



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

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.

September 8, 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 the meeting minutes.

Attachments: 1. July 21, 2025 Minutes

3.2. Presentation, discussion, and possible action regarding the draft analysis of pedestrian level of traffic stress at roadway crossings and segments as part of the Active Transportation Master Plan.

Sponsors: Jesse Dimeolo

Attachments: 1. Draft Pedestrian LTS Segments Map
2. Draft Pedestrian LTS Crossings Map - North
3. Draft Pedestrian LTS Crossings Map - South

3.3. Presentation, discussion, and possible action regarding proposed programs for the Active Transportation Master Plan.

Sponsors: Carl Ahrens

Attachments: 1. Master Plan Proposed Programs
2. Programs Summary Table

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

a. Public Meetings of Interest

b. Capital and Private Project Updates

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

- October 13, 2025 ~ Bicycle, Pedestrian, and Greenways Advisory Board at 3:30pm 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 September 2, 2025 at 5:00 p.m.



City Secretary

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

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

"Pursuant to Section 30.07, Penal Code (Trespass by License Holder with an Openly Carried Handgun) A Person Licensed under Subchapter H, Chapter 411, Government Code (Handgun Licensing Law), may not enter this Property with a Handgun that is Carried Openly."

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

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



MINUTES
BICYCLE, PEDESTRIAN, AND GREENWAYS
ADVISORY BOARD MEETING
July 21, 2025

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

MEMBERS ABSENT: Matthew Jackson

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, GIS Analyst Julie Svetlik, GIS Analyst Chris Griffin 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 3:32 p.m.

AGENDA ITEM NO. 2: Hear Visitors.

Robert Rose, former bike shop owner, shared his concern about shaded bike paths and the importance of them. He asked the Board and staff to keep these in mind when choosing what projects to fund next.

AGENDA ITEM NO. 3: Agenda Items.

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

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

AGENDA ITEM NO. 3.2: Presentation, discussion, and possible action regarding a recap of the public meeting s and surveys for the Active Transportation Master Plan Corridor Feasibility Study.

Senior Planner DiMeolo presented this item.

Chairperson Shafer asked if on-street parking would be removed on Fairview Ave.

Senior Planner DiMeolo stated on-street parking was planned to stay on both sides of Fairview Ave and sidewalks would be installed so that they would avoid existing large trees.

Chairperson Shafer expressed concern about property owners' perception that the area outside of the street curb was their property and would not likely want their yard area impacted.

Board Member Jang recommended chicanes be installed as part of the design of Fairview Ave.

Board Member Woodfin asked if there was a connection between Fairview Ave and Welsh Ave. He stated on-street parking on Welsh Ave north of Holleman Dr makes a mess for biking.

Senior Planner DiMeolo stated a shared use path was proposed between the two streets along Holleman Dr.

Board Member Jang inquired what the cost estimates were for the conceptual designs.

Senior Planner DiMeolo stated cost estimates had not yet been developed but were part of the project.

AGENDA ITEM NO. 3.3: Presentation, discussion and possible action regarding considerations of micromobility devices within an active transportation network.

Planner Joe Allen presented this item.

Chairperson Shafer said there is an issue with Class 2 devices being too fast to operate on sidewalks.

Board Member Robinson asked if there could be an attempt to keep track of how many crashes were happening to keep for public safety information. She said it would be good to keep this data of incidents happening between pedestrians, bicyclists, and other electronic vehicles.

GIS Analyst Julie Svetlik said that the TxDOT crash database did include a way to filter their searches in that data.

Administrator Schubert stated that the crashes involving bicycles and pedestrians can be under reported if there are not severe injuries or damage to a vehicle which could affect how many crashes are identified and tracked but staff could look at the available data.

Chairperson Shafer stated bicycle and pedestrian interactions are an issue on the Texas A&M University campus.

Board Member Woodfin inquired if micromobility devices could be restricted based on class.

