



# 2018 Bryan District Active Transportation Hearing Summary Report

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April 19, 2018

## **Stella Hotel**

Bryan, Texas

Maury Jacob, RLA

Bryan District Bicycle and Pedestrian Coordinator

# 1. Notices and Email Blast

Public Hearing notices were purchased in four newspapers; The Eagle on March 20, Navasota Examiner on March 21, Rockdale Reporter on March 22, and the Robertson County Reporter ran on March 22, 2018. In addition, on March 26<sup>th</sup> a TxDOT News Release was sent to a wide variety of media throughout the District including Bryan Broadcasting, KBTX, KAGS, KEOS, WTAU, and KSHU. Email notices were also sent out to bicycle advocacy groups, bike shop owners, and related industry groups.



**Active Transportation Public Hearing**

**5:30 p.m. Monday April 9, 2018**

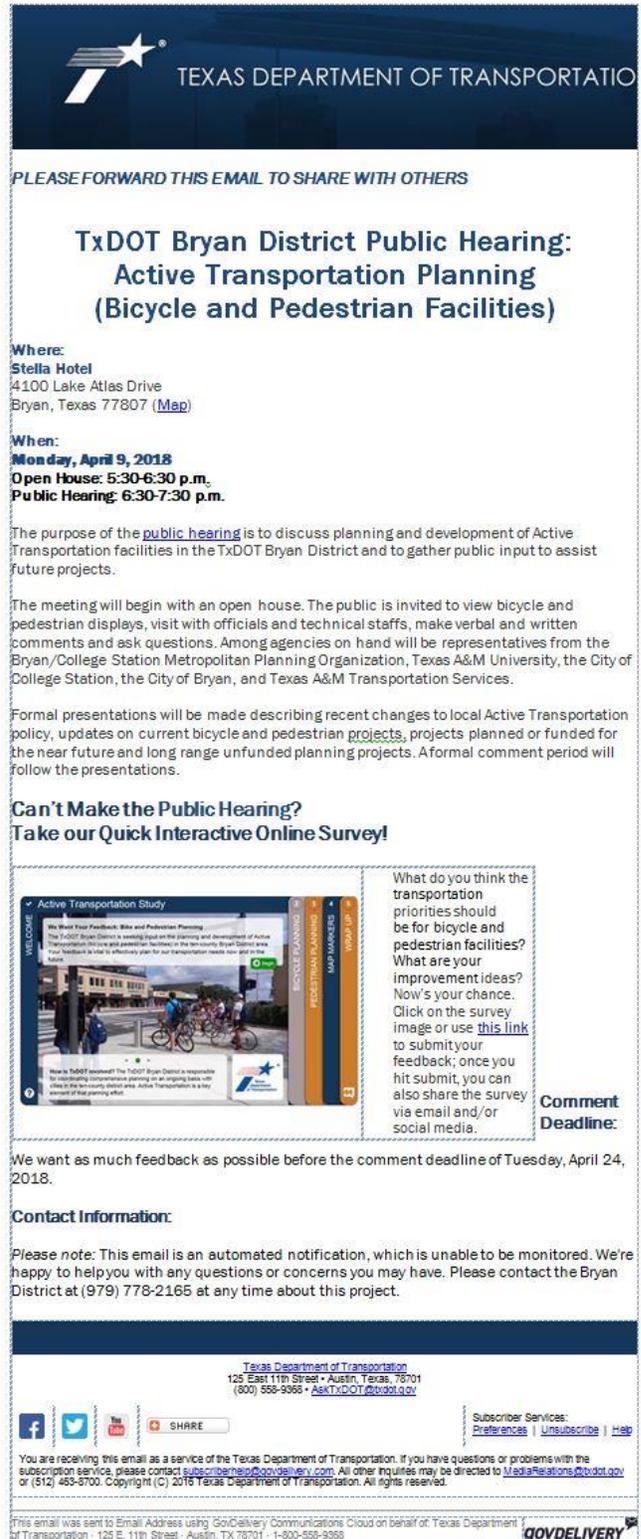
**Stella Hotel  
4100 Lake Atlas Drive  
Bryan, Texas 77807**

The Texas Department of Transportation (TxDOT) will hold a public hearing to discuss the planning and development of Active Transportation (bicycle and pedestrian facilities) in the ten county Bryan District. The hearing will include presentations by Texas A&M University, the City of College Station, the City of Bryan, and the Bryan/College Station Metropolitan Planning Organization.

