

February 2010

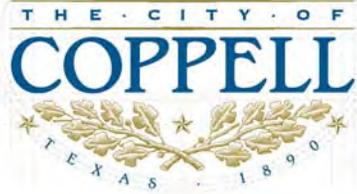
Making Connections Reality...

Community-Wide Trails Implementation Plan

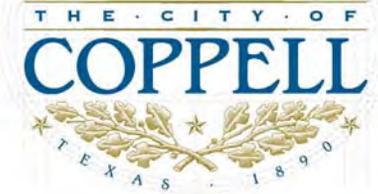
"This is the vision, to create a changed transportation system that offers not only choices among travel modes for specific trips, but more importantly presents these options so that they are real choices that meet the needs of individuals and society as a whole. Making this vision a reality must begin now."

- The National Bicycling and Walking Study

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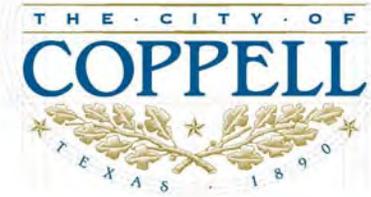


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Acknowledgements

The 2009 Community-Wide Trails Implementation Plan was an effort of many. The plan developed by the City of Coppell Parks and Recreation Department, with the technical and design assistance of TBG Partners, Inc., provides a trail implementation strategy for the City of Coppell for the next decade and beyond. Special thanks are merited by the general community and community leaders for their insight and support throughout this study's duration.

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Facilitated by the continuing efforts of the City of Coppell to provide an enhanced quality of life for all of its citizens, this planning effort studied the community's short- and long-term trail opportunities. This plan is designed to formulate strategies, through the creation of a connected network of trails within the City and beyond, to manage future opportunities and challenges, which are discussed further herein.

A. Introduction...



Introduction

Why Should We Plan for a Trails System?

Trails play a vital role in our individual well-being, our local economy, the environment and traffic congestion relief. Communities across America consistently cite trails as one of their most popular recreational activities and they are often the single most-requested community amenity. Trails strengthen a community's social fabric, and people of all income brackets, age groups and cultures will be able to travel throughout the City of Coppell and enjoy trail-based recreational experiences.

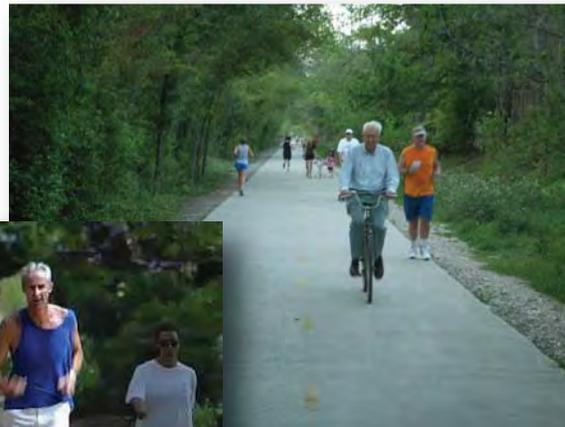
Purpose of the Community-Wide Trails Implementation Plan

The Coppell 2030 Vision Plan was established to ensure that a high quality of life will be maintained while allowing for growth in the City and region. The plan is designed to formulate strategies to manage future opportunities and challenges. It provides guidance on the preferred location for trail corridors as new development and redevelopment take place and will also help the City acquire greenbelt corridors for trail use.

One of the 2030 Vision's five pillars focuses on Community Wellness and Enrichment and addresses the need and importance of a multi-use trail system connecting the City. While this is the primary objective, a Community-Wide Trails Implementation Plan will support and bring additional meaning to the other four pillars that address *Business Prosperity*, *Sustainable City Government*, *Sense of Community* and a *Special Place to Live*. To remain a viable tool for the City of Coppell, this implementation plan is intended to be flexible and adapt to growth and changes occurring in the City. The plan is intended to provide guidance for many years; however it should be periodically updated. Each update should reflect current conditions within the City, its neighboring communities, and the region as a whole.

Promoting a Healthy Lifestyle

Trails can provide meaningful and satisfying outdoor experiences for many users while providing accessible, widely available and low-cost opportunities to meet most individuals' physical activity needs. According to the Mayo Clinic, individuals need at least 30 minutes of daily physical activity to help live longer and healthier. Studies show that walking or hiking a few times per week can improve a person's physical and mental health, reduce stress and lower health care costs. Anticipated community benefits of increased participation in physical fitness include reductions in both the direct and indirect costs of illness and disease, improvement in lifestyle and a reduction in geriatric costs.



"To walk; to see and to see what you see."

- Benton MacKaye

Economic Benefits

An organized, well-managed trail system is a desirable city amenity that can contribute to a community's economic vitality. Trails can guide both visitors and residents through diverse neighborhoods, past interesting shops, enticing restaurants and many other community amenities. Revenue generated from trail-related recreation and sports activities provides substantial income and employment opportunities. Trails also typically increase property values, and studies have shown that properties located near trails generally sell for 5 to 30 percent more than those farther away.

Alternative Transportation

Americans continue to spend more and more time in traffic congestion and spend millions of dollars purchasing, operating and maintaining their automobiles. Studies show that 50 percent of all car excursions are less than three miles, a distance that could easily be walked or biked. A network of trails can enhance Coppell's transportation system by providing an alternative means of getting to places of employment, retail areas, and key city destinations such as schools, libraries, parks, amenity centers and City Hall.

Conserving and Appreciating the Environment

Trails play an important role in supporting environmental education and building a public commitment to environmental conservation. Meaningful outdoor experiences can reaffirm one's sense of connection to and appreciation of the natural environment.



Creating healthy habits by building healthy communities.....



Planning the Coppel of Today and Tomorrow



“Few actions can do more to make urban areas safer, healthier, prettier, and more environmentally balanced than setting aside corridors or trails for walking, biking, wildlife watching, and just plain breaking up the monotony of cars and concrete.”

- James Snyder

The existing Coppell hike and bike trail system is designed to encompass the many different backgrounds, needs and wants of residents who share a common desire to live in a city providing facilities that foster a high quality of life. To keep the City moving forward with a more holistic and complete trails system, it is important to consider the context of the City both today and in the future, looking at the many key destinations and attractions planned within Coppell and beyond.

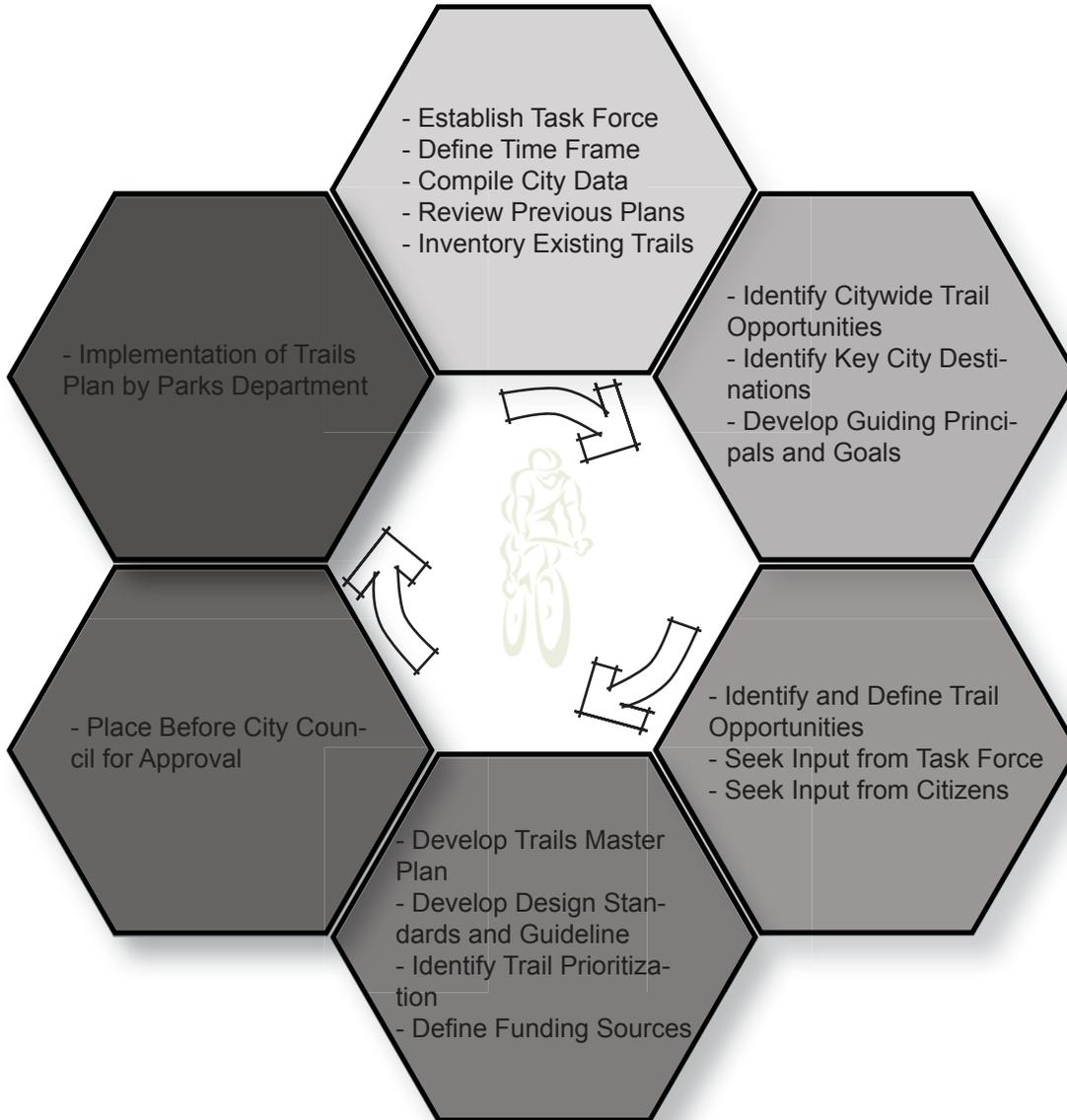
Coppell has several existing trails throughout the City that are generally well conceived by the community and typically well used by area residents. A multitude of trail surface types exist within these existent trail areas as well as a variety of different scenic vistas and unique adventures to experience.

TBG Partners’ analysis of existing Coppell trails resulted in two primary concerns. First, the current design width of some existing trails segments may not be able to support significant numbers of users or the variety of trail users. Second, many gaps still exist in linking the existing trails together, as well as to City destinations and attractions. Establishing these connections will significantly increase the number of trail users in Coppell.

For the trails to achieve maximum efficacy, this plan considers the context of the City today, looking at the many key destinations within and adjacent to the City that should be accessible from the trails system. The plan also considers regional planning efforts being made by the North Central Texas Council of Governments (NCTCOG) and the Dallas Area Rapid Transit (DART) authority, as well as efforts being made by cities surrounding Coppell’s municipal boundaries.