Chairperson Shafer asked if speed limits could be imposed on trails.

Board Member Robinson asked if there was a way to enforce trail speed limits.

Board Member Langloz asked about the placement of speed feedback signs that have been placed along some streets.

Chairperson Shafer asked if a speed feedback sign could be placed on a trail. He also asked if a yielding system could be developed for trails.

Director Armstrong stated that some amendments would require City Council action to enact but staff could further evaluate what was possible and feasible as part of the new Master Plan.

AGENDA ITEM NO. 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.

Senior Planner DiMeolo presented this item.

Chairperson Shafer asked what the two green lines were on Harvey Mitchell Parkway.

Senior Planner DiMeolo stated that there are shared use paths are both sides of the street.

Board Member Woodfin inquired about Graham Road being listed as a LTS 3 but has bike lanes.

Administrator Schubert stated the criteria has 40 MPH with bike lanes as a LTS 3 while 35 MPH with bike lanes would be a LTS 2.

Board Member Jang asked if there was a connection between TxDOT roadways and higher LTS scores.

Administrator Schubert stated there is higher LTS for higher traffic volume and higher speed roadways and most TxDOT roadways are wider, faster roads.

Director Armstrong mentioned that the LTS criteria that is utilized could be adjusted if we determined we wanted to do so.

Chairperson Shafer noticed there is a gap along the Lick Creek trail between SH 6 and Eagle Ave. It was recounted that this section was constructed with bike lanes on the street instead of a potential path along the SpringBrook HOA area along the creek.

Board Member Woodfin suggested to install signage along the Lick Creek trail across from the east side to the west side of SH 6.

AGENDA ITEM NO. 3.5: Presentation and discussion regarding the following items related to biking, walking, and greenways.

a) Public Meetings of Interest –

On the City Council agenda for July 25, 2025 is awarding the design contract for the City-wide Sidewalks and Shared Use Paths contract.

A MPO Policy Board Meeting is scheduled for August 6, 2025 at 9:30am at the Brazos County Commissioner's Court and includes an agenda item to approve Category 9 funding for bicycle and pedestrian grant projects.

- b) **Capital and Private Project Updates** – Comments are due on July 25, 2025 related to the proposed TxDOT State Active Transportation Plan and can be filed electronically.

AGENDA ITEM NO. 3.6: Presentation, discussion, and possible action regarding the Bicycle, Pedestrian, and Greenways Advisory Board calendar of upcoming meetings.

- a) August 11, 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.

Chairperson Shafer asked if we could look at alternate shade structures for shared-use paths.

Board Member Woodfin asked about proposing bike lanes on Creek Meadow Boulevard.

Administrator Schubert stated future bike lanes on Creek Meadow Blvd are currently on the adopted Master Plan

AGENDA ITEM NO. 5: Adjourn

The meeting adjourned at 5:04 p.m.

APPROVED:

ATTEST:

Scott Shafer, Chairperson

Grecia Fuentes, Board Secretary

September 8, 2025
Item No. 3.2.
Draft Pedestrian Level of Traffic Stress Analysis

Sponsor: Jesse Dimeolo

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

Agenda Caption: Presentation, discussion, and possible action regarding the draft analysis of pedestrian level of traffic stress at roadway crossings and segments as part of the Active Transportation Master Plan.

Relationship to Strategic Goals:

Recommendation(s): Staff will present the draft pedestrian level of traffic stress analysis and seek feedback from the Board.

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 becoming more widely utilized as a method for assessing active transportation-friendliness of roads, guiding infrastructure improvements, and improving connectivity for less confident users. The initial draft maps for the Bicycle LTS were provided at the July Board meeting and this item will present the draft Pedestrian LTS analysis as developed thus far. After receiving comments and feedback from the Board, revised maps will be provided at future Board meetings and incorporated into the new Active Transportation Master Plan.

When viewing the attached maps for pedestrian 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 ages and abilities, including children and the elderly.