The public is invited to attend this hearing. Learn about recent local developments and upcoming projects. There will be ample opportunity for public comment at the hearing. Visit [www.txdot.gov](http://www.txdot.gov) and Search: Active Transportation to review the presentations and other information.

Written comments may also be submitted in writing to Mr. Maurice Jacob, L.A., Bryan District Bicycle and Pedestrian Coordinator, TxDOT, 2591 North Earl Rudder Freeway, Bryan, Texas 77803-5190 or e-mail comments to: [maury.jacob@txdot.gov](mailto:maury.jacob@txdot.gov). Comments received before Tuesday, April 24, 2018 will become part of the Hearing record.

Any person requiring special accommodations to attend the hearing is encouraged to contact our office at (979) 778-2165. Si desea información en Español, puede llamar al (979) 778-9615.



**TEXAS DEPARTMENT OF TRANSPORTATION**

PLEASE FORWARD THIS EMAIL TO SHARE WITH OTHERS

**TxDOT Bryan District Public Hearing:  
Active Transportation Planning  
(Bicycle and Pedestrian Facilities)**

**Where:**  
Stella Hotel  
4100 Lake Atlas Drive  
Bryan, Texas 77807 ([Map](#))

**When:**  
**Monday, April 9, 2018**  
**Open House: 5:30-6:30 p.m.**  
**Public Hearing: 6:30-7:30 p.m.**

The purpose of the **public hearing** is to discuss planning and development of Active Transportation facilities in the TxDOT Bryan District and to gather public input to assist future projects.

The meeting will begin with an open house. The public is invited to view bicycle and pedestrian displays, visit with officials and technical staffs, make verbal and written comments and ask questions. Among agencies on hand will be representatives from the Bryan/College Station Metropolitan Planning Organization, Texas A&M University, the City of College Station, the City of Bryan, and Texas A&M Transportation Services.

Formal presentations will be made describing recent changes to local Active Transportation policy, updates on current bicycle and pedestrian **projects**, projects planned or funded for the near future and long range unfunded planning projects. A formal comment period will follow the presentations.

**Can't Make the Public Hearing?  
Take our Quick Interactive Online Survey!**



What do you think the transportation priorities should be for bicycle and pedestrian facilities? What are your improvement ideas? Now's your chance. Click on the [survey image](#) or use [this link](#) to submit your feedback; once you hit submit, you can also share the survey via email and/or social media.

**Comment Deadline:**

We want as much feedback as possible before the comment deadline of Tuesday, April 24, 2018.

**Contact Information:**

Please note: This email is an automated notification, which is unable to be monitored. We're happy to help you with any questions or concerns you may have. Please contact the Bryan District at (979) 778-2165 at any time about this project.

Texas Department of Transportation  
125 East 11th Street • Austin, Texas, 78701  
(800) 555-9368 • [ABKTXDOT@txdot.gov](mailto:ABKTXDOT@txdot.gov)

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**GOVDELIVERY**

## 2. Attendance

Forty one attendees signed in and were counted.

Presenters included TxDOT, BCS/MPO, City of Bryan, City of College Station, TAMU Transportation Services, and a special presentation by a group of Aggie students representing ASLA and Land Planning Student Groups.

A head count of presenters and staff during the event showed fourteen total in attendance including four representatives from TxDOT.

## 3. Open House

An informal open house began the event. TxDOT, City of Bryan, City of College Station, Brazos Valley Council on Independent Living and the MPO manned tables with various projects and programs on display. Public comments and questions were accepted on any active transportation or ADA topic. The TxDOT table had a plan of the FM 60 DDI project. City of Bryan included information and sign sheets for four TASA project proposals. City of College Station displayed their Bicycle and Pedestrian Master Plan. BCSMPO displayed presentation boards from the just-released University Drive Corridor Study. TAMU had two OFO dock-less ride share bikes, one on display in the room and one available for test rides.



## 4. Hearing

The hearing was conducted beginning with formal presentations. Formal presentations were followed by a public comment period. Additional open house time discussion by each entity group individually. Attendees were free to observe each entities exhibit to make comments and suggestions for bicycle and pedestrian infrastructure improvements.

