

MOBILITY



Mobility addresses vehicular, bicycle, and pedestrian movements within and through an area. Whether for transportation or recreation, good connectivity improves the quality of life for neighborhood residents. The purpose of mobility in neighborhood planning is to ensure that all modes and routes of transportation are safe and reliable, and minimize congestion on the road system including: an adequate and efficient street network, designated bike routes, a sufficient sidewalk network, and local transit services.

College Station is a town of movers and shakers; as well as drivers, walkers, runners, bikers, and skaters. This variety of movement necessitates multiple modes being considered in the planning of transportation facilities. Mobility within a community encompasses vehicular, pedestrian, and bicycle transportation and connectivity, as well as addresses the to-and-through movements of an area.

The Southside Area Neighborhood began development during a time when, Nationally, Americans owned less than one car per household. The National average is now just under three vehicles per household, according to the U.S. Department of Transportation. Many streets in the Southside Area began as dirt roads that were later surfaced to accommodate the limited number of vehicles in this suburban-style neighborhood. In some areas, the roads are shaped around natural or built features, such as the natural creek system and Brison Park, initially built as a series of lakes, causing the core of the street network to be a gentle web of curves and turns. Many other areas exhibit the traditional grid pattern that is typical for the time period. The Southside Area is very well connected with few cul-de-sacs or dead-end streets, compared to modern suburban neighborhoods.

Mobility in the Southside Area has traditionally accommodated vehicular traffic, with few pedestrian or bicycle facilities. As the number of Texas A&M students living in the area has grown, so has the need for alternate forms of transportation for biking and walking, some of which have been added through City investment.

PURPOSE OF THE CHAPTER

Goal

The purpose of this chapter is to outline a set of strategies that provide for needed transportation improvements, while remaining sensitive to the desire to preserve the existing character of the Southside Area. Based on the immense public input that was received during the planning process, and the clear desire to focus on neighborhood stabilization and preservation, the Mobility Goal for the Southside Area is,

“To maintain a safe and efficient transportation network that accommodates multiple modes of transportation, while retaining the character and integrity of the neighborhood.”

Public input gathered during the planning process highlighted concerns with the existing transportation network and future thoroughfare designations, as well as proposed bicycle and pedestrian improvements. The process yielded varying opinions and discussions that are included throughout the chapter.

This chapter focuses primarily on three areas of mobility: thoroughfares and neighborhood streets; the bicycle and pedestrian network; and bus transit opportunities. The street discussion evaluates the existing street network and its intended function - that streets are built to the contemporary standard and planned roadway context and that existing intersections are operating safely. The discussion on the bicycle and pedestrian network focuses on improvements to facilities to advance connectivity within and around the neighborhood while maintaining the character of the area. Finally, the discussion on transit focuses on opportunities to promote ridership and safety within the neighborhood.

Chapter Contents

This chapter is organized into five broad categories:

Street Network & Connectivity

Area 5 Mobility

Bicycle & Pedestrian Mobility

Area Transit

Infrastructure Maintenance & Improvements

The following pages describe these components and their relationship to the Southside Area. This information is supported by **Appendix A, Existing Conditions** which provides supplementary quantitative data about the Area. This chapter describes some of the key issues facing the Southside Area and provides information and opinions garnered through the engagement process.

At the end of the chapter, strategies are identified to assist the neighborhood in moving toward the chapter goal.

The broad strategies are accompanied by recommended action statements that support changes to the Comprehensive Plan and considerations for future development in the Area. Specific information about timelines, responsible parties, and estimated costs are reflected in **Chapter 5, Implementation**.

STREET NETWORK & CONNECTIVITY

There are 12 streets within the Southside Area designated as Streets (minor collector) or greater on the College Station Thoroughfare Plan, as displayed in **Map 3.1, Thoroughfares**. Of these, Texas Avenue, George Bush Drive, and Wellborn Road are owned and maintained by the Texas Department of Transportation (TxDOT). Streets not designated on the Thoroughfare Plan are considered to be neighborhood streets.

Functional Classification, Context Class, & Thoroughfare Types

The functional classification of streets is based on the traffic service function they are intended to provide and the degree of land access they allow, and include freeway/expressways, major arterials, minor arterials, major collectors, and minor collectors. The functional classifications of thoroughfares are used to identify the volume capacities, necessary right-of-way widths, number of lanes, and design speeds for the streets.

The Comprehensive Plan goes a step further and identifies the context class along each segment of thoroughfare in the City based on the character through which a street travels, as well as the character of the street itself. Context classes in College Station include Mixed Use Urban, Urban, General Suburban, Restricted Suburban, and Estate/Rural. In the Southside Area, there are two context classes, Urban and General Suburban. In general, the Urban context is in the western portion of the neighborhood toward Wellborn Road, and the General Suburban context can be found in the eastern portion of the neighborhood toward Texas Avenue. This information is exhibited in **Map 3.2, Thoroughfare Context**.

With the functional classification and context class defined, the thoroughfare type can be defined. There are three thoroughfare types in College Station: Boulevard, Avenue, and Street.

Streets and Avenues (collectors) are designed to collect traffic from neighborhood streets and distribute the traffic to a higher level thoroughfare types, such as boulevards or highways in a safe and efficient manner.

Urban Street (Minor Collector)

There is one Urban Street (minor collector) – Luther Street– currently designated in the neighborhood. Minor collector streets are intended

to serve vehicle traffic in the range of 1,000 to 5,000 vehicles per day. Luther Street is not currently built to a contemporary minor collector street standard. Urban context should focus on creating multi-modal facilities due to the intense development patterns that the street is intended to serve and the higher concentration of non-vehicular trips that occur. The Comprehensive Plan illustrates that Urban Streets (minor collectors) should consist of two bike/parking lanes and two driving lanes. Portions of Luther Street, where parking has been removed from one side, meet this pavement section standard. However, this does not apply uniformly, as the pavement section varies.

Urban Street (Major Collector)

There are three Urban Streets (major collectors) currently designated in the neighborhood: Holleman Drive (from Wellborn Road to Welsh Avenue), Fairview Avenue, and Welsh Avenue. Major collector streets are intended to serve vehicle traffic in the range of 5,000 to 10,000 vehicles per day. Because of the intense development patterns that the street is intended to serve and the higher concentration of non-vehicular trips that occur, the Urban context should focus on creating multi-modal facilities to accommodate present and future users. According to the Comprehensive Plan, Urban Streets (major collectors) should consist of two bike/parking lanes, two driving lanes, and a median. Fairview Avenue and Welsh Avenue do not require this full width due to parking removal and lack of bike lanes, but still do not meet Major Collector standards after this reduction is made.

