

South Knoll Area Neighborhood Plan Biking and Walking

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Map 2.1

Concept Map

Neighborhood Plans

NEIGHBORHOODS & AREAS OF INFLUENCE

District Plans

WALKABLE, MIXED USE CENTERS WITH UNIQUE FOCUS

Corridors

IDENTITY CORRIDORS OR NATURAL CORRIDORS

Redevelopment Areas

REQUIRE CITY INTERVENTION

Rural Areas

SURROUNDING CITY, ESTATE WITHIN CITY

-  Redevelopment Area
-  Neighborhood Planning Area
-  Growth Area

Growth Area

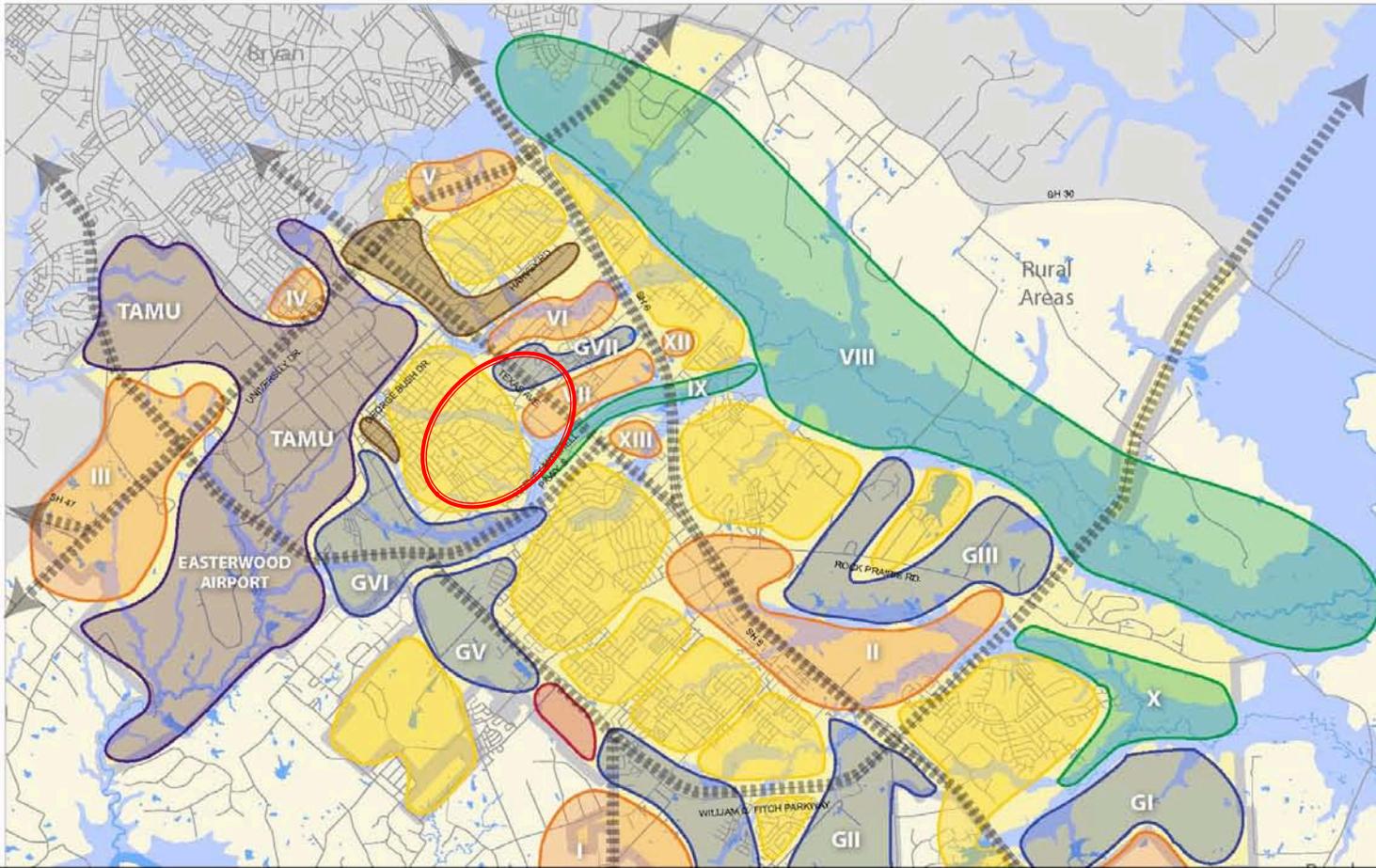
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Planning District/Corridor

- I WELLBORN COMMUNITY AREA
- II SPRING CREEK DISTRICT
- III PRESIDENTIAL CORRIDOR GATEWAY DISTRICT
- IV NORTHGATE DISTRICT
- V HOSPITALITY CORRIDOR
- VI WOLF PEN CREEK DISTRICT
- VII MUNICIPAL CENTER
- XX SPEEDWAY DISTRICT
- XII COLLEGE STATION SCIENCE PARK
- XIII HARVEY MITCHELL DISTRICT

