



BRYAN / COLLEGE STATION METROPOLITAN PLANNING ORGANIZATION

Active Transportation in Brazos County Today and Tomorrow

April 9, 2018

Daniel Rudge
MPO Executive Director

What is an MPO?

- ❑ In 1962 the Federal Govt. decided that transportation decision-making best done at local level
- ❑ Required metropolitan areas larger than 50,000 to designate a Metropolitan Planning Organization (MPO)
- ❑ A body, made up of elected officials from all study area jurisdictions, that cooperatively develop transportation plans, programs and funding decisions
- ❑ Funded by FHWA/FTA
- ❑ Gatekeeper of Federal-Aid Projects

#24 – FM 158 (William J. Bryan)

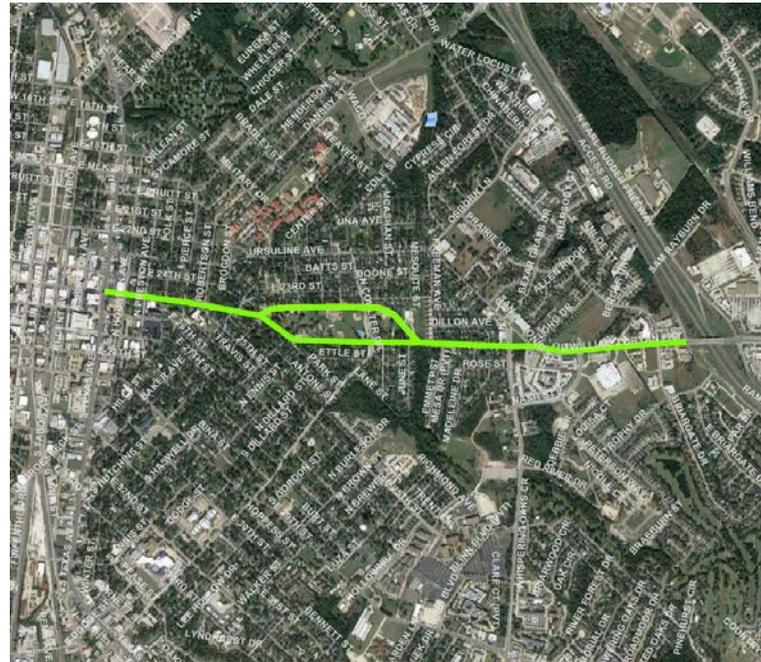
Project Description

Limits From: BS 6-R (Texas Ave.)

Limits To: SH 6

Project Description:

Construct controlled access raised medians & pedestrian facilities



Congestion Score

40.54

Safety Score

18.75

Technical Score

59.29

Final Ranking

2

YOE Project Cost

\$ 11,900,000

Project Ranking: Second Five Years (2020 - 2024)

MPO Project	TxDOT Project	Facility & Project Length	Project Limits	Project Description	Funding Source(s)	2014 Construction Estimate	YOE Base Year	YOE Total Project Cost Estimate
24	0212-03-050	FM 158 - 1.85 mi	From BS 6-R To SH 6	Construct controlled access raised medians, add traffic signals and pedestrian facilities	MPO	\$ 8,000,000	2020	\$ 11,900,000

#84 – FM 2154 (Wellborn Rd.)

