



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: 283 217 264 064 007 | Passcode: 6aW3aA9z

Phone: +1 979-431-4880 | Phone Conference: 355 683 545#

The City Council may or may not attend this meeting.

August 17, 2026

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 videoconference call as allowed by 551.127, Texas Government Code. The City uses a third party vendor to host the virtual portion of the meeting; if virtual access is unavailable, meeting access and participation will be in-person only.

1. Call meeting to order and consider absence requests.

2. Hear Visitors.

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

3. Agenda Items.

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

Attachments: 1. July 20 2026 Minutes

3.2. Public Hearing, presentation, discussion, and possible action regarding an Ordinance amending the Comprehensive Plan by amending the Thoroughfare Plan and the Active Transportation Master Plan for the proposed Savannah Oaks Subdivision in south College Station, to realign four thoroughfares, reclassify two thoroughfares, remove a future bicycle pedestrian grade separated crossing, realign the future Alum Creek shared use path, and modify future bike lanes and sidewalks to shared use paths. Case #CPA2026-000008

Sponsors: Jesse DiMeolo

Attachments:

1. Thoroughfare Plan Amendment Exhibit
2. Bicycle Plan Amendment Exhibit
3. Pedestrian Plan Amendment Exhibit
4. Applicants Supporting Information

3.3. Presentation, discussion, and possible action regarding the implementation of a walk and bike audit program.

Sponsors: Carl Ahrens

Attachments:

1. Walk Audit Form
2. Bike Audit Form

3.4. Presentation, discussion, and possible action regarding the development of a fall community bike ride.

Sponsors: Carl Ahrens

3.5. Presentation, discussion, and possible action regarding an update to the status of unfunded standalone sidewalk, shared use path, and bike lane projects.

Sponsors: Jesse DiMeolo

Attachments:

1. Sidewalks Priorities List
2. Shared Use Paths - Along Street Priorities List
3. Shared Use Paths - Off-Street Priorities List
4. Bike Lanes-Bike Facility Priorities List

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

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

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

- September 14, 2026 ~ Bicycle, Pedestrian, and Greenways Advisory Board Meeting ~ 3:30 p.m. ~ 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 August 10, 2026 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.



MINUTES
BICYCLE, PEDESTRIAN, AND GREENWAYS
ADVISORY BOARD MEETING
July 20, 2026

MEMBERS PRESENT: Chairperson Scott Shafer, Carla Robinson, Thomas Woodfin, Neo Jang, Matthew Jackson, and Kathy Langlotz

MEMBERS ABSENT: Joy Chmelar

STAFF PRESENT: Assistant Director of Planning and Development Services Molly Hitchcock, Public Works Graduate Engineer Deanna Ordoñez, Transportation Planning Administrator Jason Schubert, Senior Planner Jesse DiMeolo, Staff Planner Carl Ahrens, and Board Secretary Grecia Fuentes

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

Chairperson Shafer called the meeting to order at 3:31 p.m.

AGENDA ITEM NO. 2: Hear Visitors.

Robert Rose, College Station resident in Crescent Pointe, talked about a situation that claimed the life of a cyclist in a fatal accident with a vehicle this past weekend in Brazos County. He suggested the Board make a motion to consider a response to this event and draft a resolution asking our state leadership to make a legislation named after Hannah Rapp.

AGENDA ITEM NO. 3: Agenda Items.

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

Board Member Woodfin motioned to approve the meeting minutes from May 11th. Board Member Robinson seconded the motion, the minutes were approved 5-0.

AGENDA ITEM NO. 3.2: Public Hearing, presentation, discussion, and possible action regarding an ordinance amending Chapter 2 “Administration,” Article I “In General,” Section 2-3 “City Boards, Commissions, and Committees,” and Appendix A, “Unified Development Ordinance,” Article 2 “Development Review Bodies,” Sections 2.1.B.1 “Appointments” and 2.6 “Bicycle, Pedestrian, and Greenways Advisory Board,” Article 3

“Development Review Procedures,” Section 3.5.C “Concept Plan Approval Process,” Article 8 “Subdivision Design and Improvements,” Sections 8.3.K.2 “Required Sidewalks,” 8.3.K.3 “Sidewalk Exceptions,” 8.3.L.2 “Timing,” 8.3.V.1 “General Requirements,” and 8.4.T “Private Streets and Gating of Roadways,” and Article 11 “Definitions,” Section 11.2 “Defined Terms” of the Code of Ordinances of the City of College Station, Texas, by amending certain sections related to the name, membership, and duties of the Bicycle, Pedestrian, and Greenways Advisory Board and references to the Bicycle, Pedestrian, and Greenways Master Plan. Case #ORDA2026-000010 (Note: This item will be considered at the August 6, 2026 Planning & Zoning Commission meeting with final action considered at the August 27, 2026 City Council meeting ~ Subject to change).

Senior Planner DiMeolo presented changes to Unified Development Ordinance due to the new Active Transportation Master Plan.

Board Member Woodfin asked for clarification on what the program management added language referred to.

Planner DiMeolo clarified that it included but was not limited to programs such as health and safety, education, encouragement, and special events.

The Board agreed to change the language to “event and program management”.

Board Member Jang joined the meeting at 3:52 p.m.

Board Member Robinson asked for the reason for removing the reviewing of plats and site plans listed under Section 2.6 D.1c. on Powers and Duties.

Administrator Schubert said that the change was to reflect how development applications are processed as city staff provide a technical review within a two-week period and the Board only meets monthly so would not be able to complete that in a timely manner. He added that staff bring regular updates of projects of note and informs the Board of upcoming meetings for capital projects done by the City so the Board could have more involvement in the development of those.

Assistant Director Hitchcock added that some development applications must be approved within a certain timeframe otherwise they get approved automatically. She said that staff was trying to focus the input of the Board where there could be a greater impact.

Board Member Robinson motioned to recommend the approval of the changes to the Unified Development Ordinance including the specific language change for “event and program management.” Board Member Woodfin seconded the motion. Motion was approved 6-0.

AGENDA ITEM NO. 3.3: Public Hearing, presentation, discussion, and possible action regarding an Ordinance amending the Comprehensive Plan by amending the Thoroughfare Plan and Active Transportation Master Plan to remove the future extension of Corporate Parkway, a Major Collector, between Midtown Drive and William D. Fitch Parkway

including associated future bike lanes and sidewalks along with the realignment of the future Spring Creek trail to the existing Lick Creek trail. Case #CPA2026-000010 (Note: This item is tentatively scheduled for the August 6, 2026 Planning & Zoning Commission meeting with final action tentatively scheduled for the August 27, 2026 City Council meeting ~ Subject to change).

Administrator Schubert presented the changes to the Comprehensive Plan to the Board by recommending the removal of the future extension of Corporate Parkway and related changes.

Chairperson Shafer asked if as the city developed infrastructure in that area if there would be bike and pedestrian facilities built with capital improvement projects.

Administration Schubert said that the design being developed by the City is there are streets that will be built within the development that are planned to have shared-use paths on both sides and the existing Lick Creek trail and future Spring Creek trail would remain.

Chairperson Shafer shared his and the committee's concern for a reasonable buffer from the existing Lick Creek trail and reasonable connectivity for people traveling through the area of the park to the ballfields.

Board Member Woodfin raised concern about drainage from the ballfields near the trail.

Chairperson Shafer asked staff, if possible, for the Board to look at the plans and discuss them to have their recommendations to City Council.

Administrator Schubert said that ultimately City Council will make the decision on the details like if there is a required buffer from the Lick Creek trail and other details.

Chairperson Shafer opened the Public Hearing.

Robert Rose, resident of Crescent Pointe, shared a concern on how people would travel through the park and how it will affect the active transportation users since the trail would be taking them around the park and not through it.

Chairperson Shafer closed the Public Hearing.

Board Member Woodfin moved to recommend approval of the amendment of the Thoroughfare Plan and Active Transportation Master Plan. Board Member Jang seconded the motion. Motion was approved 6-0.

AGENDA ITEM NO. 3.4: Presentation, discussion, and possible action regarding the development of a fall community bike ride.

Staff Planner Ahrens presented a fall bike ride proposed for Saturday, October 10th. The route will start at City Hall, go to Midtown Park in Bryan where the local Farmer's Market will be held, and return to City Hall.

Chairperson Shafer asked to share details on the grant.

Chuck Martinez, Board Secretary of Bryan College Station Sister Cities Association, spoke about the mission of this association to be able to facilitate cultural understanding, education, relationships and technical and economic development exchange and the development of the grant.

Board Member Jang asked if there would be some kind of protection for participants along the route.

Planner Ahrens said that each city would be working through it to review any street closures, police escorts or C-STEP Team helping block intersections. More details will be provided at upcoming meetings as they are available.

AGENDA ITEM NO. 3.5: Presentation, discussion, and possible action regarding the implementation of a walk and bike audit program

The Board agreed to postpone this item to August Board meeting.

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 said the Harvey District Plan had its kick-off meeting on June 23rd and the planning effort will include bicycle and pedestrian feasibility study of select corridors as done last year that will be brought to the Board at a future meeting.
 - Board Member Jang said there will be a candlelight vigil for Hannah Rapp on Wednesday, July 22nd at 8:30pm at the Bryan Box Gym.
 - Board Member Langlotz stated that Hannah's funeral was scheduled for the afternoon of Thursday, July 23rd.
- b) Capital and Private Project Updates –
 - Administrator Schubert said CDBG is funding the construction of sidewalks on Welsh Avenue down to Nevada Street and that the design is currently at 90%.

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

- a) August 17, 2026 ~ 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 to follow up on the crossing at Southwest Parkway and Lemon tree and Bee Creek Trail. He asked the Board to think about how to use activated signage to make motorized more aware of these crossings.

Board Member Woodfin shared a map from Madison Wisconsin Dane County bike map. The map is labeled at levels of Most Comfortable, Somewhat Comfortable and Least Comfortable.

Board Member Jang shared his experience with the new raised crossings on Welsh Avenue at A&M Consolidated High School. He mentioned that the elevation was subtle and what could be done of the depth of these midblock crossings.

Board Member Jackson stated an issue on Eagle Ave he has experienced where there is not a pedestrian ramp on the opposite side of the street to cross and get on the sidewalk.

AGENDA ITEM NO. 5: Adjourn

The meeting adjourned at 5:07 p.m.

APPROVED:

ATTEST:

Scott Shafer, Chairperson

Grecia Fuentes, Board Secretary

August 17, 2026

Item No. 3.2.

Savannah Oaks Thoroughfare Plan and Active Transportation Master Plan Amendments

Sponsor: Jesse DiMeolo

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

Agenda Caption: Public Hearing, presentation, discussion, and possible action regarding an Ordinance amending the Comprehensive Plan by amending the Thoroughfare Plan and the Active Transportation Master Plan for the proposed Savannah Oaks Subdivision in south College Station, to realign four thoroughfares, reclassify two thoroughfares, remove a future bicycle pedestrian grade separated crossing, realign the future Alum Creek shared use path, and modify future bike lanes and sidewalks to shared use paths. Case #CPA2026-000008

Relationship to Strategic Goals:

Improving Mobility

Recommendation(s): Staff recommends approval of the request.

Summary: The Savannah Oaks property is an approximately 1,266-acre tract located along State Highway 6 between the Pebble Creek and Southern Pointe developments. The applicant is requesting amendments to the City's Thoroughfare Plan to modify several planned roadway alignments and classifications within and adjacent to the property. At a broad level, the proposed changes to the Thoroughfare Plan include realigning a future minor arterial and two future major collectors and reclassifying a future major collector to a minor collector and a future minor collector to a major collector. The requested amendments to the Active Transportation Master Plan include removing a future bicycle/pedestrian grade separation of future Lakeway Drive, converting future bike lanes and sidewalks into future shared use paths along all thoroughfares within the development, and modifying the alignment and extent of the future Alum Creek shared use path. The location of each specific change is identified in the attached exhibits.

The proposed amendments are being considered in conjunction with a request to rezone the property to a Planned Development District (PDD), which is currently under review. Together, these requests would establish a revised framework for the future development of the Savannah Oaks property and the surrounding transportation network as the area continues to grow and develop.

REVIEW CRITERIA

1. Changed or changing conditions in the subject area of the City:

The subject property and many of the properties to the north, east, and south are designated as Suburban Residential and Natural & Open Areas. The Suburban Residential land use designation is generally for areas that are appropriate for single-family residential areas that consist of low to moderate density single-family lots. Properties to the west along State Highway 6 are designated as General Commercial. This designation is for areas of commercial activities that cater to both nearby residents and to the larger community or region. Generally, these areas tend to be large and located along regionally significant roads. Due to their context, these areas tend to prioritize automobile mobility.

Since the adoption of the Comprehensive Plan and subsequent updates to the Thoroughfare Plan and Active Transportation Master Plan, development activity in southeast College Station has

changed. As a result, the planned transportation network can be refined to better reflect existing development patterns, property boundaries, environmental constraints, anticipated travel demand, and access needs. The proposed amendments update the functional classification and alignment of several planned roadways and modify the alignment and extent of the future Alum Creek trail to better connect the area while at the same time protecting an environmentally sensitive watershed.

