

Technical Memorandum

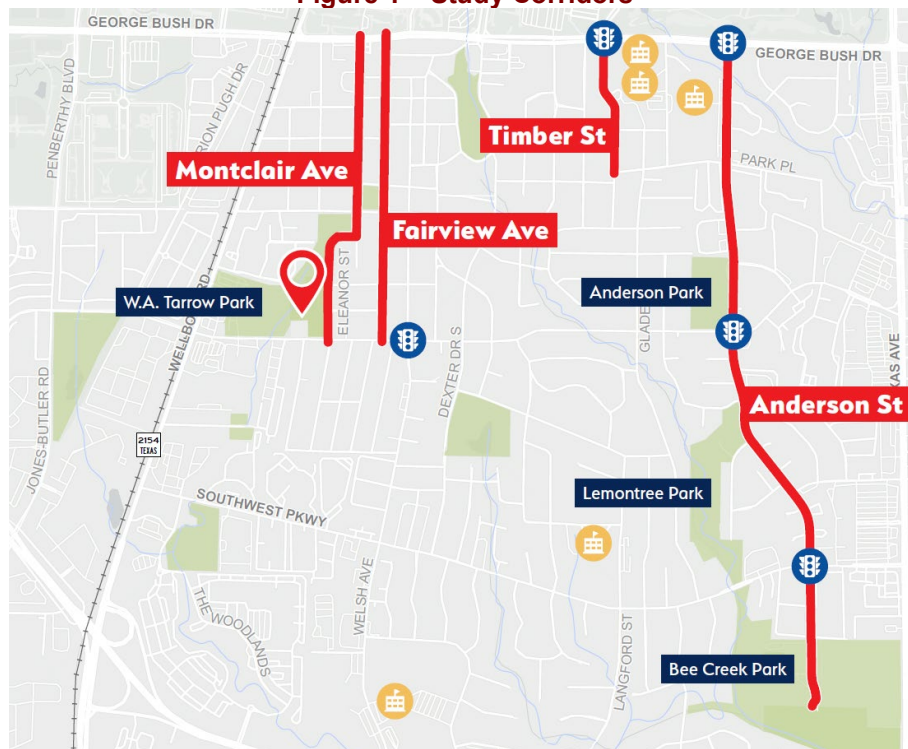
Date: September 30, 2025
To: Jesse DiMeolo, AICP
Senior Transportation & Mobility Planner
City of College Station
From: Payton Arens, PE, RSP_{2IB}
Direct: 281-920-6330 | Mobile: 713-569-2750
Kimley-Horn and Associates, Inc.
Subject: **Cross Section Evaluation (Task 2)**
Project: Active Transportation Corridor Feasibility Study

Introduction

The City of College Station is developing a new Active Transportation Master Plan. To support plan, the City identified four corridors to evaluate for active transportation infrastructure projects. These corridors are predominantly along routes that are in close proximity to TAMU Campus. The study corridors were selected because active transportation improvements are expected to have a significant impact on the community, particularly in terms of safety, accessibility, and mobility for bicyclists and pedestrians. This report documents the recommended cross sections along the four study corridors. The study corridors are listed below and a map is provided as **Figure 1**.

1. Montclair Ave/Eleanor Ave (from George Bush Dr to Holleman Dr)
Fairview Ave (from George Bush Dr to Holleman Dr)
2. Timber St (from George Bush Dr to Park Pl)
3. Anderson St (from George Bush Dr to Bee Creek Park)
4. Tarrow St (from Autumn Cir to University Dr)

Figure 1 – Study Corridors



Evaluation Process

For each of the four study corridors, cross section alternatives were developed and compared to the existing cross section. From the outset, the project team recognized the importance of community support. Public input was gathered through two community meetings and online surveys, which directly informed the recommended cross section. The preferred cross section was selected based on an evaluation which considered the mobility needs of all users and corridor-specific constraints that included right-of-way availability and traffic operations.

To develop and evaluate cross sections, the project team:

- Reviewed existing material, including previous studies and programmed capital improvement projects
- Collected traffic data along study corridors and at major intersections
- Conducted a field review by biking and walking the study corridors
- Inventoried on-street parking supply and occupancy along Montclair Ave, Fairview Ave, and Timber St
- Documented posted speed limits along the corridors
- Measured existing cross-sectional elements (e.g. pavement width, sidewalk width) at a few locations along the study corridors
- Estimated total right-of-way width using parcel data
- **Developed cross section alternatives** for each corridor
- Created and distributed a public survey, promoted Public Meeting #1 via flyer, yard signs, and comment cards
- Held Public Meeting #1 on Wednesday, May 21st at 6:00-7:30pm
- Synthesize feedback from the public meeting comments and survey results
- **Selected a preferred cross section** based on public input and the mobility needs of all users
- Sketched a design concept of the preferred cross section; refined concept as needed based on site-specific constraints

Recommendations

The recommended cross section for each study corridor are provided as **Attachment A**. Below is a brief description of the bicycle accommodation for each cross section. The cross section alternatives which were presented at Public Meeting #1 are provided as **Attachment B**.

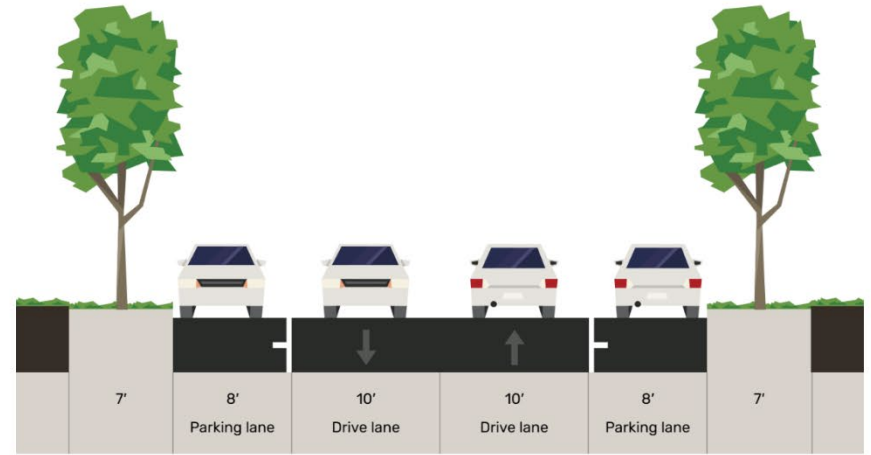
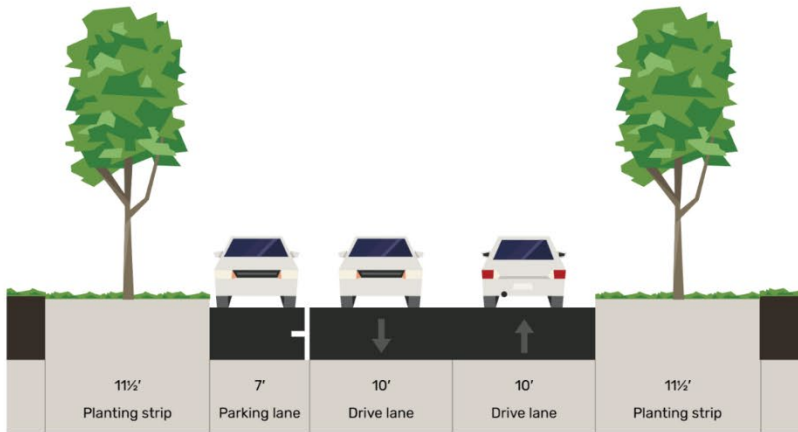
1. Montclair Ave – One-way (southbound) roadway with on-street buffered bike lane; transition to off-street SUP at Luther St
2. Fairview Ave – One-way (northbound) roadway with on-street buffered bike lane; transition to off-street SUP at Luther St
3. Timber St – On-street bike lanes; transition to off-street at intersection with George Bush
4. Anderson St – Two-way on-street bike lanes; transition to off-street at intersection with George Bush
5. Tarrow St – Off-street shared-use path with buffer zone

