



# 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](http://www.microsoft.com/microsoft-teams/join-a-meeting)**

**Meeting ID: 258 702 381 255 9 | Passcode: ZP7uJ9QV**

**Phone: +1 979-431-4880 | Phone Conference ID: 347 290 912#**

The City Council may or may not attend this meeting.

**July 21, 2025**

**3:30 PM**

**1938 Executive Conference 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 the meeting minutes.

Attachments: 1. June 9, 2025 Minutes

3.2. Presentation, discussion, and possible action regarding a recap of the public meetings and surveys for the Active Transportation Master Plan Corridor Feasibility Study.

Sponsors: Jesse Dimeolo

Attachments: 1. Memorandum  
2. Online Survey Responses

3.3. Presentation, discussion, and possible action regarding considerations of micromobility devices within an active transportation network.

Sponsors: Joe Allen

Attachments: 1. Micromobility BPG Board Brief

3.4. Presentation, discussion, and possible action regarding a Bicycle Level of Traffic Stress assessment of roadway segments and crossings as part of the Active Transportation Master Plan.

Sponsors: Jesse Dimeolo

Attachments: 1. BLTS Segments Map  
2. BLTS Crossings\_A1  
3. BLTS Crossings\_B1  
4. BLTS Crossings\_B2

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

- a. Public Meetings of Interest
- b. Capital and Private Project Updates

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

- August 11, 2025 ~ Bicycle, Pedestrian, and Greenways Advisory Board at 3:30pm in the 1938 Executive Conference 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 July 18, 2025 at 11:00 a.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](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**  
**June 9, 2025**

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

**MEMBERS ABSENT:** Thomas Woodfin

**STAFF PRESENT:** Transportation Planning Administrator Jason Schubert, Senior Planner Jesse DiMeolo, Staff Planner Carl Ahrens, Staff Planner Joe Allen, 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 Shafer called the meeting to order at 3:30 p.m.

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

David Neshyba, employee at JMT Engineering, stated he had been imbedded in the TxDOT Bryan District office and had the opportunity to develop transportation alternative applications, one of which was selected for funding for FM 2818. He also mentioned he had worked for TxDOT as a planning engineer for 31 years and was wanting to observe and learn more about this Board to see how he could assist.

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

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

Board Member Robinson stated that the May minutes needed to be revised to reflect that she was present at the meeting but had to leave part way through.

**Board Member Langlotz motioned to approve the meeting minutes from May as revised, Board Member Jang seconded the motion, minutes were approved 6-0.**

**AGENDA ITEM NO. 3.2: Presentation, discussion, and possible action regarding the status of existing programs identified in the Bicycle, Pedestrian, and Greenways Mater Plan.**

Planner Ahrens presented this item.

Chairperson Shafer said that he liked the idea of the campus bicycle tours. He asked if staff was aware of any campus where that had been done and what steps were needed to make that happen.

Planner Ahrens responded that he was not aware of another campus currently implementing this, though he believed it had likely happened elsewhere. He suggested that a possible solution would involve collaboration between staff and the campus Transportation Services department.

Board Member Jang said that he had a friend reach out to the campus tour, but he did not get a positive connection back.

Chairperson Shafer said it seemed that we would have to find a way to integrate this idea into new student orientation and if people were willing to sign up for it in the first month of classes. That way staff would have a contact list and could reach back out if they were able to come do it.

Board Member Jang said he felt there could be different kinds of tours like for new student orientation, parents' weekend and ring day.

Chairperson Shafer said he would be in favor of keeping it in a form that included all those ideas as the Board moves forward.

Board Member Jang brought up a point concerning the Share the Road campaign. He said that the implied message for the bike route sign that read, "bike lane ends," would be to share the lane with the cars, but the language communicates to drivers that the cyclists no longer belong in that space. He asked staff if that could possibly be revised.

Graduate Engineer Ordonez stated that the sign and the language used specifically come from the Manual on Uniform Traffic Control Devices (MUTCD), and it was the regulated sign.

Chairperson Shafer asked if there was any way to supplement it with another sign.

Board Member Langlotz suggested adding a sign on the same post that said "share the road."

Senior Planner DiMeolo said he had spoken to the Senior City Traffic Engineer, Randell Smith, about wayfinding signage and making a more comprehensive system. He suggested that this should be a part of the new master plan on how to improve signage. He added that Senior Engineer Smith told him that another plaque could be added right below the first one on the sign.

Board Member Jackson mentioned that some cities treat bike routes like the bus routes. They assign numbers that way people know the safest routes to bike.

Board Member Robinson asked if there was any interest from the school district to promote a walking school bus.

Board Member Jang said he currently volunteers in the school's Health Advisory Council and he had already reached out to the superintendent who said there needed to be a combined

partnership from the ISD as well as the City to make this into a holistic program that was offered to the families and students.

Chairperson Shafer said that it was going to take an individual to figure out how to make the connection with the schools and make it all happen.

Board Member Jang mentioned that there was already a family at Oakwood Elementary doing the bike bus of twelve kids that was slowly growing.

Chairperson Shafer said it seemed that something that would be helpful that the schools might have access to, was identifying the neighborhoods where there is a concentration of kids attending that school and speak to their parents about the possibility of participation.

Board Member Jang said on the enforcement side that a friend got a ticket on a bike for running a stop sign and that it was an expensive ticket.

Chairperson Shafer and Board Member Langlotz mentioned traffic laws differ in other states.

Senior Planner DiMeolo stated a bike education class like defensive driving could be created.

Chairperson Shafer asked what the duties of the City's park rangers were.

Planner Ahrens stated staff would follow up with Municipal Judge Ed Spillane on the topic.

Planner Ahrens answered that from his understanding they would respond to people needing help and making sure everyone was following all the parks' rules.

Board Member Robinson asked if the park rangers could enforce the local ordinances and cite people.

Planner Ahrens said he was not sure what the legality of their enforcement was exactly.

**AGENDA ITEM NO. 3.3: Presentation, discussion and possible action regarding the Corridor Feasibility Study being performed as part of the Active Transportation Master Plan.**

Senior Planner DiMeolo presented this item.

Chairperson Shafer said he wanted to hold on his comments and wait until after they had feedback ideas to see how some of the ideas would work.

Senior Planner DiMeolo said they would also have it posted on the city website in case people were not able to make it to the in-person meeting.

**AGENDA ITEM NO. 3.4: Presentation, discussion, and possible action regarding an update of grant applications planned to be submitted related to walking and biking.**

Engineer Ordonez informed the Board that staff had applied for the Transportation Alternatives grant through TxDOT. She said that the purpose of this grant would be to study safety issues concerning bicycle and pedestrians in the Northgate area. The grant would cover 80% of the cost and the City would have a minimum local match of 20%.

Administrator Schubert informed the Board that staff were in the process of submitting two grant applications to the Bryan/College Station Metropolitan Planning Organization's Call for Projects for Category 9 funding, which is for bicycle and pedestrian-related projects. One is for bike and pedestrian safety improvements at the intersection of George Bush Dr at Timber St. The other is a new sidewalk on the south side of University Oaks Blvd between Stalling Dr and Munson Ave.

**AGENDA ITEM NO. 3.5: Presentation, discussion, and possible action regarding considerations of bicycle and pedestrian connections to transit stops and an initial evaluation of existing conditions.**

Planner Allen presented this item.

Board Member Robinson asked if the ridership data would be able to break down information between pedestrians and bicyclists.

Planner Allen said they had not clarified if that information would be separated, but staff will definitely ask and find out.

Board Member Robinson said that pedestrians always using public transportation, but the concept of bicycles using it is new.

Planner Allen said that it might be a situation where a number of these transit stops have bicycle parking. He said it would be a three-mode journey where they are biking to the stop, riding the bus and then walking to their destination.

Chairperson Shafer asked if there was a plan to do this specifically, was this going to be integrated into the Active Transportation Master Plan.

Planner Allen stated that the idea was for it to be integrated into the new Active Transportation Master Plan.

Board Member Jang said he had met Wendy Weedon at Bryan Transit District (BTD) and she said funding had always been a struggle. He asked if there was a way that the City budget could be allocated to support BTD in their operation.

Administrator Schubert stated he had mentioned before about the local MPO now being designated as a Transportation Management Area which resulted in reduced federal transit funding for BTD. Local jurisdictions are being asked to contribute to BTD to make up the shortfall. The City and other local jurisdiction have not had to contribute in the past because BTD was able to use Texas A&M's transit service as a type of local match.

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

**a) Public Meetings of Interest –**

Administrator Schubert stated the Council Transportation and Mobility Committee is scheduled to meet on June 17<sup>th</sup> at 3:30 p.m. in City Hall. He also stated a public meeting for the Corridor Feasibility Study for the Active Transportation Master Plan would be held on June 25<sup>th</sup> from 6:00 -7:00 p.m. at the Lincoln Recreation Center.

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

Administrator Schubert stated the Foster Avenue sidewalk project is halfway complete. This project was identified and funded through CDBG funds.

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

- a) July 21, 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.**

Board Member Jackson reminded staff he had inquired about an update on the State Highway 6 construction.

Administrator Schubert stated that TxDOT was planning to provide an update to the City Council or Council Transportation & Mobility Committee and an update would be after that.

Board Member Langlotz inquired about a reasonable expectation of a conversation on local safe passing ordinance.

Administrator Schubert stated that an item would be scheduled at the end of summer or beginning of fall of this year.

**AGENDA ITEM NO. 5: Adjourn**

The meeting adjourned at 4:58 p.m.

