Texas A&M University

West Campus Housing Connectivity Study
Department of Residence Life

July 2014
ACKNOWLEDGMENTS

We would like to extend our gratitude to the following people who participated in the stakeholder meetings and provided input:

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Jaster-Quintanilla & Associates (Civil)
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INTRODUCTION

THE REPORT

Texas A&M University (TAMU) retained Barnes Gromatzky Kosarek Architects (BGKA) in December of 2013 to prepare the West Campus Housing (WCH) Connectivity Study. The purpose of the study was to identify and evaluate strategies for establishing successful connectivity between the new West Campus Housing community and other points of interest on the existing campus. In addition to transit routes, walking paths and bicycle paths to and from the main campus, the study explores connectivity between west campus and planned development along White Creek. The study also evaluates the proposed east-west boulevard that bisects the new West Campus Housing community, as well as connections from WCH to Raymond Stotzer Parkway. The study offers observations and recommendations regarding connectivity strategies, the feasibility of these strategies, and order of magnitude cost estimates.

Collection of data for this study involved meetings with stakeholders, research of existing City and University multimodal transportation options, analysis of existing mobility patterns, and an understanding of the circulation plan as proposed by the Texas A&M University Campus Master Plan. Information from these sources was instrumental in establishing a master connectivity plan for West Campus.

BACKGROUND

The Texas A&M University campus currently consists of approximately 1,800 acres, with 748 acres east of Wellborn Road that comprise the University’s campus core. The 1,080 acre area west of Wellborn Road, known as West Campus, is home to the Mays Business School, the College of Veterinary Medicine, some agriculture programs, the College of Life Sciences, the Bush School of Government and Public Service, and most of the athletic and recreation facilities on campus.

Presently, over 1,800 classes per semester are offered in West Campus, with no on-campus housing available to serve the district. With the University considering additional housing that could eventually accommodate all first-year students, West Campus was considered an ideal location.

As the Chancellor of the Texas A&M System noted, “West Campus is an integral part of the future for Texas A&M and it is vital that we have services available to meet the needs of the students, faculty and staff.” West Campus Housing was envisioned as a first step toward creating a new residential environment for the students.

With the student body increasing every year, the expansive fields occupying West Campus are increasingly being utilized to accommodate growth. In addition to new housing, the University is planning for much more development in the area, including construction of and improvements to athletic facilities, the College of Veterinary and Biomedical Sciences and the Texas A&M Gardens and Greenway Project around White Creek.

WEST CAMPUS HOUSING

The master plan for West Campus Housing addresses approximately 40 acres that are bounded by Raymond Stotzer Parkway, Discovery Drive, Horticulture Street, and White Creek. Initially, this new housing complex will provide residential and support facilities for 2,400 students in a mixture of apartment-style and traditional residence halls, and will include a food service and community building that will be the “social heart” of the entire West Campus Housing district. A future phase of the master plan calls for additional residence halls, which will bring the capacity of WCH to approximately 4,000 students.

The site itself slopes gently toward Horticulture Street to the Southeast, following the contours of White Creek. Across the creek lies the University’s new Agriculture and Life Sciences Complex and most of the University’s athletic facilities. The majority of the academic buildings on campus exist northeast of the site. Connectivity between these and other campus facilities was a key driver in the design process for the new West Campus Housing.
PLANNING PROCESS

The West Campus Housing Connectivity Study was developed with the input from a wide variety of University stakeholders. This input was critical to the development of the study, reflecting the diversity of the users and their transportation preferences. Stakeholder input and preferences were also considered relative long term and sustainable goals for improved connectivity and the quality of the physical environment, as outlined in the Texas A&M University Campus Master Plan.

Involvement of stakeholders in the planning process was initiated by the University and the Department of Residence Life. Various stakeholders, including University administrators, faculty, staff and students, were chosen to represent diverse perspectives and to provide input on the needs of West Campus. The following four “focus groups” were assembled to capture input:

- Students Group
- Transportation and Environmental Health and Safety
- Academic Services and White Creek Development
- Department of Residence Life and General Group

Individual members of each focus group are listed on page 2.

