ACTIVE TRANSPORTATION **MASTER PLAN**

City of College Station


TOTEM

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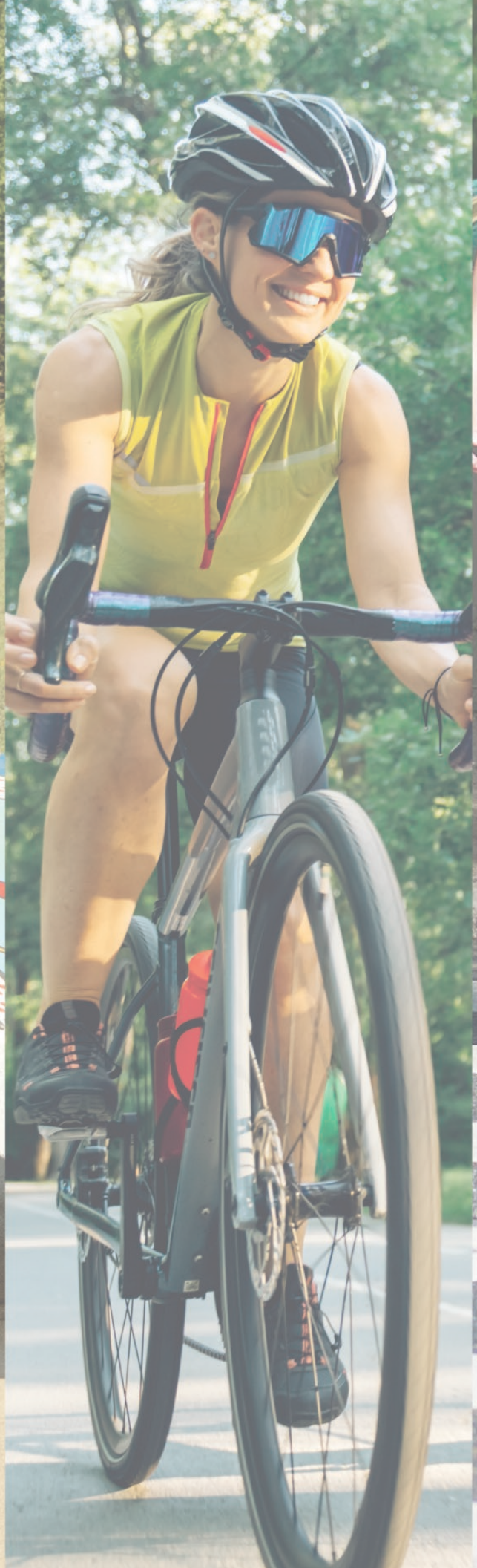



1 PLAN FOUNDATION

This Active Transportation Master Plan serves as a roadmap for achieving the community's vision of a safe, connected, and well-designed active transportation network. As a component of the **City's Comprehensive Plan**, it reinforces and expands upon the goals and strategies established in that process. This Master Plan reflects the shared priorities of College Station residents and community leaders as described in **Chapter 6, Integrated Mobility**, of the **Comprehensive Plan**, which states: "*The economic vitality, character, and identity of College Station depend, in part, upon a well-connected mobility system… one that provides for multiple modes in the face of increasing population and traffic demands.*"

Designing active transportation facilities that are accessible and inviting for everyone, including children, youth, older adults, and individuals with mobility challenges, is critical in helping to create a healthy community. Providing safe routes to schools and parks encourages independence and healthy habits among young residents, while ensuring that all users can confidently navigate the city's network.

A thoughtfully designed and interconnected system of sidewalks, trails, and bike facilities provides residents with viable alternatives to automobile travel. **These facilities help reduce traffic congestion, enhance safety, and promote active, healthy lifestyles. In addition, they contribute to environmental sustainability, support local economic activity, and create opportunities for outdoor recreation and community interaction.** With housing costs rising nationwide, more funds can be available to residents to cover these costs if a connected network is in place, allowing them to not be solely dependent on the automobile for travel. By planning for an active transportation system that truly serves everyone, College Station strengthens its sense of community and enriches the quality of life for current and future generations.

Since the adoption of the City's previous Bicycle, Pedestrian, and Greenways Master Plan in 2010, the transportation landscape has evolved to include the rapid emergence and widespread use of micromobility devices such as electric scooters and e-bikes. While these devices were not a significant consideration at that time, they are now a common and growing mode of travel within the community. Micromobility devices are generally compatible with bicycle facilities and their inclusion in this Plan reinforces the need for infrastructure that is designed to support a range of users with varying speeds and operating characteristics.

By acknowledging this shift, a new Master Plan with a new name sets the expectation that future facility design, policies, and investments will consider not only traditional bicyclists and pedestrians, but also emerging mobility options. This approach ensures that the system remains adaptable, relevant, and responsive to changing transportation trends over time. The Bicycle, Pedestrian, and Greenways Master Plan will be renamed the Active Transportation Master Plan, intentionally incorporating micromobility as a core component of the active transportation network and moving the greenway component to the purview of the Parks and Recreation Master Plan.

WHAT IS ACTIVE TRANSPORTATION?

"Active transportation is human-powered mobility, such as biking or walking. Active transportation directly replaces motor vehicle miles traveled, so these modes are effective at reducing vehicle emissions, bridging the first and last mile gap, conserving fuel, and improving individual and public health. Bicycles, electric bikes, wheelchairs, scooters, skateboards, and even walking are all considered active transportation."

– UNITED STATES DEPARTMENT OF ENERGY

ORGANIZATION AND SCOPE

This Plan provides goals, strategies, and action items for system development, management, and implementation. These recommendations provide a long-term vision that should be referenced to build and improve the system over the next few decades.

College Station has continued to experience significant growth since the **Bicycle, Pedestrian, and Greenways Master Plan** was adopted in 2010. A first step in creating a new master plan is acknowledging the importance of a thoughtfully planned, comprehensive and safe bicycle and pedestrian system for users to navigate outside of a vehicle. **As change and development occur, it is vital to ensure that residents of all ages and abilities can move comfortably and safely throughout the city.** A community where people can walk to a neighborhood park, jog along a trail in a natural environment, or bicycle to school or work fosters a more livable, healthy, and connected environment.

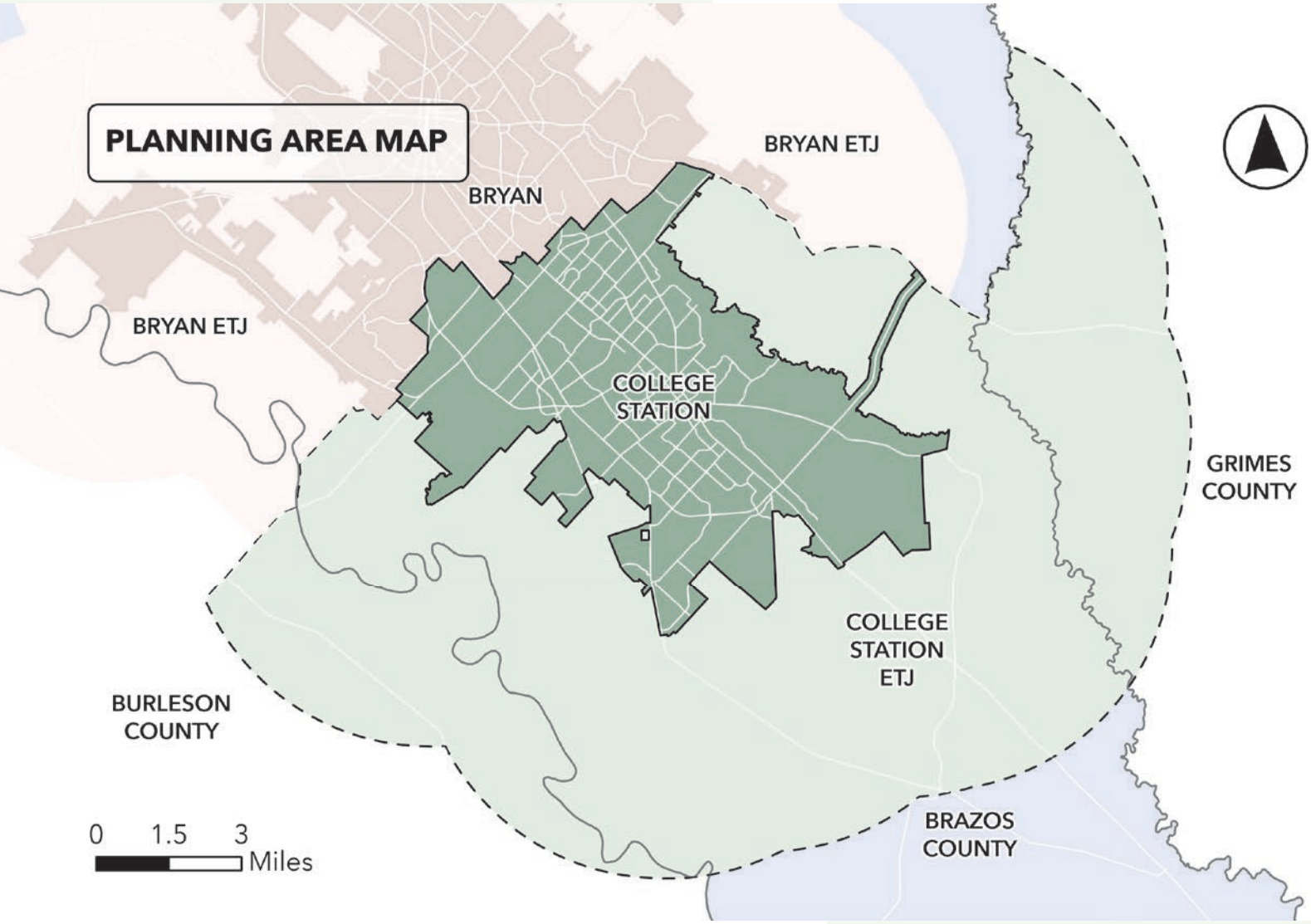
This Plan includes the following major sections organized into the following chapters:

- **Plan Foundation** – Presents an explanation of the planning purpose, development, history, and engagement along with the establishment of a community vision statement and plan goals.
- **Existing Conditions** – Provides an overview of existing conditions in College Station, including current bicycle and pedestrian infrastructure, key destinations, micromobility trends, public transit connections, and other factors that influence how people move throughout the city.
- **Needs Assessment** – Summarizes public engagement efforts to identify issues and needs, examines safety trends based on recent crash data, and evaluates the existing bicycle and pedestrian network using a level of traffic stress assessment.
- **System Development** – Proposes the additional and upgraded facilities for all active transportation users, including micromobility users.
- **System Management** – Provides an overview of Master Plan policies, programs, and partnerships that will help manage the system effectively.
- **Implementation** – Outlines implementation methods, identifies funding sources and planning level costs, and prioritizes projects.
- **Appendices** – Provides information related to local demographics, Level of Traffic Stress methodology, thoroughfare cross section updates and additional information that supports the active transportation system.

PLANNING AREA

The city of College Station covers approximately 50 square miles of Brazos County. To the east is Grimes County and to the west, Burleson County. A portion of the city's northern limit line is shared with the city of Bryan. **Map 1.1** shows the College Station planning area included as a part of this Plan, which includes the city's 5-mile extra-territorial-jurisdiction (ETJ) that is outside the city limits. While the ETJ is an area of potential future growth of the city, public bicycle or pedestrian-related facilities are not permitted by Brazos County so minimal infrastructure is planned in these areas at this time. As of December 2025, the population estimate for College Station is 132,477. More detail regarding population growth and trends is provided in **Appendix A: Demographics**.

Map 1.1 City of College Station Planning Area



Source: City of College Station

COMMUNITY VISION

In Fall 2024, the City of College Station hosted an online engagement and an in-person meeting to receive input from citizens on the City's current and proposed pedestrian and bicycle facilities. Participants shared their vision ideas with three common themes emerging on the Community Vision Board (shown in **Figure 1.3**): increased safety for all ages and abilities, increased shade and landscaping to improve comfort levels, and more separated bike lanes. Attendees provided comments for the community and how to increase bicycle and pedestrian activity. A summary of these public engagement activities is provided in **Chapter 3 Needs Assessment**.

Figure 1.3 Community Vision Board

Source: City of College Station

Building upon the former Master Plan and incorporating the input from the public, a single Community Vision statement is established to help guide planning and implementation efforts into the future.

COMMUNITY VISION STATEMENT

"College Station envisions a safe, interconnected active transportation network that enhances user comfort, promotes healthy living, supports economic growth, utilizes natural green space, and enriches the community's quality of life."

MASTER PLAN GOALS

The goals provided are key to collectively advance the Community Vision of creating a safer, more connected, and more livable community. By improving safety for all users, strengthening network connectivity, and maintaining high-quality infrastructure, the City can make active transportation more practical and appealing for residents of all ages and abilities. Together, these goals help build a transportation system that not only moves people efficiently but also contributes to the city's overall quality of life, economic vitality, and sense of community.

These goals build upon the goals provided in the **2010 Master Plan**. The public continues to prioritize safety, connectivity, and enjoyment of the outdoors. Two new goals are included and relate to improved infrastructure, maintenance, and supporting active transportation as a primary mode of travel. As the city's active transportation network continues to grow and add facility mileage, further evaluation is needed to ascertain whether the existing infrastructure is sufficient for the demand placed upon it. The better the facility, the more likely residents will use it regularly and provide opportunities to replace vehicular travel with active transportation trips.

Figure 1.4 Master Plan Goals

1. **Enhance Safety for All Users** - Improve safety for active transportation users by implementing protected bike lanes, enhanced intersection designs, and increased visibility measures to reduce conflicts with vehicles. Ensure safe crossing points near major streets, schools, parks, key destinations, and public transit stops that all lead to a more comfortable and enjoyable experience

2. **Increase Connectivity and Accessibility** - Create a seamless active transportation network that connects key destinations, including Texas A&M University, neighborhoods, schools, employment and shopping centers, public and private amenities, and public transit. Enhance convenience and encourage active transportation by creating more efficient, direct routes and easier use of bike parking facilities.

3. **Improve Infrastructure and Maintenance** - Develop a contiguous and well-maintained network of bike lanes, sidewalks, and shared-use paths. Identify funding to cover maintenance tasks for expanding network needs such as markings, signage, and surface conditions, to ensure safety and usability.

4. **Promote Comfort and Enjoyment** - Establish a low stress network with appropriate separation between different modes of travel that incorporates shade, landscaping, and amenities along active transportation routes. Design routes that create a pleasant, safe, and inviting environment that promotes outdoor activity.

5. **Support Active Transportation as a Primary Mode of Travel** - Promote land use and development patterns that support commuting and daily travel by means of active transportation. Provide programs that educate and encourage active transportation as a viable and safe option to travel throughout the city.

PLAN DEVELOPMENT

This planning initiative formally retires the **2010 Master Plan** and establishes a comprehensive, updated framework to guide future decision-making. The development of this Plan incorporated a broad and structured public involvement process—engaging residents, City staff, partner agencies, and elected and appointed officials. The following section outlines the specific roles and contributions of each stakeholder group in the creation of the Plan.

Citizen Engagement

Citizen engagement was key to the creation of this Active Transportation Master Plan as it helped ensure the needs, priorities, and daily experiences of the people who use the system are reflected. Residents, business owners, and community groups provided valuable insight into where safety issues exist, which routes are most used, and what improvements would make active transportation more accessible and enjoyable. Their input helped identify gaps that data alone could miss. Moving forward, continuously engaging the community will foster shared ownership and trust, making implementation more effective and building public support for proposed projects.

Figure 1.5 From One of Our Engagement Efforts

Source: City of College Station

A variety of techniques were used to gain input from citizens, including an online hub site available through the City's webpage. Residents were able to access an interactive online GIS map of the city to input comments on current and future proposed conditions. Community meetings and open houses were held to gather public feedback on proposed vision statements, improved infrastructure, facilities, programs and ultimately the draft of the Plan itself.

Staff Resource Team

A Staff Resource Team consisted of representatives from various City departments that were instrumental in the planning process. The Staff Resource Team's responsibilities included:

- Identifying issues and concerns during the development of the Plan;
- Identifying and solving potential problems during future implementation of the Plan;
- Reviewing and proposing any needed modifications as necessary to recommendations presented in the Plan;
- Gathering and disseminating information to and from various City departments; and
- Serving as advocates and consensus builders during the planning process.

Elected Officials and Appointed Boards

The Bicycle Pedestrian and Greenways Advisory Board served as the effective steering committee for the new Master Plan. The Planning and Zoning Commission and the City Council's Transportation and Mobility Committee were also engaged. These bodies provided guidance to ensure the Plan aligns with established policies, long-term community priorities, and regulatory frameworks. Their involvement also reinforced accountability to the public by incorporating both representative perspectives and subject-matter expertise. Because these groups play a central role in approving budgets, ordinances, and/or capital improvements, their input helped shape a Plan that is both realistic and feasible to implement.

PLANNING HISTORY

A History of College Station Bicycle and Pedestrian Planning Efforts

Active transportation planning in College Station can trace its origins back to 1975 when local community groups started an initiative to collect data on daily commutes by bicyclists. This data, which was collected by the Brazos Valley League of Women Voters, the Environmental Action Council, and the A&M Wheelman Club, concluded that there were more than 10,000 bicycle trips occurring on a daily basis between the Texas A&M campus and the surrounding neighborhoods. In response to this data, the City began planning new bike routes meant to help facilitate bicycle travel in the Southside and Eastgate areas.

Active transportation planning efforts continued in the years that followed. In 1980, City staff and community members worked together to develop College Station's first **City Bike Plan**. The plan called for the construction of bikes lanes, signed bike routes, and paths on a handful of major streets in the city. A major component of this planning effort was the separation of different transportation modes. Spacing constraints created by existing development forced City staff and community members to prohibit bike travel and automobile parking on certain streets where roadway space was limited.

This planning document was updated and expanded in 1992 to also cover pedestrian planning. The update added new sidewalks and shared-use paths to better facilitate pedestrian travel. This update also called for the construction of approximately 40 miles of bike lanes, 50 miles of bike routes, and 30 miles of shared-use paths. Alongside the plan update, the City of College Station also modified its Subdivision Regulations to require bicycle and pedestrian facilities on certain thoroughfare types. These actions helped bolster College Station's active transportation planning efforts by eliminating the burden of retrofitting newly built thoroughfares as well as distributing some of the construction responsibility onto private developers completing individual infill and redevelopment projects. Later in 1994, the **Sidewalk Master Plan** was created with the help of a newly created Sidewalk Committee.

In 2002, the Bikeway Master Plan and Sidewalk Master Plan were combined as one document and named as the Bikeway and Pedestrian Master Plan Update. This update called for an additional 20 miles of bike lanes, 50 miles of bike routes, and 40 miles of shared-use paths. Just as the 2002 Bikeway and Pedestrian

Master Plan Update was the result of two previous planning documents, the Bicycle, Pedestrian, and Greenways Master Plan was adopted in 2010 and built upon prior planning documents. Combining these previously siloed planning documents created greater connectivity and opened up new route options for both commuters and recreational users.

A major update of the **Bicycle, Pedestrian, and Greenways Master Plan** began in 2017. A community-wide survey was conducted that had 821 respondents and gathered detailed feedback on residents' comfort levels with biking and walking and helped inform revisions to the Master Plan. This update was completed in 2018 and key outcomes included expanding the City's "toolbox" of bicycle facilities to include separated bike lanes, addressing access to emerging activity centers such as the BioCorridor and Midtown areas, enhancing safe routes to schools, filling sidewalk and network gaps, and prioritizing stand-alone projects using objective GIS-based criteria.

Figure 1.6 Historical Image from Previous Master Plan

Source: City of College Station

OTHER RELATED PLANNING EFFORTS

Bryan College Station MPO Comprehensive Safety Action Plan (2024)

The Bryan/College Station Metropolitan Planning Organization's (BCS MPO) first **Comprehensive Safety Action Plan** (CSAP) is designed to improve the safety of the entire transportation network, whether people travel by car, bicycle, foot, or transit, by reducing or eliminating fatalities and serious injuries through targeted projects. Developed under the Safe Streets and Roads for All (SS4A) program and aligned with the Federal Highway Administration's Safe System Approach, the CSAP formalizes the shared Vision Zero commitment adopted by Brazos County, the MPO, and the Cities of Bryan and College Station to reach zero deaths or serious injuries by 2035. Guided by a year-long study, technical committees, and extensive community input, the CSAP provides a coordinated, data-driven roadmap for safer streets across the region. Its goals directly support the City of College Station's Active Transportation Master Plan by reinforcing the need for safer walking and biking conditions, improving multimodal connectivity, and advancing projects that create a more protective and accessible network for all users.

ADA Transition Plan (2015)

The American with Disabilities Action (ADA) Transition Plan outlines the City's ongoing commitment to improving accessibility and in accordance with the requirements of the Americans with Disabilities Act. As a living document, the Plan guides continuous evaluation, planning, and implementation efforts to remove physical barriers and enhance the accessibility of public services, programs, and facilities. This focus on access directly supports the goals of the City's Active Transportation Master Plan by reinforcing the need for a pedestrian and bicycle network that serves people of all ages and abilities. By addressing accessibility challenges and prioritizing inclusive design, the **ADA Transition Plan** strengthens the foundation for a safe, comfortable, and universally accessible active transportation system.

Texas A&M University Transportation Mobility Master Plan (2022)

This plan outlines the university's shift toward a multimodal future that reduces single-occupant vehicle travel and prioritizes walking, bicycling, transit, and complete streets. By focusing on safety, congestion reduction, emissions reduction, and overall campus quality of life, the plan aims to create a connected, comfortable, and low-stress mobility system for all users. This direction aligns closely with the City of College Station's Active Transportation Master Plan, as both emphasize safe, convenient multimodal travel and infrastructure that supports people of all ages and abilities. Together, these efforts strengthen regional mobility and reinforce a shared commitment to a safer, more sustainable transportation network.

2050 TxDOT Statewide Active Transportation Plan (2025)

TxDOT's **2050 Statewide Active Transportation Plan** (SATP) establishes a long-term, statewide vision for active transportation options across Texas. Developed with extensive public input and supported by TxDOT's Bicycle and Advisory Pedestrian Committee, the SATP outlines strategic priorities and policies that will guide active transportation investments through 2050. This statewide framework complements the City of College Station's Active Transportation Master Plan by reinforcing shared goals, such as safer, more connected multimodal networks, and by aligning local planning efforts with broader regional and statewide strategies for enhancing active transportation.

City of Bryan Comprehensive Plan: BluePrint 2040 (2016)

The City of Bryan **BluePrint 2040** includes a sidewalk master plan, a hike and bike plan, and transportation recommendations that emphasize coordinating transportation networks with land-use objectives and encouraging alternative modes of travel for people of all ages and abilities. These priorities closely align with the City of College Station's Active Transportation Master Plan, which also promotes interconnected pedestrian and bicycle networks, supports multimodal travel choices, and reinforces development patterns that make walking and biking safer and more accessible. Together, the two cities' planning efforts help create a more cohesive, user-friendly active transportation system across borders.

EXISTING ACTIVE TRANSPORTATION FACILITY TYPES

The City of College Station has different types of facilities to accommodate the needs of active transportation users. Facilities include bike lanes, buffered bike lanes, bike routes, and shared-use paths. Example descriptions and images are shown below.

Bike Routes

A street designated with signage that is shared by both bicyclists, micromobility, and motor vehicles. Typically, the road will have lower traffic speeds and volumes. It could also be a heavily used street if it is the only route available. Speed limits on streets should be 35 miles per hour or less to be designated as bike routes.

Figure 1.7 Bike Route

Sharrows

Also known as shared lane markings, sharrows can help convey to bicyclists, micromobility users, and motorists that they must share the roads on which they operate when there is not a marked bike lane. The sharrow markings create improved conditions by indicating when users need to share the same space safely and respectfully.

Figure 1.8 Sharrows

Bike Lanes

A designated part of the street, typically 5-7 feet in width, that is striped, signed and has pavement markings to be used by bicyclists and micromobility devices. Vehicular parking is typically not allowed in a bike lane. Typically a unidirectional facility that follows the flow of traffic.

Figure 1.9 Unidirectional Bike Lanes

Buffered Bike Lanes

A street with bike lanes that has a painted buffer, typically 2-3 feet in width, to increase the lateral separation between bicyclists, micromobility devices, and motor vehicles.

Figure 1.10 Buffered Bike Lane on Pebble Creek Pkwy

Protected Bike Lanes

Also commonly referred to as separated bike lanes, is an exclusive facility for bicyclists and micromobility devices that is located within or directly adjacent to the street and is physically separated from motor vehicles with a vertical element.

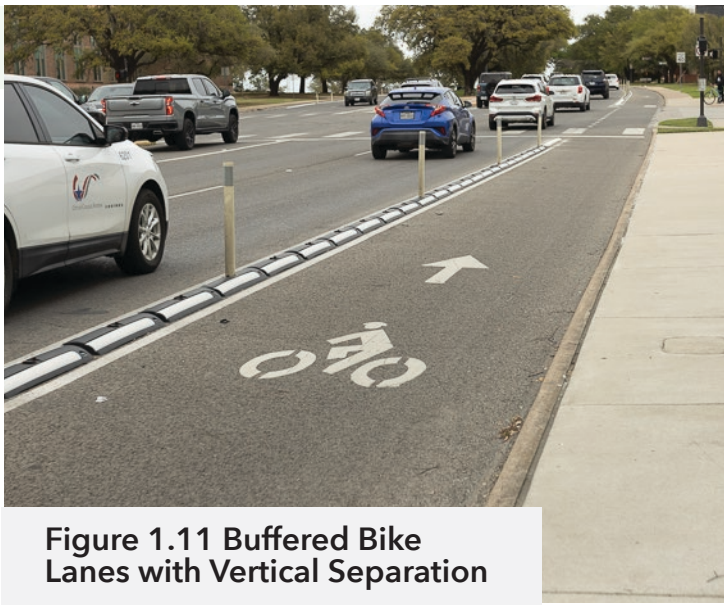


Figure 1.11 Buffered Bike Lanes with Vertical Separation

Sidewalks

A paved walkway alongside a street intended for pedestrians that may also used by cyclists if there is no bike infrastructure in the area.

Figure 1.12 Sidewalks

Shared-use Paths (SUP)

A facility physically separated from motor vehicles along a greenway or adjacent to a road corridor. It is a paved surface about typically 10 to 12 feet wide that is all-weather and meets accessibility requirements.

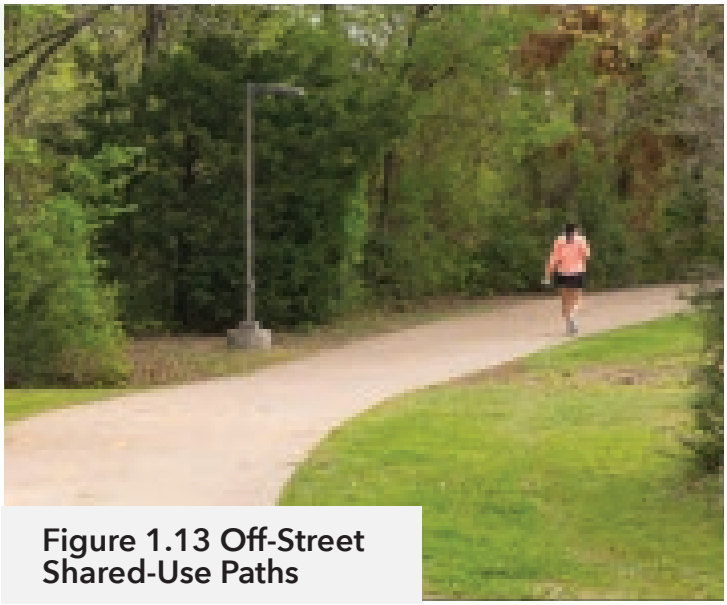


Figure 1.13 Off-Street Shared-Use Paths

Grade Separated Crossings

A grade separated crossing provides active transportation users spatial separation from motor vehicles. Typically, they are at busy intersections or along natural corridors and take the form of an overpass (bridge) or underpass (tunnel).

Figure 1.14 Grade Separated Crossings

Crossing Enhancements

A group of designs to help protect vulnerable users as they cross the road. Examples include high-visibility crosswalk markings, raised crosswalks, pedestrian refuge islands and curb extensions.

Figure 1.15 Crossing Enhancements

ADDITIONAL ACTIVE TRANSPORTATION FACILITIES

There are other facility types not currently constructed in College Station. The following images and descriptions are facility types that could be further explored and introduced in appropriate contexts to have a safer, more comfortable experience for the active transportation user and provide potential solutions in areas where standard approaches might not be feasible or desirable.

Bicycle Boulevards

Bike boulevards provide continuous, comfortable bike routes through the local street network and are characterized by slow motor vehicle speeds and low motor vehicle volumes. Design attention is typically needed to reduce speeds, divert motor vehicle traffic, and prioritize bikes at street crossings.

Figure 1.16 Bicycle Boulevards

Advanced Stop Lines and Bicycle Box

Designated areas at the front of traffic lanes that provide people on bikes with safe and visible ways to get ahead of queuing traffic and to position themselves for a left turn.

Figure 1.17 Advanced Stop Lines & Bicycle Box

Sidepaths

On-street shared-use paths. Designed for and used by pedestrians, bicyclists, and people using other mobility devices. These exist within the same right-of-way as the roadway and are bidirectional for all users.

Figure 1.18 Sidepaths

Bidirectional Bike Lanes

Also known as a two-way Cycle Track, bidirectional bike lanes are dedicated paths for cyclists that allow them to travel in both directions on one side of the street, physically separated from motor vehicle traffic by a barrier. They are typically installed on one side of the road to increase cyclist safety, improve connectivity, and create a more comfortable riding experience for a wider range of users.

Figure 1.19 Bidirectional Bike Lanes

Floating and Colored Bike Lanes

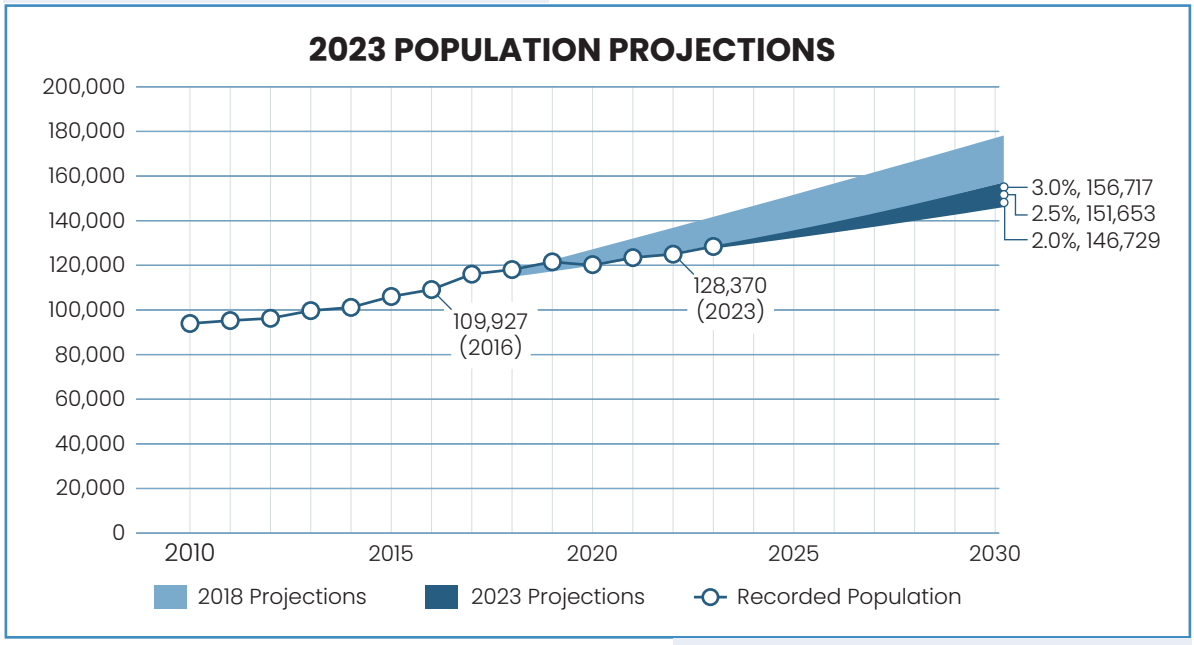
A “floating” bike lane, also called a “side-running” or “floating parking” lane, is a protected bike lane that is physically separated from the vehicular traffic by another element, such as parked cars or a raised bus stop island. This design allows for a continuous, protected bikeway to be built alongside parked cars, and helps manage situations like bus stops by allowing transit to stop within a traffic lane while cyclists are routed behind the stop. Coloring the bike lane helps increase visibility of cyclists and possible conflict areas.

Figure 1.20 Floating And Colored Bike Lanes

2 EXISTING CONDITIONS

In order to properly plan for the future needs of College Station, it is important to take into consideration the city's current and projected demographics and existing infrastructure. As the city changes, so too do the needs of the community. Having an active transportation plan that accounts for these changes ensures that the proposed policies, programs, and projects will have a positive impact on the lives of College Station residents. Population projections for College Station show the city could increase by another 20,000 or more residents in the next several years with growth expecting to continue as new development and redevelopment continue. Additional demographics such as population density and age distribution can be found in the appendices.

Figure 2.1 Population Projections

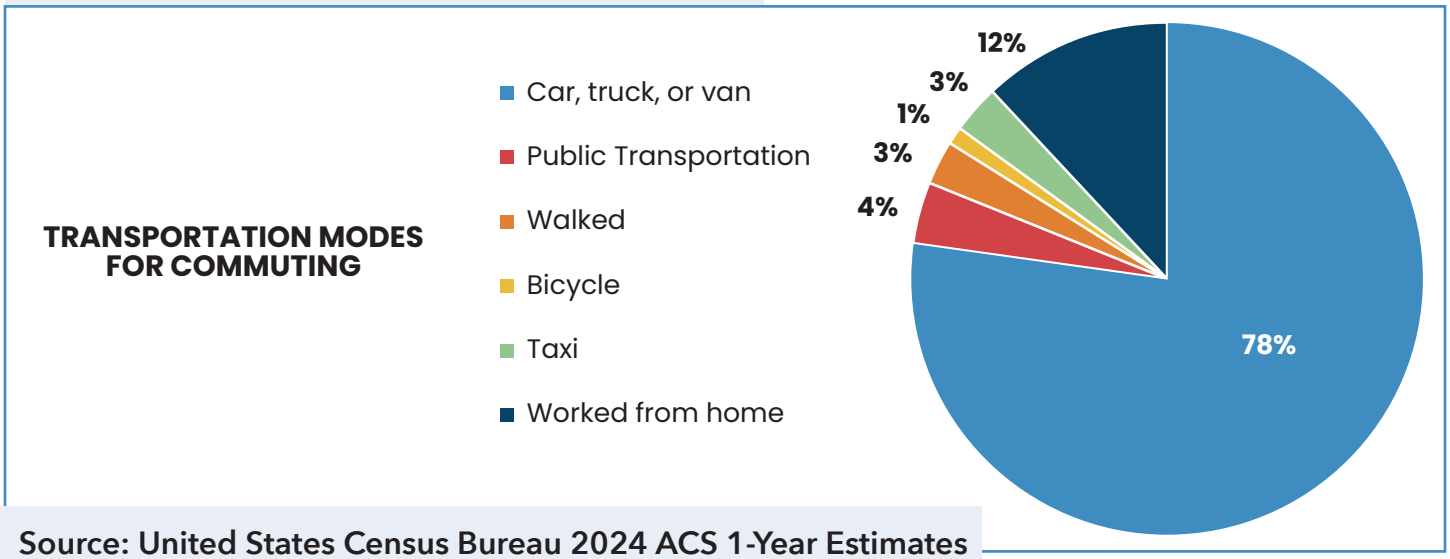


Source: City of College Station

The United States Census Bureau provides survey data that is helpful to further contextualize how vehicles, bicyclists, and pedestrians travel and interact. **Figures 2.2 and 2.3**, which depict workers' commute method and commute time respectively as collected by the Census Bureau's 2024 American Community Survey (ACS), show that nearly 80% of all workers commute to work by vehicle and 4% of workers choose to commute by walking or biking. **The rate of walking and biking as a method of commuting in College Station is higher than walking and biking rates at both the state and national levels, which are 1.8% and 3.1% respectively.**

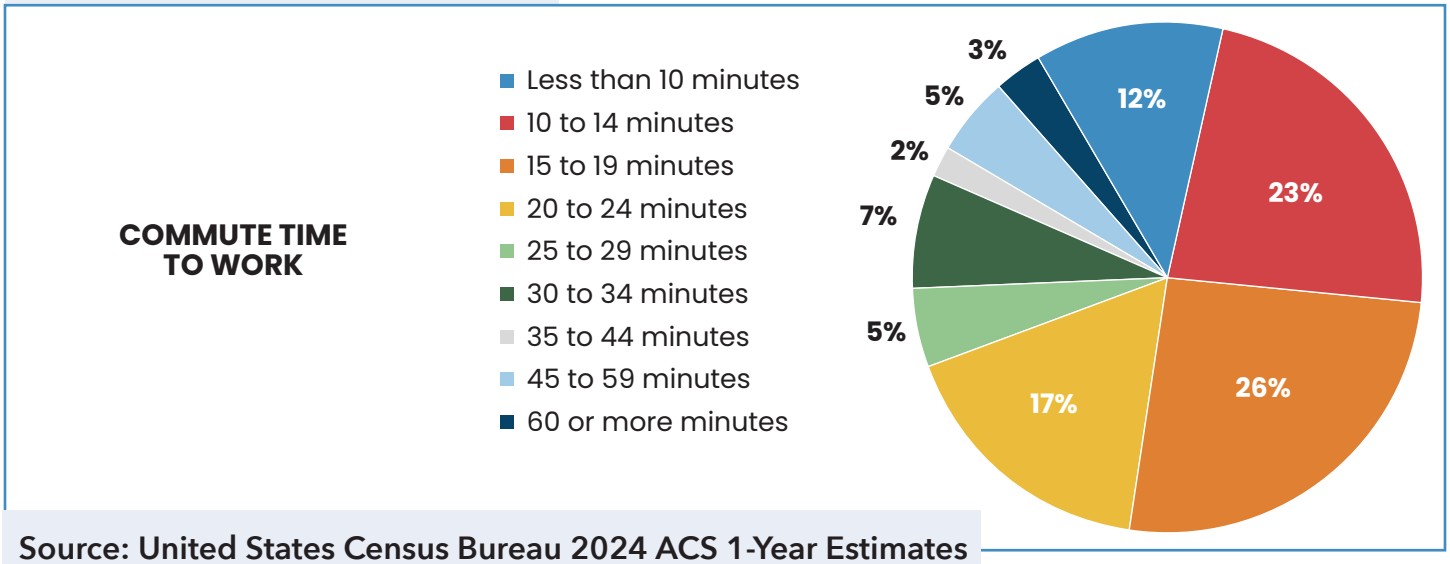
A major factor that can limit biking and walking as commuting methods is the time it takes for workers to reach their place of employment. If a worker's commute takes them a far distance or the route itself is difficult to traverse on foot or by bike, they will likely choose to commute by car instead. Census Bureau data shows that the average commute time for College Station residents is lower than both the state and national averages at 18.8 minutes, with **61% of College Station workers having commutes shorter than 20 minutes**. Such a significant proportion of the total population having relatively quick commuting times would indicate that time and distance are not the major factors preventing more workers from walking or biking to work. Rather, the rate of walking and biking to work might be influenced by the infrastructure network, safety concerns, climate, and/or other personal considerations.

Figure 2.2 Transportation Modes for Commuting



Source: United States Census Bureau 2024 ACS 1-Year Estimates

Figure 2.3 Commute Time to Work



Source: United States Census Bureau 2024 ACS 1-Year Estimates

STREET NETWORK

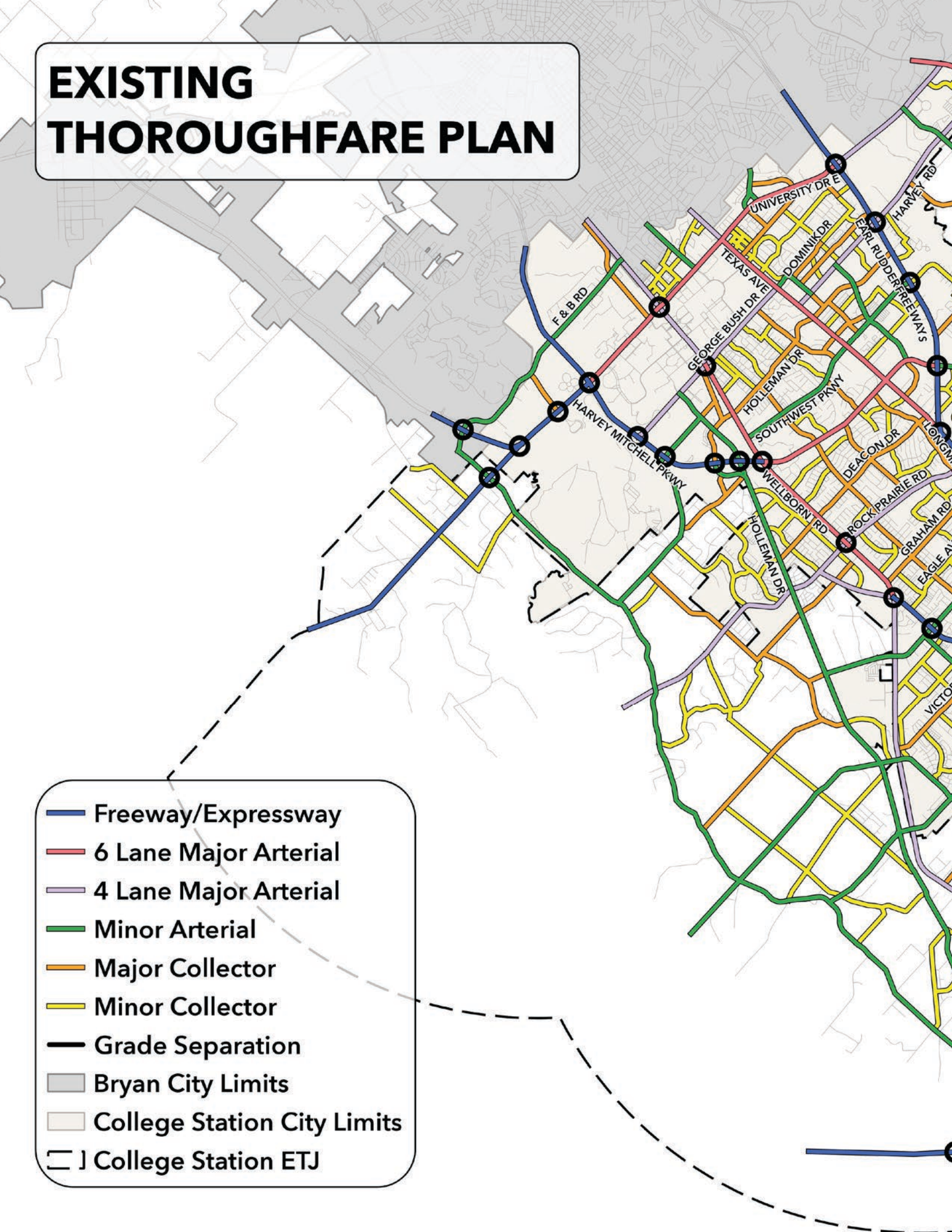
This section of the Master Plan provides an assessment of existing conditions of the city's transportation infrastructure and how it is currently being used by residents. **Map 2.1** depicts the City's existing **Thoroughfare Plan**, which includes both the existing and planned major street networks. The thoroughfare network consists of freeways/expressways, arterials, collectors, and grade separated interchanges. Local residential and commercial streets are not identified on this map. College Station's economic strength, community character, and overall identity depend on a well-connected and efficient transportation system. The City's Comprehensive Plan guides transportation investment decisions and categorizes roadways based on their intended function, including access to adjoining land uses, movement of through traffic, and the surrounding context. As part of the Comprehensive Plan, the thoroughfare network incorporates context-sensitive design to accommodate multiple modes of travel while supporting land use goals and reinforcing community character.

Figure 2.4 Thoroughfare with Bicycle and Pedestrian Facilities Adjacent

Source: City of College Station

While College Station's major thoroughfares may include facilities for bicycle and pedestrian travel, this does not necessarily mean that they are comfortable or well utilized. Factors such as the speed and volume of traffic on nearby roadways can act as a deterrent for more vulnerable users like bicyclists and pedestrians. Taking into consideration these factors can provide a more accurate picture of how these facilities are utilized and how both networks influence each other. **Map 2.2** shows the average daily traffic along College Station's thoroughfares and can influence the viability of streets to serve as good bicycle and pedestrian corridors.

EXISTING THOROUGHFARE PLAN

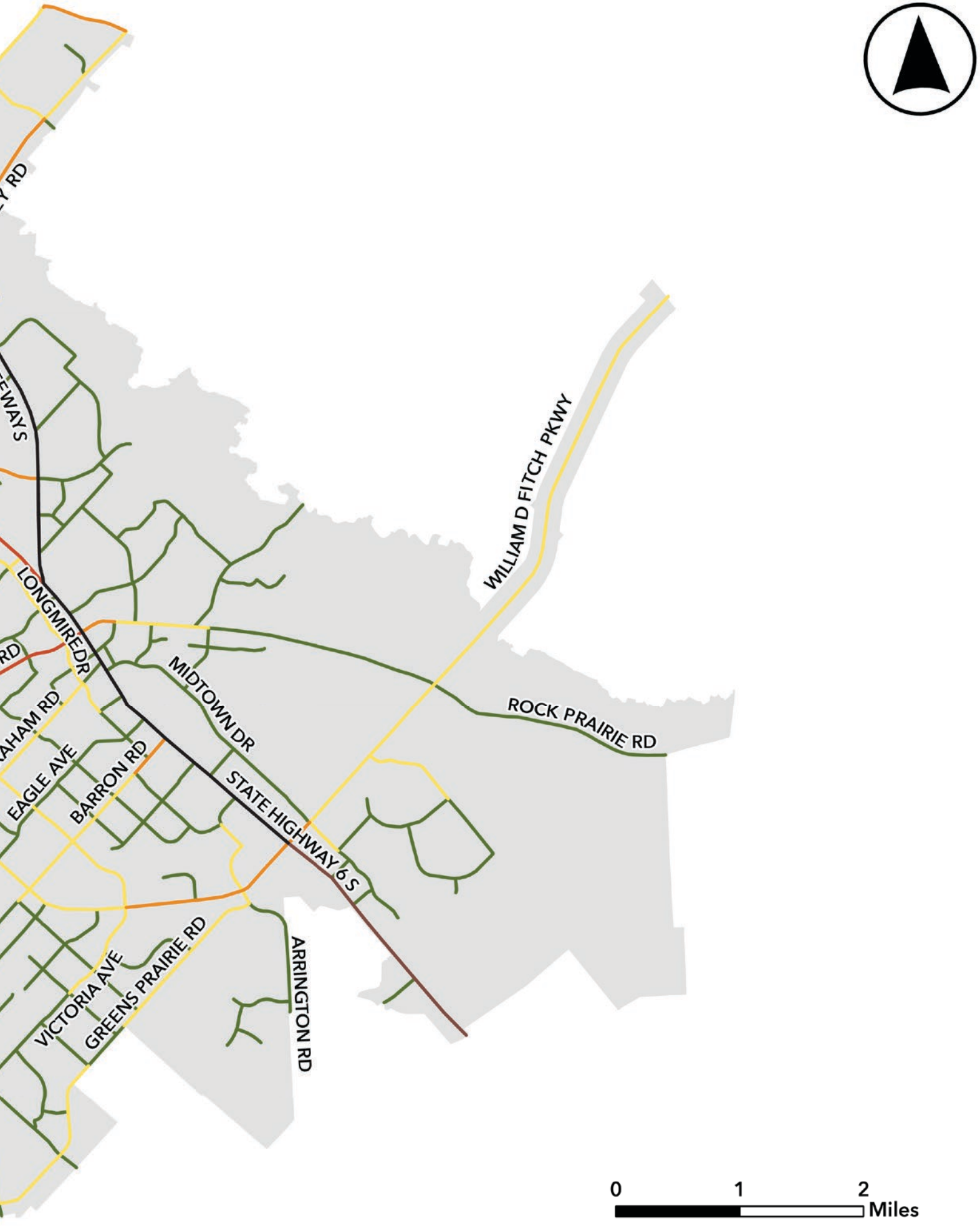



HWY 30
WILLIAM D FITCH PKWY
MIDTOWN DR
ROCK PRAIRIE RD
BARRON RD
STATE HIGHWAY 6 S
GREENS PRAIRIE RD
ARRINGTON RD
0
1
2
Miles

TRAFFIC VOLUMES 2025

Traffic Volume Per Day

- 0-5,000
- 5,000-15,000
- 15,001-25,000
- 25,001-40,000
- 40,001-65,000
- 65,001+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Miles

ACTIVE TRANSPORTATION NETWORK

Since the **Bicycle, Pedestrian, and Greenways Master Plan** was published in 2010, a considerable amount of bicycle and pedestrian infrastructure has been constructed. **The table below** shows total milage for each facility type in 2010 and in 2025, as well as the change in the total mileage and percentage increase over that time.