**APPROVED:**

**ATTEST:**

\_\_\_\_\_  
**Scott Shafer, Chairperson**

\_\_\_\_\_  
**Grecia Fuentes, Board Secretary**



## MEMORANDUM

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July 21, 2025

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

**FROM:** Jesse DiMeolo  
Senior Planner, Planning & Development Services

**SUBJECT:** Active Transportation Master Plan Corridor Feasibility Study Recap

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**Item:**

Presentation, discussion, and possible action regarding a recap of the public meetings and surveys for the Active Transportation Master Plan Corridor Feasibility Study.

**Summary:**

On June 25<sup>th</sup>, City Staff and our consultant, Kimley Horn, held the second and final public meeting to receive feedback from citizens on four important active transportation corridors leading to the city center and campus. Attendees provided comments on conceptual designs that were shown on roll plots of the four corridors. These designs were also posted online for survey responses from June 25<sup>th</sup> to July 14<sup>th</sup>. There were nine individuals that attended the public meeting held at the Lincoln Recreation Center. There were 75 individuals that responded to the online survey. The responses to the survey are available in the attached Online Survey Responses document.

The corridor roll plots are broken up into four sections below with the most common themes and responses shown for the surveys and comments we received from the public. The most efficient way to view these roll plots, due to their size and difficulty printing off, would be to use the following link: [www.cstx.gov/activetransportation](http://www.cstx.gov/activetransportation). [Towards the top of this webpage there will be four links for the four different roll plots.]

**Summary of Feedback by Corridor:**

**Fairview Avenue and Montclair Avenue / Eleanor Street**

1. Supportive Feedback:
  - a. Recognized as a heavily trafficked corridor near campus that would benefit from improvements.
  - b. Overall support of the one-way pair
  - c. Good use of data collection of traffic volumes

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Office 979.764.3570 / Fax 979.764.3496

2. Concerns:
  - a. Some opposition to making streets one-way, which respondents felt could cause confusion and reduce connectivity.
  - b. Concern about door zone hazards (bikes next to parked cars).
  - c. Trash pickup days already create congestion—new design must accommodate this.
3. Suggestions:
  - a. Swap locations of parking and bike lanes, placing parked cars as a buffer.
  - b. Requests to not design straight streets but provide more curves to help slow traffic
  - c. All way stops needed at some intersections. Maybe even some raised crosswalks and reflective elements.
  - d. Add mid-block crossings and improve visibility at intersections.

### **Timber Street**

1. Supportive Feedback:
  - a. Generally seen as a needed improvement, especially with nearby schools and Texas A&M campus.
  - b. Support for traffic calming (e.g., narrower lanes) and safer infrastructure for children.
2. Concerns:
  - a. Dangerous intersection at George Bush and Timber/Bizzell. Right turning vehicles onto Bizzell conflict with through movement of cyclists
  - b. Concerns about driver visibility and fast-turning vehicles.
3. Suggestions:
  - a. Add curb bump-outs, clear directional signage, and traffic calming measures.
  - b. Extend improvements along the full corridor, not just in isolated segments.
  - c. Requests for more pedestrian comfort, especially at intersections. This includes shading

### **Anderson Street**

1. Supportive Feedback:
  - a. Broad support for two-way protected bike lanes, especially from families whose children bike to school and/or the parks.
  - b. Many residents appreciated raised bus stops for safer interactions with cyclists.
  - c. Overall support of the proposed roundabout
2. Concerns:
  - a. Concerns about how signals will recognize the presence of cyclists at intersections
  - b. Worry about driver visibility, especially at turns (e.g., George Bush & Anderson).
  - c. Potential congestion during school pick-up/drop-off times.
  - d. Questioning the roundabout and its safety for pedestrians and cyclists.
3. Suggestions:
  - a. Incorporate mid-block crossings, shade trees, and better left turn access for cyclists crossing the street.
  - b. Sidewalk needed from Holleman to Village Drive across from the park
  - c. Lower speed limits slightly increase comfort for active transportation users.

## **Tarrow Street**

1. Supportive Feedback:
  - a. Many cyclists and pedestrians emphasized Tarrow Street and East 29<sup>th</sup> as a critical connection between College Station and Bryan.
  - b. Strong demand for continuous shared-use paths and better safe crossing treatments.
  - c. Frequent mention of unsafe current conditions: high-speed traffic, lack of sidewalks, and difficult crossings.
2. Concerns:
  - a. Worry over removing a vehicle lane, which some felt would worsen congestion near University Drive intersections.
  - b. Skepticism about RRFBs (rectangular rapid flashing beacons); some preferred HAWK (high intensity activated crosswalk beacons) signals.
3. Suggestions:
  - a. Limit amount of pavement at street corners
  - b. Move planting strips between road and sidewalk for safety and shade.

## **Attachment:**

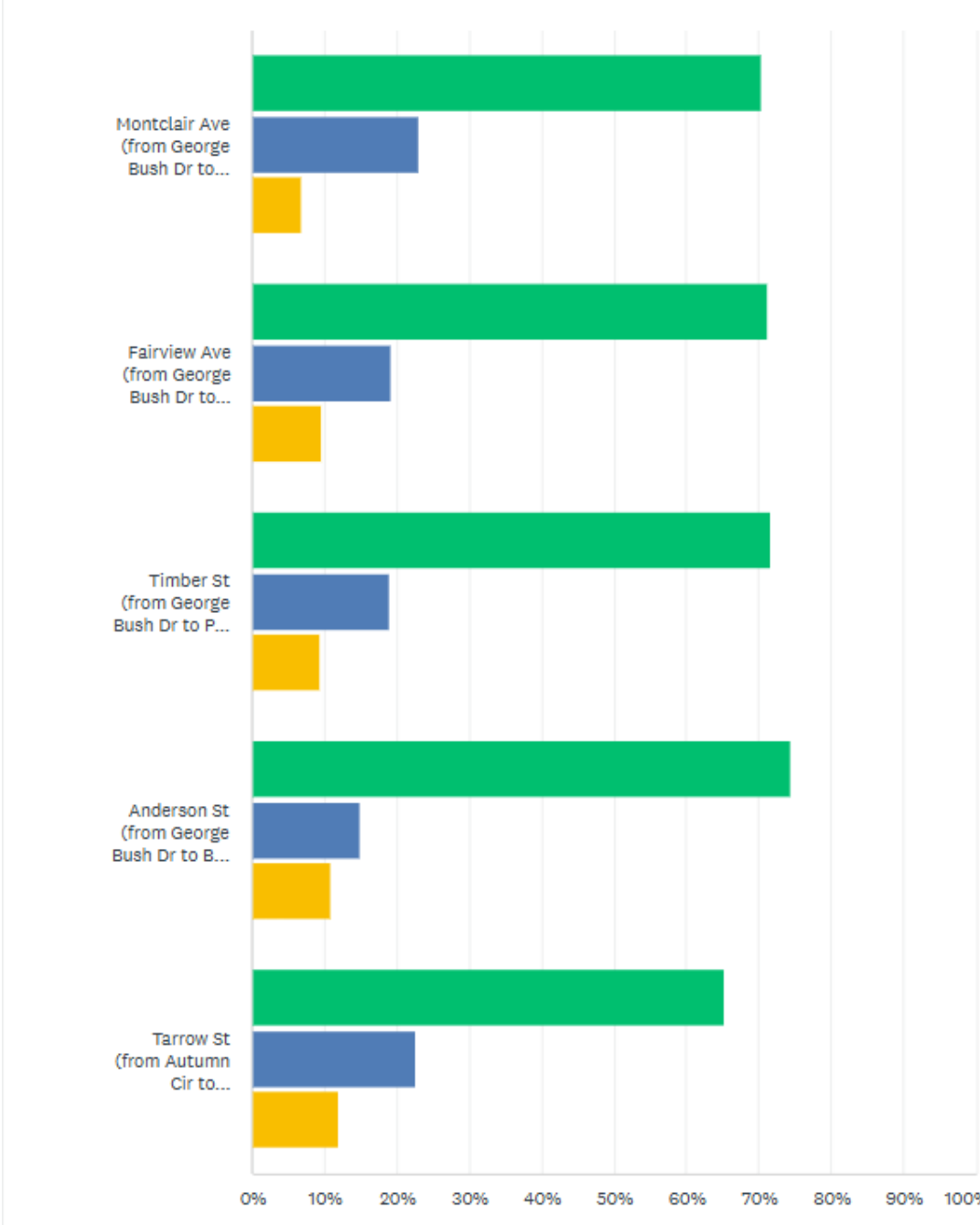
1. Online Survey Responses

# Online Survey Responses

## Question 1

How do you feel about the proposed roadway concepts for each study corridor?  
Please select a choice below.