LTS 2 (Low Stress): Suitable for most adults but not young children.

LTS 3 (Moderate Stress): Acceptable for experienced adults.

LTS 4 (High Stress): Only suitable for the most confident and brave active transportation users.

Budget & Financial Summary:

Attachments:

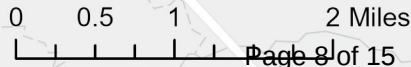
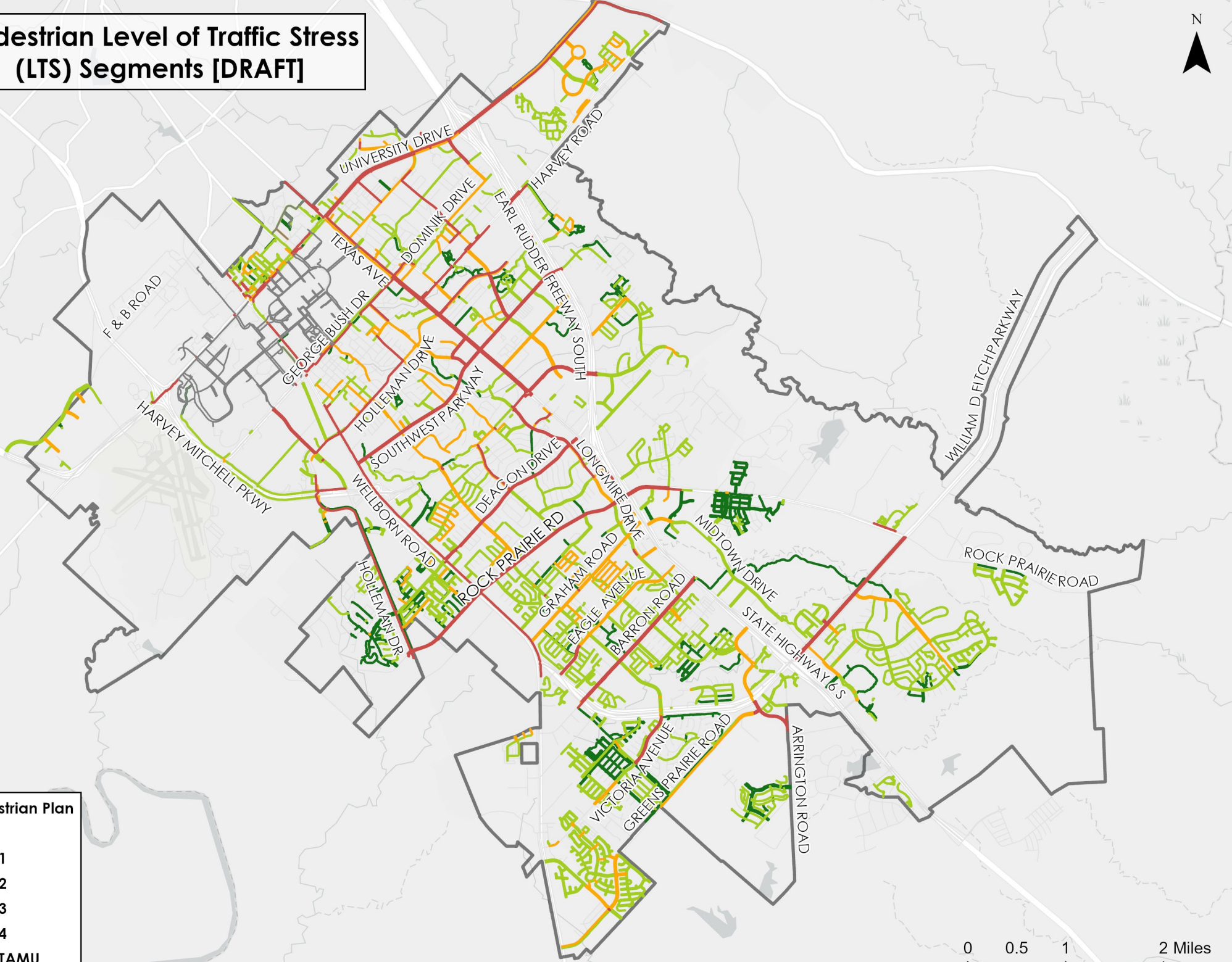
1. Draft Pedestrian LTS Segments Map
2. Draft Pedestrian LTS Crossings Map - North
3. Draft Pedestrian LTS Crossings Map - South

