



College Station, TX

Meeting Agenda

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

Internet: <https://www.microsoft.com/en-us/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.

April 14, 2025

3:30 PM

Bush 4141 Community Room

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 video conference 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. March 17, 2025

3.2. Presentation, discussion, and possible action regarding existing and proposed policies for the Active Transportation Master Plan.

Sponsors: Jesse Dimeolo

Attachments: 1. Existing and Proposed Policies
2. Community Vision and Goals

3.3. Presentation, discussion, and possible action regarding board members' feedback to staff for inclusion in the 2025 Comprehensive Plan 5-Year Evaluation & Appraisal Report.

Sponsors: Christine Leal

Attachments: 1. Evaluation Questionnaire

3.4. Presentation, discussion, and possible action regarding National Bike Month and the 2025 Cycle with Council event scheduled for May 3, 2025.

Sponsors: Carl Ahrens

3.5. Presentation, discussion, and possible action regarding the status of the future trail along the Gulf States utility corridor.

Sponsors: Jason Schubert

- 3.6. Presentation and discussion regarding the following items related to biking, walking and greenways.
- a. Public Meetings of Interest
 - b. Capital and Private Project Updates
- 3.7. Presentation, discussion, and possible action regarding the Bicycle, Pedestrian, and Greenways Advisory Board calendar of upcoming meetings.
- a. May 3, 2025 ~ Cycle with Council Event at 8:00 a.m. starting at College Station High School Field House, 4002 Victoria Avenue
 - b. May 12, 2025 ~ Bicycle, Pedestrian and Greenways Advisory Board Meeting at 3:30 p.m. in the Bush 4141 Community Room

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 April 11, 2025 at 3:00 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
March 17, 2025

MEMBERS PRESENT: Chairperson Scott Shafer, Board Members Kathy Langlotz, Neo Jang, Joy Chmelar, Carla Robinson, Matthew Jackson and Thomas Woodfin.

MEMBERS ABSENT: None

STAFF PRESENT: Director of Planning & Development Services Anthony Armstrong, Assistant Director Molly Hitchcock, Transportation Planning Administrator Jason Schubert, Senior Planner Jesse DiMeolo, Staff Planner Carl Ahrens, Staff Planner Joe Allen, Director of Parks & Recreation Kelsey Heiden, Graduate Traffic Engineer II DeAnna Ordonez, and Staff Assistant II Grecia Fuentes

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

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

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 Jang motioned to approve the meeting minutes from February, Board Member Langlotz seconded the motion, minutes were approved 7-0.

AGENDA ITEM NO. 3.2: Presentation, discussion, and possible action regarding a proposed Community Vision Statement and Goals for the new Active Transportation Master Plan.

Senior Planner DiMeolo presented this item.

Board Member Langlotz stated that comparing this Master Plan to the one from 2010 felt like an evolution forward in a very positive way. She mentioned that in a previous meeting it was discussed how the “roll” component of the tag line was not clear.

Chairperson Shafer asked Board Member Langlotz if she had any alternative wording to suggest.

Board Member Langlotz suggested to have a definition of what Active Transportation is and what all it includes such as cycling, pedestrians, travel, ride share, scooters and skateboards.

Board Member Jang asked if there was a complimentary community vision statement for drivers.

Senior Planner DiMeolo stated that those would be seen with the policy proposals at the next meeting. Staff wants to make sure that the policies for this plan do not conflict with the City’s Comprehensive Plan.

Chairperson Shafer said that Active Transportation suggested something to him versus Alternative Transportation. He said that he did not see some of the electric vehicles that do not require muscle movement except for steering as active transportation. He said he did not see how they were any more active than a car.

Board Member Woodfin stated that it would be unlikely to be killed or seriously injured by someone on a scooter less so than a vehicle.

Chairperson Shafer asked why Alternative Transportation was not being used as the name of the new Master Plan instead of Active Transportation.

Senior Planner DiMeolo stated that through staff’s research on what other cities have been doing they have not seen them named Alternative Master Plan it has mostly been Active Transportation or Multi-Modal Transportation.

Board Member Jang suggested that alternative transportation implies there is a primary mode and a secondary mode.

Administrator Schubert stated that active transportation was not meant to be a backup plan or secondary mode of travel. He clarified that it was “a” primary mode of travel and not “the” only primary mode of travel that people could choose to do.

Board Member Robinson asked for clarification on goal 4 of the Community Vision Statement where it mentioned a low stress network.

