April 2, 2026
Item No. 5.3.
Pebble Creek Parkway Extension Thoroughfare Plan Amendment

Sponsor: Jason Schubert

Reviewed By CBC: Planning & Zoning Commission

Agenda Caption: Public hearing, presentation, discussion, and possible action regarding an ordinance amending the Comprehensive Plan by amending the Thoroughfare Plan and Bicycle, Pedestrian, and Greenways Master Plan to remove the future extension of Pebble Creek Parkway, a Minor Arterial, between St. Andrews Drive and the future Minor Arterial to the south including associated future bike lanes and sidewalks. Case #CPA2026-000005 (Note: Final action of this item will be considered at the April 9, 2026, City Council Meeting - Subject to change).

Relationship to Strategic Goals:

- Improving Mobility
- Core Services and Infrastructure

Recommendation(s): The Bicycle, Pedestrian, and Greenways Advisory Board will consider this request at their March 30, 2026 meeting and make a recommendation based on its impact to biking, walking, and greenways. Their recommendation will be provided to the Commission at the meeting. Based on a technical review of the amendment, staff recommends denial of the item due to the long-term negative impact that removing the future extension will have on the transportation network, connectivity, and emergency response in this area of the City.

Summary: A future agenda item was requested by City Council on August 14, 2025 to have a discussion regarding the future extension of Pebble Creek Pkwy at the September 25, 2025 Council meeting. Staff presented the background related to Pebble Creek Pkwy on the Thoroughfare Plan for discussion. There were 40 speakers that spoke in opposition to the future extension of the roadway and the potential widening to four lanes citing significant concerns regarding safety and neighborhood integrity. The majority of the Council directed staff to return with options to the Thoroughfare Plan, with the condition that Pebble Creek Pkwy not extend to the south except to allow for emergency vehicles and to amend the Thoroughfare Plan to remove existing Pebble Creek Pkwy from being a future 4-lane road.

Staff have since had analysis performed to consider options regarding the impact to the future thoroughfare network and emergency response in the area and are including this information for consideration. Staff hosted a public meeting on March 24, 2026 to share the background and analysis that has been performed. There were 23 residents that attended with most being opposed to Pebble Creek Pkwy being extended to the south in the future.

Approval of this item would remove the future extension from the Thoroughfare Plan to the south along with the associated future bike lanes and sidewalks that are planned along that section of street. A future shared use path along what has been known as the Gulf States utility corridor would remain. The change of the thoroughfare classification of existing Pebble Creek Pkwy from a Minor Arterial to a Major Collector and removal of Map 6.1 in the Comprehensive Plan that shows the future number of lanes of thoroughfares will be included as part of the update to the Comprehensive Plan scheduled to be considered in May.

REVIEW CRITERIA

1. **Changed or changing conditions in the subject area of the City**: With the approval of the Master Development Plan for the Pebble Creek subdivision in 1991, Pebble Creek Pkwy was shown as a thoroughfare that was planned to continue to the south of the subdivision (see attached master plan documents). The development of the subdivision continued, and Pebble Creek Pkwy was extended with sidewalks as phases occurred and buffered bike lanes were later installed by the City. The southern portion of the existing roadway is half constructed, with the other half boulevard section anticipated at a future time in which the same street cross-section would continue buffered bike lanes and sidewalks with a shared use path along the western side. The roadway has been stubbed to the adjacent tract to the south that would extend as development continues as is customary as areas of the City develop and transportation and utility networks are extended to accommodate the growth.

   The Thoroughfare Plan was updated in 2017 and one of the changes redesignated Pebble Creek Pkwy from a Major Collector to a Minor Arterial to align with the newly established 2050 Thoroughfare Concept developed by the Bryan/College Station Metropolitan Planning Organization (MPO). A Minor Arterial is the smallest classification that appears on the MPO plan. In the Comprehensive Plan, Minor Arterials were designated as 4-lane roads, though this standard was removed in 2017. A map in the Comprehensive Plan showing the future number of lanes was updated with the new Comprehensive Plan in 2021 and depicted all Minor Arterials as 4-lane roadways which was not intended. Bike lanes and sidewalks with an accompanying shared use path along the Gulf States utility corridor remained along the existing and future roadway extension.

   As areas of the City grow, changing traffic patterns and volumes can necessitate changes in how intersections and crossings should operate. Traffic-calming measures have been evaluated and implemented in recent years in different parts of the Pebble Creek subdivision to respond to traffic concerns within the neighborhood. The City has secured funding from TxDOT for a traffic signal at the intersection of William D. Fitch Pkwy and Pebble Creek Pkwy that will start construction later this year. While this area of the City has and will continue to grow, this growth has occurred in a pattern that has been expected.

2. **Compatibility with the existing uses, development patterns, and character of the immediate area concerned, the general area, and the City as a whole:** Residents in the area have expressed significant concern regarding the extension of Pebble Creek Pkwy to the south and the implications that increased vehicular traffic will have on the safety and neighborhood integrity of their subdivision. Buffered bike lanes, sidewalks, and shared use path exist on all portions of Pebble Creek Pkwy and extending them to the south would continue that pattern.

   Chapter 3 of the Comprehensive Plan, Strong Neighborhoods, is known as the neighborhood integrity chapter of the plan and addresses a variety of related issues. Cut-through traffic, on-street parking, and adequate bicycle and pedestrian infrastructure are common items to be addressed in a context-sensitive manner. Thoroughfares have been designed to limit their impact on residential properties as access and frontage to these streets are restricted since

they are designed to carry more traffic than residential streets and connect neighboring subdivisions and areas of the City together. With development of the Pebble Creek subdivision, Pebble Creek Pkwy was designed and intended to function in this manner and extend beyond the subdivision. In this chapter of the Comprehensive Plan, it states, “connectivity in and around neighborhoods should be encouraged to help disperse traffic rather than funnel it onto one or two major roads” (page 62). As discussed within Review Criteria #4 below, removal of the Pebble Creek Pkwy extension would be expected to lower daily traffic volume than if it were extended. It is expected, however, to also result in an increase in traffic from the Pebble Creek subdivision on St. Andrews Dr and Birkdale Dr, smaller Minor Collector thoroughfares, to travel south in place of the removed Pebble Creek Pkwy.

The presence of traffic originating from adjacent subdivisions passing through each other is not an issue of neighborhood integrity on its own as this is how the transportation network is intended to operate. Issues can arise if traffic volumes and patterns trend outside of what they are designed and intended. Refinements to the transportation system can be implemented to mitigate issues that may arise to address intersection control, turn lanes, types or upgrades to crossings, and traffic calming measures.

3. **Impact on environmentally sensitive and natural areas:** The extension of Pebble Creek Pkwy to the south will likely necessitate a bridge crossing at Alum Creek. This crossing would have a greater impact on the creek than if the extension were removed. It is common, however, for thoroughfares to cross creeks and connect areas of the city together. In the absence of the roadway extension, an emergency access connection and/or a shared use path could cross the creek and likely impact to a lesser extent. The design of a crossing of any kind would be done in accordance with federal standards and City requirements that prohibit adverse impacts related to the floodplain.

4. **Impacts on infrastructure including water, wastewater, drainage, and the transportation network:** The proposed amendment is not anticipated to impact water or wastewater services, or drainage in the area. Between State Highway 6 and Rock Prairie Road to the east, Lakeway Dr and Pebble Creek Pkwy are the only two roadways planned to cross Alum Creek over a 2.5-mile distance. Typically, over this distance there would be many more street connections though Lick Creek, Alum Creek, Lick Creek Park, and developed property limit additional connection opportunities, emphasizing the importance these planned connections serve.

As part of the analysis performed since the September 2025 Council Workshop discussion, staff contracted with a consultant to run four scenarios in the travel demand model to assess the impact that removing the future extension of Pebble Creek Pkwy would have on the future thoroughfare network in the year 2045. The full summary memo has been attached for reference. The travel demand model was last updated in 2021, so the first step was to verify the population and employment projections in this area for 2045 and adjustments were made based mostly on planned growth in the Midtown area and the potential Savannah Oaks tract to the south of the Pebble Creek subdivision. The first scenario utilized the updated projections and the adopted Thoroughfare Plan as the future network, with the second scenario having Pebble Creek Pkwy as a two-lane road to establish a baseline. The third scenario removed the future extensions of Pebble Creek Pkwy to the south and Corporate Pkwy to the north. The fourth scenario is a type of worst case that includes the removals from scenario 3 and removing two future thoroughfares connecting into the ETJ that are becoming less likely to occur with changes to State law related to annexation and cities ability to regulate the ETJ.

The travel demand model scenario outputs show that with full build out of the surrounding area in 2045 that roughly 9,500 vehicles per day would utilize the connection of Pebble Creek Pkwy to the south. If the connection were removed, those vehicles would shift to:

- 1,800 more vehicles per day on Birkdale Dr;
- 3,400 more vehicles per day through the Savannah Oaks development;
- 1,300 more vehicles per day on Southern Pointe Pkwy; and
- 3,000 more vehicles per day on the future ETJ thoroughfare over to Rock Prairie Rd.

With the development build-out and full thoroughfare network in 2045, the two future ETJ thoroughfares are expected to carry a combined 6,900 vehicles per day. As part of scenario 4, those two future thoroughfares are removed to consider a worst-case scenario. The resulting traffic volume shift in 2045 on the reduced thoroughfare network would be:

- 3,600 more vehicles per day on Birkdale Dr;
- 6,200 more vehicles per day through the Savannah Oaks development; and
- 4,100 more vehicles per day on Southern Pointe Pkwy.

The removal of the Pebble Creek Pkwy extension increases traffic on the Lakeway Dr and Midtown Dr corridor. Lakeway Dr is observed to have five of its nine segments in 2045 be Nearing Congestion or Congested. With removal of the Pebble Creek Pkwy extension, the number of segments that are Nearing Congestion to Congested increases to seven of the nine segments. It remains seven of the nine segments in scenario 4 though each has a higher volume to capacity ratio numbers within those thresholds. The traffic congestion on Lakeway Dr in 2045 would be comparable to how Holleman Dr between Texas Ave and Wellborn Rd currently operates. Portions would be congested in peak times and not a desired circumstance. The City could amend the thoroughfare classification of Lakeway Drive to be a Minor Arterial to overset this.

If the Pebble Creek Pkwy extension were to remain and be two lanes, it is anticipated to be in the Nearing Congestion threshold within the Pebble Creek subdivision as the projected volume to capacity ratio is above 0.65 but still below 1.0. In observing the existing segments within the subdivision, most are just above the Acceptable threshold of a volume to capacity ratio below 0.65.

The impact on emergency response is another analysis that was performed. A good thoroughfare network aids in emergency response and response time is a critical component of providing adequate public safety. The Fire Department evaluated response time to the future Savannah Oaks development to the south of the Pebble Creek subdivision from the nearest Fire Station No. 5 located on William D. Fitch Pkwy. Response times were evaluated using the RAND Institute Travel Time Equation, the industry standard used by the Insurance Services Organization (ISO) to determine fire engine emergency response times. Additionally, the NFPA 1710 standards for call processing (90 seconds) and turnout time (80 seconds) were incorporated to estimate the Total Response Time.

The response time analysis included four locations within the Savannah Oaks development, and five response routes were evaluated for each location. For most locations, the response

time increased by approximately two minutes or more when not utilizing the extension of Pebble Creek Pkwy. The analysis of emergency response routes and estimated times are attached. The response analysis clearly demonstrates that the extension of Pebble Creek Pkwy provides the best overall response time to the proposed Savannah Oaks development.

Loss of the future extension of Pebble Creek Pkwy will have a negative impact on the remaining thoroughfare network, connectivity, and emergency response in this area of the City. In its absence, substantial investment by the City is likely needed to mitigate the degradation in emergency response time and redundancy and increased traffic congestion on corridors and intersections resulting from a reduced thoroughfare network.

5. **Consistency with the goals and strategies set forth in the Comprehensive Plan:** The Comprehensive Plan has goals and strategies for the various components to help obtain the desired community character, infrastructure, and services. This item can be seen as competing goals related to neighborhood integrity, implementation of the Thoroughfare Plan, and maintaining good emergency response. A discussion regarding neighborhood integrity is stated in Review Criteria #2 above while a discussion of the impact on traffic congestion, connectivity, and emergency response is provided as part of Review Criteria #4. In Chapter 6, Integrated Mobility, of the Comprehensive Plan, it states “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” (see page 86).

