



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 area residents. Good mobility within a neighborhood ensures that all modes and routes of transportation are safe, reliable, and minimize congestion on the road system. This is accomplished by providing an adequate and efficient street network, designated bike facilities, a connected sidewalk network, and local transit service.

Purpose of the Chapter

The purpose of this chapter is to outline a set of strategies that provide for needed transportation improvements within and through the neighborhood, while remaining sensitive to the desire to enhance the single-family character of the South Knoll Area.

Goal

The **Mobility Goal** for the South Knoll Area is **to maintain a safe and efficient transportation network and improve multi-modal transportation options by increasing the continuity of bicycle and pedestrian routes to key destinations while protecting the single-family 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.

Summary of Chapter Recommendations

- Additional parking restrictions to increase safety
- Additional sidewalks
- Amendment to the Bicycle Master Plan
- Intersection improvements

Elements of Chapter

This chapter is organized into two broad categories:

- South Knoll Area Mobility
- Parking in the South Knoll Area

The following pages describe these components and their relationship to the South Knoll 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 South Knoll Area and provides information and opinions garnered through the public 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, City ordinances, and policies. Specific information about timelines, responsible parties, and estimated costs are reflected in **Chapter 5 Implementation**.

SOUTH KNOLL AREA MOBILITY

Street Network

There are 11 streets within and surrounding the South Knoll Area designated as Streets (minor collector) or greater on the College Station Thoroughfare Plan, as displayed in **Map 3.1 Thoroughfare Plan**, and **Map 3.2 Thoroughfare Context**. Of these, Texas Avenue, Harvey Mitchell Parkway (FM2818), and Wellborn Road (FM2154) are owned and maintained by the Texas Department of Transportation (TxDOT). Holleman Drive, Southwest Parkway, Glade Street, Nueces Drive, Welsh Avenue, Southwood Drive, Anderson Street, and Brentwood Drive are City-owned and maintained thoroughfares. Information related to the thoroughfare types of each street, anticipated trips, and street size can be found in **Appendix B Glossary**. Streets not designated on the

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Thoroughfare Plan are considered to be neighborhood streets.

Bicycle and Pedestrian Facilities

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 identifies and prioritizes improvements to the existing City-wide system and identifies future facilities to enhance and encourage multi-modal transportation.

The South Knoll Area was largely developed during a time when the installation of substantial bicycle and pedestrian facilities were uncommon and not required. Development also occurred prior to accessibility requirements. In general, the area lacks adequate bicycle and pedestrian facilities. The overarching goal of the Plan is to re-establish the South Knoll Area as a single-family neighborhood, with increased owner-occupied and family-occupied homes. As potential home-buyers weigh various options within the City, a lack of bicycle and pedestrian facilities may place this area at a market disadvantage when comparing other neighborhoods where these facilities are more common.

During the planning process, most of the bicycle and pedestrian facilities identified in the Bicycle, Pedestrian, and Greenways Master Plan were affirmed, with only an alteration to the proposed Glade Street bike lane recommended. Several sidewalk segments are recommended to be added to the Master Plan and are discussed below.

Map 3.3 Planned Bicycle Facilities and **Map 3.4 Planned Pedestrian Facilities** illustrate the location and type of existing and future bicycle and pedestrian facilities. Information related to the types of facilities in the South Knoll Area can be found in **Appendix B Glossary**.

The Glade Street Bike Lane

Glade Street extends from Southwest Parkway north to where it ends at Anna Street and two College Station Independent School District (CSISD) schools – Oakwood Intermediate and A&M Consolidated Middle School. The portion of Glade Street between Southwest Parkway and Holleman Drive is located within the South Knoll

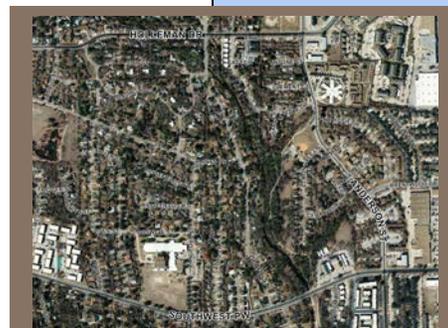


Figure 3.1 – Glade Street Aerial

planning area.