Attachment A: Recommend Cross Sections

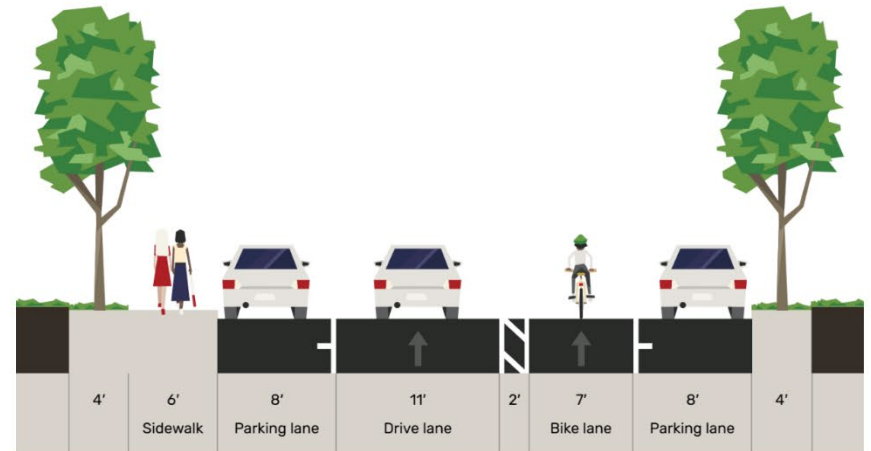
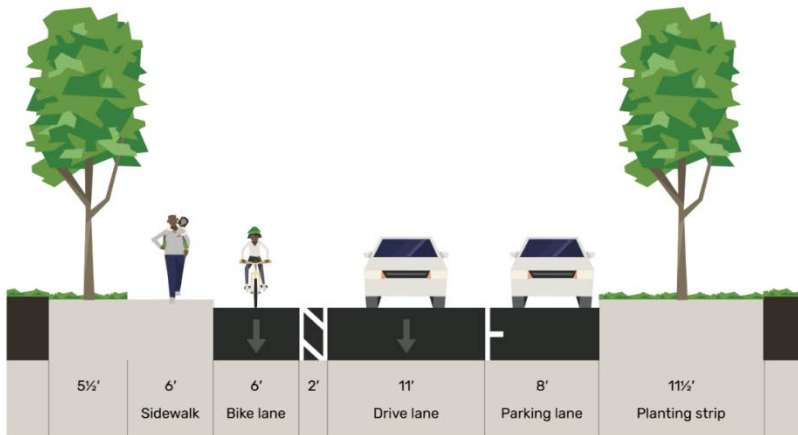
Montclair Ave