The planning process involved the following stages of work:

- Previous planning studies, reports, and other data were reviewed to provide background information.
- Meetings with focus groups were held to identify the needs, deficiencies, and opportunities on West Campus for bicycle, pedestrian and transit improvements.
- Planning and design strategies for improving connectivity in West Campus were explored, and concepts were developed.
- Final concept recommendations and cost estimates/assumptions were developed and presented.
GOALS AND OBJECTIVES

Overarching Goals & Objectives gleaned from the various stakeholder groups that will help guide the Connectivity Plan.

1 SAFETY
To have and enhance safe pedestrian and bicycle routes
- Reduce or minimize conflicts between pedestrians, bicyclists and vehicles
- Educate the campus community about traffic laws and safety relative to modes of transportation (safety programs)

2 CONNECTIVITY
To create and develop various means of connectivity for pedestrians and bicyclists from the proposed West Campus Housing site to points of interest on campus, as well as other key points off-campus, such as the Northgate District
- Create connections to school, work, and recreation
- Enhance communal interaction between West Campus districts through connectivity
- Create a direct East/West campus connection
- Provide bike racks on buses
- Reconfigure key bus routes

3 AESTHETICS
To provide pedestrian and bike paths and routes in ways that will maintain and enhance the visual appearance of the campus
- Create design standards for bikes
- Establish intuitive wayfinding standards
- Identify placemaking and landscaping opportunities

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MASTER PLAN CIRCULATION SYSTEMS

The Texas A&M University Campus Master Plan, completed in July 2004 by Barnes Gromatzky Kozarek Architects with Michael Dennis & Associates, provides a vision for the institution and serves as a reference for this study. Two of the eight goals established by the Campus Master Plan Steering Committee were to "establish an accessible, pedestrian-oriented campus" and to "establish connectivity." The Master Plan addresses the following general strategies for enhancing and integrating circulation systems for all modes of transportation.

PEDESTRIAN PATHS
- Limit private vehicle traffic in some areas to minimize conflict with pedestrians
- Enhance the pedestrian experience by providing clearly identified paths for each vehicle type, including those that share paths
- Upgrade walkways to provide pedestrians with adequate shade
- Use consistent paving textures that signify changes in use—from solely pedestrian to a mix of pedestrians, bicycles, and shuttle buses
- Use pavement types and textured surfaces that are TAS/ADA compliant

BICYCLE PATHS
- Create a mix of on-street bike lanes and off-street bike paths that can be integrated into the surrounding community
- Limit east-west bicycle traffic along some streets in East Campus (refer to the Texas A&M University Campus Master Plan for further detail)
- Create a bicycle dismount zone in East Campus
- Add more bicycle racks around campus in convenient locations
- Create campus bicycle regulations and increase funding to support improvements to the bicycle transportation system

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BUS TRANSIT CORRIDORS

- Provide on-campus transit service that will transport passengers between East Campus and West Campus
- Add Wellborn Road underpasses to make the transit system more efficient
- Consolidate bus stops on campus to increase the efficiency of routes
- Create bus-only lanes during peak times to further increase the efficiency and timeliness of bus routes
- Meld on-campus and off-campus transit routes by having bus stops throughout the classroom centers on campus
- Utilize well lit transit hubs, “smart” bus stops, and shelters improve the quality and functionality of the transit system
- Implement Automatic Vehicle Locator (AVL) technology that will provide passengers with reliable arrival times of buses

PRIVATE VEHICLE ROUTES

- Limit access of private vehicles to certain paths within normal business hours
- Eliminate private vehicle access to the historic campus core during business hours
- Designate limited access roads with paving and signage that will distinguish them from general access roads
SITE ANALYSIS
EXISTING CIRCULATION

The campus community uses several modes of transportation to commute to and around campus. These modes include walking, bicycling, transit (both public and University operated), and private vehicles. For bicycles, there are on-street bike lanes, off-street multi-use paths, and designated bicycle routes around campus. For pedestrians, a network of sidewalks and multi-use paths is currently available, particularly in East Campus. Recent upgrades around the Academic Quad are an excellent example of how clear pathways can improve connectivity on campus. This type of network helps to facilitate bicycle and pedestrian movement that is clear, efficient and very collegiate.

