, and media outlets.
- 5.4 Support a community-wide public art program.** Contribute to the expansion of a public art program in conjunction with the Arts Council of Brazos Valley, the City of Bryan, Texas A&M University, and the Texas Department of Transportation.
- 5.5 Continue leisure, health, and educational programming.** Continue the City's role in offering leisure, health, and educational activities to citizens of all ages through the City's Parks & Recreation department programming.
- 5.6 Identify and secure public and private funds for the acquisition of parks, greenways, and facilities.** Ensure adequate parkland and greenway provisions through the Parkland Dedication Ordinance, the Capital Improvements Program, annual budgets, City property acquisition programs, external dollars, foundations, and public-private partnerships. Explore opportunities for connections between developments, conservation easements, or additional provisions that require dedication of open space.
- 5.7 Continue inter-agency coordination and establish new public-private partnerships to provide additional amenities, funding, networking, and co-production opportunities.** Seek partnerships with other public agencies and public-private partnerships to provide recreational amenities, greenways, and services where mutually beneficial opportunities are available to ensure financial sustainability and quality of all programs.

- 5.8 Evaluate, amend, and develop relevant ordinances to protect natural resources, habitats, and green-water infrastructure.** Consider amendments to the Parkland Dedication Ordinance and other ordinances to include provisions or incentives that encourage developers to design and build parks and greenway trails that preserve natural areas.
- 5.9 Investigate the feasibility of incorporating riparian buffer standards to preserve sensitive land along waterways.** Consider the feasibility of amending ordinances to better preserve potentially sensitive land along waterways to mitigate flood risks, protect water quality, and provide for parks and greenway opportunities.
- 5.10 Consider new and enhanced natural resource management strategies that promote environmental sustainability and stewardship and improve quality of life.** Consider the effect of urban heat islands on the City's residents, wildlife, and natural environment. Identify areas for enhanced stewardship practices such as "no mow zones," native or adaptive plantings, and pollinator areas to support wildlife and enhance biodiversity.
- 5.11 Invest in the redevelopment of existing parks.** Identify new improvements and continue upgrades and maintenance to existing park facilities, particularly neighborhood scale parks as detailed in the Recreation, Park, and Open Space Master Plan, neighborhood, or district plans.
- 5.12 Conduct community-wide parks and recreation needs assessments and pursue recommended improvements.** Evaluate facilities and programs provided by the Parks and Recreation Department through community surveys at least every five years. Pursue new programs, physical and operational improvements, and evaluate ongoing priorities to implement the needs assessment for park facilities and recreational programs.
- 5.13 Identify a land acquisition strategy and integrate additional greenspace.** Establish a platform to provide a required and desirable amount of land per citizen, as discussed within the planning considerations.
- 5.14 Create connections between key elements of the parks, recreation, greenways systems, and destinations.** As described in the Bicycle, Pedestrian, and Greenways Master Plan and the Recreation, Park, and Open Space Master Plan, prioritize opportunities to connect parks, greenways, community facilities, and other destinations.
- 5.15 Design and construct inclusive, accessible, and sustainable parks and greenway trails.** Consider all citizens' needs and provide a diverse range of facilities and amenities to accommodate a variety of experiences and ways of interacting with the world. Encourage developments that are oriented towards and designed for accessibility to parks and greenway trails.



6 INTEGRATED MOBILITY

The economic vitality, character, and identity of College Station depend, in part, upon a well-connected mobility system. College Station strives to have a system that provides for multiple modes in the face of an increasing population and traffic demands. Residents seek a system that responds to this mobility challenge in an integrated and context sensitive manner. Facilities should accommodate pedestrians, bicyclists, transit users, and motorists, furthering the City's efforts to promote positive community character and identity for all who live, work, and visit College Station.



By living in a growing university community, College Station residents have mobility options beyond the private vehicle, including designated bicycle facilities, an extensive sidewalk network, and local transit services.

Goal

An innovative, safe, and well-connected, multi-modal mobility system serving all user types that is designed to support the surrounding land uses.

Purpose

The purpose of this chapter is to guide the creation and implementation of an orderly, reliable, and integrated mobility system considering all user types. The challenges facing the existing system necessitate strategic thought about how College Station plans land uses and supports appropriate densities, designs infrastructure projects that are safer and well-connected, and makes the mobility system more equitable and user-friendly for all modes. Of particular emphasis is protecting vulnerable road users including pedestrians and micromobility users like bicyclists. It also requires consideration of the natural environment, livability, and character of surrounding neighborhoods through context sensitive design, and supporting transit. Additionally, as transportation trends and technologies continue to evolve, it is imperative that the community's mobility system is innovative and can adapt to changing needs and conditions.

This chapter gives an overview of existing conditions, planning considerations associated with the City's mobility needs and a discussion on design considerations. It also includes the **Thoroughfare Plan** (narrative and **Map 6.3**), which identifies the needs of the mobility system based on surrounding land uses and anticipated growth as well as serves as the foundation for the **Bicycle, Pedestrian, and Greenways Master Plan**. Finally, there is the identification of strategies and action recommendations that facilitate the development of an integrated mobility system.

Existing Conditions

THOROUGHFARE NETWORK

The thoroughfare network in College Station and its Extraterritorial Jurisdiction (ETJ) consists of more than 350 miles of existing streets. The **Thoroughfare Plan** develops a network of major streets made up of collectors, arterials, and freeways that include various levels of bicycle and pedestrian facilities. The Texas Department of Transportation (TxDOT) plans, constructs, and maintains the freeways and most major arterial streets in collaboration with the City of College Station, with most other thoroughfares constructed and maintained by the City and Brazos County, and some by development. Many of the freeway and arterial streets have seen substantial increases in traffic volumes over recent decades, which has necessitated capital improvement projects. The City collaborates with TxDOT on capital improvements including roadway design and safety upgrades, pedestrian and bicycle improvements, and enhanced landscaping on roads managed by TxDOT.

Information and maps related to the street network including traffic volumes and levels of service are available at the end of this chapter.



BICYCLE AND PEDESTRIAN NETWORK

The bicycle and pedestrian network is comprised of on-and off-street bicycle facilities, off-street shared-use paths, and sidewalks. Over the past several decades, the City has adopted a series of master plans addressing the needs of the community, most recently the **Bicycle, Pedestrian and Greenways Master Plan** adopted in 2010 and updated in 2018. This action-oriented plan has resulted in an expanded network through the addition of bicycle and pedestrian facilities on new and reconstructed streets, stand-alone projects on existing streets in older areas that when developed were not required to provide these facilities, and shared-use paths along the City's greenways (also known as greenway trails), streets, and utility corridors. Texas A&M University has a similar network, facilitating movements on campus and linking with the City's network at key intersections.

TRANSIT

A variety of organizations provide transit service in College Station, with the primary providers being Texas A&M University and the Brazos Transit District. Texas A&M University operates a transit network on and off campus for students, faculty and staff that carries over 6 million riders per year. Brazos Transit District operates a transit network for the general public that includes fixed routes, ADA paratransit, and demand and response service. Additionally, the College Station Independent School District operates a large fleet of buses used to transport students to and from its schools.

AVIATION

Easterwood Airport connects College Station to other metropolitan areas of Texas with connections to the nation. The airport is served by two commercial airlines and offers general aviation services.