Fairview Ave

EXISTING

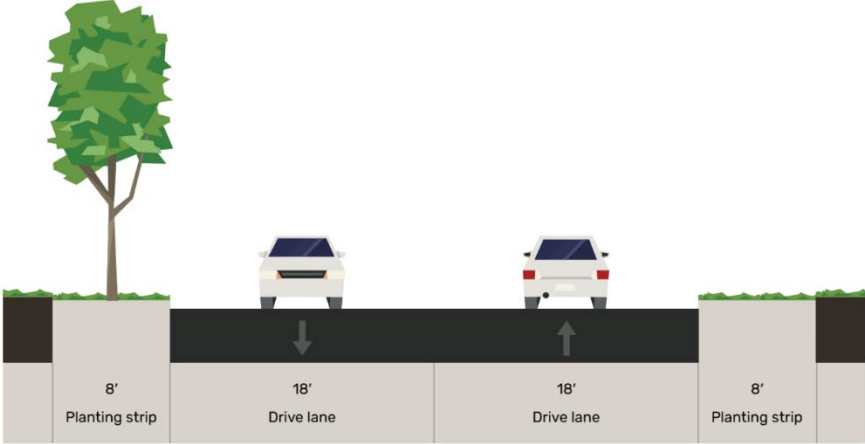


PROPOSED

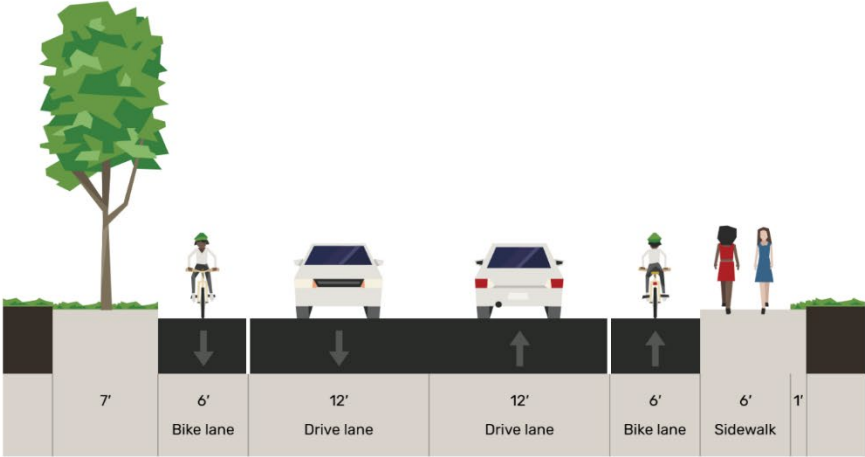


Timber St

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PROPOSED

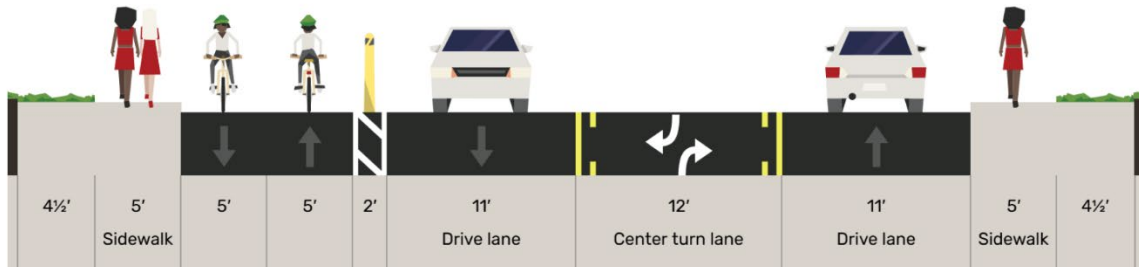


Anderson St

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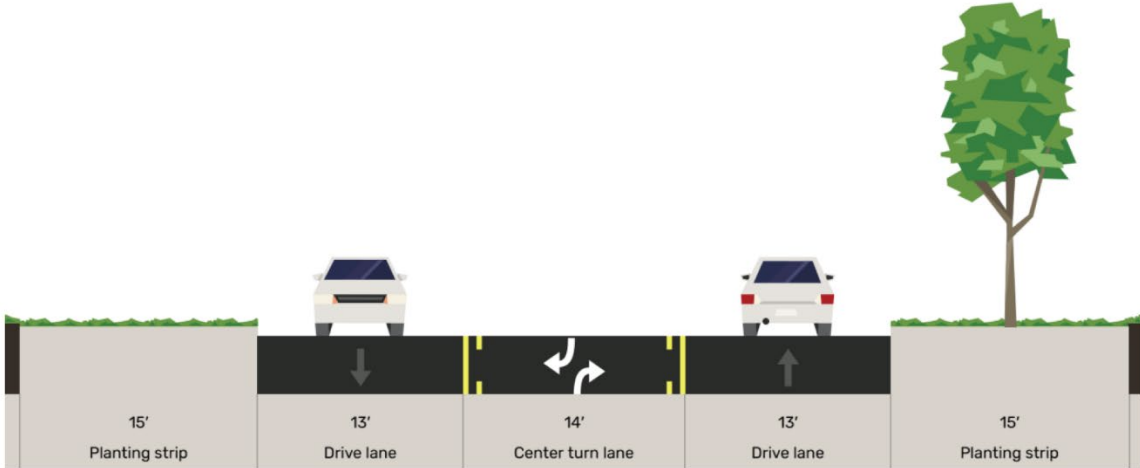


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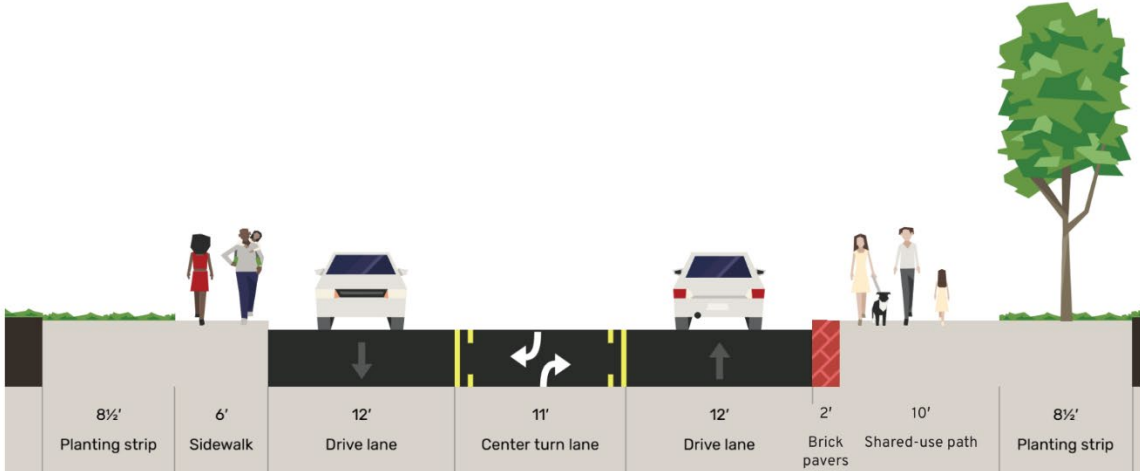


Tarrow St

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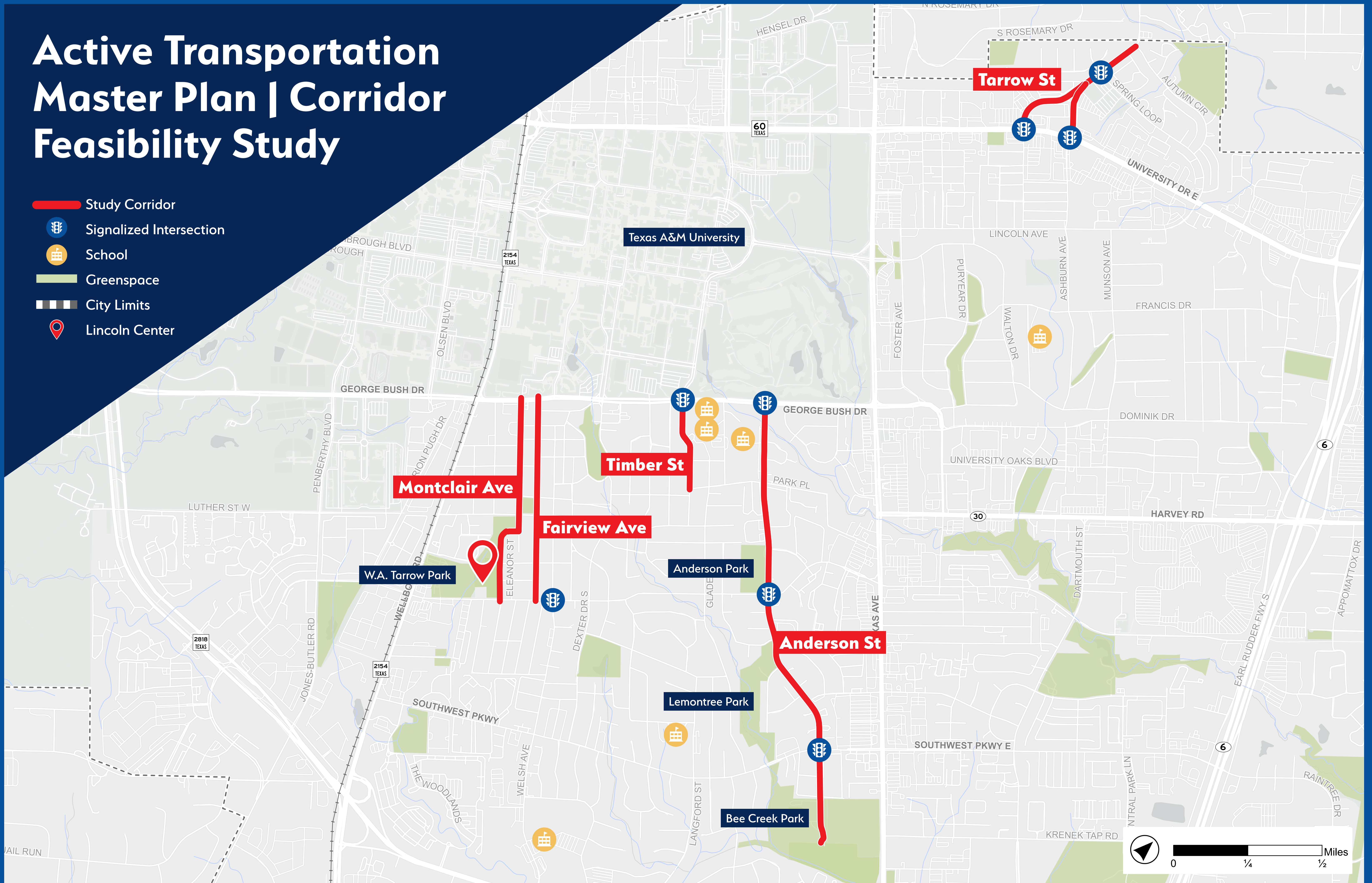
PROPOSED



Attachment B: Cross Section Alternatives

Active Transportation Master Plan | Corridor Feasibility Study

-  Study Corridor
-  Signalized Intersection
-  School
-  Greenspace
-  City Limits
-  Lincoln Center



Montclair Ave & Fairview Ave

INSTRUCTIONS

1. Use green sticker to vote for your favorite street section.
2. Use orange sticker to vote for your second favorite street section.
3. Have an alternative design or additional comments? Please use a general comment card.