Glade Street is currently designated as having a proposed bike lane on the Bicycle, Pedestrian and Greenway Master Plan, meaning that parking will be removed from both sides of the street and designated lanes will be striped to facilitate safer bicycle travel along this street.

Based on public input during the course of several meetings, it became clear that residents were divided about the future bike lane on Glade Street. Staff received many comments asking that the bike lane be striped and many comments asking that parking not be removed from Glade – a direct contradiction. A special meeting was held in February 2013 to discuss biking and walking in the neighborhood. Every resident and property owner in the neighborhood received notification of the meeting. An additional letter was also mailed to all property owners along Glade Street to let them know that the future bike lane would be discussed.

As a compromise between the two positions, the Neighborhood Resource Team (NRT) recommends that the future bike lane designation be removed from the Bicycle, Pedestrian, and Greenways Master Plan and replaced by a bike route designation. Further, it is recommended that parking be removed from the east side of Glade Street from the hours of 7:00 a.m. until 6:00 p.m., Monday through Friday, to allow for safer bicycle movements north on Glade Street toward the intermediate and middle schools. Children riding south on Glade toward South Knoll Elementary school could use the sidewalk on the west side and turn into either Orr Street or Haines Street for a safer route to the school.

The recommended amendment is illustrated on **Map 3.5 Bicycle Master Plan Amendment**.

Accommodating Bicyclists on Southwest Parkway

Through the process a number of requests were made for safe bicycle facilities along Southwest Parkway. Southwest Parkway is a four-lane Minor Arterial on the City’s Thoroughfare Plan. Generally a Minor Arterial can accommodate bike lanes in the roadway; however, due to constrained right-of-way in this area, bike lanes are not possible on this portion of Southwest Parkway. The NRT recommended that wider sidewalks be installed to safely accommodate both pedestrians and bicyclists. Since much of the existing sidewalk is new along Southwest Parkway, the recommendation is likely beyond the seven-year life of this Plan.



Figure 3.2 – Southwest Parkway Existing Street Section

Additional Way-Finding for Bicyclists and Pedestrians

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One of the strengths of the South Knoll Area is the amount of parkland and off-street trails located within the area. To enhance this existing amenity, the NRT recommends that the City explore opportunities for way-finding trail signage in the Bee Creek and Lemon Tree parks. Additionally, way-finding opportunities should be explored on the existing bicycle and pedestrian network to direct multi-modal traffic through the neighborhood. Possible solutions may include posted signs with a QR (Quick Response) code linking to the City's Bicycle Map and parks map on-line.

Additional Sidewalks

Due to the age of the subdivisions within the South Knoll Area, sidewalks exist in limited locations through the neighborhood. Additional sidewalks are recommended to be included in the Bicycle, Pedestrian, and Greenway Master Plan and are illustrated on **Map 3.6 Pedestrian Master Plan Amendments**:

- The west side of Welsh Avenue where possible. This area is adjacent to CSISD property and right-of-way constraints exist here. Sidewalk exists on east side.
- Extend the proposed sidewalk on Caudill Street north to Holleman Drive to tie into the existing sidewalk and provide increased pedestrian access.
- Valley View Drive connecting the multi-family and single-family areas to sidewalks on Longmire Drive and adjacent commercial areas.

Americans with Disabilities Act (ADA) Compliance

- Re-construct Langford Street to comply with Americans with Disabilities Act (ADA) – received ADA request.
- Build sidewalk on Guadalupe Street to comply with Americans with Disabilities Act (ADA) – received ADA request.

Creating Connections

A pedestrian pathway exists on private property connecting Arboles Circle and Comal Circle. The path is generally used by students walking to the High School. City staff will try to work with the property owner to obtain a public access easement along the existing trail. Area residents have also asked for lighting and general maintenance of the path.

