

Item 8.1

Pebble Creek Parkway

Thoroughfare Plan Amendment

April 9, 2026 – City Council



How this item came about:

- July-August 2025 – Comprehensive Plan Evaluation engagement
- August 14, 2025 – Future agenda item requested by City Council to discuss extension of Pebble Creek Parkway
- September 25, 2025 – City Council Workshop
 - Council directed staff to come back with options that included a Thoroughfare Plan amendment to not extend Pebble Creek Parkway to the south and amend the existing section to be a two-lane roadway.
 - Thoroughfare Plan amendment process is then started by staff.



Meeting Timelines

- March 24th – Public Meeting
- March 30th – Bicycle, Pedestrian, and Greenways Advisory Board
- April 2nd – Planning and Zoning Commission
- April 9th – City Council

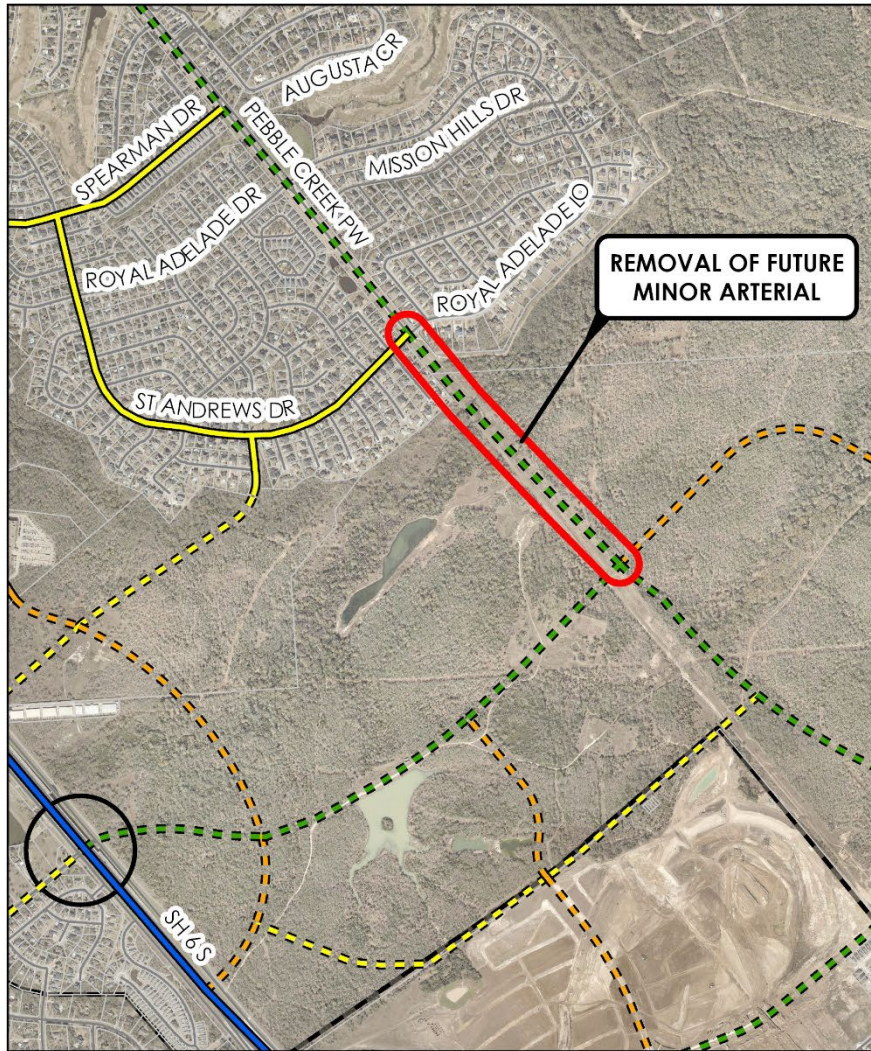


Comprehensive Plan Amendments

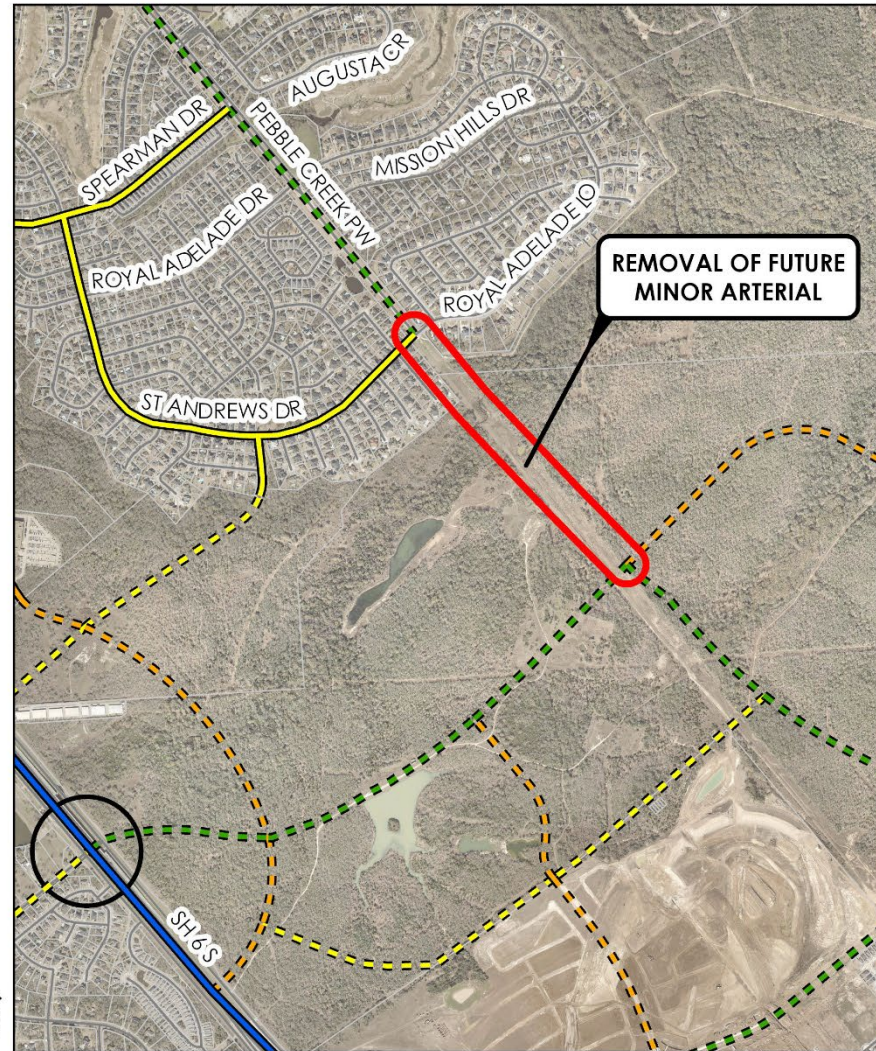
- “the Comprehensive Plan...shall be amended only based upon changed or changing conditions in a particular area or in the city.” – UDO section 3.3
- Review Criteria:
 - 1) Changed or changing conditions in the subject area of the city;
 - 2) Compatibility with the existing uses, development patterns, and character of the immediate area concerned, the general area, and the city as a whole;
 - 3) Impact on environmentally sensitive and natural areas;
 - 4) Impacts on infrastructure, including water, wastewater, drainage, and the transportation network; and
 - 5) Consistency with the goals and strategies set forth in the Comprehensive Plan.



EXISTING THOROUGHFARE PLAN



PROPOSED THOROUGHFARE PLAN



Proposed Thoroughfare Plan Amendment - Pebble Creek Parkway

- | | | | |
|-----------|---|-----------|-------------------------------------|
| ○ / ◌ | Grade Separation - Existing/Proposed | — / - - - | Minor Arterial - Existing/Proposed |
| — / - - - | Freeway/Expressway - Existing/Proposed | — / - - - | Major Collector - Existing/Proposed |
| — / - - - | 6 Lane Major Arterial - Existing/Proposed | — / - - - | Minor Collector - Existing/Proposed |
| — / - - - | 4 Lane Major Arterial - Existing/Proposed | | |

If removed, what could be needed:

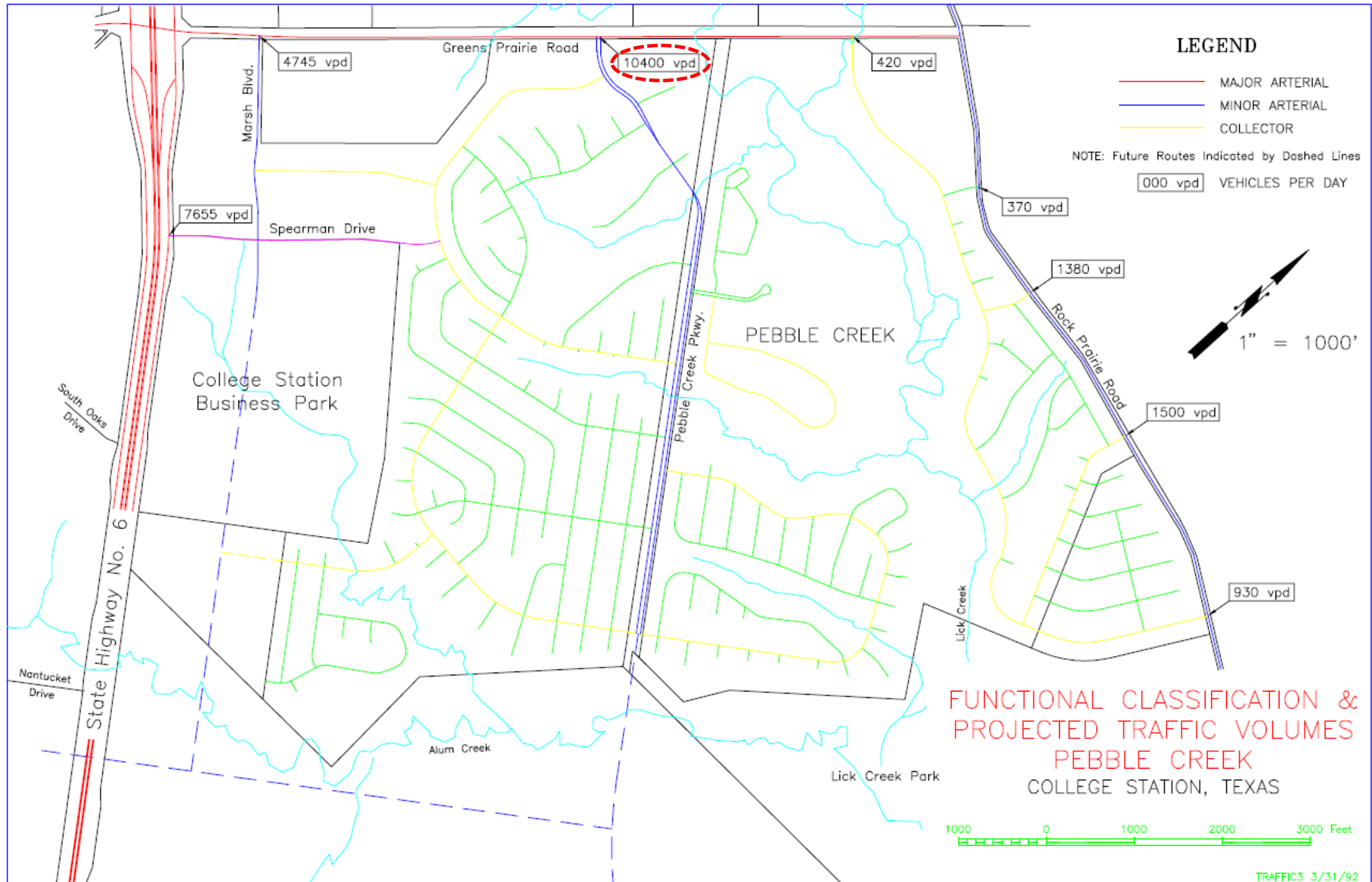
- Emergency vehicle access only (Development Agreement or City Built ~2,100 ft)
- Fire Station 8
- City purchase/eminent domain/DA and construction of ~1,500ft of Lakeway
- If connection is needed, now City's responsibility
- Monitor for future improvements along existing Lakeway

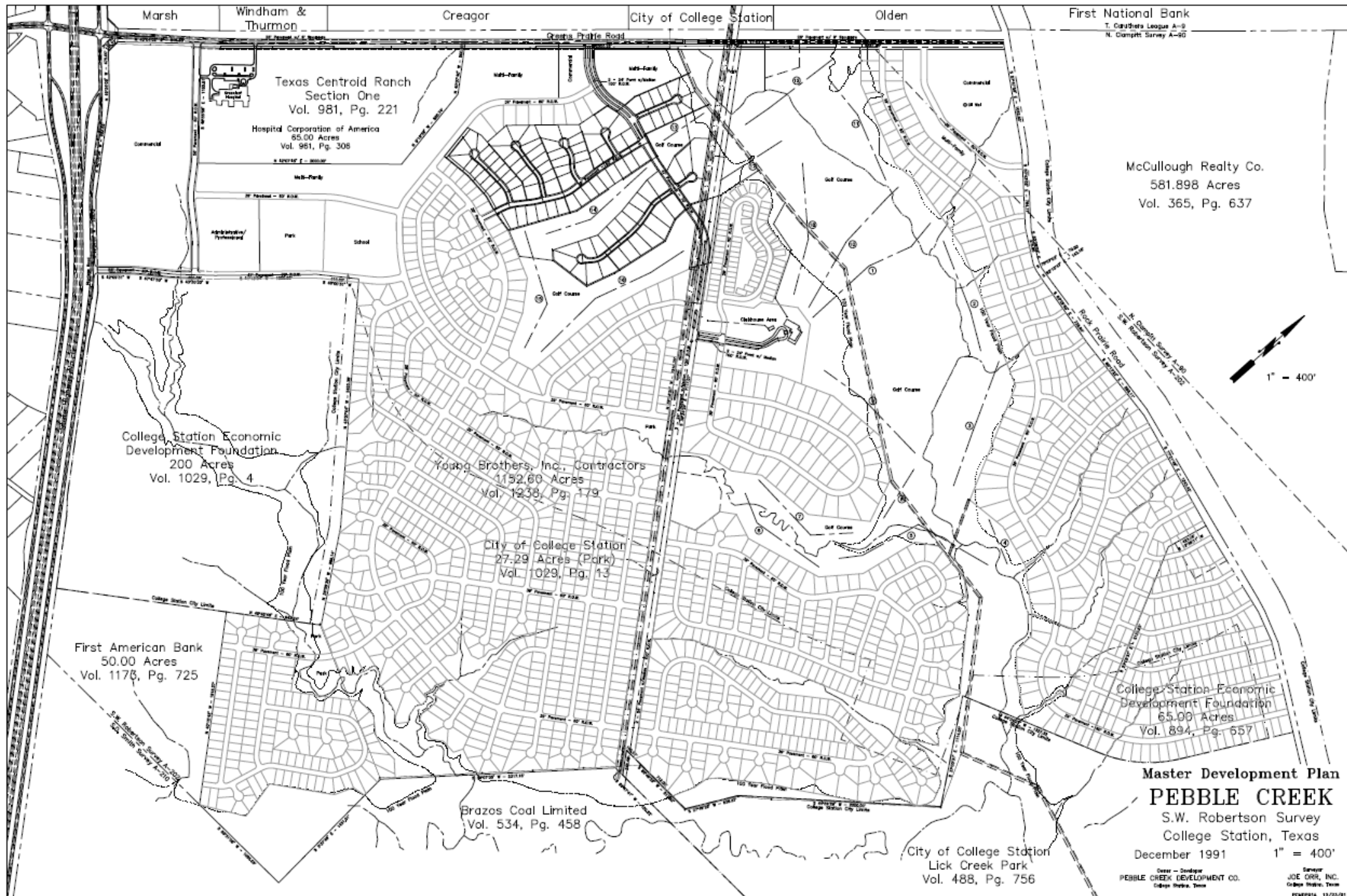


History

- 1992 – Master Plan for Pebble Creek Development
 - Showed the need for the road as part of the subdivision planning
 - “Furthermore, there is a need for an arterial between State Highway 6 and Rock Prairie Road which are at least 10,000 feet apart. One alternative is to extend Pebble Creek Pkwy south down the power line to intersect with Vos Drive [*called Pipeline Road today*]. While this is certainly a reasonable alternative at a planning scale, it may not be consistent with the current development or available right of way. Another alternative would be to curve Pebble Creek Pkwy to the approximate mid-point between Peach Creek Cutoff and Rock Prairie Road on Peach Creek Road.”







Marsh Windham & Thurmon Creagor City of College Station Olden First National Bank

Texas Centroid Ranch
Section One
Vol. 981, Pg. 221

Hospital Corporation of America
65.00 Acres
Vol. 961, Pg. 306

College Station Economic
Development Foundation
200 Acres
Vol. 1029, Pg. 4

First American Bank
50.00 Acres
Vol. 1176, Pg. 725

Young Brothers, Inc., Contractors
1152.60 Acres
Vol. 1238, Pg. 179

City of College Station
27.29 Acres (Park)
Vol. 1029, Pg. 13

Brazos Coal Limited
Vol. 534, Pg. 458

McCullough Realty Co.
581.898 Acres
Vol. 365, Pg. 637

College Station Economic
Development Foundation
65.00 Acres
Vol. 894, Pg. 657

**Master Development Plan
PEBBLE CREEK**
S.W. Robertson Survey
College Station, Texas

December 1991 1" = 400'