Montclair Ave | Fairview Ave

Existing Street Section

VOTE

11.5' Planting strip | 7' Parking lane | 10' Drive lane | 10' Drive lane | 11.5' Planting strip

VOTE grid (12 circles)

VOTE

7' Parking lane | 8' Drive lane | 10' Drive lane | 10' Drive lane | 8' Parking lane | 7' Parking lane

VOTE grid (12 circles)

Alternative 1

VOTE

5.5' Sidewalk | 6' Parking lane | 10' Drive lane | 10' Drive lane | 11.5' Planting strip

VOTE grid (12 circles)

VOTE

4' Sidewalk | 6' Parking lane | 8' Drive lane | 2' Bike lane | 9' Drive lane | 9' Drive lane | 8' Parking lane | 4' Sidewalk

VOTE grid (12 circles)

Alternative 2 (one-way pair)

VOTE

5.5' Sidewalk | 6' Drive lane | 11' Bike lane | 2' Parking lane | 6' Parking lane | 11.5' Planting strip

VOTE grid (12 circles)

VOTE

4' Sidewalk | 6' Parking lane | 9' Bike lane | 6' Drive lane | 2' Parking lane | 11' Drive lane | 8' Parking lane | 4' Sidewalk

VOTE grid (12 circles)

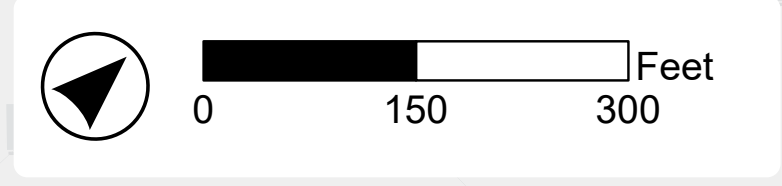
Timber St

Timber St

Volume: 2,800 vehicles/day
 Speed Limit: 30
 Length: 0.30 miles
 Right-of-Way (ROW): 50'

Street Section

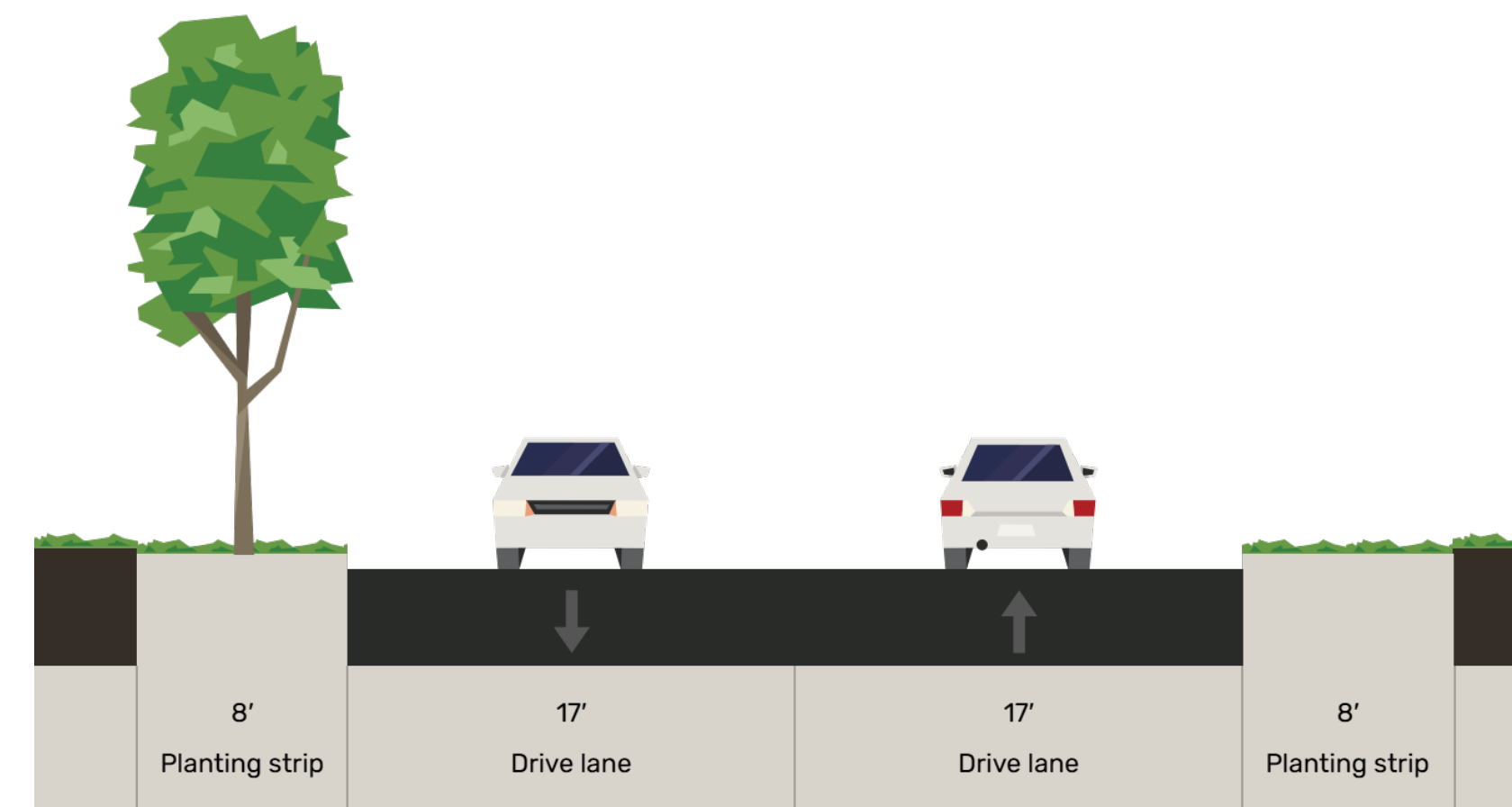
-  Study Corridor
-  Signalized Intersection
-  School