Senior Planner DiMeolo stated that this was a map system created for both pedestrians and cyclists for traffic stress networks. This went into four different levels of active transportation users. The higher the number level the more experienced the rider was using that facility. For example, an LTS 1 or 2 was a low-level stress where more lower ages could use that facility. With this staff could help pinpoint which areas may need more improvement to lower the traffic stress and make it safer.

Administrator Schubert said that another term that a lot of plans tend to use is “All ages and abilities” which he said was a lofty goal when trying to apply that universally across the city. He said it was not practical to achieve LTS 1 city-wide given the existing built environment and constrained right-of-ways.

Board Member Woodfin said that he thought there was a connection between a low stress network as staff describes it and the perceived safety that was in goal 1. He made a comment about the perception of safety and how the low stress network actually referred to safety. He mentioned that there was a connection between Goal 1 and 4 that was not being made as strong as it could be.

Board Member Robinson asked for a clarification on goal 2 where it stated, “easier use of bike parking facilities”.

Senior Planner DiMeolo stated that sometimes the location of bike parking was very hard to find, or it has poor design.

AGENDA ITEM NO. 3.3: Presentation, discussion and possible action regarding the Bicycle Friendly Community Report Card.

Staff Planner Ahrens presented this item.

Chairperson Shafer asked what it took to get us to the Silver Level Bicycle Friendly business.

Staff Planner Ahrens said there was a pretty simple application to fill out and you have to list all the bicycle friendly qualities we have like the showers in the private restrooms and visible bike racks. There was a survey that went along with it that was sent out to staff asking them about riding their bikes to work and the amenities offered.

Board Member Woodfin asked how many LCI’s there was currently.

Staff Planner Ahrens said the last time he saw there was currently only 3.

Robert Rose, former owner of Cycles Etc., shared his thoughts on bike friendly communities. He said his idea would be to look at the score card and the suggestions included in the report to see what it would take to get to the next level. From there staff could come up with a dollar amount needed for budget and present it to council for approval. If City Council approves it then a more detailed plan could be developed.

Chairperson Shafer said that from his understanding there was some money allocated for our use.

Administrator Schubert stated that there was a small amount on the educational side available.

Chairperson asked when the timeline was to look into all this.

Staff Planner Ahrens said the reapplication would be in year 2028.

AGENDA ITEM NO. 3.4: Presentation, discussion, and possible action regarding the 2025 Cycle with Council event and route.

Staff Planner Ahrens led this item.

Board Member Woodfin presented his bike route to the Board. The bike route would start and end at the College Station High School on the corner of Victoria Avenue and Barron Road nearing almost 5 miles.

Chairperson Shafer asked if we would have access to the school's facilities.

Director Armstrong said the school district would allow us to use their facilities at their field house once we have confirmed with them.

Board Member Langlotz said her hesitation was on getting families with children across William D Fitch Parkway. She said we would need support there from police or somebody to stop traffic.

Board Member Woodfin said in his opinion coming south was safer than coming north because you could push the crosswalk button to go across.

Chairperson Shafer asked staff if it was possible to get help from the Police Department.

Staff Planner Ahrens said staff was able to get one officer last year to help with traffic control.

Chairperson Shafer said he would like to get help from the police department to have peace of mind.

Graduate Engineer Ordonez stated an all-way stop was being installed on the proposed route at Victoria Avenue and Etonbury Avenue.

Staff Planner Ahrens said now that the route was more finalized, he would be able to get flyers of the routes printed out and bring them to the next Board meeting to pass around.

Board Member Jang brought up maybe talking to the schools to get some rest stops at some of their facilities and provide water.

AGENDA ITEM NO. 3.5: Presentation, discussion, and possible action regarding the status of the future trail along the Gulf States utility corridor.

Administrator Schubert presented this item.

Chairperson Shafer asked what budget this would be put in.

Administrator Schubert said that Capital Projects asks each department annually what the high priority unfunded projects are and this one was part of one that Planning & Development Services submitted.

Chairperson Shafer asked to discuss this item further at the next meeting.

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

- a) **Public Meetings of Interest – No upcoming updates**
- b) **Capital and Private Project Updates – No upcoming updates**

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

- a) April 14, 2025 ~ Bicycle, Pedestrian and Greenways Advisory Board Meeting

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.

There was no request for future agenda meeting items.

AGENDA ITEM NO. 5: Adjourn

The meeting adjourned at 5:06 p.m.

