



City of Lake Jackson

# Pedestrian and Bicycle Master Plan

Updated: September 14, 2009

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## 1. INTRODUCTION

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Located near the Texas Gulf Coast, the geography of Lake Jackson is flat and the climate mild enough that residents can walk/jog and ride bicycles year round either for recreational or transportation purposes. Indeed, a recent survey conducted by the Parks and Recreation Board indicated that Walking/Jogging and Hiking/Biking were the two most popular activities cited,<sup>1</sup> a result consistent with surveys conducted at least from 1982. Due to the size of the city and the current and planned array of commerce and amenities within the city, many trips can easily be made on foot or by bicycle. The CMP projects that by 2020, nearly 60% of employed residents will have a commute of 10 miles or less [CMP 2-1]. Currently, however, the automobile dominates transportation in Lake Jackson. The city is generally considered by residents to be unfriendly toward pedestrian and bicycle travel due to several issues and obstacles, as discussed in Section 3.

In 1996 the City of Lake Jackson prepared a Comprehensive Master Plan (CMP) that established a framework and strategy for planning and development of the city through 2020. To meet the development goals, the CMP recommended pedestrian and bicycle routes as a means to enhance neighborhood and community lifestyle as well as reduce the use of private automobiles [CMP 2-3]. The CMP further includes the following specific recommendations that walking/bike paths be provide along or within:

- all arterial roads (e.g. major and minor parkways)
- natural landscape buffer zones along waterways (including Bastrop Bayou, Oyster Creek, Brazos River, Buffalo Camp Bayou)
- right-of-way along major drainage canals

The walking/biking paths should interconnect to provide a viable network of pedestrian/bicycle transportation around the city [CMP 4-20].

Also in 1996 the Lake Jackson City Council authorized the formation of a Hike and Bike committee (the Committee), aligned with the Park and Recreation Board. The purpose of the Hike and Bike committee is to support the development of the recommended walking and bicycle path system for the city by developing a detailed Pedestrian and Bicycle Master Plan (i.e. this document, subsequently referred to as the PBMP) and championing and monitoring its implementation. In addition to documenting planned routes for bicycle/pedestrian paths, the PBMP provides guidance on specific facility designs and use and establishes policies to support safe use of these routes.

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<sup>1</sup> 2006 Lake Jackson Park and Recreation Board Survey.

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**Chart 1. Key Milestones for Hike and Bike Committee.**

Year	Milestone
1996	<ul style="list-style-type: none"> <li>City Council authorized formation of Hike and Bike committee. First plan for system of trails developed.</li> </ul>
1997	<ul style="list-style-type: none"> <li>The Texas Department of Transportation (TXDOT) installs signs on SH 288/332 designating it as a bicycle route. <i>Note: signs were removed in 2005 when additional turn and merge lanes were added in preparation for future additional lanes and overpasses. This resulted in elimination of the continuous shoulder through Lake Jackson, and the route was no longer considered safe as a designated bike route.</i></li> </ul>
1998	<ul style="list-style-type: none"> <li>Oyster Creek Drive Trail grant request accepted by the Houston-Galveston Area Council for their 2000-2002 Transportation Improvement Plan. <i>Note: Moved to 2003 Plan during 2000.</i></li> </ul>
1999	<ul style="list-style-type: none"> <li>9' wide asphalt trail constructed on the East side of Oak Drive between SH 288/332 and Oyster Creek Drive. <i>Note: Trail improved to concrete construction in 2006.</i></li> </ul>
2000	<ul style="list-style-type: none"> <li>Grant of \$451,576 for the Dow Centennial Trail authorized by the Texas Parks and Wildlife Department.</li> </ul>
2003	<ul style="list-style-type: none"> <li>Dow Centennial Trail (MacLean Park) completed, including 1.2 mile asphalt trail and 0.75 mile off road trail for recreational use.</li> </ul>
2005	<ul style="list-style-type: none"> <li>Construction of decomposed granite trail in Crews Park for recreational use.</li> <li>Planned sidewalk along Canna increased from standard 4' to 6' wide to facilitate use by both bicycles and pedestrians commuting to and from Grady Rasco Middle School.</li> </ul>
2006	<ul style="list-style-type: none"> <li>Construction of 10' wide concrete trail along Oyster Creek Drive from Any Way to Portulaca St. (\$1,286,027)</li> <li>6' wide sidewalk included in Dixie Road improvement (Oyster Creek Dr. to Pine)</li> <li>Improvement of existing Oak Drive trail to 8' wide concrete.</li> </ul>
2007	<ul style="list-style-type: none"> <li>Sidewalk standard for commercial areas standardized at 6' wide.</li> </ul>
2008	<ul style="list-style-type: none"> <li>6' sidewalk on Dixie extended to Brazoswood High School</li> </ul>

**2. SUMMARY OF EXISTING FACILITIES**

The City of Lake Jackson currently has more than ten (10) miles of hard-surface and five (5) miles of soft-surface shared use trails. Additionally, four (5) miles of 6’ wide sidewalks provide improved opportunity for shared use in high traffic areas, for example near schools and churches.

