CITY OF COLLEGE STATION
Home of Texas A&M University®

BICYCLE, PEDESTRIAN, AND GREENWAYS ADVISORY BOARD

October 5, 2015
3:00 P.M.

City Hall
Council Chambers
1101 Texas Avenue
College Station, Texas

AGENDA

BICYCLE, PEDESTRIAN, AND GREENWAYS ADVISORY BOARD

Monday, October 5, 2015, 3:00 PM
City Hall Council Chambers
1101 Texas Avenue
College Station, Texas, 77840

1. Call to Order
2. Hear Visitors - At this time, the Chairman will open the floor to citizens wishing to address the Board on issues not already scheduled on today's agenda. The citizen presentations will be limited to three minutes in order to accommodate everyone who wishes to address the Board and to allow adequate time for completion of the agenda items. The Board will receive the information, ask city staff to look into the matter, or will place the matter on a future agenda for discussion. (A recording is made of the meeting; please give your name and address for the record.)
3. Consideration, possible action , and discussion to approve meeting Absences:
    - James Batenhorst ~ September 3, 2015
    - Scott Shafer ~ October 5, 2015
    - Robert Lightfoot ~ October 5, 2015
    - Brandon Boatcallie ~ October 5, 2015
4. Consideration, possible action, and discussion to approve meeting Minutes.
    - September 8, 2015
5. Presentation, possible action, and discussion, regarding a recommendation on a cost mitigation option related to a change order for the Lick Creek Hike and Bike Trail Project.
6. Public hearing, presentation, possible action, and discussion regarding a recommendation to the Planning and Zoning Commission on proposed changes to the Comprehensive Plan Chapter 6 – Thoroughfare Plan and the Bicycle, Pedestrian, and Greenways Master Plan.
7. Presentation and discussion regarding education and encouragement opportunities.
8. Presentation and discussion regarding BPG Subcommittee Updates.
9. Presentation and discussion regarding the Bicycle, Pedestrian, and Greenways Advisory Board calendar of upcoming meetings.
    - October 15, 2015 ~ Planning and Zoning Commission Meeting ~ City Hall, Council Chambers ~ 6:00 p.m.
    - November 2, 2015 ~ Bicycle, Pedestrian, and Greenways Advisory Board ~ City Hall, Council Chambers ~ 3:00 p.m.
10. Possible action and discussion 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.
11. Adjourn.

Notice is hereby given that a Regular Meeting of the Bicycle, Pedestrian, and Greenways Advisory Board of the City of College Station, Texas will be held on Monday October 5, 2015 at 3:00 p.m. in the City Hall Council Chambers, 1101 Texas Avenue, College Station, Texas. The following subjects will be discussed, to wit: See Agenda

This building is wheelchair accessible. Handicap parking spaces are available. Any request for sign interpretive service must be made 48 hours before the meeting. To make arrangements call (979) 764-3541 or (TDD) 1-800-735-2989. Agendas may be viewed on www.cstx.gov.

CITY OF COLLEGE STATION
Planning & Development Services

Absence Request Form
For Elected and Appointed Officers

Name Brandon Boatcallie

Request Submitted on September 21, 2015

I will not be in attendance at the meeting of October 5, 2015 (Date)
for the reason(s) specified:

Amber,

I will be out of town on October 5th so I won't be able to attend the meeting.

Thanks,

Brandon

CITY OF COLLEGE STATION
Planning & Development Services

Absence Request Form
For Elected and Appointed Officers

Name Robert Lightfoot

Request Submitted on September 21, 2015

I will not be in attendance at the meeting of October 5, 2015 (Date)
for the reason(s) specified:

I will be out of town for work oct 5th. Please excuse my absence.

Robert Lightfoot.

CITY OF COLLEGE STATION
Planning & Development Services

Absence Request Form
For Elected and Appointed Officers

Name Scott Shafer

Request Submitted on September 17, 2015

I will not be in attendance at the meeting of October 5, 2015 (Date)
for the reason(s) specified:

Kristen and Vanessa,

I will not be in town on Monday October 5 and will have to miss the scheduled BPG meeting.

Scott

CITY OF COLLEGE STATION
Planning & Development Services

Absence Request Form
For Elected and Appointed Officers

Name James Batenhorst

Request Submitted on _____

I will not be in attendance at the meeting of September 8, 2015 (Date)
for the reason(s) specified:

James Batenhorst

MINUTES

BICYCLE, PEDESTRIAN, AND GREENWAYS ADVISORY BOARD
Tuesday September 8, 2015 3:00 PM
College Station City Hall
Council Chambers
1101 Texas Avenue
College Station, Texas, 77840

MEMBERS PRESENT:	Chairman Blanche Brick, Brandon Boatcallie, Phillip Lasley, Jon Denton, Robert Lightfoot & Scott Shaffer
MEMBERS ABSENT:	James Batenhorst
STAFF PRESENT:	Greenways Program Manager Venessa Garza, Assistant Director of Planning and Development Molly Hitchcock and Board Secretary Kristen Hejny

AGENDA ITEM NO. 1: Call to Order.

Chairman Brick called the meeting to order at 3:00 p.m.

AGENDA ITEM NO. 2: Hear Visitors

There were no visitors present to address the Board.

AGENDA ITEM NO. 3: Consideration, possible action, and discussion to approve meeting Absences:

- Robert Lightfoot ~ June 1, 2015

Board Member Shafer motioned to approve the absence request from June 1, 2015. The motion was seconded by Board Member Lasley and was approved (5-0).

AGENDA ITEM NO. 4: Consideration, discussion, and possible action to approve meeting Minutes.

Board Member Denton motioned to approve the meeting Minutes, from June 1, 2015. The motion was seconded by Board Member Shafer and was approved (5-0).

AGENDA ITEM NO. 5: Presentation, possible action and discussion regarding appointing a member of the BPG Board to the Metropolitan Planning Organization Alternative Transportation Advisory Panel (ATAP).

Greenways Program Manager Garza presented updates to the Board. A College Station citizen and alternate serve on the ATAP and staff asked if any board members were interested in filling one of the vacant spots. No interest was expressed so staff will be seeking representation outside of the BPG Board.

AGENDA ITEM NO. 6: Presentation and discussion regarding the 2015 Bond Election.

Chairman Brick was available to present updates about the 2015 Bond Election to the Board. There will not be a Bond Election this year and instead Certificates of Obligation will be issued for top priority projects.

Board Member Shafer asked for an update on the Lick Creek Hike & Bike Trail from a previous Bond Election.

Greenways Manager Garza responded that the Lick Creek Hike & Bike Trail has been bid and construction will begin by the end of the year.

AGENDA ITEM NO. 7: Presentation and discussion regarding the BPG Master Plan Update.

Greenways Manager Garza presented updates on this item. The Bicycle, Pedestrian and Greenways Master Plan, adopted in 2010 is ready for an update. Staff is working on existing conditions and will bring back to the board more information on what the update will entail.

Board Member Boatcallie asked for the time frame for funding from the Metropolitan Planning Organization (MPO).

Greenways Manager Garza stated the South College Corridor trail has been identified for funding for fiscal year 2017.

AGENDA ITEM NO. 8: Presentation and discussion regarding BPG Subcommittee Updates.

Greenways Manager Garza presented updates on this item. The Bicycle and Pedestrian Audits Subcommittee has decided to focus on biking and look at existing conditions of bike lanes and bike routes along with locations where the committee often bikes. The committee members were tasked with biking their respective routes and identifying criteria to evaluate all of the bike corridors in the City. They would then use that criteria to evaluate the rest of the areas. Criteria such as whether or not there is debris on the roadway, pavement quality, marking quality, presence of markings and signage were discussed. Comfort level on a bike facility would also be evaluated to potentially change the way the City's bike maps explain where to bike. The committee will also evaluate intersections and decide what/if anything could be done at intersections for bicyclists.

Board Member Shafer asked if "connectivity" could be added as an evaluation item for intersections.

Board Member Denton asked for additional explanation on "comfort level".

Greenways Manager Garza explained that comfort level could be how people feel on the road, traffic volume or bike lane availability. A comfort level system may need to be discussed further.

The Performance Measures Subcommittee has begun researching what other communities such as Seattle use for their performance measures. Some of the criteria discussed included the number of bike lanes, the number of sidewalks, the number of bicycle pedestrian crashes, the number of bike maps distributed and the number of bike classes offered. The subcommittee asked staff to explore what information the City does have in regards to data to determine what other performance measures are possible.

Board Member Lasley asked if pedestrian crash data is available/collected.

Greenways Manager Garza stated that this information is collected.

Chairman Brick asked if bicycle parking around Kyle Field is being evaluated.

Board Member Lightfoot stated that several places on campus contain an abundance of parking.

AGENDA ITEM NO. 9: Presentation and discussion regarding the Bicycle, Pedestrian, and Greenways Advisory Board calendar of upcoming meetings.

- September 17, 2015 ~ Planning and Zoning Commission Meeting ~ City Hall, Council Chambers ~ 6:00 p.m.
- October 1, 2015 ~ Planning and Zoning Commission Meeting ~ City Hall, Council Chambers ~ 6:00 p.m.
- October 5, 2015 ~ Bicycle, Pedestrian, and Greenways Advisory Board ~ City Hall, Council Chambers ~ 3:00 p.m.

AGENDA ITEM NO. 7: Possible action and discussion on future agenda items – A Bicycle, Pedestrian, and Greenways Advisory Board Member may inquire about a subject for which notice has not been given. A statement of specific factual information or the recitation of existing policy may be given. Any deliberation shall be limited to a proposal to place the subject on an agenda for a subsequent meeting.

Board Member Lightfoot requested a discussion on Board members attending the Texas Trails and Active Transportation Conference again.

AGENDA ITEM NO. 8: Adjourn.

The meeting adjourned at 4:00 p.m.

APPROVED: **ATTEST:**

_____ _____

Blanche Brick, Chairman **Kristen Hejny, Board Secretary**

CITY OF COLLEGE STATION
Planning & Development Services
1101 Texas Avenue, P.O. Box 9960
College Station, Texas 77842
Phone 979.764.3570 / Fax 979.764.3496

MEMORANDUM

DATE: September 23, 2015

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

FROM: Danielle Singh, P.E., Transportation Planning Coordinator
dsingh@cstx.gov

SUBJECT: Chapter 6 Update to the Comprehensive Plan

Item: Public hearing, presentation, possible action, and discussion regarding a recommendation to the Planning and Zoning Commission on proposed changes to the Comprehensive Plan Chapter 6- Transportation and the Bicycle, Pedestrian and Greenways Master Plan.

The Five-Year Comprehensive Plan Evaluation, completed in 2014, recommended an update to Chapter 6- Transportation and associated changes to the Bicycle, Pedestrian and Greenways Master Plan. At this time, a recommendation to the Planning & Zoning Commission on the proposed changes is needed.

Background: The City of College Station's Comprehensive Plan was originally adopted in 2009, followed by the Five-Year Evaluation in 2014. As part of the evaluation process, several items in Chapter 6- Transportation were identified to be updated. In October 2014, Kimley-Horn and Associates, Inc. were hired by the City of College Station to complete these updates.

The updates to Chapter 6- Transportation include:

- Updated Thoroughfare Plan and Context Zones
- Complete Streets and Context Sensitive Solutions Process
- Updated Context-Sensitive Cross-Sections
- Updates to Chapter 6- Transportation Maps: Volumes, Level of Service and Programmed Projects

The proposed Comprehensive Plan Amendment is tentatively scheduled for public hearing and recommendation from the Planning & Zoning Commission at their November 5, 2015 meeting, followed by City Council's final action at their November 23, 2015 Council meeting.

Attachments:

1. College Station Flexible Thoroughfare Design Packet
2. Chapter 6- Transportation Map Updates
3. Bicycle and Pedestrian Amendments

College Station Flexible Thoroughfare Design

SEPTEMBER 2015

TABLE OF CONTENTS

1) Updated Thoroughfare Plan and Context Zones

The updated Thoroughfare Plan identifies each segment of major arterial, minor arterial, major collector, and minor collector corridors in the City. Each thoroughfare corridor coincides with a context zone based on existing development character and the anticipated future land use pattern. These zones are divided into Urban Core, General Urban, Suburban, and Rural.

An additional Thoroughfare Plan map has been provided identifying the 2015 modifications to the thoroughfare network.

2) Complete Streets and CSS Process

A summary of the Complete Streets concept and an overview of the Context Sensitive Solutions process provides guidance on how select an appropriate roadway cross section using the preferred cross section guide or the flexible design criteria. Guidance for the dedication of additional right-of-way for intersections and utilities has also been provided. Guidance for the concept of target speed has been provided.

3) Context-Sensitive Cross Sections

A recommended set of context-sensitive cross sections has been provided to guide the process of selecting an appropriate thoroughfare design based on surrounding development character and modal priority. A set of typical cross sections illustrates the basic recommended thoroughfare design by functional classification. Additional cross sections by context class illustrate how certain street design elements and multi-modal priorities can be customized to create a more appropriate Complete Street.

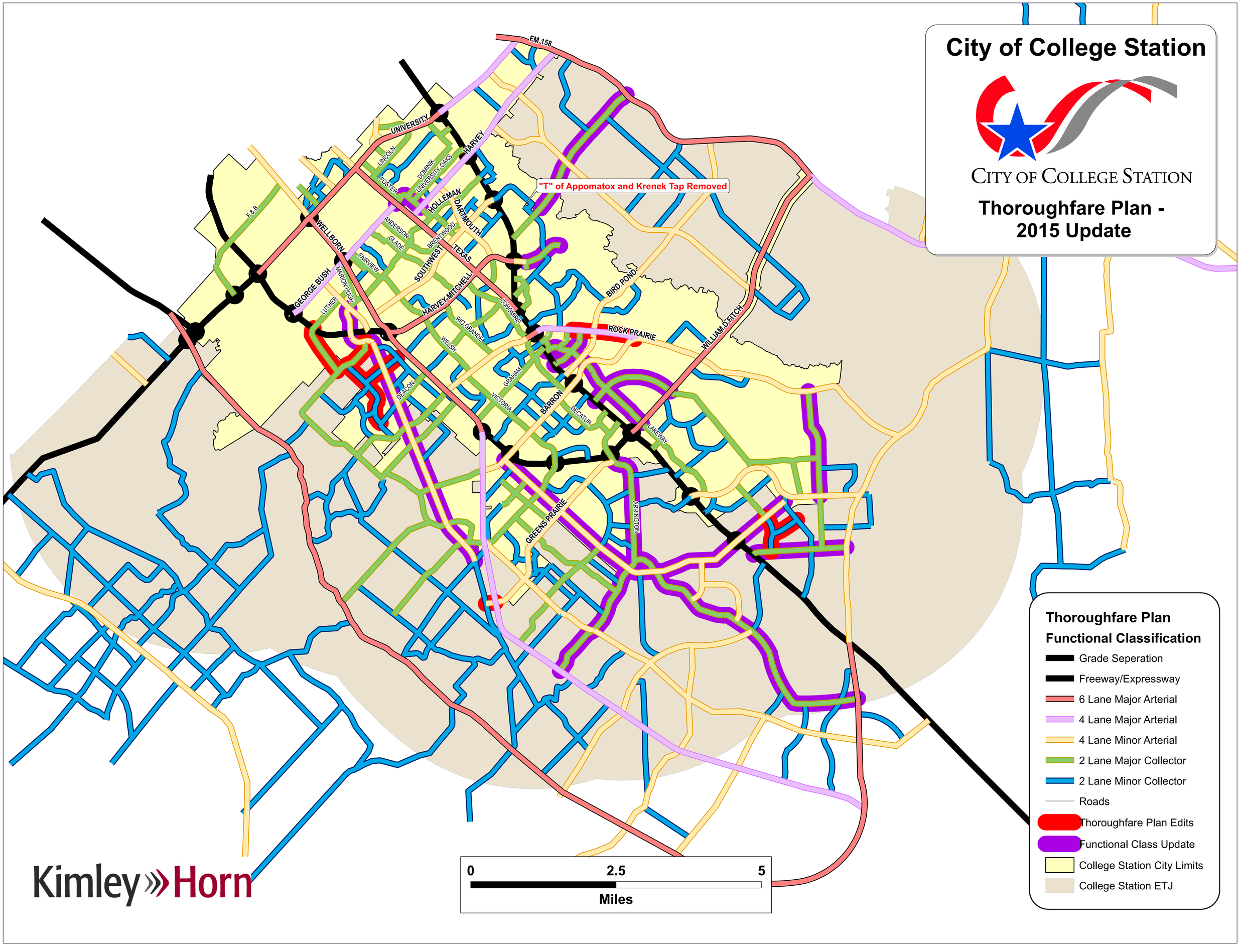
4) Flexible Design Criteria for New Construction

Preferred cross sections may be difficult to achieve during retrofit projects and due to constrained conditions. The matrix of flexible design criteria provides guidance and minimum dimensions to further customize street design during the CSS process.

