



## College Station, TX

### Meeting Agenda

**Bicycle, Pedestrian, and Greenways Advisory Board**  
**1101 Texas Avenue, College Station, TX 77840**

**Internet: [www.microsoft.com/microsoft-teams/join-a-meeting](https://www.microsoft.com/microsoft-teams/join-a-meeting)**

**Meeting ID: 269 753 645 57 | Passcode: QfdsL9**

**Phone: +1 979-431-4880 | Phone Conference: 917 612 881#**

The City Council may or may not attend this meeting.

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**October 16, 2023**

**3:30 PM**

**Bush 4141 Community Room**

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**Notice is hereby given that a quorum of the meeting body will be present in the physical location stated above where citizens may also attend in order to view a member(s) participating by videoconference call as allowed by 551.127, Texas Government Code. The City uses a third - party vendor to host the virtual portion of the meeting; if virtual access is unavailable, meeting access and participation will be in-person only.**

**1. Call meeting to order and consider absence requests.**

**2. Hear Visitors.**

At this time, the Chairperson will open the floor to citizens wishing to address issues not already scheduled on today's agenda. Each citizen's presentation will be limited to three minutes in order to allow adequate time for the completion of the agenda items. Comments will be received and city staff may be asked to look into the matter, or the matter may be placed on a future agenda for discussion. A recording may be made of the meeting; please give your name and address for the record.

**3. Agenda Items**

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

Attachments: 1. September 18, 2023

3.2. Presentation, discussion, and possible action regarding an overview of a draft of the Bicycle, Pedestrian, and Greenways Master Plan Audit.

Sponsors: Aspen Pflanz

Attachments: 1. Draft of BPGMP Implementation Tasks Status and Progress  
2. Draft of BPGMP Facility Miles

3.3. Presentation, discussion, and possible action regarding an overview of the prioritization process for unfunded bicycle and pedestrian projects.

Sponsors: Aspen Pflanz

Attachments: 1. Unfunded Bicycle and Pedestrian Project Prioritization Criteria and Weights

3.4. Presentation and discussion regarding the following items related to biking, walking, and greenways:

- a. Bicycle, Pedestrian, and Greenways Master Plan – Board Member Jansen
- b. Public Meetings of Interest
- c. Capital and Private Project Updates

3.5. Presentation, discussion, and possible action regarding the Bicycle, Pedestrian, and Greenways Advisory Board Calendar of upcoming meetings.

- a. November 13, 2023 ~ Bicycle, Pedestrian and Greenways Advisory Board Meeting at 3:30 p.m.
- b. December 18, 2023 ~ Bicycle, Pedestrian and Greenways Advisory Board Meeting at 3:30 p.m.

3.6. Presentation, discussion, and possible action regarding changing the regularly scheduled dates of Bicycle, Pedestrian, and Greenways Advisory Board meetings.

**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 October 13, 2023 at 3:00 p.m.



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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](mailto: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**  
**September 18, 2023**

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**MEMBERS PRESENT:** Chairperson Elizabeth Cunha, Board Members Brad Brimley, Kathy Langlotz, Joy Chmelar, Dennis Jansen, Jake Madewell and Neo Jang

**STAFF PRESENT:** Director of Planning & Development Services Michael Ostrowski, City Engineer Carol Cotter, Transportation Planning Coordinator Jason Schubert, Transportation & Mobility Graduate Engineer II Katherine Beaman-Jamael, Transportation & Mobility Staff Planner Carl Ahrens, Senior Long Range Planner Matthew Ellis, and Staff Assistant II Grecia Fuentes

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

Chairperson Cunha called the meeting to order at 3:30 p.m.

There were no absence requests for consideration.

**AGENDA ITEM NO. 2: Hear Visitors.**

There were no visitors who wished to speak.

**AGENDA ITEM NO. 3: Agenda Items.**

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

**Board Member Jansen motioned to approve the meeting minutes from August, Board Member Madewell seconded the motion, the motion passed 7-0.**

**AGENDA ITEM NO. 3.2: Public Hearing, presentation, discussion, and possible action regarding a recommendation to the Planning and Zoning Commission on the transportation and mobility components within the Northeast Gateway Redevelopment Plan, the associated changes to the Comprehensive Plan Functional Classification & Context Class Map, and the associated maps in the Bicycle, Pedestrian, and Greenways Master Plan including the**

**Proposed Bicycle Facilities Map and the Proposed Pedestrian Facilities Map. Case# CPA2023-000001. (Note: Planning and Zoning Commission action on this item is scheduled for September 21, 2023. Final action on this item is scheduled for the September 28, 2023, City Council Meeting – subject to change.).**

Senior Planner Matthew Ellis presented this item.

Chairperson Cunha asked if the outlined places shown for a future bicycle network had already been determined if the streets were wide enough.

Senior Planner Ellis stated that staff had experimented and determined they were wide enough when they were looking through them. He mentioned that when the additional streets are added the extra space will be added.

Coordinator Schubert stated that some of them would be new streets and that they would be determined when the redevelopment occurred. He mentioned that others are existing streets in older areas of the city and the city was looking into rebuilding some of them. He added that would be an opportunity to look at the cross section.

Chairperson Cunha opened the public hearing.

