

South Knoll Area Neighborhood Plan

Neighborhood Resource Team Discussion Notes

Meeting # 4 – March 19, 2013

Handouts:

- NRT Mtg #3 notes
- Public Meeting Series Notes
- Making Recommendations

Updates Since last meeting:

Final Public Meeting Series presentations, handouts, and notes on-line, NRT #3 notes on-line
Update current utility project in South Knoll

Where we are in the process

Public Meeting Series summary and discussion

- Biking & Walking (32)
- HOA (19)
- Parking (30)

Over 60 people attended one or meetings in the Public Meeting Series.

Specific decision points

Resident discussion in blue with (staff response in parenthesis and italics).

NRT RECOMMENDATIONS in red.

Biking & Walking

- Glade Street bike lane – NRT recapping the discussion from the public meeting:
 - Proposed a number of years ago and residents had rejected it. Residents wondering why it was being proposed again. *(It was requested and included in the Bicycle Master Plan when approved).*
 - Residents talked about Anderson having a bike lane instead of Glade and parking issues associated with both.
 - Proposed one bike route going both ways (lane or route?) to retain parking on one side. Discussed not having enough space for both.
 - Bike lane and parking go together – can't talk about one without the other. Won't get more people riding bikes just because a bike lane is painted. We don't have a biking culture. Students are going to ride bus or drive cars.
 - Sidewalks are bad on Glade and if City repaired sidewalks then children could ride on them.

- Could Anderson cut through Bee Creek Park and connect with 2818? *(the bike/ped facilities do connect through to 2818. The road does not and cannot not without significant infrastructure (bridge) and property acquisition.)*
- Parkway Baptist Church has a trail next to it – people should use this instead of being on Glade, people could get off SWP and get on trail.
- A lot of people opposed to the bike lane because of parking removal – not because it's a bike lane.
- There are few side streets on Glade, so if parking is eliminated, no one can have visitors at their house. Horrible situation for people that think they can't have guests. Bicyclists don't use Glade (between Southwest Pkwy and Holleman), but use Dexter or a portion of it. Makes more sense to not go back and re-hash
- If City would widen and fix sidewalk, there could be an off-street bike trail.
- Watch children ride bike to high school and there aren't too many that bike. Students use route from N of Holleman through Fairview or Dexter.
- Did the Southside NRT recommended bike lanes on Glade? *(Yes – an effort to provide safer routes to school).*
- North of Holleman, few houses front on Glade – most front side streets, so it affects fewer people to put in a bike lane.
- When did City propose bikes lanes on Glade? *(Current staff wasn't aware of recommendation to remove in the 90's. 2010 Master Plan included a bike lane on Glade based on citizen requests/recommendations. The Master Plan process included a technical task force, many public meetings, and public hearings. Never heard a desire to keep bike lanes off of Glade. The goal was to create safer routes. Dexter – heard a lot of (in SSANP) concerns from those that don't feel safe using it – very narrow north of Holleman. Based on "Journey to Work Data" from Census, CS has the highest number of people using bike to get to work in Texas, only data we can use.)*
- People are going down Dexter because they feel like it's the safest. *(Only true of experienced cyclists.)*
- Bicycle is a moving vehicle and they aren't allowed on sidewalks, but children should be riding on sidewalks? More dangerous to ride on sidewalks than street? There IS a bicycle culture here, but for cars it's an anti-cyclist culture. Not a question just of bicycle lanes, but how do you make it easier for cyclists? A white line isn't a bike lane if the potholes and dips aren't maintained. What's important is having a place to ride a bike. Look at multi-use paths. Want to encourage children to use sidewalks for riding. *(Studies show it's safer to bike in street because vehicles aren't anticipating something coming down the sidewalk quickly and don't look there – looking at street, but for children, it's safer to be on sidewalk because they are moving at a slower speed.)*
- Multi-use paths have yellow dashed lines. Can they be put on sidewalks? *(Do not want to encourage bike traffic on sidewalks because it is not safe for cyclists. Motorists aren't expecting someone to be going fast on sidewalks.)*
- Children need to be on the sidewalk. I bike my older kids in to school in the street to be safe.