City of College Station
Lick Creek Park
Vol. 488, Pg. 756

Owner - Developer
PEBBLE CREEK DEVELOPMENT CO.
College Station, Texas

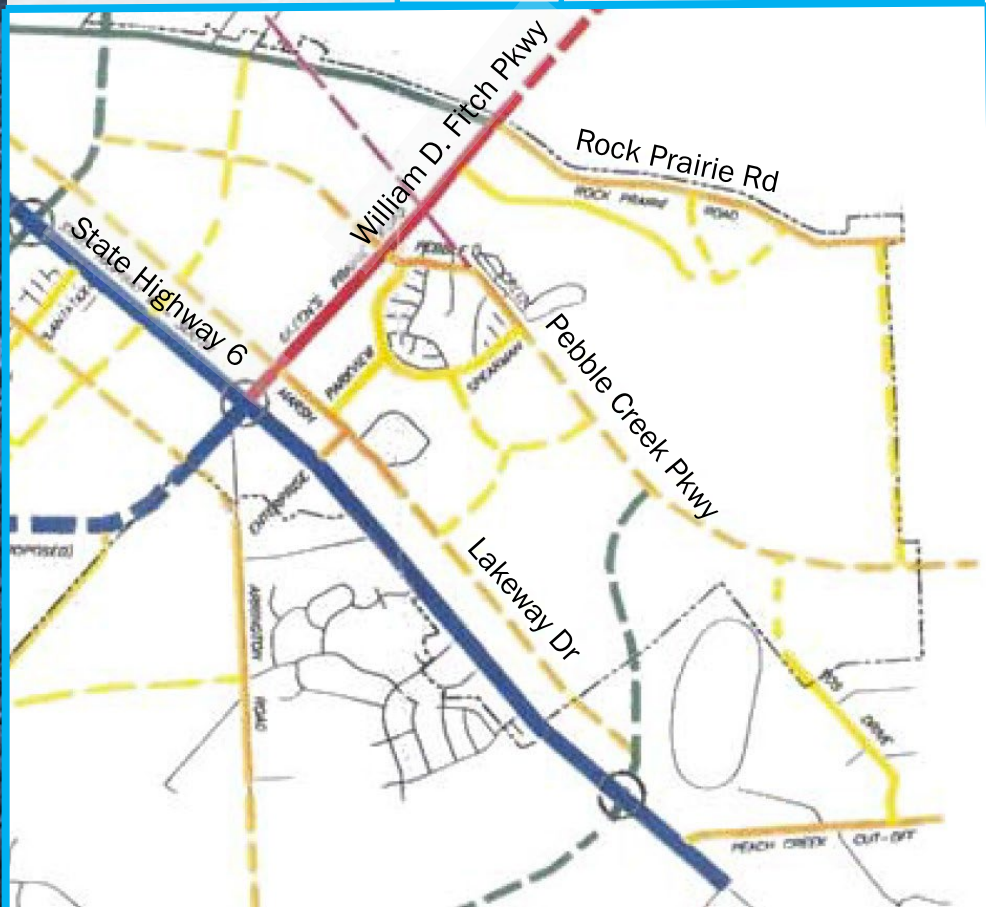
Surveyor
JOE ORR, INC.
College Station, Texas
PLAT 1991-12/22/91

1997 Thoroughfare Plan

College Station Comprehensive Plan
City of College Station, Texas

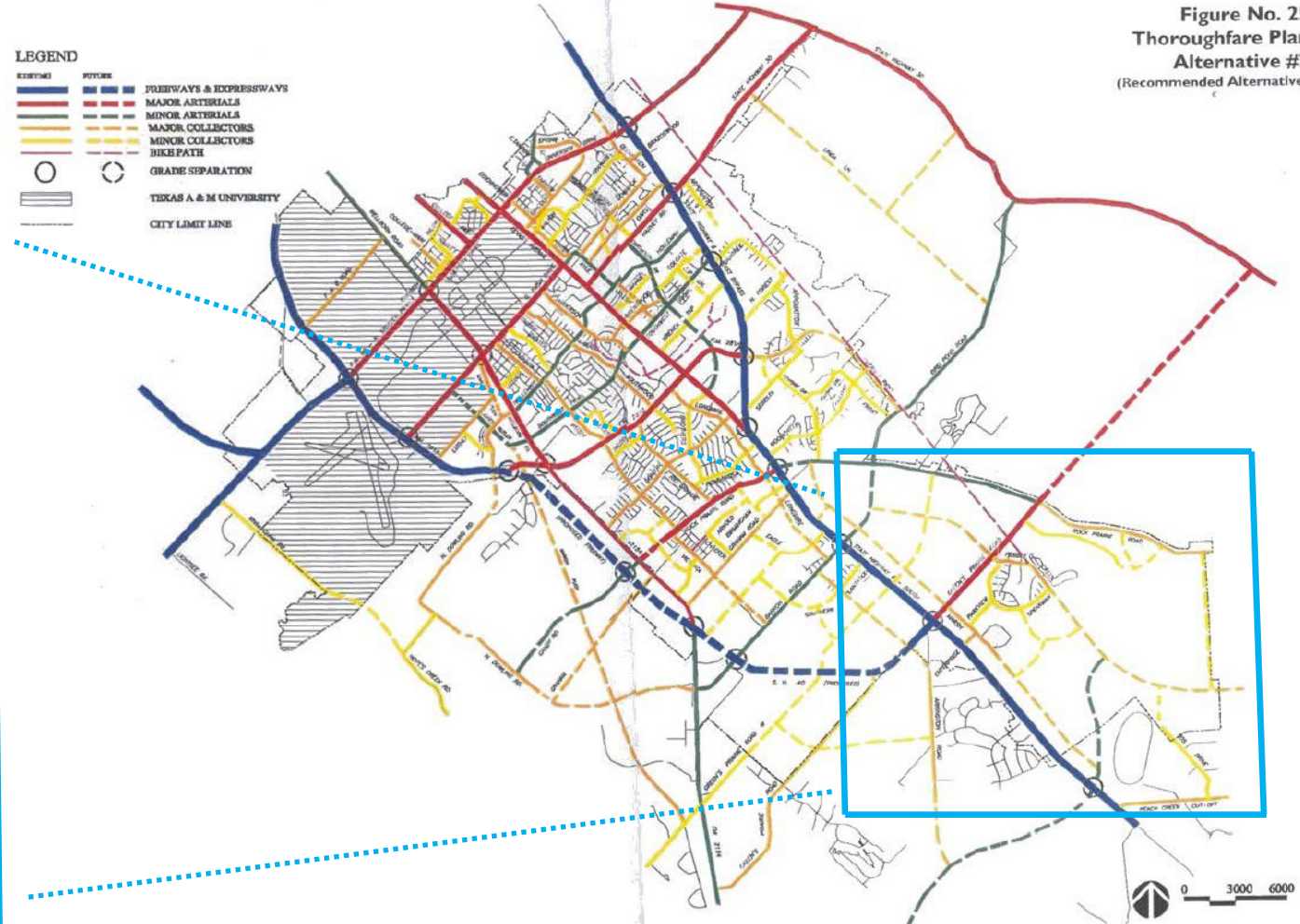
Figure No. 25
Thoroughfare Plan
Alternative #2
(Recommended Alternative)