Natural Planning Corridor

- VIII CARTER CREEK CORRIDOR
- IX BEE CREEK CORRIDOR
- X WOLF CREEK CORRIDOR



Existing Conditions Research



Kick-Off Meeting



Neighborhood Resource Team Formed



Issues & Opportunities Meeting



Public Meeting Series



Plan Development



Draft Plan presentation and Comment



Plan Revisions



Bicycle, Pedestrian, and Greenways Advisory Board

Recommendation



Planning & Zoning Commission Recommendation



City Council Adoption



Implementation (on-going)



Overview

- History /Context
- Benefits/Needs Assessment
- Projects Proposed in South Knoll



College Station Comprehensive Plan

- “To improve mobility through a **safe, efficient** and **well connected** multi-modal transportation system designed to be **sensitive** to the surrounding land uses”
- “To **protect** environmental assets, both for their ecological functions and as key elements of **community character** and **livability**”

Transportation Network

- Planning Horizon – 2030
- Transportation demand based on:
 - Population Growth – 134,000
 - Employment
 - Future Land Use & Character map
- Community Desire: To manage and reduce congestion
- Three scenarios proposed
 - Current-Network Option
 - Congestion-Reduction Option

Transportation Network

- Programmed-Project Option
 - \$200 million in public funds
 - Increasing multi-modal facilities
 - Slight increase in congestion
 - Slight degradation of levels of service in areas of the network
- Need to reduce the frequency and length of vehicular trips
- Dependent upon expansion of the bicycle and pedestrian network

Bicycle, Pedestrian, & Greenways Master Plan

- Adopted 2010
- Year long planning process
- Community meetings, focus group meetings, online survey and public hearings
- Technical task force
- Goals
 - Improve Connectivity and Accessibility
 - Increase Safety
 - Increase Biking and Walking Outdoors

Purpose/Benefits

- Connectivity - Close gaps
- Facilitate travel to and between destinations
 - Schools; Neighborhoods; Employment areas, Parks; Trails ; shopping centers; etc.
- Healthy living
- Transportation
- Recreation
- Economic
- Environmental

Bicycle Facilities

Bike Lane



- Spatial separation between bikes and cars
- Bikes have their own space – don't slow down cars
- Increased comfort, confidence, and predictability for cyclists
- Increased awareness of a cyclist's right to the road

Bicycle Facilities

Bike Route



- Signs
- Increased awareness of a cyclist's right to the road
- Usually lower volume street
- Usually lower speed limit



Bicycle Facilities

Multi-use Path/Trail



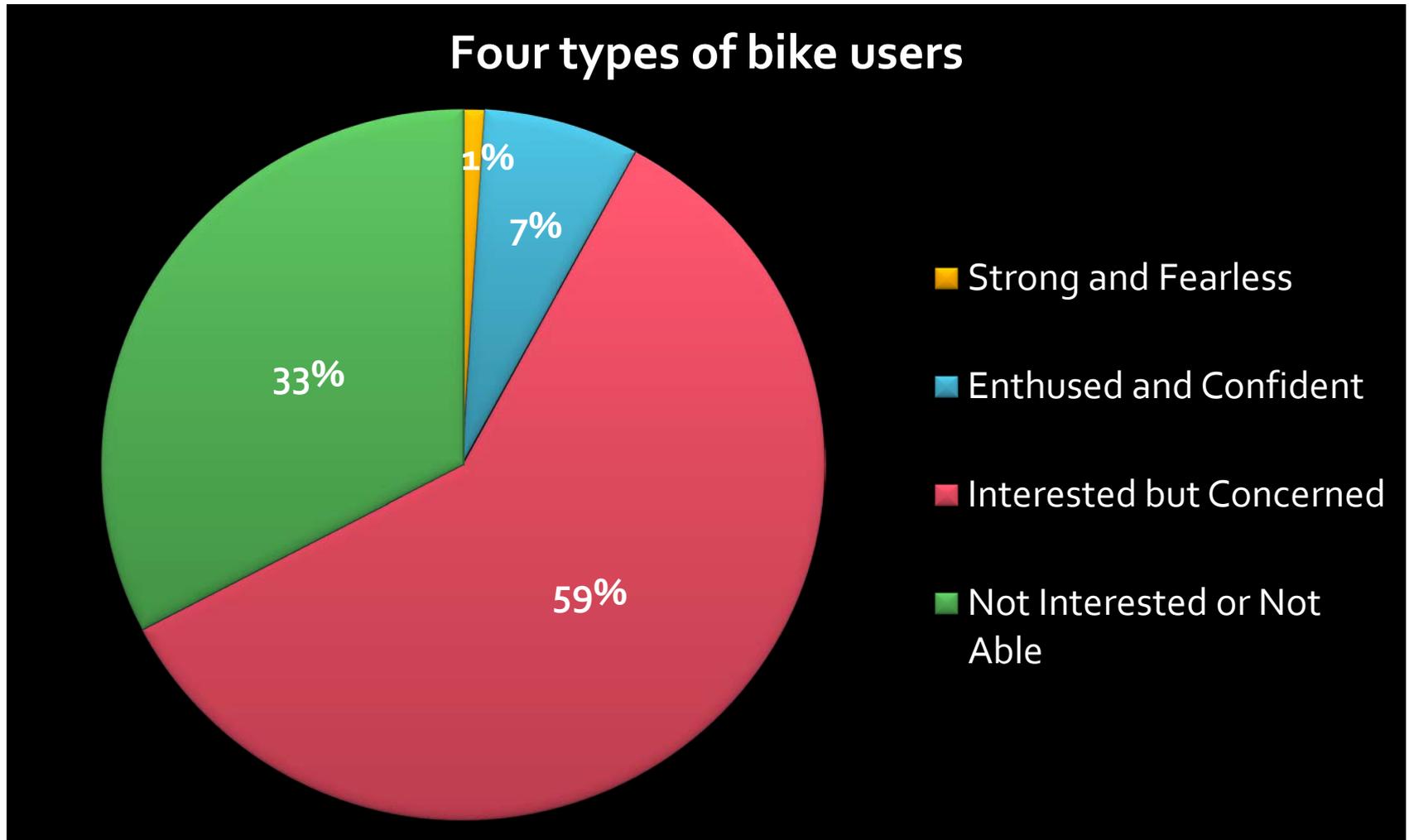
- All-purpose surface for biking and walking
- Complete separation from roadway

