

South Knoll Area Neighborhood Plan Mobility Element

GOAL, STRATEGIES, AND ACTIONS FOR THE SOUTH KNOLL AREA

The **Mobility Goal** for the South Knoll Area is **to maintain a safe and efficient transportation network and improve off-street multi-modal transportation options by increasing the continuity of bicycle and pedestrian routes to key destinations, while protecting the character and integrity of the neighborhood.**

Strategies have been developed to progress toward this goal. Each strategy has a series of action recommendations designed to implement the strategy.

Strategy M1- Identify and address on-street parking issues to increase safety in the South Knoll Area.

Action M1.1- Conduct periodic emergency vehicle safety evaluations of streets in the South Knoll Area that have been identified as heavily parked through this process. If the evaluation warrants action, the City should pursue on-street parking removal from one side of all streets with demonstrated safety issues.

Action M1.2- Conduct safety evaluations, when requested, to ensure that existing parking is not making it unsafe for residents to back out of driveways onto public streets, such as at curves or bends in the road. If the evaluation warrants action, the City should pursue on-street parking removal from a portion of the roadway.

Action M1.3- As recommended through the Safety Evaluation, parking should be removed from the "bends" in Caudill Street and Lawyer Street.

Action M1.4- Monitor the Ridgefield cul-de-sacs so that parking does not create safety issues.

Action M1.5- Install "No Parking" street signs, as approved by City Ordinances, on Guadalupe Drive, Langford Street (from Southwest Parkway to King Arthur's Cr.), and on Glade Street from Holleman Drive to Orr Street.

Action M1.6- Pursue an ordinance that would remove additional parking on Langford Street from King Arthur's Circle to Guadalupe Street to facilitate a safe pedestrian and bicycle route to the high school.

Action M1.7- Correct the conflicting/confusing parking signage on Valley View near Longmire.

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Strategy M2 (cross-reference Strategy NI&CC 2)- Address neighborhood parking concerns to lessen the impact of high-density housing on the character and integrity of the South Knoll Area Neighborhood.

Action N2.1- Remove parking from... *(group undecided – will poll neighbors at final open house) (cross-reference Action NI&CC 2.1)*

Action M2.2- Amend the Unified Development Ordinance to limit the size of allowed parking areas within the front portion of single-family lots in the South Knoll Area, similar to the recommendations made by the City's Joint Task Force on Neighborhood Parking. In addition, larger lots (size/scale to be determined) would be permitted a maximum of XX% of the front portion of the property to be paved. (specifics will be determined and included in the chapter). *(cross-reference Action NI&CC 2.2)*

Action M2.3- Amend the Unified Development Ordinance to require one parking space per bedroom for new single-family construction and remodels that add bedrooms, with a maximum of four spaces required. *(cross-reference Action NI&CC 2.3)*

Action M2.4- Amend the Unified Development Ordinance to require that rear-yard parking be screened from adjacent single-family properties. *(cross-reference Action NI&CC 2.4)*

Strategy M3- Increase pedestrian safety in the South Knoll Area.

Action M3.1 – Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to propose sidewalks on both sides of Welsh Avenue, where possible.

Action M3.2 – Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to extend the proposed sidewalk on Caudill Street north to Holleman Drive.

Action M3.3 – Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to include a proposed sidewalk on Laura Lane from Haines Drive to Southwest Parkway.

Action M3.4 – Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to include a proposed sidewalk on Pine Ridge Drive

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Action M3.5 – Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to include a proposed sidewalk on Angelina Circle.

Action M3.6 – Amend the Bicycle, Pedestrian, and Greenways Master Plan and conduct a feasibility analysis to include a proposed sidewalk on Valley View Drive.

Action M3.7 – Reconstruct the existing sidewalk along Langford Street in compliance with the Americans with Disabilities Act (ADA).

Action M3.8 – Work with property owners on Arboles and Comal Circle to obtain a public access easement along the portion of their property already being used by pedestrians. Explore opportunities for additional maintenance and lighting of the pedestrian path.

Action M3.9 – Explore the opportunity to construct a pedestrian refuge on Welsh Avenue between A&M Consolidated High School and its sports facilities in the place of the existing mid-block crossing.

Action M3.10 – Explore the opportunity to construct a mid-block crossing / pedestrian refuge on Southwest Parkway connecting the Woodlands/Campus Village apartments with the existing TAMU bus stop.

Strategy M4- Increase bicycle safety and accessibility in the South Knoll Area neighborhood.

Action M4.1 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to remove the bike lane designation on Glade Street between Holleman Drive and Southwest Parkway. This portion of Glade Street should be a bike route with parking limited on the east side of Glade Street between the hours of 7:00 a.m. and 6:00 p.m. to provide a safe route for commuter cyclists and children riding to school.

Action M4.2 – Explore the possibility of a way-finding system to direct bicycle and pedestrian traffic through the neighborhood. Possible solutions may include posted signs with a QR (Quick Response) code linking to the City's Bicycle Map on-line. This would be in addition to the existing bike route signage.

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Action M4.3 – Explore opportunities to install trail way-finding signage in Bee Creek and Lemon Tree parks.

Action M4.4 – Re-stripe bike lanes on Holleman Drive.

Action M4.5– Explore the opportunity to do the grading for the future Bee Creek trail with the construction of the sewer line through this area. This may provide increased mobility ahead of funding for the multi-use path project along this corridor.

Action M4.6– Explore opportunities to reconstruct the existing sidewalk along Southwest Parkway to provide a wider sidewalk to accommodate both pedestrian and bicycle traffic where a bike lane is not feasible on Southwest Parkway.

Strategy M5- Increase bicycle and pedestrian safety at intersections both within and surrounding the South Knoll Area neighborhood.

Action M-5.1 – Increase pedestrian safety at the intersection of Texas Avenue and the private driveway located across from Manuel Drive by connecting the existing private sidewalk to the sidewalk on Texas Avenue. Explore the addition of signage, striping or markings to reduce conflicts between motorists and bicyclists.

Action M-5.2 – Increase pedestrian safety at the intersection of Southwest Parkway and Anderson Street by installing accessible ramps and possible signage to address conflicts between pedestrians in the crosswalk and motorists making left turning movements.

Action M5.3 – Increase bicycle safety at the intersection of Southwest Parkway and North Bardell Court by exploring the addition of signage, striping or markings to reduce conflicts between bicyclists and motorists.

Strategy M6- Remove proposed pedestrian and bicycle facilities from the Master Plan in areas where right-of-way constraints, mature vegetation, or grading prevents implementation.

Action M6.1 – Amend the Bicycle, Pedestrian, and Greenways Master Plan to remove the proposed multi-use path located mid-block between Glade Street and the Lemon Tree Park.