**Pedestrian Level of Traffic Stress
(LTS) Segments [DRAFT]**

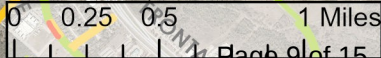
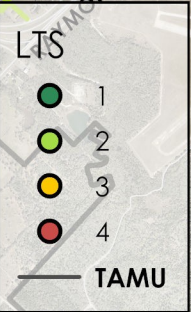


Pedestrian Plan
LTS

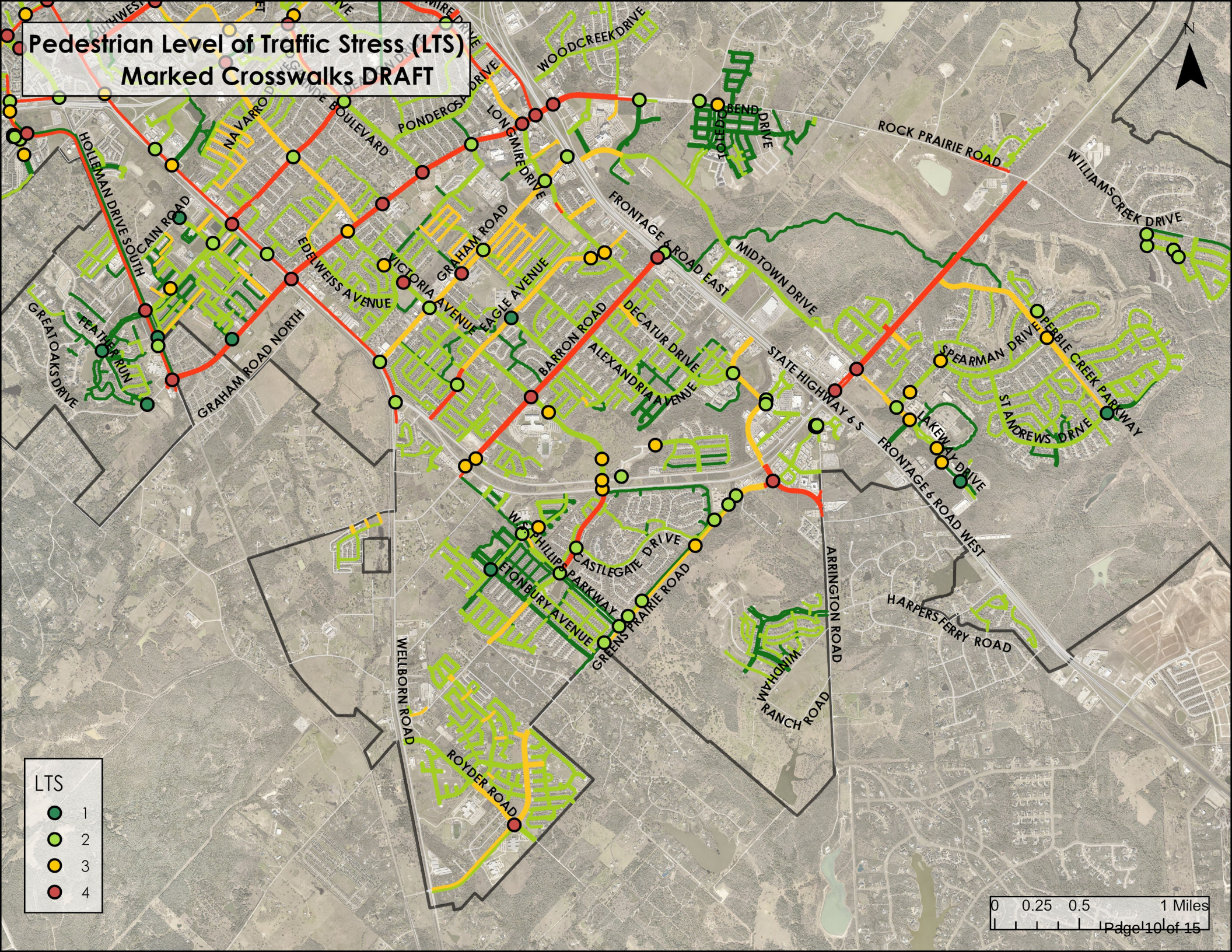
- 1
- 2
- 3
- 4
- TAMU



Pedestrian Level of Traffic Stress (LTS) Marked Crosswalks DRAFT



Pedestrian Level of Traffic Stress (LTS) Marked Crosswalks DRAFT



September 8, 2025

Item No. 3.3.

Active Transportation Master Plan Proposed Programs

Sponsor: Carl Ahrens, Staff Planner

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

Agenda Caption: Presentation, discussion, and possible action regarding proposed programs for the Active Transportation Master Plan.

Relationship to Strategic Goals:

Recommendation(s): Staff is seeking feedback from the Board regarding the proposed programs to include in the new Active Transportation Master Plan.

Summary: This item is to discuss the proposed programs for the Active Transportation Master Plan. The attached documents contain a description of each of the programs and a summary table which states whether the programs are new or a continuation of previous programs and which City departments would assist in their implementation.

Budget & Financial Summary:

Attachments:

1. Master Plan Proposed Programs
2. Programs Summary Table

Active Transportation Programs

Education Programs

1. Strong education and outreach programs should focus on teaching all ages and abilities how to utilize active transportation safely, while also promoting awareness of current regulations. When combined with initiatives that encourage participation, involve careful planning and evaluation, and prioritize public health and safety, these programs can lead to lasting improvements in community well-being. Key collaborators in such efforts may include College Station Parks and Recreation, Police, Public Communications, and Public Works departments, local businesses, healthcare organizations, College Station Independent School District, and Texas A&M University. Educational strategies should be tailored to suit different groups of active transportation users as well as motorists and how they use the transportation system. The following are proposed programs to be carried out over the course of this plan.