Because Coppell is largely developed and landlocked by adjacent cities, population growth will be modest in ensuing years. According to NCTCOG data, the City has a population of approximately 40,000 residents, with growth projected to top out around 45,000 by 2020. Moreover, since Coppell is mostly developed, there are many opportunities and challenges for trail corridors. Such efforts will require working with and cooperation from residential property owners and commercial businesses to make this trail system complete, and missing links in the system should be avoided to ensure a complete system with lasting impact for the City.

An additional consideration is any future development planned around North Lake, which is not contained within City demographic numbers. This land is within the Dallas city limits, but the northern portion is owned by the City of Coppell. The most significant area growth will most likely be around North Lake, and careful planning and studies should be done to incorporate a trail system around the lake that connects into the larger City trail system.

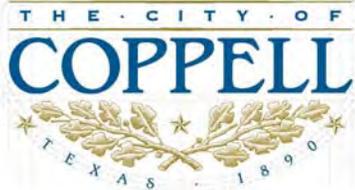


The trail-planning process will need to include significant input from community members, City staff, stakeholders and other entities in determining the best and highest use of a trail system connecting the City's community.



“In every walk with nature one receives far more than he seeks.”

- John Muir



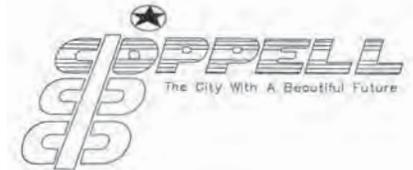
Previous Trail Recommendations

In July 1995 a Trail System Master Plan had been developed by Newman, Jackson, Bieberstein, Inc. and approved by the City. The plan's purpose was to give long-range development direction to a trail system serving the needs of pedestrians and bicyclists. The system anticipated a trail network composed of a "dedicated off-road hike/bike system located in road right-of-ways, greenbelts and linear parks, and a system of bicycle routes utilizing the existing and proposed thoroughfares."

The development of a community-wide trails system has been a goal of the City for many years. To remain a viable tool for the City of Coppell, this implementation plan is intended to be flexible and adapt to growth and changes occurring in the City. The plan is intended to provide guidance for many years; however it should be periodically updated. Each update should reflect current conditions within the City, its neighboring communities, and the region as a whole.

The Trail System Master Plan identified the following general goals:

- Encourage the creation of a linear park system
- Utilize existing rail and utility corridors
- Connect to recognized trail corridors and greenways
- Encourage and promote pedestrian and bicycle access
- Link existing parks, schools and public facilities
- Promote bicycle use as a viable personal transportation mode
- Increase safety for both pedestrians and bicyclists
- Provide a barrier-free system offering accessibility to the physically impaired



City of Coppell Trail System Master Plan February 1996

Newman, Jackson, Bieberstein, Inc.

Exhibit 1 - Off-Road Trail System

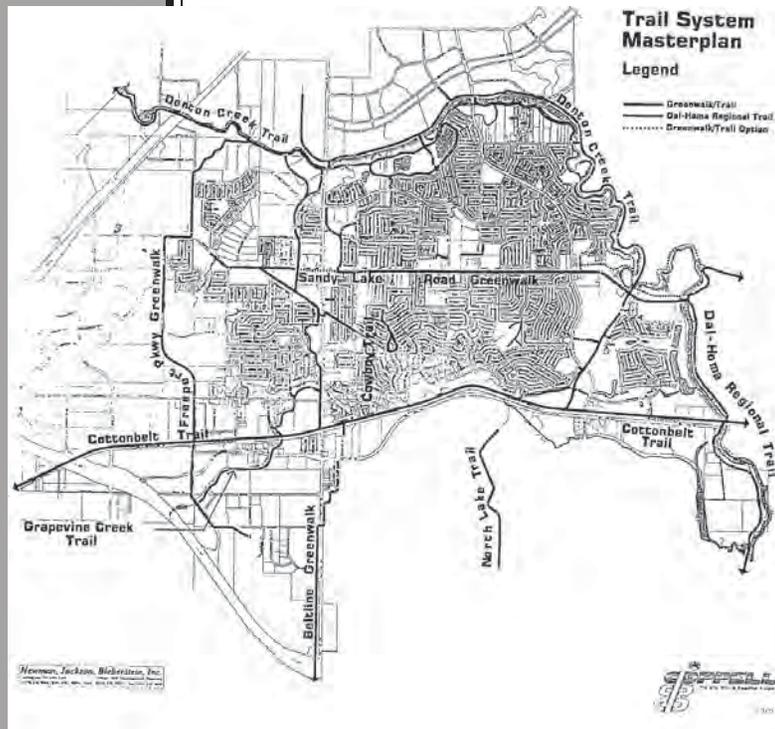
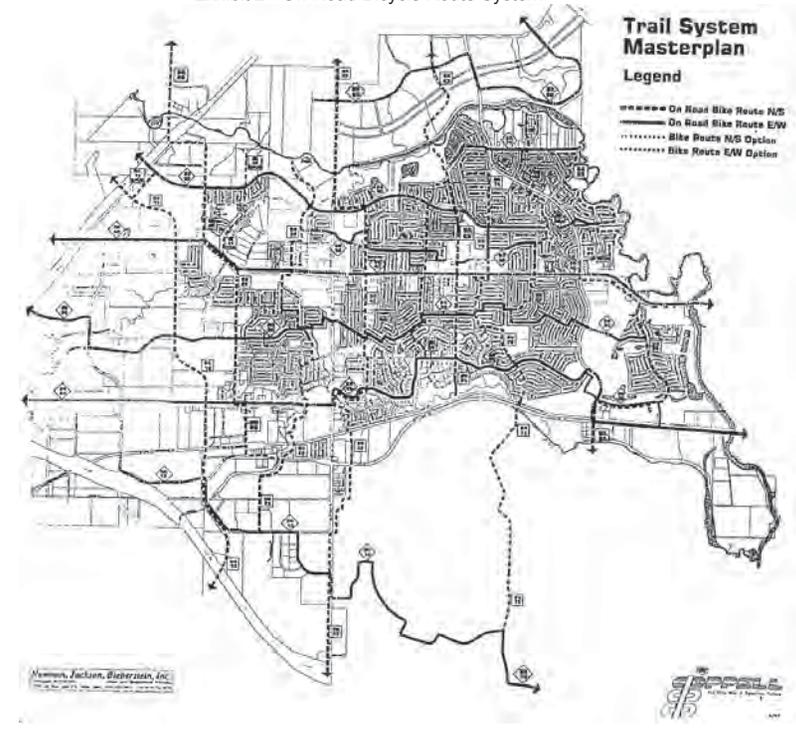
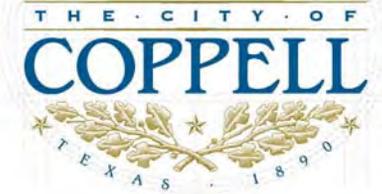


Exhibit 2 - On-Road Bicycle Route System





Through meaningful public participation and close coordination with other city and state entities, the consulting team and City staff learned a great deal about the community's hopes and aspirations for future trails. Regional trails and commuter rail plans that affect Coppell were also carefully studied and incorporated into this document. This section provides insight into community objectives and the future plans of adjacent cities and state agencies.

B. Community Involvement & Regional Coordination...

Community Input Meeting



On April 1, 2009, a community input and work session meeting was held at the Coppell City Hall. About 23 individuals from the community attended, offering their thoughts, concerns, input and opinions on how they would like to see trails laid out within their community and connected locally and regionally.



The introduction to the project was made by Brad Reid, Director of Parks and Recreation, and then Mark Meyer, Principal at TBG Partners, presented TBG's scope and role for the project to the community members in attendance. The presentation included short- and long-term goals and implementation strategies for the community-wide trails master plan, as well as City-to-City coordination efforts taking place to connect Coppell trails.

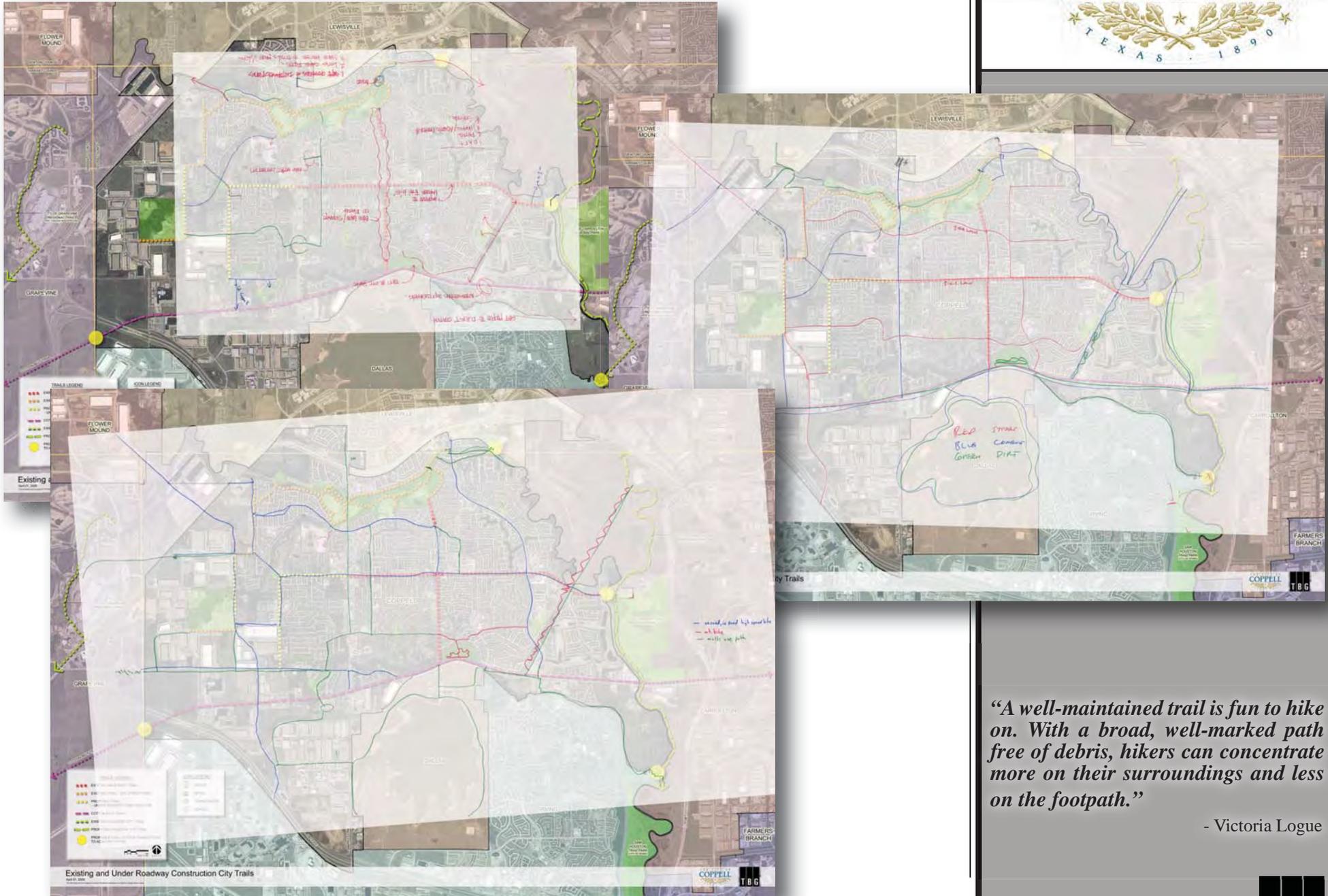
For the next 30 to 40 minutes, participants formed three groups for the design breakout session to draw, discuss, and make note of what were seen as good opportunities for trails and trail connections within the local community and adjacent cities. Task Force members worked with each group as facilitators, providing answers to questions and making note of comments made by the participants.