2. Compatibility with the existing uses, development patterns, and character of the immediate area concerned, the general area, and the City as a whole:

The City's Thoroughfare Plan and Active Transportation Master Plan include numerous planned roadway and active transportation facilities traversing this approximately 1,200-acre tract, making this Comprehensive Plan amendment request more extensive and involved. The subject tract is currently known as the future Savannah Oaks development and is located within a developing area of southeast College Station where large master-planned developments, including Southern Pointe and Pebble Creek, are shaping the future transportation network. As development has progressed, the locations of utility corridors, environmental features, property boundaries, and planned access points have become more defined, allowing for refinement of the City's long-range transportation plans within the development.

The proposed amendment modifies the alignment and functional classification of several planned roadways and active transportation facilities to better coordinate with the proposed development pattern and existing site constraints. The amendments continue to provide multimodal connectivity throughout the area while improving the relationship between the transportation network and adjacent land uses. Overall, the proposed changes are compatible with the evolving development pattern of the immediate area and support the orderly expansion of the City's transportation network as development occurs.

3. Impact on environmentally sensitive and natural areas:

A significant portion of the Savannah Oaks property is designated as Natural and Open Areas in the City's Comprehensive Plan and contains environmentally sensitive features associated with the Alum Creek tributary and its adjacent floodplain. As part of the associated Planned Development District (PDD) rezoning request, the City's Parks and Recreation Department is continuing to evaluate which portions of these areas will ultimately be accepted as parkland dedication. Consequently, the final extent and configuration of publicly dedicated open space has not yet been determined.

The proposed amendment provides flexibility for the future active transportation network to respond to these environmental features while preserving connectivity throughout the site. Rather than establishing a fixed alignment through the floodplain at this stage, the amendment allows the shared use path to generally follow the Alum Creek corridor, with the final alignment to be determined during the Preliminary Plan process once parkland dedication, drainage improvements, and environmental constraints have been finalized. This approach allows the trail to be designed in coordination with the ultimate park configuration while minimizing impacts on environmentally sensitive areas and maintaining the City's long-term active transportation objectives.

4. Impacts on infrastructure including water, wastewater, drainage, and the transportation network:

Water and wastewater services will be provided by the City of College Station. The subject property is in the Alum Creek Drainage Basin and drains to Tributaries 2 & 4 of Alum Creek as well as to Alum Creek directly. Drainage and any other infrastructure required for site development shall be designed and constructed in accordance with the BCS Unified Design Guidelines.

The subject property has frontage to State Highway 6 South, which is designated as a Freeway/Expressway on the City's Thoroughfare Plan. Several other thoroughfares are planned to be stubbed to the subject tract. They are as follows:

- Lakeway Drive (from the north)
- Mather Parkway (from Southern Pointe to the south)
- Southern Pointe Parkway (from Southern Pointe to the west)
- Pipeline Road (from the south)
- Two pairs of Minor Arterial and Minor Collector roadways (from the east in the ETJ)

A Traffic Impact Analysis (TIA) was submitted in support of the associated PDD rezoning request and will be discussed with the rezoning staff report. In the attached "Thoroughfare Plan" exhibit, callout item #3 shows the proposed reclassification of the north-south roadway from a major collector to a minor collector and is the amendment most directly supported by the TIA. The analysis projects approximately 2,750 average daily trips (ADT) on this roadway in the future. Based on this projected traffic volume, the applicant states that a two-lane minor collector, consistent with the Bryan-College Station Unified Design Guidelines, is sufficient to accommodate the anticipated traffic demand.

5. Consistency with the goals and strategies set forth in the Comprehensive Plan:

The proposed amendment remains consistent with the Comprehensive Plan's vision of providing a safe, connected, and context-sensitive multimodal transportation network while allowing the City's long-range transportation plans to evolve as development occurs. The amendment refines the planned roadway and active transportation network to better reflect existing site conditions, environmental features, projected travel demand, and the proposed development pattern for Savannah Oaks.

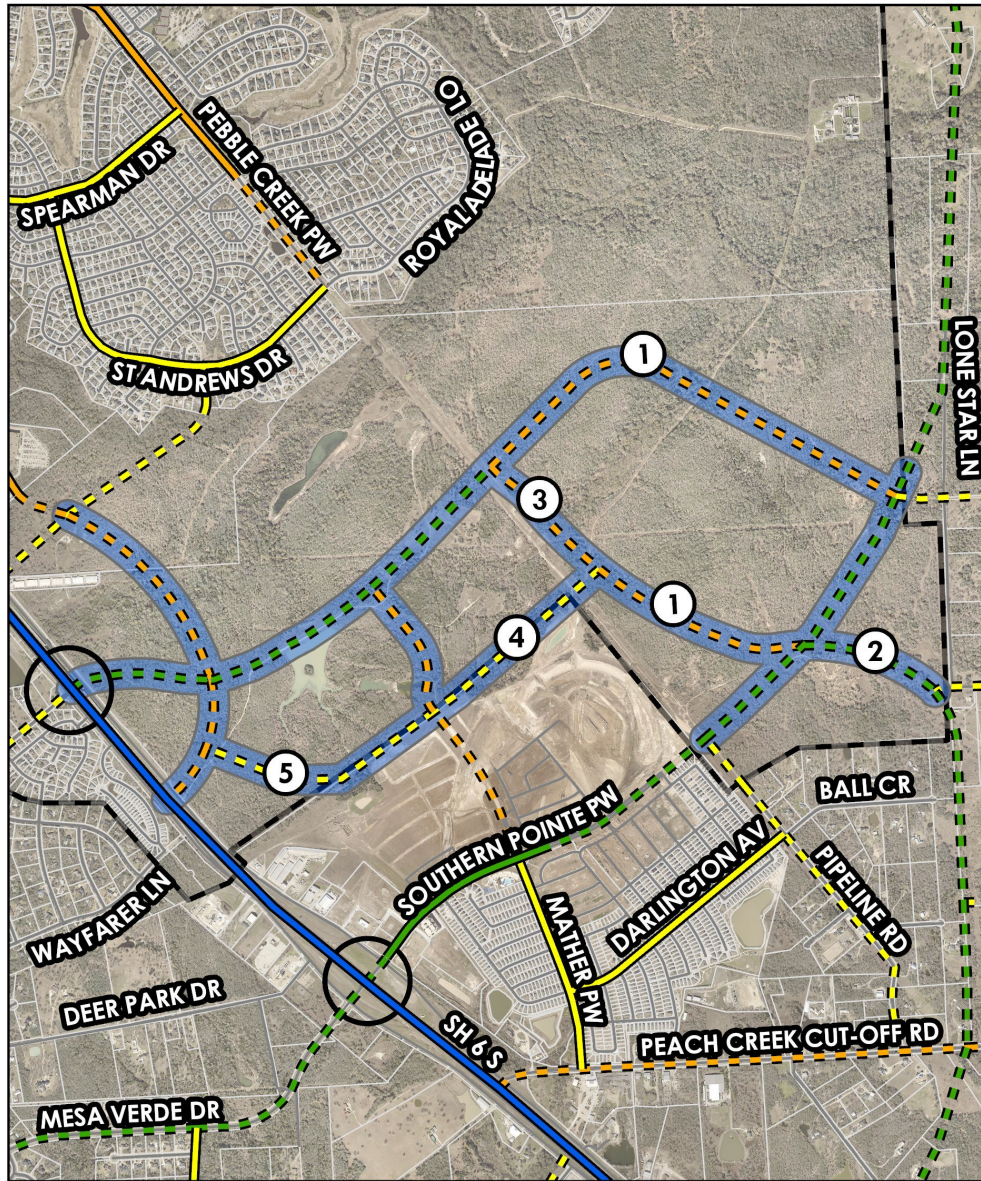
The proposed changes support Comprehensive Plan Strategic Action 6.1 by promoting context-sensitive transportation planning and Strategic Action 5.14, which prioritizes connections between parks, greenways, community facilities, and other destinations as identified in both the Active Transportation Master Plan and the Parks Master Plan. While the amendment modifies the alignment of the proposed shared use path, it maintains the intent of these plans by preserving multimodal connectivity while allowing the final trail alignment to be coordinated with future parkland dedication, environmental features, and the Preliminary Plan process. Although the amendment modifies the location and functional classification of several planned transportation facilities, the overall objective of providing a connected multimodal transportation system is maintained.

Budget & Financial Summary:

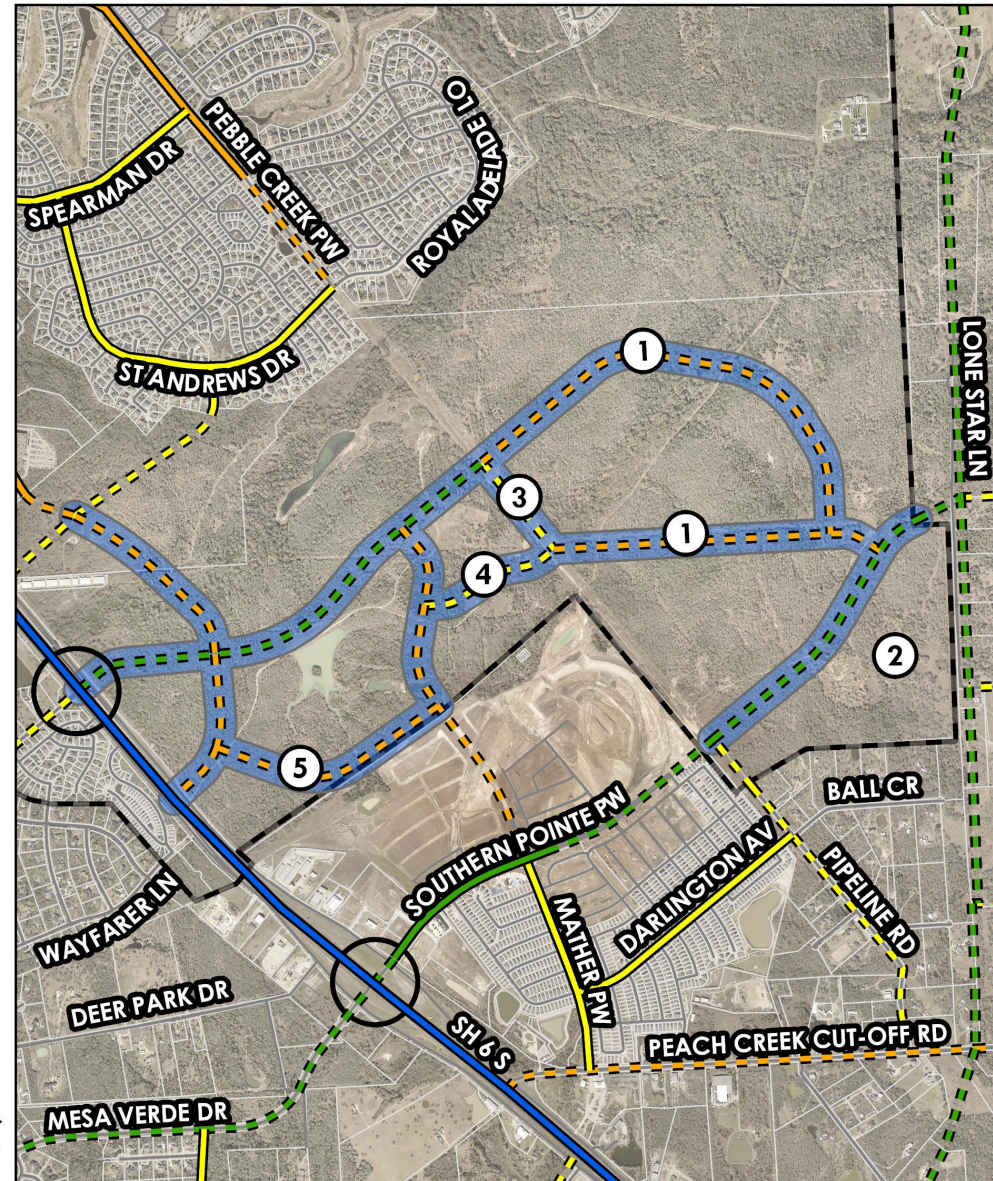
Attachments:

1. Thoroughfare Plan Amendment Exhibit
2. Bicycle Plan Amendment Exhibit
3. Pedestrian Plan Amendment Exhibit
4. Applicants Supporting Information

