

# Contents

## Pearland Trail Master Plan



CHAPTER / SECTION	PAGE
<b>Chapter 1, Introduction and Background</b>	
1.1 Purpose and Impetus	1-1
1.2 Trail System Benefits	1-2
1.3 Trail Planning Considerations	1-2
1.4 Guiding Principles of the Plan	1-4
1.5 Vision and Goals	1-5
Goals	1-7
1.6 Policies	1-7
1.7 Key Community Trends	1-8
Population	1-8
Income	1-8
Growth and Development	1-8
1.8 Coordination with Other Plans	1-9
1.9 Plan Development Process	1-9
<b>Chapter 2, Existing Conditions</b>	
2.1 Public Trails	2-1
2.2 Private Trails	2-2
2.3 Sidewalk System	2-3
2.4 Opportunities and Challenges	2-6
Opportunities	2-6
Challenges	2-7
<b>Chapter 3, Needs and Opportunities</b>	
3.1 Overall Trail Interest	3-1
3.2 Existing Conditions	3-2
3.3 Trail Priorities	3-3
3.4 Implementation Considerations	3-4
<b>Chapter 4, Proposed Trail Network</b>	
4.1 Future Primary and Secondary Trails	4-1
Primary Trails	4-1
Secondary Trails	4-4
4.2 Sidewalk Linkages	4-7
4.3 Potential Creek Crossings and Bridge Needs	4-8
Along Clear Creek	4-8
Along Mary's Creek	4-9
Others	4-9
4.4 Potential Trailhead Locations	4-9
4.5 Destinations Linked	4-12

PAGE	CHAPTER / SECTION
4-13	4.6 Locations Requiring Special Study
	<b>Chapter 5, Implementation</b>
5-1	5.1 Three-Year Implementation Program
5-2	5.2 Acquisition Tools
5-3	Land Dedication Requirements
5-4	Trail Easements
5-6	5.3 Trail Design Considerations
5-6	Safety
5-7	Environmental Sensitivity
5-8	Community Character
5-8	Maintenance
5-9	Accessibility
5-10	Signage and Public Information
5-11	Security
5-11	5.4 Potential Partners
5-11	Public Agencies
5-12	Semi-Public Entities
5-12	Community and Recreational Organizations
5-12	Local/National Businesses
5-12	Other Area Organizations
5-13	Regional Bikeway Plan
5-14	Technical Assistance
5-14	Funding Support
5-14	Design Guidance
5-14	Long-Term Maintenance Guidance
5-14	Project Information and Coordination
5-15	Training and Support
5-15	Data and Mapping
5-15	5.5 Cost and Funding Considerations
5-18	State Funding: Texas Parks & Wildlife Department
5-18	Regional Funding: Houston-Galveston Area Council (H-GAC)
5-19	5.6 Public Information and Promotion
	<b>Figures</b>
End of Chap. 2	Figure 2.1, Existing Sidewalk Locations
End of Chap. 4	Figure 4.1, Future Trail Network
	<b>Tables</b>
5-2	Table 5.1, Action Agenda
	<b>Appendix A, Community Survey Details</b>

# Chapter One

## Introduction and Background

### Pearland Trail Master Plan



#### 1.1 Purpose and Impetus



The purpose of the Pearland Trail Master Plan (herein referred to as the Plan) is to establish appropriate policy guidance and direction for the gradual, phased development of a community-wide trail network in Pearland. As a complement to the City's Parks and Recreation Master Plan, which was last updated and adopted in 2006, this Plan is also ultimately aimed at enhancing livability in the community.

As Pearland has grown rapidly in recent years and seen great success in its economic development efforts, there is now increasing interest in ensuring a higher level of amenities. As in many similar communities in Texas and elsewhere, the careful planning and implementation of a well-designed trail system is a key component of this community enhancement strategy.

Considering the desire in Pearland for a community-wide system of walking and bicycling paths, the objectives of this Plan are to:

- ◆ Document the vision of stakeholders, including elected officials, citizens and established groups and organizations, regarding the possibilities for and potential characteristics of a community-wide trail network;
- ◆ Verify the degree of interest and enthusiasm for trail development given the limited presence of trails in Pearland to this point in the community's development history;
- ◆ Offer strategic direction for the phased development of an interconnected and practical community-wide trail network that links neighborhoods, parks, schools, public facilities, commercial areas and other key destinations;
- ◆ Consider geographic locations within the community where potential trail alignments would be most feasible, make good sense as part of an overall trail system, and would likely attract the highest utilization based on proximity to population and development, both current and future;
- ◆ Serve as a reference document and provide useful information for local decision makers, advisory boards, trail and recreation enthusiasts, and Pearland residents regarding key considerations in trail system development and maintenance;
- ◆ Establish the policy justification for securing land and/or easements for trail improvements, whether obtained through regulatory mechanisms, dedications or donations;
- ◆ Provide the basis for pursuing grants and other external funding and for generating community support for local funding initiatives, such as potential bond program funding; and

An estimated 131 million Americans regularly bicycle, walk, skate or jog for exercise, sport or recreation.

- *National Bicycling & Walking Study*

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- ◆ Provide action recommendations and implementation priorities for the acquisition, development, maintenance and management of individual trail facilities and an overall trail network.

Rather than dictate strict standards, this Plan is intended to establish sound but flexible guidelines for the location, type and construction of individual trail and path segments that will contribute toward an eventual city-wide system.

#### 1.2 Trail System Benefits ■ ■ ■

Like parks and recreation facilities in general, a community trail system can be a key ingredient in community livability and appeal by:

- ◆ providing opportunities for social interaction (across all age and race/ethnic groups), physical activity, and relief from the urban environment;
- ◆ promoting the community's physical connectivity, especially by means other than the private automobile;
- ◆ enabling public access to creek corridors and other natural features that lend character to the community – and, in some cases, buffering such assets from urban development by preserving a linear corridor in perpetuity for trail use; and by
- ◆ offering safer walking and biking routes to schools by separating youngsters from busy roadways.

While a Pearland trail system is envisioned primarily for recreational use, a community linked by interconnected trails offers its residents and businesses a transportation alternative that can reduce vehicular trips, provide a safe commuting option for individuals who live close to their workplace, and contribute to better air quality in the area.

#### 1.3 Trail Planning Considerations ■ ■ ■

Whether planning and designing an individual trail alignment or an overall trail system, the following potential features, opportunities and constraints, and “sensitivities” must be considered:

- ◆ Local and regional demographic characteristics, recreation trends, and expected levels of facility use;
- ◆ Perceptions, desires and needs of local residents and potential trail users;
- ◆ Existing and future patterns of land use and the corresponding distribution of population;
- ◆ Planned major investments and capital improvements (e.g. roads/bridges, utilities, parks, community facilities);

People who exercise regularly have 14% lower claims against their medical insurance and spend 30% fewer days in the hospital than people who do not exercise regularly.

*- National Bicycling & Walking Study*

## Introduction and Background

### *Pearland Trail Master Plan*



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- ◆ Potential physical obstacles to particular alignments, including waterway and railroad crossings, limited space adjacent to existing homes and/or commercial development, etc.;
- ◆ Advance outreach to abutting property/home owners who may have concerns, and responsiveness to owners if and when any problems arise from trail activity;
- ◆ Access from neighborhoods, parks, schools and other locations, and interconnection with the city sidewalk system;
- ◆ Trail type, surface, width and other design features depending on intended uses, particularly for shared use;
- ◆ Trail location and separation from roadways and vehicular traffic;
- ◆ Trail design and construction standards in environmentally sensitive locations and areas where slope is a factor;
- ◆ Safety and design considerations at intersections, crosswalks and other street crossings;
- ◆ Vertical clearance where trees, bridges or other structures will be over the trail segment;
- ◆ Utility and drainage planning;
- ◆ Landscaping or other enhancements;
- ◆ Trail accessibility consistent with Americans with Disabilities Act (ADA) standards;
- ◆ Directional and informational signage;
- ◆ Lighting;
- ◆ User security (including police patrol planning, emergency call boxes);
- ◆ Emergency vehicle access;
- ◆ Amenities such as benches, stretching and exercise stations/equipment, etc.;
- ◆ Trailhead locations and parking, bike racks plus other potential amenities such as drinking fountains and restrooms;
- ◆ Trail promotion and public information (maps, guides, brochures);
- ◆ Potential volunteer roles (maintenance, education/guides, etc.);
- ◆ Coordination with other plans and programs; and
- ◆ Opportunities for partnerships (public/public and public/private) related to acquisition, development, maintenance and management.

This Plan recognizes the presence and use of privately-owned trails and off-street sidewalk systems in Pearland, especially in the area's larger, master-planned developments. However, the Plan does not directly address the development or maintenance of such private facilities, although public and private trail networks should be interconnected wherever possible and avoid duplication of alignments and areas served.

In its *Sample City Non-Motorized Trail Plan*, the Mountainland Association of Governments in Utah cited 10 Economic Benefits of Greenways and Trails:

**Increase in Real Property Values**, particularly for property owners in close proximity to such amenities.

**Increased Property Tax Revenues**, which provides return on the public investment, thereby helping to offset the public cost of trail system development.

**Value to Private Development**, as nearness to trail amenities can increase sales prices and the marketability of adjacent properties – and clustering of residential units to accommodate trail installation can reduce overall development costs and increase profitability.

**Expenditures by Residents**, as area residents purchase walking/jogging shoes and clothing, bicycles and related accessories, skates, etc., and trail users also patronize local convenience and service businesses near the trails.

**Pearland Trail Master Plan**

**1.4 Guiding Principles of the Plan** ■ ■ ■

**Commercial Uses**, as trails and regular trail use often provide business opportunities at nearby locations.

**Tourism**, as business visitors and other out-of-town guests are often drawn to local trails to maintain individual exercise regimens or just to experience a new place on foot or by bike.

**Agency Expenditures**, as the agency responsible for managing a trail must purchase supplies and services and employ workers for ongoing construction and maintenance.

**Corporate Relocation**, as evidence shows that “quality of life” factors in a community are an increasingly important factor in business location decisions, particularly for much sought-after business types that rely heavily on attraction and retention of highly-skilled personnel who are drawn by local amenities.

This Plan was prepared based on a set of principles that reflect community values and priorities as expressed during the plan development process. These principles include:

- ◆ The City should begin longer-term trail system development by focusing first on one or more “signature” projects that highlight good trail design and utilization and will help to build public support for a sustained improvement program.
- ◆ As an early initiative, the City should also expand upon the few existing trail locations in the community (east-west segment near Aaron Pasternak Park, north-south segment south of Broadway and parallel to West Oaks Boulevard).
- ◆ Another prime consideration in initial trail system development should be locations with existing drainage district maintenance easements. Otherwise, space for trail development may be minimal or will depend upon future property acquisition or securing of additional rights-of-way.
- ◆ The trail system should be developed similar to a community’s thoroughfare network, with primary and secondary alignments identified and designed according to their anticipated system role and utilization level – and with principal segments built first, followed by secondary linkages.
- ◆ Trail connections between various community destinations and focal points should be highlighted and promoted (including neighborhoods, schools, parks, community facilities, commercial areas, etc.).
- ◆ To the maximum extent practicable, the trail network should be designed as an off-street system with minimal use of widened sidewalks along roadways or striped, on-street bicycle lanes.
- ◆ In deciding on which side of a waterway to put a trail (e.g., along Mary’s Creek, Clear Creek), access by current and longtime Pearland residents should be a priority. On the other hand, it should be recognized that the less developed side of a creek corridor may be more workable for new trail development. A trail on both sides may be warranted in more developed areas, similar to along Brays Bayou in Houston.
- ◆ To avoid impositions on private property, trail alignments should deviate from creeks and follow parallel streets in locations where existing development, particularly residential backyards, abut the creek with limited setback and/or no available right-of-way.
- ◆ The City’s trail network should interconnect with and build upon trail systems and projects of other entities, including area drainage and utility districts and private developments.



## Introduction and Background

### *Pearland Trail Master Plan*



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- ◆ The City should seek linear dedications of land from new developments along Clear Creek to begin to establish a continuous trail alignment along this key corridor.
- ◆ Creek crossings by trail users should be accommodated by periodic foot/bike bridges at key points (as is planned for the new phase of Centennial Park) and by walkways and bike lanes on new/upgraded roadway bridges.
- ◆ With the extent of current and planned drainage detention areas in Pearland, primary trail segments should be linked to side/loop trails, recreational areas, and nature preserves associated with such sites.
- ◆ It should be recognized that any U.S. Army Corps of Engineers drainage project that is finally approved for Clear Creek will likely involve significant reworking of the creek banks similar to Sims Bayou, which would offer trail opportunities within a much wider cross section.

Many of the guiding principles within the City's adopted Parks and Recreation Master Plan also apply to the Trail Master Plan. Those principles highlight such themes as community well-being and livability, promotion of fitness and leisure opportunities, environmental resource protection and nature tourism promotion, community cohesiveness and connectivity, equitable access, and intergovernmental and public/private cooperation and coordination. The following Master Plan principles, in particular, are repeated here given their universal applicability from a planning and procedural standpoint:

- ◆ Availability of financial resources will be considered in all phases of planning, acquisition, development, operation, and maintenance of facilities.
- ◆ The public will be involved in all stages of the planning process so that facility design considers the needs, desires and opinions of users.
- ◆ Facilities will be planned and coordinated to allow for flexibility in adapting to future community recreation needs and requirements.
- ◆ Other existing plans that affect the community will be integrated into the final recommendations and the implementation of this plan.
- ◆ A process and procedure for land acquisition for future system improvements will be established prior to development.
- ◆ The planning and implementation process will continuously offer opportunities for incremental evaluation and review.

### 1.5 Vision and Goals ■ ■ ■

A vision statement incorporates a shared understanding of the nature and purpose of the community, and uses this understanding to move it toward a greater purpose. The statement describes the community's preferred future,

**Public Cost Reduction**, as local governments and other public agencies benefit from waterway and greenway conservation that reduces water pollution, erosion, flooding and other environmental degradation that normally requires public response and mitigation programs.

**Intrinsic Value**, as residents and visitors enjoy and remember the pleasant experience of a refreshing bike ride or a stress-free stroll along a quiet creek or preserved greenway corridor.

### *Pearland Trail Master Plan*

offering direction for the goals, objectives and policies that provide a framework for future planning, development and programmatic decisions.

The community's vision statement for this Trail Master Plan was developed through community input by way of the Parks, Recreation and Beautification Board (PRBB). The PRBB previously agreed on a vision statement for purposes of the Parks and Recreation Master Plan:

*Connect the community through people, parks, and programs.*

The complementary trail system vision for Pearland is as follows:

*Enable Pearland residents to reach countless destinations within the community safely, on foot or by bike, through a comprehensive trail system – and one that ultimately provides a continuous linkage beyond Pearland all the way to Clear Lake and Galveston Bay.*

A mission is a more detailed statement of the vision. It specifies the role, or philosophy, by which the community intends to serve its residents. The mission describes what the community does, who it serves, and what makes it unique. As with the vision, the community's mission statement was also developed by the PRBB. The mission statement for Pearland, as previously stated in the Parks and Recreation Master Plan, is as follows:

*Pearland Parks and Recreation is motivated by the needs and desires of all citizens of the community. Guided by the Pearland Parks, Recreation and Beautification Board, the department is dedicated to providing the citizens of Pearland with accessible parks and indoor and outdoor areas which are multi-functional, clean, safe, secure, and unique. The City will promote activities to strengthen the body and mind as well as beautification efforts that bring visual appeal to all areas of the City. In this manner, the City reflects its intent to preserve and highlight our natural environment while promoting tourism and enhancing future growth.*

Once a long-range vision is established – and the community mission is understood – goals provide a next set of guideposts for moving toward attainment of that vision. The City, in collaboration with the PRBB, has identified the below-listed goals for the Plan:

Fifty percent of all personal trips are less than three miles long. Personal business trips, like doctor visits, household errands, and visits to friends account for 41.5% of all trips. Such personal short-distance trips are well suited to travel by walking or bicycling.

*- National Bicycling  
& Walking Study*



### Goals

1. An interconnected community enjoyed by recreational walkers and cyclists.
2. A well-designed trail system that accommodates users interested in longer-distance hikes and bicycle routes.
3. A trail network that supports the community's environmental and open space priorities.
4. A series of trails that allow for shared use, where safe and appropriate, but also specialized uses to serve a diversity of interests.
5. Equitable distribution of and access to trail system components across the community.
6. A manageable trail system that can be built, operated and maintained by the City in a cost-effective manner.
7. Pursuit of interagency and public/private partnerships to share the costs and maintenance responsibilities of a comprehensive trail system.

### 1.6 Policies



The following statements of policy should guide decisions related to trail system development and project planning and implementation:

- ◆ Trail system elements should be located and designed to be conveniently accessible to nearby residents as an outdoor resource for physical activity and fitness opportunities, particularly walking, jogging and bicycling.
- ◆ Pearland's trail system should be designed, implemented and promoted to yield the economic and "quality community" benefits such an amenity can provide.
- ◆ Trail system development should be well coordinated with the City's other physical planning activities (land use, transportation, parks, etc.) so that trail corridors serve a buffering role between different development intensities, help to preserve "green space" amid urban development, and offer protection to valued environmental resources such as creeks and wetlands.
- ◆ Trail segments should be developed, potentially in coordination with areas schools and community organizations, to provide "outdoor classroom" opportunities near schools for environmental education and stewardship activities.
- ◆ As Pearland works to revitalize its original townsite and elevate the community's history, trails in and around the downtown area should be designed with heritage promotion and access to significant sites in mind.
- ◆ The City should maximize disabled access in its trail network design and promotion, including by posting the accessibility level of particular segments at trailhead locations.

The American public saves from 5 to 22 cents for every automobile mile replaced by walking and bicycling, due to reduced pollution, oil import costs, and costs due to congestion, such as lost wages and lost time on the job.

*- National Bicycling  
& Walking Study*

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- ◆ The trip reduction and alternative transportation benefits of an interconnected trail system should be kept in mind in prioritizing trail segments that would connect neighborhoods with other community destinations.

### **1.7 Key Community Trends**



Chapter 1, Community Perspective, of the City's adopted Parks and Recreation Master Plan includes extensive documentation of key socioeconomic indicators for Pearland and the surrounding area. As a supplement to this information, below is a summary of some of the latest available data for Pearland and vicinity.

#### **Population**

According to the Pearland Economic Development Corporation (PEDC), based on 2005 figures from the Claritas data service for zip codes 77581 and 77584:

- ◆ The Pearland area had 81,760 residents in 2005, up 37 percent from 59,667 in 2000.
- ◆ The Pearland area is projected to have 103,028 residents by 2010, which would represent growth of nearly 73 percent over the current decade – nearly matching the 77 percent growth from 1990 to 2000.
- ◆ The area's median age was 35.46 in 2005, with 28.7 percent of the population under age 18 and roughly nine percent age 65 and older.
- ◆ The area's average household size in 2005 was 2.83 persons, based on 28,844 households in 2005 (projected to increase to 36,359 by 2010).

#### **Income**

Based on the same data source as for Population above, the PEDC reports:

- ◆ Median household income in the Pearland area of \$75,783 in 2005.
- ◆ Per capita income of \$31,162 in 2005.
- ◆ Approximately 18 percent of area households had incomes below \$35,000 in 2005, while 33.4 percent had incomes of \$100,000 or more.

#### **Growth and Development**

Pearland continues to add population, new housing units, jobs, and commercial square footage at a rapid pace. This has required corresponding public investment in street and infrastructure improvements, school facilities, and expanded public service capacity. It is expected that the city limits will continue to expand in coming years as parts of the extra-territorial jurisdiction (ETJ) are gradually incorporated into the city, including some of the area's highest-profile master-planned developments and municipal utility districts.



## Introduction and Background

### *Pearland Trail Master Plan*

#### 1.8 Coordination with Other Plans ■ ■ ■

This Plan was prepared with consideration of the following complementary and related plans already prepared and maintained by the City of Pearland:

- ◆ **Comprehensive Plan.** The City's overall, long-range planning document for guiding Pearland's physical development (land use, transportation, utility infrastructure, etc.) and enhancing the community in coming years. An update to the original 1999 plan was adopted by City Council in July 2004.
- ◆ **Thoroughfare Plan.** A component of the adopted Comprehensive Plan which depicts the planned improvement and/or extension of existing arterial and collector roadways and the projected need for, and potential alignment of, additional future roadways. These roadway plans have implications for the City's current and future sidewalk system, as well as trail system development. The City's subdivision regulations and associated infrastructure design standards also determine how and where sidewalks and/or trails may be required through the development approval process.
- ◆ **Parks and Recreation Master Plan.** Provides comprehensive policy direction and implementation guidance over a 20-year planning period (to 2025) for meeting both current and future parks and recreation needs in Pearland. Adopted in 2006, this plan set the stage for this Trail Master Plan.
- ◆ **Old Townsite Downtown Development Plan.** Completed in October 2005, this plan highlights the historic and cultural significance of Pearland's original townsite area and establishes a vision for its revitalization, including a series of trails that would better connect the downtown area to nearby neighborhoods, parks and commercial areas.

#### 1.9 Plan Development Process ■ ■ ■

The process of developing this Plan involved technical work involving the consultant team and City staff, including extensive field work across the community, as well as interaction with the following key groups as follows:

- ◆ An initial meeting with the City Council-appointed Parks, Recreation and Beautification Board (PRBB) and Trail Subcommittee (June 22, 2006).
- ◆ A "Discovery Tour" driving tour in Pearland and other area communities with trail networks (August 31, 2006).
- ◆ A series of informal discussion sessions with various interests and partner groups/agencies, including drainage/school/utility districts, private development, Keep Pearland Beautiful, cycling advocates, and a group of key City management and department staff representing planning, engineering, projects, and parks and recreation (October 9, 2006).

### ***Pearland Trail Master Plan***

- ◆ A City Council briefing and initial public hearing (October 23, 2006).
- ◆ Review and discussion of draft plan sections with the PRBB (January 18, March 8, April 19, and May 10, 2007).
- ◆ A final plan presentation and public hearing before Pearland City Council (June 25, 2007).
- ◆ Final City Council consideration and plan adoption (August 13, 2007).

In addition to this Introduction and Background chapter, the final plan document includes the following sections which reflect the major areas of effort in developing this Trail Master Plan:

- ◆ Chapter 2, Existing Conditions
- ◆ Chapter 3, Needs and Opportunities
- ◆ Chapter 4, Proposed Trail Network
- ◆ Chapter 5, Implementation

# Chapter Two

## Existing Conditions

### Pearland Trail Master Plan



Before turning to future possibilities for trail network development in Pearland, this chapter considers existing conditions for walking and bicycling in the community.

#### 2.1 Public Trails



At the time this trail master planning process was initiated in Fall 2006, the City of Pearland had only a few existing trails for public use. Some of these are highlighted in the photographs on this page, and include:

- ◆ a segment of trail to the east and west of Aaron Pasternak Park, along the north bank of Mary's Creek, in east Pearland;
- ◆ a north-south segment along the western edge of the West Oaks neighborhood in central Pearland, from Fite Road northward toward Broadway-FM 518;
- ◆ a loop trail around a large detention basin that is within Pearland's extra-territorial jurisdiction (ETJ) in the northeasternmost area of the city; and
- ◆ several initial trail segments (of an eventual overall trail network) within the Shadow Creek Ranch master-planned development in west Pearland.