Each of the three groups then took a few minutes to share with everyone their ideas for a community-wide trail system. These ideas have become the inspiration for many of the recommendations contained within the implementation plan.

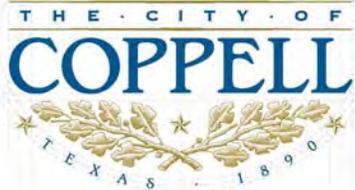
Community Input and Design Breakout Sessions

The illustrations below represent some of the outcome of the work session from each of the three groups.



“A well-maintained trail is fun to hike on. With a broad, well-marked path free of debris, hikers can concentrate more on their surroundings and less on the footpath.”

- Victoria Logue



Community Survey & Input

Survey Questions

1. How long have you lived in the City of Coppell? 5% < 1 year 10% 2-4 years 19% 5-7 years 67% 8+ years

2. In the last 12 months, have you or your family utilized a hike and bike trail in the: (check all that apply)

100% City 52% County 48% Metro 33% Elsewhere in Texas

3. Based on your impressions in regards to the current City trails, how would you rate the City of Coppell in the terms of...

	E	G	F	P	NO
a.) The number of hike and bike trails.....	10%	52%	24%	14%	0%
b.) The variety of amenities along trails.....	5%	43%	29%	14%	10%
c.) The convenience of access to the current hike and bike trails.....	10%	19%	57%	14%	0%
d.) Overall quality of the City hike and bike trails.....	14%	57%	14%	14%	0%
e.) Overall safety of the City hike and bike trails.....	24%	52%	14%	10%	0%

4. What is your primary reason for using the City's trail system?

	VO	O	S	N	NO
a.) Walking for leisure (circle WITH ⁽³⁾ or WITHOUT ⁽⁸⁾ a dog).....	0%	43%	48%	0%	10%
b.) Walking for exercise (circle WITH ⁽³⁾ or WITHOUT ⁽⁹⁾ a dog).....	10%	48%	38%	5%	0%
c.) Jogging / Running.....	5%	14%	14%	29%	38%
d.) Cycling for leisure.....	10%	29%	8%	10%	14%
e.) Cycling for exercise.....	19%	38%	24%	5%	14%
f.) Cycling high-speed.....	10%	10%	5%	38%	38%
g.) Mountain biking.....	5%	10%	10%	38%	38%
h.) In-line skating, scooters, or other form.....	0%	5%	14%	43%	38%
i.) _____.....	<input type="checkbox"/>				

5. In planning trails, what do you consider to be the most important characteristic for trails to include?

	SF	F	A	SA	NO
a.) Connectivity to key destinations in the city.....	52%	33%	5%	0%	10%
b.) Scenery / views.....	24%	67%	5%	0%	5%
c.) Natural areas / walking paths.....	24%	52%	24%	0%	0%
d.) Trail amenities.....	14%	67%	14%	5%	0%
e.) <u>Avoid street crossings. Width for pedestrian & bike. Long uninterrupted stretches. Mile markers. Safety signs with instructions. Preservation of sensitive areas.</u>					

During the community input and work session held on April 1, 2009, there were 21 surveys turned in with the following results...

E = Excellent
G = Good
F = Fair
P = Poor
NO = No Opinion

VO = Very Often
O = Often
S = Seldom
N = Never
NO = No Opinion

SF = Strongly For
F = For
A = Against
SA = Strongly Against
NO = No Opinion

“In nature we never see anything isolated, but everything in connection with something else which is before it, beside it, under it and over it.”

- Johann Wolfgang von Goethe

Community Survey & Input

6. Of the following trail amenities, how strongly would you support or oppose each?

	SS	S	O	SO	NO
a.) Directional signage and/or map.....	24%	57%	5%	0%	14%
b.) Mile markers.....	38%	52%	0%	0%	10%
c.) Trailhead marker with informational kiosk.....	19%	52%	5%	0%	24%
d.) Lights along some primary trails.....	19%	52%	10%	0%	19%
e.) Bike racks.....	14%	52%	10%	0%	24%
f.) Fitness stations along trail.....	14%	38%	24%	0%	24%
g.) Benches and/or picnic tables.....	10%	67%	5%	0%	19%
h.) Restrooms.....	24%	62%	5%	0%	10%
i.) Nature / scenic viewing areas.....	19%	52%	5%	0%	24%
j.) Parking at major trail entrances.....	29%	62%	0%	0%	10%

7. The development of a community-wide trail system may require some trails to run adjacent to neighborhoods and in some cases, homes. If necessary, how strongly would you support or oppose a trail adjacent to your home? 43% SS 48% S 5% O 0% SO 5% NO

8. If a trail system were located close to your home or place of work, how likely or unlikely would you be to use it for:

	VL	L	U	VU	NO
a.) Visit friends / relatives in other neighborhoods.....	48%	43%	5%	0%	5%
b.) Travel to nearby restaurant, retail, or grocery stores.....	43%	43%	10%	0%	5%
c.) Travel to and from work.....	19%	14%	24%	24%	19%
d.) Explore other parts of the city.....	52%	43%	0%	0%	5%
e.) Connect to Park and Ride Facilities.....	48%	10%	24%	5%	14%

Sporting Events. Parks. Frisbee Golf

9. What type of surface of trails do you prefer for your particular trail use?

	SS	S	O	SO	NO
a.) Concrete path.....	52%	43%	0%	0%	5%
b.) Natural / Non-Paved path.....	38%	43%	5%	5%	10%
c.) On-street designated bike path.....	48%	19%	10%	10%	14%

10. If a street had a designated on-street bike lane, either as a system of on-street trails or a connector to other types of trail surfaces, how likely would you use it? 48% VL 29% L 14% U 5% VL 5% NO

11. Additional thoughts, input, or considerations....

For on street bike lane, use "sharro" instead. Concern with to many street intersections make bike lanes unsafe (x2). Need more bike trails (x2). Need mile markers and fountains. Able to ride without fear of cars. Important to be able to ride to local stores. Model off of Portland OR. and Minneapolis MN trail systems...very natural, non-invasive, extensive. Less cement the better. Need bike lanes throughout city streets. Connectivity, signage, and safety important. Need bike parking at destinations. Multi-use trails need to be plenty wide for multi use. More natural trails along paved trails. Keep it simple and low maintenance.



SS = Strongly Support
 S = Support
 O = Oppose
 SO = Strongly Oppose
 NO = No Opinion

 VL = Very Likely
 L = Likely
 U = Unlikely
 VU = Very Unlikely
 NO = No Opinion



"One touch of nature makes the whole world kin."

- William Shakespeare

Community Input Summary



“Participation, I think, is one of the best methods of educating.”

- Tom Glazer

Community input is a critical part of the planning process. In order to develop a successful, comprehensive and long-term plan, community needs and goals must be met. After all, citizens of the community are the ones that ultimately will fund, support and utilize the facilities being planned.

Some of the key comments and input the community provided during the work session included:

- Connect missing links between existing trail segments.
- Look for opportunities to connect to trail systems in adjacent cities.
- Provide strong connection to the retail north of Hwy. 121, east of Denton Tap Road.
- Provide trails around North Lake in Dallas, and develop a plan with opportunities to connect into any potential future trails around North Lake.
- Connect the two main City parks, Andrew Brown Community Park and Wagon Wheel Park.
- Provide a bridge on the northeast portion of Andrew Brown Community Park to connect trails located on the north and south sides of Denton Creek.
- Provide a stronger, more-defined connection between Coppell High School and Coppell Town Center.
- Provide connection to key City destinations.
- Provide for connection to future DART stations being developed to the east of the City.
- Design the system to address personal safety concerns when users travel near moving vehicles.
- Provide a variety of trail surfaces and trail amenities.

Three primary objectives were derived from the comments and concerns expressed through the survey and during work sessions:

- **Connections:** Not only is there a need for trails to connect to one another, but also to key City destinations, to adjacent City trail systems and to future DART stations.
- **Trail surface options:** Provide a hierarchy of trail surface options ranging from concrete paths to natural/nature trails and on-street bike lanes.
- **Trail amenities:** Provide a variety of trail amenities such as mile markers, parking, rest-rooms and directional signage.

Regional Planning and Transportation Efforts

DART Meeting Summary - July 23, 2009

As part of TBG's efforts to coordinate future priority trail plans with various stakeholder agencies, TBG met with representatives of DART (Dallas Area Rapid Transit) to discuss its policy on trails establishment within the Cotton Belt Rail Line. This existing freight rail line runs east/west through the southern portion of the City and is currently owned by DART. The NCTCOG has identified the Cotton Belt rail corridor as a part of its Mobility 2030 plan, which is described in more detail on page B9.

Typically, such rail corridors were designed with a 100 foot right-of way (ROW) with existing tracks centered within the ROW. Any trail system developed within the ROW is required to have a license agreement approved by DART and must be designed with a minimum of 25 feet from the centerline of the tracks to the trail's nearest edge. To allow future design flexibility for rail service, DART prefers to have trails designed toward the edge of the ROW, so all trail crossings would be required to be located at existing at-grade intersections or grade-separated locations approved by DART.

In May 2009, DART and the Fort Worth Transportation Authority ("The T") released a Request for Information (RFI) to identify individuals and firms interested in a public/private partnership for the Cotton Belt Commuter Rail Line. Because a partnership agreement has been established, engineering and design teams have been engaged and conceptual design work has begun within the corridor, it would be highly unlikely that DART would consider a license agreement for any trail system within this corridor. No hard timeframe has been established for such activities at present, but it is likely that concept planning for the corridor, which would address the number and location of tracks as well as station locations, is several years into the future. DART does not provide funding for any trail system development within its rail corridors.