### 4.1 Formal Presentations

- (a) [TxDOT - 2018 Active Transportation and ADA Outreach Maury Jacob, RLA Bryan District Bicycle and Pedestrian Coordinator for TxDOT](#)
- (b) [BCSMPO - Active Transportation in Brazos County Today and Tomorrow Dan Rudge, P.E. Executive Director of Bryan/College Station Metropolitan Planning Organization](#)
- (c) [City of Bryan - Americans with Disabilities Act and Active Transportation Projects Paul Kaspar, P.E. City of Bryan City Engineer](#)
- (d) [City of College Station - Bicycle, Pedestrian, and Greenways Program Venessa Garza, College Station Greenways Program Manager](#)

## 5.



## Public Comments

- 5.1 **As a Northgate** resident I am very happy to hear about some of the Northgate improvements that are currently going on but I do want to take a moment to express and to reiterate as a bicycle user, I am a young 20-something college male but I am not a strong fearless cyclist. I am very enthused and competent yet I do not feel comfortable using more conventional bike facilities as they currently stand in the BCS region. I am someone who is weary of traffic adjacent to me drifting over with nothing but paint separation.

So I strongly encourage all the entities here tonight to continue looking into separated and protected facilities whether that's through armadillos, flexible pylons, planter buffers or I'm a very strong lover of shared-use paths. I very much enjoy riding on the shared-use path along University Drive, Houston Street and Texas Avenue. And so I again encourage more protected facilities and I encourage my fellow audience members and speakers who have signed up to also encourage for more protected facilities.

For the MPO to identify gap projects on the record, I would like to point out that again while Northgate Campus is a wonderful place to bike and will continue to be, a lot of my trips traveling south into College Station are hindered by George Bush Drive. Look at specific spot improvements in terms of geometric intersection design such as George Bush and Timber, George Bush and Dexter or perhaps New Main and Texas Avenue. Whether a leading bike signal that gives me three more seconds to begin crossing the street before the traffic does or a dedicated green bike box for turning movements, those three spots with those protected facilities will help me most and help me the best. Thank you.

- 5.2 I have some level of expertise. I lived in College Station for 16 years and then we moved to Bryan. For about 20 of those years I bicycled to my office. I am so excited to see the biking/walking paths and shared street usage being considered. I may be overenthusiastic but we could be the biking/walking capital of Texas. I mean, we're flat. Generally speaking the weather is okay. So really I think a lot could be done.

Now, I live on West Villa Maria past the Aerofit True Fit, and Villa Maria is incredibly dangerous. So I would like to encourage you to think about doing something to Villa Maria because my wife lives in a nursing home on 29th and Haswell so I can get to South College, I can get to Coulter, but getting there from Villa Maria isn't very easy and there is no convenient *safe route* so I think this is wonderful, so keep pushing.

**5.3** Howdy, folks. My question is where we getting the money at? The big concept I'm seeing is bicycles on the roadway. They are paying no use fees at all. You buy a vehicle you pay a sales tax, you pay gasoline tax, you pay road use taxes. We're now paying a fee every month to Bryan-College Station, a transportation fee. We just got Bryan [unintelligible] Roadway, also a drainage fee is part of it.

We got a problem finding the money. I'm tired of seeing our tax dollars on the roads going to bicycles and they are not paying nothing. We got to get some taxes coming off the bicycles. We got to get some insurance on them just like you do on your vehicle. We got to make the roadway fair. As far as I'm concerned as long as you got a lane and you got lights on.

Well, we got to come up with some legislation to get taxation on these bicycles, registration on the bicycles and insurance on them. That's what I'm saying with these share of the road use on bicycles. Pedestrians we've been around years walking and, yes, we need the rights to access along the roadways and I've seen pedestrians walking beside the roadways going the wrong direction, in the middle of the roadways which, you know, is a hassle and a hazard to everybody.

We had a number of accidents around Bryan-College Station back years where pedestrians got killed along our roadways so we need something, but we got to find out where the tax dollars are coming from to pay it. Is it Federal? Is it local? Is it from vehicle use fees going up? But we got to tax everybody. And as long as we do everybody fair, I'm for it all.