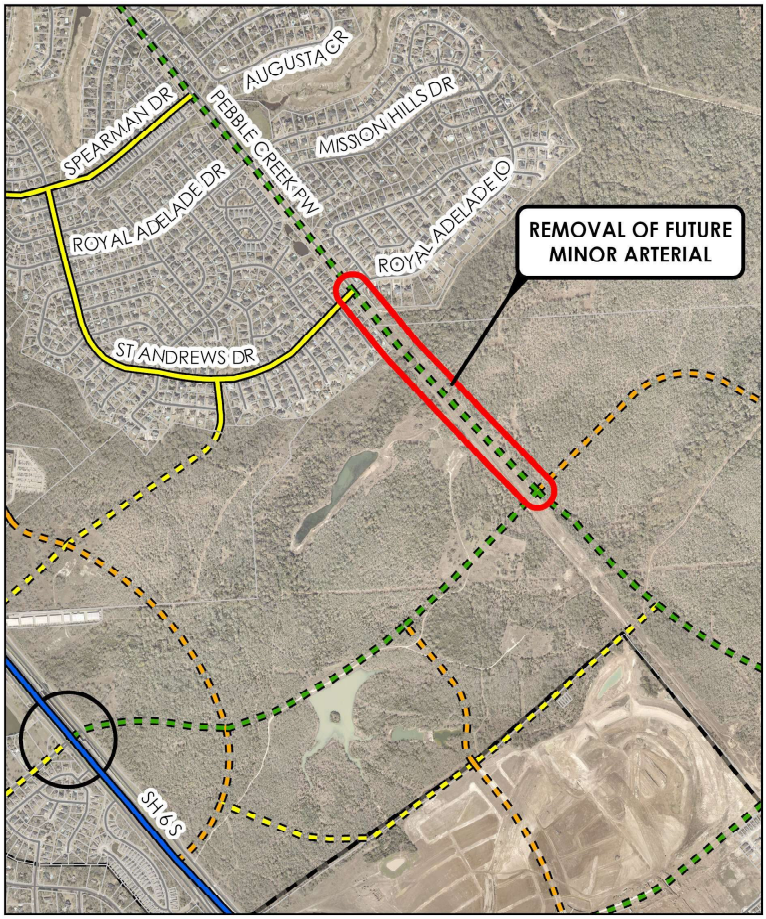
City-wide citizen surveys have consistently listed managing traffic congestion as one of the highest priority services needs along with emergency services. In the 2025 citizen survey, 98% of respondents stated managing traffic congestion as a high priority but only 21% felt it was being managed in a good or excellent manner, the largest discrepancy in the survey of importance of the service compared to the quality provided.

Budget & Financial Summary:

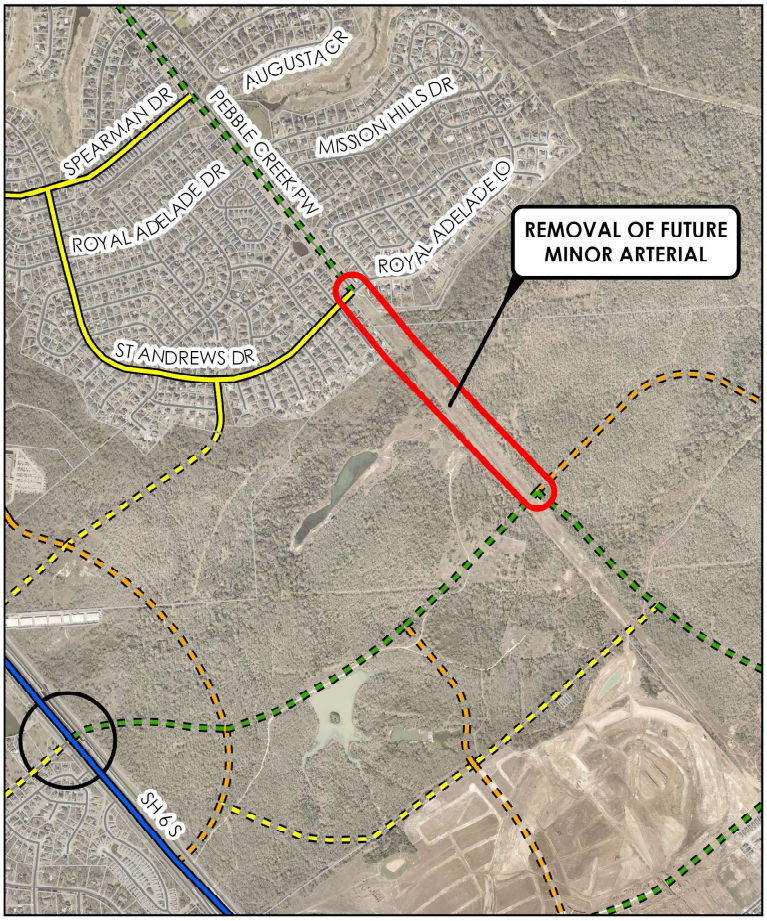
Attachments:

1. Thoroughfare Plan Amendment Exhibit
2. Bicycle Plan Amendment Exhibit
3. Pedestrian Plan Amendment Exhibit
4. Pebble Creek Master Development Plan and Thoroughfares
5. Travel Demand Modeling Summary Memo
6. Emergency Response Routes and Times

EXISTING THOROUGHFARE PLAN



PROPOSED THOROUGHFARE PLAN



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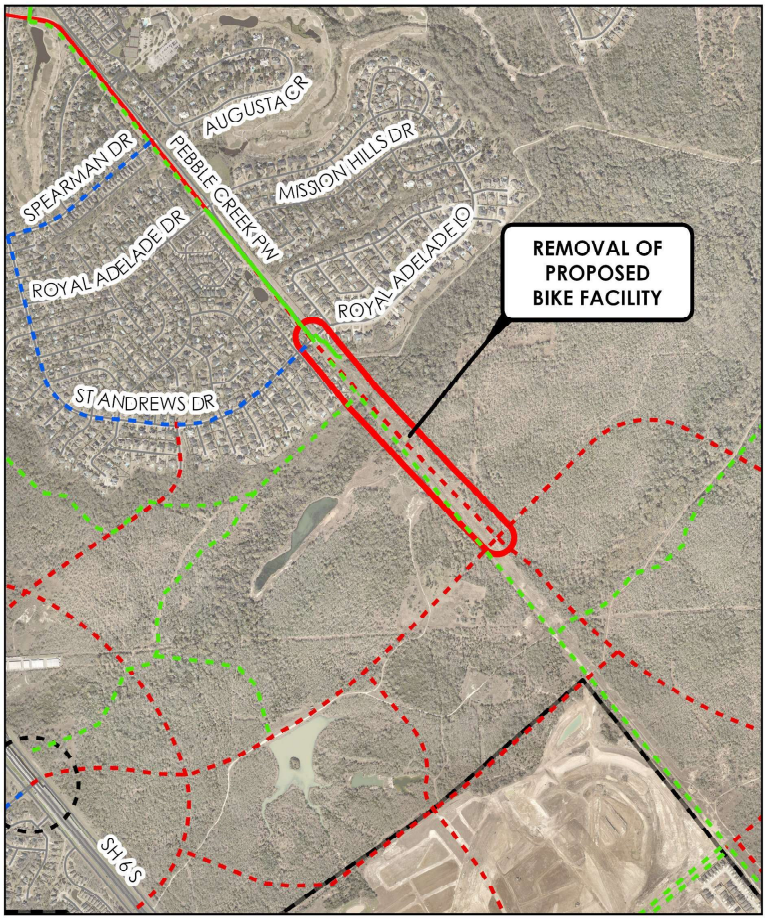
CITY OF COLLEGE STATION
PLANNING & DEVELOPMENT

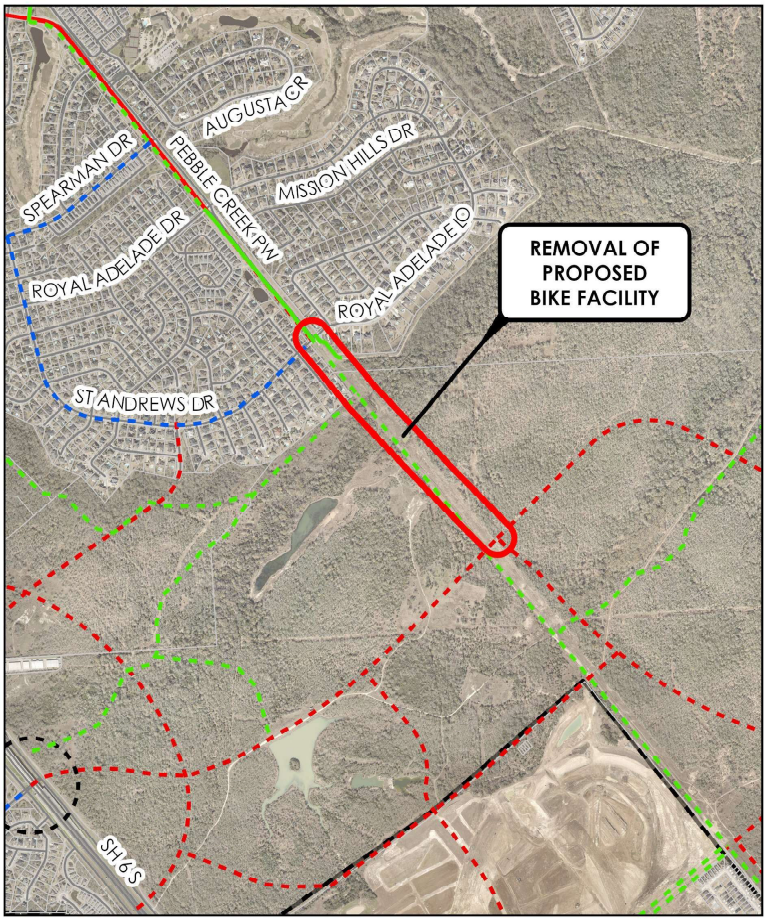
Proposed Thoroughfare Plan Amendment - Pebble Creek Parkway

- Grade Separation - Existing/Proposed
- Freeway/Expressway - Existing/Proposed
- 6 Lane Major Arterial - Existing/Proposed
- 4 Lane Major Arterial - Existing/Proposed
- Minor Arterial - Existing/Proposed
- Major Collector - Existing/Proposed
- Minor Collector - Existing/Proposed