"There are many benefits of trails and greenways that planners, funders, and the public need to know about: they make our communities more liveable; improve the economy through tourism and civic improvement; preserve and restore open space; and provide opportunities for physical activity to improve fitness and mental health."

- American Trails Organization

"All truly great thoughts are conceived by walking."

- Friedrich Nietzsche

Regional Planning and Transportation Efforts

NCTCOG Meeting Summary - July 24, 2009

Following TBG's meeting with DART regarding opportunities for trail development along the Cotton Belt Rail Line, TBG met with an NCTCOG representative. The meeting's purpose was for TBG to obtain a more comprehensive understanding of NCTCOG's plans for the regional Veloweb and the agency's involvement in trail sections that would become a part of the regional Veloweb system.

NCTCOG is currently developing an update of the Veloweb plan, and the agency is conducting meetings throughout the Metroplex to integrate public input into the planning effort. As of late July 2009, the date of this meeting, there were no anticipated changes to the portion of the Veloweb system that fell within Coppel city limits. However, future meetings could be scheduled to allow for additional input, which could result in additional opportunities within the City.

NCTCOG does provide funding for Veloweb sections running through a given city. The current arrangement requires a city to provide 80 percent of the needed funding while NCTCOG provides 20 percent. Funding for trail segments is based upon the proposed design and estimated cost of the individual trail segment, as well as associated landscape, lighting and site furnishing improvements. All trails must be "off-street trails," and trail widths must be at least 12 feet, however, 10-foot-wide trail sections may be considered under special circumstances. NCTCOG will also consider participating in funding for trails not shown as part of the Veloweb system but that provide "important connections" to desired facilities or areas within the jurisdiction. Ultimately, the City would provide the design documentation, cost estimate and implementation schedule and NCTCOG would review and allow trail segments into the regional Veloweb system while funding 20 percent of the costs.



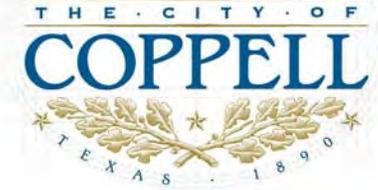
"A trail is as serviceable as its poorest link."

- Benton MacKaye

Regional Planning and Transportation Efforts

The **Mobility 2030** plan, developed by the NCTCOG, is an interregional system of bicycle trails in the Dallas-Fort Worth area referred to as the “Veloweb.” The original system planned for roughly 644 interconnected miles of off-street concrete trails connecting the region. The latest DRAFT plan, found on the next page, shows a greatly expanded regional Veloweb system for the area.

Designed for use primarily by fast-moving bicyclists, the Veloweb is also designed to encourage concurrent pedestrian transportation use. The Cotton Belt Trail, a multi-phase, multi-jurisdictional trail that parallels the old Cotton Belt Railroad tracks currently owned by DART, is one component of the Veloweb trail system.



Regional Veloweb

Legend

Recommended Veloweb Routes

- Completed: 112 miles
- Funded: 34 miles
- Needed: 289 miles

Candidate Veloweb Routes

- Completed: 7 miles
- Needed: 202 miles
- Freeways

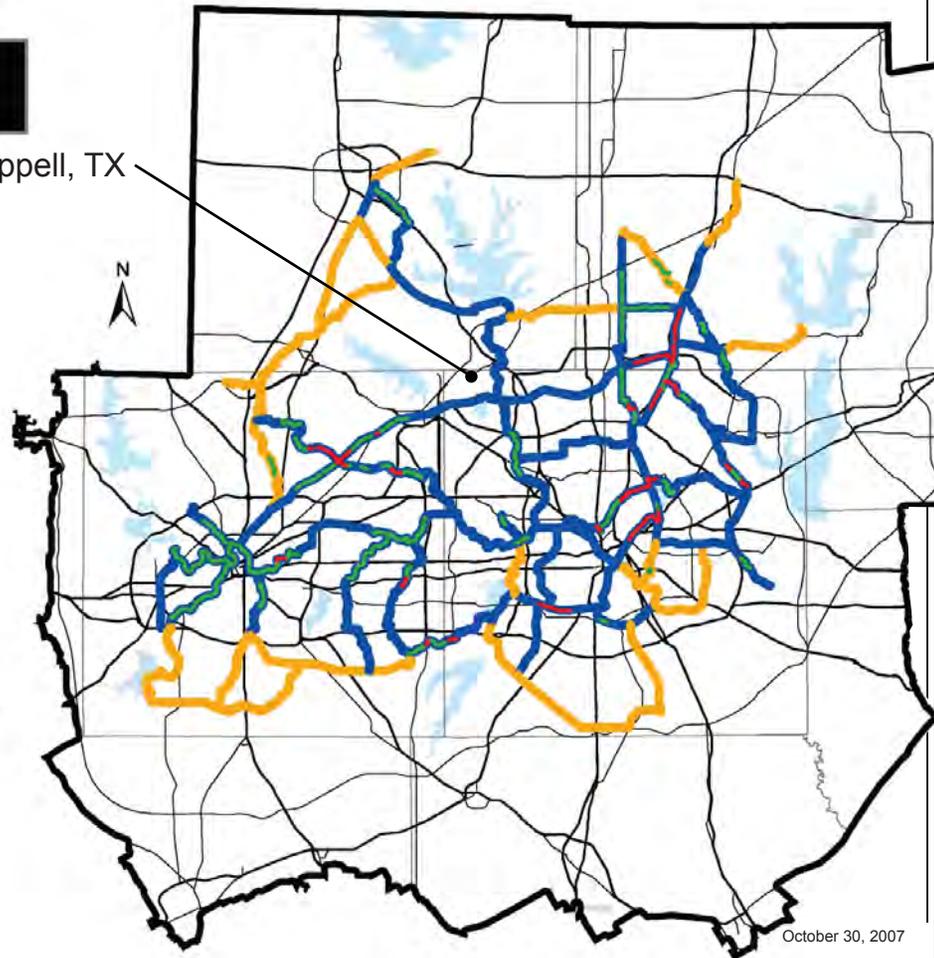
- County Boundaries
- Metropolitan Planning Area Boundary
- Major Lakes

New facility locations indicate transportation needs and do not represent specific alignments.

All existing railroad rights-of-way should be monitored for potential future transportation corridors.

All Veloweb routes should be targeted for right-of-way preservation.

City of Coppell, TX



October 30, 2007



North Central Texas
Council of Governments

Regional Planning and Transportation Efforts



This is a DRAFT copy of the Mobility 2030 plan by NCTCOG, and is subject to change. The proposed changes in this plan have greatly expanded the trail system from the current plan on the previous page. Official adoption by the Regional Transportation Council is scheduled for summer 2010.

DRAFT

Regional Veloweb

Legend

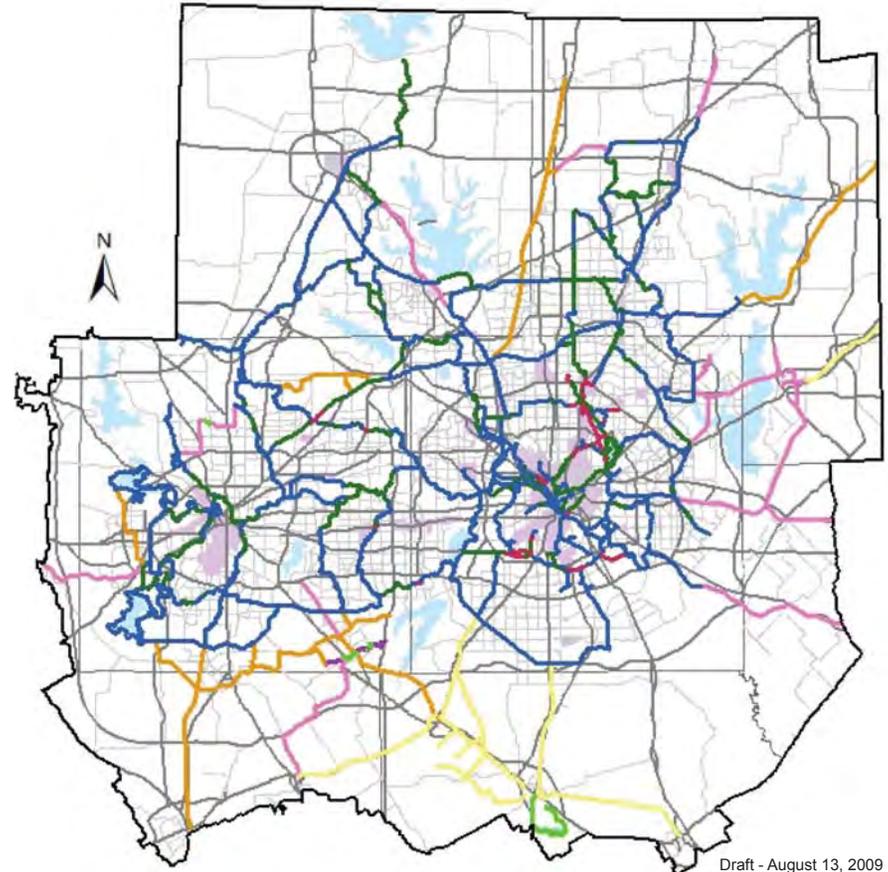
Regional Veloweb Routes

- Existing
- Funded
- Needed

Recommendations from County Workshops

- Re-Alignment
 - Missing Connections
 - Needs Improvement
 - Funded (newly identified)
 - Existing (newly identified)
 - Bicycle-Pedestrian Transportation Districts
- Within all rail corridors, all existing and planned stations are bicycle and pedestrian districts.

- Freeways
- County Boundaries
- Metropolitan Planning Area Boundary
- Major Lakes



Draft - August 13, 2009



The Metropolitan Transportation Plan, Mobility 2030, is in the process of undergoing revisions and is in DRAFT form at this time; it is scheduled for re-release in summer 2010 once officially adopted by the Regional Transportation Council (RTC). The original plan dated October 2007, shown on the previous page, has two recommended Veloweb routes on the master plan through the Coppell area, the first of which is the east/west connection along the Cotton Belt Trail in the southern portion of the City. The second route is a north/south connection on the City's eastern limits, generally following the Denton Creek alignment to a point north of Sandy Lake Road, and then moving down the TXU overhead power utility easement south to the Cotton Belt Trail. Once at the Cotton Belt Trail, the north/south Veloweb will run to the east and then continue south into Irving. The DRAFT plan also connects to those off-street hike and bike trails in Andrew Brown Park from the planned trail along the north/south portion of Denton Creek, it also connects to the west into existing and proposed trails by Grapevine and Flower Mound.