Inset



LEGEND

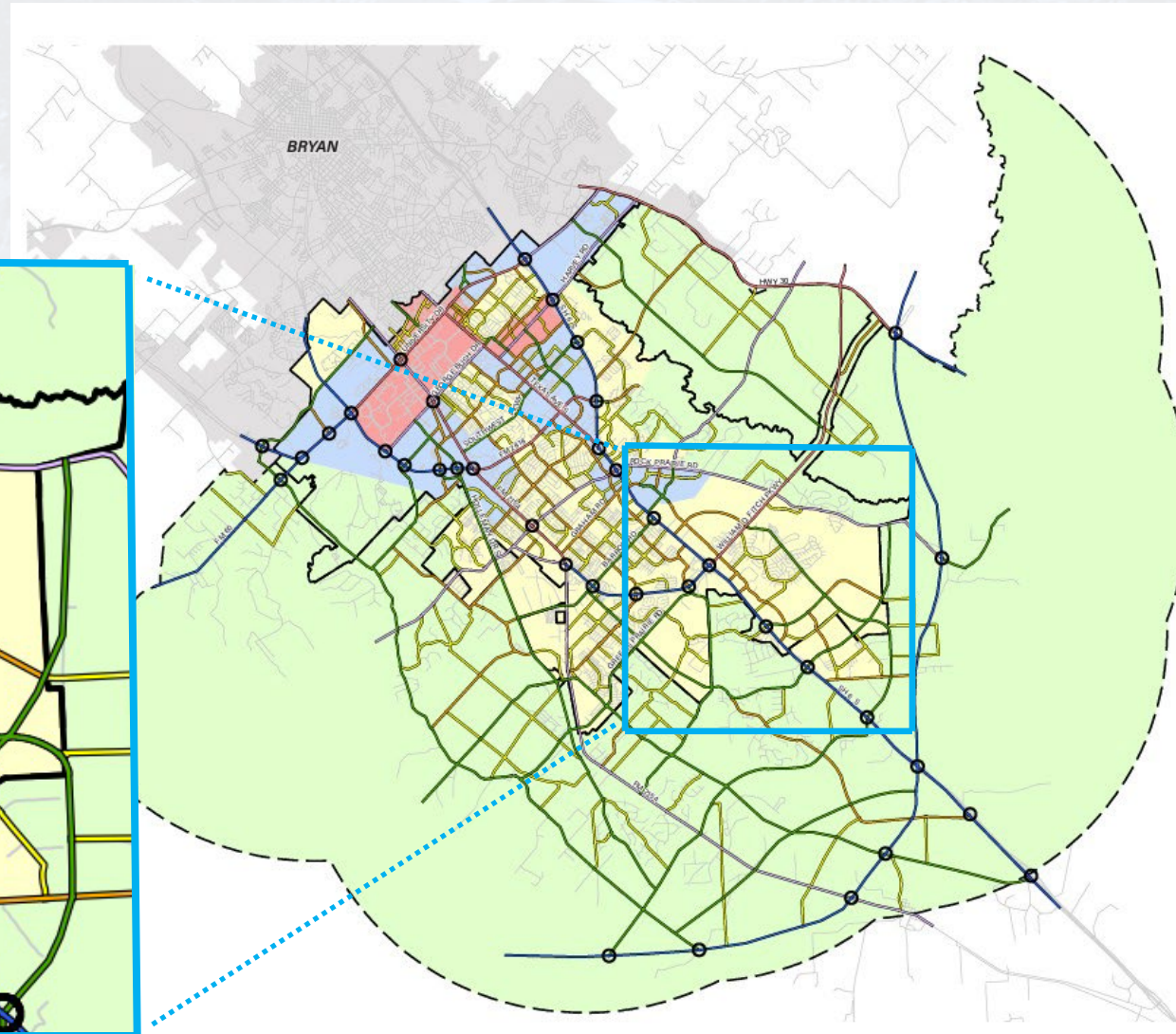
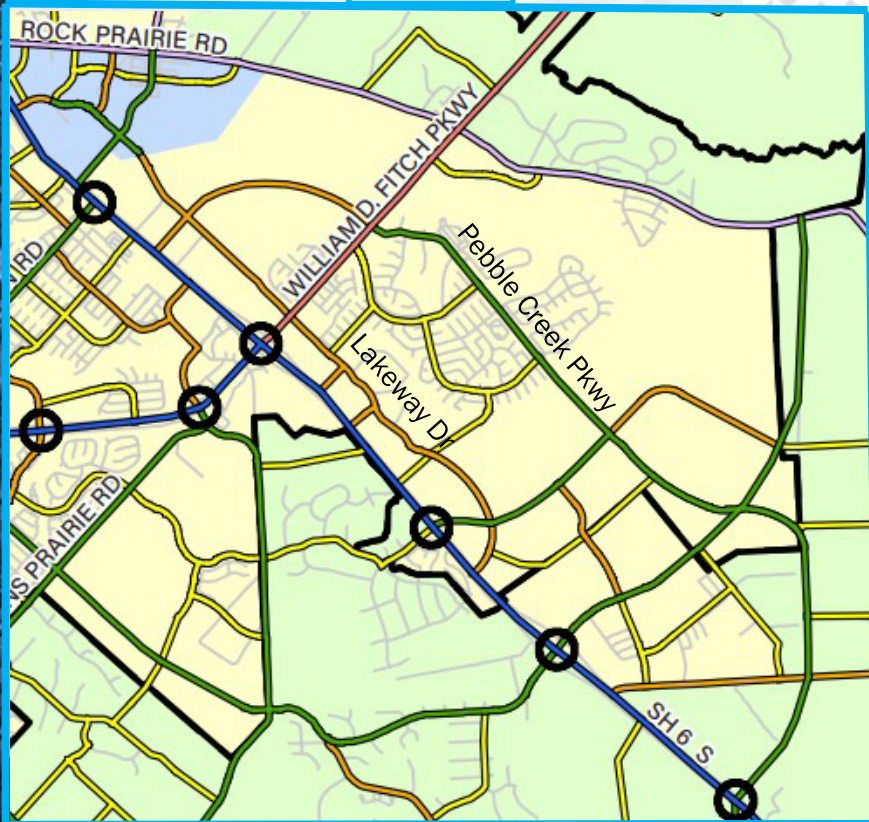
LINE STYLE	SYMBOL	DESCRIPTION
Thick blue line	Blue square	FREIGHTWAYS & EXPRESSWAYS
Red line	Red square	MAJOR ARTERIALS
Yellow line	Yellow square	MINOR ARTERIALS
Dashed yellow line	Dashed yellow square	MAJOR COLLECTORS
Dashed yellow line	Dashed yellow square	MINOR COLLECTORS
Dashed yellow line	Dashed yellow square	BIKE PATH
Circle with a dot	Circle with a dot	GRADE SEPARATION
Circle with a dot	Circle with a dot	TEXAS A & M UNIVERSITY
Dotted blue line	Dotted blue line	CITY LIMIT LINE



2021 Thoroughfare Plan

MAP 6.3

Inset



Functional Classification & Context Class

THOROUGHFARE PLAN

- GRADE SEPARATION
- FREEWAY/EXPRESSWAY
- 6 LANE MAJOR ARTERIAL
- 4 LANE MAJOR ARTERIAL
- MINOR ARTERIAL (3 or 4 lanes)
- MAJOR COLLECTOR (2 or 3 lanes)
- MINOR COLLECTOR (2 lanes)

CONTEXT ZONES

- URBAN CORE
- GENERAL URBAN
- SUBURBAN
- RURAL

- CITY LIMITS
- ETJ

Neighborhood Integrity

- “Neighborhoods should capitalize on what sets them apart from other neighborhoods, while creating a seamless transition between different housing types and adjacent land uses.” – Chapter 3, Overview, pg. 53
- “One of the biggest concerns is the location and role major thoroughfares have on neighborhoods... which causes difficulties when distributing traffic volumes and providing alternative paths to major points of interest throughout the City.” – Chapter 3, Neighborhood Traffic Management, pg. 60
- “New residential subdivision should be designed to fit within the existing fabric of the community...connectivity in and around neighborhoods should be encouraged to help disperse traffic rather than funnel it onto one or two major roads.” – Chapter 3, Neighborhood Planning, pg. 61-62



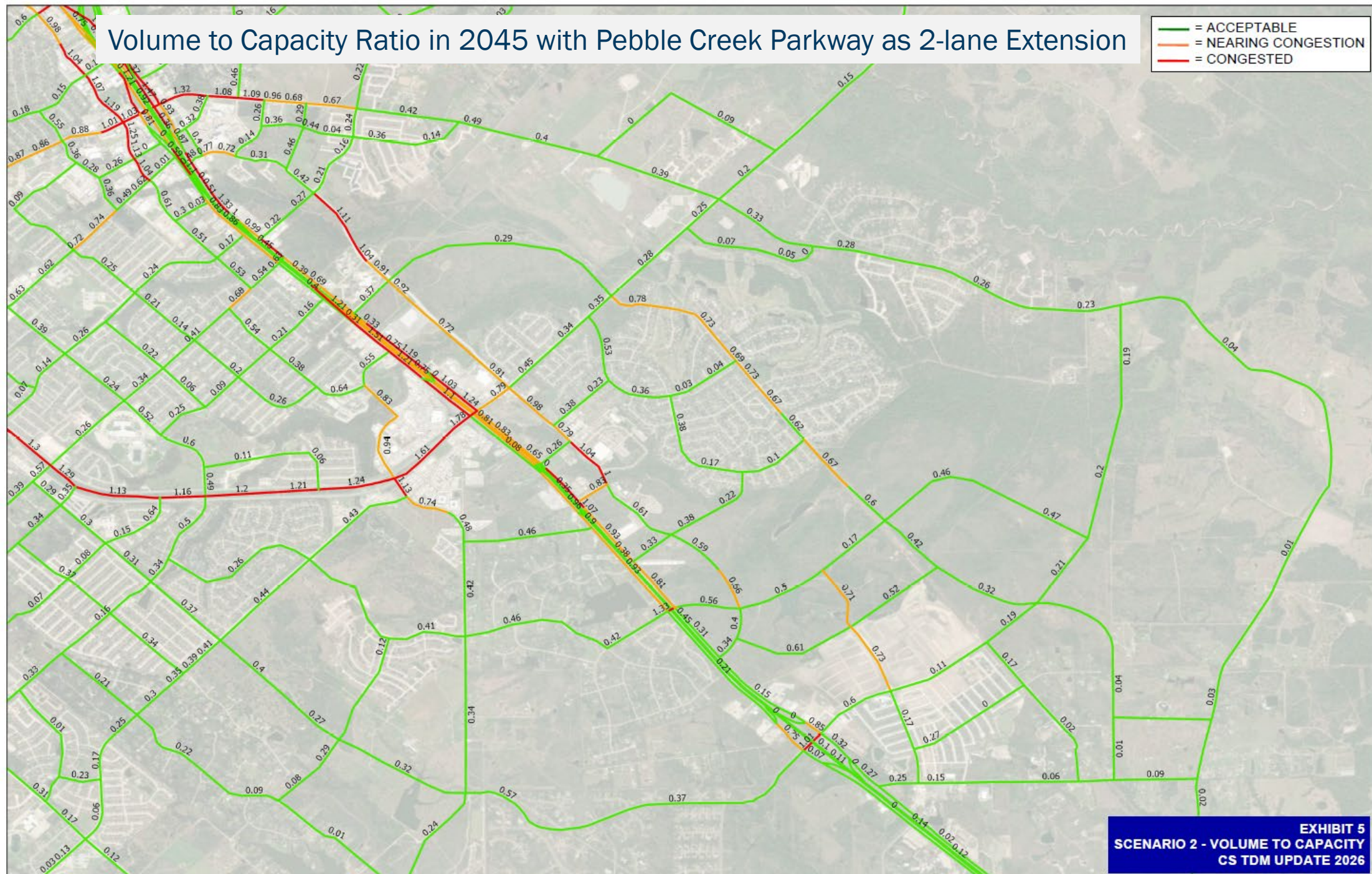
Analysis

- Roadway Capacity
- Traffic Congestion
- Functional Connectivity
- Public Safety & Services