General Suburban Street (Minor Collector)

There is one Suburban Street (minor collector) –Dexter Drive – currently designated in the neighborhood. Minor collector streets are designed to serve vehicle traffic in the range of 1,000 to 5,000 vehicles per day. Dexter Drive is not built to a contemporary minor collector street standard.

General Suburban context should focus more on residential activity around the street itself, and place an emphasis on preserving the surrounding residential character. According to the Comprehensive Plan, a Suburban Street (minor collector) should consist of two bike/parking lanes and two driving lanes. Dexter Drive meets the pavement section standards in areas where parking has been removed from both sides between George Bush Drive and Thomas Street.

General Suburban Street (Major Collector)

There are four Suburban Streets (major collectors) currently designated in the neighborhood: Holleman Drive (from Welsh Avenue to Texas Avenue), Anderson Street, Glade Street, and Timber Street. Major collector streets are intended to be designed to serve vehicle traffic in the range of 5,000 to 10,000 vehicles per day. General Suburban context

should focus more on residential activity around the street itself, and place an emphasis on preserving the surrounding residential character. According to the Comprehensive Plan, a General Suburban Street (major collector) should consist of two bike/parking lanes, two driving lanes, and a possible median. None of the roadways in the planning area meet this standard.

Perimeter Streets

The Southside Area is bounded by four thoroughfares that connect the neighborhood to the remainder of the City and region. These streets include three Boulevards (major arterials) (Texas Avenue, George Bush Drive, and Wellborn Road) and one Avenue (minor arterial), Southwest Parkway. Traffic volumes on major arterial Boulevards are generally in the range of 20,000 to 60,000 vehicles per day, while Avenues (minor arterials) should be designed to accommodate traffic volumes of approximately 40,000 vehicles per day. According to the Comprehensive Plan, George Bush Drive, an Urban Boulevard (4-lane major arterial), should consist of two bike/parking lanes, four driving lanes, and a median. Wellborn Road, an Urban Boulevard (6-lane major arterial) and Texas Avenue, a General Suburban Boulevard (6-lane major arterial), should consist of two bike lanes, six driving lanes, and a median. Southwest Parkway, an Urban Avenue (minor arterial) in this area should consist of two bike lanes, four driving lanes, and a median. Of these perimeter streets, only Texas Avenue is built to these standards when considering the absence of bike lanes.

Context Transitions

As designated in the Future Land Use and Community Character Map of the Comprehensive Plan, there are a variety of uses present and planned for the Southside Area. This same variation extends into the Thoroughfare context, described above. The challenge of variety is transitioning between uses- or contexts in this situation. Therefore, it is important to pay particular attention to those areas of transition to ensure that both thoroughfare functionality and character is preserved. Moving from a single-family, residential-oriented General Suburban thoroughfare context to a more intense Urban context, requires consideration of traffic patterns, traffic volume, and multiple modes of transportation.

A thoroughfare context transition occurs on Holleman Drive, a major collector street, at Welsh Avenue from General Suburban to Urban. The difference in these designations is the optional median / center turn lane and the width of the roadside zones used for sidewalks,

landscaping, and utilities. The General Suburban designation requires 14.5 feet of roadside zone and Urban requires 19 feet. All of Holleman Drive has a center turn lane, with the exception of the four-lane portion between Oney Hervey Drive and Wellborn Road, which alleviates the need to transition the pavement between the contexts.



Figure 3.1 Holleman / Dexter Intersection.
Source: City of College Station, GIS

It may be necessary to reduce the roadside zone for Holleman Drive and Southwest Parking due to the existing built environment. However, it is important to ensure that right-of-way is available along the roadway for future sidewalk installation. As discussed further in the Context Sensitive Solutions portion of this chapter, it is the desire of the residents to require as little right-of-way acquisition within the Southside Area as possible to preserve the character and existing vegetation.

Intersections

Through the planning process, residents of the Southside Area and City staff have identified several neighborhood intersections that may warrant improvements to address current issues. The following is a list of the intersections identified for study or alteration:

Holleman Drive / Dexter Drive

This intersection is a two-way stop, with free-flow traffic on Holleman Drive. Traffic volumes are high on Holleman Drive, limiting turning movements from Dexter Drive to Holleman Drive.

Additionally, concerns have been raised about the sight distance along Holleman Drive (from the Dexter Drive intersection to the east) due to the grade change on Holleman Drive. Residents have requested that this intersection be studied to find a solution that addresses the concerns raised.

A four-way stop at this intersection was discussed as a possible solution with the Neighborhood Resource Team, however, if a four-way stop is not warranted, other solutions should be explored.



Figure 3.2 Holleman / Eleanor Intersection.
Source: City of College Station, GIS

Holleman Drive / Eleanor Street / Phoenix Street

This intersection is a four-way stop, with Eleanor Street and Phoenix Street being slightly off-set across Holleman Drive. Because of the off-set, this intersection can be uncomfortable for both motorists and pedestrians. Area residents have expressed a need to improve pedestrian safety in this location, with the understanding that a realignment of the intersection is not feasible. A four-legged painted crosswalk already exists at this intersection because of the number of pedestrians crossing Holleman Drive to access the Lincoln Center and other City parks north of Holleman Drive. Possible additional improvements discussed include a flashing light along Holleman Drive and/or rumble strips on the Holleman Drive pavement to warn motorists of the approaching intersection.

George Bush Drive / Wellborn Road

TxDOT has planned a grade separated intersection at George Bush Drive and Wellborn Road. While the improvement is not likely to occur during the life of this Plan, it will cause changes in both land use and traffic patterns in the area. Highland Street, Fidelity Street, and Grove Street will dead-end and will no longer connect to the TxDOT roadways. Park Place and Fairview Avenue will have only limited access (right-in and right-out turn movements) to Wellborn Road and George Bush Drive, respectively, and Montclair Avenue will have right-in and right-out access with an additional west-bound left-turn lane on George Bush Drive onto Montclair Avenue. Additional attention should be given to Luther Street and perhaps Dexter Drive to ensure that traffic will be adequately accommodated with the construction of the grade separation. This intersection improvement is described in detail in **Appendix D , Area 5 Transportation**.

On-Street Parking

On-street parking has been removed from many streets within the Southside Area as a response to safety concerns identified by the City's Traffic Management Team, a group comprised of representatives from various City departments, including the Fire Department and Police Department. On-street parking can affect emergency services access to homes in the area. Streets with a narrow width (less than 27 feet) were proposed to have parking removed from both sides. Most streets in the Southside Area are about 27 feet wide; however, this still is not wide enough to accommodate on-street parking on both sides of the street and emergency vehicle access. Due to the size of the emergency vehicles, if cars are parked on both sides of a 27-foot wide street, the space between the parked cars and the emergency vehicle is mere inches. Streets that fall into this category were

proposed to have parking removed from one side of the street. Finally, some streets sections are wider than 33 feet; these areas are wide enough to accommodate on-street parking on both sides of the street and emergency vehicle access, so on-street parking was not removed.