Planning Considerations

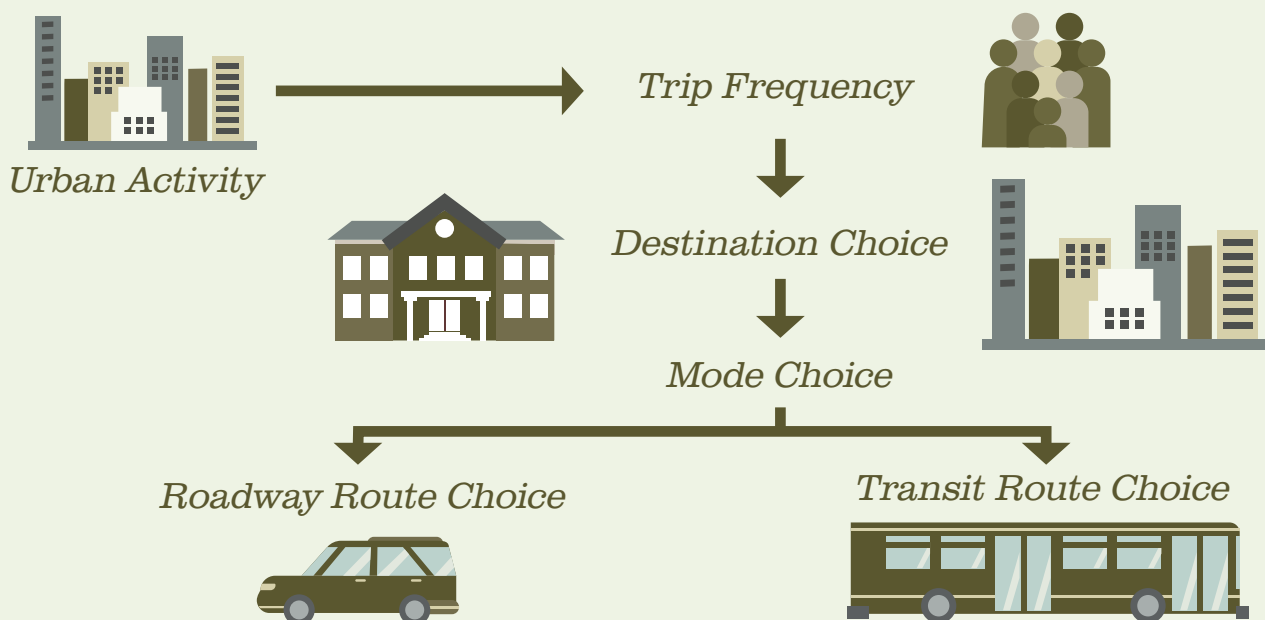
INCREASED DEMAND

With the City's population projected to increase at a 2.8% annual growth rate to approximately 162,500 by 2030, the demand for a safe, reliable mobility system within the City will increase as well. An increase in traffic demand can create additional traffic congestion and a degradation of levels of service for all modes. This presents an opportunity for the City to reinvigorate its mobility system by offering a wider range of quality mobility choices for residents and visitors. Providing a reliable mobility system moves not only people but goods and services that contribute to the economic vitality of the community.

Without significant investments in new and expanded streets, pedestrian and bicycle facilities, and transit, the estimated travel demand will result in undesirable traffic congestion in numerous locations around the community. However, simply increasing street capacity does not solve traffic congestion as motorists soon fill the additional street space, following an economic principle known as induced demand (in everyday terms, "if you build it, they will come"). Rather, emphasis must be placed on an increased share of existing and future resources that support other modes to meet the citizens' vision for a multi-modal system.

To be successful, a travel demand management program should be incorporated to optimize the mobility system by helping to reduce vehicular trips and increase walking, bicycling, and transit ridership. Other strategies include rideshare programs, flexible work schedules, and telework. A shift in mode choice from a personal vehicle to other modes, however, can be difficult, especially if it compromises convenience and will require a holistic and intentional approach through education, encouragement, and infrastructure improvements.

Figure 6.1: Activities Analyzed by Travel Demand Model



A travel demand model was prepared for this plan, in the manner depicted in **Figure 6.1, Activities Analyzed by Travel Demand Model**, using population projections and employment growth in coordination with the **Future Land Use & Character Map (Map 2.2)**. The model was used to aid in developing the **Thoroughfare Plan** and determine mobility needs.

BICYCLE AND PEDESTRIAN FACILITIES

Well-connected and accessible bicycle and pedestrian facilities, as part of an integrated multi-modal mobility system, not only aid in reducing vehicle miles traveled but enhance quality of life, improve physical and mental health, and protect the environment. A complete mobility system that considers bicyclists and pedestrians should be equitable and socially sustainable by addressing the needs of all ages and abilities and those who cannot drive or choose not to drive. It should be inviting, safe, and provide space for streetscape elements to calm traffic and provide a more comfortable user experience. While automobiles will undoubtedly continue to play an important role in the City's mobility system, expanding and enhancing the bicycle and pedestrian network is intended to shift some journeys away from personal vehicles.

It is also important for the City to remain cognizant of trends and best management practices that encourage bicycling and walking. The **Bicycle, Pedestrian, and Greenways Master Plan** places a focus on creating safe and comfortable spaces for bicycling with separated bike lanes that help ensure and encourage increased use. They include on-street bike facilities with a vertical barrier and street side (or off-street) bike facilities behind the curb and adjacent to the sidewalk with some separation. The City should continue to identify where these types of facilities can be implemented to further efforts to increase ridership.

The arrival of shared mobility has led to a term called micromobility. Micromobility refers to lightweight devices such as bicycles, scooters, skateboards, and hoverboards. They can be motorized, non-motorized, individually owned, or shared. In a community where personal autonomy is highly valued and intense summer heat often deters walking as a means of transportation, motorized micromobility has the potential to encourage increased use. In College Station, a variety of these vehicles are being used, primarily by students using personal devices and through Texas A&M University's bike share program to travel to and from campus. The increased use of these different devices has created the need to consider how they will be safely managed and how the space that was previously occupied solely by bicycles is designed and used.





TRANSIT

Transit will need to play an increasing role in the City's mobility system to provide travel choices and help minimize expenses in expanding street capacity. Brazos Transit District is implementing fixed bus stop locations in many areas of the community though routes operate only on weekdays on generally an hourly basis and into the early evening. The Texas A&M University transit service operates for longer hours including weekends and provides service more frequently on its routes, though it covers a smaller area where there is a higher concentration of students, faculty, and staff. While providing valuable services and some congestion relief today, the limited network of current transit service will not adequately meet future needs. Expansion of transit services will be necessary to connect all major activity centers within College Station, including major employers, dense residential areas, concentrations of student housing, and critical services such as grocery stores and medical facilities. Also, Texas Central intends to provide high speed rail service that connect Dallas and Houston with a planned stop in Grimes County near State Highway 30. Transit or shuttle service should be coordinated so that College Station may be more conveniently linked to this planned regional service. In the planning of transit services, it is vital that consideration and access be prioritized for underserved populations and the general public.

When the U.S. Census determines the urbanized areas of the cities of Bryan and College Station cumulatively exceed a population of 200,000, the Bryan-College Station Metropolitan Planning Organization (MPO) will be designated as a Transportation Management Area (TMA). The TMA designation results in reductions in federal funding for transit that would need to be supplemented by local jurisdictions to maintain the same funding and service. Implications of changes in the level of funding support and potential changes to service offerings will need to be coordinated with other regional partners.

EXISTING SYSTEM CONSTRAINTS

The ability to meet future mobility needs is in part constrained by the existing network of streets and the surrounding natural and built environment. Rights-of-way in the core of the City where system improvements would be most beneficial in addressing traffic congestion concerns and providing a complete multi-modal system frequently have widths less than current standards and are commonly encumbered with utilities, mature vegetation, and canopy trees. These constraints make projects in these areas less feasible and undesirable due to costs for acquisition of rights-of-way, improvements, and utility relocations as well as disruption to existing adjacent development.

With the constraints of the existing system, it is important to utilize it in the most efficient way possible to prioritize available space to be used by the most people and at most times of the day while being sensitive to the surrounding character and context. This can result in system corridors that are prioritized differently depending upon the mobility needs. For example, major thoroughfares may prioritize vehicles by including additional lanes or turn lanes while other thoroughfares may prioritize more complete bicycle and pedestrian facilities and not prioritize vehicles. In many instances, intersections are the main constraint in the mobility systems so prioritization of intersection improvements can provide tangible mobility benefits without having to disrupt the street corridor to the full extent along its entire length.

RELATIONSHIP TO LAND USE PATTERN

A very close relationship exists between the mobility system and land use patterns. For example, high-volume six-lane streets, dominated by the personal vehicle, tend to attract uses such as big-box retail and large apartment complexes, while deterring other land uses such as walkable neighborhoods. In a similar manner, land uses arranged in a mixed-use, dense pattern can reduce the frequency and length of vehicular trips, and if designed properly, can promote walking, biking, and transit use, therefore reducing the demand placed on the street network. The **Future Land Use & Character Map** defines an approach to land use planning and design that, when combined with a context sensitive solutions approach, will strengthen the transportation-land use relationship in a positive manner.

Context Sensitive Solutions (CSS) is a different approach to the design and planning of mobility projects. It balances the competing needs of stakeholders early on in the decision-making process. It offers flexibility in the application of design, considers aesthetics, and results in facilities that are safe and effective for all users regardless of the mode of travel they choose.

CONNECTIVITY

Poor street connectivity can degrade the overall efficiency of the mobility system as trips are funneled to fewer corridors and may cause the need for more substantial improvements. Development oriented around cul-de-sacs, as well as neighborhood opposition to street connectivity, has limited connectivity in the City in the past. Connectivity can also be limited where constrained by natural features such as floodplains.

Future mobility system effectiveness necessitates improved connectivity to facilitate multiple routes to move traffic to and from destinations. Otherwise, traffic congestion will increase and can lead to additional traffic through neighborhoods. Increased connectivity must be balanced with resource protection and neighborhood concerns. Connectivity with and to each of the travel modes is crucial to future accessibility and mobility. Context sensitive design and traffic calming measures are essential components of any effort at increased connectivity.

Arterials spaced one-mile apart may carry significant traffic but may require six lanes, which may be inappropriate for many contexts and modes such as bicycling and walking. Closer spacing of arterials could carry the same volume of traffic, reduce the number of lanes necessary, and allow for multi-modal facilities such as bicycle facilities and wider sidewalks. Likewise, collectors spaced closer together result in shorter block lengths and promote greater pedestrian and bicycling activities. Local streets should connect as frequently as practical to the collector network to keep block lengths short and to promote connectivity throughout the system.