On-Street Pedestrian Safety

- Pedestrian refuge on Welsh Avenue between A&M Consolidated High School and its sports facilities. This crossing would replace existing mid-block crossings on



Figure 3.3 – Valley View Drive



Figure 3.4 – Langford Street



Figure 3.5 – Arboles Pedestrian Path



Figure 3.6 – Welsh Pedestrian Crossing



Figure 3.7 – Texas Avenue at Private Drive



Figure 3.8 – Southwest Parkway at Anderson



Figure 3.9 – Southwest Parkway at North Bardell

Welsh Avenue. City staff will need to work with CSISD.

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 safety, functionality and accessibility for users.

Some of the pedestrian facilities evaluated include crosswalks, pedestrian crosswalk signals, curb ramps, and obstructions. Bicycle facilities at intersections were evaluated in regards to the presence of pavement markings. The intersections below were identified as needing improvements (see **Map 3.7 Intersection Improvements**). Further information on improvements are included in the **Goals, Strategies, and Actions** section of this Chapter.

- Texas Avenue at the private driveway located across from Manuel Drive
- Southwest Parkway and Anderson Street
- Southwest Parkway and North Bardell Court

Transit

The South Knoll Area has access to two fixed bus routes operated by the Brazos Transit District (The District), the Maroon and Yellow routes. There are seven District bus stops in and around the area. The District also provides paratransit and demand and response services throughout the City for the general public. Texas A&M University Transportation Services primarily provides off-campus services to students, faculty, and staff and operates ten fixed routes in and around the South Knoll Area, with 18 bus stops in and around the area. The location of routes and bus stops can be seen on **Map 3.8 Combined Bus Route Information**.

Limited discussions occurred regarding transit opportunities or issues in the South Knoll Area. However, a concern was expressed about students crossing Southwest Parkway mid-block between Wellborn Road and Welsh Avenue either going toward or coming from the bus stop on the other side of the road. Traffic on Southwest Parkway travels at a high rate of speed and there are multiple lanes to cross. It is recommended that a mid-block pedestrian refuge be installed to make crossing Southwest Parkway safer.

Additionally, there were concerns about the number and speeds of the buses traveling on neighborhood streets such as Dexter Drive

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and Medina Drive, as well as the neighborhood parking that is generated by students driving into the neighborhood to park and take a bus into campus.

PARKING IN THE SOUTH KNOLL AREA

On-Street Parking

The most widely mentioned, debated, and discussed issue through this process has been on-street parking. If prolific, on-street parking can negatively affect both safety and character of an area, changing the way that an area both functions and feels.

Parking recommendations were divided into those primarily for safety, and those primarily aimed at restoring and protecting the single-family character of the South Knoll Area. A discussion on parking issues and recommendations related to character can be found in **Chapter 1 Neighborhood Integrity & Community Character**. This chapter will focus on safety.

Through the planning process, residents and property owners identified pros and cons of on-street parking:

Pros:	Cons:
Provides buffer to children in yards	Limits emergency vehicle access
Provides buffer to sidewalks	Aesthetics
Calms traffic and speeds	Supports multi-tenant occupancy
Parking available visitors or special events	Service delivery conflicts (USPS, garbage collection, etc.)
Convenient	Blocked driveways
Reduces the pavement needed on each lot	Reduced visibility / sight-distance issues
Crime prevention – perception that someone is at home	Children less visible when crossing streets
	Reduced safety of pedestrians and bikes
	No room for bike lanes
	Impedes two-way traffic
	Restricts visibility of property

Fire Safety Evaluations

During the planning process, heavily parked streets were identified by area residents and property owners and Safety Evaluations were performed by the City's Fire Department in February, 2013. The evaluated streets are shown on **Map 3.9 Fire Safety Evaluations**, and are

as follows:

Boswell Street (morning)	Langford Street(11:00pm-3:00 am)	S.Ridgefield (11:00 pm – 3:00 am)
Caudill Street (7:45am, 11:00pm-3:00am)	Laura Lane	Shadwood Drive
Comal Circle	Lawyer Street (early am, night)	Haines Drive(11:00 pm – 3:00 am)
Glade Street (11:00 pm – 3:00 am)	Lawyer Place	Winding Road (at Holleman)
Guadalupe Drive	Rayburn Court	
King Arthur Circle	N. Ridgefield(11:00 pm - 3:00 am)	



Figure 3.10 – Fire Safety Evaluation



Figure 3.11 – Guadalupe Street



Figure 3.12 – Langford Street

Fire Safety Evaluations were conducted during three separate visits to each site, one in the early morning hours, one in the late night hours, and a third mid-day.