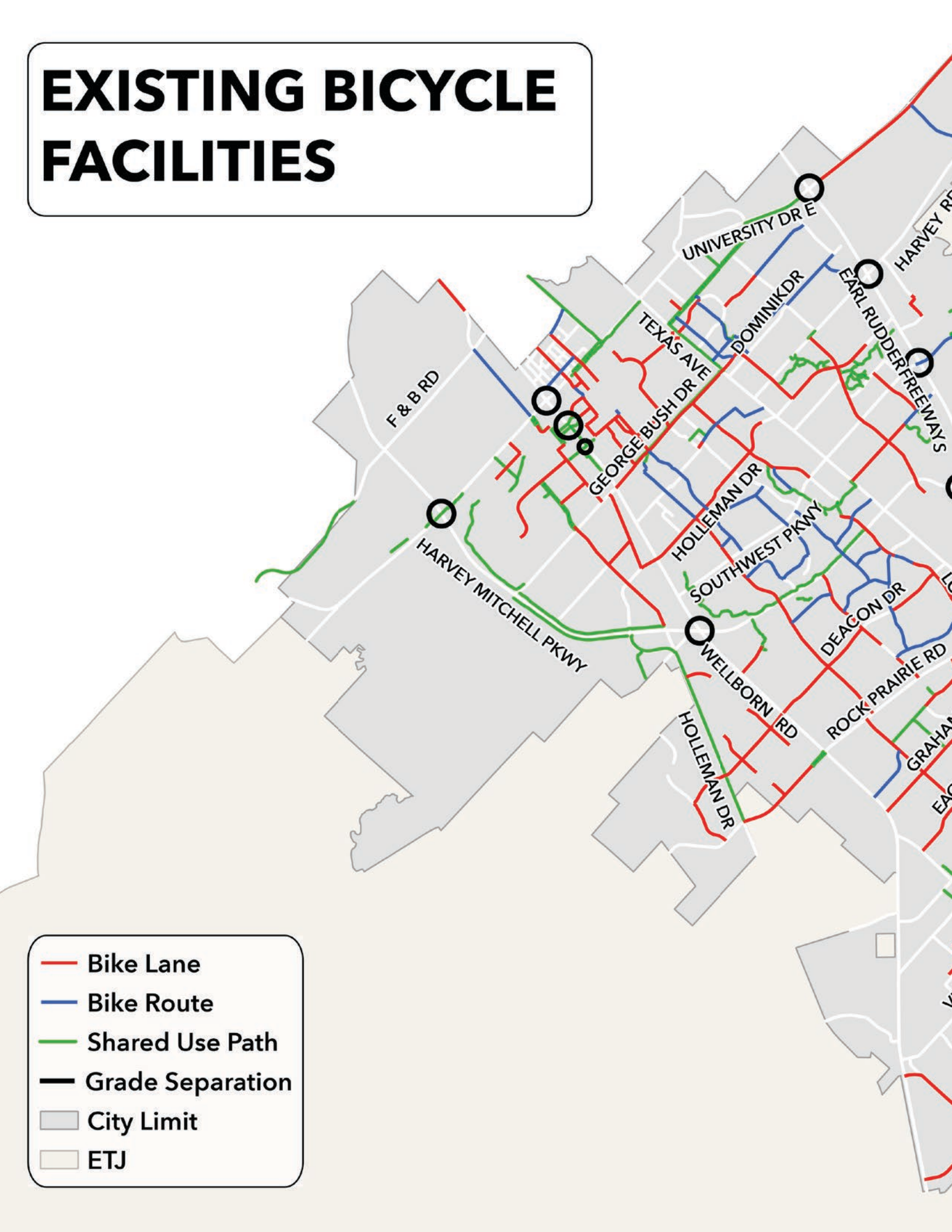
Table 2.1 Transportation Network Mileage

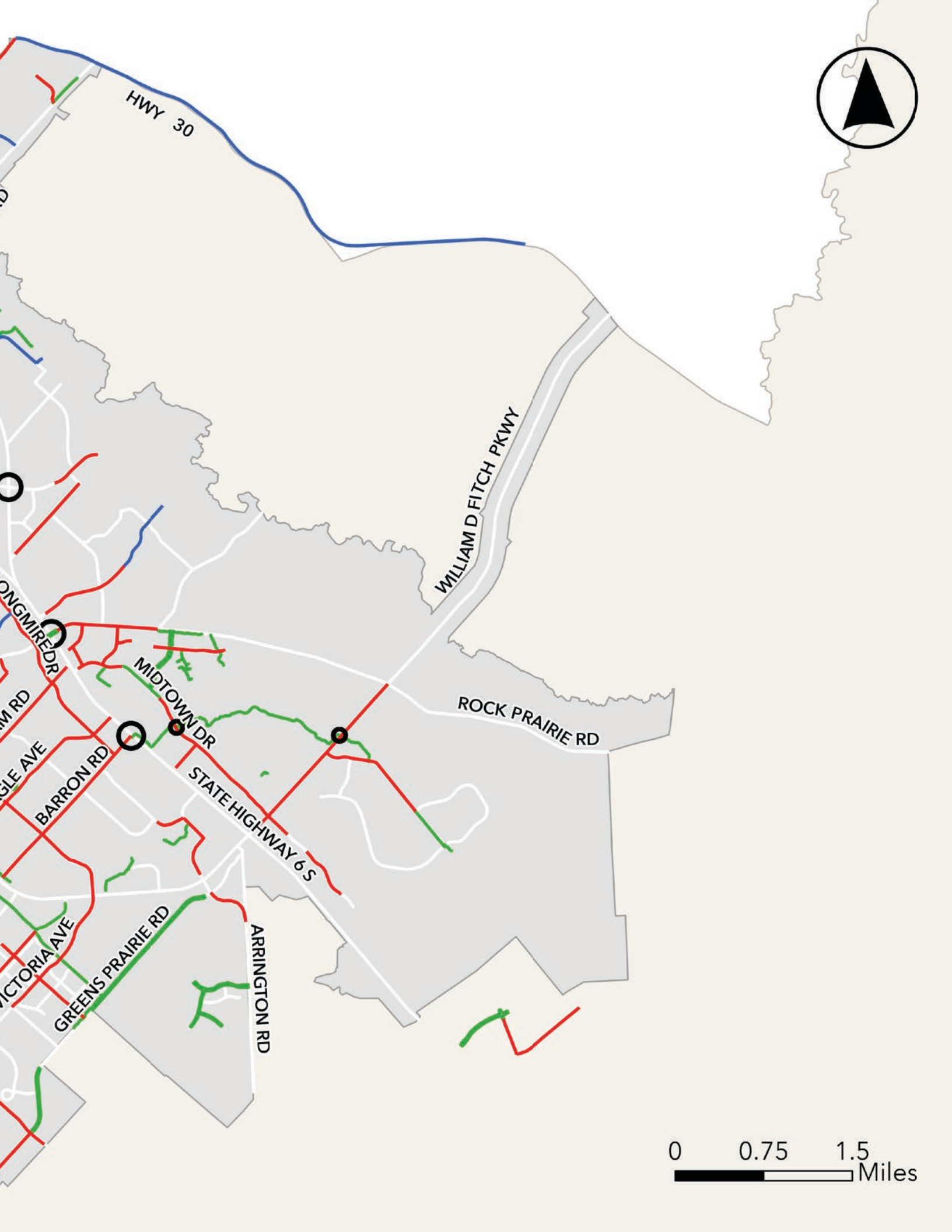
TRANSPORTATION NETWORK MILEAGE				
FACILITY TYPE	**2010**	**2025**	**MILEAGE CHANGE**	**PERCENT CHANGE**
Miles of street	286 miles	580.1 miles	+294.1 miles	+103%
Miles of sidewalk	130 miles	387.4 miles	+257.4 miles	+198%
Miles of shared-use path	8 miles	43.4 miles	+35.4 miles	+443%
Miles of bike lane	33 miles	56.4 miles	+23.4 miles	+71%
Miles of bike route	26 miles	22 miles	- 4 miles	-15%

Source: City of College Station

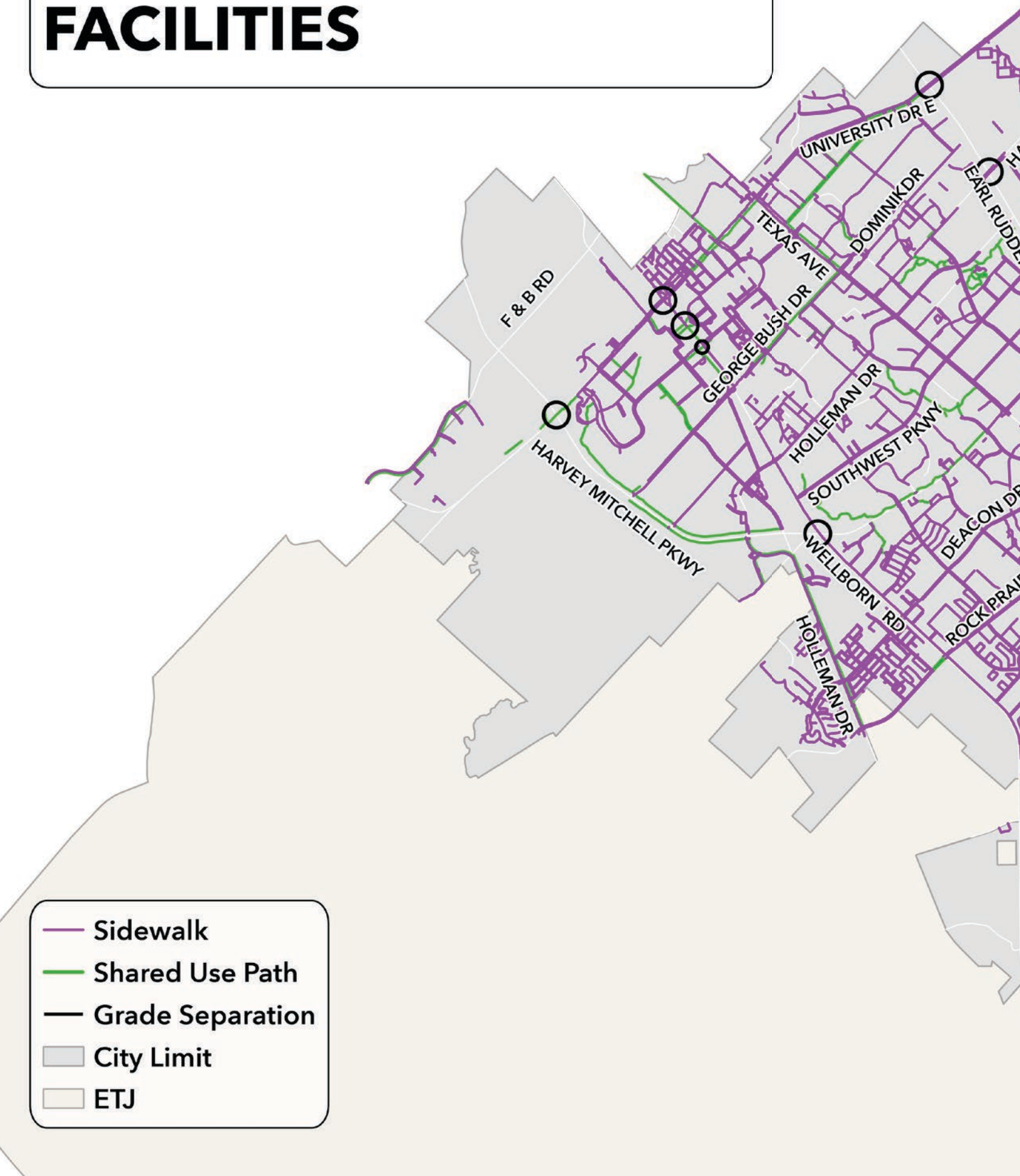
Since 2010, sidewalks had the highest mileage increase in the network. Starting in 2008, new developments were required to construct sidewalks on both sides of the street. Plan implementation efforts to retrofit existing neighborhood streets and thoroughfares that did not have existing sidewalks also contributed. The highest increase percentage relates to shared-use paths, which increased from 8 miles to 43.4 miles. Completion of the Lick Creek Greenway trail and new shared-use paths along major streets such as Harvey Mitchell Pkwy (FM 2818), Greens Prairie Road, Holleman Drive South, and Town Lake Drive significantly contributed to this increase. The miles of bike lanes increased by 71% between 2010 and 2025, with 23.4 more miles of bike lanes. City capital projects such as Barron Road, Dartmouth Street, Rock Prairie Road, Royder Road, and Victoria Avenue all provided contributions along with developer-constructed streets like Brewster Drive, Double Mountain Road, and Victoria Avenue. The number of bike route miles had a slight decrease as some bike routes were converted to bike lanes. Viewed holistically, Table 2.1 illustrates progress of plan implementation as the active transportation network continued to grow following the 2010 adoption of the Bicycle, Pedestrian, and Greenways Master Plan.

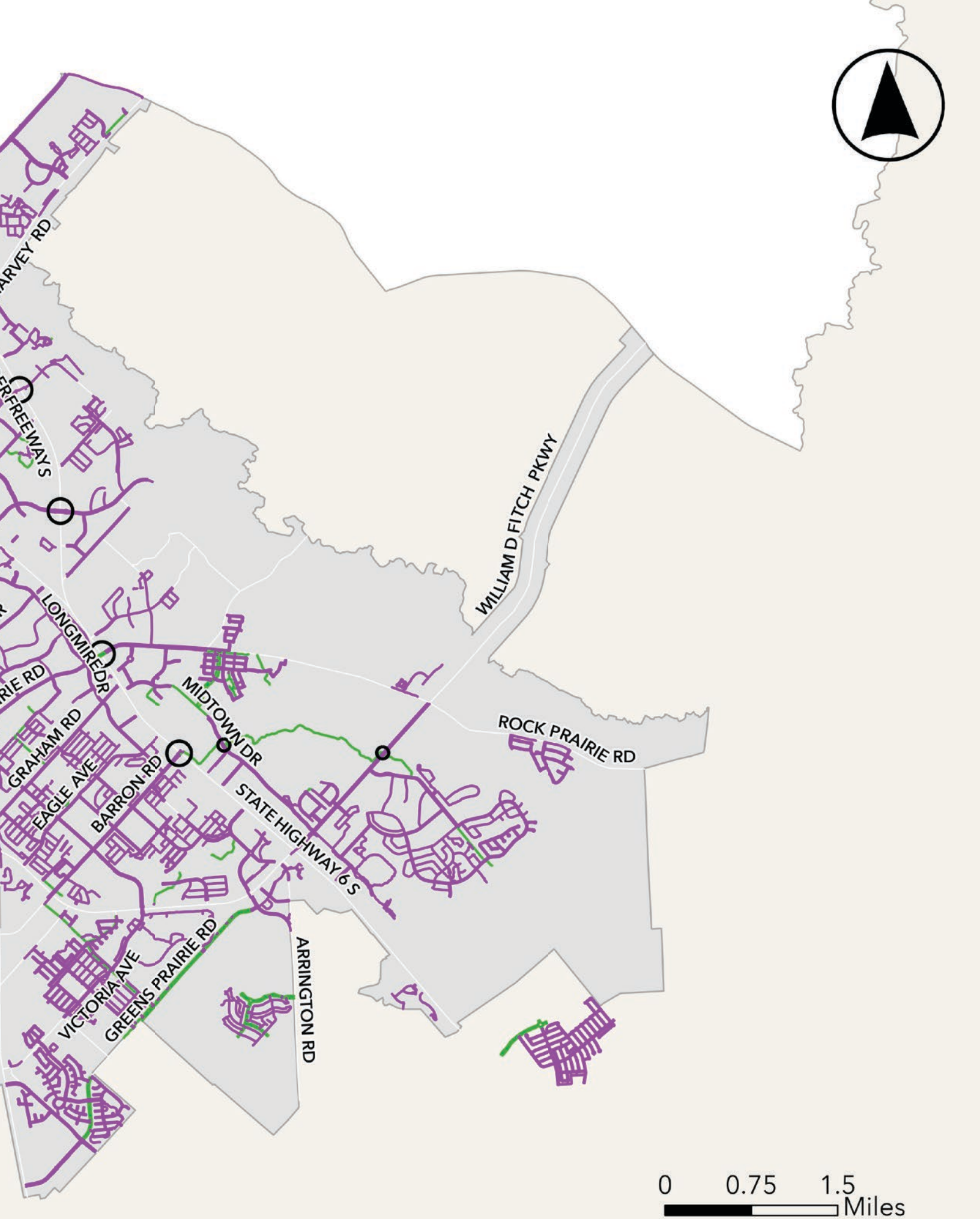
EXISTING BICYCLE FACILITIES




HWY 30
WILLIAM D FITCH PKWY
ONGMIRE DR
MIDTOWN DR
ROCK PRAIRIE RD
M RD
GLE AVE
BARRON RD
STATE HIGHWAY 6 S
VICTORIA AVE
GREENS PRAIRIE RD
ARRINGTON RD
0
0.75
1.5
Miles

EXISTING PEDESTRIAN FACILITIES




ARVEY RD
ERFREEWAYS
LONGMIRE DR
RIE RD
GRAHAM RD
EAGLE AVE
BARRON RD
MIDTOWN DR
WILLIAM D FITCH PKWY
ROCK PRAIRIE RD
STATE HIGHWAY 6 S
VICTORIA AVE
GREENS PRAIRIE RD
ARRINGTON RD
0
0.75
1.5
Miles

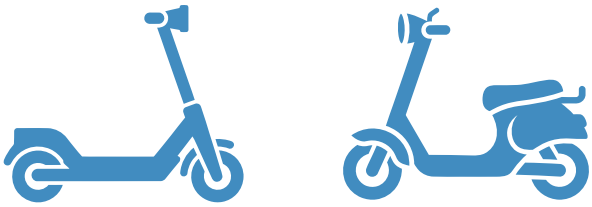
MICROMOBILITY

Micromobility devices have surged in popularity in recent years as they are a very practical alternative for individuals that do not have access to personal vehicles. These devices can be used for daily commutes and errands that cannot be easily completed on foot or by bike due to a trip's distance or an individual's carrying capacity. Additionally, considering the local climate experiences extended periods of high temperatures, micromobility devices offer users an alternative with less physical exertion than walking and traditional bicycles and can decrease exposure potential heat-related illnesses. Micromobility also has to potential to increase active transportation network use by drawing in new users that are willing to utilize motorized devices over traditional devices.

Figure 2.4 Micromobility Devices in Use

Micromobility represents a relatively new and quickly evolving mode of transportation. Some micromobility devices are simply motorized versions of traditional devices, such as e-bikes, e-scooters, or e-skateboards, while others are entirely new device designs, such as hoverboards or onewheels. To help overcome the challenge associated with categorizing and regulating such a wide range of designs, the Federal Highway Administration developed broader performance-based categories for micromobility devices. These categories are shown in **Table 2.2**.

Table 2.2 Micromobility Device Typology Table

MICROMOBILITY DEVICE TYPOLOGY TABLE			
DEVICE	**CLASS TYPE**	**WEIGHT**	**SPEED**
Electric standing or sitting scooters (e-scooters) 		Typically, less than 50 lbs.	20 mph or less, some cities apply additional speed restrictions
Electric Bicycles (e-bikes) 	Class 1: Pedal Assist	Typically, less than 100 lbs., multi-passenger version less than 200 lbs.	20 mph or less
	Class 2: Throttle Assist	Typically, less than 100 lbs.	20 mph or less
	Class 3: Pedal Assist at higher speeds	Typically, less than 100 lbs., multi-passenger version less than 200 lbs.	28 mph or less
Other 		Typically, less than 50 lbs.	Some 20 mph or less, others 30 mph or less

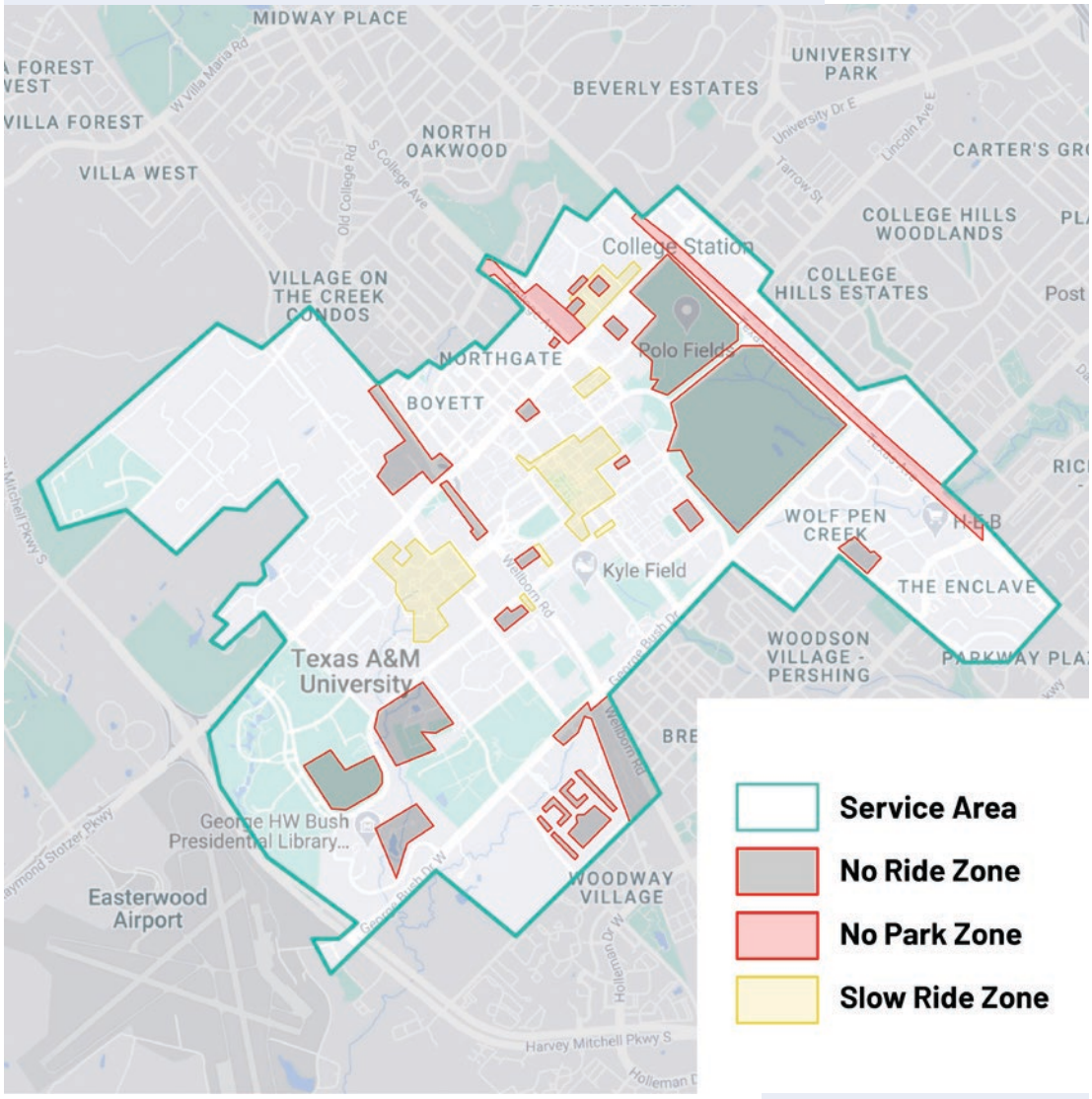
Source: Federal Highway Administration

In addition to performance-based classifications, micromobility devices can also be defined and discussed along lines of ownership. The two ownership-based categories for micromobility are shared devices and personal devices. Shared micromobility devices are owned by companies and deployed in mass. Once deployed, individuals can rent these devices for a short time. Personal micromobility devices are owned by individuals and come in a wider range of designs. Since personal devices lack the same company branding that is typically seen on shared devices, they're more likely to be mistaken for traditional bikes, scooters, and skateboards. Micromobility devices typically have higher rates of acceleration as compared to their traditional counterparts. If drivers are unable to distinguish micromobility devices from traditional ones, they might underestimate a device's abilities, leading to additional crashes.

SHARED MICROMOBILITY PROVIDERS IN COLLEGE STATION

Veo Ride is currently the main provider of shared micromobility in College Station and has an exclusive contract with Texas A&M that allows the company to deploy both scooters and bikes for use on and around the university's campus. A geofence programmed into Veo Ride's devices prevents the scooters and bikes from operating outside of a specified geographic area. The extent of this geofence is shown in **Map 2.6**.

Map 2.5 Veo Ride Shared Micromobility Geofence

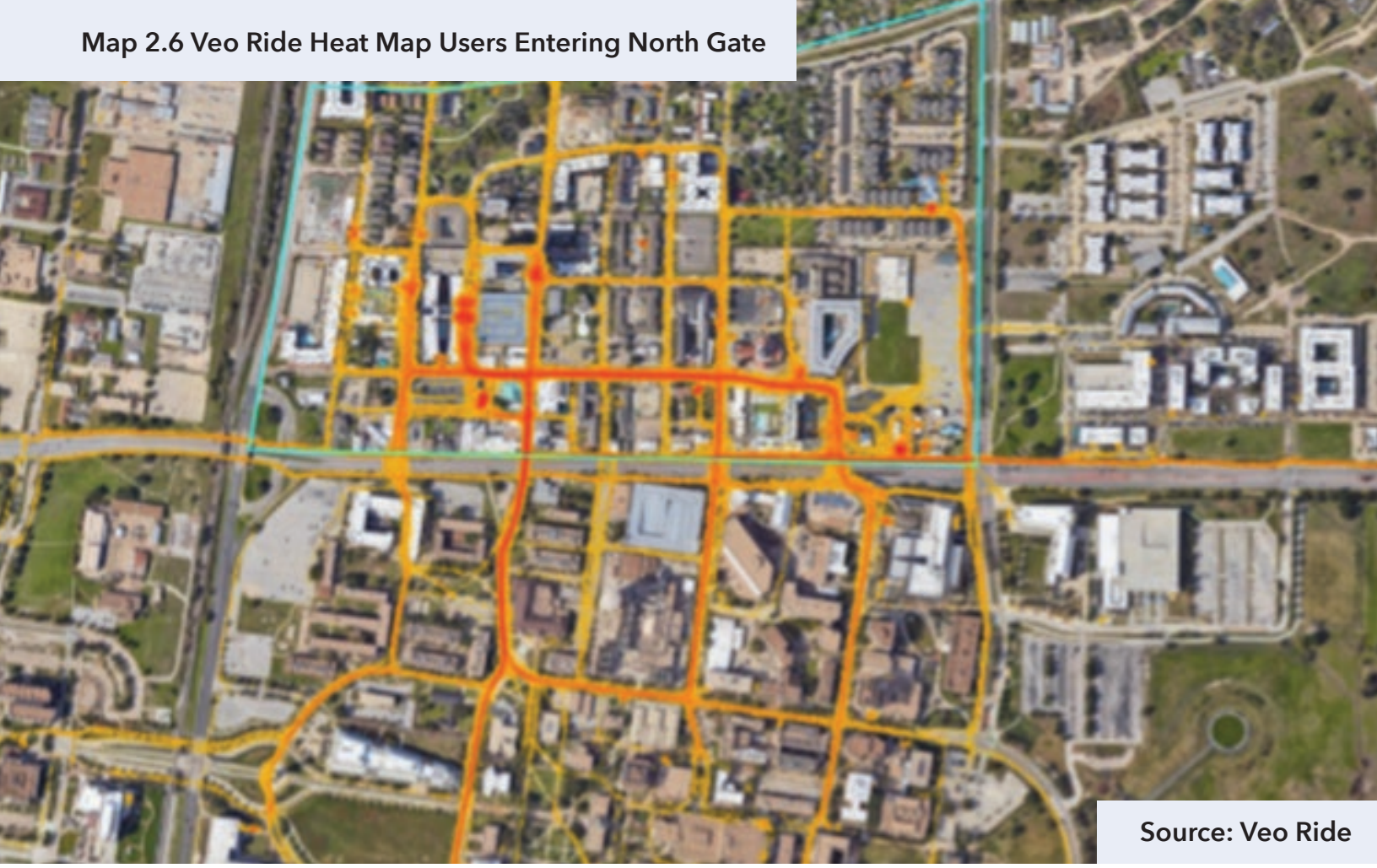


Source: Veo Ride

The existing geofence boundary for Veo Ride's devices prevents the service from being a city-wide transportation option for the general public. Rather these devices have been tailored to serve students and visitors commuting to, from, and across the Texas A&M University campus and Northgate. **Maps 2.7 and 2.8** depict Veo Ride trips entering and leaving the Northgate area.

Both heat maps help showcase the major role that shared micromobility plays in facilitating movement in and around Northgate as well as Texas A&M University. Rides appear most frequent along the Church Avenue and College Main Street corridors. As these roadways are the preferred route of many shared micromobility users, it is crucial that these streets have facilities that can accommodate micromobility devices alongside more traditional forms of transportation.

Map 2.6 Veo Ride Heat Map Users Entering North Gate



Source: Veo Ride

Map 2.7 Veo Ride Heat Map Users Leaving North Gate

Source: Veo Ride

KEY DESTINATIONS

The **College Station Comprehensive Plan** emphasizes that growth should occur in a sustainable manner, noting that compact development patterns help limit sprawl, mitigate related impacts, and support efficient infrastructure and municipal services. Research[1] further indicates that **most individuals are willing to walk approximately half a mile and bicycle between two and five miles to reach destinations such as workplaces, schools, or commercial areas**.

Below are several maps illustrating popular community destinations and attractions as identified through public engagements. Developing an effective active transportation network will require a strategic approach that considers the arrangement of wayfinding methods to safely guide citizens around town, to and from their desired destinations.

The following is a list of key destinations in the city:

- City Parks: 73 parks covering more than 2,000 acres
- Texas A&M University
- Grocery stores: HEB, Kroger, Walmart, Brookshire Brothers, Costco, Sam's Club, and more.
- Libraries: George Bush Presidential Library, Larry J. Ringer Library
- Shopping and entertainment centers: Northgate, Post Oak Mall, Century Square, Jones Crossing, University Town Center, Caprock Crossing, Tower Point, and others.
- School Districts: the College Station Independent School District has 19 school sites and International Leadership of Texas (ILT) operates two public charter schools.

Table 2.3 Largest Employers in College Station

LARGEST EMPLOYERS IN COLLEGE STATION	
NUMBER OF EMPLOYEES	**EMPLOYER**
5,000+	Texas A&M University
1,000 – 4,999	City of College Station
	College Station Independent School District
500 - 999	Baylor Scott and White
	FUJIFILM Biotechnologies
	Reynolds and Reynolds
250 - 499	Cognizant Technology Solutions
100 - 249	C.C. Creations
	Kelsey-Seybold Clinic Contact Center
	Matica Biotechnology

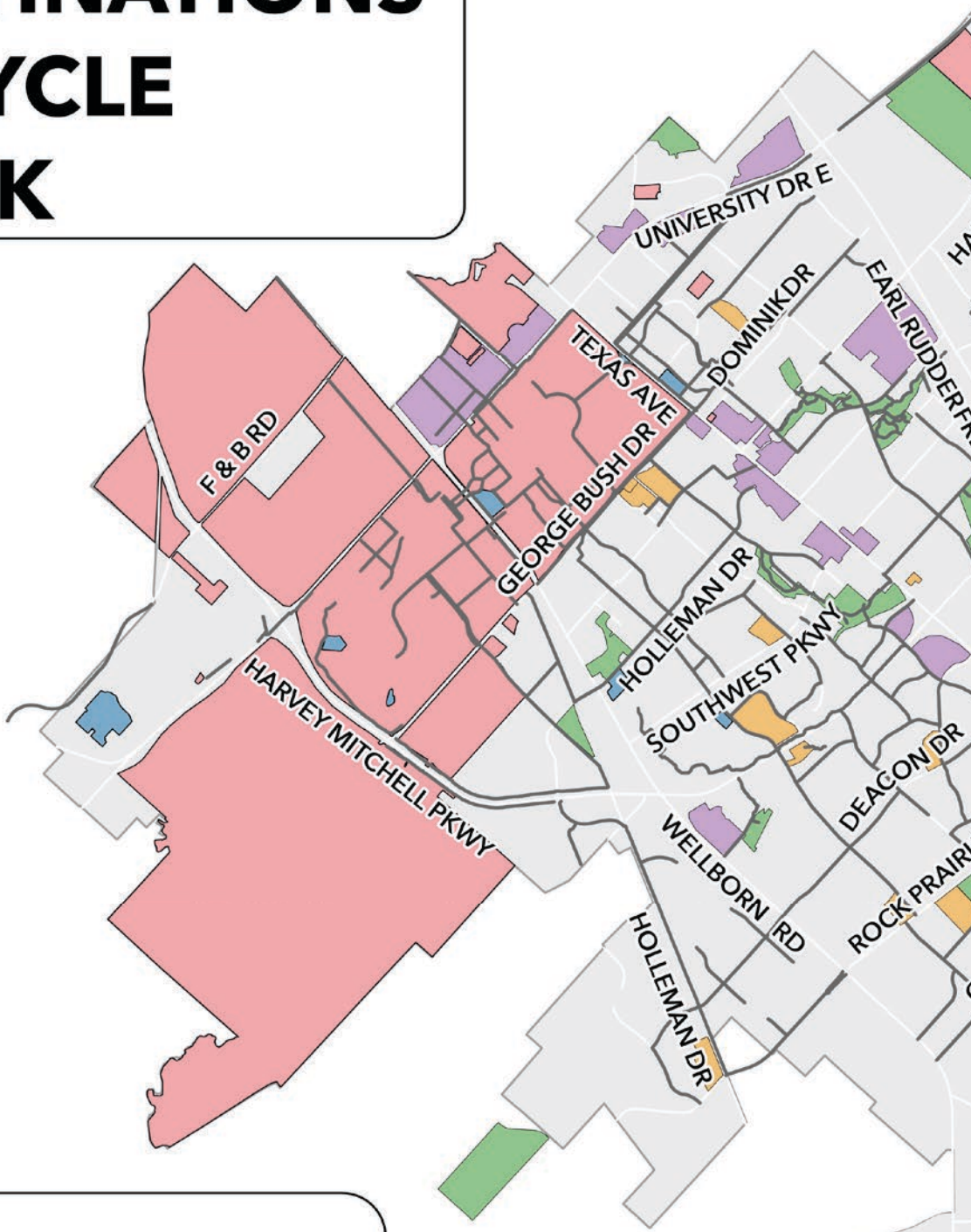
Source: Greater Brazos Partnership, 2024

[1] Carmona, M. (2021). Public places urban spaces: The dimensions of urban design. Routledge


COLLEGE STATION
CITY HALL


Baylor Scott & White
MEDICAL CENTER

KEY DESTINATIONS AND BICYCLE NETWORK



- Bicycle Network
- Texas A&M Property
- Major Employers
- Schools & Library
- Major Commercial Areas
- Parks
- City Limit


HWY 30
ARVEY RD
FREEWAYS
WILLIAM D FITCH PKWY
LONGMIRE DR
E RD
GRAHAM RD
EAGLE AVE
BARRON RD
MIDTOWN DR
ROCK PRAIRIE RD
STATE HIGHWAY 6 S
VICTORIA AVE
GREENS PRAIRIE RD
ARRINGTON RD
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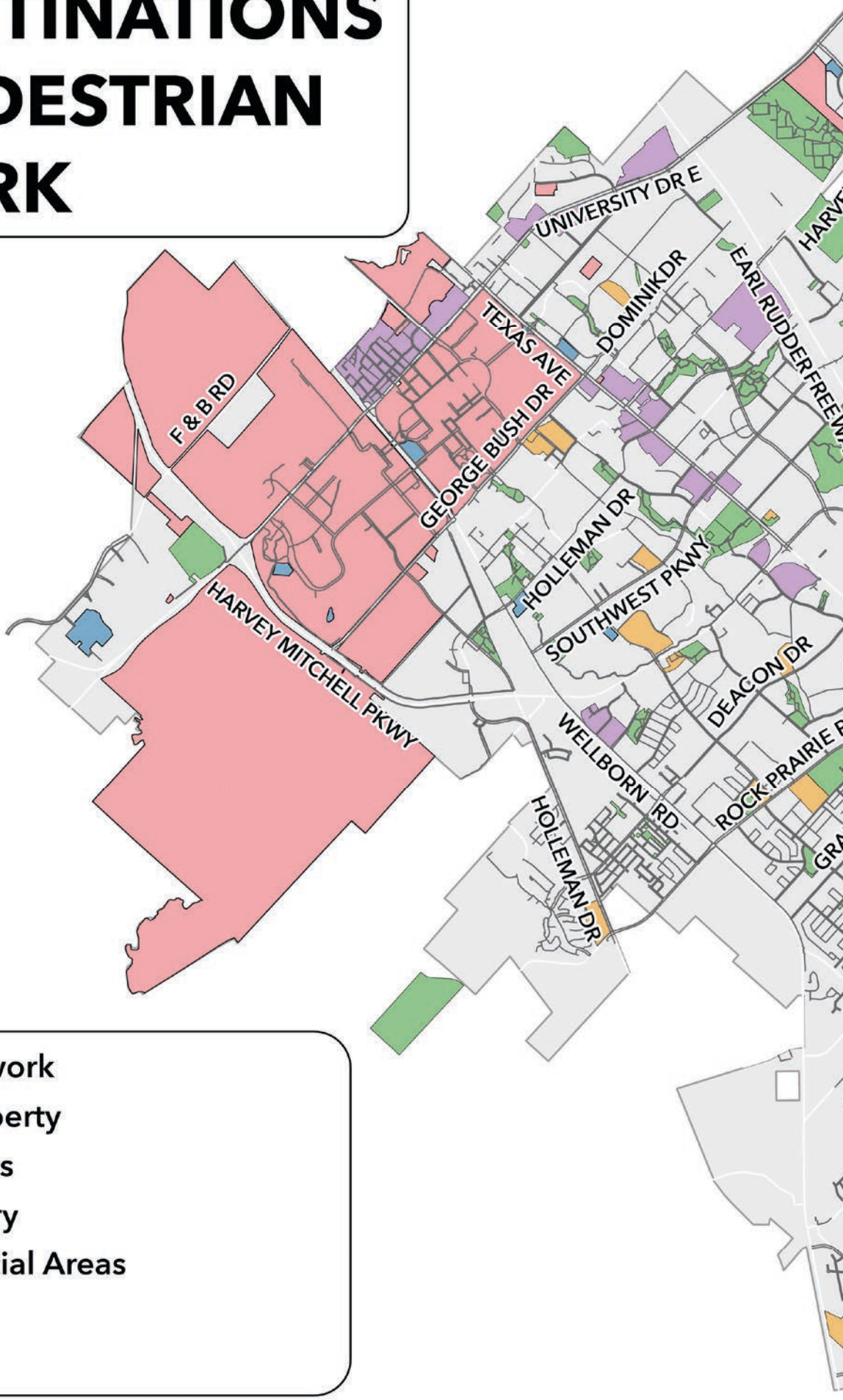
1
2
Miles

KEY DESTINATIONS AND PEDESTRIAN NETWORK



- Pedestrian Network
- Texas A&M Property
- Major Employers
- Schools & Library
- Major Commercial Areas
- Parks
- City Limit


WILLIAM D FITCH PKWY
LONGMIRE DR
MIDTOWN DR
ROCK PRAIRIE RD
STATE HIGHWAY 6 S
BARRON RD
EAGLE AVE
VICTORIA AVE
GREENS PRAIRIE RD
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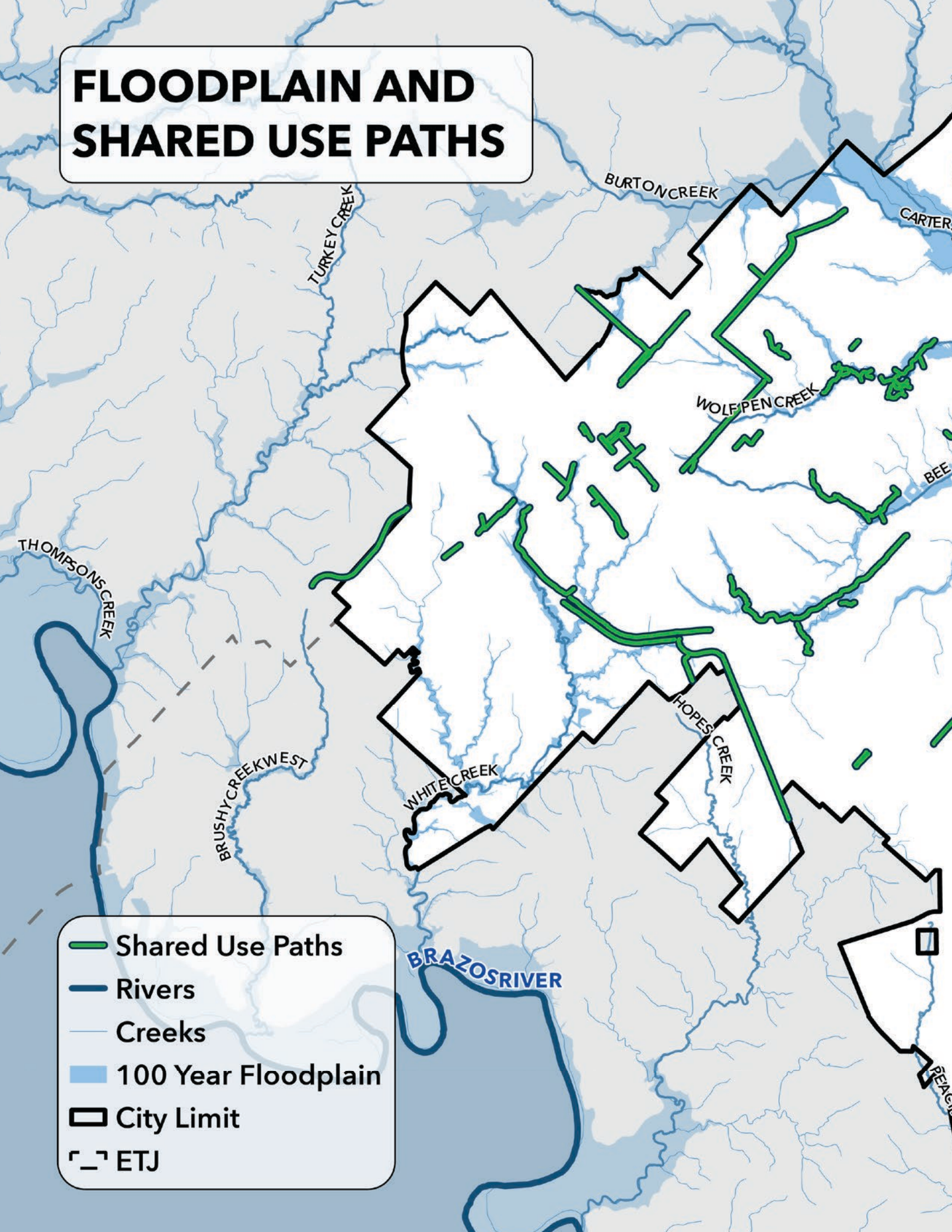
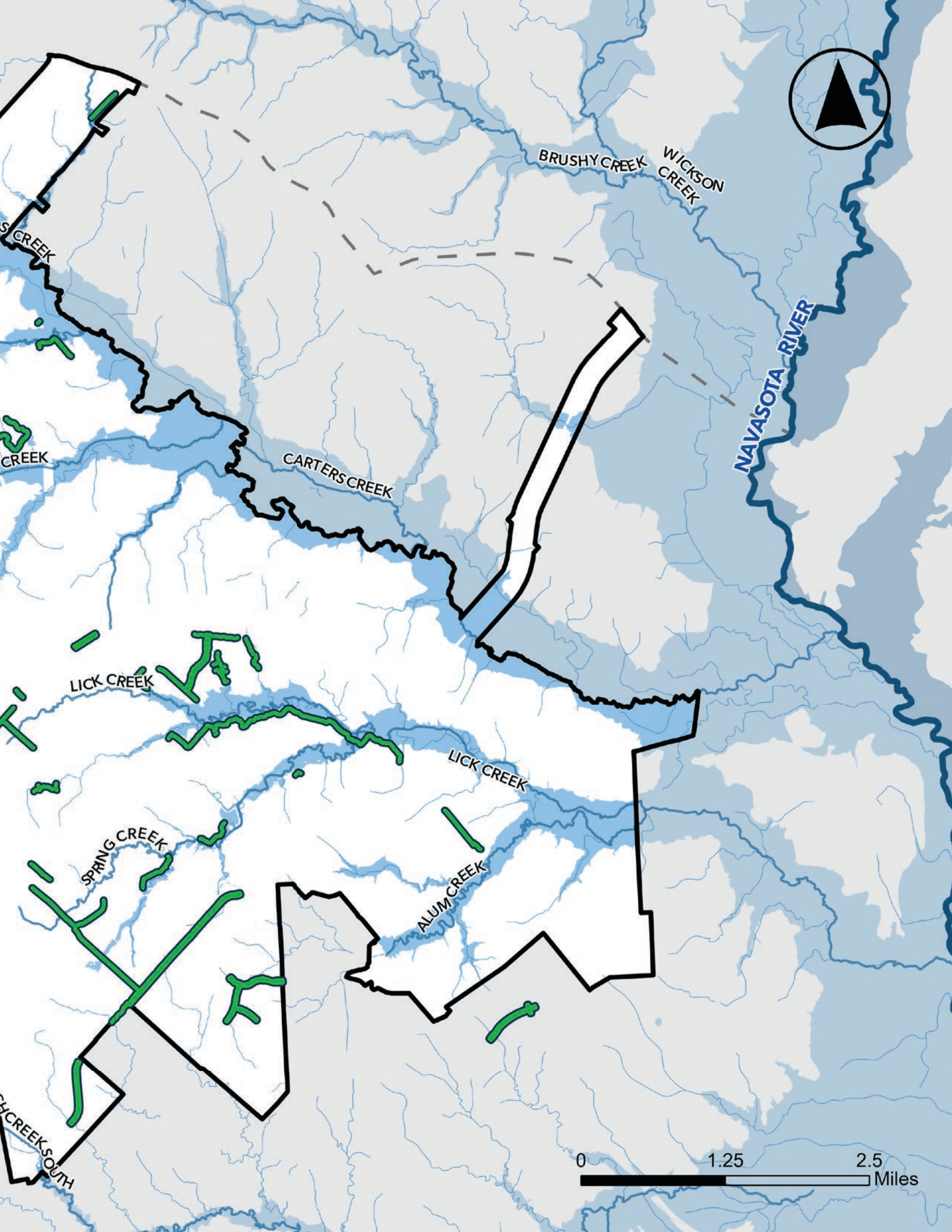

FLOODPLAIN AND SHARED USE PATHS
BURTON CREEK
TURKEY CREEK
CARTER
WOLF PEN CREEK
BEE
THOMPSONS CREEK
HOPES CREEK
WHITE CREEK
BRUSHY CREEK WEST
BRAZOS RIVER
Shared Use Paths
Rivers
Creeks
100 Year Floodplain
City Limit
ETJ


BRUSHY CREEK
WICKSON CREEK
NAVASOTA RIVER
CARTERS CREEK
LICK CREEK
LICK CREEK
SPRING CREEK
ALUM CREEK
0
1.25
2.5
Miles

EXTERNAL REPORTS OF EXISTING CONDITIONS

League of American Bicyclists

The League of American Bicyclists, founded in 1880 with the mission to promote the creation of a bicycle-friendly America, awards communities and businesses with various levels of Bicycle Friendly designations which are retained for four years. A designation is awarded based on an assessment of a community or business' efforts towards fostering greater bicycle use. The assessment criteria for Bicycle Friendly designations are separated into five categories:

- Engineering
- Education
- Encouragement
- Evaluation & Planning
- Equity & Accessibility

College Station applied and received an Honorable Mention as a "Bicycle Friendly Community" by the League of American Bicyclists in 2011 and received Bronze-Level Designation in 2020 and in 2024. College Station also received a Silver-level designation in 2024 as a "Bicycle Friendly Business" for City Hall that was completed in late 2021. Additional details regarding the report card for College Station will be provided in **Chapter 3, Needs Assessment**.

Bryan/College Station Metropolitan Planning Organization

The City of College Station is a member agency of the Bryan/College Station Metropolitan Planning Organization (BCSMPO). The BCSMPO is the entity tasked with coordinating transportation planning within Brazos County. The BCSMPO completed county-wide Comprehensive Safety Action Plan in 2024 which assessed transportation safety conditions and recommended improvements intended to minimize transportation-related fatalities and serious injuries.

According to the **BCSMPO Comprehensive Safety Action Plan**, crashes involving vulnerable road users represent a major crash type within College Station. Within the Plan's analysis, both bicyclists and pedestrians are categorized as vulnerable road users and were present in 10% of crashes that resulted in either serious injuries or fatalities within College Station city limits. Those same vulnerable road users were present in 17% of all fatal crashes, indicating that **roadway crashes involving bicyclists and pedestrians are more likely to result in fatalities relative to crashes where these roadway users are not present**. To address this safety concern, the Plan proposes a set of systemic countermeasures aimed at reducing the number of transportation-related fatalities and serious injuries including:

- Improved lighting along roadways and at intersections to increase visibility and prevent crashes.
- Providing additional pedestrian and bicycle infrastructure improvements meant to protect vulnerable roadway users, such as bike lanes, shared use paths, sidewalks, leading pedestrian intervals (LPIs) at traffic signals, and refuge islands at pedestrian crossings.

Regional Health Assessments

Community Health Needs Assessments were published by both Baylor Scott & White and CHI St. Joseph Health in 2025. These assessments include qualitative and quantitative data describing existing conditions in College Station as well as the region broadly. T**hese reports highlight low walkability and transportation accessibility as barriers for individuals seeking medical care. These barriers are especially significant for vulnerable individuals that lack access to a reliable vehicle**. The reports suggest expanding transit services and constructing additional pedestrian facilities as solutions to these concerns.

