

***Bryan/College Station Metropolitan Planning Organization***  
***MPO Joint Technical Advisory Committee/Active Transportation***  
***Advisory Panel Meeting Minutes***

March 15, 2018

**Certification of Quorum:**

The following TAC Members were present: Paul Kaspar, Chair, City of Bryan; Tim Lomax, Vice Chair, TTI-TAMU; Jason Schubert, City of College Station; Prarthana Banerji, Brazos County; Doug Marino, TxDOT; Wendy Weedon, Brazos Transit District; Bart Benthul, BCSMPO; and Dan Rudge, BCSMPO. A list of persons who attended is attached.

**1. Welcome and open meeting**

Paul Kaspar called to order the regular meeting of the MPO Technical Advisory Committee at 8:33 a.m. on March 15, 2018, in the Brazos Transit District Conference Room, 1759 North Earl Rudder Freeway, Bryan, TX. Introductions were made all around.

**2. Minutes from February 15, 2018, Technical Advisory Committee (TAC) Meeting**

Minutes from the February 15, 2018, Technical Advisory Committee Meeting were considered for adoption. Mr. Marino requested that a change be made under the TxDOT agency report. For the \$10-\$12 million that was programmed, he was referring specifically to the pedestrian projects that are programmed. A motion to approve the minutes with the correction requested by Mr. Marino was made by Jason Schubert. The motion was seconded by Doug Marino. The minutes were approved by a unanimous vote.

**3. FY 2019-2022 Transportation Improvement Program**

The MPO is required to update the Transportation Improvement Program. Mr. Benthul worked closely with TxDOT and the Brazos Transit District to make sure all the projects were included. Because Category Two funding was programmed through 2026, the highway projects were taken directly from what was agreed for the Category Two projects. The agenda stated that there would be a 45-day public comment period; however, only a 30-day public comment period is needed. The document will appear on the May agenda for the Policy Board.

The following questions/concerns were noted:

- In the air quality section, it states we are an attainment area. That wording is correct. If we were in a nonattainment area, each project would require air quality performance testing.
- In the FY 21 projects, there was a project listed for Texas Avenue, Business 6. There was a question regarding the project limits as it was believed the project was from Highway 21 to University Drive/FM 60, but states it is from Highway 21 to FM 158. It was explained that the project was split into multiple listings because of TxDOT control sections. Each control section is required to have a different CSJ but will be tied together.

- One project was \$4 million and one was \$6 million which when combined is less than our place holder of \$13 million. Mr. Marino explained that when these were programmed, the estimate was a little higher so it was readjusted. When TxDOT gets through with the planning targets, it could be \$5 million more or less in that ten-year period so adjustments will need to be made. As a project moves through the timeline and is only a year or two out, whatever the project is going to cost the adjustments can be made at that time. As TxDOT has evolved in thinking about the 10-year process, they will tell us the planning target changed and ask us to update the numbers within a week, so there may be some numbers that are slightly different than the original estimate.
- Does the description cover what we need it to say? Mr. Rudge said the project is listed as raised medians and sidewalks.
- In FY 2022, Highway 6 is listed as a nonfreeway facility. There was a suggestion that maybe it referred to the frontage road, therefore, it was not a freeway. Mr. Kaspar thought the intent of the project was to put another lane on the main lanes of the freeway. Mr. Marino said it may just be an oversight on their programming and he would double check on the definition of freeway versus nonfreeway, but it is a controlled access facility so he believes it should say freeway. Since the TIP will be in a public comment period, it can be changed before the final draft. It doesn't change the scope of what we are doing, just how we label the facility itself.
- There was a question regarding funding sources. It appears that Category Two and Category Four may be reversed. Mr. Marino concurred but said he would double check the information. Category 4 is the \$40 million.
- Under the constrained project list there was a project listed on US 190 from SH 6 to SH 21. Mr. Kaspar thought US 190 was SH 6 North and then turned and went east on SH 21 and was not the west part that he was expecting. Mr. Marino said it is an unfunded project referring to SH 6. The limits would be north from Texas Avenue close to the FedEx facility where Highway 6 exits to Texas Avenue, down to SH 21. The project is unfunded and does not have a funding category so probably shouldn't be listed. Mr. Benthul pointed out there were a few of those. Mr. Marino said that the MPO was probably sent everything that was listed in Brazos County including the unfunded projects. The unfunded projects need to be removed.
- Is the SH 21 project between Texas and SH 6 supposed to be listed? The projects listed are through 2022 and that project is in FY 2023.
- On page 24, the second one down on OSR, that doesn't have any funding category. Mr. Marino said that one should have a funding category. Mr. Marino offered to stay after the meeting to check accuracy for each project.
- Paul Kaspar said that there was some mill and inlays and it looked like it was from on Texas Avenue/Business 6 from SH 21 to George Bush. How does that relate to the Texas Avenue median project? Mr. Marino said that is a project we already have plans ready to go in case we get accelerated Category One funds so our hope is that would actually get done before the medians. Right now we have it in FY 2020, so if for whatever reason we can accelerate it, we may end up trying to put those two together and do it as one project. Mr. Kaspar was