TECHNOLOGICAL INNOVATION, PARKING, AND MOBILITY MANAGEMENT

The rapid pace at which technology and development trends change presents new possibilities for mobility and land planning. Consideration is needed for Mobility as a Service and home delivery providers, new development trends, and autonomous vehicles. Digital technologies evolve at an expeditious pace, and while it is outside the scope of this plan to anticipate the next big technological trend, it is worth noting how companies like Uber, Zipcar, and Amazon have disrupted the transportation and retail sectors and have become engrained in daily life. The convenience provided by these and other home delivery services offers an opportunity to consider approaches related to ride-hailing, ridesharing, shared-fleet services, and parking management. Transit and micromobility service offerings can be fragmented with information that can be difficult to find. A user-friendly web-based tool or app with comprehensive information could more clearly communicate available mobility options other than private vehicles. The consideration of parking requirements could free up developable land and allow space for circulation and pickup/drop-off zones within new developments. The development and deployment of autonomous vehicles also needs to be a consideration in the future planning horizon. Availability of shared autonomous vehicle fleets could prompt a decrease in persons owning a personal vehicle, alter parking supply needs, and result in changing demands on the mobility system.

FUNDING

Adequate funding is necessary to construct, operate, and maintain a mobility system that is effective and safe. Various funding sources are available at the local, state, and federal level. At the local level, funds include bond programs, certificates of obligation, roadway maintenance fees, and general tax revenues. New development also constructs and dedicates a portion of street, bicycle, and pedestrian improvements as part of the development process along with contributing roadway impact fees and fee-in-lieu of sidewalk construction, as applicable.

At the state and federal level, funding is prioritized and programmed through regional partners such as the Bryan-College Station MPO, TxDOT, and the Brazos County Regional Mobility Authority (RMA). Some grant funding opportunities also exist through Community Development Block Grant funds and other state and federal programs.

The **Thoroughfare Plan** is intended to consider the ultimate development of the City and the street network needs. This can make it challenging to consider financial constraints as the need for most planned improvements depend upon the timing, location, and degree of demand generated by new development. In evaluating how to best maximize the use of existing funds, a recommended approach is to focus financial planning efforts by prioritizing the short and near-term needs.

EXTRATERRITORIAL JURISDICTION

The **Thoroughfare Plan** includes a street network in the ETJ to ensure the reservation of adequate rights-of-way in a pattern that is dense enough to provide connectivity outside of the city limits. In 2019, the Texas

State Legislature limited the ability of cities to annex, essentially requiring consent by the residents and/or property owners within a potential annexation area. With limited opportunity for annexation, the City will need to continue utilizing other growth management tools such as development agreements and Municipal Utility Districts (MUDs) to provide services in the ETJ. The changes in annexation law inadvertently encourage a renewed focus upon infill and redevelopment within the existing city limits. Additional density within the City's core can help drive demand for and support the provision of transit and alternative transportation modes. However, areas in the ETJ must still be connected to the rest of the planning jurisdiction to provide for connectivity if development on the City's fringes or annexation does occur in the future.

PLANNING HORIZON

Though full build-out of the City is beyond the planning horizon of this Comprehensive Plan, the plan's framework must consider the mobility needs of the community as it approaches build-out or the complete development of all developable land in the City. This foresight is necessary to ensure that actions taken within this planning timeframe do not preclude future options and offer more opportunities for future decision-makers. An example of this approach is ensuring that rights-of-way are planned and reserved for a future street network, even though this capacity is not expected to be necessary within this planning timeframe.



More efficient and higher capacity streets, increased access management along heavily traveled corridors, increased reliance on bicycling, walking, and transit, and the emergence of dense mixed-use developments are just a few of the possible strategies to serve the build-out population. This plan must respond to this possible future by providing a high level of connectivity with and to each travel mode and ensure that rights-of-way are appropriate to accommodate future mobility needs. Access management employed where appropriate along with street designs that promote multi-modal solutions should also be considered along with an expansion into future services such as bus rapid transit, light rail, and land use designations that continue to encourage dense mixed-use development where and when appropriate.

REGIONAL MOBILITY PARTNERS

The City of College Station is one of many entities that has a role in planning, funding, constructing, and operating mobility facilities. Other entities include the Bryan-College Station MPO, TxDOT, RMA, Brazos Valley Council of Governments (BVCOG), Brazos County, Brazos Transit District, Texas A&M University, and the College Station Independent School District. Coordination between these entities is vital to creating a well-connected system that supports the mobility needs of the region.

The MPO serves as a partner that coordinates regional transportation planning and manages federal transportation funding that comes to the region. They maintain the Metropolitan Transportation Plan and

the Transportation Improvement Program. The City has representation on the Policy Board, Technical Advisory Committee, and Active Transportation Advisory Panel.

TxDOT is responsible for planning, constructing, and maintaining most of the City's primary mobility corridors, including State Highway 6, University Drive (FM 60), George Bush Drive (FM 2347), Harvey Road (SH 30), William D. Fitch Parkway (SH 40), Harvey Mitchell Parkway (FM 2818), Wellborn Road (FM 2154), and Texas Avenue (BUS 6). They also partner with the City to enhance landscaping within state highway rights-of-way, provide funding for pedestrian and bicycle facilities, and other safety improvements.

The RMA is an independent governmental agency created by the State of Texas to provide the Brazos County community with a means of addressing safety and congestion through community consensus. They work with local jurisdictions and other regional partners to identify funding and help implement the future vision of transportation in Brazos County.

The BVCOG is also a regional partner who focuses on a variety of topics of importance to its members. They are involved in planning for and operating transit services for the elderly through the Area Agency on Aging.

Thoroughfare Plan

The **Thoroughfare Plan** is based on the projected traffic demand resulting from the anticipated growth in population and employment and is guided by the proposed **Future Land Use & Character Map**. In the development of the **Thoroughfare Plan**, a travel demand model was used to project the increase in vehicle trips. This information was used to identify the needed function of the various transportation corridors such as an arterial or collector. This information also aided in identifying the location of new streets needed either for capacity enhancements or to provide connectivity, as well as the number of lanes needed for each of the streets in the system.

With the original planning efforts in 2009, three street network scenarios were developed based on results from the travel demand model. Each of these scenarios were tested against the community's goals and preferences identified in the development of this plan. This testing resulted in the selection of a preferred scenario that was adopted. While amendments to the Thoroughfare Plan have occurred since 2009, the approach identified with the preferred scenario remains applicable. Each scenario that was considered is briefly discussed below.

CURRENT-NETWORK OPTION

This scenario focused future efforts on maintaining the streets and lanes currently in place, with the additional construction of new streets to serve private development. This scenario resulted in increased congestion and degradation of levels of service in some of the busiest areas though much of the network would likely continue to function at acceptable levels of service. This scenario could promote a greater reliance on transit and other modes of travel, though without the construction of additional facilities the success of these options was considered questionable. Though offering some advantages, this scenario was rejected due to the increase in unacceptable levels of congestion, which conflicted with the community's desire to manage and reduce congestion.

PROGRAMMED-PROJECT OPTION

This scenario focused future efforts on expanding the capacity of existing streets, adding new streets, and increasing multi-modal facilities and options as was currently programmed. This scenario would result in the

construction of more than 130 lane miles in addition to the construction of local streets necessary to serve private development, several miles of off-street shared use paths, and continued maintenance of the existing transit system. It was anticipated this scenario would require more than \$200 million (in 2009 dollars) in public funds, as well as expenditures by development interests on streets serving private development.

This scenario accommodated the projected increase in vehicle miles. However, it also resulted in a slight increase in congestion and degradation of levels of service in specific areas along the network. This scenario depended on an increase in the use of alternative modes of travel. A modified version of this scenario was selected as the preferred scenario due to its fiscal practicality, its ability to support expansion of multi-modal opportunities, and its response to the community desire to manage and reduce congestion.

This option necessitates land use planning that promotes alternative modes of transportation and reduces the frequency and length of vehicular trips. Additionally, the selected option requires an increased investment in transit and enhancement of the **Thoroughfare Plan** in the ETJ to reserve rights-of-way for future needs and facilitates connectivity.

CONGESTION-REDUCTION OPTION

This scenario focused future efforts on substantial expansion of street capacity and the construction of new streets. This scenario would result in the construction of more than 440 lane miles in addition to the construction of local streets necessary to serve private development, several miles of off-street shared use paths, and continued maintenance of the existing transit system. It was anticipated this scenario would require more than \$650 million (in 2009 dollars) in public funds, as well as expenditures by development interests on streets serving private development.



This scenario accommodated the projected increase in vehicle miles, with a decrease in congestion and maintenance or improvement in levels of service throughout the network. This scenario depended on an increase in the use of alternative modes of travel, though the general lack of congestion and abundance of six-lane streets would reduce the likelihood of this occurring. Though meeting the community's desire to reduce congestion, this option was rejected due to its high costs and incompatibility with other community goals and strategies.