Chairperson Cunha closed the public hearing.

**Board Member Langlotz made a motion to approve, Board Member Brimley seconded the motion, the motion passed 7-0.**

**AGENDA ITEM NO. 3.3: Public Hearing, presentation, discussion, and possible action regarding a recommendation to the Planning and Zoning Commission on the transportation and mobility components within the Wellborn District Plan, the associated changes to the Comprehensive Plan Functional Classification & Context Class Map, and the associated maps in the Bicycle, Pedestrian, and Greenways Master Plan including the Proposed Bicycle Facilities Map and the Proposed Pedestrian Facilities Map. Case# CPA2023-000002. (Note: Planning and Zoning Commission action on this item is scheduled for October 5, 2023. Final action on this item is scheduled for the October 12, 2023, City Council Meeting – subject to change.)**

Director of Planning & Development Services Michael Ostrowski and Transportation Planning Coordinator Jason Schubert presented this item.

Chairperson Cunha inquired about proposed Strategic Action IM.4 to add a shared-use path along FM 2154.

Director Ostrowski stated that the Texas Department of Transportation (TxDOT) would ultimately be building it, but the City provides input on the design. He added that it was being adding to the plan to recognize it as part of the widening project of FM 2154.

Chairperson Cunha opened the public hearing.

Chairperson Cunha restated that the bicycle plan modifications of FM 2154 were because TxDOT was currently planning to build them and not the City of College Station.

Mr. Michael McCleary stated that he lived on the corner of Barron Cut-off Road and Wellborn Road. He asked if something could be done about the planned bicycle lane that was showing to be going down along with the widening of the road. He added that the bicycle lane was going to be along the road with 50 miles per hour traffic going both ways.

Chairperson Cunha clarified that the appropriate people to bring that concern up to would be to TxDOT.

Director Ostrowski said that the authority over Wellborn Road was TxDOT, but with respect to this, that could shift a little bit depending on the planning efforts and the actual design. In terms of the actual location of where the shared-use path would go on FM 2154, that would be part of TxDOT's design.

Mr. McCleary asked if TxDOT had the authority to go 110 feet inside of someone's fence line and put a 12-foot sidewalk down their property. He asked if that was what was considered a greenway.

Director Ostrowski stated this would not be a greenway, but rather a shared-use path, and ultimately where that ends up would be part of the design.

Mr. McCleary stated that he was very concerned and that he also had a petition against the raised medians with almost 2,000 signatures on it.

Mr. Mike McDermott stated he lived in the extraterritorial jurisdiction (ETJ) but had lived in College Station for 39 years. He said he would like for the city to take position against the medians and the railroad. He commented that the majority of the accidents were at the South Dowling crossing the railroad track which was uncontrolled. He added that he thought that would eliminate most of the accidents along Wellborn Road and would be a strong argument for TxDOT not to spend a bunch of money on medians if the accident rate was very low there.

Chairperson Cunha stated he could present this at the hear visitors part of the City Council meeting on September 28<sup>th</sup>.

Mr. Ed Thomas stated he was a resident on Buggy Lane. He asked to get some reasoning behind the potential closing the Butte Drive railroad crossing.

Coordinator Schubert clarified the reasoning behind that item was to look at feasible locations for an alternative access to the Shiloh Subdivision. He also said that the City was looking into pursuing a railroad quiet zone throughout the city, where the train locomotive would not need to sound the horn as it approaches an intersection unless there was a need to do so.

Chairperson Cunha closed the public hearing.

**Board Member Langlotz made a motion to approve, Board Member Madewell seconded the motion, motion passed 7-0.**

**AGENDA ITEM NO. 3.4: Presentation, discussion, and possible action on the Planning and Development Services Department's Plan of Work.**

Director of Planning & Development Services Michael Ostrowski presented this item.

There were no further comments from the Board.

**Board Member Jang made a motion to recommend approval, Board Member Madewell seconded the motion, motion passed 7-0.**

**AGENDA ITEM NO. 3.5: Presentation, discussion, and possible action regarding the development of a potential tactical urbanism program.**

Staff Planner Carl Ahrens and Board Member Jang presented this item.

Board Member Brimley asked to clarify if tactical urbanism was mainly about temporary installments to see if they would work out and if it had to have an art design to it.

Planner Ahrens answered yes, and no it did not need to be artistic. He clarified that these were mainly led by citizens that had put an artistic flare on it. He said it just helped drivers to be more aware and not to drive over it, but it did not have to be art.

Graduate Engineer II Beaman-Jamael stated that a lot of the artistic component ones are not temporary exercises, it's offering business owners an opportunity to have a mural on their bike corral or create a little outside patio activating the sidewalk.

Board Member Jansen asked if this was a way to show the city to add a bike lane where there is not one.

Planner Ahrens said yes, and it could also show that the location is not a good spot to have this project.

Board Member Chmelar asked if people would think they could stand on the mural or what else would that space be used for.

Board Member Jang stated that he had not spoken to anybody for this project, but he had read that those spaces were actually part of street parking. He added that these spaces were going off of what they already had. He said these would tell drivers to slow down and encourage the pedestrians to feel a little safer.

Board Member Chmelar asked if this would perhaps be more of a distraction for drivers.