EXISTING THOROUGHFARE PLAN



PROPOSED THOROUGHFARE PLAN

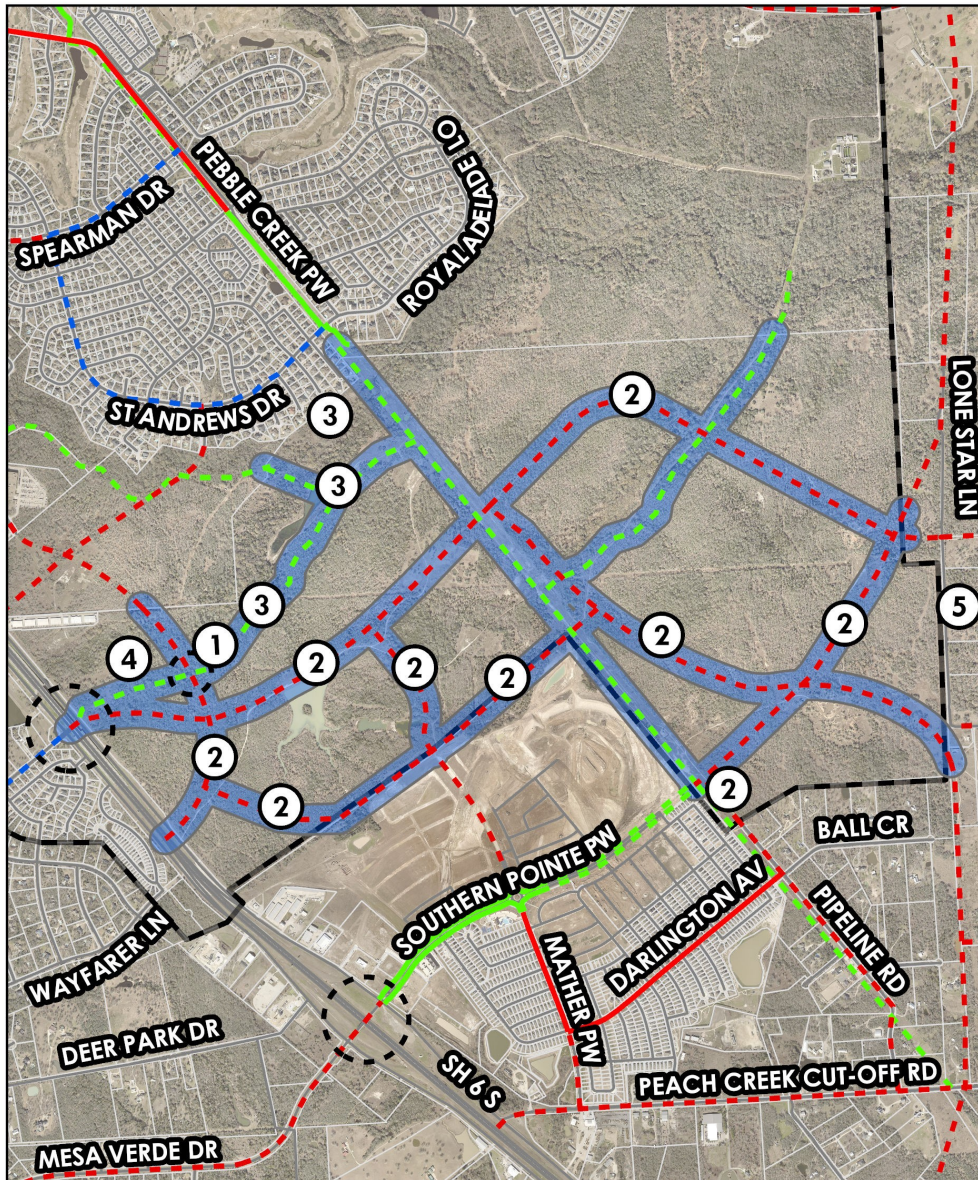


Proposed Thoroughfare Plan Amendment - Savannah Oaks

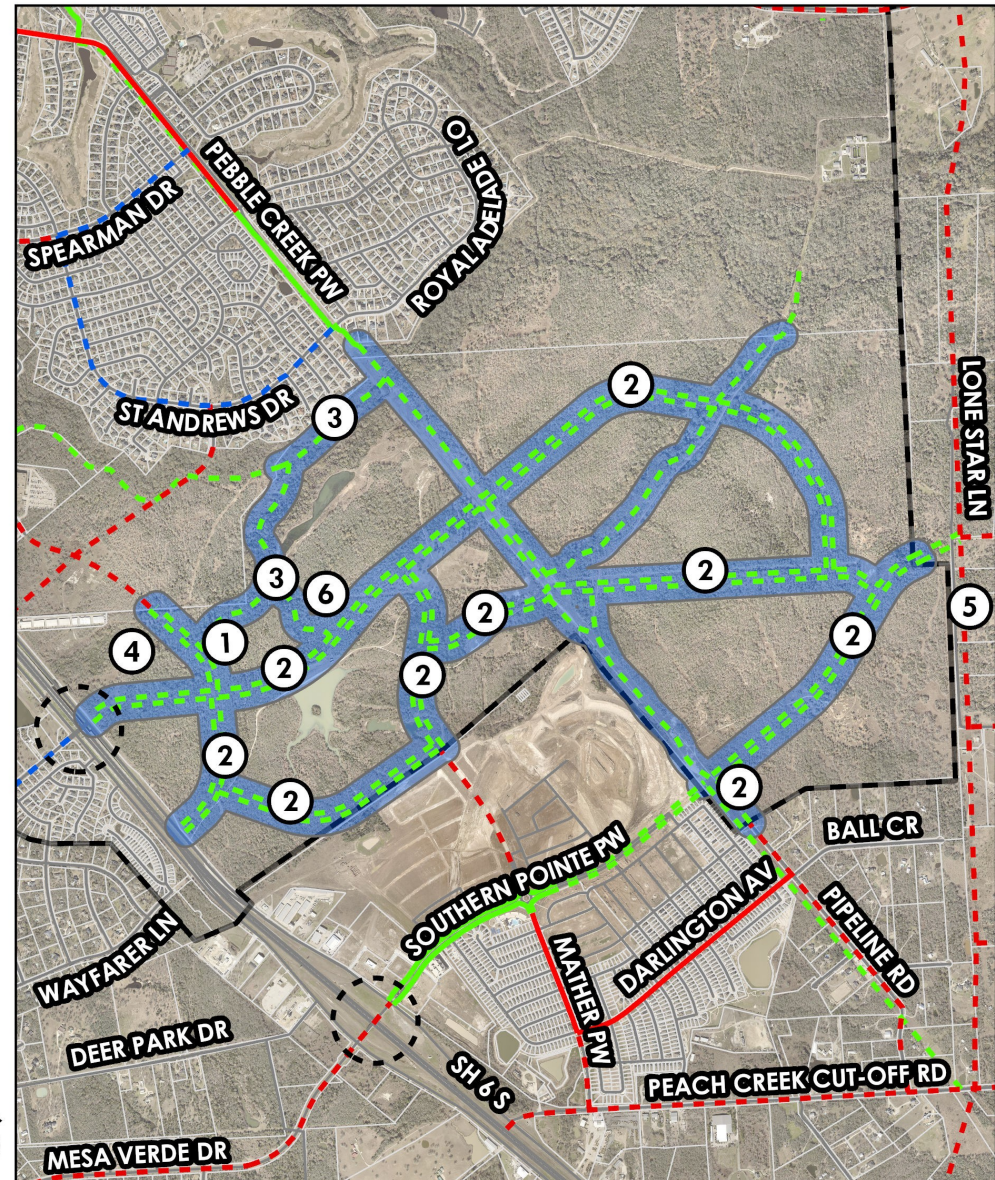
- ① Realignment of proposed major collector
- ② Realignment of proposed minor arterial
- ③ Reclassification from proposed major collector to minor collector
- ④ Realignment of proposed minor collector
- ⑤ Reclassification from proposed minor collector to major collector

- / ◌ Grade Separation - Existing/Proposed
- / — Freeway/Expressway - Existing/Proposed
- / — 6 Lane Major Arterial - Existing/Proposed
- / — 4 Lane Major Arterial - Existing/Proposed
- / — Minor Arterial - Existing/Proposed
- / — Major Collector - Existing/Proposed
- / — Minor Collector - Existing/Proposed