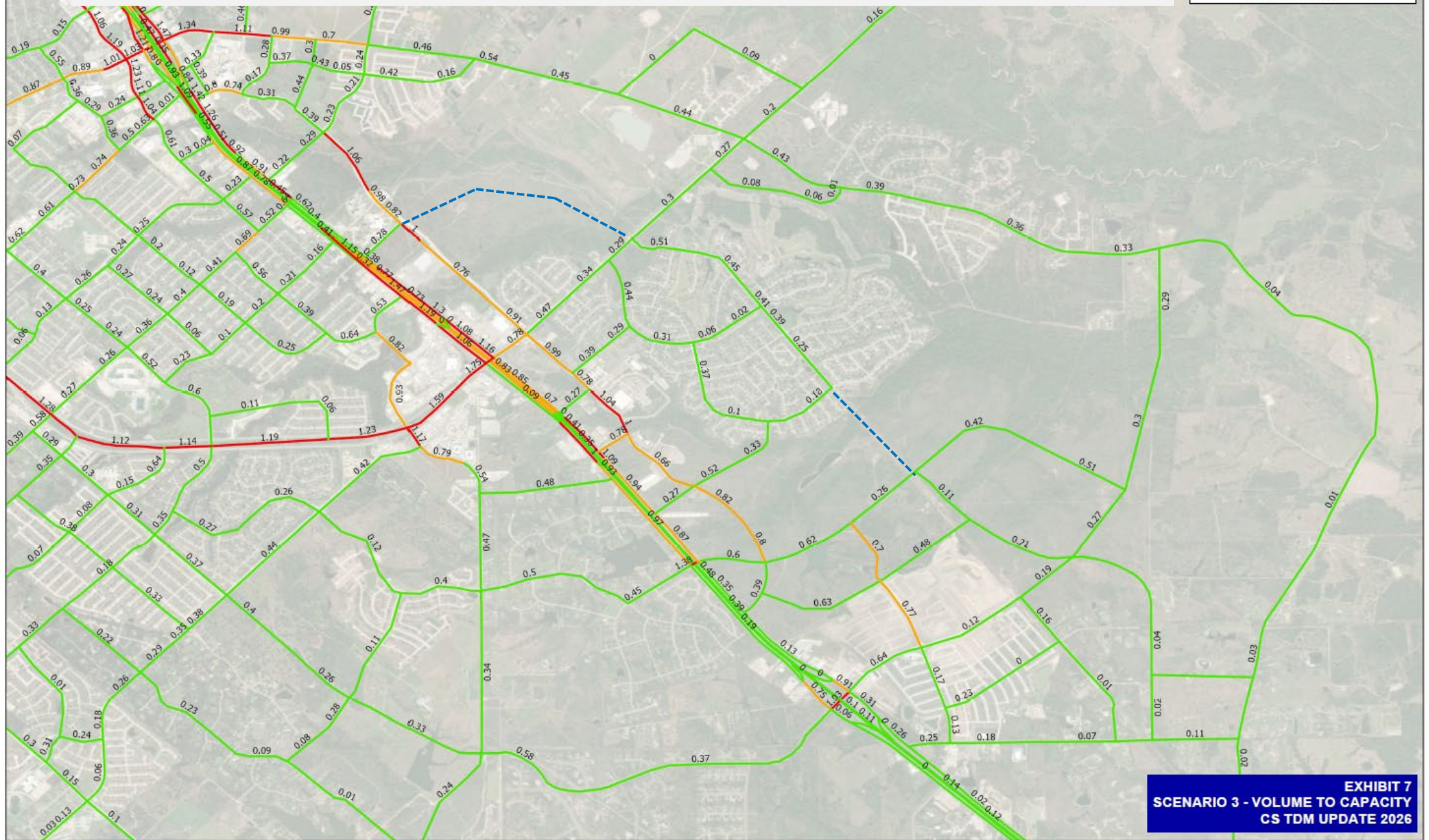
Volume to Capacity Ratio in 2045 with Pebble Creek Parkway as 2-lane Extension

- = ACCEPTABLE
- = NEARING CONGESTION
- = CONGESTED



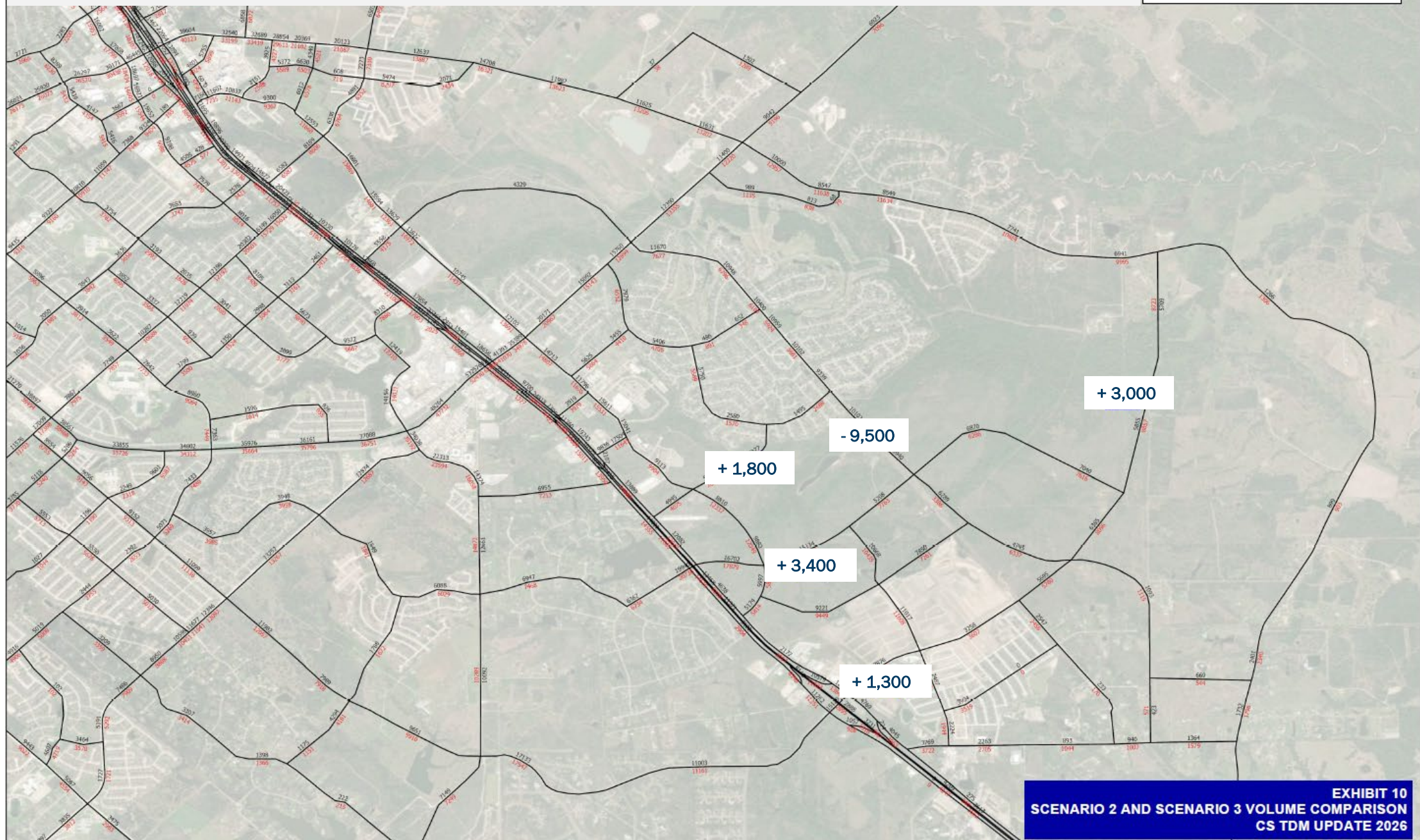
Volume to Capacity Ratio in 2045 with Removal of Pebble Creek Parkway Extension