Technically, most of these walking paths would not meet one or more criteria necessary to be considered true "trails," particularly in terms of their width, design and/or type or quality of surface material so they can withstand significant public use and weather impacts. Some, such as the West Oaks example, have a paved surface and are closer to being sidewalks, although they are in "off-street" locations unlike typical sidewalks that run alongside a street within only a few feet of setback, if any, from the street itself. Walking paths are also found within several of the City's parks, such as at Independence and Centennial parks. However, these are only amenities of the



Trail along Mary's Creek near Pasternak Park



Sidewalk "trail" along the edge of the West Oaks neighborhood



Paved loop trail around detention basin in northeast Pearland



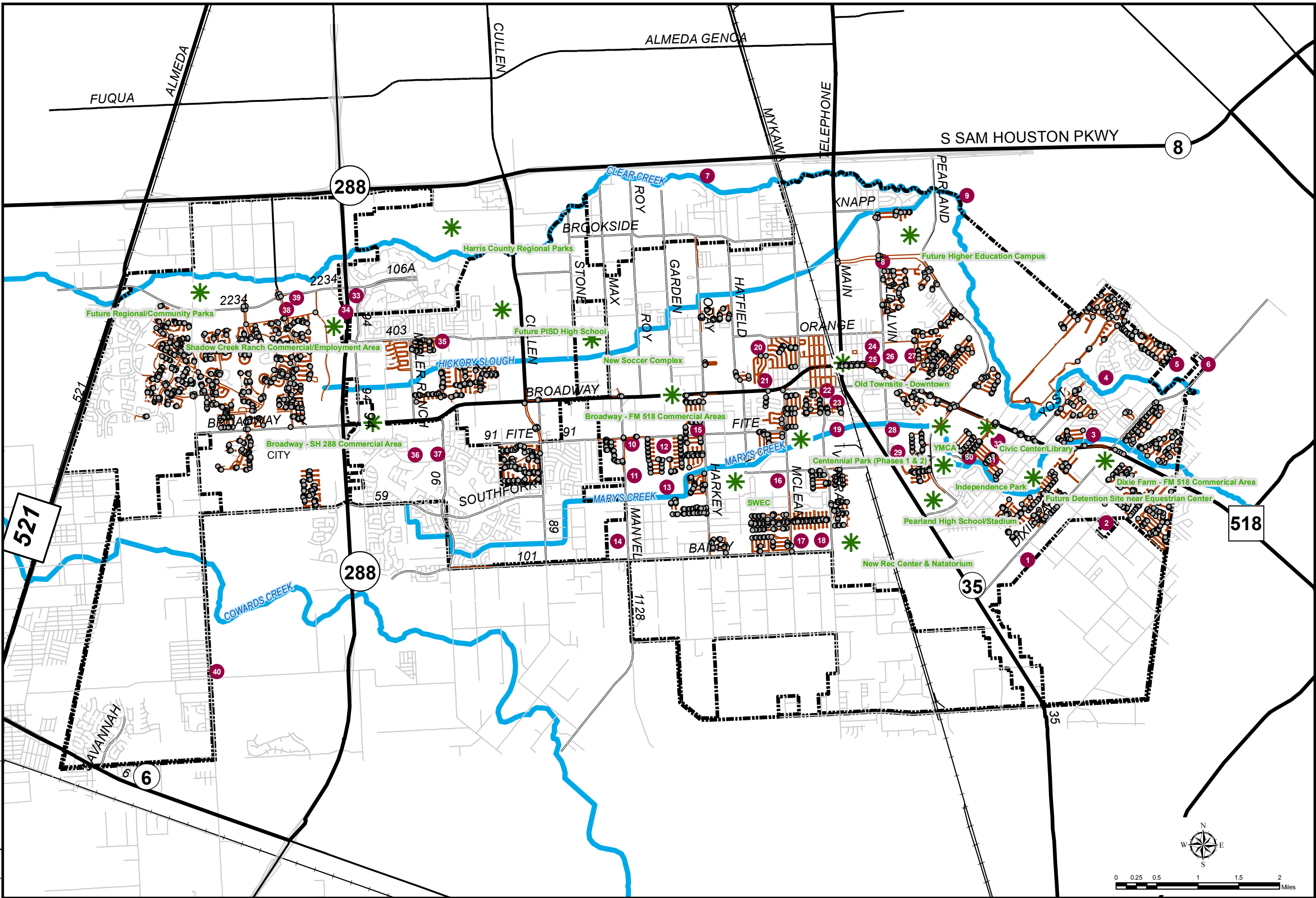
**Figure 2.1,**  
Existing Sidewalk  
Locations

(Based on September 2006 Inventory)

**Legend**

- City Limits
- Destinations
- Major Creeks
- Sidewalks
- Handicap-Accessible Curb Cut
- Points of Interest

- 1 Future Detention Area
- 2 Rustic Oak Elementary
- 3 Woodcreek Park
- 4 Sleepy Hollow Park
- 5 Existing Detention Area
- 6 Future Harris County Park
- 7 Future Beltway Mitigation Park
- 8 New Elementary School
- 9 Harris County El Franco Lee Park
- 10 Rogers Middle School
- 11 New Jr. High
- 12 Dad's Club Sports Park
- 13 Future Detention Area
- 14 Massey Ranch Elementary
- 15 Carleton Elementary
- 16 New Elementary School
- 17 Pearland Jr. High South
- 18 9th Grade Campus
- 19 Future Detention Area
- 20 Corrigan Park
- 21 Jamison Middle School
- 22 VFW
- 23 Pearland Police Department
- 24 Sablatura Middle School
- 25 Pearland Jr. High West
- 26 Pearland Jr. High East
- 27 Harris Elementary
- 28 New Middle School
- 29 Potential Elementary School
- 30 Carden Jackson School
- 31 Pasternak Park
- 32 Shadycrest Elementary
- 33 Future Park & Ride
- 34 Southdown Park
- 35 Challenger Elementary
- 36 Silvercrest Elementary
- 37 Silverlake Elementary
- 38 Mary Burks Marek Elementary
- 39 Future AISD Junior High School
- 40 Manvel Elementary

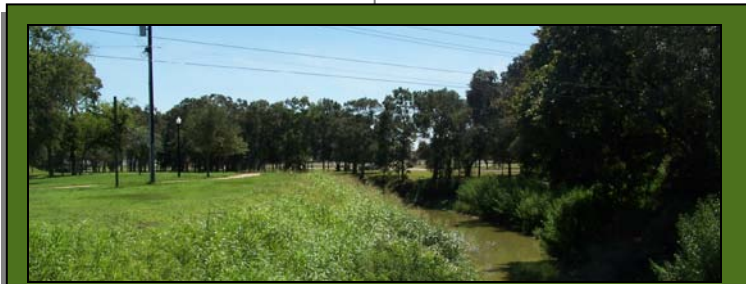


**Adopted**  
**August 13, 2007**

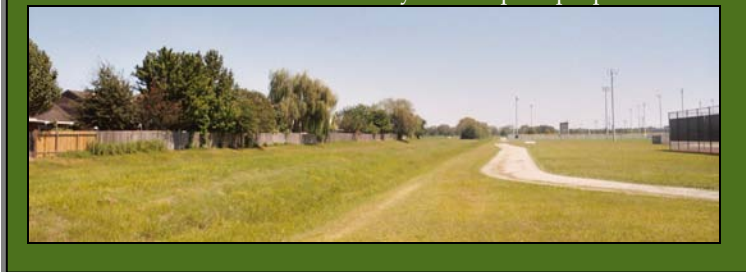
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Both Independence (above) and Centennial (below) parks have internal trails that do not extend beyond the park properties



park itself and do not extend outward from these sites along any linear routes within the community, which would be the objective of a formal trail system.

Pearland also has one designated on-street bike lane, which is indicated by pavement markings and signage along a portion of Broadway-FM 518, from Main Street-SH 35 eastward to Westminster Road.

2.2 Private Trails ■ ■ ■

Just as the Pearland community has reached a point of desiring greater investment in trails as a public amenity, many larger subdivisions and master-planned developments in the area have already incorporated trails as a key design

feature and marketing asset. As an example, trails are a prominent and highlighted element of the Shadow Creek Ranch site plan, as presented in its promotional materials and on its website. The Village Grove subdivision in north central Pearland, between O'Day and Hatfield roads, also was designed around an internal (non-paved) trail system to provide residents and their children a safe, off-street walking route to the neighborhood playground and other sections of the development.

Off-street walking paths and curving sidewalks are also evident in many of the newer subdivisions being built in Pearland, such as those in the vicinity of the new Pearland Parkway. While these walking routes are theoretically open to any person or visitor once the development is constructed and homes and commercial buildings are occupied, there is a "private" aspect to them in that they tend to be internal to the particular development, although they may connect to public sidewalks along the perimeter of the development. In other cases, such as some gated communities, the internal sidewalks and walking paths are either physically inaccessible to non-residents or clearly marked and indicated as "private" and only for the use of residents. One example in Pearland is the Autumn Lakes subdivision, north of Broadway-FM 518 between Fair Oak Street and Miller Ranch Road. This subdivision has a water feature with a trail running along

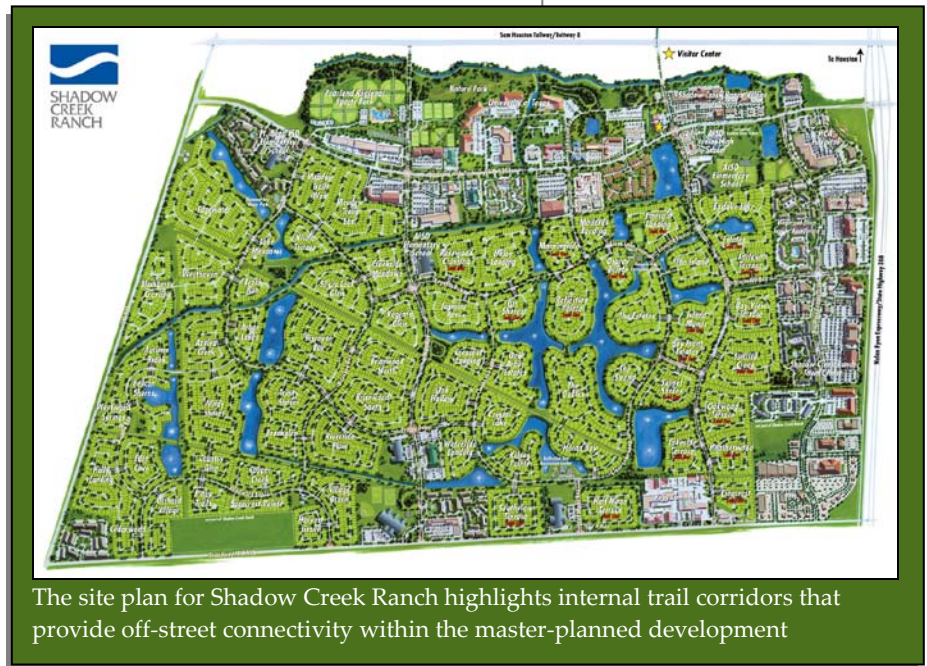


One existing on-street bike lane in Pearland runs along a portion of Broadway-FM 518

the south side of it that is marked as “private” and is actually within a perimeter fence at certain points and not accessible to outsiders.

### 2.3 Sidewalk System ■ ■ ■

In support of this Plan, a city-wide sidewalk inventory was completed in September 2006 to document existing locations in the city limits where sidewalks are in place along public streets and thoroughfares. The locations of all handicap-accessible curb cuts (“ramps”) were also noted through this field work. The results of this inventory are illustrated in **Figure 2.1, Existing Sidewalk Locations**.



Like many cities that had a more rural and suburban past – and then have undergone rapid growth – Pearland has extensive areas of the community where sidewalks were not installed along public roadways, including within many residential neighborhoods. Newly-developing areas of Pearland are being built to a higher standard through the City’s more recent planning and development regulations.

The City’s 1999 Comprehensive Plan called for additional focus on sidewalks through the following provisions:

- ◆ **Section 5.0-Land Use, Village District Design Guidelines.** “Where space allows, provide sidewalks along all streets to allow pedestrian accessibility.”
- ◆ **Section 5.0-Land Use, Planning Initiative #2 (Pearland Parkway).** To achieve the vision of a true parkway, “... sidewalks will be widened to hike and bike trail standards” (and this objective is reiterated in Section 6.0-Parks and Open Space).
- ◆ **Section 7.0-Transportation, Thoroughfare Standards.** Sets a standard for six-foot sidewalks (and five-foot on-street bicycle



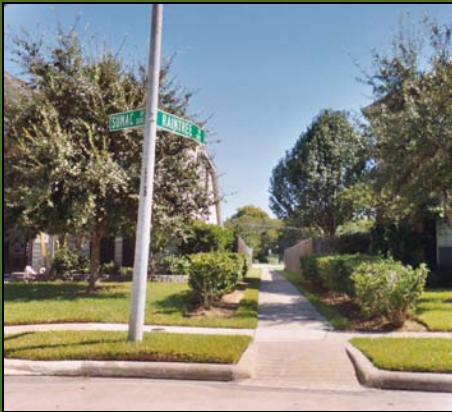
Internal trail within the Village Grove subdivision



Private “residents only” trail in the Autumn Lakes subdivision



*Pearland Trail Master Plan*



Subdivision designed with sidewalk link, between private lots, to external street



Safe walking path to Challenger Elementary along Hughes Ranch Road

lanes) along both sides of streets classified as Major or Secondary Thoroughfares; the same for Major Collectors (although the accompanying cross-section diagram for a Major Collector shows four-foot sidewalks); four-foot sidewalks along both sides of Minor Collectors (with adequate space in the street pavement section for bicyclists to ride near the curb); and the same for Local Residential Streets.

- ◆ **Section 7.0-Transportation, Policies for Implementing the Thoroughfare Plan.** Includes a policy statement that, “Safe sidewalk routes should be established for children to access parks and elementary schools within the school’s respective service zone.”
- ◆ **Section 7.0-Bikeway Planning.** Points out that “children cyclists,” as opposed to “advanced” and “basic” cyclists, prefer to ride on sidewalks, local residential streets or off-road bike paths.

When the Comprehensive Plan was last updated in May 2004, additional language was incorporated that promotes sidewalk (and trail) construction:

- ◆ **Housing Guidance Recommendations, Walkable Neighborhoods.** “Neighborhoods should be designed to be pedestrian-centered, with residential sidewalks and streets that interconnect with adjacent developments, schools, neighborhood retail areas, open areas, walkways, greenways, etc.” Also, “Design standards that ensure safety, mobility, and adequate separation between pedestrian and non-motorized modes of transport should be incorporated into neighborhoods.”
- ◆ **Housing Guidance Recommendations, Open Space and Neighborhood Squares.** “Neighborhoods along waterfronts and lakes should be encouraged to provide parks, walking trails and areas along the water front accessible to the public.”
- ◆ **Community Image Recommendations, Increased Beautification of Corridors.** With regard to the City establishing new zoning overlays or enhancing its existing overlay districts for key corridors, it is recommended that Sidewalk Standards continue to be among the set of key standards applied to promote corridor appearance and development quality.

The City of Pearland Unified Development Code (UDC), through Chapter 3-Subdivision Regulations (Division 11-Sidewalks & Alleys), establishes the following requirements for sidewalks:

- ◆ Sidewalks are required along both sides of all streets, in accordance with

## Existing Conditions

### Pearland Trail Master Plan



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the City's adopted Thoroughfare Plan, in all subdivisions (residential or nonresidential). [UDC Section 3.2.11.1(a)]

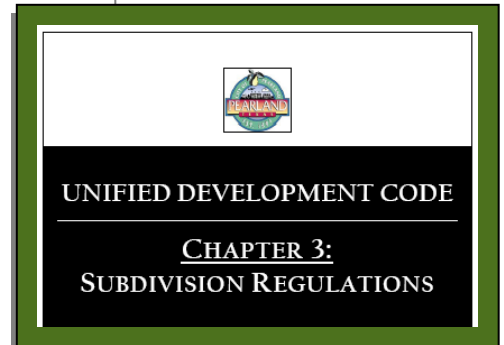
- ◆ Width and location requirements for sidewalk construction are governed by the City's adopted Engineering Design Criteria Manual (EDCM). In general, the UDC requires that sidewalks at least six feet in width be installed along both sides of thoroughfares and collectors in accordance with the City's adopted Thoroughfare Plan. Sidewalks at least four feet in width must be installed along both sides of all other streets per the Thoroughfare Plan. [UDC Sections 3.2.11.1(b) & (d)]
- ◆ In existing platted subdivisions, sidewalks must be installed on all existing vacant lots, and on all lots that are planned for redevelopment. [UDC Section 3.2.11.1(c)]
- ◆ Sidewalks are not required along any side of a minor street that abuts residential property which utilizes open ditches for the drainage of stormwater. [UDC Section 3.2.11.1(f)]

In addition, UDC Section 3.2.6.4, Specific Street Standards, promotes pedestrian connectivity in Pearland through the following provision:

Pedestrian connectivity and access shall be provided between subdivisions, schools, cul-de-sacs (i.e., bulb-to-bulb access) and park areas. In cases where a subdivision is constructed in a location that is adjacent to another subdivision, pedestrian access shall be provided such that adjacent development can connect to such access at a later date, when development occurs. Gated subdivisions may be exempt from this requirement upon approval by the Planning Director.

Finally, zoning requirements for the Spectrum mixed-use district (SPD) and the Corridors Overlay District (COD) include specific provisions related to sidewalks (UDC Sections 2.4.3.1(k) and 2.4.5.1(k) respectively), including:

- ◆ Constructing a minimum six foot wide sidewalk.
- ◆ Providing a 10 foot wide public use easement for the required sidewalk when placed outside of a public right-of-way.
- ◆ Allowing for deviation from these criteria by the City Engineer for good cause such as cases of unusual or unique topography or to preserve



Pedestrian bridge links adjacent subdivisions



A short trail provides direct access between Dad's Club Sports Park and the adjacent neighborhood

**Pearland Trail Master Plan**

desirable natural features.

- ◆ Providing a minimum eight foot width sidewalk along all streets in the Mixed Use-High Density Residential District (Sub-District S-3) within the overall Spectrum District.

While the lack of sidewalks takes away from neighborhood and community connectivity in some areas of Pearland, in other areas existing sidewalks actually provide a valuable linkage where construction of a full-scale trail cross section would not be feasible for whatever reason.



Water features in Pearland provide ideal trail opportunities



Potential trail access from residential neighborhoods (above) and a commercial area (below), which abuts Mary's Creek



**2.4 Opportunities and Challenges ■ ■ ■**

Pearland has clear opportunities in front of it as well as obvious challenges to overcome in working toward a community-wide trail network:

**Opportunities**

- ◆ The extent of creeks and other linear drainageways across the community, which are highly accessible from many neighborhoods and developed areas and, if used for trail alignments, would readily connect a variety of community destinations.
- ◆ The presence of drainage districts in the region, which have maintenance easements along many waterways, providing the basis for a continuous, accessible trail system in attractive settings.
- ◆ The flat terrain found in Pearland.
- ◆ Private development interest in trails as site amenities (especially with the extent of master-planned development in the area) – and the desire by developers to see connectivity between trail segments they build and a broader community trail network.
- ◆ The extent of storm water detention sites already built or planned in the area, which provides loop trail opportunities, especially



## Existing Conditions

### Pearland Trail Master Plan



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where the detention area is well designed to serve as a community amenity.

- ◆ The extent of utility and pipeline corridors in certain areas of Pearland, which, in many cases, provide very open and unobstructed paths between neighborhoods and other nearby destinations such as schools, parks, community facilities and commercial areas.
- ◆ The extent of open space around the perimeter of many residential subdivisions and commercial developments in Pearland, due to the scattered nature of development in certain areas, which provides an “opening” for potential trail alignments close to existing development and in advance of additional development in the vicinity.

### Challenges

- ◆ Existing developed areas where trail connections, or adequate trail widths, would not be feasible due to limited space (and also neighborhood opposition, in some cases). This is a particular constraint along portions of some area creeks, including Mary’s Creek and Clear Creek, where maintenance easements were never established and the back yards of individual residences extend all the way to the creek bank.
- ◆ The need to cross busy arterial roadways in various locations to maintain the connectivity of the envisioned trail network (e.g., Broadway-FM 518), as well as the physical barrier presented by the SH 288 freeway corridor and the limited street and creek/drainage links across this corridor.
- ◆ Uncertainty about the ultimate nature, physical scale and appearance of federally-funded flood control improvements along Clear Creek – one of the City’s premier corridors for long-term trail development.



Access gate to Drainage District maintenance easement



Wide pipeline corridor through northeast Pearland neighborhood



Residential back yards extending to bank of Mary’s Creek



Federal flood control improvements could drastically change the “cross section” and appearance of the Clear Creek corridor



# Chapter Three

## Needs and Opportunities

### Pearland Trail Master Plan



The preceding chapters identified the need and desire for a city-wide trail network in Pearland – and the opportunities to accomplish this in coming years. This chapter further validates and clarifies these needs and opportunities. At the initiation of the master plan process, in Summer 2006, an online survey was conducted as a way to gain insights into community interests, needs, priorities and concerns related to trail network development in Pearland. Over roughly a one-month period from late May to late June 2006, a survey website was visited by 655 individuals, 368 of whom chose to complete some or all of the 15-question survey. It should be noted that this was not a scientific survey in that the “universe” of survey respondents was not randomly selected and controlled and any resident had the opportunity to participate.

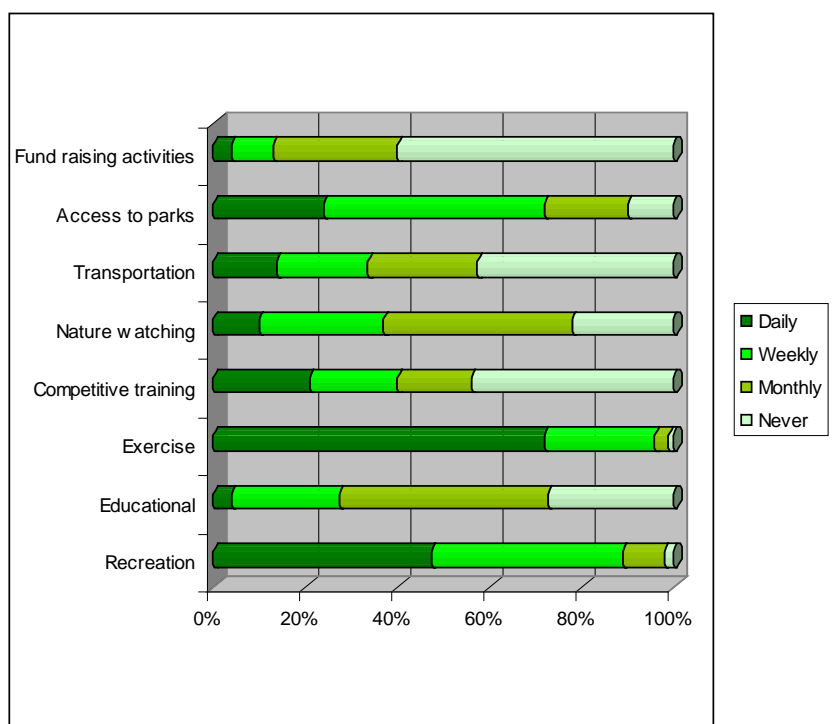
This chapter summarizes the results and highlights of this informal survey. Several survey questions called for written responses or allowed for elaboration. These compiled responses are provided in Appendix A to this plan document.

### 3.1 Overall Trail Interest

The first survey question asked, “Are trails (hike and bike, equestrian, motorized) important to you as a means of recreation, exercise and/or transportation?” Of the 355 individuals who responded, an overwhelming 95 percent said “Yes” while 17 persons said “No.” This question included an opportunity to elaborate, and 112 individual comments are recorded in Appendix A.

Another question asked, “What is your primary interest for trails?” As illustrated in the chart to the right, exercise and recreation rated highest for potential daily activity. Access to parks was also popular, considering the level of interest for both daily and weekly use.

Primary Trails Interest



**Pearland Trail Master Plan**

Interestingly, 43 percent of respondents said they would never use trails for transportation. There also appears to be a high degree of interest in certain activities, such as nature watching and educational activities, that would involve less frequent trail use (i.e., monthly).