PUBLIC TRANSIT

Public transit provides an important link for shortening the length of daily trips that would otherwise be too difficult or inconvenient to be completed solely by foot or bicycle. Local healthcare providers also cite public transit as a critical service that helps eliminate barriers to access medical care for many of the city's underserved communities. The City of College Station does not operate its own public transit system, rather those services are provided by two different third-party organizations: The Brazos Transit District and Texas A&M's AggieSpirit Transit Services.

Figure 2.5 AggieSpirit Bus

Source: City of College Station

Brazos Transit District (BTD)

The Brazos Transit District is the federally designated public transportation provider for the College Station-Bryan Transportation Management Area (TMA). A Transportation Management Area is a designation given by the Secretary of Transportation to each urbanized area with a population of more than 200,000 people. The Brazos Transit District has a funding agreement with Brazos County as well as the cities of College Station and Bryan to provide public transportation within the B/CS urbanized area. The organization also operates in each of the counties surrounding Brazos County with weekly cross-county transit services. Brazos Transit District services are offered only on weekdays from 5am to 7pm, with buses generally operating on an hourly basis. Of the 8 total transit routes that the Brazos Transit District operates, 5 are either fully or partially within the city limits of College Station.

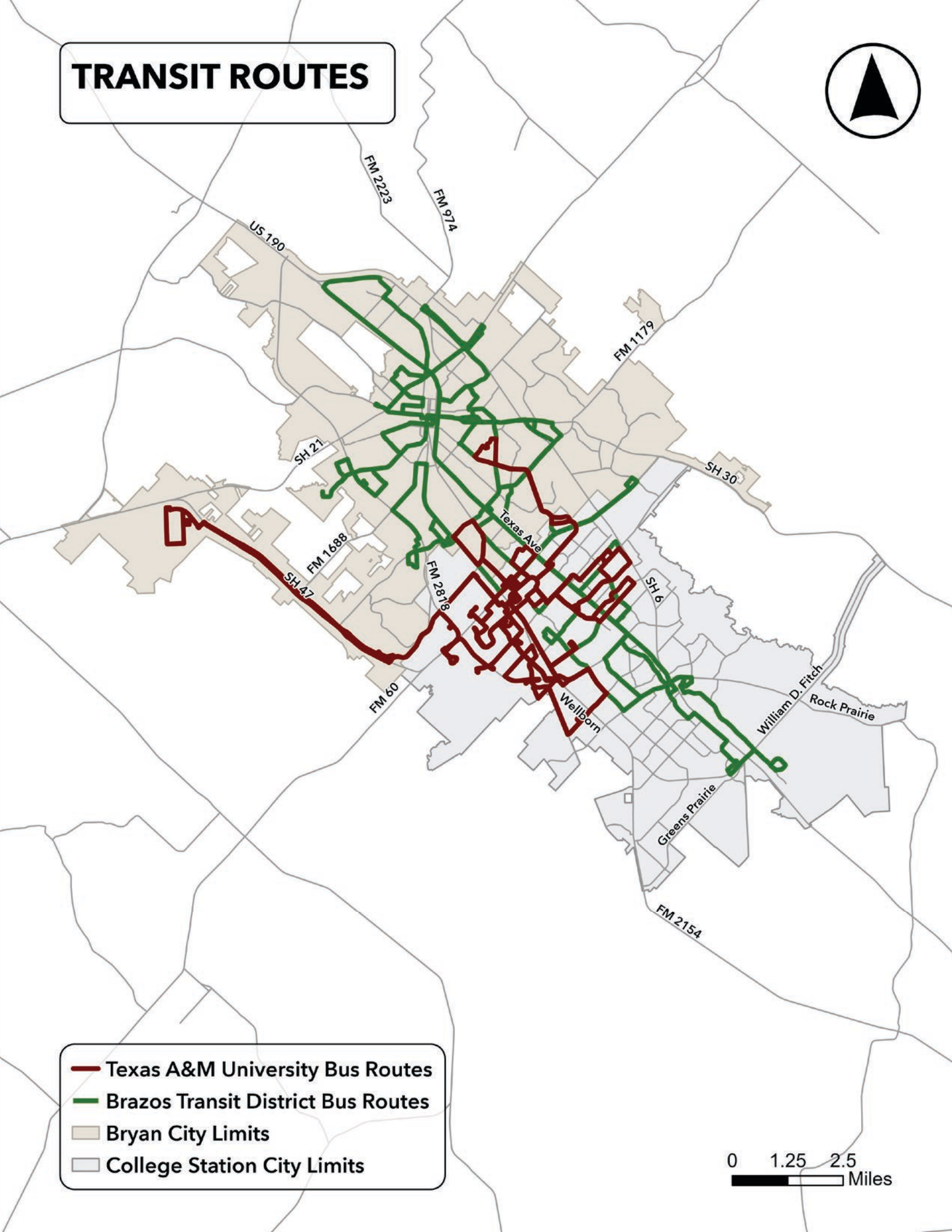
- Route 7 (Pink) and Route 8 (Grey) operate exclusively in College Station and are based out of the C.S./ South Terminal located at 300 Krenek Tap Road.
- Route 3 (Green), Route 4 (Maroon), and Route 5/6 (Yellow) operate in both College Station as well as Bryan and are based out of the Midtown Terminal located at 3350 S. Texas Avenue in Bryan.

The Brazos Transit District network does not currently utilize a fixed-stop system so riders must flag down BTD buses as they travel along their set route. The Brazos Transit District has plans to implement fixed stop locations along some of its routes and install bike racks on its buses.

Texas A&M's AggieSpirit Transit Services

The AggieSpirit Transit System is focused on providing Texas A&M students, staff, and faculty with reliable transit services to, from, and within its campus. Also, any individual with a Brazos Transit District annual pass is able to use the AggieSpirit system at no additional cost. The organization operates 13 transit routes with services on weekdays and weekends that vary between academic semesters and holiday periods.

The Texas A&M Transportation Services website or a downloaded AggieSpirit app provides riders with real time information on bus locations and expected pickup times. The AggieSpirit system utilizes a fixed stop network with specified pick-up/drop-off locations along each transit route. Using their fixed stop locations, a connectivity analysis similar to what was conducted on the Brazos Transit District's network was performed for the AggieSpirit transit system. Rather than analyze the entire transit corridor, the AggieSpirit connectivity analysis focused on infrastructure and facilities in the areas immediately surrounding each fixed-stop location.


TRANSIT ROUTES
FM 2223
FM 974
US 190
FM 1179
SH 21
SH 30
Texas Ave
FM 1688
SH 47
FM 2818
SH 6
FM 60
Wellborn
William D. Fitch
Rock Prairie
Greens Prairie
FM 2154
Texas A&M University Bus Routes
Brazos Transit District Bus Routes
Bryan City Limits
College Station City Limits
0 1.25 2.5
Miles

3 NEEDS ASSESSMENT

A comprehensive needs assessment was conducted to evaluate existing conditions from the previous chapter, understand community priorities via public outreach, and identify gaps, connectivity, and safety issues for active transportation in College Station. These assessments incorporate crash and traffic volume data compiled by TxDOT, which were used to create crash density maps and charts alongside a city-wide Level of Traffic Stress (LTS) evaluation. Collectively, these efforts identify key deficiencies in the current network and inform targeted recommendations (**Chapter 4**) to improve active transportation infrastructure, safety, and connectivity. Addressing these needs will enhance mobility options, promote active lifestyles, and improve overall accessibility, while supporting broader community benefits such as increased recreational opportunities and improved public health.

PUBLIC ENGAGEMENT

To kick off the development of the Active Transportation Master Plan, a public meeting was held in November 2024. In addition to the in-person meeting, an online website was created to receive input regarding the existing and proposed bicycle and pedestrian facilities. Residents provided comments on their vision for the community and how to increase bicycle and pedestrian activity as described in **Chapter 1, Plan Foundation**, that led to the creation of the **Community Vision Statement and Master Plan Goals**.

There were a total of 353 comments with 217 comments on the bicycle plan mapping exercise and 136 comments on the pedestrian plan mapping exercise. The common themes from the input are as follows:

Bicycle-Related Input

1. Infrastructure Enhancements:

- **Protected Bike Lanes** - Install more protected bike infrastructure on major roads such as Harvey Road (State Highway 30), Rock Prairie Road, and University Drive (FM 60) to ensure safer cycling conditions.
- **Shared-Use Path Expansion** - Develop and connect shared-use paths to create a comprehensive, city-wide network that facilitates seamless bike travel.
- **Bicycle Detection** - Add or improve bicycle-detection at key intersections (e.g., Anderson Street & Southwest Pkwy, Welsh Avenue & Harvey Mitchell Pkwy) to improve traffic signal responsiveness.
- **Enhanced Lane Markings** – Provide and maintain more visible markings for bike lanes and add sharrows in appropriate areas to increase driver awareness of cyclists.

2. Safety Improvements:

- **Grade-Separated Crossings** - Introduce overpasses or underpasses at busy locations to minimize cyclist exposure to traffic.
- **Lane Maintenance** - Regularly clean and maintain bike lanes and intersections to remove hazards like mud, sand, and debris.
- **Reduced Conflicts** - Design routes that have reduced conflicts between bicycles, buses, and pedestrians by introducing items such as bus islands and/or re-routed bike paths.

3. Increased Accessibility:

- **Destination-Specific Routes** - Create a wayfinding system of dedicated bike facilities to key destinations such as major commercial areas and Texas A&M University.
- **Improved Crossing Connectivity** - Address gaps in connectivity particularly with the railroad and with major roadways to provide safe and more direct bike travel.
- **Neighborhood Links** - Expand bike path connections in neighborhoods to improve local commuting options.

Figure 3.2 Bus Island

Source: City of College Station

Pedestrian-Related Input

1. Sidewalk Continuity and Maintenance:

- **Sidewalk Gaps** - Fill gaps in sidewalks in critical areas such as Rock Prairie Road, Francis Drive, and near commercial areas.
- **Continuous Sidewalks** - Extend sidewalks on both sides of streets in high-traffic volume areas to provide consistent pedestrian access.
- **ADA Compliance** - Ensure all sidewalks meet ADA standards to accommodate all users including those with mobility challenges.

2. Safer Crossings:

- **Pedestrian Bridges and Crosswalks** - Install grade-separated crossings and improve existing at-grade intersections to make crossings safer for pedestrians.
- **Signal Synchronization** - Synchronize pedestrian signal timings to align with actual crossing conditions and reduce conflicts with turning vehicles.
- **Mid-Block Crosswalks** - Add mid-block crosswalks in areas with high pedestrian volume such as Southwest Parkway between Welsh Avenue and Southwest Park.

3. Connectivity and Green Spaces:

- **Shared-Use Paths** - Expand shared-use paths to connect neighborhoods, parks, and commercial centers (e.g., Veterans Park to Texas Independence Park).
- **Green Infrastructure** - Incorporate shade, landscaping, and green spaces into pedestrian routes to improve comfort and usability.

4. General Accessibility:

- **Key Destination Routes** - Provide safe and efficient pedestrian routes to schools, parks, shopping centers, and bus stops.
- **Micromobility Options** - Expand bike and scooter rideshare services including larger operational boundary and parking options near residential areas.
- **Improved Signage** - Install clear and consistent signage for pedestrians to enhance wayfinding.

Transit Connectivity-Related Input

1. Enhanced Facilities:

- **Bus Shelters** – Construct additional bus shelters to provide increased comfort and protection from weather
- **Bike Racks on Buses** – Provide bike racks on buses to create more multimodal travel options
- **Bus Islands** – Consider bus islands at key locations to safely separate transportation modes and minimize transit delays

PEDESTRIAN, BICYCLE, AND MICROMOBILITY CRASH ASSESSMENT

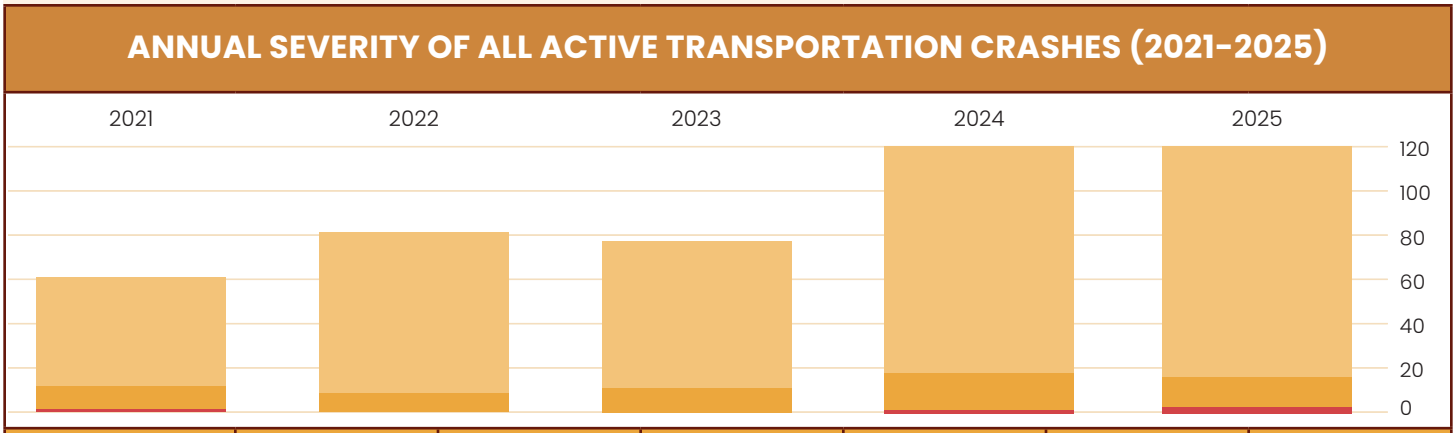
Safety was repeatedly cited as a concern by residents during the public engagement process. To best understand safety conditions as they exist, crash data for incidents involving vehicles and active transportation users over the prior five years was analyzed.

The Texas Department of Transportation regularly publishes data related to traffic safety in an annual report called the Texas Motor Vehicle Crash Statistics Annual Report. **These reports cover a number of different topics, including data on automobile crashes involving pedestrians, bicyclists, and micromobility users**. Data is available publicly and can be queried using the Crash Records Information System, also known as CRIS. **Maps 3.1 through 3.3** and **Tables 3.1 through 3.4** summarize crash data from 2021 to 2025 within city limits but excluding Texas A&M properties. It is important to note that some variation can appear in the data depending on how crash data is recorded. For instance, some crashes including multiple objects or individuals might be submitted as a single entry for all entities involved, or as multiple entries for each entity. Historically, these types of crashes are underreported if vehicles are not involved or significant property damage or bodily harm did not occur. Additionally, micromobility is generally reported within the "Motorized Conveyance" category, while data for electric bicycles is grouped with traditional bicycles under the "Pedalcyclist" category. For simplicity, Pedalcyclist crash data is called Bicycle Crashes.

The data for pedestrian, bicycle, and micromobility crashes has been grouped into three categories based on severity, these categories include:

- **Fatalities** – 1% of all crashes resulted in a fatality
- **Serious Injury** – 14% of all crashes resulted in serious injuries. These crashes resulted in an incapacitating injury.
- **Minor Crashes**– 86% of all crashes resulted in either no injuries or minor injuries and were non-incapacitating.

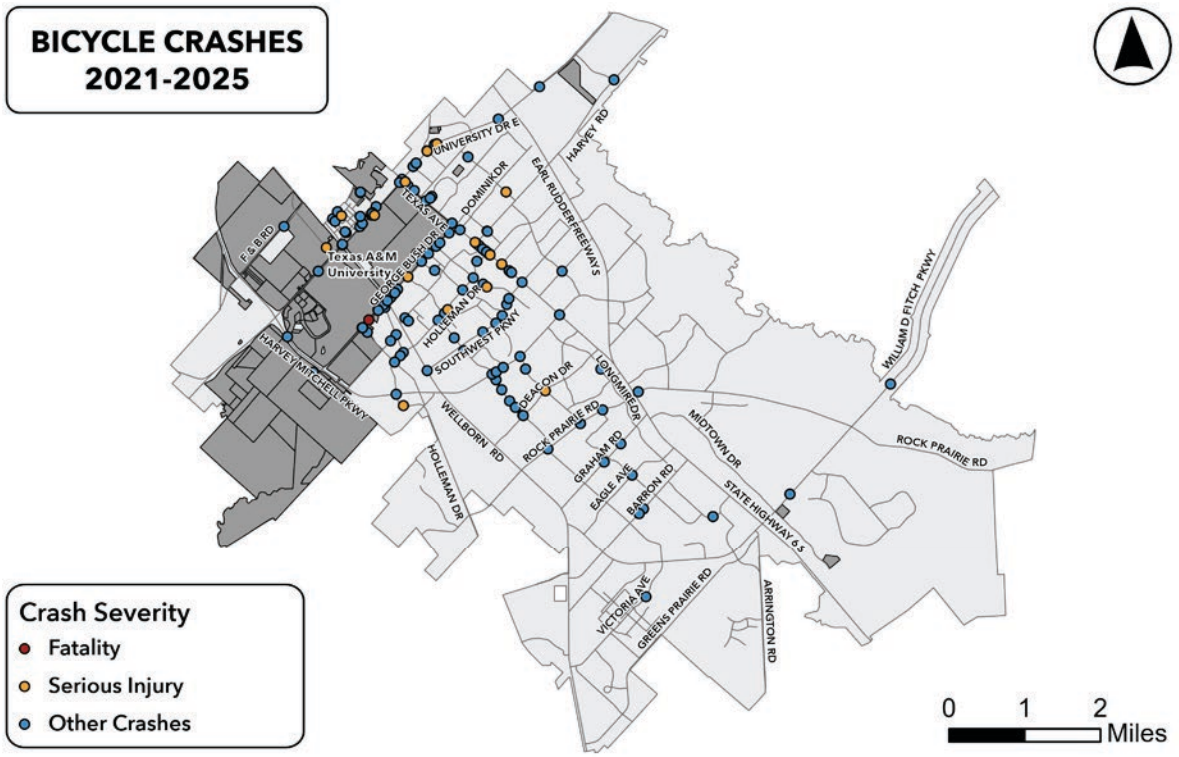
Table 3.1 Annual Severity of All Active Transportation Crashes (2021-2025)



CRASH SEVERITY	2021	2022	2023	2024	2025	TOTAL
Fatality	1	0	0	1	2	4
Serious Injury	11	9	11	17	14	62
Minor Crashes	49	72	66	102	104	393
Total Crashes	61	81	77	120	120	459

Source: TxDOT Crash Record Information System (CRIS)

Map 3.1 Bicycle Crash Map (2021 to 2025)

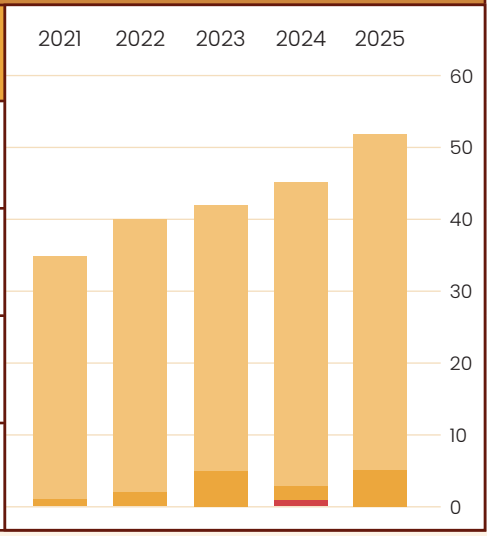


Source: TxDOT Crash Record Information System (CRIS)

Table 3.2 Bicycle Crash Counts (2021-2025)

BICYCLE CRASH COUNTS (2021-2025)

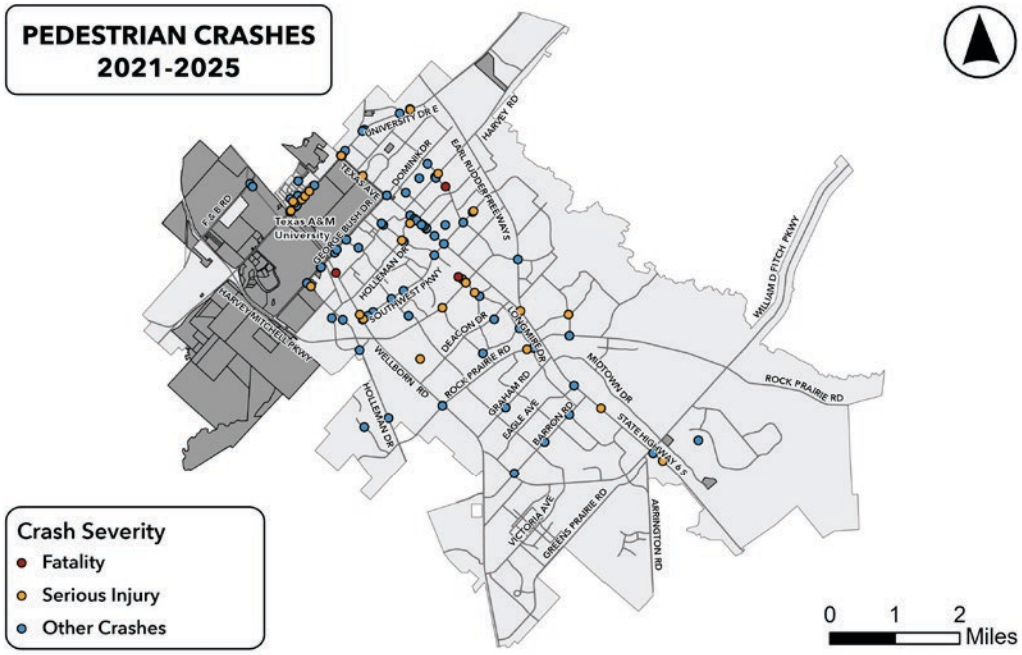
CRASH SEVERITY	2021	2022	2023	2024	2025	TOTAL
Fatality	0	0	0	1	0	1
Serious Injury	1	2	5	2	5	15
Minor Crashes	34	38	37	42	47	198
Total Crashes	35	40	42	45	52	214



Source: TxDOT Crash Record Information System (CRIS)

Bicycle Crash data in **Map 3.1** shows a vast majority of incidents occurring along city thoroughfares where traffic volumes and speeds are significantly higher. These crashes also seem to be clustered around the Texas A&M campus or on roadways leading up to campus. During the five-year period, there was one bicycle crash that resulted in a fatality and 15 that resulted in serious injury. The remaining 198 crashes that took place during this time resulted in either no injury or minor injury. Over this time period, crashes have increased from 35 in 2021 to 52 in 2025.

Map 3.2 Pedestrian Crash Map (2021 to 2025)

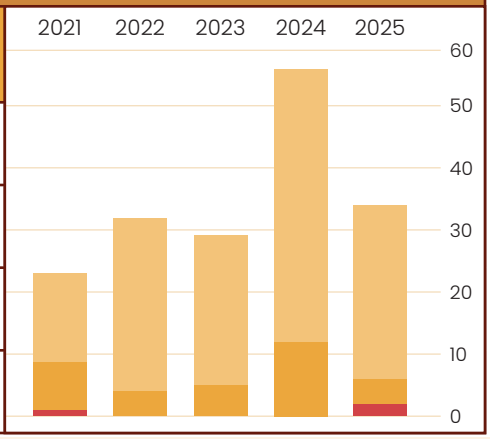


Source: TxDOT Crash Record Information System (CRIS)

Table 3.3 Pedestrian Crash Counts (2021-2025)

TABLE 3.3 PEDESTRIAN CRASH COUNTS (2021-2025)

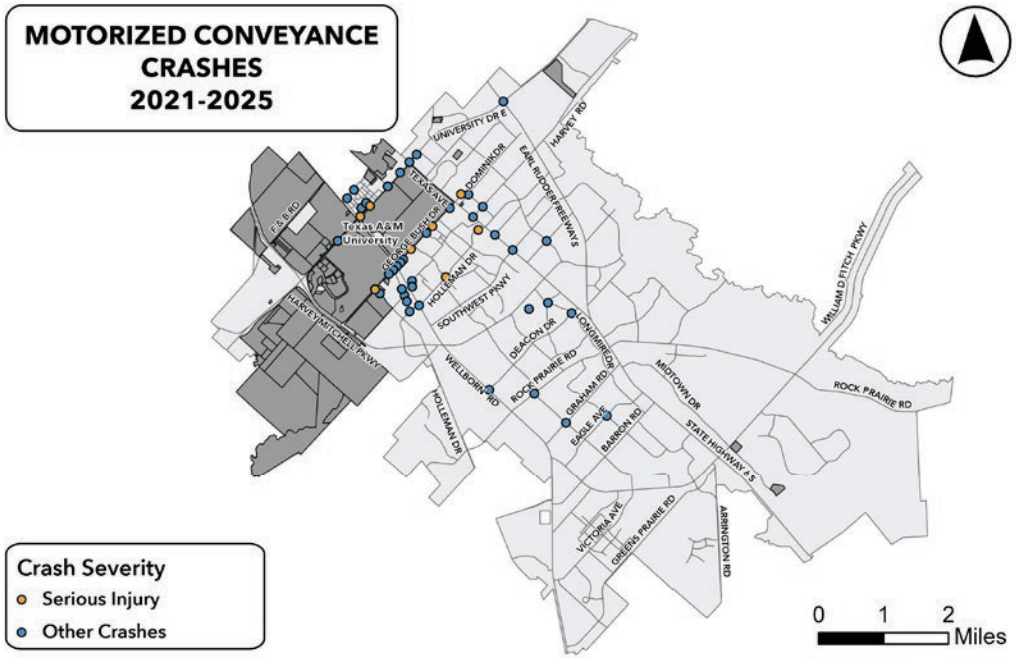
CRASH SEVERITY	2021	2022	2023	2024	2025	TOTAL
Fatality	1	0	0	0	2	3
Serious Injury	9	4	5	12	4	34
Minor Crashes	13	28	24	44	28	137
Total Crashes	23	32	29	56	34	174



Source: TxDOT Crash Record Information System (CRIS)

Similar to what was observed on **Map 3.1** for bicycle crashes, **Map 3.2** for pedestrian crashes indicates that the majority of pedestrian crashes occur on higher classification of thoroughfares. While the density of crashes does increase closer to campus, this trend is less pronounced when compared to bicycle crash data. The total number of pedestrian crashes was lower than that of bicycle crashes, but the proportion of those crashes that resulted in either fatalities or serious injuries was greater. In total, there were three fatal pedestrian crashes between 2021 and 2025. According to CRIS data, one of these fatalities was the result of an inattentive driver failing to control the speed of their vehicle while the remaining two were the result of pedestrians entering the right of way of vehicles. Over this time period, crashes have increased from 23 in 2021 to 34 in 2025, with a peak of 56 in 2024.

Map 3.3 Motorized Conveyance Crash Map (2021 to 2025)

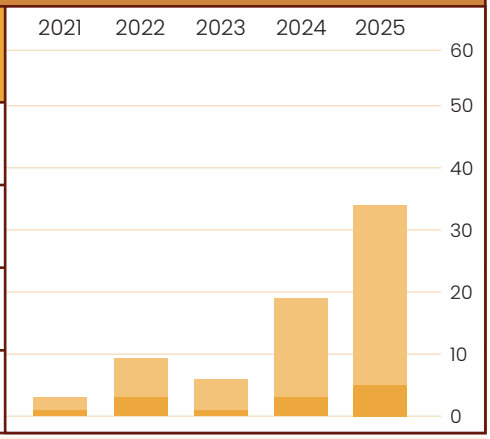


Source: TxDOT Crash Record Information System (CRIS)

Table 3.4 Motorized Conveyance Crash Counts (2021-2025)

TABLE 3.4 MOTORIZED CONVEYANCE CRASH COUNTS (2021-2025)

CRASH SEVERITY	2021	2022	2023	2024	2025	TOTAL
Fatality	0	0	0	0	0	0
Serious Injury	1	3	1	3	5	13
Minor Crashes	2	6	5	16	29	58
Total Crashes	3	9	6	19	34	71



Source: TxDOT Crash Record Information System (CRIS)

Motorized conveyance data from TxDOT CRIS, which includes micromobility devices, follows the same trend seen in crash data for bicycles and pedestrians. Most micromobility crashes occur along major roadway thoroughfares like University Drive, George Bush Drive, and Texas Avenue. The density of micromobility crashes near the periphery of campus is much greater than what is seen in the crash data for bicycles and pedestrians, with far fewer recorded crashes in other areas of College Station. **Over this time period, crashes have increased from 3 in 2021 to 34 in 2025**. Another important note to make is the increase in crashes over the observed time period; almost half of all recorded micromobility crashes occurred in 2025. **Greater device use and growing popularity of micromobility as a transportation mode as shown in the table below likely contributed to the sharp increase in recorded crashes.**

Table 3.5 2021-2023 Texas A&M University Capacity Report

TABLE 3.5 2021-2023 TEXAS A&M UNIVERSITY CAPACITY REPORT	
MOBILITY TYPE	**USAGE**
Personal electric bicycles	688% increase
Personal electric scooter	546% increase
Personal owned bicycles	26% increase
Personal owned vehicles	0.09% reduction
Veo shared electric bicycles	233% increase
Walking	36% increase

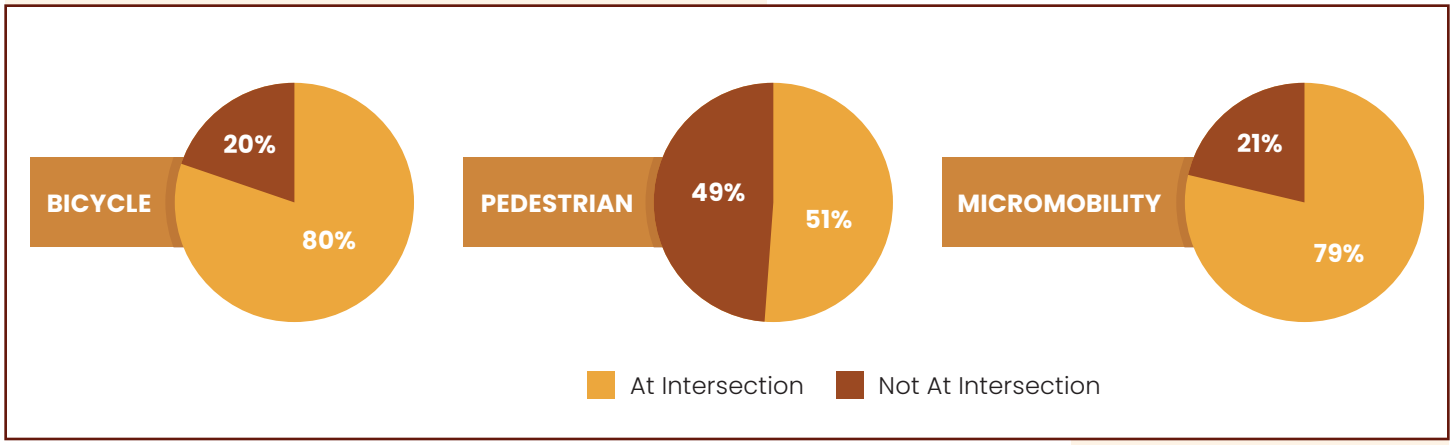
Source: TAMU 2024 Capacity Study Report

Summary of Crash Data

The crash data analysis indicates that the majority of pedestrian, bicycle, and micromobility crashes in College Station occur along higher-speed, higher-volume corridors within the urban core. Many of these corridors serve as major connections to key destinations, including areas surrounding Texas A&M University, where activity levels and travel demand are particularly high. In addition to corridor conditions, intersections represent a significant location for conflicts between active transportation users and motor vehicles. **Crash data shows that around 80 percent of wheeled crashes occurred at intersections with streets and with driveways whereas 51 percent of pedestrian crashes occurred at these locations**. This emphasizes the importance of safety improvements at intersections and driveways.

These findings reinforce the importance of designing transportation facilities that better manage vehicle speeds, improve separation between modes, and enhance intersection safety. **The patterns observed in the crash data also closely relate to the concept of Level of Traffic Stress (LTS), which evaluates how roadway characteristics, such as vehicle speeds, traffic volumes, and intersection complexity, affect user comfort and safety**. The following section applies an LTS analysis to the existing network to better understand where conditions may discourage active transportation use and where improvements could reduce user stress and potential conflicts.

Figure 3.3 Active Transportation Crash Locations



Source: TxDOT CRIS

LTS LEVEL OF TRAFFIC STRESS ASSESSMENT

Level of Traffic Stress (LTS) is a widely adopted and nationally accepted tool for assessing active transportation-friendliness of roads, guiding infrastructure improvements, and improving connectivity for active transportation users. It is based on how comfortable and safe a person feels when walking or cycling, specifically in terms of traffic conditions, speed, and road design. College Station has not undertaken a LTS assessment previously, so its inclusion in this Plan is a first for the City and creates a distinction from merely if bicycle or pedestrian infrastructure exists in an area to whether the existing infrastructure is designed in a manner that is comfortable for use. An LTS analysis is a useful method for assessing the active transportation-friendliness of roads, guiding infrastructure improvements, and improving connectivity for less confident cyclists and pedestrians. LTS analysis typically sorts roadway facilities into one of four levels of stress, with each level describing a different level of comfort for various groups of users:

- **LTS 1 (low stress)** - Comfortable for all ages and abilities, including children and the elderly
- **LTS 2 (low stress)** - Suitable for most adults and youth but not young children
- **LTS 3 (moderate stress)** - Acceptable for experienced adults
- **LTS 4 (high stress)** - Only suitable for the most confident and brave users.

Figure 3.4 LTS Ratings

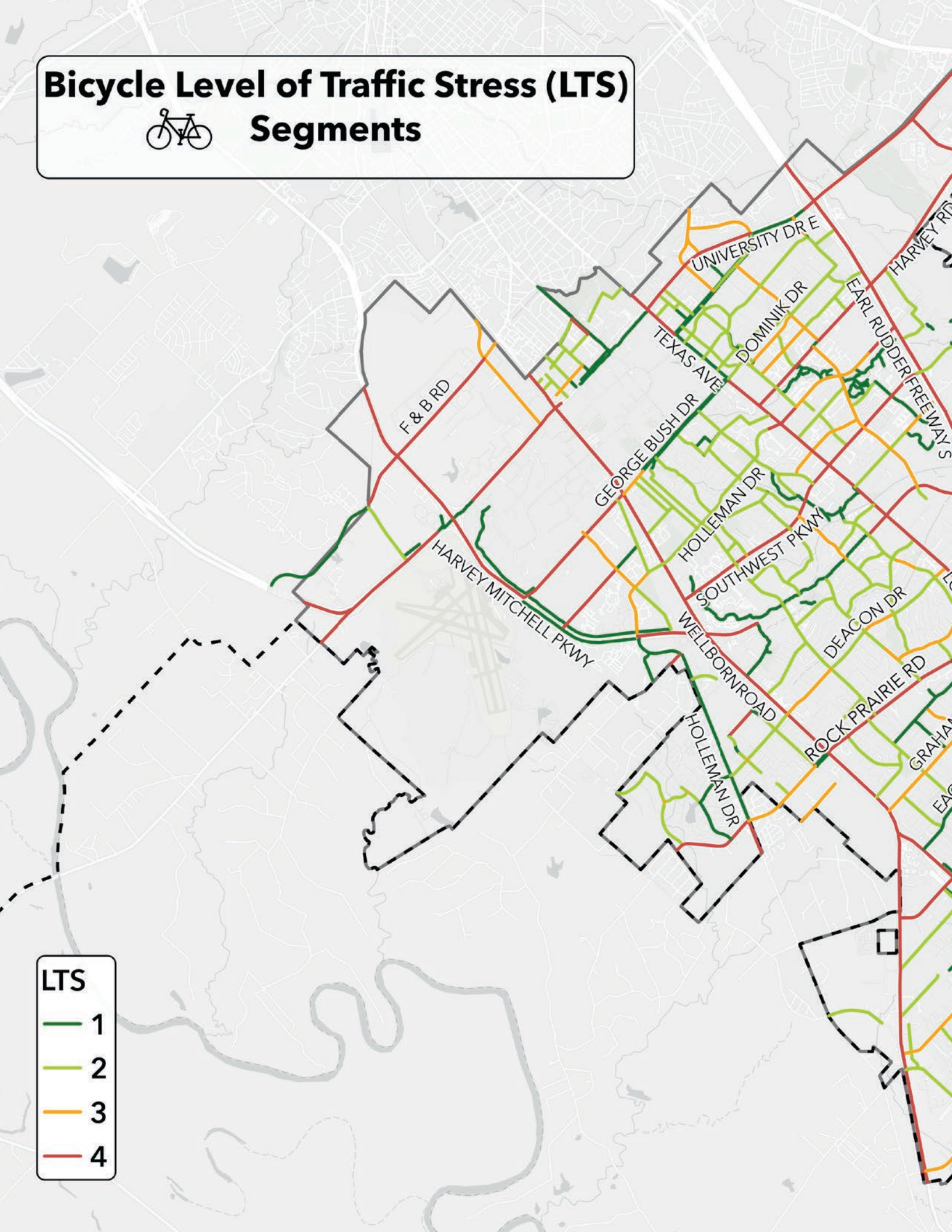
FIGURE 3.4 LTS RATINGS

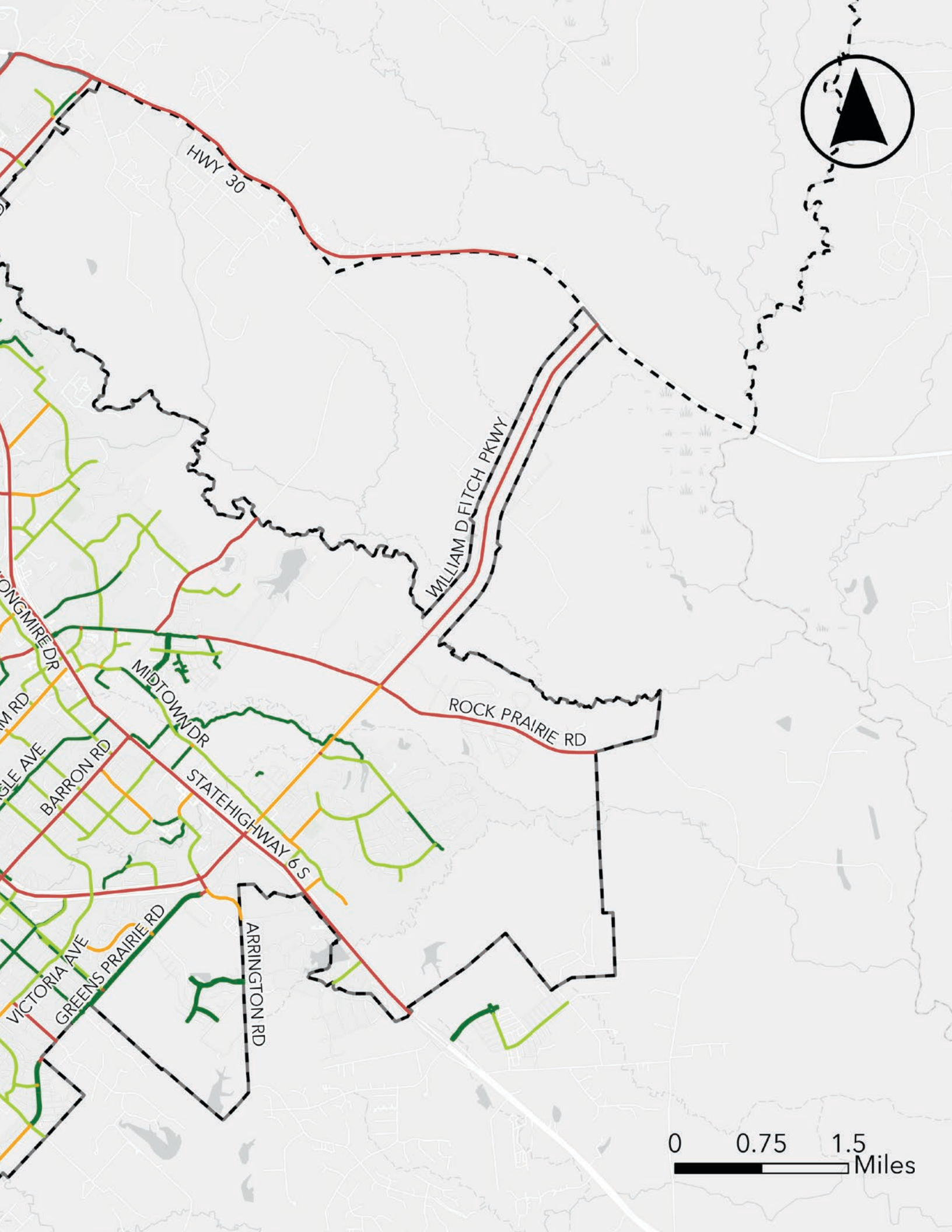
LTS 1 - High Comfort	LTS 2 - High Comfort	LTS 3 - Low Comfort	LTS 4 - Low Comfort
Segments and crossings are highly comfortable, pedestrian-friendly, and easily navigable for pedestrians of all ages and abilities, including seniors or school-aged children walking unaccompanied to school. LTS 1 indicates an ideal "pedestrian friendly environment."	Generally comfortable for many pedestrians, but parents may not feel comfortable with children walking alone. Seniors may have concerns about the walking environment and take more caution. These streets may by par of an otherwise "pedestrian-friendly" environment, intersecting with a more auto-oriented roadway or other environmental constraints.	Walking is uncomfortable but possible. Minimal crossing facilities may be present, but barriers are present that make the crossing experience uninviting and uncomfortable. Similarly, sidewalk facilities may be present but inadequate for providing comfort	Walking is a barrier and is very uncomfortable or even impossible. Crossings and segments have limited or no accommodations for pedestrians

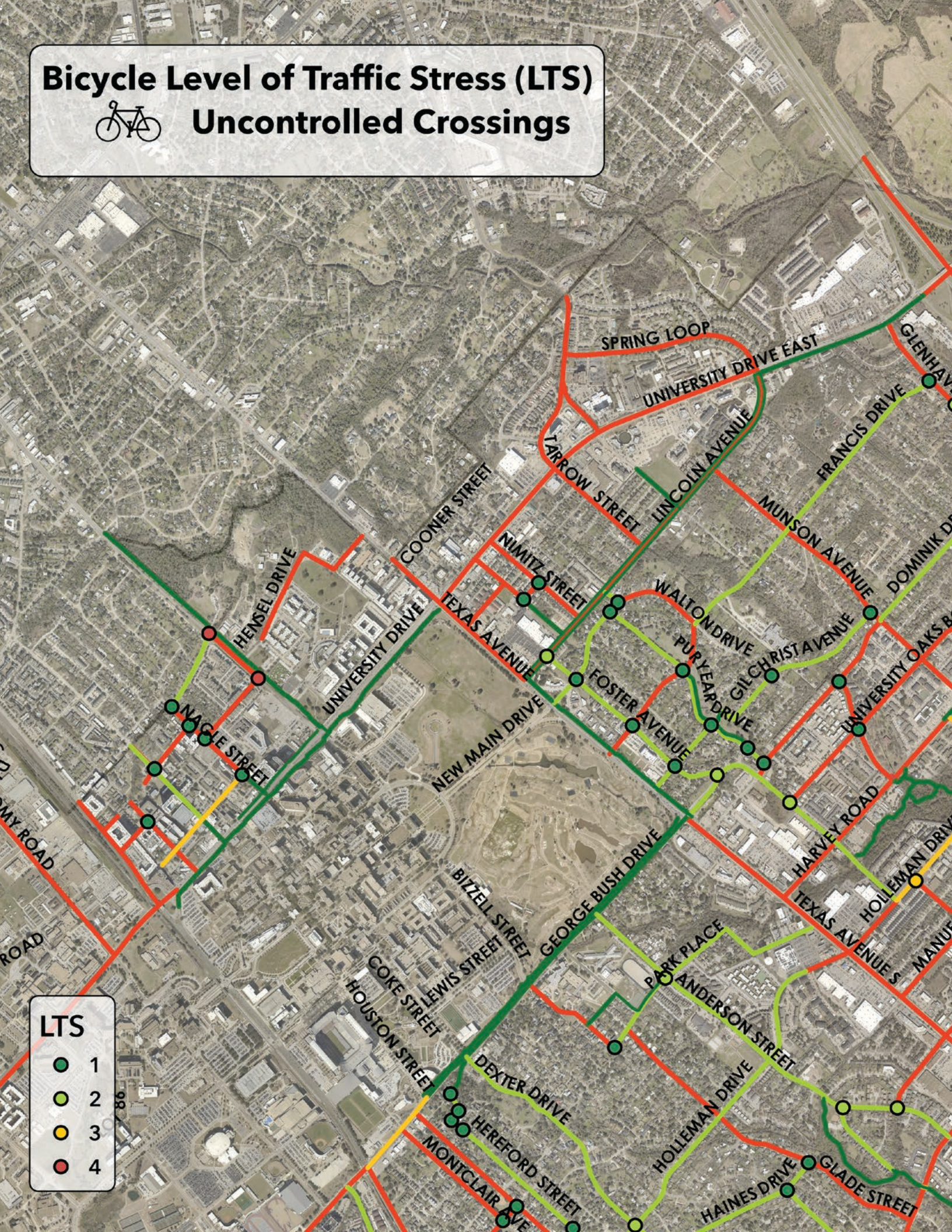
Source: City of Boulder, 2019 Low-Stress Walk and Bike Network Plan

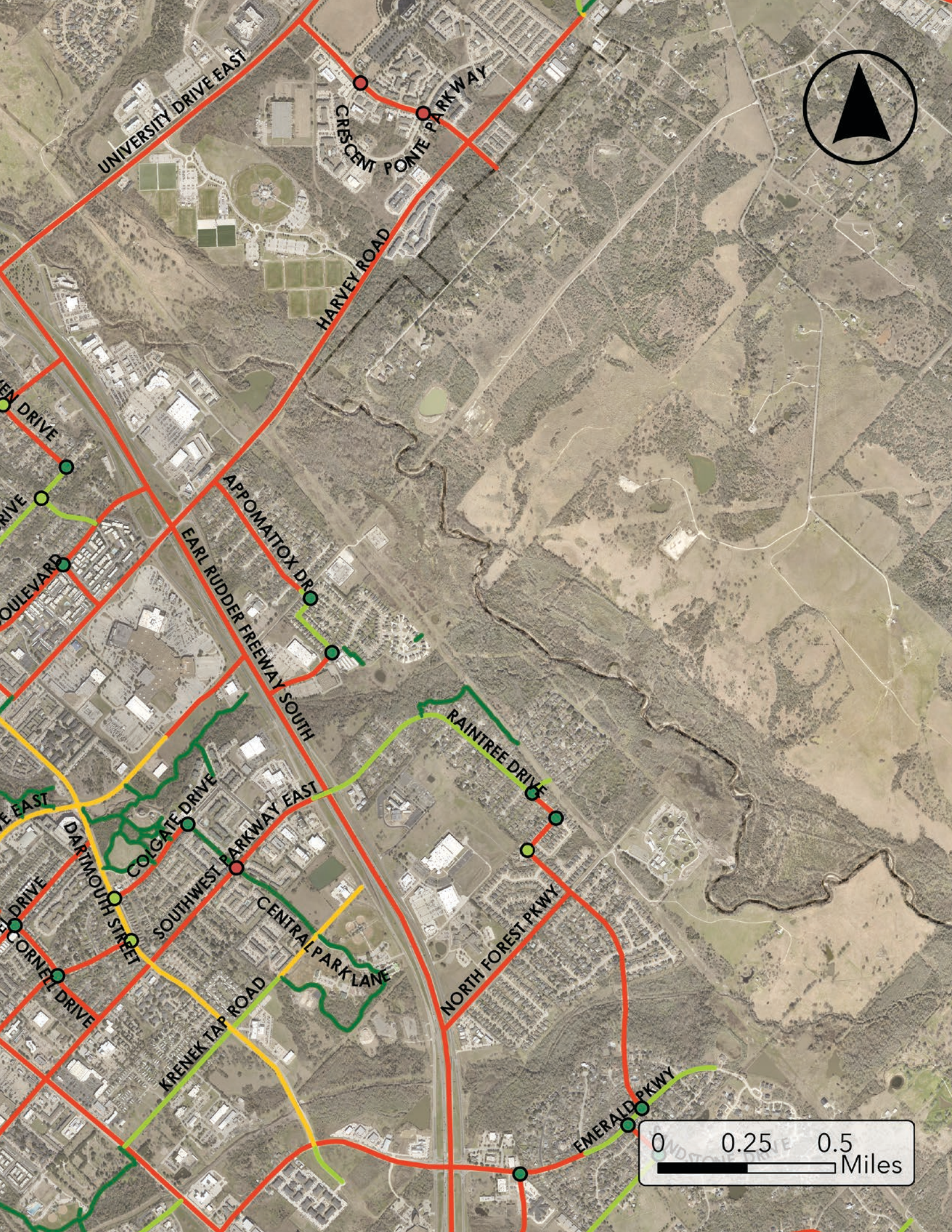
BICYCLE LEVEL OF TRAFFIC STRESS

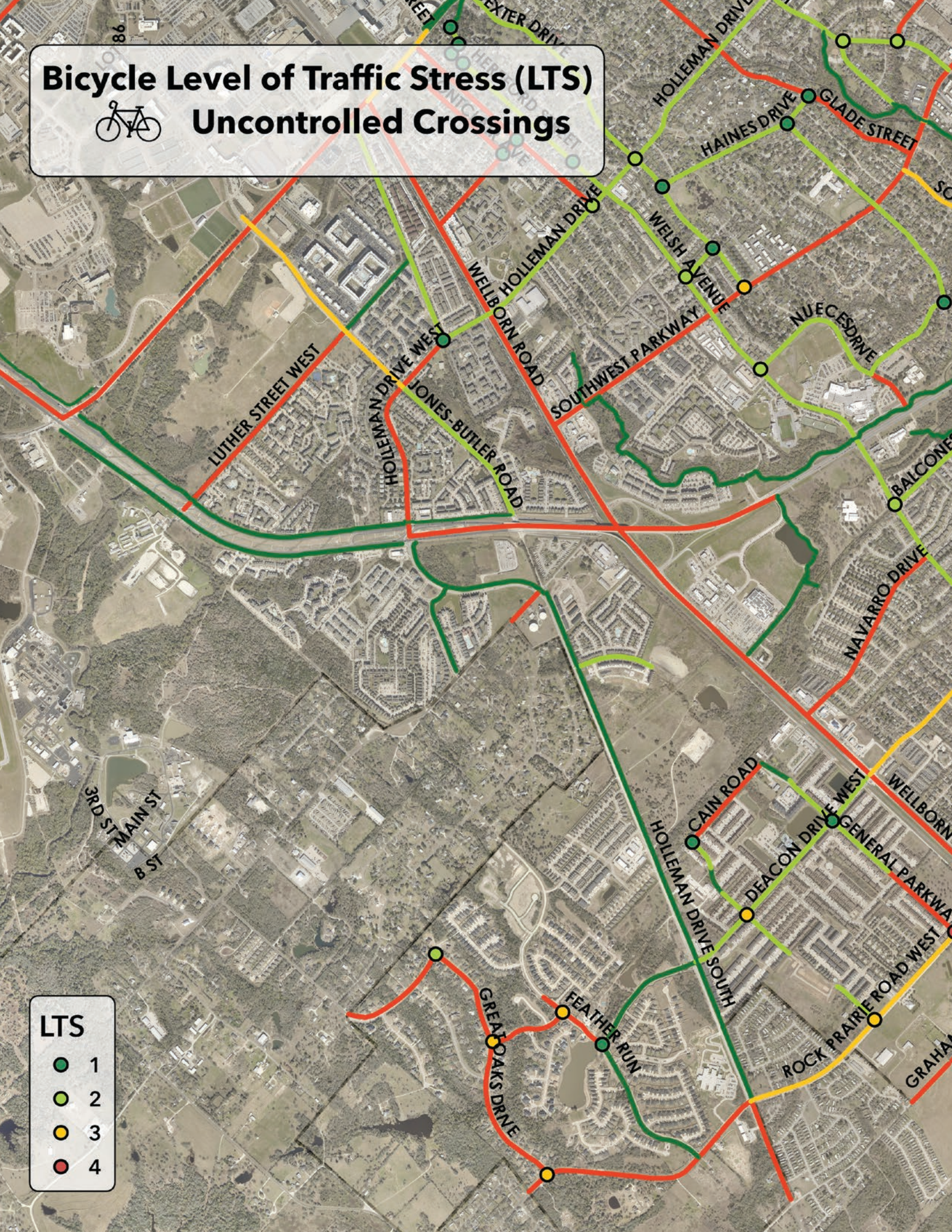
The following Bicycle LTS maps evaluate all bike facilities and thoroughfares within the city for bicycle use. The bike facilities identified include bike lanes, bike routes, and shared-use paths. **For this analysis, city thoroughfares without dedicated bike facilities were assessed as if they were bikes routes**. The full LTS criteria for segments and crossing for the bicycle network and pedestrian network can be found in **Appendix B**. Additionally, maps showing College Station's low-stress networks for bicycles and pedestrians, isolated from the City's high-stress facilities, can be found in **Appendix C**.