Project Description

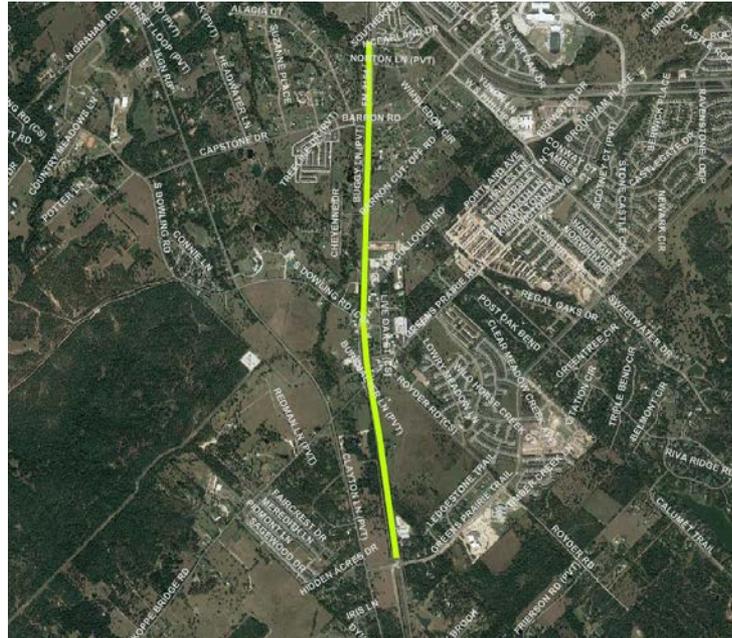
Limits From: Southern Trace Drive

Limits To: Green's Prairie Trail

Project Description: Widen two-lane divided to four-lane divided w/bike lanes and sidewalks

YOE Project Cost

\$ 26,100,000



Congestion Score

12.50

Safety Score

8.33

Technical Score

25.83

Final Ranking

24

Project Ranking: Second Five Years (2020 - 2024)

MPO Project	TxDOT Project	Facility & Project Length	Project Limits	Project Description	Funding Source(s)	2014 Construction Estimate	YOE Base Year	YOE Total Project Cost Estimate
84	0540-04-XXX 0540-04-XXX	FM 2154 3.2 mi	From Southern Trace Drive To Greens Prairie Trail	Widen 2 lane divided to 4 lane divided w/ bike lanes and sidewalks	MPO	\$ 17,500,000	2020	\$ 26,100,000

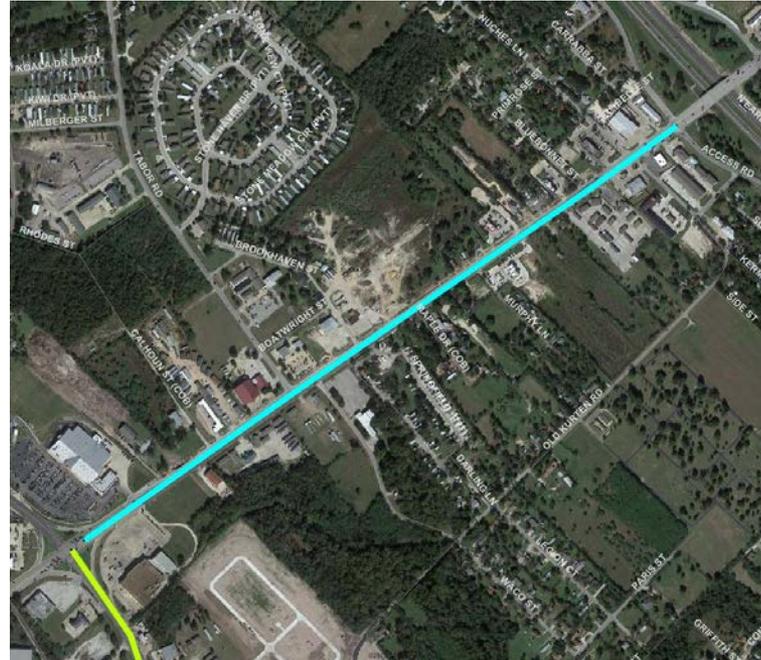
#34 – US 190/SH 21

Project Description

Limits From: BS 6R (Texas Ave.)

Limits To: SH 6

Project Description: Acquire ROW, widen 4 lanes to 6 lanes, access management & bicycle/pedestrian facilities



Congestion Score

25.67

Safety Score

31.25

Technical Score

56.92

Final Ranking

4

YOE Project Cost

\$ 13,600,000

Project Ranking: Final Fifteen Years (2025 - 2039)

MPO Project	TxDOT Project	Facility & Project Length	Project Limits	Project Description	Funding Source(s)	2014 Construction Estimate	YOE Base Year	YOE Total Project Cost Estimate
34	0117-01-XXX	SH 21 0.88 mi	From BR 6 To SH 6	Acquire ROW, widen 4 to 6 lanes, access management and pike/ped improv.	MPO	\$ 7,500,000	2025	\$ 13,600,000