EXISTING BICYCLE PLAN



PROPOSED BICYCLE PLAN

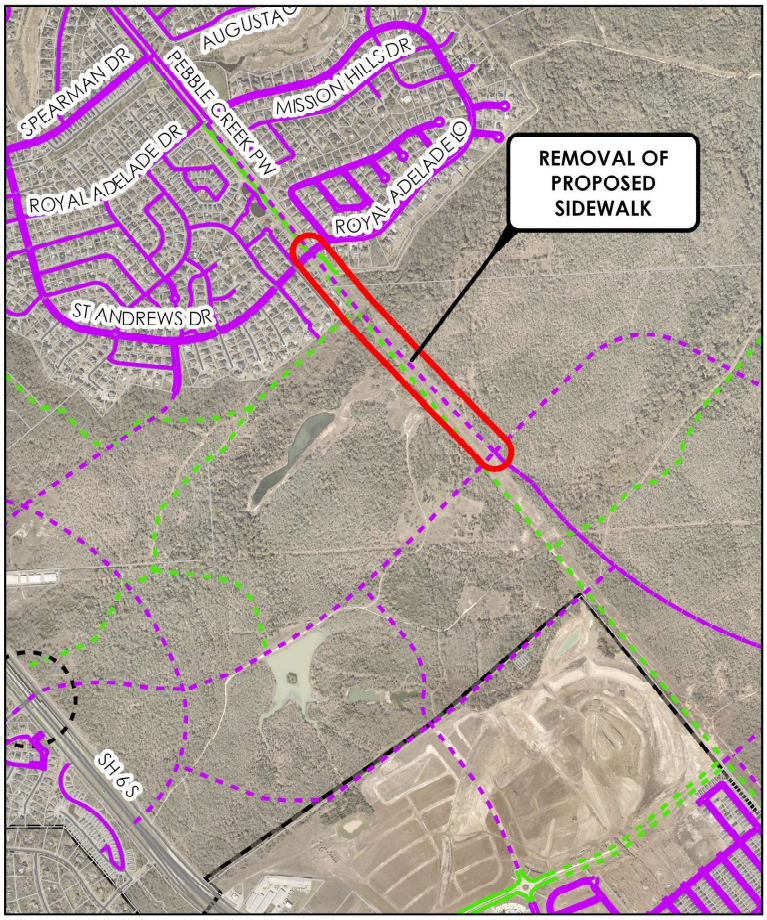


CITY OF COLLEGE STATION
PLANNING & DEVELOPMENT

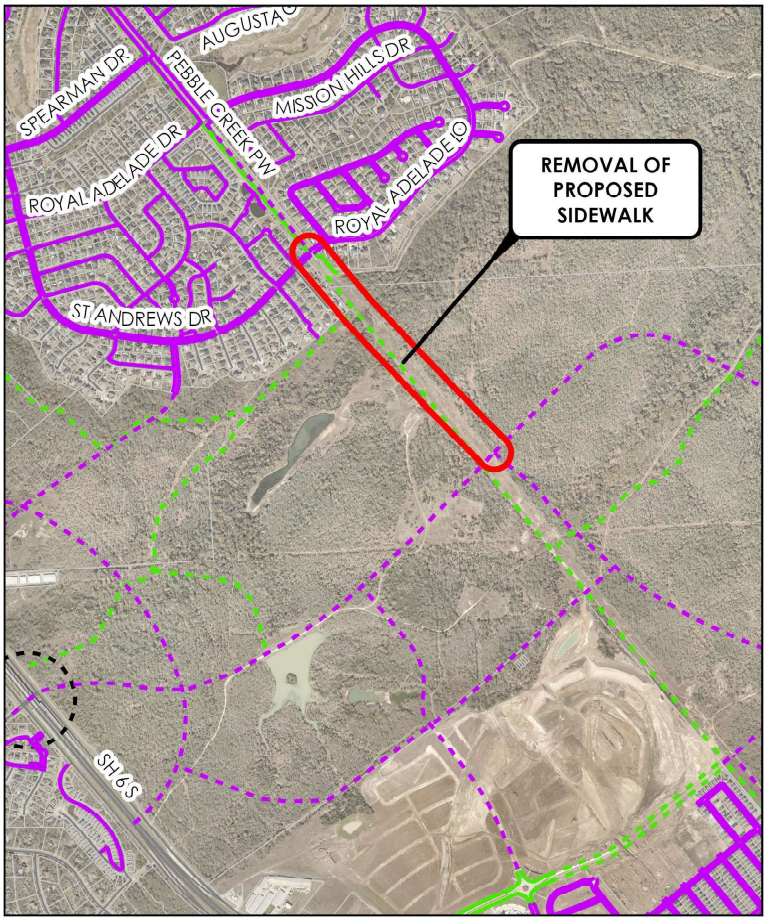
Proposed Bicycle Plan Amendment - Pebble Creek Parkway

- Bike Facility - Existing/Funded/Proposed
- Bike Route - Existing/Proposed
- Shared-use Path - Existing/Funded/Proposed
- Grade Separation - Existing/Funded/Proposed

EXISTING PEDESTRIAN PLAN



PROPOSED PEDESTRIAN PLAN



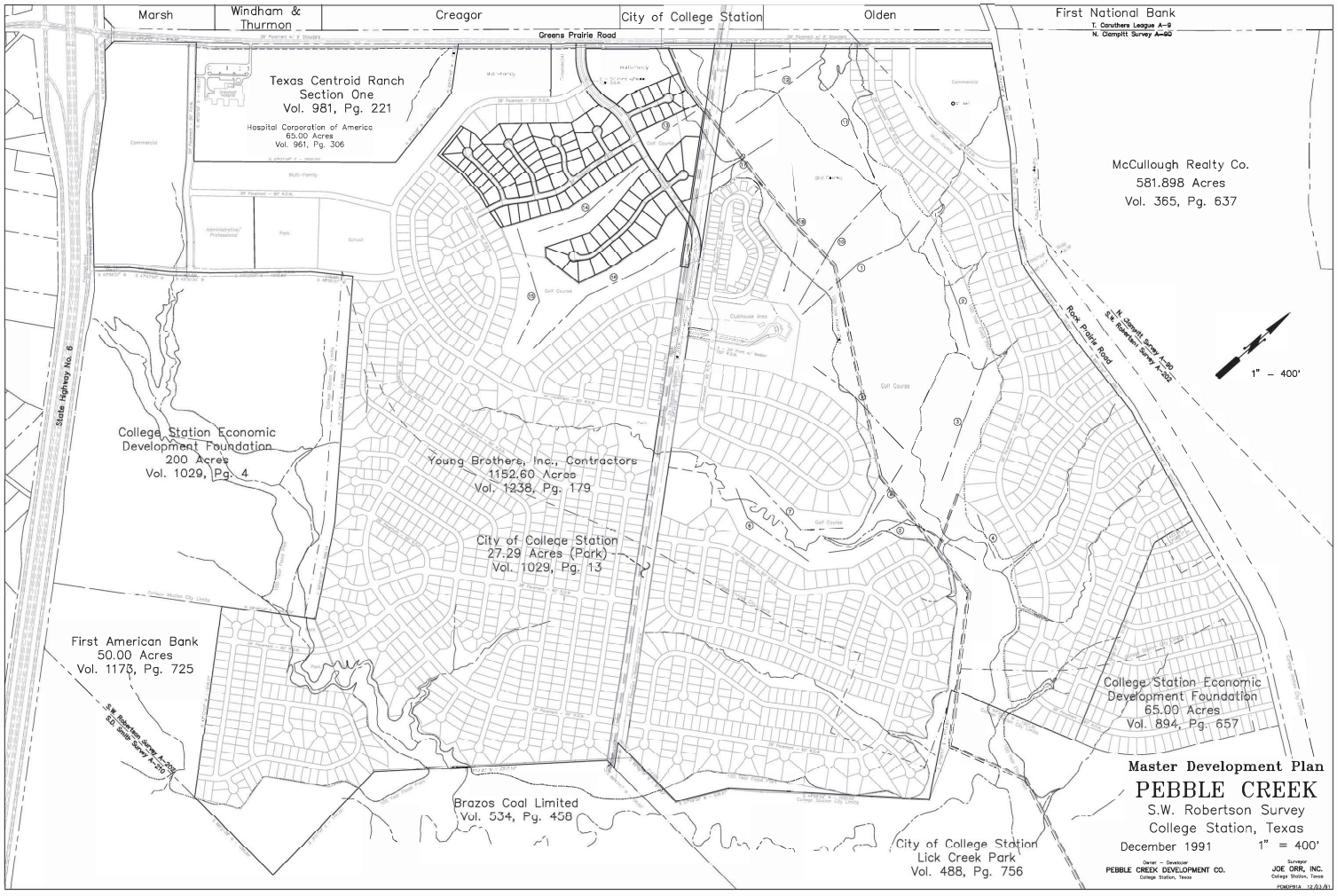
CITY OF COLLEGE STATION
PLANNING & DEVELOPMENT

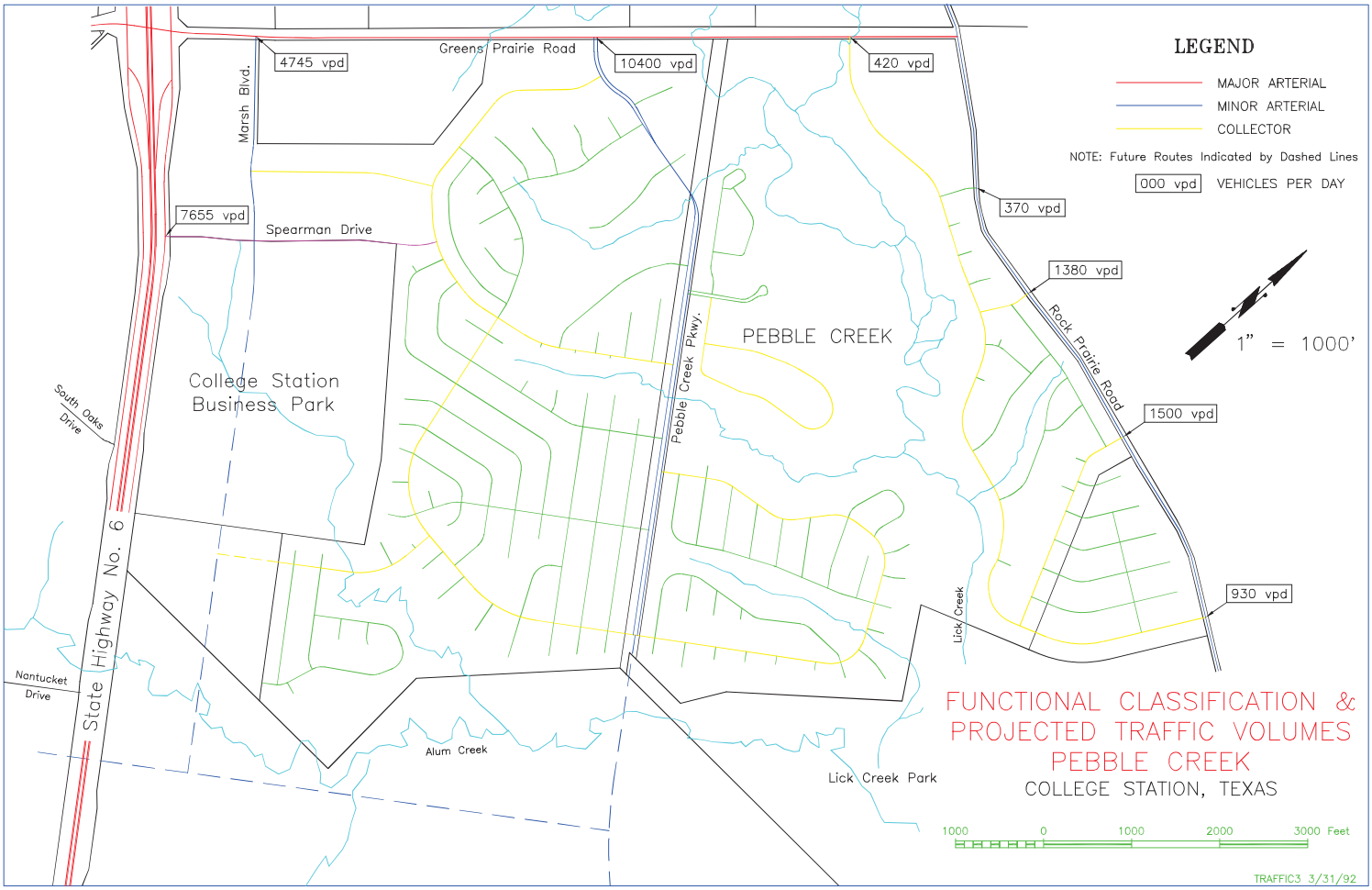
Proposed Bicycle Plan Amendment - Pebble Creek Parkway