curious about if it lined up, could you essentially have one project from two different funding sources. Mr. Marino explained that as we get closer if it still hasn't let early so to speak, they will combine them.

Jason Schubert made the motion to approve the Draft FY 2019-FY 2022 Transportation Improvement Program with the amendments discussed and open the 30-day public comment period. The motion was seconded by Tim Lomax. There was no further discussion and the motion passed by a unanimous vote.

#### **4. Regional Bike and Pedestrian Long-Range Plan**

The Active Transportation Advisory Panel has been working for about five months on developing a draft bicycle and pedestrian plan. Some of the important parts of this plan were primarily pulled from the existing comprehensive plans in Bryan and College Station; however, because our ATAP is made up of citizens who are enthusiastic bicycle riders, they wanted to develop some long distance routes throughout the county and STRAVA data was used as well. The biggest concern of the ATAP is there is no concrete plan for what will be done with RELLIS and the connection between downtown Bryan, and particularly Blinn College, to the RELLIS Campus is still something that the ATAP is struggling with. There was lengthy discussion about the connection to RELLIS and many suggestions were given such as a shared use path, ten-foot shoulder, rumble strips and where would be the proper placement, etc. There is concern about safety and about bicyclists riding in the main lanes of SH 21, on-going debris removal, cost, etc. There were varying opinions on whether or not something should be shown on the map because it may raise future expectations; however, it would be helpful to be shown since it is a 25-year plan and will keep the route in a conversation in later years. There was much discussion about the map itself and many questions arose from the conversation. It was decided that it would most beneficial to have a joint workshop with the TAC and ATAP to better understand their plan.

#### **5. Staff Report**

Texas Innovation Alliance Team B/CS Top Five Priorities – The Texas Innovation Alliance gave a series of problem statements that have been proposed from all of the different teams in the state and they asked us to pick our top five for Bryan/College Station. Team B/CS had three projects that we thought were important. The team chose client coordination which is the coordinated human service transportation program that they've been working on. They also discovered when talking with people in the disabled community that as part of a coordinated system, it would be extremely helpful if there was a universal fare media across all of the system so they selected that project as another choice for Team B/CS. Under seamless mobility, they also selected seamless planning which is tied into the make every day a game day concept, but also tied into the regional mobility symposium where they discover what folks want in an application so that they can design their trip using one platform. They also selected make every day a game day, since that has been a Team B/CS project from the start. As a subset of make every day a game day, was a new project called birds-eye traffic management systems which is basically better information on incidents and weather related travel disruptions which would fit into our every day a game day process. No projects were selected from the energy and environment category or the freight and logistics category.

TAZ Population and Employment Reassignment – Mr. Benthul reported that the he has met with staff of the City of Bryan, the City of College Station and Brazos County. The original deadline was

February; however, there is not currently a deadline. Mr. Benthul would like to get this finalized as soon as possible, and things seem to be currently moving forward. Mr. Rudge shared a point that Mr. Schubert brought up regarding control totals. When we talked about control totals for each one of the jurisdictions, that control total came from the state demographer's office which is the one that uses an estimate of population growth which says that Texas grew by this percentage between this period and this period. We don't think that's sustainable, so we are only going to use half that migration rate which is what the control total number is. In looking at our data it appears that we are closer to what has traditionally been the migration rate for Texas for the past twenty years so when we originally told you don't blow away your control totals, it's more now of if you are going to do a big increase on your control totals, at least give us a good explanation of why you are doing what you're doing. Dr. Lomax reminded everyone that when we're thinking about the census, we've got a lot of college students that don't fill out the census as though they live in College Station. Many ideas were discussed about past problems with the census, methodology of the census, and possible solutions to get students counted here in Bryan/College Station.