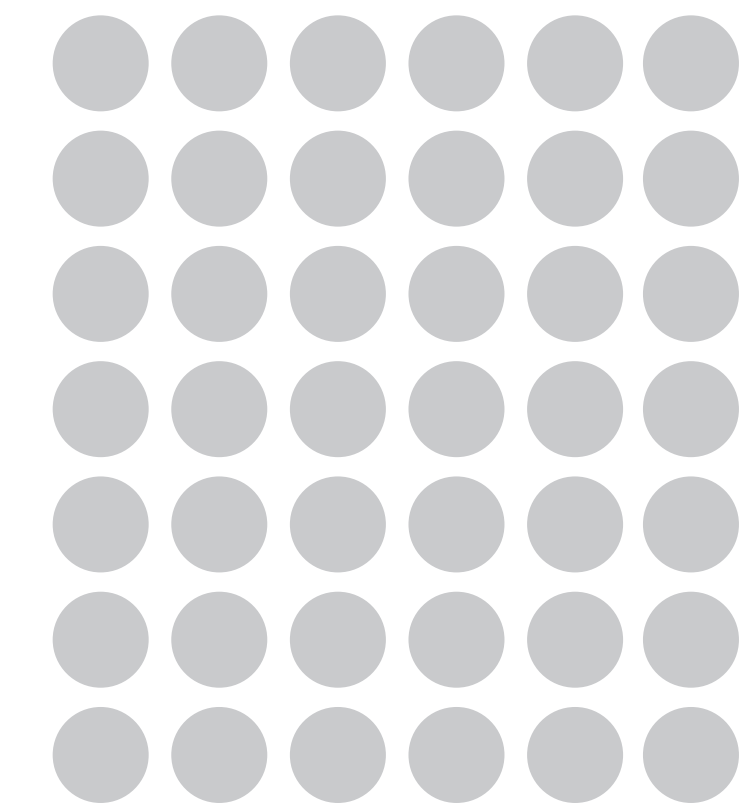
INSTRUCTIONS

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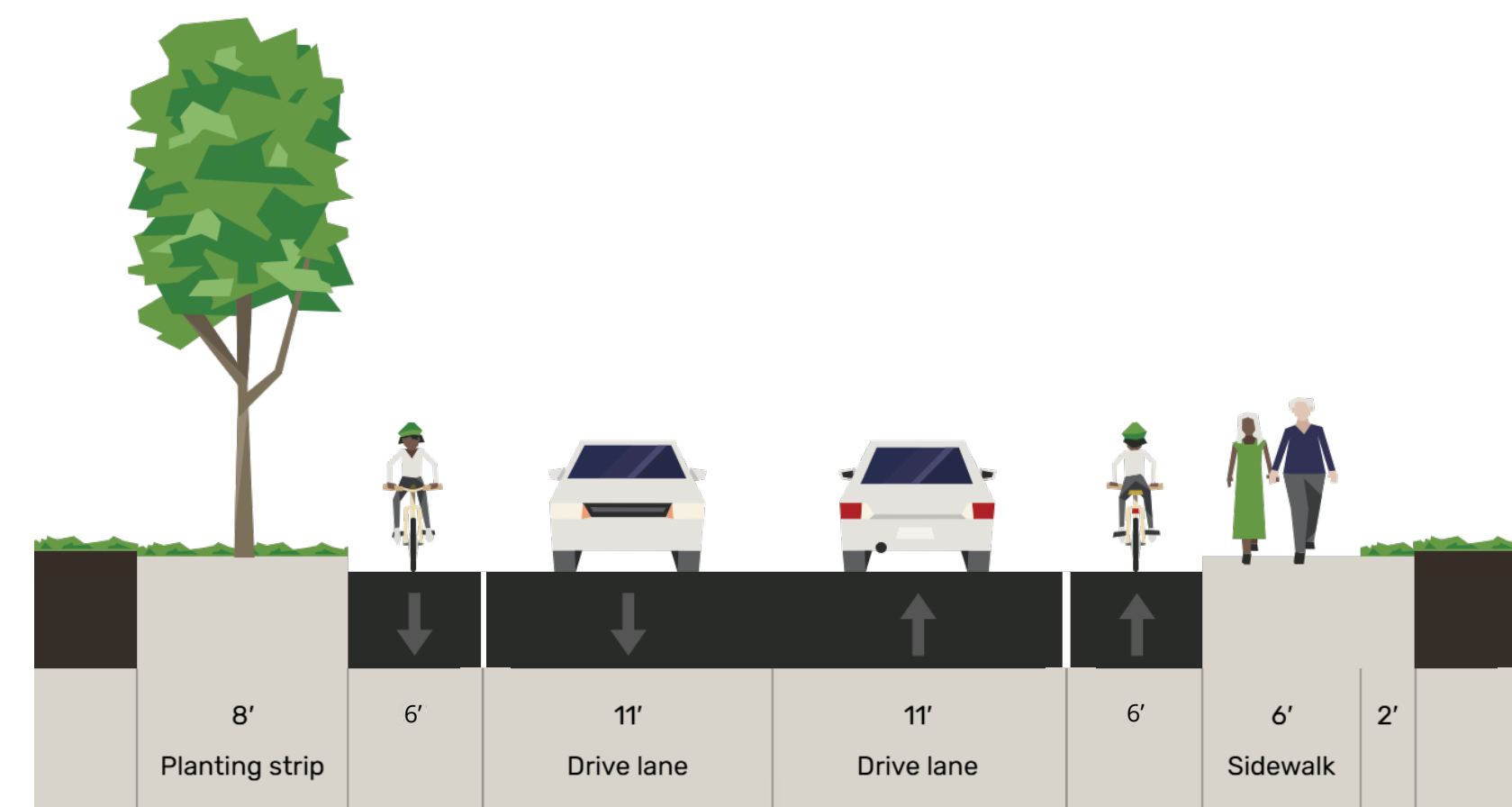
Existing Street Section