In 2010, City staff held three public meetings with residents of the Southside neighborhoods to get input and answer questions. The majority of the residents that attended the meetings supported removing parking from at least one side of the streets. The criteria used to determine which side of the street parking would be removed included, fire hydrant location, sight distance, mailboxes, sidewalks, traffic calming, and public input. After the initial meetings, City staff used the criteria to develop a parking removal plan. This plan was presented during a third public meeting to get residents' feedback. The modified plan was presented to the College Station City Council during a public hearing and adopted.

Redmond Terrace Subdivision

Residents have also identified safety concerns with heavy parking on both sides of streets in the Redmond Terrace Subdivision. The recommendation is to remove parking from one side of all through streets in the Redmond Terrace Subdivision, including Redmond Drive, Rosemary Lane, and Armistead Street.

The City of College Station has two process options for the removal of parking from a public street. First, the City may initiate an evaluation and pursue removal if there is a safety concern regarding emergency vehicle access. Second, neighborhood representatives can petition through the City Traffic Engineer to seek parking removal.

Since neighborhood residents have brought a safety concern to the attention of City Staff during this planning process, the City will initiate an evaluation and follow the first process option.

Context Sensitive Solutions

During the planning process there was much discussion regarding street widths and design within the neighborhood. Current City standards for street construction consist of a 6-inch curb and gutter system within a specified pavement width determined by the street classification, as shown in **Figure 3.1, Thoroughfare Requirements**. Since the neighborhood street network predates this standard, there are few streets in the area that meet these requirements. In some instances, the City's Thoroughfare Plan calls for street widths that exceed existing right-of-way widths and would require complete reconstruction of these streets. This would require that the City acquire additional right-of-way in many

locations and possibly remove mature canopy trees. This was a major concern for residents, property owners, and City staff.

Table 3.1 - Thoroughfare Requirements.

Thoroughfare	Right-of-Way Required for Standard width	Additional Pavement required for Standard Width
Texas Avenue	15 feet	N/A
George Bush Drive	18-48 feet	N/A
Wellborn Road	10-20 feet	N/A
Holleman Drive	17-40 feet	6 feet
Southwest Parkway	43 feet	24 feet
Luther Street	19-25 feet	0-11 feet
Fairview Avenue	20-26 feet	16-27 feet
Glade Street	12 feet	16 feet
Timber Street	12 feet	16 feet
Anderson Drive	2-7 feet	6 feet
Welsh Avenue	6-11 feet	6 feet
Dexter Drive	12-37 feet	11 feet

Source: Bryan / College Station Unified Design Guidelines.

Based on this input, the context of each street was evaluated to determine the minimum improvements necessary to preserve both the street capacity and character.

Curb-and Gutter

Streets that do not currently have a curb-and-gutter section are shown on **Map 3.3 Existing Character of Roadways**. For the purposes of public discussion, these roads were divided into two categories – streets around schools, and others.



Figure 3.3 Ribbon Curb Example.

Streets without curb-and-gutter around schools include Park Place (between Anderson Street and Timber Street), Holik Street, and Anna Street. In addition to an open-ditch drainage system, these sections also lack sidewalks. Following rain events, the ditches do not allow walking or parking, forcing pedestrians into the street. In response to this concern, the Neighborhood Resource Team recommended the inclusion of sidewalks, a curb-and-gutter system, and an underground storm sewer for streets around schools.

Based on input during a series of small area meetings, it is recommended that other streets without curb-and-gutter, including Old Jersey Street, Angus Street, Welsh Avenue, West Dexter Drive, and Aberdeen

Street should remain as they are currently constructed to help preserve existing mature trees and to retain the character and feel of the streets in the neighborhood. The Neighborhood Resource Team found the addition of a ribbon curb (see inset picture) to be acceptable in these areas. This type of curb does not require a revised drainage system, allowing the existing open ditches to remain in place. The material change (i.e., asphalt road and concrete curb) can provide a clear definition of the edge of road for pedestrian safety and parking. Additionally, the edged street may require less maintenance and will experience less erosion along the roadway.

Thoroughfare Widths

Due to the age of the neighborhood, Southside has both constrained rights-of-way and narrowed pavement widths. To increase the right-of-way width, the City would need to acquire additional property along the streets specified in the chart above **Table 3.1, Thoroughfare Requirements**. To widen the streets to the current minimum standards, the area that is now public right-of-way, but has been used and perceived as private front yards, would be reduced. This change has significant effects on the character of these streets, and was not generally supported by the Neighborhood Resource Team.

The following reductions/amendments are proposed to alleviate the effect which changing roadways to meet the current thoroughfare standards could have on the character of the neighborhood. The increased right-of-way widths proposed will accommodate sidewalks and full traffic lane widths, as proposed by the Thoroughfare Plan. The proposed right-of-way reductions result from limiting the roadside area

needed and requiring space for on-street parking on only one side of the road.

Dexter Drive

Dexter Drive is designated as a General Suburban Street (minor collector) on the City's Thoroughfare Plan. Generally, minor collector streets have 38 feet of pavement, and a right-of-way width of 77 feet. As built, Dexter Drive is approximately 27 feet wide within a right-of-way varying between 40 feet and 65 feet. Dexter Drive was designated as a General Suburban Street (minor collector) to recognize that it functions as a north-south collector between Holleman Drive and George Bush Drive in the Southside Area neighborhood. As constructed, Dexter Drive is not designed to handle the 5,000 vehicle trips per day that minor collector streets are intended to carry, and it is estimated that approximately 1,450 vehicles per day use Dexter Drive. Dexter Drive should remain designated as a General Suburban Street (minor collector) on the City's Thoroughfare Plan to recognize that it functions in this way. It should not, however, be upgraded to meet current General Suburban Street (minor collector) standards to preserve its character as a residential roadway. Additional traffic calming measures should be explored due to the large number of residential driveways that access the street.