City of College Station

CITY OF COLLEGE STATION

Thoroughfare Plan - 2015 Update



Kimley»Horn

Thoroughfare Plan Updates

Roadway	Location	Update
Major Collector	West of Luther St & Harvey Mitchell	New
Major Collector	West of Holleman Dr	New
Minor Collectors	West of Wellborn Rd & North of Deacon Dr	New
Rock Prairie Rd	Stonebrook Dr to Future Barron Rd	Updated to 4 Lane Major Arterial
Holleman Dr	Jones-Butler Rd to South of Dowling Rd	Upgraded to 4 Lane Minor Arterial
W.S. Phillips Parkway	Barron Rd to East of SH 6	Upgraded to 4 Lane Minor Arterial
Greens Prairie Rd	Wellborn Rd to Holleman Dr	New 4 Lane Minor Arterial Extension
4 Lane Major Collectors	Thoroughfare Plan Update (Removed Classification)	Updated All to 4 Lane Minor Arterial
Krenek Tap Rd & Appomatox Dr	East of US 6 and South of Raintree Dr	Removed extensions resulting in “T” intersection
Minor Collectors	North of Peach Creek Cutoff and West of Pipeline Rd	Realigned to Texas World Speedway Property

City of College Station

CITY OF COLLEGE STATION

Thoroughfare Plan - Context Class

FM 158
UNIVERSITY
GLENHAVEN
HARVEY
LINCOLN
DOMINIK
UNIVERSITY OAKS
FOSTER
HOLLEMAN
DARTMOUTH
F & B
WELLBORN
GLADE
BRENTWOOD
TEXAS
FAIRVIEW
SOUTHWEST
GEORGE BUSH
MARION PUGH
LUTHER
HARVEY MITCHELL
LONGMIRE
RIO GRANDE
BIRD POND
ROCK PRAIRIE
WILLIAM D FITCH
WELSH
GRAHAM
DEACON
VICTORIA
DECATUR
LAKEWAY
BARRON
GREENS PRAIRIE
ARRINGTON

Context Zones

Context

- Urban Core
- General Urban
- Suburban
- Rural

Thoroughfare Plan

Functional Classification

- Grade Seperation
- Freeway/Expressway
- 6 Lane Major Arterial
- 4 Lane Major Arterial
- 4 Lane Minor Arterial
- 2 Lane Major Collector
- 2 Lane Minor Collector
- College Station City Limits

0 2 4

Miles

Kimley»Horn

Complete Streets and CSS

Complete Streets Definition

Complete Streets is a relatively new term for an idea from decades past. Long before extensive regulations and requirements that favor rapid automobile movement began dictating street design, streets were built and developed to serve the destinations surrounding them. Some of the greatest streets in America still maintain this centuries-old character. Complete Streets are streets designed for everyone – with safe access for pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. There is no single design for a Complete Street. Each one is unique and should relate to its surrounding community context. This is in contrast to incomplete streets, which are designed with only cars in mind and makes alternative transportation choices difficult, inconvenient, and often dangerous.

Complete Streets typically offer many of the benefits that is sought through traditional roadway design: increased road capacity, decreased travel times, and enhanced safety. But it often arrives at these benefits in innovative ways. Typically, road-builders targeted increased roadway performance through the addition of vehicle travel lanes. But with Complete Streets, roadway design might consider enhancing sidewalks or pedestrian crossings, repurposing on-street parking for another mode of travel, or adding a bike lane. Every person who then chooses these other modes of travel is one less driver on city streets, which reduces congestion and extends the service life of the roadway.

Context-Sensitive Solutions Definition

Context Sensitive Solutions (CSS) is taking the goal of Complete Streets and applying it to the process of determining the most appropriate roadway cross sections during construction, reconstruction, or rehabilitation projects. CSS considers many characteristics of a roadway beyond desired functional class to create a realistic and compatible design for the area. These considerations include the context and character of development in an area, future goals for a corridor, and the existing or future need for different modes of transportation. While an acceptable Complete Street may be achieved through the construction of a typical roadway section design, the CSS process should be used to determine if and to what degree the design may need to be changed to achieve the most appropriate section for a corridor.

Context-Sensitive Solutions Process

Complete Streets projects arise is two basic ways. Many opportunities to implement Complete Street design may occur as part of the construction of new or widened roadways, either as planned capital improvement projects or private development projects. Other opportunities may arise to retrofit existing roads during a utility-related project or a minor maintenance project. While there are similarities in how these projects are conducted, the planning processes are different.

Capital projects are roadway and reconstruction projects that are typically placed on the City's capital improvement plan. The scope of these projects is usually large enough to allow for the planning and potential implementation of extensive Complete Streets elements. However, a *utility-related project* initiated to replace water, sewer, or utility lines may be considered as an opportunity to introduce Complete Streets elements only if the project length is significant. *Minor maintenance projects*, such as restriping or resurfacing roadways should be evaluated as opportunities to introduce certain Complete Streets elements. Since these maintenance plans can be intermittent based on roadway conditions, they may not be appropriate for full Complete Streets projects, but can still be instances to introduce planned bike facilities or new multimodal features.

After determining the type of project, all necessary information should be assembled to best guide the street design process. This information should include both traditional thoroughfare functionality as well as conditions of the surrounding environment. The College Station Thoroughfare Plan should be referenced to identify the roadway functional class and the surrounding context class. The identified context classes include **Urban Core**, **General Urban**, **Suburban,** and **Rural**. Some judgment may need to be used to determine the appropriate context class in redeveloping and transition areas.

College Station has numerous tools to select an appropriate Complete Street design – a set of typical cross sections, a set of recommended context-sensitive cross sections, and a flexible design guide. During new construction, reconstruction, or widening projects, it should be determined if the typical cross section is most appropriate to achieve the corridor's planned transportation goals. If other travel modes or design elements should be prioritized, then the most appropriate alternative context-sensitive cross sections should be selected.

In some cases, constrained right-of-way or reduced pavement width may limit the use of the standard cross section options. In particular, retrofit projects, where multi-modal design elements are being introduced within existing developed areas, may necessitate the development of unique design options. In these scenarios, the flexible design criteria in the design standards toolbox should be referenced to select the essential elements and determine if a design can be adjusted to reduce or eliminate non-vital elements. Ideal cross sections may be difficult to achieve due to constrained conditions. In which case, preferred alternative cross sections would contain as many essential and desired elements as possible.

Target Speed

Target speed is the highest speed at which vehicles should operate on a thoroughfare in a specific context, consistent with the level of multimodal activity generated by adjacent land uses to provide both mobility for motor vehicles and a safe environment for pedestrians and bicyclists.

Historically design decisions are made based on a design speed which is often the posted speed plus 5 mph. The target speed is not set arbitrarily but rather is achieved through a combination of measures that include the following:

- Setting signal timing for moderate progressive speeds from intersection to intersection;
- Using narrower travel lanes that cause motorists to naturally slow their speeds;
- Using physical measures such as curb extensions and medians to narrow the traveled way;
- Using design elements such as on-street parking to create side friction;
- Minimal or no horizontal offset between the inside travel lane and median curbs;
- Eliminating superelevation;
- Eliminating shoulders in urban applications, except for bicycle lanes;
- Smaller curb-return radii at intersections and elimination or reconfiguration of high-speed channelized right turns;
- Paving materials with texture (e.g., crosswalks, intersection operating areas) detectable by drivers as a notification of the possible presence of pedestrians;
- Proper use of speed limit, warning, advisory signs and other appropriate devices to gradually transition speeds when approaching and traveling through a walkable area.

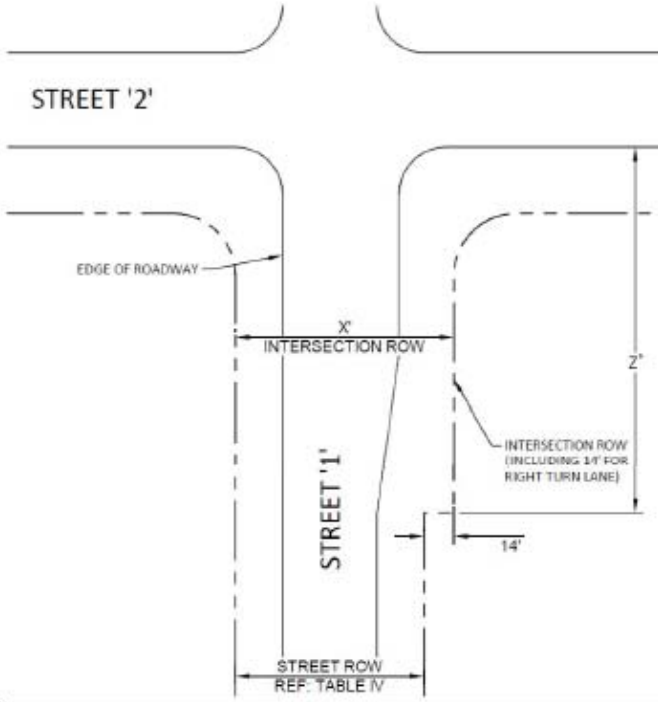
Source: Designing Walkable Urban Thoroughfares: A Context Sensitive Approach (2010)

Minimum Length and Additional Right-of-Way for Turn Lanes at Intersections

Figure 1 illustrates the minimum length for right and left-turn lanes and required right-of-way and at intersections. **Table 1** indicates the total length required for turn lane taper, deceleration, and storage by roadway functional class. This is an increase to the current *Bryan / College Station Unified Design* Standards and is based on *NCHRP 780 – Design Guidance For Intersection Auxiliary Lanes*.

Right-turn lanes area anticipated to be required at all major intersections. Roadway intersections with minor collectors and local streets require a traffic study to determine if a right-turn lane is required. If it is determined that there are greater than 40 right turns per hour, an additional 14 feet of right-of-way will be required, as indicated in **Table 2**.

Figure 1



MINIMUM LENGTH OF RIGHT TURN (Z')	
Major Collector	465 FT.
Minor Collector	390 FT.
Major Collector	255 FT.
Minor Collector	200 FT.
Local	200 FT.

Table 1

REQUIRED RIGHT-OF-WAY WIDTH AT INTERSECTIONS - (X')						
STREET '1'	Major Arterial	144'	144'	144'	144'	*130' (144')
	Minor Arterial	119'	119'	119'	119'	*105 (119')
	Major Collector	94'	94'	94'	*80' (94')	*80' (94')
	Minor Collector	74'	74'	*60' (74')	*60' (94')	*60' (94')
		Major Arterial	*Minor Arterial*	*Major Collector*	*Minor Collector*	*Local*
		STREET '2'				

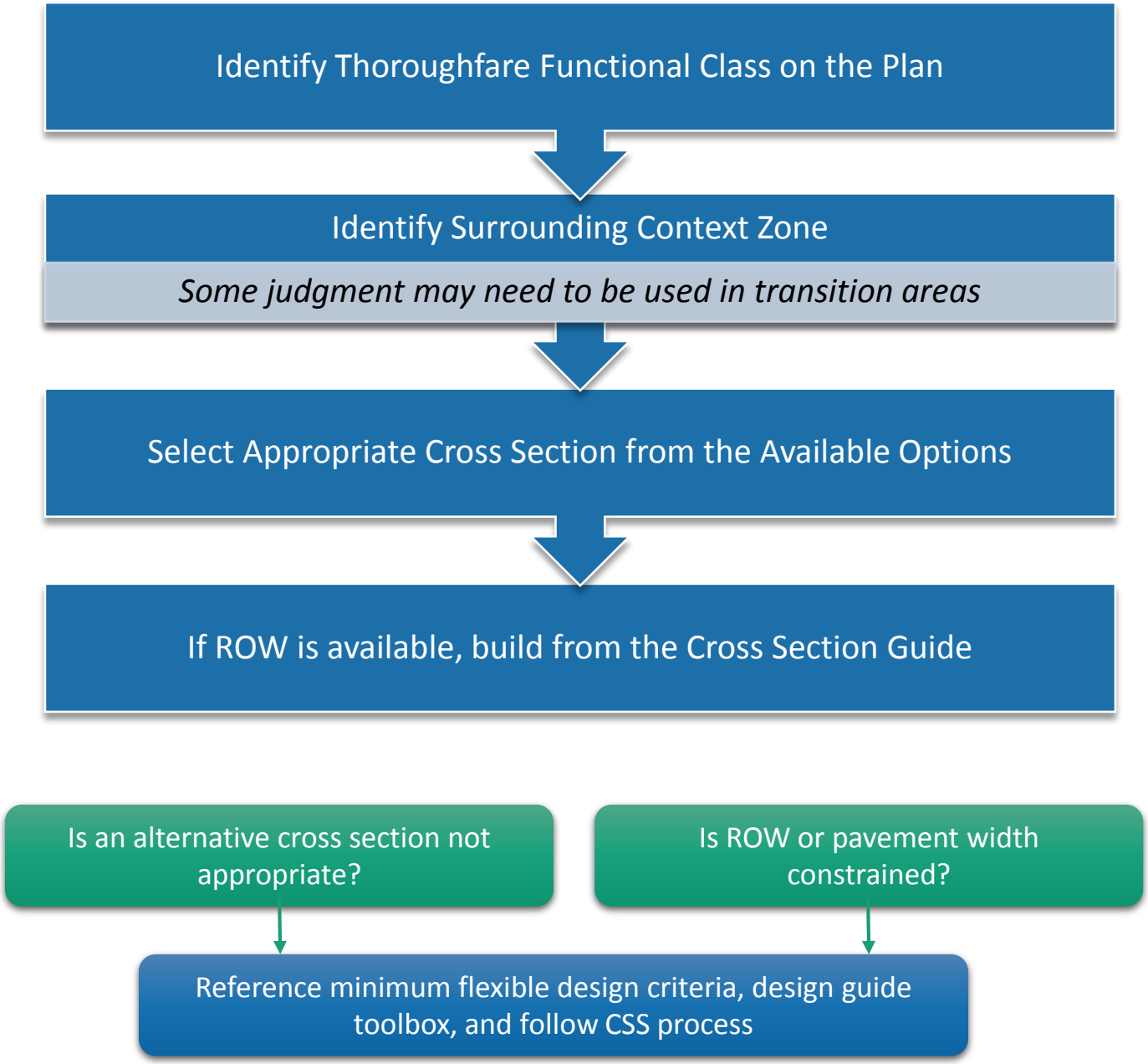
* - STUDY TO DETERMINE IF A RIGHT TURN LANE IS REQUIRED. IF REQUIRED, AN ADDITIONAL 14' OF ROW WILL BE REQUIRED AS SHOWN IN ( ).

Table 2

Right-of-Way for Utilities

Additional right-of-way may be dedicated to provide a location for the installation of water, sewer, gas, electric power, telecommunications and other similar services and utilities. An additional 10’ beyond each streetside area may be dedicated to allow for such utility installation.

College Station Context Sensitive Design Process

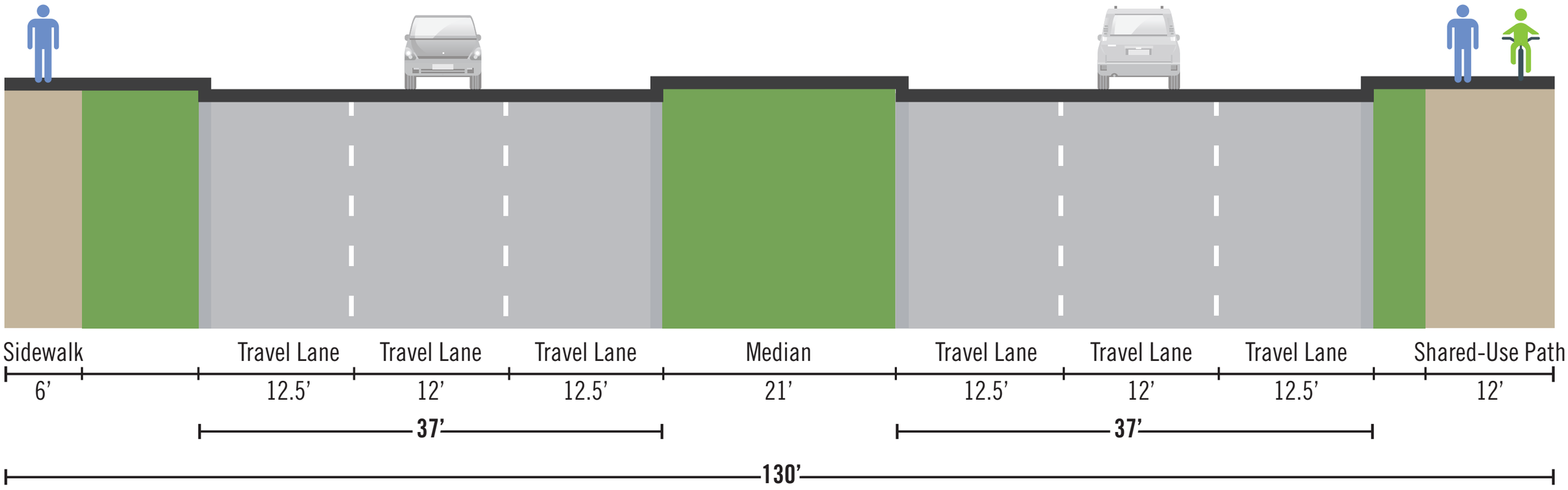


Thoroughfare Cross Sections
Typical Sections

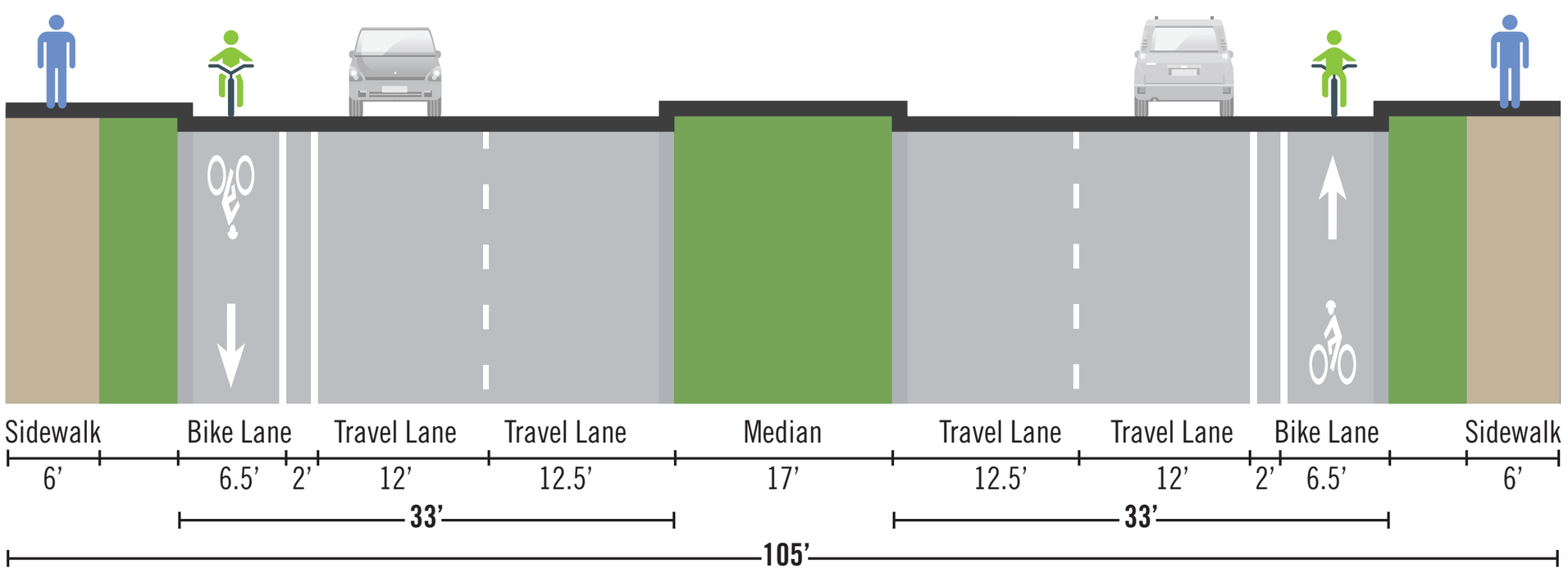
City of College Station

Note: All dimensions measured from back-of-curb and center of stripe.