Answered: 75



**Green:** I like the proposed concept

**Blue:** I'm neutral/unsure about the proposed concept

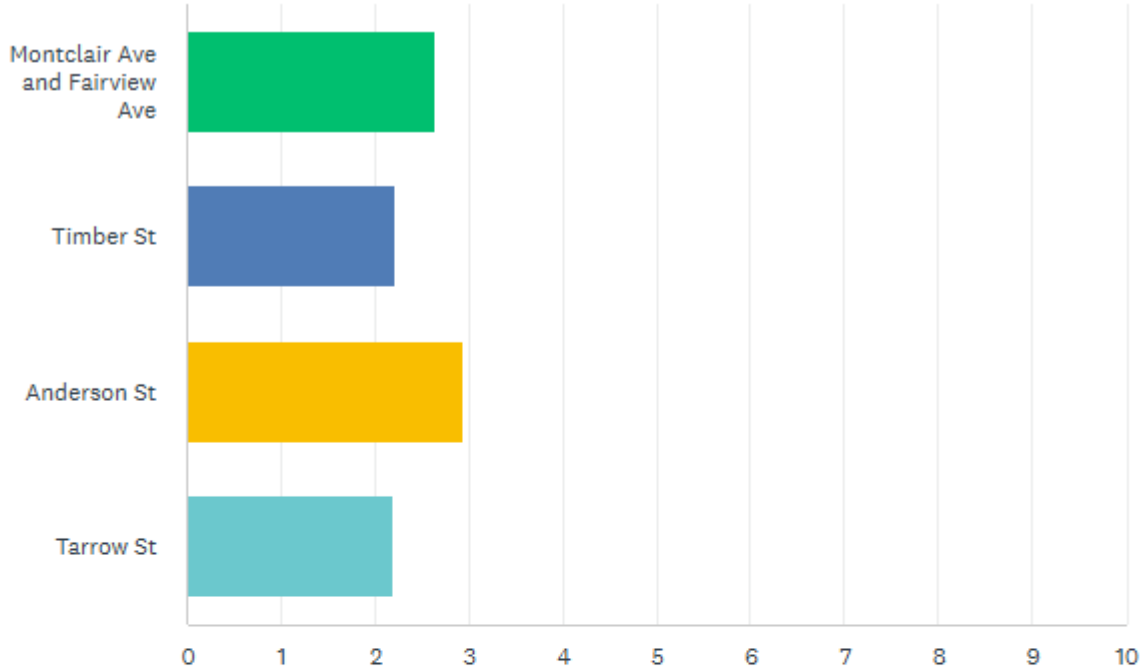
**Gold:** I dislike the proposed concept

	I LIKE THE PROPOSED CONCEPT	I'M NEUTRAL/UNSURE ABOUT THE PROPOSED CONCEPT	I DISLIKE THE PROPOSED CONCEPT	TOTAL
Montclair Ave (from George Bush Dr to Holleman Dr)	70.27% 52	22.97% 17	6.76% 5	74
Fairview Ave (from George Bush Dr to Holleman Dr)	71.23% 52	19.18% 14	9.59% 7	73
Timber St (from George Bush Dr to Park Pl)	71.62% 53	18.92% 14	9.46% 7	74
Anderson St (from George Bush Dr to Bee Creek Park)	74.32% 55	14.86% 11	10.81% 8	74
Tarrow St (from Autumn Cir to University Dr)	65.33% 49	22.67% 17	12.00% 9	75

## Question 2

Please order the proposed roadway concepts from most favorite to least favorite (place your favorite at the top).

Answered: 68 Skipped: 7



	1	2	3	4	TOTAL	SCORE
Montclair Ave and Fairview Ave	27.94% 19	30.88% 21	19.12% 13	22.06% 15	68	2.65
Timber St	7.35% 5	27.94% 19	44.12% 30	20.59% 14	68	2.22
Anderson St	41.18% 28	25.00% 17	20.59% 14	13.24% 9	68	2.94
Tarrow St	23.53% 16	16.18% 11	16.18% 11	44.12% 30	68	2.19

## Question 3

Please leave any additional feedback about the study corridors here. Refer to the roll plot links on the City Active Transportation Webpage. By clicking on the roll plot links, you can view a .pdf file of each corridor design.

Answered: 48 Skipped: 27

Concerned about the impact to our driveway from Timber Street (near the corner of George Bush Drive.) It is already a somewhat steep entrance and the proposal would likely make it worse. The land on the southwest side of Timber St. (near GBD) has a significant slope.

7/11/2025 03:06 PM

There should be barriers for bike lanes like on George Bush since otherwise cars don't always respect the bikes in bike lanes

7/11/2025 01:39 PM

Suggest adding shade structures and drinking fountains where appropriate.

7/10/2025 07:20 PM

Listed in order that directly affects CSISD student & school bus safety. 1 - Timber St continues safety improvements around 3 separate schools, updating an already congested blacktop street with clearly marked areas for pedestrians, cyclists, private vehicles, and school buses. 1b - Caveat: Maintaining access to/from school bus lanes, including left-turns onto Timber St from Oakwood Intermediate and College View High. ~17 school buses use the CVHS bus lane. 2 - Tarrow St extends clear, safe access to neighborhoods that have already increased safety with sidewalk improvements over the past few years. Adds safe space for students to board/disembark school buses. 3 - Montclair Ave / Fairview Ave creates safe access through neighborhoods historically congested with university traffic. Also adds safe space for students to board/disembark school buses, but we typically avoid the area altogether. 4 - Anderson St feasibility will be an issue with parent pick-up at A&M Consolidated Middle School. Parents currently pull over and wait on the proposed bike path of Anderson St in the afternoons. Recent bike lane changes on George Bush Dr displaced school parent traffic, already leading to greater congestion, safety concerns, and potential property damage in the surrounding neighborhood as well. Providing safe ways for cyclists is important, but doing so should not outweigh access to public schools. 4a - Currently all regular school bus stops on Anderson St are on the north side (NWB) to limit the number of students crossing as the majority of regular bus riders live in the apartment complexes between Anderson St and Texas Ave. What would be the process for a special needs bus unloading a wheelchair at 1608 Anderson St? 4b - What is the safe approach for SWB George Bush cyclists turning left onto Anderson St? NW Anderson cyclists turning right onto George Bush Dr? SEB Anderson cyclists turning left onto any other street? 4c - Fully support the traffic circle. Would support the traffic circle and maintaining opposite-side cycle lanes.

7/10/2025 03:16 PM

I love the improvements for Tarrow Street as this will fill in a gap in the city sidewalk and bike network. I am concerned about the sight lines from the Crunch/REI parking lot and Arguello Dr entrances and how cyclists and peds will be visible as there is no proposed crosswalk on the plots. This is a great concept and will enable more people to choose other modes when traveling in this area. On the Timber St entrance I do have an issue with the end of the cycle lane being a left turn from the bike lane onto Park Place. This seems like a prime location for sideswipes as drivers will not see cyclists until its too late. Consider changing this to be a 90 degree turn from

Timber to Park with a small curb bump out. This way cycles can make eye contact with drivers. Anderson 2 way bike lanes are a GREAT IDEA!!! Bonus points for the raised bus stop cycle lane.

7/7/2025 07:41 PM

You should look into the idea of making timber more of a street with narrower lanes and wider sidewalk it would make more since given the context of the homes and schools located on it. On Montclair and Fairview I would prefer to see a counter flow bike lane instead given the fact that the street would be narrowed enough to be comfortable riding in the street.

7/5/2025 12:50 PM

bike riders are not using the corridors that are designated. They will not go out of their way to use these.

7/4/2025 06:44 PM

The current parking situation is horrendous. Cars driving through these areas have to wait to pass because of the poor parking, the overly large vehicles, the bad parking maneuvering, the pedestrians, during football visitors park up and down the streets.. more importantly than any of these suggestions, there needs to be a sidewalk install on Wellborn, south of George Bush to Park Place!! There needs to be consideration for park and ride lots for football games, crosswalks need to be lighted on the major roads, a bike lane on both sides of the minor roads seems to be unnecessary. There's currently not enough foot and pedestrian traffic due the week. What are the incentives for students who live in this area to utilize bikes, scooters, walking? Are there additional bike racks at the bus stops? So many students drive now because the buses are overcrowded and unreliable.

7/4/2025 05:21 AM

Glad were adding in bike routes connecting to George Bush, as well as one near the tutoring center

7/3/2025 01:11 PM

I would check on the delay at Luther and Wellborn. I think this got pretty backed up when I used to live in the area.

7/3/2025 09:52 AM

Please stop spending huge amounts of money building giant bike lanes that no one will use (applied to all). Please do not make Montclair and Fairview one-way streets. One-way streets in towns where they are not common are a complete nightmare. The one-way streets already in this town cause major confusion and safety issues regularly. PLEASE do not put a traffic circle on Anderson. The City keeps forcing these where they do not belong/need to be. It will cause large traffic delays on Anderson and there is nowhere near enough traffic on Park Place to justify that. I lived on Anderson for three years, I know.

7/3/2025 09:41 AM

For the Timber St proposal, there would need to be clear signage and markings on the road for which car lane goes left, straight, or right from Bizzell to George Bush or Timber. Current lanes are designated differently from the proposal and are not clear/obvious to drivers and cyclists/scooter users.

7/3/2025 08:39 AM

It looks like Montclair and Fairview will become one way streets. Having lived in a city with an abundance of these, in a very high foot and vehicle traffic area, they do nothing but cause headaches and wrecks from people turning down the wrong way constantly. Please do not install one way streets. Also I am hesitant about Tarrow and Timber as these streets are already a little narrow and you will be narrowing them further. With the addition of bike lanes on either side of Timber it makes me nervous thinking cars are going to be driving half in those bike lanes just to give themselves more space. At least with Tarrow there will be curbs where the space is now narrowed and therefore it will be less likely for cars to enter the space meant for pedestrians and bikes. Anderson seems the best so far as you will simply be shifting the lanes around, not narrowing, and there will be buffers between the pedestrian/bike areas and the road so there is no potential crossover from cars.