Regional Planning and Transportation Efforts

City of Carrollton

TBG met with City staff from the City of Carrollton to get an understanding of the City's future trail planning. Carrollton is currently focused on connecting the City's east side to the new DART rail lines planned along Interstate 35. The proposed regional trail on the City's west side that runs through McInnish Park off of Sandy Lake Road, on the east side of the Elm Fork branch of the Trinity, is most likely five to 10 years away from being constructed. This trail would parallel the Elm Fork branch, with the potential to one day cross the creek into Irving and tie into the Campion Trail in Sam Houston Park. See pages E3, E4, E5 and F10 for additional information.

City of Irving

In meeting with City of Irving staff members on their future trails plans, TBG was informed that Irving does not have plans to extend Campion Trail past Sam Houston Park at this time. The Parks Department is currently working on completing the last segments of the Campion Trail over the next few years.

It is TBG's recommendation for Coppell to continue to plan for a future trail connection to Irving as shown on the Mobility 2030 plan. The future development of the Cotton Belt rail line, the east/west regional Veloweb of the Cotton Belt Trail, and the north/south regional Veloweb through the overhead power utility easement will bring new possibilities, interest and needs for trail system connectivity. See pages E3, E5 and F8 for additional information.

City of Lewisville

Lewisville had been reexamining its proposed trail master plan at the same time as Coppell. Two opportunities exist for these Cities to connect their trail systems: one to the east, the other to the west. On the east side, Lewisville is making plans to connect its trail system to a trail the master plan has envisioned on top of the levee along Denton Creek, which provides a connection into Vista Ridge Park, connecting parks from both Cities. To the west, a north/south overhead power utility corridor runs behind a subdivision that will allow Lewisville to develop a trail to Denton Creek, at which point the two Cities can bridge Denton Creek to link the trails. See pages E3, E4, E5, F10 and F20 for additional information.

City of Grapevine

In meeting with City of Grapevine staff, TBG learned that Grapevine currently does not see extending the Grapevine Mills Trail as a priority due to environmental conditions and existing land uses. Efforts to extend this trail north to connect with Coppell will be development-driven and will be required by future developers of the adjacent property.

Grapevine currently has 2.5 miles of existing trail along the Cotton Belt to the south. City staff felt that connecting the trail with Coppell along this corridor would be a top priority. Establishing a partnership between the Cities would improve opportunities for raising grant money for trail design and implementation. See pages E3, E5 and F20 for additional information.

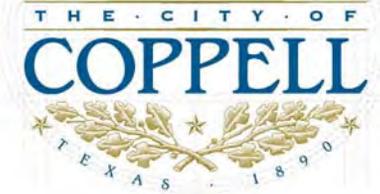


Campion Trail - Irving, TX



“Concern for the environment and access to parks and open space is not frivolous or peripheral, rather, it is central to the welfare of people body, mind, and spirit.”

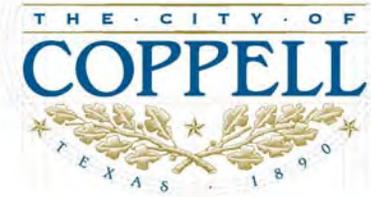
- Laurance Rockefeller



It was important to establish specific goals in order to fully achieve the community's vision for this Community-Wide Trails Implementation Plan. These goals will ensure that the actions taken and priorities established will ensure that the City fully realizes the mutually established vision.

Five specific goals were established through the master-planning process and will serve as a guide for the vision and objectives articulated by the plan. These goals will provide guidance on the alignment and layout of the proposed trails.

C. Goals...



Goals

Goal #1

Community Vision and Participation - Create a strong vision for a community-wide trails system through equal opportunities and participation by the community. The vision should preserve and enhance the beauty of the City in a way that will foster pride and appeal to its citizens, corporate community and visitors. The vision will continue to be refined, expanding the vision of Coppell as an effective and revitalizing guide for the future.

Goal #2

Multi-modal Transportation System - Accommodate the convenient, efficient and safe movement of people while working to maintain and enhance neighborhood integrity. Provide trails that meet Coppell's complete recreational and leisure needs for a variety of activities such as running, walking, cycling and in-line skating. Nature trail opportunities, where feasible, should protect and preserve open spaces and critical natural areas.

Goal #3

Interconnected System - The primary goal is to create a system of trails allowing multiple connections to an overall system of continuous trails. This trail system should strengthen linkages between parks, neighborhoods, schools, neighborhood services, and key civic and community destinations.

Goal #4

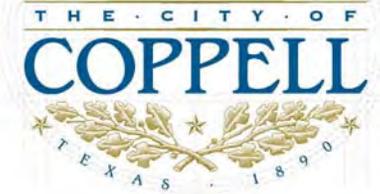
City Coordination - Foster coordination of trail development with other City departments, especially planning, engineering and transportation, so that all stakeholders work together to recognize and maximize trail opportunities.

Goal #5

Implementing - Develop a system that can be implemented in increments by both public and private entities. The system should work toward creating public/private partnerships that help build a more complete, regionally connected system in a shorter timeframe than otherwise possible. The plan needs to provide guidance in allocating resources and outside funding sources available to develop the City's trail system.

“Passion and vision will build future trails, preserve green space, and create other community connections and enhancements in our area.”

- A History of Portland Trails

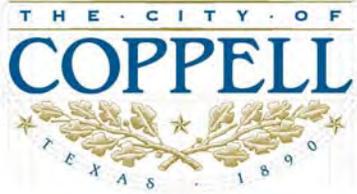


D. Trail Design Standards & Guidelines...

Since all trail users have varying measures of confidence and ability, it is critical to understand the full range of user needs and capabilities, as well as the variety of reasons individuals use the trails system. This understanding is especially pertinent to the trail system's design in order to create appropriate spaces that are comfortable and usable for everyone.

This section seeks to understand and define the various types of trail system users, how they use the trails and the destinations to which they will travel. This knowledge is central to creating appropriately designed trails and amenities.

Users of the Trails



Walkers

(leisure, exercise, with dog)

Joggers / Runners

Cyclists

(leisure, exercise, high-speed)

Mountain Biking

In-Line Skaters & Scooters

The American Association of State Highway and Transportation Officials (AASHTO) designates riders in three different categories:

Advanced (experienced and confident)

Basic (less confident and ride for transportation purposes; avoid high-traffic roads)

Children (least confident; travel slowly and usually with parents in very low-traffic areas).



Shared Roadway

no bikeway designation



Signed Shared Roadway

designated by bike route signs, these roadways have been specifically chosen as the best route for bikes to share with vehicles



Bicycle Lane

suited with the appropriate markings and signage, along corridors that have a high demand for bike use



Shared Use Path

these serve corridors not served by streets or where wide utility corridors exist



Off-Street Trail

an upgraded walkway alongside a road either in the right-of-way or reserve



Natural Surface / Nature Trail

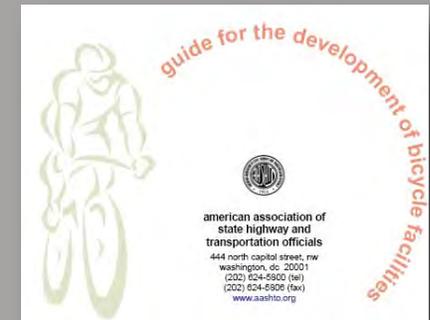
a more natural, primitive-feeling, soft-surface trail

Neighborhood Sidewalk

generally follows the system of local streets, ultimately connecting to a larger community/citywide trail system



Trail design standards should conform and be designed to standards set forth in the American Association of State Highway and Transportation Officials (AASHTO) when feasible. The guide provides information to help accommodate bicycle traffic in most riding environments.



“Few actions can do more to make urban areas safer, healthier, prettier, and more environmentally balanced than setting aside corridors or trails for walking, biking, wildlife watching, and just plain breaking up the monotony of cars and concrete.”

- James Snyder



Coppell is in a unique situation of being a city that is essentially fully developed. This makes for challenges in some cases and unique opportunities in others. Just as there is a hierarchy of levels in our roadway systems, specific types of trails have been developed to accommodate distinct user types and capacities.

Deviations from AASHTO may be acceptable in some cases to respect the character or special conditions present in an area.



Trail Definitions

Regional Veloweb:

Defined and recognized by the North Central Texas Council of Governments (NCTCOG), the purpose of this trail is to provide regional and interregional routes. The intention is to provide access throughout the City, to adjacent City destinations and communities, and ultimately connect to the D/FW metro area. Like a major thoroughfare being fed by all other trail types and walkways, this trail type will have the highest user capacity and the greatest range of user types, providing opportunities to travel longer distances. Trails designated as part of the regional Veloweb should be concrete and 12 feet in width.

Lake Trail:

As development begins to happen around North Lake in the years to come, a 12-foot-wide concrete trail around the lake should be incorporated. This trail has one of the greatest opportunities for use by recreational users due to its scenic qualities, but will also serve to link the future uses planned on this large tract of land.

Community-Wide Spine Trails:

Community-wide spine trails, which build from and are composed of the regional Veloweb trails, can create a city trail system connecting many of the key city destinations while establishing longer distance loops. Trailheads will be located along these trails along with a variety of trail amenities. Community-wide spine trails should be constructed of concrete and typically are 10 feet in width to accommodate the higher user capacity. In some segments these trails may be up to 12 feet in width where a significant volume of users is anticipated.

Community Trails:

Community trails will comprise the majority of the trails in Coppell. These trails will provide more local area connections between neighborhoods and key City destinations, while linking communities to the larger trail system of the spine trails and regional Veloweb. Community trails should be concrete and 8 feet in width to accommodate the local user volume.

Neighborhood Sidewalks:

These local neighborhood walkways typically follow the system of adjacent neighborhood streets connecting into larger street networks. They connect neighborhood blocks and communities together and ultimately provide connection into area trails. Neighborhood sidewalks typically range anywhere from 4 feet to 6 feet in width. At locations where sidewalk connections to the trail system are recommended in this plan, a 5-foot minimum walkway is recommended.

Trails connect people with places. As part of the trail system planning process, key locations and facilities throughout the City have been identified for potential trail destinations.

These destinations give purpose and reason for residents to utilize the system, whether for short errands, visiting a friend's home or even going to work or school. Of course, not all trails have or need a destination. Many trails simply provide residents an opportunity for physical activity, a means for enjoying the surrounding community and/or a chance to explore the city.

Coppell Town Center



Coppell Farmers Market



Coppell Community Gardens



“Creating a system means learning where trails are and developing connections that link them together into networks and where desirable and necessary, building new trails that also connect.”

- American Trails, Trails for All Americans report, 1990

Coppell Family YMCA



Old Town Coppell





Trail Destinations (Cont.)

Connecting trails to key city destinations can promote increased trail usage and foster a greater community need for the trail system.