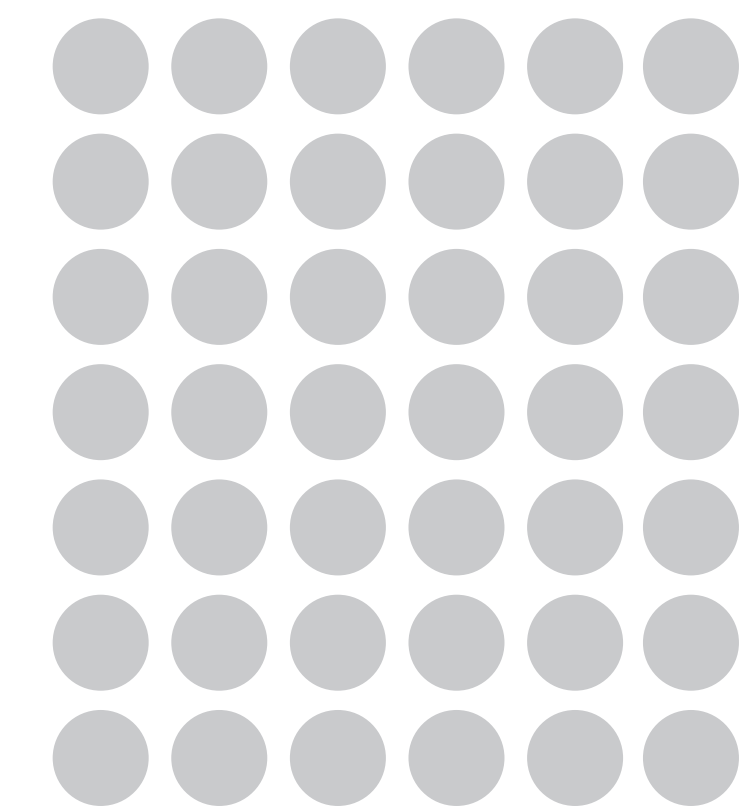
VOTE



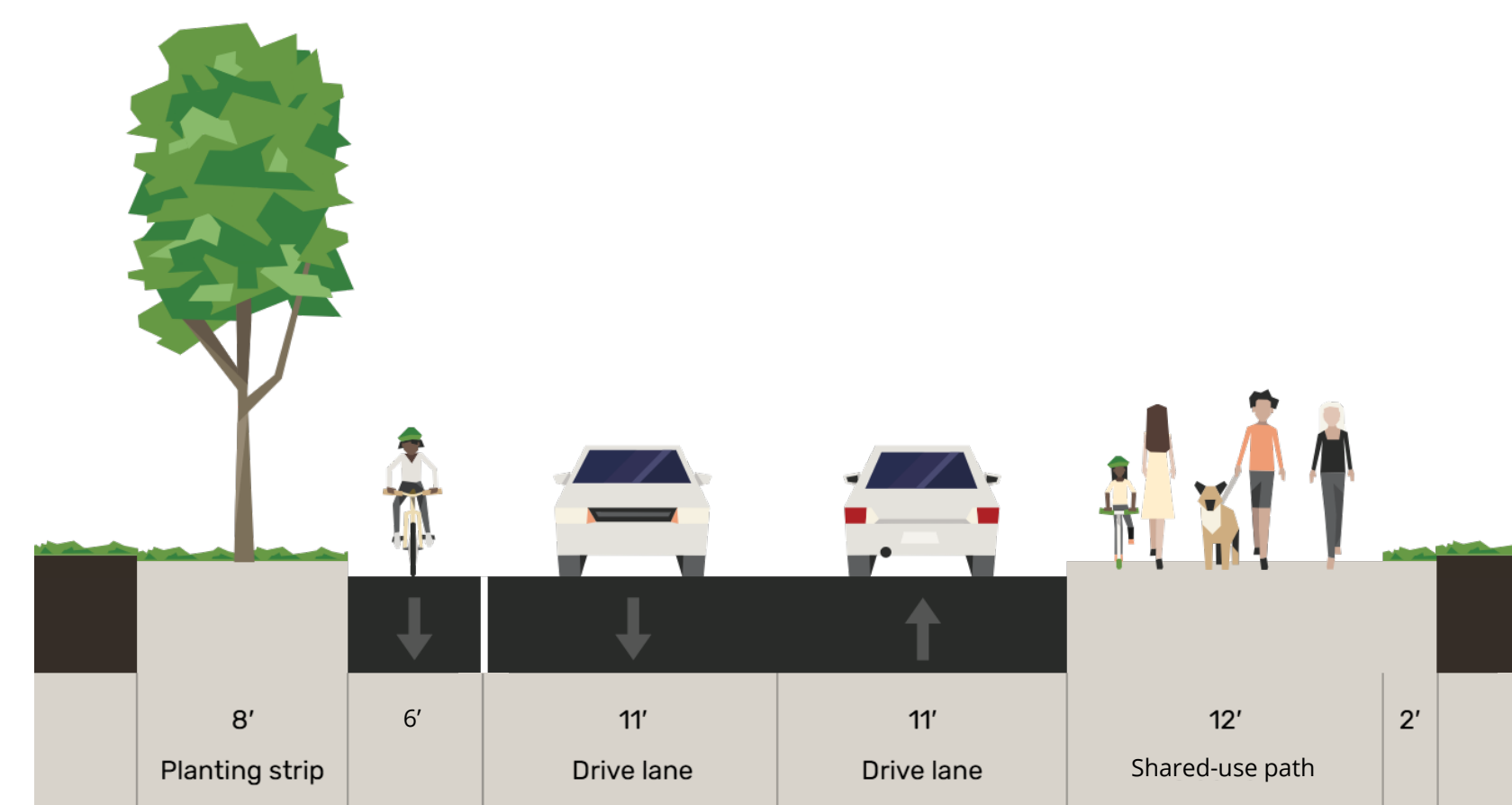
Alternative 1



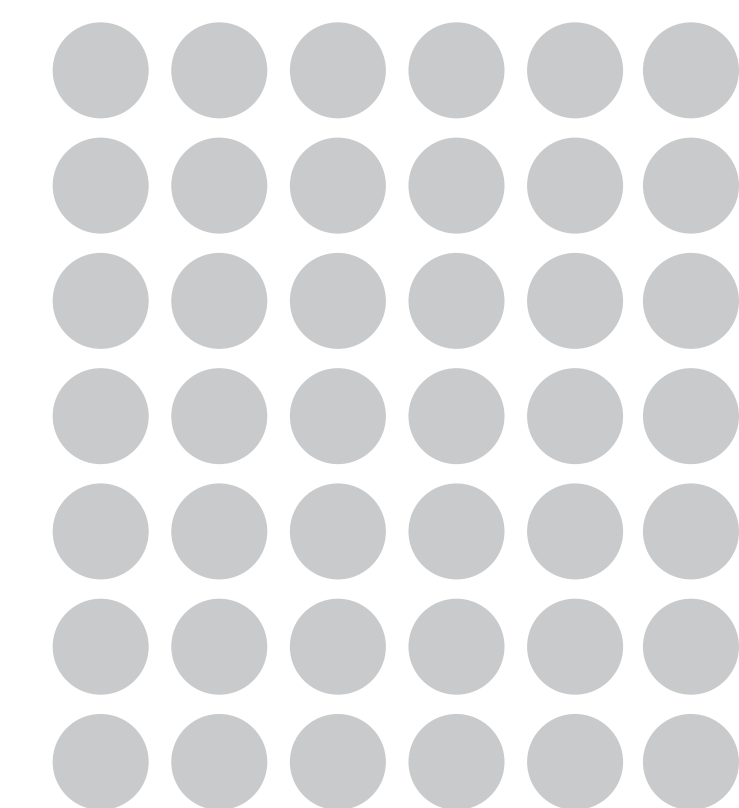
VOTE



Alternative 2



VOTE



Anderson St

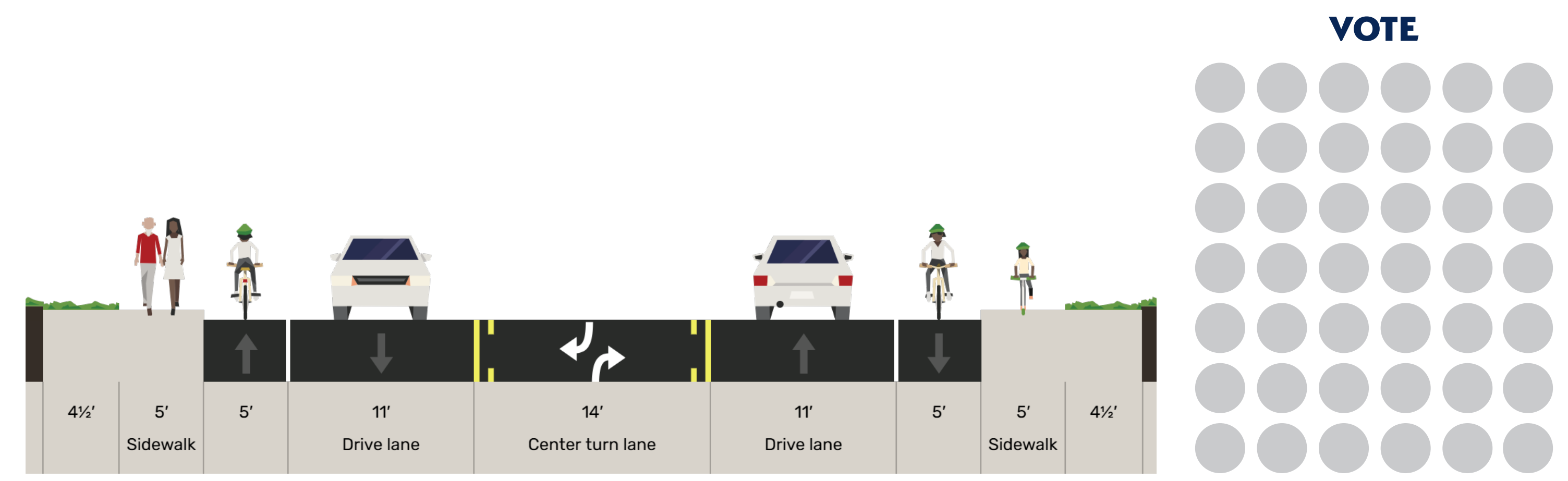
Anderson St
 Volume: 7,800 vehicles/day
 Speed Limit: 35
 Length: 1.5 miles
 Right-of-Way (ROW): 60'-70'