Now, I used to be a fireman with College Station for 15 years. I've seen all sorts of accidents. You know, I've picked people up in pieces. And transportation has come a long way in our area. Our population has more than quadrupled in my opinion. I remember when A&M had 12,000 students was big, you know. I remember when two ambulances served all of Brazos County and part of Robertson County. I remember when we had about six to eight EMTs that served this whole community, and we had over 60,000 people at that time. We've come a long way. We got a long ways to go. And we can do it if we all work together. That's all I got to say.

**5.4** I rode a bicycle more or less full time for 15 years starting at South College Station and moving to far North Bryan. To address the gentleman's questions on taxes, we're paying for the roads. I pay property taxes to the City of Bryan. The city streets in Bryan are paid for by property taxes not road use tax, not highway gas tax.

But I agree with you, if you want to license my bicycle, I want to be able to ride down the middle of the road and have a car waiting behind me. I ride as far to the right as I can. I ride on Woodville Road. I've reported it twice to the City of Bryan for rough road. They don't do anything to patch the cracks in the road that water get into it that cause the road surface to degrade. My bicycle doesn't cause that road to break up; your car does. I drive a car; it does. I pay gas tax on my car.

I've reported an embankment slide-in on a feeder road up by the middle school up on the north end of Bryan. I think it first slid after Harvey. I didn't notice it – I ride past it on the bike doing ten, 12 miles an hour and I didn't notice it for a month. I've reported it twice. It's still there. It still hasn't been fixed. That's a highway problem.

There are school buses that go by with kids on them. That thing is within that far of the guardrail. It drops down about a foot and a half. Bicycles ain't causing that problem. We have a road maintenance problem. Bicycles don't cause it.

The first paved roads were made because of bicycles. Look it up in the history. I agree with you, we need a better way – If you see somebody riding down the wrong side of the road, scare the out of them. I won't tell you to hit them because it might kill 'em and you'll feel bad about killing them because they are an idiot but scare the out of them. But on the other hand, just last week I was making a u-turn up on Woodville Road where it Y's and I saw a car coming up the road and I pulled over next to the white line and they damn near hit me. They smiled when they saw me. I made an exclamation of surprise what the #@ and I think she said I was Number 1. I couldn't see the hand. All I could see was one finger up. And she was on the wrong side. If I had been out of the middle of the road, she would have hit me. I was over next to the white line.

Sharing the road is a two-way street. Bicycles need to get over. Cars need to give us a little bit of room. I've been pushed into the second lane on a feeder road going past Tabor Road by school buses. Had one of them tell me I should wear a strobe light because she didn't see me because she looked over my head because a car was coming and wasn't looking down. We need to share the road but that's a two-way street. Cars need to share it with bicycles and bicycles need to stay over as far as they can. Thank y'all.

- 5.5** I ride bikes very frequently in the Bryan-College Station area, and I would just like to remind everybody with the municipal planning office of the cities of Bryan-College Station and College Station that the devil is in the details. If the sidewalk is cracked, if the curb forces the sidewalk to make a sharp 90-

degree angle, it makes it very hard for somebody on a bike or possibly in a wheelchair to negotiate that strip. For example, Villa Maria at Texas Avenue, there is an H-E-B. If you're on the corner where there is the H-E-B and you stand in the little red square on the ramp like you're waiting to go across Villa Maria to perhaps the Walgreens across the street and you look, there is a pedestrian signal but you can't see the signal because it's obscured by the sign. You can hear it tell you "walk" but until you move to either side you can't actually see that signal. So I think it's really important that we actually take even a granular look at some of the projects and the way they are designed so they don't impede mobility or force us onto the road or doing things that may cause other people harm. Thank you.

- 5.6 Really more of a question and I guess it would be more to Ron. I mean, kudos to your *ofo* bike, you know, and one of the things I think people don't realize is so many students ride the bus to campus. Ron's bending over backwards to say they have a bike, you know. I mean just knocking himself out to encourage that.

Also, the other thing I see is people driving their pickups up to campus and then they pull their bike out. Well, we're going to knock that out again but, Ron, you know, I don't want to be critical because you're knocking yourself out but you go down Texas, you go down University on a Friday and it's just like bumper to bumper. What other things do you have going besides the buses and the bikes to alleviate this because it's clear people aren't riding their bikes? I say that and Ron is probably looking at me like I'm crazy and he's right if he is, because if you go on campus you'll see two or 3,000 bikes tied up. I mean, it's a mess. And again kudos to Ron because he's the one that cleans up that mess.