Graduate Engineer II Beaman-Jamael confirmed that in a more urbanized setting it is wished for drivers to be more engaged with the environment around them because that makes them more aware. She added that it was a good thing to have more stimuli in that type of setting.

Board Member Brimley said he was completely in favor of these ideas and wanted to know what it would take to implement them.

Director Ostrowski stated it was going to depend on what the need for the project is. He said that ideally there would be an application process submitted with the group's idea stating the specifics. He said it would be a very similar review process that are done with other permits.

Chairperson Cunha asked if there was anything needed from the Board to move forward with this plan.

Director Ostrowski stated he did not need anything further and if the Board was all in agreement, they would keep it in the plan of work.

**AGENDA ITEM NO. 3.6: Presentation and discussion regarding the following items related to biking, walking, and greenways:**

**a) Bicycle, Pedestrian, and Greenways Master Plan –**

- **Board Member Madewell**

Board Member Madewell went over Chapter 3: Needs Assessment Environmental section that talked about environmental benefits as a result from a bicycle, pedestrian, and greenways system.

- Board Member Jansen agreed to provide the update at the next Board meeting.

**b) Public Meetings of Interest –**

- Coordinator Schubert mentioned a public meeting was scheduled for proposed roundabouts on Victoria Avenue that was going to be held at the Wellborn Middle School cafeteria on September 19, 2023 at 6:00 p.m.
- Coordinator Schubert stated that the construction contract for the widening of Rock Prairie Road between SH 6 and Town Lake Drive and the design for the widening between Town Lake Drive and William D. Fitch Parkway had been approved at the August 24, 2023 Council meeting since the Board last met.

**c) Capital and Private Project Updates –**

- Coordinator Schubert stated Community Development Block Grant (CDBG) funds were being used to construct a sidewalk on Foster Avenue between Francis Drive and Walton Drive.
- Coordinator Schubert stated the George Bush Drive separated bike lane project was in design and an update was anticipated at the next meeting.

**AGENDA ITEM NO. 3.7: Presentation, discussion, and possible action regarding the Bicycle, Pedestrian, and Greenways Advisory Board calendar of upcoming meetings.**

- a. October 16, 2023, ~ Bicycle, Pedestrian and Greenways Advisory Board Meeting at 3:30 p.m.
- b. November 13, 2023, ~ Bicycle, Pedestrian and Greenways Advisory Board Meeting at 3:30 p.m.

**AGENDA ITEM NO. 4: Discussion and possible action 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.**

Board Member Langlotz inquired about the status of a safe passing ordinance. Director Ostrowski stated it was proposed on the plan of work and would be brought to the Board at a future meeting.

Board Member Jansen stated there was no mud on Lick Creek Trail in the area of the underpass under Midtown Drive.

Board Member Madewell asked to know more about how to get more leading pedestrian intervals at more signalized intersections.

Chairperson Cunha was wondering if staff could provide some information on where all the city has posted the “no bicycles allowed” signs as she observed a sign in Bee Creek Park.

**AGENDA ITEM NO. 5: Adjourn**

The meeting adjourned at 5:04 p.m.

**APPROVED:**

**ATTEST:**

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**Elizabeth Cunha, Chairperson**

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**Grecia Fuentes, Board Secretary**

**October 16, 2023**  
**Item No. 3.2.**  
**Bicycle, Pedestrian, and Greenways Master Plan Draft Audit**

**Sponsor:** Aspen Pflanz, Staff Planner

**Reviewed By CBC:** Bicycle, Pedestrian, & Greenways Advisory Board

**Agenda Caption:** Presentation, discussion, and possible action regarding an overview of a draft of the Bicycle, Pedestrian, and Greenways Master Plan Audit.

**Relationship to Strategic Goals:**

Good Governance, Improving Mobility, Sustainable City

**Recommendation(s):** Staff recommends the Board receive the presentation and provide feedback.

**Summary:** This item is to provide an overview of the status of the implementation tasks in the Bicycle, Pedestrian, and Greenways Master Plan (BPGMP).

The BPGMP was first adopted in 2010 to help achieve the City's multi-modal transportation, connectivity, recreation, healthy living, and environmental protection goals in a comprehensive manner. The BPGMP was updated in 2018 and has been revised with updates to the City's Comprehensive Plan and Thoroughfare Plan in 2017 and 2021 as well as other amendments related to the adoption of small area plans, initiatives, and major projects.

The City identified the need to audit adopted plans through discussions with community and stakeholder input during the 10-year Comprehensive Plan evaluation in 2021. The purpose of plan audits is to review plans beyond or nearing their planning horizons, to assess what was achieved relative to each plan's recommendations, what was not achieved, and why, and whether further planning efforts are warranted for the planning area. The first plan audit was completed in 2022 for five small area plans.

The BPGMP was originally developed with an intended horizon year of 2020, though many of the plan elements are on-going items for long-term implementation. Staff has drafted progress and status updates for the BPGMP's 39 implementation tasks along with a summary of facility miles of bike lanes, bike routes, shared-use paths, and sidewalks. Additional details will be provided during the presentation to the Board.

The Board will have the opportunity to review the draft audit at the October and November meetings to provide input on the final document.