Some of the key destinations throughout Coppell and nearby in adjacent cities include:

- Schools
- Parks
- Civic facilities
- Community gardens
- Farmers market
- Recreation facilities
- Key city facilities
- Major employers
- Major retail areas

Wagon Wheel Park



Aquatic and Recreation Center



Vista Ridge Amphitheater (Lewisville, TX)



*Andrew Brown
Community Park Playground*



Coppell High School



Adding appropriate trail amenities to a local or regional trail system enhances the trail user's experience. As identified during the community workshop, the public desires a variety of trail amenities at appropriate locations. The following is a summary of the trail amenities that should be considered along Coppell's trail system. The Parks Department will have to consider construction and maintenance costs associated with each, and what the overall recreation and programming goals are of each trail.

Bike Racks

Parking for bicycles along the trail system and key destinations in the region was seen as an important trail amenity to participants in the community workshop. With the community-wide trail system providing connections to many key city destinations, providing parking for bikes allows trail users to safely park their bikes if they wish to stop along the way, particularly at parks and other desirable destinations.

Directional Signage / Maps / Kiosks

To assist users in navigating the trail system, directional signage, maps and/or kiosks should be provided that contain important trail information. Such items can inform trail users of their location on the map, how long the trail is, where certain trail amenities are located, and what to expect in general from the trail.

Drinking Fountains

Water fountains provide trail users and their pets with an opportunity to remain hydrated and/or fill up their water containers. Where feasible, drinking fountains should be located along trails, especially higher-use trails.

Fitness Stations

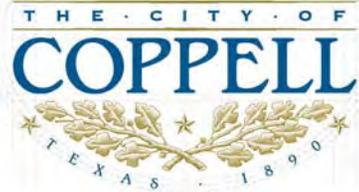
Fitness stations provide trail users with an opportunity to stretch and warm up and cool down at the beginning and end of their trail use. These fitness stations also provide users an opportunity to get more out of their workout with muscular training.

Informational Signage

Informational signage can provide a variety of information types to the trail user. Information can range from historical and environmental, to facts about native plants and animals potentially encountered. Informational signage enhances the user experience and provides interesting information for all.

Lighting

Pedestrian-scale lighting improves safety and enables the trail to be used year-round. It also enhances the trail's aesthetic beauty.



Trail Features (Cont.)

Mileage Markers

Mileage markers inform trail users of their distance traveled. Bicyclists, joggers and others often utilize trails for many miles and like to know their distance traveled. Mileage markers allow users to determine whether their goals for the day have been reached and/or how much farther they must travel to obtain those goals.

Multi-Use Trail Striping

A centerline stripe approximately 4 inches wide should be painted on regional trails and 12-foot-wide trails designed for multi-use or that connect to regional trails.

Parking

Where parking is not already provided in the parks, areas should be provided at regional trail entrances when appropriate. Parking at trail entrances is convenient for those living farther from the trail network and provides a place to park for those that transport their bicycle to a trail entrance with their car.

Pet Amenities

Where appropriate, dog waste pickup bag dispensers should be placed at trailheads and key neighborhood access points along the route. Signs should be placed along the trail notifying dog owners to pick up after their dogs.

Rest Area / Shade Structures

Rest areas should be relaxing places containing shelter, shading, benches and other places to sit. These areas may also contain enhanced landscaping, drinking fountains, trash receptacles and even informational signage. Rest areas should be strategically located to make trails more usable for all user groups.

Trailheads

Trailheads (for major trails) serve as primary access to the trail system. Trailhead stations should provide trail users with information and trail rules and regulations. Trailhead amenities should be considered such as parking areas, restrooms, drinking fountains, trash receptacles, information kiosks (maps and points of interest) and destination signage with mileage.

Trash Receptacles

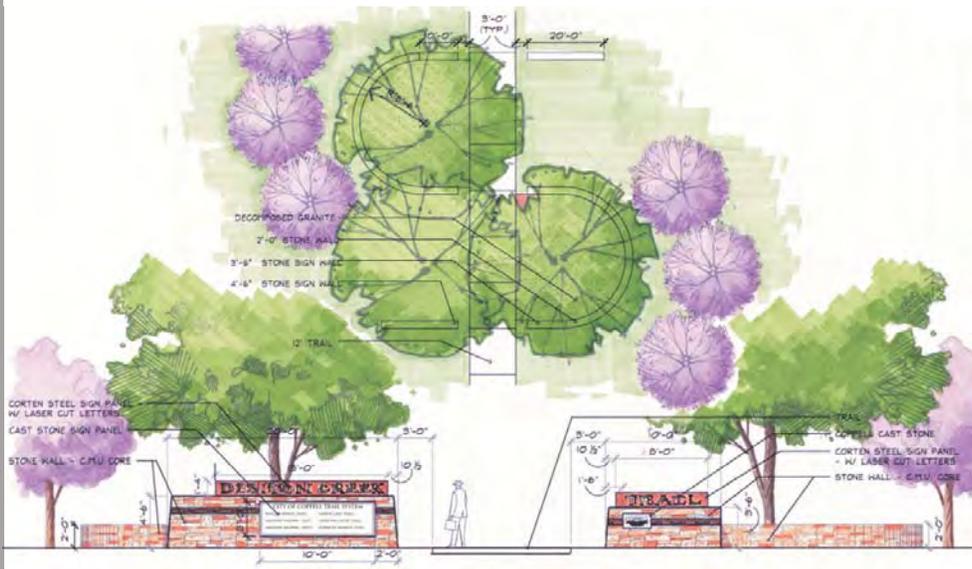
Trash receptacles play an essential role in maintaining the cleanliness of a trail system. Trash receptacles allow trail users to dispose of any trash or other refuse generated while utilizing the trail system, and should be located at regular intervals, trail intersections, rest areas, fitness stations, trailheads and parking.

Trail Design Standards

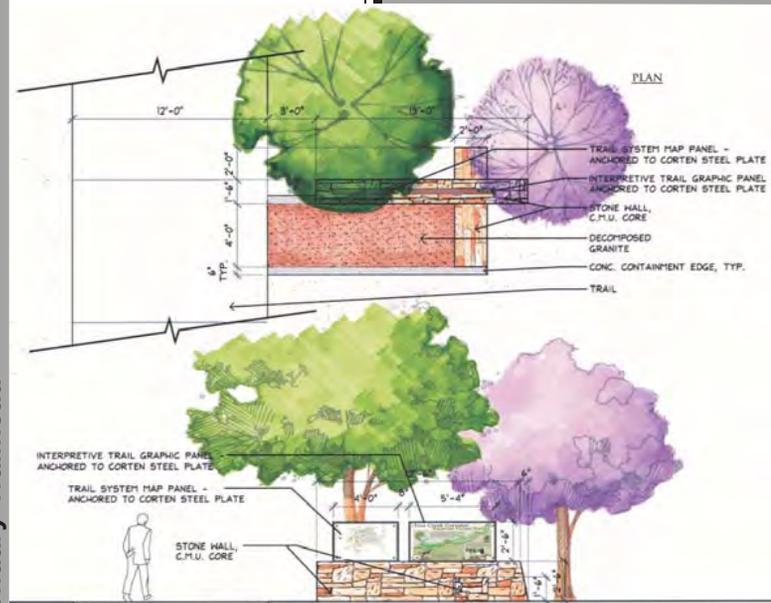
The City of Coppell adopted the following *Trail Amenity Guidelines* to promote unity within the City's park and recreation areas. The Appendix contains the complete trail amenities information.



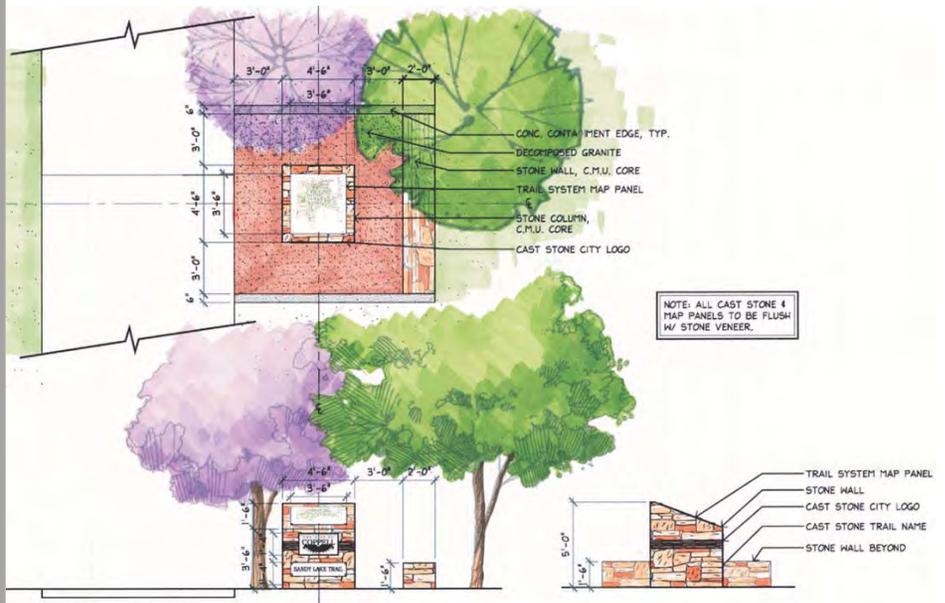
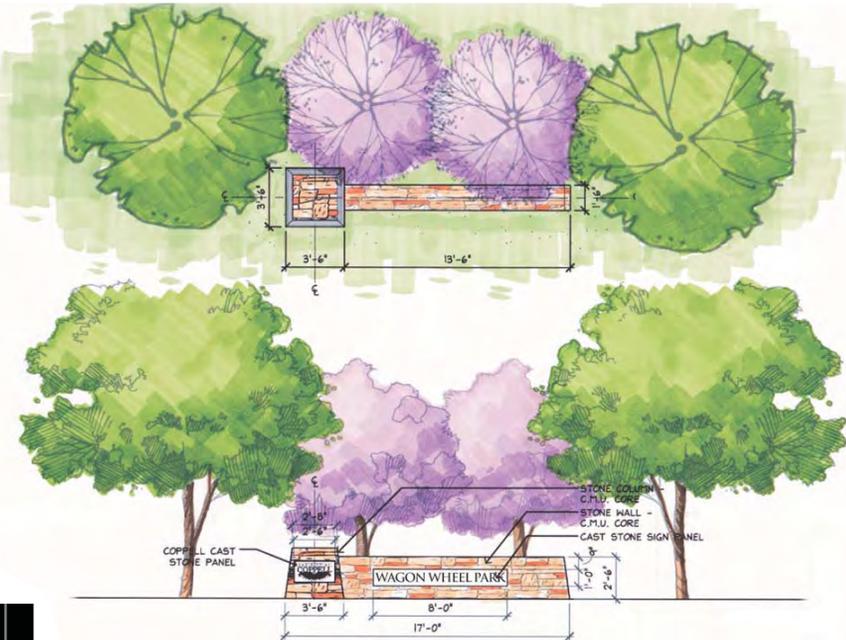
Primary Trailhead