Who are we planning for?

- Everyone ...
- But most importantly
 - Children
 - Seniors
 - Those who can't drive
 - Those who choose not to drive

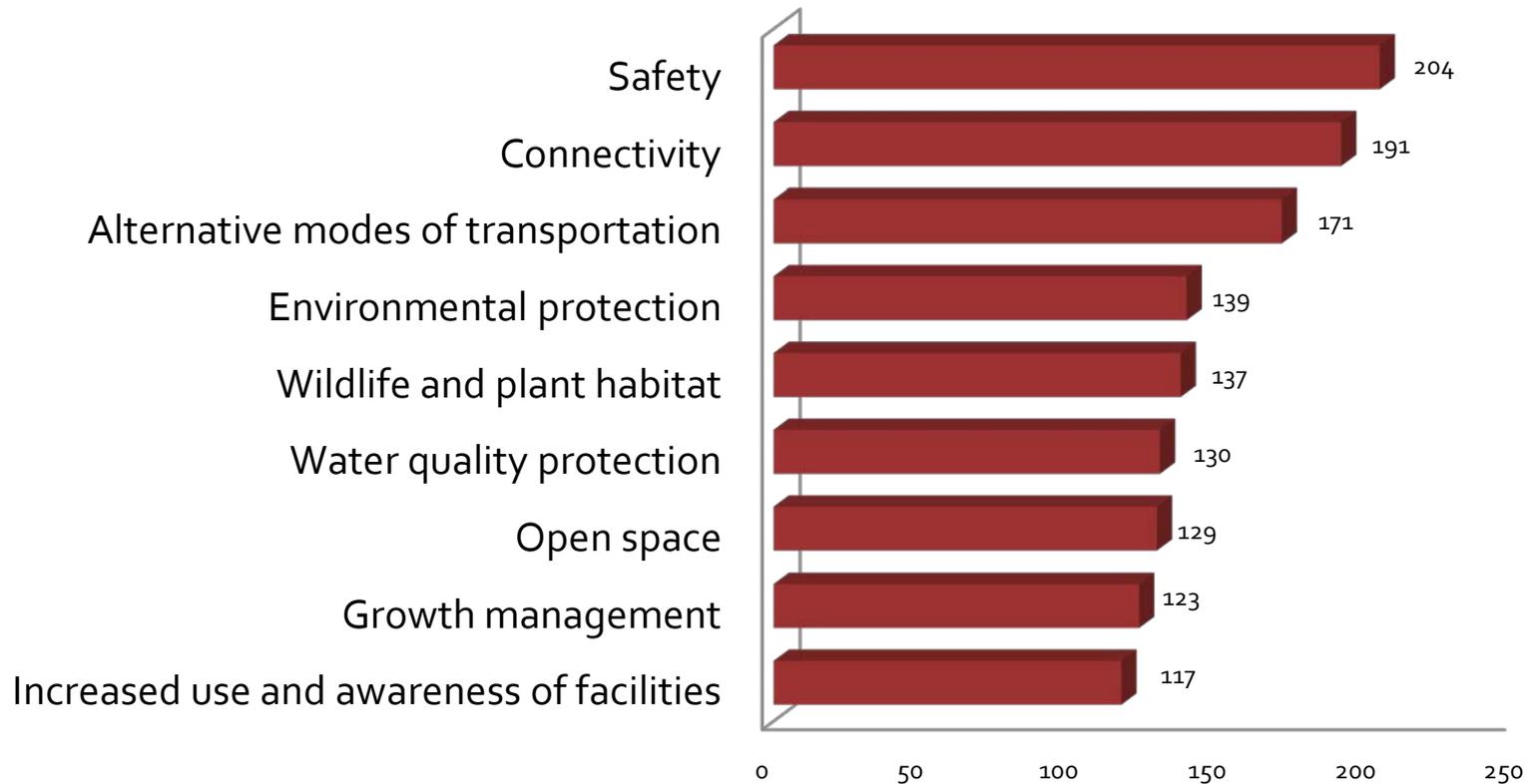


Who are we planning for?