- = ACCEPTABLE
- = NEARING CONGESTION
- = CONGESTED



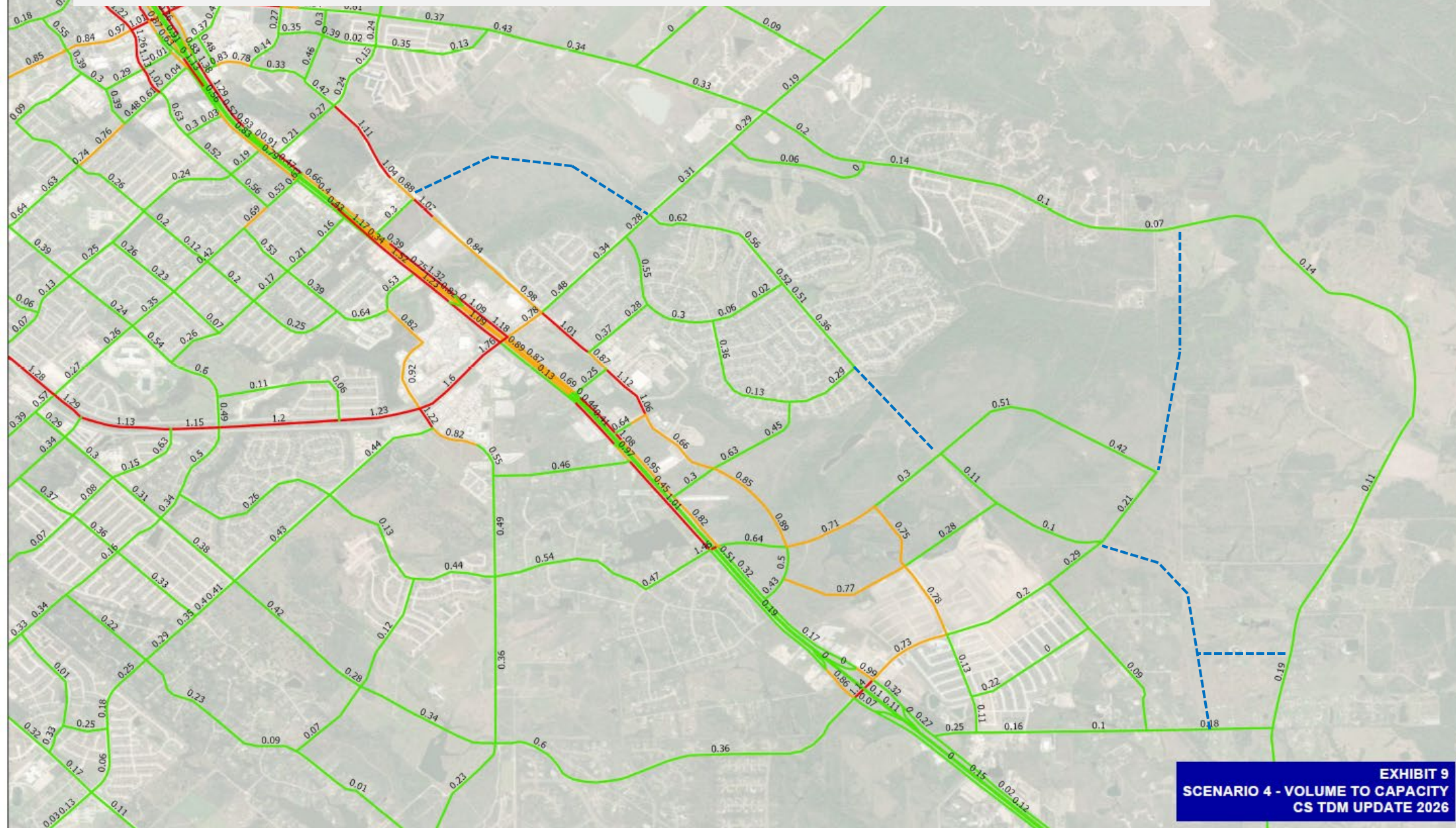
Traffic Volume Comparison in 2045 with and without Pebble Creek Parkway Extension

XXX = SCENARIO 2 VOLUMES
XXX = SCENARIO 3 VOLUMES



Volume to Capacity Ratio in 2045 with Removal of Pebble Creek Parkway Extension and New ETJ Thoroughfares

- = ACCEPTABLE
- = NEARING CONGESTION
- = CONGESTED



What would you say should be College Station's highest priority?

Word Cloud



23

NATIONAL
SERVICE
RESEARCH
MARKET RESEARCH

2019 College Station Citizen Satisfaction Survey conducted by National Service Research (April 2019)

Quality

(Good or excellent)

Importance

2025	21%	2025	98%
2019	24%	2019	98%
2016	28%	2016	98%
2012	50%	2012	99%



Citizen Survey Results

Quality-Importance Gap

2025	-77
2019	-74
2016	-70
2012	-49

If you could change one thing about College Station, what would it be?

Word Cloud



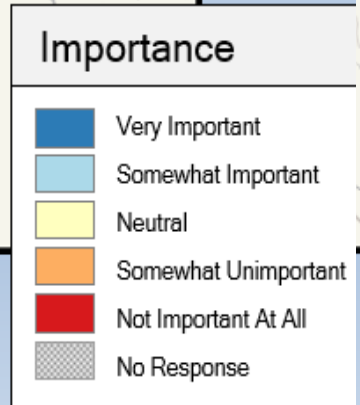
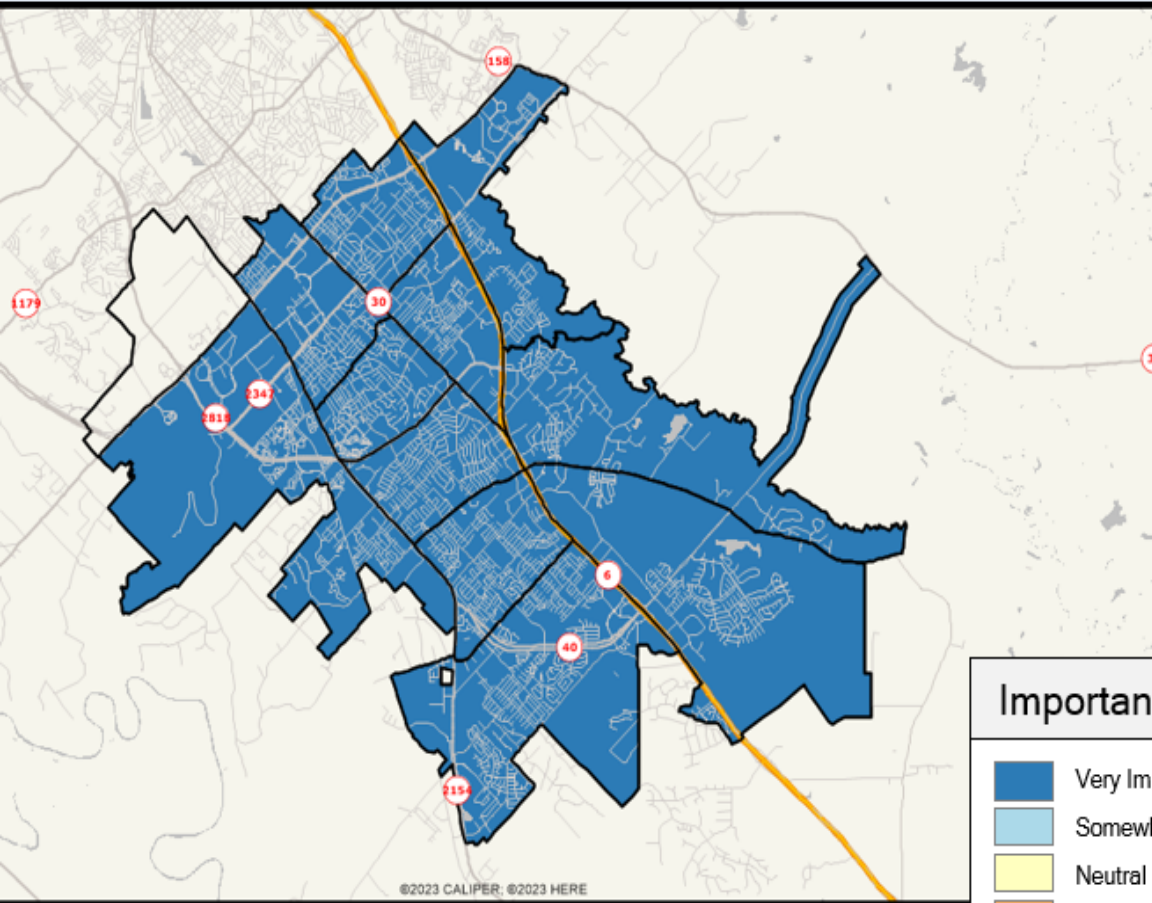
25