Secondary Trailhead



Trail Design Standards



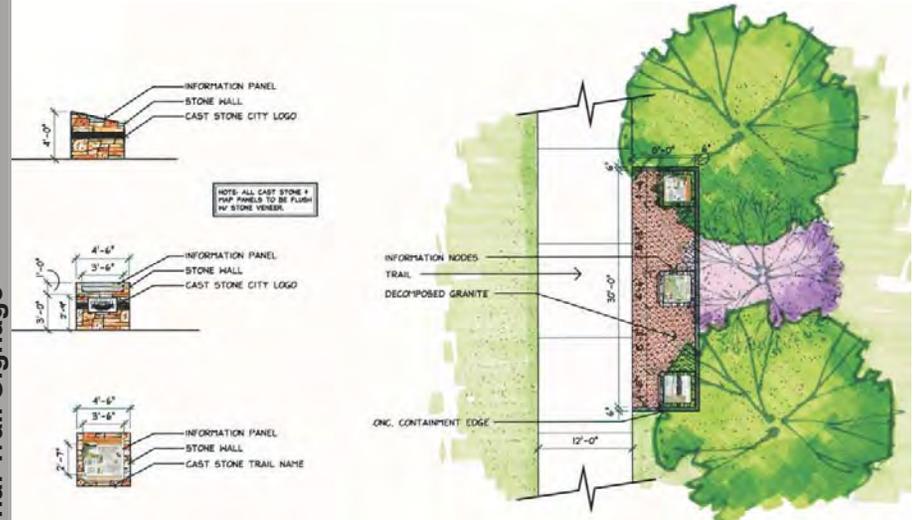
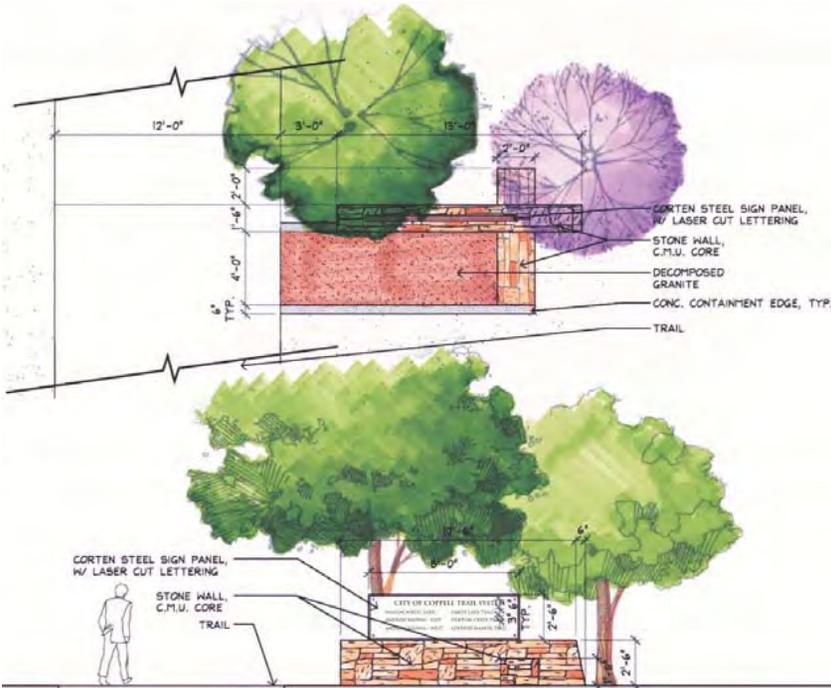
Park Signage

City Trail Marker / Mile Marker

Trail Design Standards



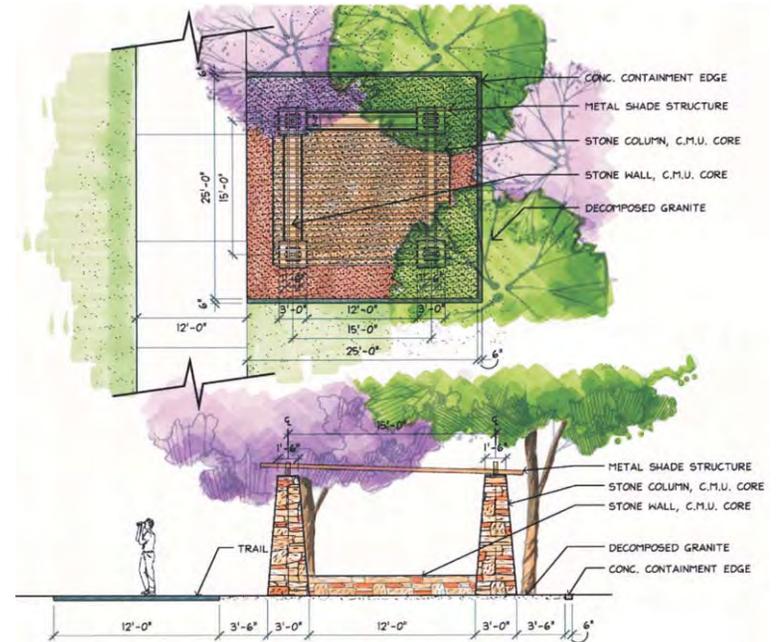
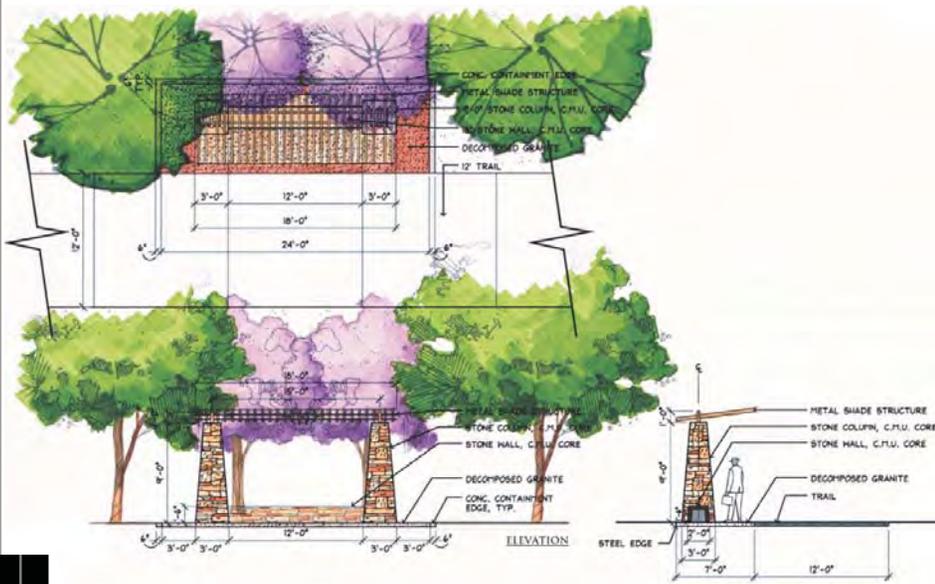
PERSPECTIVE
NOT TO SCALE



Way-Finding Signage

Educational Trail Signage

Trail Design Standards



Rest Areas

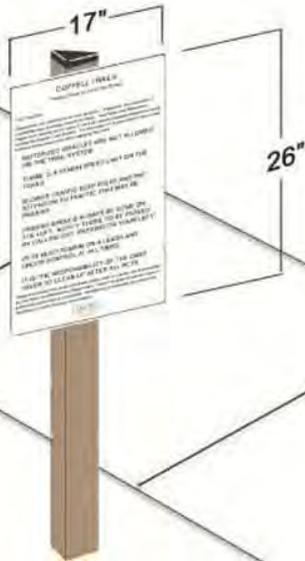
Pavilion

Trail Design Standards

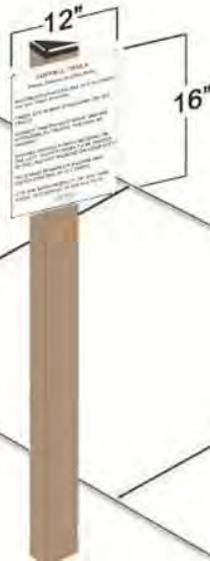
PEDESTRIAN WARNING SIGN



TRAIL ETIQUETTE SIGN OPTION 1



TRAIL ETIQUETTE SIGN OPTION 2



COPPELL TRAILS

Please Observe all of the Rules:

Trail Etiquette

These trails are intended to be multi-purpose. Therefore, the possibility of conflicting uses is always around the bend. The Parks and Recreation Department desires for all users to have an equally pleasant experience while visiting the Coppel Trail System. For this reason it is important for each user to follow some basic rules while enjoying the trails.

MOTORIZED VEHICLES ARE NOT ALLOWED ON THE TRAIL SYSTEM

THERE IS A 15 MPH SPEED LIMIT ON THE TRAILS

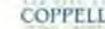
SLOWER TRAFFIC KEEP RIGHT AND PAY ATTENTION TO TRAFFIC THAT MAY BE PASSING

PASSING SHOULD ALWAYS BE DONE ON THE LEFT. NOTIFY THOSE TO BE PASSED BY CALLING OUT "PASSING ON YOUR LEFT"

PETS MUST REMAIN ON A LEASH AND UNDER CONTROL AT ALL TIMES

IT IS THE RESPONSIBILITY OF THE CARE GIVER TO CLEAN UP AFTER ALL PETS

Parks are closed from dusk until dawn unless later or earlier use is permitted by the Parks and Recreation Department. Failure to observe posted signs in parks and along trails is prohibited. Vandalizing or defacing any structures, facilities or natural features is prohibited.



COPPELL TRAILS

Please Observe all of the Rules:

MOTORIZED VEHICLES ARE NOT ALLOWED ON THE TRAIL SYSTEM

THERE IS A 15 MPH SPEED LIMIT ON THE TRAILS

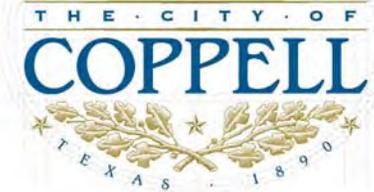
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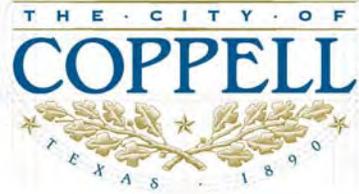
IT IS THE RESPONSIBILITY OF THE CARE GIVER TO CLEAN UP AFTER ALL PETS





The system of trails and pedestrian connections recommended in this section creates an opportunity to enhance recreational opportunities for the entire community. Moreover, the system will provide a choice of transportation options, including distinct routes for short-, medium- or long-distance trips, in a way that is readily accessible, wide, safe and attractive for a variety of user types.

E. City of Coppell Trails Master Plan...



General Overview

Coppell has many opportunities for trails to connect communities, retail, schools, parks, and other key city destinations together. The Community-Wide Trails Master Plan identifies a system of trail corridors totaling more than 50 miles of trail within the city limits. Many of the trails identified can be provided in the near term, while others may be a long-term goal for the City to strive and plan for. The City's efforts should foremost be focused on those corridors that provide the most significant benefits and impact for the community, and establishing a major citywide trails network.