I mean I hate to criticize because you're doing a lot, I mean, between the buses and bikes I'm just curious what else is going on.

Well, I don't want to sound like I'm being critical because you're doing a lot and I think not only you but the rest of the transportation, I mean we got buses running all over town. It's like I'm really I'm kind of mystified why the traffic is there because it's not like the transportation department isn't making the effort. Anyway I'll end on that note.

I ride a bike once a month. I mean you go down South College from Texas Avenue and there's a bike lane, beautiful, and you get down to a side – onto a sidewalk for 20 feet, 90 degrees and back onto the road. Huh? What the – you expect me to go over here onto the sidewalk for 20 feet and come back onto the road because of a side street.

5.7 I'm a Bryan I ride my bicycle as much as I can. I just happen to live over on West Villa Maria where you are and I come down Westwood Main and then come up to 2818 for about a mile and you've got a nice little, you know -- yeah. And you know what you did, you know what you did, you know those bumps, you know those bumps that y'all cut in the road, you took it out of my spot. You took it out of my spot. Why in the heck did you do that, you know?

Now, I have several bikes and one of them is a recumbent trike and I can barely get my vehicle down that road. So I've taken a different route you know -- hey, that one has got -- it's pretty cool, pretty cool. That's the thing that -- I just have kudos. My goodness, look what you guys are doing!

I do challenge you like this other gentlemen said to ride your bike to work one day a year, just one day a year. See how that works out. Anyway, fantastic. Fantastic.

We see the yellow bikes all over every place. We need more bike racks. Wal-Mart doesn't even have a bike rack. You go to Wal-Mart they don't even have a bike rack, you know.

The sidewalks, let's see, coming up from where Finfeather crosses, 90 degree turns, I can't get through there with my trike, you know. Anyway, it's done but thank God, y'all are doing fantastic. And I think we could be Texas best bike community you know, I really think we could. The heck with Austin, right? Yes!

5.8 I've lived here about 47 years. I've got a bike shop here in town I've had for about twenty. Just a couple of thoughts because I think we want to wrap up but the first thought - and I don't have a lot of good answers to this - but one of my concerns that I've had the past year or two has been in terms of planning for mobility. Are we really reaching some of our impoverished minority communities? You know, I can think of people who couldn't be here tonight because they didn't have transportation here, they didn't have a motor vehicle to get here or they are working two and three jobs to make ends meet, and clearly they have mobility issues also, maybe more so than we do.

And so I don't know how you reach folks. If you take the show -- take what we've got here on the road, so to speak, if you go into the schools and talk to the kids, possibly talk to the kids about how their parents get to work, how their parents get to the grocery store, how they get to school, that might be a form of outreach. So my -- so that's my primary concern.

My second concern is a lot of customers have told me the past two or three years especially, "I'd like to go out and ride my bike but I'm really concerned about the traffic. I'm really concerned about getting hit by a car." For

example, they may say, "I ride recreationally and I want to ride my bike for exercise and fitness and general health but where do I go to ride?"

So, in thinking long-term and big picture and I think this would go a long way to enhancing quality of life for a lot of us, possibly envisioning a mega park of sorts that has something for everyone that possibly has a two- or three-mile bicycle loop through it for people that want to use the route for fitness type riding that's completely car free. You could have paths for walkers. You could have a section for athletic fields.

Just the idea that if we could have the Central Park similar to what you have in New York City or maybe not quite that big but maybe something along those lines it would help to enhance quality of life for the whole community. It would be something when you have people who come in from out of town and you know, "Where do we go and what do we go see?"

Well, we've got this incredible park that, you know, we just love to go to and it's just a wonderful place. Let's go see this incredible park that we have.

So those are my two main ideas, that recreational car-free facility and also outreach to populations that may not be represented here tonight. Thank you.

- 5.9 My husband is a walker and he used a wheelchair but he had great problems with these little red squares that are now what is approved for ADA. They were definitely a problem.

## 6. Comment Cards

- 6.1 Thank you for all your hard work. Anything helps. Connectivity is great – especially with several modes of transportation.
- 6.2 I am so excited to see the bike-walking trails and shared street usages being considered. We, BCS could walk-bike capitol if Texas. ...Weather is generally good. Keep pushing for more.