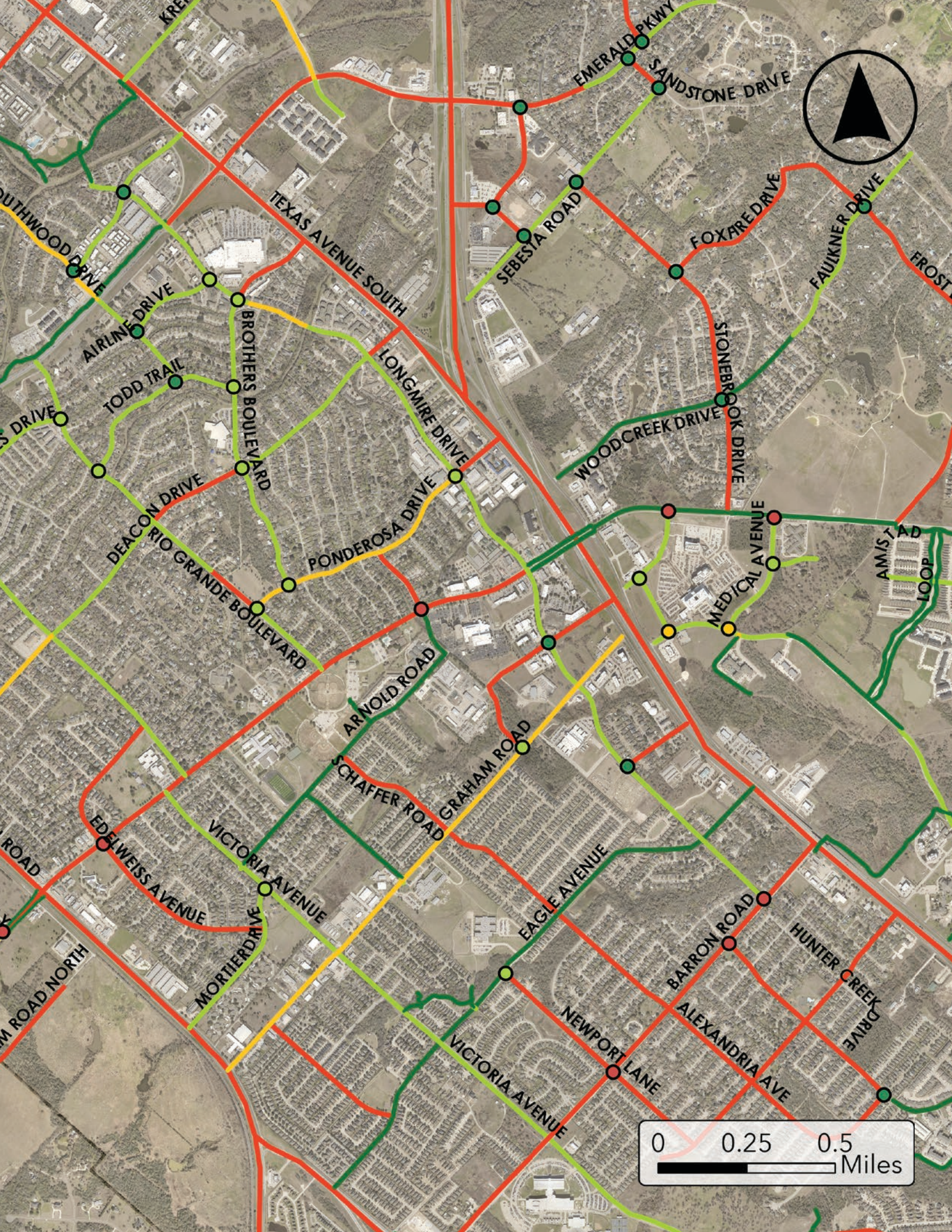

Bicycle Level of Traffic Stress (LTS) Segments
UNIVERSITY DR E
HARVEY RD
DOMINIK DR
EARL RUDDER FREEWAY S
TEXAS AVE
F & B RD
GEORGE BUSH DR
HOLLEMAN DR
SOUTHWEST PKWY
HARVEY MITCHELL PKWY
DEACON DR
WELLBORNROAD
ROCK PRAIRIE RD
HOLLEMAN DR
LTS
1
2
3
4

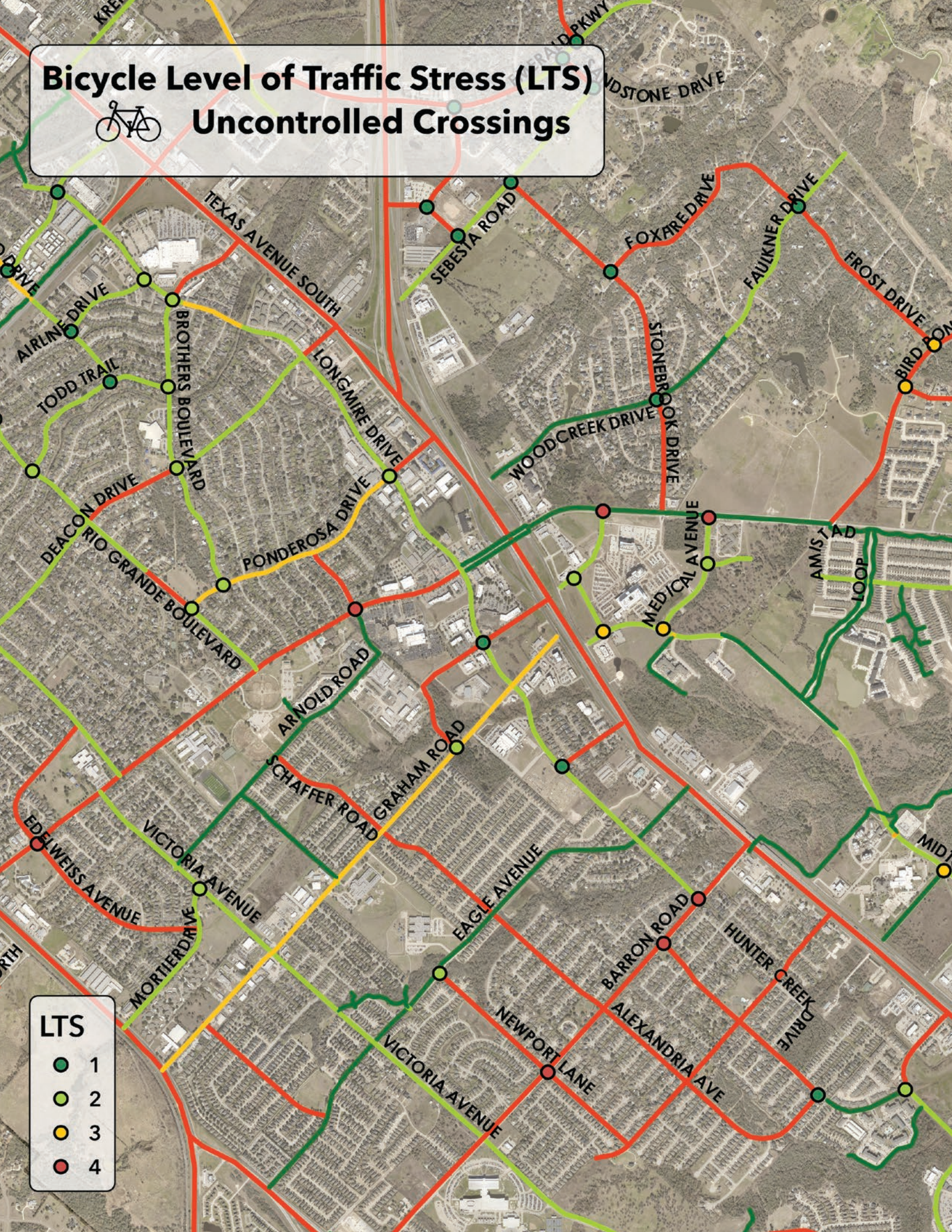

HWY 30
WILLIAM D FITCH PKWY
ONGMIRE DR
M RD
MIDTOWN DR
ROCK PRAIRIE RD
GLE AVE
BARRON RD
STATEHIGHWAY 6 S
VICTORIA AVE
GREENS PRAIRIE RD
ARRINGTON RD
0
0.75
1.5
Miles


Bicycle Level of Traffic Stress (LTS)
Uncontrolled Crossings
LTS
1
2
3
4
SPRING LOOP
UNIVERSITY DRIVE EAST
TARROW STREET
LINCOLN AVENUE
FRANCIS DRIVE
COONER STREET
NIMITZ STREET
MUNSON AVENUE
HENSEL DRIVE
UNIVERSITY DRIVE
TEXAS AVENUE
WALTON DRIVE
PURYEAR DRIVE
GILCHRIST AVENUE
FOSTER AVENUE
NAGLE STREET
NEW MAIN DRIVE
HARVEY ROAD
BIZZELL STREET
GEORGE BUSH DRIVE
LEWIS STREET
COKE STREET
HOUSTON STREET
PARK PLACE
ANDERSON STREET
DEXTER DRIVE
HEREFORD STREET
HOLLEMAN DRIVE
GLADE STREET
HAINES DRIVE
MONTCLAIR AVE


UNIVERSITY DRIVE EAST
CRESCENT POINTE PARKWAY
HARVEY ROAD
APPOMATTOX DR
EARL RUDDER FREEWAY SOUTH
RAINTREE DRIVE
COLGATE DRIVE
SOUTHWEST PARKWAY EAST
DARTMOUTH STREET
CENTRAL PARK LANE
NORTH FOREST PKWY
KRENEK TAP ROAD
EMERALD PKWY
0 0.25 0.5 Miles


Bicycle Level of Traffic Stress (LTS)
Uncontrolled Crossings
LTS
1
2
3
4
HOLLEMAN DRIVE
HAINES DRIVE
GLADE STREET
WELSH AVENUE
NUECES DRIVE
WELLBORN ROAD
SOUTHWEST PARKWAY
LUTHER STREET WEST
HOLLEMAN DRIVE WEST
JONES-BUTLER ROAD
BALCONES
NAVARRO DRIVE
3RD ST
MAIN ST
B ST
CAIN ROAD
DEACON DRIVE WEST
GENERAL PARKWAY
HOLLEMAN DRIVE SOUTH
FEATHER RUN
GREAT OAKS DRIVE
ROCK PRAIRIE ROAD WEST


EMERALD PKWY
SANDSTONE DRIVE
TEXAS AVENUE SOUTH
SEBESTA ROAD
FOXFIRE DRIVE
FAULKNER DRIVE
AIRLINE DRIVE
BROTHERS BOULEVARD
LONGMIRE DRIVE
TODD TRAIL
STONEBROOK DRIVE
WOODCREEK DRIVE
DEACON DRIVE
PONDEROSA DRIVE
RIO GRANDE BOULEVARD
MEDICAL AVENUE
AMISTAD LOOP
ARNOLD ROAD
GRAHAM ROAD
SCHAFFER ROAD
VICTORIA AVENUE
EDELWEISS AVENUE
MORTIER DRIVE
EAGLE AVENUE
BARRON ROAD
HUNTER CREEK DRIVE
NEWPORT LANE
ALEXANDRIA AVE
0
0.25
0.5
Miles


Bicycle Level of Traffic Stress (LTS)
Uncontrolled Crossings
LTS
1
2
3
4
TEXAS AVENUE SOUTH
SEBESTA ROAD
FOXFIRE DRIVE
FAULKNER DRIVE
FROST DRIVE
AIRLINE DRIVE
BROTHERS BOULEVARD
LONGMIRE DRIVE
TODD TRAIL
STONEBROOK DRIVE
WOODCREEK DRIVE
DEACON DRIVE
PONDEROSA DRIVE
RIO GRANDE BOULEVARD
MEDICAL AVENUE
AMISTAD LOOP
ARNOLD ROAD
GRAHAM ROAD
SCHAFFER ROAD
EDELWEISS AVENUE
VICTORIA AVENUE
MORTIER DRIVE
EAGLE AVENUE
BARRON ROAD
HUNTER CREEK DRIVE
NEWPORT LANE
ALEXANDRIA AVE
VICTORIA AVENUE


WILLIAM D FITCH PARKWAY
BRADLEY ROAD
OLDEN LANE
ROCK PRAIRIE ROAD
JOHNSON CREEK
PEBBLE BEND DR
AUGUSTA CIRCLE
ROYAL ADELADE DRIVE
SPEARMAN DRIVE
QUALITY CIRCLE
STATE HIGHWAY 6 S
0 0.25 0.5 Miles

KEY TAKEAWAYS

Bicycle Segments

The largest factor impacting the LTS of the bike network is roadway speed. Streets with speed limits that were 35 miles per hour or less tend to have LTS scores of 1 or 2. Conversely, most streets with speed limits above 35 miles per hour had LTS scores of 3 and 4. In most cases these streets are identified as a major arterial or minor arterial on the City's thoroughfare network that are specifically designed to circulate higher volumes of vehicles. Shared-use paths are separated from the vehicular traffic and were given a LTS 1, making this type of facility desirable in higher speed and volume contexts.

Another factor impacting the LTS score of the bike network is width. **Bike lanes narrower than 6 feet wide typically had higher LTS scores compared to bike lanes wider than 6 feet or those with a vertical barrier for protection**. Many of the narrower bike lanes were installed longer ago and built to an older standard. The City's UDO standards currently require bike lanes to be 6 feet or 7 feet wide matching the Bicycle LTS methodology for a better LTS score. As new facilities are constructed and older facilities are updated to meet current standards, the bike network's overall LTS score will improve.

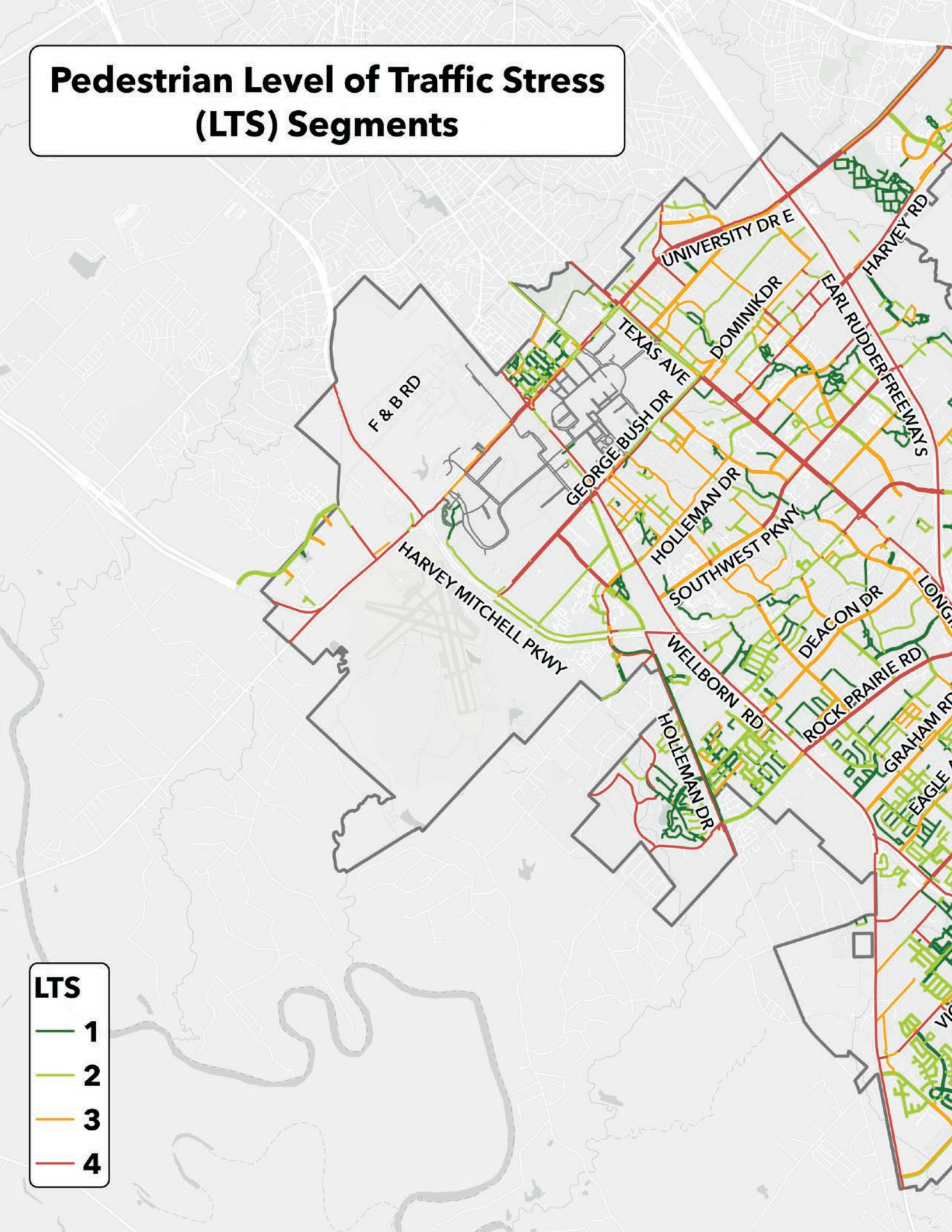
Bicycle Crossings

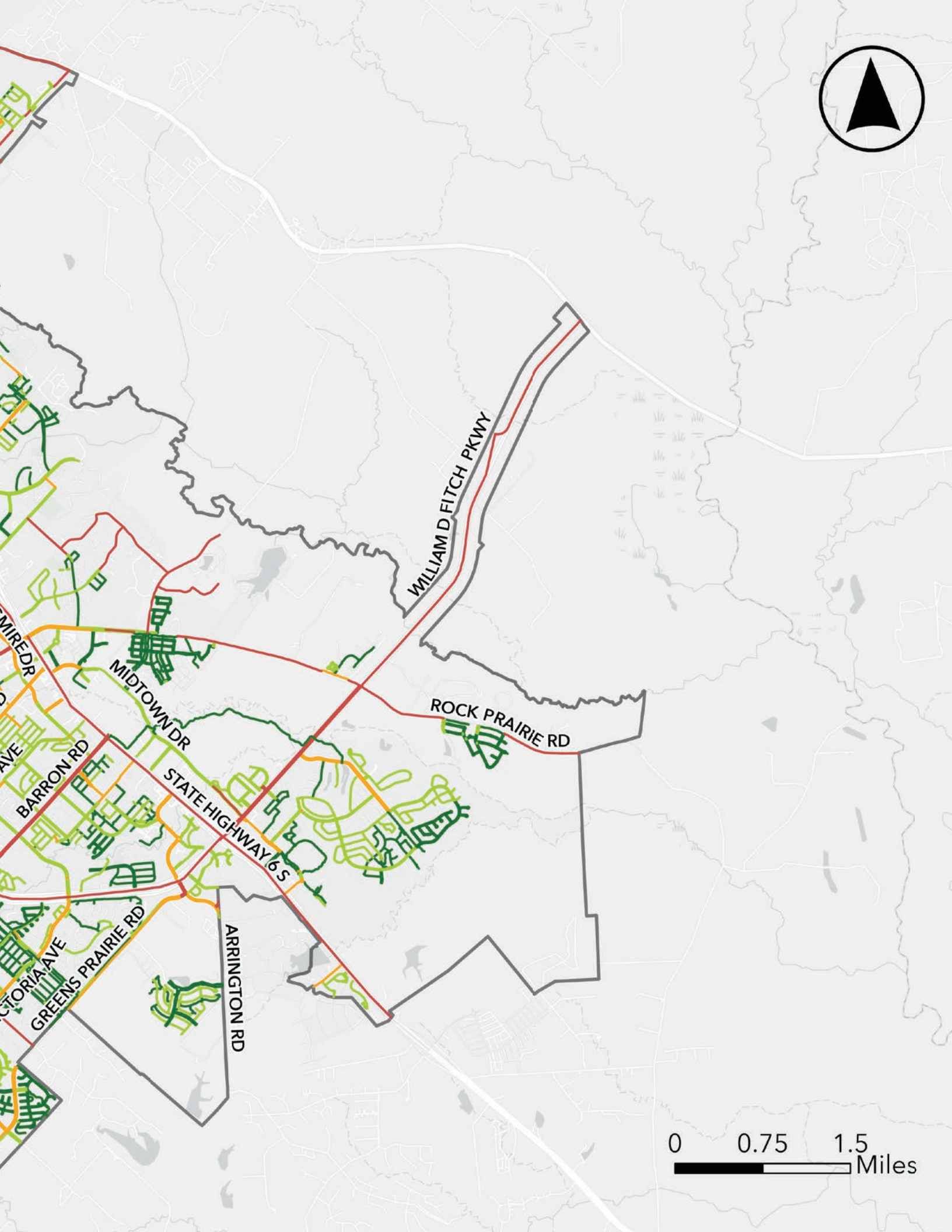
The main factor impacting the LTS of bicycle crossings is the number of lanes. For crossings with 3 lanes of fewer, it is impossible to have a LTS of 4, while crossings with 4 or more lanes can rarely receive an LTS score of 1. It is important to note that the criteria used for bicycle crossing LTS is older than LTS analyses for other types of facilities.

PEDESTRIAN LEVEL OF TRAFFIC STRESS

Pedestrian LTS maps illustrate all dedicated pedestrian facilities and thoroughfares within city limits. Pedestrian facilities include both sidewalks and shared-use paths. Similar to how the Bicycle LTS assessed thoroughfares as if they were bike routes, thoroughfares without any dedicated pedestrian facilities were assessed as if individuals were walking on the roadway shoulder or in the street. As was seen in the Bicycle LTS, the Pedestrian LTS of thoroughfares without facilities tends to be much higher.

Pedestrian Level of Traffic Stress (LTS) Segments



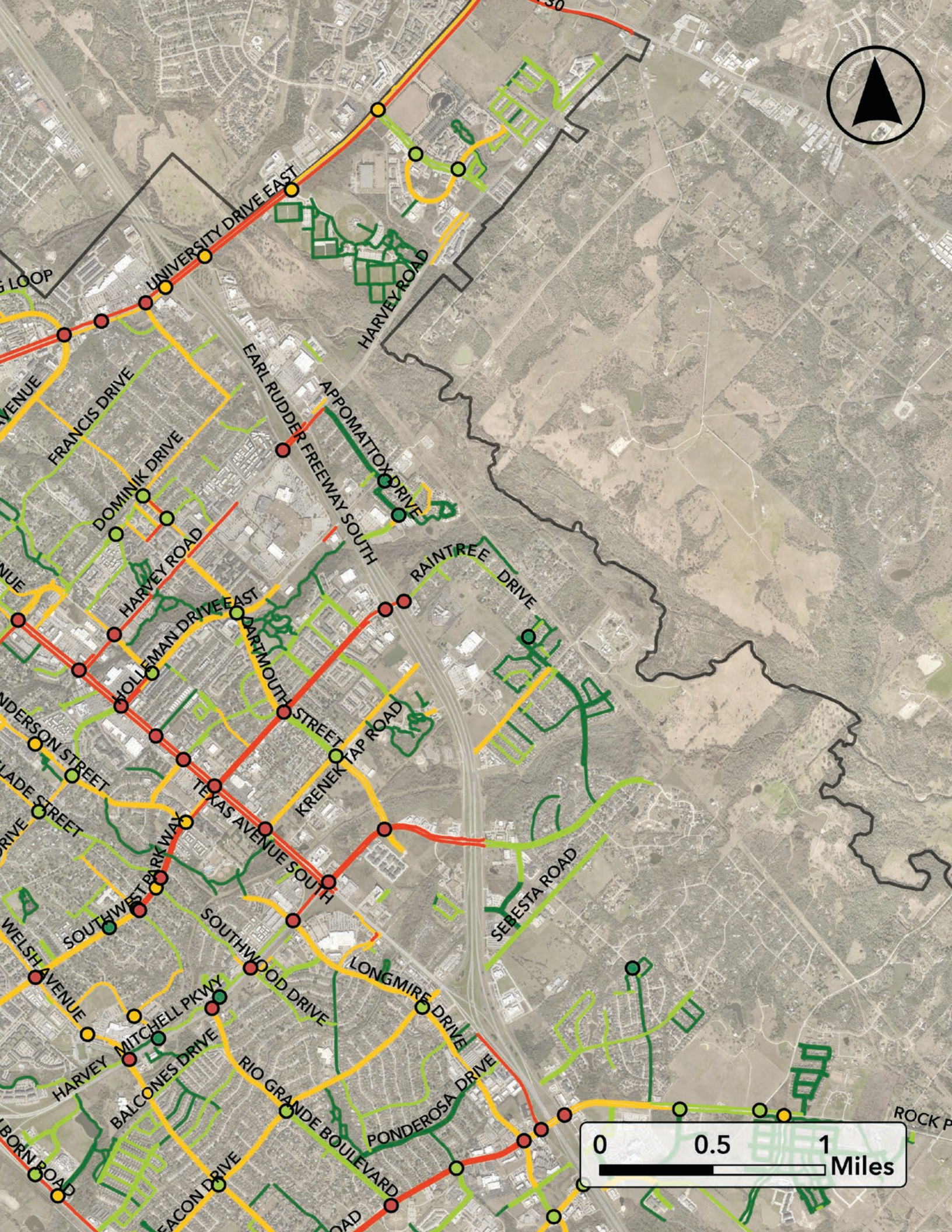

WILLIAM D FITCH PKWY
MIDTOWN DR
ROCK PRAIRIE RD
BARRON RD
STATE HIGHWAY 6 S
GREENS PRAIRIE RD
ARRINGTON RD
0
0.75
1.5
Miles

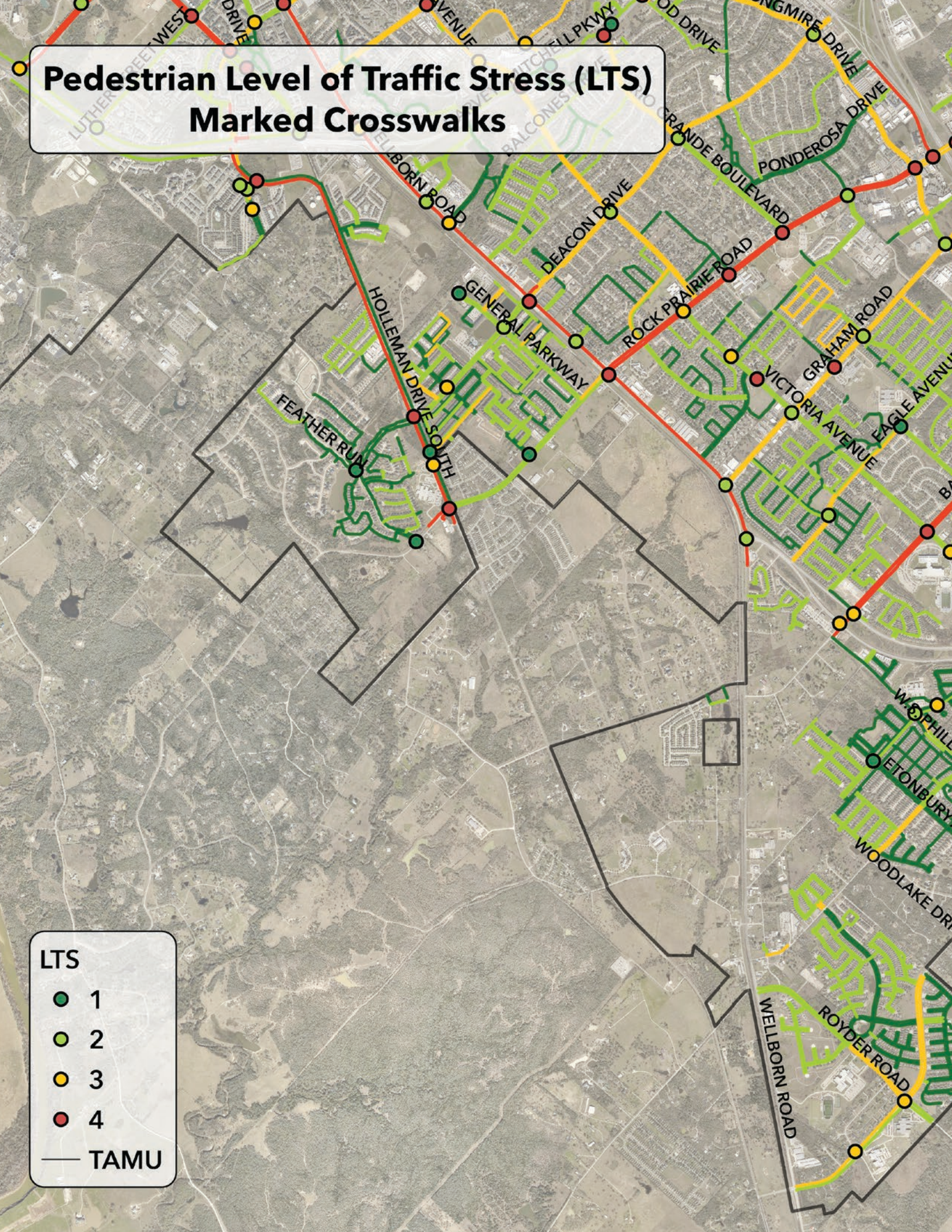
Pedestrian Level of Traffic Stress (LTS) Marked Crosswalks

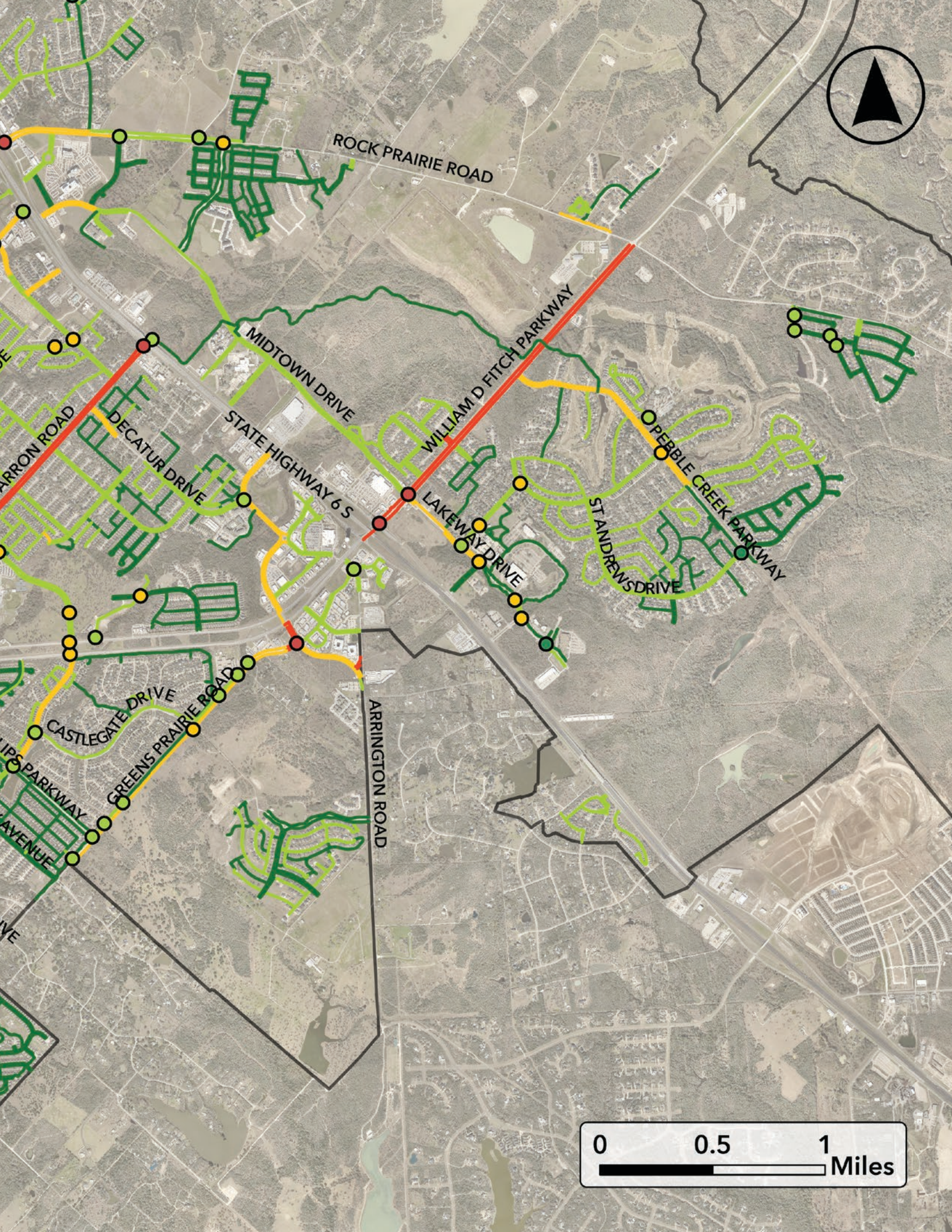
Northgate Area

SPRING
TARRON STREET
LINCOLN A
FOSTER AVE
TEXAS AVENUE
F & B ROAD
WELLBORN ROAD
GEORGE BUSH DRIVE
TURKEY CREEK ROAD
RAYMOND STOTZER PARKWAY
MARION PUGH DRIVE
HOLLEMAN D
LUTHER STREET WEST

LTS
- 1
- 2
- 3
- 4
- TAMU


UNIVERSITY DRIVE EAST
HARVEY ROAD
EARL RUDDER FREEWAY SOUTH
APPOMATTOX DRIVE
FRANCIS DRIVE
DOMINIK DRIVE
HARVEY ROAD
RAINTREE DRIVE
HOLLEMAN DRIVE EAST
DARTMOUTH STREET
KRENEK TAP ROAD
TEXAS AVENUE SOUTH
SOUTHWEST PARKWAY
SOUTHWOOD DRIVE
LONGMIRE DRIVE
SEBESTA ROAD
WELSH AVENUE
MITCHELL PKWY
HARVEY
BALCONES DRIVE
RIO GRANDE BOULEVARD
PONDEROSA DRIVE
0
0.5
1
Miles


Pedestrian Level of Traffic Stress (LTS)
Marked Crosswalks
HOLLEMAN DRIVE SOUTH
GENERAL PARKWAY
DEACON DRIVE
ROCK PRAIRIE ROAD
GRANDE BOULEVARD
PONDEROSA DRIVE
GRAHAM ROAD
VICTORIA AVENUE
FEATHER RUN
WELLBORN ROAD
ROYDER ROAD
WOODLAKE DR
ETONBURY
LTS
1
2
3
4
TAMU


ROCK PRAIRIE ROAD
MIDTOWN DRIVE
WILLIAM D FITCH PARKWAY
DECATUR DRIVE
STATE HIGHWAY 6 S
PEBBLE CREEK PARKWAY
LAKEWAY DRIVE
ST ANDREWS DRIVE
CASTLEGATE DRIVE
GREENS PRAIRIE ROAD
ARRINGTON ROAD
0
0.5
1
Miles

KEY TAKEAWAYS

Pedestrian Segments

Similar to Bicycle LTS, the speed of the roadway is a major factor impacting the LTS score of pedestrian facilities. It was extremely difficult for a roadway with a speed of 35 miles per hour or more to receive a LTS score of 1 or 2. This meant that many of the thoroughfare street have LTS scores of 3 or 4. The presence of a buffer is a significant factor in scoring including a buffer as small as 1-foot could change the LTS rating of a facility. The City's current standards for sidewalk widths help ensure future developments will continue to foster a low stress pedestrian network.

Pedestrian Crossings

Due to the large number of unsignalized pedestrian crossings, the LTS analysis for pedestrian crossings only assesses controlled crossings with marked crosswalks. These are crossings that feature some sort of traffic control such as stop signs and traffic signals. **The LTS ratings for pedestrian crossings were most influenced by the number of lanes an individual needed to cross**. According to the original criteria, crossings that required pedestrians to walk across 5 or more lanes of traffic could not receive a LTS score lower than 3. Given the rigidness of this, the criteria were modified to adapt to local context by having locations with leading pedestrian intervals or pedestrian only phases were added to the LTS criteria as another traffic signal type that resulted in a lower LTS. Both facilities provide pedestrians with a dedicated period of time to cross streets while all cars are stopped. Separating these types of intersection crossings from ones that lack a dedicated pedestrian phase acknowledges the reduced levels of stress an individual might experience while crossing when all vehicles are stopped. Additional options for improving LTS at crossings is discussed in **Chapter 4 System Development**.

GOING FORWARD

Use Cases and Applications

Similar to other forms of network analyses, an LTS analysis can be used to identify gaps within an existing network, especially when this data is considered alongside other datasets. Pairing LTS analysis with other factors such as local land use, congestion rates, and traffic safety data can create a complete understanding of local conditions. Taking this holistic approach to network analysis ensures that any proposed improvements can be properly prioritized to have the greatest impact on the overall quality of the active transportation network.

This analysis should not be viewed as a one-time assessment, but rather as a new performance measure useful for monitoring ongoing network conditions. Future iterations of this analysis might want to consider future refinements to LTS methodology that take into consideration other measurable factors.

Table 3.4 LTS Mileage and Percentage of Network

LTS MILEAGE AND PERCENTAGE OF NETWORK				
LTS LEVELS	**PEDESTRIAN PLAN MILEAGE**	**PEDESTRIAN PLAN %**	**BICYCLE PLAN MILEAGE**	**BICYCLE PLAN %**
LTS 1				
LTS 2				
LTS 3				
LTS 4				

Source: City of College Station

Limitations

A drawback to LTS analysis as a method for assessing the existing transportation network is the subjective nature of environmental stress that it seeks to categorize. **Each individual has their own personal thresholds for stress, which can be influenced by factors like personal experience, able-bodied status, and familiarity with the local area**. Since this analysis generalizes the experience of the average user, it might not accurately reflect the perception of overly cautious or highly experienced network users.

Another limitation arising from this analysis is the age of the methodology. The methodology used for Bicycle LTS was developed in 2012 and only considers the speed and number of lanes when determining the stress level of a given roadway. More recent iterations of Pedestrian LTS take into account factors like traffic volume to create a more accurate understanding of the stress experienced.

GAPS, CONNECTIVITY, AND SAFETY

In many instances, College Station's existing active transportation network is the result of redevelopment and retrofitting that has occurred over time. Roadway design standards at the time of initial development did not include the same requirements for bike and pedestrian facilities that exist today. As a result, the roadways developed under prior standards were not designed to have designated areas (i.e. bike lanes and sidewalks) for the various modes of transportation and typically have narrower rights-of-way or were constructed to lesser standards than exist today.

A context-sensitive approach can help effectively facilitate the movement of all transportation modes within the constrained spaces that exist. This process involves the creation of different types of travel corridors meant to prioritize different modes of transportation. Roadways with higher speeds and volumes of traffic, such as freeways and major arterials, are typically designed to prioritize the movement of vehicles. These major roadways typically have more travel lanes, greater lane widths, longer block lengths, and higher speed limits, which create more stressful travel conditions for bicyclists and pedestrians.

Roadways with lower speeds and traffic volumes, such as neighborhood streets and collectors, are typically less stressful environments for bicyclists and pedestrians. These roadways can be prioritized mode corridors for active transportation. The design concept of prioritized mode corridors is further described in **Chapter 4 System Development**.

NACTO's Urban Bikeway Design Guide outlines the components of a well-connected network as consisting of both neighborhood routes and principal routes. Through the process of creating this new master plan, a strong need was identified for the City of College Station to develop a system of such connectivity. Residents desired direct, principal routes to help get them from point A to point B, but also a greater density of neighborhood routes that are safe and comfortable for the diversity of ages and abilities that live within those neighborhoods.

In reviewing the crash data provided earlier in this chapter, it was observed that the majority of crashes occur within close proximity to the Texas A&M University campus. The concentration of crashes in this area is in part due to the high number of active transportation users in the city core, thus creating more risk for incidents to occur. The older, more constrained infrastructure in this area also accounts for some of the incidents and should be improved to meet increased active transportation demand. In **Chapter 6, prioritization of projects** is weighed with proximity to campus being a key factor in helping create a low-stress active transportation network in the city core.

THE LEAGUE OF AMERICAN BICYCLISTS' BIKE FRIENDLY COMMUNITY REPORT CARD

College Station is recognized as a Bronze-level Bicycle Friendly Community (BFC) by The League of American Bicyclists. The designation is valid for four years. and the Bronze-level was renewed in 2024 with a report card that outlined the city's scoring for each application category, survey data received, and recommendations on how to maintain and improve the designation in the future. The individual category scores received by College Station can be seen in **Table 3.5** along with a comparison of the average scores of other Texas cities and the maximum score that was awarded nation-wide amongst jurisdictions of all sizes in the 2024 application cycle.

Table 3.5 Bicycle Friendly Community Application Category Scores

BFC CATEGORY SCORES IN 2024 REPORT CARDS			
THE 5 E'S	**COLLEGE STATION**	**AVERAGE SCORES OF TEXAS CITIES**	**MAX SCORE FROM ALL APPLICANTS**
Engineering	27.7%	35.7%	79.3%
Education	43.4%	37.7%	83.3%
Encouragement	27.9%	43.4%	90.9%
Evaluation & Planning	29.7%	36.7%	75.7%
Equity & Accessibility	10.5%	22.2%	75.5%

Source: The League of American Bicyclists

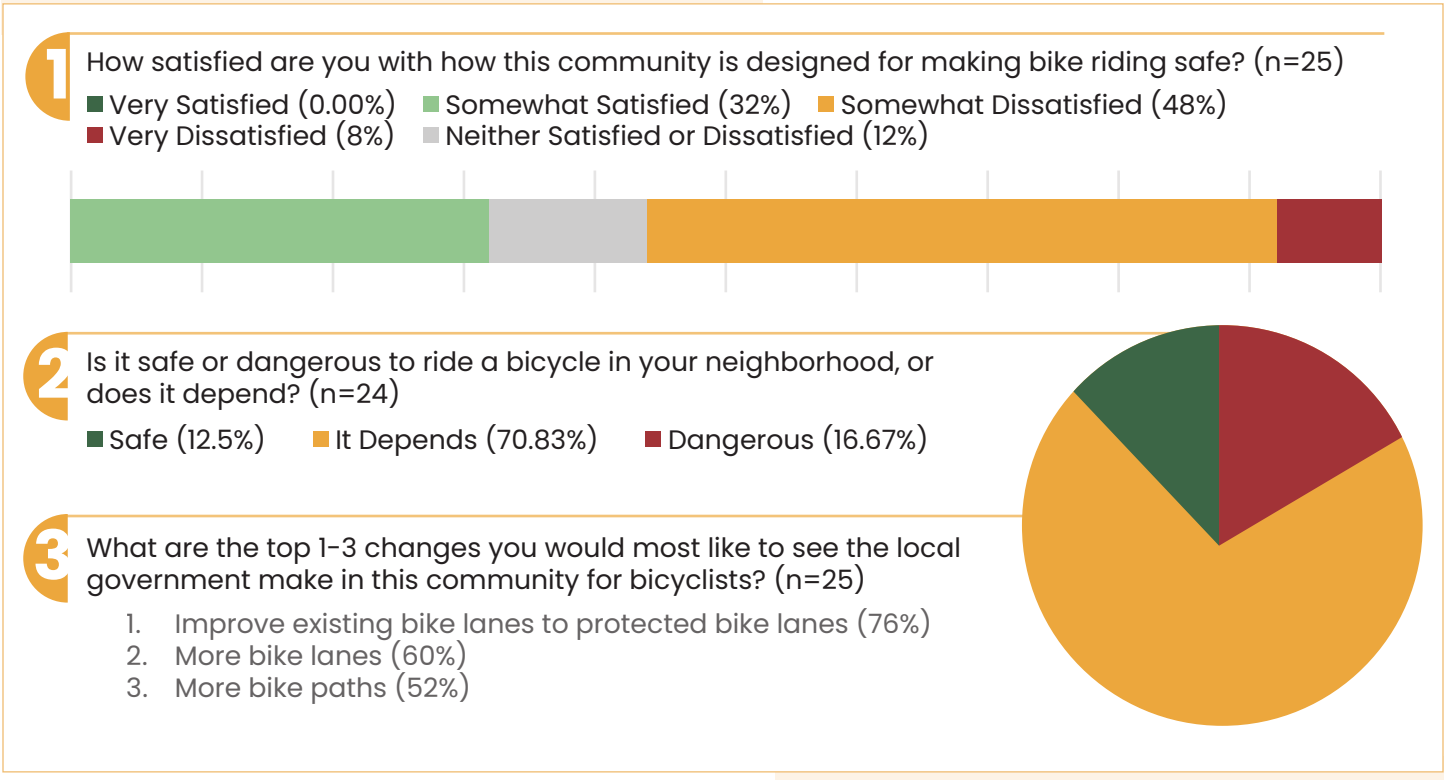
According to the **BFC Report Card**, College Station scored best in the Education category with 43.4% of all possible points. The lowest score the city received was in the Equity & Accessibility category, which received 10.5% of all possible points.

The survey questions asked by The League of American Bicyclists focused mainly on safety and what College Station can do to improve conditions for bicyclists. The results of the **Bicycle Friendly Community Public Survey** can be seen in **Figure 3.3**.

Feedback received from The League of American Bicyclists helps identify potential deficiencies and opportunities to further establish a bicycle friendly community. These recommendations can be considered as additions or refinements to the existing and proposed City policies, design practices, network development, and programs to be implemented and are potential paths to achieve a higher level of recognition above the Bronze-level status. A summary of the report card feedback is as follows:

- Continue to expand and improve the College Station's low-stress on-road bike network and ensure the city follows bicycle facility selection criteria that include separation and protection of userbase on levels of motor vehicle speed and volume
- Update design manuals to meet current FHWA, AASHTO, and/or NACTO standards
- Increase the amount of high-quality bicycle parking throughout the community
- Improve bicycle safety education for students of all ages as well as work with local stakeholders to expand and improve local Safe Routes to School programs
- Increase the number of local League Cycling Instructors (LCIs) within the community, either by hosting another LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing seminar elsewhere
- Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities
- Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program
- Conduct a connectivity analysis and network quality evaluation of the existing bicycle network
- Create a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in College Station
- Consider what other local community groups exist in College Station who may be good potential partners for reaching new audiences
- Work with local elected officials to pass an Active People, Healthy Nation[sm]

Figure 3.5 BFC Survey Results



Source: The League of American Bicyclists


STARBUCKS

4 SYSTEM DEVELOPMENT

As College Station continues to grow, a robust multimodal transportation system will be necessary to facilitate daily travel, improve traffic congestion, and reduce automobile dependency. A well-integrated active transportation network is a crucial component of the broader multimodal system. This chapter discusses best practices, guidelines and standards provided by state and national transportation organizations, effective design components for a successful active transportation network, recommendations on how to lower the high LTS network, proposed map changes, and recommendations for crossing improvements.