NATIONAL
SERVICE
RESEARCH
MARKET RESEARCH

2019 College Station Citizen Satisfaction Survey conducted by National Service Research (April 2019)

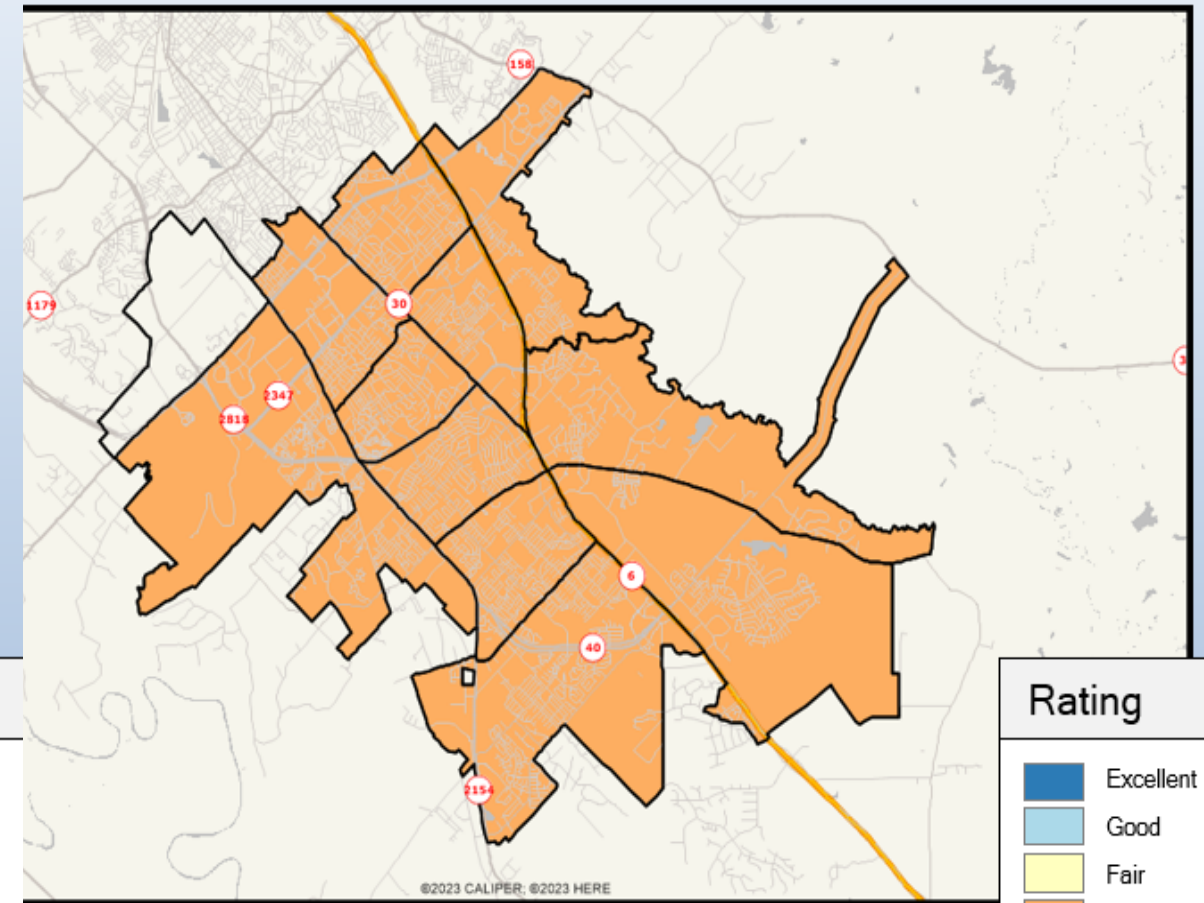
Q1-10. Managing traffic congestion

Mean: 4.69



Q2-10. Managing traffic congestion

Mean: 2.16



Functional Connectivity

- Macro level
 - 1 mile spacing – typical for Arterial roadways
 - ½ mile spacing – typical for Collector roadways
- Micro level
 - 1,200 ft – typical block length requirement for subdivisions
- Pebble Creek “block” ~2.5 miles or 13,200 feet
 - Currently only 2 macro level connections
 - 0 micro level connections



College Station Comprehensive Plan (pg. 86)

CONNECTIVITY

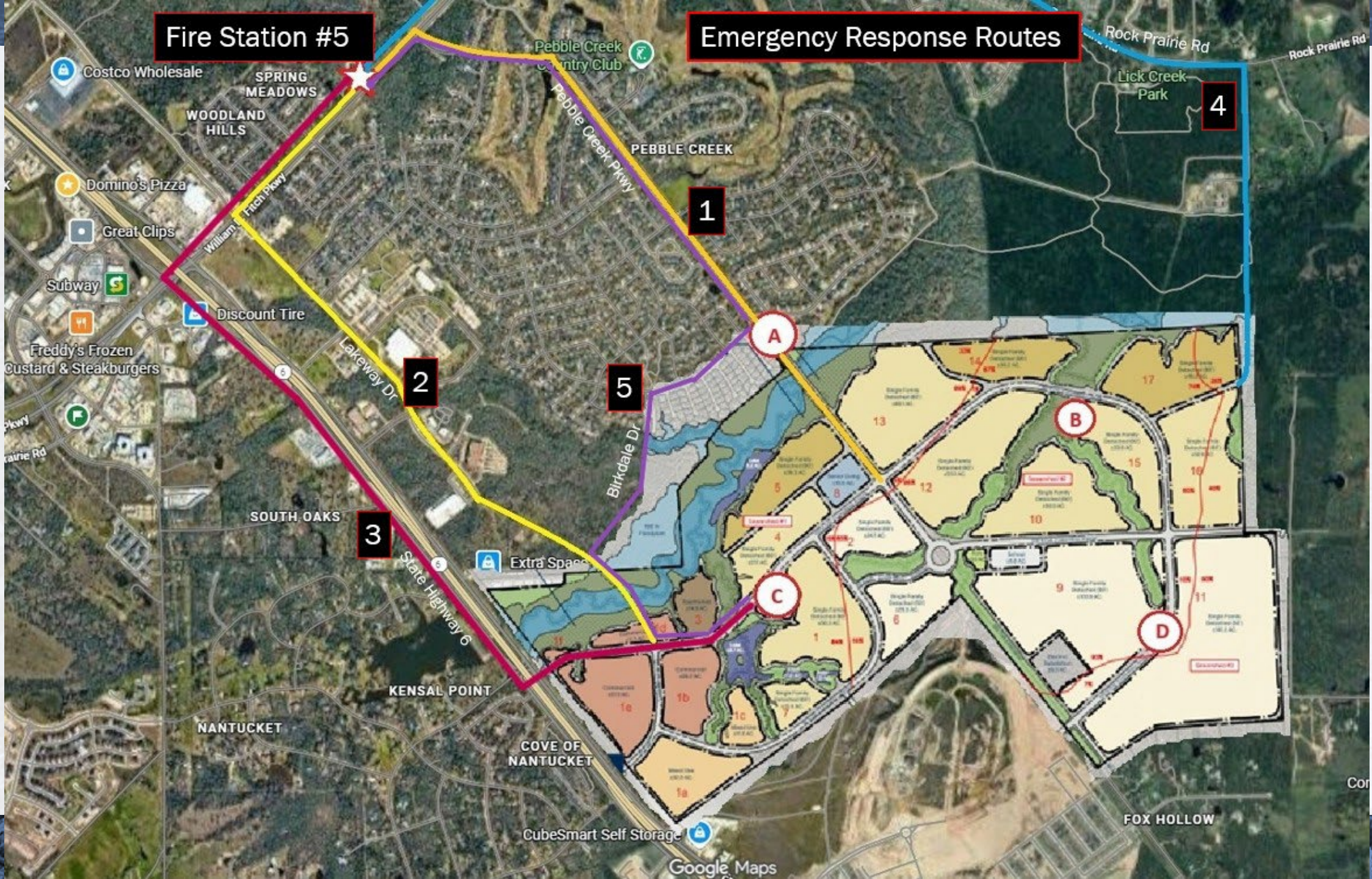
Poor street connectivity can degrade the overall efficiency of the mobility system as trips are funneled to fewer corridors and may cause the need for more substantial improvements. Development oriented around cul-de-sacs, as well as neighborhood opposition to street connectivity, has limited connectivity in the City in the past. Connectivity can also be limited where constrained by natural features such as floodplains.

Future mobility system effectiveness necessitates improved connectivity to facilitate multiple routes to move traffic to and from destinations. Otherwise, traffic congestion will increase and can lead to additional traffic through neighborhoods. Increased connectivity must be balanced with resource protection and neighborhood concerns. Connectivity with and to each of the travel modes is crucial to future accessibility and mobility. Context sensitive design and traffic calming measures are essential components of any effort at increased connectivity.



Fire Station #5

Emergency Response Routes



Emergency Response Times

1

2

From Station 5:

			Via Pebble Creek Prkwy Extention		
		Est. Density (4 homes/ac)	Distance (miles)	Travel Time (minutes)	Total Response Time (minutes)
Area A	Current		1.6	3:22	6:12
Area B	330 Acres	1320 homes	2.8	5:25	8:15
Area C	245 Acres	980 homes	2.7	5:14	8:04
Area D	177 Acres	708 homes	3.4	6:26	9:16

			Via Lakeway Extention		
		Est. Density (4 homes/ac)	Distance (miles)	Travel Time (minutes)	Total Response Time (minutes)
Area A	Current		3.6	6:46	9:36
Area B	330 Acres	1320 homes	3.9	7:17	10:07
Area C	245 Acres	980 homes	2.6	5:04	7:54
Area D	177 Acres	708 homes	4.5	8:18	11:08

			Via Hwy 6 Feeder Road		
		Est. Density (4 homes/ac)	Distance (miles)	Travel Time (minutes)	Total Response Time (minutes)
Area A	Current		4.2 miles	7:47	10:37
Area B	330 Acres	1320 homes	4.4 miles	8:08	10:58
Area C	245 Acres	980 homes	3.1 miles	5:55	8:45
Area D	177 Acres	708 homes	4.8 miles	8:49	11:39

			Via Rock Prairie Access		
		Est. Density (4 homes/ac)	Distance (miles)	Travel Time (minutes)	Total Response Time (minutes)
Area A	Current		5.6 miles	10:10	13:00
Area B	330 Acres	1320 homes	4.3 miles	7:58	10:48
Area C	245 Acres	980 homes	5.6 miles	10:10	13:00
Area D	177 Acres	708 homes	4.7 miles	8:38	11:28

			Via PCP-St. Andrews-Birkdale-Lakeway		
		Est. Density (4 homes/ac)	Distance (miles)	Travel Time (minutes)	Total Response Time (minutes)
Area A	Current		1.6 miles	3:22	6:12
Area B	330 Acres	1320 homes	4.62 miles	8:30	11:20
Area C	245 Acres	980 homes	3.25 miles	6:11	9:01
Area D	177 Acres	708 homes	5.06 miles	9:15	12:05