I live on West Villa Maria near the Shirewood intersection. Villa Maria is very dangerous to bike along. VM needs to be upgraded for bikes. Keep pushing.

- 6.3 My personal priorities for bike infrastructure are 29<sup>th</sup> Street in Bryan and South College from Brookside to University.

The intersection at Villa Maria and Briarcrest is terrible. No signaled intersection should be without a pedestrian signal in ALL directions. Wayside Drive at Villa Maria only has  $\frac{3}{4}$  of the pedestrian signals. This forces me to wait longer and cross more roads to get where I am going increasing my danger.

Bike lanes need more than a painted buffer. Cars abuse the extra space; parking, impromptu right turn lane, etc.

“Bike Route” signs are useless. They give no direction to bikes (this way to TAMU, Downtown, etc.) and are ignored by cars. I am a cyclist, but I don’t even notice the Bike Route signs.

Ninety degree angles are hard or impossible to navigate on a bike. There are a few on Briarcrest, unsure of the intersections. Thank you!

- 6.4 Very impressed with the ideas presented by both cities. However the idea of digging up University Drive makes no sense. Instead try to encourage people to ride busses and bikes. The idea of digging up University is crazy.

## 7. Email Comments

- 7.1 I spoke at the meeting, but I wanted to emphasize: while this is big picture to planners, it IS the small for us. We'd love to tell you about everything that is a deterrent to transport, but its Tuesday and we're late. Or we don't remember the intersection. We need your help. Ride a bike. Get to know what we face.

- 7.2 Can you please consider adding a bike button that bikers can press at this intersection: Century Square Drive and University Drive (College Station). The lights do not detect the bikes and thus you have to wait until a car comes for it to trigger the light to turn green.

### ***College Station City Traffic Engineer response:***

*Last week I met with the property managers of the Century Square development regarding congestion at the intersection in general. In addition to the concern with poor bicycle detection, detection of cars isn't that great either. We discussed partnering on a signal timing study that could also evaluate this intersection and provide improvement recommendations. As a short term improvement, Century Square has agreed to provide lane striping on their driveway so better vehicle detection can be established. Along with this, we can work to provide detection for bicycles.*

## 8. MetroQuest Survey Results

An online engagement tool, MetroQuest, was developed for the public hearing participants that comprised of five screens: Welcome, Bicycle Planning Priorities, Pedestrian Planning Priorities, Map Markers and Wrap Up. The link was posted on [txdot.gov](http://txdot.gov) from April 2, 2018, through June 20, 2018. This report presents the outreach strategies and details the data results.

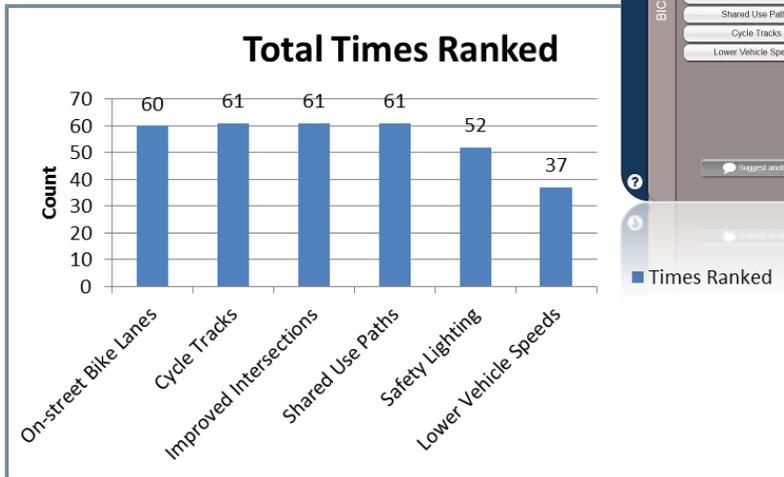
One hundred and eleven participants weighed in on their vision for the Bryan District Active Transportation Survey. Numbers completing the survey peaked on April 5<sup>th</sup> with 29 participants. In addition to the 111 that participated in the survey, another 188 visited the site but chose not to provide responses or data.

