

APPENDIX C



Based on feedback from several neighborhood meetings, James Parkway and Puryear Drive were identified as one of the major street concerns in the Eastgate neighborhood. In finding a solution, alternative options were evaluated based on the following five criteria:

- 1) Safety and emergency response including enhancement of bicycle and pedestrian accommodations, emergency response time, and driver expectancy;
- 2) Mobility and access including providing access to and additional parking at Thomas Park, and enhancing connectivity;
- 3) Community and environment including minimizing right-of-way acquisition and impacts to trees at Thomas Park;
- 4) Design including maintaining the winding road concept, providing curb and gutter, addressing drainage issues, and meeting the design width; and
- 5) Cost effectiveness of construction.

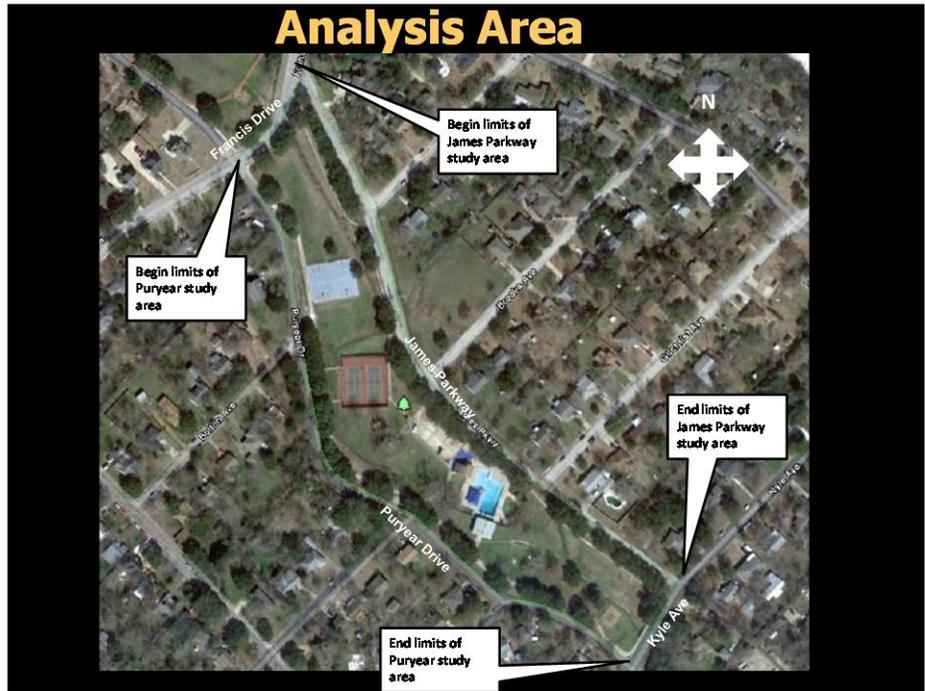
The criteria were chosen based on feedback from the neighborhood residents. In addition to transportation concerns, other related issues regarding additional parking, drainage, and tree preservation at Thomas Park were also important considerations in the analysis.

Following is the James Parkway and Puryear Drive Analysis presented March 7, 2011 at the Eastgate Neighborhood Resource Team Meeting.