PREFERRED SCENARIO

A modified version of the Programmed-Project Option was selected as the preferred scenario based on its multi-modal cost-effective approach to managing increasing transportation demands balanced with other community goals and objectives. All new and expanded streets must meet the multi-modal objectives of this plan. Additional funding must be provided for improvements and expansion to the bicycle, pedestrian, and transit networks in the City. Finally, it is essential that all streets be designed to enhance their context.

FUNCTIONAL CLASSIFICATION

Functional classification categorizes streets according to the category's traffic service function they are intended to provide. All streets are grouped into a class depending on the character of traffic and the degree of land access they allow. For the purposes of this plan streets are divided into six thoroughfare classes: freeway/expressway, major arterial (4-lane and 6-lane), minor arterial, major collector, and minor collector. Freeways/expressways are intended to carry the highest volumes of traffic for the longest distances with the least amount of direct access. Arterials carry a high volume of traffic and are intended to move traffic in, out, or around the City. Collectors carry a smaller volume of traffic and allow more access to abutting properties. Local or residential streets are not considered part of the **Thoroughfare Plan** as they are intended to carry low volumes of traffic at slow speeds for short distances and offer the highest level of access and connectivity. Functional classification identifies the necessary right-of-way width, number of lanes, and design speed for the thoroughfares. The **Thoroughfare Plan** and its anticipated performance are depicted in the following maps: **Map 6.1 - 2045 Number of Lanes**; **Map 6.2 - 2045 Traffic Volumes with Programmed Projects**; **Map 6.3 - Thoroughfare Plan - Functional Classification & Context Zones**; and **Map 6.4 - 2045 Future Levels of Service**.



Design Considerations

COMPLETE STREETS

Complete Streets are streets designed for everyone with safe access for bicyclists, pedestrians, transit users, and motorists of all ages and abilities. There is no single design for a Complete Street. Each one is unique and should relate to its surrounding community context, thus integrating with the context sensitive approach outlined below. In contrast, incomplete streets are designed with only automobiles in mind, making alternative transportation choices difficult, inconvenient, and often dangerous.

Complete Streets typically offer many of the benefits that are sought through traditional street design: increased capacity, decreased travel times, and enhanced safety. Typically, design targets increased street performance through the addition of vehicle travel lanes. As mentioned previously, adding lanes can induce demand and does not solve congestion issues on its own. With Complete Streets, street design might prioritize enhancing sidewalks or pedestrian crossings or repurposing on-street parking for another mode of travel such as bicycling. Every person who then chooses these other modes of travel is one less driver on city streets, which reduces congestion and extends the service life of streets.

CONTEXT SENSITIVE SOLUTIONS

Context Sensitive Solutions (CSS) is taking the goal of Complete Streets and applying it to the process of determining street cross sections that are most appropriate during construction or reconstruction projects. CSS is a way of planning and building a mobility system that balances the many needs of diverse stakeholders. It also offers flexibility in the application of design, considers aesthetics and results in facilities that are safe and effective for all users regardless of the mode of travel they choose. These considerations include the context and character of development in an area, future goals for a corridor, and existing or future needs.

While an acceptable Complete Street may be achieved through the construction of a typical street section design, the CSS process should be used to determine if and to what degree the design may need to be changed to achieve the most appropriate section for a corridor.

All necessary information should be assembled to best guide the street design process. This information should include both traditional thoroughfare functionality as well as conditions of the surrounding environment. The **Thoroughfare Plan** should be referenced to identify the street functional class and the surrounding context zones. The identified context zones include Urban Core, General Urban, Suburban, and Rural and is represented in **Map 6.3 Thoroughfare Plan – Functional Classification & Context Zones**.

College Station has numerous tools to select an appropriate Complete Street design – a set of typical cross sections and a set of recommended context-sensitive cross sections. During new construction, reconstruction, or widening projects, it should be determined if the typical cross section is most appropriate to achieve the corridor's planned transportation goals. If other travel modes or design elements should be prioritized, then the most appropriate alternative context-sensitive cross sections should be selected.



In general, CSS focus on thoroughfares (arterials and collectors), which are the streets that play the most significant roles in the street network and offer the greatest multi-modal opportunities. Primary mobility routes or freeways, such as State Highway 6, are generally intended to move very high volumes of high-speed traffic through College Station, providing connections to the larger region. These streets should be the focus of their own unique planning and design process through CSS. Similarly, local or residential streets are generally not the focus of CSS, however, they should be designed to accommodate bicyclists and pedestrians and should be interconnected to one another and into the larger street network.

PRIORITIZED MODE CORRIDORS

The existing mobility network has been constructed as the City has grown over time. Many of the network corridors have constrained right-of-way or narrower pavement widths that may limit the use of the standard cross section options. In particular, retrofit projects where bicycle and pedestrian elements are being introduced within existing developed areas may necessitate the development of unique design options. Ideal cross sections may be difficult to achieve that have the full provision of complete facilities for all modes due to funding constraints or resulting impacts on surrounding land uses. With these constraints, different network corridors should be prioritized for different modes. This approach allows a more limited but feasible mobility network to be created in the constrained environment to provide adequate accommodation for the various modes.

As mentioned, freeways and major arterial corridors are intended to move high volumes of high-speed traffic and provide regional connectivity. While it may be possible that these corridors be designed to handle bicyclists and pedestrians, in general they are designed to accommodate high volumes of vehicular traffic. These corridors also can carry transit vehicles though accommodating transit stops is more challenging. Alternative parallel routes should be identified to prioritize modes of travel that cannot be accommodated on adjacent corridors. Major Collector and Minor Collector corridors are intended to move lower volumes of vehicular traffic at lower speeds thus providing an opportunity to emphasize non-vehicular modes.

INTERSECTIONS

The design and operation of intersections have significant impact on the mobility network and context sensitive design plays a critical role. Multi-modal systems require the safe movement of pedestrians, bicyclists, and motorists through intersections. Intersection design encompasses the intersection itself and the approaches to the intersection and may impact adjacent land uses. The Institute of Transportation Engineers has identified the following principles for the design and operation of intermodal intersections:

- Minimize conflicts between modes
- Accommodate all modes with the appropriate levels of service for pedestrians, bicyclists, transit, and motorists
- Avoid elimination of any travel modes due to intersection design
- Provide good driver and non-driver visibility
- Minimize pedestrian exposure to moving traffic
- Design for low speeds at critical pedestrian-vehicle conflict points
- Avoid extreme intersection angles and break up complex intersections with pedestrian refuge islands, and



- Ensure intersections are safe and fully accessible for all, with provisions for people of varying abilities and people with vision or hearing impairments

As a street network experiences more traffic congestion, intersections become the weak link or choke point in the mobility system and are the location of the greatest conflict points and safety concerns between different modes and users. In many instances, existing intersections have been designed to prioritize vehicles and have resulted in gaps for other, more vulnerable users at the locations of greatest conflict. Innovations in intersection design in recent decades have developed alternatives to the traditional intersection that offer options to enhance safety that can also maintain or increase street capacity. Some examples of these intersections include modern roundabouts, protected intersections for vulnerable street users, and cross-over intersections like the diverging diamond interchange and displaced left intersections. As mobility needs are assessed and prioritized, a greater emphasis should be placed on intersection improvements that remove gaps in the mobility system and appropriately accommodate all users within the given context.

OTHER CONSIDERATIONS

In complete street and context sensitive design, several other design components must be considered that respond to creating an integrated mobility system. These include, but are not limited to design speed, access management along with the placement and design of crosswalks, bus stops, curb extensions, and pedestrian refuges. Guidance documents from the Institute of Transportation Engineers (ITE), American Association of State Highway and Transportation Officials (AASHTO), and National Association of City Transportation Officials (NACTO) should be consulted for the proper and safe application of these components.



Strategic & Ongoing Actions

The actions listed below are aimed at implementing the goal of an innovative, safe, and well-connected, multi-modal mobility system serving all user types that is designed to support the surrounding land uses. The actions include strategic items as well as ongoing efforts undertaken by the City.

STRATEGIC ACTIONS

- 6.1 Implement complete street and context sensitive design.** Amend the street cross sections and update the Unified Development Ordinance, the Bryan-College Station Unified Design Guidelines, and the City's capital improvement process to implement context sensitive and complete street design such as prioritized mode corridors, reconstruction projects in established neighborhoods, and in areas where right-of-way is constrained.
- 6.2 Conduct a Thoroughfare Plan audit.** Consider alternatives to relieve congestion anticipated with long term growth and evaluate adjustments to the Thoroughfare Plan based on existing street context.
- 6.3 Enhance and upgrade intersections.** Improve multimodal efficiency through roundabouts and protected intersections to improve safety and reduce congestion.
- 6.4 Continue to evaluate and implement best management practices to increase bicycle and pedestrian use.** Build on the existing network of infrastructure to increase safety and comfort for all users such as separated bike lanes and shared use paths.
- 6.5 Undertake streetscape improvements within gateways and image corridors.** Identify locations and implement targeted infrastructure and streetscape improvements (perhaps through partnerships) to improve aesthetics. Consider operation and maintenance costs when identifying appropriate improvements.
- 6.6 Evaluate transit funding partnerships.** To prepare for reductions in Federal transit funding from the region's growth, the City should explore regional partnerships to maintain and improve transit services. Transit services should link activity centers, major employers, dense residential areas, concentrations of student housing, and provide access for underserved populations and the general public.
- 6.7 Prioritize programs and improvements that will reduce vehicular demand.** Consider an emphasis on bicycle and pedestrian facilities, transit services, parking and other programs that can reduce vehicular demand, particularly in areas adjacent to campus.