The trail system, when complete, will consist of over 40 miles of pathways linking nine (9) parks totaling over 900 acres. The trail system will also link schools, churches, Downtown Lake Jackson, Brazos Mall, the medical complex at Brazosport Regional Health Center, as well as Sea Center Texas. See Section 7 for additional information on planned projects and initiatives.

Existing		Planned	
<i>Hard surface trails</i>		<i>Hard surface trails</i>	
1.0	Oak Dr.	1.2	Oyster Creek Dr
2.0	Oyster Creek Dr.	4.0	FM2004
1.1	McLean Park	1.6	Yaupon
1.2	Dow Centennial Park	1.6	Lake Rd
3.0	Brazosport College		
<i>Soft Surface / Off-road Trails</i>		<i>Soft Surface / Off-road Trails</i>	
0.25	Crews Park	1.9	Pocket Park (Magnolia greenbelt)
0.75	Dow Centennial Park	2.4	Dow Centennial Phase III
4.0	Wilderness Park	1.2	Medical Dr.
<i>Hard Surface Loop Jogging Tracks</i>		<i>6’-8’ Sidewalks</i>	
0.25	A. P. Beutel Elementary	0.4	Lake Rd.
0.2	Elisabet Ney Elementary	1.3	Oak Dr.
0.25	Bess Brannen Elementary	1.5	S.H. 332
0.25	Grady Rasco Middle School	0.6	W. Plantation
0.25	Lake Jackson Intermediate	1.0	Willow
0.2	O.M. Roberts Elementary	1.2	Circle Way
<i>6’ Sidewalks</i>		1.8	Old Angleton Rd.
0.5	Deerwood		
1.1	Dixie		
1.2	This Way		
1.2	Yaupon		
0.3	Canna		
0.3	Lake (Rasco)		
<b>19</b>	<b>Total Existing Miles</b>	<b>21</b>	<b>Planned Miles</b>

### **3. OBJECTIVES**

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Community goals and objectives supported by the PBMP are [CMP 3-1, 3-4]:

- Provide a satisfying, safe and healthful living and working environment.
- Meet the transportation needs of residents and businesses in a cost-effective manner.
- Design the city to enable and encourage walking and biking as a means of travel for many trip functions.

#### **3.1 Mission**

In alignment with the CMP goals and objectives, the mission of the Lake Jackson Hike and Bike Committee is:

To improve and encourage the use of non-motorized transportation by providing leadership and planning resources toward the development and implementation of safe pedestrian/bicycle pathways and trails.

#### **3.2 Vision**

Our vision is to create a connected network of pedestrian/bicycle facilities and support elements throughout Lake Jackson that:

- Connects residents to educational, governmental, commercial, recreational, cultural, and industrial areas.
- Is attractive and accessible.
- Accommodates a wide range of use ages and skill levels.
- Encourages healthy lifestyles.
- Promotes energy conservation.
- Assures user safety.

#### **3.3 Objectives**

Specific objectives are:

- Provide safe routes to schools
- Plan bicycle/pedestrian transportation that provide direct, contiguous access to major activity centers, including large employers, downtown, shopping, city library, City Hall, and recreational destinations by providing walking and biking paths along or parallel to collector and arterial roads as defined in the CMP.
- Plan and encourage “in neighborhood” walking/jogging facilities.
- Establish a hierarchy of facilities that address the transportation needs of different ages, skill, levels, and trip purposes and provide associated design standards to enhance the safety and usability of these facilities.
- Establish specific project recommendations, priorities, and funding options.
- Recommend phases of implementations that logically improves the interconnectivity of the existing facilities and incorporates planned development.
- Identify and recommend supporting elements/programs.

## **4. CURRENT ISSUES, CONCERNS, AND CONDITIONS**

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Various current conditions and issues are barriers to safe pedestrian/bicycle travel, with the presence of SH 288, dividing the city into east and west segments, representing one of the most significant. This highway is currently 2-3 lanes in each direction with additional turn and merging lanes at intersections. Long term plans are to widen this thoroughfare with construction expected to begin in 2008. This as well as other issues and recognized problem areas are described below to provide a basis for the goals, objectives, and priorities of this Plan.

### **4.1 Commuting to Work**

Lake Jackson's primary employment base is located south of the city, and includes various chemical companies, the Port of Freeport, and Reliant Energy. Distance from Lake Jackson is <20 miles, which can easily be commuted by bicycle by reasonably fit individuals. In a 1994 survey by The Dow Chemical Company, 18% of respondents indicated that they would bicycle to work if the following conditions were provide: (1) safe routes, (2) secure storage for bicycles, and (3) shower facilities. The major arterial routes to these employers are SH 288, Dixie Dr. and Yaupon Dr. These roads do not include accommodations for safe cycling. Although many adult cyclists will be comfortable riding on Yaupon due to its slower speed limit and lower volume of traffic, ultimately commuters to these employers must travel either on Dixie Road or SH 288 where most cyclists would not feel safe due to lack of a dedicated bike lane or continuous shoulder. Addressing items (2) and (3) above will require cooperation with employers.

### **4.2 Safe Routes to Schools**

Currently there are four elementary schools (pre-K through 4<sup>th</sup> grade), one middle school (5<sup>th</sup>-6<sup>th</sup> grade), and one intermediate school (7<sup>th</sup>-8<sup>th</sup> grade) located in Lake Jackson as well as one private school that includes pre-K-12<sup>th</sup> grades. Lake Jackson students attend high school in neighboring Clute. With the exception of Grady Rasco Middle School, all of these schools are located on the east side of SH 288. Thus:

- Children living on the east side of SH 288 MUST cross this major highway en route to school for 2 years during their educational years (5<sup>th</sup>-6<sup>th</sup> grades)
- Children living on the west side of SH 288 must cross the highway during AT LEAST 10 school years.

This is of particular concern for middle school and higher level students, who often participate in extra curricular activities that result in the need to travel to and from school during times that are outside the normal school zone period when crossing guards are provided.

Funding has historically been available to provide sidewalks along streets that are routes to schools within the city. These are typically 4' wide, although some 6' wide sidewalks exist near schools to better accommodate heavy traffic and coexistence of bicycles with pedestrians (e.g. Canna and Lake Road near Grady Rasco Middle School).

### **4.3 Access to Recreational Facilities**

The largest city parks as well as the Recreation Center and most sports facilities are located west of SH 288, whereas most of the population of Lake Jackson resides on the east side, presenting the same access challenges noted in Section 3.2.

#### 4.4 Access to Brazosport College/The Center for Arts and Sciences

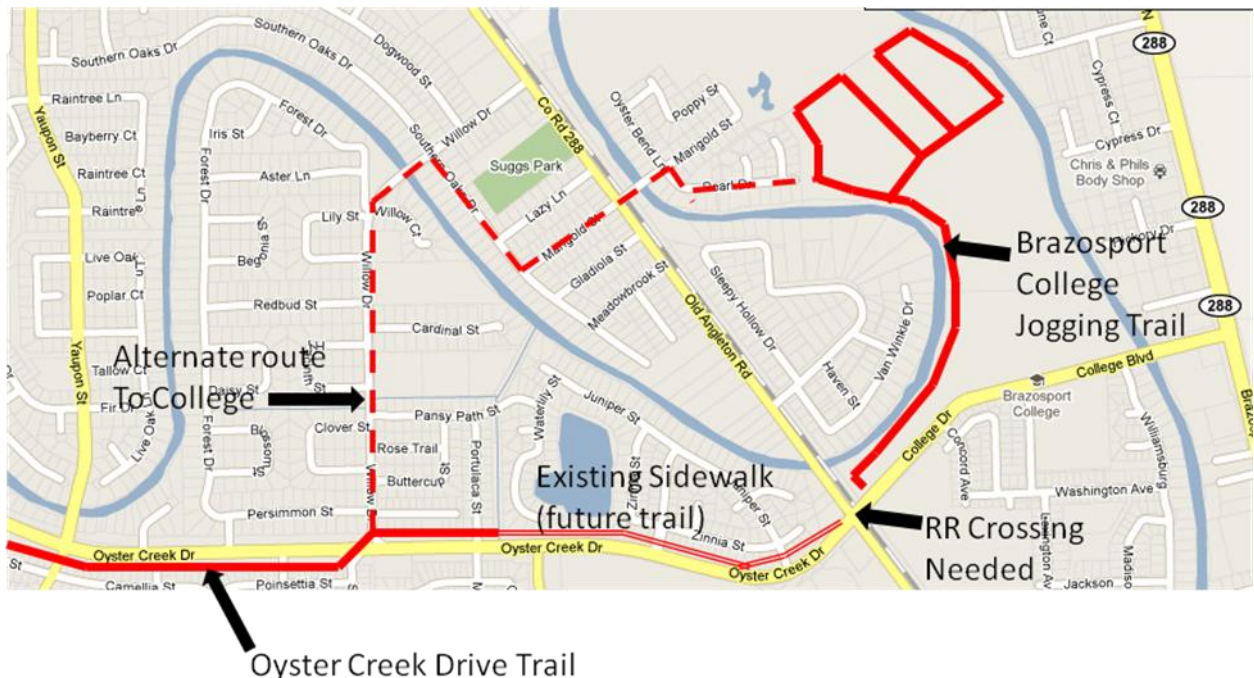
Brazosport College is located along with the Center for Arts and Sciences in Lake Jackson along its border with neighboring Clute. Many trips are made to these facilities from Lake Jackson to take advantage of the educational and cultural offerings. Access is via Oyster Creek Drive and Old Angleton Road.

##### Oyster Creek Drive

Phase I of the shared use path along Oyster Creek Drive provides a safe route for pedestrian/bicycle traffic from Any Way to Portulaca Street. From Portulaca to Old Angleton road there is a standard 4' wide sidewalk. Future replacement of the sidewalk with a wider multi-use path is planned to better accommodate both pedestrian and bicycle traffic (provisional on obtaining funding). In 2009 Brazosport College expanded the trail system on their property along Oyster Creek almost to the railroad track which runs along Old Angleton Road. However, linking the Brazosport College trail to the Oyster Creek Drive trail has a major hurdle of crossing the railroad track., which will require a permit as well as engineering changes to the RR crossing guard arms.

##### Old Angleton Road

No safe accommodation currently exists along Old Angleton Road, which is two lanes (one each direction) with ditches on either side. However, the Brazosport College trail system can be accessed from the Oyster Bend subdivision, which abuts the college property. Pedestrians/bicyclists can cross Old Angleton Road at Marigold, turn right on Pearl Lane, and pass through a gateway at the end of Pearl Lane which provides egress to the Brazosport College jogging trail. This alternate route, beginning from the Oyster Creek trail at Willow Dr. is indicated by the dashed red line in the figure below.



#### 4.5 Traffic Signal Actuation

The inability of traffic signals to detect the presence of pedestrians and bicyclists is very frustrating and commonly occurs at Lake Jackson's signaled intersections. This is due to the

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inability of loop detectors in the roadway to detect bicycles and lack of push buttons to trigger a “Walk” cycle. This frequently results in pedestrians and bicycles crossing intersections against a red light, resulting in a hazardous situation and degrading the trust/respect necessary for automobiles, pedestrians, and bicyclists to safely share roadways.

### 4.6 Mall Area

Brazosport Mall and vicinity provide a wide array of shopping, dining, and entertainment options. The mall perimeter is enclosed by SH 332, Oyster Creek Drive, FM 2004, and Lake Road. Traffic around the mall area is heavy during business hours, and there are no sidewalks or other facilities to accommodate pedestrians or bicycles. Additionally, one of the closest residential areas (Lake Jackson Farms/Timbercreek) is separated from the mall area by FM 2004, a busy highway with speed limit of 45 mph with no crosswalk or other mechanism to aid pedestrian/bicycle transit through the intersection of FM 2004 and Lake Road, which has a high rate of vehicle accidents.

Approaching the mall area from downtown Lake Jackson is aided by the proximity of the Oyster Creek Drive trail, which has a terminus at Any Way. A 4’ wide sidewalk crosses under the SH288 overpass, including pedestrian signals, ramps, and crosswalks to facilitate crossing both the north and south bound frontage roads. Once across the frontage road, however, pedestrians and bicyclists are forced into the street due to the lack of sidewalk and a drainage ditch along the road.



### 4.7 Downtown

The CMP cites the following issues that prevent realizing the vision of the downtown area as a commercial and social center:

- The area is not pedestrian oriented. There are no defined pedestrian routes, no identified cross walks and major conflicts occur between vehicular and pedestrian movement.
- Automobile oriented uses have been permitted to break up the street frontage, thereby disrupting pedestrian movements and reducing opportunities for parking and landscaping.

#### **4.8 Walking/Jogging/Biking in Neighborhoods**

Walking and jogging are popular activities that many Lake Jackson residents enjoy within their own neighborhoods, frequently in groups of 2 or more. Although sidewalks are available along most residential streets in Lake Jackson, many of these individuals and groups choose to walk or jog in the streets instead predominantly for the following reasons:

- The standard 4' sidewalk is cramped for even two traveling abreast.
- The sidewalk is often designed with a drainage slope significant enough to put painful stress on leg joints, especially knees.
- Shifting elevation between sidewalk sections creates a tripping hazard.

Families and groups of children bicycling around neighborhood for pleasure encounter the same issue with sidewalk width—at 4' the standard sidewalk allows only single file, a configuration that is not conducive to conversation desired during casual recreational activities like the family bike ride. While most residential streets are lightly traveled by motor vehicles, the default 35 mph speed limit is higher than recommended for mixing bicycles and motor traffic in the same lane.<sup>2</sup>

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<sup>2</sup> Michael King, "Bicycle Facility Selection: A Comparison of Approaches," prepared for the Bicycle and Information Center, Highway Safety Research Center, University of North Carolina, Chapel Hill, August 2002.

## 5. FACILITY OPTIONS AND STRATEGY

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Several types of bicycle facility options are in use, each providing different benefits to specific situations and users. The CMP recommended the following facility strategy:

- Paved 10' wide shared use paths along both sides of SH 288
- Paved 9' bikeway (or shared use path) along one side of minor and major parkways (i.e. arterials) plus 4' wide walkways (or sidewalks) on opposite side
- 9-10' wide dirt or crushed rock shared use paths in greenbelts along waterways and major drainage canals
- 5-8' wide dirt or crushed rock shared use paths in minor greenbelts links

In general the Hike and Bike Committee supports this strategy with some minor modifications as noted below.

### Greenbelts

Dirt is not considered to be an optimum surface choice for greenbelt paths due to the ongoing need to mow or otherwise keep vegetation from encroaching..

- Decomposed granite or asphalt is preferred.

### Parkways

In some situations a 9' wide bikeway along an arterial may not be practicable. This would include roadways with either (1) insufficient right-of-way width along the length of the corridor or (2) where residential or commercial establishments face the roadway, resulting in private driveways crossing the bikeway more frequently than is deemed safe. Examples are Sycamore and Deerwood.

- A 6' wide sidewalk attached to the curb is a recommended alternative. Due to the larger than standard width, a 6' wide sidewalk can accommodate simultaneous pedestrian and bicycle traffic.

### Existing Bike Lanes

Although not discussed in the CMP, one designated bike lane is currently in use in Lake Jackson. This 4' bike lane is designated along the east side of That Way, beginning just north of downtown and ending at the Oyster Creek bridge near Bess Brannen Elementary. The intent of the bike lane is to serve student traveling to and from Bess Brannen. Because this section of That Way is a connector between the arterial roads Oyster Creek Drive and FM 2004 and has a major park facility (Shy Pond), it has a higher volume of vehicular traffic that most young children are comfortable with.

- It is recommended that the bike lane be replaced with a 6' wide sidewalk.

A description of the various facility options is provided below. Unless otherwise noted, example figures are from the Web Image Library of The Pedestrian and Bicycle Information Center, 730 Airport Road, Suite 300, Campus Box 3430, Chapel Hill, NC 27599-3430.

### 5.1 Paved Bicycle or Shared Use Path

**Figure 1. Example of a shared-use path (MacLean Park).**



**Definition:** A route physically separated from motorized vehicular traffic by an open space that is designed to accommodate a mix of non-automotive users, including bicycles, pedestrians, skaters, wheelchair users, joggers, etc. See Figure 1. Presence of numerous driveways can be problematic as they function as uncontrolled intersections for users on the path.

**Characteristics:** Shared use paths must be enough wide to accommodate multiple types of users traveling in two directions. Since bicycles and skates require a minimum of 4' width, multi-use paths are typically 8-12' wide. As such, they require that sufficient right-of-way be available.

**Typical users:** All ages and skill can enjoy shared use paths, although education related to etiquette (e.g. call out when passing) is essential for safety and enjoyment. Good alternative to on-street bike lanes for young cyclists.

**Use strategy for Lake Jackson:** Along one side of arterials (minor and major parkways are designated in Figure 4-11 of the CMP) to provide direct transportation routes and within large area wide parks (e.g. McLean Park) as a recreational destination.

**Design standards:**

- 8-12' wide with asphalt on concrete surface.
- For paths 10' wide or more, a yellow centerline stripe shall be used to separate opposing directions of travel.
- Bike crossing signs shall be placed in advance of the crossing at all public street intersections to alert motorists.
- Where path crosses a street or commercial driveway, the crossing shall be marked with a painted crosswalk (see Section 5).
- To facilitate access on and off the trail, crosswalks shall be marked perpendicular to the path at intersections (see Section 5).
- Rules for use will be posted at key locations:
  1. Bike right/walk left.
  2. Pass on the left.
  3. Announce your passing to other path users.
  4. Travel at safe speeds (maximum 20 mph).

## **5.2 Shared use path in greenway.**

**Figure 2. Example of greenway path (Crews Park).**



**Definition:** A route traveling through a greenbelt or park area that is designed to accommodate pedestrians, most bicycles, and service vehicles. See Figure 2.

**Characteristics:** Greenway paths must be enough wide to accommodate pedestrians, bicycles, and service vehicles. As such, they require that sufficient right-of-way be available.

**Typical users:** All ages and skill. Not suitable for all bicycles due to loose surfacing material.

**Use strategy for Lake Jackson:** Within parks, through greenbelts, and along waterways/canals to link neighborhoods to destinations.

**Design standards:**

- Decomposed granite or asphalt surface
- 5'-8' wide in minor greenway links
- 9-10' wide in major greenways

### 5.3 Wide sidewalk

**Figure 2.** Example of wide sidewalks (Yaupon Drive).



**Definition:** A 6' wide sidewalk that is either attached to the curb or separated from it by a narrow (typically 2-4') greenbelt.

**Characteristics:** Because the width is not substantially different from standard sidewalks in residential areas, 6' wide sidewalks can be used in a variety of situations where a wider path is not feasible due to space restrictions or not desirable from a safety or aesthetic perspective.

**Typical users:** Pedestrians traveling in groups, children and less skilled bicyclists who are not comfortable riding in roadways.

**Use strategy for Lake Jackson:** High volume sidewalks such as near commercial zones and schools, within neighborhood along roads with high volume of walkers/joggers/bikers.

**Design standards:**

- Meets current sidewalk standards, but 6' wide.

## 6. SUPPORT ELEMENTS

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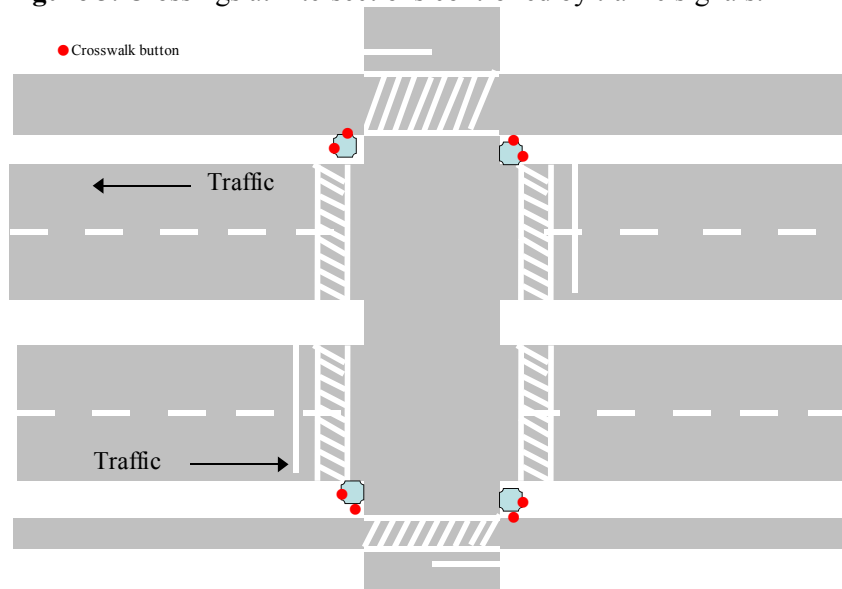
This sections sets policies for key support elements beyond the type of facility and routes that are needed to ensure safe and effective use of the pedestrian/bicycle path network.

### 6.1 Crossings at intersections controlled by traffic signals.

In these situations, right-of-way is determined by traffic signals for all parties. The following elements shall be provided (see Figure 3):

- A mechanism (e.g. crosswalk push button) to actuate the signal and allow safe crossing of the intersection. Shall be within the reach of a bicyclist on the path without dismounting.
- Marked crosswalks along the path route as well as perpendicular to enable users to enter/exit the path.

**Figure 3.** Crossings at intersections controlled by traffic signals.

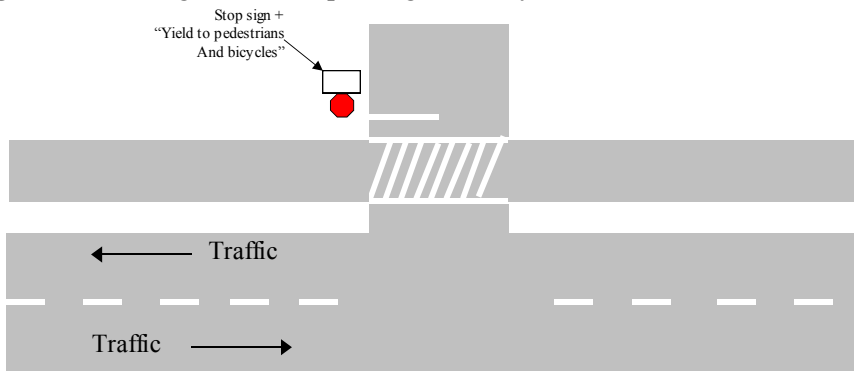


### 6.2 Crossing with bike path right-of-way.

Crossings where bike path occupants have right-of-way over cross traffic include (1) crossing a commercial or private driveway and (2) crossing a side street with a stop sign. The following elements shall be provided (see Figure 4):

- Marked crosswalks along the path route.
- Stop sign shall be placed before intersection with bike path.
- Sign indicating upcoming bike path placed on side street.

**Figure 4.** Crossings with bike path right-of-way.

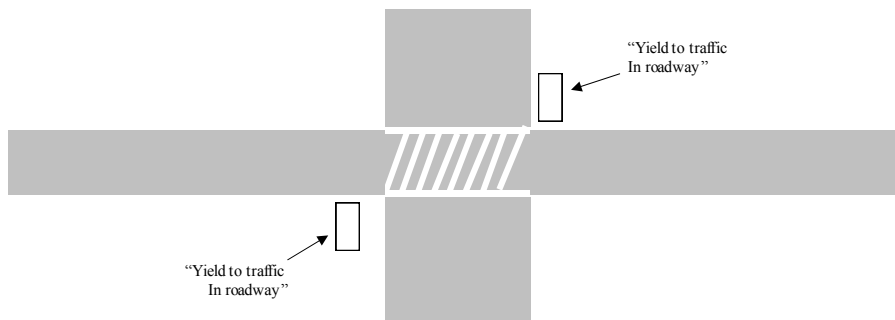


### **6.3 Crossing without right of way.**

When bike paths cross a road mid-block (i.e not at the intersection of two roads), occupants of the bike path do not have right-of-way and must yield to roadway traffic. The following elements shall be provided (see Figure 5):

- Marked crosswalks along the path route.
- Sign on path prior to intersections indicating "Yield to traffic in roadway".

**Figure 5.** Crossings with bike path right-of-way.



### **5.4 Signs/road markings**

Bike route signs with destination signing shall be placed at all points where a bike path intersects another bikeway route.

### **6.5 Education and Enforcement**

Lack of education of the laws regarding use of roadways by pedestrians/bicycles and lack of mutual respect leads to unsafe situations, frustration for all users, and prevent residents from choosing bicycling as a transportation alternative. Enforcement of Texas bicycle laws as well as local protocols is essential. The Hike and Bike committee recommends:

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- Survey existing educational programs (schools etc) and develop a cohesive strategy and program.
- Use the Texas Bike Coalition resource “Share the Road: Same roads, same rights, same rules” or other programs to educate local law enforcement and residents
- Promote the use of the existing facilities and educate residents on protocol for use at events during a “Bicycling Awareness Week” or other local event.

### **6.6 *Bike parking/storage***

Lack of secure place to park bicycles inhibits residents from choosing bicycle over car for shopping trips etc. Bike racks should be provide in retail areas, area multi-use parks, and as well as community/civic area based on needs established by survey of residents.

## 7. PLANNED PROJECTS AND PRIORITIES

The table below describes planned pedestrian/bike path projects, facility type, and estimated cost. Suggested priorities are also listed, although the Hike and Bike committee recommends conducting survey/focus groups to incorporate resident input in finalizing these priorities.

**Chart 2.** Planned projects and priorities.

Priority	Descriptor - Champion	Location	Facility Type	Estimated Cost	Notes/Issues
A	Lake Road – M. Kuettel	Timbercreek entrance to SH332	8’ asphalt	\$11,000 for material – Phase I (to FM2004)	Joint effort with County and TXDOT
A	FM2004	Lake Rd to Dunbar Park	Crosswalks, protected pedestrian zone utilizing existing shoulder Oyster Creek bridge		With TXDOT
A	Lake Rd. – M. Kuettel	SH 332 to 2004	6’ sidewalk, crosswalk		With TXDOT
A	Connect Dixie to OCD-Brenda	Dixie @ Oyster Creek Dr.	Crosswalk, ditch crossing	In progress	Need bridge across ditch
A	OCD traffic control improvements	Oyster Creek Drive		\$42,000	On city capital list
A	Oyster Creek Drive – E. Read and B. Pratt	Portulaca to Brazosport College	9-10’ paved shared use path	\$260,000 \$50,000	<ul style="list-style-type: none"> <li>▪ Completes route to Brazosport College</li> <li>▪ Requires permit to cross RR tracks</li> </ul>
A	Oak Drive-Modesto	OCD to That Way	6’ sidewalk		Incorporate into street reconstruction
A	Pocket Park connector Gardner Campbell	OCD to Plantation Dr.	5-8’ decomposed granite or asphalt shared use path	\$385,000	Pursue TPW funding – National Rec. Trail Fund. Submit for 3-5 year capital
A	Deerwood	FM 2004 to park	6’ sidewalk	Developer	In progress as developed

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Chart 2, continued.

Priority	Descriptor	Location	Facility Type	Estimated Cost	Notes/Issues
B	SH 332/288	OCD to Chlorine Rd.	9-10' paved shared use path	\$1,000,000	
B	FM 2004	Old Angleton Rd. to SH 288	9-10' paved shared use path		
B	SH 332/288	Sycamore. to Oak Dr.	9-10' paved shared use path	\$610,000	
B	Yaupon	OCD to FM 2004	9-10' paved shared use path	\$450,000	
B	Medical Dr. drainage canal	Oak Dr. to W. Plantation Dr.	9-10' decomposed granite or asphalt shared use path		Parks & Wildlife grant (Sea Center). Good existing base
B	Dow Centennial Phase III –D. Jones		9-10' decomposed granite or asphalt shared use path		Pursue TPW funding – Outdoor Recreation Grants. Park
B	Oak Drive – B.Colegrove	SH 288 to MacLean Park	6' sidewalk	\$106,000	
C	FM 2004	SH 288 to CR 400	9-10' paved shared use path		
C	Circle Way	Oak Dr. to OCD	Improve existing sidewalk to 6'		In conjunction with road improvement (not scheduled)
C	Circle Way	Downtown area: Civic Plaza to That Way	8' paved shared use path		Part of planned downtown improvement
C	Lake Rd.	SH 332 to Canna	9' paved shared use path		
C	Medical Dr. drainage canal	W. Plantation Dr. to Crews Park	9-10' decomposed granite or asphalt shared use path		Requires bridge
C	Medical Drive drainage canal	Crews Park to SH 288	9-10' decomposed granite or asphalt shared use path		
C	W. Plantation Dr.	SH 332/288 to Medical Dr.	6' sidewalk		Wait on completion of road
C	Willow Dr.	OCD to Old Angleton Road	6' sidewalk	\$155,000	
C	Old Angleton Road	FM 2004 to OCD	6' sidewalk		Requires ROW purchase
C	That Way	OCD to FM 2004	6' sidewalk		
C	Oyster Creek greenbelt	Dunbar Park to prison land	9-10' paved shared use path		As developed
C	Bottomlands/Wilderness Connector		Dirt trail for off-road use		Requires bridge
C	Dow Centennial Phase II		Improve existing dirt path	Contract mowing	Possible TPW funding

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**Chart 2**, continued. Completed projects

<b>Priority</b>	<b>Descriptor</b>	<b>Location</b>	<b>Facility Type</b>	<b>Estimated Cost</b>	<b>Notes/Issues</b>
<b>Complete</b>	Dixie – G. Roznovsky	Pine to Brazoswood Dr.	6' sidewalk	\$70,000	Complete except for crossing to connect Dixie to OCD.
<b>Complete</b>	Sidewalk Standard – in progress	Commercial Zones	Reduce from 10' to 6' to ensure consistency (vs. waiver to 4' residential standard)	No Cost	Road improvement bonds