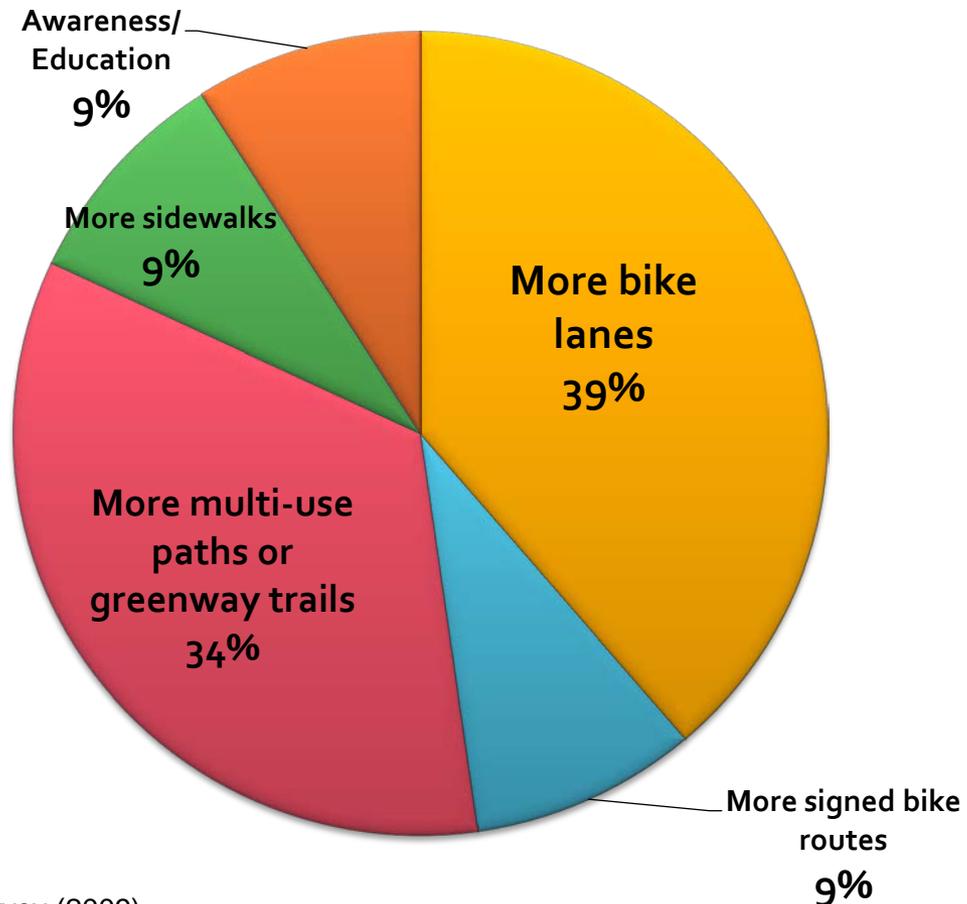
Survey - Importance of Benefits

Please rate the following benefits of planning for a bicycle, pedestrian and greenways system:
Ranging from Not Important to Very Important