Sidewalk - Existing/Funded/Proposed

Shared-use Path - Existing/Funded/Proposed

Grade Separation - Existing/Funded/Proposed


Marsh
Windham & Thurmon
Creagor
City of College Station
Olden
First National Bank
T. Caruthers League A-9
N. Compitt Survey A-90
Greens Prairie Road
Texas Centroid Ranch
Section One
Vol. 981, Pg. 221
Hospital Corporation of America
65.00 Acres
Vol. 961, Pg. 306
McCullough Realty Co.
581.898 Acres
Vol. 365, Pg. 637
State Highway No. 6
Rock Prairie Road
N. Compitt Survey A-90
S.W. Robertson Survey A-202
1" = 400'
College Station Economic
Development Foundation
200 Acres
Vol. 1029, Pg. 4
Young Brothers, Inc., Contractors
1152.60 Acres
Vol. 1238, Pg. 179
City of College Station
27.29 Acres (Park)
Vol. 1029, Pg. 13
First American Bank
50.00 Acres
Vol. 1173, Pg. 725
S.W. Robertson Survey A-202
S.D. Smith Survey A-240
College Station Economic
Development Foundation
65.00 Acres
Vol. 894, Pg. 657
Brazos Coal Limited
Vol. 534, Pg. 458
City of College Station
Lick Creek Park
Vol. 488, Pg. 756
Master Development Plan
PEBBLE CREEK
S.W. Robertson Survey
College Station, Texas
December 1991
1" = 400'
Owner - Developer
PEBBLE CREEK DEVELOPMENT CO.
College Station, Texas
Surveyor
JOE ORR, INC.
College Station, Texas


LEGEND
MAJOR ARTERIAL
MINOR ARTERIAL
COLLECTOR
NOTE: Future Routes Indicated by Dashed Lines
000 vpd VEHICLES PER DAY
1" = 1000'
4745 vpd
10400 vpd
420 vpd
370 vpd
1380 vpd
1500 vpd
930 vpd
7655 vpd
Greens Prairie Road
Marsh Blvd.
Spearman Drive
Rock Prairie Road
Pebble Creek Pkwy.
PEBBLE CREEK
College Station
Business Park
South Oaks Drive
State Highway No. 6
Nantucket Drive
Alum Creek
Lick Creek
Lick Creek Park
FUNCTIONAL CLASSIFICATION &
PROJECTED TRAFFIC VOLUMES
PEBBLE CREEK
COLLEGE STATION, TEXAS
1000 0 1000 2000 3000 Feet
TRAFFIC3 3/31/92

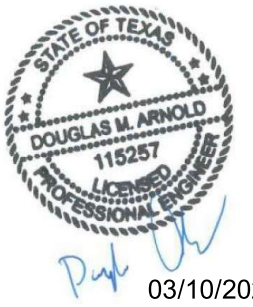
Kimley»Horn

MEMORANDUM

To: Jason Schubert, AICP
Transportation Planning Administrator
Planning & Development Services
City of College Station

From: Douglas Arnold, P.E.
Kimley-Horn and Associates, Inc.

Date: March 10, 2026
Subject: Travel Demand Model Update
City of College Station, Texas



03/10/2026

Introduction

The purpose of this memorandum is to document updates to the travel demand model as part of the thoroughfare planning process based on updated socioeconomic data (demographics) and the evaluation of potential thoroughfare revisions related to Pebble Creek Parkway and Corporate Parkway. A sub-area model analysis of the Bryan-College Station MPO was performed to evaluate the impacts of removing two thoroughfares that are currently within the City's Master Thoroughfare Plan:

- **Pebble Creek Parkway** – Removal of the throughfare from its current terminus just south St Andrews Drive / Royal Adelade Loop, eliminating any connections to future developments to the south of the Pebble Creek neighborhood.
- **Corporate Parkway** – Removal of the future thoroughfare between Midtown Drive and William D. Fitch Parkway.

The following memo provides a detailed summary of the model updates and scenarios considered.

Background

The Bryan-College Station MPO travel demand model was developed by TxDOT as part of the Texas Package Suite (TexPACK). As part of the previous bond prioritization project for the City of College Station, Kimley-Horn provided an update to the TexPACK model which included calibration to existing year conditions (2017), development of future socioeconomic data (demographics), and modeled the future year forecast using the then current Master Thoroughfare Plan (MTP).

A second update was performed in 2021 to review and refine future demographics within the city limits of College Station, and the thoroughfare plan was updated based on input from City staff. Multiple alternatives were evaluated for inclusion/exclusion of future thoroughfare roadway and functional classifications. There were alternatives evaluated and some of them were incorporated into the currently adopted Master Thoroughfare Plan.

Sub-Area Model Updates

Socioeconomic Data (Demographics)

The sub-area modeling included a review of future land use projections in the general area of SH 6 and William D Fitch. Parkway includes two large developments in the southern portion of the study area (Southern Pointe and Savannah Oaks). Additionally, the Midtown development and surrounding area was updated based on recent and planned growth. This included splitting a large traffic analysis zone (TAZ 433) into six smaller, more refined zones. The general area of study and traffic analysis zones is provided in **Exhibit 1** (attached).

City staff reviewed the data and provided recommended changes to the 2045 demographics. In total, an additional 1,500 households and 1,585 employees were added to the study area. **Table 1** provides a summary of the changes to the 2045 demographics.

Table 1: 2045 Demographic Updates

TAZ	2045 Households (Current)	2045 Population (Current)	2045 Households (Proposed)	2045 Population (Proposed)	2045 Employment (Current)	2045 Employment (Proposed)	2045 Basic Employment	2045 Retail Employment	2045 Serivce Employment
NORTH OF WILLIAM D. FITCH PARKWAY									
475	96	228	0	0	702	702			
269	121	288	0	0	1,971	1,971			
264	66	157	555	1,320	1,186	1,186			
388	286	681	564	1,343	1,399	1,399			
493	170	170	1,015	2,405	126	126			
391	185	439	185	439	399	399			
492	10	10	324	769	626	626			
476	6	6	0	0	1,111	1,111			
410	304	710	212	495	1,687	1,687			
395	10	24	0	0	488	488			
501	17	40	0	0	77	77			
SOUTH OF WILLIAM D. FITCH PARKWAY									
500	55	169	0	0	2,157	2,157			
419	553	1,703	553	1,703	210	210			
434	166	511	166	511	2,439	2,439			
426	361	1,112	361	1,112	0	0			
411	123	293	123	293	0	0			
465	615	1,464	425	1,012	587	587			
407	246	585	246	585	0	0			
413	364	866	284	676	0	0			
418	71	169	71	169	0	0			
433	6,073	18,098	50	149	1,686	80	80	0	0
118*			459	1,368		145	0	56	89
120*			0	0		1,552	0	597	955
123*			2,897	3,475		1,274	114	442	718
124*			1,166	8,633		185	88	19	78
125*			1,745	5,200		35	35	0	0

*Note *: Due to model limitations for adding new zones, TAZs 118, 120, 123, 124, and 125 were zones that were relocated from Downtown Bryan.*

Travel Demand Model Network

The demographic data is assigned to the model highway network through centroid connectors, which represents connections to the TAZs to the network. Based on a review of how the centroid connectors were loading to the network, many of them were updated in the study area east of SH 6, north and south of William D. Fitch Parkway. The model network was reviewed to ensure it was consistent with the City's currently adopted Master Thoroughfare Plan.

Scenario Modeling

The following scenarios were evaluated using the 2045 travel demand model, considering the updated to the demographic data and model network as described previously in this memo:

- **Scenario 1** – 2045 Model Run using the refined demographics and the currently adopted Master Thoroughfare Plan roadways.
- **Scenario 2** – 2045 Model Run assuming that Pebble Creek Parkway is a two-lane facility (current cross section).
- **Scenario 3** – 2045 Model Run performed for Scenario 2 with the removal of Pebble Creek Parkway and Corporate Parkway.
- **Scenario 4** – 2045 Model Run performed for Scenario 3, and the removal of ETJ roadways in the far southeast part of the model area.

The results of the scenario modeling are provided in **Exhibit 2** through **Exhibit 9** (attached); see below for detail of the content for each exhibit:

- **Exhibit 2** – Scenario 1 Daily Volumes
- **Exhibit 3** – Scenario 1 Daily Volume-to-Capacity ratios
- **Exhibit 4** – Scenario 2 Daily Volumes
- **Exhibit 5** – Scenario 2 Volume-to-Capacity ratios
- **Exhibit 6** – Scenario 3 Daily Volumes
- **Exhibit 7** – Scenario 3 Volume-to-Capacity ratios
- **Exhibit 8** – Scenario 4 Daily Volumes
- **Exhibit 9** – Scenario 4 Volume-to-Capacity ratios

Each scenario has an exhibit that shows the projected 2045 daily model volumes, as well as an exhibit showing the volume-to-capacity ratio of the model network links. The link LOS was broken down into Acceptable (v/c of 0.65 or less), Nearing Congested (v/c of 0.66 to 0.99), and Congested (v/c greater than 0.99), with a general service volumes assumptions as follows: 15,000 vehicles per day (vpd) for 2-lane roadways, 30,000 vpd for 4-lane roadways, and 45,000 vpd for 6-lanes roadways.

Summary of Results

The following section will discuss the results of each of the scenarios that were performed.

Scenario 1 – Base Condition

The model results show that Pebble Creek Parkway has a projected daily volume of 20,100 vpd near William D. Fitch Parkway and 15,500 vpd through the southern extension south of St. Andrews Drive. These volumes are quite a bit higher than existing volumes, and the increase is largely contributed to the developments proposed to the south (Southern Pointe and Savannah Oaks).

This elevates the section of Pebble Creek Parkway from William D. Fitch Parkway and Spearman Drive to Nearing Congested conditions in the 2045 model scenario.

The projected daily volume of Corporate Parkway between Midtown Drive and William D. Fitch Parkway is projected to be 5,500 vpd in 2045. Due to the floodplain in the area of this future alignment, this connection is not expected to provide significant local access to surrounding land uses and rather just serves as a connection to the two thoroughfares of Midtown Drive and William D. Fitch Parkway.

In this scenario, Midtown Drive from Town Lake Drive to William D. Fitch Parkway and Lakeway Drive from William D. Fitch Parkway to Gateway Boulevard are showing to be at either Nearing Congested or Congested conditions for the 2045 model year, assuming a 2-lanes for Midtown Drive.

The future alignment of Mather Parkway between the future extension of Nantucket Drive and Southern Pointe Parkway is projected to be at Nearing Congested conditions in the 2045 model.

Scenario 2 – Base Condition + Reduction of Pebble Creek Parkway to Two-Lanes

The purpose of this model scenario was to evaluate the impacts to future volume projections if Pebble Creek Parkway were to be downgraded from a 4-Lane Minor Arterial to a 2-Lane Major Collector (such as Midtown Drive/Lakeway Drive). This scenario kept the ETJ roadways in the model network.

The model results show that Pebble Creek Parkway has a projected daily volume of 11,300 vpd near William D. Fitch Parkway and 9,500 vpd through the southern extension south of St. Andrews Drive. These volumes projections would still show Pebble Creek Parkway in the Nearing Congested conditions range with these 2045 model volume projections.

Scenario 3 – Base Condition + Reduction of Pebble Creek Parkway to Two-Lanes + Removal of Pebble Creek Parkway and Corporate Parkway

The model results show that Pebble Creek Parkway has a projected daily volume of 7,700 vpd near William D. Fitch Parkway and volumes dropping as you approach St. Andrews Drive. This results in Pebble Creek Parkway to be performing with Acceptable conditions. Similar results can be expected for Midtown Drive and Lakeway Drive in this scenario as compared to Scenario 1 and Scenario 2, where some links are expected at Nearing Congested conditions and others are expected at Congested conditions.

A comparison of model volumes was performed for Scenario 2 and Scenario 3 to determine where the volumes along Pebble Creek Parkway would redistribute if the link south of St. Andrews Drive were to be removed. The results are provided in Exhibit 10 (attached) and described further below:

- An increase of 3,000 vehicles per day is anticipated on the future extension of Southern Pointe Parkway to Rock Prairie Road.
- An increase of 6,500 vehicles per day west to Lakeway Drive and SH 6 via Southern Pointe Parkway, Nantucket Drive, and future Misty Lane.

Scenario 4 – Base Condition + Reduction of Pebble Creek Parkway to Two-Lanes + Removal of Pebble Creek Parkway and Corporate Parkway + Removal of ETJ Roadways

This model scenario was performed to determine the impacts of removing the ETJ roadways in the southeast part of the model area, assuming all of the network changes from Scenario 3. With this scenario, the east-west sections of Southern Pointe Parkway and Nantucket Drive east of Lakeway Drive are anticipated to go from Acceptable conditions to Nearing Congested conditions. The sections of Pebble Creek Parkway are still expected at Acceptable conditions.