SYSTEM DESIGN

Facility design influences the Level of Traffic Stress experienced by users of the active transportation network. As a result, it is important that facilities within College Station's active transportation network adhere to best practices and standards for facility design. **Figure 4.1** identifies the standards and guidelines that apply to facility design.

Figure 4.1 Local, State, and National Design Standards and Guidelines

- City of College Station Unified Development Ordinance
- City of College Station Site Design Standards
- Bryan/College Station Unified Design Guidelines
- Americans with Disabilities Act (ADA)
- Public Right-of-Way Accessibility Guidelines (PROWAG)
- NACTO Urban Street Design Guide
- NACTO Urban Bike Design Guide
- AASHTO Guide for Planning, Design, and Operation of Pedestrian Facilities
- AASHTO Guide for the Development of Bicycle Facilities
- Texas Manual on Uniform Traffic Control Devices (TMUTCD); and
- Texas Department of Transportation Traffic Standards and Roadway Design Manual

The following subsections highlight key design considerations that further refine how the design standards and guidelines are applied in practice. The implementation approach and prioritization of facilities will be addressed in **Chapter 6**. Each topic reflects important factors that influence user comfort, safety, and overall system usability while supporting context-sensitive solutions tailored to the City of College Station:

1. Design Speed and Separation
2. Context Sensitive Design and Prioritized Corridors
3. Micromobility Design
4. Crossings
5. Facility Transitions and Connectivity
6. Shade and Comfort

Together, these elements provide additional guidance to ensure the network effectively serves active transportation users.

DESIGN SPEED AND SEPARATION

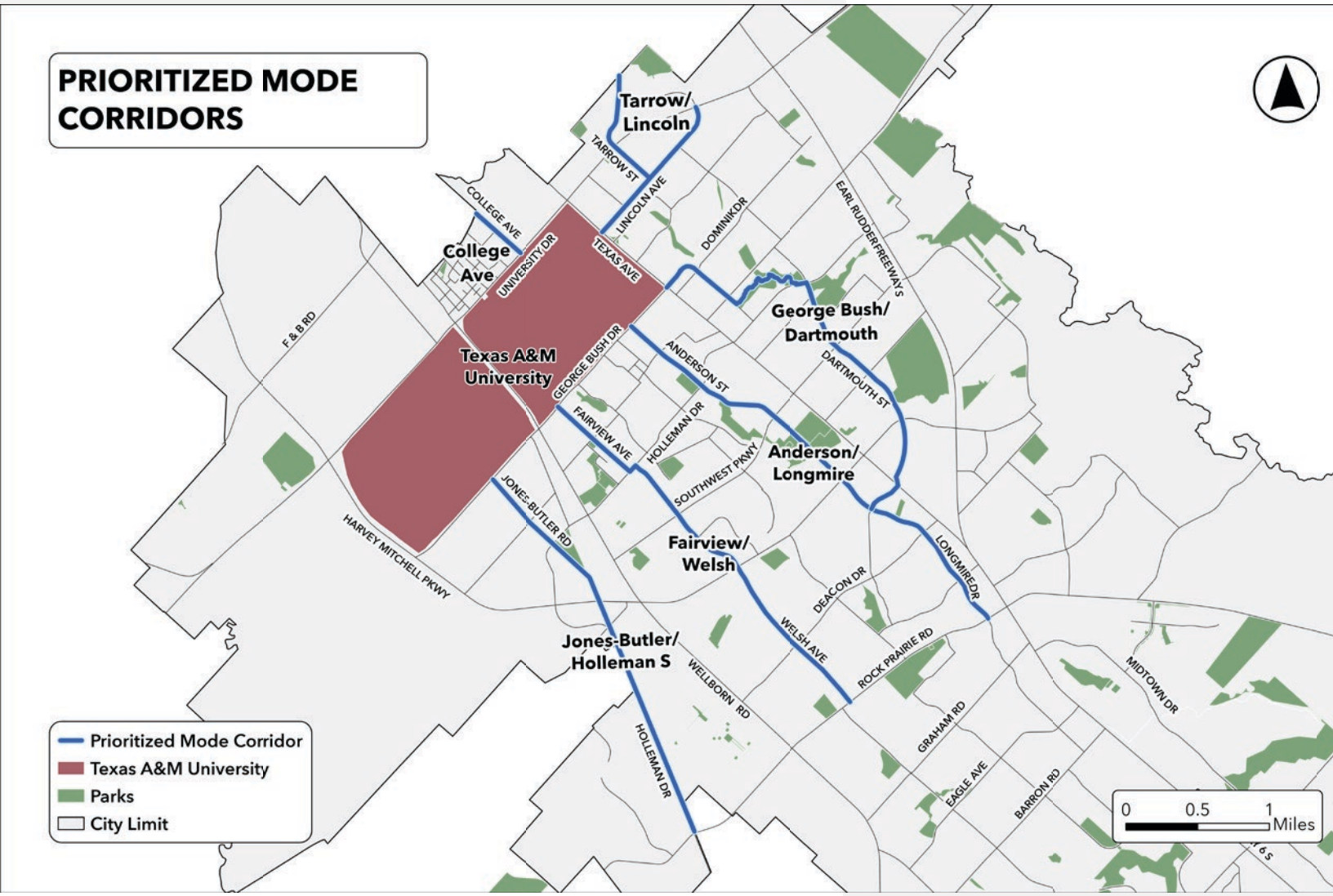
Design speed and separation are key factors in creating a safe and comfortable active transportation network, as they directly influence LTS levels. As vehicle speeds and traffic volumes increase, a greater degree of separation between active transportation users and motor vehicles is needed to maintain comfort and safety. On lower-speed, lower-volume streets, shared or minimally separated facilities may be appropriate, while higher-speed corridors require more separation to reduce exposure.

Separation can be achieved through horizontal elements such as buffers, landscaped strips, and on-street parking, as well as vertical elements like curbs, vertical delineators, or barriers. Applying context-sensitive design principles, higher levels of separation should be prioritized on arterial and collector roadways, while more flexible designs may be used on local streets. Example thoroughfare cross sections illustrating varying levels of separation and configurations for bicycle and pedestrian facilities are provided in the **Appendices**. Generally, the higher the classification of thoroughfare, the separation should be larger or to a greater extent. Aligning design speed and separation with roadway context helps reduce traffic stress, improve safety, and support a more accessible and connected network.

CONTEXT SENSITIVE DESIGN AND PRIORITIZED ACTIVE TRANSPORTATION CORRIDORS

The "**Integrated Mobility**" chapter of the College Station **Comprehensive Plan** has adopted the use of context-sensitive solutions to meet the city's transportation needs and support its land use and character objectives, consistent with **Master Plan Policy 2**. The context-sensitive approach seeks to balance the needs of different transportation modes within constrained environments by establishing corridors that prioritize different modes of transportation without hindering the overall efficiency of the transportation network. Utilizing this approach, this Master Plan designates a series of corridors that prioritize active transportation (see **map 4.1**). These prioritized active transportation corridors emphasize non-vehicular modes of travel by optimizing limited right-of-way to establish enhanced active transportation facilities while accommodating but not prioritizing automobile traffic. These corridors tend to be located on smaller thoroughfares such as collectors where vehicular traffic demand is lower and greater utilization for active transportation users can be achieved. Tailoring corridors to different transportation modes helps maximize the transportation network in constrained environments and achieve greater safety and priority for vulnerable roadway users while maintaining the functionality of the transportation network.

Map 4.1 Prioritized Active Transportation Corridors



Source: City of College Station

MICROMOBILITY FACILITIES

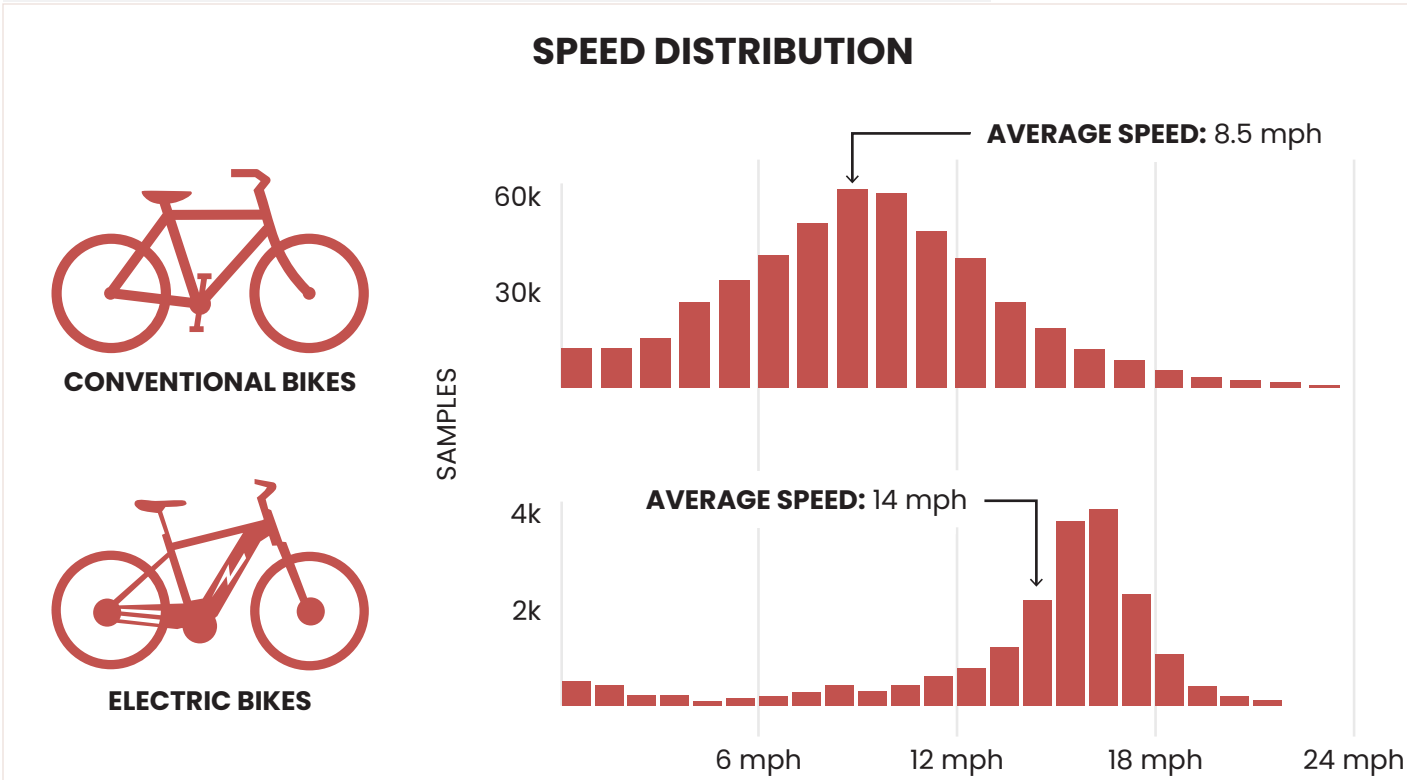
The **Texas Transportation Code**, provides rules and regulations for all forms of transportation within the state and **prevents local governments from excluding micromobility devices from any roadway or trail that allows traditional bicycles**. For this reason, it is important for the city to have infrastructure in place that can safely accommodate micromobility devices alongside traditional bicycles. National guidance for construction of bike lanes state that both traditional bikes and micromobility devices require lanes at least six feet wide, but seven to eight feet is preferred to further allow a mix of device types to pass another due to differences in operating speed. Current City standards have bike lane widths that meet best practice minimum though not the preferred larger widths. There are existing bike lanes in areas that fall below the desired minimums that should be further evaluated for additional width to ensure that the city's bike facilities can safely accommodate all device types (**Action Item 4.1**).

Figure 4.2 Micromobility Device in Use

Source: City of College Station

Bicycles and micromobility devices have similar ranges of operating speeds, but many micromobility device types have average speeds and acceleration rates that are significantly higher than that of traditional bikes, as shown in **Figure 4.3**. **Bike lanes are generally designed for devices traveling upwards of 15 mph, meaning they should be able to accommodate the average speed of most micromobility devices and traditional bicycles, though the higher end speeds of some micromobility devices and traditional bicycles may exceed that**. A closer look is also needed at shared use paths where multiple user types interact in constrained spaces. This Master Plan recognizes the need to evaluate advisory speed limits on select high-use, shared use path corridors (**Action Item 4.2**) to support safer conditions for all users.

Figure 4.3 Conventional and Electric Bike Speed Distribution



Source: City of College Station

ACTION ITEMS

- ▷ **4.1** Analyze where wider bike lanes are needed to better accommodate passing for both bicycles and micromobility devices
- ▷ **4.2** Consider advisory speed limits on select shared use paths to ensure safety for all users

CROSSINGS

Intersections and driveways are among the most critical points in the transportation network, as they are where conflicts between different transportation modes most frequently occur. Designing these areas to prioritize visibility, reduce crossing distances, and manage vehicle speeds helps create a safer and more comfortable environment for active transportation users. Applying context-sensitive solutions helps ensure that treatments are appropriately scaled and effective.

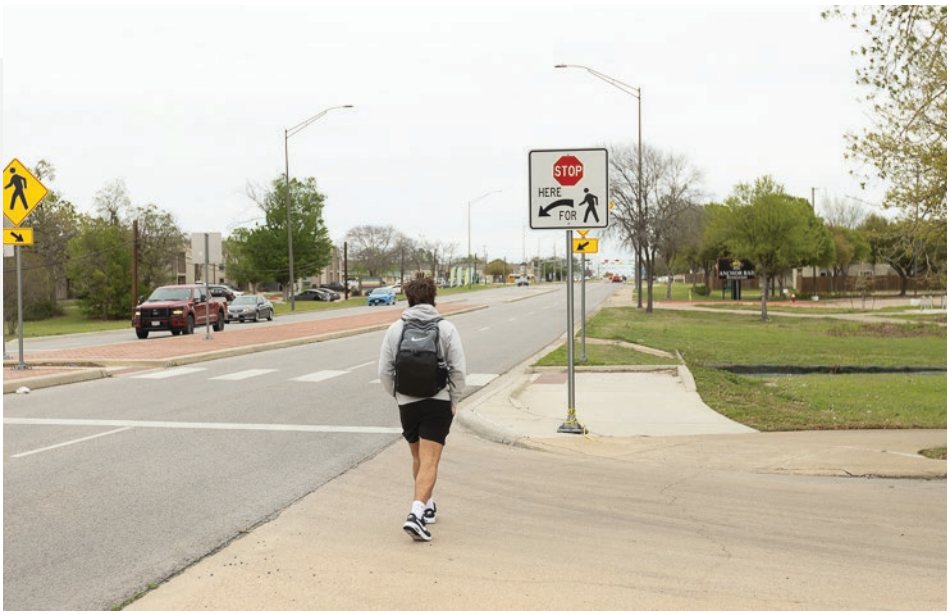
A range of design strategies can be implemented to improve safety and reduce user stress at crossings, including:

Grade Separated Crossings

Provide active transportation users spatial separation from motor vehicles.

Refuge Islands

Allow pedestrians and bicyclists to cross in stages and reduce exposure to traffic.



Curb Extensions (Bulb-Outs)

Shorten crossing distances and improve visibility between users and drivers.

Dutch-Style Protected Intersections

Physically separate active transportation users from motor traffic using corner islands, set-back crossings, and dedicated signals.

Pedestrian-Only Signal Phasing and Restricted Right Turns

Eliminate conflicts with turning vehicles.

Bicycle Signals

Provide dedicated, predictable movements and phasing for bicyclists and micromobility devices.

Leading Pedestrian Intervals (LPIs)

Give pedestrians and cyclists a headstart through intersections before vehicles receive a green signal.

Pedestrian Hybrid Beacons (HAWK signals) and Rectangular Rapid Flashing Beacons (RRFBs)

Enhance driver awareness and improve yielding at mid-block crossings.

High-Visibility Crosswalk Markings and Raised Crosswalks

Clearly define crossing locations and increase driver recognition.

Roadway Narrowing and Traffic Calming Measures

Reduce vehicle speeds, crossing distances, and improve overall safety.

ACTION ITEMS

- ▷ **4.3** Analyze where street intersection improvements are needed to increase safety and connectivity
- ▷ **4.4** Assess where improvements are needed for bicycle and pedestrian facilities crossing private driveways, and consider changes to design standards

FACILITY TRANSITIONS AND CONNECTIVITY

As the city continues to grow and redevelop, it will be important to create smooth, intuitive transitions between different types of active transportation facilities. Transitions such as moving from a shared use path to an on-street bike lane, from marked bike lanes to signed bike routes, or navigating bike lanes through intersections and vehicle turn lanes can introduce confusion and increase user stress if not provided or carefully designed. Applying established design guidance, such as the **NACTO Urban Bikeway Design Guide**, helps ensure these transition zones are clear, consistent, and safe through the use of appropriate pavement markings, signage, and geometric design.

This is especially important for signed bike routes, where unclear or inconsistent signage can unintentionally direct users to less comfortable or higher-stress routes. **Action Item 4.8** calls for evaluating the placement and effectiveness of existing bike route signage to improve clarity, user confidence, and overall network legibility.

Figure 4.14 South of Bachmann Park Facility Transition to Arnold Road

Figure 4.15 Eleanor Street Bus Stop and Sidewalk Connection at Lincoln Recreation Center

Connectivity of these facilities with transit stops serves a role in expanding the range and usefulness of the active transportation network. A robust active transportation network improves access to the public transit system by providing users with high quality connections to and from transit stops and thus is beneficial that both networks are well integrated. One method for increasing network integration is through facility improvements. These improvements should focus on increasing user safety and comfortability, especially for vulnerable populations, and could include:

- Shade canopies and shelters to shield users from various weather conditions
- Adequate lighting at transit stops can improve safety in low light or dark conditions
- ADA accessibility improvements
- Amenities such as seating, bike racks, and trash cans

ACTION ITEMS

- ▷ **4.5** Analyze locations needing more seamless transitions between different active transportation facilities, consider changes to design standards
- ▷ **4.6** Determine locations for enhanced bicycle and pedestrian connectivity to transit stops, develop design standards for facilities at these locations
- ▷ **4.7** Evaluate the location of existing bike route signage

SHADE AND COMFORT

Enhancing user experience through shade, landscaping, and amenities is a key priority identified in both community input and the Master Plan's goals. **Incorporating street trees, planting strips, and other forms of shading along active transportation corridors can significantly improve comfort, particularly in hot climates**, encouraging more frequent use of walking and bicycling facilities. In addition, the use of structural shading elements at intersections, such as canopies or shade structures, can improve the pedestrian experience by reducing exposure during crossings and wait times. As these design strategies are implemented, shade and comfort could also serve as a factor in refining Level of Traffic Stress criteria within the local context.

Figure 4.16 City Hall Structured Shading

ACTION ITEMS

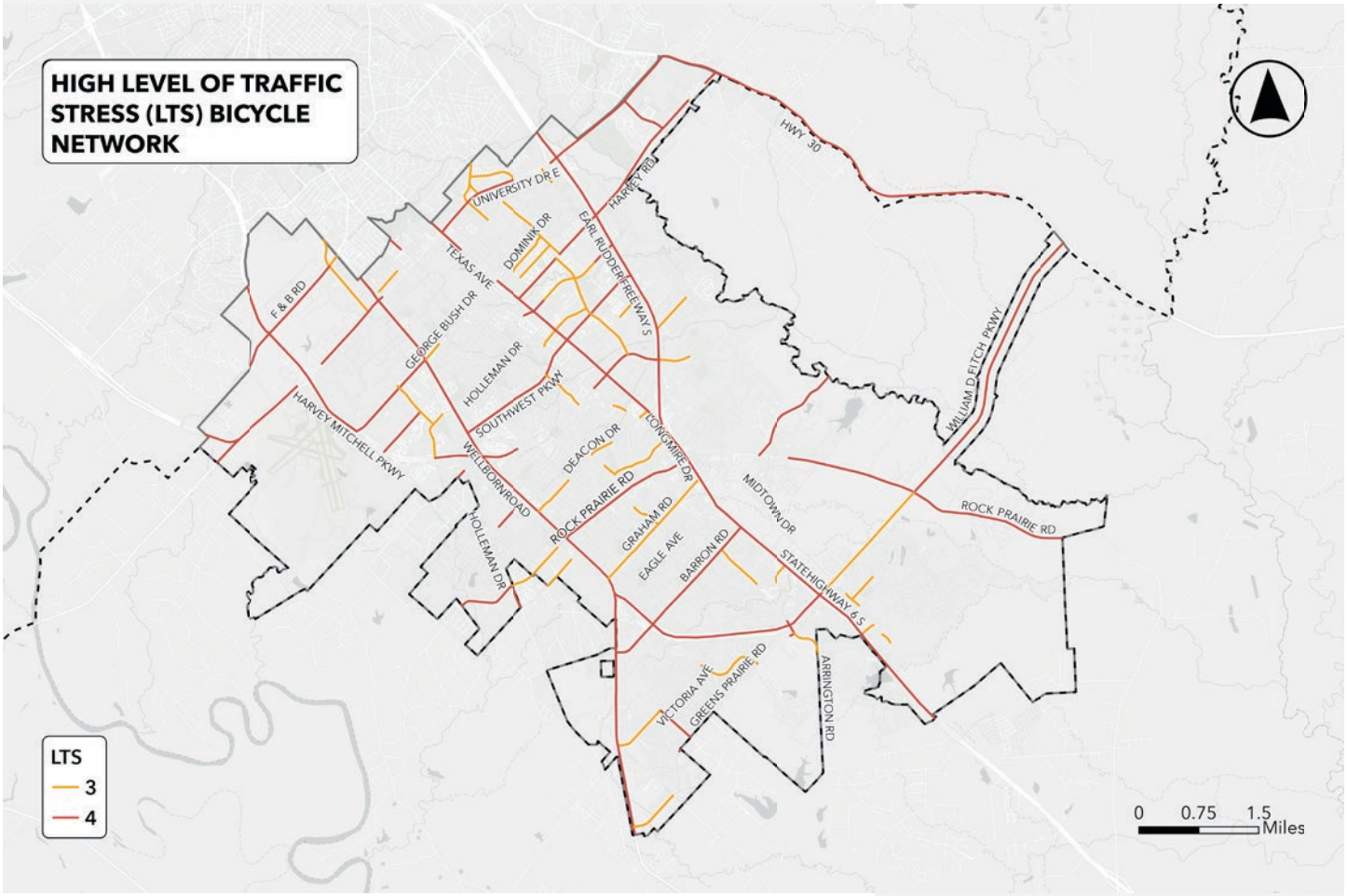
- **4.8** Consider design standard amendments to provide shading along the active transportation network. Develop a methodology for determining shading element locations.

HIGH-STRESS CORRIDOR RECOMMENDATIONS

Following the completion of the city-wide level of traffic stress analysis, high stress facilities were identified for further analysis and consideration. These high-stress corridors are illustrated on **Map 4.1** for bicycles and **Map 4.2** for pedestrians. **Despite some corridors already having facilities, many could be improved to increase comfort for vulnerable users**. The focus during this process was to address as many of the LTS 4 corridors as possible due to the higher barrier they represent for many bicyclists and pedestrians. This focus is reflected in **Table 4.2** and **Table 4.4**, which lists corridors this Plan when implemented would improve.

Not all corridors identified in **Map 4.1** and **Map 4.2** can be addressed through infrastructure improvements due to existing roadway constraints. In some instances, a reduction to the speed limit would be sufficient to improve the LTS score. The identified LTS 3 and 4 corridors that do not have proposed improvements specified in this Plan are listed in **Table 4.3** for bicycles and **Table 4.5** for pedestrians. Further analysis of these corridors should be completed at a future time or when opportunities arise when those corridors are considered for rehabilitation or improvement.

Map 4.2 High Level of Traffic Stress (LTS) Bicycle Network



Source: City of College Station

Table 4.2 Existing High Stress Bicycle Corridors with Proposed Improvements

HIGH STRESS CORRIDORS WITH PROPOSED IMPROVEMENTS		
PROPOSED FACILITY IMPROVEMENT TYPE	**CORRIDOR**	**CURRENT LTS SCORE**
Bike Lane	Bird Pond Rd. (from Rock Prairie Rd. to Gulf States Trail)	4
	Brentwood Dr. (from Dartmouth St. to Anderson St.)	3
	Cain Rd. (from Holleman Dr. S. to General Pkwy.)	4
	Castlegate Dr. (from Victoria Ave. to Greens Prairie Rd.)	3
	Deacon Dr. (from Brothers Blvd. to Rio Grande Blvd.)	3
	Decatur Dr. (from Barron Rd. to Alexandria Ave.)	3
	Dominik Dr. (from Munson Ave. to George Bush Dr. E.)	3
	Holleman Dr. (from George Bush Dr. E. to bike lane west of Texas Ave.)	4
	Holleman Dr. W (from Marion Pugh Dr. to Harvey Mitchell Pkwy.)	3
	Luther St. W. (from Jones Butler Rd. to Harvey Mitchell Pkwy.)	4
	Munson Ave. (from Gilchrist Ave. to Harvey Rd.)	3
	N. Dowling Rd. (from Holleman Dr. S. to Junction Boys Rd.)	4
	North Forest Pkwy. (from State Highway 6 to Gulf States Trail)	3
	Parkview Dr. (from Lakeway Dr. to Spearman Dr.)	3
	Rock Prairie Rd. W. (from Holleman Dr. S. to western city limits)	4
	Rock Prairie Rd. (from Town Lake Dr. to eastern city limits)	4
	Schaffer Rd. (from Arnold Rd. to Graham Rd.)	3
	Spring Lp. (from University Dr. E. to Tarrow St.)	3
	Tarrow St. (from University Dr. E. to Lincoln Ave.)	3
	University Oaks Blvd. (from Munson Ave. to George Bush Dr. E.)	3
	Wellborn Rd. (from Church Ave. to northern city limits)	4

Source: City of College Station

Table 4.2 Existing High Stress Bicycle Corridors with Proposed Improvements (*Continued*)

HIGH STRESS CORRIDORS WITH PROPOSED IMPROVEMENTS		
PROPOSED FACILITY IMPROVEMENT TYPE	**CORRIDOR**	**CURRENT LTS SCORE**
Shared Use Path	College Ave. (from Inlow Blvd. to University Dr.)	4
	Emerald Pkwy. (from State Highway 6 to Corsair Dr.)	3
	F&B Rd. (from Harvey Mitchell Pkwy. to Turkey Creek Rd.)	4
	George Bush Dr. (from Houston St. to Harvey Mitchell Pkwy.)	3/4
	Harvey Mitchell Pkwy. (from State Highway 6 to Longmire Dr.)	4
	Harvey Rd. (from Texas Ave. to Booneville Rd.)	4
	Krenek Tap (from Texas Ave. to State Highway 6)	3
	Rock Prairie Rd. (from Longmire Dr. to Wellborn Rd.)	4
	Southwest Pkwy. (from State Highway 6 to Wellborn Rd.)	4
	Tarrow St., east and west (from city limits to University Dr. E.)	3
	Texas Ave. (from northern city limits to State Highway 6)	4
	Wellborn Rd. (from George Bush Dr. to Graham Rd.)	4
	William D. Fitch Pkwy. (from Rock Prairie Rd. to eastern city limits)	4
	William D. Fitch Pkwy. (from State Highway 6 to Wellborn Rd.)	4
Speed Limit Reduction	Barron Rd. (from William D. Fitch Pkwy. to State Highway 6)	4
	Dartmouth St. (from Harvey Mitchell Pkwy. to Harvey Rd.)	3
	Deacon Dr. (from Wellborn Rd. to Welsh Ave.)	3
	Graham Rd. (from Wellborn Rd. to State Highway 6)	3

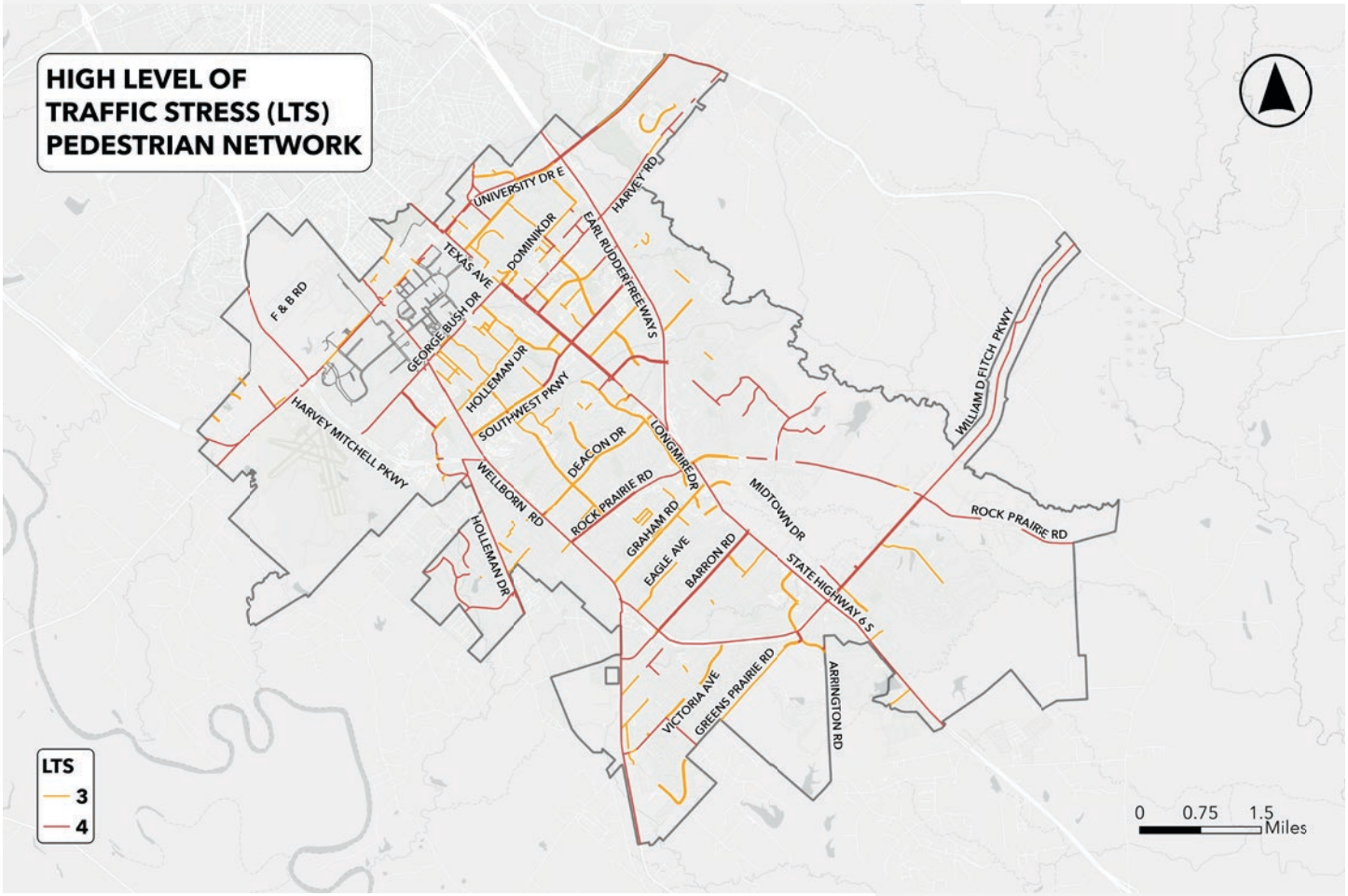
Source: City of College Station

Table 4.3 High Stress Bicycle Corridors without Identified Improvements

HIGH STRESS CORRIDORS WITHOUT PROPOSED IMPROVEMENTS		
EXISTING FACILITY IMPROVEMENT TYPE	**CORRIDOR**	**CURRENT LTS SCORE**
Bike Route	Arrington Rd. (from State Highway 6 to Decatur Dr.)	3
	Church Ave. (from Nagle St. to First St.)	3
	Copperfield Pkwy. (from University Dr. E. to Harvey Rd.)	4
	Munson Ave. (from Lincoln Ave. to Gilchrist Ave.)	3
	Ponderosa Dr. (from Rio Grande Blvd. to State Highway 6)	3
	Southwood Dr. (from Harvey Mitchell Pkwy. to Southwest Pkwy.)	3
Bike Lane	Arrington Rd. (from Greens Prairie Rd. to southern city limits)	3
	Greens Prairie Rd. (from Royder Rd. to Wellborn Rd.)	3
	Holleman Dr. E. (from George Bush Dr. E. to State Highway 6)	3/4
	Jones Butler Rd/Penberthy Blvd (from Holleman Dr. to George Bush Dr.)	3
	University Dr. E. (from State Highway 6 to Boonville Rd.)	4
	William D. Fitch Pkwy. (from State Highway 6 to Rock Prairie Rd.)	3

Source: City of College Station

Map 4.3 High Level of Traffic Stress (LTS) Pedestrian Network



Source: City of College Station

Table 4.4 High Stress Pedestrian Corridors with Proposed Improvements

HIGH STRESS PEDESTRIAN CORRIDORS WITH PROPOSED IMPROVEMENTS		
PROPOSED FACILITY IMPROVEMENT TYPE	**CORRIDOR**	**CURRENT LTS SCORE**
Sidewalk	Birmingham Rd. (from Arnold Rd. to Graham Rd.)	3
	Dexter Dr. S. (from Holleman Dr. to Concho Pl.)	3
	Dominik Dr. (from Texas Ave. to George Bush Dr.)	3
	Fairview Ave. (from Luther St. to Thompson St.)	3
	Feather Run (from Briscoe Manor Ct. to Kerr Valley Ln.)	4

Source: City of College Station

Table 4.4 High Stress Pedestrian Corridors with Proposed Improvements (*Continued*)

HIGH STRESS PEDESTRIAN CORRIDORS WITH PROPOSED IMPROVEMENTS		
PROPOSED FACILITY IMPROVEMENT TYPE	**CORRIDOR**	**CURRENT LTS SCORE**
Sidewalk	Foster Ave. (from Walton Dr. to Lincoln Ave.)	3
	Foxfire Dr. (from Concord Cir. to Sebesta Rd.)	4
	Great Oaks Dr. (from Rock Prairie Rd. W. to Walnut Rd.)	4
	Holleman Dr. W. (from Jones Butler Rd. to Harvey Mitchell Pkwy.)	3/4
	Live Oak St. (from McCullough Rd. to Victoria Ave.)	3
	Longmire Dr. (from Ponderosa Dr. to Sara Dr.)	3
	Manuel Dr. (from Dartmouth St. to Cornell Dr.)	3
	Maryem St. (from Grove St. to Luther St.)	3
	Nimitz St. (from Ash St. to Cooner St.)	3
	Park Pl. (from Maryem St. to Fairview Ave.)	3
	Jones Butler Rd. (from George Bush Dr. W. to Holleman Dr. W.)	4
	Raintree Dr. (from Wilderness Dr. S. to Sumter Dr.)	3
	Rock Prairie Rd. (from Holleman Dr. W. to Feather Run)	4
	Sandstone Dr. (from Sebesta Rd. to Emerald Pkwy.)	3
	Southern Plantation Dr. (from State Highway 6 to Stony Creek Ln.)	3
	Timber St. (from Park Pl. to sidewalk 500 ft. north of Anna St.)	3
	University Oaks Blvd. (from Stallings Dr. to Munson Ave.)	4
	Walnut Rd. (from Great Oaks Dr. to city limits)	4
	Walton Dr. (from Foster Ave. to Francis Dr.)	3
	Welsh Ave. (from Harvey Mitchell Pkwy. to Holleman Dr.)	3
Shared Use Path	Barron Cut-Off Rd. (from W.S. Phillips Pkwy. to Wellborn Rd.)	3/4
	Barron Rd. (from William D. Fitch Pkwy. to Wellborn Rd.)	4

Source: City of College Station

Table 4.4 High Stress Pedestrian Corridors with Proposed Improvements (*Continued*)

HIGH STRESS PEDESTRIAN CORRIDORS WITH PROPOSED IMPROVEMENTS		
PROPOSED FACILITY IMPROVEMENT TYPE	**CORRIDOR**	**CURRENT LTS SCORE**
Shared Use Path	College Ave. (from Inlow Blvd. to University Dr.)	4
	Emerald Pkwy. (from State Highway 6 to Corsair Dr.)	3
	George Bush Dr. W. (from Wellborn Rd. to Harvey Mitchell Pkwy.)	4
	Harvey Mitchell Pkwy. (from State Highway 6 to Longmire Dr.)	4
	Harvey Rd. (from Texas Ave. to Boonville Rd.)	3/4
	Krenek Tap Rd. (from Texas Ave. to State Highway 6)	3
	McCullough Rd. (from Wellborn Rd. to Brewster Dr.)	3
	Rock Prairie Rd. (from Longmire Dr. to Wellborn Rd.)	4
	Schaffer Rd. (from Arnold Rd. to Graham Rd.)	3
	Southwest Pkwy. (from State Highway 6 to Wellborn Rd.)	4
	Tarrow St., east and west (from city limits to University Dr.)	3
	Texas Ave. (from northern city limits to State Highway 6)	4
	University Dr. E. (from Lincoln Ave. to Research Pkwy.)	3/4
	Wellborn Rd. (from George Bush Dr. to Graham Rd.)	4
	William D. Fitch Pkwy. (from State Highway 6 to Wellborn Rd.)	4
Speed Limit Reduction	Barron Rd. (William D. Fitch Pkwy. to State Highway 6)	4
	Dartmouth St. (from Harvey Mitchell Pkwy. to Harvey Rd.	3
	Graham Rd. (from Wellborn Rd. to State Highway 6)	3

Source: City of College Station

Table 4.5 High Stress Pedestrian Corridors without Identified Improvements

HIGH STRESS PEDESTRIAN CORRIDORS WITHOUT PROPOSED IMPROVEMENTS		
EXISTING FACILITY IMPROVEMENT TYPE	**CORRIDOR**	**CURRENT LTS SCORE**
	Anderson St. (from George Bush Dr. to Park Pl.)	3
	Anderson St. (from Holleman Dr. to Bee Creek Park)	3
	Armored Ave. (from General Pkwy. to Old Wellborn Rd.)	3
	Arrington Rd. (from State Highway 6 to Old Arrington Rd.)	3/4
	Athens Dr. (from Dominik Dr. to University Oaks Blvd.)	3
	Atlas Pearl Dr. (from Health Science Center Pkwy. to Cul-de-sac)	3
	Biomedical Wy. (from Health Science Center Pkwy. to Cul-de-sac)	3
	Brentwood Dr. (from Dartmouth St. to Anderson St.)	3
	Cornell Dr. (from Southwest Pkwy. to Brentwood Dr.)	3
	Crescent Pointe Pkwy. (from Copperfield Pkwy. to Crescent Ridge Dr.)	3
	Deacon Dr. (from Wellborn Rd. to Longmire Dr.)	3
	Decatur Dr. (from Barron Rd. to Front Royal Dr.)	3
	Dexter Dr. (from George Bush Dr. to Winding Rd.)	3
	Eagle Ave. (from William D. Fitch Pkwy. to Newport Ln.)	3
	Edelweiss Ave. (from Welsh Ave. to Rock Prairie Rd.)	3
	Feather Run (from Kerr Valley Ln. to city limits)	4
	Foster Ave. (from Walton Dr. to Francis Dr.)	3
	George Bush Dr. (from Texas Ave. to Harvey Mitchell Pkwy.)	4
	George Bush Dr. E. (from Holleman Dr. E. to University Oaks Blvd.)	3/4
	Glade St. (from Anna St. to Holleman Dr.)	3
	Glenhaven Dr. (from University Dr. to Dominik Dr.)	3
	Guadalupe Dr. (from Nueces Dr. to Langford St.)	3

Source: City of College Station

Table 4.5 High Stress Pedestrian Corridors without Identified Improvements (*Continued*)

HIGH STRESS PEDESTRIAN CORRIDORS WITHOUT PROPOSED IMPROVEMENTS		
EXISTING FACILITY IMPROVEMENT TYPE	**CORRIDOR**	**CURRENT LTS SCORE**
	Gunner Trl. (from Three Bears Dr. to Deacon Dr. W.)	3
	Holleman Dr. E. (from Texas Ave. to Post Oak Mall)	3/4
	Langford St. (from Haines Dr. to Southwest Pkwy.)	3
	Longmire Dr. (from Ponderosa Dr. to Rock Prairie Rd.)	3
	Longmire Dr. (from Sara Dr. to Cul-de-sac)	3
	Midtown Dr. (from State Highway 6 to Medical Ave.)	3
	Momma Bear Dr. (from Holleman Dr. S. to Papa Bear Dr.)	4
	Munson Ave. (from Lincoln Ave. to Dominik Dr.)	3
	Newcomb Ln. (from Cain Rd. to Commando Trl.)	3
	North Forest Pkwy. (from State Highway 6 to Appomattox Dr.)	3
	Nueces Dr. (from Welsh Ave. to Harvey Mitchell Pkwy.)	3
	Olympia Wy. (from Dominik Dr. to University Oaks Blvd.)	3
	Pebble Creek Pkwy. (from William D. Fitch Pkwy to Royal Adelade Dr.)	3
	Rio Grande Blvd. (from Harvey Mitchell Pkwy. to Rock Prairie Rd.)	3
	Rock Prairie Rd. (from State Highway 6 to Medical Ave.)	3
	South Traditions (from Health Science Center Pkwy. to Cul-de-sac)	3
	Spring Loop (from University Dr. to Tarrow St.)	3
	Tarrow St. (from University Dr. to Lincoln Dr.)	4
	University Dr. (from College Main to Discovery Dr.)	4
	University Dr. (from FM 158 to State Highway 6)	4
	University Dr. (from State Highway 6 to Spring Lp.)	4
	Victoria Ave. (from Harvey Mitchell Pkwy. to W.S. Phillips Pkwy.)	3

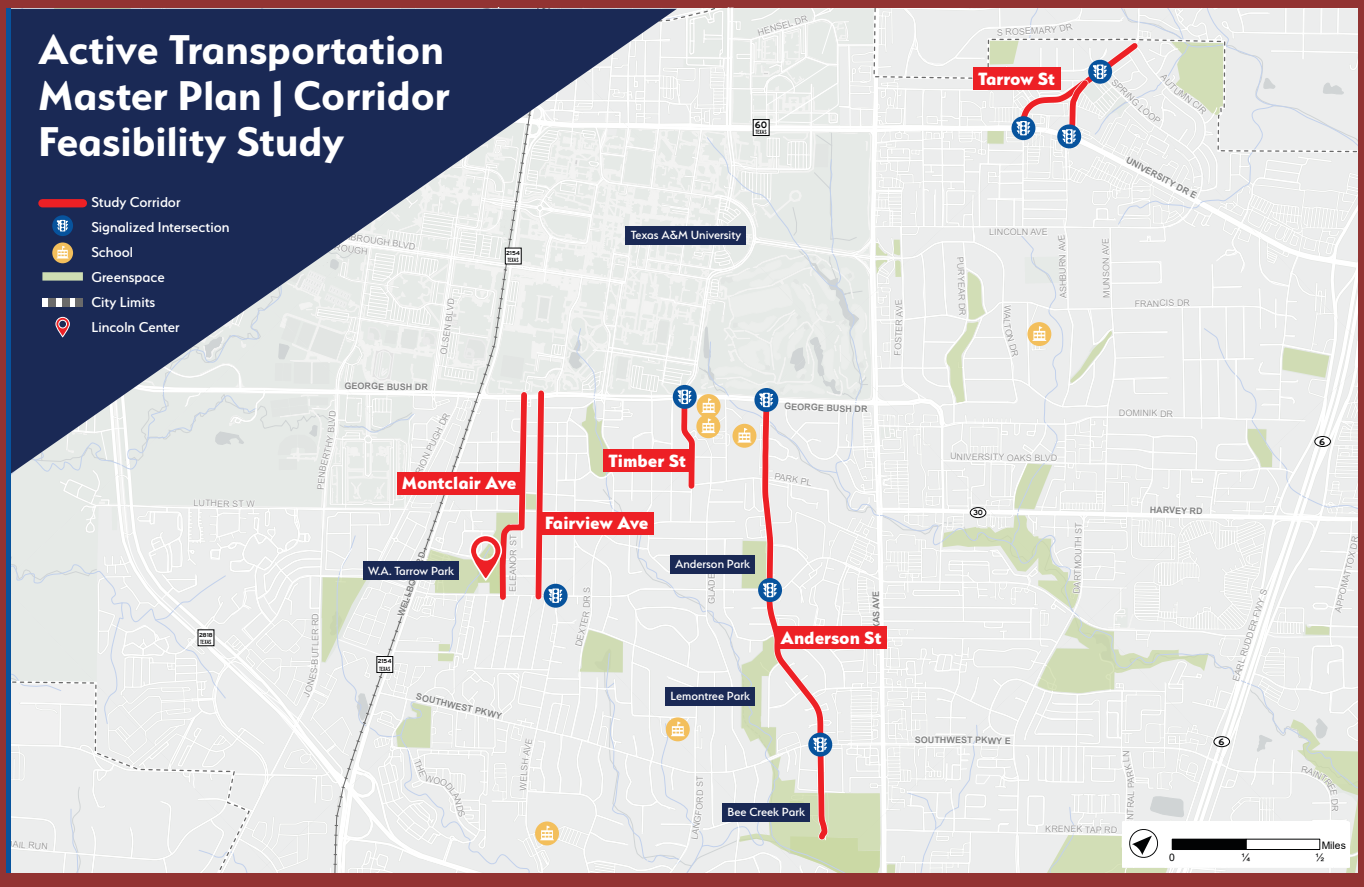
Source: City of College Station

Table 4.5 High Stress Pedestrian Corridors without Identified Improvements (*Continued*)

HIGH STRESS PEDESTRIAN CORRIDORS WITHOUT PROPOSED IMPROVEMENTS		
EXISTING FACILITY IMPROVEMENT TYPE	**CORRIDOR**	**CURRENT LTS SCORE**
	Victoria Ave. (from Etonbury Ave. to Woodlake Dr.)	3
	Wellborn (from University Dr. to northern city limits)	4
	Welsh Ave. (from Holleman Dr. to Rock Prairie Rd.)	3
	William D. Fitch Pkwy. (from State Highway 6 to Rock Prairie Rd.)	4
	Anna St. (from Holik St. to Timber St.)	3
	Holleman Dr. W. (from Harvey Mitchell Pkwy. to Rock Prairie Rd.)	4
	Park Pl. (from Anderson St. to Glade St.)	3

Source: City of College Station

Map 4.4 Locations of Corridors 1-4



Source: City of College Station

ADDITIONAL PLAN RECOMMENDATIONS

Along with the proposals specifically meant to address high stress corridors are several additional recommendations. The full list of network recommendations is the result of a comprehensive and data-driven evaluation process that paired the previously discussed LTS analysis with public engagement efforts to help ensure the proposed network reflects local priorities, travel patterns, and safety concerns. Coordination across City departments and partner agencies also informed this balanced set of recommendations and are covered in more detail in **Chapter 5**.

Two active transportation feasibility study efforts were completed in Fall 2025 with the objective to help explore and implement alternatives along key corridors for inclusion in this Master Plan. Conceptual designs and alternatives to existing street sections were created to improve safety and usability for active transportation users. These network recommendations come from the needs assessment in **Chapter 3**. The results of the corridor studies are listed below and are reflected in the Bicycle Plan and Pedestrian Plan provided in the next section.

1. Fairview Avenue and Montclair/Eleanor Avenue (from George Bush Drive to Holleman Drive)
   - To provide ample space for improved facilities on Montclair Ave and Fairview Ave, it is proposed to group the two streets together as a one-way pair with sidewalks on one side along with buffered bike lanes and on-street parking. An existing sidewalk through W.A. Tarrow Park would be converted to a SUP and connect into a new mid-block crossing on Holleman Dr.
2. Timber Street (from George Bush Drive to Park Place)
   - Intersection improvements are proposed and funded for the Timber St and George Bush Dr intersection. Bike lanes and sidewalks are also proposed on Timber Street to extend down to Park Place.
3. Anderson Street (from George Bush Drive to Bee Creek Park)
   - The existing standard bike lanes are recommended to be converted to a two-way cycle track on the west side of Anderson Street, providing improved and safer access to the parks, schools and churches along the corridor.
4. Tarrow Street (from Autumn Circle to University Drive East)
   - A shared use path is proposed on one side of Tarrow Street from the city limit near Autumn Circle to University Drive East. This shared use path would be a continuation of the shared use path funded in City of Bryan along East 29th Street. A mid-block crossing at the Tarrow Street split will provide active transportation users the option on which direction they need to travel to and from University Drive East.
5. Park Place (from Texas Avenue to Anderson Street)
   - Given limited right-of-way, recommended improvements to Park Place are a sidewalk on the north side from the HEB grocery store on Texas Avenue to Anderson Street. This would connect to the improvements described for Anderson Street.
6. State Highway 40 / William D. Fitch Parkway (from Arrington Road to Wellborn Road)
   - A shared use path on the northside of William D. Fitch Parkway would help connect the commercial area of Tower Point to Castle Rock Subdivision, Victoria Avenue and its existing connection to College Station High School and finally connecting west to Wellborn Road.