EXISTING BICYCLE PLAN



PROPOSED BICYCLE PLAN

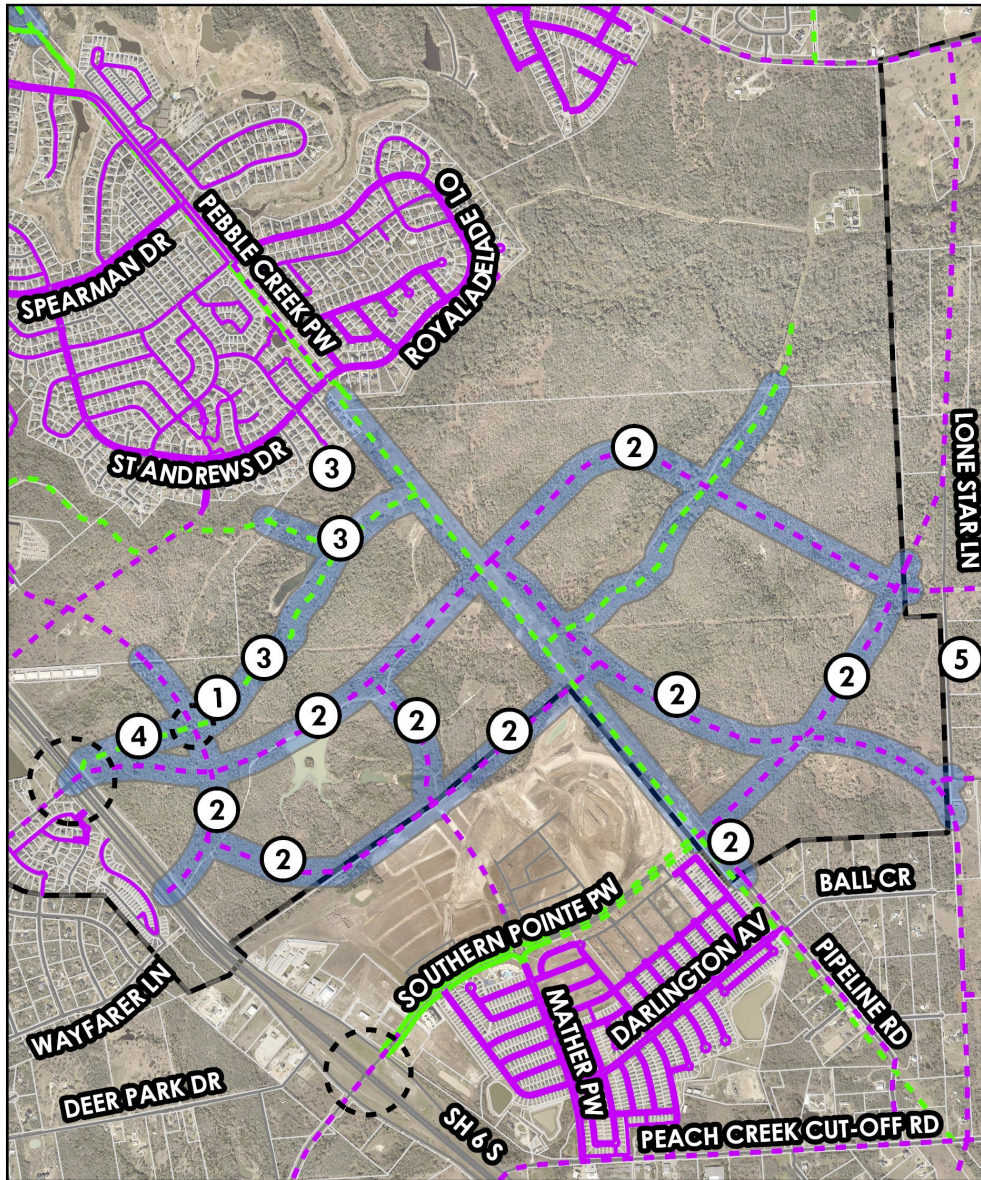


Proposed Bicycle Plan Amendment - Savannah Oaks

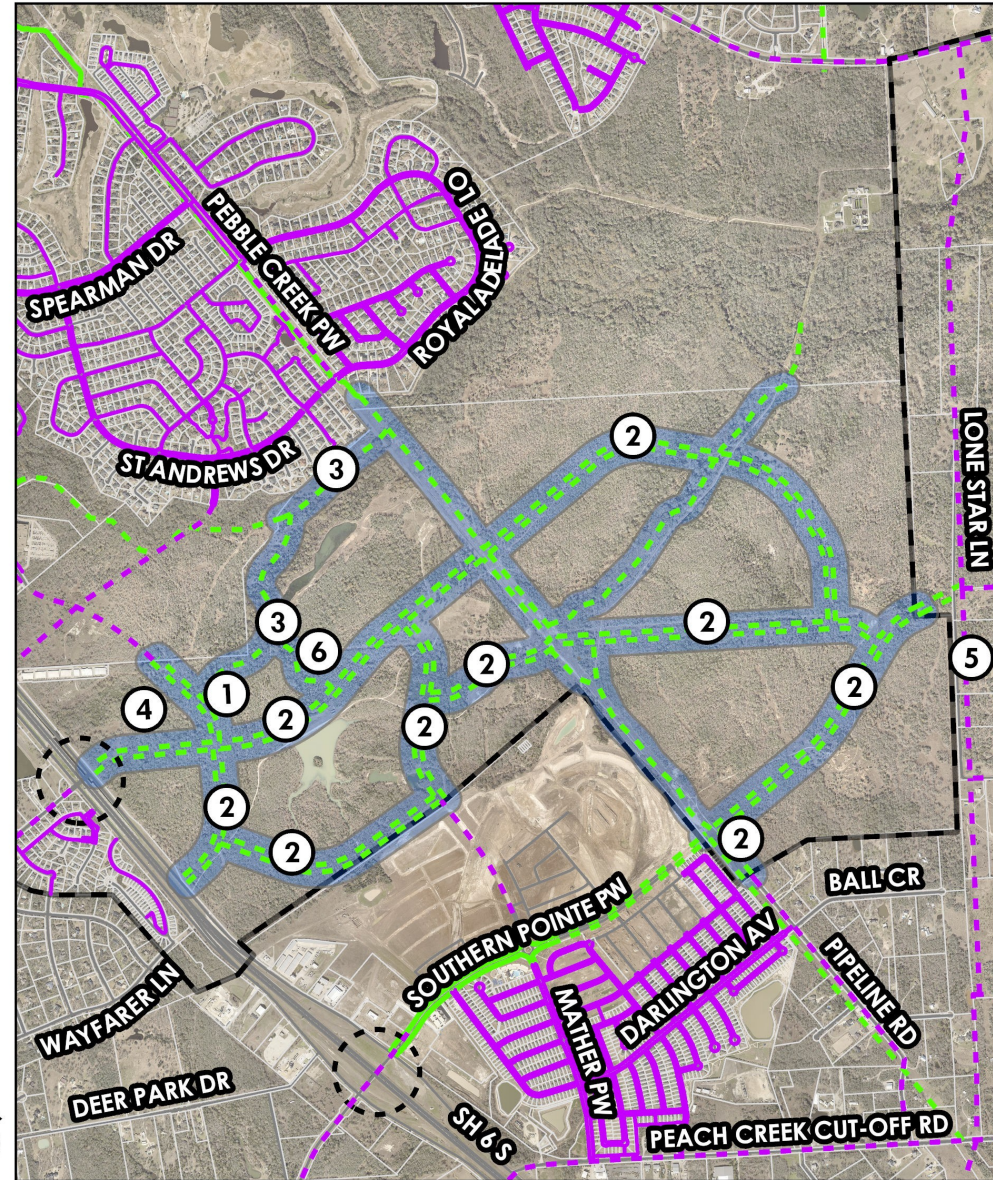
- ① Removal of proposed grade separated crossing
- ② Reclassification and realignment of proposed bike facility to proposed shared use path
- ③ Realignment of proposed shared use path
- ④ Removal of proposed shared use path
- ⑤ Realignment of proposed bike facility
- ⑥ Addition of proposed shared use path

- / - - - / - · - · - Bike Facility - Existing/Funded/Proposed
- / - - - Bike Route - Existing/Proposed
- / - - - / - · - · - Shared-use Path - Existing/Funded/Proposed
- / ○ / ○ Grade Separation - Existing/Funded/Proposed

EXISTING PEDESTRIAN PLAN



PROPOSED PEDESTRIAN PLAN



Proposed Pedestrian Plan Amendment - Savannah Oaks

- ① Removal of proposed grade separated crossing
- ② Reclassification and realignment of proposed sidewalk to proposed shared use path
- ③ Realignment of proposed shared use path
- ④ Removal of proposed shared use path
- ⑤ Realignment of proposed sidewalk
- ⑥ Addition of proposed shared use path

- / — / — Sidewalk - Existing/Funded/Proposed
- / — / — Shared-use Path - Existing/Funded/Proposed
- / ○ / ○ Grade Separation - Existing/Funded/Proposed



COMP PLAN APPLICATION SUPPORTING INFORMATION

Updated 6/26/2026

Name of Project: ROADWAY AND SHARED USE PATH CHANGES (CPA2026-000008)

Address: N/A

Legal Description: A021001, S D SMITH (ICL), TRACT 21, 1265.851 ACRES, & A020201 SW ROBERTSON

Total Acreage: 1266

Applicant: SILVERFIN LAND DEVELOPMENT LLC

Property Owner: SILVERFIN CS LAND LLC

What element of the Comprehensive Plan and at what location is requested to be amended?

As demonstrated on the attached exhibits, the alignment of shared use paths and the alignment of the road network within Savannah Oaks.

What is the amendment requested?

The alignment of shared use paths and the alignment of the road network within Savannah Oaks

What is the reason for the amendment?

The current alignment has significant impact on the development potential for the property. The proposed realignment improves connectivity, reduces conflict points between pedestrians/cyclists and vehicular traffic, and reflects the proposed development conditions while increasing the commercial and residential offerings. In addition, the proposed alignment strategically utilizes existing pipeline corridors and natural topography creating more efficient and functional land use.

By incorporating these existing constraints and natural features into the overall planning framework, the development is able to maximize usable acreage, improve site circulation, reduce grading impacts, and support a more cohesive integration of residential, commercial and open space areas.

How will this change be compatible with the existing uses, development patterns, and character of the immediate area concerned, the general area, and the city as a whole?

The broader context within the subject area of the City reflects ongoing growth and development pressures, along with a continued emphasis on aligning infrastructure with current and anticipated land-use patterns. As surrounding areas continue to develop, there is an increasing need for roadway and pedestrian networks that support efficient traffic distribution, phased development, and improved multimodal connectivity. The revised Savannah Oaks alignment responds to these evolving conditions by better integrating transportation infrastructure with existing easements, topography, and planned development in the area.

In contrast, the removal of the Pebble Creek Parkway connection creates a significant gap in the planned east–west roadway network, eliminating a key element of continuity intended to support regional circulation. This change alters the intended function of the overall roadway system and reduces the effectiveness of the broader network by limiting planned connectivity and interdependence between internal and external routes. As a result, the roadway system would not operate as originally envisioned in the approved framework, reinforcing the need to reevaluate and adjust the alignment to ensure the network functions as intended.

Given the improved efficiency, development coordination, and mobility benefits provided by the revised Savannah Oaks alignments, and the substantial adverse impacts associated with removing the Pebble Creek Parkway connection, a Comprehensive Plan amendment is warranted to formally adopt the proposed roadway and shared-use path network revisions.

Explain the impact on environmentally sensitive and natural areas and infrastructure, including water, wastewater, drainage and transportation network.

The revised alignments maintain the intended function of the shared use paths while better integrating with surrounding land uses and existing development patterns. The proposed road network changes better align with current and future roadway access for adjacent properties and remain consistent with the scale and character of Savannah Oaks and the surrounding area of the College Station.

In addition, the proposed alignment strategically utilizes existing pipeline corridors and responds to the natural topography of the site to create more efficient and functional land use patterns. By incorporating these existing constraints and natural features into the overall planning framework, the development can maximize usable acreage, improve site circulation, reduce grading impacts, and support cohesive integration between residential, commercial, open space elements.

The modifications also provide appropriate transitions between land uses, reinforce planned connectivity throughout the area, and support coordinated infrastructure placement. Overall, the proposed changes are compatible with the character and development patterns of the immediate

area and further the broader planning objectives of the City by promoting orderly growth, efficient infrastructure, and thoughtful site design.

Explain how this change will be consistent with the goals and strategies set forth in the Comprehensive Plan.

The revised alignments maintain the intended function of the shared use paths while better integrating with surrounding land uses and existing development patterns. The proposed road network changes better align with current and future roadway access for adjacent properties and remain consistent with the scale and character of Savannah Oaks and the surrounding area of the College Station.

In addition, the proposed alignment strategically utilizes existing pipeline corridors and responds to the natural topography of the site to create more efficient and functional land use patterns. By incorporating these existing constraints and natural features into the overall planning framework, the development can maximize usable acreage, improve site circulation, reduce grading impacts, and support cohesive integration between land uses.

The modifications also provide appropriate transitions between land uses, reinforce planned connectivity throughout the area, and support coordinated infrastructure placement. Overall, the proposed changes are compatible with the character and development patterns of the immediate area and further the broader planning objectives of the City by promoting orderly growth, efficient infrastructure, and thoughtful site design.

Environmental Impact

The proposed roadway and shared-use path modifications are intended to minimize impacts to environmentally sensitive areas while maintaining the overall connectivity objectives of the Comprehensive Plan.

The revised shared-use path alignment avoids portions of the site characterized by significant topographic variation, mature-wooded areas, and other environmental constraints. Construction of the originally planned alignment would require substantial clearing, grading, drainage improvements, and long-term maintenance activities within areas containing natural environmental features. By relocating portions of the shared-use path to the Savannah Oaks Boulevard corridor and utilizing planned transportation infrastructure corridors, the amendment substantially reduces disturbance to existing vegetation, preserves larger contiguous natural open space areas, and minimizes encroachment into environmentally sensitive portions of the site.

The amendment also removes the previously contemplated shared-use path extension between Lakeway Drive and the Highway 6 frontage road. The original alignment would require the path to traverse areas constrained by Alum Creek, challenging topography, and proposed commercial

development. The revised approach directs users to the planned shared-use path network along Lakeway Drive and Savannah Oaks Boulevard, maintaining equivalent connectivity while avoiding construction impacts within environmentally constrained areas and reducing potential conflicts associated with routing a shared-use path through commercial development.

The roadway modifications similarly reduce environmental impacts by utilizing existing utility and infrastructure corridors where feasible and by responding to the site's natural topography. The proposed roadway network promotes efficient land use patterns and maximizes double-loaded street segments, reducing the need for additional roadway infrastructure, clearing, grading, and associated utility extensions.

No significant impacts to planned water, wastewater, or drainage infrastructure are anticipated. The proposed roadway and shared-use path modifications remain consistent with the overall utility and drainage framework previously contemplated for the development. Overall, the amendment better balances transportation objectives, environmental stewardship, and efficient infrastructure planning while preserving the functionality of the City's planned transportation network.

Infrastructure Impact

No significant impacts to water, wastewater, or drainage infrastructure are anticipated as a result of the proposed changes. The revised alignments remain consistent with the planned utility framework and do not materially increase overall utility demand or alter the established drainage strategy for the site.

Goals and Objectives

The proposed amendment remains consistent with the Comprehensive Plan's goals related to transportation, connectivity, environmental stewardship, and coordinated infrastructure planning.

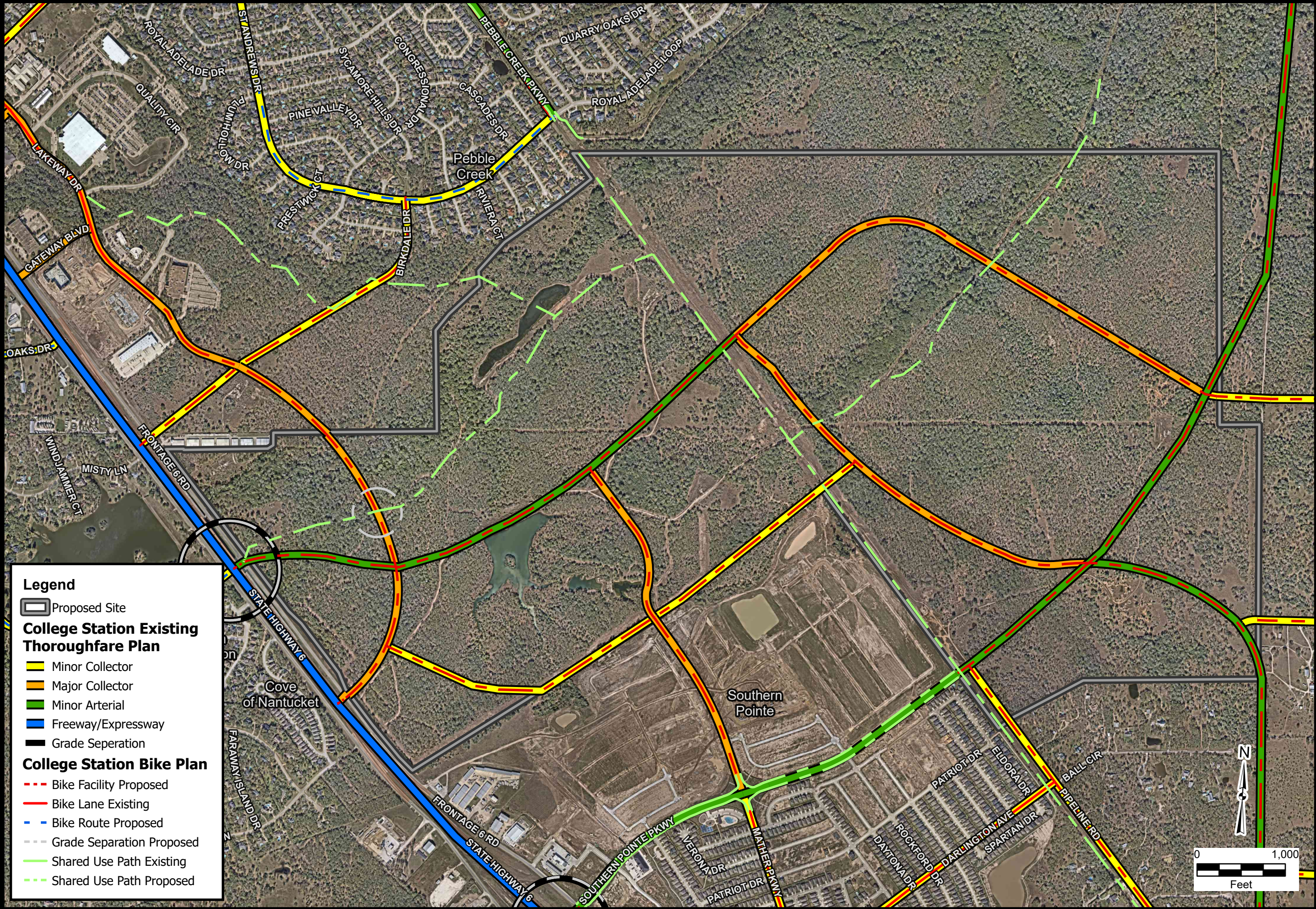
The proposed shared-use path modifications continue to provide connectivity between residential areas, parks, open spaces, commercial destinations, and the broader shared-use path network. While portions of the alignment are relocated from a greenway setting to the Savannah Oaks Boulevard corridor, the revised alignment maintains the intended network connections and continues to support pedestrian and bicycle mobility throughout the development and to adjacent destinations, including Lick Creek Park.