Conclusions and Recommendations

Based on the preceding scenario modeling for the removal of Pebble Creek Parkway (south of St. Andrews Drive) and Corporate Parkway (between Midtown Drive and William D. Fitch Parkway), the following recommendations should be considering in the decision-making process:

- *Pebble Creek Parkway Removal*
  - Scenario 1 shows model volumes along Pebble Creek Parkway to be in the Tolerable LOS condition with 2045 model volumes ranging from 15,500 vpd to 20,100 vpd.
  - Scenario 2 shows that when reducing Pebble Creek Parkway to a 2-lane cross section (as it is today), the projected volumes in 2045 range from 9,500 vpd to 11,300 vpd.
  - With the removal of the two thoroughfares, and the reclassification of Pebble Creek Parkway to a 2-lane cross section, the volumes along Pebble Creek Parkway are reduced to 7,700 vpd near William D. Fitch Parkway. This results in conditions improving from Nearing Congested conditions to Acceptable conditions.
- *Corporate Parkway Removal*
  - The projected volume on Corporate Parkway, between Midtown Drive and William D. Fitch Parkway is 5,500 vpd in the 2045 model scenario. With the removal of the thoroughfare, the surrounding roadway network does not experience a significant impact in LOS.
- *Impacts on Midtown Drive / Lakeway Drive*
  - The 2045 model results generally show through all scenarios that Midtown Drive between Town Lake Drive and Gateway Boulevard is anticipated to operate in the Nearing Congested conditions to Congested conditions.
  - The only change of operating conditions of Midtown Drive / Lakeway Drive between the various scenarios is the section of Lakeway Drive from Venture Drive and Gateway Boulevard, where the LOS is anticipated to degrade from Nearing Congested conditions to Congested conditions with the removal of the thoroughfares.
  - A change in the throughfare classification is not recommended since the roadway projections show it to be just over the Nearing Congested conditions; however, the intersections along Lakeway Drive at Venture Drive and Gateway Drive should be monitored in the future for additional intersection traffic control options.

Based on the preceding sub-area modeling, the removals of Pebble Creek Parkway (south of St. Andrews Drive) and Corporate Parkway (between Midtown Drive and William D. Fitch Parkway) do not have a significant impact on the operating conditions of the surrounding throughfares in the area, even with considerations for future development potential.

The model results should be only a part of the decision-making process for any changes to the adopted Master Thoroughfare Network. Other impacts such as emergency response times, multi-modal network connectivity, public and stakeholder input, economic development, and right-of-way and easements.

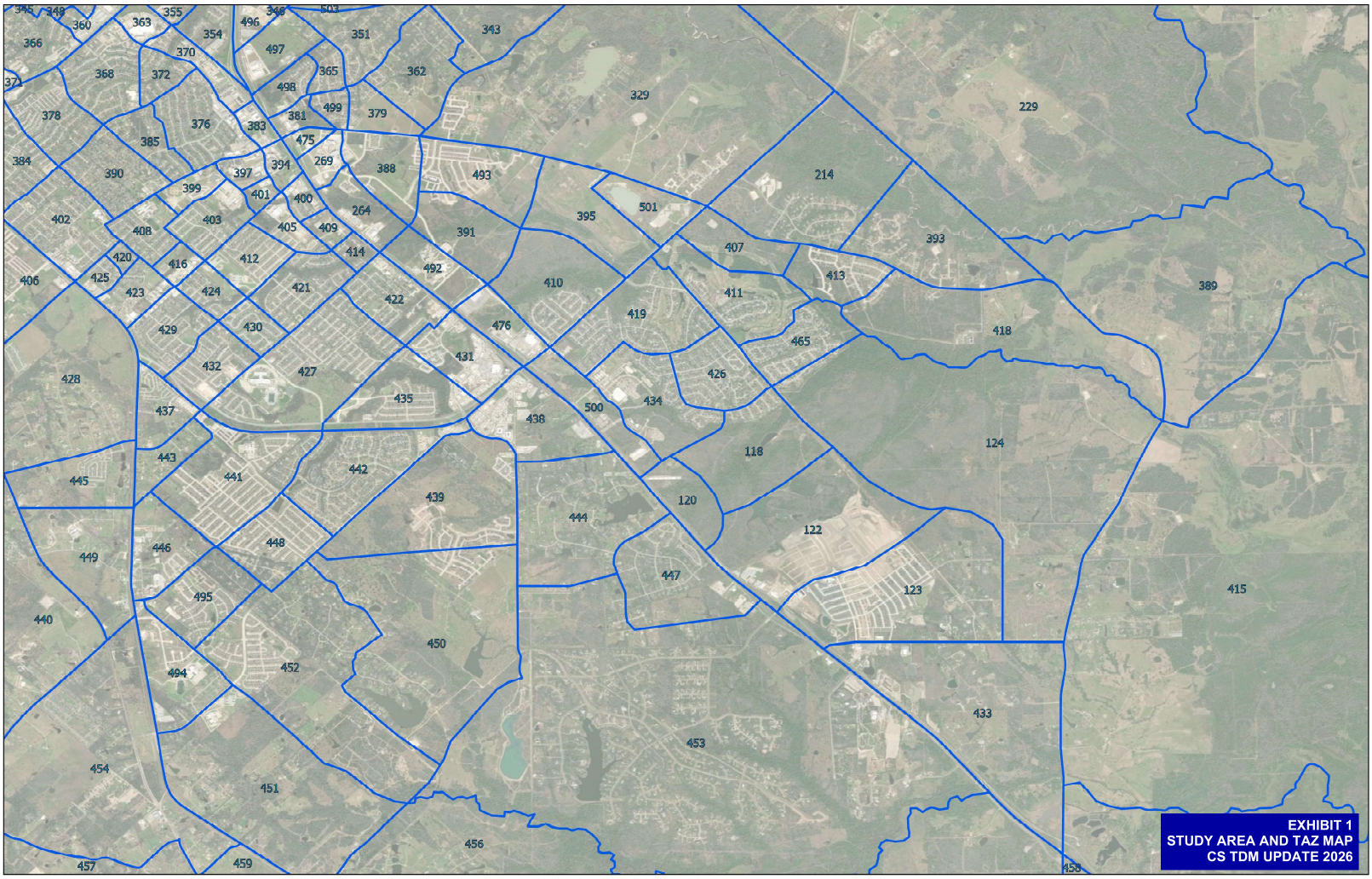

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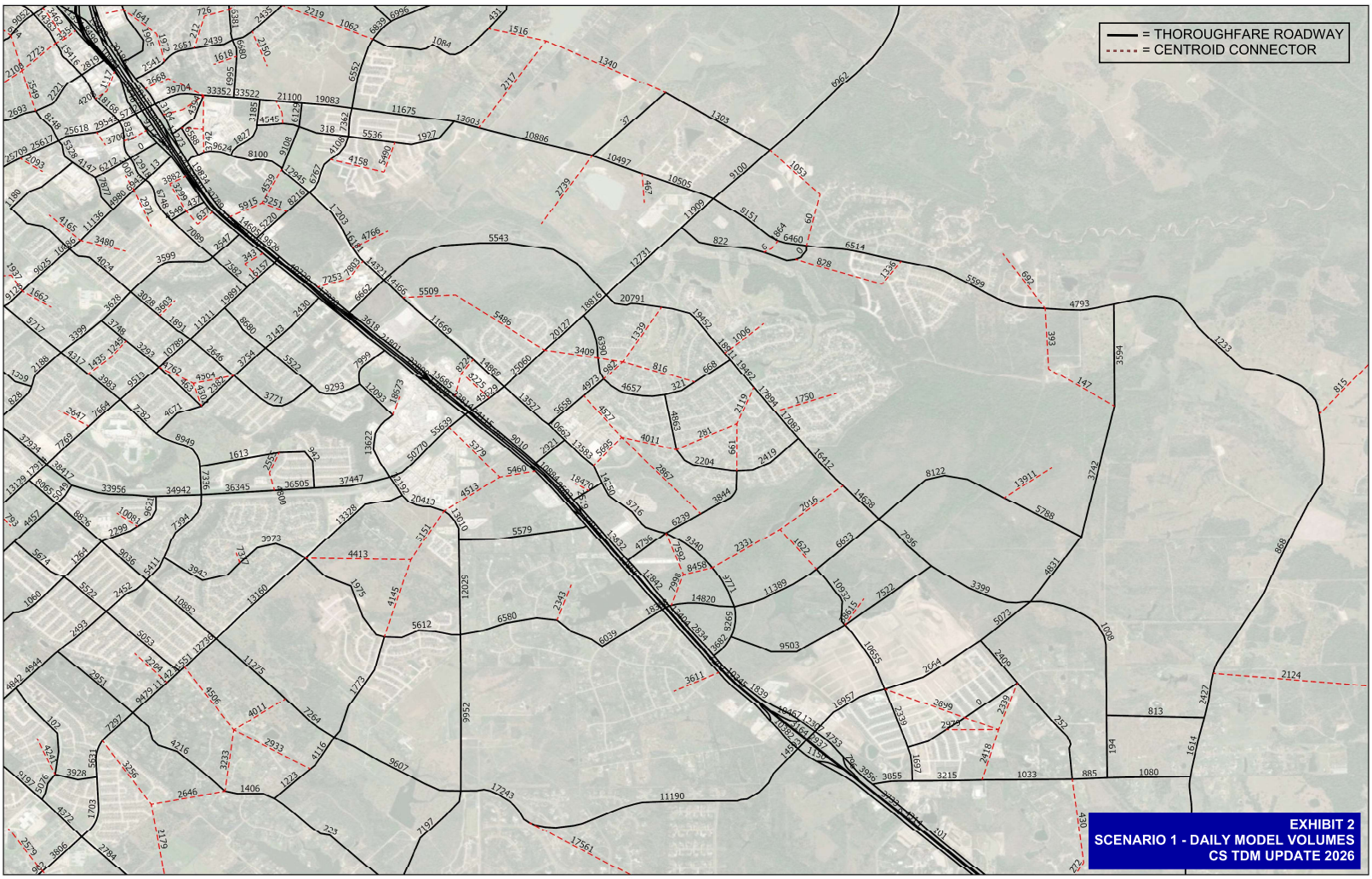
EXHIBIT 1
STUDY AREA AND TAZ MAP
CS TDM UPDATE 2026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= CENTROID CONNECTOR
EXHIBIT 2
SCENARIO 1 - DAILY MODEL VOLUMES
CS TDM UPDATE 2026