Regarding transit, there is currently daily shuttle service to on-campus and off-campus destinations, including door-to-door service for disabled students and employees. There are also charter shuttles and airport shuttles between campus and Easterwood Airport. In addition, there is special game day transportation provided between the campus and park-and-ride lots located at Post Oak Mall.

As described above, East Campus currently has many positive connectivity features. West Campus, however, is in need of connectivity strategies to help integrate new and emerging districts and development. The following are some of the challenges and opportunities that currently exist for West Campus connectivity:

CHALLENGES AND OPPORTUNITIES:

- The disconnect between East and West Campus caused by Wellborn Road and the railroad tracks
- The difference in the quality of the landscaping and the physical environment between East and West Campus
- Limited access to campus destinations via diverse modes of transportation
- The increase of bicycle usage on campus as a preferred mode of transportation
- The lack of defined pedestrian and bicycle paths and safe crosswalks
- The limited amount of time between classes to walk between East and West Campus
- Major interstate highways such as Raymond Stotzer Parkway are not ideal for bicycle and pedestrian traffic
- Limited available funding for additional bus routes
- The lack of a direct efficient bus routes that will connect East and West Campus
- Safety concerns when commuting by bike or foot at night
- Lack of wayfinding elements throughout campus
- Service vehicles use all roadways and sidewalks on campus creating a conflict
- Implement policy for managing abandoned bicycles

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WEST CAMPUS

OVERVIEW

West Campus is bordered by railroad tracks and Wellborn Road to the east, George Bush Drive to the south, and Easterwood Airport to the west. West Campus includes the College of Veterinary Medicine to the north of Raymond Stotzer Parkway, and the Biomedical Sciences District located to the south.

The West Campus Housing development will be located at the southeast corner of Raymond Stotzer Parkway and Discovery Drive. The proposed 40-acre site is currently being used by Howdy Farm, a sustainable farm created by Texas A&M University students to serve the campus and community in Bryan-College Station.

Walking distance from other parts of campus were considered when developing the program for the West Campus Housing development. It is an average five-minute walk (1/4 mile) from WCH to the Wehner Building, and an average ten-minute walk (1/2 mile) to the Kleberg Center or to Reed Arena.

Major destinations from the WCH site include:

- Recreational Sports with expansion anticipated south of George Bush Drive
- Research Park located west of Discovery Drive
- Gardens and Greenways development along White Creek
- The HEEP Center where many freshmen attend classes
- The College of Veterinary Medicine located north of Raymond Stotzer Parkway
- East Campus

Other points of interest include a few small dining facilities, the Medical Sciences Library and West Campus Library (which are the only two libraries in West Campus), the Northgate District, Kyle field, and Heldenfels Hall (HELD) located on Lubbock Street where the majority of freshmen students take classes.

While the majority of the academic buildings on campus are located northeast of the site, WCH presently has a variety of unique district plans that are either underway or are being evaluated. For example, new construction and improvements are planned for recreational and athletic facilities, as well as the College of Veterinary and Biomedical Sciences. The Texas A&M Gardens and Greenway Development is also planning future improvements along White Creek just south of the West Campus Housing site. Recognizing the extent of these plans for West Campus, it is important to consider all of the developments holistically in order to produce a cohesive and unifying connectivity strategy.

Analysis of current circulation in West Campus and recommended improvements for multimodal circulation systems are covered in the next sections of this document.
EXISTING CIRCULATION SYSTEM

Less dense than East Campus, West Campus exhibits characteristics of urban sprawl, as evidenced by its inefficient, organic road layout. West Campus is also bounded and bisected by some of the region’s most heavily utilized roadways, including Raymond Stotzer Parkway, Harvey Mitchell Parkway, Wellborn Road, and George Bush Drive. According to the City of College Station’s Thoroughfare Plan, most of these roads are classified as 6-lane major arterials, with George Bush Drive designated as a 4-lane major arterial. All four major roadways are considered primary “image corridors,” which are major transportation routes throughout the community that carry visitors to important or significant destinations. Because they are wide and carry heavy volumes of traffic, they create barriers between West Campus and other precincts, especially for bicyclists and pedestrians. The intersection of Raymond Stotzer Parkway and Harvey Mitchell Parkway is considered a primary arrival gateway to Texas A&M University.