BICYCLE PLAN AND PEDESTRIAN PLAN MAPS

The Master Plan establishes two updated maps for the **Proposed Bicycle Plan (Map 4.5) and the Proposed Pedestrian Plan (Map 4.6)**. These two networks are distinct systems with some shared facilities. The Bicycle Plan includes bike lanes, bike routes, and shared use paths while the Pedestrian Plan provides sidewalks and shared use paths. The changes were shared with key stakeholders and at public meetings by using map books that compared the previous network with the proposed network that highlighted all additions, removals, and realigned facilities. **Table 4.6** summarizes the total mileage of each facility type proposed.

Table 4.6 Proposed Plan Mileage by Facility Type

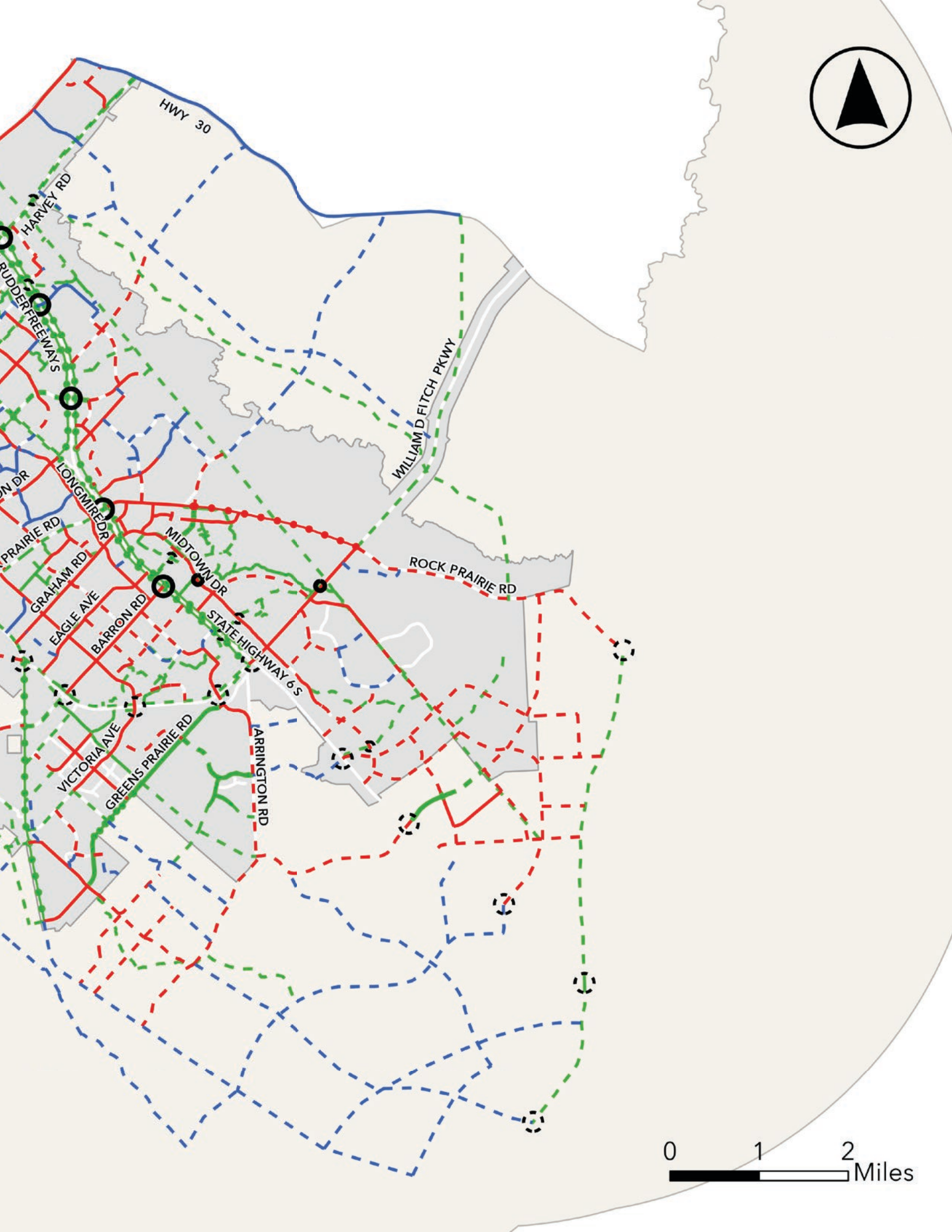
PROPOSED PLAN MILEAGE BY FACILITY TYPE				
ALL FACILITIES				
STATUS	SIDEWALKS	SHARED USE PATHS	BIKE LANES	BIKE ROUTES
Existing	403 miles	44.4 miles	57.4 miles	22 miles
Proposed	91.7 miles	105.6 miles	80 miles	73.4 miles
Funded	2.1 miles	20 miles	2.7 miles	-
Total	496.8 miles	170 miles	140.1 miles	95.4 miles
FACILITIES INSIDE CITY LIMITS ONLY				
STATUS	SIDEWALKS	SHARED USE PATHS	BIKE LANES	BIKE ROUTES
Existing	387.4 miles	43.4 miles	56.4 miles	16.8 miles
Proposed	67.7 miles	91.8 miles	61.1 miles	31.3 miles
Funded	2.1 miles	20 miles	2.7 miles	-
Total	457.2 miles	155.2 miles	120.2 miles	48.1 miles

Source: City of College Station

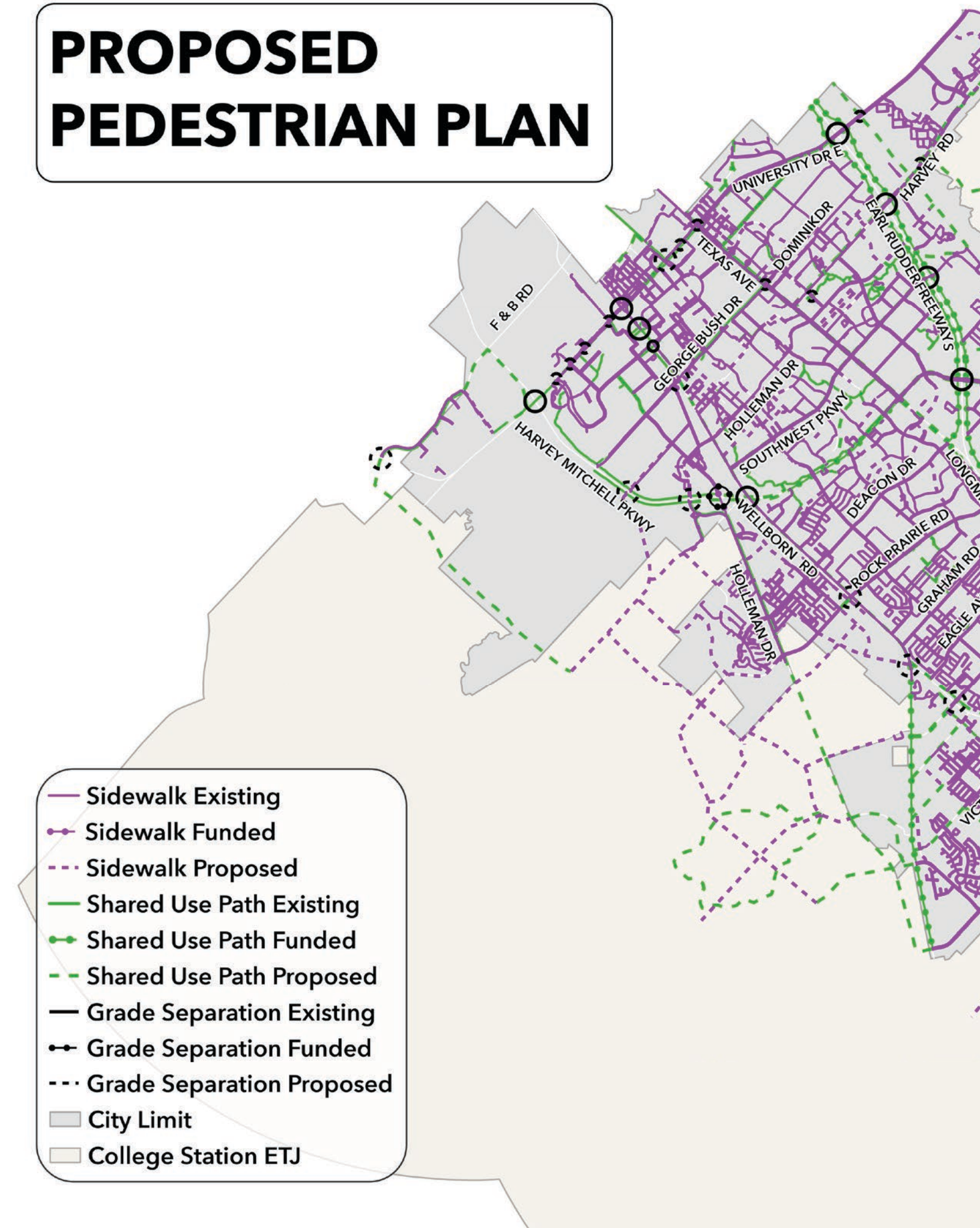
For the bicycle network, there are approximately 70 proposed changes with 45 of them related to shared use paths or grade separations. The most significant changes occur on higher classification thoroughfares where the LTS for cyclists is high due to little or no bicycle infrastructure. Similarly, there are about 90 changes to the pedestrian network with 45 of them being the same shared use path and grade separation changes reflected in the updated bicycle network. The Texas Department of Transportation is adding shared use paths to both sides of State Highway 6 and several changes to both networks provide planned connections into it. Besides the same changes on major thoroughfares as done with the bicycle network, many of the pedestrian network changes eliminate gaps and increase connectivity, especially near key destinations.

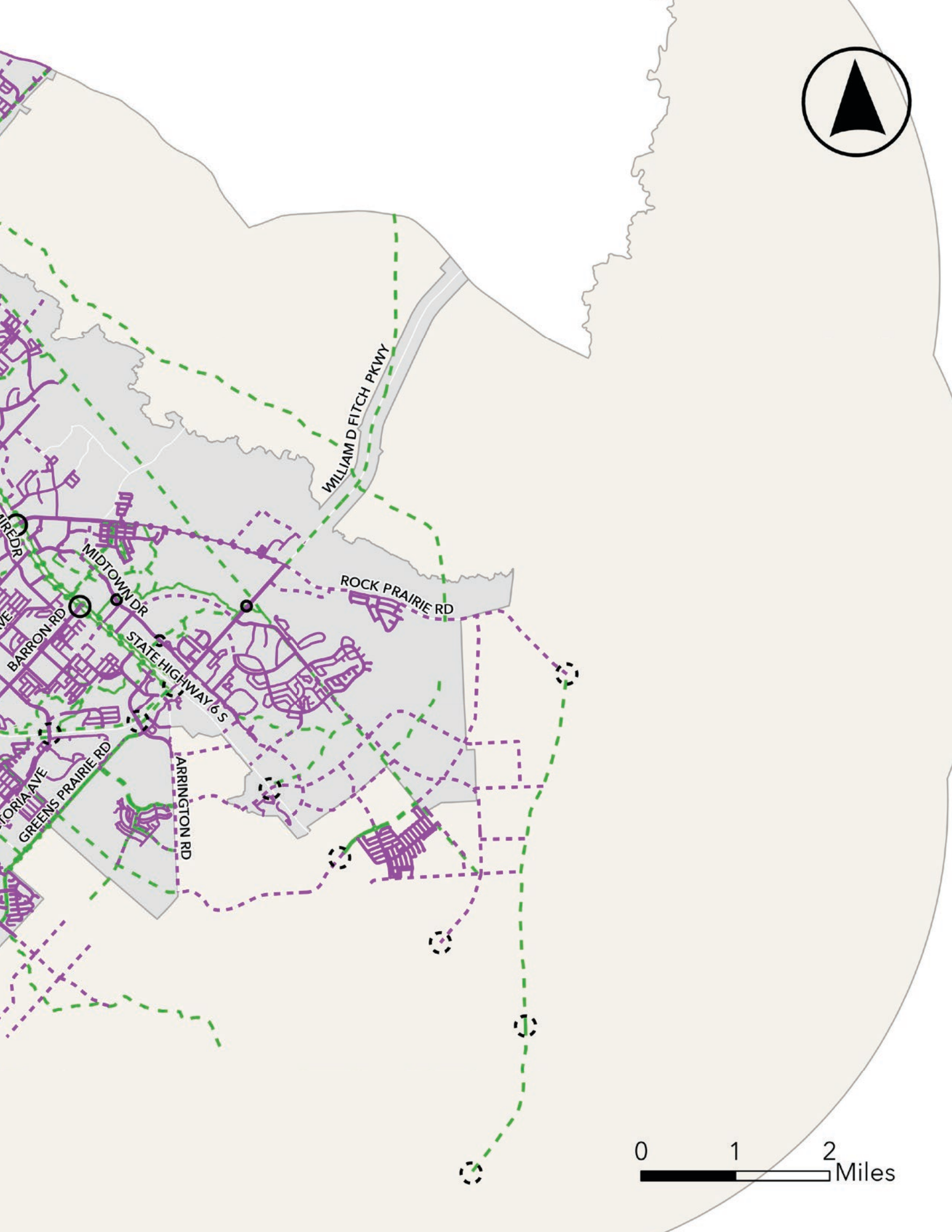
PROPOSED BICYCLE PLAN

- Bike Lane Existing
- Bike Lane Funded
- Bike Facility Proposed
- Bike Route Existing
- Bike Route Proposed
- Shared Use Path Existing
- Shared Use Path Funded
- Shared Use Path Proposed
- Grade Separation Existing
- Grade Separation Funded
- Grade Separation Proposed
- City Limit
- College Station ETJ


HWY 30
HARVEY RD
RUDDER FREEWAY S
LONGMIRE DR
PRAIRIE RD
GRAHAM RD
EAGLE AVE
BARRON RD
MIDTOWN DR
STATE HIGHWAY 6 S
WILLIAM D FITCH PKWY
ROCK PRAIRIE RD
VICTORIA AVE
GREENS PRAIRIE RD
ARRINGTON RD
0
1
2
Miles

PROPOSED PEDESTRIAN PLAN



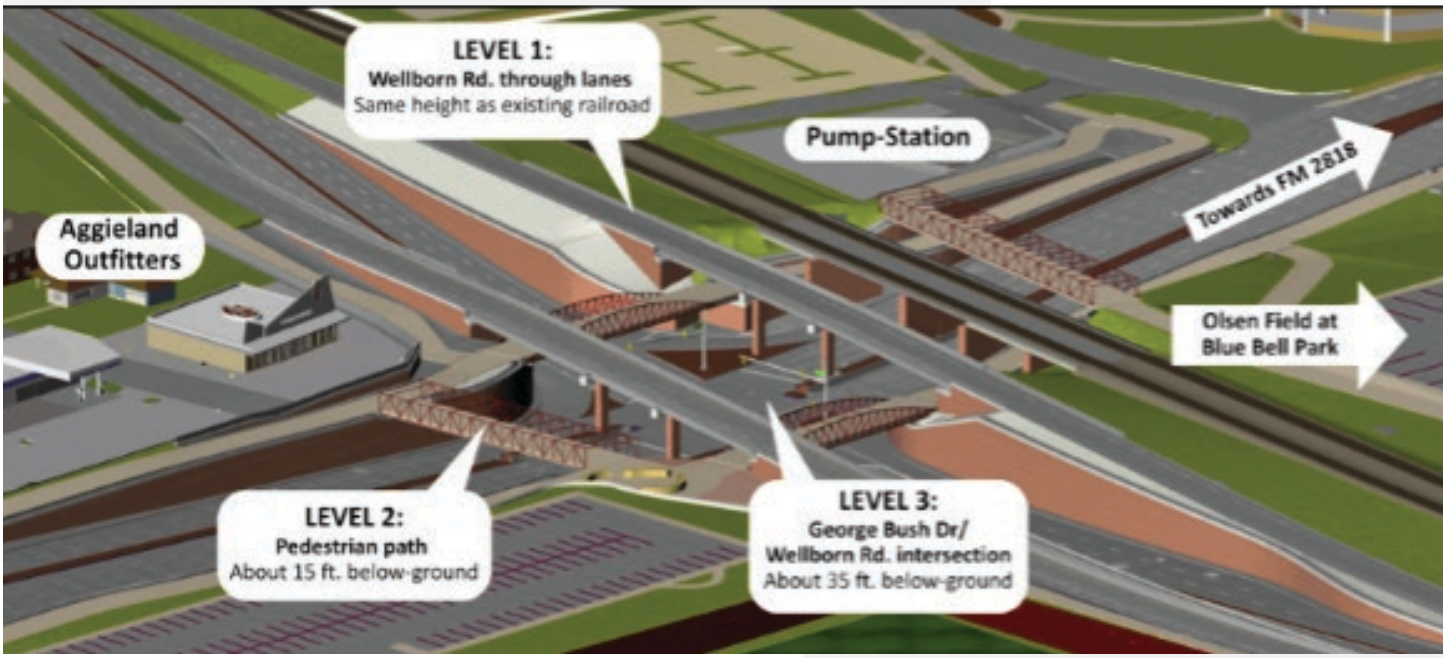

WILLIAM D FITCH PKWY
MIDTOWN DR
ROCK PRAIRIE RD
BARRON RD
STATE HIGHWAY 6 S
GREENS PRAIRIE RD
ARRINGTON RD
0
1
2
Miles

CROSSINGS AND GRADE SEPARATED RECOMMENDATIONS

The Master Plan reflects a commitment to expanding safe, comfortable, and connected active transportation corridors throughout the community. While many crossings can be improved through at-grade design treatments, certain high-volume roadways and rail corridors create significant barriers for active transportation users. In these locations, grade-separated crossings, such as bridges or underpasses, can provide safer and more reliable connections by eliminating conflicts with vehicle traffic and the railroad. Several grade-separated crossings are included as part of the proposed network

One of the most significant projects planned is a grade-separated crossing at the intersection of Wellborn Road and George Bush Drive. This project is funded through TxDOT and will create a separate level for pedestrians and bicyclists crossing to avoid conflicts with both roadway traffic and the railroad. The conceptual design is shown in **Figure 4.16**. Once completed, active transportation users will be able to travel between the surrounding areas and the Texas A&M University campus without needing to interact with vehicles or waiting for trains as the railroad crossing will be removed.

Figure 4.16 Bush-Wellborn Grade Separation



Source: Bush-Wellborn Crossing.org

The TxDOT Bryan District completed **The University Drive Active Transportation Concept Study** in January 2025 which evaluated a series of bicycle and pedestrian grade-separation alternatives along University Drive between Northgate and the Texas A&M University campus. This corridor experiences the region's highest walking and bicycling volumes. Building on earlier planning efforts, **the study identifies four key intersections, Spence Street, Nagle Street/Ireland Street, Polo Road/Century Square, and the College Main Street/Houston Street/Boyett Street complex, where targeted improvements can significantly enhance safety, reduce conflicts, and support the community's mobility needs**. The preferred concepts include pedestrian tunnels at Spence Street and Nagle Street/Ireland Street, and at-grade pedestrian/bicycle decks supported by a sunken roadway profile at Polo Road and College Main Street/Boyett Street. These designs prioritize direct, intuitive connections, reduce exposure to high-volumes traffic, and improve the efficiency of both motorized and non-motorized travel along the corridor. The design of grade separated crossings can vary depending on local roadway context; both space and construction costs can heavily influence how the grade separation is constructed. In some instances, it might make more sense to create a raised bridge for one of the transportation modes, while in other instances a sunken tunnel is more feasible.

Figure 4.17 Conceptual Design of University Drive Grade Separation

Source: Halff

A new proposal with this Plan is a future grade separation crossing at State Highway 6 to connect the existing Wolf Pen Creek trail system with the future Gulf States trail. **Currently there is no existing crossing of State Highway 6 that is an off-street facility**. Once additional trail systems are completed east of State Highway 6, this grade-separated crossing would connect an off-street trail system that is miles in length that connects the core of the city to natural corridors to be preserved to the east and south. **Figure 4.18** provides an example of what grade-separated crossing over a highway could look like.

Figure 4.18 Example Active Transportation Grade-Separated Highway Crossing

Source: Google Earth (Petaluma, California)


PUSH
BUTTON TO
TURN ON
WARNING
LIGHTS

5 SYSTEM MANAGEMENT

Achieving the goals and objectives of this Master Plan will require ongoing coordination, management, and support across City departments and community partners. **This chapter describes the importance of supportive policies, coordinated programs, and strategic partnerships in advancing the Plan's vision, followed by a discussion in the final plan chapter of how these tasks will be implemented**. Together, these elements define the roles and responsibilities of City departments in supporting College Station's growing active transportation network and guiding its long-term expansion, operation, and upkeep.

POLICIES AND PROGRAMS

Policies provide a supporting framework to guide the development of a safe, accessible, and connected active transportation network. Together, they outline the standards, design principles, and implementation strategies necessary to support walking, biking, and rolling as viable and comfortable modes of travel. By establishing clearer expectations for infrastructure, funding, integration with land use and transit, and ongoing evaluation, these policies ensure that future investments and work plans contribute to a cohesive system that enhances mobility, promotes public health, and supports the community's long-term vision for a more vibrant and sustainable transportation environment.

POLICY 1:

Design facilities in compliance with the Americans with Disabilities Act (ADA) and in accordance with the Texas Manual of Uniform Traffic Control Devices (TMUTCD), American Association of State Highway and Transportation Officials (AASHTO), Public Right-of-Way Accessibility Guidelines (PROWAG), and other federal, state, and local applicable guidelines.

POLICY 2:

Utilize a context-sensitive solutions approach that balances the needs of different modes of transportation in constrained environments to establish certain prioritized mode corridors for non-vehicular users.

POLICY 3:

Plan and design all new and reconstructed collectors, arterials, and crossings to ensure safe and comfortable bicycle and pedestrian facilities. Pedestrian and bicycle facilities should be included on both sides of thoroughfares. The development of this network, including the connection of off-street and on-street facilities, should be designed at the pedestrian scale. This may include implementing additional access ways or connections for pedestrian and bicycle use only.

POLICY 4:

Establish safe and accessible routes for active transportation and transit users during street construction and/or site development to address disruptions to normal traffic patterns. Internal site circulation for active transportation users also needs to be taken into account to ensure appropriate sidewalk connections between buildings, bicycle parking, and public facilities.

POLICY 5:

Develop data-backed performance measures including user counts, level of stress analysis, and crash reports to inform network improvements that benefit user experience and promote active transportation as a primary mode of travel.

POLICY 6:

Pursue consistent funding to address network and infrastructure improvement projects to realize a complete, low stress network for all users. As the network expands through both public and private development, make sure adequate funding is available for operations and maintenance of infrastructure.

POLICY 7:

Utilize environmental design to promote safety within the active transportation system by increasing visibility and directing access. Strategies for implementing environmental design include the installation of lighting, appropriate location of fencing, signage and maintaining clear lines of sight.

POLICY 8:

Promote land use development patterns that provide pedestrian scale, mixed-use areas, allowing for closer destinations that can be more easily reached by pedestrians, bicyclists, and transit users.

POLICY 9:

Better integrate the active transportation network with the local transit system. This would include improved amenities at transit stops and better access to these areas to help strengthen first and last mile connectivity, leading towards a more flexible, user-centered transportation that is efficient and sustainable.

POLICY 10:

Provide programs that educate, encourage and evaluate active transportation efforts in the city. These programs, along with all other planning efforts, should reflect related planning documents by other planning organizations, educational institutions, and governmental agencies at the local and state level to help better connect facilities and align program initiatives across the regional system.

Context-sensitive solutions will be vital to the successful implementation of these Policies. Acknowledging that each active transportation facility type and user group has unique needs, this Master Plan promotes flexible and context-sensitive strategies. At the same time, it emphasizes the importance of an integrated approach that connects all modes of active transportation. By taking a comprehensive view, the City can better identify service gaps, strengthen network connectivity, and outline a plan to enhance active transportation and meet the needs of the community.

Program Recommendations

Along with the proposed network facilities, programs are vital to help achieve the plan's goals and policies. The program recommendations are classified into four categories: Education, Encouragement, Evaluation and Planning, and Health and Safety. These programs aim to promote and educate safe use of the active transportation system, utilizing a variety of communication methods, and provide direction on efforts to further evaluate and create a robust active transportation network for users to know and enjoy.

Programs considered below only represent examples of what can be done to begin efforts. The level of expenditures and resources available will need to be evaluated in relation to effectiveness of the programs offered to determine what a comprehensive and successful program should entail.

EDUCATION PROGRAMS

Strong education and outreach programs should focus on teaching all ages and abilities how to utilize active transportation safely, while also promoting awareness of current regulations. When combined with initiatives that encourage participation, involve careful planning and evaluation, and prioritize public health and safety, these programs can lead to lasting improvements in community well-being. Key collaborators in such efforts may include College Station Parks and Recreation, Police, Public Communications, and Public Works departments, local businesses, healthcare organizations, College Station Independent School District, and Texas A&M University. Educational strategies should be tailored to suit different groups of active transportation users as well as motorists and how they use the transportation system. The following programs to be carried out over the course of the plan:

5.1 Promote a Safe Routes to School program for students to have safe options to walk, bike, and roll to school. Through this program, it is recommended that the City support activities that correlate with Safe Routes to School while educating the public on how the program should be accomplished. Coordination with the school district and related groups will be key to the success of this program.

5.2 Establish a Share the Road campaign that educates bicyclists and motorists about their rights and responsibilities in sharing roadway space. "Share the Road" signs should be placed along appropriate locations. With this, educational and promotional material should be distributed using both print and electronic media.

5.3 Expand the footprint of the bike share program to include more of the city to allow for greater access to bicycle and micromobility options.

5.4 Coordinate with local League Certified Instructors (LCI's) to host classes that cover basic cycling skills, commuting, motorist education, and classes specifically designed for different age groups and abilities.

ENCOURAGEMENT PROGRAMS

To increase use of non-vehicular modes of transportation, promotional materials, community events, proclamations, providing end of trip facilities, and partnerships with businesses and other local entities help create avenues to make more users aware of and feel comfortable using the network. Programs are as follows, but not limited to:

5.5 Encourage and assist private businesses and organizations to install bike racks and bike repair stations. This will help expand the reach of the active transportation network beyond public infrastructure, making it easier for users to safely and conveniently access key destinations. Providing secure parking and basic maintenance amenities also increases user confidence and supports longer, more frequent trips by reducing concerns about theft, breakdowns, and overall trip reliability.

5.6 Develop a wayfinding system for the active transportation network that leads users to key destinations. A clear and easy to follow wayfinding system can encourage users to utilize the active transportation system by creating an increased awareness and sense of place along their route.

5.7 Promote, encourage, and participate in community active transportation events that promote biking and walking activity. These can be either City or community-led events and should occur multiple times a year to help create greater awareness and participation from the public.

5.8 Collaborate with local community organizations that promote active transportation to get additional support for implementing identified programs. These partnerships can be with the College Station Independent School District, local bike shops, community advocacy groups and individuals, among other local organizations, and can be used as a method to inform and distribute information.

5.9 Recognize May as National Bike Month and promote related events such as Bike to Work Week, Bike to Work Day, National Ride a Bike Day, and the city-initiated Cycle with Council event.

5.10 Maintain and strive toward a higher Bicycle Friendly Community designation through the League of American Bicyclists. Through the implementation of the programs listed in this plan and paired with analyses such as the level of traffic stress, the City should take action to continue improving the network and its supporting educational components and outreach.

5.11 Maintain the Bicycle Friendly Business designation received for the City of College Station City Hall and help provide information to local businesses to become a Bicycle Friendly Business. Public and private investments in bike infrastructure create positive customer experiences and economic gains across all levels.

5.12 Increase awareness of available active transportation programs and eliminate barriers for people who do not typically utilize these modes of travel. These educational programs promote active transportation as a viable and potentially more convenient travel mode choice.

5.13 Promote active transportation through social media, newsletters, and City Council proclamations. This includes multilingual communication and involves methods such as local news broadcasting, radio, City podcasts and blogs, utility bill inserts and brochures, educational booklets and others.

EVALUATION AND PLANNING PROGRAMS

To ensure that this plan can accomplish what it is set out to achieve and that the existing network can handle what is being proposed, continued evaluation and planning is essential throughout the implementation of this plan. Data driven initiatives can help identify system needs and paired with visual map aids can provide helpful tools for citizens to use when navigating the system. Evaluation and Planning Programs should be focused on providing safe and comfortable routes and providing information to citizens to help better identify these routes when planning their trips.

5.14 Update maps of where bicycle parking is located both on private and public property to help create a network easier to navigate with potential end points identified. This map would include the number of bike racks at a location and their general location.

5.15 Annually update the bicycle and pedestrian maps on the City's website to reflect the level of stress to include finished projects. This interactive map will provide users the most comfortable route to their destinations.

5.16 Create a travel data collection program to assess travel habits and counts of active transportation users. These counts can be beneficial in planning network expansions/enhancements and understanding where people's frequent trips are. Before and after data of new project completion should be collected to help analyze the effect the project had on travel in the area.

5.17 Provide a walking report card measurement similar to the report card received from the Bicycle Friendly Community designations. The City can utilize data methods from outside organizations to provide an accurate report on the walkability of the community at large. A key metric for creating the report would be analyzing pedestrian connectivity to key destinations like schools, parks, shopping centers, and offices.

5.18 Seek out grant funding for projects with active transportation components, including ADA projects. These can be focused on older existing sections of sidewalks, ramps and paths to bring them into compliance.

5.19 Evaluate best practices and collaborate with peer cities, agencies, and institutions regarding active transportation programs. Using these best practices can aid in growing City programs and comparing them to other successful implementation initiatives.

HEALTH AND SAFETY PROGRAMS

Health and safety programs have an important role to ensure that users of the active transportation system can travel safely to and from their destinations. The City will need to lead initiatives such as crash data method evaluations and also aid in citizen-led efforts to create a network that is safe for all ages and abilities. Partnerships with health organizations can help promote active transportation as a healthy way of living, and creating programs that assist in evaluating the overall safety and comfortability of the network will help with ensuring that users are safe, comfortable, and have usable facilities in both their commute and recreational routes.

5.20 Establish partnerships with local and state health organizations to promote active transportation as healthy options for citizens and visitors alike.

5.21 Implement a speed management/reduction program that can supplement the City's traffic calming program to ensure that vehicular traffic does not travel at dangerous speeds in areas that have high counts of active transportation users. An additional speed management program would be focused on active transportation users and provide speed limit signage along off-street shared use paths. This would help create a safer environment for all users along the same shared paths, especially in higher traffic areas.

5.22 Analyze crash data to evaluate if improvements are beneficial to the network. This includes regular meetings with City departments to assess what the data implications are, and how they could be worked into future projects to reduce safety risks. Create a walk and bike audit program to assess safety and comfortability on active transportation routes. These can be City or citizen-led and can be useful in identifying areas that need improvements and addressing desire paths where sidewalks do not exist. Walk and bike audits can act as a first step to implementing change in policy as well as design considerations for future projects.

A complete list of all the programs and action items proposed in this Plan can be found in **Table 6.2** of **Chapter 6**, alongside information regarding each item's funding and timeline for their implementation.

INTERNAL AND EXTERNAL PARTNERSHIPS

Successful system management requires close collaboration with both internal and external partners. Internal partners consist of City departments like Planning & Development Services, Public Works, Capital Projects, Public Communications, and Police, all of whom play a role in developing and maintaining College Station's transportation network. External partners include other governmental agencies at both the state and federal level as well as non-governmental community groups. **Table 5.1** lists some of the partners and in what aspect the City can collaborate on items related to system management.

Table 5.1 System Management Partnerships

PARTNERSHIPS										
PARTNERS	PLANNING	ADVISORY	FUNDING	DESIGN & CONSTRUCTION	REGULATION	MAINTEN -ANCE	EDUCATION	ENCOURAG -EMENT	EVALUATION & PLANNING	HEALTH & SAFETY
Capital Projects	X	X	X	X		X			X	X
Parks & Recreation	X	X	X	X	X	X	X	X	X	X
Planning and Dev. Services	X	X	X	X	X		X	X	X	X
Police Dept.		X			X		X	X	X	X
Public Comm.		X					X	X		
Public Works	X	X	X	X		X	X	X	X	X
B/CS MPO	X	X	X				X	X	X	
Brazos Transit District	X	X	X	X				X	X	X
City of Bryan		X					X	X	X	X
Texas A&M	X	X	X	X	X	X	X	X	X	X
TxDOT	X	X	X	X		X	X	X	X	X
Developers	X	X	X	X		X			X	
Employers		X	X	X		X	X	X	X	X
HOAs		X		X		X	X	X	X	X
Special Interest Groups		X		X		X	X	X	X	X

Source: City of College Station

6 IMPLEMENTATION

Realization of the Active Transportation Master Plan as it outlined in previous chapters requires a clear roadmap for plan implementation. Such a roadmap should outline responsibilities of the Advisory Board, the process for prioritizing projects, evaluation and monitoring of these projects, a system for collecting data and tracking plan outcomes, and an overview of implementation costs and funding sources that will be used to carry out infrastructure projects and plan programs. **Chapter 6** discusses each of these aspects of plan implementation in greater detail to help achieve success.

THE ACTIVE TRANSPORTATION ADVISORY BOARD

One of the early tasks to implemented with this Master Plan will be the realignment and renaming of the City's advisory board for active transportation. Originally formed in August 2010 as the **Bicycle Pedestrian Greenways Advisory Board**, the board's responsibilities include the implementation of this new Master Plan as the City's greenway system will be incorporated into the new Parks Master Plan. The board will be renamed the **Active Transportation Advisory Board** to reflect its expanded role in guiding all aspects of the City's walking, biking, and active transportation network. This organizational framework provides the leadership, coordination, and oversight needed to advance all subsequent tasks and ensure the Plan's long-term success.

ACTION ITEMS

- **6.1** Review board member requirements for the Active Transportation Advisory Board and revise the purpose, powers, and duties of the Board.

PROJECT PRIORITIZATION

In the **Proposed Plan** section of **Chapter 4**, this Master Plan proposes approximately 250 miles of bicycle and pedestrian facilities (inside city limits) to be implemented. **Since such a significant number of facility miles cannot be constructed in a short timeframe and are to be accomplished in a variety of ways, project priorities need to be established to focus limited funding resources**. These priorities will be ordered from highest priority to lowest priority through criteria and the use of weighted spatial analysis model that takes into account different geographic, demographic, and safety factors. Once ordered, the proposed projects will be grouped into categories based off their score: high priority, medium priority, and low priority.

The GIS analyst model that is utilized will use preset proximity distances for walking and biking. The standard is 0.5-mile distance for walking and 2-mile distance for biking with buffer increments of 1/10th the distance to give various levels of points based on proximity to help prioritize areas most need and benefit of bicycle and pedestrian improvements. Most of the criteria in the prioritization have been utilized in prior plans and include:

- Bicycle, pedestrian, and micromobility crash locations – A history of crashes involving vulnerable roadway users can indicate a need for enhanced facilities to reduce the risk of future crashes from occurring. Considering crash records for these users helps meet **Goal 1** of the plan.
- Current and expected population density – Greater demand and use potential is likely in areas of higher population density and diversifying transportation options in these areas can be a useful method of traffic mitigation. Key destinations within high population density areas also tend to be closer, making these locations better suited for active transportation. Including these areas in project prioritization aligns with **Goal 5** of the plan.
- Proximity to key destinations – Schools, parks, Texas A&M University campus, commercial and employment areas, and transit are identified as key destinations in the transportation network. Ensuring that these spaces, and the individuals that frequent them, are prioritized when projects are considered helps meet **Goal 1** and **Goal 2** of the plan.

The criteria for project prioritization have been updated to include new forms of system analysis and network considerations. The criteria now include high stress roadway segments and intersection crossings that were identified in the Level of Traffic Stress Analysis. Other criteria added are prioritized active transportation corridors, filling a small gap in the network, whether there is not a sidewalk already existing on the street, and if ROW or easement acquisition is necessary. The projects to be prioritized are stand-alone bicycle or pedestrian-related projects. Projects that are already have funding or anticipated to occur as part of a street capital project done by the city or private development are not included for consideration as they will be completed as part of those efforts.

Table 6.1 Sidewalk & Shared Use Paths (Along Street ROW) Prioritization Criteria

TABLE 6.1 SIDEWALK & SHARED USE PATHS (ALONG STREET ROW) PRIORITIZATION CRITERIA	
FACTORS	**SCORING WEIGHT**
Safety (Fatality and Serious Injury Crashes)	10
Safety (Minor Crashes)	5
Population Density (Existing)	10
Population Density (Future)	5
Prioritized Active Transportation Corridors	8
Level of Traffic Stress (LTS) High Stress Segment or Crossing	7
Fills gap in existing network (<=0.1 miles)	8

Source: City of College Station

Table 6.1 Sidewalk & Shared Use Paths (Along Street ROW) Prioritization Criteria (*Continued*)

TABLE 6.1 SIDEWALK & SHARED USE PATHS (ALONG STREET ROW) PRIORITIZATION CRITERIA	
FACTORS	**SCORING WEIGHT**
On Thoroughfare without Existing Sidewalk	8
On Non-Thoroughfare without Existing Sidewalk	6
Schools	10
Parks	8
Texas A&M University	6
Major Commercial Areas and/or Employers	5
Transit Connectivity (Bus Stops and Routes)	4
Total	100

Source: City of College Station

Table 6.2 Bike Lanes and Bike Routes Prioritization Criteria

TABLE 6.2 BIKE LANES AND BIKE ROUTES PRIORITIZATION CRITERIA	
FACTORS	**SCORING WEIGHT**
Safety (Fatality and Serious Injury Crashes)	12
Safety (Minor Crashes)	6
Population Density (Existing)	12
Population Density (Future)	6
Prioritized Active Transportation Corridors	8
Level of Traffic Stress (LTS) High Stress Segment	10
Level of Traffic Stress (LTS) High Stress Crossing	6
Schools	12
Parks	10
Texas A&M University	8
Major Commercial Areas and/or Employers	6
Transit Connectivity (Bus Stops and Routes)	4
Total	100

Source: City of College Station

Table 6.3 Off-Street Shared Use Paths Prioritization Criteria

TABLE 6.3 OFF-STREET SHARED USE PATHS PRIORITIZATION CRITERIA	
FACTORS	**SCORING WEIGHT**
Safety (Fatality and Serious Injury Crashes)	12
Safety (Minor Crashes)	6
Population Density (Existing)	12
Population Density (Future)	6
Prioritized Active Transportation Corridors	8
Fills gap between existing facilities	8
On City property or existing easement	8
Schools	12
Parks	10
Texas A&M University	8
Major Commercial Areas and/or Employers	6
Transit Connectivity (Bus Stops and Routes)	4
Total	100

Source: City of College Station

ACTION ITEMS

- ▷ **6.3** Create an unfunded prioritization map
- ▷ **6.4** Develop high priority facilities
- ▷ **6.5** Develop medium priority facilities
- ▷ **6.6** Develop low priority facilities

EVALUATION AND MONITORING

All tasks and action items identified in this Master Plan can be found in Table 6.4 Implementation Tasks. The table lists each individual task and the major details surrounding its implementation, including the implementation schedule, the task coordinator, and any funding sources meant to support implementation activities. The tasks listed in this table were determined through the entire planning process of the Master Plan, including coordination with the Advisory Board and other key stakeholders. Additional tasks and action items necessary for successful plan implementation can be added on an annual basis when the City determines its yearly plan of work.


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Table 6.4 Implementation Tasks Table

IMPLEMENTATION TASKS TABLE

CHAPTER	SECTION	TASK TYPE	IMPLEMENTATION SCHEDULE		
			SHORT TERM	MEDIUM TERM	LONG TERM
4. System Development	System Design: Micromobility	4.1 Analyze where wider bike lanes are needed to better accommodate passing for both bicycles and micromobility devices	■		
		4.2 Consider advisory speed limits on select shared use paths to ensure safety of all users	■		
		4.3 Update the Active Transportation webpage to include information on micromobility use, safety, classes, and events	■		
	System Design: Intersections & Driveways	4.4 Analyze where street intersection improvements are needed to increase safety and connectivity	■		
		4.5 Assess where improvements are needed for bicycle and pedestrian facilities crossing private driveways, consider changes to design standards	■		
	System Design: Facility Transitions	4.6 Analyze locations needing more seamless transitions between different active transportation facilities, consider changes to design standards	■		
		4.7 Determine locations for enhanced bicycle and pedestrian connectivity to transit stops, develop design standards for facilities at these locations	■		
		4.8 Evaluate the location of existing bike route signage	■		
	System Design: Shade & Comfort	4.9 Consider design standard amendments to provide shading along the active transportation network. Develop a methodology for determining shading element locations	■	■	
5. System Management	Programs: Education	5.1 Promote Safe Routes to School	■	■	■
		5.2 Create a Share the Road Campaign	■		
		5.3 Expand the Bike Share Program		■	
		5.4 Coordinate with local League of Certified Instructors (LCI) to create roadway safety classes and workshops for bicyclists and micromobility users	■	■	■
	Programs: Encouragement	5.5 Update and maintain inventory of bike racks within the City	■		
		5.6 Develop a wayfinding system for the active transportation network that leads users to key destinations	■		
		5.7 Encourage and participate in community active transportation events	■	■	■
		5.8 Collaborate with community organizations to gain additional support for implementing plan programs	■	■	■
		5.9 Recognize May as National Bike Month and promote related events	■	■	■
		5.10 Maintain and pursue higher Bicycle Friendly Community status through the League of American Bicyclists.	■	■	■
		5.11 Maintain the Bicycle Friendly Business designation received for City Hall and support other local businesses in achieving it.	■	■	■
		5.12 Increase awareness of available active transportation programs and eliminate barriers for people who do not typically utilize this mode of travel	■	■	■
		5.13 Promote active transportation through social media, newsletters, and City Council proclamations	■	■	■

IMPLEMENTATION AND COORDINATION ROLES			FUNDING SOURCES				
INTERNAL PARTNERS	EXTERNAL PARTNERS	CONSULTANT WORK?	CITY - GENERAL FUND	CITY - CAPITAL BUDGET	OTHER GOVERNMENT	GRANTS	PRIVATE/OTHER
Planning & Development Services, Public Works, Capital Improvement Projects		X	X	X	X	X	
Planning & Development Services, Parks & Recreation Dept.		X	X		X	X	
Planning & Development Services, Public Communications	X		X		X		
Planning & Development Services, Public Works, Capital Improvement Projects		X	X	X	X	X	
Planning & Development Services, Public Works, Capital Improvement Projects		X	X	X		X	
Planning & Development Services, Public Works, Capital Improvement Projects, Parks & Recreation Dept.	X	X	X	X	X	X	
Planning & Development Services, Public Works, Capital Improvement Projects	X	X	X		X	X	X
Planning & Development Services		X	X				
Planning & Development Services, Parks & Recreation Dept., Capital Improvement Projects, Public Works			X				
Planning & Development Services, Public Works	X		X		X	X	
Planning & Development Services, Public Works, Police Dept.			X				
Planning & Development Services	X	X	X			X	X
Planning & Development Services, Police Dept.	X		X				
Planning & Development Services			X				
Planning & Development Services, Public Works, Parks & Recreation Dept.	X	X					
Planning & Development Services	X		X				X
Planning & Development Services, Neighborhood Services	X		X				
Planning & Development Services, Police Dept. and Public Communications			X				
Planning & Development Services			X				
Planning & Development Services			X				
Planning & Development Services, Neighborhood Services	X		X			X	
Planning & Development Services, Public Communications	X		X				

Source: City of College Station

Table 6.4 Implementation Tasks Table

IMPLEMENTATION TASKS TABLE

CHAPTER	SECTION	TASK TYPE	IMPLEMENTATION SCHEDULE		
			SHORT TERM	MEDIUM TERM	LONG TERM
5. System Management	Programs: Evaluation & Planning	5.14 Assess availability of bike parking facilities and provide adequate bike amenities at all city parks, facilities, and along transit routes	■	■	
		5.15 Update the bicycle and pedestrian maps on the City's website to reflect the level of stress as projects are finished.	■		
		5.16 Create a travel data collection program to assess travel habits and counts of active transportation users.	■	■	
		5.17 Provide a walking report card measurement similar to Bicycle Friendly Community designation		■	
		5.18 Seek out grant funding for city led ADA projects	■	■	■
		5.19 Evaluate best practices and collaborate with peer cities, agencies, and institutions regarding active transportation programs	■	■	■
	Programs: Health & Safety	5.20 Create partnerships with health organizations at local and state levels		■	
		5.21 Speed management program/speed reduction program		■	
		5.22 Analyze crash data to evaluate if improvements are beneficial	■	■	
		5.23 Create a walk and bike audit program to assess safety and comfortability	■		
6. Implementation	Advisory Board	6.1 Review board member requirements of the Active Transportation Advisory Board and revise the purpose, powers, and duties of the Board.	■		
	Evaluations & Monitoring	6.2 Review and update Master Plan in five years and through changes in other plans	■	■	■
	Project Prioritization	6.3 Create an unfunded prioritization map	■		
		6.4 Develop high priority facilities	■	■	■
		6.5 Develop medium priority facilities		■	■
		6.6 Develop low priority facilities			■
	Performance Measures	6.7 Establish performance measures with specified, trackable goals	■		
		6.8 Develop a standard set of procedures for data collection to properly track data trends	■	■	■
	Funding	6.9 Develop a maintenance plan for the system	■		
		6.10 Establish and ensure annual capital and operating funding sources	■	■	■
		6.11 Seek out alternative funding sources through grants, programs, and partnerships	■	■	■

IMPLEMENTATION AND COORDINATION ROLES			FUNDING SOURCES				
INTERNAL PARTNERS	EXTERNAL PARTNERS	CONSULTANT WORK?	CITY - GENERAL FUND	CITY - CAPITAL BUDGET	OTHER GOVERNMENT	GRANTS	PRIVATE/OTHER
Planning & Development Services, Public Works, Capital Improvement Projects, Parks & Recreation Dept.	X	X	X			X	
Planning & Development Services			X				
Planning & Development Services, Public Works			X		X		
Planning & Development Services			X				
Planning & Development Services, Public Works, Capital Improvement Projects			X		X	X	X
Planning & Development Services			X		X		
Planning & Development Services	X		X		X		
Planning & Development Services, Public Works, Parks & Recreation Dept.			X		X		
Planning & Development Services, Public Works, Police Dept.	X	X	X		X		
Planning & Development Services, Public Works			X				
Planning & Development Services			X				
Planning & Development Services	X	X	X	X	X	X	X
Planning & Development Services, Public Works, Capital Improvement Projects, Parks & Recreation Dept.	X	X		X	X	X	X
Planning & Development Services, Public Works, Capital Improvement Projects, Parks & Recreation Dept.	X	X		X	X	X	X
Planning & Development Services, Public Works, Capital Improvement Projects, Parks & Recreation Dept.	X	X		X	X	X	X
Planning & Development Services, Public Works, Capital Improvement Projects, Parks & Recreation Dept.	X	X		X	X	X	X
Planning & Development Services, Public Works			X		X		
Planning & Development Services, Public Works	X		X		X		
Planning & Development Services, Public Works, Parks & Recreation Dept.			X				
Planning & Development Services, Public Works, Fiscal Services, Capital Improvement Projects, Parks & Recreation Dept.			X	X			
Planning & Development Services, Public Works, Fiscal Services, Capital Improvement Projects	X				X	X	X

Source: City of College Station

DATA FOR TRACKING PLAN OUTCOMES

In order to properly track the progress of plan implementation, performance measures and community indicators are necessary. These measures should include both qualitative and quantitative data types to provide a holistic understanding of changing network conditions. Some of the quantitative data points that should be considered for performance measures would include pedestrian and bicycle facility usage, transit ridership, and facility miles constructed.

Similar to performance measures, community indicators provide insight into how plan implementation is progressing. Examples of some quantitative community indicators would include daily traffic volumes and annual crash statistics. Community indicators also include the qualitative data collected and observed during public engagement events, such as community surveys, facility audits, and attendee counts. Feedback collected during these events is typically open ended, making it more difficult to synthesize into trackable trends with specified performance goals. While valuable for understanding the public's perception of existing conditions, these indicators would not be used for evaluating the City's performance or progress towards full plan implementation due to their qualitative nature. Rather, community indicators are used for monitoring ongoing conditions and determining whether further actions are needed to address public concerns.

Figure 6.1 Jingle Bell Community Bike Ride Event

Source: City of College Station

The process for developing performance measures should start with determining a set of baseline numbers for analysis. Once established, these numbers can be tracked over time as a method of monitoring the existing system and documenting the impact of new programs or projects. Some of these datasets can be collected and synthesized internally by City staff, while other datasets require the help of external partners.

Some of the data for these new performance measures can be collected by City staff. Additional data can be provided by our state and local partners like the Brazos Transit District, Texas A&M University, and TxDOT. Both Brazos Transit District and Texas A&M can provide the City with transit ridership-related data. Texas A&M can provide additional data regarding micromobility and bicycle usage based on their annual device registration records. These datasets can be used to target multimodal transportation integration projects to the locations where they are most needed and track the impact of those projects once they have been completed.

Figure 6.2 Micromobility devices parked at Texas A&M bike rack facility

Source: City of College Station

TxDOT is also able to provide College Station with transportation data directly, through annual reports the department publishes, and indirectly, through partnerships and contracts it has with data groups like INRIX. These partnerships allow cities and MPOs to access a wide range of state-wide databases describing traffic volumes, levels of roadway service, congestion rates, and travel patterns.