Major Arterial



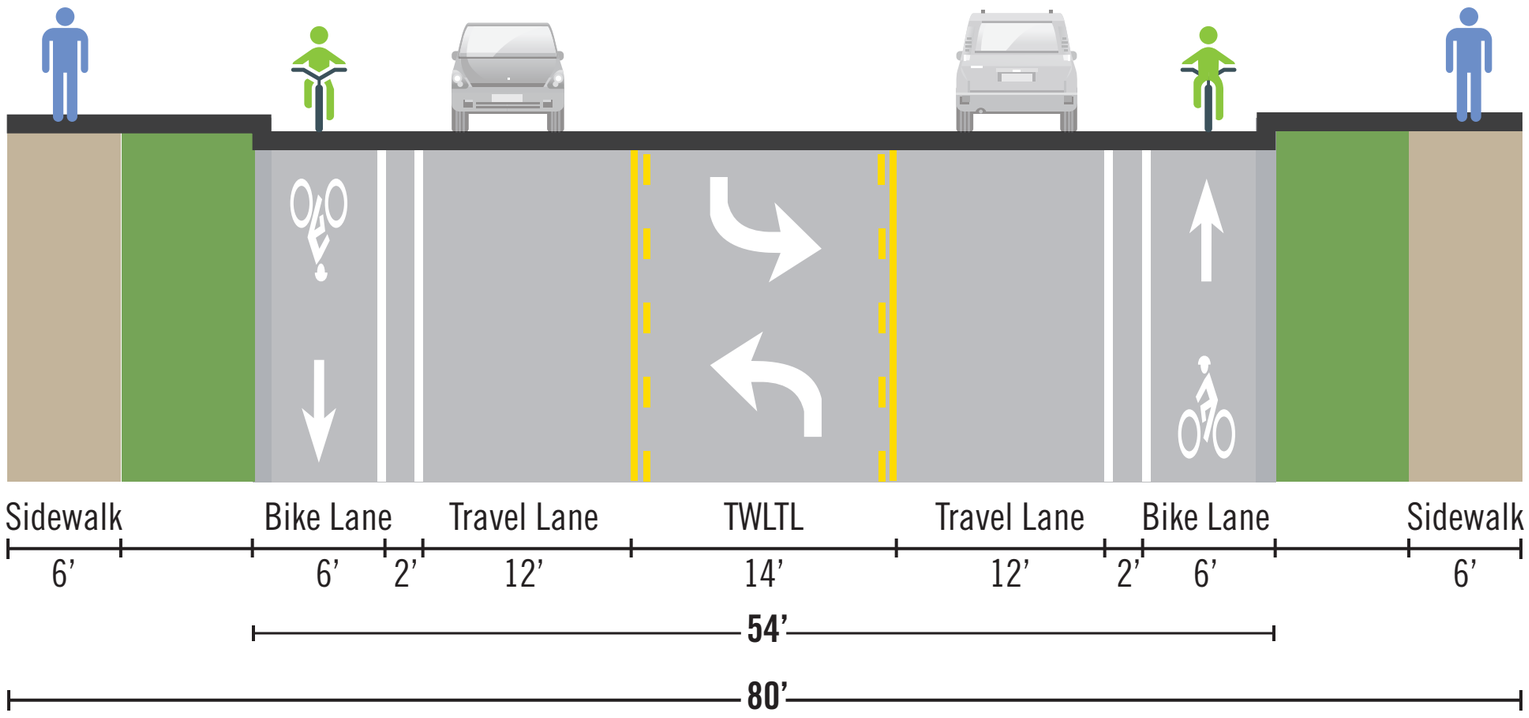
Minor Arterial



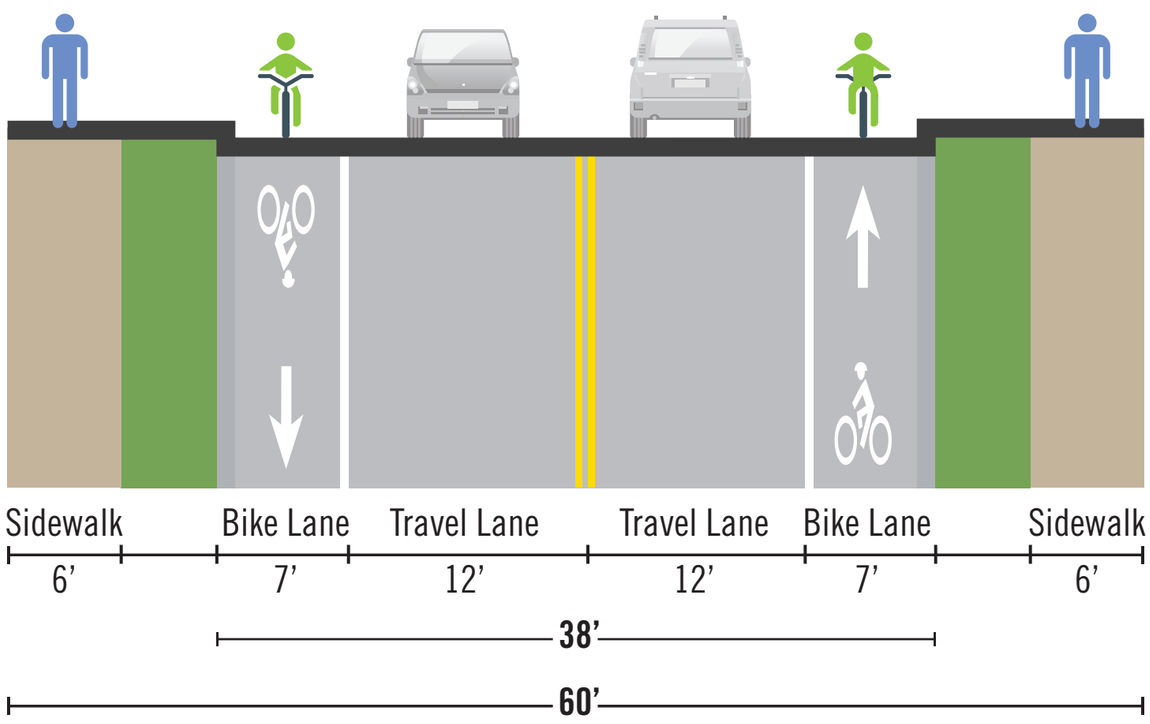
Thoroughfare Cross Sections
Typical Sections

City of College Station

Major Collector



Minor Collector

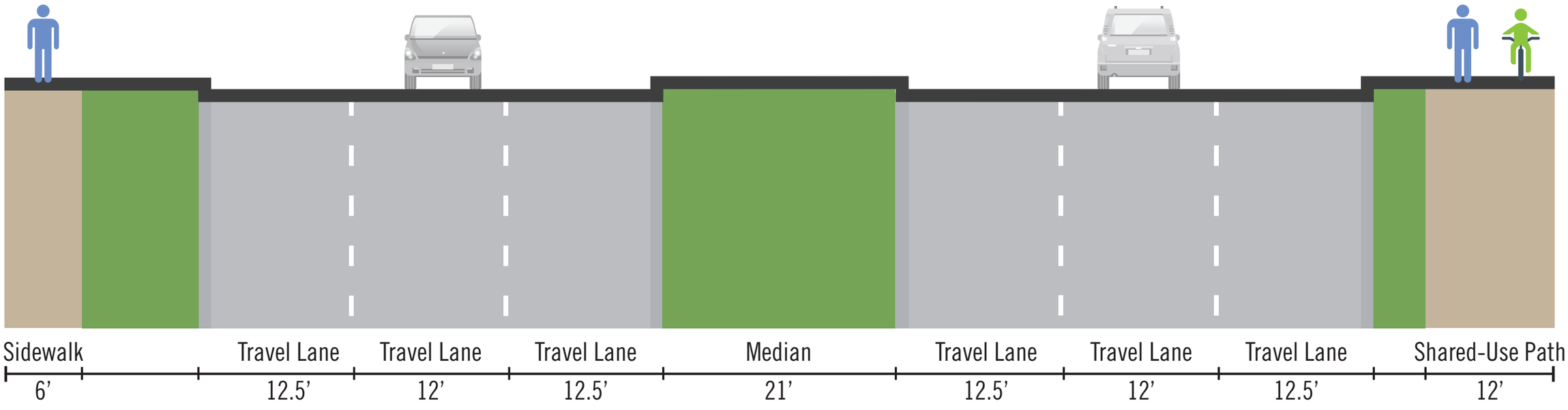


Thoroughfare Cross Sections
Major Arterial

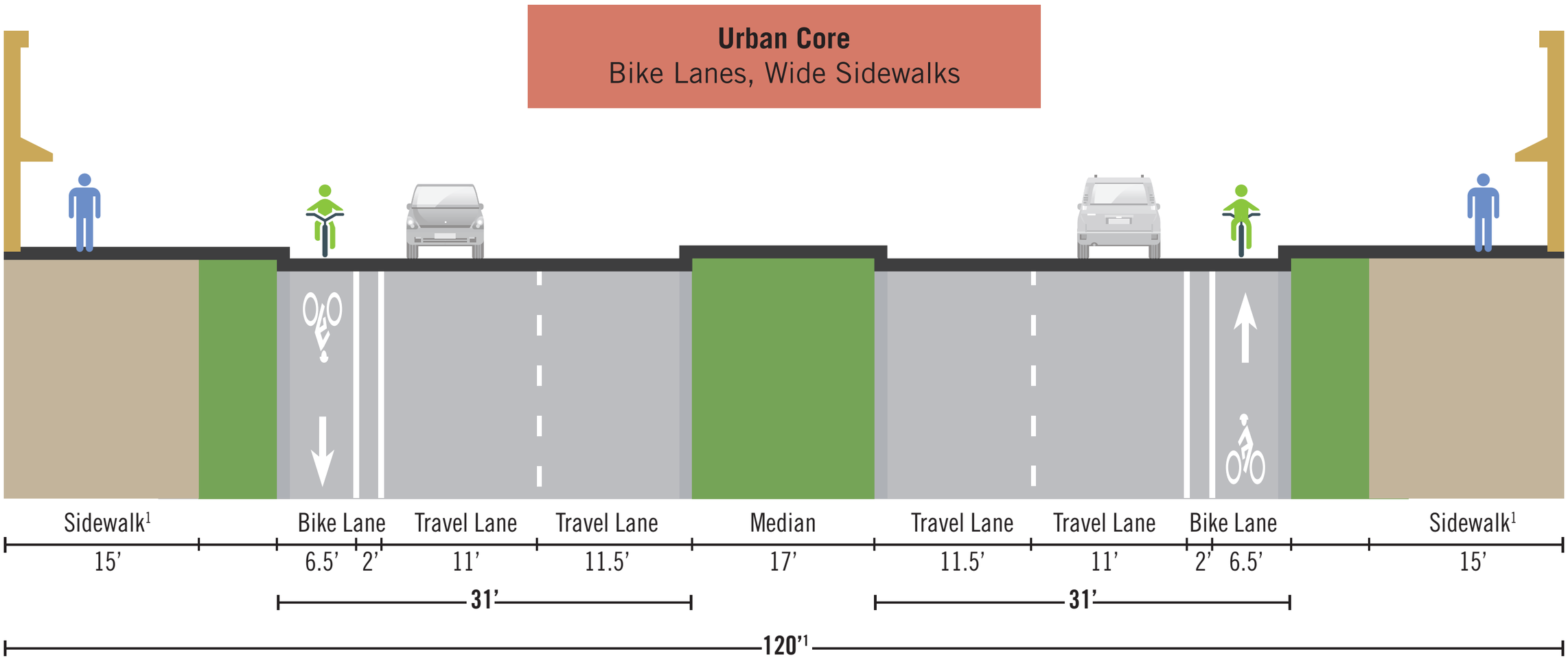
City of College Station

Note: All dimensions measured from back-of-curb and center of stripe.

Typical Section



Urban Core
Bike Lanes, Wide Sidewalks



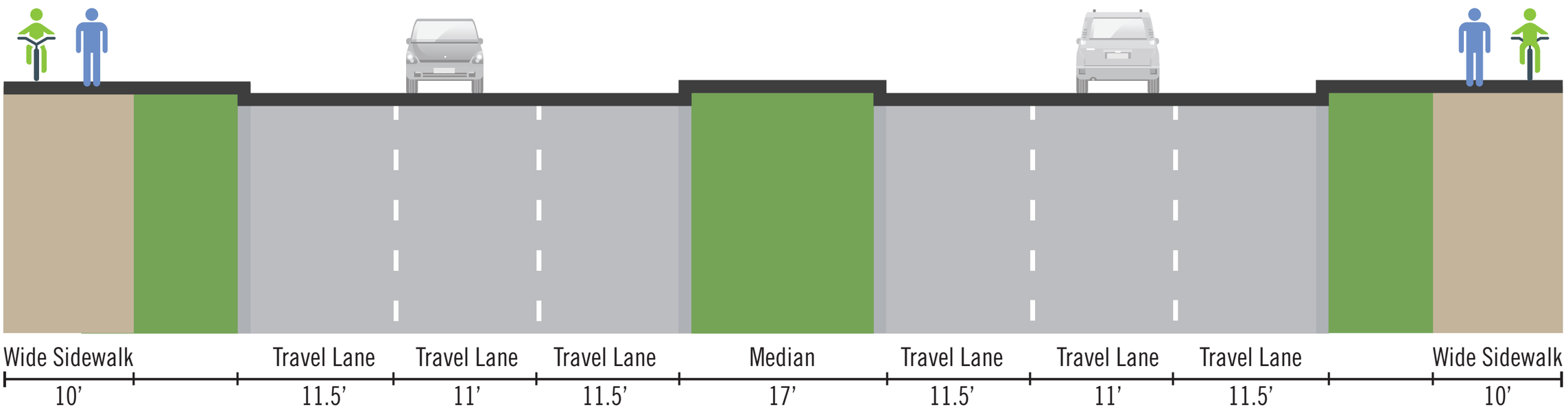
1) Sidewalk width to vary depending on available right-of-way.