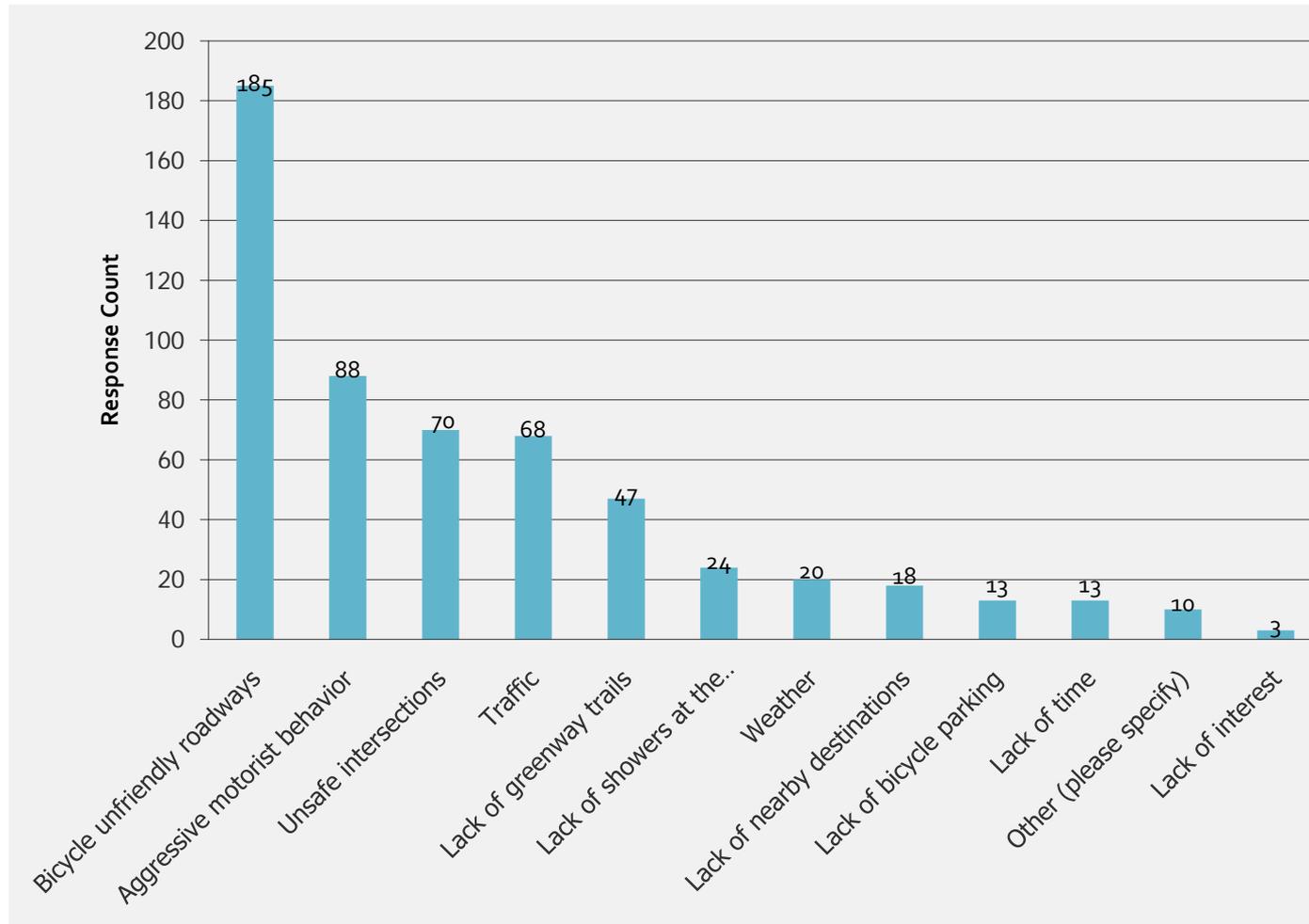
Survey – Overall improvements needed

Which of the following would improve College Station's bicycle, pedestrian and greenways system the most?



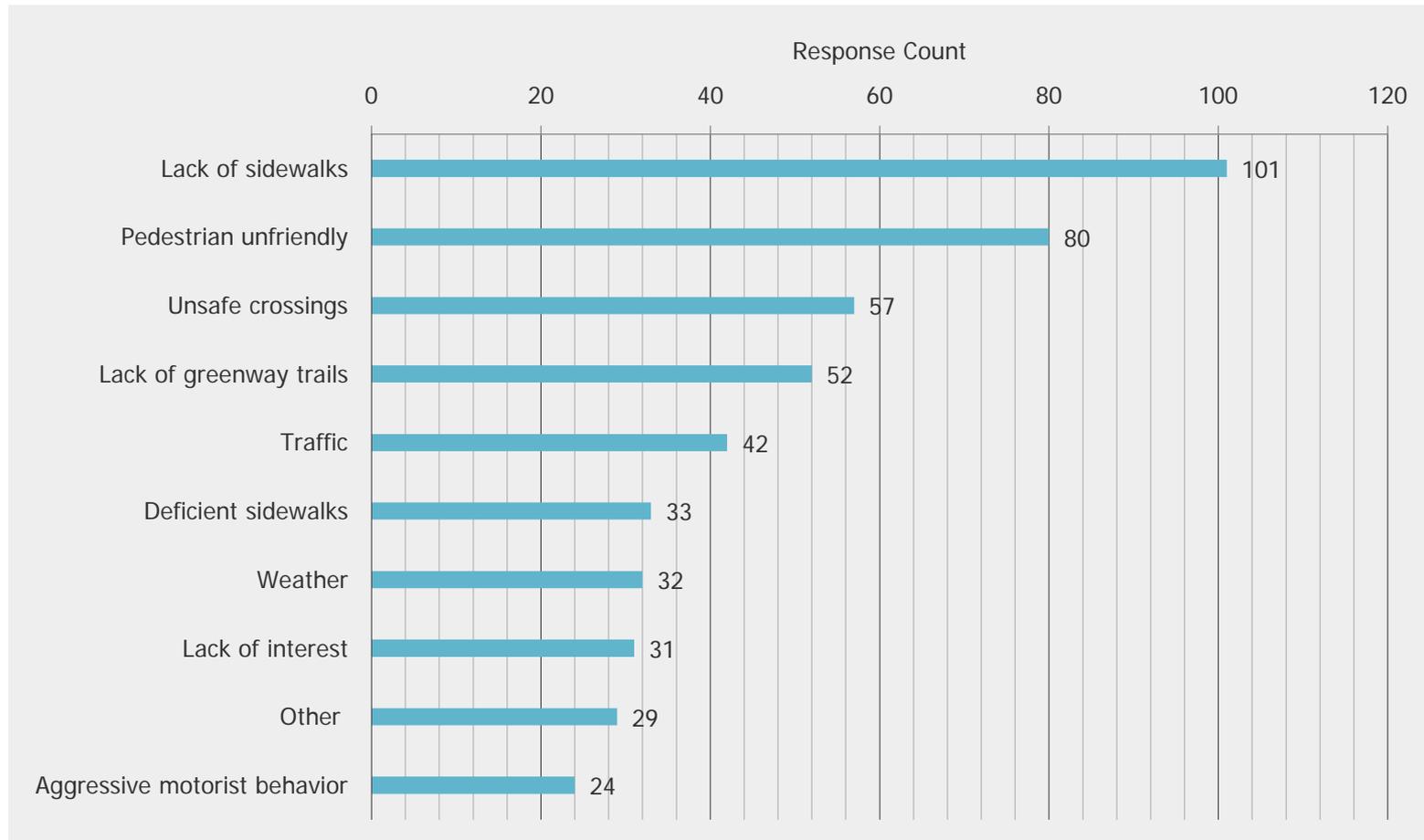
Survey – Factors that discourage bicycling