ONGOING ACTIONS AND POLICY DIRECTION

- 6.8 Maintain the various funding programs for mobility projects.** These include the Bryan-College Station Metropolitan Planning Organization Transportation Improvement Program, the Brazos County Regional Mobility Authority, and the City's capital improvements program.
- 6.9 Fund bicycle and pedestrian infrastructure and safety improvements.** Dedicate funding for system improvements and maintain collaborative partnerships as detailed in the Bicycle, Pedestrian, and Greenways Master Plan.

- 6.10 Develop performance measures, collect transportation data, and monitor trends.** Performance measures will help evaluate the effectiveness of the mobility system. Data to be collected could include traffic volumes, levels of service, vehicle miles traveled, transit ridership, pedestrian and bicycle facility usage, and safety data on vehicle crashes and those involving bicyclists or pedestrians. This data will also help to target future improvements.
- 6.11 Evaluate Traffic Impact Analysis (TIA) requirements.** Consider updates to the traffic mitigation thresholds for intersections impacted by new development. The requirements could also be amended to address internal site elements such as circulation, queuing, connectivity, as well as bicycle/pedestrian infrastructure.
- 6.12 Evaluate and update access management strategies.** Coordinate with the Bryan-College Station Metropolitan Planning Organization to align regional standards along thoroughfares to preserve modal efficiency throughout the street network.
- 6.13 Develop and implement a travel demand management program.** Build upon existing services and including real-time traffic information, traffic incident alerts, ridesharing programs, promotion of flexible work schedules, and encouragement of dense mixed-use development in strategic areas.



Functional Classification & Context Class

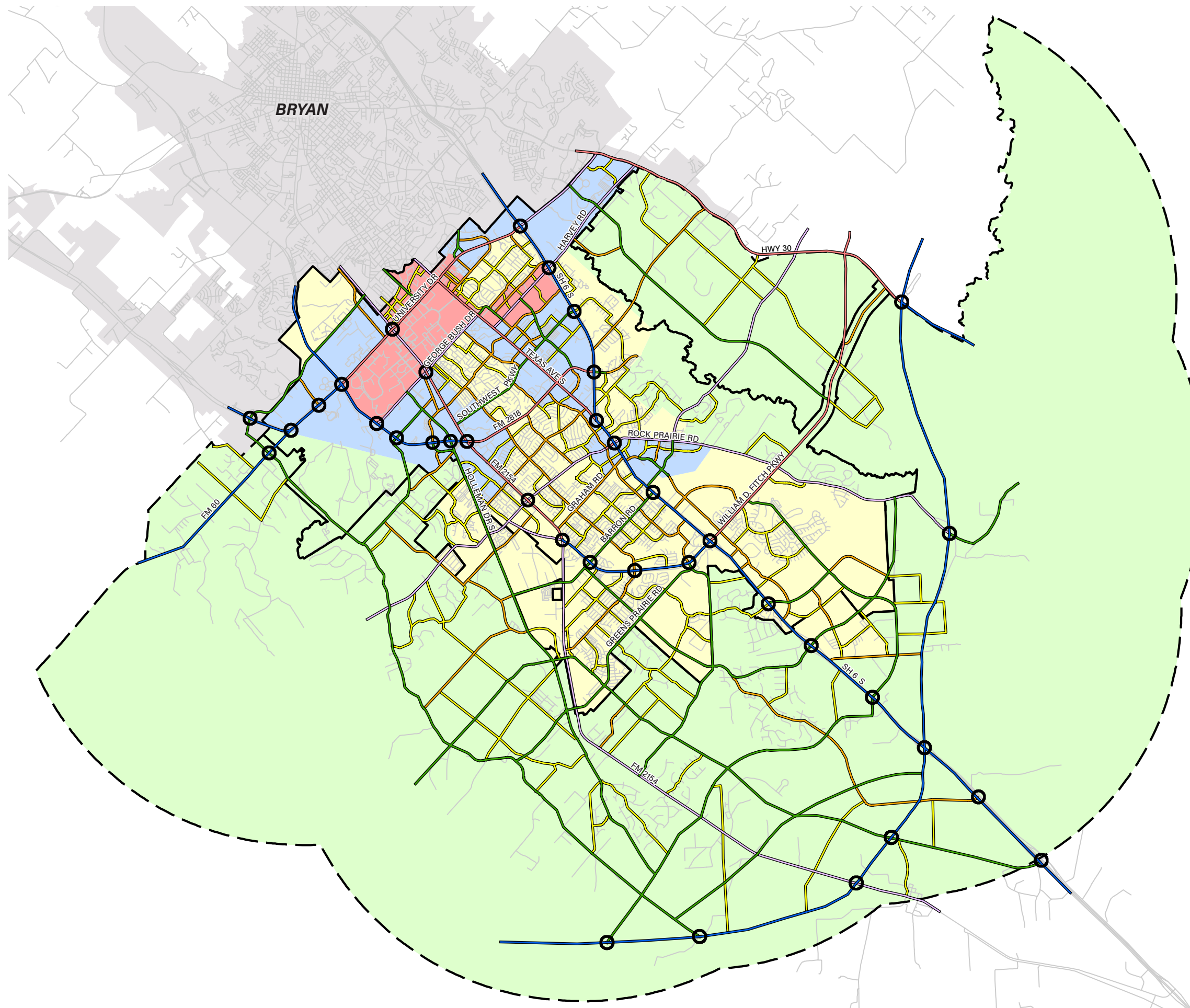
THOROUGHFARE PLAN

-  GRADE SEPARATION
-  FREEWAY/EXPRESSWAY
-  6 LANE MAJOR ARTERIAL
-  4 LANE MAJOR ARTERIAL
-  MINOR ARTERIAL
-  MAJOR COLLECTOR
-  MINOR COLLECTOR

CONTEXT ZONES

-  URBAN CORE
-  GENERAL URBAN
-  SUBURBAN
-  RURAL

-  CITY LIMITS
-  ETJ



List of Pedestrian Changes

- Additional changes based on public input

Number	Street Name	From	To	Current Plan	Proposed Plan	Rationale
1	Maple Ave extension	First St	Cherry St	No Sidewalk	Add Sidewalk	Create new street on the Thoroughfare Map and add a sidewalk as the street extension was proposed in Northgate Operations Plan. Provides opportunity to create direct route between College Main and Wellborn Rd.
2	Jane St	135 Ft SE Of Cooner St	Cooner St	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
3	Eisenhower St	180 Ft SE Of Cooner St	Cooner St	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
4	Eisenhower St	400 Ft SE Of Cooner St	Cooner St	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
5	Nimitz St	415 Ft SE Of Cooner St	Cooner St	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
6	Nimitz St	University Dr E	Cooner St	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
7	Macarthur St	University Dr E	Cooner St	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
8	Jane St	University Dr E	375 Ft NW Of University Dr E	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
9	Poplar St	Texas Ave	Eisenhower St	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
10	Poplar St	Texas Ave	165 Ft NE Of Texas Ave	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
11	Poplar St	Eisenhower St	445 Ft SW Of Eisenhower St	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
12	Eisenhower St	University Dr E	225 Ft SE Of University Dr E	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
13	Eisenhower St	University Dr E	Ash St	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map

Number	Street Name	From	To	Current Plan	Proposed Plan	Rationale
14	Nimitz St	University Dr E	Ash St	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
15	Poplar St	Eisenhower St	Turner St	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
16	Poplar St	Eisenhower St	Turner St	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
17	Live Oak St	Texas Ave	Eisenhower St	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
18	Live Oak St	Eisenhower St	Turner St	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
19	Turner St	Poplar St	145 Ft SE Of Ash St	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
20	Ash St	Eisenhower St	Turner St	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
21	Eisenhower St	775 Ft NW Of Lincoln Ave	Lincoln Ave	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
22	Avenue A	Lincoln Ave	500 Ft NW Of Lincoln Ave	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
23	Francis Drive	245 Ft NE Of Texas Ave	Texas Ave	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
24	Gilchrist Ave	Foster Ave	Puryear Dr	No Sidewalk	Add Sidewalk	Add connection from City Hall to Thomas Park
25	Moss St	Texas Ave	Foster Ave	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
26	George Bush Dr E	Harvey Rd	Dominik Dr	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
27	Scarlett Ohara Dr	University Oaks Blvd	Harvey Rd	No Sidewalk	Add Sidewalk	Add existing street to the Thoroughfare Map and add a sidewalk.
28	Grove St	Wellborn Rd	135 Ft NE Of Wellborn Rd	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
29	Highlands St	George Bush Dr	Luther St	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
30	Grove St	Highlands St	Montclair Ave	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
31	Fidelity St	Wellborn Rd	Montclair Ave	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map