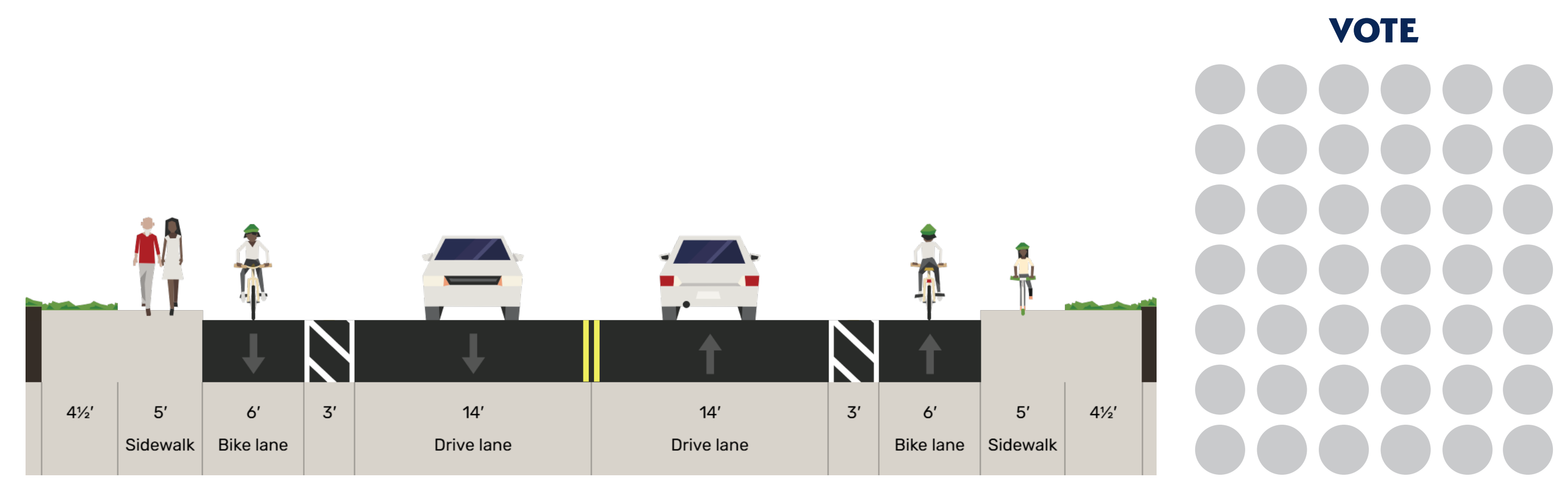
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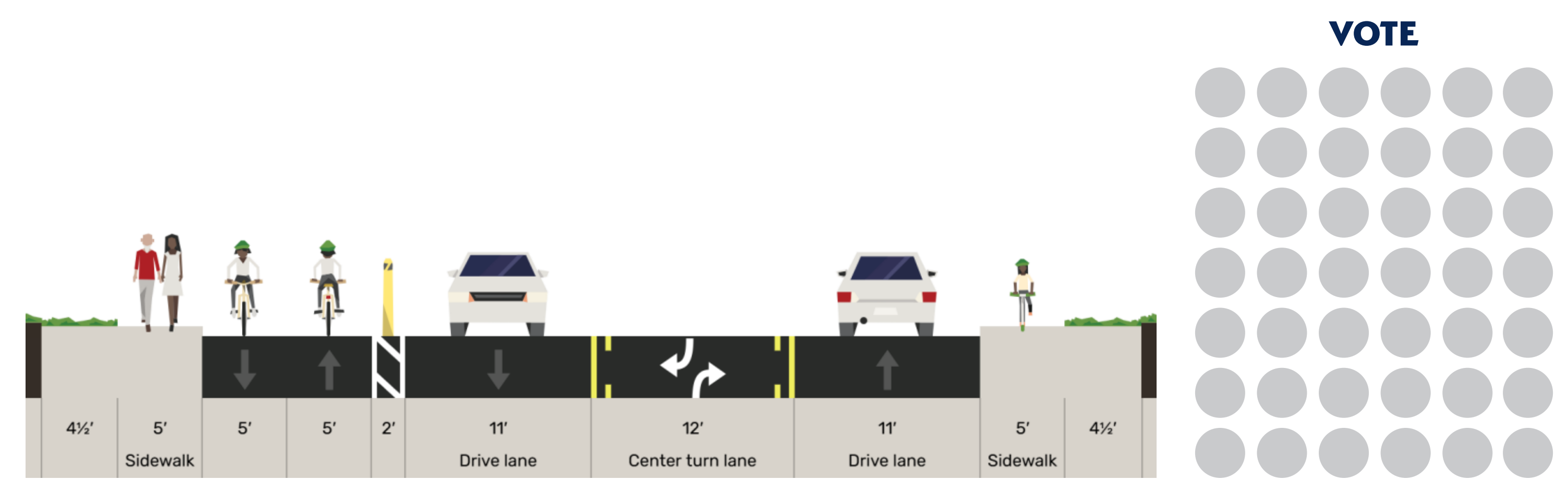
Existing Street Section