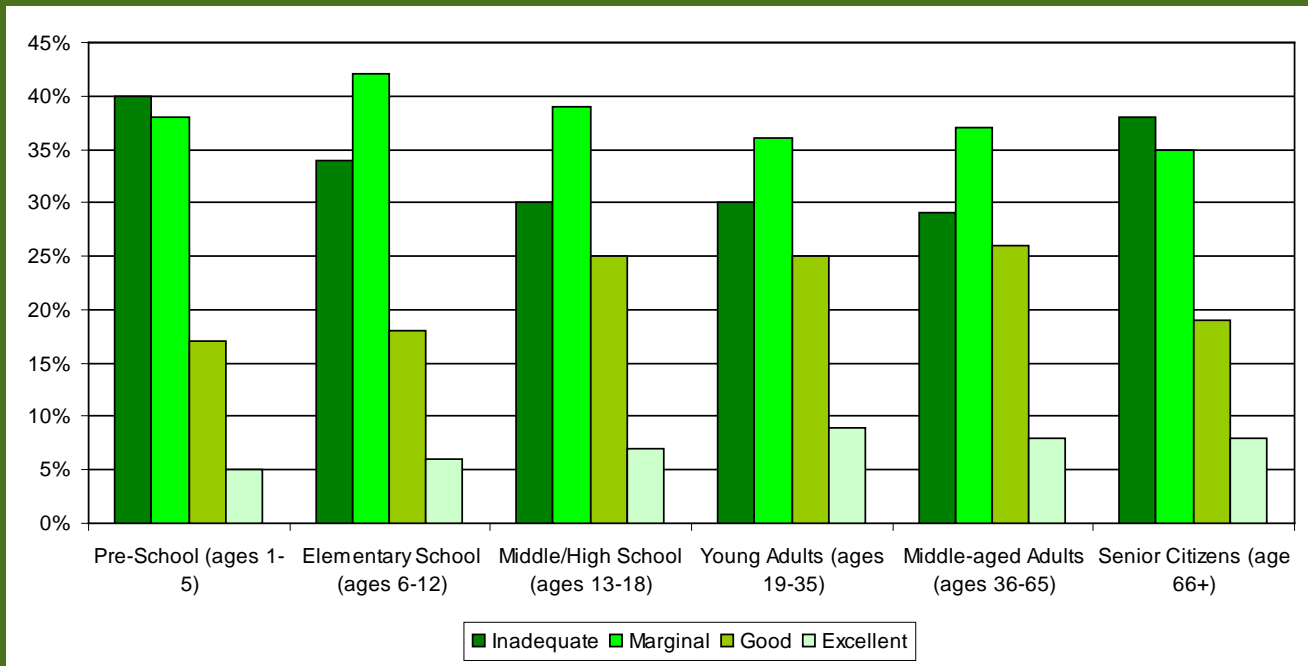
**3.2 Existing Conditions**

“The basic problem with most of the trails is that you need to drive to get to them. This limits their utility for younger children.”

- Survey respondent

A series of questions early in the survey focused on existing walking and trail use opportunities in Pearland. One question asked, “Please assess the adequacy of existing trail and sidewalk resources,” and the ratings were to be assigned for particular age groups. The chart below shows that the highest positive responses were for the young adult and middle-aged adult categories, and even here the combined “Excellent” and “Good” ratings only totaled 34 percent. The age category for which existing opportunities were most often deemed “Inadequate” was pre-school, at 40 percent, followed closely by senior citizens, at 38 percent. When the “Inadequate” and “Marginal” ratings are combined, the elementary school age group comes in at 76 percent – just behind pre-school age at 78 percent – which should be cause for concern because, among all age groups, elementary school kids are often the most likely to be walking and biking routinely (between home and school).

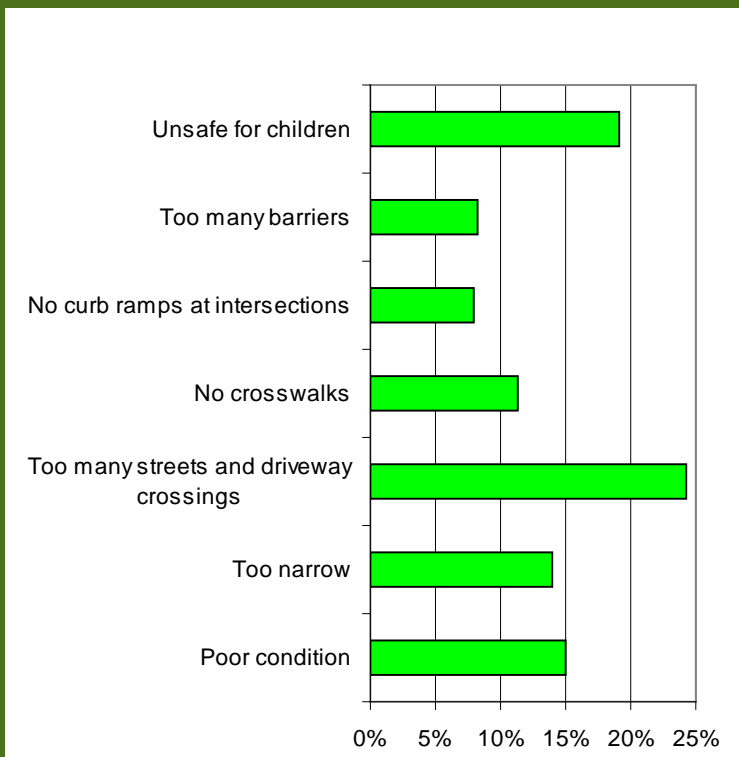
**Adequacy of Existing Trails/Sidewalks for Age Groups**



Another survey question asked which existing walking and trail opportunities people use, and how often. Not surprisingly, the responses show that local sidewalks and neighborhood/homeowners' association paths and trails receive the most daily use. Interestingly, the results also indicate that approximately one-third of respondents use the paths in Independence and Centennial parks monthly (34 and 32 percent respectively). In addition to the locations that were cited in the question, 71 comments were received regarding "other" walking and trail opportunities, and these are compiled in Appendix A.

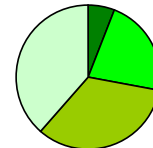
The next question inquired about reasons residents might *not* be using existing trails, walking paths, or sidewalks, and respondents were able to check off as many of the potential reasons as might apply in their situation. Safety considerations were most often cited, regarding both safety of children and the extent of street and driveway crossings to be navigated when on foot or cycling.

Reasons Not Using Existing Walking/Trail Resources



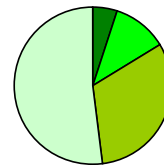
Use of Existing Walking/Trail Locations in Pearland

Independence Park



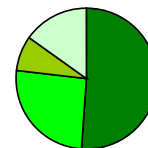
■ Daily ■ Weekly ■ Monthly □ Never

Centennial Park



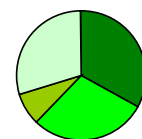
■ Daily ■ Weekly ■ Monthly □ Never

Sidewalks



■ Daily ■ Weekly ■ Monthly □ Never

Neighborhood/HOA Parks



■ Daily ■ Weekly ■ Monthly □ Never

*Pearland Trail Master Plan*

3.3 Trail Priorities



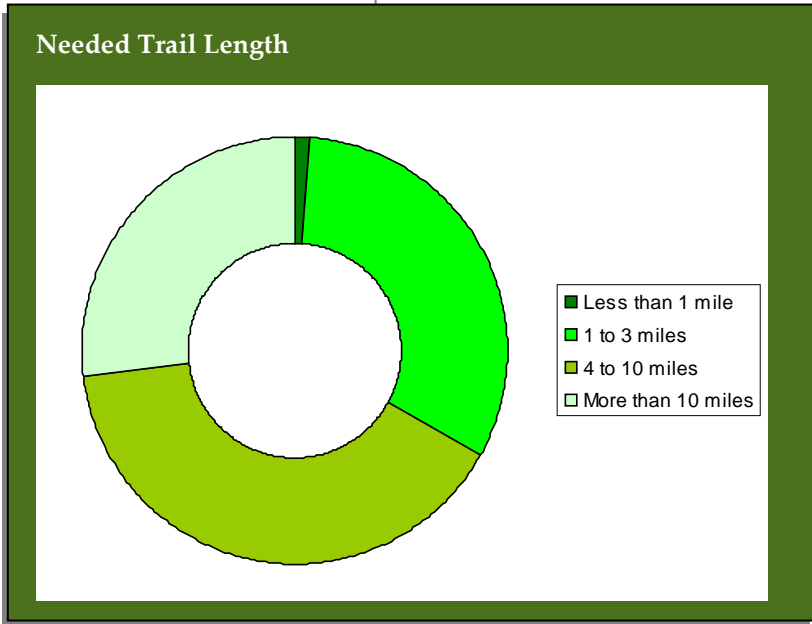
Another series of questions in the survey was intended to identify priorities in a variety of areas, including trail types and surface, origins/destinations to be linked by trails, and trail amenities. One question also asked, “What distance

of a continuous trail is suitable for your needs?” While few respondents – only one percent – indicated a need for short trails of less than one mile, the balance of the results indicate that a diversity of users will need to be accommodated: 32 percent were interested in trails of one to three miles, 40 percent see a need for trail lengths between four and 10 miles, and another 27 percent are interested in trail segments longer than 10 miles.

Another question asked respondents to indicate the type of trail they or their family members would utilize and how often (daily, weekly, monthly, never). The results confirm significant interest in trails for basic walking and jogging, with 60 percent of respondents saying they

would pursue these activities daily and another 30 percent indicating weekly use. The combination of potential daily and weekly use for “bike trails” was 73 percent (26 percent daily and 47 percent weekly). “Nature trails” received strong response for potential use both weekly (45 percent) and/or monthly (33 percent). Interestingly, 43 percent of respondents indicated potential monthly use of “paddle craft trails in creeks.” On the other hand, significantly high percentages said they would never use equestrian trails (86 percent) or “dirt trails for moto cross or BMX” (73 percent).

In a related question, respondents were asked to rank the level of importance of various trail types. Again, basic walking paths were ranked “Most Important” by 81 percent, with 76 percent also rating sidewalks “Most Important.” Other options receiving high ratings as “Most Important” were bike paths at 58 percent and nature trails (dirt/mulch) at 49 percent. When the “Most Important” and “Average Importance” rankings are combined, the joint results were as follows: 98 percent for walking paths, 95 percent for sidewalks, 92 percent for bike paths, and 91 percent for nature trails. The combined rating for “Bike Path (next to road)” was 69 percent. As in the previous question, respondents assigned the lowest importance to “Motorized (dirt bike, etc.)” and “Equestrian” trails.



“On the weekends I would love to walk or take a bike ride on different trails here in Pearland. Trails are how people get to meet each other and get to know the people who live in their town.”  
- Survey respondent

The next survey question asked respondents to consider their preferred type of trail surface. It should be noted that this was asked without raising issues of cost or maintenance implications for the City. The surface options listed included:

- ◆ Concrete (hard);
- ◆ Asphalt (semi-hard);
- ◆ Crushed stone (medium, like at Independence Park);
- ◆ Recycled material (medium); and
- ◆ Natural material (compacted soil-soft, wood chips).

Interestingly, the percentage of respondents who rated each surface type “Most Important” increased steadily from the “hardest” to the “softest” surface type: 21 percent for concrete, 28 percent for both asphalt and crushed stone, 35 percent for recycled material, and 46 percent for natural material. The order of preference, and degree of variation in the preferences, is somewhat different when the “Most Important” and “Somewhat Important” rankings are combined: 79 percent for recycled material, 77 percent for natural material, 73 percent for asphalt, 70 percent for crushed stone, and 51 percent for concrete. The concrete surface option also received the highest percentage of “Not Important” responses (29 percent).

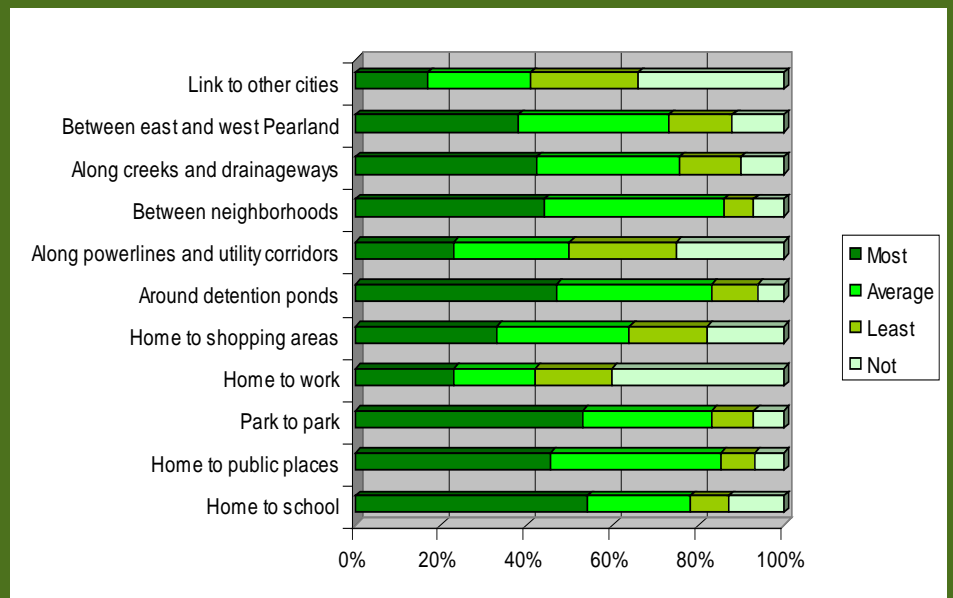
An essential question for trail network planning addressed what types of trail connections respondents consider most important for themselves and their families. The results show that “Home to School” and “Park to Park” rated highest, with “Most Important” responses of 54 percent and 53 percent respectively. Other possibilities which a near-majority also rated as “Most Important” were “Around Detention Ponds (for recreational uses)” at 47 percent and “Home to Public Places (library, recreation center, municipal complex)” at 46 percent. It is notable that when the “Most Important” and “Average Importance” responses are combined,

“Extensive, safe bike trails would be such a feather in Pearland's cap! More exercise, less gasoline consumption. Who doesn't need that these days?”

“We have an opportunity to truly make Pearland a gem of a city. Running, biking and nature trails would ensure this.”

- Survey respondents

Trail Connections Considered Most Important



**Pearland Trail Master Plan**

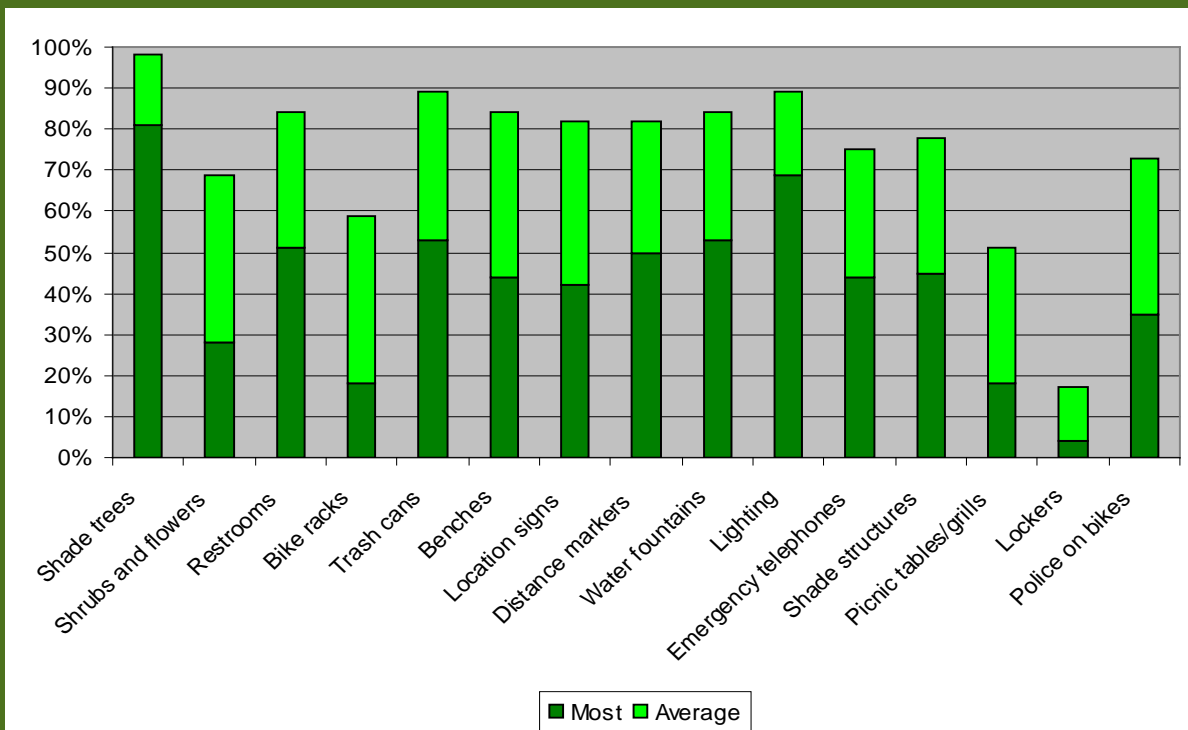
“We need to cover Pearland with a variety of types of trails, to be able to get anywhere on foot or bicycle, to get exercise and fresh air, and to learn about our natural environment.”

- Survey respondent

then trail connections “Between Neighborhoods” jumps to the top of the list (at 86 percent, the same as “Home to Public Places”). The other connection types previously mentioned remain highly ranked, but two other options also move upward based on the extent of respondents rating assigning them “Average Importance”: (1) “Along Creeks or Drainageways” (75 percent combined), and (2) “Between East and West Pearland” (73 percent combined). The highest amount of “Not Important” ratings were assigned to potential trail linkages focused on “Home to Work” (40 percent) or “Link to Other Cities” (34 percent).

A final question involving priorities asked about the level of importance respondents would assign to various types of amenities that might possibly be incorporated into trail designs and projects. Shade trees drew the greatest response as both “Most Important” (81 percent) and when the “Most Important” and “Average Importance” rankings are combined (98 percent).

**Importance of Potential Trail Amenities**



Other amenities that received a “Most Important” ranking from a majority of respondents were: lighting (69 percent), water fountains and trash cans (both 53 percent), restrooms (51 percent), and distance markers (50 percent). After shades trees, the combination of the “Most Important” and “Average





Importance” rankings yielded the highest results – all above 80 percent – for: lighting and trash cans (both 89 percent); restrooms, benches, and water fountains (all 84 percent); and locations signs and distance markers (both 82 percent). Three other options rated above 70 percent, and two of these indicate a concern for the security of trail users: shade structures (78 percent), emergency telephones (75 percent), and police on bikes (73 percent). The lowest importance was assigned to the possibility of lockers (47 percent indicating “Not Important”).

### 3.4 Implementation Considerations



When respondents were asked the pivotal question, “Would you support a bond referendum for a city-wide trail system?”, the result was 92 percent “Yes” and eight percent “No” (323 and 29, respectively, of 352 total respondents to this question). Again, this was not a scientific survey, but those making the effort to locate and respond to the online survey clearly support the concept of a trail network for Pearland. This question allowed for further elaboration, and 52 respondents provided written comments, which are compiled in Appendix A.

Another question related to implementation – “Are there any partner organizations who could help build or fund trails?” – drew 68 written responses, which are also documented in Appendix A, along with 105 responses to a final request for general comments.

“More trails are very important to me and my family – I would pay extra taxes for more trails.”

“It adds so much to the quality of life, but I would like it to be in conjunction with fundraising activities.”

- Survey respondents

# Chapter Four

## Proposed Trail Network

### Pearland Trail Master Plan



Based on the vision, goals and policies established in Chapter 1, the existing conditions examined in Chapter 2, and the needs and opportunities cited in Chapter 3, this chapter depicts and describes the possible components of a future city-wide trail network in Pearland. This includes information on:

- ◆ future primary and secondary trails;
- ◆ trail types and considerations;
- ◆ destinations linked;
- ◆ potential trailhead locations;
- ◆ potential creek crossing locations and bridge needs;
- ◆ sidewalk linkages; and
- ◆ key locations requiring special study or consideration.

#### 4.1 Future Primary and Secondary Trails



The Future Trail Network depicted in **Figure 4.1** indicates a set of “Primary” trails (green lines) plus other “Secondary” trail alignments and locations (red lines). This terminology is similar to the Thoroughfare Plan for a City’s street system in that the primary trails are meant to be continuous over the longest distance (similar to arterial streets), connecting many destinations and linking with various other trail segments along the way. As a result, they are intended – and will be appropriately designed – to carry the most “traffic.” Trails labeled as “Secondary” will operate like collector roadways, partly because they do not extend in many cases beyond a particular sub-area, but also because they will operate like “feeder” routes, providing a link for users between individual neighborhoods and destinations and the primary trail system.

#### Primary Trails

Six primary trails are shown in Figure 4.1:

1. The first primary trail offers the potential for a continuous walking/biking path across the entire community, stretching between Pearland’s eastern and western city limits. Much of this trail alignment could be adjacent to Mary’s Creek, from just east of Old Chocolate Bayou Road to the eastern city limits and Pearland/Friendswood boundary. The trail would need to veer away from Mary’s Creek in two small



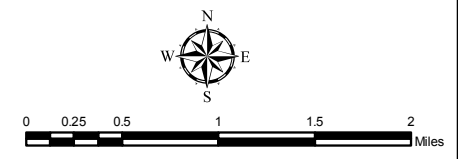
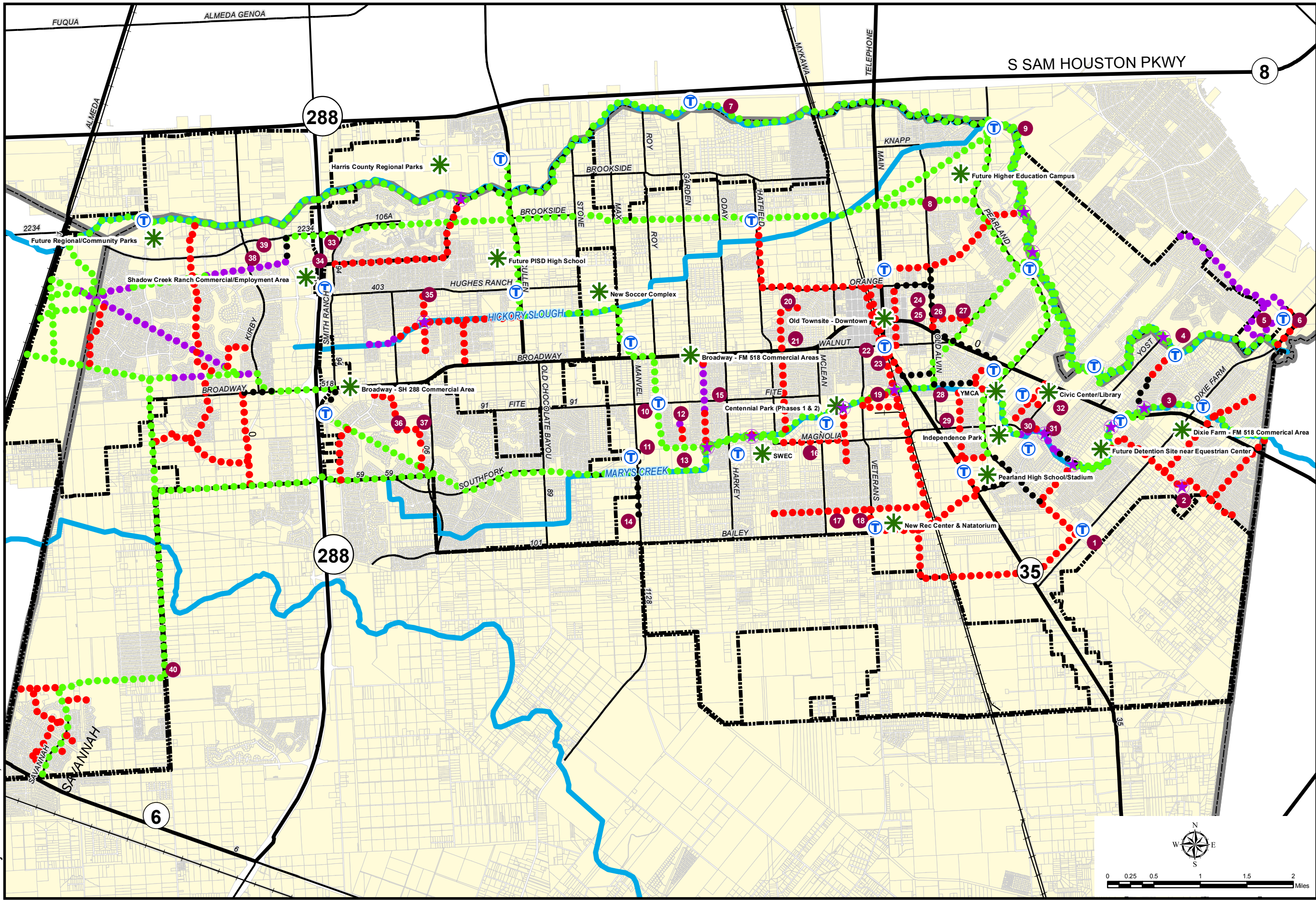
The Mary’s Creek corridor offers the opportunity for a continuous east-west trail across Pearland, with many attractive vistas.