While the bicycle network system in West Campus is limited and sporadic, on-street bike lanes can be found at John Kimbrough Boulevard, Agronomy Road, Penberthy Boulevard, Olsen Boulevard, and Tom Chandler Road. The City’s bicycle plan indicates expansion of the network at Agronomy Road and George Bush Drive. The only existing multi-use path is found along Wellborn Road. For pedestrians, a limited sidewalk system is currently available. The adjacent diagram illustrates the organic layout of pedestrian sidewalks and landscaping that currently characterize West Campus.

Regarding transit, there are currently only four daily on-campus shuttle services available. Main transit hubs (bus stop area) can be found along Olsen Boulevard in front of the HEEP Center and the Kleberg Center. Secondary transit hubs are located further east of Olsen Boulevard at REED Arena and at the School of Rural Public Health.

CHALLENGES AND OPPORTUNITIES:

- Limited access from the West Campus Housing site to destinations to the south, such as Recreation Sports
- Limited bus routes, bicycle paths and clear pedestrian walkways in West Campus
- High foot traffic and tailgating on game day around Reed Arena
- Lack of appropriate amenities in West Campus such as lighting, emergency phones, benches, bike racks, water fountains, and recycling stations
- Difficulty crossing Raymond Stotzer and other major arterials around West Campus
- Coordination of proposed circulation systems between individually master planned districts, such as the Veterinary School and White Creek Development
- Limited safe, direct pedestrian and bicycle routes in and around West Campus
- Circulation paths that create a confusing system lacking hierarchy and organization
- Pathway widths vary based on age and anticipated levels of usage at the time of construction
INTRODUCTION

Recommendations of this West Campus Housing Connectivity Study are divided into three general categories as the primary modes of transportation around campus: pedestrian, bicycle, and bus transit. The recommendations are based on observations from the Site Analysis (the previous chapter) and input gathered from stakeholders during the planning process. These include improvements to facilities, programs, policies, roadways, and transit. This chapter covers the long-term goals and strategies for each primary mode of transportation, as well as discussions about transportation demand management and street and path concepts.

OVERALL STRATEGIES

* Harmonize the modes of transportation to, within, and across the campus by designing clear pathways and spaces to ensure that people in motion know what to expect and how to behave

* Create a connectivity plan that can accommodate all modes of transportation, taking into account safety, campus quality, convenience, sustainability, cost, wellness, connections to regional and on-campus networks, and access to parking

* Manage primary modes of transportation—walking, bicycling, private motor vehicles, service vehicles, and buses—as distinct, but intersecting and overlapping circulation systems, each with its own pattern of connectivity and access to buildings

* Remain committed to the University’s sustainability and quality of campus living standards by supporting and promoting alternatives to single-occupant vehicles as a primary means of commuting

* Manage and coordinate transportation system with the goals and principles of the Texas A&M University Campus Master Plan and the Vision 2020 initiative
PEDESTRIANS

West Campus Housing will be served by an extensive and organized network of sidewalks and pathways that will connect to various elements within the site, to campus and to city circulation systems. With distinctive surface treatments, shaded pathways, and freedom from obstructions, the pedestrian transportation strategies planned for WCH should become a model for future improvements to the entire campus. Pedestrian paths are an integral part of transportation corridors in WCH and will be implemented in clear, well-defined ways that will help pedestrians navigate through the site. Proposed campus pedestrian corridors are shown below.