As an added benefit, the results of these performance measures can be used to support further planning efforts in the future. If City-implemented projects can be shown to have an impact on service quality, safety, and/or system efficiency, it can help foster community support for additional projects and expanded programs. These performance measures can also be used as supporting documentation for the City's grant writing efforts. Having robust sets of performance measures to pull supporting data from will help the city create more competitive applications.

Any performance measure program established by College Station should also include specific target goals for system performance. These target goals for the transportation network should be set after performance baselines can be established to guarantee that those goals are within reason. As mentioned previously, the City's performance measure program should provide a holistic understanding of system performance with data that covers the following topics:

- System Development – The number of facilities/projects completed that include accommodations for active transportation users, the number of linear miles of new facilities added, etc.
- Safety – The number of crashes involving bicyclists, pedestrians, and micromobility users
- Usage – The number of active transportation users and where they are using the facility
- Programs – The success of the proposed Active Transportation Master Plan programs should be tracked with programmatic metrics that will depend on each program's structure and goals
- Maintenance – The quality, condition, and age of existing facilities
- Cost – Amount of funding allocated to implementing the active transportation network

To ensure that the performance measure program is maintained, a schedule of progress reports should be established by City staff. The frequency of these progress reports will depend on the specific performance measure being tracked.

ACTION ITEMS

▷ **6.7** Establish performance measures with specified, trackable goals

FUNDING AND FACILITY IMPROVEMENT COSTS

Implementation of the expanded and upgraded bicycle and pedestrian network proposed in this plan will take substantial investment over a long period of time. Realization of these improvements, however, are not solely the responsibility of the City to construct as requirements on new development will realize many improvements and projects completed by TxDOT will accomplish some others. Cost estimates for new active transportation facilities were calculated in 2023 based on recent projects with substantial contingency added and provide planning-level assumptions that include design, construction, and right-of-way acquisition costs. At that time, sidewalk construction was estimated at approximately $1.2 million per mile, and shared use paths at approximately $2.0 million per mile plus bridges. These figures are intended to support high-level planning and prioritization and should be refined through project-specific analysis as implementation advances. Actual costs may vary over time due to inflation, market conditions, and site-specific factors.

As the active transportation network continues to expand, it will be equally important to establish a sustainable approach to operations and maintenance. Consistent with Master Plan Policy 6, the City should pursue reliable funding sources not only for new infrastructure, but also to ensure that existing facilities are properly maintained, safe, and functional over time as the system grows through both public investment and private development.

Local Funding Sources

CAPITAL PROJECTS FUND

Capital project funds typically the primary source for the city to construct infrastructure. The types of infrastructure financed by the Capital Projects fund could include streets, parks, off-road trails, and other public buildings and facilities. A list of funding sources utilized or capital projects includes:

- General Obligation Bonds – A General Obligation Bond is a municipal bond approved by a voter referendum that is secured through the taxing and borrowing power of a jurisdiction. The City Council must approve calling an election for a General Obligation Bonds to be voted upon. The bonds are repaid by levy through a municipal pledge and the tax revenue of the jurisdiction.
- Certificates of Obligation Bonds – Certificates of Obligation Bonds, also known as COs, are also secured through the taxing and borrowing power of a jurisdiction and can be used by municipalities to fund infrastructure projects. Certificates of Obligation require approval by City Council but unlike other types of bonds, they do not require an election of voter approval to issue.
- Impact Fees – Impact fees are collected from new developments to offset the cost of the infrastructure that is attributable to the demand they place on the infrastructure network and can be used to support public infrastructure, such as waterlines, sanitary sewer lines, and street and intersection projects. Impact fees can act as an indirect funding source for the active transportation projects since many of the larger street projects include new or upgraded bicycle and pedestrian infrastructure.
- Sidewalk Fund – The fund facilitates the construction of sidewalks.

GENERAL FUND

Another primary source of funding for municipalities is the General Fund, which consists of property tax, sales tax, fines, and fees that are collected. The General Fund typically covers the day-to-day operational needs of the City such as staff salaries and supplies needed for Active Transportation programs and events. General Fund is typically not utilized for funding capital projects on an on-going basis though if extra revenues are collected, they could be utilized for one-time expenses including contributing to a capital project.

Federal and State Funding Sources

Funding for projects is frequently available through various grant programs operated by federal and state agencies. In many cases, these grants require a local funding match in order to qualify for the grant.

FEDERAL FUNDING

- Department of Transportation: Federal Highway Administration (FHWA) - The FHWA is an agency within the Department of Transportation and helps to support state and local governments with the construction and maintenance of the country's national highway system. The agency accomplishes its goal through the financial and technical assistance it provides to state and local governments.
    - Highway Safety Improvement Program (HSIP) – This program provides funding to reduce traffic related fatalities and injuries on the land adjacent to roadways. Funds from HSIP can be used to make improvements related to bicycle and pedestrian safety.
    - Safe Routes to School (SR4S) – FHWA distributes funding for state-level SR4S programs through TxDOT.
    - Transportation Enhancement Activities – Contains funding for 12 different activities, which includes; pedestrian and bicycle facilities, safety and educational activities, conversion of abandoned railway corridors to trails, landscaping and scenic beautification, and environmental mitigation to maintain habitat connectivity.
    - Surface Transportation Program (STBG) – The Surface Transportation Block Grant program provides funding for a wide range of projects, including highways, bridges, tunnels, and pedestrian and bicycle infrastructure. This program is managed at the state-level by TxDOT.
    - Recreational Trails Program – This program provides funding to states for the development and ongoing maintenance of recreational trails and trail-related facilities. Trails for walking, hiking, and biking are all eligible for funding.
- Department of Housing and Urban Development (HUD) - The federal agency responsible for providing housing and community development assistance programs.
    - Community Development Block Grant Program (CDBG) - This program supports neighborhood revitalization, economic development, and community facility improvement efforts in areas with low and moderate incomes. These funds have been used numerous times to construct public facilities including bicycle and pedestrian infrastructure in eligible areas of the City.

STATE FUNDING

There are multiple state agencies that provide funding for projects and programs meant to support active transportation. The Texas Department of Transportation (TxDOT) provides funding for both on and off-street projects while the Texas Parks and Wildlife Department is primarily focused on improving off street trails and greenways.

- Texas Department of Transportation – The government agency responsible for planning, designing, building, operating, and maintaining the state's transportation infrastructure.
    - Safe Routes to Schools Program (SR4S) – The SR4S program tries to encourage school age children to bike and walk to school by funding the implementation of traffic safety programs and construction of bike and pedestrian facilities within a two-mile radius of schools.
    - Texas Mobility Fund – Maintained by TxDOT, the Texas Mobility Fund holds taxes and fees separate from those in the State Highway Fund. The Transportation development credits, or toll credits, in this fund can be requested and applied as local match funding for federal transportation projects.
    - Transportation Alternatives Set-Aside (TA) Program – The TA program provides funding through local Transportation Management Areas to be used for bicycle and pedestrian infrastructure and planning projects. Applicants are encouraged to submit proposals aimed at improving transportation accessibility, safety, and multimodal integration.
- Texas Parks and Wildlife Department (TPWD) – The state agency tasked with the management and conservation of the natural and cultural resources of Texas.
    - Recreational Trails Program – Supports the creation of non-motorized and motorized recreational trails and associated facilities meant to hiking and bicycling. Funding for the Recreational Trails Program is provided by Federal Highway Trust Fund, which is supported by gas taxes paid on fuel for non-highway recreational vehicles.
    - Outdoor Recreation Legacy Partnership (ORLP) – This program is a competitive grant under the Land and Water Conservation Fund (LWCF), which provides matching funds to facilitate the acquisition and development of outdoor recreational areas and trails.

ACTION ITEMS

- ▷ **6.8** Develop a maintenance plan for the system
- ▷ **6.9** Establish and ensure consistent capital and operating funding sources
- ▷ **6.10** Seek out alternative funding sources through grants, programs, and partnerships

ACKNOWLEDGEMENTS

The City of College Station would like to express their sincere gratitude to all the following individuals, groups and citizens of the community who contributed to the preparation and adoption of this Master Plan. Without your help, this would have never been achieved.

CITY COUNCIL

John Nichols, Mayor
Mark Smith, Place 1
William Wright, Place 2
David White, Place 3
Melissa McIlhaney, Place 4
Bob Yancy, Place 5
Scott Shafer, Place 6

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Randell Smith, City Traffic Engineer
DeAnna Ordonez, Public Works
Kelsey Heiden, Parks Department
Richard Mann, Fire Department
Barbara Moore, Neighborhood Services

COMMONLY USED ACRONYMS

AASHTO – American Association of State Highway Transportation Officials

ACS – American Community Survey

ADA – Americans with Disabilities Act

BCSMPO – Bryan College Station Metropolitan Planning Organization

BPG – Bicycle, Pedestrian, and Greenways Advisory Board

BLTS – Bicycle Level of Stress

BTD - Brazos Transit District

CRIS - Crash Records Information System

FHWA – Federal Highway Administration

LPI – Leading Pedestrian Interval

NACTO – National Association of City Transportation Officials

PLTS – Pedestrian Level of Stress

PROWAG – Public Right-of-Way Accessibility Guidelines

TxDOT – Texas Department of Transportation

TXMUTCD – Texas Manual on Uniform Traffic Control Devices

ROW – Right-of-Way

USDOT – United State Department of Transportation

APPENDIX A: DEMOGRAPHICS

The population of College Station has continued to increase. The table below shows how the population has grown since 2010. As of December 2025, the population of the City of College Station is estimated to be 132,477 residents.

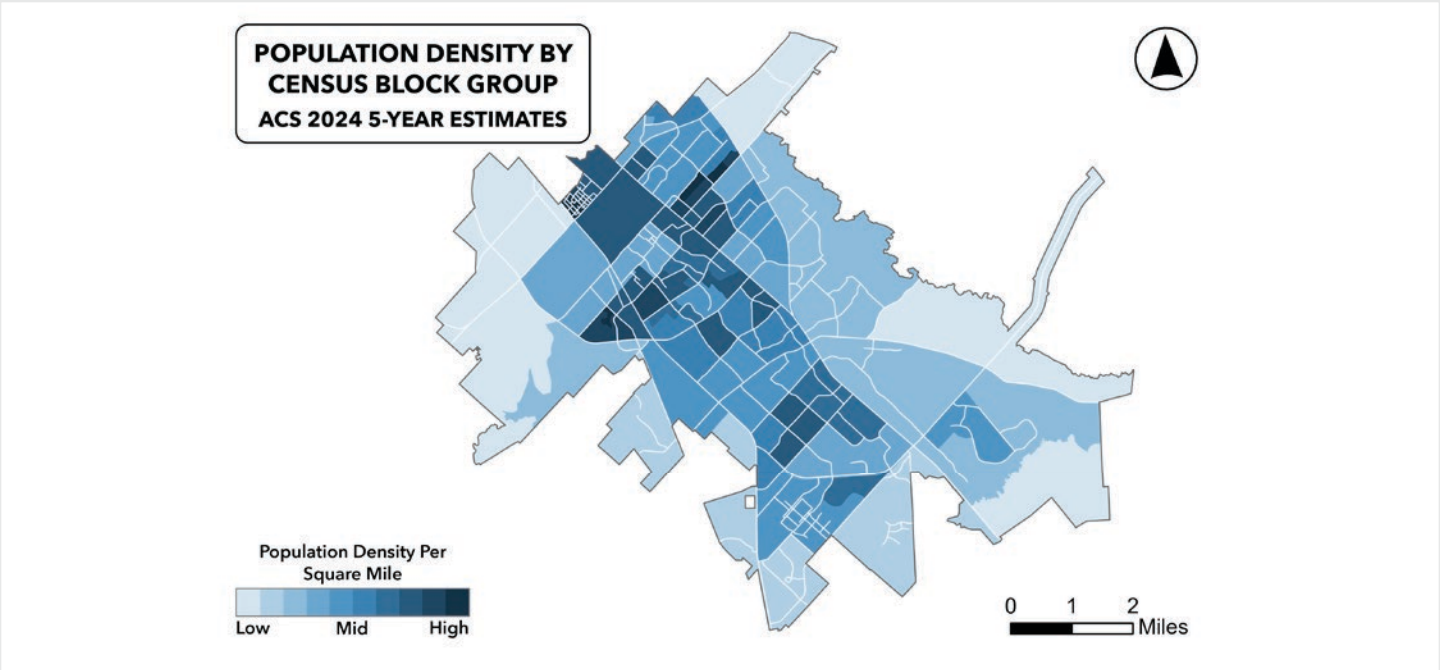
Table A.1 Population Growth Rate Since 2010

POPULATION GROWTH RATE SINCE 2010		
5-YEAR PERIOD	**POPULATION (END OF PERIOD)**	**PEDESTRIAN PLAN %**
2010	94,929	N/A
2011 - 2015	106,581	12.3%
2016 - 2020	122,085	14.5%
2021 - 2025	132,477	8.5%

Source: City of College Station

Population Density and Distribution

Unsurprisingly a **population distribution analysis for College Station shows the greatest population density in the areas surrounding the Texas A&M University campus. Lower population densities are along the City's peripheries** and in areas that are undeveloped, developed at lower densities, or are partially developed. The areas of the city zoned for more intense residential uses like multi-family tend to have a higher population density relative to areas zoned for less intense uses like rural or single-family development. Knowing which areas currently have the greatest population density and which are planned for such can help determine where active transportation improvements would be more beneficial to improve connectivity and help encourage active transportation as a viable transportation mode and help mitigate growing traffic congestion in those areas.



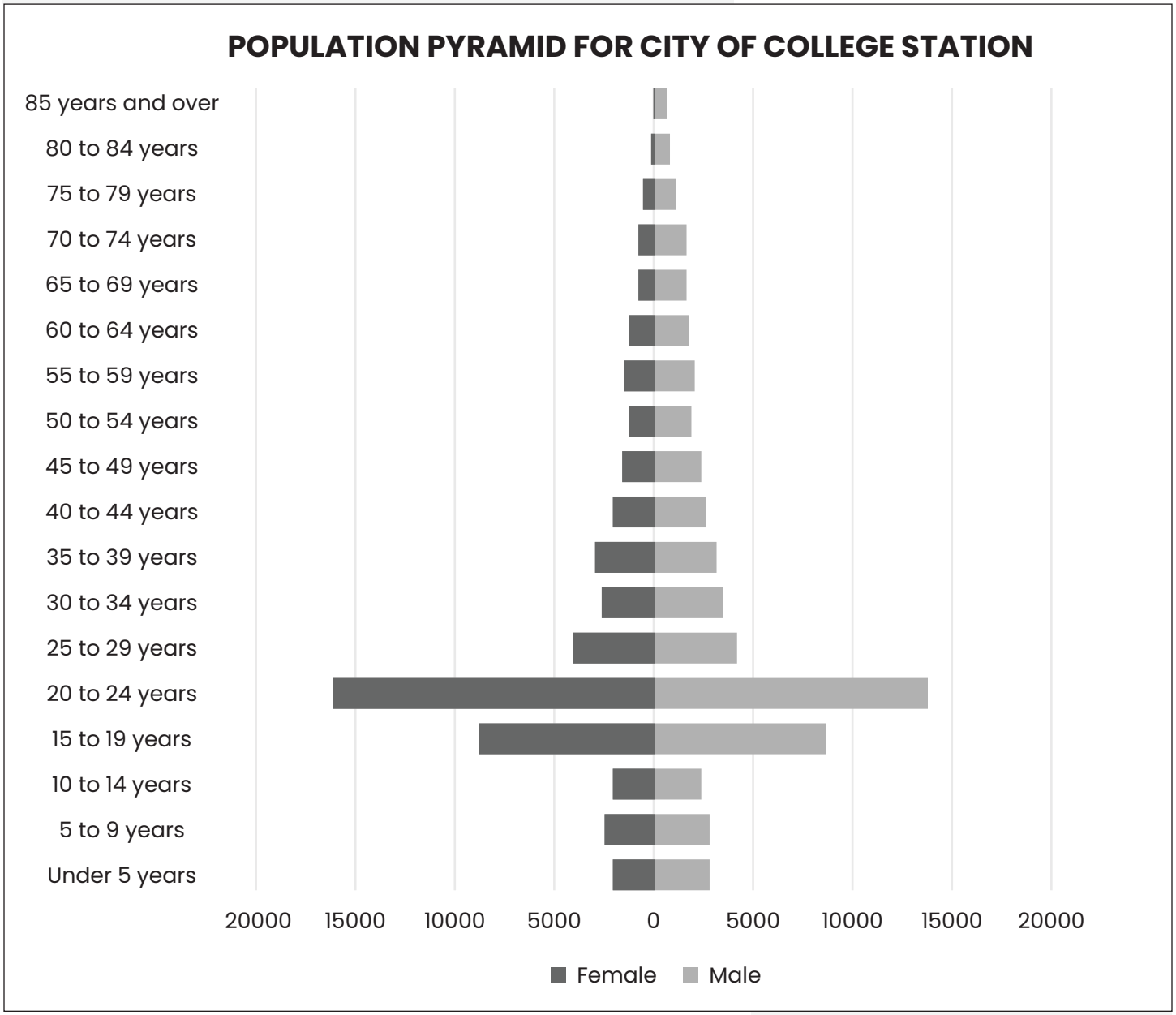
Source: City of College Station

Age Distribution

The demographic composition of a city affects the transportation needs of that community. Communities with an age composition that skews younger will have a different set of transportation needs and opportunities relative to a community with a population that skews much older.

Population pyramids for College Station clearly show the impact that a large number of college students have on the city's age distribution. The figure below illustrates that 25.6% of all city residents fall within the 20-24 year old age cohort. The second largest age group within College Station is the 15–19-year-old cohort. The size of these two age cohorts compared to the rest of the city's population pyramid indicate that College Station has a relatively young population. Knowing that these population cohorts will likely remain similar in their size and distribution near the periphery of campus allows the city to tailor future improvements in this area specifically to college-aged users.

Figure A.1 Population Pyramid for City of College Station



Source: City of College Station

APPENDIX B: LTS METHODOLOGY AND CRITERIA
Bicycle Level of Traffic Stress Analysis (BLTS)

Research and Best Practices

Level of Traffic Stress as a form of network analysis was first published by researchers at the **Mekuria Transportation Institute** in 2012. Since then, many different municipalities have utilized this approach for assessing the stressfulness of their active transportation networks. Many of these municipalities have also modified the criteria for the analysis to better fit their local planning context. The types of modifications made by these municipalities also differs, with some making relatively minor changes and others making substantial revisions to the original criteria.

Looking first at the **City of Fort Worth's Active Transportation Plan**, we see an example of a minor change to the overall LTS criteria. The City decided that the original LTS criteria developed by the Mekuria Transportation Institute was too lenient regarding the impact of traffic volume on a user's experience. For this reason, Fort Worth's LTS analysis is more critical of roadways with high volumes and high speeds.

In some instances, municipalities decided that more significant changes were needed for the analysis to work within their local context. For **Montgomery County** this meant the addition of 3 more stress level ratings to help describe a greater range of roadway experiences. LTS 0 was added to describe off-road portions of the network, which are not impacted by roadway stresses. LTS 2.5 was added to bridge the comfortability divide between LTS 2 and 3. Lastly, the county added LTS 5 to distinguish between the roadways that only experienced riders would be willing travel and roadways deemed too dangerous for even those riders.

Other municipalities took into consideration additional roadway factors that might impact a user's experience. This was the approach taken by the **City of Chico**, which accounted for the presence of additional obstacles along biking facilities. If a bike lane or route was subject to frequent blockages by vehicles, trash cans, or driveways, the LTS would be increased.

LTS Methodology for College Station

The criteria used for the LTS analysis of College Station's existing network has also been modified. In the original methodology developed by the Mekuria Transportation Institute, sidewalk widths were divided into 4 categories.

This included sidewalks:

- Greater than 10 ft. Wide
- 10 ft. to 8 ft. wide
- 7 ft. to 5 ft. wide
- Less than 5 ft. wide

In the City's older neighborhoods, sidewalks were built to be 4 feet wide with a 1-3-foot grass buffer. Using baseline criteria from the Mekuria Institute, many of these neighborhood streets would be given LTS scores of 3, despite them having low speeds, low traffic volumes, and large roadway buffers. **More recent updates to College Station's Unified Development Ordinance have changed sidewalk width standards, which require these facilities to be at least 6 feet wide. Any future redevelopment taking place in these older neighborhoods would require sidewalks to be reconstructed to meet the updated UDO standard**. With this context in mind, it was decided to combine the 7-5 feet and <5-foot categories to more accurately reflect an individual's experience on these low-intensity roadways in local neighborhoods. This methodology was adapted to the local context of College Station and might be subject to future modifications if needed to accurately depict existing conditions.

Table B.1 Revised Pedestrian LTS Criteria for Segments

PEDESTRIAN LTS FOR MEDIUM TRAFFIC VOLUME (2,500-7,500 AADT)					
SPEED	SIDEWALK WIDTH	BUFFER WIDTH			
		> 10 FT	5 TO 9FT	< 5 FT	NONE
< 26 mph	> 10 ft	1	1	1	2
	8 ft to 10 ft	1	1	2	2
	< 7 ft	1	2	2	2
26 - 30 mph	> 10 ft	1	1	2	3
	8 ft to 10 ft	1	2	2	3
	< 7 ft	2	2	3	4
31 - 35 mph	> 10 ft	1	2	3	3
	8 ft to 10 ft	2	2	3	4
	< 7 ft	3	3	4	4
> 35 mph	> 10 ft	1	2	3	3
	8 ft to 10 ft	2	2	3	4
	< 7 ft	3	3	4	4
Automatically LTS 2 if a vertical buffer greater than six inches is present					

Source: City of College Station

Segments:

The BLTS criteria for segments are split into two different tables, one of these tables looks specifically at bike routes (bikes in mixed traffic) while the other looks at bike lanes.

Table B.2 Bixes in Mixed Traffic

BIKES IN MIXED TRAFFIC								
NUMBER OF LANES	TRAFFIC VOLUME	PREVAILING SPEED (MPH)						
		<24	25	30	35	40	45	46+
2-way street (no centerline)	0-750	1	1	2	2	3	3	3
	751-1,500	1	1	2	3	3	3	3
	1,501-3,000	2	2	2	3	3	4	4
2-way street (1 thru lane per direction and centerline)	3,000+	2	2	3	3	4	4	4
	0-1,000	1	1	2	2	3	3	3
	1,001-1,500	2	2	2	3	3	4	4
2 thru lanes per direction	1,501+	2	3	3	3	4	4	4
	0-8,000	3	3	3	3	4	4	4
	8,001+	3	3	4	4	4	4	4
3+ thru lanes per direction	Any volume	3	3	4	4	4	4	4

Source: City of College Station

Table B.3 Bikes in Conventional Lanes and Others

CONVENTIONAL BIKE LANES, ADVISORY BIKE LANES, AND SHOULDERS NO ADJACENT TO A PARKING LANE							
NUMBER OF LANES	BIKE LANE WIDTH	PREVAILING SPEED (MPH)					
		<29	30	35	40	45	46+
1 thru lane per direction or contraflow lane	6+ ft	1	1	2	3	3	3
	Less than 6 ft	2	2	2	3	3	4
2 thru lanes per direction 3+ lanes per direction	6+ ft	2	2	2	3	3	3
	Less than 6 ft	2	2	2	3	4	4
	Any width	3	3	3	4	4	4
Use mixed traffic criteria if it would result in lower LTS							

Source: City of College Station

Crossings:

The BLTS criteria is contained within a single table and only applies to road crossings without any traffic controls (no stop signs, or traffic signals).

Table B.4 Bike Crossing LTS

BIKE CROSSING LTS				
CROSSING FACILITY	**SPEED LIMIT**	**UP TO 3 LANES**	**4 - 5 LANES**	**6+ LANES**
None	Up to 25 mph	1	2	4
	30 mph	1	2	4
	35 mph	2	3	4
	40+ mph	3	4	4
Crossing Island	Up to 25 mph	1	1	2
	30 mph	1	2	3
	35 mph	2	3	4
	40+ mph	3	4	4

Source: City of College Station

Pedestrian Level of Traffic Stress Analysis (PLTS)

Segments

The PLTS criteria for segments in split into three separate tables to better evaluate stress levels based on a roadway's traffic volume. As a result, facilities with similar dimensions might scoring differently based on the average amount of adjacent vehicle traffic.

Table B.5 Pedestrian LTS for Low Traffic Volume

PEDESTRIAN LTS FOR LOW TRAFFIC VOLUME (< 2,500 AADT)					
SPEED	SIDEWALK WIDTH	BUFFER WIDTH			
		> 10 FT	5 TO 9FT	< 5 FT	NONE
< 26 mph	> 10 ft	1	1	1	1
	8 ft to 10 ft	1	1	1	1
	< 7 ft	1	1	2	2
26 - 30 mph	> 10 ft	1	1	2	2
	8 ft to 10 ft	1	2	2	3
	< 7 ft	1	2	2	3
31 - 35 mph	> 10 ft	1	1	2	2
	8 ft to 10 ft	1	2	2	3
	< 7 ft	2	3	3	4
> 35 mph	> 10 ft	1	2	3	3
	8 ft to 10 ft	2	2	3	3
	< 7 ft	3	3	4	4
Automatically LTS 2 if a vertical buffer greater than six inches is present					

Source: City of College Station

Table B.6 Pedestrian LTS for Medium Traffic Volume

PEDESTRIAN LTS FOR MEDIUM TRAFFIC VOLUME (2,500-7,500 AADT)					
SPEED	SIDEWALK WIDTH	BUFFER WIDTH			
		> 10 FT	5 TO 9FT	< 5 FT	NONE
< 26 mph	> 10 ft	1	1	1	2
	8 ft to 10 ft	1	1	2	2
	< 7 ft	1	2	2	2
26 - 30 mph	> 10 ft	1	1	2	3
	8 ft to 10 ft	1	2	2	3
	< 7 ft	2	2	3	4
31 - 35 mph	> 10 ft	1	2	3	3
	8 ft to 10 ft	2	2	3	4
	< 7 ft	3	3	4	4
> 35 mph	> 10 ft	1	2	3	3
	8 ft to 10 ft	2	2	3	4
	< 7 ft	3	3	4	4
Automatically LTS 2 if a vertical buffer greater than six inches is present					

Source: City of College Station

Table B.7 Pedestrian LTS for High Traffic Volume

PEDESTRIAN LTS FOR HIGH TRAFFIC VOLUME (> 7,500 AADT)					
SPEED	SIDEWALK WIDTH	BUFFER WIDTH			
		> 10 FT	5 TO 9FT	< 5 FT	NONE
< 26 mph	> 10 ft	1	1	2	2
	8 ft to 10 ft	1	2	2	3
	< 7 ft	2	2	3	4
26 - 30 mph	> 10 ft	1	1	2	3
	8 ft to 10 ft	1	2	2	3
	< 7 ft	2	3	3	4
31 - 35 mph	> 10 ft	1	2	3	3
	8 ft to 10 ft	2	3	3	4
	< 7 ft	3	3	4	4
> 35 mph	> 10 ft	2	2	3	3
	8 ft to 10 ft	2	3	3	4
	< 7 ft	3	4	4	4
Automatically LTS 2 if a vertical buffer greater than six inches is present					

Source: City of College Station

Crossings

The PLTS criteria for crossings has been split across six different tables. Half of the methodology tables are specifically for crossings with traffic controls while the other half are for crossings without traffic controls. These tables follow the same traffic volume-based formatting as the tables for PLTS segments.

Table B.7 Controlled Pedestrian Crossings for Low Traffic Volume

CONTROLLED PEDESTRIAN CROSSING LTS FOR LOW TRAFFIC VOLUME (< 2,500 AADT)					
TRAFFIC CONTROL	CROSSING WIDTH	CROSSING TREATMENTS			
		RAISED REFUGE ISLAND AND CURB EXTENSION(S)	RAISED REFUGE ISLAND ONLY	CURB EXTENSION ONLY	NONE
LPI or Pedestrian only phase	2-3 lanes	1	1	1	1
	4 lanes	1	1	2	2
	5 lanes	2	2	2	2
	6+ lanes	2	2	3	3
Traffic Signal	2-3 lanes	1	1	1	1
	4 lanes	1	1	2	2
	5 lanes	2	2	2	2
	6+ lanes	2	3	3	3
Stop Sign	1-2 lanes	1	1	1	1
	3 lanes	1	1	2	2
	4+ lanes	2	2	3	3
Pedestrian Hybrid Beacon	1-2 lanes	1	1	1	1
	3 lanes	1	1	1	2
	4+ lanes	2	2	2	3

Source: City of College Station

Table B.8 Controlled Pedestrian Crossings for Medium Traffic Volume

CONTROLLED PEDESTRIAN CROSSING LTS FOR MEDIUM TRAFFIC VOLUME (2,500-7,500 AADT)					
TRAFFIC CONTROL	CROSSING WIDTH	CROSSING TREATMENTS			
		RAISED REFUGE ISLAND AND CURB EXTENSION(S)	RAISED REFUGE ISLAND ONLY	CURB EXTENSION ONLY	NONE
LPI or Pedestrian only phase	2-3 lanes	1	1	1	2
	4 lanes	1	1	2	2
	5 lanes	2	2	2	3
	6+ lanes	2	2	3	3
Traffic Signal	2-3 lanes	1	1	1	2
	4 lanes	1	1	2	2
	5 lanes	2	2	3	3
	6+ lanes	3	3	3	4
Stop Sign	1-2 lanes	1	1	1	2
	3 lanes	1	2	2	2
	4+ lanes	2	2	3	3
Pedestrian Hybrid Beacon	1-2 lanes	1	1	1	2
	3 lanes	1	1	2	2
	4+ lanes	2	2	3	3

Source: City of College Station

Table B.9 Controlled Pedestrian Crossings for High Traffic Volume

CONTROLLED PEDESTRIAN CROSSING LTS FOR HIGH TRAFFIC VOLUME (> 7,500 AADT)					
TRAFFIC CONTROL	CROSSING WIDTH	CROSSING TREATMENTS			
		RAISED REFUGE ISLAND AND CURB EXTENSION(S)	RAISED REFUGE ISLAND ONLY	CURB EXTENSION ONLY	NONE
LPI or Pedestrian only phase	2-3 lanes	1	1	1	2
	4 lanes	1	2	2	2
	5 lanes	2	2	2	3
	6+ lanes	3	3	3	3
Traffic Signal	2-3 lanes	1	1	2	2
	4 lanes	1	2	2	2
	5 lanes	2	3	3	3
	6+ lanes	3	3	4	4
Stop Sign	1-2 lanes	1	1	2	2
	3 lanes	2	2	3	3
	4+ lanes	2	3	4	4
Pedestrian Hybrid Beacon	1-2 lanes	1	2	2	2
	3 lanes	2	3	3	3
	4+ lanes	3	3	4	4

Source: City of College Station

Table B.10 Uncontrolled Pedestrian Crossings for Low Traffic Volume

UNCONTROLLED PEDESTRIAN CROSSING LTS FOR LOW TRAFFIC VOLUME (< 2,500 AADT)						
TRAFFIC CONTROL	TRAFFIC SPEED	CROSSING WIDTH	CROSSING TREATMENTS			
			RAISED REFUGE ISLAND AND CURB EXTENSION(S)	RAISED REFUGE ISLAND ONLY	CURB EXTENSION ONLY	NONE
Rapid Flashing Beacons	< 21 mph	1-2 lanes	1	1	1	1
		3 lanes	1	1	1	2
		4+ lanes	2	2	2	2
	21-25 mph	1-2 lanes	1	1	1	2
		3 lanes	1	1	2	2
		4+ lanes	2	2	3	3
	26 - 30 mph	1-2 lanes	1	2	2	2
		3 lanes	2	2	2	3
		4+ lanes	2	3	3	4
	> 30 mph	1-2 lanes	1	2	2	3
		3 lanes	2	2	3	3
		4+ lanes	3	3	3	4
No Traffic Control	< 21 mph	1-2 lanes	1	1	1	2
		3 lanes	1	2	2	2
		4+ lanes	2	2	3	3
	21-25 mph	1-2 lanes	1	1	2	2
		3 lanes	1	2	3	3
		4+ lanes	2	2	3	3
	26 - 30 mph	1-2 lanes	1	2	3	3
		3 lanes	2	3	3	3
		4+ lanes	2	3	4	4
	> 30 mph	1-2 lanes	2	2	2	3
		3 lanes	2	3	3	4
			3	3	4	4

Source: City of College Station

Table B.11 Uncontrolled Pedestrian Crossings for Medium Traffic Volume

UNCONTROLLED PEDESTRIAN CROSSING LTS FOR MEDIUM TRAFFIC VOLUME (2,500-7,500 AADT)						
TRAFFIC CONTROL	TRAFFIC SPEED	CROSSING WIDTH	CROSSING TREATMENTS			
			RAISED REFUGE ISLAND AND CURB EXTENSION(S)	RAISED REFUGE ISLAND ONLY	CURB EXTENSION ONLY	NONE
Rapid Flashing Beacons	< 25 mph	1-2 lanes	1	1	1	2
		3 lanes	1	2	2	2
		4+ lanes	2	2	3	3
	26-30 mph	1-2 lanes	1	2	2	3
		3 lanes	2	2	3	3
		4+ lanes	2	3	3	4
	> 30 mph	1-2 lanes	2	2	2	3
		3 lanes	2	3	3	4
		4+ lanes	3	3	4	4
No Traffic Control	< 25 mph	1-2 lanes	1	1	2	2
		3 lanes	1	2	3	3
		4+ lanes	2	2	3	3
	26 - 30 mph	1-2 lanes	1	2	3	3
		3 lanes	2	3	3	3
		4+ lanes	2	3	4	4
	> 30 mph	1-2 lanes	2	2	3	3
		3 lanes	3	3	3	4
		4+ lanes	3	4	4	4

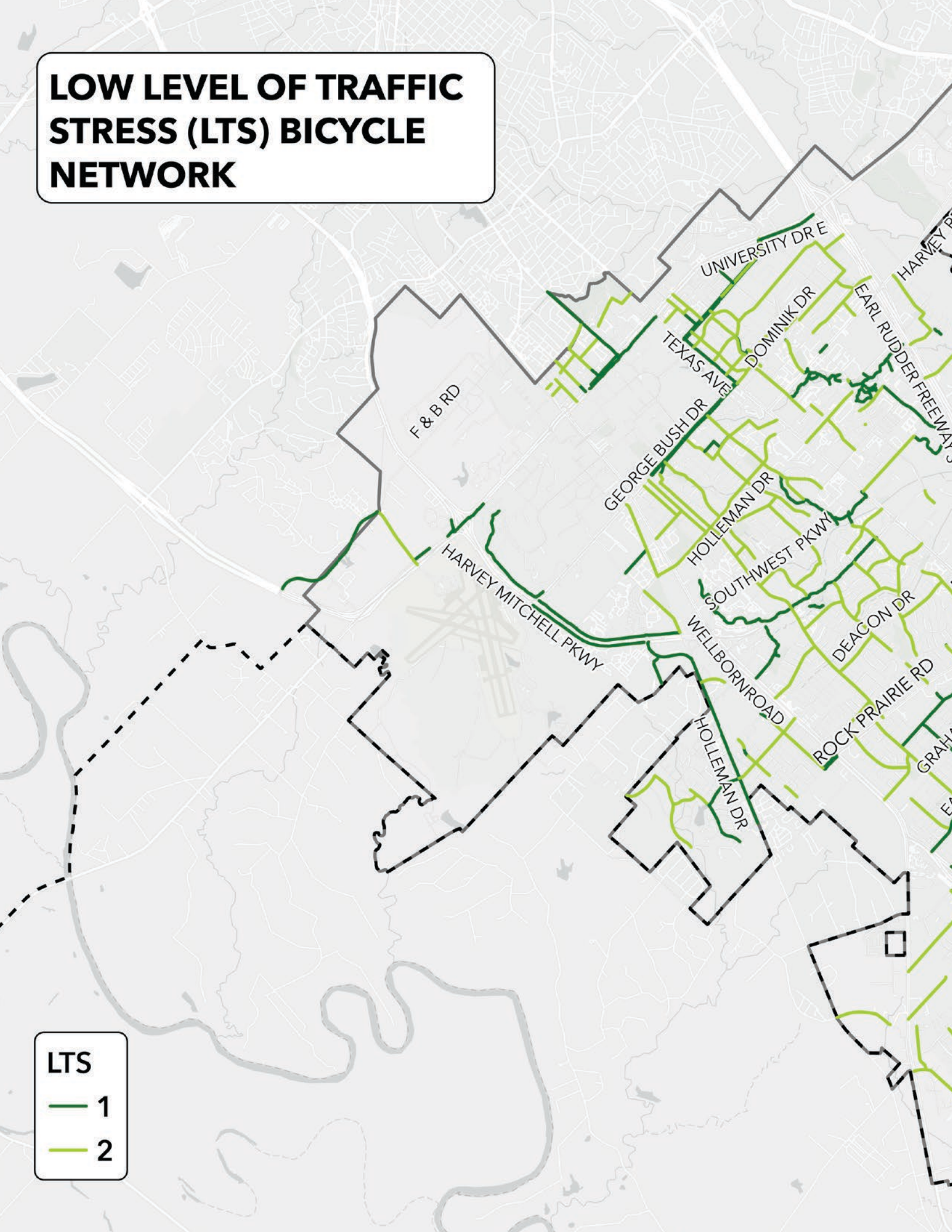
Source: City of College Station

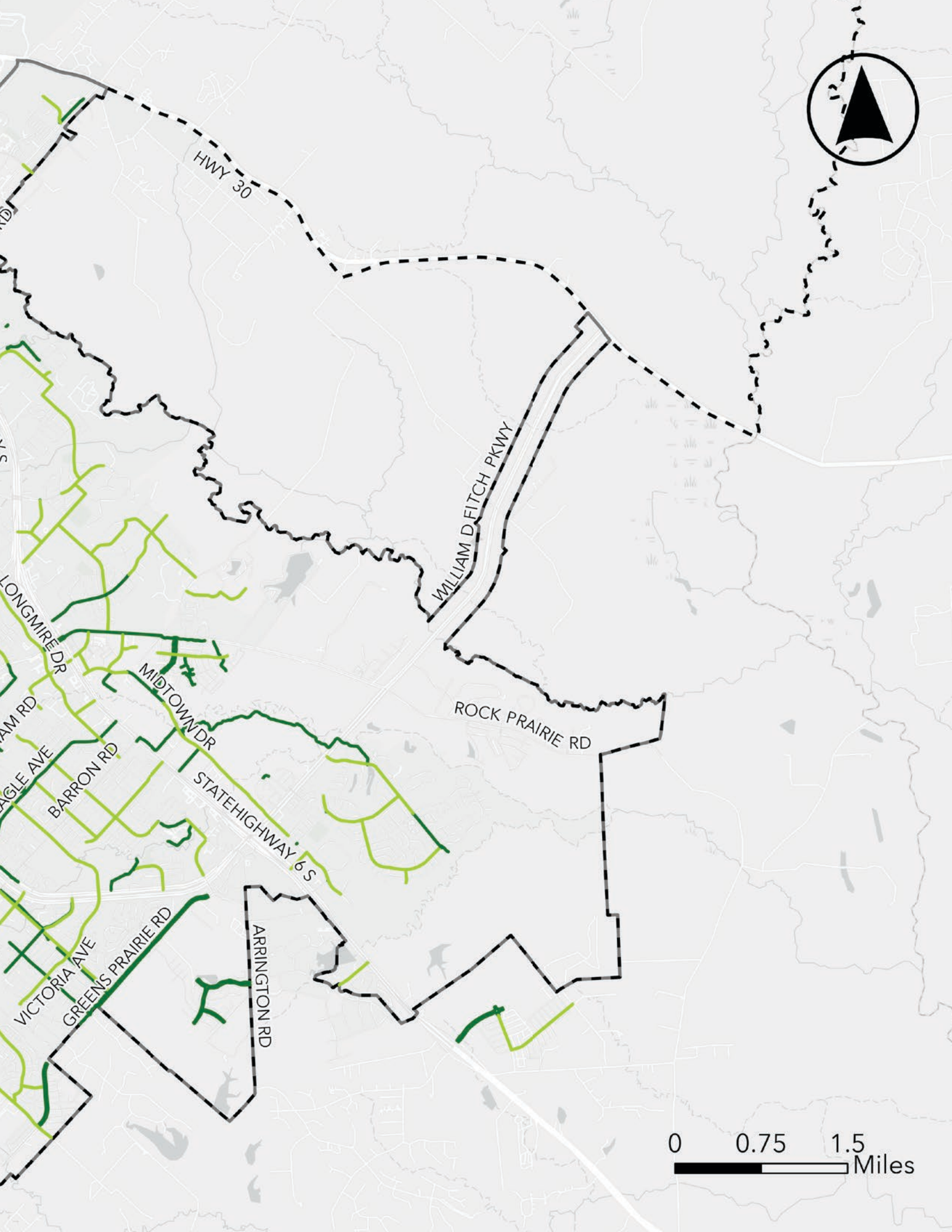
Table B.12 Uncontrolled Pedestrian Crossings for High Traffic Volume

UNCONTROLLED PEDESTRIAN CROSSING LTS FOR HIGH TRAFFIC VOLUME (7,500 AADT)						
TRAFFIC CONTROL	TRAFFIC SPEED	CROSSING WIDTH	CROSSING TREATMENTS			
			RAISED REFUGE ISLAND AND CURB EXTENSION(S)	RAISED REFUGE ISLAND ONLY	CURB EXTENSION ONLY	NONE
Rapid Flashing Beacons	< 25 mph	1-2 lanes	1	2	2	2
		3 lanes	2	2	3	3
		4+ lanes	2	3	3	4
	26-30 mph	1-2 lanes	2	2	2	3
		3 lanes	2	3	3	3
		4+ lanes	3	3	4	4
	> 30 mph	1-2 lanes	2	2	3	3
		3 lanes	3	3	3	4
		4+ lanes	3	4	4	4
No Traffic Control	< 25 mph	1-2 lanes	2	2	2	3
		3 lanes	2	2	3	3
		4+ lanes	3	3	3	4
	26 - 30 mph	1-2 lanes	2	2	2	3
		3 lanes	2	3	3	3
		4+ lanes	3	4	4	4
	> 30 mph	1-2 lanes	2	3	3	3
		3 lanes	3	3	4	4
		4+ lanes	4	4	4	4

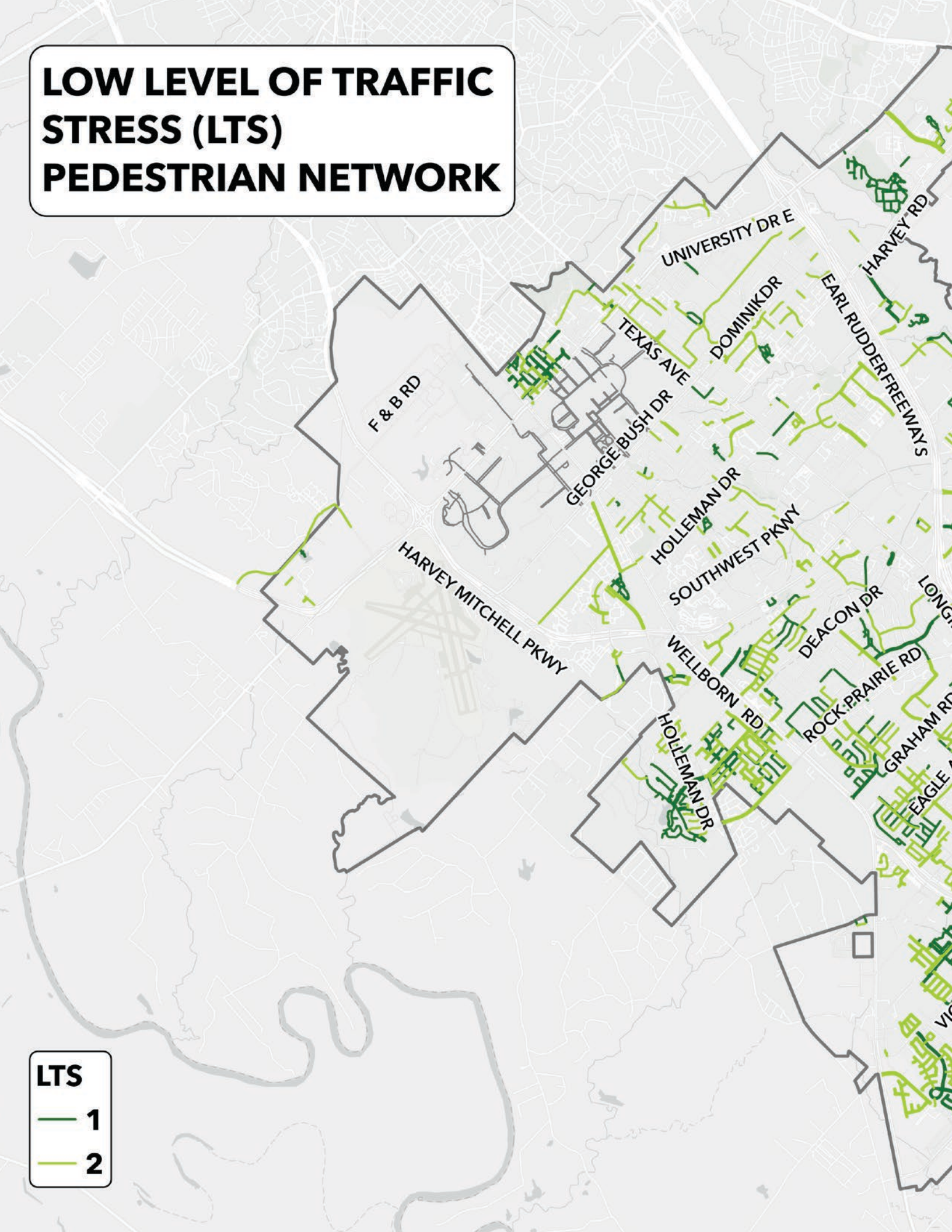
Source: City of College Station

LOW LEVEL OF TRAFFIC STRESS (LTS) BICYCLE NETWORK




HWY 30
WILLIAM D FITCH PKWY
ROCK PRAIRIE RD
LONGMIRE DR
MIDTOWN DR
BARRON RD
STATEHIGHWAY 6 S
GREENS PRAIRIE RD
VICTORIA AVE
ARRINGTON RD
0
0.75
1.5
Miles

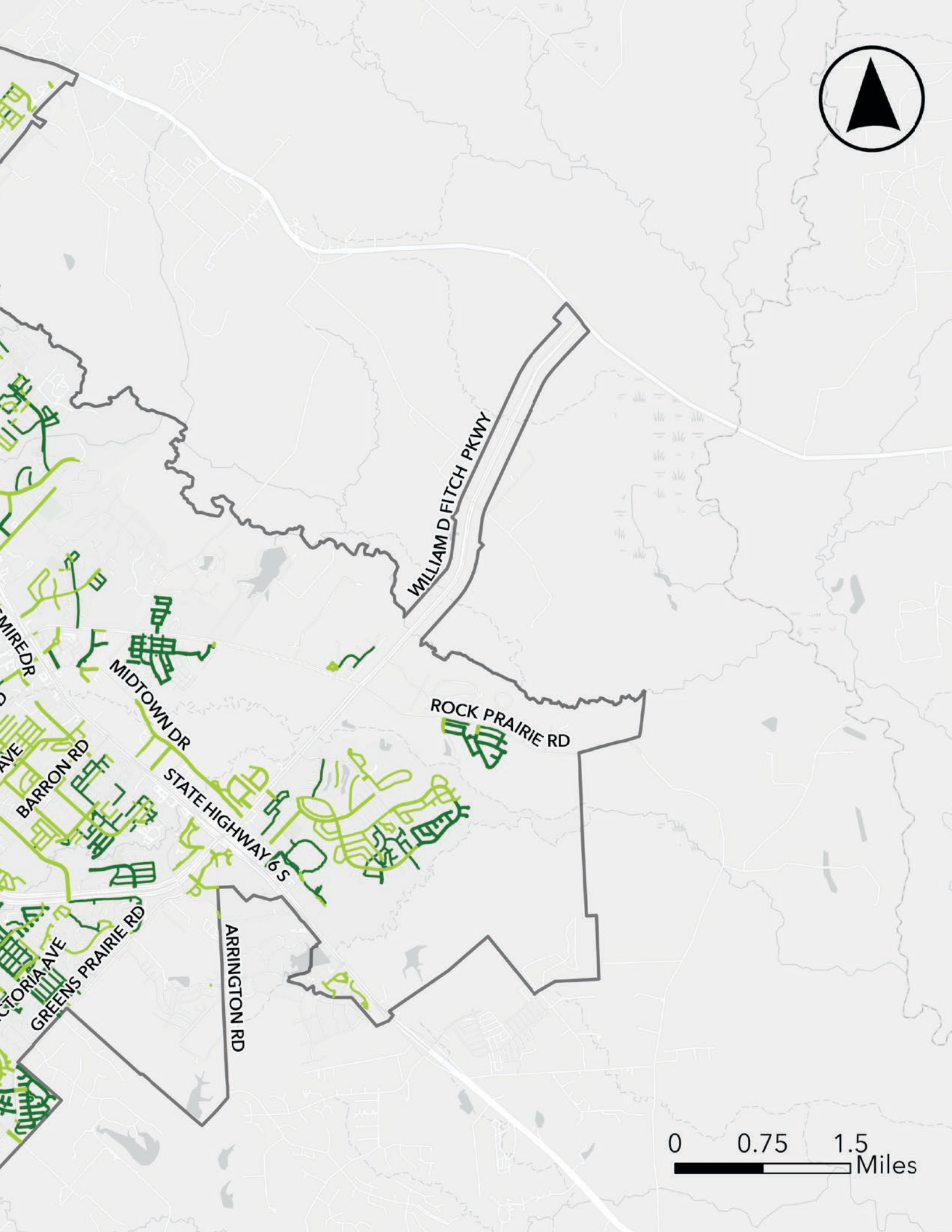
LOW LEVEL OF TRAFFIC STRESS (LTS) PEDESTRIAN NETWORK



LTS

1

2


WILLIAM D FITCH PKWY
MIDTOWN DR
ROCK PRAIRIE RD
BARRON RD
STATE HIGHWAY 6 S
GREENS PRAIRIE RD
ARRINGTON RD
0
0.75
1.5
Miles

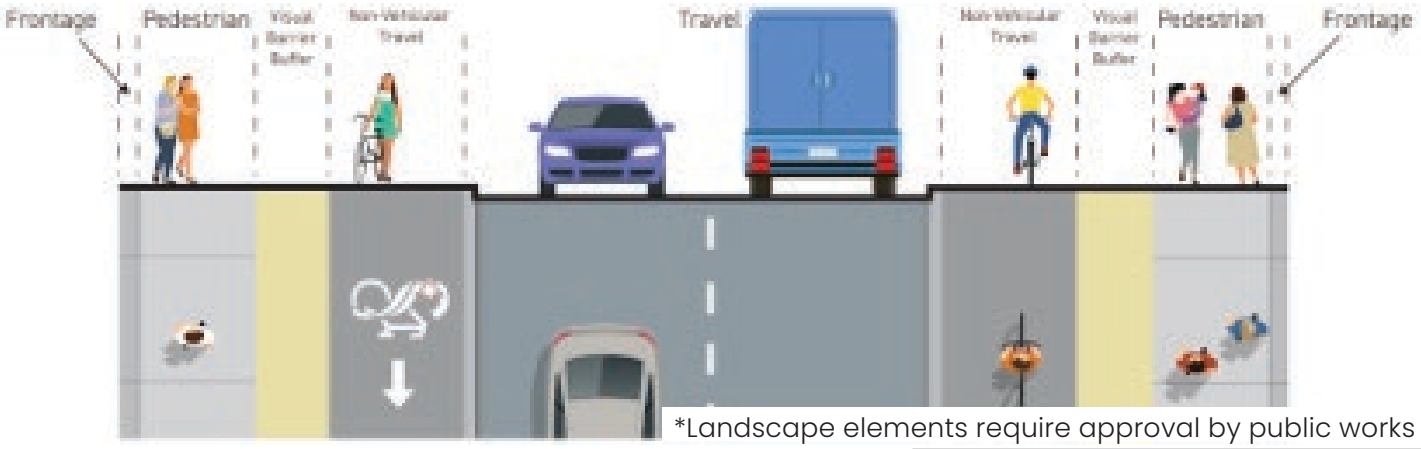
APPENDIX D: THOROUGHFARE CROSS SECTIONS

Crossing Section Makeup

Street cross-sections are composed of various discrete zones. These zones serve different users and include different cross-section elements. The table below lists the cross-section zones alongside their identifying traits. Refer to the diagram below table for illustrative examples of each element.