# Figure 4.1, Future Trail Network

- Legend**
- City Limits
  - Future Trail - Primary
  - Future Trail - Secondary
  - Existing Trails
  - Sidewalk Linkages Between Trails
  - Destinations
  - Potential Trailhead Locations
  - Potential Bridge Location
  - Points of Interest

- 1 Future Detention Area
- 2 Rustic Oak Elementary
- 3 Woodcreek Park
- 4 Sleepy Hollow Park
- 5 Existing Detention Area
- 6 Future Harris County Park
- 7 Future Beltway Mitigation Park
- 8 New Elementary School
- 9 Harris County El Franco Lee Park
- 10 Rogers Middle School
- 11 New Jr. High
- 12 Dad's Club Sports Park
- 13 Future Detention Area
- 14 Massey Ranch Elementary
- 15 Carleton Elementary
- 16 New Elementary School
- 17 Pearland Jr. High South
- 18 9th Grade Campus
- 19 Future Detention Area
- 20 Corrigan Park
- 21 Jamison Middle School
- 22 VFW
- 23 Pearland Police Department
- 24 Sablatura Middle School
- 25 Pearland Jr. High West
- 26 Pearland Jr. High East
- 27 Harris Elementary
- 28 New Middle School
- 29 Potential Elementary School
- 30 Carden Jackson School
- 31 Pasternak Park
- 32 Shadycrest Elementary
- 33 Future Park & Ride
- 34 Southdown Park
- 35 Challenger Elementary
- 36 Silvercrest Elementary
- 37 Silverlake Elementary
- 38 Mary Burks Marek Elementary
- 39 Future AISD Junior High School
- 40 Manvel Elementary

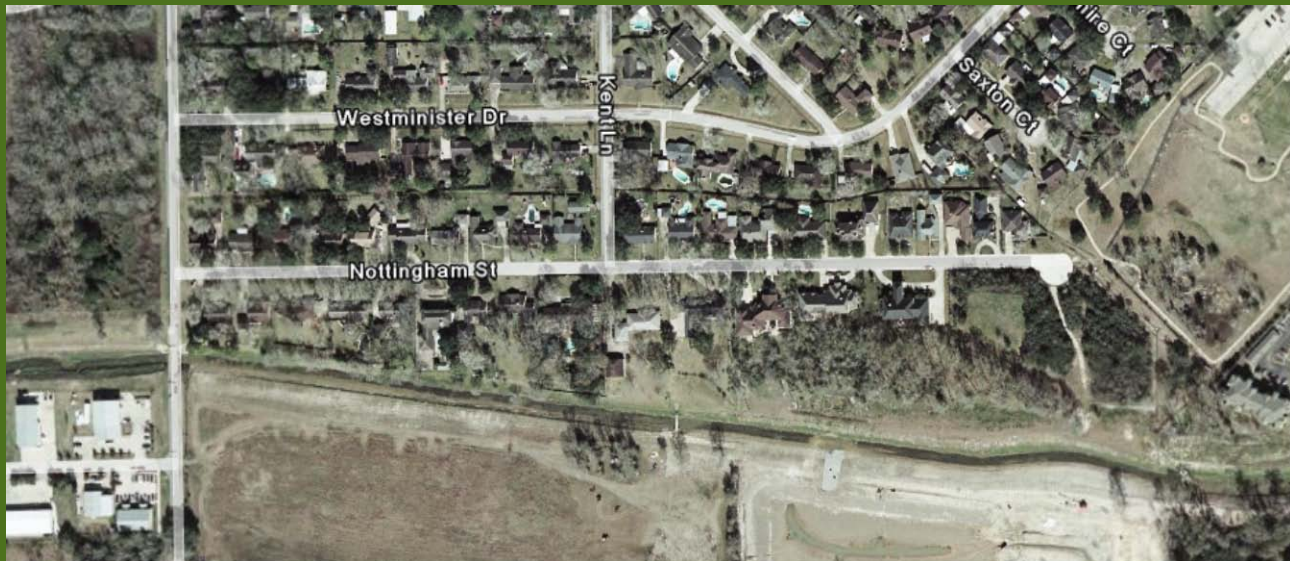


**Adopted  
August 13, 2007**



*Pearland Trail Master Plan*

sections due to the proximity of homes and their back yards to the creek bank. These locations are at Nottingham, the first street north of the creek to the east of Old Alvin Road, and at Mary's Creek Lane, which is also the first street north of the creek within the Shady Crest subdivision. The



Existing homes along the south side of Nottingham have rear yards that extend to Mary's Creek, effectively precluding a creekside trail alignment along the north bank in this location.

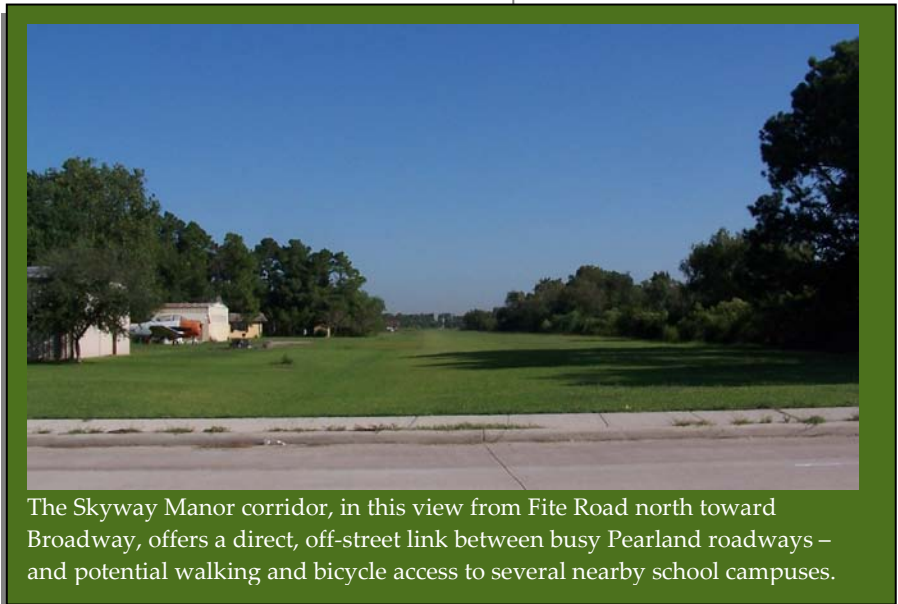
western extension of this trail alignment away from Mary's Creek could proceed as follows:

- ◆ Along Southfork Drive until following a northwesterly alignment in the utility corridor that goes through the Silverlake area and directly to the major commercial area to the east of the SH 288-Broadway intersection.
  - ◆ Then under SH 288 along Broadway, turning north for a short while along Kirby Drive, and then linking into the internal Shadow Creek Ranch trail system, with several options by which a trail user could reach the western Pearland city limits at FM 521.
2. Another potential primary trail alignment could also extend between Pearland's eastern and western city limits by following the Clear Creek corridor.
  3. Another possible east-west trail alignment could originate from the Shadow Creek Ranch internal trail system, just west of SH 288 along Shadow Creek Parkway (which would also tie into Shadow Creek Ranch's primary commercial and employment area). The trail could cross under SH 288 and continue eastward along the entire existing and

planned alignment of McHard Road to the roundabout at Pearland Parkway. A related primary trail alignment could veer from the McHard Road alignment at Main/SH 35 and follow a northeasterly path along a pipeline corridor, eventually merging with the Pearland Parkway trail just south of Clear Creek.

4. Another potential alignment could provide a north-south link through central Pearland, connecting the east-west trails along Clear Creek and Mary's Creek:

- ◆ This alignment could actually start just north of Clear Creek at Clear Creek Regional Park, which is to the west of Cullen Boulevard.
- ◆ The trail could follow Cullen south to Hickory Slough, in the cemetery vicinity.
- ◆ The trail could then follow Hickory Slough eastward to Max Road, then south along Max to Reid Boulevard.
- ◆ The trail could then parallel Broadway eastward for a short time before crossing Broadway in the vicinity of Roy Road and continuing south through the Skyway Manor area.
- ◆ The alignment could then continue south past Fite Road along the eastern edge of the Rogers Middle School



The Skyway Manor corridor, in this view from Fite Road north toward Broadway, offers a direct, off-street link between busy Pearland roadways – and potential walking and bicycle access to several nearby school campuses.

property, turning eastward and continuing to skirt the edge of the West Oaks Village subdivision until linking with the Mary's Creek trail near the southern terminus of English Oaks Boulevard.

5. Another primarily north-south trail could parallel Pearland Parkway from the north city limits at Clear Creek to the vicinity of Pearland High School.
6. Another relatively short trail segment could originate at Clear Creek in the vicinity of the City's Barry Rose Wastewater Treatment Plant and then:
  - ◆ Cross Pearland Parkway and continue along Barry Rose Road southwesterly to Broadway.

### *Pearland Trail Master Plan*

- ◆ Then continue southerly, using a utility corridor for a short stretch over to Old Alvin Road.
- ◆ Then following Old Alvin Road for the remaining short distance to Mary's Creek.

### Secondary Trails

Secondary trail possibilities are shown in numerous locations in Figure 4.1, including:

- ◆ The remainder of the internal Shadow Creek Ranch trail system, including an extension north to new community parks along Clear Creek plus several extensions south of Broadway to link to the Southern Trails neighborhood.
- ◆ A trail alignment along the drainage channel that runs between the Country Place and Southdown neighborhoods (with Clear Creek and the Harris County regional parks at one end and Southdown Park and the new commercial area along Country Place Parkway at the other end).
- ◆ Secondary trails utilizing Hickory Slough and associated drainage channels that run between local neighborhoods such as Sunrise Lakes and Somersetshire Estates (providing off-street paths between the residential areas and Challenger Elementary School, Broadway west of Cullen Boulevard, and the future PISD high school site to the north of Hughes Ranch Road).



An existing trail along the edge of the West Oaks neighborhood provides the basis for a direct linkage between Mary's Creek and the Broadway commercial area to the north.

- ◆ A secondary trail alignment through Silverlake that would provide another linkage between the Mary's Creek primary trail and the major commercial area just east of SH 288 and Broadway (and also provide off-street access to Silverlake and Silvercrest elementary schools).
- ◆ Several short secondary trail segments that would expand upon existing off-street sidewalks/trails in the West Oaks and West Oaks Village neighborhoods, providing a direct route between the Mary's Creek primary trail and commercial areas along Broadway in one case, and also linking destinations such as Dad's Club Sports Park, Carlestone Elementary School, and the future community park site at the West Mary's



Creek detention area (Point of Interest 13 on Figure 4.1).

- ◆ A secondary trail that would start at Corrigan Park and follow a north-south drainage channel across Broadway and Fite Road down to Magnolia, where it would turn eastward along the southern edge of the Ryan Acres neighborhood and eventually provide a direct link to Centennial Park Phase 2 by way of another north-south drainage channel.
- ◆ A secondary trail route from the McHard Road primary trail down to Orange Street along Hatfield, turning eastward along Orange and linking into potential trails along the railroad corridor and in the Old Townsite area. This would provide a connection to numerous other trail options and destinations in central Pearland.
- ◆ Another secondary trail that would originate at Clear Creek, cross Pearland Parkway, and follow Town Ditch into the Old Townsite area from the northeast.
- ◆ A secondary loop trail that would be adjacent to the Mary's Creek primary trail and encircle the planned detention area just east of Veteran's Drive on the south side of Mary's Creek.
- ◆ A secondary trail that would follow an east-west drainage channel north of Bailey Road and provide an off-street path between local neighborhoods and Pearland Junior High South and the 9<sup>th</sup> Grade Campus. Another related trail alignment would continue eastward, taking advantage of the new Bailey Road-Oiler Drive extension and bridge over the railroad to provide a direct connection to the Pearland High School campus. Yet another secondary trail option would extend northward from the high school campus, along a drainage channel through the River Mist neighborhood and along the western edge of Pearland Park Estates, providing another link to the Mary's Creek primary trail.
- ◆ Another possible secondary trail that would follow drainage channels to the south of the Bailey Road-Oiler Drive extension, and which would also



A north-south drainage channel through the Corrigan South neighborhood could accommodate part of a trail segment linking Corrigan Park to the north and Centennial Park to the south and east.

**Pearland Trail Master Plan**

need to cross the railroad corridor and SH 35 before paralleling Dixie Farm Road and linking to the southern terminus of the Pearland Parkway trail, as well as the nearby Hastings Friendswood Detention Area, where a future community park is planned.

- ◆ Another short secondary trail option that would extend from the eastern terminus of Nottingham and skirt the eastern edge of the Sherwood neighborhood, providing access to the YMCA and another direct link between Broadway and the Mary’s Creek primary trail at a point where the creek is relatively close to Broadway.
- ◆ A secondary trail that would extend northeasterly from Independence Park along a utility corridor through the Parkview neighborhood, providing a direct, off-street connection between the Mary’s Creek primary trail and the public library and City Hall area, as well as the Broadway corridor a little farther north.
- ◆ A series of interconnected secondary trails in the far southeast corner of the city that would link numerous local neighborhoods to each other as well as to the Mary’s Creek primary trail, a path along the Mary’s Creek

By-Pass, and the commercial area around the Broadway-Dixie Farm Road intersection. Another potential extension north of Broadway could briefly run alongside Longwood Drive and then follow a pipeline corridor northeasterly through the Longwood Park and Briarglen neighborhoods before terminating around Paul Drive.

- ◆ A short secondary trail segment at the easternmost end of the city limits that would run parallel to Dixie Farm Road and link a future Harris County park (at the corner of Dixie Farm and Blackhawk Boulevard) to the Clear Creek primary trail at the point where this major trail reaches the Pearland/Friendswood boundary.



It should be noted that additional secondary trail alignments could be added in the future to those already shown in Figure 4.1 to extend the trail network into new growth areas of the City and extra-territorial jurisdiction, particularly to the south. In some cases this could offer an opportunity to

## Proposed Trail Network

### *Pearland Trail Master Plan*



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upgrade a secondary trail to a primary trail at some future point because of its continuity over a greater distance and higher utilization level as additional neighborhoods and commercial areas are served by the extended trail network.

#### 4.2 Sidewalk Linkages



Included in **Figure 4.1, Future Trail Network**, are segments labeled as “Sidewalk Linkage Between Trails” (black lines). These indicate locations where a full trail improvement may be difficult, if not impossible, due to space limitations or other constraints. However, existing sidewalks can maintain the connectivity of the network for trail system users, allowing them to navigate between points where a fully improved trail may end and then pick up again after a short distance. Examples of these sidewalk linkages include:

- ◆ A short segment along Broadway, west of SH 288, to complete the linkage of Shadow Creek Ranch, Southern Trails, and other west side developments to the commercial node on the east side of SH 288.
- ◆ A sidewalk linkage along Manvel Road to link Massey Ranch Elementary School to the Mary’s Creek primary trail.
- ◆ Sidewalk linkages between proposed secondary trails in the Old Townsite area, such as along portions of Orange Street and Old Alvin Road, given the relatively narrow streets and existing homes and development in this area. Existing sidewalk connections along Broadway are also highlighted.
- ◆ Potential sidewalk linkages along Nottingham and/or Mary’s Creek Lane in the two instances, as described earlier, where the Mary’s Creek primary trail would need to be diverted from the creek corridor due to space limitations from existing residential development.
- ◆ Potential “enhanced” sidewalks along Pearland Parkway that would support trail network continuity in case primary and/or secondary trails are not installed along all portions of the parkway (and the same would apply along newly-constructed boulevard segments of Magnolia).
- ◆ A potential sidewalk linkage along Shady Creek Lane, and



Sidewalks are already in place along segments of Pearland Parkway, but wider sidewalks or full trail improvements could be incorporated into newer sections of this key corridor, such as in this area south of Oiler Drive.



**Pearland Trail Master Plan**

eventually along a drainage channel through the Sleepy Hollow neighborhood, to provide a continuous route between Mary’s Creek primary trail (where it crosses Broadway) and Sleepy Hollow Park and the Clear Creek primary trail.

**4.3 Potential Creek Crossings and Bridge Needs** ■ ■ ■

The proposed trail alignments depicted in Figure 4.1 also depend, in some cases, on potential crossings of Mary’s Creek, Clear Creek, Hickory Slough, and other local drainage channels to maximize the connectivity of the trail network and link some strategic destinations. Such locations would require “foot bridges” designed for pedestrian and bicycle use, examples of which already exist in several places in Pearland (e.g., over Mary’s Creek at Woodcreek Park, over the drainage channel adjacent to the Pearland Junior High East campus). Bridges may also be needed where a trail is situated

along one side of a waterway but some users need to access it from the opposite side. Locations where such bridge crossings are suggested (as indicated by a circled star symbol in Figure 4.1) include:

**Along Clear Creek**

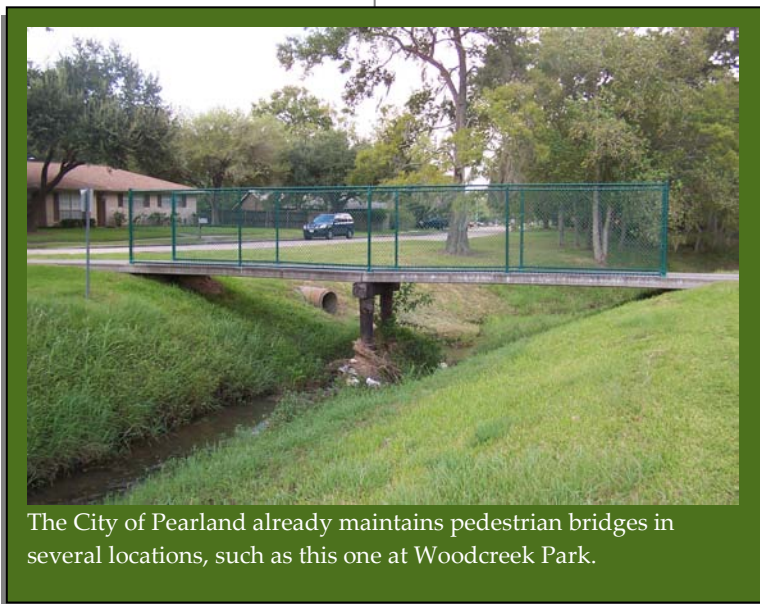
- ◆ Where the drainage channel between the Country Place and Southdown neighborhoods reaches Clear Creek, which would provide a linkage across to the Harris County regional parks on the north side of the creek (Tom Bass and Clear Creek).
- ◆ Where the primary trail along Barry Rose Road reaches Clear Creek, which would

provide connectivity to new developments on the north side of the creek in this vicinity.

- ◆ The new Scarsdale Boulevard extension over Clear Creek will also provide a new crossing point for pedestrians and cyclists.

**Along Hickory Slough**

- ◆ Where Hickory and another drainage channel converge to the south of Hughes Ranch Road, between the Sunrise Lakes and Somersetshire Estates neighborhoods, particularly to accommodate off-street access to Challenger Elementary School.



The City of Pearland already maintains pedestrian bridges in several locations, such as this one at Woodcreek Park.

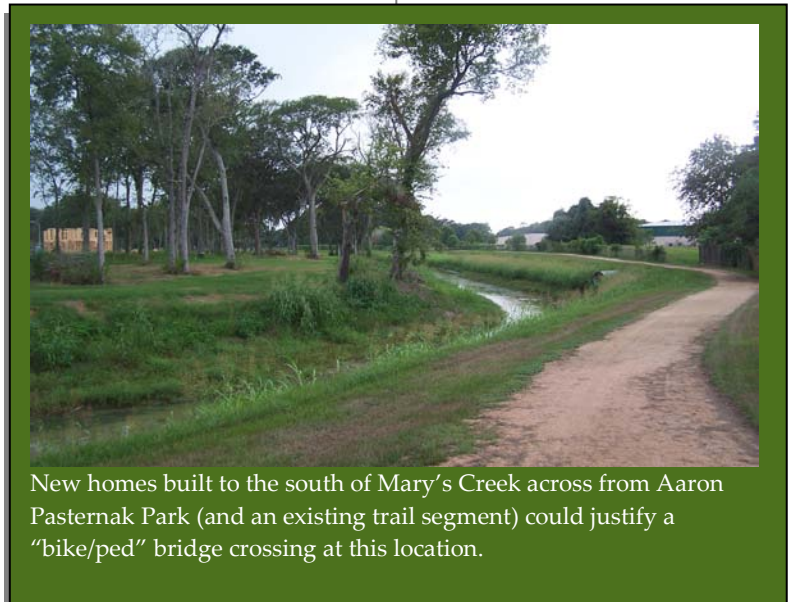


## Proposed Trail Network

### Pearland Trail Master Plan

### Along Mary's Creek

- ◆ At the bend in Mary's Creek immediately south of the West Oaks neighborhood since the Mary's Creek primary trail and several other potential trails converge at this point.
- ◆ Where the Southwest Environmental Center (SWEC) is situated along Mary's Creek as this would provide direct off-street access for residents in neighborhoods to the north of the creek via Wagon Trail Road.
- ◆ Between the original Centennial Park on the north bank and Centennial Park Phase 2 to the south, where a pedestrian bridge over Mary's Creek is already reflected in the preliminary park design.
- ◆ Where a potential north-south secondary trail would intersect the Mary's Creek primary trail adjacent to the railroad corridor.
- ◆ Potentially at Aaron Pasternak Park, given the new residential development on the south side of Mary's Creek in this area.
- ◆ At the point where a secondary trail accesses Mary's Creek from the south, paralleling a drainage channel that runs between the Shady Crest and Oakbrook Estates neighborhoods.
- ◆ Just south of where Mary's Creek crosses Broadway as this would enhance access to the planned East Mary's Creek Detention Area, where future nature trails and/or other recreational improvements might be well suited.
- ◆ Where the potential secondary trail associated with Shady Creek Drive merges with the Mary's Creek primary trail, just north of Broadway.



### Others

- ◆ At the bend in the drainage channel adjacent to the Rustic Oaks Elementary School campus.

### 4.4 Potential Trailhead Locations



Trailheads are locations where trail users may conveniently and safely access the trail network. In some existing Pearland neighborhoods, residents will be able to easily access an abutting trail segment through the open, unfenced

**Pearland Trail Master Plan**

ends of cul-de-sacs and other local streets, via open and grassy pipeline and utility corridors, through unobstructed drainage swales between house lots (or, again, at the ends of cul-de-sacs in some cases), and where drainage detention areas were built at the edges of subdivisions and along the adjacent creek. Trailhead locations may also be helpful to nearby residents, but they are especially aimed at trail users who will drive or bike there to begin using the trail system. Therefore, vehicular parking is a key feature, with the quantity of parking spaces dependent upon the anticipated level of user demand and what the site can accommodate. Other potential trailhead elements and amenities can include:

- ◆ Lighting.
- ◆ Benches (and/or picnic tables in some cases).
- ◆ Bike racks.
- ◆ Water fountains.



A discrete sidewalk connection between lots in a subdivision can provide a convenient link to an adjacent trail.

- ◆ Restrooms.
- ◆ Vending machines.
- ◆ Trash and/or recycling receptacles.
- ◆ Pay telephones and/or emergency phones.
- ◆ Wayfinding signage.
- ◆ Display case and/or bulletin board with trail network map and other posted flyers and advisories.
- ◆ Box or stand with trail maps/brochures.
- ◆ Exercise/stretching equipment.
- ◆ Shade structures and/or trees and other landscaping.

In discussions during the preparation of this plan, members of the Pearland Parks, Recreation & Beautification Board cited many of the potential amenities above and also wondered if “wi-fi” Internet access might eventually be possible at trailheads and possibly along certain trails, as is being implemented in municipal parks in Texas and elsewhere.

Some trailhead locations might be incorporated into a new or existing park, avoiding the need for dedicated trail user parking or other improvements,

## Proposed Trail Network

### Pearland Trail Master Plan

although in some cases the trail access point might be situated away from the park's primary use area and require some of its own facilities. Trailhead sites might also involve shared space through a cooperative effort with local school districts, commercial developments, other government agencies, churches, etc.