About **83%** of participants accessed the survey on the web



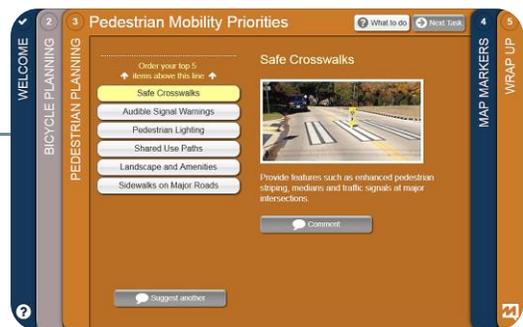
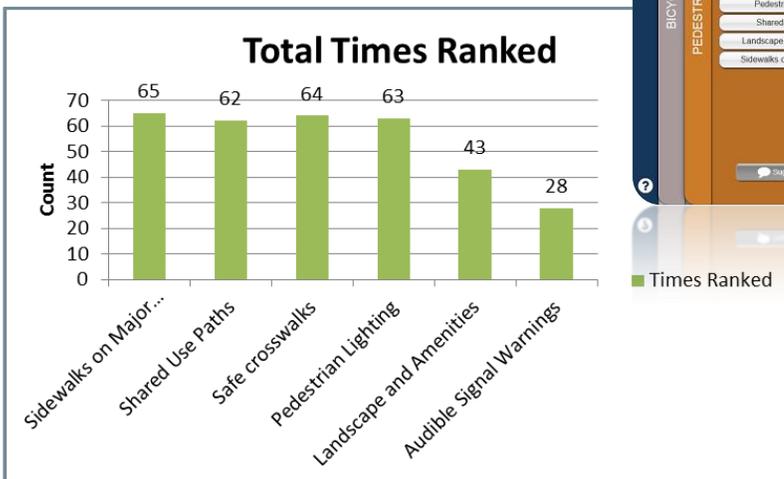
When asking participants to rank their top five priorities (out of a list of six priorities), Cycle Tracks, Improved Intersections, Shared Use Paths, On-street Bike Lanes, and Safety Lighting, were included as the top five the most amount of times.

The graph below shows each ranking item, showing how often each item was ranked, out of a total of 332 rankings.



When asking participants to rank their top five priorities (out of a list of six priorities), Sidewalks on Major Roadways, Safe crosswalks, Pedestrian Lighting, Shared Use Paths, and Landscape and Amenities were included as the top five the most amount of times.

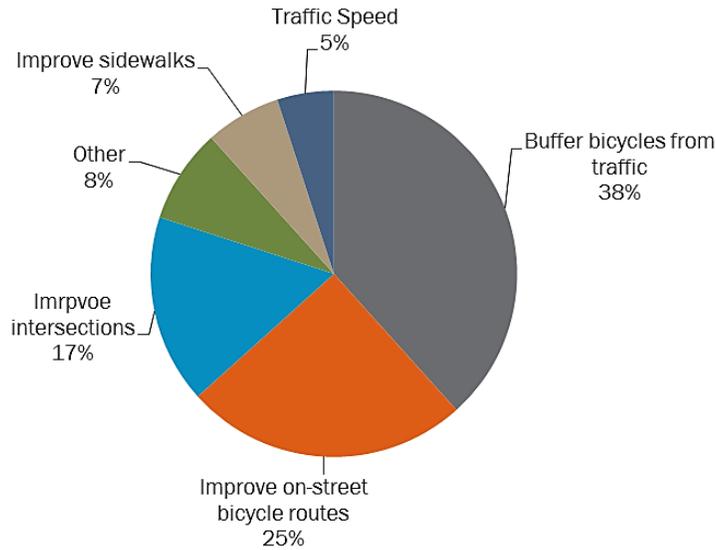
The graph below shows each ranking item, showing how often each item was ranked, out of a total of 325 rankings.



### ***Interactive Map-Bicycle Marker***

Of the 6 map markers, the Bicycle marker had the highest number of placements on the map, with a total of 165 markers (45%).

The participant was also asked to choose what their key concern was in relation to the placement of the marker. The top selections, by those who chose to respond, are as followed:



### ***Interactive Map-Pedestrian Marker***

Of the 6 map markers, the Pedestrian marker had the 2<sup>nd</sup> highest number of placements on the map, with a total of 71 markers (19%).

The participant was also asked to choose what their key concern was in relation to the placement of the marker. The top selections, by those who chose to respond, are as followed:

