Transportation refers to the element of the Comprehensive Plan that serves to assure sufficient transportation mobility to accommodate the transportation needs of the community. Mobility needs must take into account all modes of transportation from pedestrians, bicycles, public transportation, streets and highways, railroads and airports. Adequate transportation facilities are vital to promote growth, manage the effects of development and protect and improve Bryan's quality of life.

This chapter includes a description of the current transportation planning effort, the existing transportation system and conditions, transportation system issues and needs, future transportation plans, and goals and objectives to direct efforts associated with the development of an effective transportation system for Bryan.

6.1 Current Transportation Planning

The City of Bryan currently cooperates with local, state and federal agencies to identify and prioritize transportation improvement needs for the region. The Bryan/College Station Metropolitan Planning Organization (B/CS MPO) is the organization that is responsible for county-wide transportation planning. This organization currently contains representatives from the following agencies:

- City of Bryan
- City of College Station
- Brazos County
- Texas A&M University
- Texas Department of Transportation (TxDOT)

The committee holds monthly meetings to discuss transportation issues, solutions and forecasted needs for the region. Every two years the committee produces a prioritized list of short range (3 year) county-wide transportation improvement needs in an effort to assist TxDOT with their planning. This list is representative of those projects identified on the MPO long range (20 year) Metropolitan Transportation Plan (MTP). The 2006-2008 MPO Transportation Improvement Plan (TIP) is available online at www.bcsmpo.org/.

In addition to working with the MPO and establishing a priority list of thoroughfare improvements community wide, the City of Bryan maintains its own priority of desired local thoroughfare and bikeway improvements with the Bryan Thoroughfare Plan and the Bryan Bikeway Master Plan, both of which are elements of the 2006 Comprehensive Plan. In addition to these two plans, there is a v/Bike Master Plan contained within the City of Bryan Parks Master Plan. All of these plans serve to ensure orderly and timely development of Bryan's highway, street and bikeway systems to serve the community's mobility and access needs. Through the implementation of these plans, the City can secure the needed rights-of-way and transportation system improvements to extend the transportation system network within the city limits and its extraterritorial jurisdiction, thus providing an excellent system of mobility for its citizens.

6.2 Existing Transportation System

The City of Bryan existing transportation system consists of a highway and street network as well as sidewalks and a dispersion of hike and bike trails. In addition, public transportation, rail and air transportation, provided by other entities, are available in the region.

Existing Transportation System Network

The existing transportation network includes Federal and State Highways, Farm-to-Market roads, major and minor arterials, collector streets, residential streets, sidewalks, hike and bike trails, and traffic control devices.

Federal and State Highways

The Bryan area has several Federal (US) and State Highways (SH) that are designated as part of the National Highway System (NHS). These include:

- SH 6 (Earl Rudder Freeway)
- US 190/SH 21 (San Jacinto)

In addition, the following roads are State Highways that are not part of the NHS:

- SH 30
- SH 47

All of these roadways serve as major transportation routes to connect the B/CS area to major highways throughout Texas. These transportation routes are vital to the health of the area's economy and continued growth.

SH 6 provides a major transportation route to connect the Bryan area to US 290 and the Houston metropolitan area to the south and to Interstate Highway (IH) 35 in Waco to the north. SH6 is currently (2006) undergoing major improvements to the south between College Station and Navasota. These improvements will provide additional capacity and safety for this highly utilized transportation route.

US 190/SH 21 provides a route from SH6 to Madisonville while SH21 continues east-west across Bryan linking IH 35 near San Marcos to IH 45 at Madisonville.

SH 30 extends east from SH 6 to IH 45 in Huntsville and provides a major route for east bound traffic.

SH 47 provides a connection from SH 21 near the Texas A&M Riverside Campus to FM 60 near Easterwood Airport.

Farm-to-Market Roads

In addition to the Federal and State highways, there are numerous Farm-to-Market roadways that serve the area. Many of these consist of 4 to 6 lanes of travel which provide mobility throughout the region. These include:

- FM 60 (University Drive)
- FM 158 (Boonville Road/W.J. Bryan Parkway)
- FM 974 (Tabor Road)
- FM 2818 (N. Harvey Mitchell Parkway)
- FM 1179 (Villa Maria Road/Briarcrest Drive/Steep Hollow Road)
- FM 1687 (Sandy Point Road)
- FM 1688 (Leonard Road)
- FM 2223 (Cameron Ranch Road)

Major and Minor Arterial Streets

Bryan has several major and minor arterials within its existing network of roadways. A major arterial is defined as a six (6) lane divided roadway with a 96-foot pavement width cross section contained within a 120-foot wide right-of-way. Major arterials function as roadways that carry traffic volumes in the general range of 20,000 to 60,000 vehicles per day. A minor arterial is defined as a 4 lane divided roadway with a 70-or 76-foot pavement width cross section contained within a 100-foot wide right-of-way, or it can be defined as a five (5) lane undivided roadway with a 70-foot pavement width cross section. Minor arterials function as roadways that carry traffic volumes in the general range of 5,000 to 30,000 vehicles per day. Problems arise when roadways not built to the above arterial standards begin carrying high traffic

volumes, thus functioning as arterials. Although the following roadways may or may not be constructed to these dimensions, they function as major or minor arterials. These include:

Major

- Texas Avenue (SH Business 6)
- Villa Maria Road/Briarcrest Drive (FM 1179)
- N. Harvey Mitchell Parkway (FM 2818)
- W.J. Bryan Parkway/Boonville Road (FM 158)

Minor

- 29th Street
- Finfeather Road
- Old Reliance Road/MLK Jr. Street
- South College Avenue
- Woodville Road

Collectors and Residential Streets

In addition to the major roadways, the Bryan transportation network contains numerous collector and residential streets which provide connectivity within and around subdivisions. The connectivity of these roadways is critical to the efficiency and effectiveness of the overall transportation system.

Sidewalks

Bryan has several miles of existing sidewalks throughout the City. The majority of the sidewalks have been installed by developers in subdivisions constructed after 2000 when the City of Bryan modified its Subdivision Ordinance to require sidewalks on both sides of all curb and gutter streets. There are also sidewalks throughout the Downtown area and more scattered throughout the community which have been installed by the City or TxDOT as part of their Capital Improvements Programs.