**Budget & Financial Summary:** N/A

**Attachments:**

1. Draft of BPGMP Implementation Tasks Status and Progress
2. Draft of BPGMP Facility Miles

| BICYCLE, PEDESTRIAN, AND GREENWAYS MASTER PLAN AUDIT   Chapter 7 - Implementation Tasks <b>DRAFT</b> |                                |                                                                   |           |             |                    |                    |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------------------------------------------------------------------------------------------|--------------------------------|-------------------------------------------------------------------|-----------|-------------|--------------------|--------------------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Strategy / Chapter                                                                                   | Section                        | Task Type                                                         | Progress  |             |                    |                    |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                                                                                      |                                |                                                                   | Completed | In-Progress | Designed or Funded | No Longer Pursuing | Incomplete | Status Update                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 5: System Development                                                                                | Proposed Facilities            | Initiate additional evaluation and analysis                       |           | √           |                    |                    |            | <b>Ongoing.</b> The city's development review procedures and planning efforts ensure the evaluation of bicycle and pedestrian facilities and greenways within the city limits.                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                                                                                      | Other Facilities               | Begin planning effort to evaluate condition of facilities         |           | √           |                    |                    |            | <b>Ongoing.</b> PW evaluates the condition of the city's street facilities on an annual basis, including bicycle routes and lanes, and signs. Sidewalks and shared use paths are evaluated for reconstruction or repair with street maintenance projects.                                                                                                                                                                                                                                                                                                                                 |
|                                                                                                      |                                | Begin planning effort on intersections                            |           | √           |                    |                    |            | <b>Ongoing.</b> There has not been a city-wide effort on intersections, but various site-specific intersection improvements have been pursued through the city's development review and permitting processes, Capital Improvements projects, and Public Works projects. Additionally, the city's ADA Transition Plan (2015) and Thoroughfare Cross Sections update (2023) include intersection design considerations.                                                                                                                                                                     |
|                                                                                                      |                                | Begin planning effort on signage                                  |           | √           |                    |                    |            | <b>Ongoing.</b> Various signge efforts have been pursued since 2010, including the creation and installation of Adopt-A-Greenway signs, the preparation of cost estimates for new or replacement signs, and the evalutation of existing signs on a project-by-project basis. The city adheres to the sign guidelines in the TMUTCD.                                                                                                                                                                                                                                                       |
|                                                                                                      |                                | Begin planning effort on bicycle parking                          | √         |             |                    |                    |            | An inventory of the city's bicycle parking was created in 2012 and is periodically updated when Certificates of Occupancy (COs) are issued. Additionally, the city's off-street parking requirements were revised in 2023 (Ordinance No. 2023-4454); bicycle parking is now calculated by the unit, whether gross square footage of a building or number of bedrooms, rather than by the number of vehicular parking spaces. A portion of the bicycle parking must be located outside, or, if it is located inside, appropriate signage will need to be provided to direct users to it.   |
|                                                                                                      |                                | Begin additional planning efforts for greenways                   |           | √           |                    |                    |            | <b>Ongoing.</b> The city established the Natural Areas Protected zoning district (Ordinance No. 2012-3450) in 2012 with the intention of conserving natural areas for recreational or open space purposes. Currently there are 87.4 acres of NAP property in the city. Similarly, the city's Natural & Open Areas future land use identifies areas that are generally appropriate for NAP zoning. There are 5,127 acres of N&OA land within the city limits, or 15.6% of total land within the city limits.                                                                               |
|                                                                                                      | Operations                     | Secure additional staff resources                                 | √         |             |                    |                    |            | One P&DS staff member was responsible for the Bicycle, Pedestrian, and Greenways Program from the plan's adoption in 2010 until their departure from the city in 2022. Staff from P&DS's Engineering Division, which hired three new transportation positions in 2022/2023, lead the program now. Staff from PW, P&R, CIP, PD, Fire, Legal, and HR are also involved in several aspects of greenways programming, operations, and maintenance.                                                                                                                                            |
|                                                                                                      |                                | Establish a Bicycle, Pedestrian, and Greenways Advisory Board     | √         |             |                    |                    |            | The Bicycle, Pedestrian, and Greenways Advisory Board was established in 2010 (Ordinance No. 2010-3265) and is still active today.                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                                                                                      |                                | Develop and expand operating procedures for the Greenways Program |           | √           |                    |                    |            | <b>Ongoing.</b> The BPG Master Plan sought to formulate additional policies and procedures with the growth of the greenway system, such as naming greenways, establishing hours of operation along trails, and providing a set of rules or etiquette for trail use and safety. This has generally been done through PW, P&R, and CIP projects that have installed directional markings on trails, regulatory signage, and education efforts.                                                                                                                                              |
|                                                                                                      | Land Stewardship for Greenways | Develop a management plan for greenway property                   |           |             |                    |                    | √          | There is no management plan specific to greenways at this time.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                                                                                      |                                | Continue land acquisition                                         |           |             |                    | √                  |            | Nearly 135 acres of greenways were acquired since the plan's adoption in 2010 through bonds, grants, and land dedication. There is no dedicated funding for greenway acquisition in the city's budget at this time. A portion of the city's total greenways acres (421 acres) were converted to parkland in 2020, reducing the total number of greenways to approximately 118 acres. Furthermore, areas previously depicted as greenways on city maps were removed due to the failure to purchase the property or the changing use of the property (such as for parkland) after purchase. |