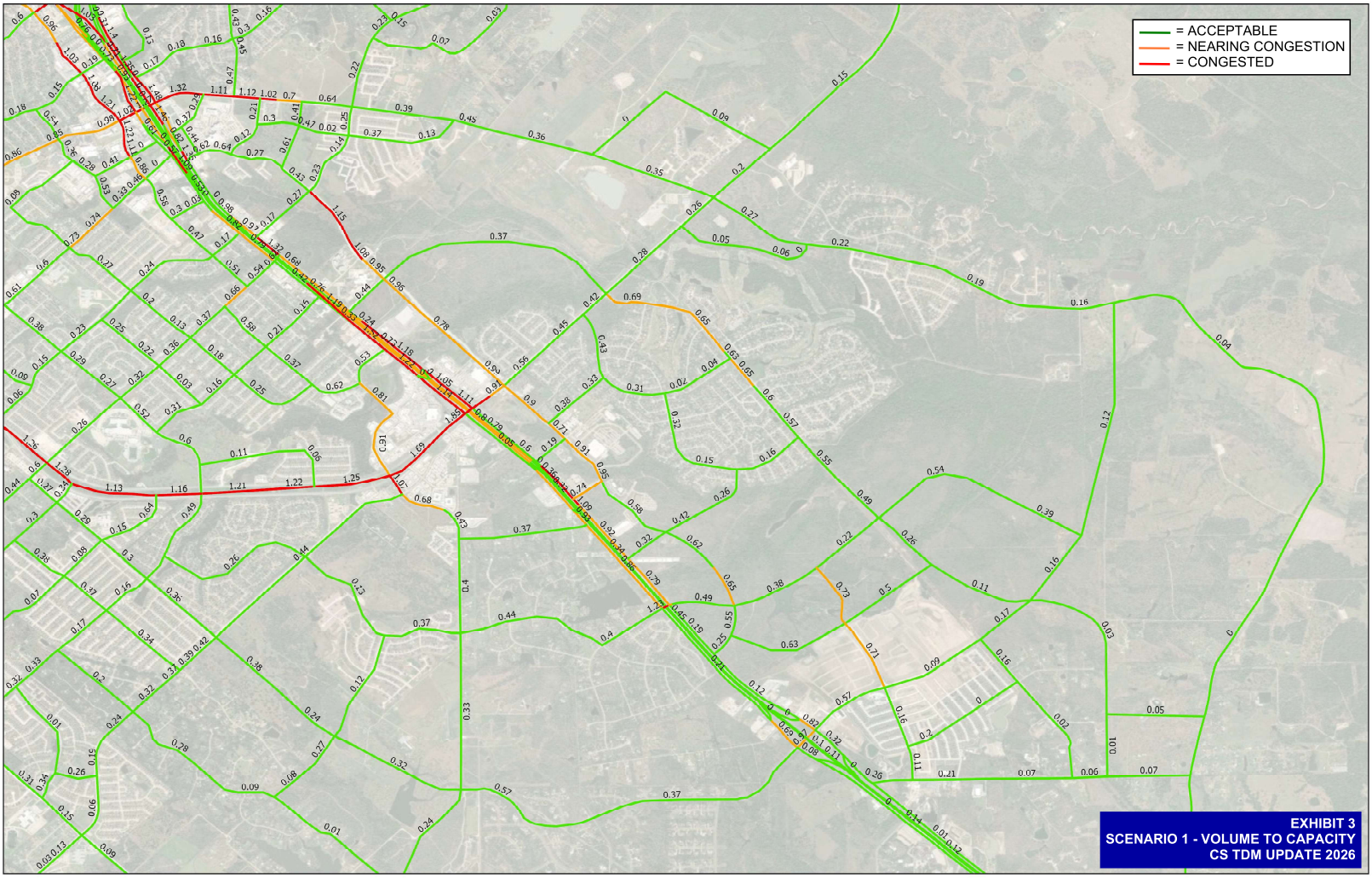
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EXHIBIT 3
SCENARIO 1 - VOLUME TO CAPACITY
CS TDM UPDATE 2026

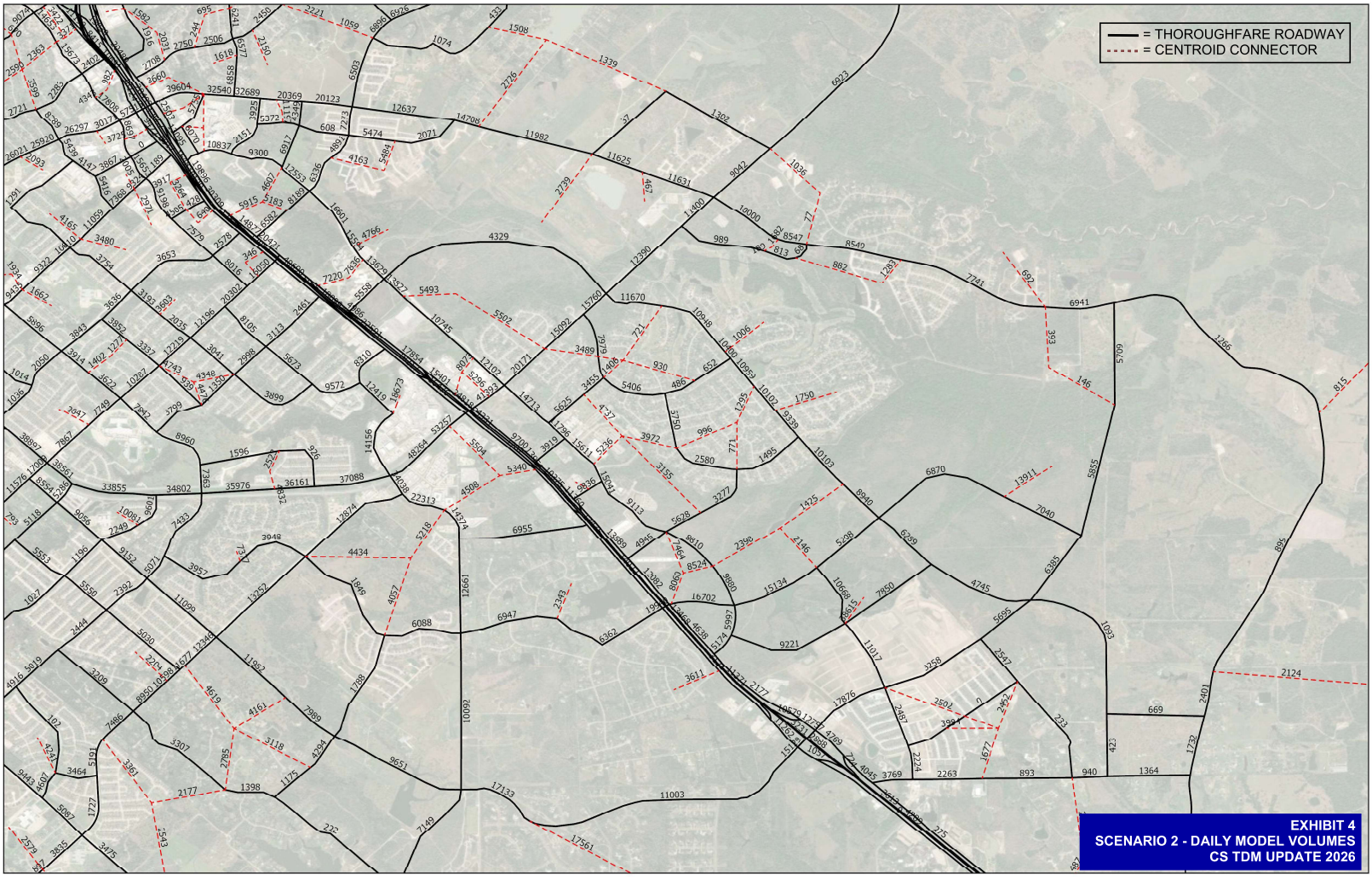
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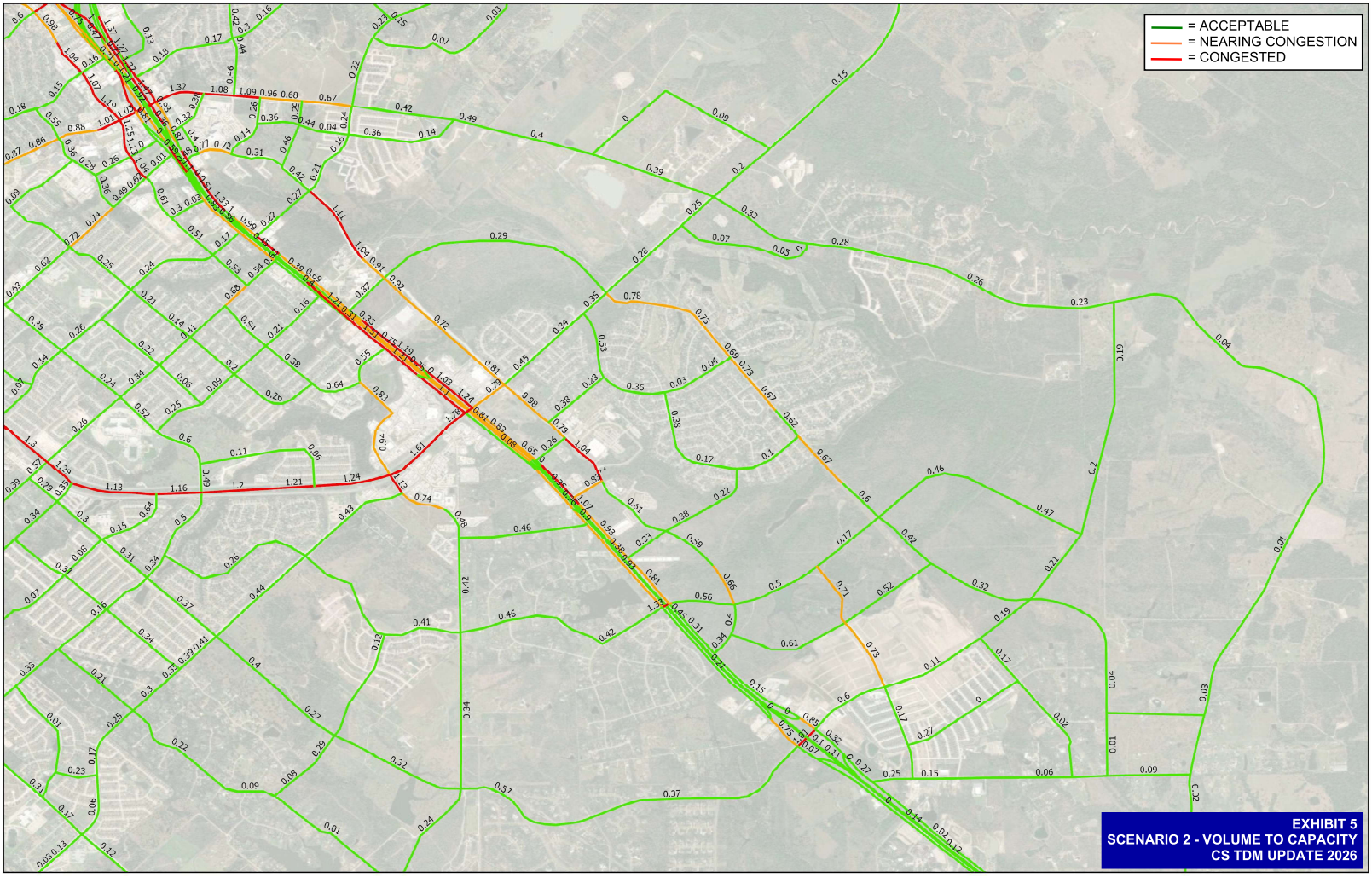
EXHIBIT 4
SCENARIO 2 - DAILY MODEL VOLUMES
CS TDM UPDATE 2026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= NEARING CONGESTION
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EXHIBIT 5
SCENARIO 2 - VOLUME TO CAPACITY
CS TDM UPDATE 2026

