

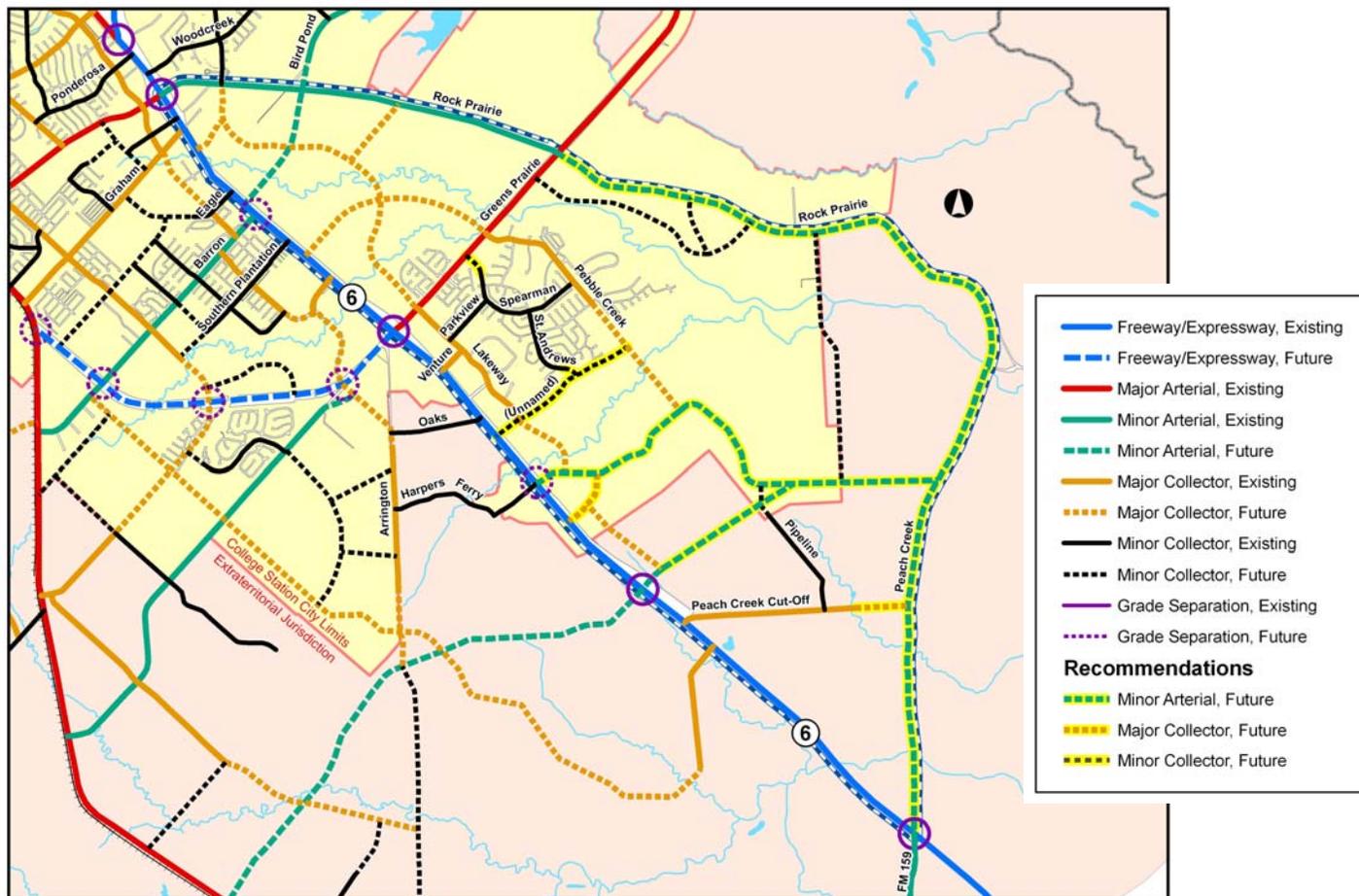
Drive. The generalized daily capacity for a minor two-lane collector with parking such as Parkview Drive is approximately 7,400 vpd. Therefore, at build-out Parkview Drive would have sufficient capacity to provide acceptable traffic operation.

Lakeway Drive is designated as a major collector, with a four-lane undivided cross-section, and a generalized daily capacity of approximately 21,000 vpd. It currently carries approximately 5,700 vpd and this would increase to approximately 22,400 vpd at build-out, which is in excess of the available capacity. The majority of traffic on Lakeway Drive would be traveling to SH 6 and although Congressional Drive in its present configuration provides an alternative to Parkway Drive, traffic would still end up using Lakeway Drive.