STRATEGIES

- Establish a hierarchy of pathways and facilities, appropriately sized for pedestrians, that link major activity nodes and individual buildings
- Convert existing Horticulture Street into a limited-access, shared-use corridor for pedestrians and cyclists, with access for service and emergency response vehicles
- Extend Horticulture Street east between the Wéhner Building and the Horticulture Buildings through to Olsen Boulevard to serve as a primary east-west pedestrian and bicycle corridor
- Establish adequate minimum widths for on-campus pathways and sidewalks
- Propose new crosswalk markings and pedestrian warning signs at campus intersections and key crossings locations that conform to TxDOT standards
- Provide a sidewalk along the south side of Raymond Stover Parkway from Discovery Drive to Wellborn Road
- Build pedestrian bridges at key locations across White Creek
- Widen sidewalks and improve landscape buffers along major roads
- Relocate service access from the west side of the Horticulture/Forest Science Building (HFSC) to the east side to eliminate conflict with pedestrians
- Preserve heritage trees between Horticulture/Forest Science Building and the Nuclear Magnetic Resonance Facility (NMR), and wherever possible
BICYCLES

Bicycles are an important part of the overall campus transportation system. Students and staff regularly use bicycles to travel to class or other destinations, both on and off campus. With this in mind, bicycling should be embraced, encouraged and managed as fundamental part of the West Campus experience. Bicycle traffic to and from WCH will be managed by providing a functional and attractive system of connections and paths, parking and support services. Adding bike racks to buses would also support more bicycling. The proposed campus bicycle routes and facilities are shown below.

STRATEGIES

- Establish a dedicated bicycle route along the primary boulevard through WCH with connections to secondary bicycle paths that lead to academic, social, and other residential facilities
- Establish a hierarchy of pathways that provide appropriately-sized facilities for bicyclists and that enhance cyclist safety
- Provide bicycle parking in close proximity to the entrances of the Commons and residential buildings
- Offer multiple locations for bikeshare stations within the site
- Provide bicycle parking areas that are large enough to accommodate the growing bicycle community
- Recommend public off-campus bicycle enhancements along Raymond Stetter Parkway and George Bush Drive
- Establish a campus dismount policy for bicycles at bridge crossings along White Creek
- Propose shared roadways (sharrows) on low traffic volume streets with appropriate marking and signage
- Consider adding bike racks to buses to further encourage the use of bicycles on campus
BUS TRANSIT

Shuttles are a reliable and secure form of transportation for students, staff and faculty, both on and off campus. The shuttle system also supports the University’s plan to move more on-campus parking to the periphery of the campus. Reconfiguration of some of the existing routes is recommended to increase shuttle access throughout West Campus, to improve the efficiency of shuttle circulation, to streamline the east-west transit connection, and to consolidate bus stops. Addition of bike racks to buses would also help support bicycling. Proposed campus shuttle routes are shown below.

STRATEGIES

- Reconfigure shuttle routes to provide inner and outer loops that will transport passengers from East Campus to West Campus
- Expand the night shuttle service availability to West Campus
- Consolidate bus stops on campus to increase the efficiency of routes
- Propose that shuttle bus 02 be re-routed to travel along the main boulevard of the West Campus Housing
- Relocate the current bus stop at the School of Rural Public Health parking lot to the WCH main boulevard
- Upgrade the shuttle bus stops on the campus to provide accessibility, adequate waiting areas, and covered shelters where possible for shuttle passengers
- Maintain free shuttle services for students, faculty, staff and visitors
- Provide a roundabout at the east end of WCH Boulevard
- As a future phase, provide connection from WCH Boulevard to Olsen Boulevard to complete the inner transit loop
- Consider adding bike racks to buses to further encourage the use of bicycles on campus
STREET AND PATH CONCEPTS

The following are the proposed street and paths cross sections in the West Campus Housing site.

MULTI-USE TRAIL

Horticulture Street will be dedicated to pedestrian and bicycle traffic, and will be closed to private vehicle traffic. Emergency vehicles will be able to access the path. The plan proposes a two-lane path with a 13’ wide, two-way lane for pedestrians and a separate 13’ wide, two-way lane for bicycles. Trees will be planted to further define the corridor and provide shade for pedestrians and bicyclists.

WCH BOULEVARD

The proposed east-west boulevard through WCH is 72’ wide with a 20’ bioswale median. The pavement on either side of the median is 26’ wide with a 14’ wide lane on the inside for motor vehicles, a 6’ wide lane on the outside for bicycles, and a 4’ wide striped buffer in between the bicycle and vehicle lanes. Bicycle lanes will be flanked by pedestrian sidewalks lined with trees to further define the corridor and provide shade. Smaller trees and other landscaping will be planted in the median.