Based on the Evaluations, the Fire Department recommended that parking be removed at the bend in Caudill Street and the bend in Lawyer Street. Additionally, South Ridgefield and North Ridgefield were considered to be tight at the cul-de-sacs and should be further monitored.

The NRT recommends that Fire Safety Evaluations be conducted two times per year, with one of those during a home Texas A&M University football game.

Parking Removal

Through the planning process, it was brought to City staff’s attention that there were inconsistencies between what parking has been removed by ordinance in the past and the “No Parking” signs that either exist or do not exist on the neighborhood streets. **Map 3.10 Parking Restrictions** illustrates parking currently removed by City ordinance in the South Knoll Area. The following inconsistencies were discussed and recommendations made:

Guadalupe Drive – The NRT recommends that the “No Parking” signs be installed along Guadalupe Drive to create a safer route to the High School.

Langford Street from Southwest Parkway to King Arthur’s Circle - The NRT recommends that these signs be installed because this street is used as a route to the High School with a high volume of traffic and a number of students walking. In addition to the existing parking removal ordinance, the NRT recommends that parking be removed from King Arthur’s Circle to Guadalupe Drive to continue this safer route to the school.

Glade Street from Holleman Drive to Orr Street- The NRT recommends that these signs be installed due to the bend in Glade Street and the limited visibility along this stretch of roadway.

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Valley View Drive: The NRT recommends that these signs not be installed as it is a wide street with no current parking issues. However, it was suggested that there was confusing or contradicting signage further east on Valley View Drive near Longmire Drive. The NRT recommends that this be resolved.

GOAL, STRATEGIES, AND ACTIONS FOR THE SOUTH KNOLL AREA

The **Mobility Goal** for the South Knoll Area is **to maintain a safe and efficient transportation network and improve multi-modal transportation options by increasing the continuity of bicycle and pedestrian routes to key destinations, while protecting the single-family 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 Identify and address on-street parking issues to increase safety in the South Knoll Area.

- Action M1.1 Conduct periodic emergency vehicle safety evaluations of streets in the South Knoll Area that have been identified as heavily parked through this process. Evaluations should be performed at least two times per year at peak parking times. If the evaluation warrants action, the City should pursue on-street parking removal from one side of all streets with demonstrated safety issues.
- Action M1.2 Conduct safety evaluations, when requested, to ensure that existing parking is not making it unsafe for residents to exit private driveways onto public streets, such as at curves or bends in the road. If the evaluation warrants action, the City should pursue on-street parking removal from a portion of the roadway.
- Action M1.3 As recommended through the Safety Evaluation, parking should be removed from the “bends” in Caudill Street and Lawyer Street.
- Action M1.4 Monitor the Ridgefield cul-de-sacs so that parking does not create safety issues.
- Action M1.5 Install “No Parking” street signs, as approved by City Ordinances, on Guadalupe Drive, Langford Street (from Southwest Parkway to King Arthur’s



Figure 3.13 – Glade Street



Figure 3.14 – Valley View

Cr.), and on Glade Street from Holleman Drive to Orr Street.

Action M1.6 Pursue an ordinance that would remove additional parking on Langford Street from King Arthur’s Circle to Guadalupe Street to facilitate a safe pedestrian and bicycle route to the high school.

Action M1.7 Correct the conflicting/confusing parking signage on Valley View Drive near Longmire Drive.

Action M1.8 Develop a speed awareness program utilizing radar speed signs at targeted locations, such as Glade Street, to increase awareness of the posted speed limit in neighborhood areas.

Strategy M2 (cross-reference Strategy NI&CC 2) - Address neighborhood parking concerns to lessen the impact of high-density housing on the single-family character and integrity of the South Knoll Area Neighborhood.