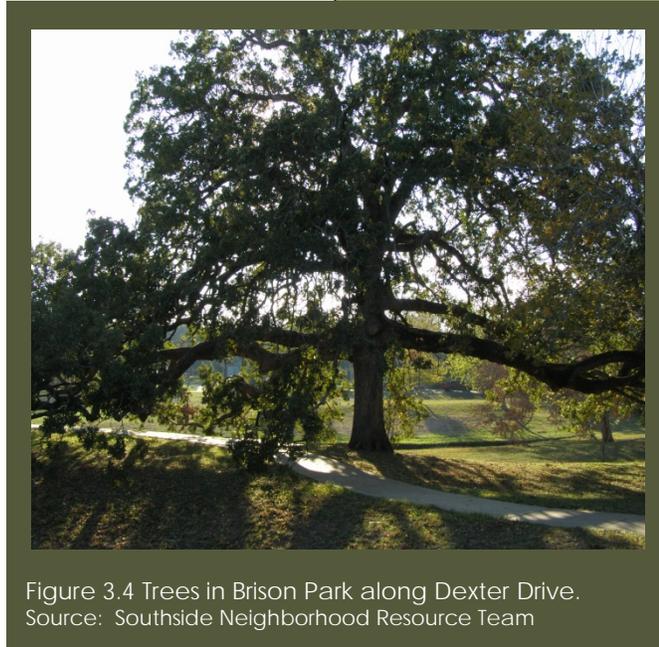


Figure 3.4 Trees in Brison Park along Dexter Drive.
Source: Southside Neighborhood Resource Team

Fairview Avenue

Fairview Avenue is currently designated as an Urban Street (major collector) on the City's Thoroughfare Plan. The standard for Urban Streets (major collector) is a right-of-way width of 86 feet and a pavement width of 48 feet (with a median). Built to minimum standards, Urban Streets (major collector) have a capacity of 10,000 vehicle trips per day. Fairview Avenue, however, has an existing right-of-way width ranging between 50 ft and 60 ft, and a pavement width ranging between 27 feet and 38 feet. It is estimated that Fairview carries 6,740 vehicles per day. It is recommended that Fairview Avenue remain as it is currently constructed and that it be reduced to an Urban Street (minor collector) designation on the City's Thoroughfare Plan – recognizing both its current function and the desire to preserve the character of this neighborhood street.

Montclair Avenue

As land use densities increase over time and traffic patterns shift in Area 5 of Southside, it is recommended that Montclair Avenue also be designated as an Urban Street (minor collector) on the City's Thoroughfare Plan. The standard for Urban Street (minor collector) is 85 feet of right-of-way and 38 feet of pavement. Built to minimum standards, Urban Streets (minor collectors) have a capacity of 5,000 vehicle trips per day. Because of the level of redevelopment anticipated, Montclair should be upgraded in the future to a modified Urban Street (minor collector) section (shown in the chart below). It is anticipated that the west side of Montclair Avenue will redevelop to a higher density over time, while the east side remains as individual single-family homes; therefore, the needed right-of-way dedication/acquisition must occur from west side of the street. Since Montclair Avenue is intended to function as an Urban Street (minor collector), individual residential driveways should access an improved rear alley, and not Montclair Avenue itself. Furthermore, in order to accommodate the land use densities proposed in Area 5 it is recommended that at intersections with Grove Street, Fidelity Street, Park Place and Luther Street, Montclair Avenue should flare out to accommodate left turn movements and prevent impediments to thru traffic. This modification should provide further roadway capacity. The

capacity will not reach the higher major collector street status of 10,000 vehicles per day, but can be assumed to increase to 8,000 vehicles per day with a Level of Service (LOS) "D" falling in between 5,333 vehicles per day - 6,666 vehicles per day.

Luther Street

Luther Street is on the southern edge of Area 5 in Southside and is currently designated as an Urban Street (minor collector) on the City's Thoroughfare Plan. The standard for Urban Streets is 85 feet of right-of-way and 38 feet of pavement. Built to minimum standards, Urban Streets (minor collector) have a capacity of 5,000 vehicle trips per day.

However, Luther Street has an existing right-of-way width ranging between 60 feet and 66 feet, and a pavement width ranging between 27 feet and 38 feet. It is estimated that Luther Street carries 4,100 vehicles per day. While no change in thoroughfare designation is recommended with this Plan, an alternative right-of-way width and Pavement width should be considered due to right-of-way constraints. Because the



Figure 3.5 Guineas Crossing.
Source: Southside Neighborhood Resource Team

property to the south of Luther Street (between Wellborn Road and Montclair Avenue) is either owned by the City of College Station as parkland or part of the Southgate Village Apartments, right-of-way dedication/acquisition must occur from the north side of the street. Since Luther Street is intended to function as an Urban Street (minor collector), individual residential driveways should access an improved rear alley and not Luther Street.

Table 3.2 Existing Roadway Character.

Proposed/ Designated Thoroughfare	Proposed/ Designated Functional Classification	Context	Standard ROW width	Proposed ROW width	Standard Pavement width	Proposed pavement width
Dexter Drive	Minor Collector	General Suburban	77'	40'-65' As existing	38'	27' As existing
Fairview Avenue	Minor Collector	Urban	85'	50'-60' As existing	38'	27'-38', As existing
Montclair Avenue	Minor Collector	Urban	85'	64'	38'	44'
Luther Street	Minor Collector	Urban	85'	64'	38'	35'

AREA 5 MOBILITY

George Bush and Wellborn Grade Separation

There is one major transportation project on the horizon that will affect not only traffic patterns but land use patterns within the Southside planning area (see **Chapter 2, Neighborhood Integrity and Community Character** for a complete discussion on land use). The George Bush Drive / Wellborn Road grade-separated intersection is a Texas Department of Transportation (TxDOT) project that is currently under final design. This project has been environmentally cleared with a "Finding of no significant impact" by the Federal Highway Administration. As part of the environmental clearance portion of the project, TxDOT conducted stakeholder workshops and public meetings. The next phase of the project is right of way acquisition and is anticipated to take three to five years. Utility

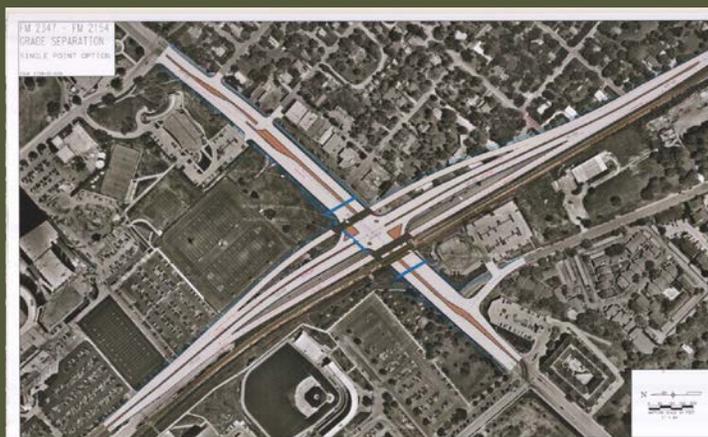


Figure 3.6: Proposed Grade-Separated Intersection.
Source: Texas Department of Transportation

relocation will follow, then, ultimately, construction. It is anticipated that the interchange will be in place in approximately ten years.