PRIMARY & SECONDARY CIRCULATION

Pedestrian paths will vary from 8’ to 12’ wide depending on classification as a primary or secondary circulation path. These paths are intended to provide clear and logical circulation patterns through West Campus that will make it easy for pedestrians to reach their destinations. Trees will be planted along these paths to provide shade, and appropriate furnishings will be provided at key pedestrian nodes.

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GOALS

While the recommendations of this report can and should be applied in general throughout the campus, the Planning Team has grouped improvements to West Campus into four major areas: The Boulevard, The Nexus, The Parkway, and The Boulevard Extension. Each of these areas constitute discreet projects that could be implemented simultaneously, or one at a time depending on circumstances and financial considerations. Numbers on the illustration to the left indicate the priority order that the Planning Team has assigned to these four areas if implemented serially.
THE BOULEVARD

The Boulevard is the two-lane, east-west corridor that runs from Discovery Drive to the roundabout at the eastern edge of the new West Campus Housing site. Features include tree-lined sidewalks, motor vehicle and bicycle lanes, a bioswale median, landscaping, lighting and site furnishings. Work in this area should also include a crosswalk to the north across Raymond Stotzer Parkway for safe access to and from the College of Veterinary Medicine and other points north. Cost to implement recommendations for the Boulevard is estimated to be $4,237,765. The planning team considers this project to be highest priority because it is an integral part of the new West Campus Housing community.

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Note: All costs are based on 2014 cost data and should be escalated to reflect historical / projected construction cost data to mid-point of construction.

Note: Funded* refers to funds that may be sourced from other projects that are already approved. Total amount needed may require additional funds.

¹¹ The Boulevard and a portion of Raymond Stotzer - South sidewalk improvements are primarily funded by the West Campus Housing Infrastructure Project. Roundabout and additional sidewalk improvements are within the scope of this project.

July 2014
THE NEXUS

The Nexus is a primary physical linkage between the new West Campus Housing community and the Wellborn Road underpass that connects to the campus core. It also forms a connection with The Parkway. Features include tree-lined pedestrian and bicycle paths, landscaping, lighting, and site furnishings. Suggested by the rectangular shapes in the top illustration on the adjacent page, pavilions could be added in The Nexus to create a destination midway between West Campus Housing and the campus core—a place where students can meet and interact as they pass each going to and from classes. Cost to implement recommendations for The Nexus is estimated to be $2,686,875, not including the pavilions. The planning team considers this project to be the second highest priority because it represents the primary pedestrian and bicycle connection between West Campus and East Campus.

<table>
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<tr>
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<td><strong>$2,686,875</strong></td>
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</table>

Note: All costs are based on 2014 cost data and should be escalated to reflect historical / projected construction cost data to mid-point of construction.

Note: Funded* refers to funds that may be sourced from other projects that are already approved. Total amount needed may require additional funds.
THE PARKWAY

The Parkway is the area north of White Creek that includes Horticulture Street, stretching from Discovery Drive to the southeast corner of the new West Campus Housing community up to Adirance Lab Road. Features include tree-lined pedestrian and bicycle paths, landscaping, lighting, site furnishings, and bridges at multiple locations spanning the creek. Development of White Creek Greenway will also restrict motor vehicle traffic along the Parkway to emergency and service vehicles only. In addition to creating a circulation path from east to west, the bridges associated with White Creek Greenway will also create connections between the new West Campus Housing community and points south, to the College of Agriculture and Life Sciences, athletics and recreation facilities, and still other points further south. Cost to implement recommendations for the Parkway is estimated to be $2,193,990. The planning team considers this project to be third priority because it is extends west from the Nexus and creates multiple north-south connections in West Campus.

<table>
<thead>
<tr>
<th>No</th>
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<tr>
<td>A.</td>
<td>The Parkway improvements¹</td>
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<tr>
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Note: All costs are based on 2014 cost data and should be escalated to reflect historical / projected construction cost data to mid-point of construction.

Note: Funded* refers to funds that may be sourced from other projects that are already approved. Total amount needed may require additional funds.