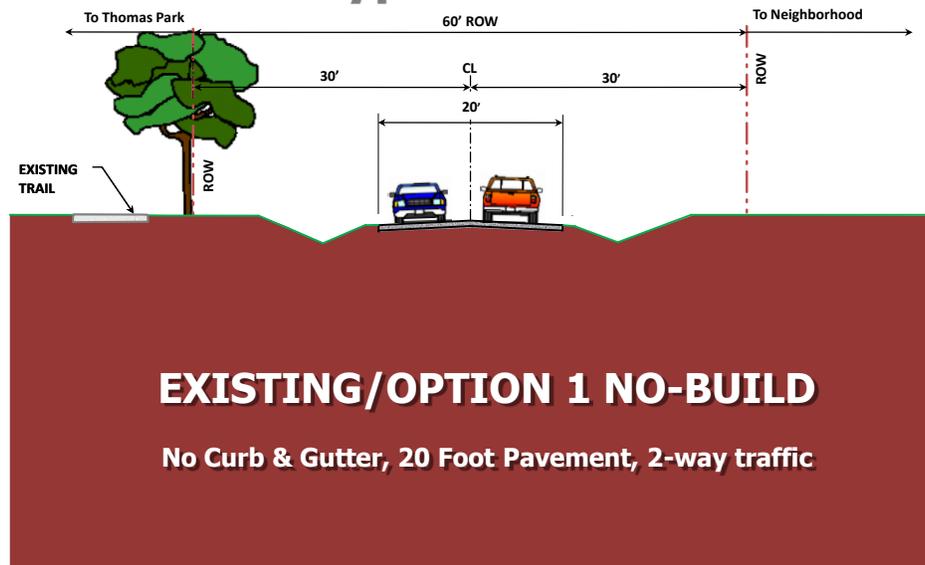


James Parkway and Puryear Drive Alternative Analysis

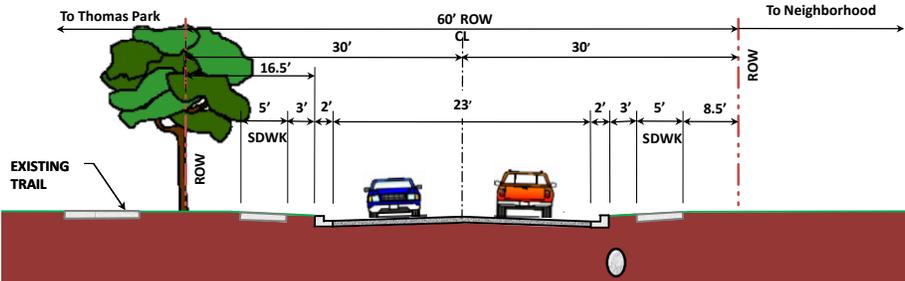
Eastgate Neighborhood Resource Team
Meeting
March 7, 2011



James Pkwy and Puryear Typical Sections



James Pkwy and Puryear Typical Sections



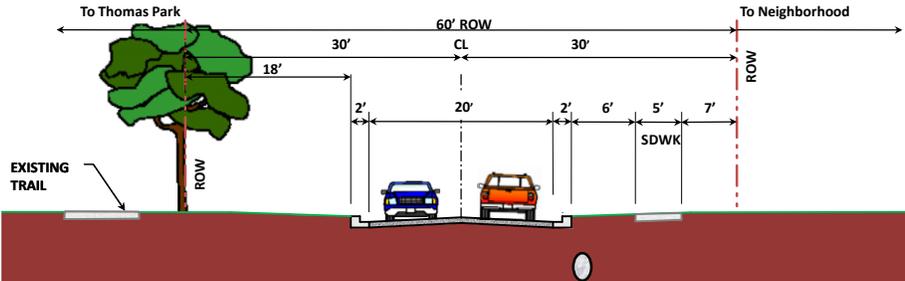
STANDARD SECTION

Rehab Add Curb & Gutter, 23 Foot Pavement, 2-Way Traffic,
Underground Storm Sewer System

Standard Section

The Standard Section is based on the Bryan/College Station Unified Design Guidelines for a roadway classified as a local residential street.

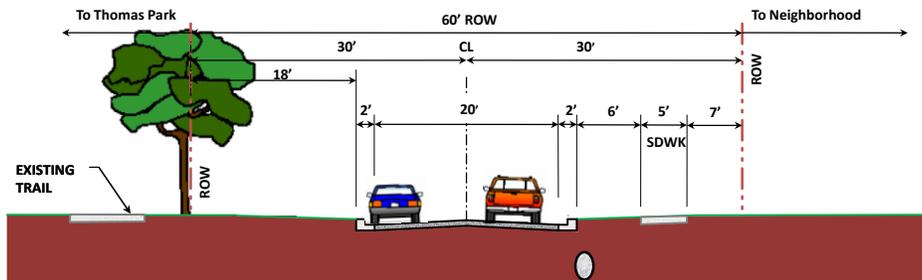
James Pkwy and Puryear Typical Sections



Option 2

Rehab Add Curb & Gutter, 20 Foot Pavement, 2-Way Traffic,
Underground Storm Sewer System, And No Parking