University Drive Concept Phase II – There has been verbal discussion between TxDOT and Texas A&M system to fund a full study of the University Drive Concept. The financial commitment is there and they are just working through the paperwork to finalize the Memorandum of Understanding for the funds to change hands. The study will be managed by TxDOT and funded by TxDOT and the Texas A&M System so they are currently working out the logistics and legal issues. Since TxDOT is managing the project, the TAC's role will be whatever TxDOT decides. The study is not so much to look at the transportation side of it, but rather the funding side of it. How can we pay for this using air rights, tax increment financing, etc. Mr. Simmons was very open and explained that this is not something that is part of the TxDOT mission so it made more sense for A&M to help figure that out. Once Mr. Marino has more details, he will report back to the TAC. Mr. Rudge wanted everyone to be aware that the University Drive Study stimulated a lot of interest and there are folks that are ready to step up with funds to make sure we can move forward with looking at solutions because it's a big safety issue.

## 6. Agency Reports

**TxDOT** – All current projects are moving forward.

**TTI/TAMU** – There is a Thursday football game on August 30<sup>th</sup> this year. The key to success will be flexibility. There is a big task force group that the TAC will be invited to at some point. Since A&M is a tier one educational research institution, classes will not be canceled so they will have two typical days in one. They are anticipating 100,000+ around the stadium, and there will be tailgating. There is a lot of planning to be done; however, they will treat the day as if everything that usually happens still happens. For example, since they are ahead of the scheduling, in the course catalogue for the fall there will be fewer Thursday afternoon/evening labs, and more Friday labs than in the past. The University Drive Phase II project that the City of College Station and TxDOT are working on together, A&M has been involved in adjusting some of the travel paths. Construction on the A&M side has caused it to be more chaotic, but it has created a lot of awareness about how many pedestrians we have and how you can't just put a sign up and have the pedestrians go where you are asking them to go. Dr. Lomax thanked Susan Monnat and Troy Rother for being so helpful in the process.

**Brazos County** – Mesa Verde is opening ten days before schedule. Originally it was scheduled to open on April 18<sup>th</sup>; however, it is probably going to open on April 8<sup>th</sup> or 9<sup>th</sup>. For the next two weeks,

they are planning to do traffic counts on Arrington Road to see how many are using it currently. After three or four months of Mesa Verde being open, they will go back and do another traffic count to see if what they did is working. McAlister Road, a design/build project, is on schedule as well. It will start construction in July or August.

**College Station** – There are a number of projects under construction: University Drive Pedestrian Phase Two; Lakeway is under way; Phase One of Royder Road is in progress; Holleman Drive South will start construction soon. Phase Two of Royder Road that will align it over to Wellborn Road is at 30% design. This is the portion that is north of the new school, but it will not be finished before the school is finished.

**Brazos Transit District** – They are continuing to remodel and paint buildings. They just put out their RFP for heavy duty buses after it was approved by FTA and TxDOT. It was a long and challenging process to get it completed. They currently have several deadlines for work in progress for FTA and TxDOT.