What are the biggest factors that discourage bicycling?



Survey – Factors that discourage Walking

What are the biggest factors that discourage walking?



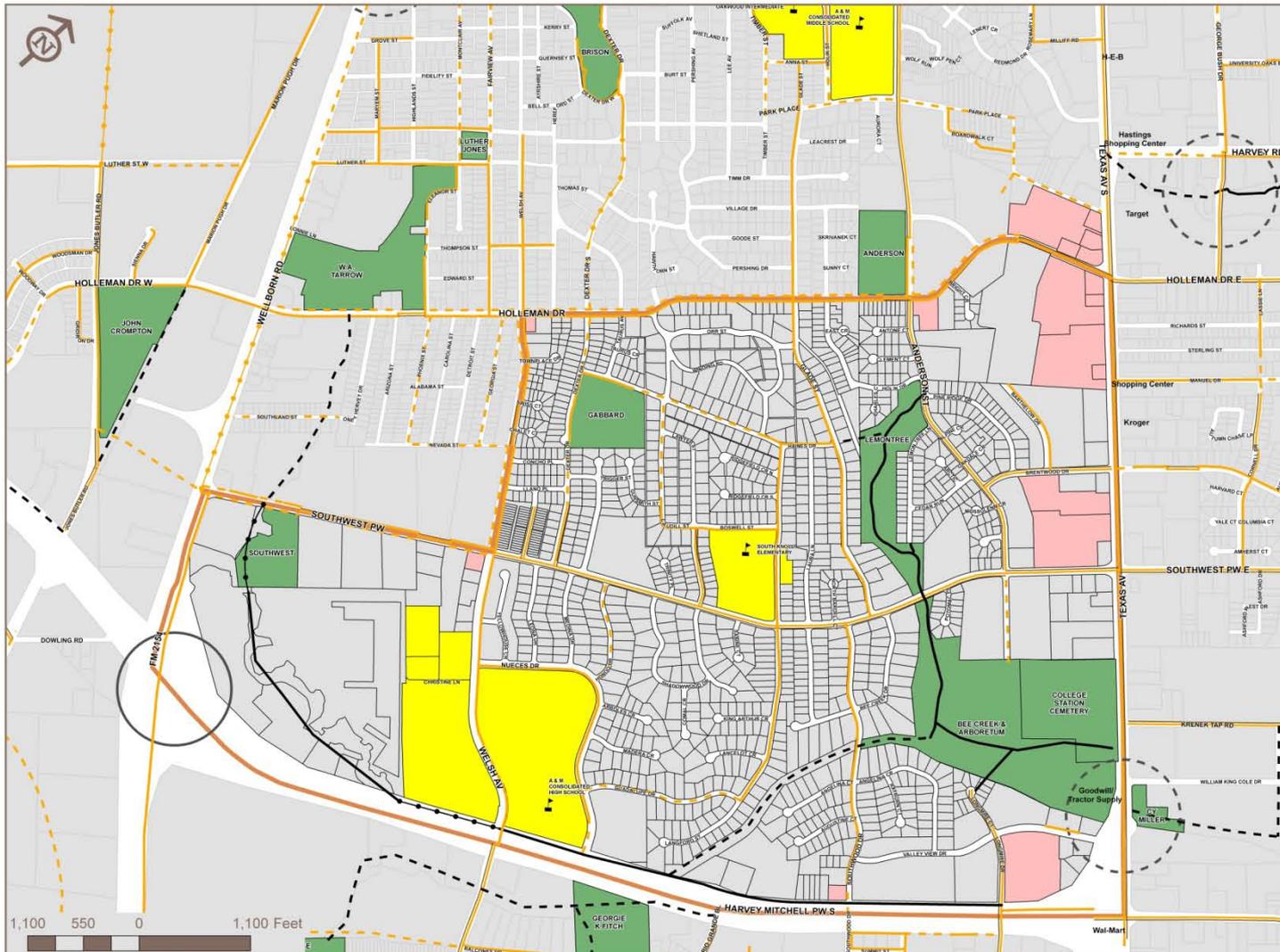
South Knoll Area

Biking and Walking

- Biking and Walking Comments
 - General Discussion
 - Comments on Maps
- Proposed Bike Lanes on Glade
- Next Steps
 - On-Street Parking – Tuesday, Feb. 26th
 - Neighborhood Resource Team
 - Bicycle, Pedestrian, and Greenways Advisory Board
 - Planning and Zoning Commission
 - City Council