- Picking one side of Glade or the other for bikes and retaining one side of parking, is that an option? There are a number of new fire hydrants going in along the street that will prevent parking anyway on much of the east side. Need a safe route for bikes – if parking were limited to one side on my street, I would get over it and adapt.
- There aren't many high-density areas that feed onto Glade. If parking were removed, would it get the amount of use that Fairview and Dexter do? *(The goal is to make it easier and safer for people to bike and if you make bikes go a longer route to find a bike lane, people won't do it. We want a number of options for bikers and walkers.)*
- Kids can't deal with riding next to parked cars.
- Kids are on the sidewalk, even though they are in bad shape. Parents ride in street and aren't having any trouble. Do we want to exclude parking so that it can be a better bike route? Why not restrict parking at certain times (during the day) and allow parking at night?
- Limiting parking at certain times would address a lot of concerns and still allow evening and weekend parking for guests.
- Students won't wake up in time to move cars. Enforcement issue.
- In the olden days, living near Glade, the residents didn't have a problem about parking because they had driveways and garages. When you had parties, you parked in the street, but not all night. Different culture now – properties aren't single-family. Very inconvenient to park 4 cars in a driveway when each person has a different schedule. Having 4 unrelated residents means 6 to 8 cars all of the time. Students don't want limited parking so areas with parking restrictions aren't attractive for investors.
- Has Council already approved a bike lane on Glade? Does that mean that it will go in unless the Council removes it from the plan? *(It will be installed at some point unless it's removed from the plan. The Council adopted the Master Plan a few years ago – the Glade bike lane is currently on the plan.)*
- Don't want bike lanes but do want an alternative that makes it safer for riders while retaining some parking.
- Is there an issue with a 2-way bike lane or other alternatives?
- Could we do a sharrow on both sides of Glade and not remove parking with a one-sided bike lane?
- Why is there not a yellow-dashed line on Glade? *(Residential collector roads don't have them.)*
- Have used sharrows in other countries, and they work well with educated drivers. If College Station chooses to do this, they would have to commit to painting things more frequently than they do now. Can't wait to repaint. We need to think more about alternatives to either ALWAYS having parking or never having parking. Maybe try out different solutions in neighborhood. Have to get residents on board.
- Where the City has bike lanes right now are thoroughfares, not residential streets. Glade is a residential street. Without parking in front of house, can't park anywhere else. Doesn't make a lot of sense to make a thoroughfare because it creates a handicap

for those that live here. *(Glade was designed, built and currently functions as a thoroughfare.)*

- Anderson is lousy for bike lanes because it doesn't go anywhere. Glade goes some place.
- The residents have made comments about the speeds being excessive. I haven't experienced this. If you take out parking and stripe it and take out the dip, likely to see a significant increase in speeds. Nothing to slow them down except for traffic signal and dip.
- Consider alternative of taking parking off of the street from 7a-7p. If people have to get up to move their cars, then they have to get up. City will have to enforce speeds. Is enforcing more of a problem for the City than having a kid hit?
- Have talked with PD about speeds, but never see them out there, or they say they're too busy, to monitor who's in bike lanes. Priority in the morning is the kids in the school zones. Same time that they're going to need to be on Glade. *(PD will do sporadic enforcement if it's called in. Can't be there all the time. Can't have officers at each end of Glade. Could have speed monitors that can be moved around like in Eastgate. If having an issue let PD know, they will go out there.)*
- City has already voted on putting a bike lane, how do we change this? *(through a recommendation with this neighborhood plan – but it's up to Council).*
- Can we make a motion that parking is limited during certain times and post signs? Recommend that we have signs restricting parking on both sides so cyclists can do what they need to do without automobiles on the street.
- What do people think of restricted parking in Southside? *(Requested and recommended by the neighborhood. Makes it safer and helps to retain some of the character)*
- May need to talk about specific hours, but recommendation on restricted parking is good. Gets cars off the street when the majority of school and commuter bikers will be using Glade.
- No one is saying we want a bike lane. Partial restricted parking is a great suggestion.
- On Glade, you have two way bike traffic -on one side going to South Knoll (southbound) and on the other going to other schools, A&M and work (northbound)
- Doesn't work for kids to ride down Haines, etc to get to school.
- Emphasize Anderson as a primary bicycle route? Seems that having two roads that close together with bicycle facilities, until the demand increases, seems to be too much.
- **NRT RECOMMENDATION: restrict parking on the side headed to school (east side) from 7a-6p Monday-Friday. Allows people to not have to get up at the crack of dawn to move car, and allows people having an evening activity to not have to start at a later time.** Commuter bicycles won't be able to make it home at 5, so don't recommend that end time.
- **NRT RECOMMENDATION: Fix sidewalks on Glade for younger children to ride on.**
- **NRT RECOMMENDATION: Don't mark the pavement – retain as a route with no parking during commuting hours.** Stay the way that it is now. If you mark it, raises it to higher classification in concept.

Parking

- Safety evaluations

The fire department conducted safety evaluations of requested streets (see list on-line). All streets were considered safe (meaning that fire services could adequately be provided), except the bend in Caudill and the bend in Lawyer. Parking should be removed from these streets. The cul-de-sacs at N. and S. Ridgefield were “tight” and should be monitored.