~~Action M2.1 Remove parking from both sides of all streets between the hours of 2:00 a.m. to 6:00 a.m. to ensure that all resident parking occurs on private property, while allowing on-street parking outside of these hours for resident convenience. (cross-reference Action NI&CC 2.1)~~

Action M2.2 Allow residents to request on-street parking be removed for character reasons from one side of all streets in the South Knoll Area when a **super-majority** of property owners on that street are in favor. (cross-reference Action NI&CC 2.1)

Action M2.3 Amend the Unified Development Ordinance to limit the size of allowed parking areas within the front portion of single-family lots in the South Knoll Area, similar to the recommendations made by the City’s Joint Task Force on Neighborhood Parking. In addition, larger lots would be permitted a maximum of 50% of the front portion of the property to be paved or 1,000 square feet, whichever is smaller. (cross-reference Action NI&CC 2.3)

Action M2.4 Amend the Unified Development Ordinance to require one parking space per bedroom for new single-family construction and remodels that add

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bedrooms, with a maximum of four spaces required. *(cross-reference Action NI&CC 2.4)*

- Action M2.5 Amend the Unified Development Ordinance to require that rear-yard parking be screened from adjacent single-family properties. *(cross-reference Action NI&CC 2.5)*

Strategy M3- Increase pedestrian safety in the South Knoll Area.

- Action M3.1 Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to propose sidewalks on both sides of Welsh Avenue, where possible.
- Action M3.2 Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to extend the proposed sidewalk on Caudill Street and north along Winding to Holleman Drive.
- Action M3.3 Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to include a proposed sidewalk on Valley View Drive.
- Action M3.4 Reconstruct the existing sidewalk along Langford Street in compliance with the Americans with Disabilities Act (ADA).
- Action M3.5 Construct a sidewalk on Guadalupe Drive to satisfy an American with Disabilities Act (ADA) need in the area.
- Action M3.6 Work with property owners on Arboles and Comal Circle to negotiate purchase of a public access easement along the portion of their property already being used by pedestrians. Explore opportunities for additional maintenance and lighting of the pedestrian path.
- Action M3.7 Explore the opportunity to construct a pedestrian refuge on Welsh Avenue between A&M Consolidated High School and its sports facilities in the place of the existing mid-block crossing.
- Action M3.8 Explore the opportunity to construct a mid-block crossing / pedestrian refuge on Southwest Parkway connecting the Woodlands

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

- Action M4.1 Amend the Bicycle, Pedestrian, and Greenways Master Plan to remove the proposed bike lane designation on Glade Street between Holleman Drive and Southwest Parkway. As a compromise between its current condition and the proposed bike lane, this portion of Glade should be a bike route with parking limited on the east side of Glade Street between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, to provide a safe route for commuter cyclists and children riding to school.

- Action M4.2 Explore the possibility of a way-finding system to direct bicycle and pedestrian traffic through the neighborhood. Possible solutions may include posted signs with a QR (Quick Response) code linking to the City’s Bicycle Map on-line. This would be in addition to the existing bike route signage.

- Action M4.3 Explore opportunities to install trail way-finding signage in Bee Creek and Lemon Tree parks.

- Action M4.4 Re-stripe bike lanes on Holleman Drive.

- Action M4.5 Explore the opportunity to do the grading for the future Bee Creek trail with the construction of the sewer line through this area. This may provide increased mobility ahead of funding for the multi-use path project along this corridor.

- Action M4.6 Explore opportunities to reconstruct the existing sidewalk along Southwest Parkway to provide a wider sidewalk to accommodate both pedestrian and bicycle traffic where a bike lane is not feasible on Southwest Parkway.

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

- Action M-5.1 Increase pedestrian safety at the intersection of Texas Avenue and the private driveway located across from Manuel Drive by connecting the existing private sidewalk to the sidewalk on Texas Avenue. Explore the addition of signage, striping or markings to reduce conflicts between motorists and bicyclists.

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- Action M-5.2 Increase pedestrian safety at the intersection of Southwest Parkway and Anderson Street by installing accessible ramps and possible signage to address conflicts between pedestrians in the crosswalk and motorists making left turning movements.
- Action M5.3 Increase bicycle safety at the intersection of Southwest Parkway and North Bardell Court by exploring the addition of signage, striping or markings to reduce conflicts between bicyclists and motorists.