 - 1.1. Promote a Safe Routes to School program for students to have safe options to walk, bike, and roll to school. Through this program, it's recommended that the City support activities that correlate with Safe Routes to School while educating the public on how the program should be accomplished. Coordination with the school district and related groups will be key to the success of this program.
 - 1.2. Establish a Share the Road campaign that educates bicyclists and motorists about their rights and responsibilities in sharing roadway space. "Share the Road" signs should be placed along appropriate locations. Along with this, educational and promotional material should be distributed using both print and electronic media.
 - 1.3. Expand the footprint of the bike share program to include more of the city to allow for greater access to bicycle and micromobility options.
 - 1.4. Coordinate with local League Certified Instructors (LCI's) to host classes that cover basic cycling skills, commuting, motorist education, and classes specifically designed for different age groups and abilities.

Encouragement Programs

2. To increase usage of non-vehicular modes of transportation: promotional materials, community events, proclamations, providing end of trip facilities, and partnerships with businesses and other local entities help create avenues to make more users aware of and feel comfortable using the network. Some examples of potential programs are as follows, but not limited to:
 - 2.1. Update maps of where bicycle parking facilities are in the City both on private and public properties to help create an easy to navigate network. This map would include the number of bike racks on the properties and also give a general location of each.
 - 2.2. Develop a wayfinding system for the active transportation network that leads users to key destinations. A clear and easy to follow wayfinding system can encourage citizens to utilize the active transportation system by helping identify a sense of awareness of where they are along their route.
 - 2.3. Promote, encourage, and participate in community active transportation events to promote biking and walking activity. These can be either City or community-led events and should occur multiple times a year to help ensure greater awareness and participation from the public.