## **Findings and Conclusions**

The City of College Station should consider the following items in revising the Thoroughfare Plan, with the proposed revisions illustrated in **Figure 7**:

- ◆ Based on the buildout potential of the Pebble Creek Subdivision and current traffic congestion occurring along Parkview and Lakeway near Greens Prairie Road, it is important for additional access routes to be provided between the subdivision and the major roadway system. The best alternative for providing the additional access on the southwest side of the subdivision is Alternative C, which provides a new major collector roadway adjacent to the Pebble Creek development but does not generate additional through traffic along the existing portions of Congressional Drive. The new minor arterial would connect to St. Andrews and extend from Pebble Creek Parkway to SH 6. The SH 6 connection is important, as future TxDOT plans for improvements to SH 6 include a northbound entrance ramp just south of Venture Drive. Therefore, the connection of the new major collector to SH 6 would provide access from the Pebble Creek Subdivision to northbound SH 6 without increasing traffic flow at the Greens Prairie Road intersection;
- ◆ Another opportunity for additional access to the Pebble Creek Subdivision is the proposed realignment of Spearman from its current terminus at Pebble Creek Parkway to Greens Prairie Road. The proposed realignment would intersect Greens Prairie Road directly across from Fire Station No. 5 currently under construction. The proposed realignment is preferred by the fire department as it would provide better, more direct access to the subdivision in the event of an emergency situation. In addition, the realignment would provide an additional access point for the subdivision to Greens Prairie Road and help to relieve existing traffic congestion along portions of Parkview and Lakeway;
- ◆ The Pebble Creek Subdivision is split into two major sections by Lick Creek, with all of the existing built sections located south of Lick Creek. Future development is projected to occur between Lick Creek and Rock Prairie Road. Currently, there are no plans to provide a connection between the two major sections, and all traffic generated on



**Figure 7. Recommended Thoroughfare Plan Modifications**

the north side of Lick Creek will use Rock Prairie Road for access. The City of College Station should actively pursue another connection across Lick Creek to provide better circulation and connectivity within the Pebble Creek Subdivision;

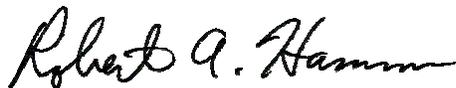
- ◆ With the proposed TxDOT interchange and grade separation at Nantucket and proposed Animate Habitat development, a new minor arterial connection is required to serve projected traffic volumes generated by the development. The new minor arterial would extend from the proposed Nantucket Overpass through the Animate Habitat development to Peach Creek;
- ◆ The City of College Station should also extend Pebble Creek Parkway as a major collector south to intersect with the new minor arterial within the Animate Habitat development. The connection is important from a regional perspective as it provides connectivity between the Pebble Creek Subdivision and the proposed retail land uses within the Animate Habitat development;

- ◆ Rock Prairie Road should be upgraded from its present classification of a major collector to a minor arterial south of Greens Prairie Road. Rock Prairie Road should be a continuous minor arterial throughout the study area (as it exists north of Greens Prairie Road) to serve existing and future development. While a portion of the vacant land in the area is considered undevelopable due to flood plain issues, there is significant potential for future development towards Peach Creek Road in the southern portion of the study area. In addition, Lick Creek Park is located in the area and generates traffic;
- ◆ On the existing Thoroughfare Plan, many future roadways disappear or abruptly terminate once they cross the city limit boundary. The Thoroughfare Plan should extend beyond the city limits to the ETJ boundary and preserve critical corridors to serve future traffic needs. Thus, Peach Creek Road (as the logical extension of Greens Prairie Road) should be identified on the thoroughfare plan as a minor arterial. In addition, Peach Creek Cutoff Road and the new minor arterial through the Animate Habitat Development should be extended to intersected with Peach Creek Road; and,
- ◆ On the northwest side of Greens Prairie Road, major collector facilities proposed on the existing Thoroughfare Plan provide significant benefits to the proposed business park planned by the City of College Station. These major collectors should remain on the Thoroughfare Plan and be actively pursued when the proposed business park is developed. Immediate priorities for implementation by the City should concentrate on the major collector streets on the southeast side of Greens Prairie Road between SH 6 and Pebble Creek Parkway.

We trust this analysis and information will assist the City of College Station in evaluating proposed changes to the City's Thoroughfare Plan. Should you need any further information, please advise me.

Sincerely,

WILBUR SMITH ASSOCIATES



Robert A. Hamm, P.E.  
Project Manager