7/3/2025 08:37 AM

1.) Tarrow Street NEEDS to cross the creek and extend to Carter Creek Parkway. I know that is half Bryan's responsibility but it MUST for safe transportation between the two cities. Tarrow St/29th St is the most glaring gap in active transportation in the area. I rode my bicycle with my dog to the park a few months ago and WILL NOT DO IT AGAIN UNTIL IT IS FIXED. It was harrowing. Dangerous. All the adjectives. 2.) On the Fairview/Montclair corridor, the bike lane and the parking lane should switch places and be separated by a curb. It eliminates any conflict between cyclists/scooter riders and parking cars/opening doors. Bike lanes between traffic lanes and parking lanes are chaotic areas. It is more than nothing but it creates a lot of chaos. There also needs to be an adequately safe crossing of George Bush. A double yellow/red light is a cheap and effective option. I forgot the name of this type of crossing but there are several in my hometown of Boise, ID. Pedestrian hits button, double lights blink yellow allowing drivers to slow down, yellows turn red, allowing pedestrian to cross, and then the lights blink red, indicating to the drivers that they may proceed once the crosswalk is empty. There is a sign indicating this to the drivers as well. VERY EFFECTIVE. But if a bridge or tunnel is possible that would be amazing. 3.) All the on Street bike lanes in Bryan and College Station while buffered, would benefit greatly by adding bright and reflective painted parking curbs to the buffer zones, spaced out roughly similar to lane markings, allowing gaps for cyclists to enter and exit the bike lane as they need, while providing an extra barrier between them and traffic without config them to the bike lane for its entire length. Any sort of upright bright and reflective plastic markers on the parking curbs would also be good. Fairly cheap, accessible items that once implemented would be revolutionary for active transportation in the city. Buffer space is good between cycle lanes and vehicle lanes but effectiveness is almost zero without being paired with some sort of physical barrier. That being said, a continuous barrier that runs the entire length of the bicycle lane doesn't leave much room for flexibility for the travel path of cyclists such as of their destination is on the other side of the road but they would either have to hop the curb or ride to the next intersection and turn around. I believe these are simple and relatively cheap solutions that would be exponentially effective in getting people out of cars and into the fresh air for the relatively small amount of investment. This is coming from a Blue Collar truck driver who owns a vehicle but still chooses to bike to work across town 90% of days. While I have a relatively exceptional amount of comfort on a bicycle among the current infrastructure challenges, I would like to see changes that would ease the discomfort of people with tolerance for hazard mitigation well below my level, as it's a win-win for everybody. While I enjoy biking around the city, I would one day like to safely enjoy biking around the city with my children, wife, mother, grandmother, etc. Thank you for reading my submission and I hope to see some or all of these ideas implemented for the long term benefit of our citizens of all ages, fitness levels, and levels of experience with alternative forms of commuting. I will never miss an opportunity to help the process along in any way I can. Thank you

7/2/2025 10:14 PM

Please don't put both bike lanes on the same side of the street. Kids are already confused and use lanes to go any direction they want all over town. Having one street, Anderson, with lanes on one side to go both directions just muddies the issue further. People need to understand that they follow street directions when in the street.

7/2/2025 09:22 PM

Protected bike lanes (compared to lanes that are only marked with paint) are always a benefit to protect and make those on bikes/micromobility feel safer. These projects are a good start, but there are many more corridors that need improvement.

7/2/2025 08:03 PM

Good start for bike lanes, need on major corridors like University and Texas too

7/2/2025 06:17 PM

The lanes should be actively protected with a concrete barrier for both the safety of pedestrians and vehicles

7/2/2025 05:03 PM

More sidewalks the better!! Please add one on Texas past 21 I'd love to get home from downtown safely instead of in the ditch

7/2/2025 03:29 PM

While I like the separation between bikes and cars, it would be better if bikes had a stop each time they cross a road. Indeed on George Bush dr., when coming from the university, it is hard to see bikes and I'm always afraid when crossing the bike lane to miss somebody.

7/2/2025 03:18 PM

I'm a Bryanite so my rankings are biased. The Tarrow improvements really hinge on continuing the shared use path into Bryan. I'd like to know whether their planners were consulted so that there's a consistent plan for the future. I'm skeptical about the RRFBs because cars already ignore others around town, HAWKS would be way better.

7/2/2025 03:04 PM

My family owned 407 Timber since 1966 and now it belongs to my sister and me along with 409 Timber. We believe Timber should be a dead end abutting Timm. Aggies fly down our street even with cars galore parked on the street. We have requested this for 40+ years to deaf ears. Now is the time with all the sidewalks you would like to add. Make a smart change.

7/2/2025 01:58 PM

Need to add shading enhancements to projects. All projects are North/South and no East/West projects.

7/2/2025 01:41 PM

i wish you could bring this down the entire length of timber street. the on street parking makes the lower part of timber particularly dangerous for pedestrians and cyclists. and what about park place? heavily traveled by pedestrians. what you propose are just unconnected sections. nobody would design for cars that way. i own property on timber so have focused on that design concept over the others fyi

7/2/2025 01:35 PM

5 corridors, only 4 listed to choose most to least favorite.....

7/2/2025 01:23 PM

The Anderson concept would be very beneficial not only to my kids (who will be biking to school from Southwest Parkway up to Oakwood and AMCMS) but to many other families like me I am aware of who drop their kids off and pick them up every day because there is not a safe bike option.

7/2/2025 01:22 PM

Also consider the two schools with all the buses that go through them. Updating this should account for them and would also make all of the kids safer.

7/2/2025 01:11 PM

The tarrow street one is a must!!!! My bike is my main transportation method and it is very hard for me to go to bryan due to lack of bike paths linking Cstat and Bryan. Going to walmart and lowes is very stressful because I have to be on the same road as massive trucks that are probably going over the speed limit on tarrow street. I usually try to go as fast as I can on that stretch on tarrow street where there is no bike path or sidewalk so I can avoid cars as much as possible. Then I usually go on the sidewalk with my bike. I am a phd student working on infrastructure design with community-based engagement and input so I understand how valuable community input is to infrastructure projects. I would be glad to answer any further questions you all might have. I live on lincoln ave and use my bike for everything.

7/2/2025 12:35 PM

I LOVE the Anderson plan. My children ride bikes to South Knoll Elementary each day. The route is safe enough that we let them bike together. However, my older son goes to Oakwood and I do not feel that there are safe options to ride alone so I ride with him. This Anderson plan would make me feel much better about him riding without me. Please implement this plan!

7/2/2025 10:52 AM

I'm excited the city is creating more safe bike avenues. I would love to see more in the Southwood and Rock Prairie areas, too.

7/2/2025 10:37 AM

There needs to be more sidewalks all over town and doggy waste bins. This whole town is terrible for pedestrians.

7/2/2025 10:09 AM

I'm not sure the pedestrian demand exists along Tarrow for the scope of work. Furthermore, the proposed design has a 6 ft. sidewalk. I'm also not sure about the amount of left turning movement, but an 11 ft. turn lanes seems narrow. Furthermore, the intersection with University is already strange. The right turn lane is directly lined up with the through direction to cross university. As it is, you must combine left turn traffic with through traffic. How is the signal timed, does this cause problems, would the signal be more efficient if the through lane was not combined with the left turn lane? Obviously you want to avoid right turn traffic being stopped by through traffic, but this can be done with a right turn lane or extended free right. I worry these pedestrian improvements will not impact very many users and will adversely impact the University Dr. intersection.

7/2/2025 09:42 AM

Love protected bike lanes! People don't ride bikes here because it's unsafe, not because they don't want to.

7/2/2025 08:42 AM

Bike lanes would be great for College Station- this would make it much easier for the university to recruit students and faculty

7/2/2025 08:25 AM

Your concepts create more traffic and constitute safety hazards. Please stop endangering people.

7/2/2025 05:51 AM

If any sort of shared use path is built in the south side historic district (Montclair & Fairview) then street parking must be controlled or limited somehow. The streets are too narrow, especially on trash pick up days.

7/1/2025 12:28 PM

For Anderson St. it will be important that cyclists are able to safely turn onto Southwest pky. and Holleman st. from the bike lane!

7/1/2025 08:42 AM

Glade St. could be another good choice.

6/30/2025 09:23 PM

Anderson St. - love the design and addition of the bus stop detail. My suggestion would be to add a bike traffic light at the intersection of George Bush and Anderson to make the intersection safer. Tarrow St. - Suggestion would be to move the planting strip between the road and the sidewalk as an additional barrier. Timber St. - Suggestion would be to add a protected intersection at the intersection of George Bush. Would a protected cross walk be needed near the entrance of the school? Montclair/Fairview: Suggestion would be to switch the parking spots with the bike lanes, so that the parked cars serve as a barrier between cyclists and cars. This would also prevent

cyclists from being caught in the door zone. To accommodate for trash pick up, the space used for the parking spots can have designated trash can zones?

6/30/2025 04:57 PM

For Anderson Street, with the proposed developments, I would like to see accessible mid-block crossings, tree canopies, protected bike lanes, and measures to prevent cars from cutting into median access to bypass buses. Given the length of the street, it should be comfortable for pedestrians. However, without proper shade and water facilities, it could be hazardous for those walking or cycling, especially if using Anderson as a connection point. Mid-block crossings would also be an improvement since the sanctioned crossings are located at half-mile intersections at Holleman and Southwest Parkway. Lower speed limits are also beneficial, even if it is five mph less than the current limit, since the improvements discussed include reducing lane width. Additionally, for the Aggie Spirit and BTD buses that will be stopping in the lane to pick up riders from the sidewalk, an intervention method is needed to prevent cars from trying to pass in the median, as no vehicle can see around the buses to avoid a potential collision. For Tarrow St., I would like to see the addition of tree canopies and the reduction of a left lane, as there are two present for northbound drivers to travel south on Tarrow. The addition of trees would provide more value for those walking, including shade, safety, drainage, and aesthetics of the sidewalk. Additionally, there are two left-turn-only lanes. Replace one of them with additional green space on the island to develop a little park/green space area for the surrounding businesses to increase value. For Timber St., same comments to see more trees and shade. For the crossings located on the TAMU side, I would want to see the repurposed slip lanes to provide additional comfort for those waiting to cross the intersection with more natural landscaping, seating, and shade. Furthermore, I have concerns about drivers turning right onto Timber Street when a cyclist in the bike lane continues to go straight down George Bush. It is a potential blind spot since drivers will feel pressured to drive fast, and making a fast turn can threaten someone in the bike lane. For Montclair and Fairview, I would like to see more awareness to reduce the chances of a cyclist or pedestrian getting doored by exiting drivers if the path is parallel to parked cars. I would prefer, on a safety stand point, for the parked cars to serve as the buffer with reduced chances for dooring to occur. Otherwise, I love all the improvements.