South Knoll Area Neighborhood Plan

Planned Pedestrian Improvements



Pedestrian Plan

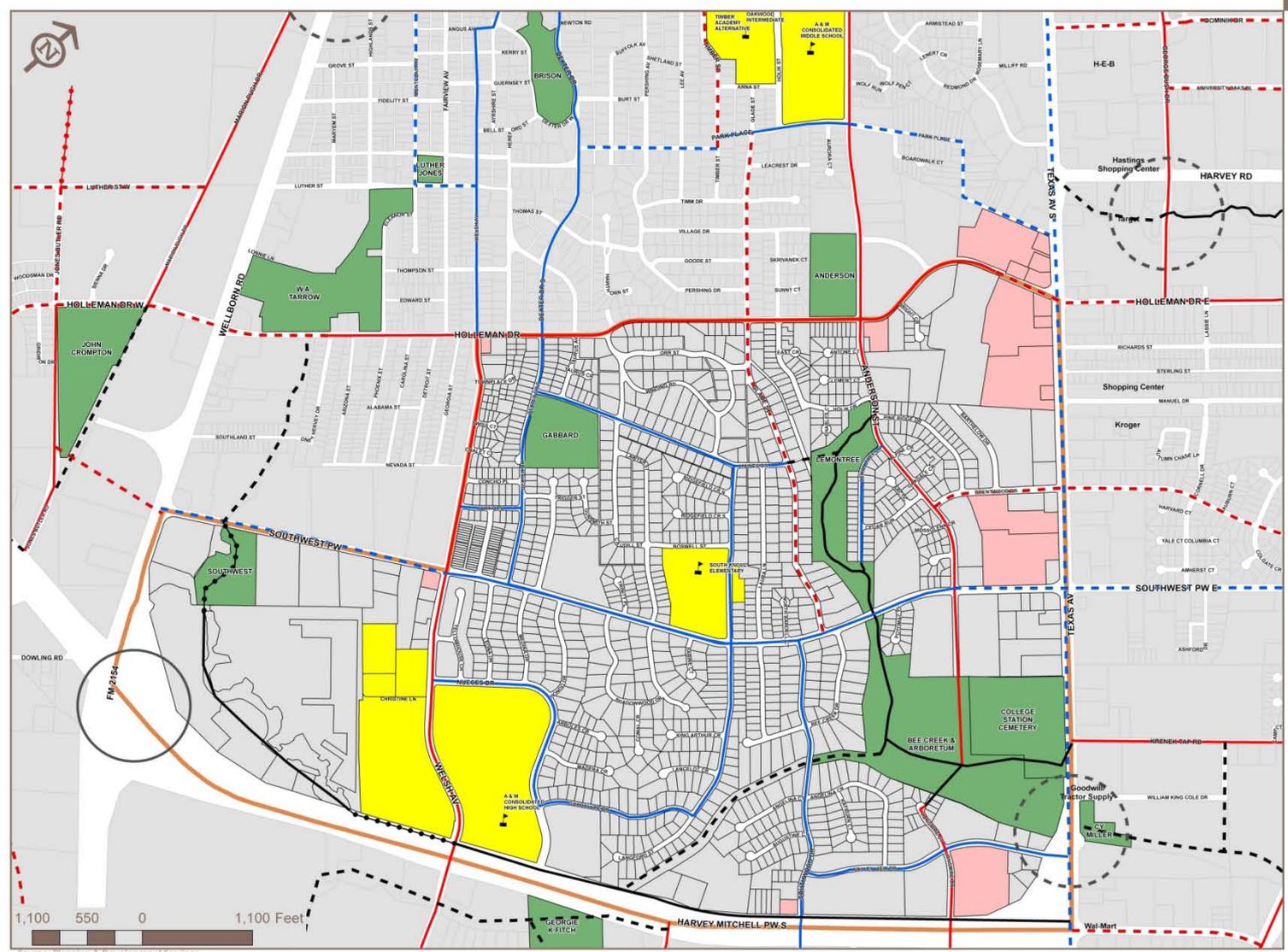
- Sidewalk Existing on One Side
- Sidewalk Existing on Both Sides
- Sidewalk Funded
- Sidewalk Proposed
- Multi-use Path Existing
- Multi-use Path Funded
- Multi-use Path Proposed
- Grade Separation Existing
- Grade Separation Funded
- Grade Separation Proposed
- ◆ CSISD Schools
- CSISD Parcels
- Neighborhood Centers
- Parks
- Planning Area

1,100 550 0 1,100 Feet

Source: Planning & Development Services

South Knoll Area Neighborhood Plan

Planned Bicycle Improvements



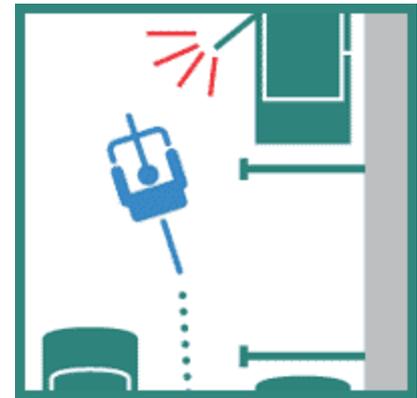
- Bicycle Plan**
- Bike Lane Existing
 - - - Bike Lane Funded
 - - - Bike Lane Proposed
 - Bike Route Existing
 - - - Bike Route Proposed
 - Multi-use Path Existing
 - - - Multi-use Path Funded
 - - - Multi-use Path Proposed
 - Grade Separation Existing
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 - CSISD Schools
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Source: Planning & Development Services