|                      |                            |                                                                                 |   |   |  |  |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|----------------------|----------------------------|---------------------------------------------------------------------------------|---|---|--|--|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6. System Management | Programs:<br>Education     | Establish education classes                                                     |   | √ |  |  |   | <b>Ongoing.</b> Bicycle classes were hosted twice a year from 2012 to 2017, many in partnership with Texas A&M University. Although there are currently no classes offered, two P&DS staff members are in the process of becoming League Certified Instructors to revive this effort in the city.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                      |                            | Develop curriculum and education materials on bicycling, walking, and greenways |   | √ |  |  |   | <b>Ongoing.</b> The city distributes educational materials at events, on-site at City Hall, and on the city's website and social media platforms. The most recent version (2018) of the foldable bike map included law and safety education tips. Bicycling, walking, and greenways curriculum has been developed for presentations at city meetings, guest lectures, events, and professional meetings and conferences throughout the years.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                      |                            | Establish a "Share the Road" campaign                                           |   |   |  |  | √ | The 2017 BPG Master Plan status update noted that a campaign had been developed, but it is unclear what the extent of this campaign was. A "Share the Road with Bicyclists" flyer was supposedly developed to be mailed out with a city utility bill and Texas A&M University parking passes, but this was most-likely a one-time effort rather than an lasting program. There is no evidence of "Share the Road" signage along the city's bicycle routes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                      | Programs:<br>Encouragement | Reapply for Bicycle Friendly status through the League of American Bicyclists   | √ |   |  |  |   | The city has applied to the BFC Program twice: 2011 (Honorable Mention) and 2020 (Bronze Level). The program requires communities to renew their BFC status every four years, so the city is currently preparing an application to be submitted in June 2024. There are currently 13 BFCs in Texas, each with a Bronze Level designation except one (City of Austin). Texas A&M is a Bicycle Friendly University (Silver Level).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                      |                            | Create and distribute a bicycle and pedestrian map                              | √ |   |  |  |   | The city's Bicycle Plan and Pedestrian Plan within in the BPG Master Plan and Comprehensive Plan are available online and at City Hall. These maps are updated in conjunction with ongoing bicycle and pedestrian projects and developments. P&DS staff are currently working on a new foldable bike map, which was last updated in 2018, in their FY 2024 Plan of Work.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                      |                            | Create an "Adopt a Greenway" program                                            | √ |   |  |  |   | The program was established in partnership with Keep Brazos Beautiful in 2012 and is still active today. An area is adopted for a minimum of two years and must be cleaned at least two times during the year. Currently, there are 12 greenways adopted in the city, but there have been upwards of 22 areas adopted at one time.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                      |                            | Encourage and participate in bicycle, pedestrian, and greenway events           |   | √ |  |  |   | <b>Ongoing.</b> There are several city-sponsored events like Cycle with Council, National Bike Month, and Earth Day. There are privately-sponsored events too like MS150 and philanthropic 5Ks that have been held in the city as a result of our ongoing bicycle, pedestrian, and greenways efforts. Additionally, city staff periodically guest lecture and serve on committees related to these subject areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                      |                            | Conduct walkability and bikeability audits                                      |   | √ |  |  |   | <b>Ongoing.</b> Walkability and bikeability audits have been conducted to a degree for small area plans and project-specific improvements. The P&DS website has walkability and bikeability audit checklists posted for interested parties to utilize, but there is not an established program. The current BPG Advisory Board has expressed interest in revising and reviving these audits, and P&DS staff is pursuing this effort in their FY 2024 Plan of Work.                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                      | Programs:<br>Enforcement   | Establish and maintain internal training of laws and ordinances                 |   | √ |  |  |   | <b>Ongoing.</b> CSPD (CSTEP and Traffic Unit) officers enforce pedestrian and bicyclist traffic laws, especially in the Northgate area since it is the densest area of the city and has the largest concentration of students. These contacts are typically educational in nature (wherein the violator receives a warning and is educated about the law). For example, officers have distributed grant-funded booklets on bicycling safety and have also provided headlights and taillights in these situations. CSPD advocates for Vehicular Cycling concepts whenever possible, particularly the concept that cyclists fare best when they act and are treated as drivers of vehicles. P&DS has explored various laws and ordinances related to bicycling, walking, and greenways protection. A previous effort for a Safe Passing ordinance in the city has been revived and is on the department's FY 2024 Plan of Work. |