Once the grade-separated intersection is complete, Highlands Street will no longer connect to George Bush Drive and Grove Street and Fidelity Street will no longer connect to Wellborn Road – all becoming dead-end streets.

Roadway Capacity

When the interchange is in place, additional capacity will be available to the immediate transportation network. The interchange improvements will generate approximately 30,000 vehicles per day of additional capacity in the network. In order to gauge how this would affect the Southside planning area, a study was completed and is included in **Appendix D, Area 5 Transportation**.

BICYCLE & PEDESTRIAN MOBILITY

Bicycle and pedestrian connectivity is part of a multi-modal transportation network that allows for the movement of people to and through the neighborhood as an alternative to vehicular travel. In addition to promoting health and wellness, these non-vehicular modes of travel can help reduce overall vehicle miles traveled, congestion, pollution, and the costs associated with roadway expansion. In the most recent effort to improve bicycle and pedestrian mobility, the City adopted the Bicycle, Pedestrian, and Greenway Master Plan in 2010. That plan identified and prioritized improvements to the existing City-wide systems to enhance and encourage multi-modal transportation.

The Southside Area is older than most neighborhood areas and was developed at a time when the installation of substantial bicycle and pedestrian facilities were uncommon and not required. Though much of the planning area is known for its eclectic housing stock, curving street pattern, mature trees, and close proximity to a number of community destinations, bicycle and pedestrian facilities and connections are lacking. One emphasis of neighborhood conservation is to maintain and encourage owner-occupied and family-occupied housing. As potential home-buyers weigh various purchase and location options around the City, a lack of bicycle and pedestrian facilities may place this area at a market disadvantage when comparing other neighborhood areas where these facilities are more readily available.

During the planning process, most of the bicycle and pedestrian facilities identified in the Bicycle, Pedestrian, and Greenways Master Plan were

affirmed, while several were recommended to be added or removed. While specific concerns were raised regarding safety, connectivity, and accessibility in the neighborhood, the primary focus of the discussions was retaining the existing character of the neighborhood. As such, strategies related to this section focus on improving safety, connectivity and accessibility in key areas of the neighborhood, while retaining the existing roadway section on most streets. These strategies incorporate elements identified in the Bicycle, Pedestrian, and Greenways Master Plan, in addition to those identified during the planning process.

Types of Facilities

Bicycle and pedestrian facilities can include a variety of items. The following define the various types of bicycle and pedestrian facilities that are utilized or proposed for the Southside Area:

Bike Lane - a designated part of the roadway that is striped, signed, and has pavement markings to be used exclusively by bicyclists. The installation of bike lanes removes parking from both sides of a street.

Bike Route - a roadway that is shared by both bicycles and motor vehicles. Wide outside lanes and shoulders can serve as bike routes with signage.

Sidewalks - walkways alongside roads, typically five to eight feet wide, for pedestrians.

Side Path (Multi-use Path) - a wider sidewalk (10-12 feet wide) alongside a road with minimal cross flow by motor vehicles to be used by both bicyclists and pedestrians.

Greenway Trail (Multi-use Path) - all-weather and accessible paths for both pedestrian and bicyclists through greenway areas. These are typically 10-12 feet in width.

Additional bicycle and pedestrian facilities include crosswalks, ramps, medians, signage, shelters and signals. These items contribute to the overall identification, accessibility, and safety of bicyclists and pedestrians.



Figure 3.7 Holleman Drive Bike Lane.
Source: City of College Station

Bicycle Connectivity

Although the Southside Area street system is generally well-connected, the existing bicycle connectivity is seen as lacking due to the need for additional facilities on or along streets within the neighborhood. **Map 3.4, Bicycle Facilities**, illustrates existing bicycle facilities and proposed improvements based on the Bicycle, Pedestrian, and Greenways Master Plan. Possible network modifications were discussed during the planning process and are presented below.

Dexter Drive

Dexter Drive is currently designated as a bike route on the Bicycle, Pedestrian, and Greenways Master Plan. During this process, City staff received a number of comments related to the safety of cyclists on Dexter Drive because of its minimal width and traffic calming improvements on the road. The Neighborhood Resource Team agreed that the route should be altered, although a specific location could not be agreed upon. Both Fairview Avenue and Montclair Avenue were discussed. A bike route on Montclair Avenue would also require that the bike route designation extend on a portion of Luther Street.

However, Staff believes that Dexter Drive should retain its designation as a bike route since it is a natural route for cyclists to travel. The addition of the Montclair Avenue route will provide an alternative for cyclists and should be added to the Bicycle, Pedestrian, and Greenways Master Plan.

Multi-Use Path Removal

Because of physical obstructions identified by City staff, the proposed multi-use path that is currently shown at the rear of lots in the residential block between Dexter Drive and Suffolk Avenue is recommended to be removed from the Bicycle, Pedestrian, and Greenways Master Plan. See **Map 3.5, Pedestrian Facilities** and **Map 3.4, Bicycle Facilities** for the specific location.

Bike Route Improvements

In order to facilitate bicycle traffic through the neighborhood, the Neighborhood Resource Team suggested additional directional signage and a new way-finding system. This could include new signage, posted route maps, destination indicators, and more. This system was seen as most beneficial for the existing Welsh Avenue bike route that continues to Angus Avenue and West Dexter, ultimately connecting to Old Jersey Street for the connection to George Bush Drive.

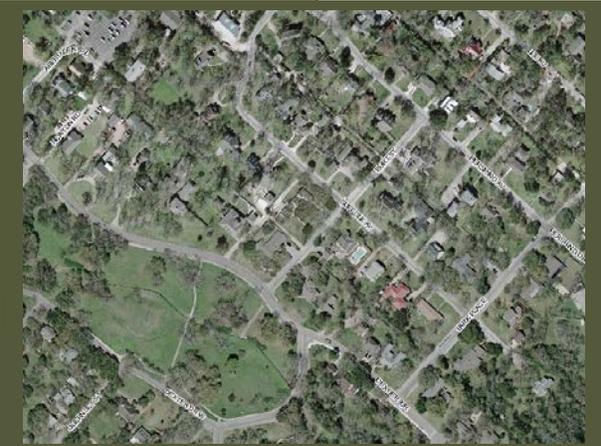


Figure 3.8 Aerial View of Alley Between Dexter Drive & Suffolk Avenue.
Source: City of College Station, GIS

Pedestrian Connectivity

The Bicycle, Pedestrian, and Greenway Master Plan calls for sidewalks to be added in strategic locations throughout the neighborhood (**Map 3.5 Pedestrian Facilities**). This addition could accommodate the existing foot traffic in the area. Few sidewalks currently exist in the Southside Area; those that do exist were constructed in recent years. Most existing sidewalks in Southside are on thoroughfares or along perimeter roadways. Some areas of Southside, such as the McCulloch Subdivision, the Redmond Terrace Subdivision, and the Oakwood Subdivision have no sidewalks at all.

