

## **Bikeway and Pedestrian Master Plan Update**

### **Specific Descriptions and Recommendations**

#### *Bike Lanes*

The American Association of State Highway Transportation Officials (AASHTO) defines a bike lane as a portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicycles. Bike lane markings can increase a bicyclist's confidence in motorists not straying into their path of travel. Also, motorists are less likely to swerve to the left out of their lane to avoid bicyclists on their right. Bike lanes should be one-way facilities and carry bike traffic in the same direction as adjacent motor vehicle traffic.

#### *Greens Prairie Road*

This thoroughfare is currently shown as a bike route between Wellborn Road and SH 30. This designation was fitting as a high number of recreational cyclists that used the facility were able to either ride on a low volume road or along a wide shoulder. With the recent widening of Greens Prairie Road between SH 6 and Pebble Creek Parkway, the road was upgraded to an urban section, thereby removing the shoulders. Additionally, with the increasing amount of residential development on Greens Prairie Road west of SH 6, a bike lane is warranted. If approved, bike lanes could be added to the recently widened section and further improvements along this roadway will be planned with bike lanes.

#### *Rock Prairie Road*

This thoroughfare is currently shown as a bike route from SH 6 to Lick Creek Park. This thoroughfare connects a significant amount of existing and proposed residential development with a proposed park (near the existing landfill) and Lick Creek Park. The widening of Rock Prairie Road between SH 6 and Greens Prairie Road is in the conceptual design stage. If approved, this section will be designed with bike lanes.

#### *Woodcreek Drive*

During the Sebesta Area Comprehensive Plan Amendment process, the residents of Woodcreek and Foxfire have requested that bike lanes be striped along Stonebrook Drive, Foxfire Drive, and Woodcreek Drive. The Bikeway and Pedestrian Plan includes proposed bike lanes along each of these roadways, except a section of Woodcreek Drive between the neighborhood and SH 6. If approved, bike lanes through this section would provide a increased opportunity to bike to any proposed development along the periphery of the neighborhood.

#### *Bird Pond Road*

Bird Pond Road is planned to connect with Barron Road to form a thoroughfare between Wellborn Road and SH 30. The segment of this corridor between Wellborn Road and Rock Prairie Road is currently planned for bike lanes, while the remainder is planned for a bike route. If approved, this bike lane section would connect a large area planned for residential development east of SH 6 to the west side of SH 6 including the new College Station ISD high school proposed off of Barron Road.

#### *Bike Routes*

A bike route is a roadway that is shared between bicycles and motor vehicles. These facilities may be either signed or unsigned. In either case, a designated bike route should provide either a wide curb lane (at least fourteen feet) or a paved shoulder so motor vehicles have additional maneuvering space when passing a bicyclist.

A signed bike route should indicate to bicyclists that particular advantages exist to using these routes compared to other non-designated routes. Signing also serves to advise motor vehicle drivers that bicycles are present. In most cases, signed shared roadways provide continuity to other bicycle facilities (bike lanes or shared use paths), and/or designate preferred routes through high demand corridors.

#### *Wellborn Road*

Wellborn Road is shown as a proposed bike route from the City of College Station's extra-territorial jurisdiction to the south to Harvey Mitchell Parkway (FM 2818). There are no planned bicycle facilities shown along this roadway between Harvey Mitchell Parkway and Texas A&M University (TAMU). If approved, this section would be planned for a bike route (i.e., wide outside lane) connecting to TAMU.

#### *Texas Avenue*

Due to the existing narrow outside lane on Texas Avenue, there is a bicycle prohibition along this thoroughfare making it illegal to ride bikes along Texas Avenue. The Texas Department of Transportation (TxDOT) has already widened the section of Texas Avenue in front of TAMU and is currently working on widening this roadway south to Harvey Mitchell Parkway (FM 2818). Once this construction project is completed, there will be a 16 foot outside lane from Texas Avenue to Harvey Mitchell Parkway. At that time, staff will bring an item to City Council to remove the bicycle prohibition. On this item, staff is asking that City Council recognize this roadway as a bike route on the Bike and Pedestrian Plan

#### *Bike/Pedestrian Path*

AASHTO defines a shared use path as a path physically separated from motorized vehicular traffic by an open space or barrier and within the highway right-of-way or within an independent right-of-way. Users for these paths include, but are not limited to bicyclists, in-line skaters, roller skaters, wheelchair users, and pedestrians (e.g., walkers and joggers). These facilities are most commonly designed for two-way travel.

#### *Bee Creek Trail - Southwest*

The College Station Bike and Hike Task Force recently prioritized all proposed off-street trails within the City of College Station. The Bee Creek Trail – Southwest was included in the high priority projects, but is not currently included on the Bike and Pedestrian Plan. This trail would provide a connection from Wellborn Road to Southwood Drive using a series of utility easements, parkland, greenways, and rights-of-way. The public amenities along this proposed trail include two parks, A&M Consolidated High School, the Larry J. Ringer Library, and the post office.