Potential trailhead locations depicted in Figure 4.1 (by a circled "T" symbol) include:

- ◆ The community parks north of Shadow Creek Parkway along Clear Creek.
- ◆ Southdown Park.
- ◆ The commercial node at SH 288 and Broadway.
- ◆ Near the entry to Clear Creek Regional Park along Cullen Boulevard.
- ◆ At the future PISD high school site (northwest of the Cullen-Hughes Ranch Road intersection).
- ◆ At the retail center at Reid Boulevard and Broadway.
- ◆ Rogers Middle School.
- ◆ Where the Mary's Creek primary trail crosses Manvel Road.
- ◆ At the future Beltway mitigation park site along Clear Creek.
- ◆ Where the McHard Road primary trail would intersect with a potential secondary trail at Hatfield Road.
- ◆ Southwest Environmental Center (SWEC).
- ◆ Centennial Park.
- ◆ Near the Pearland Junior High South and 9<sup>th</sup> Grade campuses.
- ◆ Where the proposed secondary trail along Town Ditch approaches Main-SH 35 from the east, to the north of Orange Street (which was indicated as a potential park location in the Old Townsite Downtown Development Plan).



Informational signage at trailhead locations, such as these examples from Seabrook, enhance the safety and experiences of trail users.





**Pearland Trail Master Plan**

- ◆ Along Walnut Street in the vicinity of the Pearland Police Department facility and the VFW.
- ◆ Near the Pearland High School campus and/or football stadium.
- ◆ Near the YMCA.
- ◆ Independence Park.



Sleepy Hollow Park (to the left), along Clear Creek, could offer an excellent trailhead location in conjunction with a City park site.

- ◆ Near the public library and City Hall area.
- ◆ Along Clear Creek at Pearland Parkway.
- ◆ Along Clear Creek at the potential Barry Rose crossing point.
- ◆ Along Clear Creek at the north end of Regal Oaks Lane.
- ◆ Near where Mary's Creek crosses Broadway, in the vicinity of the Equestrian Center.
- ◆ At the Hastings Friendswood Detention Area near Dixie Farm Road, where a future community park is planned.
- ◆ Along Clear Creek at Sleepy Hollow Park.

- ◆ Along Mary's Creek where a small detention area is situated northeast of the Broadway-Dixie Farm Road intersection, behind the commercial development at this location.
- ◆ At the future Harris County park planned at the intersection of Dixie Farm Road and Blackhawk Boulevard, just north of Clear Creek.

**4.5 Destinations Linked** ■ ■ ■

In keeping with the trail system vision expressed in Chapter 1, which is to "Enable Pearland residents to safely reach countless destinations within the community on foot or by bike through a comprehensive trail system," this section highlights the variety and sheer number of key destinations that the Future Trail Network depicted in Figure 4.1 would connect:

- ◆ 13 elementary schools (10 existing and 3 planned).
- ◆ 10 junior high and middle school campuses (7 existing and 3 planned).





## Proposed Trail Network

### *Pearland Trail Master Plan*

- ◆ 2 high school campuses (1 existing and 1 planned).
- ◆ 1 private school and a potential future higher education campus.
- ◆ 11 City parks and recreation facilities (7 existing and 4 planned).
- ◆ 4 County parks (3 existing and 1 planned).
- ◆ 3 other non-municipal recreational facilities.
- ◆ 6 major drainage detention areas with associated park and/or loop trail components existing or planned.
- ◆ 5 major public facilities, plus various other community facilities.

In addition, the proposed trail system would greatly enhance walking and bicycle access to major commercial areas along Broadway and elsewhere. Other possible community destinations include churches, neighborhood parks and homeowners association pools and playgrounds, and individual neighborhoods along the potential trail alignments.

#### 4.6 Locations Requiring Special Study ■ ■ ■

As options and possibilities for the Future Trail Network were explored during the planning process, several locations were documented as needing closer consideration and study. These include:

1. The SH 288 corridor as there are limited opportunities to maintain the continuity of a trail network across this major freeway corridor – the major roadway intersections/underpasses are not “pedestrian friendly,” and the few creek crossings involve relatively low bridges with limited space or clearance underneath.
2. The downtown area since trails were highlighted as a significant amenity and feature of the redevelopment concepts presented in the Old Townsite Downtown Development Plan, but there is some concern about public safety if trails were to be introduced along the railroad corridor in the short term and under current physical conditions.
3. Certain locations along the Mary’s Creek trail where, as discussed previously in this chapter, the presence of existing homes and back yards along the creek bank effectively rules out a creekside trail alignment (e.g., south of Nottingham and also south of Mary’s Creek Lane in the Shady Crest neighborhood).

*Pearland Trail Master Plan*



4. Where Mary's Creek crosses Broadway as there are limited options, given today's bridge and roadway configuration, to separate trail users on foot and bikes from vehicular traffic at this busy point along Broadway.
5. In general, locations along creeks and elsewhere (e.g., edges of residential subdivisions and/or commercial developments) where rights-of-way and/or easements are either non-existent or would be difficult to obtain given space limitations or other obstacles.
6. Inter-jurisdictional cooperation that will be required with Harris County, City of Houston, Brookside Village, City of Friendswood, the U.S. Army Corps of Engineers and possibly others regarding potential trail improvements along Clear Creek.

# Chapter Five

## Implementation

### Pearland Trail Master Plan



The City of Pearland is eager to proceed with the phased development of a city-wide trail network, so community will and desire for the implementation of this plan are not an issue. Therefore, this final plan chapter focuses on implementation considerations and logistics that will help the City move forward with initial trail projects and improvements in an orderly and well-planned fashion.

#### 5.1 Three-Year Implementation Program ■ ■ ■

One reason implementation is the most important part of the planning process is because it is the point at which plan goals and policies are translated from concept into practice. Goals, objectives and policies that are visionary in the plan are transformed into detailed projects, programs, regulations, and other implementing actions.

In **Table 5.1, Action Agenda**, a format is provided for listing, prioritizing and expanding upon specific tasks that are to receive priority attention during the first three years following plan adoption. (The content currently shown in Table 5.1 is intended only as an example of how this table can be used – Parks & Recreation Department staff have been provided a blank template of the table for ongoing use by the City). It is essential that this table be completed by those involved in the plan development process as the first step toward implementation. Following completion, this table should be advanced to the City Council and City management for review and consideration.

The ultimate extent and timing of implementation activity will depend on policy decisions regarding the size of City budget allocations from year to year, the City's aggressiveness in pursuing grant opportunities (some of which may also require City budget commitments to satisfy local matching fund requirements), and potential action by the City to amend its development code so that trail-related land dedications or improvements are addressed through the development review and approval process. Once an initial Action Agenda is authorized, the Parks and Recreation Department can initiate the first-year work program in conjunction with the City Manager, other departments, and other public and private implementation partners.

As indicated by item 4 in Table 5.1, one aspect of near-term implementation might focus on identifying, improving and directing users (via signage, etc.) to access points and short pathways that link to segments of the overall trail network. These opportunities are often available at the ends of cul-de-sacs or dead-end streets, along the unfenced perimeter of a residential neighborhood,

#### Implementation Readiness

As this Trail Master Plan was being finalized, Pearland voters had recently approved (on 05/12/07) a significant bond election proposition which included \$184,000 for a "Trail Connectivity - Phase 1" project. This bond funding, along with \$700,000 from the City operating budget and another \$158,000 from private developer participation, will enable implementation of a key trail segment along Mary's Creek as described under Item 1 in Table 5.1.

Upon adoption of this Trail Master Plan, the City also had immediate plans to pursue external grant funding through the Texas Parks & Wildlife Department to support additional trail system development in Pearland.

**Pearland Trail Master Plan**

or via strategically-placed paths between private lots or commercial structures (10-foot minimum width).

**Table 5.1 Action Agenda**

*NOTE: Illustrative Example Only*

#	Action	Action Type	Priority			Lead Entities	Funding Sources
			1	2	3		
1	Construct a Hike & Bike Trail on Mary's Creek from Centennial Park to west of FM 1128.	Capital Improvement	X			- Parks & Rec - Developer	- Bond funds - City operating budget - Developer participation
2	Explore the possibility of further land dedication and/or trail construction requirements in the City's Land Use and Urban Development Ordinance.	Regulation		X		- Planning & Zoning - Parks & Rec	- City operating budget
3	Begin preliminary design of <u>(project xyz)</u> .	Project Design		X		- Parks & Rec	- City operating budget - TPWD grant
4	Study and identify specific locations (e.g., ends of cul-de-sacs and dead-end streets, unfenced edges of subdivisions, etc.) where neighborhood access to trail network alignments could be formalized with potential improvements, signage, etc.	Studies/Plans		X		- Parks & Rec	- City operating budget
5	Investigate long-term trail possibilities for Clear Creek corridor.	Coordination			X	- Parks & Rec - Nearby cities - Harris Co. - Flood Control - Drainage District - Corps of Engineers	- City operating budget
6	Design and print colorful trail guides/maps for the City's initial trail segments.	Program			X		- City operating budget - Community support (e.g., sponsors, KPB)

**5.2 Acquisition Tools** ■ ■ ■

Given the potential cost, timing and complexity of the City possibly acquiring land for trail purposes, other means are available and used elsewhere for reserving appropriate linear corridors for trail improvements. The two primary means discussed in this section are: (1) land dedication requirements through municipal subdivision or parkland dedication ordinances, and (2) acquisition of easements for trail purposes.



### Land Dedication Requirements

In its *Sample City Non-Motorized Trail Plan*, the Mountainland Association of Governments (MAG) in Utah urges local governments to include trail dedication requirements in their subdivision regulations once trail routes have been adopted and are represented in a City-approved plan. In this way proposed trail alignments can be preserved so that rights-of-way will be available for future “public thoroughfares.” MAG suggests that such an ordinance require a development applicant to meet early with City staff to interpret the trail master plan and its relationship to the proposed development. This would also include consideration of how any internal trail concepts within the development might connect with the city-wide trail network. MAG then offers model ordinance text based on Salt Lake City’s dedication requirements:

#### **18.24.105 Trails.**

The sub-divider shall dedicate trails necessary to provide public access to public lands and other trails shown on the city master plans or required by the planning Council. Trails shall be located so that the route is feasible for both construction and long-term maintenance ... The specific location of the trail right-of-way shall be verified on the ground before the approval of the subdivision. The amount of land required for trail dedication without compensation shall not exceed five percent of the land within the subdivision excluding trails located within a standard street right-of-way.

In Texas, the City of Lewisville, north of Dallas, requires construction of hike and bike trail segments by private residential developments if they encompass or are adjacent to planned trail alignments shown on the City’s adopted park master plan. Dedication of associated rights-of-way and/or land for public use is accomplished through final plat approval. The trail construction requirement appears in Section 6-32(g) of the City’s Park Dedication Ordinance:

(6) Each development adjacent to a hike and bike trail as shown in the park master plan, shall be responsible for construction of such trail in accordance with city specifications, in addition to compliance with all other park dedication requirements.

The City of Dripping Springs, Texas, to the west of Austin, as part of its Parkland Dedication Ordinance (Ordinance No. 1520.1), allows certain parkland dedications proposed through residential developments to qualify as “greenways.” The ordinance defines a greenway as “a series of connected natural areas where recreation and an appreciation of nature are among the

### **Pearland Trail Master Plan**

primary values.” For the City to approve a greenway area for parkland dedication purposes, the land must provide a “substantial public use” by offering one of several features, one of which is “a major off-street trail or pathway system which connects, or has the reasonable possibility of connecting to other such trails.” Trails are clearly a community priority as the ordinance goes on to state that:

The City encourages applicants to include trails within the greenways whenever possible. Such trails may include hard or soft nature trails for pedestrians; multipurpose hard-surfaced trails for pedestrians and bicyclists/in-line skaters; separate/single purpose hard-surface trails for pedestrians or bicyclist/in-line skaters. Trails in greenbelts should ideally connect to a larger park area within the green space to allow for a broader number of informal active and passive recreational activities.

The National Park Service (NPS), in its publication, *Protecting Open Space: Tools and Techniques for Texans*, points out the advantages and disadvantages of municipal parkland and trail dedication requirements. Among the advantages, such dedication ordinances enable communities to ensure adequate land for public recreational purposes “in step with the pace of land development.” NPS points out that also having the developer construct the park or trail improvement can be cost-efficient because labor and heavy equipment will already be on site for other on-site infrastructure and improvements. On the other hand, NPS points out the potential legal risks of exaction ordinances if their requirements can be demonstrated to be excessive through successful litigation. NPS recommends instituting parkland and trail dedication requirements in communities where:

- ◆ significant growth and new land development is occurring;
- ◆ the local government has a strong park/trail master plan to guide the development of new park/trail facilities; and
- ◆ developers have typically complied well with local development ordinances.

However, NPS urges caution if:

- ◆ the exaction ordinances could be difficult and costly to administer;
- ◆ the local government does not have adequate resources to pay for the maintenance of newly dedicated/acquired lands; and/or
- ◆ the cost of exactions could become a deterrent to any new development.

### **Trail Easements**

NPS also explores the option of trail easements, which “obtain the use of a corridor across another landowner’s property for public access purposes at a

cost less than outright purchase of the corridor or tract in fee simple.” In other words, an easement represents a partial interest in a property, giving the easement holder the right to enter onto the property, develop a trail facility within a designated corridor, and allow others into that corridor to use the trail.

Such an easement could be acquired by a variety of public and/or private players and does not necessarily have to be held by the municipality. Another advantage of easements is that they are recorded in county deed records, meaning they run with the land and are legally binding on successive owners of the property. Some property owners may be willing to donate the easement to the community while others are interested in the income aspect.

NPS points out that trail easements often grant access for a fixed number of years, which is different from many other easements that are established in perpetuity. However, property owners may insist on a less open-ended access commitment given concerns about potential liability, interference with their use of the land, and potential problems such as litter and vandalism.

Of particular interest to Pearland, NPS notes that trail easements are a vehicle to enable one public agency (such as a municipality) to obtain certain rights related to another public agency’s property (such as a flood control or drainage district that does not have a recreational mandate or the capabilities or staffing to manage public use of a trail facility).

As with parkland/trail dedication requirements, NPS points out both advantages and disadvantages of trail easements. The primary advantage is that easements typically cost less than outright land purchases, so the City’s trail development funds can go further through the use of easements. Trails also occupy relatively narrow corridors, so they can be accommodated via easements within larger tracts of land that are used for various other purposes. The main disadvantage is that the easement puts the grantor (property owner) and grantee (municipality) in an ongoing relationship, which could prove tricky if disagreements emerge or certain expectations are not met. The landowner may also insist on certain restrictive terms to address concerns about the types of trail use and/or hours of public use, and these limitations may prove burdensome for the City (and trail users) over time. NPS particularly warns about term-limited easements where a property owner could choose not to renew the agreement after the City has already expended trail development and maintenance funds on a facility that will no longer be accessible for public use.

NPS concludes that trail easements are advisable in cases where:

- ◆ there would be substantial cost-savings in acquiring an easement rather than land in fee simple (full purchase);

### *Pearland Trail Master Plan*

- ◆ the easement is in perpetuity, and the terms and conditions are defined well enough for future owners to conform to the original intent if the land changes hands; and/or
- ◆ the granting landowner is already a public entity, and adding public use would be easy.

NPS does not recommend use of trail easements when:

- ◆ the granting landowner is leery of government and/or public use;
- ◆ the landowner's terms and conditions prove too restrictive to provide a reasonable amount of trail access and use; and/or
- ◆ the local government does not have adequate staff to effectively manage the trail easement to prevent negative impacts on the landowner.

### 5.3 Trail Design Considerations ■ ■ ■

As specific trail projects and improvements are authorized for detailed planning and design, the City should require attention to the following “checklist” considerations (some of which involve operational matters and/or public education beyond design and construction):

#### Safety

- ◆ Appropriate width (generally a minimum of 10 feet) for shared-use trails (e.g., walking, jogging, biking, skating, persons in wheelchairs) – and the possibility of excluding certain uses on particular trail segments.



- ◆ Surface material.
- ◆ Slopes.
- ◆ Trail curvature.
- ◆ Sight distance.
- ◆ Adequate vertical clearance where trails go under bridges or other overhead structures/features (a 10-foot vertical clearance from the trail surface is generally recommended, with eight feet as a minimum at any point above the width of the trail).
- ◆ Use of drainage grates and other features that are safe for bicycle tires to pass over while also limiting potential injuries to walkers and skaters.
- ◆ Adequate setback of fences, landscaping and other potential obstructions from the trail (fences



should generally be no closer than five feet from the trail edge, and fences that are necessary on both sides of a trail should not create a narrow “canyon” effect for long stretches).

- ◆ Shade and benches so trail users can rest and avoid overheating during the warmest months.
- ◆ Signage regarding potentially hazardous locations (e.g., water safety, snake presence).
- ◆ Marked crosswalks, signage and potential pedestrian signalization and/or traffic calming measures where trail alignments must cross major roadways (and any railroad crossings must also be carefully designed).
- ◆ Bollards or other obstacles at trail access points to prevent unauthorized use by motorized vehicles, but of the type that can be removed or folded over in emergency situations.
- ◆ Public education on safe cycling and skating practices, use of safety equipment (helmets and padding, bicycle lights/reflectors, etc.), and other practices to increase user safety – and monitoring and police enforcement of trail rules and relevant City ordinances and laws.



Trail-side benches and shady areas encourage trail users to take breaks and not over-exert themselves, especially in the hottest conditions.

### Environmental Sensitivity

- ◆ Sensitive siting and design/construction methods in or near environmentally sensitive areas (e.g., limiting areas to be disturbed, construction fencing, erosion control measures, site-specific construction practices).
- ◆ Design and surface type that is appropriate for areas with high erosion potential.
- ◆ Protection of mature trees and associated root zones, as well as riparian vegetation along stream corridors.
- ◆ Re-vegetation with native and/or self-sustaining plant materials, especially in non-irrigated locations.
- ◆ Development of aesthetically pleasing “greenways” along trails (rather than focusing only on the cross section of the trail improvement itself).
- ◆ Access to ecological features and observation points for trail users (e.g., along water features, wetland edges, habitat and vegetated areas, unique views, etc.).

## Pearland Trail Master Plan

### Community Character

- ◆ Minimizing impact on nearby residential areas, whether in terms of noise, lighting, litter, visual intrusion, etc. (which are all partly a function of how the trail is aligned relative to nearby homes and private properties).
  - ◆ Designing consistent with the local setting in terms of materials, landscaping, types of amenities (lighting, benches, trash receptacles, etc.), and fitting in with the general “look and feel” of the surrounding area.
  - ◆ Sensitive design where trail alignments traverse a downtown area, historic district, primarily residential streets, etc.
  - ◆ Fencing, landscaped screening, or other physical separation and buffering to protect privacy of adjacent homes.



Existing vegetation and additional landscaping can help to screen a trail segment from nearby development and vehicular areas.

### Maintenance

- ◆ Adequate funding support for ongoing, routine maintenance (e.g., minor surface repairs, surface sweeping and clearing debris after storms for user safety, trash collection and litter removal, cleaning of restrooms and drinking fountains, trimming of vegetation, etc.).
- ◆ Installation of root barriers where nearby trees may cause damage to the trail over time, or where other vegetation that aggressively seeks out water is present. Root spreading can also be a problem where one side of a trail is irrigated and the other is not.
- ◆ Monitoring of lighting and signs for maintenance attention.
- ◆ Community volunteerism to supplement City personnel efforts (e.g., “Adopt-a-Trail” initiatives, service projects).
- ◆ Design features to minimize maintenance needs, including appropriate base design and materials to ensure sound construction results, and careful drainage planning given local rainfall conditions and flat terrain. Use of recycled materials should be considered where they will reduce maintenance needs and overall costs (initial installation plus ongoing maintenance).
- ◆ If boardwalk-style improvements are planned anywhere on the trail system, all wood used in such construction should be pressure treated or rot-resistant lumber.

## Implementation

### Pearland Trail Master Plan



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- ◆ Advance planning and funding commitments for major rehabilitation or resurfacing projects.

### Accessibility

- ◆ Trail gradients no greater than five percent.
- ◆ Design and installation of ramps which comply with Americans with Disabilities Act (ADA) standards (generally at grades no greater than eight percent, with a level landing – minimum of three feet long – provided for every 30 inches of vertical rise). Also use of slip-resistant surfaces on ramps.
- ◆ Use of hard surfaces, or compacted crushed stone at an appropriate diameter (less than 3/8 inches), on any trail segment anticipated for use by persons with disabilities. No loose gravel surfaces in such cases.
- ◆ Handrails (32 inches high) installed on all ramps and bridges.
- ◆ Address access and circulation through, around, over or under any major barriers for persons with disabilities.
- ◆ Eliminate any barriers along sidewalks and curbs and at intersections and street-crossing locations (including installation of curb ramps at each street corner).
- ◆ Stairs should not be incorporated in the trail system in any locations where wheelchairs, bicycles or skaters will access or use the trail (ramps are preferred to stairs even where grades must exceed the five percent maximum).
- ◆ Where bollards or other barriers are installed at trail access points to keep out motorized vehicles, maintain at least 32 inches of clearance for wheelchairs.
- ◆ Rest areas every 300 feet on fully accessible trails, set off to the side of the main trail section, and with signs or information at the trailhead regarding the distance between rest areas.
- ◆ At least one accessible parking space in all trail-related parking areas.
- ◆ Compliance with ADA standards whenever a new trail provides access between new parking lots and new public facilities, including recreation or institutional facilities, commercial or business sites, and any new transportation-related facility.

“If circulation and amenities are planned with (the disabled) in mind, the place is apt to function more easily for everyone.”

- William H. Whyte, noted observer of public spaces and their design and use



Bollards or other barriers help to keep motorized vehicles off trails but must not impede trail access for persons with disabilities.



## Pearland Trail Master Plan

### Signage and Public Information

- ◆ Signage at trailheads and other access points regarding permitted trail uses, speed control, safety awareness on a shared-use path (e.g., rules for yielding, using a bell or signal to alert other users about to be passed), required or advised use of helmets for cyclists and/or skaters, and user courtesy policies (including respect for private property and owner privacy, no littering, dogs on leashes, etc.).
- ◆ More limited signage along trails for regulatory, informational, and wayfinding purposes, but to avoid adverse visual impacts.
- ◆ Use and placement of regulatory signs in accordance with standards set forth in the *Manual on Uniform Traffic Control Devices (MUTCD)*. This includes:
  - Stop signs wherever a paved multi-use trail will cross a public street (unless vehicular traffic is required to stop at trail intersections).
  - Speed limit, slow, or danger/warning signs in areas with dangerous conditions ahead or limited sight distance.
  - Curve signs where an upcoming curve in the trail has a small radius and/or limited sight distance, especially if a trail user could potentially be forced off the trail if moving at a relatively high speed.
  - Dismount signs in areas where trail conditions or potential hazards warrant advising cyclists to dismount and walk these segments (e.g., areas with substandard trail width and/or vertical clearance, narrow bridges, busy street crossings).

- School zone signs near school campuses for the safety of both school children and trail users.
- Private property signs in appropriate locations on an as-needed basis.

- ◆ Placement of signs for maximum visibility and where they will not impede trail use or present a hazard.
- ◆ Consistency in sign design and placement to avoid public confusion (and sign sizes and letter heights appropriate for anticipated trail user speeds).
- ◆ Use of reflective coating and graffiti-proofing on all regulatory signs.
- ◆ Development of trail system guides and maps (trailhead locations, description of trail segments and amenities – potentially with a trail



Trail-side amenities like trash receptacles, pet waste stations, and caution signs in potentially hazardous areas contribute to a safer and more pleasant experience for trail users.





## Implementation

### *Pearland Trail Master Plan*

rating system regarding length and degree of difficulty, information on wheelchair accessibility and any barriers, destinations, nearby services, user courtesy policies, major street crossings and crosswalk locations, location of drinking fountains and/or restrooms).

#### Security

- ◆ Lighting.
- ◆ Trail and user visibility and elimination of potential “hiding” places (careful placement and design of fencing and landscaping, density and trimming of natural vegetation, etc.).
- ◆ Emergency telephones or call box systems (with direct access to 9-1-1) in key locations, especially along more remote trail segments.
- ◆ Particular focus on police monitoring and security measures in parking areas.
- ◆ Ease of access for emergency personnel and vehicles.

#### 5.4 Potential Partners



As with the expansion and enhancement of its overall parks and recreation system, the City of Pearland has many potential partners to turn to in considering how best to develop, operate and maintain a comprehensive, city-wide trail network. In many cases the municipal government itself will be best positioned to lead or assist with a particular implementation task. But there will be instances where another public entity or a private or non-profit partner is better able to make something happen quickly or more cost-effectively. In some situations multiple “players” will need to be involved to move an action forward, which indicates the importance of partnerships and coordination.