6/30/2025 04:48 PM

Tarrow: The biggest issue with this intersection is that there is no protection for folks using the bike lane on Bush. People going straight in the bike lane have no protection from people turning right creating conflict. Anderson: The bike traffic needs to be kept separate from pedestrian traffic in the round about. Please see below link for more information. <https://nacto.org/publication/urban-bikeway-design-guide/>

6/30/2025 09:50 AM

Thank you for improving our community! I do like most concepts. I'm not a fan that there are no bike lanes proposed on Tarrow and am mildly concerned that the Fairview proposal might put cyclists into the dooring zone of parked cars.

6/29/2025 04:55 PM

I'm excited to see more plans to put in Bollards on more bike lanes. As a regular cyclist, the bollards add a layer of security! The bike lanes with just a painted line make me nervous because there's nothing to deter a distracted driver from drifting into me or my lane (which happens frequently on Welsh Ave!!) I also love to see more/wider multi-use paths! I LOVE walking/cycling on them!

6/29/2025 04:40 PM

I would still really prefer to see separated bike and ped infrastructure on Tarrow, but I will take what I can get! Great job, I look forward to these!

6/29/2025 12:23 PM

It is absurd to take away a vehicle lane on Tarrow to put in bike lanes. The traffic backup at the light from University Drive is already stacked too deep and this will make it so much worse. You should be more concerned about moving vehicular traffic than the occasional bicycle. About a 1000 vehicles/1 bicycle ratio estimate. Do not take away lanes on Tarrow. Find another way.

6/28/2025 09:21 AM

I ride most of the listed corridors regularly both to and from work, day and night, and for work. As a commuter, shared use paths are NOT preferred for active transportation. They mix low speed pedestrian traffic with cyclists and now, e-bikes and electric scooters. They create additional intersections (driveways) where cyclists are often struck because vehicles cannot perceive their speed or see them. Active transportation users, especially for those who cycle, ride at-speed, they are not riding for recreation and prefer the least obstructed, most direct route to their destination. I teach Police and EMS cyclist instructors and have seldom observed 'new' designs which are safer or faster than the simple bike lane. I have ridden in cities all over the US, and the 'regular' bike lane is the least complex for cyclists to understand and drivers to negotiate. University Drive East has a shared use path between Highway 6 and Texas. It is far slower and far less safe for cyclists than the section east of Highway 6. Every driveway is a hazard because drivers are looking at the road, not the sidewalk. We teach all of our new cyclists John Forrester's axiom: Cyclists fair best when they behave and are treated as drivers of vehicles. The two way bike lanes in the Anderson design violate this rule and places cyclists either out of the scanning pattern of drivers and forces any cyclist who need to make a left turn to negotiate a bike lane in addition to the normal traffic. The left turn lanes on Anderson should be eliminated and the roadway designed more similarly to the Fairview design with parking along the curb and the bike lanes nearer to the center of the roadway. The new design eliminates all of the on-street parking currently available and rally does not improve throughput or safety.

6/27/2025 07:14 PM

These proposals look great and will really help with mobility in CS! I'm especially excited about Tarrow the possibility that Bryan will match this infrastructure on 26th. I'm also in favor of one way streets with large bike lanes.

6/27/2025 03:50 PM

Tarrow Street improvements are most needed. No sidewalks in the area on a higher traffic road means pedestrians have less alternatives than pedestrians traversing the other proposed changes. That said, they all look great!

6/27/2025 03:45 PM

**July 21, 2025**

**Item No. 3.3.**

**Micromobility Devices within an Active Transportation Network**

**Sponsor:** Joe Allen, Staff Planner - Transportation & Mobility

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

**Agenda Caption:** Presentation, discussion, and possible action regarding considerations of micromobility devices within an active transportation network.

**Relationship to Strategic Goals:**

**Recommendation(s):**

**Summary:** This item provides an overview of existing micromobility regulations at the state and local level alongside best practice recommendations for integrating micromobility devices into the active transportation network. The attached overview covers national trends in micromobility regulation, systems of micromobility classification, comparisons of performance between traditional forms of active transportation and electric micromobility devices, and case studies examining typical conflicts experienced by micromobility users. The document also includes an appendix containing the exact regulatory language found in the Texas Transportation Code and the College Station Code of Ordinances for micromobility devices.

**Budget & Financial Summary:**

**Attachments:**

1. Micromobility BPG Board Brief



## MEMORANDUM

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July 21, 2025

**TO:** Members of the Bicycle, Pedestrian, & Greenways Advisory Board

**FROM:** Joseph Allen  
Staff Planner, Planning & Development Services

**SUBJECT:** Micromobility Board Brief

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### Existing trends and concerns surrounding micromobility regulations (nation-wide)

Research into nation-wide trends in micromobility categorization and regulation shows a number of inconsistencies at different levels of government, these trends include:

- Micromobility devices are frequently subject to the same regulations as other modes of transportation in contradictory ways.
- The regulations for specific device types can vary widely from place to place
- Individual jurisdictions regulate functionally similar devices differently
- Many entities prohibit the use of specific micromobility devices entirely, either through outright bans or through a combination of regulations that preclude micromobility use in certain situations

The research showcases regulation inconsistency and contradictory policies that create a confusing environment for individual micromobility users and local policy enforcers.

### Federal, State, and Local Definitions, Classifications, and Regulations for Micromobility






#### Pedestrian and Bicycle Information Center (Federal)

The Pedestrian and Bicycle Information Center, funded by the U.S. Department of Transportation Federal Highway Administration classifies micromobility devices into 3 separate categories and 3 separate subcategories:

- Electric Standing or Sitting Scooters
- Electric Bicycles
  - Class 1
  - Class 2
  - Class 3
- Other

These categories utilize a device’s weight, number of occupants, power supply, size, and speed to separate devices into different classifications. This approach to classification seems to be the most effective at capturing all different variations of micromobility devices.

The Pedestrian and Bicycle Information Center has developed a table showcasing each of these categories and the associated device specifications

Device	Electric standing or sitting scooters (e scooters)	Electric bicycles (e-bikes)			Other <sup>1</sup>
		 			 
		Class 1 Pedal assist (pedalec)	Class 2 Throttle assist	Class 3 Pedal assist (pedalec) at higher speed	
Example brands	<b>Shared:</b> Bird, Lime, and many others <b>Owned:</b> Inboard Glider, Segway 9Bot	<b>Shared:</b> Lime, Mobike, Ofo, Pace, Spin, and many others <b>Owned:</b> Most major bike brands; multiple passenger versions include Organic Transit (ELF) and Yuba	<b>Owned:</b> Several bike brands (less common than Class 1 and 3)	<b>Owned:</b> Several major brands; multiple passenger versions include Better Bike (PEBL), and Podride	<b>Owned:</b> Boosted, Inboard, Mellow Boards, Metroboard
Weight	Typically < 50 lbs	Typically < 100 lbs; multiple passenger versions near 200 lbs	Typically < 100 lbs	Typically < 100 lbs; multiple passenger versions near 200 lbs	< 50 lbs
Occupants	Single rider	Usually a single rider; some cargo e-bikes or bike cars designed for multiple riders	Typically designed for single riders	Usually a single rider; some designed for multiple riders	Single rider
Power supply	Electric motor typically < 750 watts	Electric motor typically < 750 watts	Electric motor typically < 750 watts	Electric motor typically < 750 watts	Electric motor typically < 750 watts
Product speed <sup>2</sup>	20 MPH or less; some cities apply additional speed restrictions	20 MPH or less	20 MPH or less	28 MPH or less	Most are 20 MPH or less though some can go up to 30 MPH
Operating space	Varies by place; <sup>3</sup> some cities restrict in crowded places	Varies by place; <sup>3</sup> usually allowed on bike transportation facilities and paths	Varies by place; <sup>3</sup> usually allowed on bike transportation facilities and paths	Varies by place; <sup>3</sup> some States restrict access on bike paths	Varies by place <sup>3</sup>
Regulated by	Consumer Product Safety Commission (CPSC), for personally owned devices <sup>4</sup>	CPSC (only for personally owned devices)	CPSC (only for personally owned devices)	CPSC (only for personally owned devices)	CPSC (only for personally owned devices)

Pedestrian and Bicycle Information Center’s Micromobility Typology Table

## Texas Transportation Code (State)

The state document that defines and regulates different transportation modes throughout Texas is the Texas Transportation Code. This document contains definitions and regulations for the following forms of micromobility:

- Bicycles
- Electric Bicycles
  - Class 1
  - Class 2
  - Class 3
- Motor-Assisted Scooters
- Electric Personal Assistive Mobility Devices
- Roller Skates

The Texas Transportation Code does not contain definitions or regulations for:

- Skateboards
- Electric Skateboards
- Single-wheeled Mobility Devices
- Hoverboards

The Texas Transportation Code also regulates the ability of local municipalities to impose their own regulations on micromobility use. These regulations largely limit a local municipality's ability to prevent micromobility devices from using the same travel lanes as traditional bicycles.