**Bryan** – They are continuing construction on various speeding mitigation devices for the Local Area Traffic Management Program. The choker devices along Broadmoor are finished. The mini roundabout planned at Broadmoor and Janice Trail was put on hold until they can assess through a speed and volume count the effectiveness of what is out there now. They are starting construction of the mini roundabouts along Esther. The cut off for this this year's requests is April 1<sup>st</sup>. So far they have received eighteen requests for streets to go look at around Bryan. The Quiet Zone efforts continue and they met with a consultant team this week about developing a design for the reconstruction of the Groesbeck crossing. They are continuing efforts to get engaged with Union Pacific for a preliminary engineering agreement and other tasks associated with that. There is a HSIP project to replace a flashing beacon at SH 21 and Marino Road with a different type of beacon placed higher because it kept getting hit. After investigating further, it was decided that it really needed to be a signalized intersection. Jeff Miles of TxDOT spoke with staff in Austin that agreed to fund the project if plans are finished, a traffic signal warrant study has been completed, and the utilities are out of the way. They are expecting a proposal from their consultant early next week. The city is trying to get Marino Road East aligned so it is a four-legged intersection. Mr. Schatz thanked Mr. Miles for being instrumental in getting the project going. Finfeather Road has been milled and overlaid and will be striped soon into a four to three conversion with buffered bike lanes. Currently the plan is to end the project in advance of the city limit, and all the striping and all the signage will take it back to four-lane undivided. Mr. Schatz has been working with Mr. Rother to possibly carry the project to the city limit to allow for future planning. Work is continuing on the other traffic signals. They are having a design charrette workshop for the William Joel Bryan project on March 22<sup>nd</sup> from 4-6:30 p.m. in the basement of city hall. It is by invitation only, but Mr. Schatz invited the TAC to stop by. The city is working with select stakeholders from the community who have shown a desire to be involved. In this charrette, they will be exploring what cross sections in each of the four segments could look like and coming up with two or three ideas for each segment. They have asked the participants to be there the entire time (the event is not come-and-go) and they will divide up the tables to work on different segments. At the end of the workshop they will all come together and work on fitting the pieces together. These ideas will be shared with the community at the April 5<sup>th</sup> public meeting. Mr. Kaspar suggested that if anyone from the TAC would like to provide input outside the charrette, to visit the web portal for the project. The construction on the South College project is continuing and they will soon swap traffic to the outside and begin working on the inside. There will be a press release in advance of the actual event. Mr. Schatz has

been accepted into the Masters of Urban Planning Program at Texas A&M beginning in the fall. Mr. Schatz thanked Dr. Lomax, Mr. Rudge, and Mr. Kaspar for their letters of recommendation, encouragement, and support. At the next council meeting, Mr. Kaspar will be sending an agreement between the city and the American Legion to realign Waco Street with Tabor Road at SH 21. Waco Street runs through the American Legion property. The realignment will facilitate a future signalized intersection. They are taking a design contract to council at the same time for the realignment of the roadway. This project will start construction in 2019.

## **7. Future Activities**

-On April 9<sup>th</sup> is the Active Transportation Advisory Panel/American's with Disabilities Act outreach event at the Stella Hotel in Bryan. The MPO and TxDOT are making presentations, and assume both cities will be presenting as well. At the next ATAP meeting, we will coordinate to see what everyone is presenting.

-There is no Policy Board meeting in April.

-May 2<sup>nd</sup> is the next Policy Board meeting and Mr. Rudge requested a speaker. It was suggested that Mr. Parks present information on the upcoming census.

## **8. Adjourn**

The meeting was adjourned at 9:57 a.m.



BRYAN / COLLEGE STATION METROPOLITAN PLANNING ORGANIZATION

Bryan-College Station Metropolitan Planning Organization


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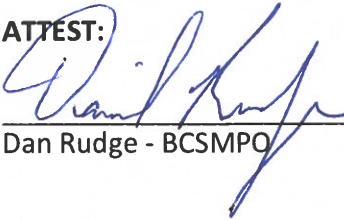
Meeting: Technical Advisory Committee

Date: 3/15/2018

Name	Agency
Doris Christensen	College Station P&Z
GARY SCHATZ	CITY OF BRYAN
Paul Kaspar	City of Bryan
NANCY BERRY	BRAZOS COUNTY
Doug Marino	TxDot
JASON SCHUBERT	COLLEGE STATION
Michael Parks	BUCOG
Wendy Woodon	BTD
Brazos County Banerji	Brazos County
John Nichols	BLS Chamber
Tim Lomax	Tx Army Transp List

  
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Technical Advisory Committee Chair/Vice-Chair  
Bryan-College Station  
Metropolitan Planning Organization

  
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Date

**ATTEST:**  
  
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Dan Rudge - BCSMPO