The amendment also advances Comprehensive Plan objectives related to efficient infrastructure placement and responsible environmental management. The revised alignment avoids areas with significant topographic constraints, mature vegetation, and other natural features that would require substantial disturbance to accommodate construction. By locating portions of the shared-use path within planned transportation corridors, the amendment reduces environmental impacts, minimizes grading requirements, and improves long-term maintainability of public infrastructure.

The roadway modifications further support Comprehensive Plan policies encouraging coordinated transportation planning and efficient use of infrastructure corridors. Several roadway alignments have been refined to better respond to existing utility easements, pipeline corridors, adjacent development patterns, and projected traffic demands identified in the Traffic Impact Analysis. In particular, the proposed roadway classification adjustments reflect current traffic projections while recognizing physical constraints associated with existing utility infrastructure.

The amendment preserves the overall connectivity and function of the transportation network while allowing infrastructure to be located in a manner that is more compatible with existing site conditions and future development patterns. Collectively, the proposed changes support the Comprehensive Plan's broader objectives of orderly growth, efficient infrastructure investment, environmental preservation, and development of a connected transportation system.

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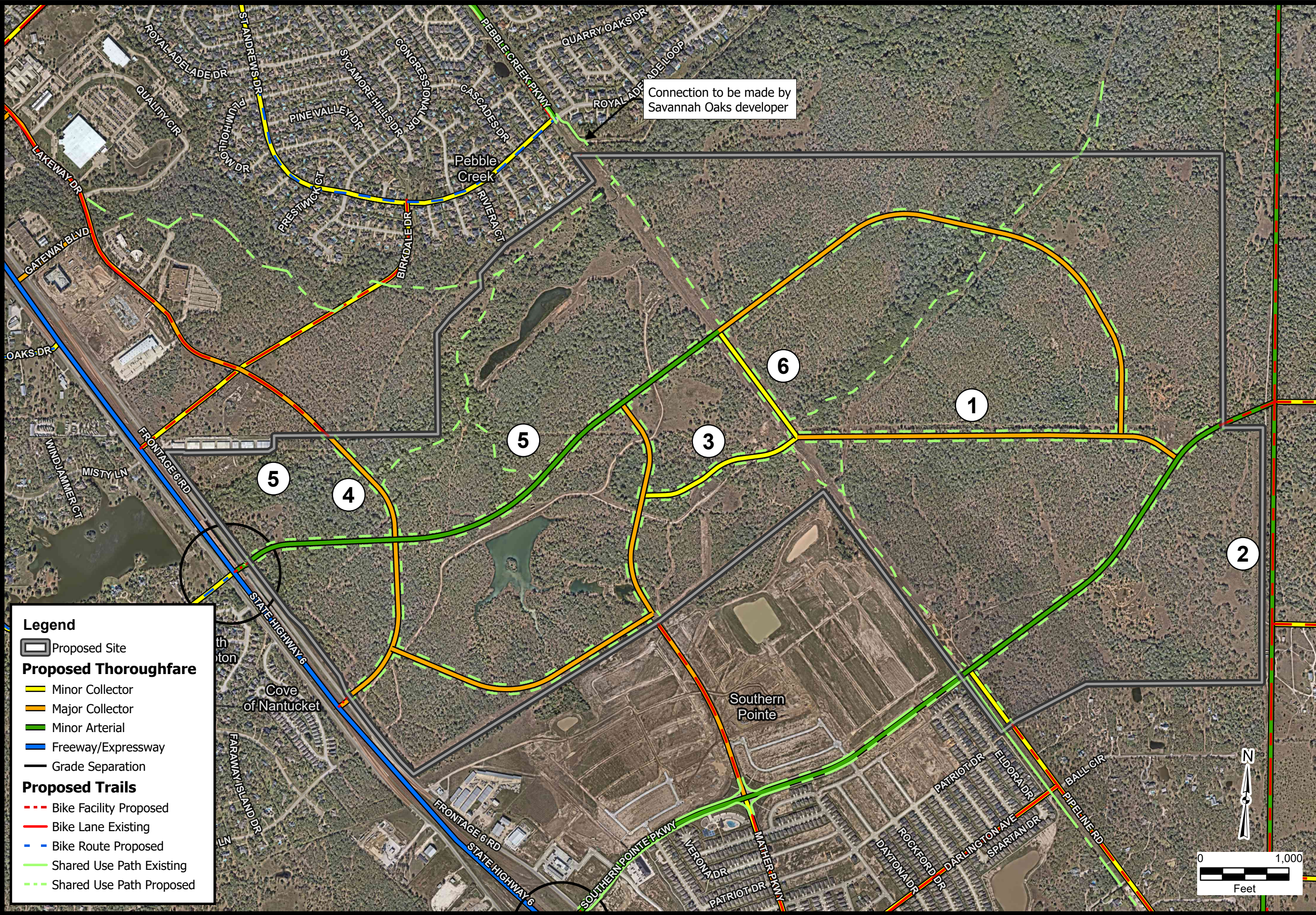
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SAVANNAH OAKS
EXISTING ROADWAYS EXHIBIT
COLLEGE STATION, TEXAS

PAPE-DAWSON
1672 INDEPENDENCE DR, STE 102 | NEW BRAUNFELS, TX 78132 | 830.632.5633
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

JOB NO.	30099-00
DATE	Jun 2026
DESIGNER	HF
DRAWN	AC
CHECKED	CT
SHEET	1.0

Date: Jun 25, 2026 11:25 AM User: acle
File: O:\Users\ACole\Exhibits\CTran\260311_SavannahOaks.aprx Layout: SavannahOaks_ProposedRoadways_11x17L Map: CStat_ProposedRoadways
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SAVANNAH OAKS
PROPOSED ROADWAYS EXHIBIT
COLLEGE STATION, TEXAS

JOB NO.	30099-00
DATE	Jun 2026
DESIGNER	HF
DRAWN	AC
CHECKED	CT
SHEET	1.0

August 17, 2026
Item No. 3.3.
Walk and Bike Audit Program

Sponsor: Carl Ahrens, Staff Planner

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

Agenda Caption: Presentation, discussion, and possible action regarding the implementation of a walk and bike audit program.

Relationship to Strategic Goals:

Recommendation(s): Staff recommends approval of creating the audit program.

Summary: Aligning with Active Transportation Master Plan Implementation Task 5.23, a walk and bike audit program is being initiated for staff and residents to identify the status of and potential concerns for the active transportation network and help provide input for future project and planning considerations. Staff have developed separate walk and bike audit forms to utilize for this program that were adapted using forms from AARP and the U.S. Department of Transportation. The audit forms will be available on the City's website and can be submitted at any time by individuals, neighborhoods, classes, or other groups. The audit forms that are submitted will be reviewed, filed internally and utilized for future project considerations. Items of immediate maintenance concern, however, should be submitted and reported through the City's See-Click-Fix application. Staff-led audits are planned to occur twice a year and be performed as part of the City's long-range planning efforts, such as small area plans or district plans, applicable design projects, and feasibility studies.

The walk audit and bike audit forms are attached in their final draft stage for any final revisions recommended by the Board. Staff will forward them to the Public Communications department to complete as fillable forms and upload them to the City's website. The forms can be completed digitally or printed out and completed by hand. This program will play a valuable role in gathering initial feedback for concerns regarding the active transportation network.

Budget & Financial Summary:

Attachments:

1. Walk Audit Form
2. Bike Audit Form

Walk Audit

Sidewalks, Streets, and Crossings

Location/Street Name(s):

Audit Date: Start time: AM|PM End time: AM|PM

If more than one lane: Does the roadway have ☐ a median and/or ☐ pedestrian island?

The street has:

- ☐ No sidewalk
- ☐ No sidewalk but needs one
- ☐ No sidewalk but needs two
- ☐ Partial sidewalks
- ☐ A sidewalk on one side of the street
- ☐ Sidewalks on both sides of the street

YES|NO|OTHER Skip any statements that don't apply

THE SIDEWALK:

- ☐ ☐ ☐ 1. Is in good condition, without cracks, gaps, breaks, or raised/uneven sections
- ☐ ☐ ☐ 2. Is free of obstacles (hydrants, utility poles, low hanging trees, trash receptacles, benches)
- ☐ ☐ ☐ 3. Has few driveway conflicts
- ☐ ☐ ☐ 4. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- ☐ ☐ ☐ 5. Is continuous (no missing segments) and complete (does not abruptly end)
- ☐ ☐ ☐ 6. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- ☐ ☐ ☐ 7. Has an ADA ramp wherever the sidewalk is interrupted by a street

THE STREET:

- ☐ ☐ ☐ 1. Has traffic signals and/or stop signs at intersections
- ☐ ☐ ☐ 2. The traffic signals and/or stop signs are clearly visible to drivers and pedestrians
- ☐ ☐ ☐ 3. Has crosswalks
- ☐ ☐ ☐ 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- ☐ ☐ ☐ 5. Has signage alerting drivers to the presence of pedestrians
- ☐ ☐ ☐ 6. Has designated bicycle lanes
- ☐ ☐ ☐ 7. Has a pedestrian crossing signal or push button (If yes, complete next section)

THE PEDESTRIAN CROSSING SIGNAL OR PUSH BUTTON:

- ☐ ☐ ☐ 1. Are working
- ☐ ☐ ☐ 2. Have a push-to-walk functionality, meaning pedestrians have to push to activate
- ☐ ☐ ☐ 3. Have audible prompts (calling out street name that can be crossed) for people with vision impairment
- ☐ ☐ ☐ 4. Are placed in appropriate locations
- ☐ ☐ ☐ 5. Provide enough time to cross (amount of time provided: ___ minutes ___ seconds)
- ☐ ☐ ☐ 6. Provide suitable opportunities to cross (indicate amount of time pedestrians must wait for a traffic light change in order to cross: ___ minutes ___ seconds)

NOTES OR OTHER OBSERVATIONS:

Text box to be placed here

I would describe walking this area as: ☐ Comfortable for all ages and abilities ☐ Comfortable but not for young children and seniors ☐ Comfortable for adults ☐ Not comfortable for anyone

Walk Audit

Street Safety and Appeal

Location/Street Name(s):

Audit Date:

Start time:

AM|PM

End time:

AM|PM

YES|NO|OTHER Skip any statements that don't apply

THE LOCATION HAS:

- ☐ ☐ ☐ 1. Places to sit
- ☐ ☐ ☐ 2. Shade trees
- ☐ ☐ ☐ 3. Grass, flowers, and landscaping
- ☐ ☐ ☐ 4. Awnings, outdoor umbrellas or other shelter from rain and other weather conditions
- ☐ ☐ ☐ 5. Drinking fountains (if yes, are they working and clean?__)
- ☐ ☐ ☐ 6. Public restrooms
- ☐ ☐ ☐ 7. A transit or bus shelter
- ☐ ☐ ☐ 8. Trash receptacles
- ☐ ☐ ☐ 9. Informative signage
- ☐ ☐ ☐ 10. Well-placed signage
- ☐ ☐ ☐ 11. Streetscape features (art, signage, etc.)
- ☐ ☐ ☐ 12. Pedestrian-scaled lighting
- ☐ ☐ ☐ 13. A posted speed limit that seems suitable

IMPRESSIONS:

- ☐ ☐ ☐ 1. The location/street is a safe and appealing destination
- ☐ ☐ ☐ 2. The location/street is a safe and appealing travel route
- ☐ ☐ ☐ 3. The location/street appears to be safe for users of all ages and abilities
- ☐ ☐ ☐ 4. The location/street appears to be safe for pedestrians during both the day and night
- ☐ ☐ ☐ 5. Pedestrians appear to be safe from moving vehicles

For "No" or "Other" answers, use the space below or on the back of this worksheet to briefly explain the response

NOTES OR OTHER OBSERVATIONS:

Text box to be placed here

I would describe walking this area as: ☐ Comfortable for all ages and abilities ☐ Comfortable but not for young children and seniors ☐ Comfortable for adults ☐ Not comfortable for anyone

Bike Audit

Streets and Crossings

Location/Street Name(s):

Audit Date:

Start time:

AM|PM

End time:

AM|PM

Starting Location:

Ending Location:

Posted speed limit(s):

Do the motorists appear to be obeying the speed limit(s)? Yes ☐ No ☐

Number of vehicle lanes:

The street is: one-way ☐ | two-way ☐

If more than one lane: the roadway has a median ☐ | a pedestrian island ☐

Does the street have a sidewalk? No ☐ | Yes, on one side of the street ☐ | Yes, on both sides of the street ☐

Is a sidewalk needed? No ☐ | Yes, on one side of the street ☐ | Yes, on both sides of the street ☐

Does the street have a bike lane? No ☐ | Yes, on one side of the street ☐ | Yes, on both sides of the street ☐

Is a bike lane needed? No ☐ | Yes, on one side of the street ☐ | Yes, on both sides of the street ☐

YES|NO|OTHER Skip any statements that don't apply

THE STREET:

- ☐ ☐ ☐ 1. Has traffic lights and/or stop sign at intersections and crossings
- ☐ ☐ ☐ 2. Has traffic lights and/or stop signs that are clearly visible to drivers and other roadway users
- ☐ ☐ ☐ 3. Allows motorists to make a right turn on red
- ☐ ☐ ☐ 4. Has dedicated traffic lights for bicyclists
- ☐ ☐ ☐ 5. Has crosswalks
- ☐ ☐ ☐ 6. The crosswalks are well marked and clearly visible to drivers and pedestrians
- ☐ ☐ ☐ 7. Has signage alerting drivers to the presence of bicyclists
- ☐ ☐ ☐ 8. Has signage and road markings that help users navigate
- ☐ ☐ ☐ 9. Has a pedestrian crossing signal or push button (If yes, complete next section)

THE CROSSING SIGNALS:

- ☐ ☐ ☐ 1. Are working
- ☐ ☐ ☐ 2. Have a push-to-walk/bike functionality, meaning cyclists have to push to activate
- ☐ ☐ ☐ 3. Are placed in appropriate locations
- ☐ ☐ ☐ 4. Provide audible as well as visual prompts
- ☐ ☐ ☐ 5. Provide enough time to walk or ride a bicycle from one side of the street to the other (indicate the amount of time: minutes seconds)
- ☐ ☐ ☐ 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians/cyclists must wait for a traffic light to change in order to cross: minutes seconds)

THE RIDING SURFACE:

- ☐ ☐ ☐ 1. Is good or adequate
- ☐ ☐ ☐ 2. The surface is concrete
- ☐ ☐ ☐ 3. Has potholes, cracks, gaps or uneven spots
- ☐ ☐ ☐ 4. Has debris (trash, broken glass, etc.)
- ☐ ☐ ☐ 5. Has dangerous obstructions (drain gates, utility covers, metal plates, rumble strips, etc.)
- ☐ ☐ ☐ 6. Is very slippery when wet

NOTES OR OTHER OBSERVATIONS:

Text box to be placed here

I would describe walking this area as: ☐ Comfortable for all ages and abilities ☐ Comfortable but not for young children and seniors ☐ Comfortable for adults ☐ Not comfortable for anyone

Bike Audit

Street, Path, or Trail Safety and Appeal

Location/Street Name(s):

Audit Date: Start time: AM|PM End time: AM|PM

YES|NO|OTHER Skip any statements that don't apply

THE LOCATION HAS:

- | | | | |
|--------------------------|--------------------------|--------------------------|---|
| ☐ | ☐ | ☐ | 1. Places to sit |
| ☐ | ☐ | ☐ | 2. Shade trees |
| ☐ | ☐ | ☐ | 3. Awnings, outdoor umbrellas or similar shelter from rain, the sun, or other weather |
| ☐ | ☐ | ☐ | 4. Grass and landscaping |
| ☐ | ☐ | ☐ | 5. Drinking fountains |
| ☐ | ☐ | ☐ | 6. Public restrooms |
| ☐ | ☐ | ☐ | 7. Trash receptacles |
| ☐ | ☐ | ☐ | 8. Informative signage |
| ☐ | ☐ | ☐ | 9. Well-placed signage |
| ☐ | ☐ | ☐ | 10. A bike "fix-it" station |
| ☐ | ☐ | ☐ | 11. Secure parking for bikes |
| ☐ | ☐ | ☐ | 12. Streetscape features (art, signage, etc.) |
| ☐ | ☐ | ☐ | 13. Pedestrian scaled lighting |
| ☐ | ☐ | ☐ | 14. A sensible speed limit |
| ☐ | ☐ | ☐ | 15. Emergency call buttons or kiosks |

PERSONAL IMPRESSIONS

- | | | | |
|--------------------------|--------------------------|--------------------------|--|
| ☐ | ☐ | ☐ | 1. The location/street is safe and appealing |
| ☐ | ☐ | ☐ | 2. The location/street is a safe and appealing travel route |
| ☐ | ☐ | ☐ | 3. The location/street appears to be safe for users of all ages, abilities, demographics, etc. |
| ☐ | ☐ | ☐ | 4. The location appears to be safe for cyclists during the day |
| ☐ | ☐ | ☐ | 5. The location appears to be safe for cyclists after dark |
| ☐ | ☐ | ☐ | 6. Pedestrians and cyclists appear to be safe from moving vehicles |
| ☐ | ☐ | ☐ | 7. Drivers appear to be following the traffic rules and are respectful of cyclist safety |

NOTES OR OTHER OBSERVATIONS:

Text box to be placed here

I would describe walking this area as: ☐ Comfortable for all ages and abilities ☐ Comfortable but not for young children and seniors ☐ Comfortable for adults ☐ Not comfortable for anyone

August 17, 2026
Item No. 3.4.
Fall Community Bike Ride

Sponsor: Carl Ahrens, Staff Planner

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

Agenda Caption: Presentation, discussion, and possible action regarding the development of a fall community bike ride.

Relationship to Strategic Goals:

Recommendation(s): Staff requests the Board provide input regarding the proposed event.

Summary: The cities of College Station and Bryan have been coordinating with Bryan-College Station Sister Cities on securing grant funding through the Sister Cities organization to host a "Biketober" themed ride and event that would promote German and cycling culture in creative ways while also putting a focus on cycling safety. The event date is Saturday, October 10, 2026 which is a weekend without a home Texas A&M football game.

Bryan-College Station Sister Cities has indicated that they are being awarded the grant funding and partnering agencies have been moving forward with the planning of the event. We are the only area in Texas to receive this type of funding, and one of only two in the United States. The proposed bike route is anticipated to start at College Station City Hall and travel to Bryan's Midtown Park and farmer's market before looping back and ending back at City Hall with cultural activities available at each location.

In late August, City representatives from College Station and Bryan will meet with Ambassador Christina Beinhoff, Head of the Directorate-General for Culture and Communication of the German Federal Foreign Office, which represents Germany's interests to the world to discuss having exchange relationships with German society to enrich our community's involvement in international cross-cultural learning programs, educational networks, and communications to advance citizen diplomacy. This will also serve as the opportunity to provide a grant award announcement that will help launch the campaign for the Biketober event. Staff will provide more details as they are developed and become available.

Budget & Financial Summary:

Attachments:

None

August 17, 2026
Item No. 3.5.
Project Prioritization Update

Sponsor: Jesse DiMeolo

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

Agenda Caption: Presentation, discussion, and possible action regarding an update to the status of unfunded standalone sidewalk, shared use path, and bike lane projects.

Relationship to Strategic Goals:

Recommendation(s):

Summary: This item provides an update on the Board's previously adopted prioritization of unfunded, standalone sidewalk, shared use path, and bike lane projects. Beginning in October 2023, the Board worked with City staff to develop and refine a project prioritization methodology, culminating in the adoption of final project rankings in Spring 2024. The final rankings were established using Board member priority votes to order projects within the high, medium, and low priority categories. Since that time, several projects have advanced through design, secured funding, been completed, or otherwise changed status. This update summarizes those changes and provides the Board with the current status of the prioritized project lists for sidewalks, shared use paths, and bike lanes for informational purposes.

Budget & Financial Summary:

Attachments:

1. Sidewalks Priorities List
2. Shared Use Paths - Along Street Priorities List
3. Shared Use Paths - Off-Street Priorities List
4. Bike Lanes-Bike Facility Priorities List

Sidewalks Priorities List

2024 BPG Board Rank	Street Name	From	To	Miles	Cost Estimate	Status	Notes
HIGH PRIORITY							
1	HOLLEMAN DRIVE 5	430FT N OF VILLAGE DR	ANDERSON ST	0.16	\$ 190,000	Funded for Construction	Highway Safety Improvement Program (HSIP) project under design - TxDOT letting Feb 2027
2	PARK PLACE 1	ANDERSON ST	BACK OF HEB	0.34	\$ 405,000	Preliminary Design	Feasibility study completed in 2025
3	GEORGE BUSH DR E 1	DOMINIK DR	UNIVERSITY OAKS BL	0.12	\$ 180,000	Funded for Construction	Under design - 2028 completion
4	ANDERSON STREET	VILLAGE DR.	HOLLEMAN DR.	0.11	\$ 129,000	Funded for Construction	HSIP project under design - TxDOT letting Feb 2027
5	TIMBER STREET	630 FT SE OF GEORGE BUSH DR	PARK PLACE	0.20	\$ 271,000	Funded for Construction	Under design - 2028 completion
6	DEXTER DRIVE SOUTH 1	WINDING RD	HAINES DR	0.25	\$ 190,000	Funded for Construction	Under design - 2028 completion
7	ASH STREET 2	EISENHOWER ST	NIMITZ ST	0.06	\$ 130,000	Funded for Construction	Under design - 2028 completion
8	UNIVERSITY OAKS BLVD	445 FT NE of GEORGE BUSH DR E	GEORGE BUSH DR E	0.08	\$ 100,000	Preliminary Design	Harvey District Plan Corridor Feasibility
9	UNIVERSITY OAKS BLVD 3	OLYMPIA WY	STALLINGS DR	0.14	\$ 165,000	Preliminary Design	Harvey District Plan Corridor Feasibility
10	FAIRVIEW AVENUE	GEORGE BUSH DR	LUTHER ST	0.39	\$ 473,000	Preliminary Design	Feasibility study completed in 2025
11	FOSTER AVENUE	LINCOLN AVE	WALTON DR	0.10	\$ 155,000	Funded for Construction	Under design - 2028 completion
12	NUECES DRIVE	GUADALUPE DR	HARVEY MITCHELL PW S	0.07	\$ 150,000	Funded for Construction	Under design - 2028 completion
13	LIVE OAK ST 1	EISENHOWER ST	TURNER ST	0.13	\$ 161,000		
14	WALTON DRIVE	FOSTER AV	PURYEAR DR	0.22	\$ 175,000	Funded for Construction	Under design - 2028 completion
15	WALTON DRIVE 1	NUNN ST	FRANCIS DR	0.26	\$ 200,000	Funded for Construction	Under design - 2028 completion
16	GROVE ST	WELLBORN RD	135 FT NE OF WELLBORN RD	0.03	\$ 32,000		
17	HARVEST DRIVE	SPRINGFIELD DR	WESTFIELD DR	0.03	\$ 36,000		
18	FLOWER MOUND DRIVE	WESTFIELD DR	SPRINGFIELD DR	0.03	\$ 37,000		
19	HOLLEMAN DRIVE 2	ANDERSON ST	WELSH AVE	0.68	\$ 815,000	Partially Removed	Portion from Glade to Welsh was removed with the Active Transportation Master Plan
20	POPLAR ST 2	EISENHOWER ST	445 FT SW OF EISENHOWER ST	0.08	\$ 102,000		