Current development standards require new sidewalks be constructed on both sides of all streets. In retrofitting a developed area that lacks a connected sidewalk network, sidewalk installation will most likely occur on only one side of streets to minimize the effect on existing improvements and mature vegetation, while also maximizing the number of streets where facilities can be provided given budget constraints.

The importance of retaining the character of existing streets in the Southside Area was emphasized throughout the planning process.

Some residents felt that sidewalks would take away from the historic character of the area since sidewalks were not built with the neighborhood. The largest opposition to the construction of new sidewalks came on behalf of the existing mature trees in the neighborhood.

The general consensus is that the value of the trees is greater than that of new sidewalks, and where trees are in place, sidewalks are not welcomed. This conversation resulted in the suggested removal of several sidewalks from the Bicycle, Pedestrian, and Greenway Master Plan including Old Jersey Street, Village Drive (east of Glade Street), and Park Place (between Timber Street and Dexter Drive). Old Jersey Street is intended to stay as a non-curb and gutter street to preserve the character of the block, therefore a sidewalk is not feasible in this location. The Village Drive sidewalk is recommended for removal because of the mature trees in this area and the inability to connect the sidewalk to Anderson Street. The Park Place section is recommended for removal because of a previous agreement between residents and the City that ensured that sidewalks would not be brought through this section of the neighborhood.

Dexter Drive

The Neighborhood Resource Team agreed that, while it was important

to preserve the character of Dexter Drive, pedestrians needed to be safely accommodated in this area and that a sidewalk should be constructed on one side of the street. The City is currently in design for a sidewalk on the west side of Dexter Drive from Park Place to Winding Road in response to an ADA (Americans with Disabilities Act) request. The remaining sidewalk section from Winding Road to Holleman Drive should be constructed as funds are available.

McCulloch & Southland Subdivisions – Area 7

Based on resident input, the Neighborhood Resource Team has recommended that sidewalks be added in the McCulloch Subdivision to connect the McCulloch Subdivision to the surrounding churches, parks, and nearby Lincoln Recreational Center. Discussion occurred between residents at a Small Area Meeting about the best location to accommodate pedestrians within the area. Some residents wanted sidewalks on their streets to increase safety for their children, while others did not because of the intrusion into areas currently being used and maintained as front yards. The resolution was to explore options for a sidewalk loop route within the subdivision to safely get pedestrians to the existing sidewalk on Holleman Drive. Alternatives discussed include a sidewalk on Nevada Street, Phoenix Street, and Georgia Street. Additionally, a sidewalk should be added along Southland Street connecting the pedestrian bridge at Oney Hervey Drive to Wellborn Road.



Figure 3.9 Pedestrian Bridge at end of Southland Street
Source: City of College Station

Pedestrian and Bicycle Access at Intersections

The evaluation of intersections to increase safety is paramount with pedestrians and bicyclists being most vulnerable in these locations and having the most potential conflicts with motorists. Review was concentrated at those intersections that are signalized and have pedestrian and/or bicycle facilities in the vicinity.

Design features at intersections were identified to enhance their safety, functionality and accessibility for users.

Some of the pedestrian facilities evaluated include crosswalks, pedestrian crosswalk signals, curb ramps, and obstructions. Further study is needed in regards to countdown signals, signal timing, and audible signals. Bicycle facilities at intersections were evaluated in regards to the presence of pavement markings. Further study is also needed in regards

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to signal detection. The intersections below were identified as needing improvements (See **Map 3.6, Intersection Improvements**). Further information on improvements are included in the Goals, Strategies, and Actions section of this Chapter.

- George Bush Drive at Texas Avenue
- George Bush Drive at Anderson Street
- George Bush Drive at Timber Street/Bizzell Street
- George Bush Drive at Dexter Drive/Throckmorton Street/Coke Street
- Holleman Drive at Wellborn Road
- Holleman Drive at Welsh Avenue
- Holleman Drive at Glade Street
- Holleman Drive at Anderson Street
- Holleman Drive at Texas Avenue
- Southwest Parkway at Welsh Avenue

AREA TRANSIT

The Southside Area has access to one fixed bus route operated by the Brazos Transit District (The District) while Texas A&M University (TAMU) Transportation Services operates three fixed routes in the planning area. The District provides fixed route, paratransit, and demand and response service throughout the City for the general public while Texas A&M University Transportation Services primarily provides off-campus service to students, faculty, and staff.

The District has fixed routes on George Bush Drive, Holleman Drive, Wellborn Road, Southwest Parkway, Welsh Avenue, Anderson Street, Montclair Avenue, and Village Street.

The Maroon Route travels George Bush Drive from Texas Avenue to Montclair Avenue and reaches Holleman Drive via Eleanor Street, eventually leaving the planning area via Welsh Avenue. On the return trip, the route utilizes Anderson Street to connect back to George Bush Drive.

TAMU Transportation Services operates three fixed routes in this area - Elephant Walk, Ring Dance, and Rudder, with four identified fixed bus stops within the planning area.

These stops are located on Holleman Drive near Village Street, Anderson Street near Park Place, Holleman Drive near Nevada Street, and on Southwest Parkway mid-block between Wellborn Road and Welsh Avenue.

Map 3.7, Bus Transit Network illustrates the existing bus routes and stops in the neighborhood. Potential obstacles to ridership include the lack of information regarding existing bus stops and routes, lack of clearly defined bus stops, lack of pedestrian facilities for safer access to the bus stops, lack of bus shelters, length of bus routes, and travel time.

The District and TAMU Transportation Services are currently evaluating the feasibility of operating an integrated bus system, whereby all residents could utilize both systems through a co-ridership partnership between the entities. This opportunity could reduce inefficiency in overlapping services. Additionally, a unified system would allow The District funding to be utilized for the upgrade of existing TAMU Transportation Services stops.

Limited discussion occurred regarding transit opportunities or issues in the Southside Area. One concern discussed by the Neighborhood Resource Team was the TAMU Transportation bus stop near the intersection of Holleman Drive and Village Street. There are no crosswalks in this location and the bus stops only on the north side of intersection, resulting in students crossing Holleman Drive from the neighboring apartment complexes. Additional improvements that increase the comfort of riders and encourage the use of transit, such as bus shelters, should be pursued.