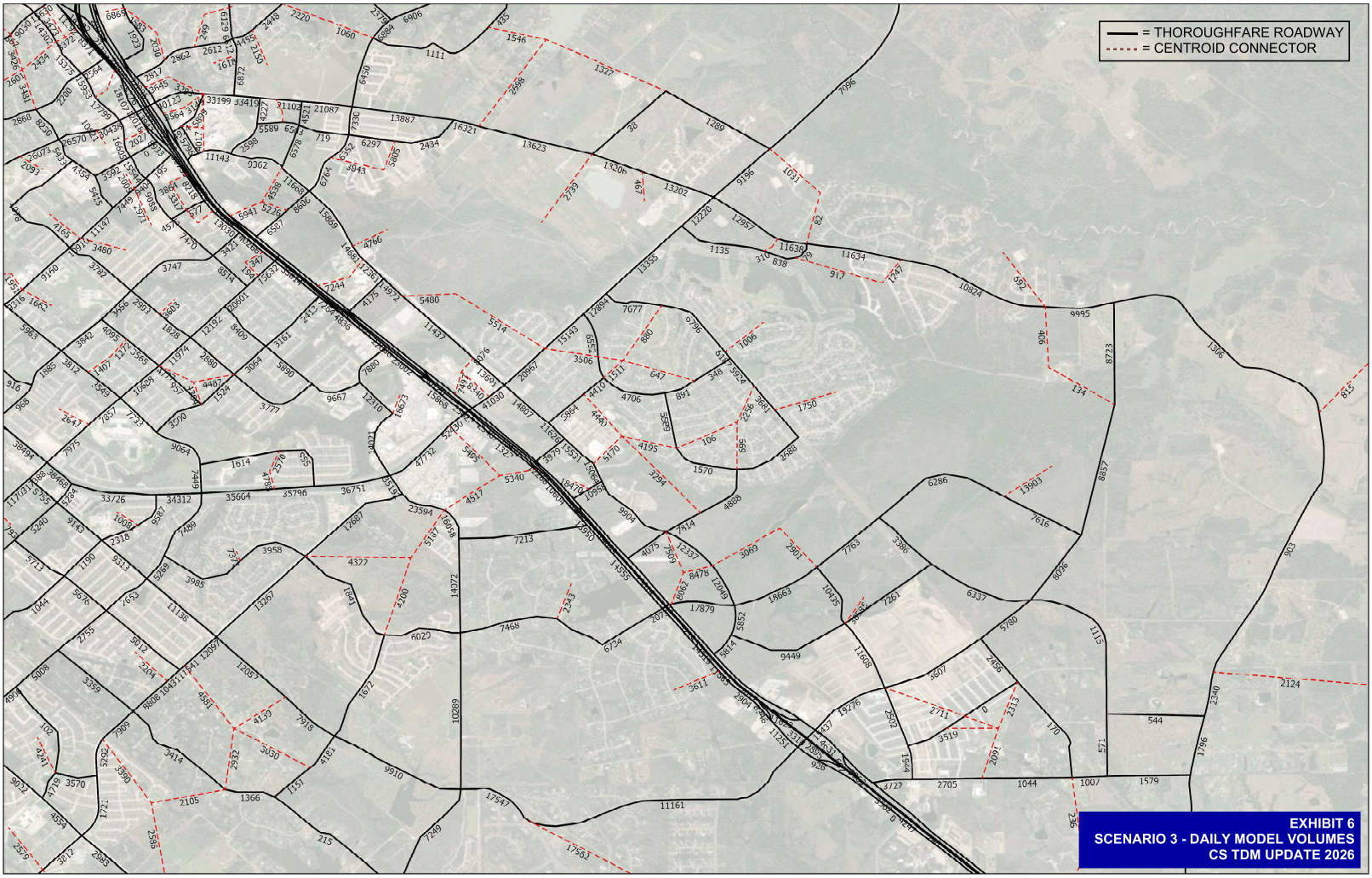
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EXHIBIT 6
SCENARIO 3 - DAILY MODEL VOLUMES
CS TDM UPDATE 2026

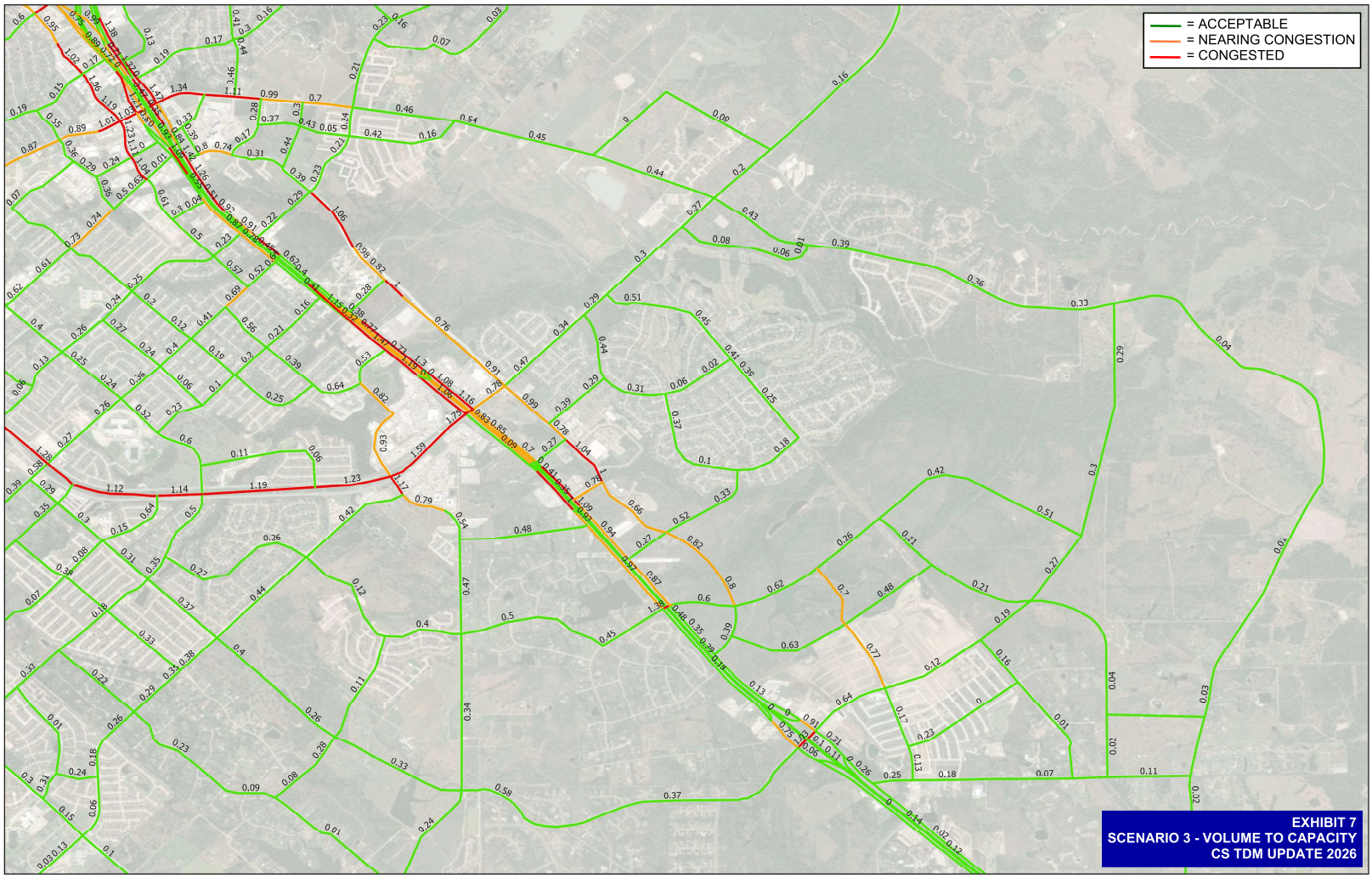
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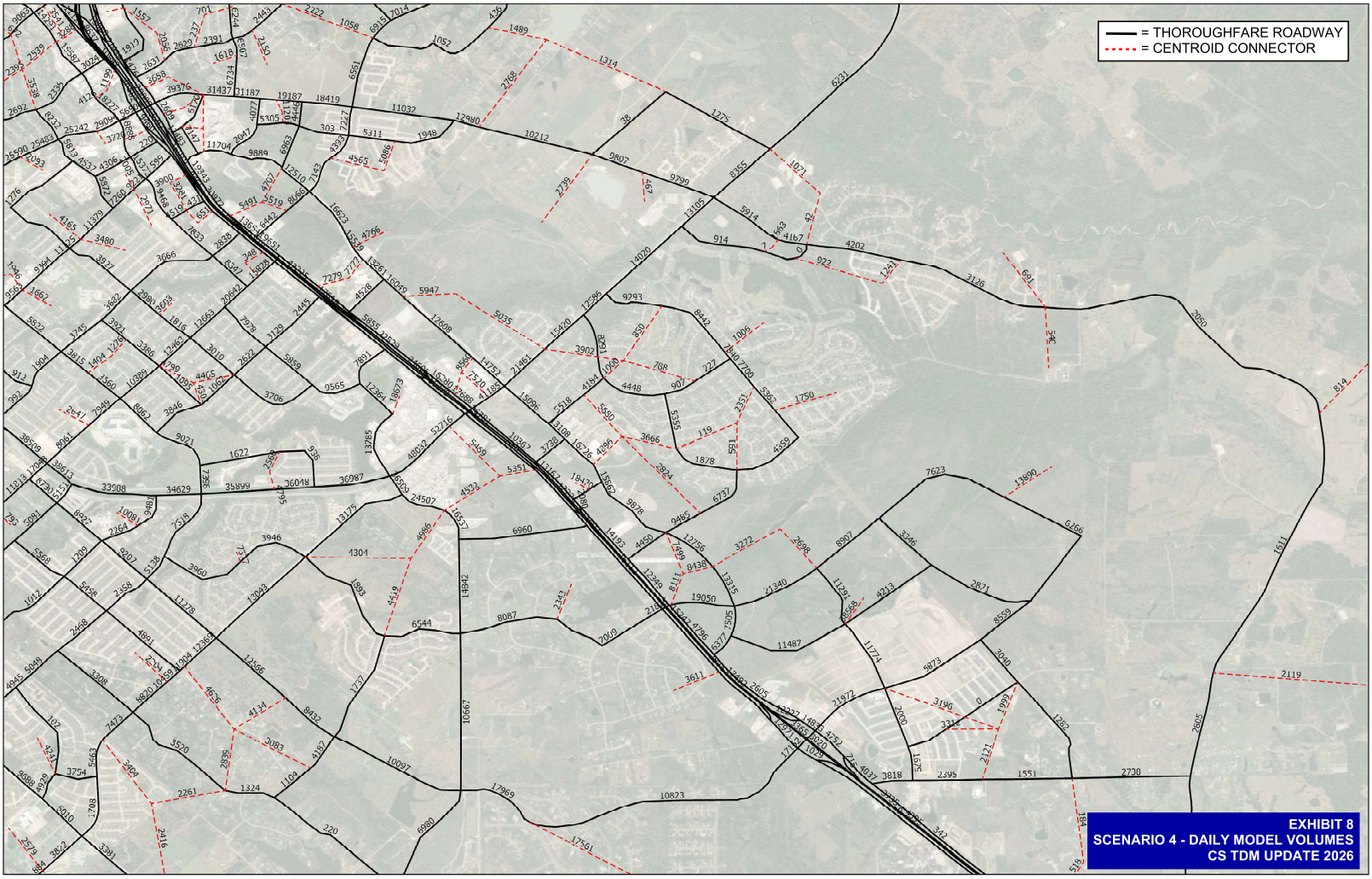
EXHIBIT 7
SCENARIO 3 - VOLUME TO CAPACITY
CS TDM UPDATE 2026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= CENTROID CONNECTOR
EXHIBIT 8
SCENARIO 4 - DAILY MODEL VOLUMES
CS TDM UPDATE 2026