Number	Street Name	From	To	Current Plan	Proposed Plan	Rationale
32	Luther St	120 Ft NE Of Wellborn Rd	145 Ft NE Of Highlands St	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
33	Luther St	Montclair Ave	170 Ft SW Of Montclair Ave	No Sidewalk	Add Sidewalk	Add sidewalk in redevelopment area identified in the Future Land Use & Character Map
34	Towers Pkwy extension	Holleman Dr S	Cain Rd	No Sidewalk	Add Sidewalk	Create new street on the Thoroughfare Map by extending Towers Pkwy to intersect Holleman Dr S at Kenyon Dr and add a sidewalk. This would replace Cain Rd as thoroughfare connection to Holleman Dr S.
35	Cain Rd	Holleman Dr S	Old Wellborn Rd	Add Sidewalk	Remove Sidewalk	Remove from Thoroughfare Map as being replaced by Towers Pkwy extension to Holleman Dr S and remove sidewalks.
36	Corporate Pkwy	2000 Ft NW Of William D Fitch Pw	William D Fitch Pw	Add Sidewalk	Realign Sidewalk	Realign thoroughfare and sidewalk to Spearman Dr extension at William D Fitch Pkwy as preliminary engineering report determined aligning to Pebble Creek Pkwy is not feasible to meet US Army Corps of Engineers requirements.
37	Gateway Blvd	Lakeway Dr	Sh 6	No Sidewalk	Add Sidewalk	Add existing street to the Thoroughfare Map and add a sidewalk on one side.
38	Old Royder Rd	Royder Rd	Victoria Ave	No Sidewalk	Add Sidewalk	Add existing street to the Thoroughfare Map to create a connection between Victoria Ave and Royder Rd and add a sidewalk.
39	Future Collector	Royder Rd	Future Collector	Add Sidewalk	Remove Sidewalk	Remove from the Thoroughfare Map as collector due to limited connectivity in an area designated as Rural outside the City limits and remove sidewalks.
40	Future Collector	Royder Rd	2500 Ft SE Of Royder Rd	Add Sidewalk	Realign	Realign on the Thoroughfare Map to the north to remove current offset at Royder Rd with future collector to the east and realign sidewalk.
41	Ash St	Eisenhower St	Texas Ave	No Sidewalk	Add Sidewalk	Add new street connection to the Thoroughfare Map between Texas Ave and Eisenhower Dr. Area designated as Urban Center on Future Land Use and Character Map and connection could occur if properties redevelop in the future.
42	Post Oak Mall Collector	Holleman Dr E	Harvey Rd	No Sidewalk	Add Sidewalk	Add new street connection to Thoroughfare Map between Harvey Rd and Holleman Dr E and add a sidewalk. Area is designated as Urban Center on Future Land Use and Character Map and connection could occur if property redevelops in some form in the future.

Number	Street Name	From	To	Current Plan	Proposed Plan	Rationale
43*	Connector	Arboles Cir	Comal Cir	No Sidewalk	Add Sidewalk	Identified in the South Knoll Neighborhood Plan as a needed connection for students to access the A&M Consolidated High School.
44*	Southwest Pkwy	SH 6	Wellborn Rd	Proposed and Existing Bike Route	Upgrade to Shared Use Paths on both sides	Need for an improved type of facility for biking which will also be used by pedestrians.

List of Bicycle Changes

** - Additional changes based on public input

Number	Street Name	From	To	Current Plan	Proposed Plan	Rationale
1	Maple Ave	First St	Wellborn Rd	No Bicycle Facility	Add Bike Route	Add existing street to Thoroughfare Map as the street extension was proposed in Northgate Operations Plan and add a bike route. Provides opportunity to create direct route between College Main and Wellborn Rd.
2	Maple Ave extension	Cherry St	First St	No Bicycle Facility	Add Bike Route	Create new street on Thoroughfare Map and add a bike route as street extension was proposed in Northgate Operations Plan. Provides opportunity to create direct route between College Main and Wellborn Rd.
3	Scarlett Ohara Dr	University Oaks Blvd	Harvey Rd	Add Bike Route	Upgrade to Bicycle Facility	Add existing street to Thoroughfare Map and upgrade to bicycle facility.
4	Normand Dr	Ponderosa Dr	Rock Prairie Rd	No Bicycle Facility	Add Bike Route	Add existing street to Thoroughfare Map and add bicycle facility.
5	Towers Pkwy extension	Holleman Dr S	Cain Rd	No Bicycle Facility	Add Bicycle Facility	Create new street on Thoroughfare Map by extending Towers Pkwy to intersect Holleman Dr S at Kenyon Dr and add a bicycle facility. This would replace Cain Rd as thoroughfare connection to Holleman Dr S.
6	Cain Rd	Towers Pkwy	Holleman Dr S	Add Bicycle Facility	Remove Bicycle Facility	Remove from Thoroughfare Map as being replaced by Towers Pkwy extension to Holleman Dr S and remove bicycle facility.
7	Bridle Gate Dr	Longmire Dr	State Highway 6	No Bicycle Facility	Add Bike Route	Add existing street to Thoroughfare Map and add bicycle route.
8	Brandenburg Lane	Eagle Ave	Graham Rd	No Bicycle Facility	Add Bike Route	Add existing street to Thoroughfare Map and add bicycle route.
9	Corporate Pkwy	2000 ft northwest of William D. Fitch Pkwy	William D. Fitch Pkwy	Add Bicycle Facility	Realign Bicycle Facility	Realign thoroughfare and bicycle facility to Spearman Dr extension at William D Fitch Pkwy as preliminary engineering report determined aligning to Pebble Creek Pkwy is not feasible to meet US Army Corps of Engineers requirements.
10	Old Royder Rd	Royder Rd	Victoria Ave	No Bicycle Facility	Add Bike Route	Add existing street to Thoroughfare Map to create a connection connection between Victoria Ave and Royder Rd and add a bike route.

Number	Street Name	From	To	Current Plan	Proposed Plan	Rationale
11	Future Collector	Future Collector	Royder Rd	Add Bicycle Facility	Remove Bicycle Facility	Remove from Thoroughfare Map as collector due to limited connectivity in an area designated as Rural outside the City limits and remove bicycle facility.
12	Future Collector	2,500 ft southeast of Royder Rd	Royder Rd	Add Bicycle Facility	Realign Bicycle Facility	Realign on Thoroughfare Map to the north to remove current offset at Royder Rd with future collector to the east and realign bicycle facility.
13	Riva Ridge Rd	Calumet Trail	Woodlake Dr	No Bicycle Facility	Add Bike Route	Add existing street to Thoroughfare Map to relocate future collector that was planned across developed residential lots to an existing street and add a bike route.
14	Oldham Oaks Ave extension	Riva Ridge Rd	Woodlake Dr	Add Bicycle Facility	Remove Bicycle Facility	Remove future collector extension from Thoroughfare Map across developed lots and relocate connection to existing Riva Ridge Rd and add a bicycle facility.
15	Ash St extension	Texas Ave	Eisenhower St	No Bicycle Facility	Add Bicycle Facility	Add new street connection to Thoroughfare Map between Texas Ave and Eisenhower Dr and add a bicycle facility. Area designated as Urban Center on Future Land Use & Character Map and connection could occur if properties redevelop in the future.
16	Nimitz St	Lincoln Ave	University Dr East	No Bicycle Facility	Add Bicycle Facility	Add existing street to Thoroughfare Map and add a bicycle facility. A traffic signal is being installed on University Drive at Nimitz St and will likely increase usage of the street. The change could be coupled with potential downgrade to Eisenhower St.
17	Post Oak Mall Collector	Holleman Dr East	Harvey Rd	No Bicycle Facility	Add Bicycle Facility	Add new street connection to Thoroughfare Map between Harvey Rd and Holleman Dr E and add a bicycle facility. Area is designated as Urban Center on Future Land Use and Character Map and connection could occur if property redevelops in some form in the future.
18*	Texas Ave	Harvey Mitchell Parkway South	George Bush Drive	Proposed Bike Route	Upgrade to Bicycle Facility	Need for an improved type of facility for biking
19*	Southwest Pkwy	SH 6	Wellborn Rd	Proposed and Existing Bike Route	Upgrade to Shared Use Paths on both sides	Need for an improved type of facility for biking and walking