#313 – E. 29th St./Tarrow

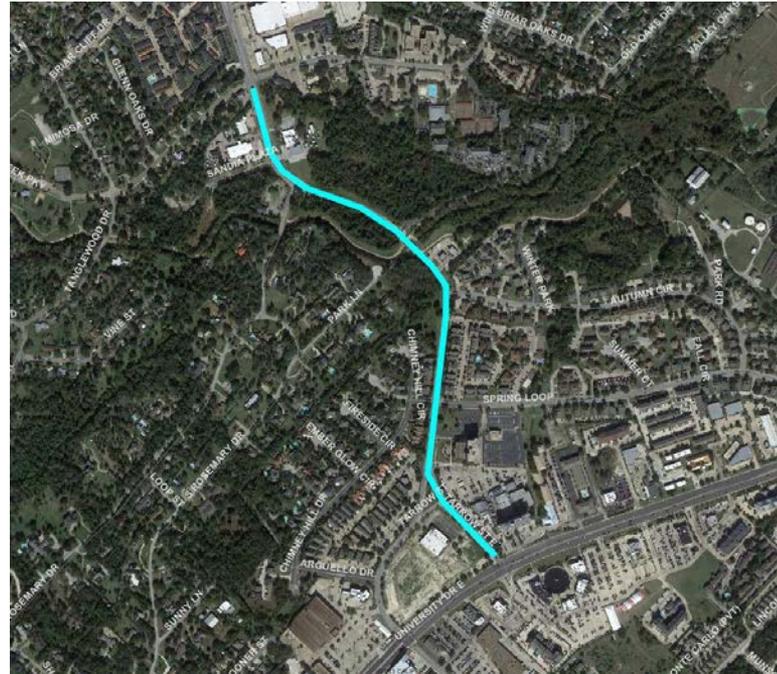
Project Description

Limits From: Carter Creek Pkwy.

Limits To: FM 60

Project Description:

Construct 6' sidewalks behind curb & pedestrian bridge



Congestion Score

11.72

Safety Score

0

Technical Score

56.72

Final Ranking

5

YOE Project Cost

\$ 3,200,000

Project Ranking: Final Fifteen Years (2025 - 2039)

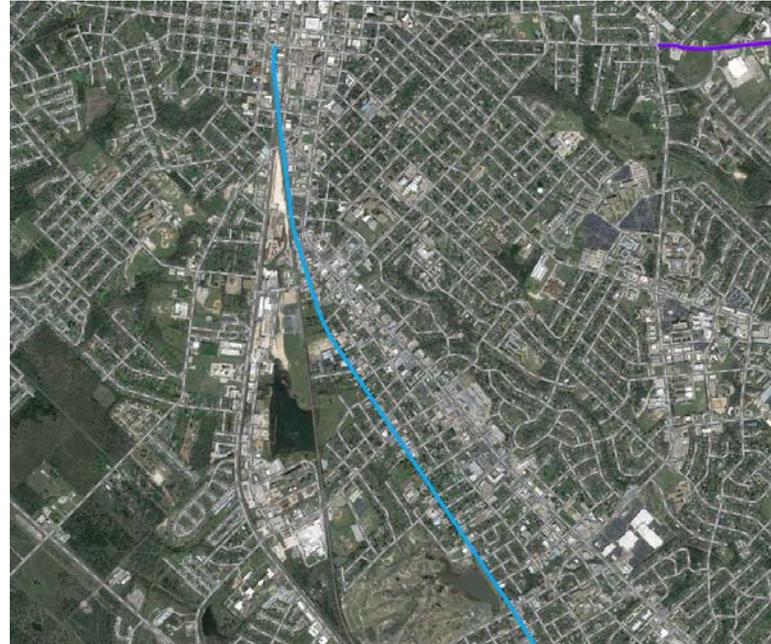
MPO Project	TxDOT Project	Facility & Project Length	Project Limits	Project Description	Funding Source(s)	2014 Construction Estimate	YOE Base Year	YOE Total Project Cost Estimate
313	N/A	E. 29th St./Tarrow .082 mi	From Carter Creek Parkway to FM 60	Construct 6' sidewalks behind curb, & pedestrian bridge	MPO	\$ 1,700,000	2026	\$ 3,200,000

#303 – South College Ave.