|                   |                        |                                                                      |   |   |  |   |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-------------------|------------------------|----------------------------------------------------------------------|---|---|--|---|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   |                        | Analyze bicycle and pedestrian crash statistics on a regular basis   |   |   |  |   | √ | This has generally been done in conjunction with Comprehensive Plan updates and small area planning efforts. However, there has not been a regular procedure for collecting or updating a data set. The P&DS FY 2024 Plan of Work includes a bicycle and pedestrian dashboard project that has the potential to fill this need.                                                                                                                                                 |
|                   |                        | Establish groups of volunteers to patrol multi-use paths             |   |   |  | √ |   | There is no volunteer multi-use path patrol group established at this time.                                                                                                                                                                                                                                                                                                                                                                                                     |
|                   | Maintenance            | Develop a maintenance plan for the system                            |   |   |  |   | √ | No specific maintenance plan has been established, but PW, P&R, and CIP each contribute to maintenance of the system through a variety of efforts such as street sweeping, surface repairs, sign replacement, tree trimming, invasive species control, and erosion control. The city's SeeClickFix app is an online system that the public may utilize to report non-emergency facility maintenance issues.                                                                     |
|                   |                        | Establish a volunteer program to support maintenance efforts         | √ |   |  |   |   | The city's Adopt-a-Greenway and Adopt-a-Street Programs are established and active today.                                                                                                                                                                                                                                                                                                                                                                                       |
|                   | Safety                 | Develop and implement an Emergency Response Plan                     |   |   |  |   | √ | There is not an Emergency Response Plan specific to the contents of the BPG Master Plan at this time.                                                                                                                                                                                                                                                                                                                                                                           |
|                   |                        | Evaluate strategies to increase safety and security                  |   | √ |  |   |   | <b>Ongoing.</b> Safety and security improvements have been implemented through a variety of policy changes and design in P&DS, PD, PW, and CIP projects. In 2015, buffered bike lanes became a part of the city's street cross section design guidelines, providing two feet of spacing between the bike lane and vehicular travel lane. The city's first buffered bike lane was installed on Pebble Creek Parkway in November 2015.                                            |
|                   |                        | Develop and implement a Risk Management Plan                         |   |   |  | √ |   | There is not a Risk Management Plan specific to the contents of the BPG Master Plan at this time.                                                                                                                                                                                                                                                                                                                                                                               |
|                   | Priorities             | Develop Short-term priority facilities                               |   | √ |  |   |   | <b>Ongoing.</b> P&DS evaluates the priority level of bicycle and pedestrian facilities with the BPG Advisory Board to submit requests for funding each budget cycle. This methodology currently categorizes priorities from high to low rather than short-term to long-term using a GIS model. Staff is currently reevaluating the bicycle and pedestrian prioritization methodology with the BPG Advisory Board to determine any necessary changes to the criteria or process. |
|                   |                        | Develop Near Term priority facilities                                |   | √ |  |   |   | <b>Ongoing.</b> P&DS evaluates the priority level of bicycle and pedestrian facilities with the BPG Advisory Board to submit requests for funding each budget cycle. This methodology currently categorizes priorities from high to low rather than short-term to long-term using a GIS model. Staff is currently reevaluating the bicycle and pedestrian prioritization methodology with the BPG Advisory Board to determine any necessary changes to the criteria or process. |
|                   |                        | Develop Long Term priority facilities                                |   | √ |  |   |   | <b>Ongoing.</b> P&DS evaluates the priority level of bicycle and pedestrian facilities with the BPG Advisory Board to submit requests for funding each budget cycle. This methodology currently categorizes priorities from high to low rather than short-term to long-term using a GIS model. Staff is currently reevaluating the bicycle and pedestrian prioritization methodology with the BPG Advisory Board to determine any necessary changes to the criteria or process. |
| 7: Implementation | Implementation Methods | Update or revise ordinances, standards, and guidelines               |   | √ |  |   |   | <b>Ongoing.</b> There have been several revisions to the city's zoning, land use, and subdivision regulations in the Unified Development Ordinance and policies, subdivision regulations, and engineering standards in the Bryan/College Station Unified Design Manua, and Comprehensive Plan since the plan's adoption in 2010.                                                                                                                                                |
|                   |                        | Coordinate and utilize other plans and studies                       |   | √ |  |   |   | <b>Ongoing.</b> The implementation of the BPG Master Plan has relied on several neighborhood, district, and corridor plans in the city, which include more detailed analyses of bicycling, walking, and greenways.                                                                                                                                                                                                                                                              |
|                   |                        | Develop partnerships to facilitate system development and management |   | √ |  |   |   | <b>Ongoing.</b> Partnerships with other government agencies, builders/developers, HOAs, businesses, schools, and special interest groups/organizations have been established various plans, studies, and projects have been established since the plan's adoption.                                                                                                                                                                                                              |
|                   |                        | Establish and ensure annual capital and operating funding sources    |   | √ |  |   |   | <b>Ongoing.</b> The city's Sidewalk Zones were consolidated from 15 zones to 4 to ensure , but no specific funding exists for bicycle facilities/maintenance or pedestrian projects that are NOT sidewalks. Greenways funding will be combined with Transportation funding within the P&DS budget in FY 2024.                                                                                                                                                                   |