¹ Funds sourced from West Campus Housing Infrastructure Project.
² Funds sourced from White Creek Development Project.
THE BOULEVARD EXTENSION

The Boulevard Extension creates a connection eastward from the roundabout at West Campus Housing, through the space between the Reynolds Medical Sciences Building and the Wehner Building, and terminating at Olsen Boulevard. This connection is intended to accommodate motor vehicles, bicycles and pedestrians. Amenities include landscaping, lighting and site furnishings. Cost to implement recommendations for the Boulevard Extension is estimated to be $1,885,105. While the planning team considers this project to be fourth priority, the Boulevard Extension is important because it provides connection from the WCH Boulevard all the way through to Olsen Boulevard, which completes the inner transit loop recommended by the Texas A&M University Campus Master Plan.

<table>
<thead>
<tr>
<th>No</th>
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<th>Qty</th>
<th>Unit Price</th>
<th>Amount</th>
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Note: Funded* refers to funds that may be sourced from other projects that are already approved. Total amount needed may require additional funds.
CONCLUSION

West Campus is rapidly evolving from a seemingly remote and sparsely populated area apart from the campus core, to a vibrant and now residential part of the campus as a whole. While various portions of West Campus are being developed independently, the recommendations set forth in this Connectivity Study should help ensure that the whole is ultimately greater than the sum of its parts. As thousands of students will soon call West Campus home, the strength of these recommended connections across campus will also enhance the strength of the student community and their individual connections to their alma mater.

TOTAL COST ESTIMATE

<table>
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Note: Funded* refers to funds that may be sourced from other projects that are already approved. Total amount needed may require additional funds.
ADDENDUM #1

TAMU - Connectivity Study
Final Review Meeting
Thursday, June 19, 2014

The purpose of the meeting was to review the final draft West Campus Connectivity Study and discuss connectivity issues and strategies for west campus housing and surrounding campus areas. The goal was to establish project priorities.

- The planning team presented a final draft PowerPoint Presentation of the study and collected stakeholder input and comments.
- The study focused on goals and objectives as it relates to safety, connectivity and aesthetics.
- With the group, the site analysis and existing circulation systems were reviewed as well as proposed new connectivity systems and a long term vision.
- The long term vision is organized into 4 projects:
  1.  The Boulevard
  2.  The Nexus
  3.  The Parkway
  4.  The Boulevard Extension

- The study is a broad view conceptual framework for addressing connectivity needs. All the details will be finalized once the projects are funded.
- There are ongoing discussions to determine how to move forward with providing connectivity amenities.
- Present a final report with recommendations based on today’s comments.
- This document will be adopted by the University and will become an amendment to the Campus Master Plan.
- Considerable discussion regarding project priorities included:
  - Top priorities: Student safety, pedestrian and bike traffic and the need to have connections in place when the 1st phase of West Campus Housing opens in 2015
  - A new stop light needed along Raymond Stotzer with a walkway for students all the way to Northgate District
  - A portion of the projects are already assigned for funding:
    - Group 3 - The parkway, is being funded with the West Campus Housing Project and connections from the Parkway into the newly planned White Creek Greenway will be funded by the White Creek Greenway
    - Group 1 - The Boulevard and a small portion of the sidewalk along Raymond Stotzer is being funded by the West Campus Housing Project

- Priority consensus was reached by the group as follows:
  - #1 Priority - Group 2 Project, The Nexus - extending the parkway all the way to the Wellborn Underpass
  - #2 Priority - Group 1 Project, Providing a sidewalk extension, along Stotzer, from West Campus Housing to the Northgate District
  - #3 Priority - Group 4 Project, Extending the Boulevard and connecting to Olsen
- The group requested revisions to the cost estimate to clearly define what is already funded and what is unfunded.
- Comment was made by Transportation Services that bike racks on buses are not feasible in the Texas A&M environment and the language in the report should be edited.

July 2014
The involvement of the many stakeholders within the connectivity design process provides credibility and strength to the plan. This holistic approach to the West Campus is unique and provides results that will serve Texas A&M well.

—Dr. Douglas Welsh