Public Comments on Bicycle and Pedestrian Maps

Comment Number	Map Name	Source	Category	Location	Comment
1	Bicycle & Pedestrian	Virtual Maps	I like this	Proposed Shared-use Path on Rock Prairie Road	A bike lane or path on Rock Prairie would be a gift from the gods.
2	Bicycle & Pedestrian Maps	Virtual Maps	I have concerns about this	Lick Creek Greenway Trail at William D. Fitch Parkway	This is hopeless at present if you want to get onto Fitch and not go into Pebble Creek! There should be a way on and off Fitch without clambering around on one side or wading through mud on the other!
3	Bicycle & Pedestrian	Virtual Maps	I like this	Proposed Shared-use Path on William D. Fitch Parkway	This junction is difficult for cyclists at present, would be great to make it easier.
4	Bicycle & Pedestrian Maps	Virtual Maps	I like this	Proposed Bicycle Facility at SH6 and William D. Fitch Parkway	If the proposal here is to find a way for cyclists to get under 6 without the danger of Fitch as it currently is here, that would be fantastic!
5	Bicycle & Pedestrian Maps	Virtual Maps	I have concerns about this	Rock Prairie Road and Wellborn Road	This junction is currently a horror for cyclists. It is so dangerous to cross Wellborn at Rock Prairie here! Even at the pedestrian crossing, drivers turn right off Rock Prairie into Wellborn and I have nearly been hit. Making this junction safer for pedestrians and cyclists would be really good.
6	Bicycle & Pedestrian	Virtual Maps	I have concerns about this	Shared Use Path proposed along Utility Easement	Why not use the existing crossing under WDF?
7	Bicycle & Pedestrian	Virtual Maps	I have concerns about this	Shared Use Path proposed along Utility Easement	Why cant these two bike and path lines be combined?
8	Bicycle & Pedestrian	Virtual Maps	I have concerns about this	Existing Bike Route at the end of Forest Oaks Drive	Why does this deadend here?
9	Bicycle & Pedestrian	Virtual Maps	I have concerns about this	Wellborn Community	Where is the connectivity here?
10	Bicycle & Pedestrian Maps	Virtual Maps	I have an idea or alternative	Existing Bike Lane on Jones Butler Road	I believe that the bicycle path along Jones Butler to Marion Pugh should be two lanes on one side of the road in order to create a safe route and encourage substantial use of this route.
11	Bicycle & Pedestrian Maps	Virtual Maps	I have an idea or alternative	Existing Bike Route on Dexter Drive	This blue line on Dexter indicates a bike lane. Changing this to a red or green trail would enhance this area tremendously. It would make a safe area for students/professors to bike to campus and it would begin a GREEN corridor from Brison Park to Gabbard Park. This would begin a larger enhancement campaign to give more outdoor activities to all residents of College Station.

Public Comments on Bicycle and Pedestrian Maps

Comment Number	Map Name	Source	Category	Location	Comment
12	Bicycle & Pedestrian Maps	Virtual Maps	I have an idea or alternative	Existing Bike Route on Dexter Drive	If the Dexter trail were changed to be a red or green trail with a defined bike lane, then this could then lead to the next change, which is making the trail on Haines to be a red or green trail as well with well-defined bike lanes. This trail then leads all the way to Lemon Tree Park. Again, you are creating a loop around this highly populated park of College Station--you want to create an experience...you can bike for long lengths of time safely to green parks. These green parks can be updated as well. This is good for young children, young families, students, middle aged citizens, older citizens.
13	Bicycle & Pedestrian Maps	Virtual Maps	I have an idea or alternative	Existing Bike Lane on Anderson Street	The Anderson bike lane should be updated to a GREEN trail, adding trees along the way to make it an outdoor experience. This trail connects the schools to three parks in the inner city of College Station. Anderson Trail connects A&M Consolidated/Oakwood, Anderson Park (more entrances and things to do could be added here), Lemontree Park, down to Bee Creek Park and the cemetery. This could be a main biking trail in the city! Picture people biking to the tennis courts at Bee Creek and professors biking their children to school from all of the neighborhoods nearby.
14	Bicycle & Pedestrian Maps	Virtual Maps	I have an idea or alternative	Existing Bike Lane on Holleman Drive	It is absolutely great that Holleman has a red trail, but it would be even better to update it to GREEN, adding trees along the way. This bike trail can lead from John Crompton to Wolf Pen Creek Park. These trails need to be so nice that we can add them to the All Trails app for hikers and bikers. Trails should be added at both of these parks so that both walkers and bikers can continue to enjoy the outdoors in beautiful College Station!
15	Bicycle & Pedestrian Maps	Virtual Maps	I have an idea or alternative	Proposed Bike Route on Texas Avenue	Texas Avenue should be updated to be either a red or green trail. There needs to be a designated trail for bikers. This can be seen in other college towns where students ride scooters and bike easily through town. Texas Avenue is the entrance into the city and needs to look updated. The first step might be to update this trail all the way down to the interchange at highway six and Texas Ave.
16	Bicycle & Pedestrian	Virtual Maps	I like this	Proposed Shared Use Path on F&B Road	Great!
17	Bicycle & Pedestrian	Virtual Maps	I have an idea or alternative	F&B Road on TAMU Property	A multiuse sidewalk is needed along F&B road. There is no sidewalk at present, which is quite unbelievable to me. Please partner with TAMU to build this.
18	Bicycle & Pedestrian	Virtual Maps	I have an idea or alternative	Proposed Sidewalk on Walton Drive	A sidewalk is needed along Walton Dr. I believe this should be a high priority.

Public Comments on Bicycle and Pedestrian Maps

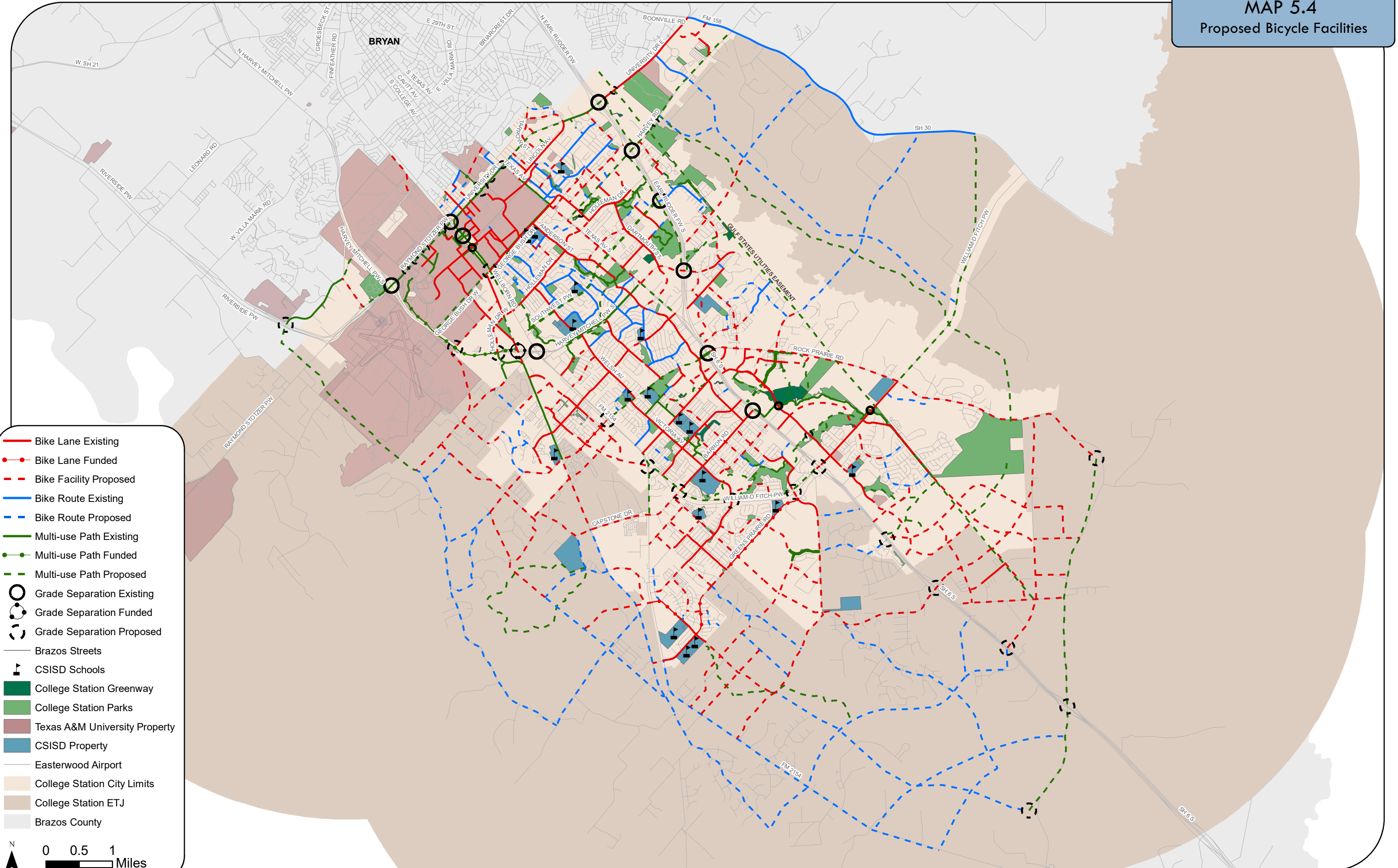
Comment Number	Map Name	Source	Category	Location	Comment
19	Bicycle & Pedestrian Maps	Virtual Maps	I have an idea or alternative	Intersection of University Drive and Tarrow Street	The crossing signal at University and Tarrow needs to be modified to give pedestrians priority when they push the button for crossing. Currently, traffic going south on Tarrow gets a green light when the pedestrian crossing signal is lit. A large percentage of drivers turn west on university in front, or potentially into, pedestrians crossing in the sidewalk. Currently, it is safer to jaywalk instead of using the button to activate the pedestrian signal. Easy modifications to save lives/injuries are to 1) Delay the green signal for drivers when the pedestrian button is pushed, 2) Set up a highly visible flashing red signal for drivers when the pedestrian signal is activated. Seems like a "cheap" solution to a currently dangerous situation.
20	Bicycle & Pedestrian Maps	Virtual Maps	I have an idea or alternative	Intersection of Walton Drive and Texas Avenue	The current traffic signal cycle is dangerous for pedestrians/cyclists. When the pedestrian signal is activated, cars should not be allowed to turn right or left. It is not unusual for cars to disrespect the pedestrian signal. Very easy and cheap change to make.
21	Bicycle & Pedestrian Maps	Virtual Maps	I like this	Shared Use Path proposed along Wellborn Road between George Bush Drive and Luther Street	This mixed use path is extremely needed as walkability from the neighborhoods south of campus to campus is sorely lacking. extending it further maybe down to holleman would be ideal
22	Bicycle & Pedestrian	Virtual Maps	I have concerns about this	Wellborn Road near Southwest Parkway	Welborne Road is in DIRE need of a protected bike lane that connects the university to the apartments south of Harvey Mitchel Pkwy
23	Bicycle & Pedestrian	Virtual Maps	I have an idea or alternative	George Bush Drive near Penberthy Boulevard	Protected Bike lane separate from Pedestrians. Gets rid of conflict between two modes of sustainable transportation
24	Bicycle & Pedestrian Maps	Virtual Maps	I have concerns about this	Proposed Bike Route on Texas Avenue	Shared with vehicles on a 45mph?!?! no. PLEASE make separate protected bike lanes on Texas, will improve business accessibility for everyone.
25	Bicycle & Pedestrian Maps	Virtual Maps	I have an idea or alternative	Existing Bike Route on Southwest Parkway	I live on Southwest. Riding the bike on the side walk is horrible, and going on the street is scary and cars usually speed here. LOWER speed limits, or give bikes the proper street space like a bike lane or protected bike lane
26	Bicycle & Pedestrian	Open House	I like this	Proposed Bike Lanes on Holleman Drive West	Bike lanes connecting Holleman and Wellborn would be awesome!
27	Bicycle & Pedestrian Maps	Open House	I like this	Proposed Bike Lanes on Proposed Street through the Lone Star Pavilion Shopping Center	Bicycle lane addition is needed in this area. It is a big hazard for the public to ride bikes around here.