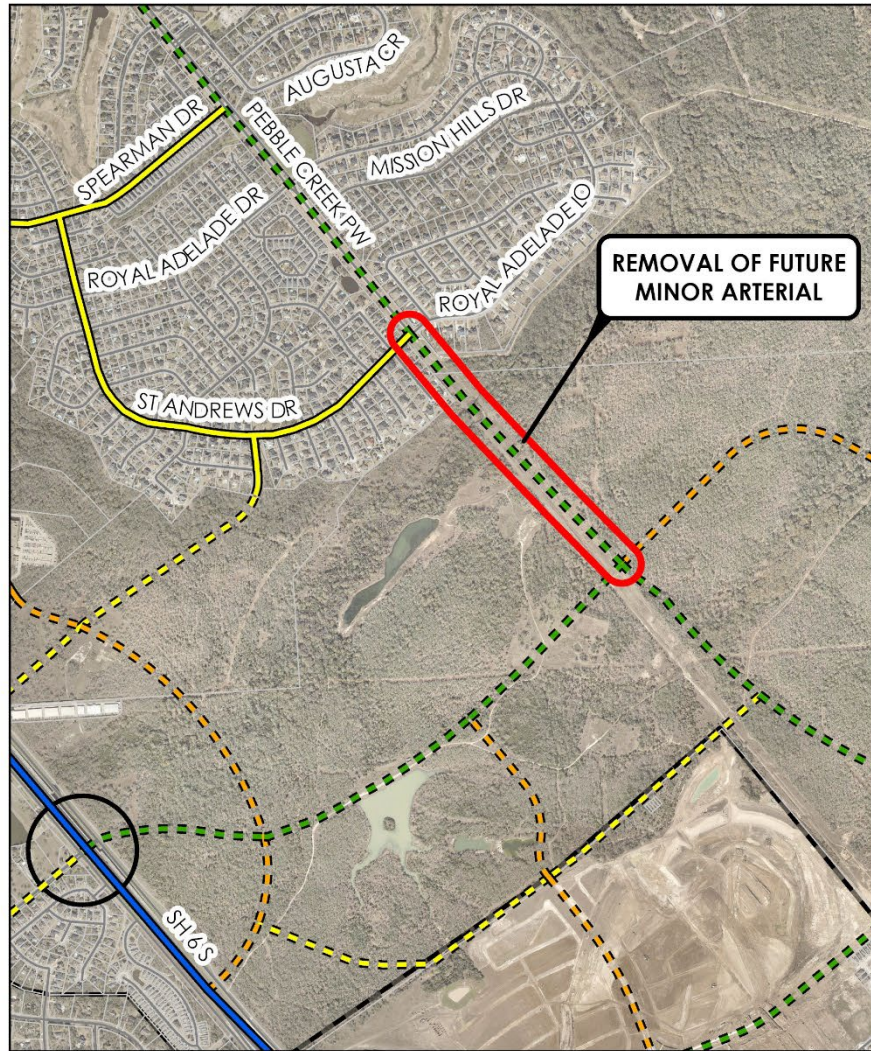
3

4

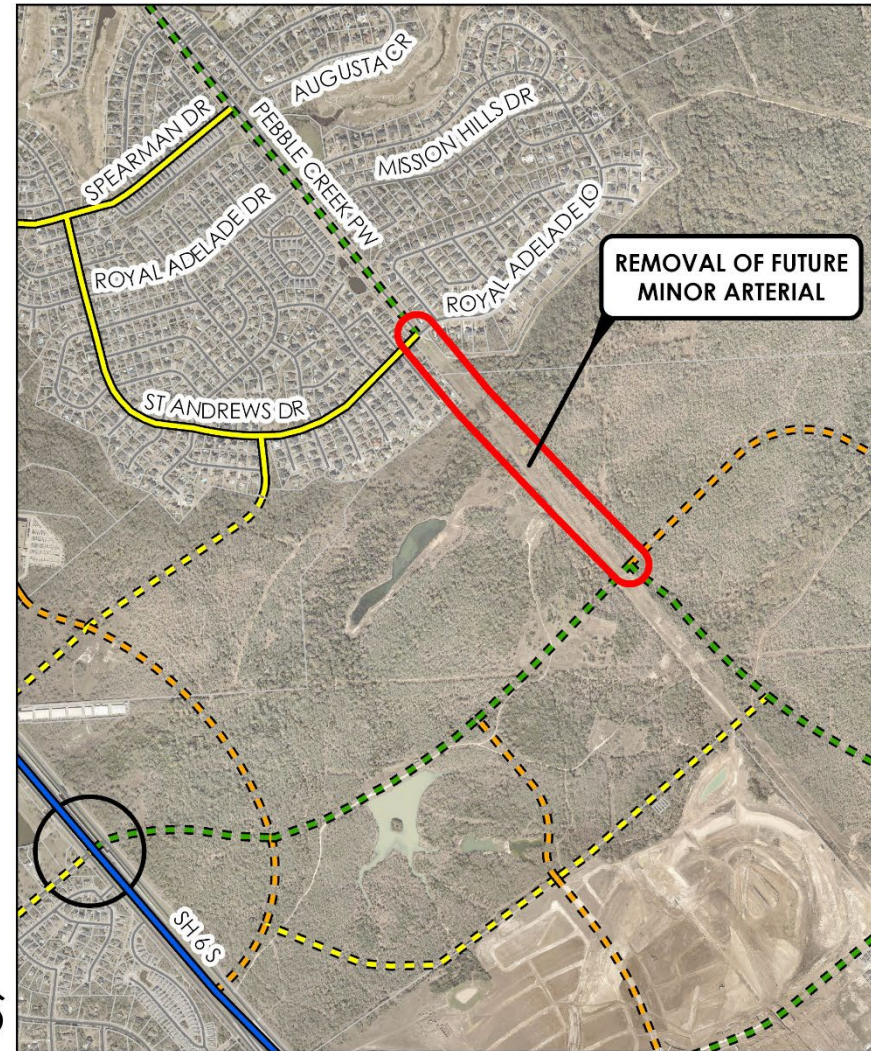
5



EXISTING THOROUGHFARE PLAN



PROPOSED THOROUGHFARE PLAN



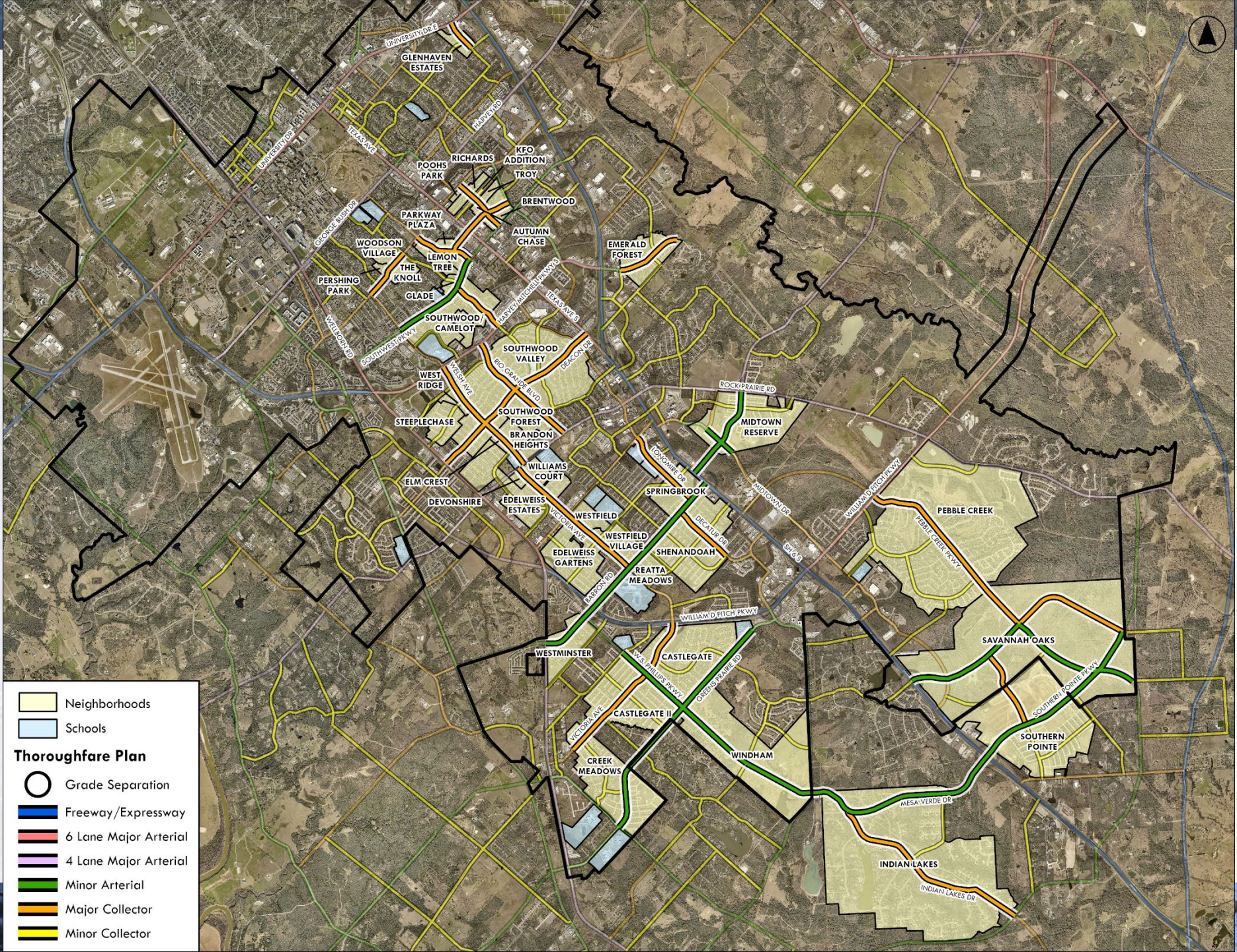
Proposed Thoroughfare Plan Amendment - Pebble Creek Parkway

- | | | | |
|-----------|---|-----------|-------------------------------------|
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Comprehensive Plan Amendments

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	Neighborhoods
	Schools
Thoroughfare Plan	
	Grade Separation
	Freeway/Expressway
	6 Lane Major Arterial
	4 Lane Major Arterial
	Minor Arterial
	Major Collector
	Minor Collector