

## CHAPTER 6: SYSTEM MANAGEMENT

A comprehensive bicycle, pedestrian, and greenway system should go beyond adding physical improvements as recommended in Chapter 5: System Development. Adding bike lanes to a street, or trails to a greenway are inarguably key components, but a successful system is not complete without considering how those improvements will be managed and utilized. To be a successful system, management should increase awareness and use, improve safety, and foster personal ownership of the system.

This chapter will provide recommendations on how to manage the system in order to achieve the goals and strategies outlined in Chapter 4. The strategies related to this chapter are referenced below in Figure 6.1. They encompass a number of management elements including operations, land stewardship, programs, maintenance, and safety. This chapter is divided into five sections discussing each element followed by a section on policy recommendations.

This chapter builds upon the existing management of the system to create a bicycle, pedestrian, and greenway system that facilitates community, mobility, and increases utilization. Recommendations were developed based on public input (an on-line survey, focus groups, and community meetings), interagency collaboration, and research of successful systems from across the country.



### Operations

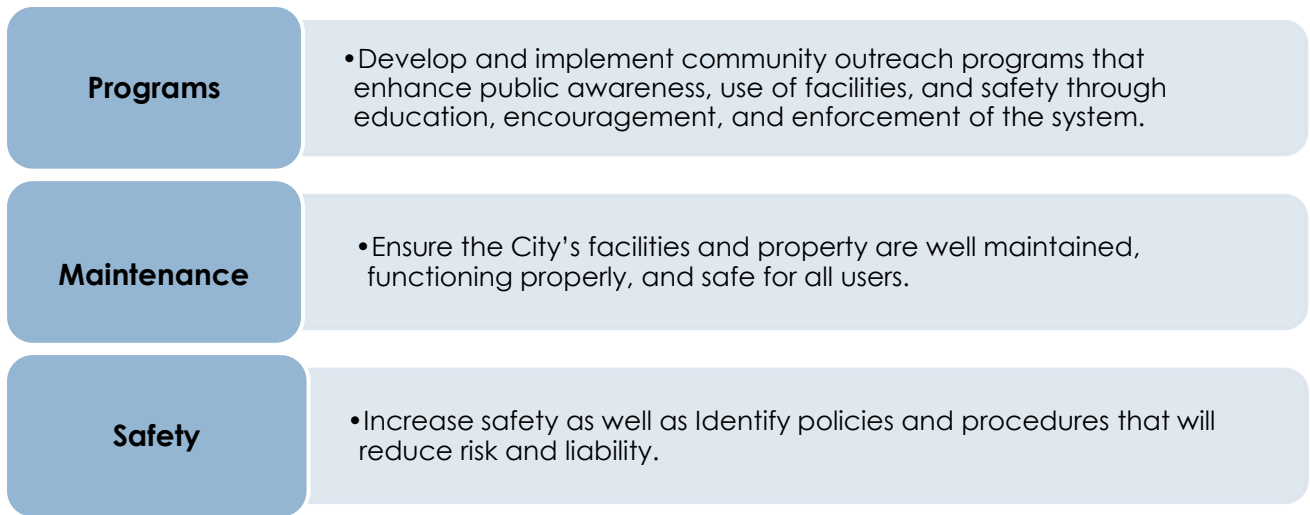
- Determine and establish roles and responsibilities of City departments and staff to successfully manage the system.

### Land Stewardship

- Develop and implement a land acquisition and management plan and program for greenway protection and trail construction.
- Evaluate greenway corridors to determine level of resource protection and potential for trail development.



# Bicycle, Pedestrian, and Greenways Master Plan



**FIGURE 6.1: SYSTEM MANAGEMENT STRATEGIES**

## OPERATIONAL RECOMMENDATIONS

### Administrative Structure

In order to function operationally, the bicycle, pedestrian, and greenway system is comprised of various elements as described in this chapter and outlined in Figure 6.2, based on existing and proposed lead and supporting departments. Collaboration and coordination from every department within the City is needed to ensure ownership and commitment to the system's vision, goals, and strategies. The City should also work with external local and state agencies and organizations to enhance the system and reduce any possible duplication of efforts.

The Planning and Development Services Department will continue to take the lead on the planning and land acquisition elements and will assume responsibility for safety and programs. This department will also serve as a single point of contact or liaison between departments and other agencies and organizations. The Capital Projects Department will continue project management for the design and construction of capital improvement projects. The Public Works Department and Parks and Recreation Department will continue to lead efforts to maintain the system. Some of the supporting departments are referenced in Figure 6.2, although many others are involved.

The bicycle, pedestrian, and greenway system has multiple facilities that should be given equal amounts of attention due to their unique nature. They all, however, have unifying goals that tie them together and should not be considered separately as the system grows. Also as the bicycle, pedestrian, and greenway system grows and the number of facilities increase, the addition and need to expand programming, maintenance responsibilities, and other elements will be necessary. For these reasons, additional staff resources will be needed to help support and implement the system.

Element	Lead Department		Supporting Department	Supporting Department	Supporting Department
	Greenways	Bike/Ped.			
<b>Planning</b>	P&DS	P&DS	P&R	PW	
<b>Design and Construction</b>	CP	CP	P&DS	P&R	PW
<b>Land Stewardship</b>	P&DS	N/A	CP	Legal	P&R
<b>Safety</b>	P&DS	P&DS	Police	PW	HR
<b>Programs</b>	P&DS	P&DS	P&DS	Fire/Police	P&R
<b>Maintenance</b>	P&R (Trails within parks) & PW (property that serves as drainage ways and trails outside parks)	PW (bike lanes, bike routes and sidewalks)	PW	P&R	

**FIGURE 6.2: PROPOSED LEAD AND SUPPORTING DEPARTMENTS BY ELEMENT**

\* Capital Projects (CP); Human Resources (HR); Parks and Recreation (P&R); Planning and Development Services (P&DS); and Public Works (PW).

### Citizen Participation/Administrative Support

A Bicycle, Pedestrian, and Greenways Advisory Board should be established to provide general guidance and recommendations to City staff and elected officials on issues related to the development and management of the system. The board would assist in the implementation and updates to this Plan, make recommendations on policies, increase public awareness and be a liaison to the community. The number of representatives should be limited to eight to ten members. Different areas of expertise should include transportation planning/engineering; parks and recreation; environmental/ecological sciences; storm drainage and floodplain; landscape architecture; real estate; and special interest: a commuting bicyclist, recreation bicyclist, and walker/runner. They reflect the areas of expertise that comprised the Technical Task Force for this Plan.



## Greenways Operations

Policies and procedures will need to be formulated as the greenway system continues to grow. This will include developing policies on the naming of greenways, hours of operation along greenway trails, and rules and regulations for using greenway trails. For example, providing a set of rules or etiquette for greenway trail use and safety would be beneficial for both bicyclists and pedestrians. This could include staying on the right side along a path and passing on the left.

## Action Items

**Allocate additional staff for the bicycle, pedestrian, and greenway system.**

**Establish a Bicycle, Pedestrian, and Greenways Advisory Board.**

**Develop and expand operating procedures for the Greenways Program.**

## LAND STEWARDSHIP RECOMMENDATIONS

The City currently owns approximately 500 acres of greenways and continues to acquire property through different means to achieve two primary goals: protection of open space and the addition of trails as well as other secondary goals established in Chapter 4. This growing system will require a management plan that identifies methods for effective stewardship of property for the enjoyment of users now and in the future. The plan may include identifying existing resources and conditions of the corridor, determining methods for protecting its natural resources, defining maintenance based on greenway type (urban, suburban, and rural), and establishing security procedures.

With the continued growth and development of College Station, it is important to determine the best methods to protect the diminishing amount of open space that exists. Public access for proposed trails will also be needed, although not every greenway corridor will have a trail. Depending on the desired goals, different types of property ownership and methods to achieve them are available as illustrated in Figure 6.3. If a greenway along a stream corridor is not designated to have a future trail, private ownership with protection through an easement or regulation will be sufficient. If a stream corridor has been designated to have a future trail, an easement (for protection and public access) or full public ownership will be required. Again, public ownership may not be necessary to accomplish the goals identified above. Finally, additional property that is acquired results in future costs for maintenance and management.

Private Ownership	Private Ownership/Public Access	Public Ownership
<p>Goal Accomplished: Protection of Greenway</p> <p>Methods:</p> <ul style="list-style-type: none"> <li>• Regulation (Comprehensive Land Use, Zoning, Setback)</li> <li>• Conservation Easements</li> </ul>	<p>Goal Accomplished: Protection of Greenway and Public Access</p> <p>Methods:</p> <p>Easement by:</p> <ul style="list-style-type: none"> <li>• Purchase</li> <li>• Dedication/Donation</li> <li>• Regulation</li> </ul>	<p>Goal Accomplished: Protection of Greenway and Public Access</p> <p>Methods:</p> <ul style="list-style-type: none"> <li>• Purchase</li> <li>• Dedication/Donation</li> <li>• Regulation (Subdivision Regulation i.e., Parkland Dedication)</li> <li>• Condemnation</li> </ul>

**FIGURE 6.3: TYPES OF OWNERSHIP**

## Private Ownership

Under private ownership, greenways can be protected through regulation or conservation easements. This protects the stream corridor by allowing channels and their floodplains to perform their natural functions. Below is an explanation of regulation and voluntary conservation easements.

### Regulation

Regulation is the government's ability to control the use and development of land as the City grows. It allows for the encouragement or prohibition of certain types of uses that can have an impact on the protection of open space. Land use, zoning, and subdivision regulations are three methods described below that can influence use and development under private ownership.

- Land Use – The City of College Station Comprehensive Plan provides the preferred future land use of property in the City and the Extraterritorial Jurisdiction. The Natural Areas Reserved land use, as described below, is one method currently used to protect greenways.
  - Natural Areas Reserved – The Natural Areas Reserved land use designation has been identified on the Future Land Use and Character Map of the Comprehensive Plan and is for areas that represent a constraint to development and should be preserved for their natural function or open space qualities. These areas include floodplains and riparian areas which represent a majority of greenways.



## Bicycle, Pedestrian, and Greenways Master Plan

- Zoning – This regulation designates allowed land uses based on districts which separate one set of land uses from another through restrictions and development standards. There are a number of different zoning districts described below that can affect greenways.
  - Agricultural-Open District (A-O) – As areas are annexed into the City, they are given the Agricultural-Open designation. This district typically includes land that has not been subdivided and is relatively undeveloped. The intensity of development is limited to a minimum of five acre lots per dwelling unit. Due to the restrictive nature, only agricultural, very low-intensity residential or open space uses are allowed. This helps protect any greenway on the property from being developed. These properties are typically projected to convert into more intense urban uses at which time the future land use takes over in protecting the designated Natural Areas Reserved.
  - Planned Development District – Another type of district, the Planned Development District is intended, among other things, to promote and encourage innovative development that is sensitive to surrounding land uses and to the natural environment. This district creates opportunities for the City to work with the landowner to protect any greenway areas.
  - Overlay District – In addition to base zoning for an area, an Overlay District provides additional site restrictions. Common restrictions affect setbacks, density standards, vegetation requirements, and impervious surface reduction. This can be an effective method to controlling development along greenway corridors.
  - Design District – In a Design District, unique design criteria and permitted uses are designated for that specific area of development.
    - Wolf Pen Creek (WPC) – This district is designed to promote development that is appropriate along Wolf Pen Creek which, upon creation, was a predominantly open and undeveloped area challenged by drainage, erosion, and flooding issues. Development proposals are designed to encourage the public and private use of Wolf Pen Creek and the development corridor as an active and passive recreational area while maintaining an appearance consistent with the Wolf Pen Creek Master Plan that was adopted in 1998 and as amended over the years.
- Subdivision Regulations – Subdivision design provides rules and standards for the subdivision of land.
  - Cluster Development – A cluster development is a residential subdivision in which the lots are allowed to be smaller (in area and width) than otherwise required for the underlying, base zoning district, but in which the overall density cannot exceed the

maximum density limit for the underlying zoning district. Through the cluster development option, a subdivision can contain no more lots than would otherwise be allowed for a conventional subdivision in the same zoning district, but the individual lots within the development could be smaller than required in a conventional subdivision. Smaller lot sizes within a cluster development are required to be offset by a corresponding increase in open space. The common open space must be set aside and designated as an area where no development will occur other than project related recreational amenities or passive open space areas.

## Recommendations

The protection of riparian areas is recommended as a means to retain the functions of the stream corridor as described in Chapter 2: Existing Conditions. This area should remain in a natural state except for the introduction of native vegetation and multi-use paths, among other things. The width of the riparian area may vary depending on the goals to be accomplished, however, at minimum a width that controls or prevents stream bank erosion. A wider width should be considered for floodplain and storm water management, water quality protection, and wildlife and aquatic habitat protection.

## Conservation Easement

A conservation easement is a legal agreement that establishes permanent limits on use and development or imposes certain restrictions such as protection of open space. Some easements when dedicated to a non-profit land trust or public agency can qualify for tax incentives. These are typically individually crafted to meet the needs of the landowner. Public access should be encouraged as a part of the agreement.

## Private Ownership/Public Access

Under private ownership with public access, greenways can be protected through private ownership while also allowing for the development of greenway trails. This is mainly accomplished through the use of easements as described below.

## Easements

An easement is less than full interest in a specified portion or entire parcel of land and can be used to protect the natural, cultural, and historical resources that may be present. The property owner retains all rights to the property except those established in the easement agreement. The easement would be transferable through change in ownership of the land and can be acquired through purchase, dedication/donation, or regulation. Public access easements are described below.



# Bicycle, Pedestrian, and Greenways Master Plan

- Public Access Easement – A public access easement provides the general public with right of access and use. This type of easement, however, does not necessarily achieve the goal of protection as a part of the greenway program.

## Recommendations

A greenway easement should be established. It would combine public access and the protection of land as part of the agreement. This would be a standard easement that would allow the City more open space protection parameters than the current public access easement. The easement would require the landowner to retain any maintenance responsibilities until or if a greenway trail was introduced. The City would need to craft easement language that could be used for all future conveyances with the ability to alter based on varying needs of the property owner.

## Public Ownership

Under public ownership, the City would have the right to control use as well as provide public access and protect greenways. It may also be desirable to also place greenways in conservation easements to set additional restrictions that protect greenways for future generations. Below are different methods for obtaining public ownership including fee simple purchase, dedication/donation, and condemnation with additional tools to help with acquisition also mentioned:

### Fee Simple Purchase

Fee simple purchase is the most common method used to achieve ownership by offering the land owner fair market value for their property. This method is always constrained due to the limited funds available for land acquisition.

### Dedication or Donation

Through dedication or donation, full title of a parcel is given at little or no cost. Typically the donor is eligible to receive federal tax deductions/incentives. This may eliminate estate taxes. In some instances, a life estate may be a part of the donation where the individual or family members are allowed to remain on the property for the duration of their life. A donor should consult their tax advisor to learn more about implications related to a donation/dedication.

### Regulation

- Subdivision Regulations
  - Park Land Dedication Land – The floodplains or designated greenways on a property can be proposed on a three for one basis as a part of the dedication of land. Three acres of floodplain or greenway will be equal to one acre of parkland.



## Recommendations

The City should explore the required dedication of greenways (and possibly the construction of trails) during the subdivision of property. The dedication would need to be proportionate to the relationship between the impact of the subdivision on the community services and the percentage of land required for dedication – as defined by Federal and Texas case law.

## Condemnation

Condemnation is the process of taking private property for public use through the power of eminent domain. Fair market value of the property is provided to the landowner. This should be considered as a last resort for the completion of greenway trails.

## Additional Tools

- Reservation of Land – This allows for the reservation of greenways for up to 6 to 12 months in order to reach an agreement and allow the City time to acquire. It provides additional time to keep property free from development to possibly reach an agreement on the protection and transfer of certain property rights.
- Right of First Refusal – A right of first refusal is an agreement that gives the holder the right to purchase a piece of property for the same price and conditions the land owner has received from someone else. This may be useful to provide time to acquire funds to purchase the property or negotiate other ways to protect the greenway area.
- Land Trusts – A land trust is a nonprofit organization that works directly with landowners to conserve land. Once the transaction has occurred, the land trust can convey the land to a public agency such as the City. Partnering with land trusts is a valuable method of protecting and acquiring greenways.
- Private Land Managers – Private land managers could include other government agencies, utility or railroad companies that have fee simple property or easements. Trails could be built along existing utility corridors, rights-of-way, sewer easements, or rail-road rights-of-way. For example, the Gulf State Utility Easement is a utility corridor that is being proposed for a trail from the Bryan City limits to the College Station City limits near Lick Creek Park. Care must be taken to ensure the corridor is not obstructed for its primary purpose.
- Wetland Mitigation Banking – Wetlands can be created, restored, or enhanced to compensate for impacts in other parts of the City or region.

## Action Items

**Develop a Management Plan for greenway property.**

**Secure the protection and public access of greenway property through the methods identified. Explore protection of riparian areas, greenway easements, and dedication through the subdivision regulations.**

## PROGRAM RECOMMENDATIONS

A diversity of programs should be offered to help educate and encourage the use and support of the bicycle, pedestrian, and greenway system as well as enforce laws to make the system safer. They should also promote the benefits of the system and teach users of all ages how to use and share a multi-modal system. Different methods can be used to convey these messages such as campaigns, training, and events with the use of electronic and print media such as television, radio, internet (e.g., College Station website, cable channel (CH 19), Facebook, Twitter, etc.), public service announcements, brochures (e.g., utility bill inserts), booklets, and maps.

Programs considered below only represent examples of what can be done to begin efforts in the community. The level of expenditures and resources available will need to be evaluated in relation to effectiveness of the programs offered to determine what a comprehensive and successful program should entail.



## Education Programs

An effective education and public awareness program should teach walking and bicycling skills, as well as safety, to adults and children. It should provide a basic understanding of existing federal, state, and local laws and an understanding of environmental stewardship. These efforts combined with physical improvements, encouragement, and enforcement can create a lasting effect and improve the community's quality of life. Some important partners in education programs should include the College Station Parks and Recreation, Police, and Fire Departments, businesses, hospitals, health related organizations, parents, College Station Independent School District, and Texas A&M University, among others. Motorists, bicyclists, and pedestrians should all be targeted differently based on user type and age. Below are recommendations and program examples to help expand the education component for the bicycle, pedestrian, and greenway system.

### Recommendations

- Promote and help establish educational classes as well as electronic and print media that inform all ages of motorists, bicyclists, and pedestrians of local and state laws. Including safe behaviors, and skills for bicycling, walking, and proper driving techniques around bicyclists and pedestrians.

#### Examples:

- Coordinate with area League Cycling Instructors (LCI) who are certified through the League of American Bicyclists to teach classes in basic skills, commuting, motorist education, and certain classes specifically designed for children.
  - Coordinate with Texas A&M University to distribute information through on- and off-campus student services to target students riding within and commuting to campus.
  - Encourage the creation of campus tours given by bicycle to new students and staff. Basic bicycle laws and safety tips could be reviewed before the on-bicycle tour.
- Increase motorists' awareness of bicyclists and pedestrians.
- Example:
- Establish a "Share the Road" campaign that educates bicyclists and motorists about their rights and responsibilities in sharing roadway space. "Share the Road" signs should be placed along signed bicycle routes.



- Promote the greenway system as an environmental education resource.

Examples:

- Encourage and coordinate with local schools and Texas A&M University to use greenways as their outdoor classroom to include nature hikes and community gardens as well as to conduct environmental research projects that enhance the system.
- Research and develop curriculum and educational materials about greenways and their benefit to water quality, watershed management, wildlife and plant habitat, maintenance costs, etc.

## Encouragement Programs

Building a safe and healthy bicycle and pedestrian environment also requires motivating a community to bicycle and walk as well as become stewards of greenway property. Events, incentives, and campaigns should be initiated to encourage bicycling, walking, and the protection of natural resources in the community.

Below are recommendations and program examples to help improve the encouragement component of the bicycle, pedestrian, and greenway system.

### Recommendations

- Promote the benefits of bicycling, walking, and the greenway system such as the positive social, health, economic, and environmental protection central to enhancing quality of life.

Examples:

- Develop and provide educational information on the City of College Station's website, in public service announcements, on Channel 19, through the City utility bill inserts and at health fairs, walks, runs, and other events.
- Establish partnerships with health organizations to promote bicycling and walking as healthy modes of transportation.
- Reestablish commitment to being a bicycle friendly community by reapplying for status through the League of American Bicyclists.



- Provide yearly events along existing trails such as along the Wolf Pen Creek trail system.
- Make bicycling and walking more convenient.  
Examples:
  - Evaluate the need for more crossing guards at schools to make students feel safe walking and bicycling.
  - Provide on-line trip planning tools for bicycle and pedestrian trips.
  - Create and distribute a bicycle map as well as a greenways map of existing bicycle and pedestrian facilities to inform current and potential users of travel options to key destinations.
- Establish and participate in local related events.  
Examples:
  - Create an “Adopt a Greenway” and/or an “Adopt a Stream” program to pick up litter similar to the “Adopt a Street” program. Training would be required for additional tasks, such as vegetation trimming and drainage way cleaning.
  - Establish a volunteer program that provides local organizations and individuals with the opportunity to help with clean up efforts, habitat restoration, and special event support for the bicycle, pedestrian and greenway system.
  - Encourage and participate in the following types of events:
    - Bicycle rodeos – this would include bicycle safety training for area children;
    - Bike and Walk to School Day (May);
    - National Bike Month (May);
    - Bike to Work Week (May);
    - National Trails Day (June); and
    - Walking School Buses – a way for elementary children to walk to school under adult supervision.
  - Distribute helmets, pedometers, or other incentives with educational materials.
  - Conduct walkability and bikeability audits. As part of the City of College Station’s Comprehensive Plan, neighborhood plans will be conducted which will include an existing conditions report with a more in depth analysis of the bicycle and pedestrian facilities in the neighborhood. City staff will engage residents and businesses in the neighborhood to participate and discuss specific improvements.

## Enforcement Programs

Enforcement is critical to ensuring a safe driving, bicycling, and walking environment and reducing conflicts and crashes. The rights of bicyclists, pedestrians, and motorists should be recognized through public awareness and law enforcement. Evaluating traffic concerns such as speeding, disobeying signs, and signals as well as failure to yield right-of-way requires determining how to change behaviors of bicyclists, pedestrians, and motorists. Promoting and enforcing safe travel through enforcement is vital.

Below are recommendations and program examples to improve the enforcement component of the bicycle, pedestrian, and greenway system.



### Recommendations

- Establish and maintain internal training.

#### Examples:

- Train law enforcement officers on bicycle and pedestrian rights and safe behaviors as well as common violations that cause bicycle and pedestrian crashes.
- Ensure school crossing guards are trained on basic traffic laws, safety issues and limitations of children, and emergency procedures.

- Review local laws to guarantee that they positively allow and enforce bicyclist and pedestrian mobility.

#### Example:

- Review and modify any local laws that may restrict multi-modal mobility in collaboration with the City of College Station Police Department and City Attorney.

- Enforce regulations and laws that foster a safe bicycling and walking environment, especially by targeting areas with high numbers of reported crashes.

#### Examples:

- Establish speed enforcement in various school zones and active routes to school.

- Enforce jaywalking laws. Make sure signals are timed properly to ensure safe crossings at intersections.
  - Enforce parking laws for illegally parked cars such as those in bike lanes and that block views.
  - Identify areas and time of day where speeding is most prevalent and utilize radar speed signs that show drivers how fast they are going to slow them down.
  - Analyze bicycle and pedestrian crash statistics to determine ways to reduce road hazards. Determine if crash reporting procedures could be improved to capture appropriate information to create change. City staff (transportation, engineering, and police) should meet regularly to discuss crashes, fatalities, and complaints involving bicyclists and pedestrians and recommend appropriate improvements.
- Ensure proper use and safety of greenways especially as the system continues to grow.  
Examples:
- Establish groups of volunteers who can monitor illegal activities such as the disposal of waste on greenways in their neighborhoods.
  - Establish groups of volunteers or police officers who patrol trails on bicycles, especially on days of heavy use, who could report suspicious or unlawful activity as well as help trail users.

## Action Items

**Establish educational programs to teach bicyclists, pedestrians, and motorists the rules of the road and the protection of the greenways system.**

**Develop programs that encourage use of the bicycle, pedestrian, and greenway system and its benefits.**

**Develop enforcement programs that keep the bicycle, pedestrian, and greenway system safe.**

## MAINTENANCE RECOMMENDATIONS

The manner in which the system is maintained plays a significant role in the level of use, safety, and longevity of the system. A well maintained system should minimize road hazards; maximize public funds invested; promote safety and security; and create support and stewardship of the system. For bicyclists, the street edge is extremely hazardous. It can have cracks, uneven pavement and accumulated debris. For pedestrians, sidewalks and paths with overgrown vegetation or cracks can be a hindrance. Greenways can have areas that have had vegetation disturbance and removal or have accumulated trash and debris.



## Bicycle, Pedestrian, and Greenways Master Plan

As outlined in Chapter 2: Existing Conditions, different types of maintenance by facility type are performed on a regular or as needed basis. This includes preventive and corrective maintenance of streets as well as rehabilitation of streets, sidewalks, and multi-use paths. Additional steps need to be taken to establish inventories for sidewalks, multi-use paths, bridges, and other amenities of the system that include visual inspections and routine maintenance. Below are a few recommendations to consider as the system grows:

- Street sweeping should be increased on roads with bicycle facilities.
- Trash and debris removal frequency in greenways and on multi-use paths should be based on use.
- Trees and shrubs should be inspected for trimming needs along multi-use paths after major storm events and to maintain proper clearance heights.

Currently, the focus of maintenance efforts within greenways has been on drainage issues and flood control. Greenways should be maintained and restored to maximize their ecological functions and health for water quality, wildlife and plant habitat, and visual appearance. This will require a maintenance plan to determine levels and standards of maintenance and to develop appropriate ways to care for the natural environment. This should be accomplished by greenway type (urban, suburban, and rural). An undeveloped greenway property, for example, located in the middle of a residential neighborhood (suburban) may require more maintenance than a property located adjacent to other undeveloped property or land uses (rural). Recommended efforts should include habitat restoration; soil erosion control; management of invasive species; introduction of native vegetation and its management; and water quality management. These additional measures as well as an increase in the number of miles of multi-use paths will require additional staff resources and funding if they are to be accomplished. Training of maintenance crews may be necessary to manage and maintain greenways with these additional efforts.

Roles the community can play in helping with maintenance should be explored. A volunteer program as mentioned above such as "Adopt a Greenway" or "Adopt a Stream" may help supplement the use of maintenance crews. Large scale cleanups, light construction projects, as well as monitoring and reporting maintenance problems should be a part of the program.



## Action Items

**Develop a maintenance plan for the system.**

**Establish a volunteer program to support maintenance efforts of the system.**

## SAFETY RECOMMENDATIONS

Ensuring safety along facilities consists of maintenance, law enforcement, and education on user policies that promote safety and security. Additional ways to ensure safety are to create and implement an emergency response plan, risk management plan, and address security needs along greenway trails especially as they expand around the City. Each of these recommendations is described below.

- Emergency Response Plan – Citizens rely on police, fire, and emergency medical services (EMS) to respond when an emergency occurs. On any road with a bike lane or sidewalk, quick emergency access is available. On a greenway trail, however, access may not be as direct or easy to navigate due to the absence of streets or addresses. Appropriate measures should be taken in the development and management of these facilities to ensure quick emergency response. An emergency response plan in coordination with appropriate departments may include establishing trail access points and an address/location positioning system such as mile markers, determining design of trails and access roads to allow for emergency vehicles, and identifying where 911 emergency phones should be placed.
- Risk Management Plan – Creating safeguards to potential risks can increase safety of facilities for users. Although all risks cannot be foreseen or eliminated, a risk management plan can help reduce liability. A risk management plan should establish procedures for documenting regular inspections, conducting safety audits, establishing rules and regulations for the system, and analyzing reported crashes and crimes. Additional pieces may include waivers and agreements for use and management, staff training and development of procedures to assess and rank problems based on potential injury, and compliance with design standards.

Overall user safety and security should also be explored including evaluating the patrol of trails with volunteers, creating a citizen watch program, and posting rules and regulations at trailheads.



## Action Items

**Develop and implement an Emergency Response Plan.**

**Develop and implement a Risk Management Plan.**

**Evaluate strategies to increase safety and security.**

## POLICY RECOMMENDATIONS

The following proposed management policies are intended to ensure the effective accommodation of bicyclists and pedestrians as well as the protection of greenways. They provide a framework through which the City of College Station can achieve the continued expansion of the system in the short-term and long-term.

- Work with inter-departmental and external partners in land acquisition and programming opportunities.
- Periodically evaluate and improve the system through surveys, focus groups, user data, and demographic analysis.
- Assure that greenway property is properly maintained and environmentally safe methods are used in maintenance.
- Maintain all roads, sidewalks, and multi-use paths to meet reasonable safety standards while making immediate repairs to identified hazards. All ages and users of different skill levels should be accommodated.
- Inform citizens on development, available programs, volunteer opportunities, user safety and accessibility to the system.
- Perform a Phase I Environmental Site Assessment before the purchase or acceptance of a donation/dedication of greenways.