Project Description

Limits From: E. 28th Street
Limits To: Villa Maria Road

Project Description:
 Construct 6' wide sidewalks



Congestion Score

9.65

Safety Score

50.00

Technical Score

104.65

Final Ranking

8

YOE Project Cost

\$ 3,300,000

Project Ranking: Final Fifteen Years (2025 - 2039)

MPO Project	TxDOT Project	Facility & Project Length	Project Limits	Project Description	Funding Source(s)	2014 Construction Estimate	YOE Base Year	YOE Total Project Cost Estimate
303	N/A	S. College Ave. - 2.5 mi	From E. 28th St. To E./W. Villa Maria Rd.	Construct 6' wide sidewalks	MPO	\$ 1,750,000	2026	\$ 3,300,000

#333 – Spur 308 (S. College Ave.)

Project Description

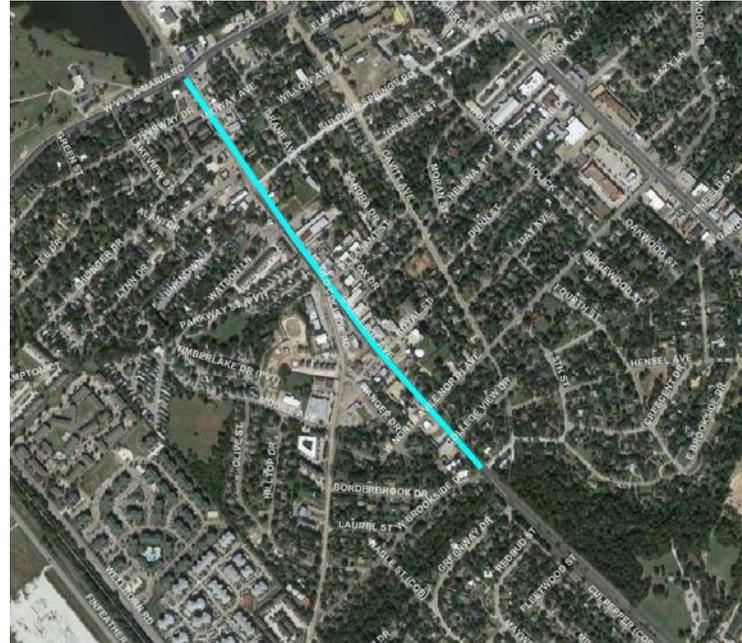
Limits From: FM 60

(University Dr.)

Limits To: Brookside Dr.

Project Description:

Construct 10' wide shared-use path on the east side.



Congestion Score

1.35

Safety Score

37.50

Technical Score

38.85

Final Ranking

7

YOE Project Cost

\$ 1,000,000

Project Ranking: Final Fifteen Years (2025 - 2039)

MPO Project	TxDOT Project	Facility & Project Length	Project Limits	Project Description	Funding Source(s)	2014 Construction Estimate	YOE Base Year	YOE Total Project Cost Estimate
333	0599-01-XXX, partial	SP 308/S. College Ave. - 0.75 mi	From Brookside To Villa Maria	Construct bicycle/pedestrian facilities, signage & pavement markings	MPO	\$ 550,000	2026	\$ 1,000,000

Gap Projects

Project Description

Location: Various locations throughout the Bryan-College Station area.

Project Description: Close gaps along the bicycle and pedestrian corridors including BTD bus stops and ADA Title II Transition Plan facilities



YOE Project Cost

\$ 3,600,000

Congestion Score

--

Safety Score

--

Technical Score

--

Final Ranking

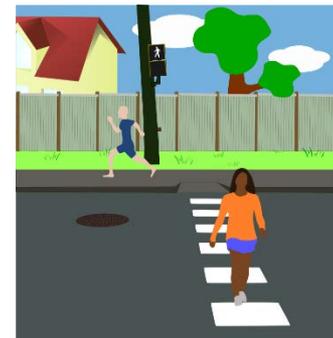
--

Project Ranking: Final Fifteen Years (2025 - 2039)