|  |            |                                                                          |   |    |  |   |   |                                                                                                                                                                                                                                                                                                                 |
|--|------------|--------------------------------------------------------------------------|---|----|--|---|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  |            | Seek alternative funding sources through grants and partnerships         |   | √  |  |   |   | Ongoing. Several grants have been pursued since the plan's adoption in 2010 for bicycle and pedestrian facilities improvements and greenways land acquisition.                                                                                                                                                  |
|  | Evaluation | Establish performance measures with target goals                         | √ |    |  |   |   | Performance measures were drafted for the implementation of this plan in the following areas: System Development, Safety, Usage, Education/Encouragement/Enforcement, Environment, Maintenance, and Cost.                                                                                                       |
|  |            | Develop procedures for collecting baseline data and performance measures |   |    |  |   | √ | Although performance measures were established, procedures for collecting this baseline data and reporting were not. This is likely a result of limited staff, funding, and equipment.                                                                                                                          |
|  |            | Review and update Plan in five years and through changes in other Plans  |   | √  |  |   |   | Ongoing. The facility maps have been updated since the plan's adoption in 2010 in conjunction with Comprehensive Plan updates, small area plans, corridor plans, regional and state plans, and public and private development.                                                                                  |
|  |            | Provide progress reports on an annual basis                              |   | √  |  |   |   | Ongoing. P&DS develops a Comprehensive Plan and Unified Development Ordinance Annual Review that highlights the major projects and initiatives that were completed, started, or postponed during the past fiscal year. This review is typically conducted every year, but it was not completed in 2014 or 2022. |
|  | TOTAL      |                                                                          | 8 | 22 |  | 3 | 6 | 39                                                                                                                                                                                                                                                                                                              |

# BICYCLE, PEDESTRIAN, AND GREENWAYS MASTER PLAN **AUDIT** | Chapter 7 - Facility Miles

| 2010           |          |        |                       |                         |                                      |
|----------------|----------|--------|-----------------------|-------------------------|--------------------------------------|
| Facility Miles |          |        |                       |                         |                                      |
| Facility       | Existing | Funded | Proposed              |                         | Total Existing, Funded, and Proposed |
|                |          |        | Short-term (10 years) | Near-term and Long-term |                                      |
| Bike Lanes     | 33       | 4      | 44                    | 86                      | 167                                  |
| Bike Routes    | 59*      | 0      | 18                    | 62                      | 112**                                |
| Paths          | 8        | 6      | 6.4                   | 34.4                    | 55                                   |
| Sidewalks      | 130      | 7      | 19                    | 95                      | 251                                  |

\* This mileage is likely a combination of bike routes and bike lanes. The actual bike route mileage should be around 29 miles.

\*\* The original plan noted 118 miles here, but this calculation was incorrect.

| 2017           |          |        |                       |                         |                                      |
|----------------|----------|--------|-----------------------|-------------------------|--------------------------------------|
| Facility Miles |          |        |                       |                         |                                      |
| Facility       | Existing | Funded | Proposed              |                         | Total Existing, Funded, and Proposed |
|                |          |        | Short-term (10 years) | Near-term and Long-term |                                      |
| Bike Lanes     | ~45      | n/a    | 120                   |                         | ~165                                 |
| Bike Routes    | 28       | n/a    | 88                    |                         | 116                                  |
| Paths          | 13       | ~4     | ~45                   |                         | ~62                                  |
| Sidewalks      | 181      | 10     | 101                   |                         | 292                                  |

| 2023           |          |        |                       |                         |                                      |
|----------------|----------|--------|-----------------------|-------------------------|--------------------------------------|
| Facility Miles |          |        |                       |                         |                                      |
| Facility       | Existing | Funded | Proposed              |                         | Total Existing, Funded, and Proposed |
|                |          |        | Short-term (10 years) | Near-term and Long-term |                                      |
| Bike Lanes     | ~55      | ~2     | ~100                  |                         | ~157                                 |
| Bike Routes    | ~21      | n/a    | ~75                   |                         | ~96                                  |
| Paths          | ~29      | ~7     | ~73                   |                         | ~109                                 |
| Sidewalks*     | n/a      | n/a    | n/a                   |                         | n/a                                  |

\* The GIS Division in P&DS is taking on a larger sidewalk facility miles update that will populate these numbers.

**October 16, 2023**

**Item No. 3.3.**

### **Unfunded Bicycle and Pedestrian Project Prioritization Methodology**

**Sponsor:** Aspen Pflanz, Staff Planner

**Reviewed By CBC:** Bicycle, Pedestrian, & Greenways Advisory Board

**Agenda Caption:** Presentation, discussion, and possible action regarding an overview of the prioritization process for unfunded bicycle and pedestrian projects.

**Relationship to Strategic Goals:**

Improving Mobility

**Recommendation(s):** Staff recommends the Board receive the presentation and provide feedback.

**Summary:** This item is to provide an overview of the prioritization methodology used for proposed projects identified in the Bicycle, Pedestrian, and Greenways Master Plan (BPGMP).

This prioritization methodology was developed during the creation of the BPGMP in 2010. Only stand-alone projects that are included in the BPGMP are prioritized with this methodology. Road projects that also have proposed bicycle and pedestrian facilities are prioritized through the Capital Improvements Program (CIP) and private development. Geographic Information Systems (GIS) is used to run a spatial model per facility type (sidewalks, bike lanes and routes, and shared use paths) to objectively develop a numeric score for each proposed project based on the following criteria, weighted by level of importance: population density (existing and future); crashes (major and minor); proximity to schools, parks, Texas A&M campus, and key destinations (shopping centers, grocery stores, and major employers); bus stops; and public requests. The last revision to the methodology was in 2018 with the update to the BPGMP in which the population density and crashes criteria weights were modified.