Bike Lanes on Glade

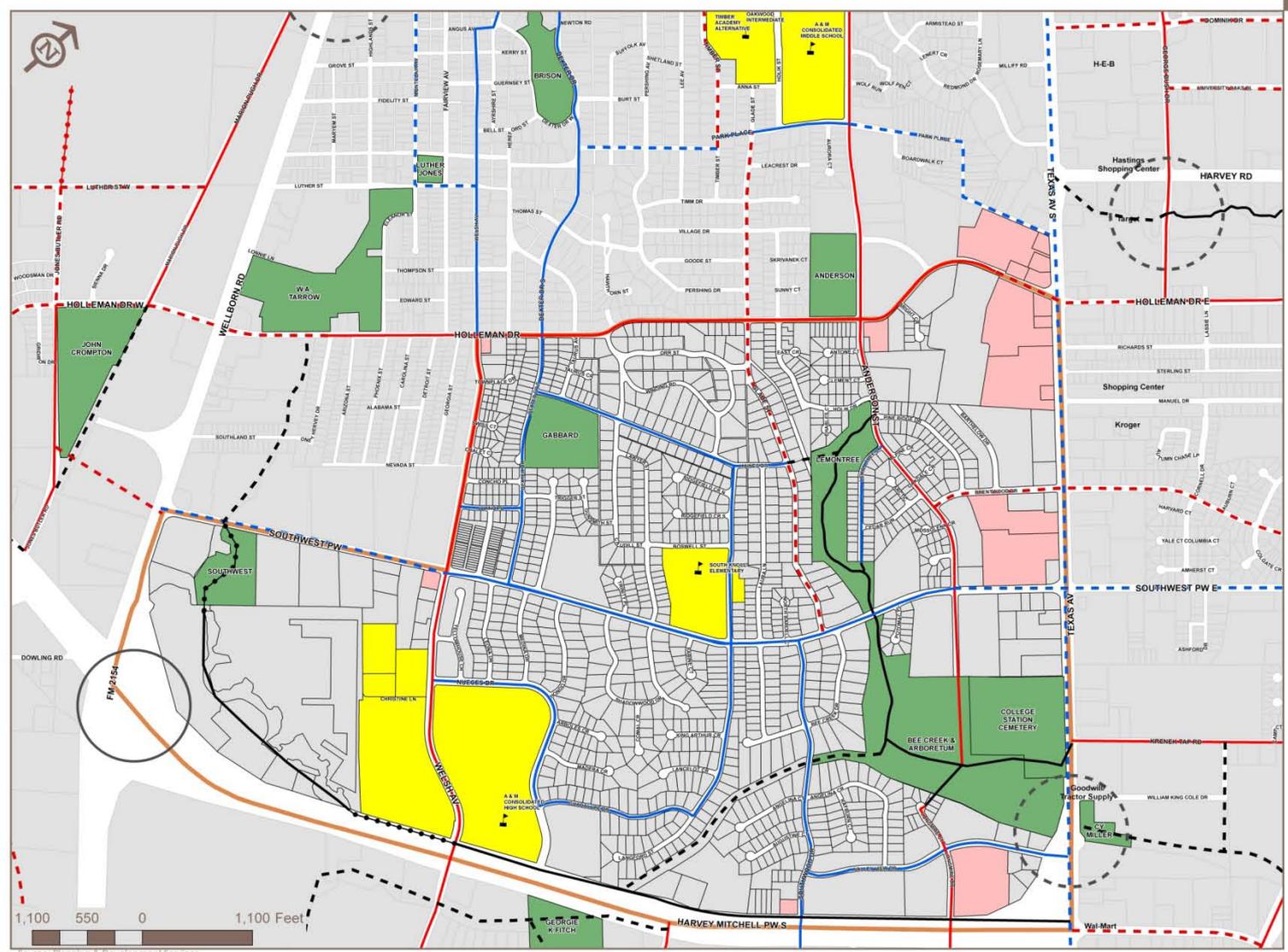
Why were they proposed?

- Creates a connection to schools and parks
 - A&M Consolidated Middle School (7th & 8th)
 - Oakwood (5th & 6th)
 - Safe Routes to School Priority
- Increases safety
 - Parking and Biking
 - Door Zone
 - Unpredictable Behavior
- Daily Traffic Volumes - Existing: 6,790; Future: 7,700
- Speed limit – 30 mph



South Knoll Area Neighborhood Plan

Planned Bicycle Improvements



- Bicycle Plan**
- Bike Lane Existing
 - - - Bike Lane Funded
 - - - Bike Lane Proposed
 - Bike Route Existing
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Source: Planning & Development Services

Questions?