INFRASTRUCTURE MAINTENANCE & IMPROVEMENTS

Street Maintenance

Street maintenance is provided through the Public Works Department. Most infrastructure is on a maintenance schedule, meaning it will be repaired or replaced before it fails. The City conducts an annual evaluation of streets and rates each one on a variety of criteria such as cracking, potholes, and other issues. When a rating falls below 85, the street is programmed for maintenance.

The majority of these improvements consist of repairing potholes or applying

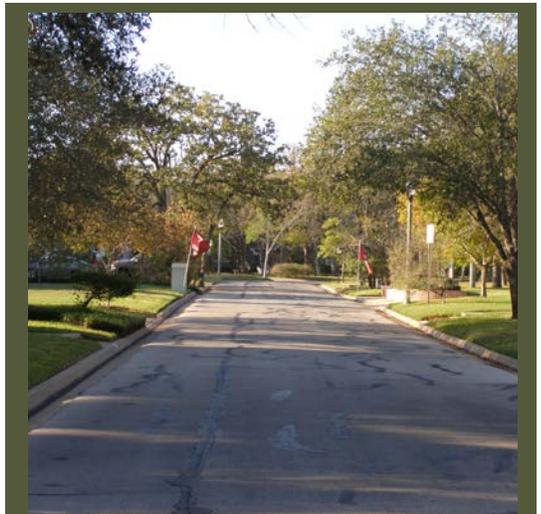


Figure 3.10 Southside Typical Street Section. Source: Southside Neighborhood Resource Team

seal coats. Prioritization is based on the evaluation and on changes in traffic density for more heavily traveled roads. An asphalt street generally has a life of 20 to 25 years.

Capital Improvements in the Southside Area

For infrastructure improvements that require funding above what can be supported by the City's general operating budget, the City of College Station has a multi-year Capital Improvement Plan that addresses infrastructure needs. These projects are typically funded through General Obligation Bonds (GOB) or Certificates of Obligation (COs), which are authorized by voter approval in a bond authorization election. These bonds are paid back through taxes.

Recent projects completed include street, water line and wastewater rehabilitations in the following areas:

- **College Park Breezy Heights (2006-2009):** Welsh (from Park Place to Holleman Drive), Luther Street (from Fairview Avenue to Hereford Street), and Thompson Street (from Fairview Avenue to Hereford Street).
- **West Park Area (2006-2007):** Maryem Street, Grove Street, Angus Street (from Montclair Avenue to Fairview Avenue), Park Place (from Wellborn Road to Fairview Avenue), and Kerry Street (from Montclair to Fairview).

The following are Capital Improvement Projects currently identified for the Southside Area:

Wellborn Road (Luther Street to Southwest Parkway)- Community Development Block Grant (CDBG) funded. Design and construction of a sidewalk on one side of FM 2154 from Luther to Southwest Parkway. 2013 construction.

Dexter Drive Sidewalks – Funded through 2008 GOB. Sidewalk Improvements along the west side of Dexter from Park Place south to Winding Road, construction is proposed in 2012-2013.

McCulloch Utility Rehabilitation – Funded through long term debt / utility revenue. In conjunction with a large scale rehabilitation of the water and wastewater infrastructure in the vicinity of Arizona Street, Phoenix Street, Carolina Street, and Georgia Street, the project includes the milling/overlaying of all existing aging streets in the respective project area. Construction is anticipated in 2017-2018.

Holleman Drive & Texas Avenue Preliminary Engineering Report - Unfunded. Evaluation of intersection to determine needed improvements for increased capacity and reduced queue lengths.

Holleman Drive & Wellborn Road Preliminary Engineering Report - Unfunded. Evaluation of intersection to determine needed improvements for increased capacity and reduced queue lengths by adding turn lanes or elevating the intersection.

George Bush and Wellborn Intersection – TxDOT project – not currently funded. A grade separation is proposed to allow free-flow movements through both George Bush Drive and Wellborn Road. Project is currently in the design phase. Right-of-way acquisition is expected to take 3-5 years.

GOAL, STRATEGIES, AND ACTIONS FOR THE SOUTHSIDE AREA

The **Mobility Goal** for the Southside Area is **to maintain a safe and efficient transportation network that accommodates multiple modes of transportation, while retaining the character and integrity of the neighborhood.** Strategies have been developed to progress toward this goal. Each strategy has a series of action recommendations designed to implement the strategy.

Strategy M1- Address identified on-street parking issues to lessen the impact of rental property on Southside Area residents and increase emergency vehicle access.

Action M1.1- Conduct a safety evaluation (by Fire Department and City Traffic Engineer) for the streets in the Redmond Terrace Subdivision, including portions of Redmond Drive, Rosemary, and Armistead. If the evaluation warrants action, the City should pursue on-street parking removal from one side of all through streets in the Redmond Terrace Subdivision. Continue to work with neighborhood residents to explore alternatives to address perceived safety concerns if on-street parking removal is not merited in the Redmond Terrace Subdivision.

Strategy M2- Maintain the character of existing streets in the Southside Area to protect neighborhood integrity.

Action M2.1 – Evaluate the appropriateness of ribbon curbs on streets in the Southside Area with an open ditch section in order to retain the existing character in areas with mature vegetation, while improving the street edge.

Action M2.2 – Revise the Bryan/College Station Unified Design Guidelines to include a ribbon curb detail that may be used for

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public street rehabilitation.

Action M2.3 – Amend the City of College Station Thoroughfare Plan to include a neighborhood-appropriate cross section for existing streets identified as future thoroughfares in the College Station Comprehensive Plan in areas with a Future Land Use and Character designation of Neighborhood Conservation to protect the character of streets such as Dexter Drive.

Action M2.4 – Explore additional traffic calming measures for Dexter Drive such as, but not limited to, elongated speed tables, rumble strips, and chicanes.

Strategy M3- Increase pedestrian safety along public streets with high pedestrian traffic in the Southside Area neighborhood.

Action M3.1 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to propose sidewalks on both sides of Holleman Drive where possible.

Action M3.2 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to propose sidewalks on both sides of Southwest Parkway where possible.

Action M3.3 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to propose sidewalks on both sides of Welsh Avenue between Holleman Drive and Southwest Parkway.

Action M3.4 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to include a sidewalk loop through the McCulloch Subdivision (Phoenix Street, Nevada Street, and Georgia Street), providing safe pedestrian access to Holleman Drive and Welsh Avenue. Additional pedestrian facilities may also be needed in this area to accommodate Americans with Disabilities Act (ADA) needs.

Action M3.5 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to add sidewalks to both sides of Montclair Avenue.

Action M3.6 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to ensure that gaps in existing sidewalks are completed on Milliff Road at Texas Avenue and on Park Place at Texas Avenue.