- 2.4. Collaborate with local community organizations that promote active transportation to get additional support for implementing identified programs. These partnerships can be with the College Station Independent School District, local bike shops, community advocacy groups and individuals, among other local organizations, and can be used as a method to inform and distribute information.
- 2.5. Recognize May as National Bike Month and promote related events such as Bike to Work Week, Bike to Work Day, National Ride a Bike Day, and the city-initiated Cycle with Council Event.
- 2.6. Maintain and strive toward a higher Bicycle Friendly Community designation through the League of American Bicyclists. Through the implementation of the programs listed in this plan and paired with analyses such as the level of traffic stress, the City shall take action to continue improving the network and its supporting educational components and outreach.
- 2.7. Maintain the Bicycle Friendly Business designation received for City Hall and help provide information to local businesses to become a Bicycle Friendly Business. Public and private investments in bike infrastructure creates positive customer experiences and economic gains across all levels.
- 2.8. Increase awareness of available active transportation programs and eliminate barriers for people who do not typically utilize these modes of travel. These educational programs promote active transportation as a viable and potentially more convenient travel mode choice.
- 2.9. Promote active transportation through social media, newsletters, and City Council proclamations. This includes multilingual communication and involves methods such as local news broadcasting, radio, City podcasts and blogs, utility bill inserts and brochures, educational booklets and others.

Evaluation and Planning Programs

3. To ensure that this plan can not only accomplish what it is set out to achieve, but also that our existing network can handle what is being proposed, continued evaluation and planning will be essential throughout the implementation of this plan. Data driven initiatives paired with visual map aids can provide helpful tools for citizens to use when navigating the system. Evaluation and Planning Programs should be focused on providing safe and comfortable routes and providing information to citizens to help better identify these routes when planning their trips.
 - 3.1. Create an updated inventory of bicycle parking facilities throughout the City and provide adequate bike racks at City properties. Through this effort, the City should consider installing repair stations that include tools for minor bicycle repairs. Through this program, the city should provide assistance to private developments to install bike racks that meet current standards.
 - 3.2. Annually update the bicycle and pedestrian maps on the City's website to reflect the level of stress to include finished projects. This interactive map will provide users the most comfortable route to their destinations.
 - 3.3. Create a travel data collection program to assess travel habits and counts of active transportation users. These counts can be beneficial in planning network expansions/enhancements and understanding where people's frequent trips are. The program can also be used to assess where people are traveling from and to. Before and after data of new project completion should be collected to help analyze the effect the project had on travel in the area.

- 3.4. Provide a walking report card measurement similar to the report card received from the Bicycle Friendly Community designations. The City can utilize data methods from outside organizations to provide an accurate report on the walkability of the community at large. A key metric for creating the report would be analyzing pedestrian connectivity to key destinations like shopping centers, schools, parks, and offices.
- 3.5. Seek out grant funding for various projects with active transportation components, including ADA projects. These can be focused into older existing sections of sidewalks, ramps and paths to bring them into current compliance.
- 3.6. Evaluate best practices and collaborate with peer cities, agencies, and institutions regarding active transportation programs. Using these best practices can aid in growing our own programs and comparing them to other successful implementation initiatives.