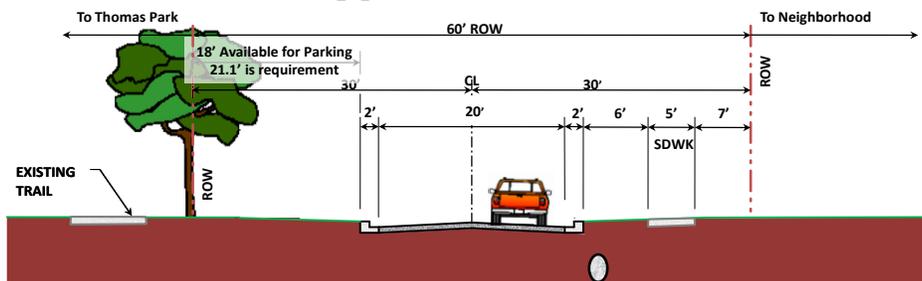
James Pkwy and Puryear Typical Sections



Option 3

Rehab Add Curb & Gutter, 20 Foot Pavement, 1-Way Traffic,
Underground Storm Sewer System, Parallel Parking on
Thomas Park Side

James Pkwy and Puryear Typical Sections

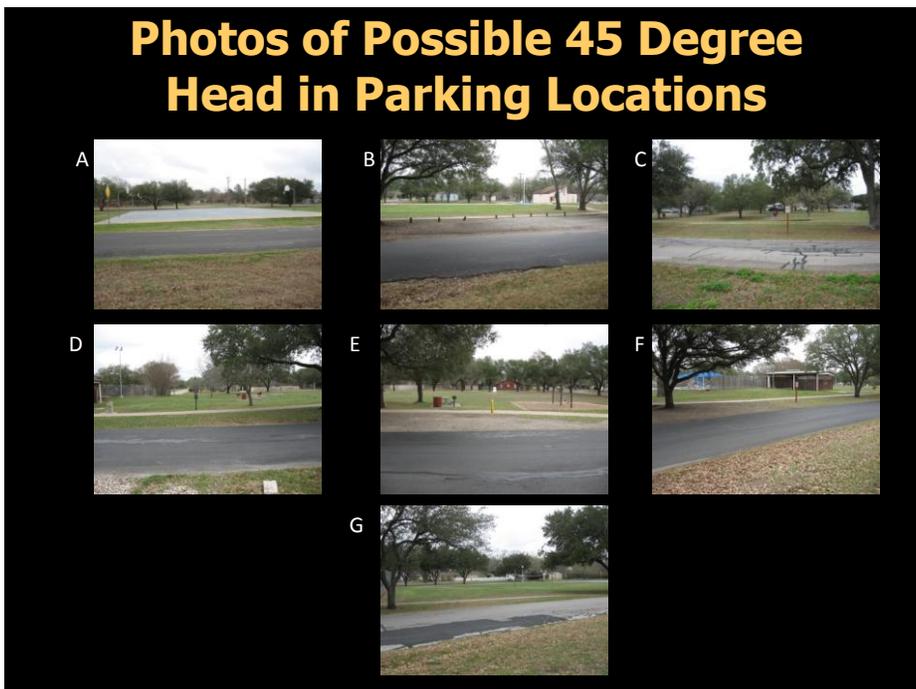


Option 4

Rehab Add Curb & Gutter, 20 Foot Pavement, 1-Way Traffic,
Underground Storm Sewer System,
45 degree Head in Parking at Thomas Park at Targeted
Locations



This map also depicts the one-way pair traffic operations. Traffic would travel one way northbound on James Parkway and southbound on Puryear Drive. Both Francis Drive and Kyle Avenue would remain two-way.

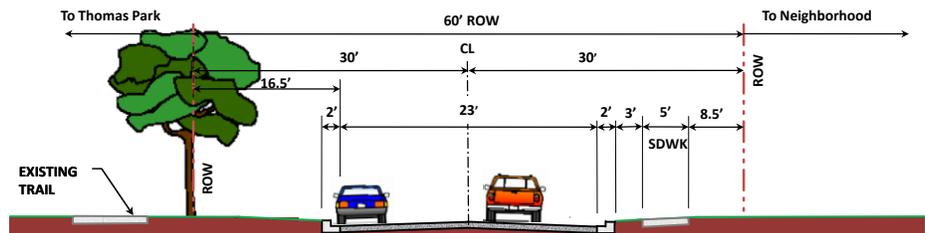


The majority of these locations are currently being used as unimproved head-in parking.