## College Station Code of Ordinances (Local)

The College Station Code of Ordinances does not categorize different types of micromobility devices, rather the document contains a single overarching definition for micromobility that groups together the categories of bicycle, electric bicycle, and motor-assisted scooter as defined in the Texas Transportation Code. Local regulations surrounding micromobility use revolve around its use within a broader shared network of devices for commercial purposes. As a result, the definition and accompanying regulations do not capture non-commercial forms of micromobility, such as electric skateboards, hoverboards, or single-wheeled mobility devices. The activities regulated in the College Station Code of Ordinances revolve around user's parking activities, such where they can and cannot park their device.

## NACTO Best Practices for Micromobility Facility Urban Design Guide

### NACTO's Micromobility Device Classifications

Existing state laws push for micromobility devices to exist in the same travel lanes as traditional bicycles, best practices from the National Association of City Transportation Officials (NACTO) seek to do the same. NACTO categorizes bikeway devices into 4 different categories based on size and speed:

- **Mini devices** – Electric and non-electric scooters, skateboards, rollerblades, and other devices under 20 in wide that are typically used while a person is standing upright
- **Typical bikes** – Electric and conventional upright bikes and tricycles, as well as recumbent bikes, hand cycles, and any wheeled device up to 2.5 ft wide
- **Cargo bikes** – Electric and conventional bikes and tricycles between 2.5 - 3 ft wide that have an extended wheelbase or that are pulling a trailer
- **Extra-large bikes** – Large freight tricycles, pedicabs, and other devices between 3 ft and typically up to 4.5 ft wide

## NACTO Lane Width Recommendations for Micromobility Devices

These categories are used in the design guide’s table demonstrating the minimum and preferred rideable widths for devices on bikeways.

Minimum and Preferred Rideable Widths				
Device Type	One-Way Bike Lane		Two-way Bike Lane	
	Minimum Recommended	Preferred	Minimum Recommended	Preferred
Mini-Device	6 ft	7-8 ft	8-10 ft	11-13 ft
Typical Bike	6 ft	7-8 ft	8-10 ft	11-13 ft
Cargo Bike	6.5 ft	8-9 ft	9-11 ft	12-14 ft
Extra-Large Bike	7 ft	11.5-12.5 ft	12-14 ft	15-17 ft

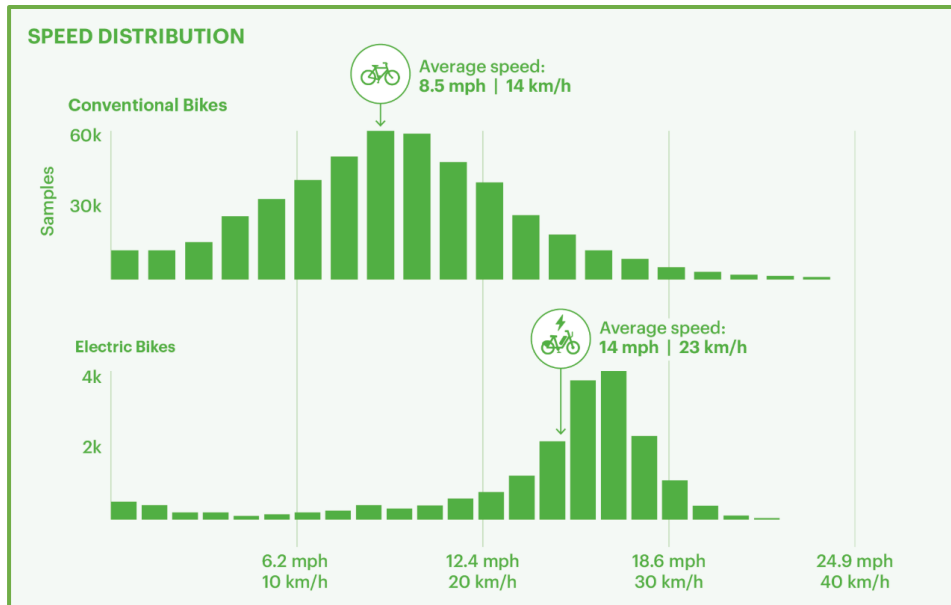
NACTO’s design guidelines for micromobility devices and bicycles state that both modes of transportation are capable of using a standard 6 ft wide travel lane, but the preferred travel lane width for each device would be between 7 and 8 ft. This aligns with both the Pedestrian and Bicycle Information Center and the Texas Transportation Code’s assessment of micromobility devices.

### Speed Considerations for Micromobility Devices

While conventional and electric bikes have similar dimensions for the purposes of lane design, this does not account for differences in operating speeds. Both devices have a similar range of speeds, but the distribution of speed and average speeds differ significantly.

Device Type	Typical Range of Speed
Conventional Bike	4-18 mph
Electric Bike	12-18 mph
Mini-Device	8-15 mph

- Conventional and electric bikes have the same upper limit for range of speed
- Conventional and electric bikes differ greatly when it comes to their lower limit for range of speeds.
- The typical range of speeds for mini-devices falls within the average speed range of conventional bikes
- Most dedicated facilities for bicycles (bike boulevards, advisory lanes, constrained bike lanes, protected bikes lanes, and shared-use paths) are designed with the assumption that users are traveling between 10-15 mph
  - It is expected that this assumed speed will be further reduced by system factors such as signal progression, operating width, and platooning
- Issues can arise given that the range of speed for both conventional and electric bikes is higher than what dedicated facilities are designed to handle, these issues are more pronounced for electric bikes since their average speed is not evenly distributed across their range of speeds.

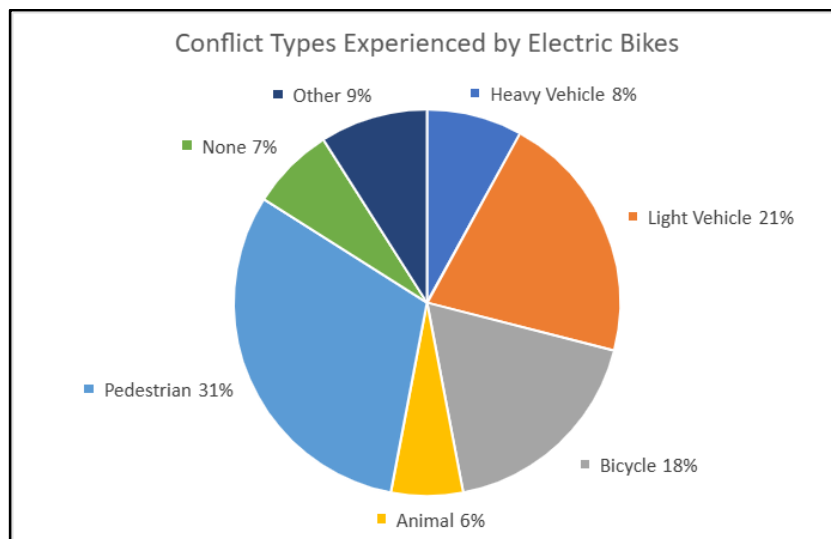


- Conventional bikes have a relatively even distribution of speed
- Electric Bikes have a noticeably uneven distribution with most users riding

**Research Paper: Naturalistic Data to Assess E-Cyclist Behavior**

NACTO’s Urban Design Guide cites researchers Dozza and Werneke who have studied the behavior of both traditional and electric bicycles using naturalistic data. Naturalistic data utilizes on-device sensors and cameras to record and compare data gathered by study participants. Analysis of the data from traditional and electric bicycles shows differences in the types of risks each device experiences. As a result, researchers recommend different counter measures to address safety for electric bicycles.

The study discusses risk in terms of “critical events” in which traditional and electric bicycles conflict with either vulnerable road users (pedestrians and other bicyclists) or motorized vehicles (light and heavy).



- Combined, critical events involving either pedestrians or other bicycles represent 49% of all conflicts experienced by study participants. Conversely, critical events with motorized vehicle represent 29% of all conflicts.
  - The discrepancy in the number of conflicts with vehicles as opposed to vulnerable road users (pedestrians and bicycles) could be a consequence of local infrastructure (most facilities in the study area consist of share-use paths for both bicyclists and pedestrians).
- Electric bicycles conflicted with motor vehicles (specifically heavy vehicles) more often than traditional bicycles
  - Analysis of video data from participants suggest that this is the result of driver's expectations about the behavior of electric bike users (drivers assume users have traditional bicycles and underestimate the device's speed and acceleration)

Assessments of distances traveled, total number of critical events, and severity of events has led researchers to the following conclusions:

- Electric bicycles are most at risk of a conflict while at an intersection
- Infrastructure issues and adverse weather impact electric bicycles less than they impact traditional bicycles
- Motorized vehicles are the most common threat to electric bicycles when both conflict frequency and severity are considered
  - The higher speeds of electric bicycles are more likely to create situations where they collide with vehicles
  - Could also be the result of users choosing alternative routes that put them in closer/more frequent contact with vehicles
- The higher speeds, heavier weight, and lower mobility of electric bicycles might require improved street lighting
  - Participants voiced concerns about proper lighting
  - Higher speed and lower mobility require electric bicycles to identify and respond to hazards more quickly than traditional bicycles
- Electric bicycles might require stronger lights to more easily identify threats
  - Lighting on traditional bicycles is already regulated by Section 551.104. of the Texas Transportation Code.
- Making electric bicycles more distinguishable from traditional bicycles could help drivers and pedestrians identify them and act appropriately (more able to predict the speed and maneuverability of the device)
- Electric bicycles might require wider bicycle infrastructure to facilitate safer interactions with other vulnerable users
  - A similar conclusion is made in NACTO's Design Guidelines for Urban Bikeways (minimum required width vs. Preferred width)

### Considerations for Possible Future Regulations

The same researchers assessing nation-wide trends in micromobility regulations have proposed a set of guiding objectives for municipalities seeking to implement micromobility regulations, these objectives are as follows:

- **Protect public safety** – Regulations should protect other travelers from collisions, especially pedestrians, the most vulnerable road users. At the same time, micromobility users are

themselves "vulnerable" road users relative to cars, so regulations need to protect their safety as well.