Listed below are potential implementation partners for the City of Pearland as identified through this planning process and supplemented by committee and community input.

#### Public Agencies

- ◆ Neighboring/nearby cities
- ◆ Brazoria County
- ◆ Harris County
- ◆ Drainage districts
- ◆ School districts
- ◆ Houston-Galveston Area Council (H-GAC)
- ◆ Pearland Economic Development Corporation
- ◆ Texas Parks & Wildlife Department

### ***Pearland Trail Master Plan***

- ◆ Texas Department of Transportation

#### **Semi-Public Entities**

- ◆ Homeowners Associations
- ◆ Municipal Utility Districts (MUDs)

#### **Community and Recreational Organizations**

- ◆ Boy Scouts of America, Bay Area Council, <http://www.bacbsa.org>
- ◆ Elk's Lodge #2732
- ◆ Girl Scouts, <http://www.gsst.org>
- ◆ Keep Pearland Beautiful, <http://www.keepearlandbeautiful.org>
- ◆ Pearland Area Runners Club (PARC),  
<http://www.pearlandarearunnersclub.org>
- ◆ Pearland Cycling Club,  
<http://www.pearlandcyclingclub.org/Mambo/index.php>
- ◆ Pearland Fit, <http://www.pearlandfit.com>
- ◆ Pearland Lions Club, <http://www.pearlandlions.8m.com> (and Lioness Club)
- ◆ Pearland Rotary Club
- ◆ United Way of Brazoria County, <http://www.uwbc.org>
- ◆ Veterans of Foreign Wars (VFW) Post 7109 (and VFW Post #710 - Ladies Auxiliary)
- ◆ YMCA-Vic Coppinger, <http://ymcahouston.org/viccoppinger.aspx>

#### **Local/National Businesses**

- ◆ Bicycle and sporting goods stores
- ◆ Builders/developers
- ◆ Building and improvements (e.g., Home Depot, Lowe's)
- ◆ Fitness/wellness centers (e.g., Fitness Solutions)
- ◆ Individual property owners
- ◆ Pipeline companies and oil/gas/chemical companies
- ◆ Railroad (rails-to-trails opportunities)
- ◆ Utility companies

#### **Other Area Organizations**

- ◆ Houston Area Road Runners Association (HARRA),  
<http://www.harra.org>
- ◆ Houston Trail Runners Extreme, [http://www.geocities.com/h\\_t\\_rex](http://www.geocities.com/h_t_rex)

- ◆ Greater Houston Off Road Biking Association (local affiliate of the International Mountain Bicycling Association), <http://www.ghorba.org>

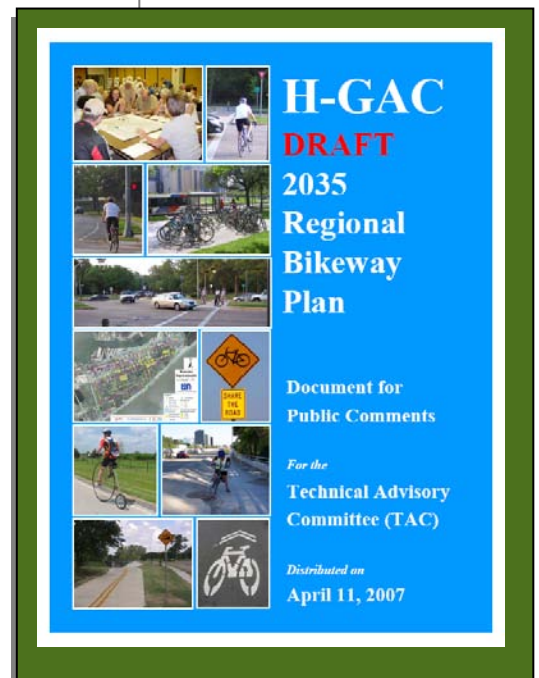
Responses to the community survey (see Chapter 3 and Appendix A) also indicated a potentially significant volunteer base in Pearland that would be willing to help with fundraising and actual trail construction projects and maintenance. Typical fundraiser ideas were suggested (e.g., Kroger “Share” card, selling “recognition bricks” to donors, “penny drive” as a challenge between area schools). One individual also suggested breaking down trail improvement projects into enough component parts that a business, organization or individual could potentially sponsor a particular, tangible item. This could particularly apply to some of the potential trail amenities listed in Chapter 4, such as bike racks, benches, picnic tables, water fountains, restrooms, signage, map/brochures stands, exercise/stretching equipment, shade structures, and landscaping, as well as potential funding support for an overall trailhead location. In-kind donations of labor, materials or property could also prove highly valuable to implementation efforts. “Hands-on” support can occur through service projects of the type frequently undertaken by community organizations such as those listed above, as well as Eagle Scout projects and similar volunteer efforts.

### Regional Bikeway Plan

The Houston-Galveston Area Council (H-GAC) is in the process of updating its *Regional Bikeway Plan* (a public comment draft dated 04/11/07 was in circulation at the time this Trail Master Plan was being finalized). This plan is intended to “serve as a guide for investment, interagency coordination and best practices in developing facilities for bicyclists in the 8-county Houston-Galveston Transportation Management Area (TMA),” which includes Brazoria County.

Interestingly, the draft plan, under a section entitled “Next Steps,” indicates H-GAC’s desire to continue “seeking partners to develop pedestrian-bicyclist mobility plans throughout the TMA” after completing a current project with the City of Sugar Land for its Town Center area. Both the City of Pearland and Brazoria County are included on a list of area governments H-GAC is targeting for this ongoing initiative. Through these partnership projects, H-GAC aims to help local communities develop additional pedestrian-bicyclist improvement projects which H-GAC could help fund, as discussed in the next section.

H-GAC’s draft plan itemizes specific actions the regional agency intends to take to achieve the *Regional Bikeway Plan* goals and also implement the pedestrian-bicyclist mobility goals of the *2025 Regional Transportation Plan*



### ***Pearland Trail Master Plan***

(RTP). Below are selected items relevant to Pearland and this Trail Master Plan:

#### **Technical Assistance**

- ◆ H-GAC will continue to assist local entities in the development of pedestrian and bicyclist plans and projects (past support has addressed planning, coordination, design and funding strategies).

#### **Funding Support**

- ◆ H-GAC will actively promote the development of RTP-listed bikeways in future TIP calls for projects.
- ◆ H-GAC will work with project sponsors to identify pedestrian and bicyclist accommodations that can be included as part of current transportation projects and within existing budgets.

#### **Design Guidance**

- ◆ H-GAC will develop a workshop on pedestrian and bikeway suitability, cost estimation and design. [H-GAC and TxDOT have worked with local sponsors to identify cost-effective solutions to construct bikeways that meet American Association of State Highway and Transportation Officials, or AASHTO, guidelines.]
- ◆ H-GAC will showcase successful design solutions with the Pedestrian-Bicyclist Subcommittee.

#### **Long-Term Maintenance Guidance**

- ◆ H-GAC will propose a list of typical pedestrian and bikeway maintenance needs. [H-GAC continues to work with project sponsors to make maintenance a key component of their local planning efforts and outline their long-term maintenance plans for projects submitted to the *Regional Transportation Plan* and Transportation Improvement Program (TIP). H-GAC has also added the project maintenance plan to the evaluation criteria for approving a project for funding through the TIP.]
- ◆ H-GAC will conduct training workshops on effective maintenance programs.
- ◆ H-GAC will identify innovative funding sources and potential volunteer resources for project maintenance.

#### **Project Information and Coordination**

- ◆ H-GAC will provide project sponsors with information on planned bikeways within their project limits and provide training on how to use H-GAC's on-line bikeway information. [H-GAC has developed the Regional Bikeway Map in a new GIS format that allows for online interactivity, partly to encourage project coordination.]





## Implementation

### *Pearland Trail Master Plan*

#### **Training and Support**

- ◆ H-GAC will work with local governments to develop and provide bikeway facility conditions information. [H-GAC has incorporated additional bikeway facility type and design information into GIS.]
- ◆ H-GAC will conduct additional training on bikeway facility suitability and project phasing.

#### **Data and Mapping**

- ◆ H-GAC will maintain and update the Regional Bikeway GIS database and promote its use in project planning throughout the TMA.
- ◆ H-GAC will release annual updates of the regional bikeway inventory in GIS format.
- ◆ H-GAC will work with local entities to receive bikeway project updates electronically, using locally adopted GIS formats.
- ◆ H-GAC will promote the use of consistent terminology and mapping conventions among local entities in the TMA.

Finally, H-GAC's draft plan also includes the following discussion relevant to Pearland:

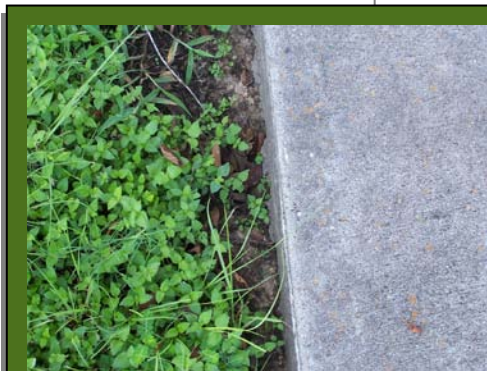
H-GAC recommends that [the Texas Department of Transportation] consider developing additional bicyclist facilities to link the Brazoria County cities utilizing existing tour routes developed by the Pearland Cycling Club ([www.pearlandcyclingclub.org](http://www.pearlandcyclingclub.org)). The Pearland Cycling Club is a very active, community-based cycling group that bicycles throughout Pearland, Brazoria County and southern Harris County. The Pearland Cycling Club has developed biking routes for frequently traveled destinations such as Alvin, Lake Jackson, Freeport and other popular locations within the counties.

### 5.5 Cost and Funding Considerations ■ ■ ■

Even more than for park and recreation facility design, cost estimation for trail system development can be a tricky proposition. The reason is that the cost of building one linear mile of trail is highly variable depending on local terrain and conditions plus the specific design and improvements. A sampling of cost estimation guidance for trail projects from around the U.S. showed the following variations:

- ◆ a range of \$2.50 to \$7.00 per square foot based on a "normal, grassy site" with no significant vegetation removal required and not accounting for construction of bridges or other structures;

**Pearland Trail Master Plan**



Concrete surface



- ◆ a narrower range of \$3.50 to \$5.00 per square foot depending on the degree of "difficulty"; and
- ◆ a \$4.50 per square foot "rule of thumb" for preparing "rough" cost estimates.

Based on consideration of the area's flat terrain and relatively lower-cost environment compared to some other parts of the country – plus input from design professionals with local experience in Pearland and the Houston metropolitan area – it was determined that \$4 per square foot was a good starting point for estimating the cost of a basic, concrete-surface trail in Pearland (with recognition of potential cost inflation given the recent volatility of concrete prices). An additional 15 cents per square foot was added to cover hydroseeding treatment for several feet on either side of the trail. Based on these "ballpark" inputs, the following calculations indicate the potential cost of a one-mile trail segment:

10-foot wide trail = 10 square feet x \$4 = \$40 per linear foot of trail

4 feet of hydroseeding on either side of trail =

8 square feet x \$0.15 = \$1.20 per linear foot of trail

TOTAL = \$41.20 per linear foot of trail

1 mile of trail = 5,280 linear feet = \$41.20 x 5,280 = \$217,536



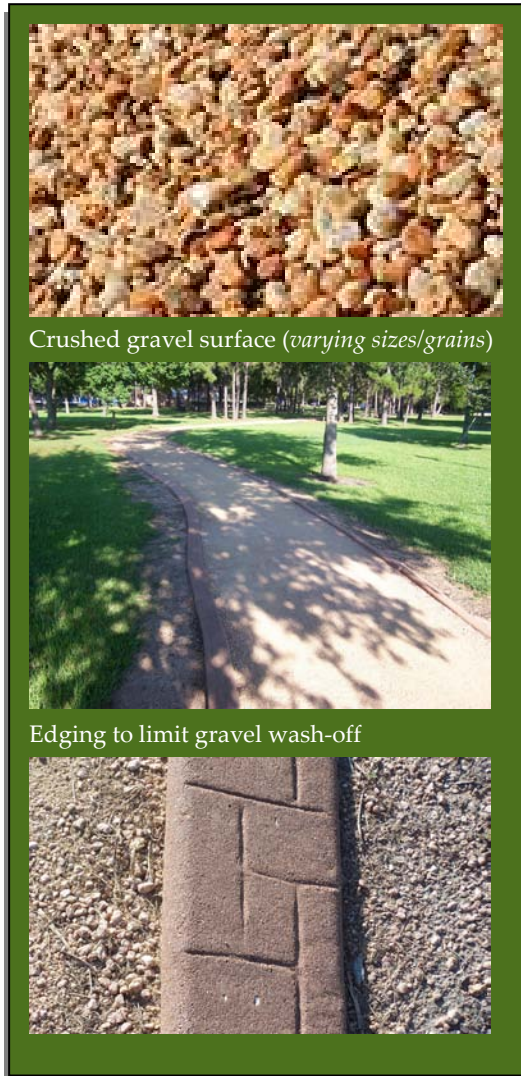
Asphalt surface



It is anticipated that primary trails in the planned future trail network for Pearland will be designed with concrete surfaces given their expected utilization level, the durability and relative maintenance ease of concrete, and the need for hard surfaces near creeks and other areas subject to periodic flooding and potential erosion. Secondary trails will likely have other surface types, depending on their location, length, and anticipated use. In the sidebar box on the next page is comparative cost information for two typical surface alternatives, asphalt and crushed gravel. Recycled materials are increasingly available and another option.

Through the preliminary design process for specific trail projects, additional cost estimates would be needed for any trail-related amenities plus improvements at trailhead locations. Any necessary land and/or easement acquisition would represent another added cost. Then, standard cost expectations for engineering, testing, construction administration, contingencies, etc. would round out the overall project cost. However, ongoing operation and maintenance costs must also be considered.

City of Pearland staff estimated that the annual cost to mow and edge along a 10-foot wide concrete trail would be approximately \$4.00 per linear foot of trail. This assumes weekly mowing of a 10-foot area on each side of the trail.



For each one-mile trail segment, this would total roughly \$21,000 per year. There may be instances where a trail traverses City parkland or other City-maintained areas or rights-of-way where mowing already occurs and is covered by existing maintenance budgets. In other cases a trail may be constructed along the edge of a school campus or in other locations where another agency or entity may already handle general mowing and maintenance. Given their proximity to neighborhoods or commercial areas, some trail segments may particularly lend themselves to volunteer mowing and upkeep assistance, which would ease the City's maintenance cost.

The City's current adopted Parks and Recreation Master Plan already includes, in Appendix F, a detailed compilation of potential external funding sources and programs (federal, state and private foundation grants) that could

supplement typical local funds derived from the City's general operating budget and bond funds. Many of these would be equally applicable to the specific purpose of developing and enhancing a city-wide trail system. Highlighted in this section are the most obvious and promising external funding sources available to the City of Pearland: (1) the Texas Parks & Wildlife Department, and (2) the Houston-Galveston Area Council.

### Alternative Trail Surfaces and Cost Implications

If \$4 per square foot for a basic concrete-surface trail is used as a benchmark, then comparative research indicates that an asphalt-surface trail would likely cost one-half to two-thirds as much, possibly in the \$2.25-\$2.75 range per square foot. While asphalt costs less up front, concrete will normally be much more durable and have a longer life before interim patching and eventual resurfacing is necessary. A crushed gravel surface is another option and would potentially be comparable or slightly lower in cost than the asphalt alternative. However, an "edge restraint" is usually preferred to combat erosion, the addition of which could end up making a crushed gravel design cost more than an asphalt surface. Aggregate-type surfaces like crushed gravel can be accomplished with a variety of products (including river stone/pea gravel), but their relative costs and quality for use in trail construction also can vary significantly.



### **Pearland Trail Master Plan**

#### **State Funding: Texas Parks & Wildlife Department**

The Recreation Grants Branch of the Texas Parks & Wildlife Department (TPWD) administers the Texas Recreation and Parks Account (TRPA), which receives revenue through a portion of Texas sales tax received on select sporting good items. Five specific grant programs are funded through TRPA, including the Outdoor Recreation Grant Program. This program provides 50% matching grant funds to acquire and develop parkland or to renovate existing public recreation areas. In the past, TPWD had two funding cycles per year. Due to funding limitations there is now one funding cycle per year with a maximum award of \$400,000. Eligible sponsors include cities, counties, MUDs, and other special districts. Projects must be completed within three years of approval. Application deadline is July 31<sup>st</sup> each year. Awards are distributed in January. Additional information is available on the TPWD website at: <http://www.tpwd.state.tx.us/business/grants/trpa>.

TPWD also administers the National Recreational Trails Fund in Texas under the approval of the Federal Highway Administration (FHWA). This federally funded program receives its funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles. The grants can be up to 80% of project cost. Funds can be spent on both motorized and non-motorized recreational trail projects such as the construction of new recreational trails, improvement of existing trails, development of trailheads or trailside facilities, and for acquisition of trail corridors. Further details are available at: <http://www.tpwd.state.tx.us/business/grants/trpa/#trail>.

#### **Regional Funding: Houston-Galveston Area Council (H-GAC)**

Through its regional transportation planning role, H-GAC has included more than 40 pedestrian and bicyclist projects in its current Transportation Improvement Program (TIP), representing an investment in nearly of \$87 million. The *2025 Regional Transportation Plan (RTP)*, with subsequent amendments, contains an additional 61 pedestrian and bicyclist projects with a projected cost in excess of \$96 million. In addition, a number of local governments have made significant local funding commitments to bikeway development in their current capital improvement programs.

According to data contained in the current draft of H-GAC's *Regional Bikeway Plan* update, H-GAC has identified, through its RTP, the following funding amounts to support pedestrian and bike projects in 11 area cities:

- ◆ City of Alvin: \$929,550
- ◆ City of Baytown: \$2,768,169
- ◆ City of Galveston: \$220,000
- ◆ City of Houston: \$112,385,161





## Implementation

### *Pearland Trail Master Plan*

- ◆ City of La Marque: \$46,205
- ◆ City of La Porte: \$10,550,000
- ◆ City of Lake Jackson: \$1,286,040
- ◆ City of League City: \$2,672,079
- ◆ City of Missouri City: \$18,150,600
- ◆ City of Pasadena: \$1,952,198
- ◆ City of Piney Point Village: \$3,500,000

As discussed earlier in this chapter, H-GAC is intent on assisting more area local governments, including the City of Pearland, to develop pedestrian and bicyclist plans and projects so they may be nominated for funding in future annual updates of the regional TIP. With a Trail Master Plan now in place, Pearland should aggressively pursue this opportunity and tap into the resources that are already benefiting other area cities. In addition, having aspects of this adopted Trail Master Plan reflected in H-GAC's *Regional Bikeway Plan* – which Pearland Parks & Recreation Department staff have already accomplished through input to H-GAC – will lend further credibility to other grant-seeking efforts by the City.

### 5.6 Public Information and Promotion ■ ■ ■

Pearland is fortunate to be able to “compare notes” with the community outreach efforts of other area cities that have developed local trails, including the following examples:

- ◆ **City of Baytown:** Through the Parks & Recreation portion of its website, Baytown provides a list of local trails and City parks that include trails. A link after each location takes the user to an interactive map function that provides not only a map but also an aerial photo view the user can manipulate to zoom in or out, change the direction of the view (north, south, east, west), and pan to surrounding neighborhoods and features. This enables the user to clearly see the layout and characteristics of the trail and what the surrounding area is like.  
[<http://www.baytown.org/parks/parks/parks-by-amenities.htm>]
- ◆ **City of Lake Jackson:** Through the Parks section of its website, the City provides an overall park system map that clearly shows the location of linear parkways within the community relative to major streets, neighborhoods, downtown and other destinations, and creeks and other natural features.  
[[http://www.ci.lake-jackson.tx.us/city\\_dept/Parks/Bryce\\_Park\\_Inventory\\_13feb2006\\_1010.pdf](http://www.ci.lake-jackson.tx.us/city_dept/Parks/Bryce_Park_Inventory_13feb2006_1010.pdf)]
- ◆ **City of Missouri City:** The Parks & Recreation portion of the City website offers links to an overall trail system map (existing and proposed) and

### *Pearland Trail Master Plan*

individual trail segments, with their own maps. The website descriptions also indicate trailhead locations and other access points relative to nearby streets and landmarks, trail length and surface type (including credit to Texas Parks & Wildlife for a grant that funded resurfacing), and the number of parking spaces available.

[<http://www.ci.mocity.tx.us/depts/parks/parktfp.htm>]

- ◆ **City of Seabrook:** Prominent links are provided on the home page of the City's website to its Seabrook Trails Map and Seabrook Trails Brochure, which recognizes how many visitors are attracted to Seabrook for its trails and birding opportunities near Galveston Bay.

[<http://www.ci.seabrook.tx.us>]

- ◆ **City of Sugar Land:** For its recently-completed Oyster Creek Trail, the City provides a variety of information within the Parks & Recreation portion of its website. This includes links to a trail map plus aerial views

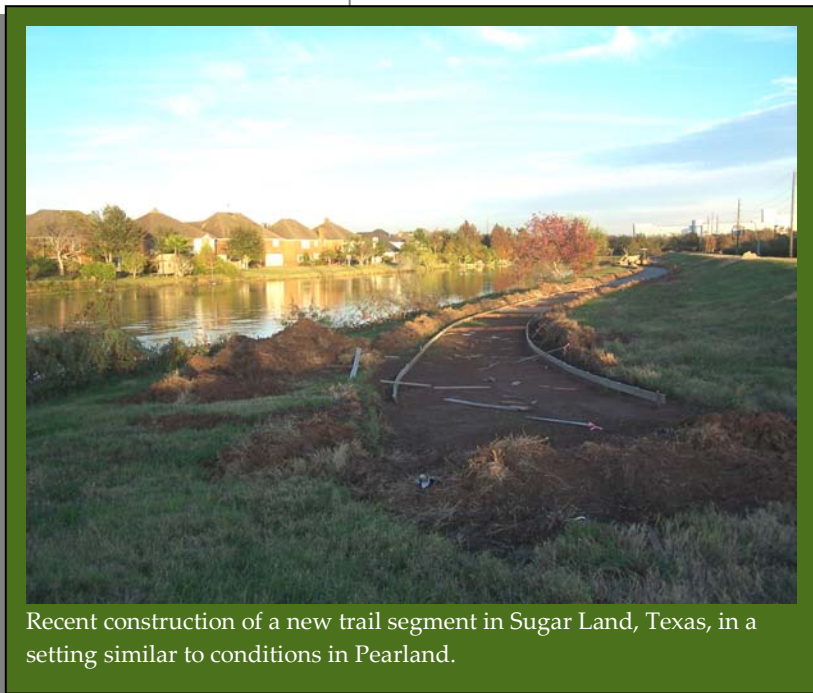
of the trail, description of access points and trail amenities, and highlighting the fact that emergency call boxes have been installed along the trail. Recent upgrades are also announced, such as the installation of permanent restroom facilities to replace portable units. It is also pointed out that a BMX track for youngsters and teens is available at a City park that is adjacent to the trail location.

[[http://www.sugarlandtx.gov/parks\\_recreation/parks\\_facilities/community\\_parks/oyster\\_creek.asp](http://www.sugarlandtx.gov/parks_recreation/parks_facilities/community_parks/oyster_creek.asp)]

As listed in Section 5.4 under the heading, Community and Recreational Organizations, Pearland also has the distinction of having a handful of very

active bicycling and fitness groups that should provide a natural trail constituency. But these groups will likely also have high expectations for trail quality and maintenance, as well as regular information and updates from the City. Suggestions for trail-related events and publicity to engage the community include:

- ◆ Trail corridor tours
- ◆ Walk-a-thons or Bike-a-thons along the trails
- ◆ Trail work days for volunteer involvement in upkeep



Recent construction of a new trail segment in Sugar Land, Texas, in a setting similar to conditions in Pearland.