Action M3.7 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to add a pedestrian connection from the Tower Park Apartment complex to Park Place through the City-owned water-tower property where a worn path indicates existing heavy pedestrian traffic.

Action M3.8 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to add a sidewalk along Southland Street to connect the pedestrian bridge to Oney Hervey Drive to Wellborn Road.

Action M3.9 – Explore alternative treatments where sidewalks are proposed along roadways with existing right-of-way or vegetation constraints, such as portions of Park Place and Fairview Avenue. Options that use existing street pavement widths to maintain neighborhood character, including, but not limited to, pavement markings, color differentiation of the pedestrian area, and sidewalk installation that reduces driving lane widths should be considered.

Action M3.10 – Evaluate streets in the immediate vicinity of schools for an underground drainage system, allowing on-street parking, and sidewalks for safe routes to schools. Specifically, Park Place from Anderson Street to Holik Street, Anna Street from Glade Street to Timber Street, , and Holik Street from Park Place to Anna Street should be upgraded to current street section requirements.

Action M3.11 – Evaluate existing sidewalk along Glade Street to identify improvements that are in compliance with the Americans with Disabilities Act (ADA).

Strategy M4- Increase bicycle safety and accessibility in the Southside Area neighborhood.

Action M4.1 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to designate Montclair Avenue and portions of Luther Street as Bike Routes to provide additional north-south options.

Action M4.2 – Explore the possibility of a way-finding system to direct bicycle traffic through the neighborhood. Possible solutions may include posted route maps with “You Are Here” information or destination information. This would be in addition to the existing bike route signage.

Action M4.3 – Re-stripe bike lanes on Holleman Drive.

Strategy M5- Increase bicycle and pedestrian safety at intersections both within and surrounding the Southside Area neighborhood.

Action M-5.1 – Increase pedestrian safety at the crosswalk located at Eleanor Street / Phoenix Street and Holleman Drive by installing devices such as rumble strips or flashing lights to alert drivers of the approaching pedestrian crosswalk.

Action M5.2 – Conduct a warrant study to determine if a four-way stop is appropriate at the intersection of Dexter Drive and Holleman Drive to address vehicular congestion and safety of pedestrians and bicyclists. If a four-way stop is not warranted, the City should explore additional measures of addressing the intersection concerns.

Action M5.3 – Evaluate the intersection of George Bush Drive at Texas Avenue –Bicycle improvements will require further engineering study to determine how to accommodate through movements in the existing limited right-of-way.

Action M5.4 – Evaluate the intersection of George Bush Drive at Anderson Street – The crosswalk on the west side of George Bush Drive is being moved to the east side of the intersection in order for the left turn movement from Anderson Street to George Bush Drive to coincide with pedestrians crossing George Bush Drive. This will create a more efficient and safer intersection. Additional pedestrian improvements proposed include perpendicular curb ramps at the southwest and southeast corners of the intersection. Bicycle improvements proposed include the continuation of the bike lanes that drop before the intersection and there appears to be adequate room on the northbound bike lane.

Action M5.5 – Evaluate the intersection of George Bush Drive at Timber Street/Bizzell Street – Pedestrian improvements proposed include sidewalks to close existing gaps, perpendicular curb ramps, the removal of an obstruction (water valve) in the sidewalk on the southwest corner, and concrete pads to make the pedestrian crosswalk signal buttons ADA accessible.

Action M5.6 – Evaluate the intersection of George Bush Drive at Dexter Drive/Throckmorton Street/Coke Street – Pedestrian improvements proposed include leveling the sidewalk connection to the multi-use path at the southwest corner of the intersection. Bicycle improvements include repairing the pavement in southbound bike lane of Throckmorton. A section of the pavement currently drops down and creates a hazard.

Action M5.7 – Evaluate the intersection of Holleman Drive at Wellborn Road – This intersection has an at-grade railroad crossing, existing and proposed sidewalks approaching the intersection and bike lanes that end before the intersection. Pedestrian improvements proposed include sidewalks to close existing gaps and perpendicular curb ramps. Bicycle improvements will require further engineering study to determine how to accommodate through movements in the existing limited right-of-way. This intersection will also require coordination between the City of College Station, the Texas Department of Transportation, and Union Pacific Railroad Company.

Action M5.8 – Evaluate the intersection of Holleman Drive at Welsh Avenue – Pedestrian improvements proposed include a curb ramp to cross south on Holleman and perpendicular curb ramps at the southeast corner. Bicycle improvements proposed include the continuation of the bike lanes that drop before the intersection going northbound on Welsh and there appears to

be adequate room to accommodate the continuation.

Action M5.9- Evaluate the intersection of Holleman Drive at Glade Street – Pedestrian improvements proposed include concrete pads to make the pedestrian crosswalk signal buttons ADA accessible at the south and northwest corners as well as updating the existing curb ramps without detectable warnings (south and northwest corners) with perpendicular curb ramps.

Action M5.10 – Evaluate the intersection of Holleman Drive at Anderson Street - Bicycle improvements proposed include the continuation of the bike lanes that drop before the intersection or need to be restriped in all directions and there appears to be adequate room to accommodate the continuation.

Action M5.11 – Evaluate the intersection of Holleman Drive at Texas Avenue – Pedestrian improvements proposed include restriping the existing crosswalks. Bicycle improvements will require further engineering study to determine how to accommodate through movements in the existing limited right-of-way.

Action M5.12 – Evaluate the intersection of Southwest Parkway at Welsh Avenue – Pedestrian improvements proposed include updating the existing curb ramps without detectable warnings (three of the four corners) with perpendicular curb ramps.

Strategy M6- Reduce the traffic impact on the neighborhood that will result from the future grade-separation at George Bush Drive and Wellborn Road, and potential redevelopment of Area 5.

Action M6.1 – Amend the Thoroughfare Plan to designate Montclair Avenue as a Minor Collector with a reduced right-of-way width.

Action M6.2 – Amend the Thoroughfare Plan to reduce the designation of Fairview Avenue to a Minor Collector with a reduced right-of-way width.

Action M6.3 – Install half street closures of the following streets between Fairview Avenue and Montclair Avenue allowing traffic to flow west and not east: Angus Avenue, Kerry Street, Fidelity Street and Park Place.

Strategy M7- Remove proposed pedestrian and bicycle facilities from the Master Plan in areas where right-of-way constraints, mature vegetation, or grading prevents implementation.

Action M7.1 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to remove proposed sidewalks on the following street sections from the Plan:

- Village Drive (east of Glade Street)

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- Old Jersey Street
- Park Place (From Timber Street to Dexter Drive)

Action M7.2 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to remove the proposed multi-use path that is currently depicted at the rear of lots between Dexter Drive and Suffolk Avenue.