- **Permit micromobility use as a convenient travel option** – The "complete streets" paradigm in transportation planning holds that the transportation system should accommodate the needs of all users, regardless of mode. This principle implies that regulators should avoid regulations that make micromobility use illegal.
- **Make regulations easier to understand and remember** – regulations will be much more effective if the general public can easily understand the rules of the road, but other travelers and traffic enforcement officers also need to know what behaviors to expect from micromobility users. For this reason, simple rules will likely be more effective than complex ones.
- **Allow for new devices without new regulations** – As recent experiences bear out; new devices can appear at any time and often in large numbers. Given the very high costs of enacting new regulations and educating the public, micromobility regulations should be flexible enough to encompass new devices as they appear (regulate the class rather than the device).

# Appendix

## The Texas Transportation Code Definitions and Regulations

### Subchapter B. Bicycles

#### Section 551.102.

- General Operation
  - A person operating a bicycle shall ride only on or astride a permanent and regular seat attach to the bicycle
  - A person may not use a bicycle to carry more persons than the bicycle is designed or equipped to carry
  - A person operating a bicycle may not use the bicycle to carry an object that prevents the person from operating the bicycle with at least one hand on the handlebars of the bicycle
  - A person operating a bicycle, coaster, sled, or toy vehicle or using roller skates may not attach either the person or the bicycle, coaster, sled, toy vehicle, or roller skates to a streetcar or vehicle on a roadway

#### Section 551.103.

- Operation of Roadway
  - A person operating a bicycle on a roadway who is moving slower than the other traffic on the roadway shall ride as near as practicable to the right curb or edge of the roadway, unless:
    - The person is passing another vehicle moving in the same direction
    - The person is preparing to turn left at an intersection or onto a private road or driveway
    - A condition on or of the roadway, including a fixed or moving object, parked or moving vehicle, pedestrian, animal, or surface hazard prevents the person from safely riding next to the right curb or edge of the roadway
    - The person is operating a bicycle in an outside lane that is:
      - Less than 14 feet in width and does not have a designated bicycle lane adjacent to that lane
      - Too narrow for a bicycle and a motor vehicle to safely travel side by side
  - A person operating a bicycle on a roadway with two or more marked traffic lanes may ride as near as practicable to the left curb or edge of the roadway.
  - Persons operating bicycles on a one-way roadway may ride two abreast. Persons riding two abreast may not impede the normal and reasonable flow of traffic on the roadway. Persons may not ride more than two abreast unless they are riding on a part of a roadway set aside for the exclusive operation of bicycles.

#### Section 551.104.

- Safety Equipment
  - A person may not operate a bicycle unless the bicycle is equipped with a brake capable of making a braked wheel skid on dry, level, clean pavement
  - A person may not operate a bicycle at nighttime unless the bicycle is equipped with:

- A lamp on the front of the bicycle that emits a white light visible from a distance of at least 500 feet in front of the bicycle, and
- On the rear of the bicycle a red reflector that is visible when directly in front of lawful upper beams of a motor vehicle headlamp from all distances from 50 to 300 feet to the rear of the bicycle, or
  - A lamp that emits a red light visible from a distance of 500 feet to the rear of the bicycle

### **Chapter 664. Standards for (Electric) Bicycles**

Section 664.001.

Definitions:

- "Class 1 electric bicycle" means an electric bicycle:
  - Equipped with a motor that assists the rider only when the rider is pedaling
  - Has a top assisted speed of 20 mph or less
- "Class 2 electric bicycle" means an electric bicycle:
  - Equipped with a motor that may be used to propel the bicycle without the pedaling of the rider
  - Has a top assisted speed of 20 mph or less
- "Class 3 electric bicycle" means an electric bicycle:
  - Equipped with a motor that assists the rider only when the rider is pedaling
  - Has a top assisted speed of more than 20 mph but less than 28 mph

### **Subchapter B. (Electric) Bicycles**

Section 551.107.

Operation of Electric Bicycle:

- A person may not operate an electric bicycle unless the electric motor disengages or ceases to function either:
  - When the operator stops pedaling; or
  - When the brakes are applied
- A person may not operate a Class 3 electric bicycle unless the person is at least 15 years of age. This subsection does not prohibit a person who is under 15 years of age from riding on a Class 3 bicycle as a passenger.

### **Subchapter B. Motor-Assisted Scooters**

Section 551.351.

Definitions:

- At least two wheels in contact with the ground during operation;
- A breaking system capable of stopping the device under typical operating conditions;
- A gas or electric motor not exceeding 40 cubic centimeters;
- The ability to be propelled by human power alone

Section 551.352.

Operation of Motor-Assisted Scooters on Roadways or Sidewalks:

- A motor-assisted scooter may be operated only on a street or highway for which the posted speed limit is 35 mph or less. The motor-assisted scooter may cross a road or street as an intersection where the road or street has a posted speed limit of more than 35 mph
- A county or municipality may prohibit the operation of a motor-assisted scooter on a street, highway, or sidewalk if the governing body of the county or municipality determines that the prohibition is necessary in the interest of safety
- The department may prohibit the operation of a motor-assisted scooter on a highway if it determines that the prohibition is necessary in the interest of safety
- A person may operate a motor-assisted scooter on a path set aside for the exclusive operation of bicycles or on a sidewalk. Except as otherwise provided by this section, a provision of this title applicable to the operation of a bicycle applies to the operation of a motor-assisted scooter
- A provision of this title applicable to a motor vehicle does not apply to a motor-assisted scooter

### **Subchapter C. Electric Personal Assistive Mobility Devices**

Section 551.201.

Definitions:

A two non-tandem wheeled device designed for transporting one person that is

- Self-balancing; and
- Propelled by an electronic propulsion system with an average power of 750 watts or one horsepower

Section 551.202.

Operation on roadway:

- A person may operate an electronic personal assistive mobility device on a residential street, roadway, or public highway with a speed limit of 30 miles per hour or less only:
  - While making a direct crossing of a highway in a marked or unmarked crosswalk;
  - Where no sidewalk is available; or
  - When so directed by a traffic control device or by a law enforcement officer
- A person may operate an electric personal assistive mobility device on a path set aside for the exclusive operation of bicycles
- Any person operating an electric personal assistive mobility device on a residential street, roadway, or public highway shall ride as close as practicable to the right-hand edge
- Except as otherwise provided by this section, provisions of this title applicable to the operation of bicycles apply to the operation of electric personal assistive mobility devices

### **Subchapter B. (Local Regulatory Authority) Bicycles**

Section 551.106.

Regulation of bicycles by department of local authority

- The department or a local authority may not prohibit the operation of an electric bicycle:
  - On a highway that is used primarily by motor vehicles, or
  - In an area in which the operation of a nonelectric bicycle is permitted, unless the area is a path that:

- Is not open to motor vehicles, and
- Has a natural surface tread made by clearing and grading the native soil without adding surfacing materials
- The department or a local authority may:
  - Prohibit the operation of a bicycle on a sidewalk, and
  - Establish speed limits for bicycles on paths set aside for the exclusive operation of bicycles and other paths on which bicycles may be operated

## College Station Code of Ordinances

### Article XIII – Shared Micromobility

Section 8-811.

Definition:

Micromobility device means a bicycle, an electric bicycle, or a motor-assisted scooter as defined or may be amended in the Texas Transportation Code and designed for personal micromobility that is part of a shared micromobility system equipped with GPS or comparable technology capable of providing real-time location data

Section 8-819

Parking Operations:

- *Lock-to parking.* Provide micromobility devices that have a built-in or attached locking system for customers to secure the device. Customers must park and lock all micromobility devices to:
  - A bicycle rack; or
  - An operator designated parking area; and
  - Only within the operator’s geo-fence zone
- *Improper parking.* Micromobility devices shall not be parked adjacent to or within:
  - Loading zones;
  - ADA handicap parking zones;
  - Street furniture;
  - Curb ramps;
  - Entryways and driveways;
  - Within the visibility triangle at intersections;
  - Railroad tracks and crossings;
  - Streets, light poles. Utility poles traffic signs, traffic signals, benches, tables, trash receptacles or any other publicly owned property, structure or facility, unless parking at an approve rack from parking
  - A place where the City determines poses an unreasonable risk to the health, safety, and welfare of the general public

**July 21, 2025**  
**Item No. 3.4.**  
**Bicycle Level of Traffic Stress**

**Sponsor:** Jesse Dimeolo

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

**Agenda Caption:** Presentation, discussion, and possible action regarding a Bicycle Level of Traffic Stress assessment of roadway segments and crossings as part of the Active Transportation Master Plan.

**Relationship to Strategic Goals:**

**Recommendation(s):**

**Summary:** Level of Traffic Stress (LTS) is a framework used to evaluate how stressful a roadway environment is for pedestrians and cyclists. It's based on how comfortable and safe a person feels when walking or cycling, especially in terms of traffic conditions, speed, and road design.

