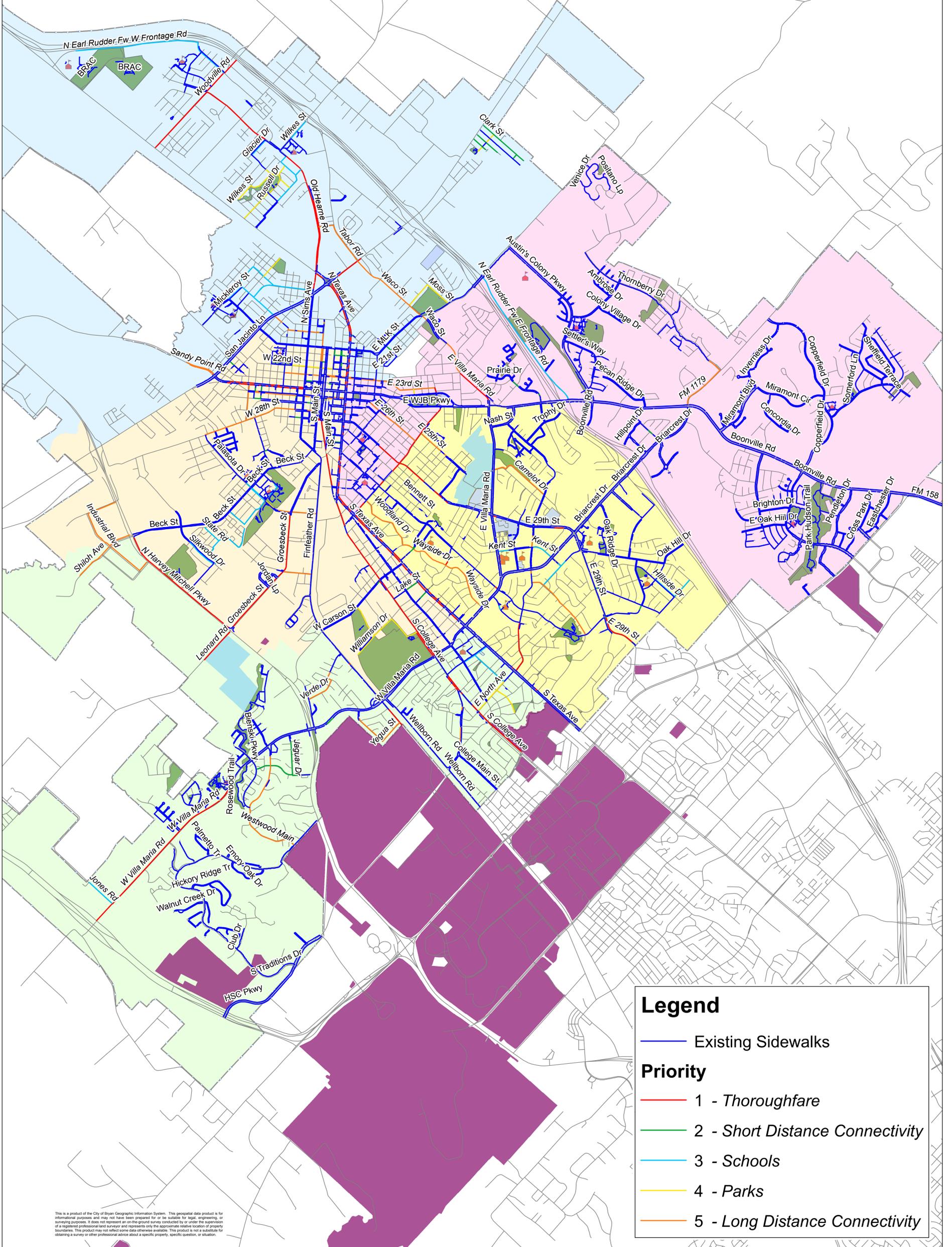
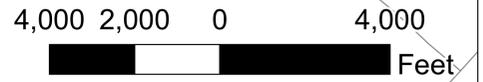


# DRAFT Sidewalk Plan



**Legend**

- Existing Sidewalks
- Priority**
- 1 - Thoroughfare
- 2 - Short Distance Connectivity
- 3 - Schools
- 4 - Parks
- 5 - Long Distance Connectivity

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## Sidewalk Plan

### Summary

City staff member are updating the 2006 Sidewalk Plan. In addition to sidewalks, shared use paths and trails are also shown. Shared use paths can be thought of as wide sidewalks that serve pedestrians and bicyclists. Trails are off-street sidewalks located in parks. Major changes to the previous plan include:

- Division of city into single member districts
- Highlighting of properties owned by Texas A&M University (maroon), Blinn College (light blue), and CHI St. Joseph Hospital (blue)
- Update of sidewalks constructed since 2006
- Addition of sidewalks for the Castle Heights and Villa West neighborhoods based on citizen input
- Extension of Leonard Road sidewalks for the future Blinn College campus
- Connection of Thornberry Drive and Boonville Road sidewalks via FM 1179
- Connection of Old Hearne Road and Waco Street via Tabor Road to reflect future realignment of Waco Street
- Extension of Old Hearne Road from Glacier Drive to Stevens Drive to fill gap

### Legend

Different colors reflect priority for construction, which also correlates to the availability of external funding. The colors were chosen by city staff in 2006.

- Dark Blue – Existing sidewalks are shown in blue. These sidewalks vary in width from 3' to 10'. Eventually, 3' and 4' wide sidewalks will need to be widened to the City 5' minimum standard.
- Red – Proposed sidewalks along major thoroughfares are given the highest priority for construction. Thoroughfares are collectors and arterials judged by city staff to be vital transportation corridors.
- Green – Short gaps in the sidewalk network that could be constructed by the City or developers are assigned the second highest priority. Short gaps are subjectively defined, but generally less than 1000 feet in length or two blocks in dense areas.
- Light Blue – Sidewalks giving access to schools are given the third highest priority. These routes are based on the general knowledge of city staff, which in some cases was influenced by citizen input or comments by the Bryan Independent School District.
- Yellow – Routes to and within parks are given the fourth highest priority. These routes typically provide park access to neighborhoods and schools.
- Orange – Gaps in the sidewalk network that exceed the length limits for Short Connectivity sidewalks are given the lowest priority. These routes would improve pedestrian connectivity, but may be difficult to fund.

### Funding Opportunities

Sidewalks construction may be partially funded by external grants, though annual funding varies and is typically competitive. TxDOT administers several programs, including:

- The Transportation Alternatives Program (TAP) funds pedestrian and bicycle facilities along state designated routes that can potentially reduce vehicular traffic volumes.
- The Highway Safety Improvement Program (HSIP) can fund pedestrian safety improvements for state and local roadways, provided there is a history of pedestrian-vehicle collisions.
- The Safe Routes to Schools (SRTS) program funds accessible routes to schools, but requires a coordinated effort with school administrators.

Internal funding for sidewalks has historically been covered by the issuance of bonds for projects in the Capital Improvement Program. Another resource is the Sidewalk Fee, which can sometimes be paid by developers in lieu of sidewalk construction. This fee is collected when city staff determines that partial sidewalk construction is not desirable.