APPROVED:

ATTEST:

Scott Shafer, Chairperson

Grecia Fuentes, Board Secretary

Existing and Proposed Policies for the Active Transportation Master Plan

Policy 1:

- **Existing Policy (1):** All facilities should be designed in compliance with the Americans with Disabilities Act (ADA) and in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and other federal, state, and local applicable guidelines.
- **Policy for the updated ATMP:** All facilities should be designed in compliance with the Americans with Disabilities Act (ADA) and in accordance with the Texas Manual of Uniform Traffic Control Devices (TMUTCD), American Association of State Highway and Transportation Officials (AASHTO), Public Right-of-Way Accessibility Guidelines (PROWAG), and other federal, state, and local applicable guidelines.

Policy 2:

- **Existing Policy (2):** Context Sensitive Solutions should be employed as a part of the implementation of the proposed system.
- **Policy for the updated ATMP:** Utilize a Context Sensitive Solutions approach that balances the needs of different modes of transportation in constrained environments to establish certain prioritized mode corridors for non-vehicular users.

Policy 3:

- **Existing Policy (3, 5, and 10):**
- (Policy 3) All new and reconstructed collectors, arterials, and grade separated crossings should be planned and designed to ensure safe bicycle and pedestrian accommodations. Bicycle facilities on freeways and local subdivision streets may be considered based on context. Sidewalks should be required on both sides of all new local subdivision streets.
- (Policy 5) On-street and off-street bicycle and pedestrian facilities should connect to one another.
- (Policy 10) The use of cul-de-sacs should be minimized by using a modified grid street system. Access ways should be provided for walking and bicycling where cul-de-sacs or dead-end streets exist.
- **Policy for the updated ATMP:** All new and reconstructed collectors, arterials, and crossings should be planned and designed to ensure safe and comfortable bicycle and pedestrian facilities. Pedestrian and bicycle facilities should be included on both sides of streets. The development of this network, including the connection of off-street and on-street facilities, should be designed at the pedestrian scale. This may include implementing additional access ways or connections for pedestrian and bicycle use only.

Policy 4:

- **Existing Policy (4 and 6):**
- (Policy 4) A bicycle and pedestrian circulation plan should be required for new development and redevelopment to provide appropriate bicycle and pedestrian accommodations.
- (Policy 6) During street construction, requirements that ensure access and safety of bicyclists and pedestrians should be established to address disruptions and require detours with alternative routes.
- **Policy for the updated ATMP:** During street construction and/or site development, safe and accessible routes for active transportation and transit users should be established to address disruptions to normal traffic patterns. Internal site circulation also needs to be taken into account for active transportation users to ensure appropriate sidewalk connections between buildings, bicycle parking, and public facilities.

Policy 5:

- **NEW policy for the updated ATMP:** Develop data-backed performance measures including user counts, level of stress analysis, and crash reports to inform network improvements that benefit user experience and promote active transportation as a primary mode of travel.

Policy 6:

- **Existing Policy (7):** Adequate funding for operations and maintenance should be identified and appropriated during initial funding for land acquisition and facility development
- **Policy for the updated ATMP:** Pursue consistent funding to address network and infrastructure improvement projects to realize a complete, low stress network for all users. As the network expands through both public and private development, make sure adequate funding is available for operations and maintenance of infrastructure.

Policy 7:

- **Existing Policy (9):** Crime prevention through Environmental Design guidelines should be utilized for greenways, which recommend strategies for the built environment, including natural surveillance, territorial reinforcement, and natural access control. This should be balanced with other development regulations
- **Policy for the updated ATMP:** Utilize environmental design to promote safety within the active transportation system by increasing visibility and directing access. Strategies for implementing environmental design include the installation of lighting, appropriate location of fencing, signage, art, and maintaining clear lines of sight.

Policy 8:

- **Existing Policy (11):** Mixed-use development should be encouraged to create density that fosters a pedestrian and bicycle friendly environment
- **Policy for the updated ATMP:** Promote land use development patterns that provide pedestrian scale, mixed-use areas, allowing for closer destinations that can be more easily reached by pedestrians, bicyclists, and transit users.

Policy 9:

- **Existing Policy (14):** The City of College Station should work with transit operators to integrate bicycling into the local transit system, including bicycle racks on buses, bicycle lockers, and bicycle parking at bus stops
- **Policy for the updated ATMP:** The City of College Station should better integrate the active transportation network with the local transit system. This would include improved amenities at bus stops and better access to these areas to help strengthen first and last mile connectivity, leading towards a more flexible, user-centered transportation that's efficient and sustainable.

Policy 10:

- **Existing Policy (15):** The proposed system should reflect and be reflected in related planning documents by planning organizations at the local and state level to connect facilities into a regional system
- **Policy for the updated ATMP:** *The proposed Active Transportation Master Plan should reflect related planning documents by other planning organizations, educational institutions, and governmental agencies at the local and state level to help better connect facilities into a regional system.*

Existing Policies to not be Included

Existing Policy (8): Administrative and jurisdictional responsibilities, as well as maintenance schedules and standards, should be identified before land acquisition and during design of a facility.