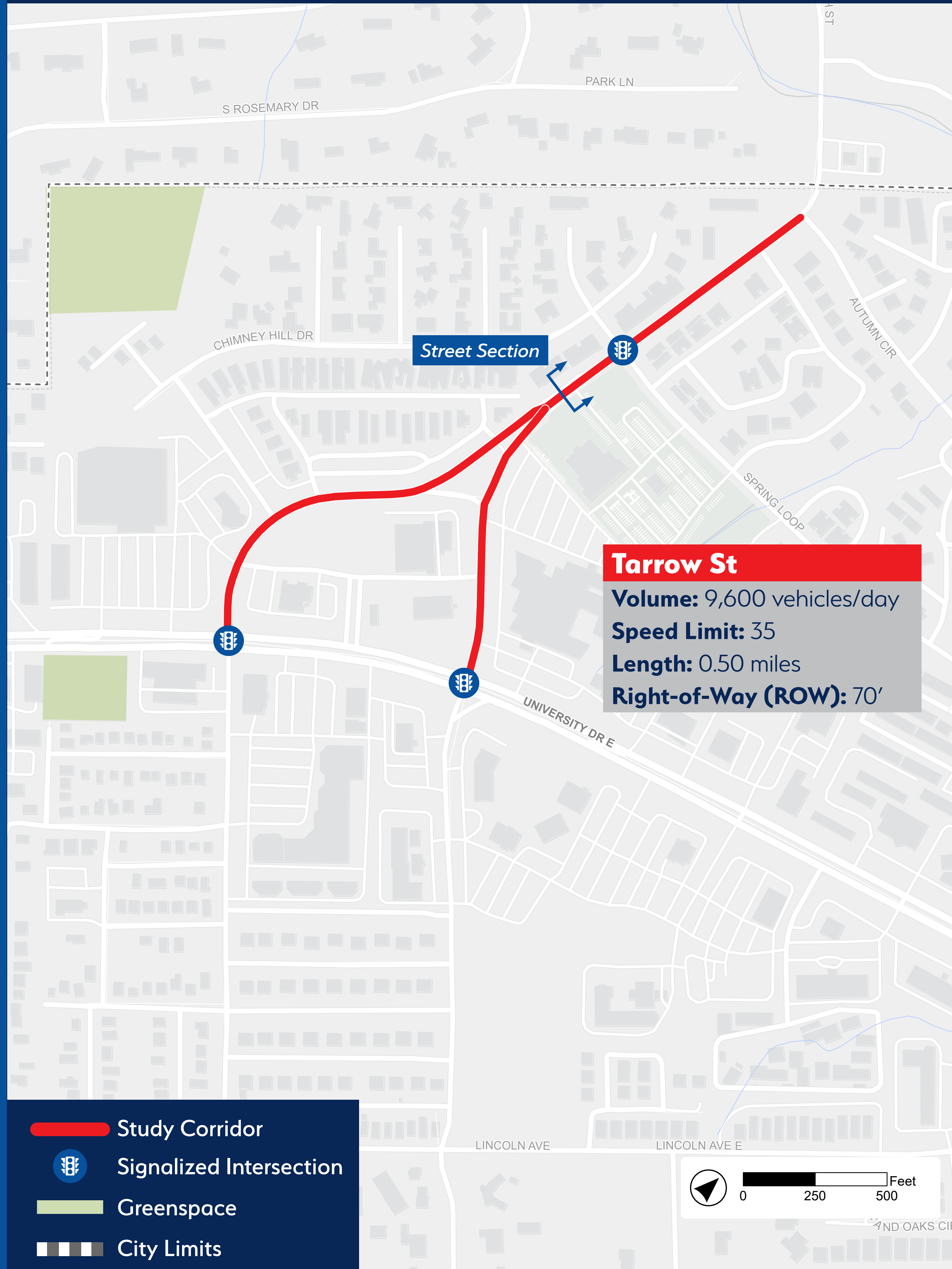
Alternative 1



Alternative 2



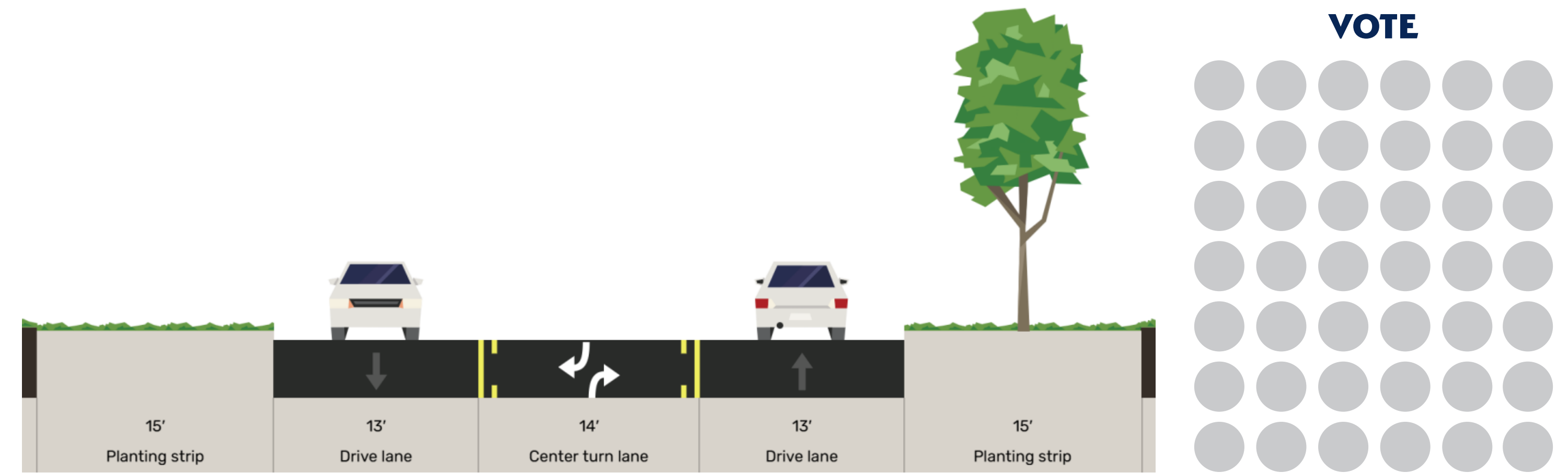
Tarrow St



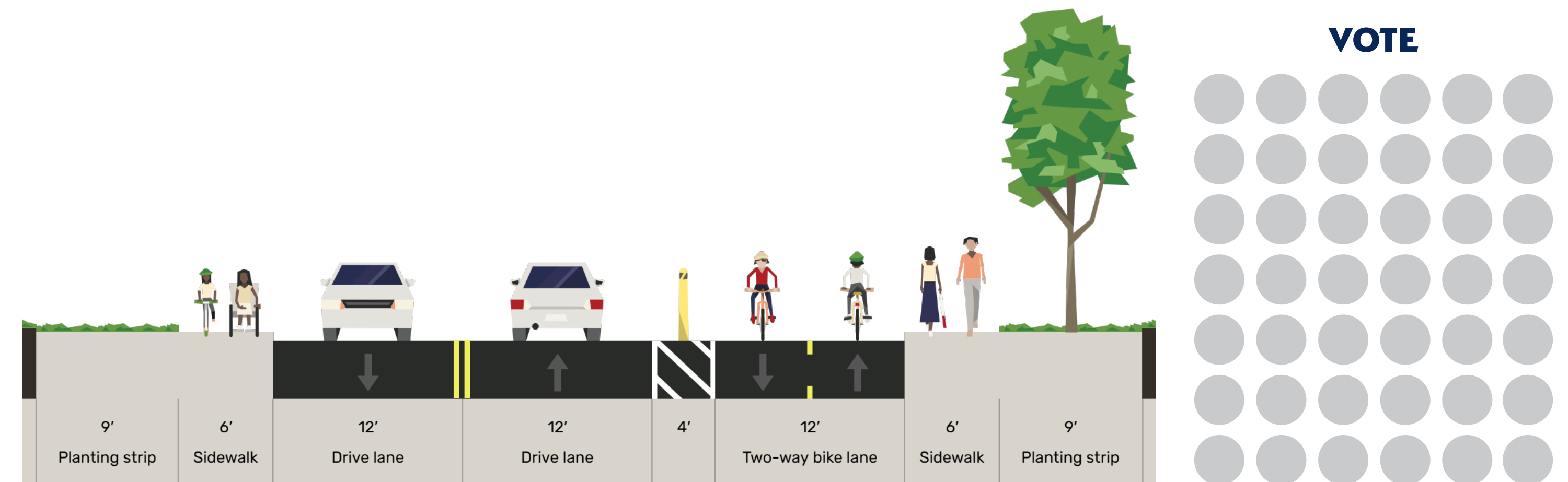
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Existing Street Section



Alternative 1



Alternative 2