Table D.1 Street Cross-Section Element Illustrative Examples

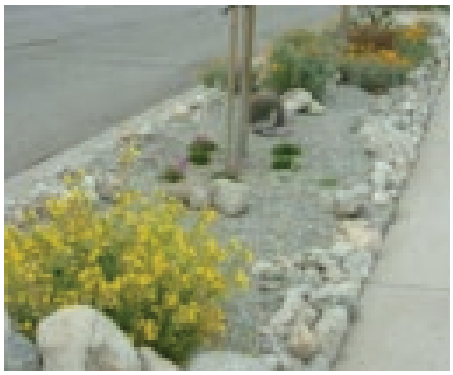
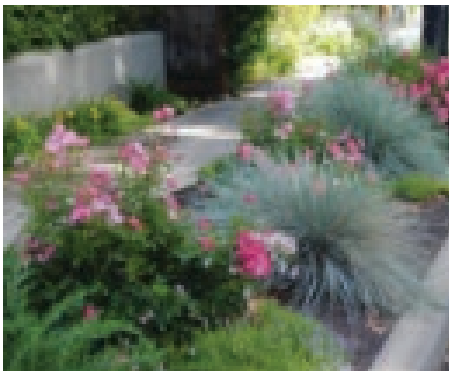
STREET CROSS-SECTIONS ZONE EXAMPLES			
ZONE	**LOCATION**	**CROSS SECTION ELEMENTS**	**DEFINITION**
Frontage	Immediately adjacent to right of way edge	Utilities, grade changes	Edge or ROW allocation for commercial or residential transition to adjacent grades and place for utilities
Pedestrian	Parallel to street between land use and curb	Sidewalks	Space dedicated to activities like walking and jogging
Visual Barrier Buffer	Between travel lanes (bike or vehicles) and pedestrians	Xeriscaping, color concrete, pavers, or landscape elements* like low shrubs, decorative grasses, lawn, and trees	Buffered landscape that separates walking and stationary activities from travel lanes
Non-Vehicular Travel	Immediately adjacent to the curb or sidewalk edge	Curbside space, bicycle lanes, and on-street parking, shared use paths	Intermediary zone adjacent to travel lanes
Travel	Center of the right of way	General purpose lanes, bus lanes, medians	Lanes used primarily for motorized transportation



*Landscape elements require approval by public works

Source: City of College Station

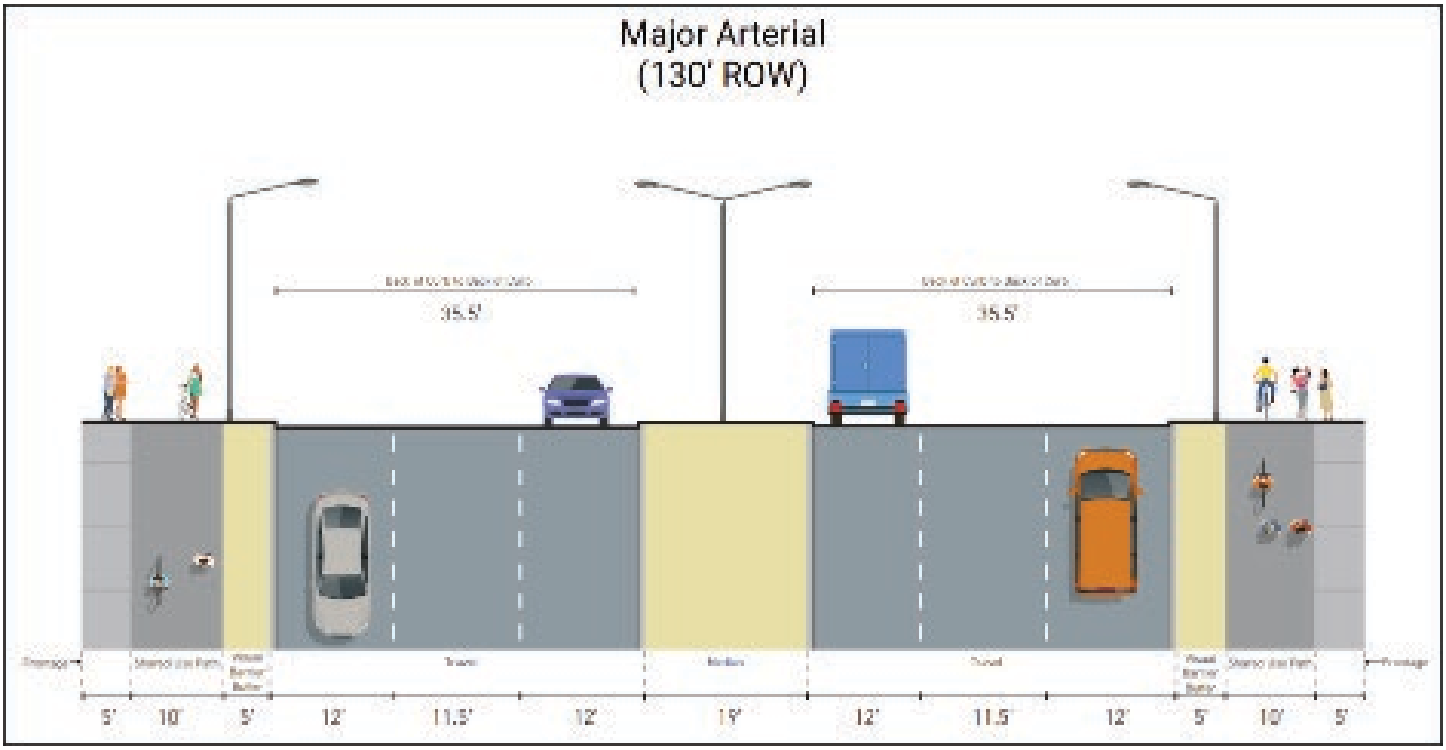
Table D.2 Visual Barrier Buffer Examples

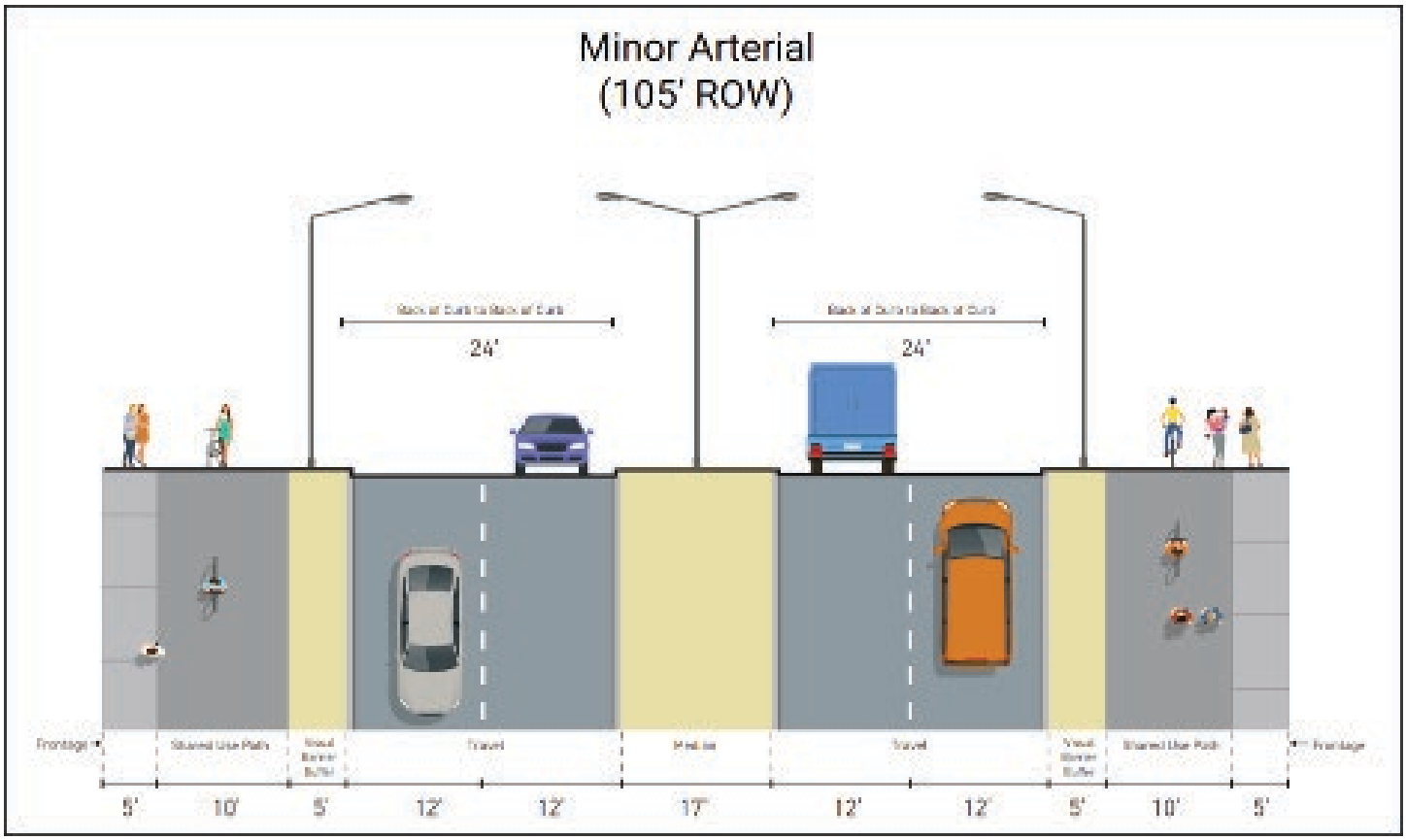
VISUAL BARRIER BUFFER EXAMPLES		
XERISCAPE BUFFER	LANDSCAPE BUFFER	HARDSCAPE BUFFER
		

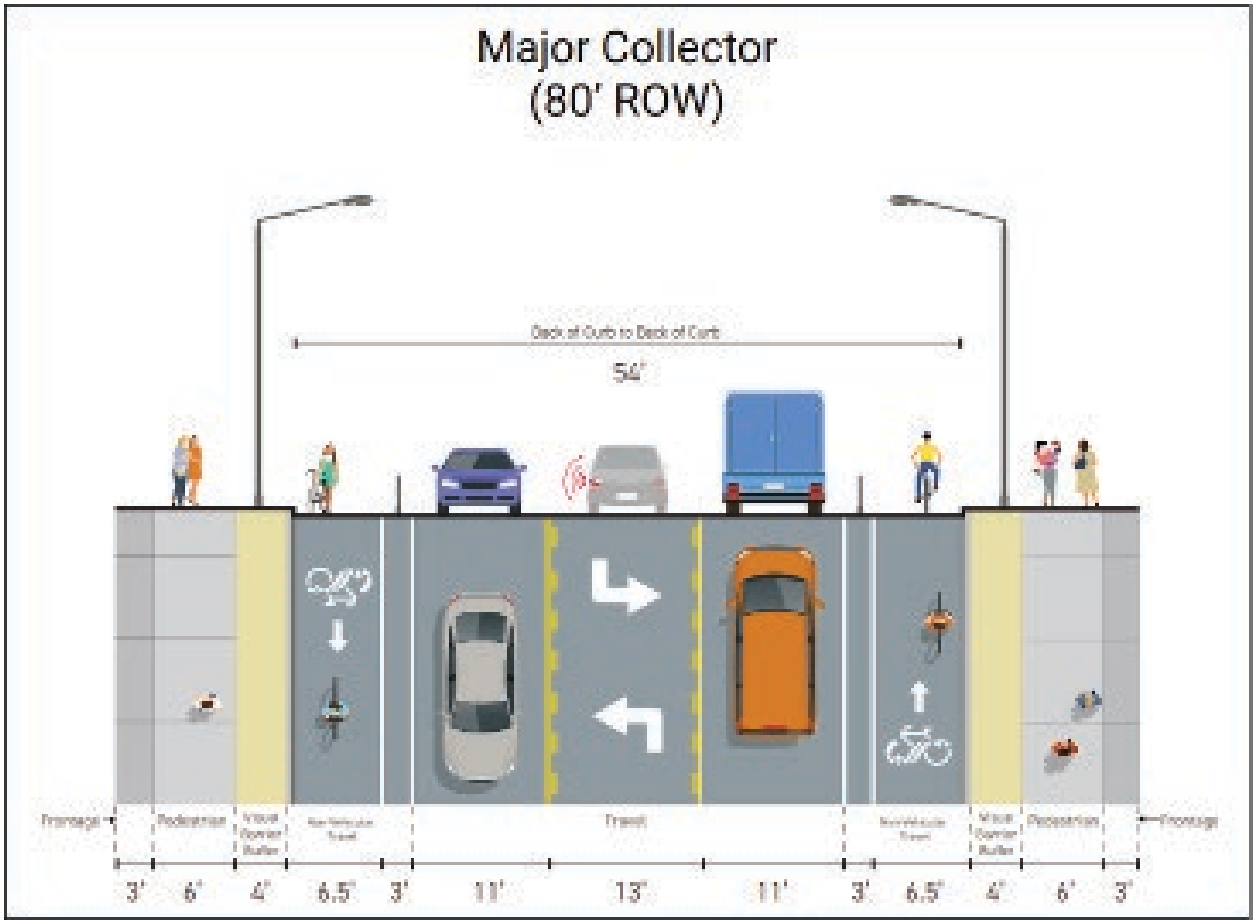
Source: City of College Station

TYPICAL SECTIONS

Note: All dimensions measure from back-of-curb and center of stripe. Not to scale
Note: Separated bike lanes may be the preferred alternative in the Urban Context in College Station's Thoroughfare Plan Context Zone Map

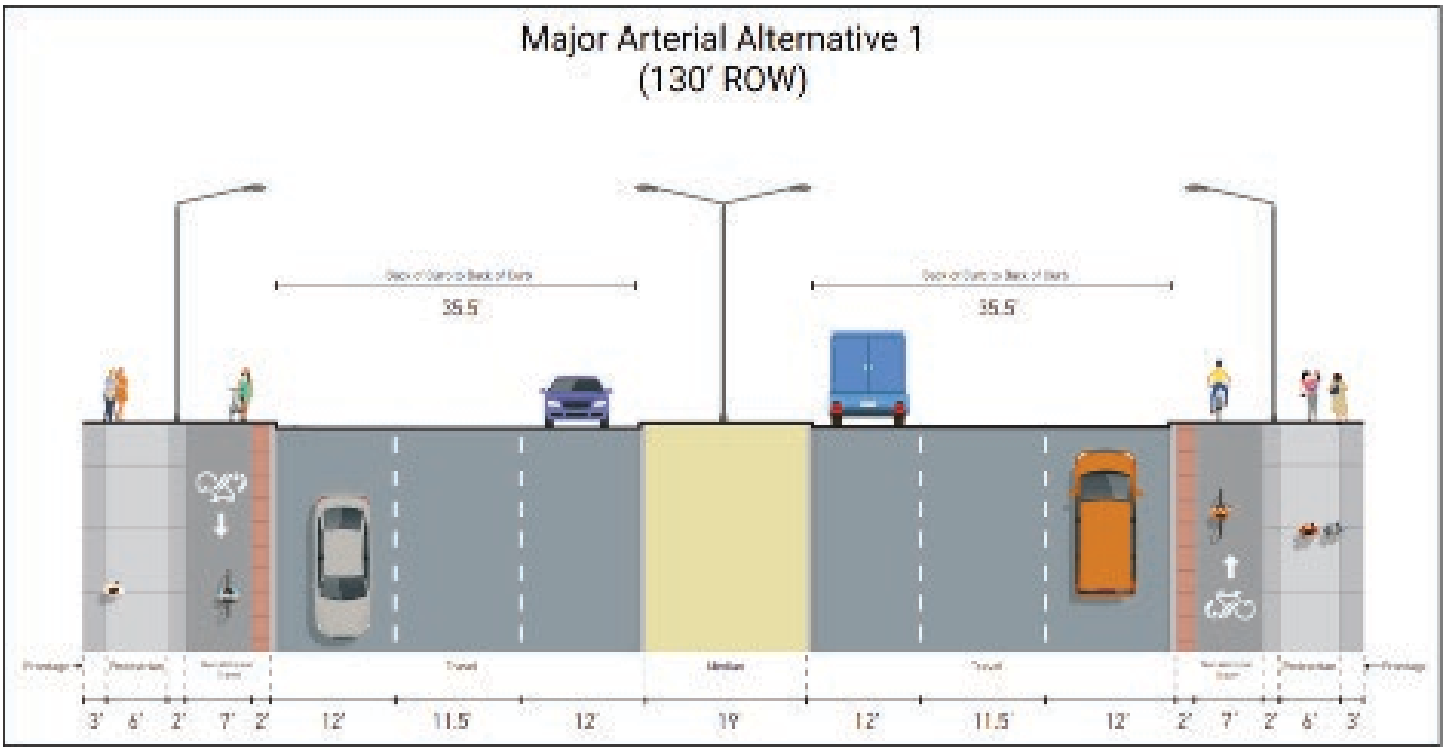


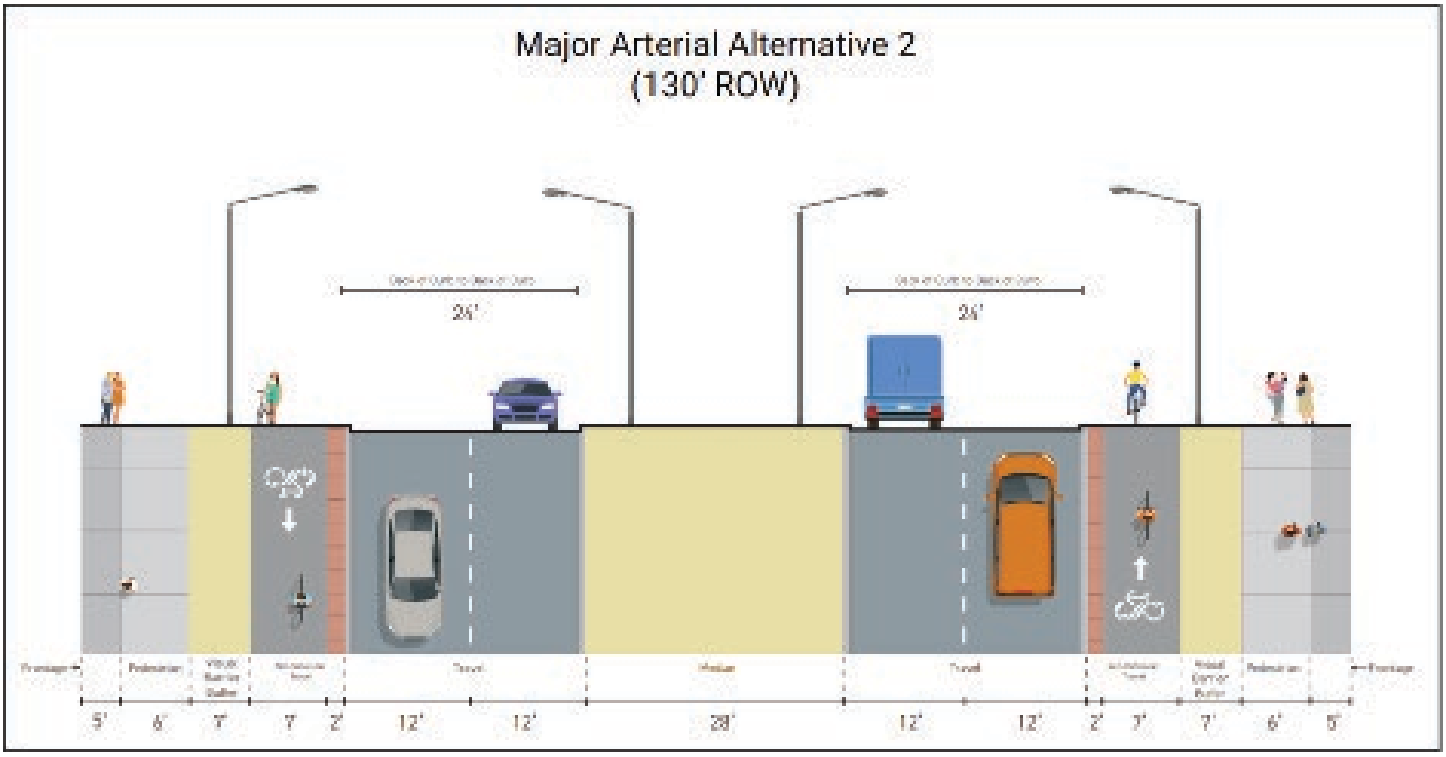

Minor Arterial
(105' ROW)
24'
24'
Frontage
Shared Use Path
Travel
Median
Travel
Shared Use Path
Frontage
5'
10'
5'
12'
12'
17'
12'
12'
5'
10'
5'

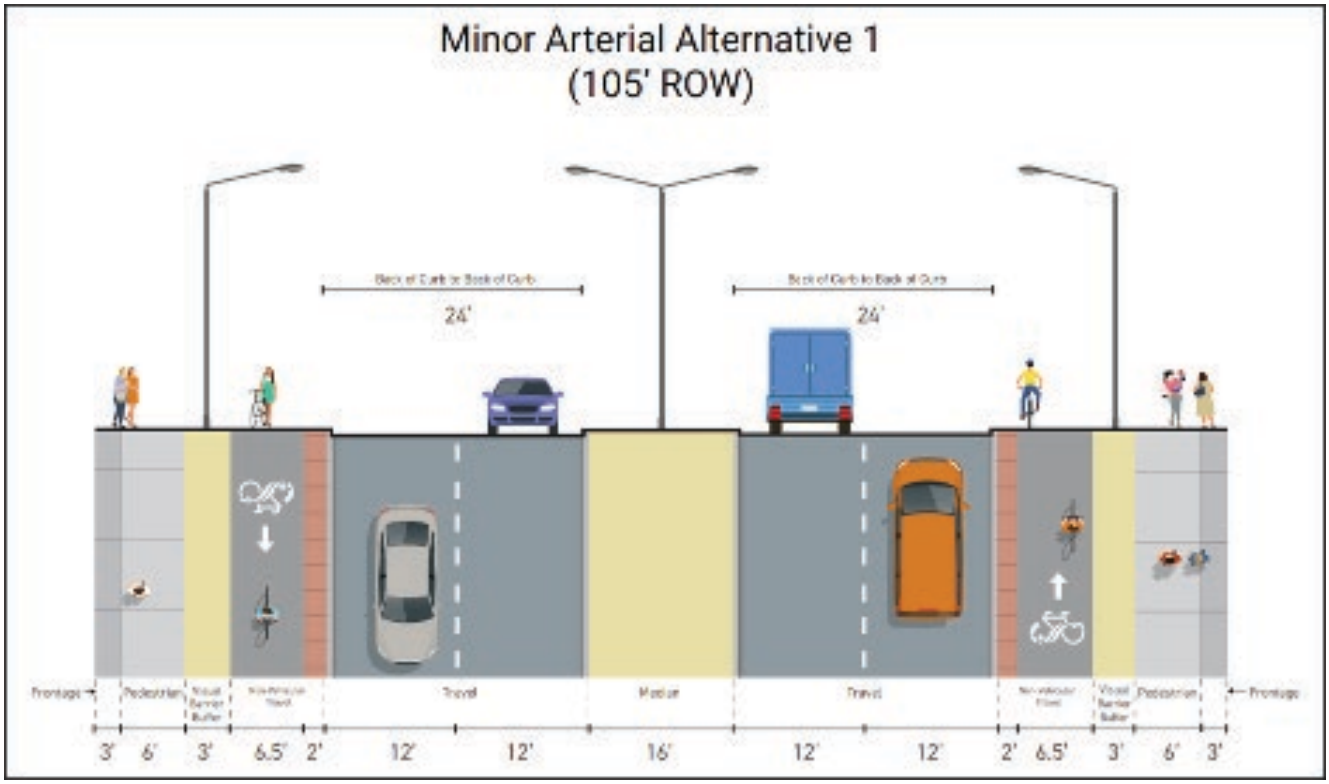

Major Collector
(80' ROW)
Back of Curb to Back of Curb
54'
Frontage
Pedestrian
Travel
Pedestrian
Frontage
3'
6'
4'
6.5'
3'
11'
13'
11'
3'
6.5'
4'
6'
3'

ALTERNATIVE SECTIONS

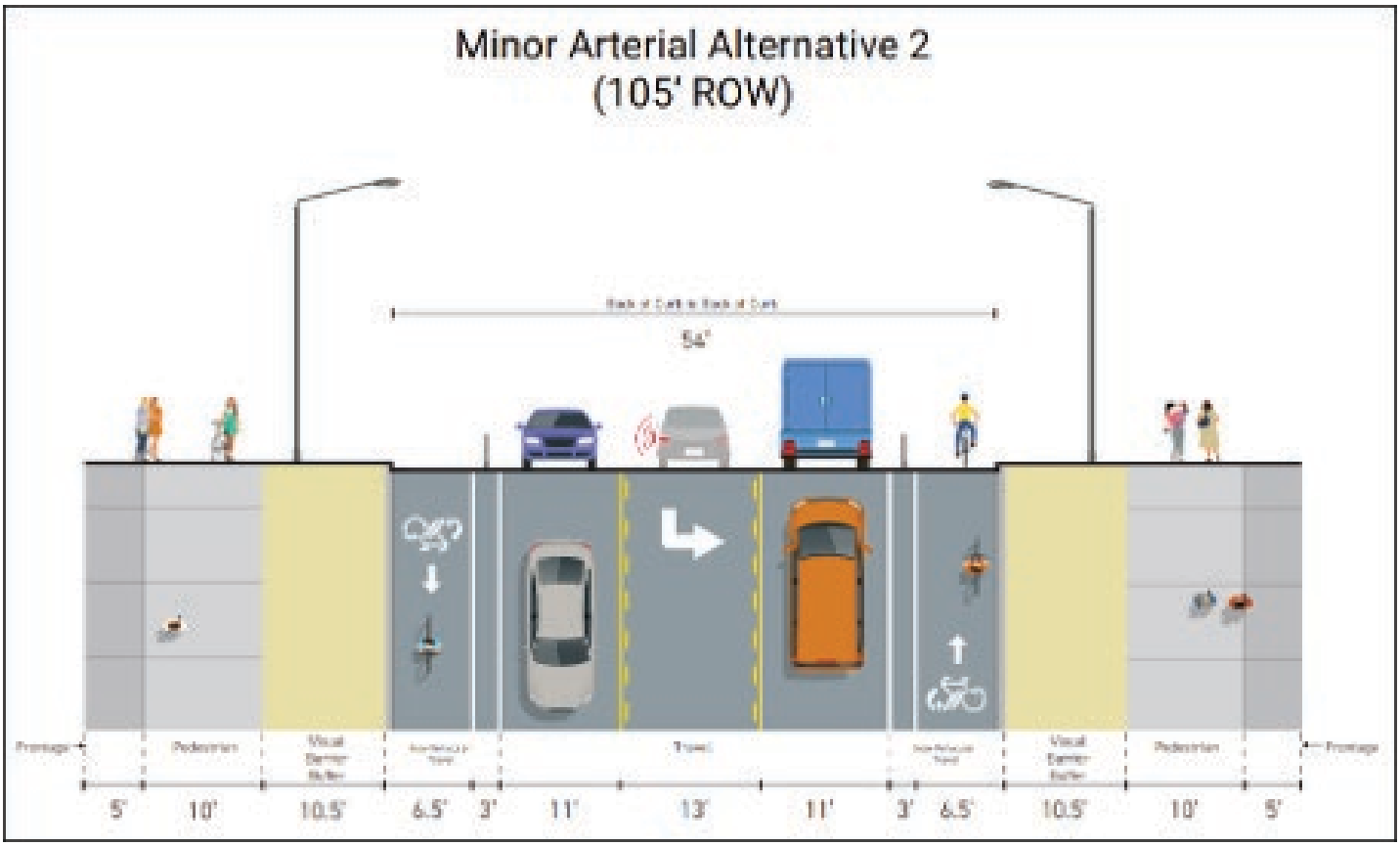
Note: All dimensions measure from back-of-curb and center of stripe. Not to scale



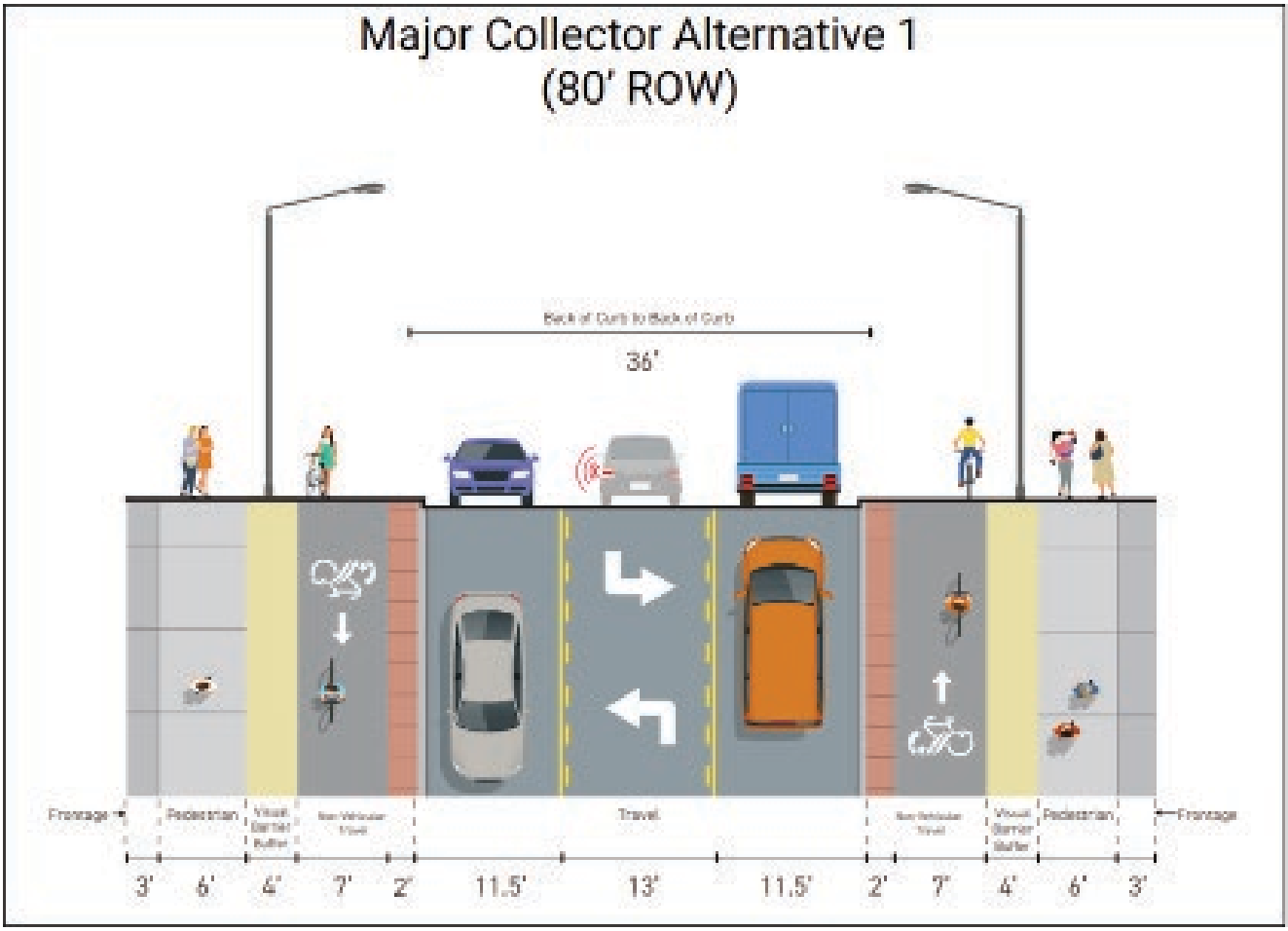

Major Arterial Alternative 2
(130' ROW)
24'
24'
5'
6'
7'
7'
2'
12'
12'
28'
12'
12'
2'
7'
7'
6'
5'

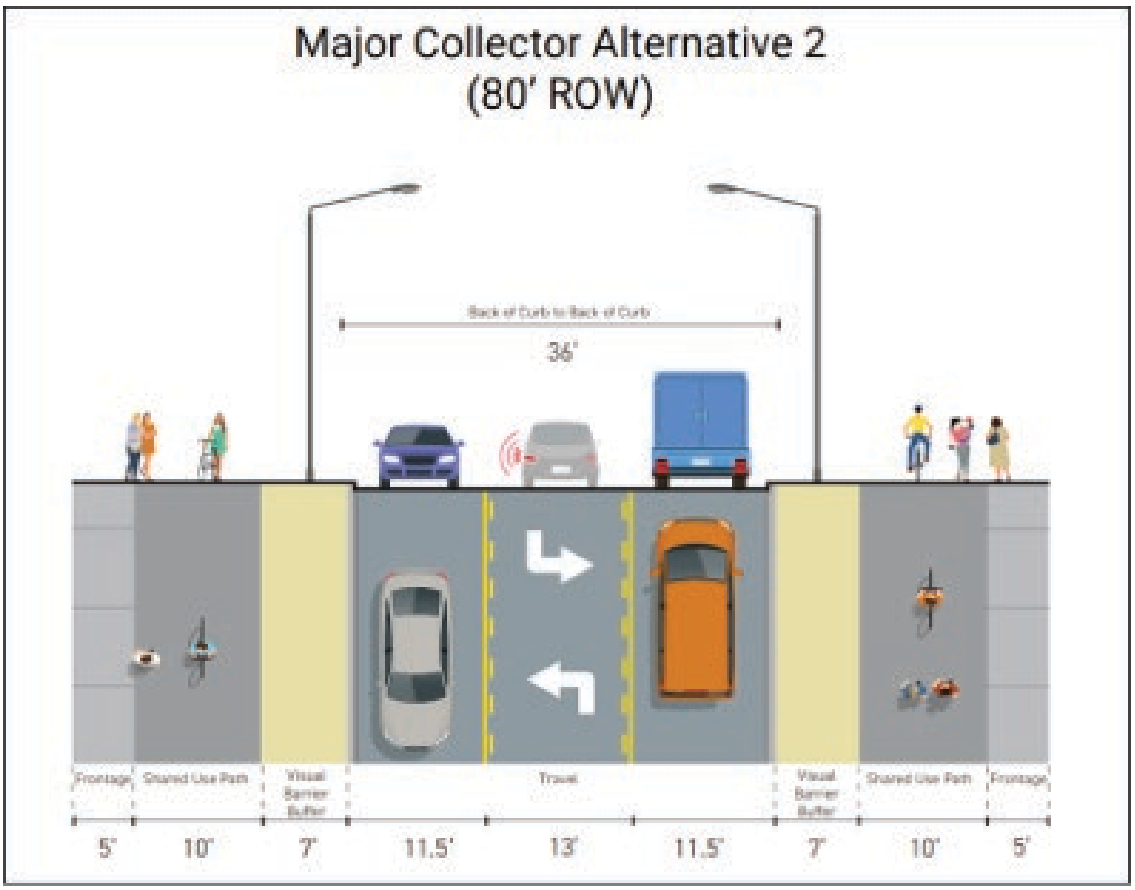

Minor Arterial Alternative 1
(105' ROW)
24'
24'
3'
6'
3'
6.5'
2'
12'
12'
16'
12'
12'
2'
6.5'
3'
6'
3'

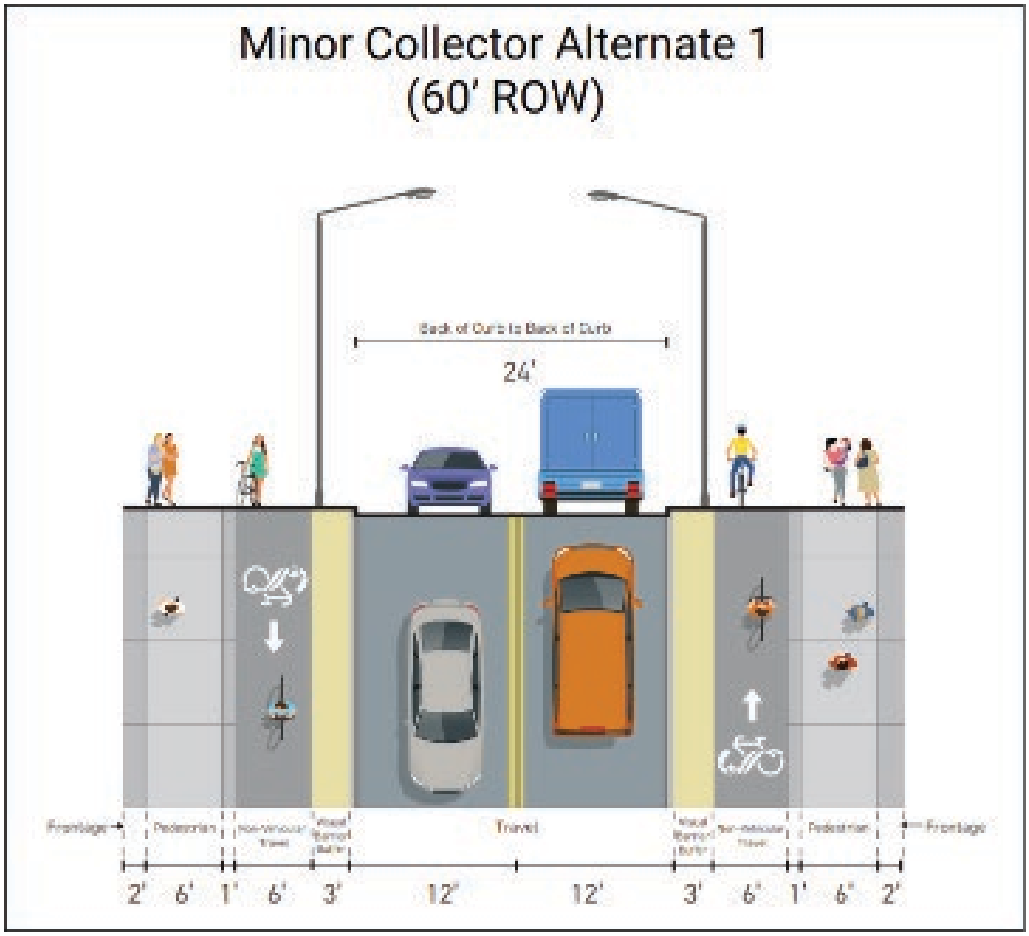
Minor Arterial Alternative 2
(105' ROW)



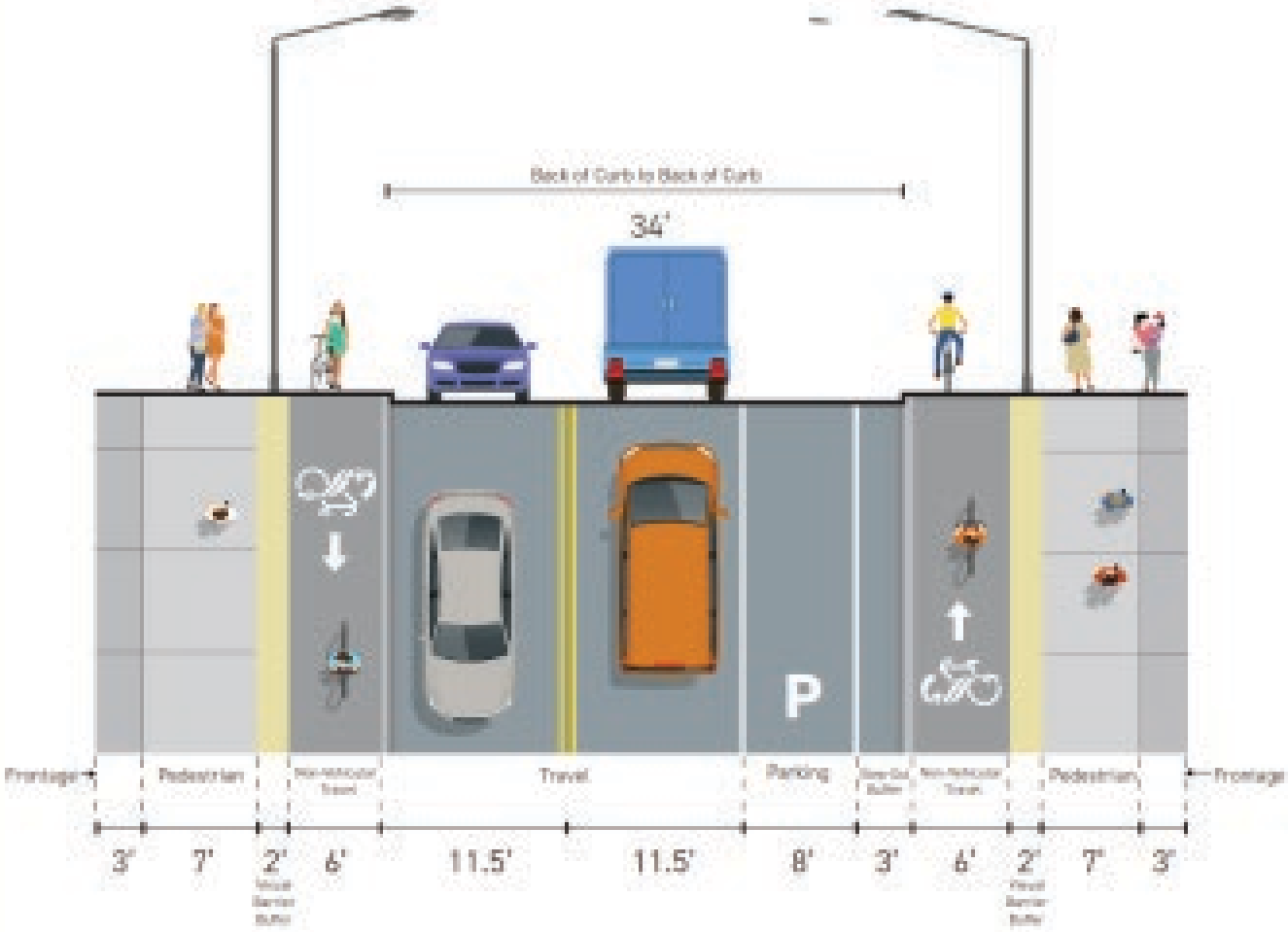
Major Collector Alternative 1
(80' ROW)

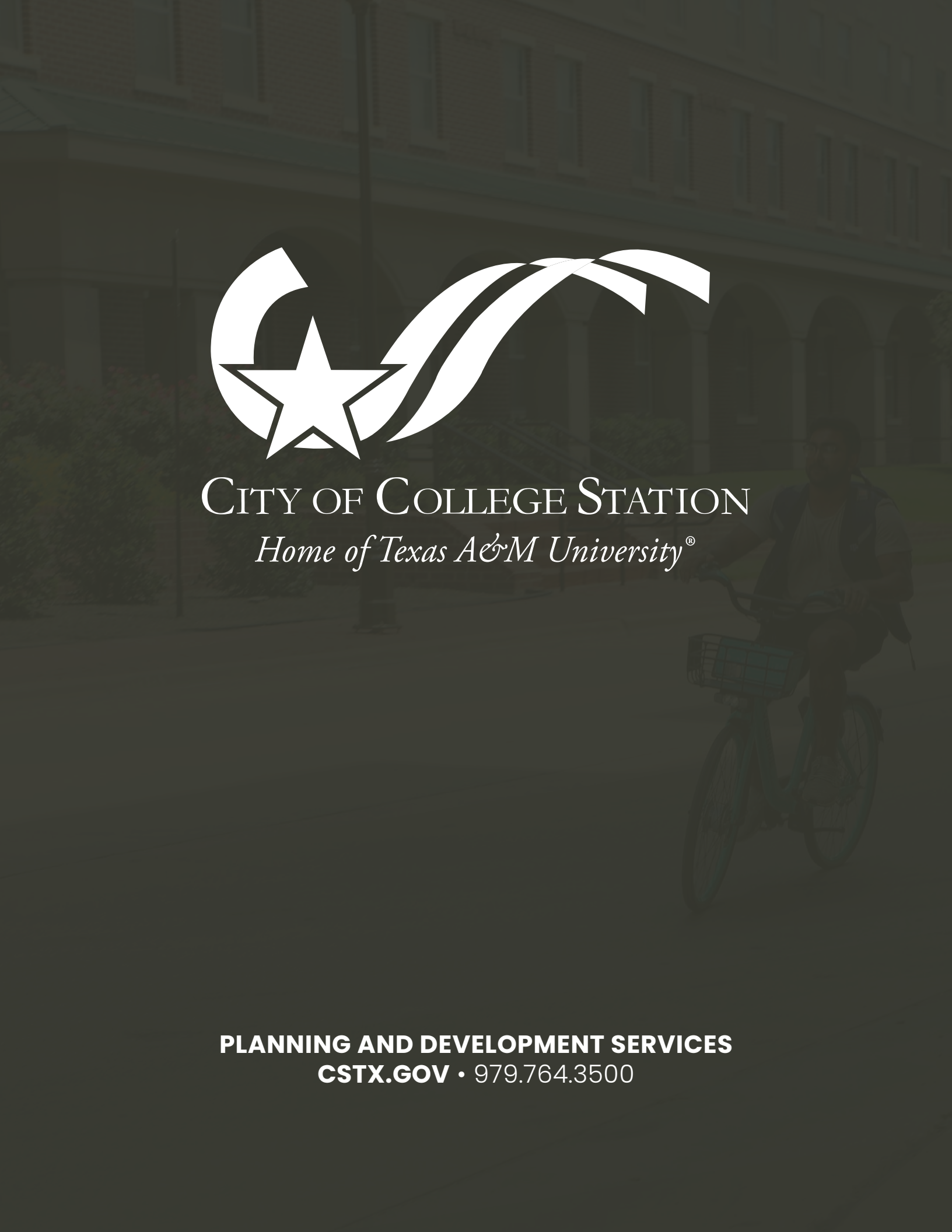



Major Collector Alternative 2
(80' ROW)
Back of Curb to Back of Curb
36'
Frontage
Shared Use Path
Visual Barrier Buffer
Travel
Visual Barrier Buffer
Shared Use Path
Frontage
5'
10'
7'
11.5'
13'
11.5'
7'
10'
5'


Minor Collector Alternate 1
(60' ROW)
Back of Curb to Back of Curb
24'
Frontage
Pedestrian
Travel
Pedestrian
Frontage
2'
6'
1'
6'
3'
12'
12'
3'
6'
1'
6'
2'

Minor Collector Alternative 2
(70' ROW)





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