MPO Project	TxDOT Project	Facility & Project Length	Project Limits	Project Description	Funding Source(s)	2014 Construction Estimate	YOE Base Year	YOE Total Project Cost Estimate
N/A	N/A	Gap Projects	Various Locations	Close gaps along bicycle and pedestrian corridors including BTD bustops and ADA Title II Transition Plan facilities	MPO	\$ 1,900,000	2026	\$ 3,600,000

Gap Projects

- ❑ Projects can be on-system (TxDOT roadways) or off-system
- ❑ Can be any project that improves safety and access for active transportation users and/or mobility disadvantaged
- ❑ PLEASE identify the projects you think are important and not shown as funded in the TxDOT survey

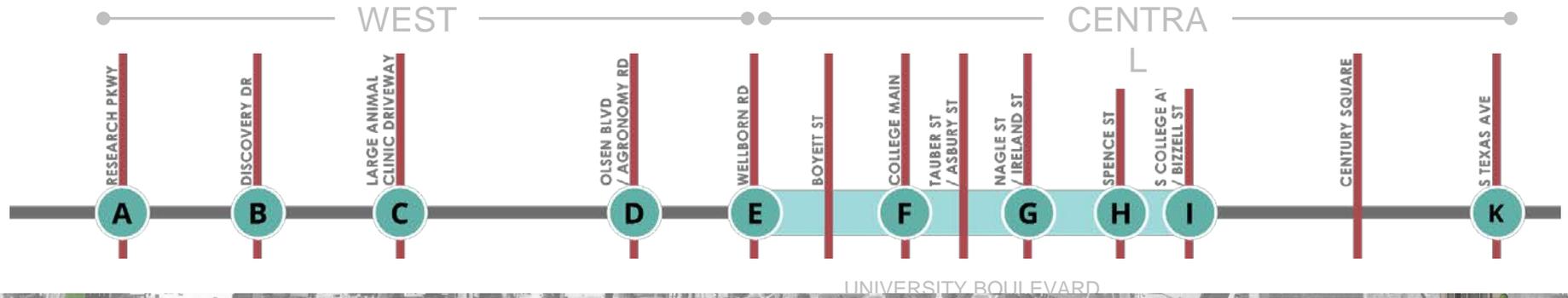




FM60 / UNIVERSITY DRIVE BICYCLE AND PEDESTRIAN CONNECTIVITY STUDY



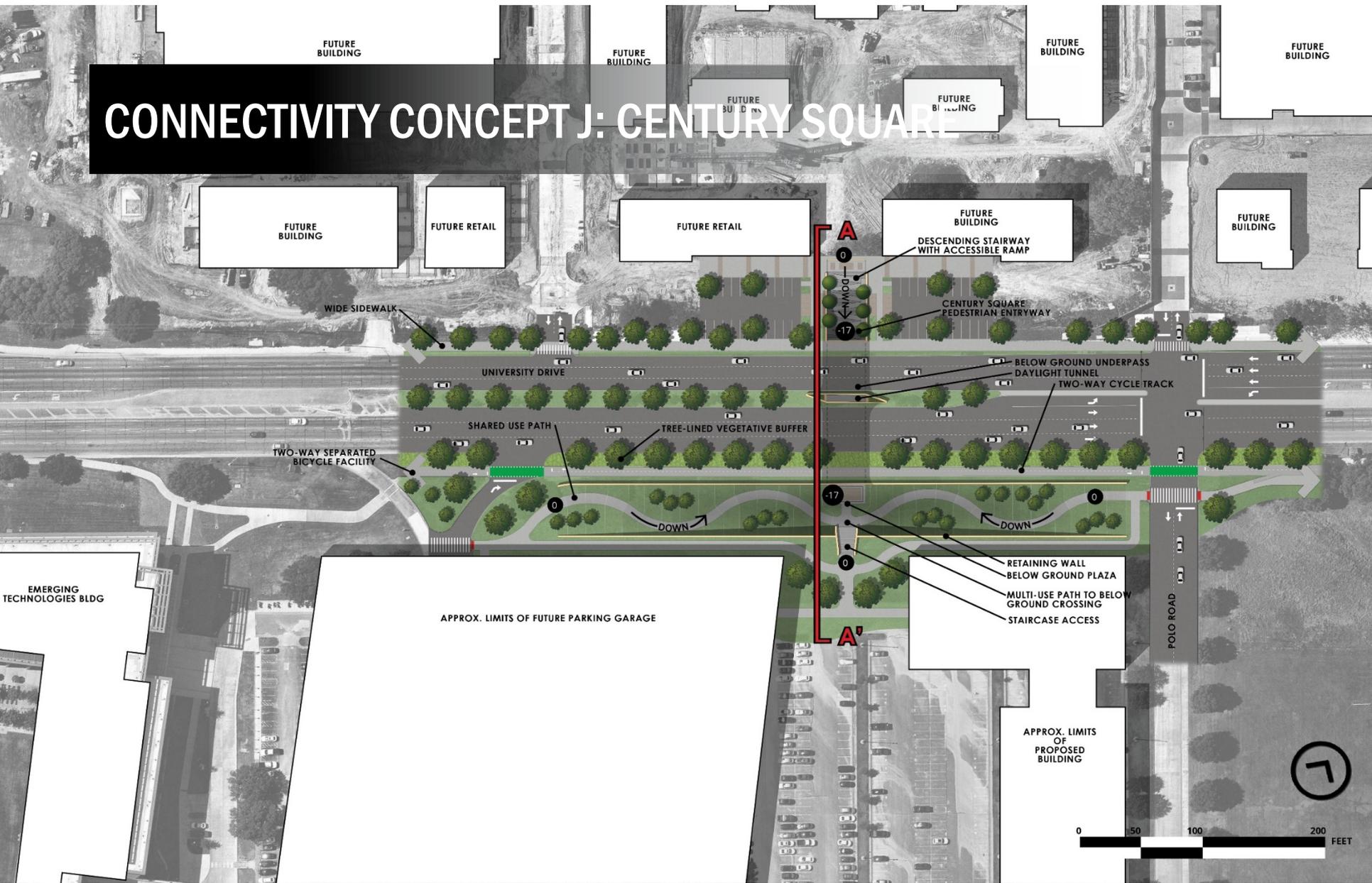
CONNECTIVITY NETWORK



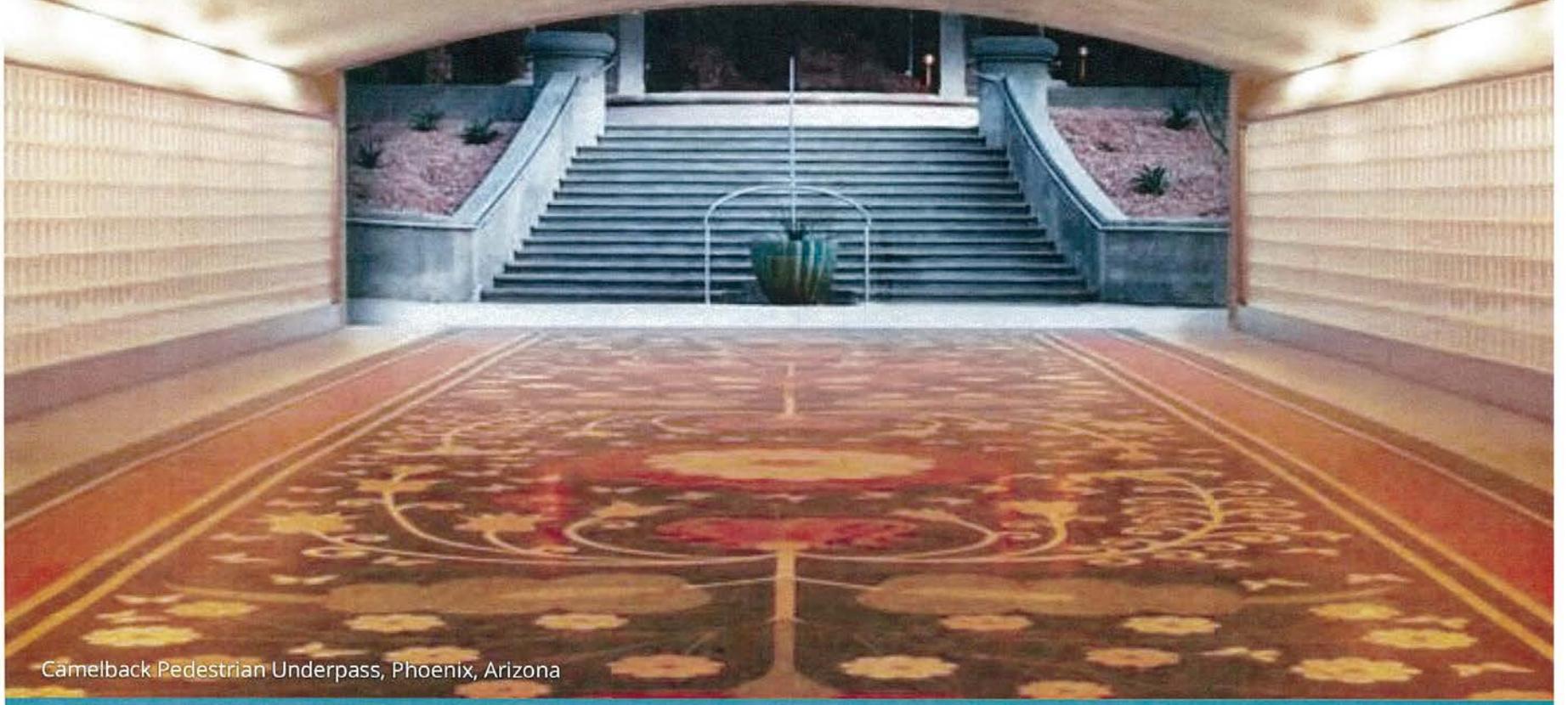




CONNECTIVITY CONCEPT J: CENTURY SQUARE



CONNECTIVITY SOLUTIONS (BELOW-GRADE)



Camelback Pedestrian Underpass, Phoenix, Arizona

IMPLEMENTATION INITIATIVES – PHASE TWO



MARKET STUDY