Bikeways

Bryan has numerous residents that cycle for both transportation and recreation. Students, whether elementary, high school or college, often cycle as a form of transportation to and from school. In addition, there appears to be an ever increasing number of employees who are biking to work, particularly those in the service industry. And of course, there are always the contingent of avid long distance cyclists and general weekend recreational cyclists who utilize the existing transportation system.

The existing bikeway system in Bryan consists of approximately 5 miles of bike paths along FM 158 between FM 60 and SH 6, approximately 3.5 miles of bike paths, currently constructed or under design, within the Park Hudson, Austin's Colony and Shirewood Subdivisions, approximately 17 miles of off street bike trails at Bryan Utilities Lake, and a bike lane on South College Avenue between Villa Maria Road and Dodge Street.

Public Transportation

Intercity bus service is provided by Greyhound Lines, Inc., at their location on Finfeather Road. Service includes one northbound and one southbound bus daily. The number of buses leaving daily has decreased over the past 5 years.

The city bus transit service is provided by the Brazos Transit District (The District) and the Texas A&M University (TAMU) Shuttle Bus Service. The District provides fixed route urban transit service to the Bryan/College Station area and paratransit and rural transit service on a demand basis. Seven fixed routes comprise the bus service within the Bryan/College Station area. Hours of operation begin at 5:00 A.M. and

end at 7:00 P.M., Monday through Friday, with no service provided on Saturday or Sunday. Fares are priced at $1.00 for adults and 50 cents for elderly, children and disabled patrons. Paratransit rates are $4.00 per roundtrip if within the same county. Patrons may board the bus anywhere along the route so long as they board from the same side of the street as the entrance to the bus.

The TAMU Shuttle Bus Service serves students, faculty, staff, and visitors and includes intracampus and off-campus shuttle bus service as well as paratransit services. Off-campus service includes twelve fixed routes extending radially from the Texas A&M (TAMU) campus, including one route connecting TAMU with Blinn College in Bryan. Regular service hours are from 7:00 A.M. through 10:00 P.M., Monday through Friday with limited service from 10:00 P.M. to midnight. During the fall and spring semesters there is also limited service on Saturday from 9:00 A.M. to 6:00 P.M. TAMU also operates a door-to-door paratransit service to ADA qualified individuals who cannot use the regularly scheduled shuttle bus service.

Taxi service is also available to the community and is provided by private companies throughout the Bryan/College Station area. This service is particularly popular to and from the area airport but is also available for service within the community and to neighboring cities. Airport limousine service is also available between Bryan and the Houston and Austin airports.

Transit Terminal & Parking Garage

Between 1999 and 2001, the Brazos Transit District (The District), in cooperation with the City of Bryan, Brazos County and other stakeholders met to determine a location and facility requirements for a proposed 5-story multimodal transit terminal and parking facility in Downtown Bryan. In addition to acting as a multimodal transit terminal and parking garage, this facility could ultimately provide office space for governmental agencies as well as retail and office space for private entities. This project also envisioned an effort to improve pedestrian access to the terminal site from the Downtown area. The District has identified this project in their 2006-2008 Transportation Improvement Plan and has sought federal funds to aid in the construction of the facility.

Motor Freight

SH 6 is a major corridor for shipping goods into and out of the community as well as a through route from Houston to Waco and continued service into northwest Texas. Truck routes, freight distribution and warehouse uses are important components for goods movement. It is this movement of goods and people into and out of a community to other major economic hubs that is essential to the community's economic vitality. But as Bryan expands to the east of SH6 there will be a growing concern for an alternate truck route for large and hazardous cargo to, from, and through the community.

Railroads

The Union Pacific Railroad, one of the four largest railroad companies in the United States, operates a freight rail line through Bryan-College Station between Houston and Dallas-Fort Worth. The Union Pacific rail line enters College Station from the south and continues north through Bryan where the tracks diverge with one branch continuing north to Waco and the other continuing northwest through Hearne. A loading/unloading facility for concrete materials and several private sidings associated with industrial rail customers are located in Bryan. On average, 14 trains per 24 hour period travel southbound through Bryan, and 19 trains per 24 hour period travel northbound.

Numerous points of auto-train and pedestrian-train conflict exist within the City of Bryan. Potential relocation of the existing railroad alignment, either outside the Bryan/College Station urban area or depressed below grade has been studied for the past 10

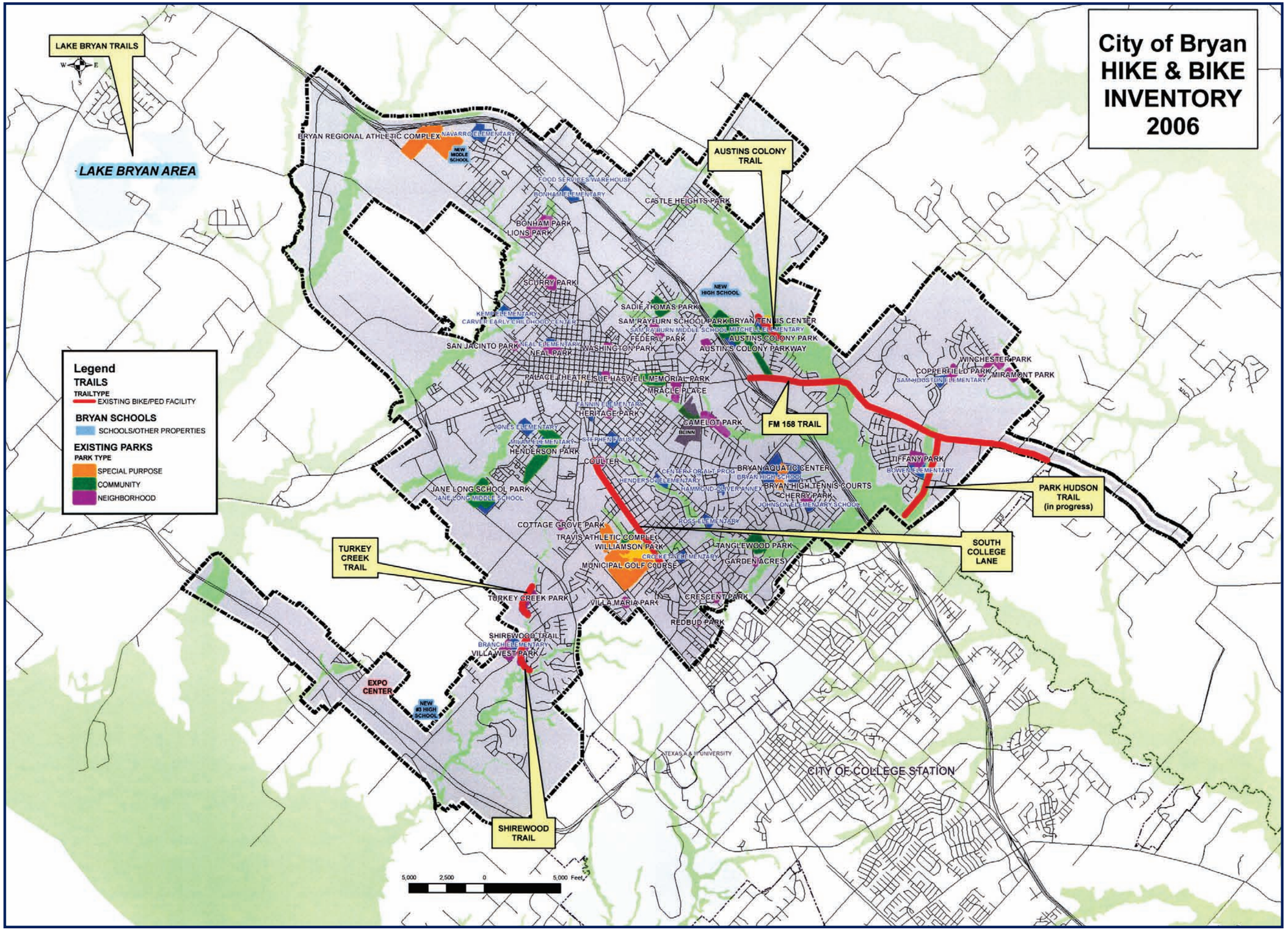

Figure 6-1 Hike & Bike Inventory 2006

years. The latest activity associated with this Rail Relocation project can be viewed on the Bryan/College Station Metropolitan Planning Organization (BCSMPO) website. According to the BCSMPO, "A wide variety of rail options were evaluated in the Bryan/College Station area. From a choice of 24 options, it was eventually narrowed down to three corridors, one in Burleson County along the Brazos River, one along SH 47 and one along the existing tracks called the Downtown Detour. In April 2002, the MPO Policy Committee endorsed the downtown detour option (#12-2) and all MPO Policy Committee entities endorsed the selected option with Resolutions of Support. The Consultants completed the Major Investment Study (MIS) in August 2002 and the Draft Environmental Assessment (EA) was received by the MPO in April 2004. The Draft EA was reviewed by MPO staff and forwarded to TxDOT and Federal Highway Administration (FHWA) for their reviews. The Federal response came that further study would have to be completed on the project before a final decision could be made. Now the consultants have been in the process of completing their final work this year and the final EA should be made available to the public sometime during 2006."[1]

Even with the ongoing rail relocation discussions, there are projects ongoing to improve the safety and mobility around this rail corridor. TxDOT's FM 1179 (Villa Maria Road) grade separation project is currently under construction and is projected to be complete in 2007. This project will allow for unimpeded east-west traffic movement in Bryan along the Villa Maria Road corridor. Additional grade separations and grade crossing safety improvements will be needed to relieve traffic conflicts along the existing railroad alignment.

Air Transportation

Air transportation is available at two local airports and indirectly through the airports in Houston, Austin and Dallas/Fort Worth. Easterwood Airport is located south of Bryan near the intersection of FM 60 and FM 2818. Easterwood Airport and the William A. McKenzie Terminal is the primary commercial aviation service airport for the community under the National Plan of Integrated Airport Systems (NPIAS). Easterwood Airport also houses a general aviation component. Easterwood Airport is owned and operated by the Texas A&M University System. Currently, regularly scheduled commercial passenger and freight service is provided to Houston's Bush Intercontinental Airport by Continental Connection and the Dallas/Fort Worth airport by American Eagle. The primary runway is 7,000 feet in length and is served by a precision approach. The secondary runway is 5,159 feet in length and has a non-precision approach. The third runway is 5,149 feet in length, is in sub-standard condition, and may be used for daytime visual approaches only. Easterwood is equipped with an air traffic control tower which is operated by the Federal Aviation Administration.

Coulter Field is the second airport in the area and is located on SH 21 just east of SH 6. It is a general aviation airport which serves both private and business aircraft. It is owned by the City of Bryan and is operated by a private Fixed Base Operator. The primary runway at Coulter Field is 4,000 feet in length. The City of Bryan in concert with TxDOT Aviation recently contracted with Smith Western Engineers to develop an Airport Development Plan for Coulter Field. This plan was recently completed and reviewed by the Coulter Airfield Advisory Board. The Advisory Board unanimously recommended approval of the plan and recommended that it be forwarded to the Bryan City Council for their consideration. The Bryan City Council adopted the Airport Development Plan unanimously on June 13th, 2006. This plan included short-, mid- and long-term improvements for the airfield along with the creation of an airport zoning district.

6.3 Transportation Issues

Issues relating to transportation needs were identified by the Comprehensive Plan Advisory Committee (CPAC) as well as representatives of the community that were represented on several focus groups as well as citizens who attended several community forums. Generally, these issues included:

- Creating a more comprehensive thoroughfare plan that recognizes the linkage between land use and transportation.

- Creating a bike/pedestrian friendly community. Integrating bikeways and sidewalks into the plan and locating a funding source for these improvements.
- Improving the operation of traffic signalization (timing, activation and pedestrian/bike operation).
- Increasing the capacity of major intersections with dedicated right-turn lanes.
- Improving east-west traffic mobility in the community.
- Increasing pedestrian safety by providing pedestrian friendly crosswalks near the medical area and Villa Maria Road and provide transit stops in the medical area (St. Joseph Regional Health Center).
- Facilitating transportation improvements (vehicular, bike and pedestrian) directed at the new high school and middle school areas.
- Decreasing railroad noise in Downtown with a "Quiet Zone".
- Improving maintenance of our existing road surfaces.
- Minimizing traffic impacts on existing neighborhoods.
- Improve public transit opportunities.
- Implementing a joint ticket system between TAMU, Blinn and the District for joint ridership on these transit systems.

6.4 Future Transportation Plans

Thoroughfares

Over the past 15 years, the City of Bryan has seen a 1.5% annual increase in population growth. Accompanying this growth has been an increase in traffic throughout the community. With a continued growth at this rate, the City of Bryan could reach a population of approximately 100,000 by the year 2030. Also of note is the projected population for Brazos County of over 200,000 in the year 2030. In order to handle the transportation needs for a community of this projected size, the transportation needs must be planned well in advance of the growth. If not, a majority of the transportation corridors will be blocked by development making it extremely difficult and costly to retrofit good mobility.

Transportation planning is also occurring statewide for future transportation corridors. One of the most recent planning ideas can be viewed at www.gulfcoaststrategichighway.org. This potential IH 14 route will skirt just north of Bryan and could be incorporated into a northern outer loop. Other potential corridors include the two Trans-Texas Corridor Projects, TTC-35 and TTC-69. TTC-35's reasonable corridor locations place it running north and south, between the City of Bryan and the City of Austin. TTC-69's reasonable corridor locations place it between the City of Bryan and the City of Houston, running in a generally northeastern-southwestern direction. Transportation planning plays a vital role in the City of Bryan's accessibility for goods and materials and thus has a direct impact on the community's economic well being. City leaders should be monitoring transportation planning carefully and be contributing to these discussions where appropriate in an effort to encourage new route accessibility to Bryan.

Good transportation planning begins with the basics of roadway spacing and creating an arterial grid system for the community in order to provide both north-south and east-west movement. Communities with good traffic mobility have followed these basics and have not allowed the major roadways to be compromised with discontinuity, inadequate right-of-way widths, or offset intersections. A healthy roadway grid system should consist of the following:

- Freeways – every 6 miles
- Super or Major Arterials – every 3 miles
- Minor Arterials – every 1 mile
- Major Collectors – every ½ mile

It is interesting to note when comparing the overall transportation systems of Houston, Tyler, and Austin how similar Bryan is to the Austin model. Houston and Tyler, although significantly different in population and size, have very similar transportation systems. These transportation systems consist of thoroughfares spaced in a good grid system and loop road(s). One of the shortfalls of Austin in its overall transportation system is its lack of a continuous loop around the city and lack of consistent grid spacing outside the central business district. Traffic has become bottlenecked on its major north-south corridor (IH 35) and development has occurred in the path of potential loop or alternate corridors.

Bryan and College Station have experienced similar transportation problems with continued growth. SH6, being the major north-south corridor in the community, is carrying an ever-increasing number of vehicles. The area is fortunate however, in that the growth both east and west of SH6 has not yet eliminated the opportunity to plan for and develop a loop system around the community. In addition, it is important to realize that correct thoroughfare size, spacing and continuity are extremely important to the overall health of the thoroughfare system. For example, when arterials are not spaced correctly, residential and collector roadways carry volumes that surpass their design and citizen complaints regarding traffic congestion begin to occur.

Good thoroughfare systems begin with good thoroughfare spacing and design, but it also follows a roadway hierarchy (residential-collector-arterial). These functional street classifications are based on the roles served by these different classes of streets and highways. From the current B/CS Unified Design Guidelines, the criteria that the City of Bryan utilizes to define the various functional classes is listed in Table 6.1. In theory, residential streets connect to collectors and collectors to arterials. When the grid spacing is not adhered to and/or the hierarchy is not followed, residential streets will function as collectors. This occurs when residential streets are spaced in the place of a collector or connect directly to arterials. This creates a situation where residential streets carry the traffic volume that they were not designed to handle. Many of the citizen complaints regarding traffic (i.e. Carter Creek Parkway, Esther Street) can be directly attributed to this problem. In much the same way, collectors should not be interchanged with freeways because they will tend to function as arterials.

To assure that development accommodates proper thoroughfare spacing and hierarchy, the City of Bryan Thoroughfare Plan has been significantly expanded. The grid system has been filled in to assure that development includes these thoroughfares and the system has been expanded into the Extra-Territorial Jurisdiction (ETJ) to assure the thoroughfares outside the city limits are constructed. The City of Bryan Thoroughfare Plan, shown in Figures 6-2 and 6-3, illustrate the proposed thoroughfare system of freeways, arterials and major collector streets. Bryan's thoroughfare system is currently comprised of existing streets and highways, some of which are constructed to their ultimate configurations and others that will require additional rights-of-way and wider pavement cross sections.

The Thoroughfare Plan shows approximate alignments for planned thoroughfares to be dedicated and constructed with the platting of subdivisions or with the City's

capital improvement program. The Thoroughfare Plan does not show future residential streets or minor collectors because these streets function principally to provide access and their future alignments may vary depending on development plans. This does not mean that minor collectors and residential streets are optional, only that there is flexibility based on trip generation rates of the proposed development and the internal handling of that traffic generated. These street alignments should be determined by the City and landowners as part of planning for development.

Implementation of this thoroughfare system will occur over time as the city grows. Typically right-of-way acquisition and construction of these thoroughfares occurs as part of the platting process. The fact that a planned thoroughfare is shown does not represent a commitment to a specific time frame or exact location for construction.

Bikeways/Sidewalks

The City of Bryan has great potential to increase bicycle transportation with its sizeable bicycling population and active bicycle advocacy groups. Bicycle routes, lanes and trails have the ability to provide links between residential areas and destinations throughout the city. As stated previously, there have been an increased number of cyclists on the roadway. Many collector and residential streets in Bryan could be retrofitted simply with striping or signage to help accommodate and encourage bicycle traffic.

A plan for proposed bikeway system development is shown in Figure 6-4. This plan shows potential locations for on-street bike facilities and off-street bike paths which can be constructed along drainage ways and rail and utility corridors. On-street bikeways should be developed as bike routes or bike lanes, depending on existing conditions and design considerations.

Planning and design for bikeways should conform to the current edition of The Guide for the Development of Bicycle Facilities by the American Association of State and Highway and Transportation Officials (AASHTO). In addition, bicycle considerations should be incorporated into planning and design policies, standards and guidelines. Items such as bicycle storage are essential to encourage bicycle use. Bicycle parking racks should be conveniently provided at all public buildings and private developers should be encouraged to provide bicycle parking at major destinations.

In addition to bikeways, sidewalks are also a much requested infrastructure item throughout the city. Recent ordinance changes have resulted in the requirement and construction of sidewalks in newer subdivisions, but they are severely lacking in older areas throughout the city. Pedestrians which utilize mass transit and school children walking to school often have to walk on beaten paths or within the street to get to their destination. As a result, a plan for a proposed sidewalk system was created and is shown in Figure 6-5.

The City of Bryan should work with TxDOT to identify funding opportunities for implementation of bicycle and pedestrian improvements shown in the Bikeway and Sidewalk Master Plans. Two possible funding sources outside of normal TxDOT funding avenues include The Statewide Transportation Enhancement Program and Safe Routes to Schools Program. In addition, the City should partner with TxDOT to achieve the implementation of planned bicycle and pedestrian facilities along State Highways, Farm-to-Market Roads and other State-maintained roadways. Local resources should focus on implementing the lower cost measures to accommodate bicyclists and pedestrians, including signing of bicycle routes, designating shoulder lanes, striping bike lanes, and intersection treatments. Other sources of support and potential partners for implementing bicycle improvements include: Brazos Valley Cyclists, Texas Bicycle Coalition, and League of American Bicyclists.

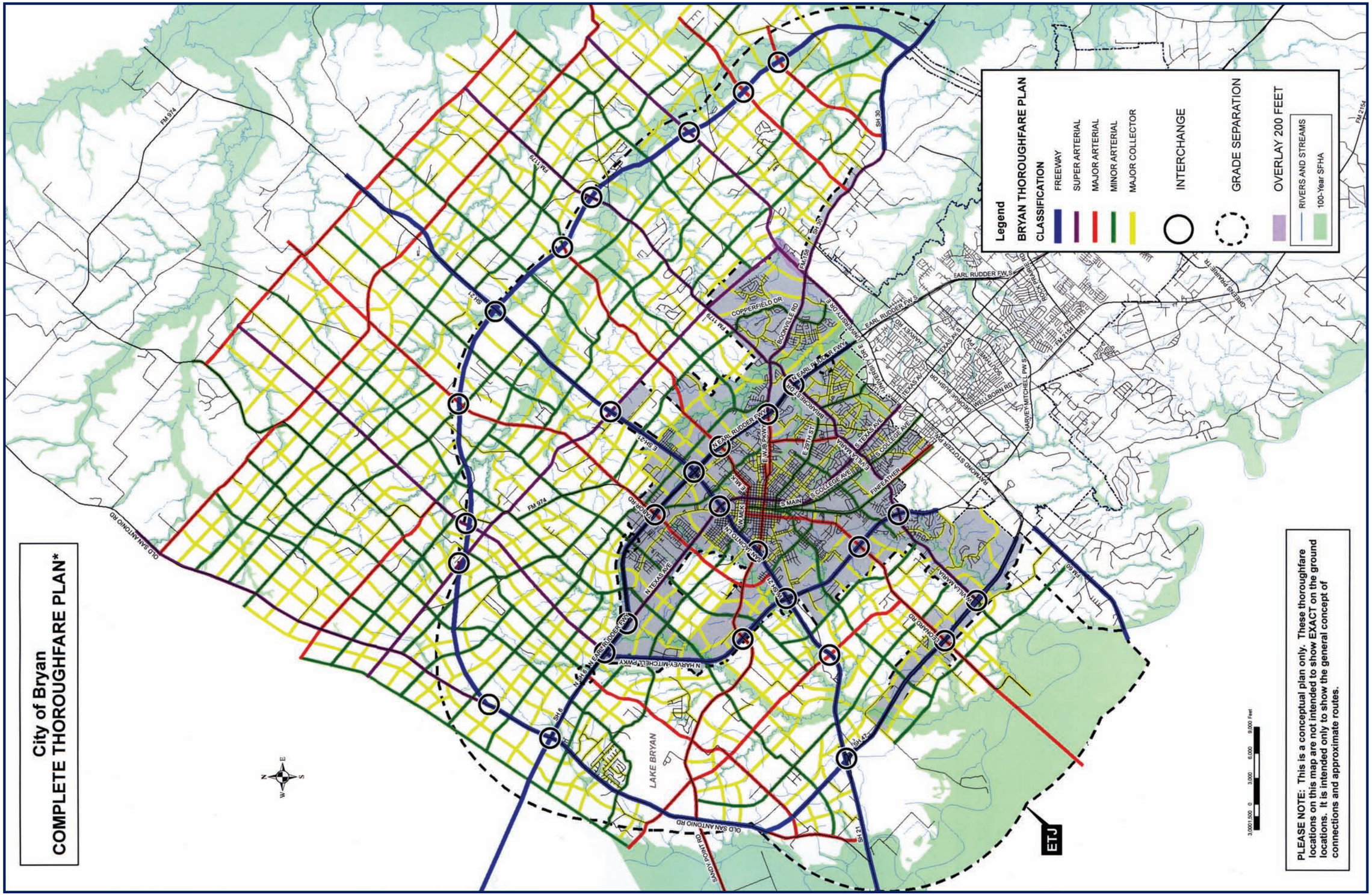

Figure 6-2 Complete Thoroughfare Plan

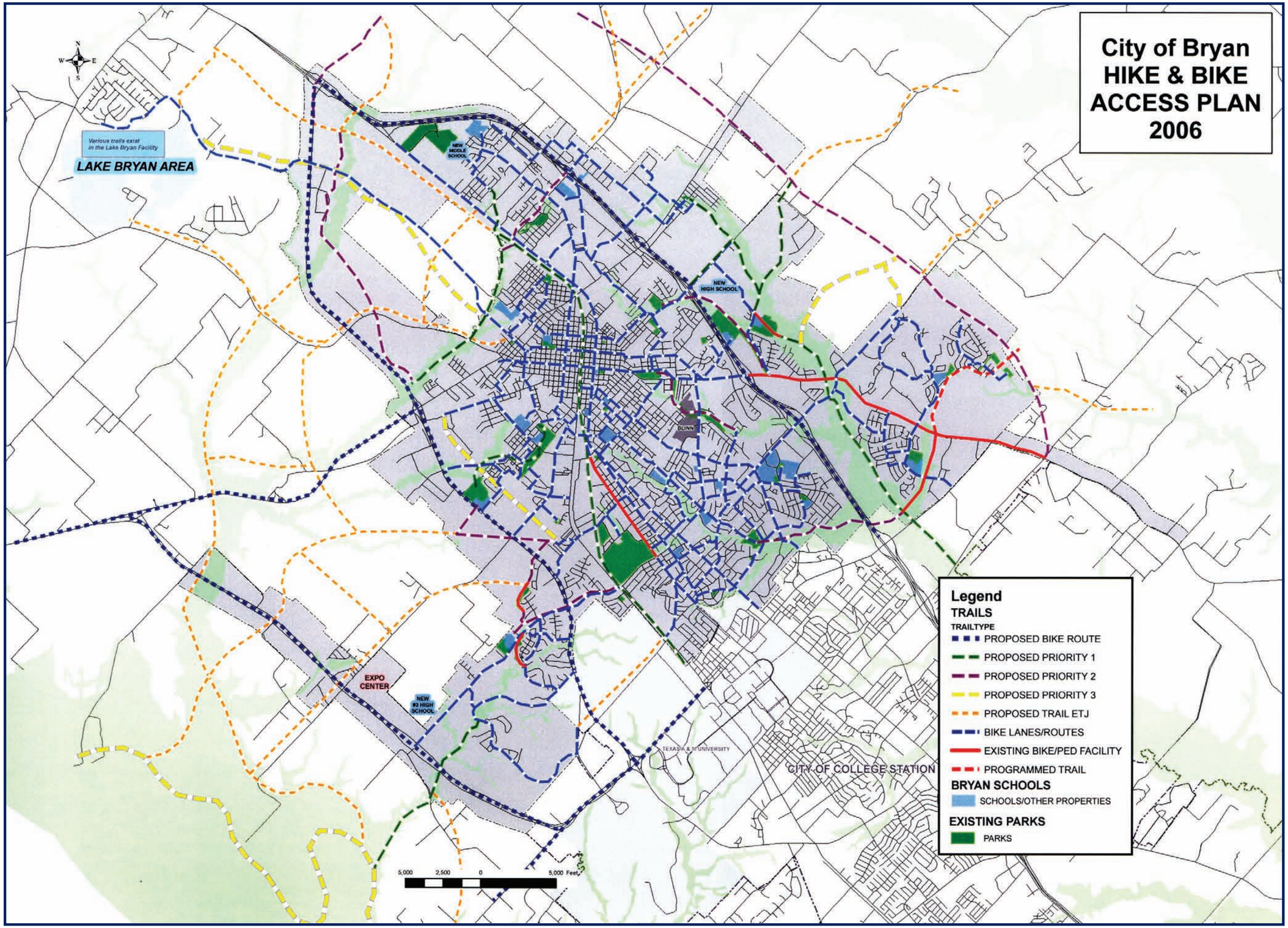

Figure 6-4 City of Bryan Hike and Bike Access Plan

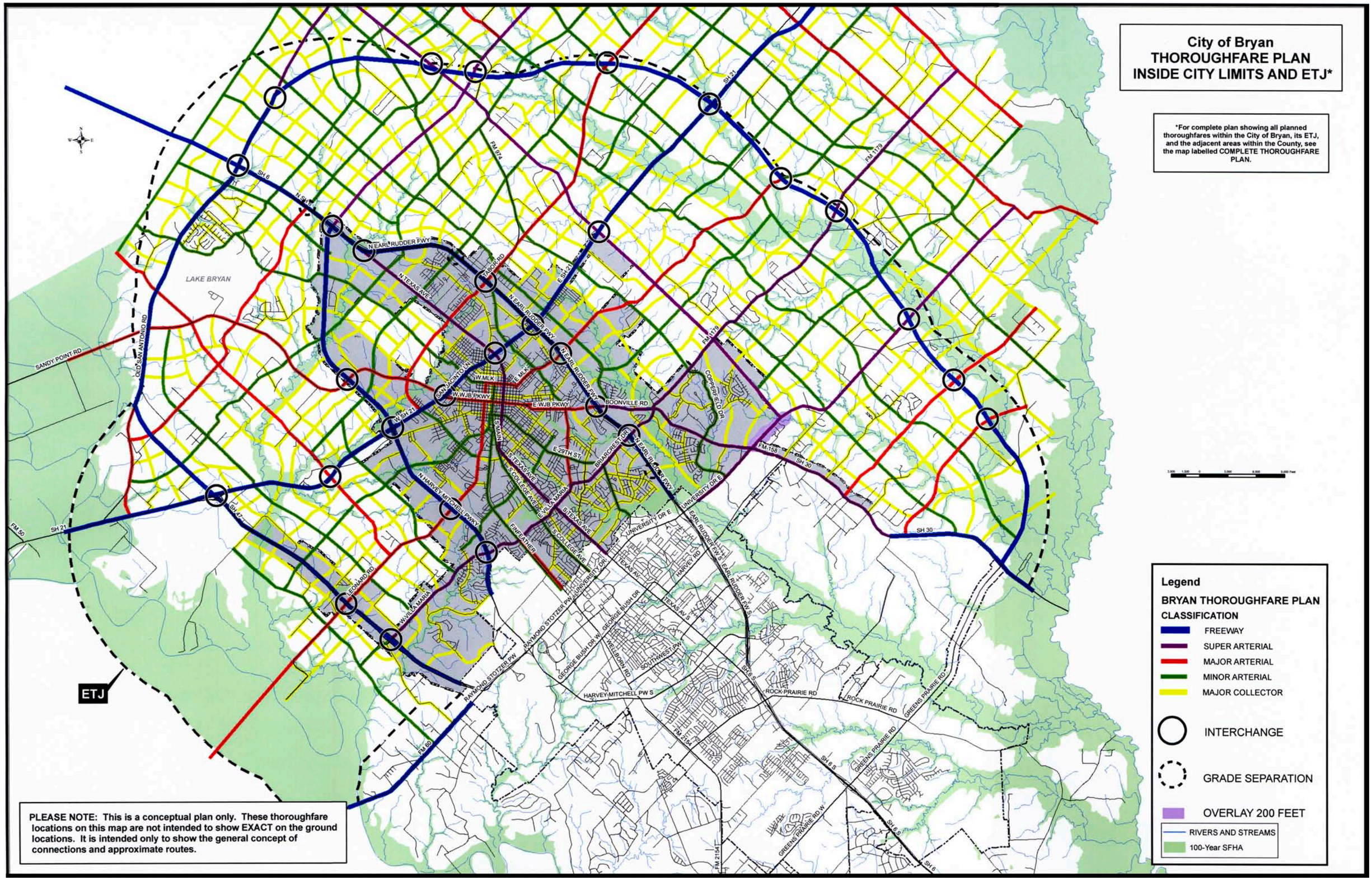

Figure 6-3 Thoroughfare Plan Inside City Limits and ETJ

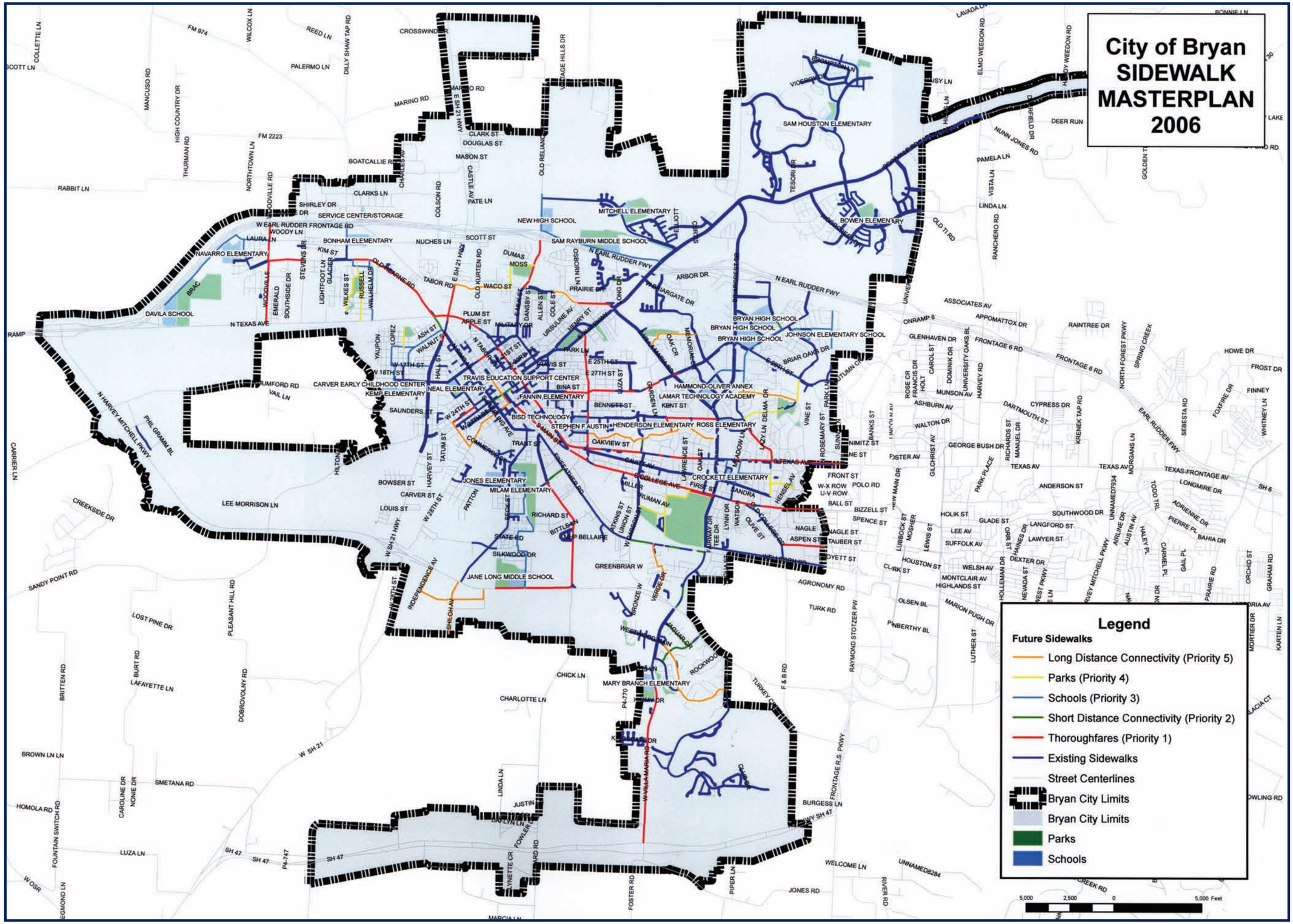

Figure 6-5 City of Bryan Sidewalk Master Plan

Table 6.1

Street Classification Definitions

Alley: A minor right-of-way which provides a secondary means of vehicular access to abutting property and which is used primarily for vehicular traffic to the rear or side of properties which otherwise abut on a public street. Parking is not allowed on alleys.

Commercial Street: A street which primarily serves commercial or multi-family development. Commercial streets shall be built to at least Minor Collector standards.

Major Arterial Street: A street which carries high volume of vehicular traffic (in the general range of 20,000 VP to 60,000 VP) and which is intended to move traffic in, out or around the City.

Minor Arterial Street: A street which carries high volumes of vehicular traffic (in the general range of 5,000 VP to 30,000 VP) and which is intended to move traffic around the City.

Major Collector Street: A street which primarily serves vehicular traffic (in the general range of 5,000 VP to 10,000 VP) from residential streets and minor collectors to arterials. A collector may also provide very limited access to abutting properties if approved by the City.

Minor Collector Street: A street which primarily serves vehicular traffic (in the general range of 1,000 VP to 5,000 VP) from residential streets to collectors or arterials. A minor collector may also provide limited access to abutting properties if approved by the City. Additionally, the streets identified as collectors on the Thoroughfare Plan may be designed as minor collectors only if approved by the City.

Neo-Traditional Design (NTD) Residential Street: A street which primarily serves vehicular traffic to abutting single family residential properties where narrow, more curvilinear streets are desired. Parking is only allowed on one side of the street and block length is limited.

Residential Street: A street which primarily serves vehicular traffic to abutting residential properties. A residential may also provide limited access to commercial properties if approved by the City.

Rural Residential Street: A street in the ETJ of the City which primarily serves vehicular traffic to abutting residential properties. A rural residential may also provide limited access to commercial properties if approved at the time of platting by the City and County. Construction and maintenance of the rural residential streets are generally under the jurisdiction of the County. Rural street sections are allowed inside the city limits in areas with appropriate zoning and lot size. Refer to the local zoning ordinance for guidance.

Rural Collector Street: A street in the ETJ of the City which primarily serves vehicular traffic from residential streets to arterials. A rural collector may provide limited access to abutting residential properties if approved at the time of platting by the City and County. Construction and maintenance of the rural collectors are generally under the jurisdiction of the County.

Source: B/CS Unified Design Guidelines, Rev. 2006

6.5 Goals, Objectives and Action Statements

The following goals, objectives and action statements were developed with input received from citizens to address transportation issues facing Bryan over the next twenty years.

GOAL #1: Provide a Safe, Efficient and Convenient Multi-Modal Transportation System

Objective A) Plan and develop a unified thoroughfare system linked to land use.

- Action Statement 1: Continue to refine the level of detail and extentions of thoroughfares into the ETJ.
- Action Statement 2: Update the Transportation Plans (Thoroughfare, Sidewalk and Bikeway Plans) annually.
- Action Statement 3: Create and/or update the Sidewalk and Bikeway Master Plans and assure they are adopted as a subset to the Thoroughfare Plan so that they may be implemented in a similar manner.
- Action Statement 4: Actively pursue new legislation in concert with Brazos and surrounding counties to allow these counties to be designated as high growth areas and allowing for the adoption county thoroughfare plans that require right-of-way dedication at the time of property development.
- Action Statement 5 Review and update the City of Bryan Access Management policy.
- Action Statement 6: Establish design criteria for driveway radii, slopes and slope differential to allow access from high-speed roadways (40mph+) to occur at reasonable speeds.
- Action Statement 7: Review and recommend intersection design guidelines and appropriate right-of-way widths to provide exclusive right turn lanes on major thoroughfares.
- Action Statement 8: Adopt a formal street closure policy and notification requirement.
- Action Statement 9: Work with TxDOT to develop an access management project along Texas Avenue.
- Action Statement 10: Improve access and mobility to the City's west side and along existing east-west corridors.
- Action Statement 11: Work with TxDOT to explore solutions to the traffic problems in the Briarcrest Drive and SH 6 interchange area at peak periods (traffic backing up on to main lanes).
- Action Statement 12: Continue to support the area traffic model.
- Action Statement 13: In cooperation with the MPO develop and adopt a Hazardous Materials Transportation Plan for the Bryan-College Station area.
- Action Statement 14: Review and make recommendations for transportation improvements for the new high school and middle school locations.
- Action Statement 15: Review and recommend viability of additional East-West connection.

Objective B) Foster interagency cooperation

- Action Statement 1: Actively pursue Bryan projects with the MPO and TxDOT.
- Action Statement 2: Find new avenues to encourage cooperation between parties within the MPO.

Objective C) Encourage utilization of alternative modes of transportation including transit, bicycles and pedestrians.

- Action Statement 1: Review and update current ordinances to ensure that new development provide sidewalks and bicycle accommodations with direct connections to residential, schools, commercial, and recreational areas and to transit stops.

Action Statement 2: Create a pedestrian and bike friendly community through the use of a Sidewalk/Bikeway Master Plan updated yearly to provide both new and retrofit sidewalk and bike facility links between neighborhoods, schools, parks and major shopping centers.

Action Statement 3: Establish a new sidewalk location away from the curb for streets with a speed limit equal to or greater than 40 mph.

Action Statement 4: Install bike/pedestrian friendly traffic signal detection.

Action Statement 5: Create a sidewalk capital improvement plan with funding and timeframes to install sidewalks in existing developed areas. Prioritize implementation based on schools, existing beaten paths that are being used and popular bus stops based upon the District ridership, focusing on the following list:

- Along Carter Creek Parkway
- Along Old College Road
- Along South College Avenue
- Along those portions of East 29th presently without sidewalks
- In the area of the new high school (Old Reliance Road and Austins Colony Parkway) and new middle school (Old Hearne Road)

Action Statement 6: Create a similar bikeway capital improvement plan to stripe and sign bike lanes and routes on existing thoroughfares that are being used as such.

Action Statement 7: Assure bike lanes are striped and signed on all appropriate new thoroughfares as shown in the design guidelines. Establish guidelines to determine which type of bike facility should be installed on a new street.

Action Statement 8: Create pedestrian-friendly crossings in the St. Joseph Regional Health Center area and across Villa Maria Road.

Action Statement 9: Research and develop a sidewalk fund for developers to contribute to when requesting a variance to not build sidewalks across their property.

Action Statement 10: Create new design guidelines for off-street paths and amenities.

Action Statement 11: Obtain public access easements in addition to public utility easements when warranted for the inclusion (current or future) of off street hike/bike paths.

Action Statement 12: Support regional efforts to improve public transportation.

Action Statement 13: Research the ability for joint-ticketing and joint-transit stops between TAMU, Blinn and The District.

Action Statement 14: Install transit shelters at major ridership stops.

Action Statement 15: Encourage transit stop amenities with new developments that might generate ridership.

Objective D) Develop and promote commercial and general aviation facilities and services.

Action Statement: Implement the Coulter Field Airport Development Plan.

Objective E) Provide and promote rail transportation to meet existing and future freight and industrial needs.

Action Statement 1: Continue and expand communications with Union Pacific in an effort to understand upcoming policy changes and needs for rail access by future industrial users.

Action Statement 2: Review and recommend the creation of a railroad "Quiet Zone" around Downtown.

Objective F) Promote neighborhood integrity through traffic calming while maintaining connectivity.

Action Statement: Implement a neighborhood traffic management policy that establishes guidelines to follow for groups of citizens to approach the City for assistance with creating solutions to neighborhood traffic concerns.

GOAL #2: Maintain and Rehabilitate the Transportation Network.

Objective A) Implement the multi-year street improvement program.

Action Statement 1: Create a Pavement Management System to guide yearly street improvement priorities.

Action Statement 2: Fund the annual street improvement program.

Objective B) Expand, improve and maintain the thoroughfare system through the Capital Improvement Plan and other funding sources.

Action Statement 1: Improve the routes between the Traditions Development, Downtown Bryan and TAMU.

Action Statement 2: Create and fund an annual sidewalk/bikeway capital improvement plan to incrementally add to the system in critical (schools, beaten paths) locations.

Action Statement 3: Implement the South College Improvement Plans.

Action Statement 4: Create and fund an annual traffic signal capital improvement plan to add and improve existing traffic signal operations.