- There are safety issues other than just “can a fire truck fit down the street.” This is an older area without sidewalks on many streets. We are forcing children to ride bikes in the middle of the street because there is nowhere to ride! No sidewalks and cars heavily parked on both sides. Unsafe.
- **NRT RECOMMENDATION: reevaluate on-street parking/safety during football season.**
- **NRT RECOMMENDATION: Create a program that includes routine/scheduled evaluation of on-street parking.**
- **NRT RECOMMENDATION: Monitor Ridgefield cul-de-sacs.**
- **NRT RECOMMENDATION: Remove parking from bends in Caudill/Lawyer, per Fire Department recommendation.**

- Streets with parking removed previously by ordinance.

- There are four street segments in South Knoll where parking was previously removed and either signs were never installed, signs were installed incorrectly, or signs were removed and not replaced.
- **NRT RECOMMENDATION: Install the signs on Guadalupe, Lawyer (from SWP to King Arthur’s Ct), and Glade (from Holleman to Orr). Do not install the signs missing from Valley View (it’s a wide street with no parking issues). Correct the conflicting or confusing signage further east on Valley View near Longmire.**

- General Parking Issues

- During school hours is a nightmare because of parents dropping off. What happened to school buses and carpooling? Problem with children biking in the middle of the street.
- With parking on either side of Lawyer and no sidewalks, there isn’t a better place for them to ride.
- The Parking Subcommittee Report says that other things should be considered such as how the area looks. Maybe we should change the population density – allow fewer people (therefore fewer cars) per home.
- It’s about neighborhood integrity. What can we do to retain the integrity of the neighborhood?
- Would it be of interest to recommend that we continue no parking from King Arthur to Guadalupe on Langford?
- Would guess that houses on West side don’t front Langford, so not a lot of parking, so that’s why parking exists.

- Hasn't this become like Glade? Would parking during certain times (on Langford) be an idea?
- There is a problem with parking because too many people in houses and no one wants to enforce it.
- With the improvements to 2818, vehicles can no longer make a left at Nueces, forcing people to go through neighborhood to get out. Now have more traffic on Langford than ever before because can't get out at 2818.
- Prevent parking from certain times and area of front yard that can be paved.
- If majority of residents request CC to approve no parking during late-night hours, could we include that in our plan? *(The Plan can recommend parking removal for character and integrity issues. Know that CC has adopted policy that they will only remove parking for safety issues.)*
- If this group feels strongly that this is a solution, if we're willing to show up to CC in mass, then might have a chance in it passing.
- Make it an undesirable area for students. The neighborhood wasn't built to serve the density of people that 4 students per home brings.
- There are people that have 3 and 4 kids that have cars.
- Can safety evaluations go beyond just fire's limitations? *(It can. Current practice is making sure fire trucks can maneuver down streets, but safety can include other things such as site distances.)*
- Neighborhood Associations can't enforce parking rules because NAs are voluntary. As part of neighborhood plan, CC can institute parking restrictions during certain times on one side of street if requested by majority of the property owners.
- Don't allow parking from 2a-6a. One of the reasons it's appealing is that it prevents a lot of crime. Those are the times that things happen that shouldn't and if streets are clear of vehicles, police have a clear view of what's going on. Crime issue is a concern.
- Integrity of neighborhood is broken. All went to rental properties. How can you sleep at night allowing 4 unrelated people to live together?
- Could we propose as part of the plan to change number of unrelated from 4 to 2? *(The plan can include discussion and even a recommendation about that, but it's not likely to change.)*
- One small area of South Knoll modified deed restrictions. Defined single-family as related in the second degree. Another whole concept of defining a family versus the number of unrelated. The City should do this. *(Neighborhoods can do things as a collection of property owners, but the courts will not allow a City to define a family in this way. City has attempted to go towards the symptoms, the stuff we can do. Council can change the regulations. Previous attempts have not been successful.)*
- The City has gone from proactive to reactive code enforcement. Trying to achieve family-orientation is more difficult to achieve without consistent Code Enforcement.
- Recommend requiring listing names of people that will be renting a home and if it's a family-utilized home (kids are living in home during college), register that use.

- What can be done about getting a list of rental properties? (*Open Records request*)
There are people that like to do things the right way and others that don't. If we can share addresses within neighborhood, could find out people that aren't registered as rental properties.
- The trend that we are seeing in other neighborhoods around South Knoll is that older, smaller homes are being torn down and replaced with larger homes – mostly rental. Happens in all big cities. It's going to happen here.