## Implementation

### *Pearland Trail Master Plan*

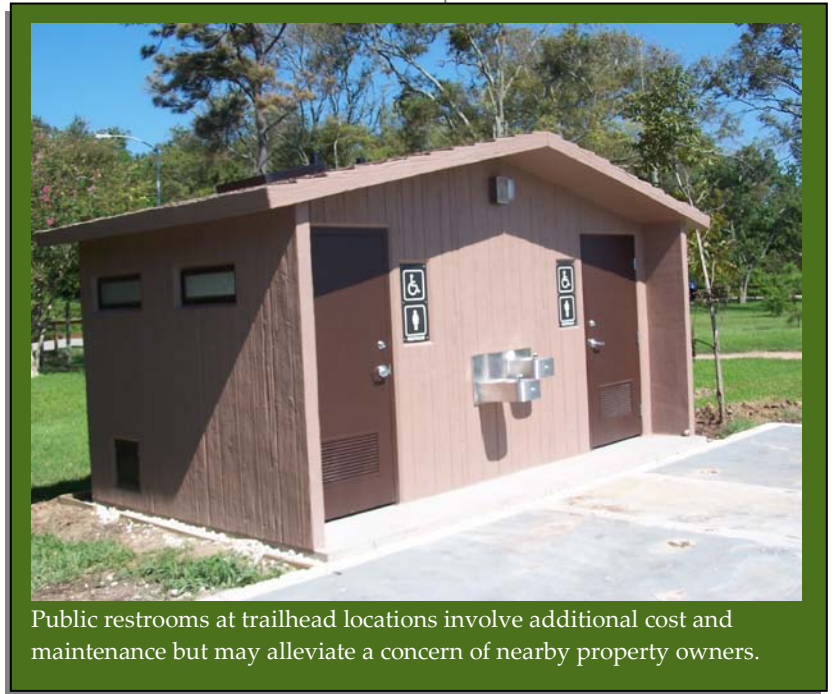


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- ◆ “Name the Trail” poster/logo contests for individual trail segments
- ◆ Photo competitions for the best photographs taken along the City’s trail network (nature subjects, active users, sunrise/sunset, etc.)
- ◆ Decorative bicycle parade
- ◆ Nature walks
- ◆ Column in local newspaper or City newsletter regarding trail news and happenings

The 1993 publication, *Trails in the Twenty-First Century*, from the Rails-to-Trails Conservancy, offers the following pointers for developing and maintaining relationships with property owners who are adjacent to trails:

- ◆ Provide a specific contact person for adjacent landowners to contact if any specific problems arise.
- ◆ Maintain trails on a regular basis and consider involving citizens in trail upkeep with volunteer work groups and/or “adopt-a-trail” programs.
- ◆ Promptly respond to problems, such as unauthorized motorized vehicles use, vandalism, theft of trail signs, and graffiti. Consistent quality upkeep of the trail will build community confidence in the ability to manage the trail.
- ◆ Consider scheduling regular meetings to receive input from users, residents and landowners.
- ◆ Invite landowners on a trail tour led by City staff or someone else who is involved with trail management or planning.
- ◆ Make sure adequate facilities, such as restrooms and drinking fountains, are provided so that adjacent landowners are assured that trail users will stay on the trail.



Public restrooms at trailhead locations involve additional cost and maintenance but may alleviate a concern of nearby property owners.

# Appendix A

## Community Survey Details

### Pearland Trail Master Plan



Chapter 3 summarizes the results of an Internet-based community survey related to trail topics and issues that was conducted in Summer 2006. This appendix provides a compilation of the responses to several survey questions which invited written input or allowed respondents to elaborate on their rankings and preferences. The responses compiled here were taken directly from the survey website and have not been edited for content (except where potentially offensive language was used), grammar, spelling, capitalization, punctuation, etc.

#### Question 1



*Are trails (hike and bike, equestrian, motorized) important to you as a means of recreation, exercise and/or transportation?*

- ◆ I live on Mary's Creek close to Independent Park and use the trails everyday. In addition, I think that Pearland needs to develop more natural surroundings for trails (trees, waterways, etc.) Pearland home development and the city should stop clear cutting all the trees that provide natural shade and habitat for birds and small animals. The creeks in Pearland are normal stopping areas for migratory birds and water fowl. I think it would be great for Pearland to be known for preserving its natural surroundings rather than clearing and concreting everything. We have a lot of potential for having a beautiful city. Lastly, many children including my own use the walkways in the neighborhood to and from school everyday. It provides a great opportunity for the children to develop community relationships for both kids and adults by getting out and meeting face to face.
- ◆ wish we had more trees; miss the ones they took away
- ◆ I used to live in Kingwood and LIVED on the greenbelts. If my job weren't here, I'd move back just for the greenbelts. I have long lamented the fact that there weren't trails similar to those in Kingwood. PLEASE install these! They add to the quality of life, are inexpensive access to exercise, and fun! In Kingwood, they also added to property values when they were close to a street. They are only really useful, though, if they are surrounded by trees. I could go out on the greenbelts in the heat of the day in summer and still found it tolerable because the trees provided so much good coverage. I've used the trail in Memorial Park and along Allen Pkwy. These are okay, but the greenbelts in Kingwood were more fun because they were extensive enough to make them seem like an "adventure." LOVE THIS IDEA!!!
- ◆ I HAVE 3 BOYS 4,6,9
- ◆ I would like to the the creek areas and pipeline corridors as trails.
- ◆ hike and bike
- ◆ Texas is the fourth state I have lived in and the houston area is the worst city for being bike friendly.



**Pearland Trail Master Plan**

- ◆ They are EXTREMELY important to me, since we do not have a significant amount of safe, soft places to exercise in Pearland. We have to drive to Houston just to exercise, which is unfortunate.
- ◆ would be a welcome addition to a growing community
- ◆ I'm a runner and I run 4 miles every morning around my neighborhood. I want to start bicycling to work but, because of lack of shoulders and sidewalks outside my subdivision, bicycling would be unsafe at this time.
- ◆ Existing sidewalks are hard on the knees for running. Therefore, highest priority for me would be a jogging trail but bicycle trails would be very nice.
- ◆ A cushioned surfaced on these trails would be most helpful for the older citizens of Pearland to ease joint pain.
- ◆ I use roads to run & bike because the trails in Pearland are insufficient. Concrete sidewalks are NOT a trail.
- ◆ Yes this is very important to my family. We place a high importance on fitness outdoor activities and protecting the environment when we can.
- ◆ I would like a park similar distance as Memorial park without having to drive to that side of town.
- ◆ Specifically hike and bike trails that can be utilized during early morning hours.
- ◆ most important for improving health and keeping the family active.
- ◆ Connection of all trails is necessary, you have to be able to go somewhere without driving for trails to be an effective means of transportation.
- ◆ Trails should only be in parks, not other areas.
- ◆ Our family uses the independence park trail along Marys Creek for jogging, biking and walking. We would like to see some asphalt trails to extend along the creek to the west ie. Sherwood forest/Ymca and further than that. Roller blading is a great form of exercising for kids and adults alike. Thanks for your interest.
- ◆ Even if I don't use them, it helps keep people from using the streets who don't have any other place to run.
- ◆ absolutely. investing in trails (hike/bike) is the best thing the city can do.
- ◆ VERY important to my family and my two extended families that live in Pearland.
- ◆ very much interested in hike and bike trails
- ◆ I would love a safe bike route across pearland.
- ◆ Off road bike trail along clear creek or other bayous/sloughs should be pursued. Sidewalks between elementary schools and neighborhoods are generally insufficient.
- ◆ Lived in Pinellas County Fl. Used the Pinellas trail as well as the park trails all the time.
- ◆ Please hurry and build them!!!
- ◆ Would love safe places to bike and walk as older citizen.
- ◆ Houston DESPERATELY NEEDS MORE non-motorized means of transport. It is a horrible place to get around if you do not have an automobile or would like to ride a bicycle instead.
- ◆ birding trails

## Community Survey Details

### *Pearland Trail Master Plan*



PEARLAND  
Parks & Recreation  
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- ◆ I enjoy running. Pearland needs good running tracks other than concrete or asphalt.
- ◆ There is currently no safe spot for kids to ride bikes in Pearland. We need a bike trail!
- ◆ Hike and bike. Especially those designed so that they are safe to take my small kids on or that they can navigate themselves safely in coming years when they are older.
- ◆ recreation and exercise
- ◆ They are very important to me as a mother. I am trying to have an active lifestyle with my children so they can be healthy. We need places as a family where we can walk and bicycle together. The easements around the mandatory flood control retention systems provide large amounts of greenspace that should be able to translate well into paths. Paths don't need to be paved, and in fact it is better for runners and joggers if they aren't. Hardpacked earth combined with gravel holds up well and is relatively inexpensive to build out.
- ◆ Yes, as long as they are adequately constructed and maintained. The trails would need to provide lights, resting benches, trash cans, and possibly drinking fountains. It would be important to have rules posted on signs and for the rules to be enforced. As of now, Pearland still needs to construct sidewalks along major roadways such as along Fite Rd between Old Chocolate Bayou and Mc Clean (there is a tremendous increase of foot traffic since the addition of the apartments and school). The Dad's Club and Carleston Elementary are also along this route. We have lots of sidewalk sections that lead to no where. An example is on E Plum between Schleider and Old Alvin. These and others should be filled in before beginning new projects!
- ◆ Especially if the trails can be used to safely travel from park to park or to the library. Also, if the trail go through neighborhoods so that less people have to drive their bikes to a trail.
- ◆ I live on Marys creek ct, my home backs up to the "nature trail". The city touted the building of the trail as a nature trail. All of the "nature" was removed when a housing division was built on the opposite side of the creek as most of the trees were cut down. Homeowners were told that the creek bed would remain natural with the building of the new sub-division, not true. The trail is a source of noise and lack of privacy for those that live on adjoining lots. ATV's are regularly driving through, very noisy. People persist in wandering off the trail to climb the dirt berm and peer into the back yards adjacent to the trail. With exception to the motor vehicle riders and looney-lou's I rarely see the trail being used at all.
- ◆ I think it is important for kids and adults to have a way of traveling and seeing/experiencing things away from roadways in a more natural setting.
- ◆ It would be wonderful to establish new trails in Pearland and connect them to the existing El Franco Lee trail at Hall road.
- ◆ hike and bike trails are an important part of our family recreation time.
- ◆ How about a place to go Kayaking here in Pearland? I have two Kayaks and have to drive to Galveston area.
- ◆ the hike and bike trails should be limited to no-motorized traffic only.
- ◆ That is one of the reasons I moved to that area!

**Pearland Trail Master Plan**

- ◆ Pearland is lacking in safe bike routes and is in need of better walking & bike trails
- ◆ I now have to drive to Houston to Memorial Park to run on a soft surface
- ◆ Running and bike trails would be very, very valuable! They are particularly needed on the west side of town.
- ◆ Please make sure they are aesthetically sound with plants and greenery.
- ◆ The availability of trails increases the likelihood that exercise will take place. Exercise is important for the health of Pearland residents.
- ◆ YES!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
- ◆ Would use 3 times per week
- ◆ Bike trails would be great!
- ◆ Absolutely critical. Excellent for of excersise, outdoor entertainment, and transportation.
- ◆ As long as they do not interfere with traffic, such as a bike lane
- ◆ Trails would be a wonderful avenue for all of the above and would be a draw for newcomers to Pearland.
- ◆ I like many other runners in the area have to drive a long distance to find an area where I can run with out so much damage to my knees. It would be so much nicer to have a well paved and maintained trail in Pearland with a sufficiently long enough distance.
- ◆ It is also nice to have a shaded area with trees and such because you get hot too fast if there isn't.
- ◆ It would be great if Pearland had some hike & bike trails near Old Alvin Rd leading to the park. It seems that so many people are focusing on the Silver Lake area.
- ◆ Primarily for running/jogging.
- ◆ I've known 3 people seriously injured while riding bicycles on Pearland area streets, so a safer place to ride is very important to me and my 2 year old son.
- ◆ We use trails extensively for both for excercise and recreation.
- ◆ There was recently a local bike rider killed in Pearland, demonstrating the need for places for bicycles beyond the city streets.
- ◆ Houston has nice weather year round, so it's nice to be able to get outside to exercise.
- ◆ In order to become a destination community like the Woodlands or Kingwood, exercise and transportation trails are a key feature that distinguishes communities from mere subdivisions and typical houston sprawl. Bike / hike trails pay back many times over in other places I have lived. The proposed linking of parks is a first step.
- ◆ yes
- ◆ development of trails for motorized use will result in dangerous, noisy trails that will not be useful for pedestrians.
- ◆ With gas prices so high if we had more bike's trails we could go by bike instead to get the car to do near distances. This would improve the community's exercise level.

## Community Survey Details

### *Pearland Trail Master Plan*



PEARLAND  
Parks & Recreation  
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- ◆ Can't live without them--huge asset to the community
- ◆ I bike and run. This is my means of exercise.
- ◆ Would like a long trail along Clear Creek. I'm willing to volunteer time to help Pearland plan/implement it.
- ◆ It's just a shame that there are no MATURE trees near the trails in pearland.
- ◆ Hike and bike trails should have priority over motorized trails - we already have lots of streets
- ◆ Our kids need a safe place to ride their bikes, our neighborhood does not have sidewalks on all streets.
- ◆ Me and my wife walk all the time, it's fun.
- ◆ Not Transportation
- ◆ We are lucky that in our subdivision we have some of this!
- ◆ I walk 3 days a week in the park.
- ◆ Mile markers are important too! water stations would be a bonus.
- ◆ Absolutely
- ◆ Not near me. We need a walking path @ Country Place.
- ◆ Please put gravel trails in Silverlake & Greater Pearland
- ◆ I have been walking 30-40 minutes since retirement - I'm in the Pearland Walkers
- ◆ 3M Walking Loop
- ◆ Very Necessary.
- ◆ Love to run/walk/bike
- ◆ Very Important, especially soft walking trails.
- ◆ Exercise
- ◆ Very!
- ◆ Pearland is severely lacking in a city-wide system of safe hike & bike paths. Sidewalks in our area (Banbury Cross, 518/Pearland Parkway) are inadequate for all age groups. We can't even go to Kroger, IHOP or Lowe's on a complete sidewalk.
- ◆ will use daily
- ◆ we need a better jogging trail like memorial park better for your knees i hate running on concrete.
- ◆ The trails are a great way for the whole family to hike/bike together. I am there quite often with my two boys and they love riding their bikes because we don't have to worry about traffic.
- ◆ I love cycling to the park with my kids. We would like longer and safer routes to ride away from traffic.
- ◆ THEY NEED TO HAVE BETTER SECURITY AND FRIENDLY LIGHTING THAT DOESN'T DESTROY EVENING WALKS...LIKE FOOT PATHWAY LIGHTING
- ◆ I would appreciate a focus on jogging trails. The ideal surface should be the same as what is found in the small loop at Independence Park and Memorial Park.
- ◆ Pearland needs more in waterway and subdivision areas.
- ◆ Trails should enable people to get around the city.



**Pearland Trail Master Plan**

- ◆ depends on location and price
- ◆ I have been a member of Pearland Fit, since it's inception. A nice hike and bike for our walks/runs would be great!
- ◆ Yes very important.
- ◆ I run and go on bike rides with my kids
- ◆ Specifically including areas where students walk/bike to schools on busy roads.
- ◆ very important as it is difficult to run on the streets here without being nearly run over by a car.
- ◆ Need running trails with a soft surface
- ◆ I am a senior citizen and use the hike and bike near Weber school in S. Houston. I would definitely use a trail daily.
- ◆ They are extremely important to me as a citizen of Pearland.
- ◆ Yes, Being an avid biker with younger children, biking on city streets is dangerous where the children are concerned. A safe loop to do biking or running or hiking would be great.
- ◆ It is dangerous to ride a bike or jog on many of the farm roads in Pearland. I enjoy both of these activities, but feel very limited about where I do them.
- ◆ I enjoy trails for both recreation and transportation.
- ◆ My suggestions include 1. Consider a trail along the American Canal system and Cullen Rd. that could connect Pearland neighborhoods with the big county parks (Tom Bass, etc) at Cullen and Beltway 8. The canal is pretty in places and long sections remain undeveloped. Sidewalks exist along McChard that could connect to a canal trail at McChard and Mykaway that could lead to Tom Bass Park. There are very few trails in north central Pearland where I live and roads are narrow and lined with ditches. 2. Consider a circular trail system in the city designed (eventually to connect all parks. Construct this away from roads when possible like has been developed in Minneapolis and is heavily used. Some thought should be given to providing ways for school children to be able to walk or bike to school safely.
- ◆ I would like to see more trails around the southern part of Pearland

**Question 4** ■ ■ ■

*Please specify other walking/trail paths in Pearland you currently utilize (and how often).*

- ◆ Southdown Park
- ◆ YMCA trails
- ◆ Neighborhood streets
- ◆ I walk the streets of WoodCreek, Pine Shadows and Sleepy Hollow.
- ◆ I don't have any trails that are convenient to me in any way.
- ◆ southdown park tombass park
- ◆ Typically go to Memorial to use their trails

## Community Survey Details

### *Pearland Trail Master Plan*



PEARLAND  
Parks & Recreation  
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- ◆ I walk 1-2 miles daily at the Presner Stadium (across street from PJHE & St. Helen's).
- ◆ I currently use the parks in Friendswood because they are closer to where I live. Every once in a while I go to Independence Park
- ◆ I use roads to run & bike because the trails in Pearland are insufficient. Concrete sidewalks are NOT a trail.
- ◆ use bike path on 518 between Barry Rose and Mykawa
- ◆ Park off on Cullen and Beltway 8
- ◆ school track
- ◆ Dog park off of 288 (near Country Place), and another park which name escapes me but it's off of 288/Beltway 8.
- ◆ Use recreations centers periodically.
- ◆ The basic problem with most of the trails is that you need to drive to get to them. This limits their utility for younger children.
- ◆ Sidewalks are VERY IMPORTANT to us, we are a biking family.
- ◆ streets
- ◆ Blackhawk 6 mile running/walking trail
- ◆ Tom Bass Park
- ◆ Westside
- ◆ Cobblestone subdivision
- ◆ Ride in the neighborhood on the streets with the kids
- ◆ Tom Bass Regional park
- ◆ Southdown park, west Pearland.
- ◆ have to walk in the street or grass in several areas
- ◆ I take my girls up to Houston to use their trails because there is so little here.
- ◆ The existing walking trails in our neighborhood are exposed and don't offer much shade.
- ◆ Why is there no sidewalk in front of the library?
- ◆ I drive to Tom Bass Park regularly to be able to walk on that park's trails.
- ◆ Outside of city limits but closer to Green Tee. El Franco Lee Trail? on Scarsdale.
- ◆ We love the trails at Frankie Carter Park!
- ◆ Roadways for biking
- ◆ Tom Bass Park
- ◆ I wasn't aware Pearland had much in the way of running trails
- ◆ Trails promote exercise and good health -- they are particularly needed on the west side of town.
- ◆ I didn't know there were walking trails. Now that I know we will start using them. They are a little far from us way over on the western edge of town.
- ◆ I use Tom Bass park
- ◆ Tom Bass Park
- ◆ The running trail off of Beamer & Scarsdale.

**Pearland Trail Master Plan**

- ◆ I would prefer to use a running trail, but none are available on the west side of Pearland.
- ◆ I would like to see the sidewalk next to Barry Rose connected to the sidewalk facing pearland parkway in front of creekside. Then this sidewalk should connect to the one along McHard road. For some reason along Pearland Parkway in front of the LAKES OF HIGHLAND GLEN doesn't connect on the south side of the parkway
- ◆ Trails at Memorial Park
- ◆ local school tracks
- ◆ Tom Bass park
- ◆ bike lanes on road
- ◆ unmaintained dirt trails on clear creek banks
- ◆ I ride my mountain bike in the dirt trails on the east side on Pearland Parkway. I ride down to Dixie Farm Road.
- ◆ YMCA walking/jogging trail and neighborhood sidewalks, Broadway sidewalk, natural path along Mary's Creek between the "Y" and Independence Park.
- ◆ Please stop chopping down all of Pearland's trees. A sidewalk is not pretty. We need some "NATURE" on our nature trails.
- ◆ informal trails along Mary's Creek
- ◆ There are no sidewalks in my neighborhood; I don't want to drive to a park.
- ◆ The city needs a sports facility, bike lanes, more trails that connect for long 10 mile runs. There is not nice lake with paddle boats, nice scenery, fitness path along with biking and jogging trail. A nice 1-2 mile trail with lake in the middle for recreation and shops would be an awesome addition to the city. Also added to the park a nice wave pool or lagoon. Click on the attached link to see the community we lived in, it was fantastic and a great place for families of all ages.  
[http://www.cityofrsm.org/rsm\\_website/default.asp](http://www.cityofrsm.org/rsm_website/default.asp)
- ◆ Tom Bass Park (Harris County) is a very nice resource used somewhat frequently by me.
- ◆ Road for Bikes
- ◆ Sam Bass Park
- ◆ other area parks - Friendswood and Memorial Park.
- ◆ Hyde Park
- ◆ Scarsdale - Walking Trail is close to us. Trails, walking paths are too far from my house in G-Tee for daily walk.
- ◆ Westside Event Center at Southdown Park
- ◆ YMCA \*I miss Memorial Park & Rice University.
- ◆ I have to travel to Scarsdale for longer trail.
- ◆ (Nearby, but not Pearland - Tom Bass Park - Harris Co.)
- ◆ Too far away from my home.
- ◆ Rarley - We use Harris Co. Pks mostly!!!
- ◆ We end up walking on the grass between Westminster and Pearland Parkway with our 2 yr. old in a stroller because sidewalks are inadequate.



## Community Survey Details

### *Pearland Trail Master Plan*

- ◆ we don't have sidewalks near us
- ◆ Why build a park so close to 288?.. I worry about children abductions....and safety issues
- ◆ OUR TRAILS NEED BETTER NATURAL LANDSCAPING TO ATTRACT BUTTERFLYS AND HUMMINGBIRDS
- ◆ I ride a little bit around the retention ponds in the area.
- ◆ I use Independence & Centennial Parks occasionally.

### Question 9



*Are there any partner organizations who could help build or fund trails?*

- ◆ Just build them. Taxes pay for it.
- ◆ Pine Hollow HOA -- We have been wanting to partner with the City to put Hike and Bike Trails in our subdivision
- ◆ TP&W
- ◆ Not sure, but I'd be happy to participate in a fundraiser/drive to raise some money. What about the schools having a contest with one another to see who can raise the most money? What about a "penny drive?" It doesn't sound like much to raise pennies, but we have raised thousands of dollars at my school by doing these kinds of drives.
- ◆ fund raiser selling 'donation bricks'
- ◆ Pearland Area Runners Club, Area Fitness Centers, Pearland Cycling Club
- ◆ houston area road runners association(HARRA)
- ◆ parc
- ◆ PARC
- ◆ MUD has funding that can be used. Perhaps, Pearland Area Runners Club and/or Pearland Fit can help with fundraisers.
- ◆ Don't know.
- ◆ Don't know
- ◆ unknown
- ◆ YMCA FITNESS CENTERS LIKE >>FITNESS SOLUTIONS >>24 HR FITNESS >>
- ◆ Pearland Area Runners' Club, Pearland Cycling Club
- ◆ HOA's?
- ◆ Tails and/or sidewalks in Southdown w/ Southdown homeowners association.
- ◆ Rails-to-trails
- ◆ Come up with a detailed plan break it into some enough segments to get organizations,groups,clubs,businesses to fund a segment. Be creative.
- ◆ Federal and state grant monies, as well as local businesses
- ◆ Kroger Share card
- ◆ How about the RR and any abandoned tracks we could convert through town?
- ◆ MUDs



***Pearland Trail Master Plan***

- ◆ Rails to Trails
- ◆ Municipal Utility Districts
- ◆ TxDOT STEP program
- ◆ ?
- ◆ the MUDs. its part of their responsibility to the areas that they serve.
- ◆ Westside MUDs-be sure to talk to MUD 6!
- ◆ HOAs and MUDs
- ◆ Rails To Trails
- ◆ PARC
- ◆ Pearland Area Running Club
- ◆ The Nature Conservancy, Arbor Day Foundation, United Way
- ◆ Not sure, but worth solicitng businesses.
- ◆ running, bike clubs?
- ◆ not sure
- ◆ Girl Scouts and Boy Scouts
- ◆ running or biking clubs
- ◆ Pearland Fit, Pearland area running group, Home Depot, Lowes, etc.
- ◆ Municipal Utility Districts who have the extra money right now in Silverlake.
- ◆ David Weekly Homes, Tuscan Builders, or any other company that builds homes or shopping centers within the pearland city limits.
- ◆ VFW
- ◆ PearlandFit Houston Area Road Runners Houston Trail Runners Extreme
- ◆ none known at this time
- ◆ yes, bikes for houston, federal dollars, rails to trails, etc
- ◆ International Mountain Biking Association
- ◆ Pearland Fit, Pearland Cylcing Club
- ◆ KPB, HOAs, PISD, Drainage District,businesses, and industries
- ◆ Keep Pearland Beautiful Parks Dept
- ◆ private donations, TxDOT, TPWD, foundation grants
- ◆ KPB, DD4
- ◆ Pearland Area Running Club
- ◆ I don't know
- ◆ Don't know.
- ◆ I don't know of any.
- ◆ YMCA
- ◆ Fitness Solutions, KPB, Houston Happy Hiker?? On the Run??
- ◆ YMCA, Churches, Bike Clubs, Rumer's Clubs, Homeowners Association
- ◆ YMCA, Homeowners Asso., Churches, Runners Club, Businesses
- ◆ Home Depot - Mulch Public Works - Recycle
- ◆ Wallmark could build pathways to most neighborhoods.