LTS is a widely adopted and useful method for assessing active transportation-friendliness of roads, guiding infrastructure improvements, and improving connectivity for less confident cyclists. The attachments provided with this agenda item are only for Bicycle LTS. Pedestrian LTS will be covered at our next meeting.

When looking at the attached maps for roadway segments and crossings, there are four different levels of LTS. Please see the descriptions below.

Standard LTS Classification (LTS 1–4):

- LTS 1 (Low Stress): Comfortable for all users, including children and inexperienced cyclists.
- LTS 2 (Low Stress): Suitable for most adults but not young children.
- LTS 3 (Moderate Stress): Acceptable for experienced adult riders.
- LTS 4 (High Stress): Only suitable for the most confident and brave cyclists.

Key Takeaways from Initial Map Assessments:

- On the segments map, most of the major thoroughfares are LTS 4 due to the lack of designated bike facilities for safe, comfortable travel. Cyclists often have to ride on the sidewalks and be wary of driveway conflicts and passing pedestrians sharing the same space.
- New Capital Improvement Projects, like Lincoln Avenue and Rock Prairie Road will be upgrading higher LTS facilities to LTS 1.
- Low LTS networks will continue to build out in south College Station as new developments come in.
- On crossing map A1, the highest LTS uncontrolled crossings take place on Copperfield Parkway and Southwest Parkway.
- On map B1, the LTS 4 crossing on Barron Road will be fixed soon with a project to signalize that intersection.

- On map B2, the LTS 4 crossing on William D Fitch and Pebble Creek Parkway will also be fixed in the near term with a new signal there.

**Budget & Financial Summary:**

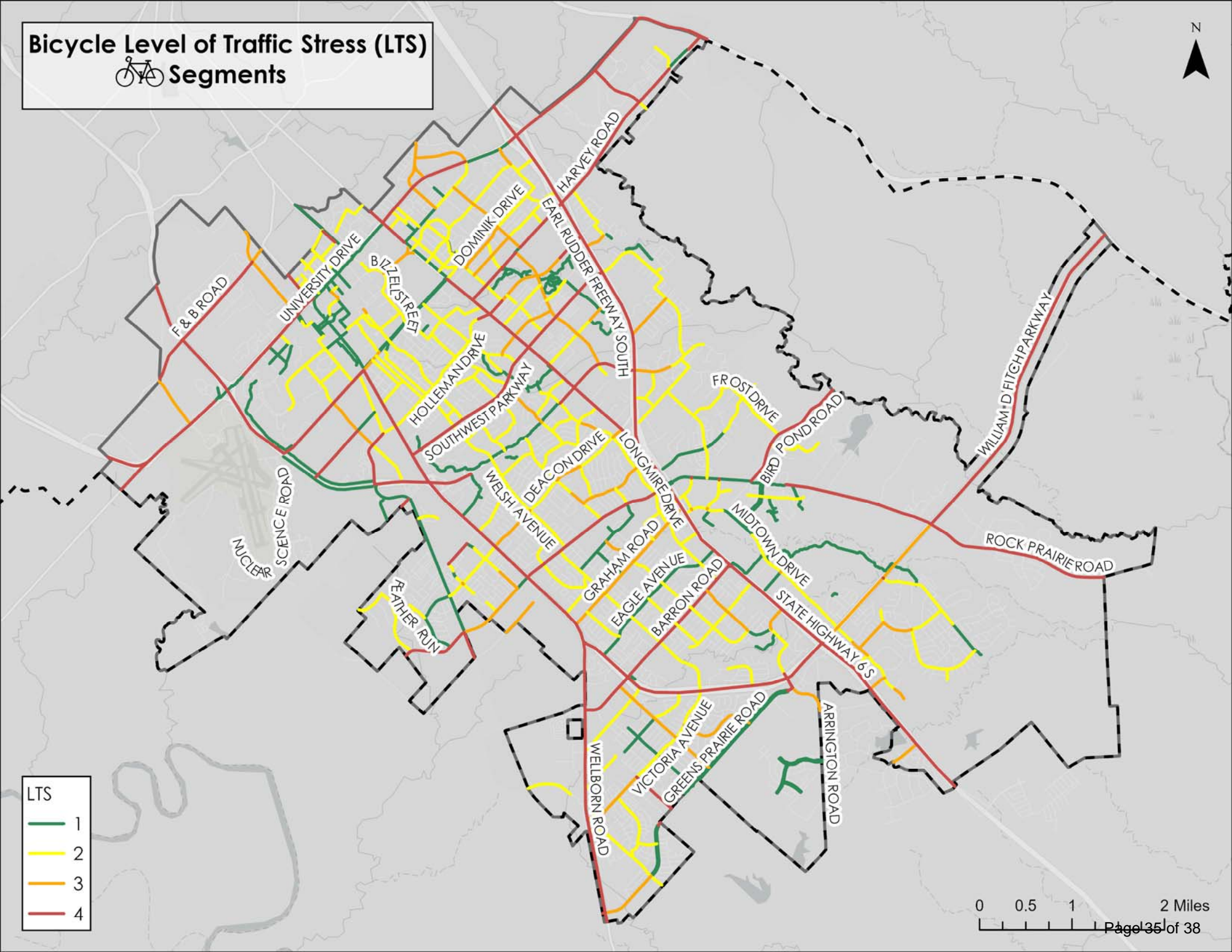
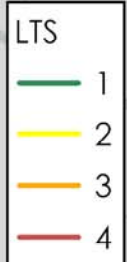
**Attachments:**

1. BLTS Segments Map
2. BLTS Crossings\_A1
3. BLTS Crossings\_B1
4. BLTS Crossings\_B2

# Bicycle Level of Traffic Stress (LTS) Segments



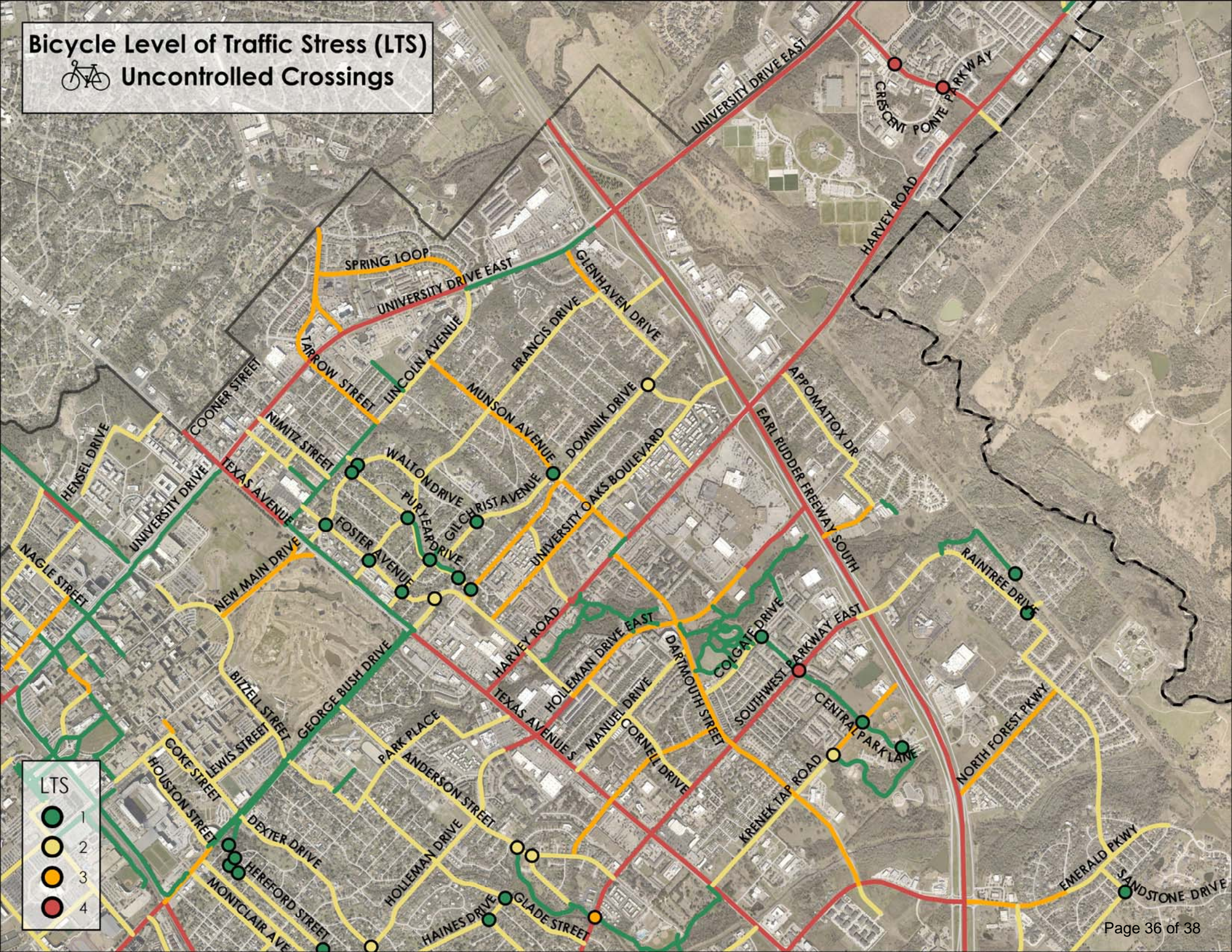
Segments



# Bicycle Level of Traffic Stress (LTS)



## Uncontrolled Crossings



LTS
1
2
3
4

# Bicycle Level of Traffic Stress (LTS)



## Uncontrolled Crossings