Existing Policy (12): The greenway system should be expanded through the protection of floodplains, riparian areas, and other spaces to connect neighborhoods, parks, schools, transit, and shopping centers.

Existing Policy (13): Best management practices should be utilized in the protection of floodplains, riparian areas, and other open space vegetation (e.g., trees, shrubs, and herbaceous vegetation) as well as the enhancement of restoration of impacted areas.

Community Vision Statement

“College Station envisions a safe, interconnected active transportation network that enhances pedestrian and cyclist comfort, promotes healthy living, supports economic growth, utilizes natural green space, and enriches the community’s quality of life.”

Master Plan Goals

1. **Enhance Safety for All Users:**

Improve safety for active transportation users by implementing protected bike lanes, enhanced intersection designs, and increased visibility measures to reduce conflicts with vehicles. Ensure safe crossing points near major streets, schools, parks, key destinations, and public transit stops that all lead to a more comfortable and enjoyable experience.

2. **Increase Connectivity and Accessibility:**

Create a seamless active transportation network that connects key destinations, including Texas A&M, neighborhoods, schools, employment and shopping centers, public and private amenities, and public transit. Enhance convenience and encourage active transportation by creating more efficient, direct routes and easier use of bike parking facilities.

3. **Improve Infrastructure and Maintenance:**

Develop a continuous-contiguous and well-maintained network of bike lanes, sidewalks, and shared use paths. Prioritize-Identify funding to cover maintenance tasks for expanding network needs such as markings, signage, and surface conditions, to ensure safety and usability.

4. **Promote Comfort and Enjoyment:**

Establish a low stress network with appropriate separation between different modes of travel that incorporates shade, landscaping, and amenities along active transportation routes. Design routes that create a pleasant, safe, and inviting environment that promotes outdoor activity.

5. **Support Active Transportation as a Primary Mode of Travel:**

Promote land use and development patterns that support commuting and daily travel by means of active transportation. Provide programs that educate and encourage active transportation as a viable and safe option to travel throughout the city.

April 14, 2025

Item No. 3.3.

2025 Comprehensive Plan 5-year Evaluation Questionnaire

Sponsor: Christine Leal, Long Range Planning Administrator

Reviewed By CBC: N/A

Agenda Caption: Presentation, discussion, and possible action regarding board members' feedback to staff for inclusion in the 2025 Comprehensive Plan 5-Year Evaluation & Appraisal Report.

Relationship to Strategic Goals:

- Good Governance
- Financially Sustainable City
- Core Services and Infrastructure
- Neighborhood Integrity
- Diverse Growing Economy
- Improving Mobility
- Sustainable City

Recommendation(s): Staff recommends board members provide verbal and written responses to the questionnaire regarding the City's Comprehensive Plan.

Summary: The City's Comprehensive Plan directs staff to conduct an evaluation of the plan every five years, which was last conducted during the 10-year update process in 2020. The Plan specifically directs staff to elicit feedback from "the Planning and Zoning Commission, and other appropriate boards and commissions." In alignment with this directive, Planning & Development Services staff are seeking feedback from the Bicycle, Pedestrian, and Greenways Advisory Board on the successes and shortcomings of the current Comprehensive Plan. Staff have prepared a list of six questions to help facilitate discussion and feedback from the board; however, any comments regarding the Comprehensive Plan are appreciated and will be incorporated in the Evaluation & Appraisal Report.

Budget & Financial Summary:

Attachments:

1. Evaluation Questionnaire



2025 Comprehensive Plan 5-Year Evaluation Questionnaire Boards & Commissions

Explore the [Comprehensive Plan](#) and take the [survey](#).
Share your thoughts on growth, development, and quality of life.

1. What should the City of College Station prioritize over the next five years? Choose the top three:

Community image or appearance	Drainage and flooding
Environmental protection	Historic buildings and areas
Housing needs	Jobs and economic development
Neighborhood integrity	Parks and recreation facilities
Planning for compatible land uses	Public safety services
Redevelopment efforts	Traffic circulation
Utilities (water, sewer, electricity)	

2. What are some of the successes of the current Comprehensive Plan?
3. Are there any shortcomings of the Comprehensive Plan or specific obstacles to implementing any part of the Plan? If so, please explain.
4. Are there any trends or major changes in the community that are not adequately addressed by the current Plan?
5. Are there any parts of the Plan that should be refined or reexamined? If so, which parts?
6. Please share any additional comments regarding the growth and development of College Station.