Sidewalks Priorities List

2024 BPG Board Rank	Street Name	From	To	Miles	Cost Estimate	Status	Notes
21	TURNER ST	POPLAR ST	145 FT SE OF ASH ST	0.13	\$ 161,000		
22	NAGLE STREET	INLOW BL	CROSS ST	0.13	\$ 151,000		
23	EISENHOWER ST 1	UNIVERSITY DR E	ASH ST	0.18	\$ 220,000		
24	HOLLEMAN DRIVE 1	FAIRVEW AVE	GEORGIA ST	0.03	\$ 37,000		
25	HOLLEMAN DRIVE 3	375 FT NE OF ELEANOR ST	ELEANOR ST	0.07	\$ 85,000		
26	SCARLETT OHARA DRIVE	UNIVERSITY OAKS BL	HARVEY RD	0.15	\$ 179,000		
27	UNIVERSITY OAKS BLVD 2	TARA CT	RHETT BUTLER DR	0.42	\$ 499,000	Preliminary Design	Harvey District Plan Corridor Feasibility
28	ANDERSON STREET 1	SOUTHWEST PKWY	ENTRANCE OF COLLEGE STATION CITY CEMETARY	0.17	\$ 204,000	Preliminary Design	Feasibility study completed in 2025
29	ELEANOR STREET	MONTCLAIR AVE	THOMPSON ST.	0.06	\$ 71,000	Preliminary Design	Feasibility study completed in 2025
30	KYLE AVENUE	PURYEAR DR	130 FT SW OF PURYEAR DR	0.04	\$ 42,000		
31	JAMES PARKWAY	NORTHSIDE FRANCIS DR	SOUTHSIDE FRANCIS DR	0.03	\$ 36,000		
32	PHOENIX STREET	HOLLEMAN DR	445 FT SE OF HOLLEMAN DR	0.08	\$ 101,000		
MEDIUM PRIORITY							
33	FIDELITY ST	WELLBORN RD	MONTCLAIR AV	0.21	\$ 253,000		
34	WELSH AVENUE 1	NEVADA ST	SOUTHWEST PW	0.19	\$ 234,000	Funded for Construction	Under design - start construction beginning of 2027
35	WELSH AVENUE 2	SOUTHWEST PW	HARVEY MITCHELL PW S	0.46	\$ 547,000	Funded for Construction	Under construction
36	NEVADA STREET	WELSH AV	PHOENIX ST	0.19	\$ 229,000		
37	HONDO DRIVE	SOUTHWEST PW	NUECES DR	0.21	\$ 251,000		
38	HOLLEMAN DRIVE WEST 1	MARION PUGH DR	CORREGIDOR DR	0.43	\$ 521,000	Partially Constructed	Private development constructed from Marion Pugh to Jones Butler

Sidewalks Priorities List

2024 BPG Board Rank	Street Name	From	To	Miles	Cost Estimate	Status	Notes
39	TARROW STREET	E 29TH ST	PEYTON ST	0.50	\$ 603,000	Preliminary Design	Feasibility study completed in 2025
40	TODD TRAIL	SOUTHWOOD DR	RIO GRANDE BL	0.36	\$ 438,000		
41	HARVEY ROAD	EARL RUDDER FW S FRONTAGE RD W	740FT NE OF RHETT BUTLER DR	0.32	\$ 378,000		
42	MOSS ST	TEXAS AV	FOSTER AV	0.09	\$ 106,000		
43	POPLAR ST 4	EISENHOWER ST	TURNER ST	0.14	\$ 162,000		
44	CAUDILL STREET	HOLLEMAN DR	GUNSMITH ST	0.37	\$ 449,000		
45	GUNSMITH STREET	TRIGGER ST	CAUDILL ST	0.09	\$ 111,000		
46	TRIGGER STREET	GUNSMITH ST	DEXTER DR S	0.12	\$ 142,000		
47	BRENTWOOD DRIVE EAST	BRENTWOOD DR E	BRENTWOOD DR (ACROSS TEXAS AVE S)	0.05	\$ 57,000		
48	HAINES DRIVE	TAURUS AV	LANGFORD ST	0.27	\$ 323,000		
49	WELLESLEY COURT	UNIVERSITY TOWN CENTER CONNECTOR	TARROW ST	0.15	\$ 175,000		
50	HOLLEMAN DRIVE 4	ARIZONA ST	WELLBORN RD	0.18	\$ 218,000		
51	WELSH AVENUE	HOLLEMAN DR	SWISS CT	0.15	\$ 185,000		
52	MERRY OAKS DRIVE	DOMINIK DR	MAGNOLIA DR	0.05	\$ 59,000		
53	DEXTER DRIVE SOUTH	LLANO PL	CONCHO PL	0.11	\$ 132,000		
54	GILCHRIST AVE EAST	FOSTER AV	PURYEAR DR	0.16	\$ 188,000	Funded for Construction	Part of the Thomas Park improvements
55	PURYEAR DRIVE	KYLE AV	DOMINIK DR	0.03	\$ 38,000		
56	PEDERNALES DRIVE	SAN BENITO DR	VAL VERDE DR	0.05	\$ 58,000		
57	SOUTHLAND STREET	ONEY HERVEY DR	WELLBORN RD	0.20	\$ 239,000		
58	GEORGIA STREET	HOLLEMAN DR	NEVADA ST	0.25	\$ 294,000		
59	VALLEY VIEW DRIVE	LONGMIRE DR	SOUTHWOOD DR	0.28	\$ 330,000		
60	PHOENIX STREET 1	680 FT NW OF NEVADA ST	NEVADA ST	0.13	\$ 151,000		

Sidewalks Priorities List

2024 BPG Board Rank	Street Name	From	To	Miles	Cost Estimate	Status	Notes
61	VAL VERDE DRIVE	RIO GRANDE BL	PEDERNALES DR	0.20	\$ 234,000		
62	COMAL TO ARBOLES CONNECTION	COMAL CIRCLE	ARBOLES CIRCLE	0.07	\$ 81,000		
63	MANUEL DRIVE	CREST ST	CORNELL DR	0.26	\$ 310,000		
64	TODD TRAIL 1	LONGMIRE DR	BROTHERS BL	0.27	\$ 329,000		
65	WALTON DR 2	TEXAS AVE S	WALTON DR	0.10	\$ 119,000		
66	EISENHOWER ST 3	180 FT SE OF COONER ST	COONER ST	0.03	\$ 41,000		
67	HOLLEMAN DRIVE WEST	WOODWAY DR	LEGACY LN	0.27	\$ 320,000	Preliminary Design	HSIP project under design - TxDOT letting Feb 2029 - sidewalks on east side
68	NIMITZ ST	415 FT SE OF COONER ST	COONER ST	0.08	\$ 95,000		
69	NAVARRO DRIVE	WELSH AV	PINTAIL LN	0.09	\$ 103,000		
LOW PRIORITY							
70	HEARTHSTONE CIRCLE	CHIMNEY HILL CR	TARROW ST	0.04	\$ 46,000		
71	AUTUMN CIRCLE	TARROW ST	130 FT E OF TARROW ST	0.02	\$ 27,000	Preliminary Design	Feasibility study completed in 2025
72	NORMAND DRIVE	DEACON DR	PONDEROSA DR	0.47	\$ 560,000		
73	PONDEROSA DRIVE	SH 6 S FRONTAGE RD W	LONGMIRE DR	0.03	\$ 35,000		
74	FOXFIRE DRIVE	SEBESTA RD.	CONCORD CR.	0.46	\$ 549,000		
75	RAINTREE DRIVE	WILDERNESS DR N	FOREST OAKS DR	0.19	\$ 230,000		
76	WOODCREEK CONNECTOR	BROOKWATER CR.	SHADOWCREST DR	0.06	\$ 73,000		
77	SANDSTONE DRIVE	EMERALD PW	SEBESTA RD	0.12	\$ 149,000		
78	SHADOWCREST DRIVE	TIMBER KNOLL DR	WOODCREEK DR	0.24	\$ 286,000		
79	DECATUR DRIVE	FRONT ROYAL DR.	PUBLIC ALLEY	0.17	\$ 202,000		
80	TARROW STREET EAST	TARROW ST	UNIVERSITY DR E	0.20	\$ 238,000	Preliminary Design	Changed to SUP with Active Transportation Master Plan
81	DEACON DRIVE	DURANGO CT	FRATERNITY ROW	0.06	\$ 72,000		

Sidewalks Priorities List

2024 BPG Board Rank	Street Name	From	To	Miles	Cost Estimate	Status	Notes
82	RHETT BUTLER DRIVE	BAYOU WOODS DR	HARDWOOD LN	0.06	\$ 73,000		
83	FM 2818 SERVICE ROAD 1	LONGMIRE DR	250 FT SW FROM LONGMIRE DR	0.05	\$ 59,000	Removed	Parallel SUP built along FM 2818
84	FM 2818 SERVICE ROAD	HILLTOP DR.	500FT SW OF LONGMIRE DR.	0.09	\$ 110,000	Removed	Parallel SUP built along FM 2818
85	MACARTHUR ST 1	UNIVERSITY DR E	COONER ST	0.13	\$ 161,000		
86	COONER STREET 2	260 FT NE OF MACARTHUR ST	END OF COONER ST	0.05	\$ 56,000		
87	UNIVERSITY OAKS BLVD 1	TARA CT	MERRY OAKS DR	0.04	\$ 47,000	Preliminary Design	Harvey District Plan Corridor Feasibility
88	ARGUELLO DRIVE	CHIMNEY HILL DR	TARROW ST	0.11	\$ 137,000		
89	AIRLINE DRIVE	SOUTHWOOD DR	SHENANDOAH DR	0.20	\$ 242,000		
90	BAYOU WOODS DRIVE	RHETT BUTLER DR.	HARDWOOD LN.	0.17	\$ 203,000		
91	WOODWAY DRIVE	WOODSMAN DR	HOLLEMAN DR W	0.03	\$ 38,000		
92	FRATERNITY ROW 1	FM 2154	FRATERNITY ROW PARKING LOT ENTRANCE	0.02	\$ 24,000		
93	SHADY DRIVE	FOREST DR	FRANCIS DR	0.15	\$ 184,000	Removed	Removed with Active Transportation Master Plan
94	GATEWAY BLVD	LAKEWAY DR	SH 6	0.20	\$ 236,000	Completed	Constructed by private development
95	SOUTHERN PLANTATION DRIVE	SH 6 S	STONY CREEK LN	0.46	\$ 558,000		
96	JANE ST 1	135 FT SE OF COONER ST	COONER ST	0.03	\$ 31,000		
97	FRATERNITY ROW	DEACON DR	FRATERNITY ROW CORNER	0.11	\$ 129,000		
98	WILDERNESS DRIVE NORTH	BUTLER RIDGE DR	RAINTREE DR	0.08	\$ 92,000		
99	GREAT OAKS DRIVE	ARBOLEDA DR	ROCK PRAIRIE RD W	0.76	\$ 912,000		
100	ARBOLEDA DRIVE	QUAIL RUN	GREAT OAKS DR	0.33	\$ 400,000		

Shared Use Paths along Streets							
2024 BPG Board Rank	Street Name	From	To	Miles	Cost Estimate	Status	Notes
HIGH PRIORITY							
1	WILLIAM D. FITCH PARKWAY 1	BARRON RD	GRAHAM RD	0.82	\$1,648,000.00	Preliminary design and Partially completed	Portion between Barron Road and Hofburg Dr constructed by private development, remainder part of corridor feasibility study
2	WILLIAM D. FITCH PARKWAY 1A	SH 6	BARRON RD	2.17	\$4,336,000.00	Preliminary Design	Partially studied w/ corridor feasibility study
3	HARVEY ROAD WEST 1	TEXAS AVE	DARTMOUTH ST	0.67	\$1,348,000.00	Preliminary Design	Design by City, construction as MPO/TxDOT project
4	WELLBORN ROAD 1	PARK PLACE	LUTHER ST	0.06	\$ 250,000		
5	TEXAS AVENUE	HARVEY MITCHELL	DEACON DR	0.69	\$1,383,000.00		
6	HARVEY ROAD WEST 2	MUNSON AVE	SH 6	0.57	\$1,143,000.00	Preliminary Design	Design by City, construction as MPO/TxDOT project
7	TEXAS AVE	LINCOLN AVE	UNIVERSITY DR E	0.32	\$ 642,000		
8	UNIVERSITY DRIVE EAST	TEXAS AVE	LINCOLN AVE	1.13	\$ 2,261,000		
9	RAYMOND STOTZER PARKWAY 2	WELLBORN RD	HARVEY MITCHELL PKWY	1.06	\$ 2,123,000		
MEDIUM PRIORITY							
10	ROCK PRAIRIE ROAD 2	BRIAN BACHMANN	NORMAND DR	0.52	\$ 1,047,000		
11	HARVEY ROAD EAST 1	SUMMIT CROSSING LANE	SH 6	1.47	\$ 2,947,000	Preliminary Design	TxDOT/County project under design
12	SOUTHWEST PKWY SOUTHSIDE 2	SOUTHWEST PARK	WELSH AVE	0.40	\$ 793,000		
13	SOUTHWEST PKWY SOUTHSIDE 5	WELLBORN RD	SOUTHWEST PARK	0.10	\$ 194,000		
14	SOUTHWEST PKWY NORTHSIDE 3	WELLBORN RD	WELSH AVE	0.54	\$ 1,075,000		
15	ROCK PRAIRIE ROAD 3	WELLBORN RD	BRIAN BACHMANN PARK CONNECTOR 2	0.80	\$ 1,595,000		
16	TARROW STREET	AUTUMN CIRCLE	BRYAN CITY LIMIT	0.03	\$ 55,000	Funded for Construction	MPO Category 9 Funding
17	SOUTHWEST PKWY NORTHSIDE 1	WELSH AVE	BEE CREEK TRAIL	0.83	\$ 1,662,000		
18	SOUTHWEST PKWY SOUTHSIDE 3	WELSH AVE	BEE CREEK TRAIL	0.84	\$ 1,677,000		