## Community Survey Details

### Pearland Trail Master Plan



PEARLAND  
Parks & Recreation  
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- ◆ no
- ◆ no
- ◆ Shawdow Creek Ranch might
- ◆ no
- ◆ YES, I AM THE ONE WHO COORDINATED THE VOLUNTEERS FOR TRAIL IN FRONT OF INDEPENDENCE PARK
- ◆ Our current tax rate can't support this?
- ◆ I am not part of a group but I would help if there was the opportunity to build a soft material park like memorial in Houston.
- ◆ No
- ◆ Houston-Galveston Area Council
- ◆ I think you should look into a trail that would go along the American Canal or Clear Creek and connects major Pearland parks with the big Harris County parks at Cullen (see comment below.) The Pearland cycling club; the railroads and utility companies. It would be nice to work with Harris County on developing a multi-use trail along Clear Creek, which is still pretty in some places and has several parks near-by.

## Question 10



*Would you support a bond referendum for a city-wide trail system?*

- ◆ You'll have to put more on my paycheck.
- ◆ It adds so much to the quality of life, but I would like it to be in conjunction with fundraising activities. However, I don't know that it would be fair to assess more for the citizens at-large for this kind of "optional" project.
- ◆ only if tax rates remain unchanged
- ◆ this is very important to me
- ◆ the northwest corner of pearland(288 mchard, beltway) has alot of open space, bayous, creeks and new housing developments. Area should generate significant tax revenues(southdown, country place mud 5), i personally would benefit from longer distnace run's, park to park runs, bayou trails, or creek trails. houston has alot of hike and bike trails along ROW's like braes bayou, white oak bayou. Clear creek and bayou north of country place could be good starting points for cheap joggin trails that follow existing ROW's for bayous or creeks.
- ◆ My spouse and I would be willing to pay extra in taxes for more sidewalks, bike lanes and paths.
- ◆ esp to help young people cross 35 during school year
- ◆ Depends on the tax rate increase
- ◆ yes and no bond referendum detail would make my decision
- ◆ Much needed! Particularly from the Shadow Creek Ranch area!
- ◆ If it made sense. Sidewalks should be put in along ALL major traffic roads to keep people and bikes off the streets as much as possible.

**Pearland Trail Master Plan**

- ◆ The key to successful trails is that you should not have to drive from where you live to access the trail. The trails should be accessible from every subdivision, by a short walk or ride along sidewalks.
- ◆ Would definitely be interested in it.
- ◆ Would definitely actively help.
- ◆ Would both support & invest
- ◆ Only if plan were very clearly outlined and accessible to West side. Should be little to no wiggle room for plan to change after passing (ie 2001 mobility bond)
- ◆ i'd also help campaign for it.
- ◆ Only if the bond covered completion of all existing sidewalks first!
- ◆ Please extend the trail systems throughout Pearland, including the neighborhoods that will officially become part of Pearland in future years.
- ◆ If it is clearly thought out
- ◆ But not for too much. Better to have an inexpensive trail system that is easy to maintain than an overwrought expensive system that does more than it needs to.
- ◆ the city should fund the trail system with a 5 year bond.
- ◆ Pearland has many runners, bikers, and walkers. The city needs a trail system to promote and encourage these activities and physical fitness.
- ◆ Great Idea...
- ◆ If nothing else it keeps the neighborhoods family oriented, you might come up with an idea like the toll roads.. the people who use it pay for it.. but it is a benefit either way to everyone
- ◆ Unsure.
- ◆ I believe my neighbors would, too.
- ◆ Not 100% sure but lean more towards yes
- ◆ It is extremely important to have clean & safe restrooms at regular intervals within the trail system.
- ◆ As long as it includes all of Pearland, not just the affluent like Silverlake and Green Tee
- ◆ I would also volunteer to build and/or maintain local trails
- ◆ IT would be nice.
- ◆ As long as the west side of town is incorporated
- ◆ instead of a bond referendum, developers, like commercial home builders or shopping center developers should help build trails or at least contribute some money to help the cause.
- ◆ If you also built a dirt bike trail system.
- ◆ heck yes
- ◆ At least I know that the money is being spent on something that is needed.
- ◆ We will be moving out of Pearland this summer.
- ◆ That's why I pay taxes.
- ◆ and a Rec. center :)
- ◆ Maybe

## Community Survey Details

### Pearland Trail Master Plan



- ◆ Only if close to old Pearland, not Silverlake.
- ◆ Yes, Yes, Yes, Yes.
- ◆ But the city needs to use its funds to finish making the sidewalks.
- ◆ Only if it covers the Shadow Creek Ranch area of town
- ◆ I think it would be a huge asset to our fast-growing community to have a trail system.
- ◆ Very much so!
- ◆ THIS SHOULD HAVE BEEN A PRIORRRITY 10 YRS AGO WHEN I WAS ON THE PARKS BOARD!
- ◆ Yes, if the surface and distance was adequate (see above comments for surface, distance 3-5 miles)
- ◆ More trails and playgrounds the better.
- ◆ If it is easily accessible to people in all parts of the city.
- ◆ I can't even walk outside of my subdivision w/a stroller. Autumn/Silverlake Shopping areas. How about starting w/ connecting sidewalks so that they're useable - ridiculous zoning, sidewalks either don't connect or don't exist - lots of dangerous biking, pedestrian walking etc. even at night. Lots of children/yound families in Pearland - must accomodate strollers.

## Question 15



*Please offer all other comments.*

- ◆ I am a teacher. I work inside all day. On the weekends I would love to walk or take a bike ride on different trails here in Pearland. Trails are how people get to meet each other and get to know the people who live in their town.
- ◆ No more clear cutting the trees, promote nature and natural surroundings, provide more community opportunities to contribute to preserving natural surroundings, trails, projects.
- ◆ "That's all folks.!"
- ◆ am excited to see the trail built by mary's creek. being that they killed the area by stripping away all the trees, at least we can get a path.
- ◆ Extensive, safe bike trails would be such a feather in Pearland's cap! More exercise, less gasoline consumption. Who doesn't need that these days?
- ◆ Thank you for working toward a better trail system!!!
- ◆ Go see Kingwood, and ask realtors how important greenbelts are to their communities and real estate!
- ◆ connecting neighborhoods to shopping and dining areas allows my wife and I to bike or walk and decreases automobile traffic congestion
- ◆ With all the construction in Pearland being able to live, work and shop within the city limits it would be nice if you could safely get on your bike and go to work, shop or just get some exercise if there were bike lanes or trails. As it is now it's very dangerous to ride along the roads given they are so narrow which doesn't allow much room for both cars and bikes especially if a car is also coming in the



**Pearland Trail Master Plan**

other direction. I believe more people would take to their bikes, especially with the price of gas going up, if they just wanted to go to the local wal-mart, convenience store, the movies, wherever, if it were safer.

- ◆ I think Pearland is at a great stage in its growth for local gov to be asking for input. Still plenty of space to add trails from communities to schools or community to community, park to park or bayou or creek runs. I love living in pearland and love its country appeal, nature, horses, cows, outdoors, any trails or new parks or joggin trails will be greatly appreciated by residents of pearland and my subdivision southdown we have plenty of parent baby stroller joggers, walkers, and longer distance runners(myself 2-6miles a shot)but right now most people run neighborhood loops on street or side walks where available, for shorter jogs the loop at southdown park is nice. I am personally excited pearland is being proactive and asking residents for input. I would love to have trail on clear creek or bayou north of southdown.
- ◆ I live a mile from a couple of nice restaurants. I want to be able to walk to them without being run over by a vehicle.
- ◆ 4-10 miles for walking; 10+ miles for biking.
- ◆ Park areas are needed in East Pearland along with sidewalks on Dixie Farm Rd. and the roads leading to Rustic Oak Elementary.
- ◆ Need bike lanes in Pearland ALL OVER. Need at least one good LONG run path, NOT concrete!!!
- ◆ sidewalks and/or bike paths should be provided between schools and the neighborhoods that feed them . hwy 35 should have attended or crosswalk before and after school.
- ◆ thanks for asking
- ◆ A safe running trail will be a great benefit to everyone's health (as long as they use it).
- ◆ We in West Pearland have NO trails---the sidewalks end and are unsafe for children---please help us out!!!!!!
- ◆ Thank You for asking the community their opinion!
- ◆ Please keep more and improved dog parks in mind, they don't take up much room, but are a great way for neighbors to meet each other and for dogs to be able to run freely. Maintenance, and maybe small water pools for the dog parks would be appreciated as well. Please keep the dog park at 288 near Country Place. I know that area is under development, but it's one of the few dog parks we have...
- ◆ Sidewalks and trails, linking various parts and functions of the city, could provide a closer feeling of belonging to one community. I believe that many, if not most of my fellow residents who live in the subdivisions along 288 still feel part of the "boonies" and not so closely tied to the city of Pearland. Trails into the city might help break some of that up.
- ◆ Isolated trails dont make any sense. For real impact, trails need to be treated as a parallel transportation network, like roads. We always know we can drive anywhere we want to go. If we could have a trail going anywhere we want to go, we would be in great shape! Look at a city in Georgia called Peachtree City. It is a master-planned city, south of Atlanta. The entire city has two transportation systems: the roads, and trails. People can bike, walk, roller-blade, or golf-cart

along the trails. There are many people that live and work in Peachtree city, which is a 20 milex20 mile city, and many of them dont drive on a routine basis because they can do it all--shop, go to work, the library, everything, by bike. My sister-in-law lives there, and I have to say its a beautiful place!

- ◆ my family and many families I know are big in to Bicycling. I know that if we had better roads or sidewalks we could oraganize rides in Pearland more often.
- ◆ Canopies in the parks, especially above play areas, would be a significant benefit to the parks. This would ensure that play areas would be used year round. In the hot, hot Texas summers, the shade provided by canopies keep the equipment cool, and the shade provides protection from the sun while keeping the people cooler as well without the direct sun beating down. El Frankie Lee park off of Hall road has these if you need an example of what I am referring to. Canopies would ensure that Pearland's wonderful parks are used year round and throughout the day.
- ◆ It is just to dangerous to ride a bike in Pearland without bike lanes. My main interest is in a long distance trail or loop of at least 3-4 miles for running/walking. Well lit with access to water and restrooms.
- ◆ I used to live on the west side of houston and I believe that Terry Hershey park that runs from HWY 6 to Kirkwood is a good model for how a multipurpose trail should look. It was highly utilized by families and individuals who participated in all of the activities listed on your survey.
- ◆ Does a skateboard park qualify as a trail-type (like Seabrook has)? If not, it should be considered.
- ◆ The pinellas trail in Florida is a great model to look at and hopefully adopt to our location and needs.
- ◆ Would love to see Pearland take the lead in communities offering after-work and retirement biking and walking trails. I am a new home owner and my big tax bill along with others in the Lakes of Highland Glen would be great spent on beaufication and walking/biking trails.
- ◆ Need to have as much width, marking, and unobstructed distance as possible. Seperate bike/pedestrian lanes, and utility corridors as well as drainage corridors are the perfect area.
- ◆ Can not wait
- ◆ Different length trails... I used to live in Plano and enjoyed having trails all over the city... as a non-driving teenager it was important to me to get to friends houses and to the mall via the bike trails!
- ◆ Please connect to Silverlake!!!
- ◆ Thank you for the self-honesty in this questionnaire. It proves to me you are aware of the areas where pearland needs improvement and are truly concerned with trying to find ways to resolve those issues. It makes me glad i picked this town as the place where i will be raising my family.
- ◆ Bike trails...healthier for all of us, good for the environment and hopefully it will decrease our dependence on foreign oil. Go for it, please!
- ◆ I would love to see recreation trails built once our sidewalks needs are met. Thank you for the oppportunity to voice an opinion.

***Pearland Trail Master Plan***

- ◆ I like the idea of giving access to water ways too via conoes or similar. I had not thought of that until taking the survey. Thanks!
- ◆ Lighting the trails would encourage after dark traffic. In addition it would shine into adjacent homes. Industrial lighting is very bright, unlike lights designed to light up yards and homes. I am fairly certain that those homes adjacent to public trails would prefer people not walk those trails after dark for the safety of the walkers and the privacy of the homeowners.
- ◆ Ready access to hiking and biking trails (for non-motorized sports) has been associated with improved cardiovascular fitness among residents of an area, and of course with decreased incidents of obesity. Our youth and adult populations need safe areas for distance exercise that is away from the roads and automobile traffic. For transportation via bicycle, we also need bike lanes near our roadways, preferably with protection from the auto traffic by a curb.
- ◆ I believe the numbers on question 12 are reversed. This is a good idea so long as it incorporates all of Pearland, including the ETJ's.
- ◆ A bike trail network would be terrific for Pearland, and would make the quality of life better.
- ◆ I'm very pleased to see that this survey is in place and that such serious consideration is being given to the issue. Good trails are good for Pearland. Given the increasing problem of obesity in the US, this is one way for us to help our community be more healthy.
- ◆ We need to do something about the Trains constantly holding up traffic in the Pearland area
- ◆ Don't forget the East Side of Pearland.
- ◆ Appreciate you looking at this issue!
- ◆ A 10 mile soft trail would be fabulous!
- ◆ It would be good to cooperate with Manvel and other surrounding cities to have an excellent trail system!
- ◆ The concept which the survey addresses is a great idea. I hope it gets implemented.
- ◆ I am so excited that this survey is being done. I moved to Pearland 3 years ago and this is the one problem that bothers me. I am happy to see there is interest in solving this problem.
- ◆ It would be great to have a trail all the way across the city, from Shadow Creek Ranch to the Harris County Clear Creek trails near the far east side of Pearland. Thanks for working on trails!
- ◆ Growing up we used bike trails as a family that went all over the city quite often.
- ◆ NEED MORE SIDEWALKS FOR CHILDREN TO GET TO AND FROM SCHOOL AND OTHER ACTIVITIES SAFETY. NEED TRAILS FOR CHILDREN TO BICYCLE SAFELY
- ◆ The west side needs something. If you build a trail system in Silver Lake (along the bayou/drainage system), please consider creating some method of connecting Southdown, Autumn lakes, Crystal lake, or West side events center, to the trail system or provide a guest parking area within Silver Lake
- ◆ We do not need to increase taxes for this, just reallocate the existing funds

## Community Survey Details

### *Pearland Trail Master Plan*



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- ◆ for question #14, 1-3 miles is good for jogging, 4-10+ for biking. I like both.
- ◆ This is a great idea. We needed these trails yesterday. We need to acquire the land necessary before all of it is developed for other useless things like another shopping strip.
- ◆ I think that when you have a trail that is over 3 miles long, you should have smaller exits on the sides so if someone needed to stop, they would be able to.
- ◆ Hang a sign over 518 announcing this survey so others will respond. I found out by accident.
- ◆ I thought there was an idea to connect centennial and independence parks with a trail. I would like to see that done. Also, there are several areas East of Barry Rose, on FM 518 where there are sidewalks, and then there isn't a sidewalk. It would be nice if there was a continuous place to walk from Westminster/FM518 to the library/city hall area, instead of a few hundred feet of sidewalk, and then hundred feet of uneven ground next to the street.
- ◆ THANKS FOR ASKING
- ◆ Although necessary, there is no sidewalk along narrow Fite Rd for access to Carleston Elementary. It is extremely dangerous to walk yet is necessary to do at times!
- ◆ To further answer question 14, many travels of various lengths would be optimal. I have young children, so I would primarily like a path which we could take to access local amenities, however, I think there is a real need for longer paths for recreational athletes to run and bike on. I strongly support the formation of some paths in Pearland. I believe they would greatly impact the quality of life and image of our city!
- ◆ I will volunteer to be involved. [email address submitted]
- ◆ It is too dangerous for a bike path along the roadways here in Pearland. The Hike and bike trail away from roadways along Marys Creek would be nice.
- ◆ open access to 'motorized' trail use is already a problem along Clear Creek and brings in a lot of people from outside of the community who litter and produce a danger to pedestrians.
- ◆ Mountain bike trails next to Clear Creek or other areas would be very scenic and nice to the area; sidewalks are difficult to allow people to walk/jog on in neighborhoods when people block them with their cars in the driveways; very few places for preschoolers to ride their bikes
- ◆ Offering trails through out Pearland and say interconnecting to Friendswood will make Pearland far above all other local cities. Even Houston is not connect and you have to take to the streets with out bike lanes. FYI from SouthDown to Memorial Park and back on a bike the distance is 44 miles. I hope that Pearland sees the value. I have consistnetly for three years drive back from the med center then up to Memorial Park to run. I have been doing this 4-5 days a week. I would much rather exercise here. Spend my money in this city. You lose a lot of my money (tax revenue) to Houston. Have a blessed and great day.
- ◆ We need to cover Pearland with a variety of types of trails, to be able to get anywhere on foot or bicycle, to get exercise and fresh air, and to learn about our natural environment.



**Pearland Trail Master Plan**

- ◆ Again, I'd like to volunteer to help plan/implement a Clear Creek trail system. [email address submitted]
- ◆ Lots of trees!
- ◆ Trees! Pearland is stripping all areas of TREES!! i.e. new McHard corridor. That would've been a great spot for trails instead of shopping centers!!!
- ◆ Trails should be at least 8' wide; preferably 10', smooth concrete with minimal expansion joints.
- ◆ Questions 3 & 5: I don't use existing trails because they aren't easily accesable for me. I think you should state the mutiple choices with this option.
- ◆ The parks Independence and Centennial has no access from Cabot Cove!!! and other newer neighborhood hoods that are on the corridor of Mc Lean and Veterans...???
- ◆ A major sportsplex with state of the art tennis facilities with pool, gym etc....is greatly needed. Something similar to what they have in Sweetwater, Sugarland would be a starting point.
- ◆ Terry Hershey Park (west Houston) has a variety of trails that are a good example of something Pearland can benefit from. It offers most of the options you mention above.
- ◆ High schools already offer jogging and walking opprotunities.
- ◆ This will be a great addition w/ a huge impact. Thank you :)
- ◆ I live at Country Place. We will soon be annex to Pearland. We need a walking path - at least a mile. We have located the area. We are top voters. Please consider giving us funds for a walking path. We also have birds, squirrels, butterflies, ducks etc. that many care for. I raise butterflies and release them. Dee Jackson 713-436-410
- ◆ Southwyck side walk ends comming out of neighborhood and then picks up again at FM865 would be nice to connect the 2.
- ◆ Any track similar to Memorial Park/3M Loop in Houston would be a drawing card for Pearland.
- ◆ Pearland could be an ideal city to walk/bike across town. Why not a walkway to major shopping area's.
- ◆ Training for the marathon gets monotonous rning short circles for long distances. Would be great to have something like on Scarsdale in Pearland (Would save me travel time)
- ◆ If someone in a wheelchair or children tried to get somewhere, they couldn't except in the road. This situation is a lawsuit just waiting to happen. It is ridiculous the way sidewalks start and stop in this town. Sidewalks are vital to the physical & economic health of Pearlandians.
- ◆ Do not use the trails, walking paths or sidewalks because they are not available close to westside Pearland. Would love to see trails in West Pearland area!!!
- ◆ We really need shaded soft surface trails on the northwest side of Pearland in the Shawdow Creek Ranch area.
- ◆ Parents flooded 5 times nothing was ever done. I tried to help my parents get a buy out duing Allison and everyone in the block did but them. I can't believe he's even paying taxes.

## Community Survey Details

### *Pearland Trail Master Plan*



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- ◆ I would use trails mainly for daily exercise (walking), and I would like to be able to walk to them from my home.
- ◆ More trails are very important to me and my family - I would pay extra taxes for more trails.
- ◆ I live in Pine Hollow Sub.and am unable to leave the neighborhood on my bike, We also need soccer fields.
- ◆ Will this be lke all other eity projects--- all surveys, maybes, plans, talk, and money spent on the above with nothing done!!!
- ◆ We would love to have a trail system. We like how stores access to Houston home, hame rices etc. are so good in Pearland but have been saying for many years that we need a trail system here. Our famly enjoys biking, walking, nature, etc. We would definitely use the trails for recretion excercise, & transportation. Even now we often walk to the grocery store and before we had a child we would even walk from Banbury Cross to the Library. A bike lane next to road is too dangerous. We have known 2 bikers who have been killed riding in bike lanes in the past 5 years.
- ◆ I grew up in Reston, VA, a town connected by "black paths". It was a wonderful thing!! People exercized daily, eveyone used them -young and old. The city was connected by 4ft wide black asphalt paths that wound though neighborhoods, to parks and shopping...you could get anywhere by "black paths". Reston allowed bikes and horses on the paths. Look into this city's plan. It was great. I lived there in the late 70's.
- ◆ I hope that the trail at Independence Park continues to be. We really enjoy the trail. I would like to see distance markers for those of us utilizing this trail for excercise.
- ◆ THERE NEEDS TO BE NATURAL CURES FOR MESQUITO PROBLEMS ON THESE TRAILS LIKE MARTIN HOUSES,ETC. THERE NEEDS TO BE EMERGENCY CONNECTIONS TO EMS AND POLICE AVAILABLE EVERYWHERE.THANKS LISA DIESE 713-962-0539
- ◆ I am a new resident of Pearland and have not had the opportunity in the past to use any parks and recreational services due to health reasons and constraints of my job. As these have decreased (my health is now good), I am excited to see that Pearland puts such an important value on these resources. Since I don't have small children, many of the questions don't apply to me at this time. This does not mean that I feel they are any less important. Pearland is growing rapidly in many different ways. My dream for this community would be to have park systems like Fredrick Law Olmstead designed up north in Cleveland, Buffalo, New York City, etc. They literally interconnect. God Bless you in your work and especially for making community recreation and health an important part of the city.
- ◆ Concerning surfaces. Concrete is the worst because it is so hard. That is why I do not use Centennial. Basically any other material is fine.
- ◆ Build it and they will come.
- ◆ It would be nice to put in a cheap asphalt trail system going east to west along canals, retention ponds etc. with shade trees and markers.
- ◆ Please see above. Thank you for considering my comments.

### *Pearland Trail Master Plan*

- ◆ 1)Construction tears down too many trees and new facilities should be required to plant larger and more trees. 2) Park playground, shade shelters are needed by ClearCreek 1900-2000 block of Sleepy Hollow Dr. 3)Businesses should be required to install sidewalks (Continuous walkway A to B)
- ◆ I'm glad to see Pealand thinking about hike and bike trails.
- ◆ We have an opportunity to truly make Pearland a gem of a city. Running, biking & nature trails would ensure this.
- ◆ Convenience and safety are first, then comfort like shade, etc.
- ◆ Exercise stations along the paths

# Acknowledgements

## *Pearland Trail Master Plan*



### **City Council**

Tom Reid, Mayor

Woodrow "Woody" Owens, Councilmember - Position 1

Helen Beckman, Councilmember - Position 2

Steve Saboe, Mayor Pro Tem - Position 3

Felicia Kyle, Councilmember - Position 4

Kevin Cole, Councilmember - Position 5

### **Parks, Recreation and Beautification Board**

Laura Austin

Thomas Gibbs

Ben Carranza

Edward Miller

Joe Miller

Margorie Wilcoxson

### **City Staff**

Jon R. Branson, Director of Parks and Recreation

Michelle Smith, Recreation Superintendent

### **Consultant**

Kendig Keast Collaborative (KKC)

Bret C. Keast, AICP, Vice President

Gary Mitchell, AICP, Principal

514 Brooks Street

Sugar Land, Texas 77478

(281) 242-2960





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