Public Comments on Bicycle and Pedestrian Maps

Comment Number	Map Name	Source	Category	Location	Comment
28	Bicycle & Pedestrian	Open House	I like this	Existing Buffered Bike Lanes on George Bush Drive	I love how the newly painted bike lanes are so much wider = safer which is great!
29	Bicycle & Pedestrian Maps	Open House	I have an idea or alternative	Existing Bike Route on Dexter Drive and Welsh Avenue	Welsh & Dexter as current bike paths are death traps thru College Park. Perhaps closing Welsh to cars (except for property owners) & use it as a pedestrian/bike only pathway - especially on big events.
30	Bicycle & Pedestrian Maps	Open House	I have an idea or alternative	Intersection of Welsh Avenue and Harvey Mitchell Parkway	Sun sails; artificial shade for pedestrians/bicyclists waiting at intersection. Very hot to sit and wait for light.
31	Bicycle & Pedestrian	Open House	I have concerns about this	Proposed Bike Lanes on Woodcreek Drive	Please update map; Woodcreek presently has a bike lane with designation.
32	Bicycle & Pedestrian Maps	Open House	I have concerns about this	Intersection of Victoria Avenue, Welsh Avenue and Rock Prairie Road	It is so important to improve the bike facilities at Rock Prairie/Welsh & Victoria intersection! I bike through almost daily as I drop my son off for school. I'd LOVE the shared use path to be funded & built!!
33	Bicycle & Pedestrian Maps	Open House	I have an idea or alternative	Anderson Street, George Bush Drive, Dexter Drive and Holleman Drive	Create loops in the city, green loops. #1 Anderson, George Bush, Dexter, Holleman
34	Bicycle & Pedestrian Maps	Open House	I have an idea or alternative	Existing Bike Route on Dexter Drive	Change Dexter to a green mixed use path on one side. Any road where you have limited space... combine the existing skinny paths/sidewalks to a lonegr, useable path.
35	Bicycle & Pedestrian Maps	Open House	I have an idea or alternative	Holleman Drive	On Holleman, one side of the road could ne changed to a green shared-path. There is a skinny sidewalk and skinny bike path. Combine these for one large path. Holleman can connect three parks.
36	Bicycle & Pedestrian	Open House	I have concerns about this	Existing Bike Route on Longmire Drive	The blike lane disappears for 2 blocks!
37	Bicycle & Pedestrian	Open House	I have an idea or alternative	William D. Fitch Parkway	Expand William D. Fitch to include wider turning lanes and increased bike paths to connect all communities.
38	Bicycle & Pedestrian Maps	Open House	I have an idea or alternative	Proposed Shared Use Path along Carters Creek	I think it would be fabulous to add bike paths/pedestrian paths through the green areas on the other side (east) of HWY 6. This would give outdoor activities and green for all residents of College Station.
39	Bicycle & Pedestrian Maps	Open House	I like this	Proposed Sidewalk on Greens Prairie Road (county section)	I know this section is the County, but I'd love to see the sidewalk available for the school aged kids who walk & bike to school.

Public Comments on Bicycle and Pedestrian Maps

Comment Number	Map Name	Source	Category	Location	Comment
40	Bicycle & Pedestrian Maps	Open House	I like this	Proposed Sidewalks in Eastgate Redevelopment Area	Pedestrian map will be welcomed. This will help keep folks off my lawn.
41	Bicycle & Pedestrian Maps	Open House	I have concerns about this	Proposed Sidewalks on Fairview Avenue and Montclair Avenue	Proposed sidewalks down Fairview and Montclair will take out 100 yr old oaks unless alternate construction is enforced by council (i.e. gravel, raised decking on piers).
42	Bicycle & Pedestrian	Open House	I have concerns about this	Proposed Sidewalk on Foxfire Drive	I think it is essential to fund sidewalks along this section of Foxfire Dr. It is dangerous at present to pedestrians and bicyclists.
43	Bicycle & Pedestrian Maps	Open House	I have concerns about this	Lick Creek Greenway Trail at Midtown Drive	The underpass at Midtown Dr and the greenway trail. It always floods and then is closed. People ignore the barriers. We should fix the problem so the trail is useful all year round!
44	Bicycle & Pedestrian Maps	Open House	I like this	Existing Sidewalks behind Oakwood Intermediate School	I am so happy to see 10' side walks behind Oakwood/AMCMS for the safe walking of students. Also thank you for taking down a tree at glade + P.P. which cast so much shadow on students crossing PP that drivers on Glade couldn't safely see them.
45	Bicycle & Pedestrian Maps	Open House	I have concerns about this	Normand Drive, Jennifer Drive and Wildrye Drive	Normand Dr, Jennifer Dr, and Wildrye Dr. need sidewalks and street lights. People have to walk in streets which are littered w/ nails, glass, metal, etc. Lights would help deter crime. Cars litter and congest Wildrye. Very unsightly.
46	Bicycle & Pedestrian	Open House	I have an idea	Near Castlegate Subdivision	More walking paths will encourage increased health and possible fewer health problems, and encourage families walking more together.
47	Bicycle & Pedestrian Maps	Open House	I have concerns about this	Comal Circle and Arboles Circle	Pedestrian path between Comal Circle and Arboles. I spoke to Venessa Garza and she was very helpful. She was aware of the issue from a previous CS survey in 2013/2014.



- Bike Lane Existing
- Bike Lane Funded
- Bike Facility Proposed
- Bike Route Existing
- Bike Route Proposed
- Multi-use Path Existing
- Multi-use Path Funded
- Multi-use Path Proposed
- Grade Separation Existing
- Grade Separation Funded
- Grade Separation Proposed
- Brazos Streets
- CSISD Schools
- College Station Greenway
- College Station Parks
- Texas A&M University Property
- CSISD Property
- Easterwood Airport
- College Station City Limits
- College Station ETJ
- Brazos County