Health and Safety Programs

4. Health and safety programs have an important role to ensure that users of the active transportation system can travel safely to and from their destinations. The City will need to lead initiatives such as crash data method evaluations and also aid in citizen lead efforts to create a network that is safe for all ages and abilities. Partnerships with health organizations can help promote active transportation as a healthy way of living, and creating programs that assist in evaluating the overall safety and comfortability of the network will help with ensuring that users are safe, comfortable, and have useable facilities in both their commute and recreational routes.
 - 4.1. Establish partnerships with local and state health organizations to promote active transportation as healthy options for citizens and visitors alike.
 - 4.2. Implement a speed management/reduction program that can supplement the City's traffic calming program to ensure that vehicular traffic does not travel at dangerous speeds in areas that have high counts of active transportation users. An additional speed management program would be focused on active transportation users and provide speed limit signage along off-street shared use paths. This would help create a safer environment for all users along the same shared paths, especially in higher traffic areas.
 - 4.3. Analyze crash data to evaluate if improvements are beneficial to the network. This would include regularly meeting with City departments to assess what the data implications are, and how they could be worked into future projects to reduce road hazards.
 - 4.4. Create a walk and bike audit program to assess safety and comfortability on active transportation routes. These can be City or citizen-led and will be useful in identifying areas that need improvements and addressing desire paths where sidewalks are not currently existing. Walk and bike audits can act as a first step to implementing change in policy as well as design considerations for future projects.

Program Type	Active Transportation Programs	Program Status	Related City Department
Education Programs	1.1 Promote Safe Routes to School	New	Planning & Development Services
	1.2 Create a Share the Road Campaign	Continuing	Planning & Development Services, Police, Public Works
	1.3 Expand the bike share program	New	Planning & Development Services
	1.4 Coordinate with local League Certified Instructors (LCI) to create classes and workshops	New	Planning & Development Services, Police
Encouragement Programs	2.1 Update and maintain inventory of bike racks within the City	Continuing	Planning & Development Services
	2.2 Develop a wayfinding system for the active transportation network that leads users to key destinations	New	Parks and Recreation, Planning & Development Services, Public Works
	2.3 Encourage and participate in community active transportation events	Continuing	Planning & Development Services
	2.4 Collaborate with community organizations to gain additional support for implementing plan programs	Continuing	Neighborhood Services, Planning & Development Services
	2.5 Recognize May as National Bike Month and promote related events	Continuing	Planning & Development Services, Police, Public Communications
	2.6 Maintain and pursue higher Bicycle Friendly Community status through the League of American Bicyclists.	Continuing	Planning & Development Services
	2.7 Maintain the Bicycle Friendly Business designation received for City Hall and support other local businesses in achieving it.	Continuing	Planning & Development Services
	2.8 Increase awareness of available active transportation programs and eliminate barriers for people who do not typically utilize this mode of travel	New	Neighborhood Services, Planning & Development Services
	2.9 Promote active transportation through social media, newsletters, and City Council proclamations	Continuing	Neighborhood Services, Planning & Development Services, Public Communications
Evaluation and Planning Programs	3.1 Assess availability of bike parking facilities and provide adequate bike amenities at all city parks, facilities, and along transit routes	New	Capital Improvements, Parks and Recreation, Planning & Development Services, Public Works
	3.2 Update the bicycle and pedestrian maps on the City's website to reflect the level of stress as projects are finished.	New	Planning & Development Services
	3.3 Create a travel data collection program to assess travel habits and counts of active transportation users.	New	Planning & Development Services, Public Works
	3.4 Provide a walking report card measurement similar to Bicycle Friendly Community designations	New	Planning & Development Services
	3.5 Seek out grant funding for city led ADA projects	New	Capital Improvements, Planning & Development Services
	3.6 Evaluate best practices and collaborate with peer cities, agencies, and institutions regarding active transportation programs	Continuing	Planning & Development Services, University and Community Relations
Health and Safety Programs	4.1 Create partnerships with health organizations at local and state levels	New	Planning & Development Services
	4.2 Speed management program/speed reduction program	New	Parks and Recreation, Planning & Development Services, Public Works
	4.3 Analyze crash data to evaluate if improvements are beneficial	New	Planning & Development Services, Police, Public Works
	4.4 Create a walk and bike audit program to assess safety and comfortability	New	Planning & Development Services, Public Works