Example of 45 Degree Head in Parking Configuration



James Pkwy and Puryear Typical Sections



Option 5

Rehab Add Curb & Gutter, Standard Pavement Width, 1-Way Traffic, Underground Storm Sewer System, Parallel Parking on Thomas Park Side

Preliminary Option Planning Level Construction Estimates, Parking Totals & Vehicle Per Day Traffic Counts

Construction Costs

Option 1 = \$0
 Option 2 = \$2.079 million
 Option 3 = \$2.079 million
 Option 4 = \$2.126 million
 Option 5 = \$2.339 million

Parking

Parallel = 145 Spaces
 45° Head-In = 35 Spaces

Traffic

Vehicles Per Day (VPD)
 Local Road Capacity 2-Way= 1000 VPD
 Local Road Capacity 1-Way = 500 VPD

2-Way Traffic Counts

James Pkwy = 283 VPD
 Puryear = 770 VPD

1-Way Traffic Counts

James Pkwy = 142 VPD
 Puryear = 385 VPD

Costs based on 2011 dollars. Traffic counts were taken on the week of March 7, 2011. Vehicles per day capacity are based on guidelines from the Institute of Transportation Engineers.

Screening Matrix

Eastgate Neighborhood Plan James Parkway and Puryear Drive Analysis

PRELIMINARY Screening and Evaluation Matrix		Option 1	Option 2	Option 3	Option 4	Option 5					
		No Build	2 way option 20' pave no park	1 way option parallel park 20 pave	1 way option 45° park 20 pave	1 way option parallel park 23' pave					
Criteria by Goal	Measure	Est	Est	Est	Est	Est					
Safety & Emergency Response Goal											
Enhances Bicycles, Pedestrians Accommodations	1, 0, -1	-1	1	1	1	1					
Enhances Emergency Response Time	1, 0, -1	-1	0	0	1	1					
Enhances Driver Expectancy	1, 0, -1	1	1	0	0	0					
Mobility & Access Goal											
Provides Access to Thomas Park	1, 0, -1	0	0	1	1	1					
Enhances Connectivity	1, 0, -1	0	1	-1	-1	-1					
Provides for Additional Parking at Thomas Park	parking spaces	0	-1	0	-1	145	1				
Community & Environment Goal											
Minimizes Right of Way Acquisition	potential acreage	0	1	0	1	0	1				
Minimizes Impacts to Trees at Thomas Park	number of trees	0	1	0	1	0	1				
Design Goal											
Keeps Winding Road Concept	1, 0, -1	1	1	1	1	1					
Provides Curb & Gutter	1, 0, -1	-1	1	1	1	1					
Address Drainage Issues along James Pkwy & Puryear	1, 0, -1	-1	1	1	1	1					
Meets City Design Standard Width	1, 0, -1	-1	-1	-1	-1	1					
Cost Effectiveness Goal											
Construction Cost	Millions	\$0	1	\$2.079	0	\$2.079	0	\$2.126	0	\$2.339	-1
Total			-1	6	6	6	6				

* On neighborhood side along Puryear.

LEGEND:

Least Impacts/Most Desirable	1	Neutral Impacts	0	Most Impacts/Least Desirable	-1
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Next Steps

This exercise will be added to the Mobility Chapter and a recommendation will be added to the draft. As part of the draft review, additional comments will be solicited.

On March 7, 2011, the Neighborhood Resource Team provided the following comments on the alternative options discussed during the presentation. The Team preferred the option having more parking, 145 parallel parking spaces, along these streets. They proposed that no sidewalks be built on the neighborhood side of the streets in order to reduce costs and impact to vegetation. They asked that the City strongly consider the impact to trees on the neighborhood side. They suggested that both James Parkway and Puryear Drive continue as one-way streets on the north side of Francis Drive. The team also suggested converting both James Parkway and Puryear Drive to one-way streets in the near-term to determine feasibility instead of waiting until funding via a future bond election and construction rehabilitation of these roadways. Overall, Option 3 was preferred based on the feedback received at the meeting.

Results of this analysis and recommendations are discussed in the **Chapter 3, Mobility**.