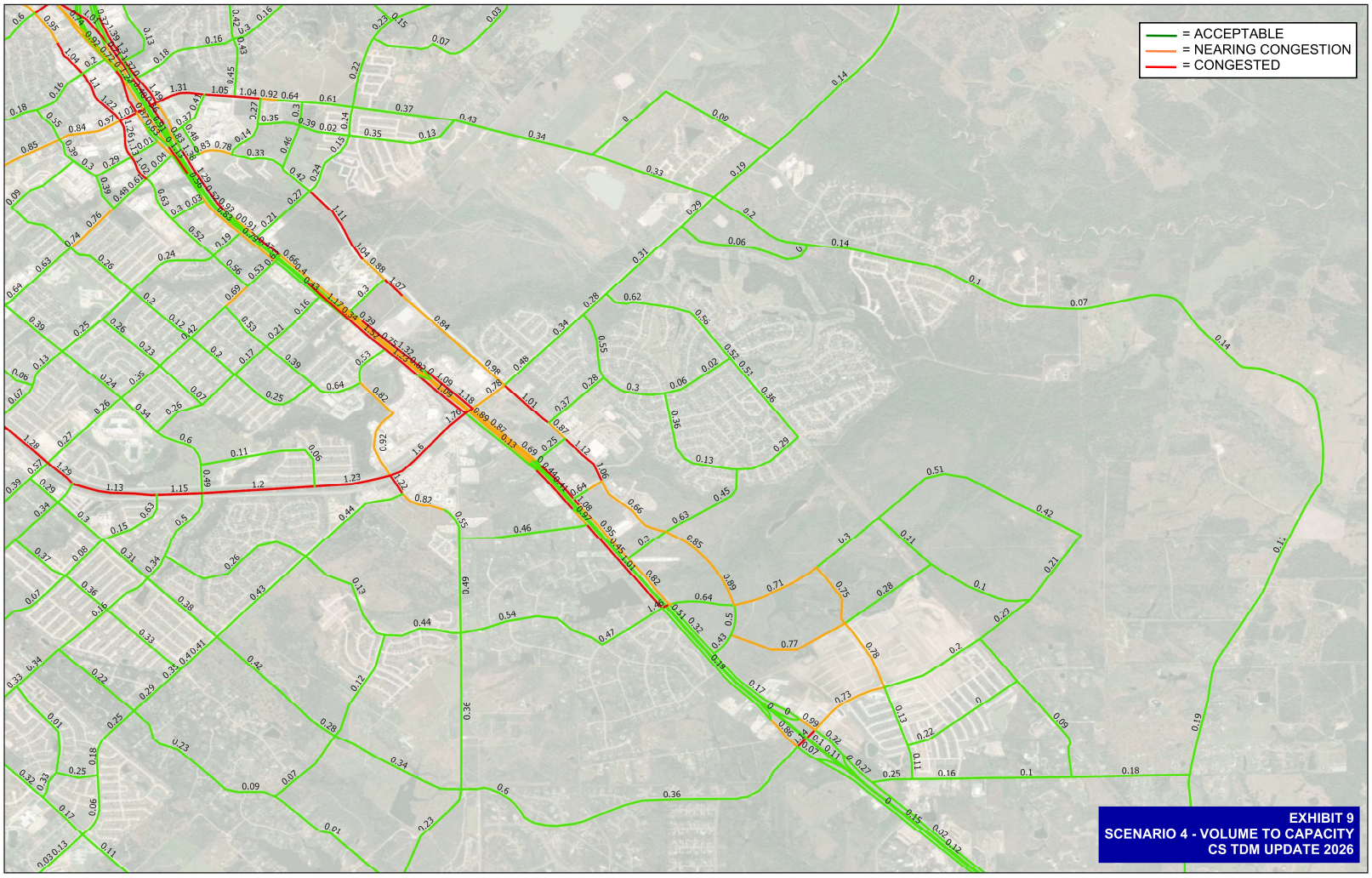
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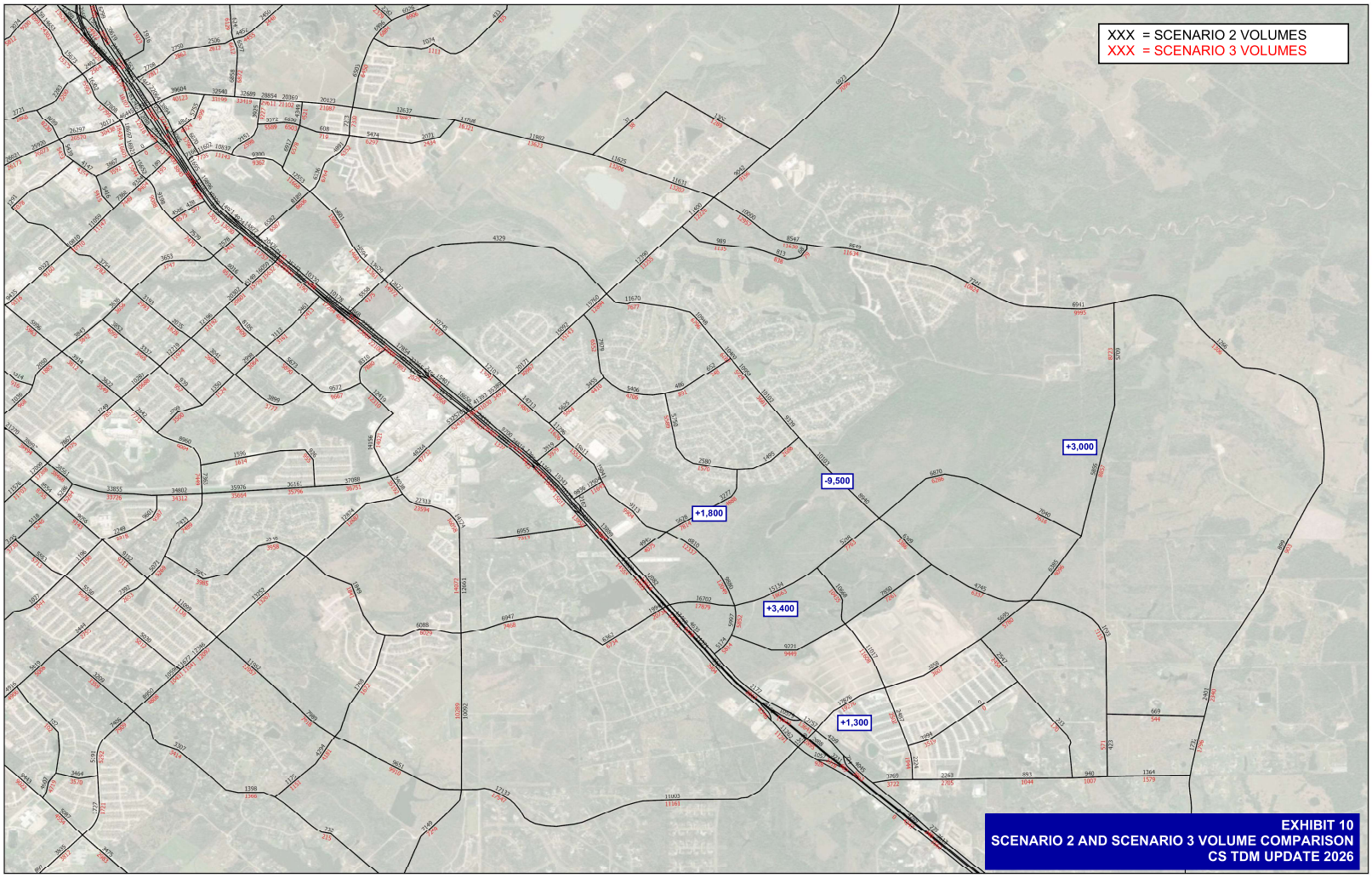
EXHIBIT 9
SCENARIO 4 - VOLUME TO CAPACITY
CS TDM UPDATE 2026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XXX = SCENARIO 3 VOLUMES
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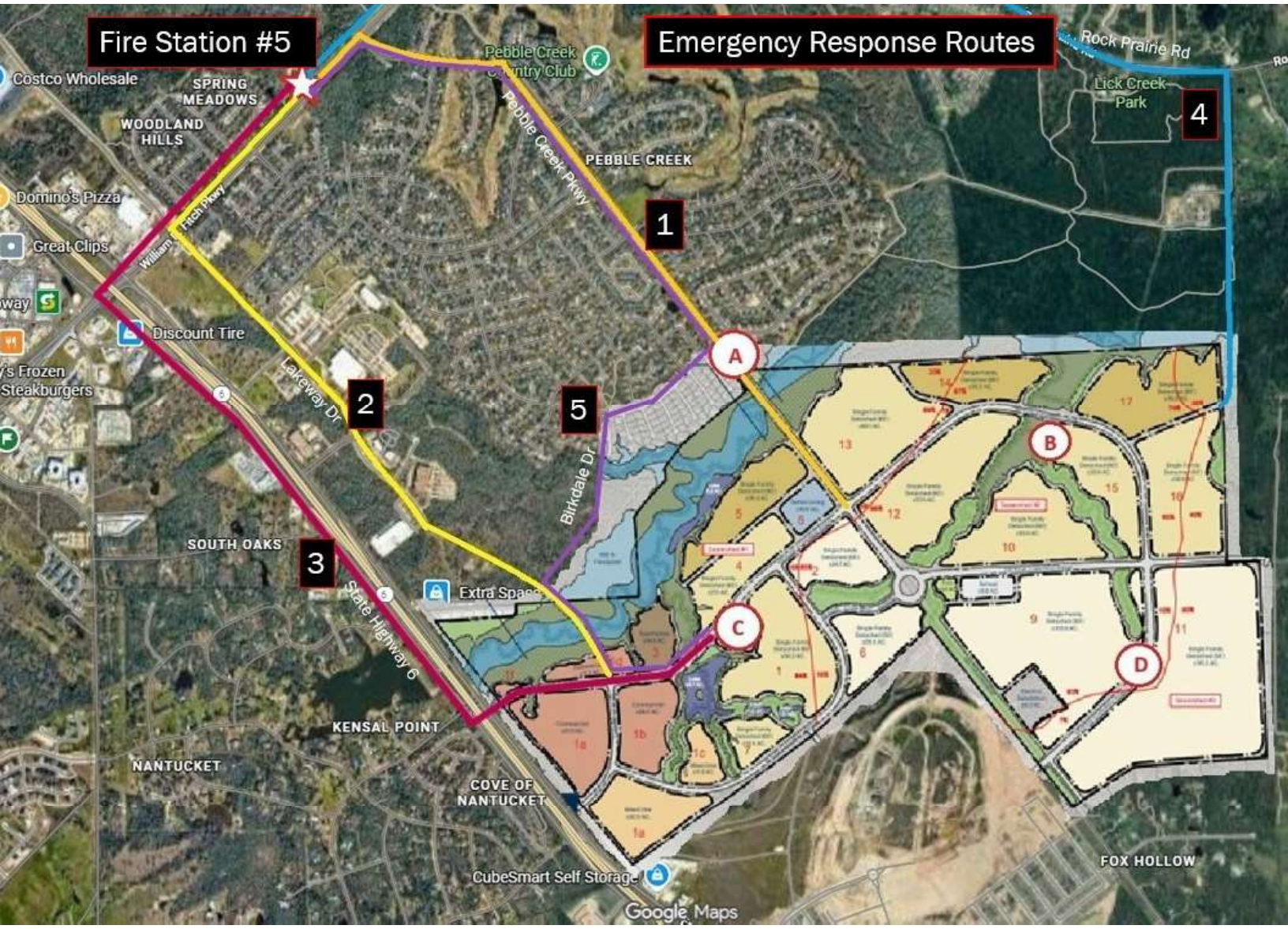
+3,400
+1,300
+3,000
EXHIBIT 10
SCENARIO 2 AND SCENARIO 3 VOLUME COMPARISON
CS TDM UPDATE 2026


Fire Station #5
Emergency Response Routes
Costco Wholesale
SPRING MEADOWS
WOODLAND HILLS
Pebble Creek Country Club
Pebble Creek Pkwy
PEBBLE CREEK
Rock Prairie Rd
Lick Creek Park
4
1
Domino's Pizza
Great Clips
Fitch Pkwy
William
Discount Tire
Lakeway Dr
2
5
A
B
C
D
Birkdale Dr
SOUTH OAKS
3
Extra Space
State Highway 6
KENSAL POINT
NANTUCKET
COVE OF NANTUCKET
CubeSmart Self Storage
FOX HOLLOW
Google Maps

Emergency Response Times

From Station 5:			1 Via Pebble Creek Prkwy Extention			2 Via Lakeway Extention		
		Est. Density (4 homes/ac)	Distance (miles)	Travel Time (minutes)	Total Response Time (minutes)	Distance (miles)	Travel Time (minutes)	Total Response Time (minutes)
Area A	Current		1.6	3:22	6:12	3.6	6:46	9:36
Area B	330 Acres	1320 homes	2.8	5:25	8:15	3.9	7:17	10:07
Area C	245 Acres	980 homes	2.7	5:14	8:04	2.6	5:04	7:54
Area D	177 Acres	708 homes	3.4	6:26	9:16	4.5	8:18	11:08

			3 Via Hwy 6 Feeder Road			4 Via Rock Prairie Access			5 Via PCP-St. Andrews-Birkdale-Lakeway		
			Distance (miles)	Travel Time (minutes)	Total Response Time (minutes)	Distance (miles)	Travel Time (minutes)	Total Response Time (minutes)	Distance (miles)	Travel Time (minutes)	Total Response Time (minutes)
Area A	Current		4.2 miles	7:47	10:37	5.6 miles	10:10	13:00	1.6 miles	3:22	6:12
Area B	330 Acres	1320 homes	4.4 miles	8:08	10:58	4.3 miles	7:58	10:48	4.62 miles	8:30	11:20
Area C	245 Acres	980 homes	3.1 miles	5:55	8:45	5.6 miles	10:10	13:00	3.25 miles	6:11	9:01
Area D	177 Acres	708 homes	4.8 miles	8:49	11:39	4.7 miles	8:38	11:28	5.06 miles	9:15	12:05