2024 BPG Board Rank	Street Name	From	To	Miles	Cost Estimate	Status	Notes
19	ROCK PRAIRIE ROAD 1	NORMAND DR	LONGMIRE DR	0.32	\$ 644,000		
20	GEORGE BUSH DRIVE	HARVEY MITCHELL PKWY	WELLBORN RD	1.25	\$ 2,494,000		
21	HARVEY ROAD EAST 2	FM 158	ASCEND LANE	0.70	\$ 1,397,000	Preliminary Design	TxDOT/County project under design
22	F&B	HARVEY MITCHELL PKWY	TURKEY CREEK RD	0.52	\$ 1,044,000		
23	SOUTHWEST PKWY NORTHSIDE 4	BEE CREEK TRAIL	DARTMOUTH ST	0.82	\$ 1,641,000		
LOW PRIORITY							
24	SOUTHWEST PKWY SOUTHSIDE 4	DARTMOUTH ST	SH 6	0.65	\$ 1,307,000		
25	RAYMOND STOTZER PARKWAY 1	HARVEY MITCHELL PKWY	TURKEY CREEK RD	0.36	\$ 723,000	Partially completed	Constructed by private development
26	WOODLAKE DR	VICTORIA AVE	GREENS PRARIE RD	0.52	\$ 1,033,000		
27	VICTORIA AVE	WELLBORN RD	WOODLAKE DR	0.71	\$ 1,418,000	Funded for Construction - Partial	Under design for portion from Creek Meadows Blvd to Woodlake Dr for fall 2027 completion
28	MCCULLOUGH RD	WELLBORN RD	BREWSTER DR EXTENSION	0.48	\$ 963,000		
29	SOUTHWEST PKWY NORTHSIDE 2	DARTMOUTH ST	SH 6	0.66	\$ 1,319,000		
30	WILLIAM D. FITCH PARKWAY 2	ROCK PRAIRIE RD	CARTER'S CREEK	0.91	\$ 1,814,000		
31	LONGMIRE DRIVE	ROCK PRAIRIE RD	GRAHAM RD	0.35	\$ 697,000	Removed	Removed with Active Transportation Master Plan
32	SPRING CREEK 3	SOCO APTS	SPRING CREEK 2	0.08	\$ 161,000		
33	ARNOLD ROAD	BRIAN BACHMANN PARK CONNECTOR 1	ARNOLD RD TRAIL	0.12	\$ 243,000		
34	PEBBLE CREEK PARKWAY	LICK CREEK TRAIL	ROYAL ADELADE DR	0.59	\$ 1,174,000		
35	ALEXANDRIA AVENUE	SOUTHERN PLANTATION DR	SPRING CREEK 4	0.33	\$ 661,000		
36	SOUTHWEST PKWY SOUTHSIDE 1	BEE CREEK TRAIL	DARTMOUTH ST	0.82	\$ 1,631,000		

Off-Street Shared Use Paths							
2024 BPG Board Rank	Project Name	From	To	Miles	Cost Estimate	Status	Notes
HIGH PRIORITY							
1	BEE CREEK 2	HARVEY MITCHELL PKWY	BEE CREEK PARK	0.57	\$ 1,330,000	Funded for Construction	Under Design - 2028 completion date
2	GULF STATES UTILITY EASEMENT 1	BRYAN CITY LIMIT	SOUTHERN POINT PKWY	8.18	\$16,356,000		
3	WOLF PEN CREEK	GEORGE BUSH DR E	TEXAS AVE	0.24	\$ 489,000		
4	JOHN CROMPTON PARK CONNECTOR	HOLLEMAN DR W	JONES BUTLER RD	0.39	\$ 781,000	Removed	Removed with the Active Transportation Master Plan
5	BRIAN BACHMANN PARK CONNECTOR 2	ROCK PRAIRIE RD	ARNOLD RD TRAIL	0.23	\$ 457,000		
6	BEE CREEK TRIB B	HOLLEMAN DR	SOUTHLAND ST	0.26	\$ 700,000	Funded for Construction	Under Design - 2028 completion date
7	SPRING CREEK 4	BRIDGEWATER DR	SOCO APTS	0.21	\$ 450,000	Funded for Construction	Under Design - 2028 completion date - Alexandria Ave not Bridgewater Drive
8	BRIAN BACHMANN PARK CONNECTOR 1	ROCK PRAIRIE RD	ARNOLD RD	0.23	\$ 455,000	Partially complete	
9	LEMON TREE PARK CONNECTOR	GLADE ST	LEMON TREE PARK TRAIL	0.10	\$ 197,000		
MEDIUM PRIORITY							
10	SPRING CREEK 1	SH 6	LICK CREEK TRAIL	1.29	\$ 2,578,000	Preliminary Design	Preliminary plan under review
11	SPRING CREEK 2	SH 6 S	ARRINGTON RD	0.37	\$ 748,000		
12	STEPHEN C. BEACHY CENTRAL PARK CONNECTOR	SH 6	CENTRAL PARK	0.08	\$ 159,000		
13	SPRING CREEK 7	REATTA MEADOWS PARK	VICTORIA AVE	0.28	\$ 562,000	Preliminary Design	Preliminary plan under review for private development
14	SPRING CREEK 8	VICTORIA AVE	SONOMA PARK	0.42	\$ 833,000		
15	SWITCH STATION ROAD CONNECTOR	APPOMATTOX DR	GULF STATES TRAIL	0.21	\$ 430,000	Removed	Relocated to Brookway Drive
16	APPOMATTOX DRIVE CONNECTOR	HORSE HAVEN LN	APPOMATTOX DR	0.15	\$ 298,000	Removed	
17	BEE CREEK TRIB 3	DARTMOUTH ST	CENTRAL PARK	0.23	\$ 463,000		
18	BILLY MADELY PARK TRL 1	COONER ST	BILLY MADELY PARK	0.10	\$ 198,000		
19	SPRING CREEK WOODLAND HILLS CONNECTOR	WOODLAND HILLS PARK	SPRING CREEK CONNECTOR	0.09	\$ 174,000	Preliminary Design	Preliminary plan under review

2024 BPG Board Rank	Project Name	From	To	Miles	Cost Estimate	Status	Notes
20	LICK CREEK 1	LONGMIRE DR	HIBISCUS ST ROW TRAIL	0.84	\$ 1,672,000		
21	UNIVERSITY DRIVE CONNECTOR	UNIVERSITY DR E	SHADY DR	0.17	\$ 333,000	Removed	
22	SPRING CREEK CONNECTOR	SPRING MEADOWS SUBDIVISION	SPRING CREEK TRAIL 1	0.18	\$ 351,000	Preliminary Design	Preliminary plan under review
23	SPRING CREEK 6	REATTA MEADOWS PARK	BRIDGEWATER DR	0.29	\$ 580,000	Preliminary Design	Preliminary plan under review for private development
LOW PRIORITY							
24	BEE CREEK 1	SH 6	GULF STATES TRAIL	0.79	\$ 1,583,000		
25	WOLF PEN CREEK CONNECTOR	POST OAK MALL	WOLF PEN CREEK TRAIL	0.08	\$ 160,000		
26	LICK CREEK 2	HUNTINGTON APTS	LICK CREEK TRAIL	0.66	\$ 1,327,000	Realigned	Modified to go through Independence Park
27	SPRING CREEK 5	SOUTHERN OAKS PARK	SPRING CREEK 6	0.24	\$ 478,000		
28	SPRING CREEK TRIB 7	WILLIAM D FITCH PKWY	SPRING CREEK 6	0.43	\$ 857,000	Constructed	Constructed by private development
29	LICK CREEK TRIB 10	MIDTOWN RESERVE SUBDIVISION	LICK CREEK TRIB 11 1	0.31	\$ 627,000	Constructed	Constructed by private development
30	GULF STATES UTILITY EASEMENT CONNECTOR	HORSE HAVEN SUBDIVISION	GULF STATES TRAIL	0.09	\$ 187,000	Removed	Nearby projection from Halter Loop exists
31	ALUM CREEK TRIB 1	LAKEWAY DR	ALUM CREEK TRAIL	0.99	\$ 1,972,000		
32	ALUM CREEK	SH 6	PEBBLE CREEK PKWY EXTENSION	1.16	\$ 2,312,000		
33	ALUM CREEK TRIB 4	NANTUCKET DR EXTENSION	ALUM CREEK TRAIL	0.37	\$ 731,000		
34	ALUM CREEK TRIB 2	LICK CREEK PARK	PEBBLE CREEK PKWY EXTENSION	1.07	\$ 2,145,000		

Bike Lanes / Bike Facility						
2024 BPG Board Rank	Street	From	To	Miles	Status	Notes
HIGH PRIORITY						
1	TIMBER ST	GEORGE BUSH DR	PARK PL	0.33	Preliminary Design	Feasibility study completed in 2025
2	HOLLEMAN DR WEST	MARION PUGH DR	HARVEY MITCHELL PKWY S	0.62		
3	DOMINIK DR	TEXAS AVE S	MUNSON AVE	0.79	Preliminary Design	Harvey District Plan Corridor Feasibility
4	GLADE ST 2	PARK PL	HOLLEMAN DR	0.36		
5	ANDERSON ST	SOUTHWEST PKWY	BEE CREEK	0.32	Preliminary Design	Feasibility study completed in 2025
6	BRENTWOOD DRIVE	DARTMOUTH ST	ANDERSON ST	0.74		
7	STALLINGS DR 1	DOMINIK DR	UNIVERSITY OAKS BLVD	0.15	Removed	Changed to future Bike Route with Active Transportation Master Plan
8	MUNSON AVE	GILCHRIST AVE	HARVEY RD	0.36	Preliminary Design	Harvey District Plan Corridor Feasibility
9	SPRING LOOP	TARROW ST	UNIVERSITY DR E	0.60		
10	UNIVERSITY OAKS BLVD	GEORGE BUSH DR S	SH 6 FRONTAGE RD W	1.19	Preliminary Design	Harvey District Plan Corridor Feasibility
11	NAGLE ST	INLOW BLVD	CHURCH AVE	0.28	Completed	
12	SCARLETT OHARA DR	UNIVERSITY OAKS BLVD	HARVEY RD	0.16		
13	NEWPORT LN	EAGLE AVE	SOUTHERN PLANTATION DR	0.72		
14	NAVARRO DR	WELLBORN RD	WELSH AVE	0.58		
MEDIUM PRIORITY						
15	BROTHERS BLVD	TEXAS AVE S	LONGMIRE DR	0.25		
16	DEACON DR 1	RIO GRANDE BLVD	BROTHERS BLVD	0.30		
17	GENERAL PARKWAY 2	140 FT NW OF CAPPS DR	ROCK PRARIE RD W	0.26		
18	GLENHAVEN DR	UNIVERSITY DR E	DOMINIK DR	0.57		
19	RIO GRANDE BLVD	80 FT SE OF GAIL PL	PONDEROSA DR	0.17		
20	SCHAFER ROAD	160 FT NW OF BOUGAINVILLEA ST	GRAHAM RD	0.38		
21	ALEXANDRIA AVE	GRAHAM RD	SOUTHERN PLANTATION DR	1.12		
22	DECATUR DR	BARRON RD	150 FT SE OF ALEXANDRIA AVE	0.65		
23	SOUTHERN PLANTATION DR 2	SAN MAR DR	SH 6 FRONTAGE RD W	0.96		
24	CASTLE ROCK PW 1	630 FT W OF ROCKY CREEK TR	50 FT N OF WILLIAM D FITCH PKWY	0.41		

Bike Lanes / Bike Facility						
2024 BPG Board Rank	Street	From	To	Miles	Status	Notes
25	CASTLEGATE DR	VICTORIA AVE	GREENS PRARIE RD	0.86		
26	SPEARMAN DR 2	150 FT N OF FORE CT	ST ANDREWS DR	0.47		
27	LAKEWAY DR 2	AGATE DR	VENTURE DR	0.22		
28	PARKVIEW DR	LAKEWAY DR	SPEARMAN DR	0.38		
29	BIRMINGHAM RD	NORMAND DR	SH 6 FRONTAGE RD W	0.37		
LOW PRIORITY						
30	CORSAIR DR	EMERALD PKWY	PAVILION AVE	0.32		
31	CREEK MEADOW BLVD 2	CREEK MEADOW BLVD N	COTTONWOOD CREEK LN	0.32		
32	APPOMATTOX DR 1	HARVEY RD	SWITCH STATION RD	0.40		
33	CREEK MEADOW BLVD 1	VICTORIA AVE	CREEK MEADOW BLVD N	0.58		
34	PAVILION AV 1	CORSAIR DR	SEBESTA RD	0.12		
35	EMERALD PKWY	290 FT E OF SH 6	ROSEWOOD DR	0.30		
36	NORTH FOREST PKWY 1	SH 6 FRONTAGE RD E	APPOMATTOX DR	0.50		
37	APPOMATTOX DR 4	PALM CT	NORTH FOREST PKWY	0.17		
38	STONEBROOK DR	CONCORD CIR	ROCK PRARIE RD	0.57		
39	WOODCREEK DR	WHITNEY LN	FONTAINE DR	0.05		
40	APPOMATTOX DR 5	NORTH FOREST PKWY	EMERALD PKWY	0.68		