The prioritization list generated by the GIS model is then reviewed by the Board to create a top list of projects for staff to use in determining which projects to pursue for consideration during the annual budgeting process and/or as different funding opportunities arise. Staff typically runs the model when a new or updated plan is adopted (Comprehensive Plan/small area plans) that includes changes to the bicycle and pedestrian facility networks or when new Census data becomes available.

Factors that staff consider in addition to the GIS model prioritization list include:

1. Future phases of a project still to be completed;
2. A request for an accessible route through the Americans with Disabilities Act (ADA);
3. Feasibility of the project – Projects identified in the BPGMP are conceptual in nature and require additional evaluation to determine feasibility;
4. Opportunities with other CIP projects underway;
5. Neighborhood plans; and
6. Funding sources available.

Funding sources may include local funding (certificates of obligation, sidewalk zone funds, etc.) and/or federal funding through grants such as Community Development Block Funds (CDBG), TxDOT Transportation Alternatives Set-aside Program (TA), or the Metropolitan Planning

Organization (MPO) which allocates a minimum of five percent (5%) of their funds to bicycle and pedestrian only projects.

During the months of November and December, the Board will review the unfunded bicycle and pedestrian project prioritization methodology and provide input on the process so that updated project prioritization lists may be created.

**Budget & Financial Summary:** N/A

**Attachments:**

1. Unfunded Bicycle and Pedestrian Project Prioritization Criteria and Weights

## Unfunded Bicycle and Pedestrian Project Prioritization Criteria and Weights

**Population Data** – sourced from BCSMPO (future) and Census/ACS (existing)

**Safety** (automobile/bicycle/pedestrian crash incidents) – sourced from PD crash incident reports from the last 3 years

**Schools** – CSISD Property – sourced from city data layer; includes existing CSISD structures

**Parks** – sourced from city data layer; excludes cemeteries

**Texas A&M University** – sourced from city data layer; includes Main Campus, West Campus, and other pertinent parcels (HSC Campus, Future Rellis Campus, Equestrian center, etc.); excludes the golf course and any green space on Main and West campus

**Bus Stops** – sourced from TAMU and BTD; includes Aggie Spirit fixed stops and BTD timestamp locations (as BTD does not currently have fixed stops)

**Key Destinations** – sourced from city data layer; includes existing destinations under construction/review

**Public Requests** – sourced from city data; includes data from public input on surveys/interactive maps and public meetings

### Sidewalks:

| Factors                                                                       | Weight     |
|-------------------------------------------------------------------------------|------------|
| Population Served (Population Density)<br>EXISTING                            | 12         |
| Population Served (Population Density)<br>FUTURE                              | 6          |
| Safety (Automobile/Pedestrian Crashes)<br>MAJOR (FAT, MAJ, HIT/INJ, DWI/MAJ)  | 12         |
| Safety (Automobile/Pedestrian Crashes)<br>MINOR (MIN, NON, HIT, DWI/MIN)      | 6          |
| Schools (Existing and Future)                                                 | 18         |
| Parks (Existing and Future)                                                   | 13         |
| Texas A&M University                                                          | 10         |
| Public Requests                                                               | 10         |
| Other Key Destinations (Shopping Centers, Grocery<br>Stores, Major Employers) | 7          |
| Bus Stops                                                                     | 6          |
|                                                                               | <b>100</b> |

### Bike Lanes and Routes:

| Factors                                                                       | Weight     |
|-------------------------------------------------------------------------------|------------|
| Population Served (Population Density)<br>EXISTING                            | 12         |
| Population Served (Population Density)<br>FUTURE                              | 6          |
| Safety (Automobile/Bicycle Crashes)<br>MAJOR (FAT, MAJ, HIT/INJ, DWI/MAJ)     | 12         |
| Safety (Automobile/Pedestrian Crashes)<br>MINOR (MIN, NON, HIT, DWI/MIN)      | 6          |
| Schools (Existing and Future)                                                 | 18         |
| Parks (Existing and Future)                                                   | 13         |
| Texas A&M University                                                          | 10         |
| Public Requests                                                               | 10         |
| Other Key Destinations (Shopping Centers, Grocery<br>Stores, Major Employers) | 7          |
| Bus Stops                                                                     | 6          |
|                                                                               | <b>100</b> |

### Trails:

| Factors                                                                                          | Weight     |
|--------------------------------------------------------------------------------------------------|------------|
| Population Served (Population Density)<br>EXISTING                                               | 12         |
| Population Served (Population Density)<br>FUTURE                                                 | 6          |
| Safety ( <b>Automobile/Bike &amp; Pedestrian Crashes</b> )<br>MAJOR (FAT, MAJ, HIT/INJ, DWI/MAJ) | 12         |
| Safety (Automobile/Pedestrian Crashes)<br>MINOR (MIN, NON, HIT, DWI/MIN)                         | 6          |
| Schools (Existing and Future)                                                                    | 18         |
| Parks (Existing and Future)                                                                      | 13         |
| Texas A&M University                                                                             | 10         |
| Public Requests                                                                                  | 10         |
| Other Key Destinations (Shopping Centers, Grocery<br>Stores, Major Employers)                    | 7          |
| Bus Stops                                                                                        | 6          |
|                                                                                                  | <b>100</b> |