Construction of the integrated University Boulevard concepts will affect the business environment in the Northgate district during and after construction. A market analysis can measure the estimated financial impacts of construction and post-construction corridor characteristics to Northgate property and business owners. Study results may be used as part of a public input effort.



BICYCLE & PEDESTRIAN LEVEL OF SERVICE STUDY

Pre-construction data should be collected to measure the bicycle and pedestrian level of service on existing facilities - including pathways (i.e. sidewalks, bicycle lanes, shared use paths, etc.) and intersections in the FM 60 corridor. Bicycle and pedestrian level of service analyses should be conducted in conjunction with the final design of all proposed grade-separated facilities, and pathways. This baseline information can also be compared with post construction metrics.



TRAFFIC MANAGEMENT PLAN

Potential adjustments to current traffic patterns caused by the construction of one (1) or more of the bicycle and pedestrian connectivity solutions may significantly impact game day traffic during Texas A&M Aggie football games. New or revised traffic management plans may be warranted to address the potential impacts of construction projects that result from this Study.



TRAFFIC STUDY

Design of each connectivity concept will require a supporting traffic study to determine the project's effects on traffic flow and motor vehicle level of service during and after construction. Completion of a traffic study in advance of design efforts for the integrated University Boulevard concepts is especially critical to better understand anticipated impacts of traffic flow through secondary streets in the Northgate District.



ENGINEERING FEASIBILITY STUDY

The planning level cost estimates prepared for this Study (page ??) require much greater engineering analysis to reduce the range of estimated design, engineering, right-of-way and construction costs related to each connectivity concept. A preliminary engineering feasibility analysis is particularly essential to verify the feasibility of the integrated University Boulevard concepts presented in this Study. An engineering feasibility analysis should generate a more reliable project cost estimate following the comprehensive review of project elements such as: surveying, environmental, roadway sections, structure, drainage, construction sequencing, traffic, life/fire/safety systems, landscaping and aesthetics, utilities, and maintenance and operations.



BRYAN / COLLEGE STATION METROPOLITAN PLANNING ORGANIZATION

Any Questions?

www.bcsmpo.org

Daniel Rudge
MPO Executive Director