Thoroughfare Cross Sections
Major Arterial

City of College Station

General Urban
Shared Use Path

Suburban
Wide Sidewalks



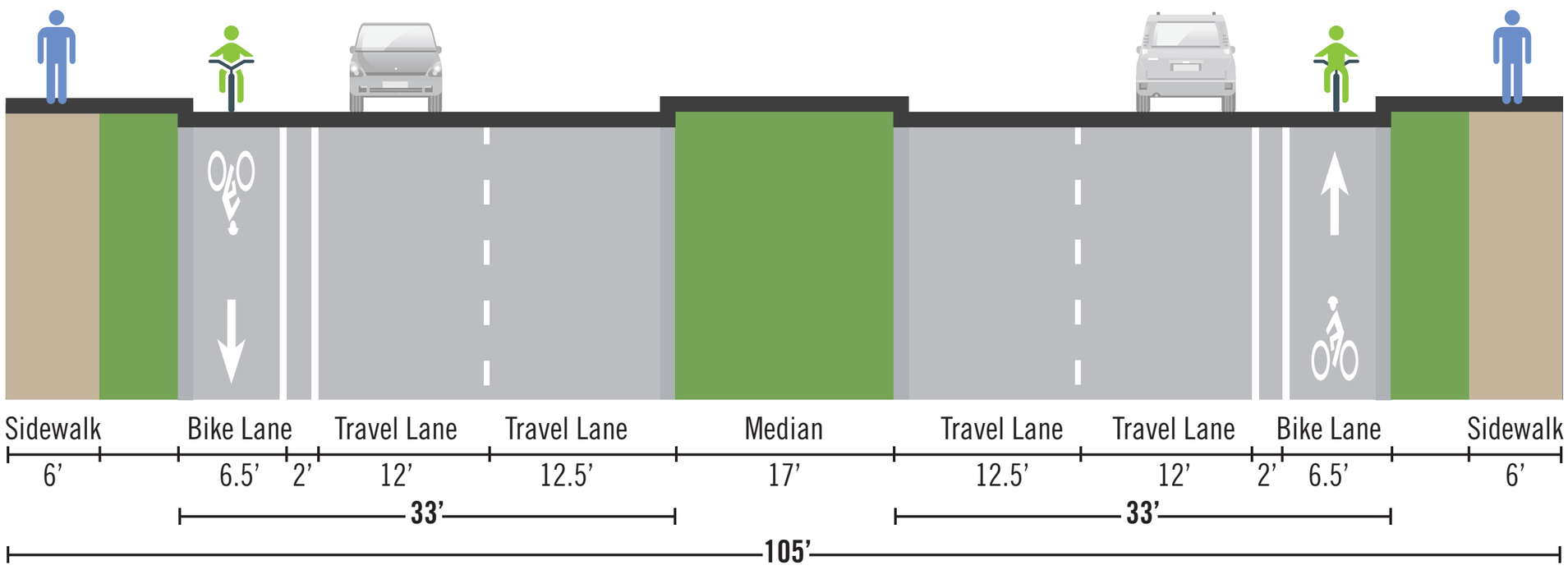
Kimley»Horn

Context-Sensitive Cross Sections
Minor Arterial

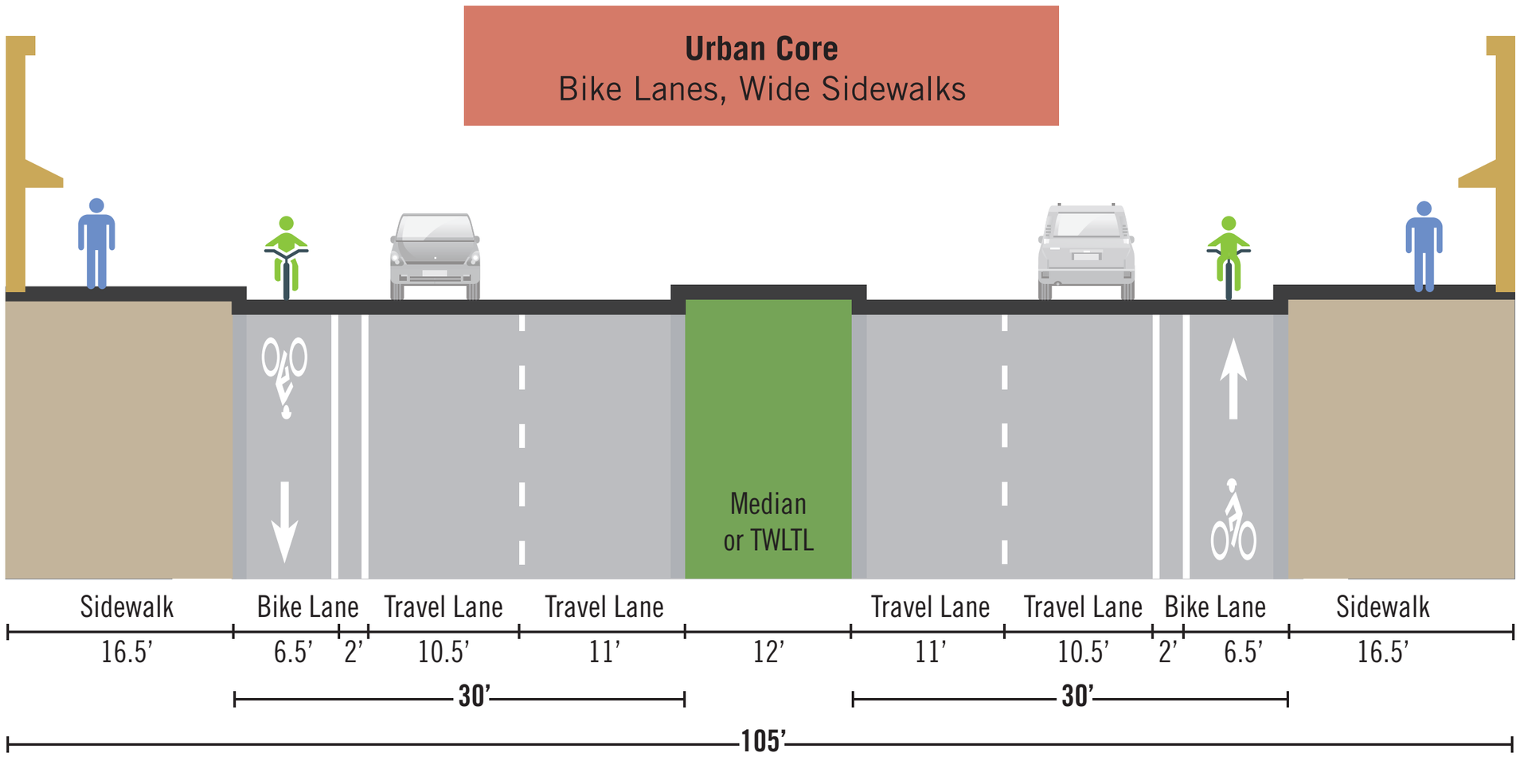
City of College Station

Note: All dimensions measured from back-of-curb and center of stripe.

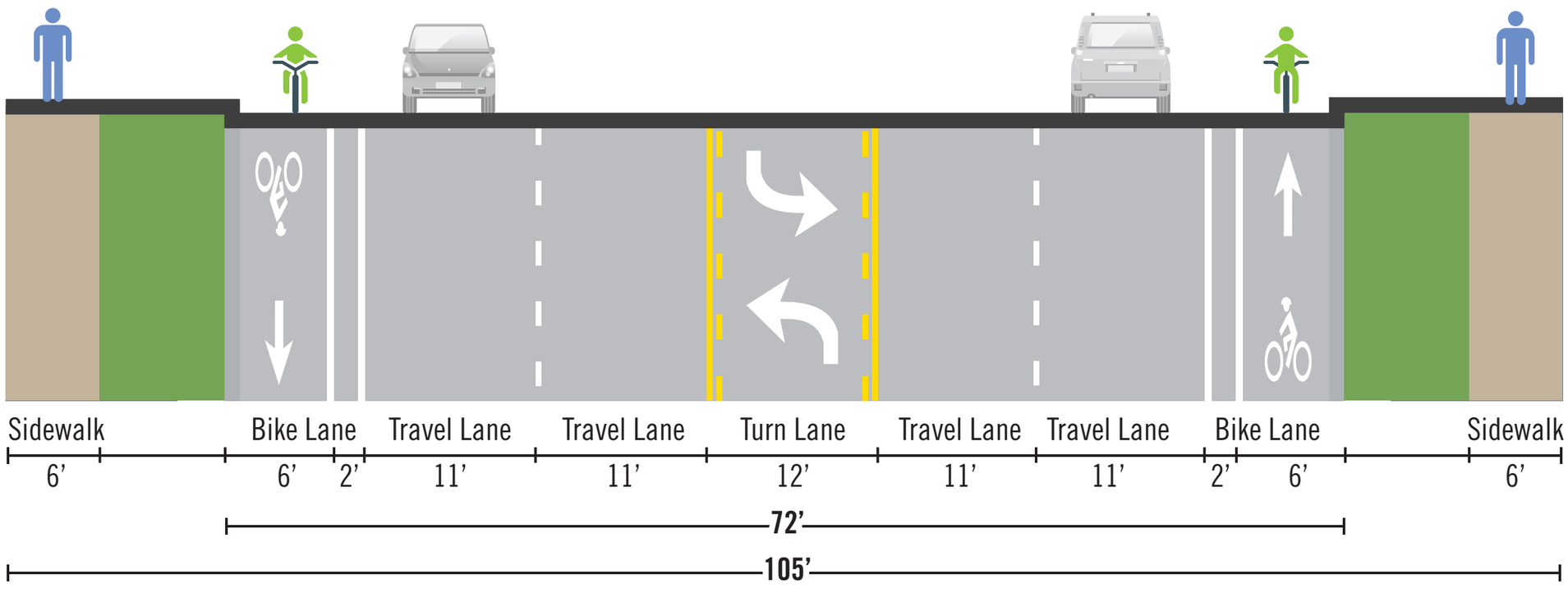
Typical Section



Urban Core
Bike Lanes, Wide Sidewalks



General Urban
Bike Lanes

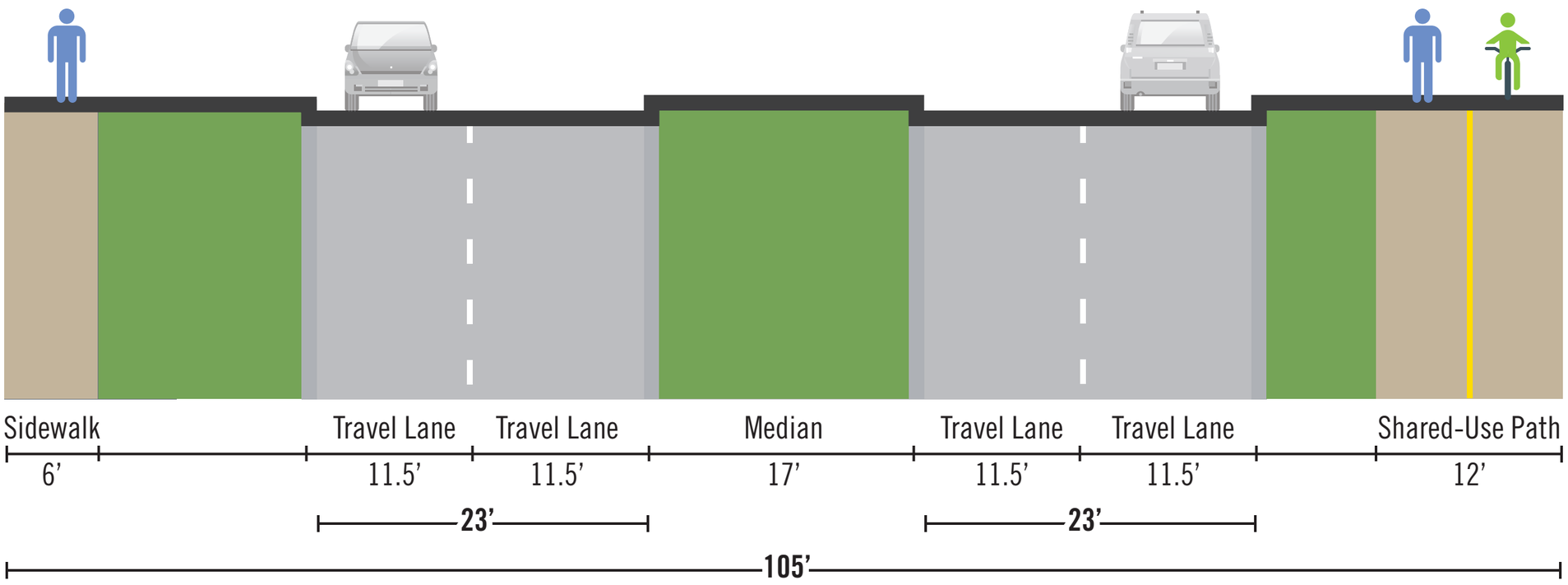


Kimley»Horn

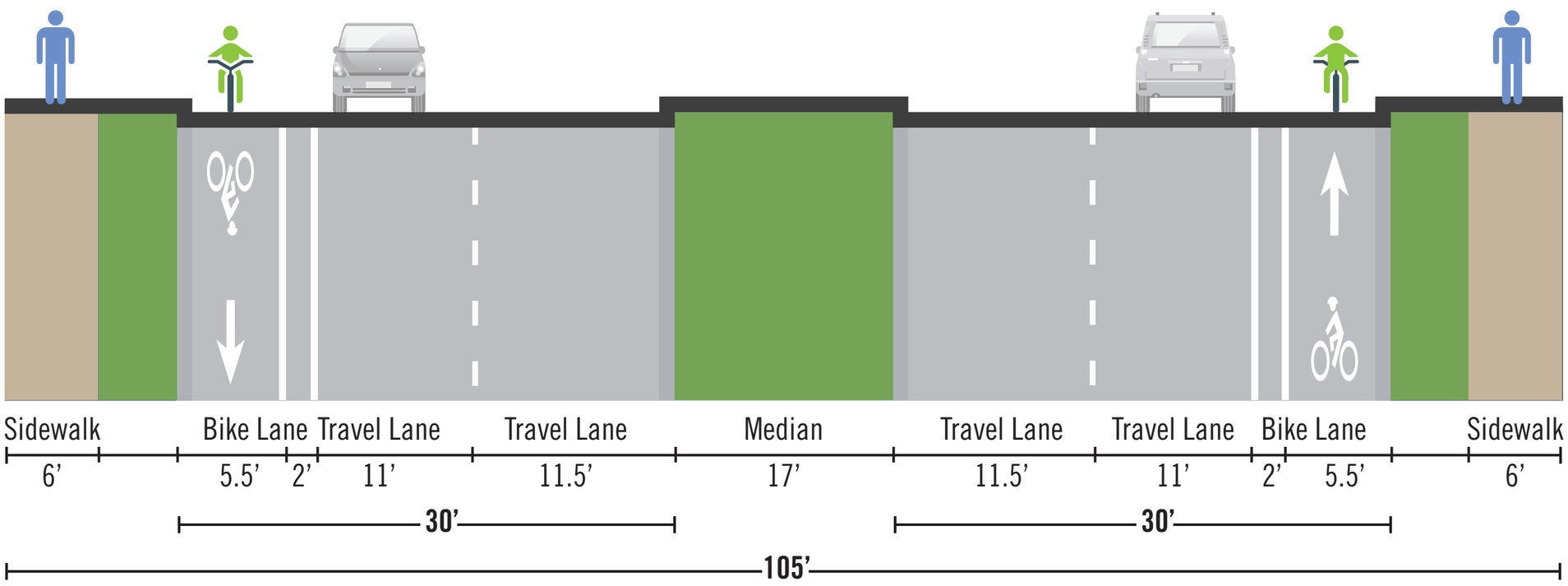
Context-Sensitive Cross Sections
Minor Arterial

City of College Station

General Urban/Suburban
Shared-Use Sidepath



Suburban
Bike Lanes

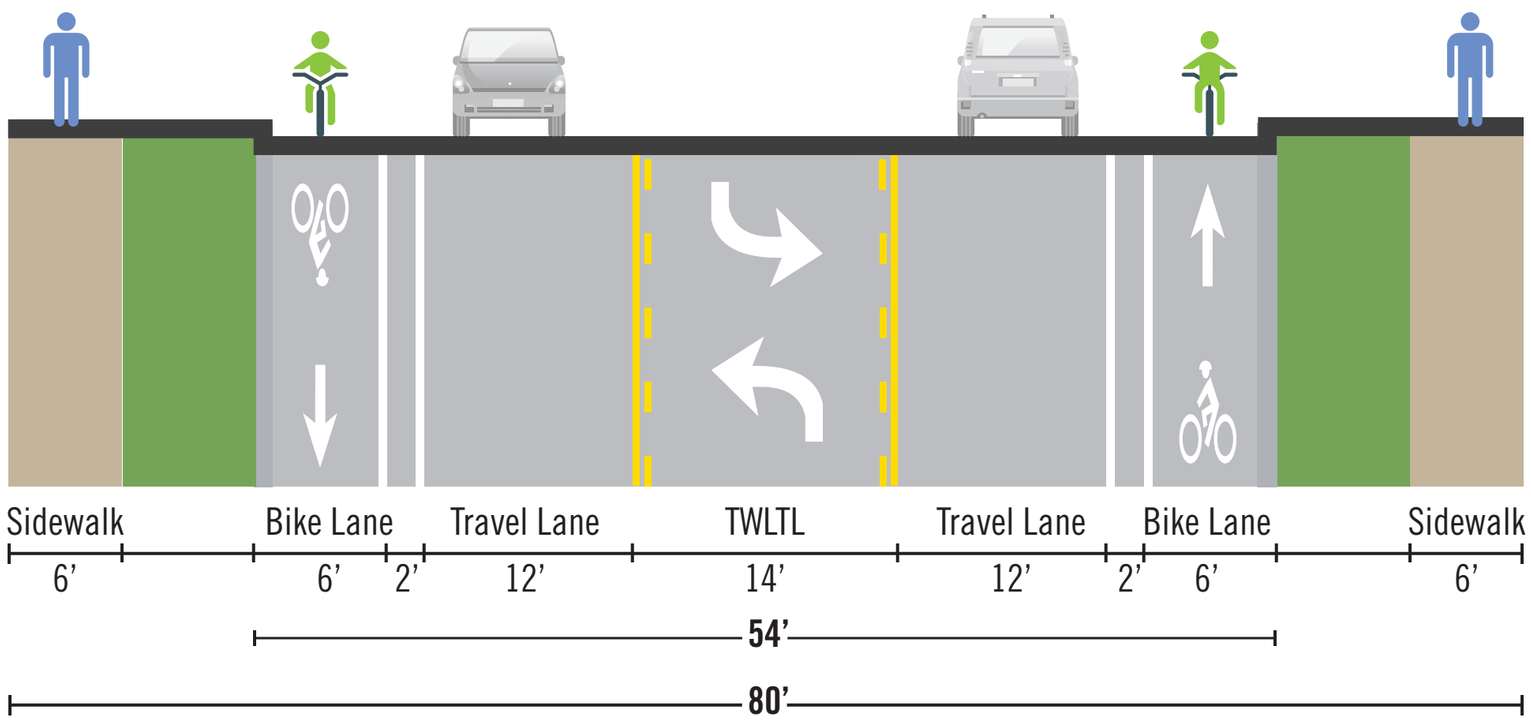


Context-Sensitive Cross Sections
Major Collector

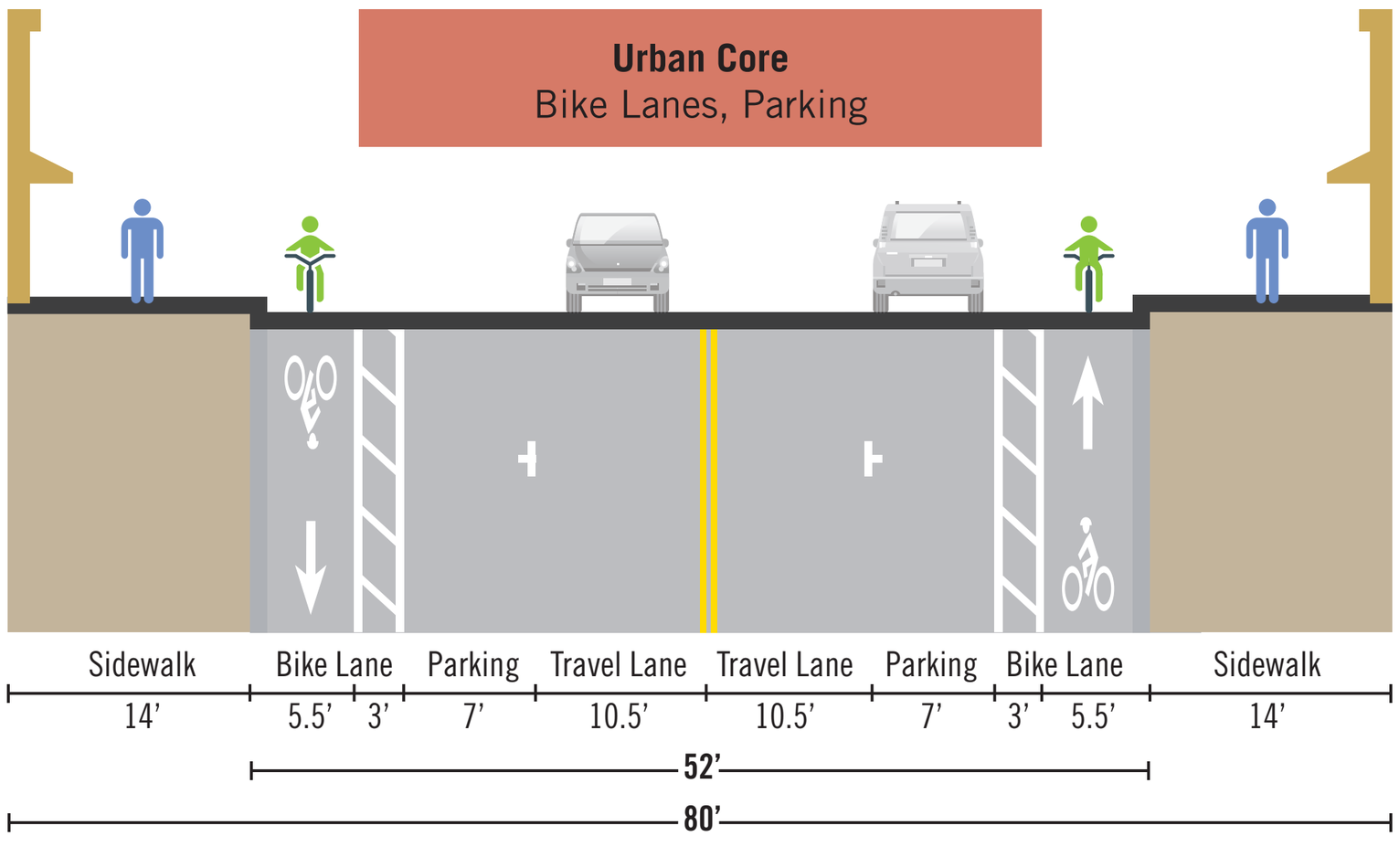
City of College Station

Note: All dimensions measured from back-of-curb and center of stripe.

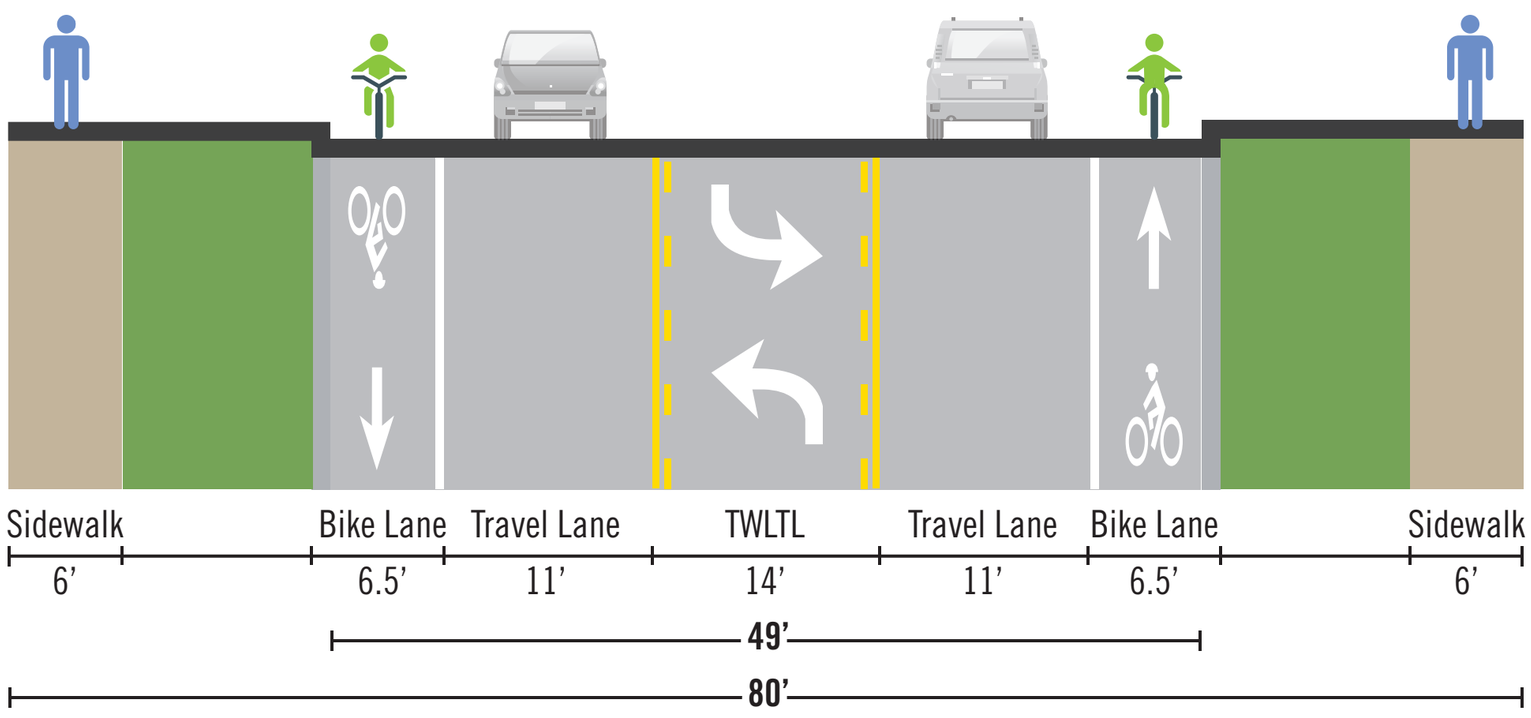
Typical Section



Urban Core
Bike Lanes, Parking



General Urban
Bike Lanes

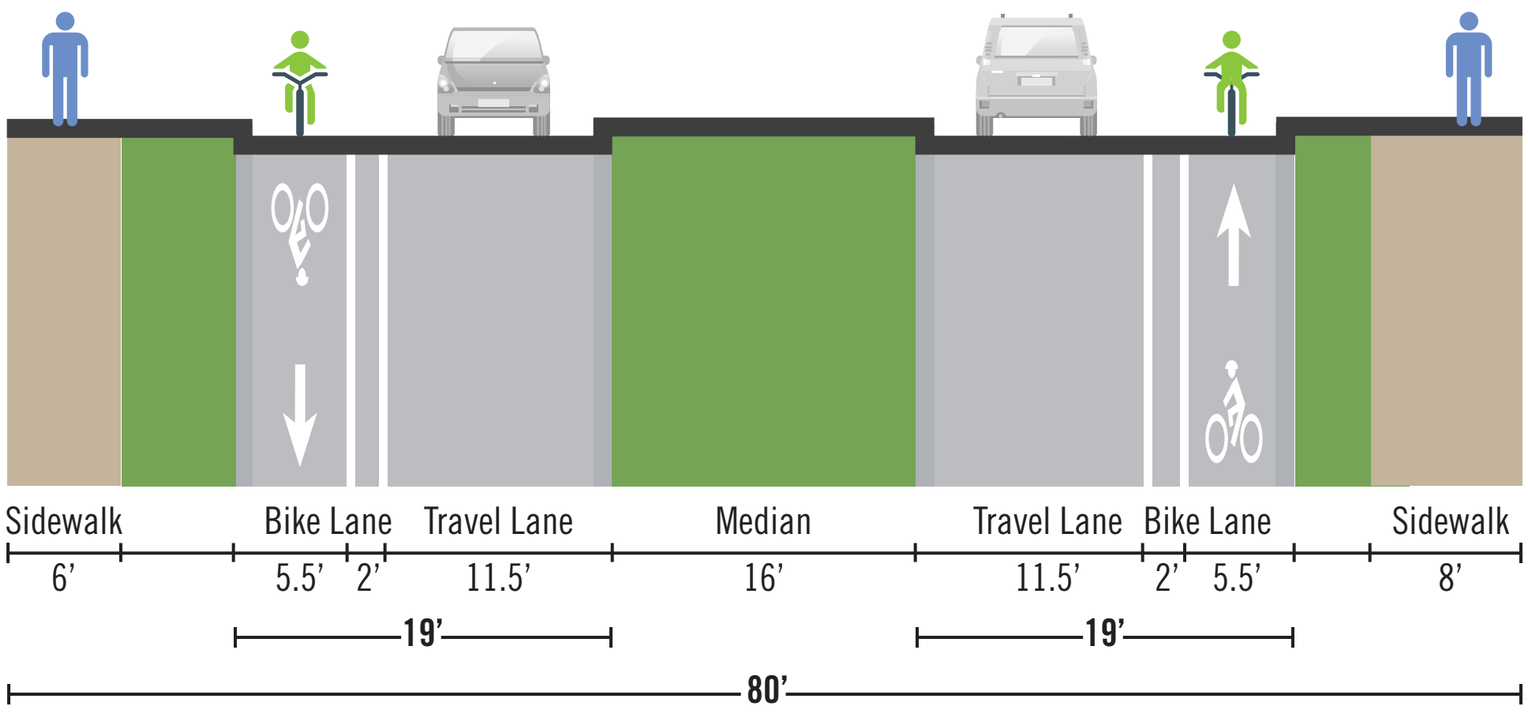


Kimley»Horn

Context-Sensitive Cross Sections
Major Collector

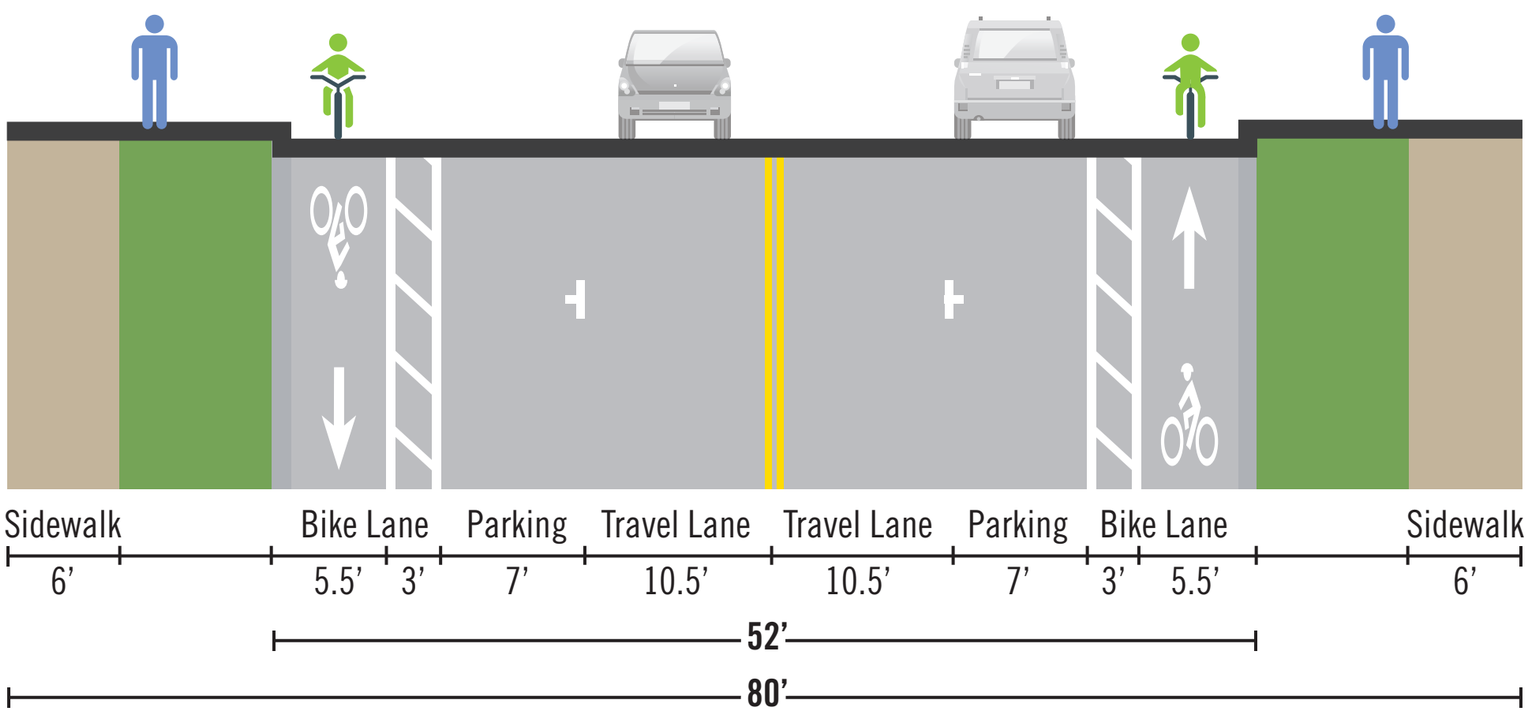
City of College Station

General Urban/Suburban
Bike Lanes, Median



Suburban
Bike Lanes, Parking*

*Parking may be located on either side of bike lane

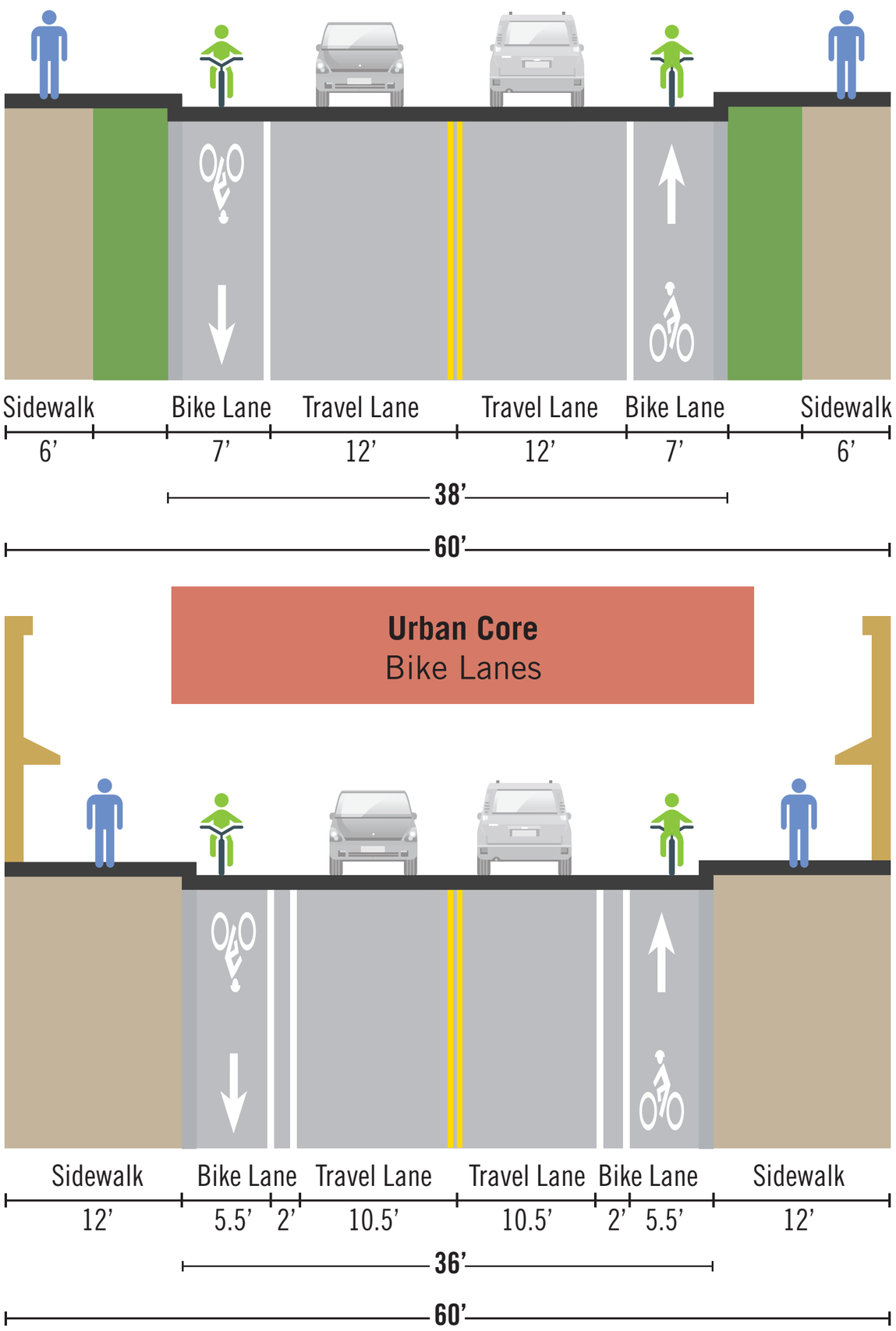


Context-Sensitive Cross Sections
Minor Collector

City of College Station

Note: All dimensions measured from back-of-curb and center of stripe.

Typical Section

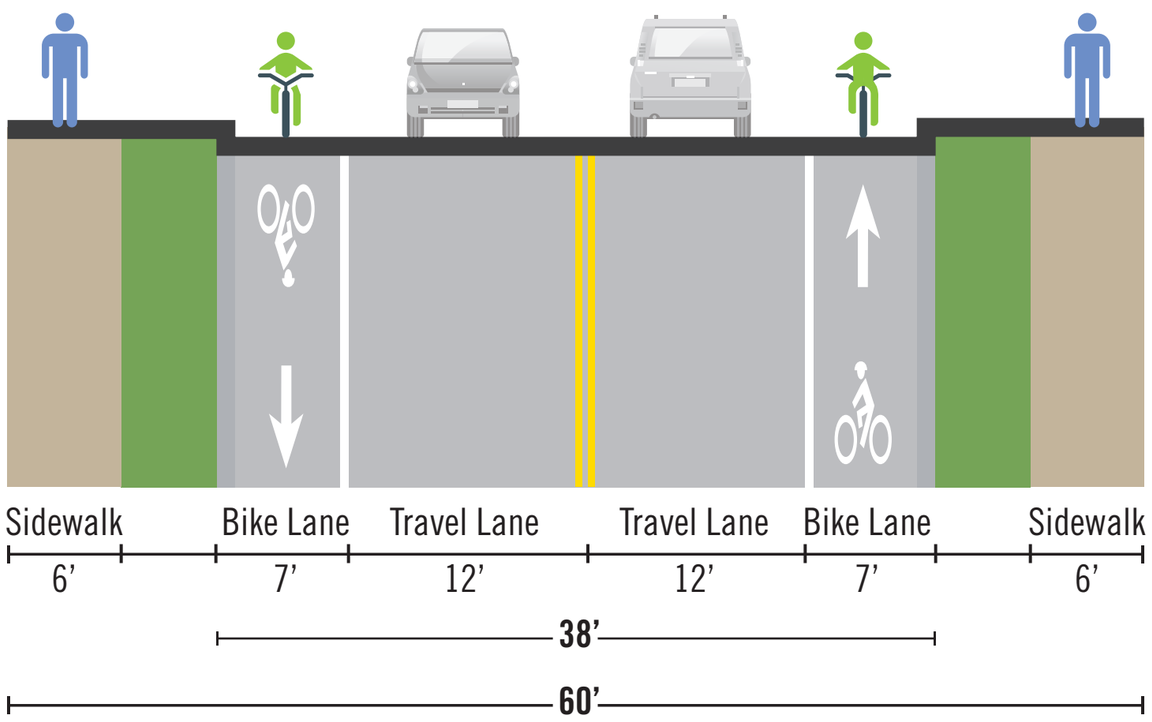


Urban Core
Bike Lanes

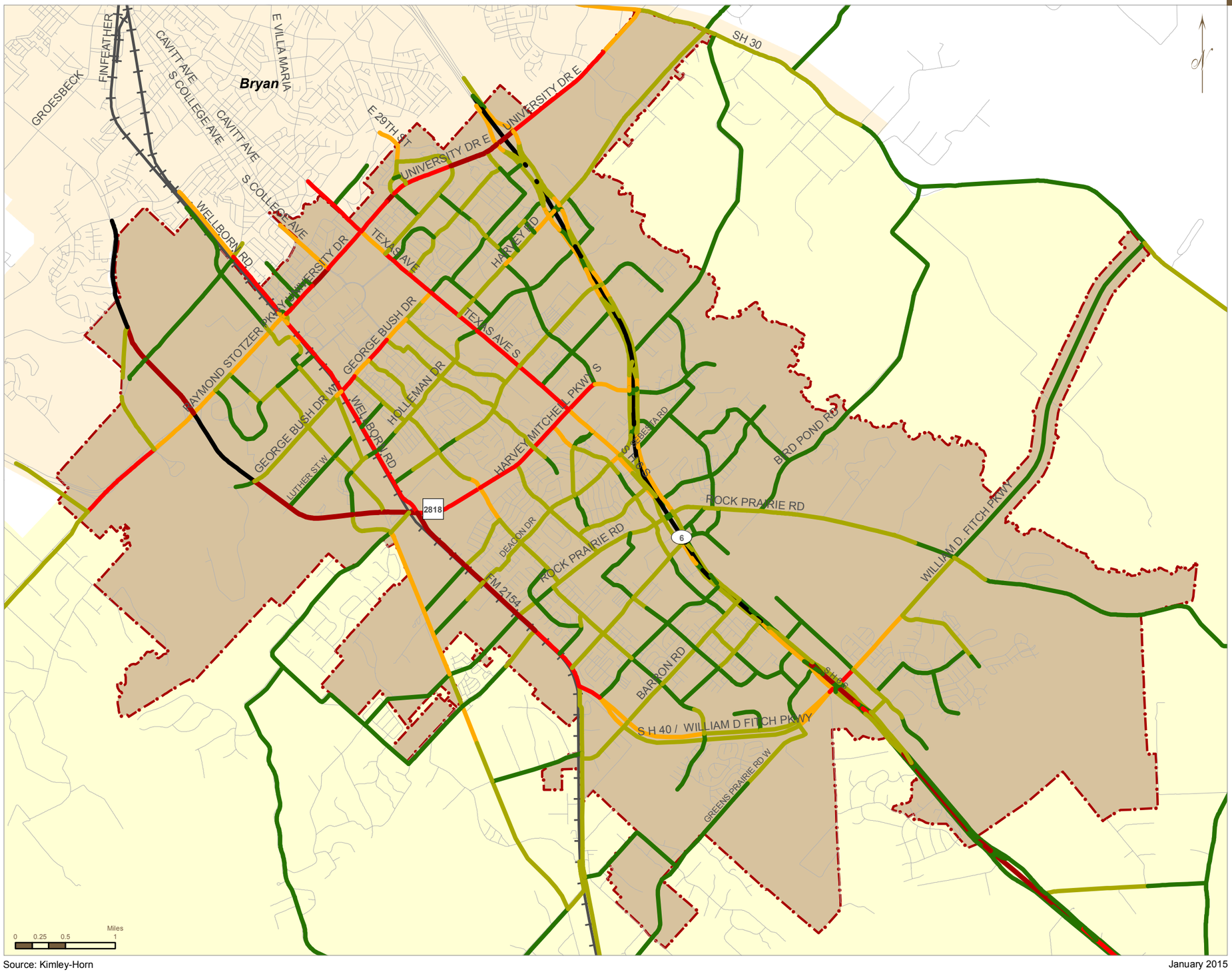
General Urban
Bike Lanes

Kimley»Horn

Suburban
Bike Lanes



Map 6.1
Existing Traffic Volumes



Avg. Daily Traffic

- 0 - 5,000
- 5,001 - 15,000
- 15,001 - 25,000
- 25,001 - 40,000
- 40,001 - 65,000
- 65,001 - 109,195

City Limits

ETJ

Railroad

Source: Kimley-Horn

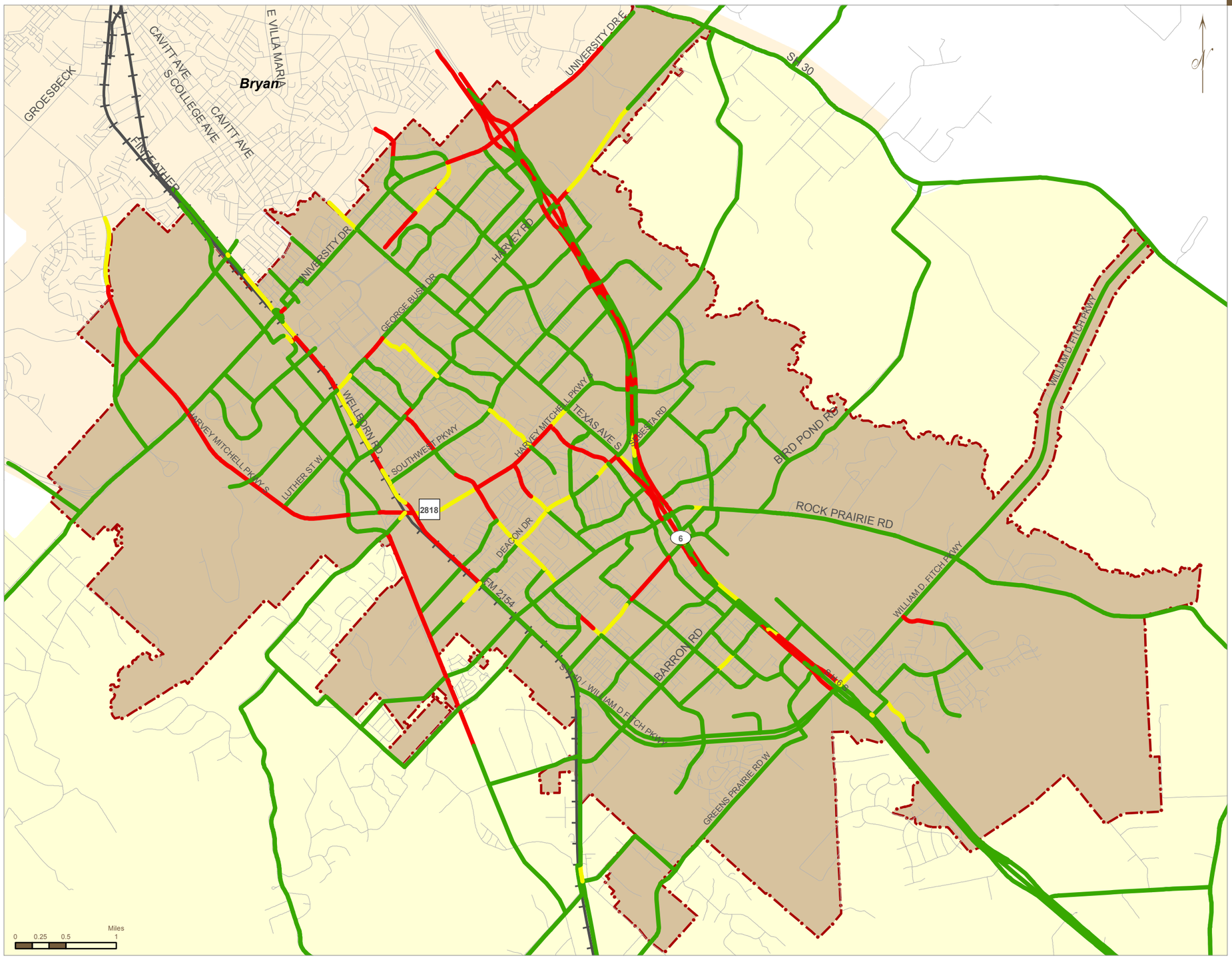
January 2015

CITY OF COLLEGE STATION
Home of Texas A&M University®

Kimley»Horn

College Station Comprehensive Plan

Map 6.2
2015 Level of Service



Acceptable

Tolerable

Unacceptable

City Limits

ETJ

Railroad

CITY OF COLLEGE STATION
Home of Texas A&M University®

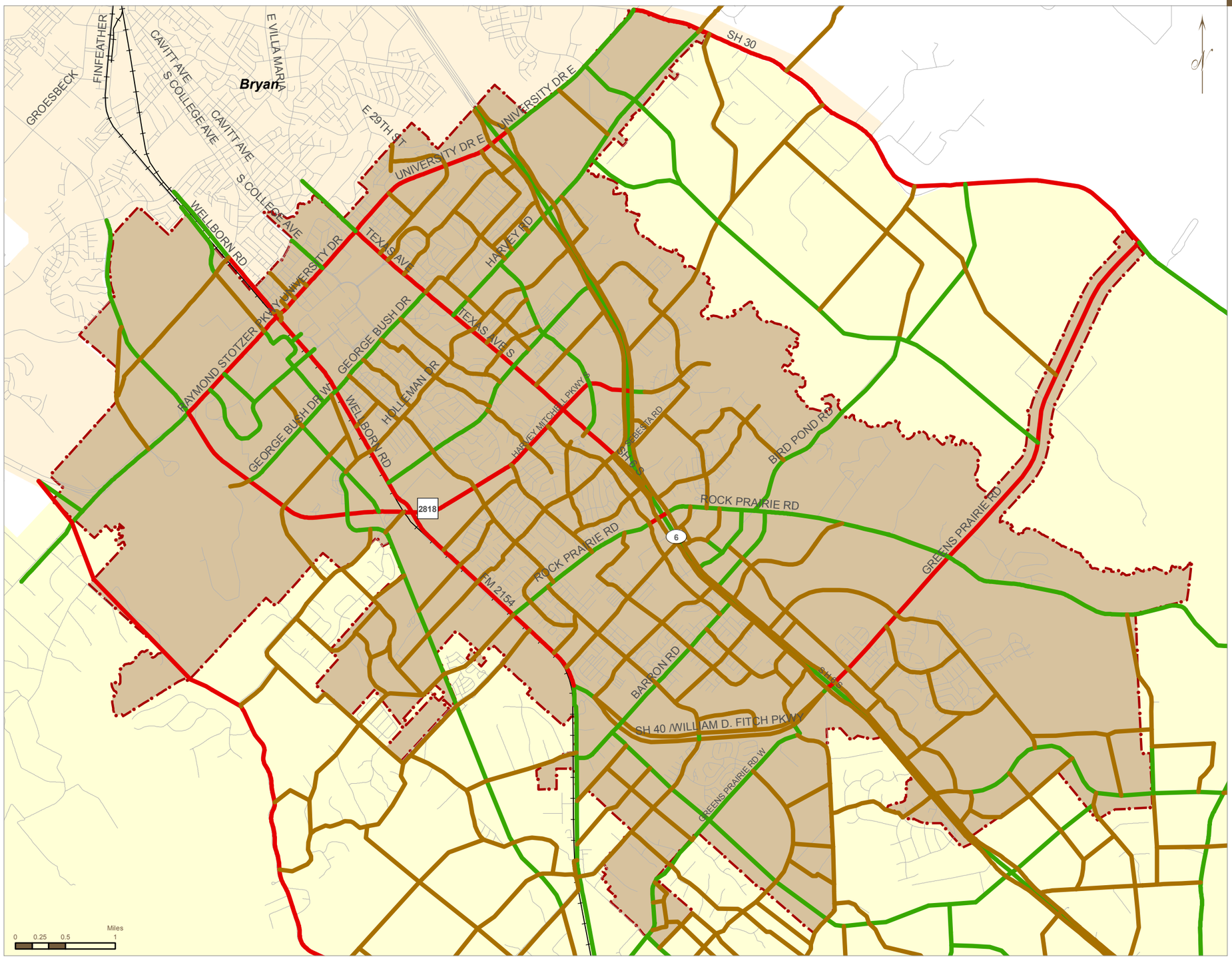
Kimley»Horn

Source: Kimley-Horn

January 2015

College Station Comprehensive Plan

Map 6.4
2035 Lanes with Programmed Projects



Source: Kimley-Horn

September 2015

Lanes in 2035

- 2
- 4
- 6

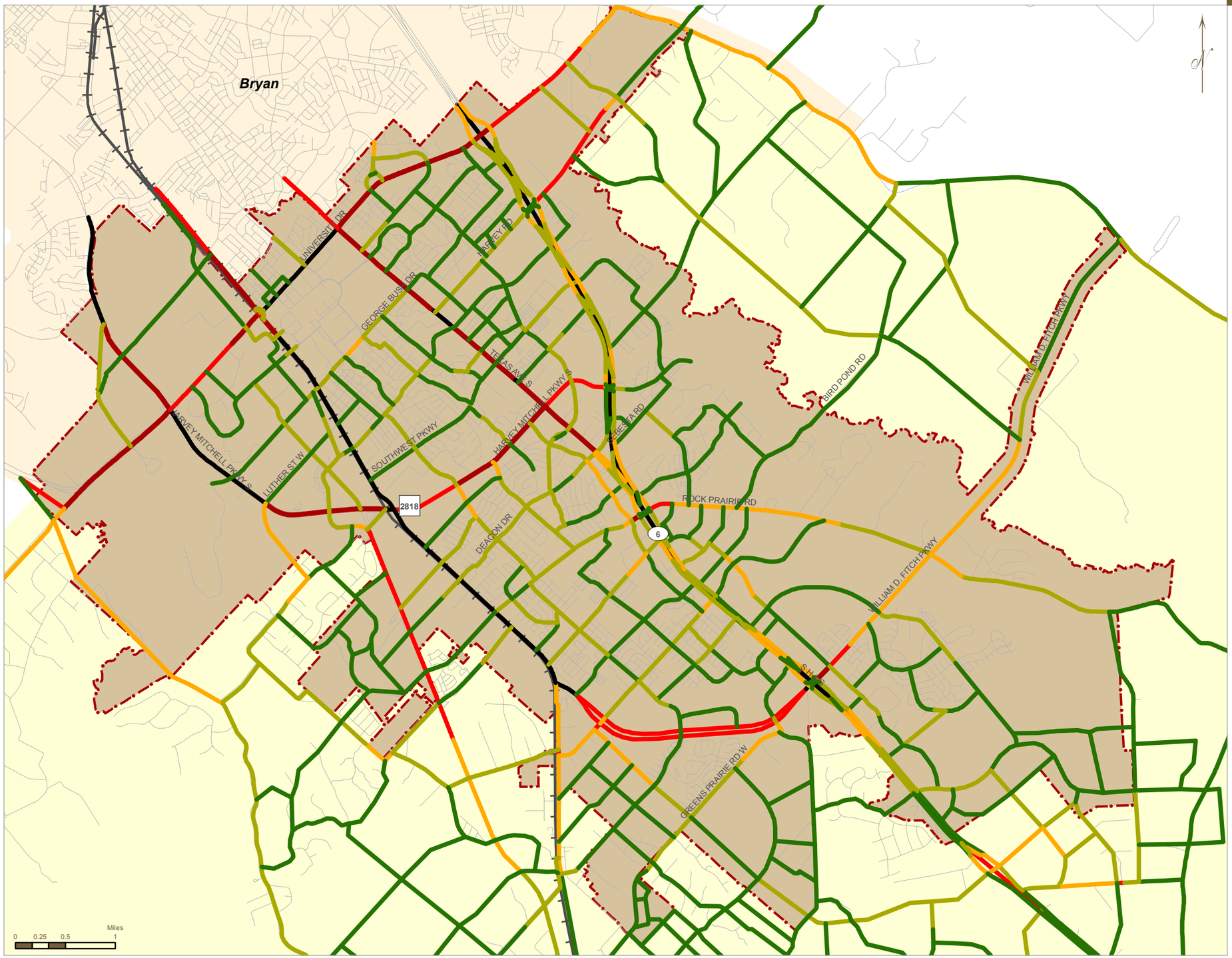
- City Limits
- ETJ
- Railroad

CITY OF COLLEGE STATION

Kimley»Horn

College Station Comprehensive Plan

Map 6.5
2035 Traffic Volumes with Programmed Projects



Avg. Daily Traffic

- 0 - 5,000
- 5,001 - 15,000
- 15,001 - 25,000
- 25,001 - 40,000
- 40,001 - 65,000
- 65,001 - 114,000

- City Limits
- ETJ
- Railroad

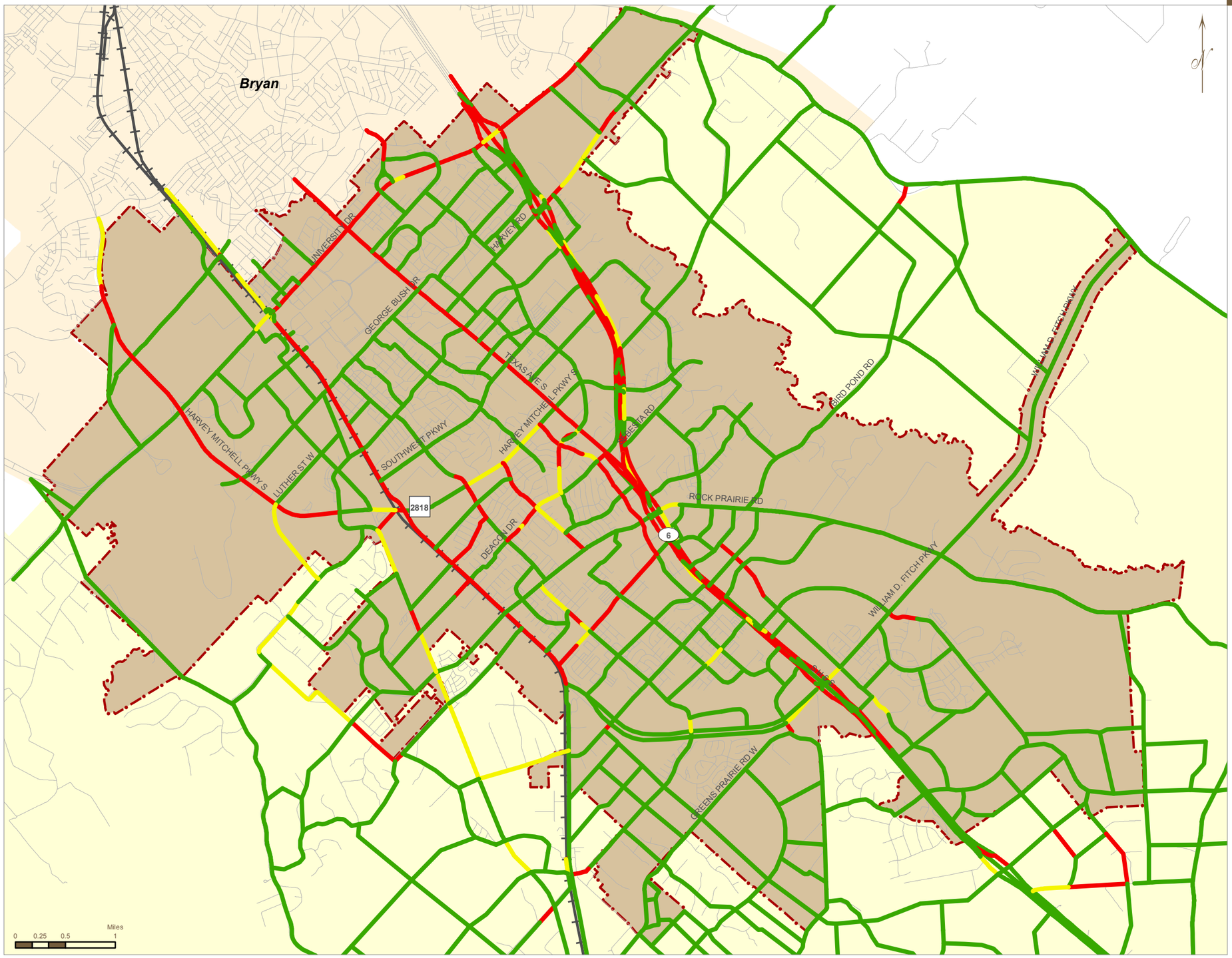
Source: Kimley-Horn

September 2015

CITY OF COLLEGE STATION

Kimley»Horn

Map 6.9
Future Level of Service



Acceptable

Tolerable

Unacceptable

City Limits

ETJ

Railroad

Source: Kimley-Horn

September 2015

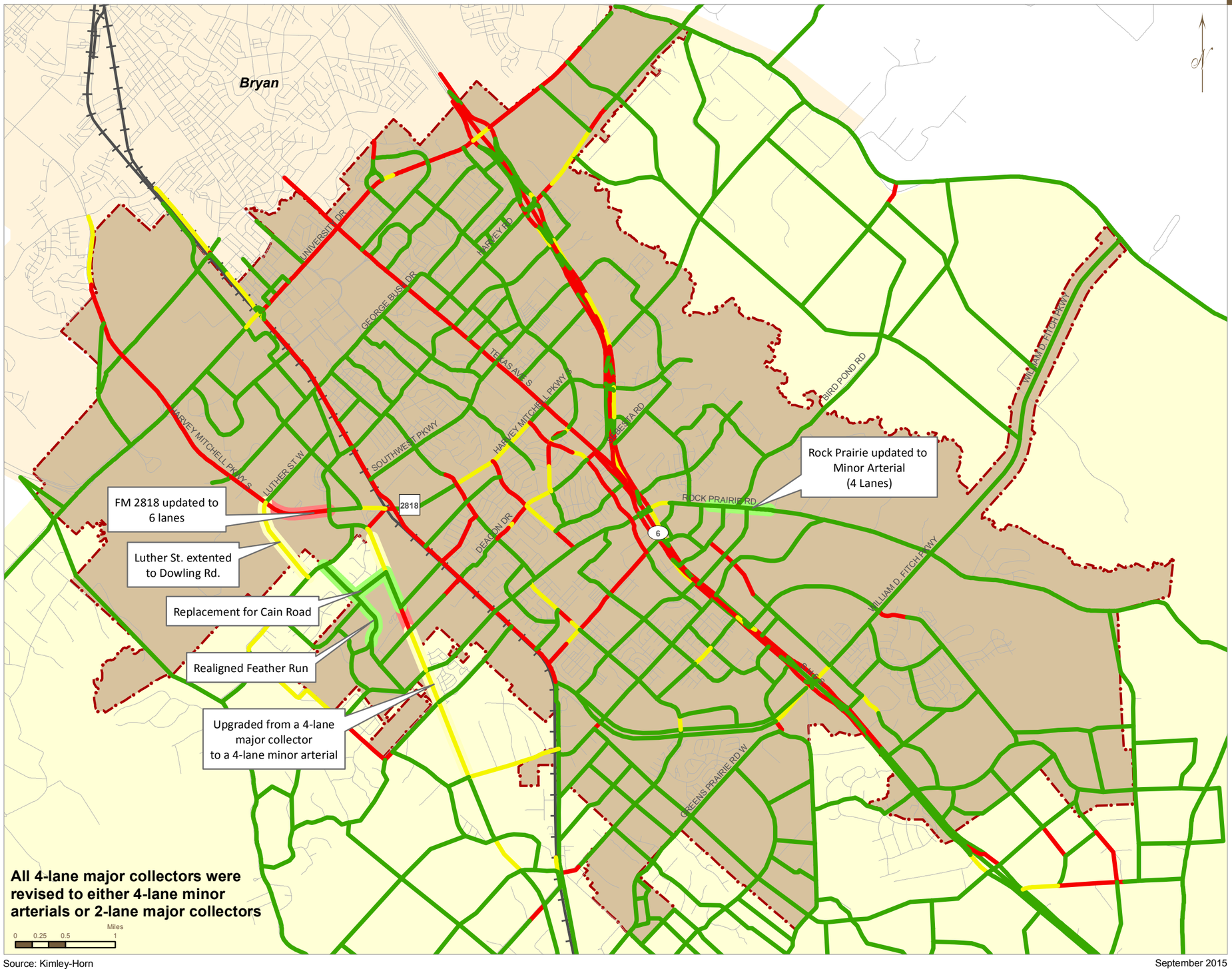
CITY OF COLLEGE STATION

Kimley»Horn

College Station Comprehensive Plan

Map 6.10

Updated Thoroughfare Plan Level of Service



Source: Kimley-Horn

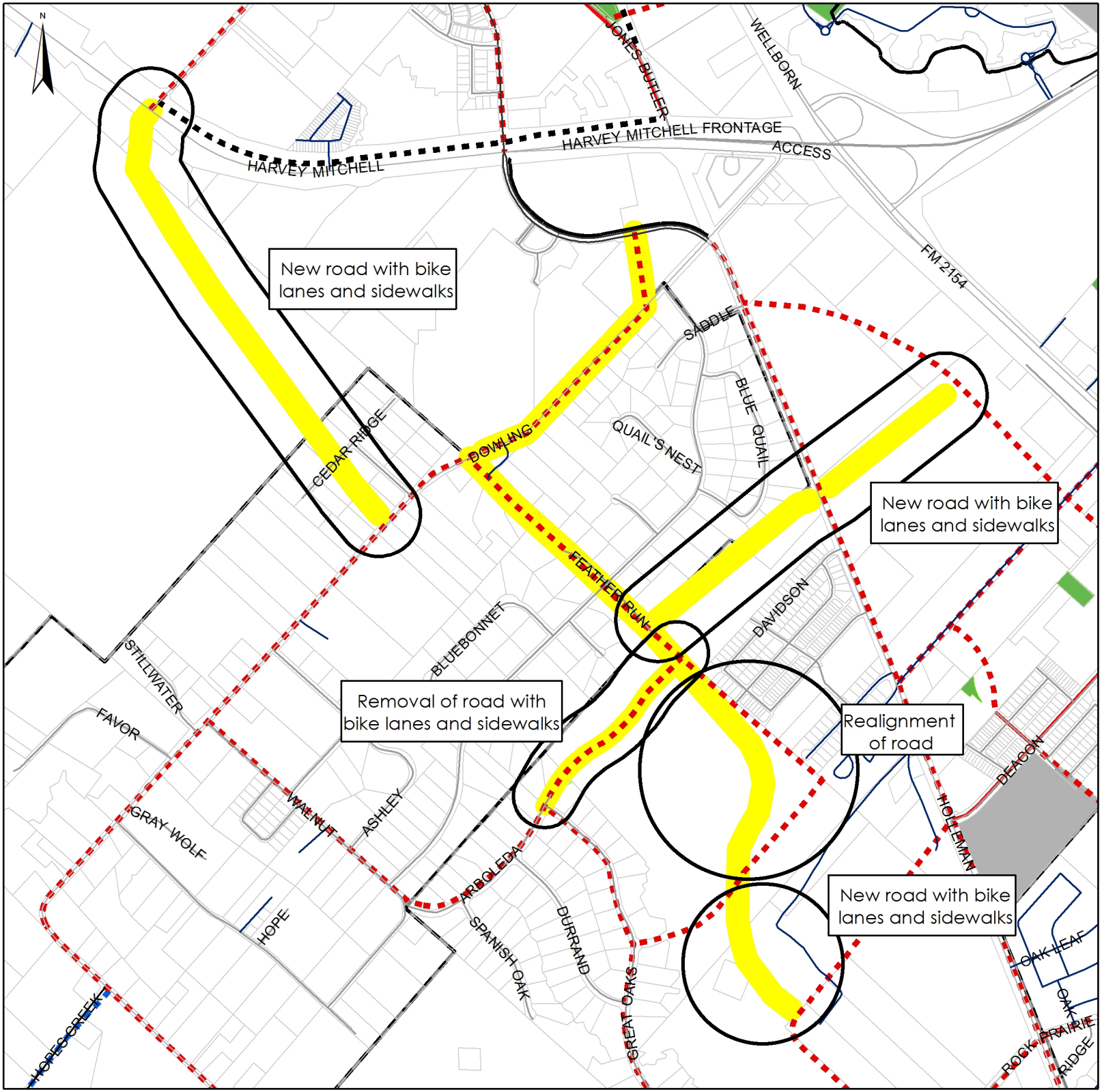
September 2015

- Acceptable
- Tolerable
- Unacceptable
- City Limits
- ETJ
- Railroad

CITY OF COLLEGE STATION

Kimley»Horn

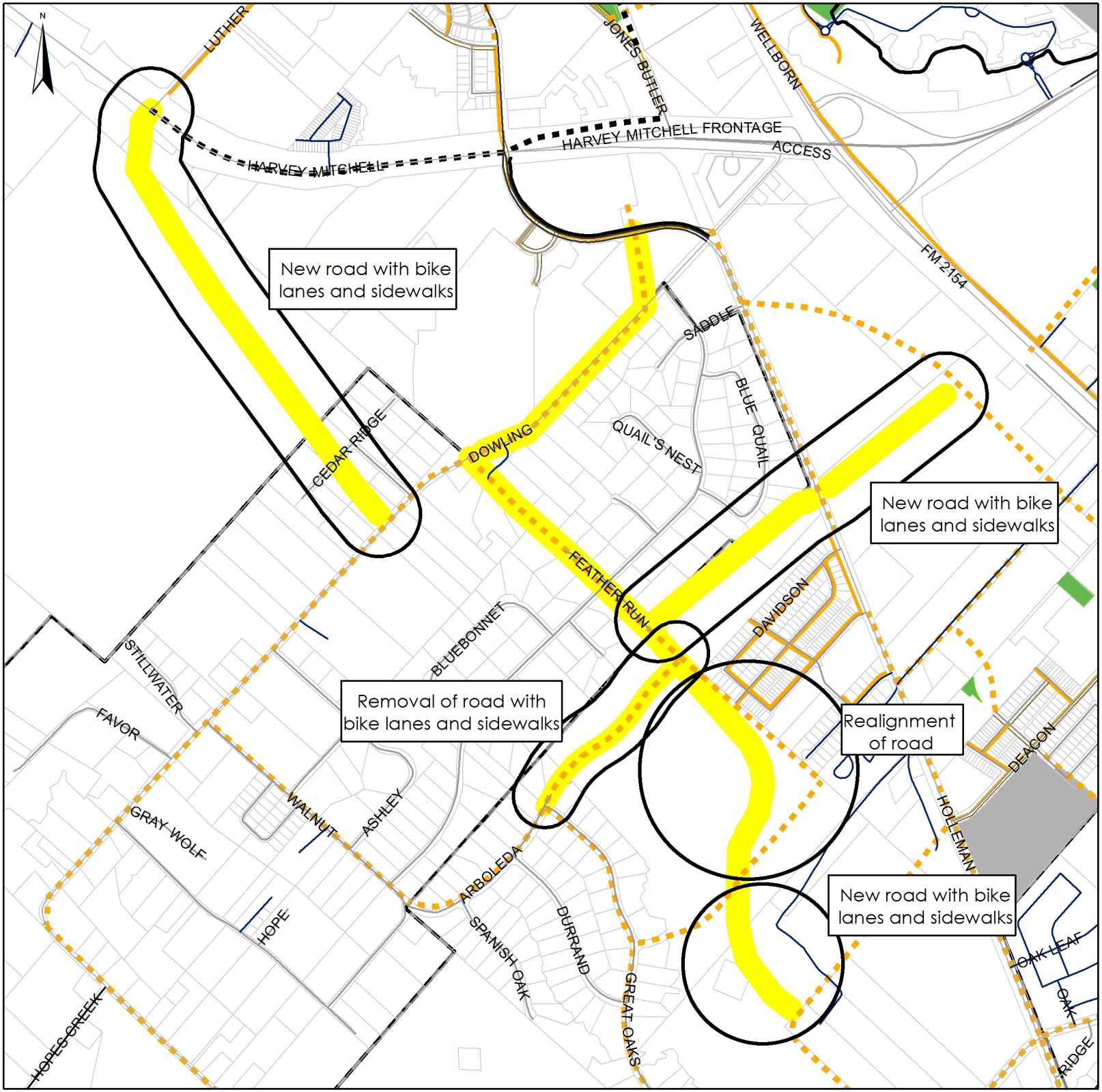
College Station Comprehensive Plan



Area 1
Proposed Changes with Bicycle Plan

- Thoroughfare Plan Amendments
- Bike Lane Existing
- Bike Lane Funded
- Bike Lane Proposed
- Bike Route Existing
- Bike Route Proposed
- Multi-use Path Existing
- Multi-use Path Funded
- Multi-use Path Proposed
- Schools
- CSISD Property
- Parks

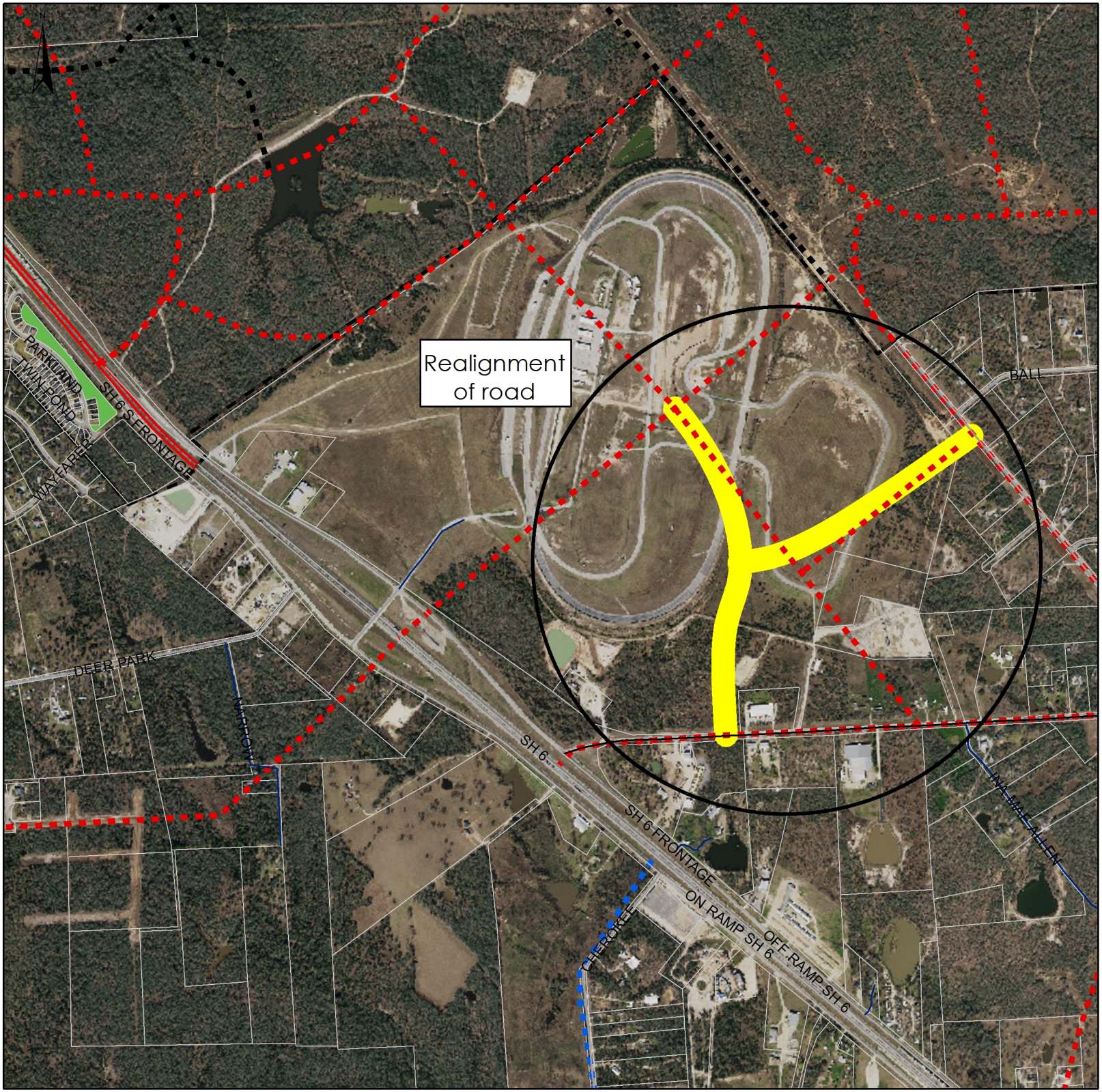
0 0.1 0.2 0.4 Miles



Area 1
Proposed Changes with Pedestrian Plan

- Thoroughfare Plan Amendments
- Sidewalk Existing on One Side
- Sidewalk Existing on Both Sides
- Sidewalk Funded
- Sidewalk Proposed
- Multi-use Path Existing
- Multi-use Path Funded
- Multi-use Path Proposed
- Schools
- CSISD Property
- Parks

0 0.1 0.2 0.4 Miles



Area 2
Proposed Changes with Bicycle Plan

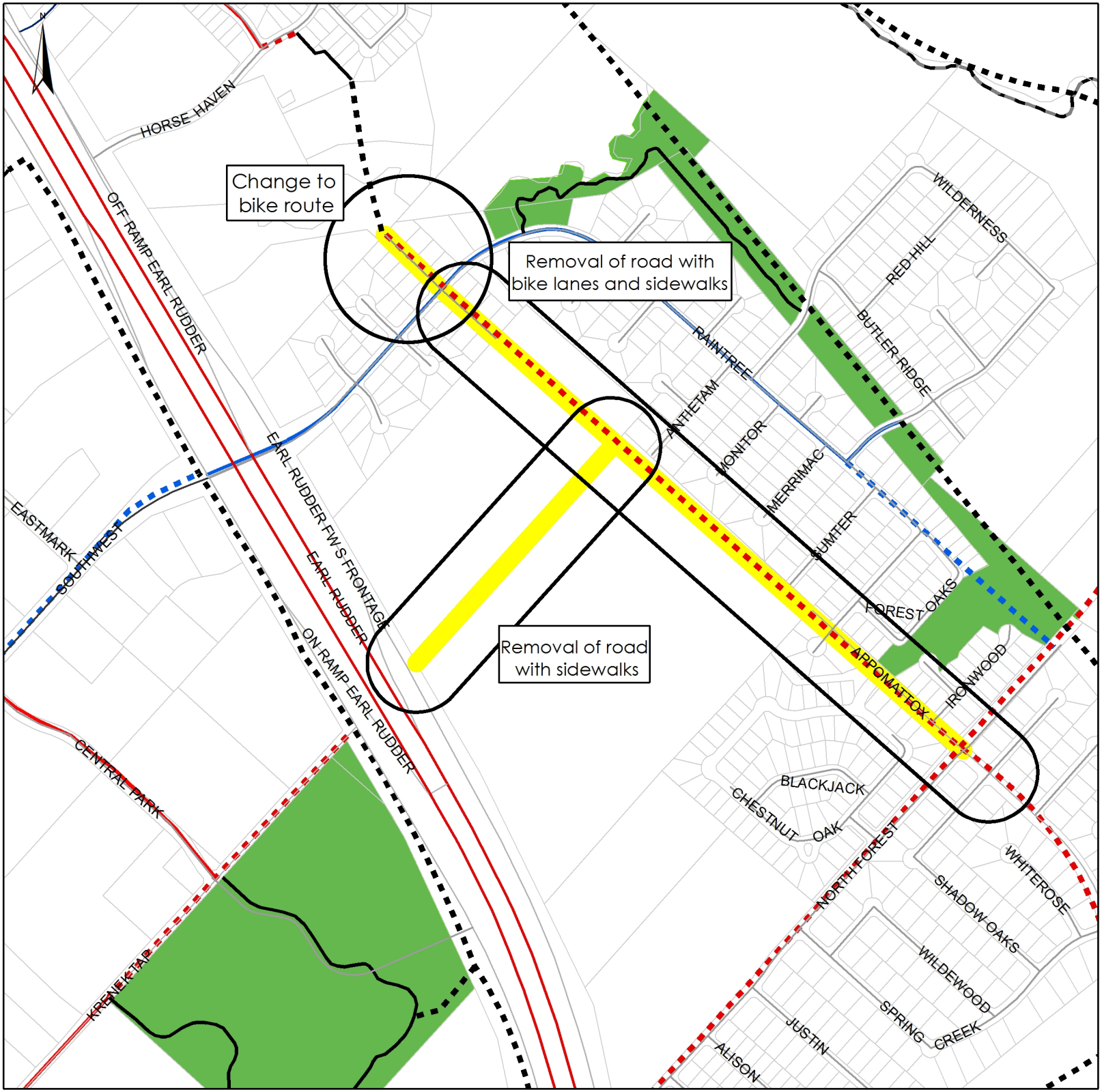
- Thoroughfare Plan Amendments
- Bike Lane Existing
- Bike Lane Funded
- Bike Lane Proposed
- Bike Route Existing
- Bike Route Proposed
- Multi-use Path Existing
- Multi-use Path Funded
- Multi-use Path Proposed
- Schools
- CSISD Property
- Parks

0 0.1 0.2 0.4 Miles

Area 2
Proposed Changes with Pedestrian Plan

- Thoroughfare Plan Amendments
- Sidewalk Existing on One Side
- Sidewalk Existing on Both Sides
- Sidewalk Funded
- Sidewalk Proposed
- Multi-use Path Existing
- Multi-use Path Funded
- Multi-use Path Proposed
- Schools
- CSISD Property
- Parks

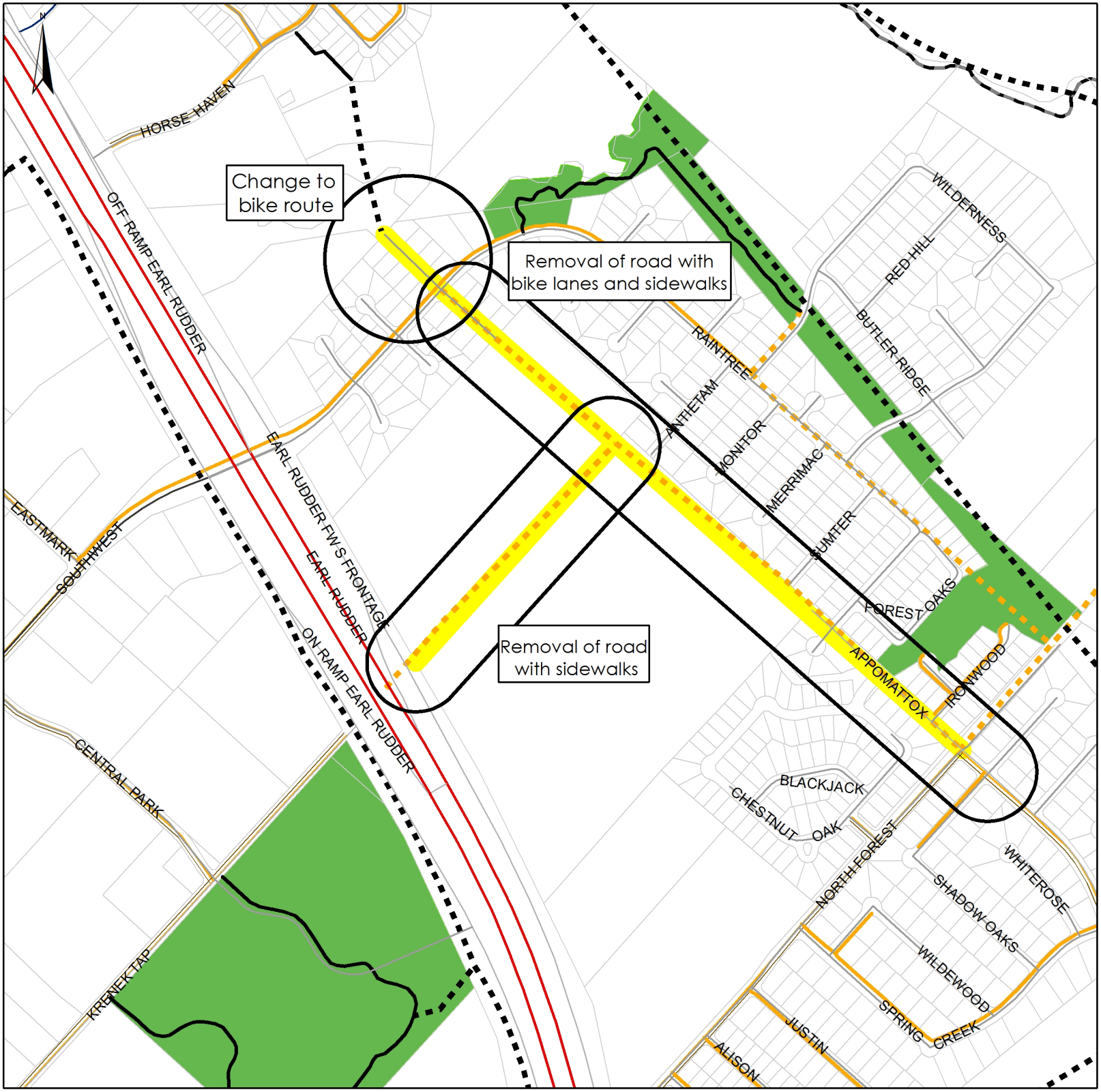
0 0.1 0.2 0.4 Miles



Area 3
Proposed Changes with Bicycle Plan

- Thoroughfare Plan Amendments
- Bike Lane Existing
- Bike Lane Funded
- Bike Lane Proposed
- Bike Route Existing
- Bike Route Proposed
- Multi-use Path Existing
- Multi-use Path Funded
- Multi-use Path Proposed
- Schools
- CSISD Property
- Parks

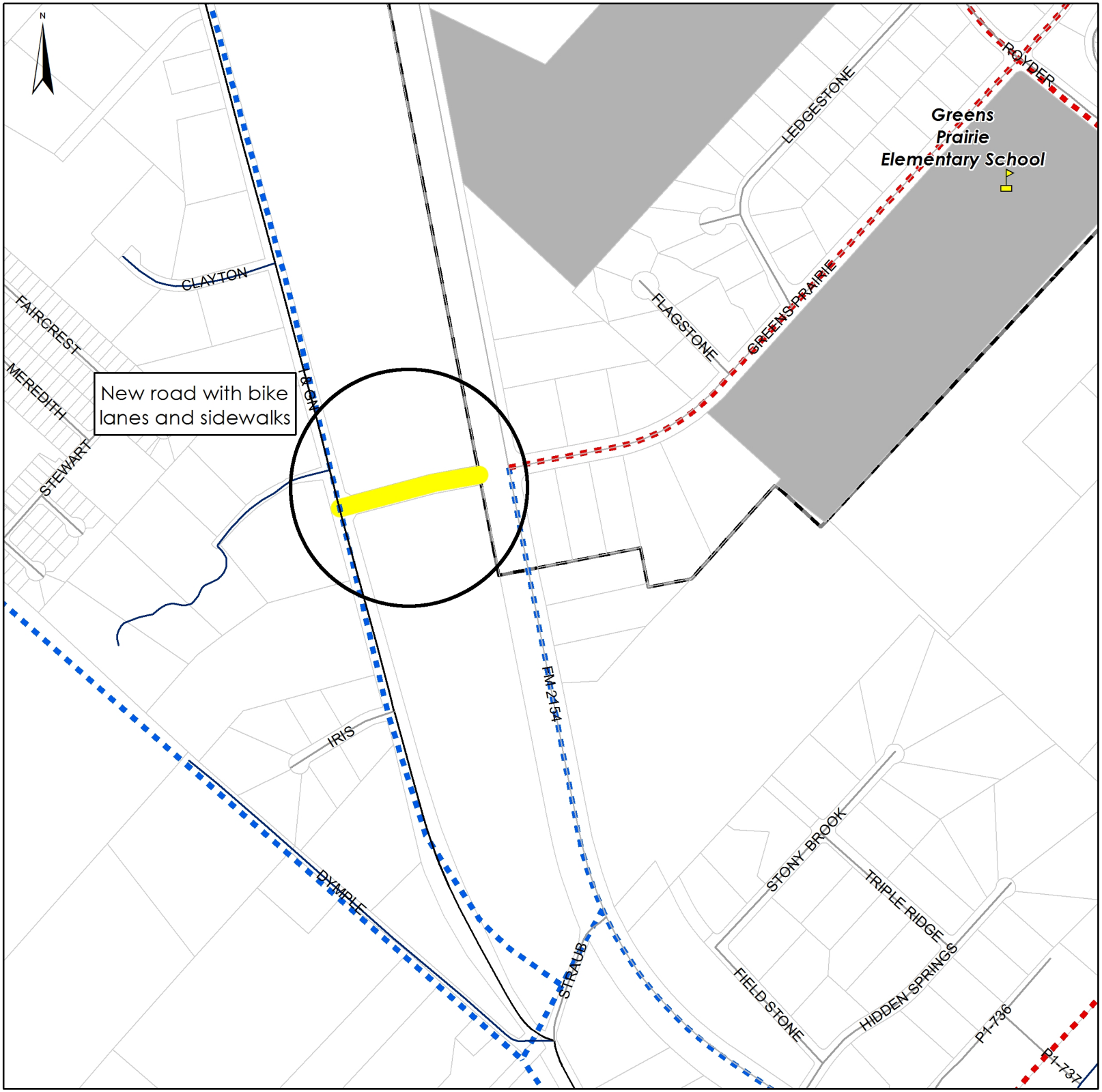
0 0.05 0.1 0.2 Miles



Area 3
Proposed Changes with Pedestrian Plan

- Thoroughfare Plan Amendments
- Sidewalk Existing on One Side
- Sidewalk Existing on Both Sides
- Sidewalk Funded
- Sidewalk Proposed
- Multi-use Path Existing
- Multi-use Path Funded
- Multi-use Path Proposed
- Schools
- CSISD Property
- Parks

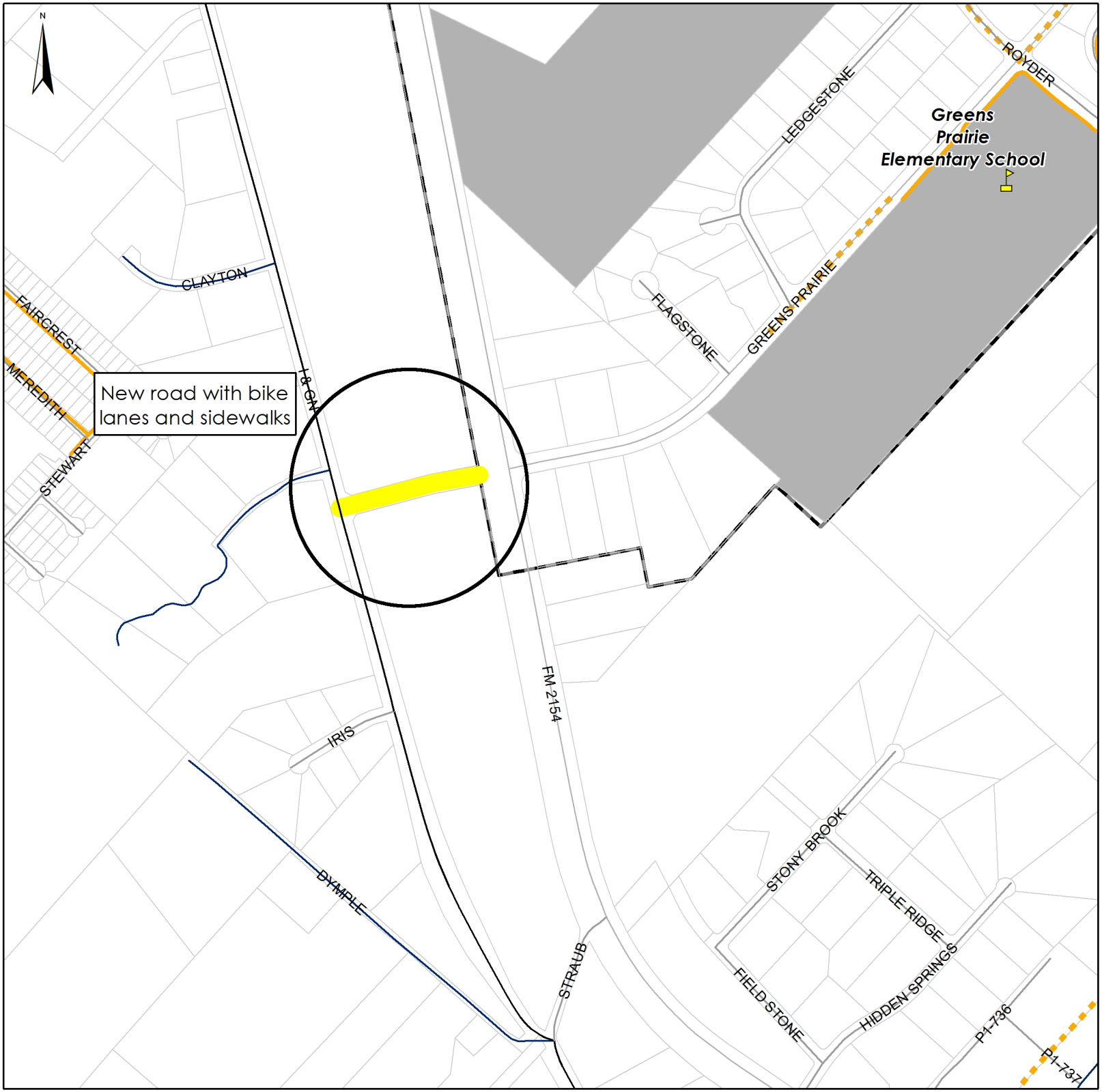
0 0.05 0.1 0.2 Miles



Area 4
Proposed Changes with Bicycle Plan

- Thoroughfare Plan Amendments
- Bike Lane Existing
- Bike Lane Funded
- Bike Lane Proposed
- Bike Route Existing
- Bike Route Proposed
- Multi-use Path Existing
- Multi-use Path Funded
- Multi-use Path Proposed
- Schools
- CSISD Property
- Parks

0 0.05 0.1 0.2 Miles



Area 4
Proposed Changes with Pedestrian Plan

- Thoroughfare Plan Amendments
- Sidewalk Existing on One Side
- Sidewalk Existing on Both Sides
- Sidewalk Funded
- Sidewalk Proposed
- Multi-use Path Existing
- Multi-use Path Funded
- Multi-use Path Proposed
- Schools
- CSISD Property
- Parks

0 0.05 0.1 0.2 Miles