This section presents the overall Community-Wide Trails Master Plan that addresses the different variety of trail types and the network they create. This section also addresses the major Community-Wide Spine Trail system and those points of connections to adjacent cities and their trail systems. The following section will touch on the Prioritized Trails Master Plan, representing the most important trails to be built.

Trail corridors identified were selected to meet the goals established herein, set in place by the Task Force, reflecting the comments and desires received during the community input process.

Trails considered in this plan were intended to first and foremost link destinations such as schools, nearby retail, civic uses, recreation facilities and parks, major places of employment and neighborhood communities. When possible, trail corridors should take advantage of access to the many scenic qualities Coppell has to offer, but must remain convenient and maintain a level of safety to support use by community residents.

Some of the trails identified reach beyond the city boundaries of Coppell, most of which are identified as the continuation of the regional Veloweb system put in place by NCTCOG. The trails identified either show the connection that needs to be made to existing or future proposed trails by adjacent cities, or those that may need to be a joint venture between Coppell and the neighboring city.

With Coppell mostly developed, the availability of corridors for trails is one of the biggest constraints, and easements will have to be obtained from commercial and residential property owners for many of the trails identified. The creation of partnerships may be possible for some trails or trail segments in existing developed conditions. In undeveloped areas, trail segments can be built by new developments. This will be particularly important for the North Lake area as it begins to develop with a mix of uses in the future.

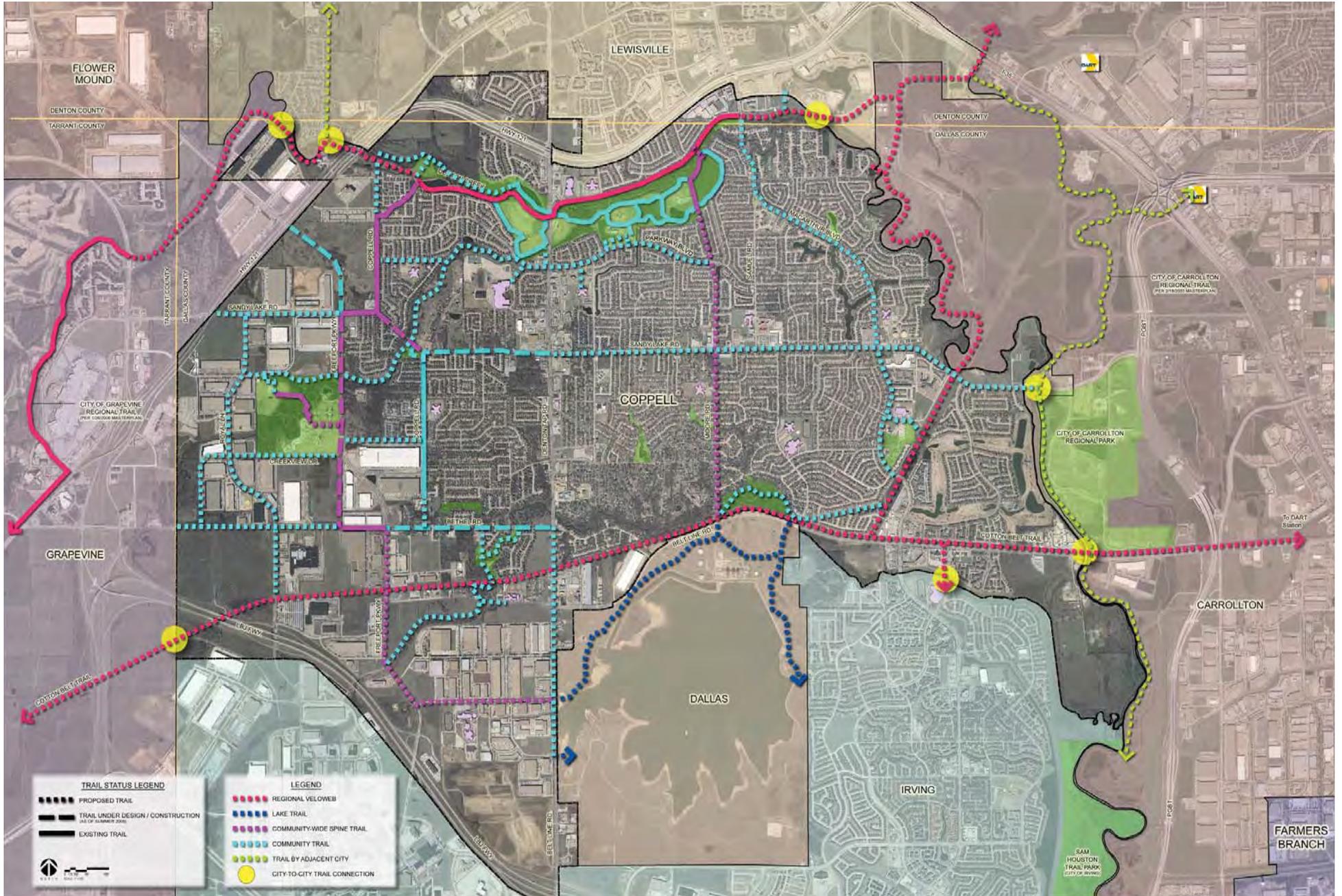
“We also come out here to learn about ourselves. The biggest prize in long-distance hiking is the gift of time. Time to look. Time to think. Time to feel. All those hours you spend with your thoughts. You don't solve all of your problems, but you come to understand and accept yourself.”

- Cindy Ross

“We celebrate not the trail, but the wild places it passes through.”

- Ray Jardine

Community-Wide Trails Master Plan

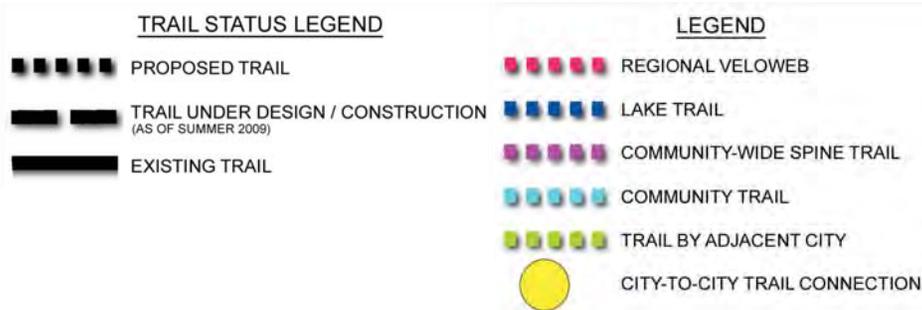
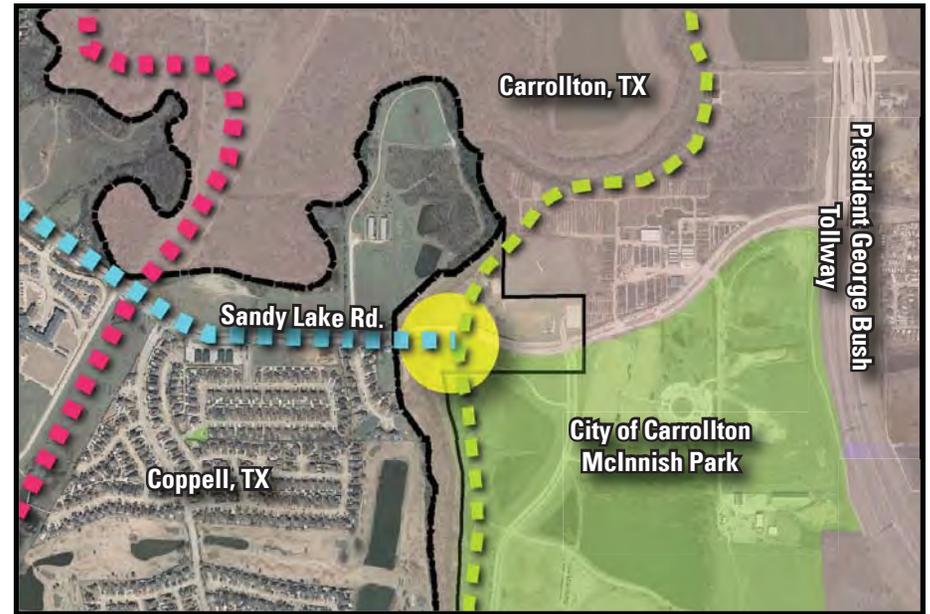


See Appendix for full size map.

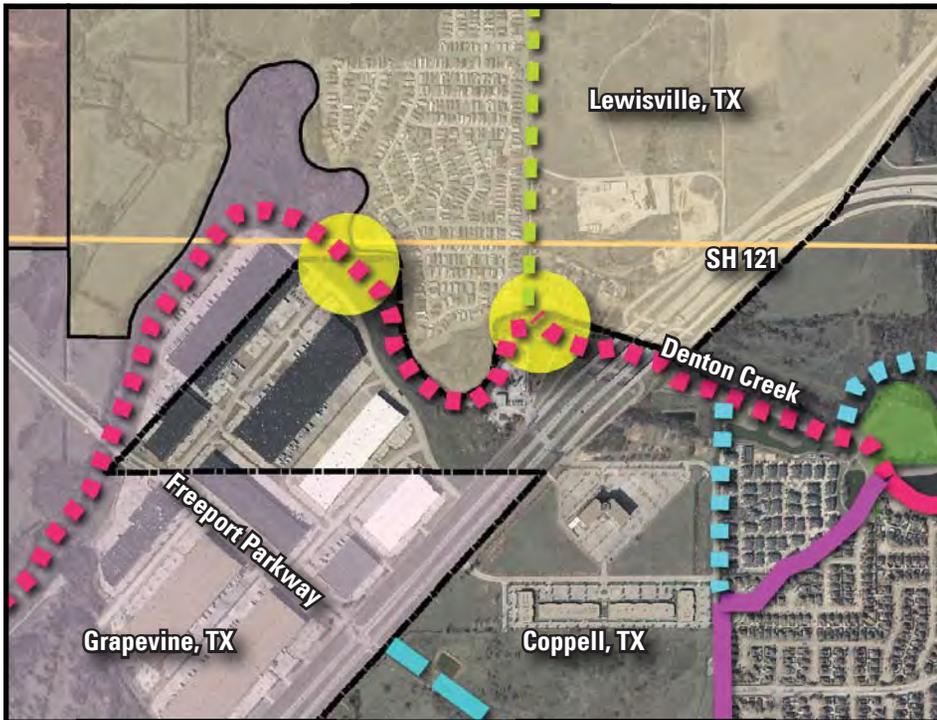
Community-Wide Trails Implementation Plan

Trail Connections with Adjacent Cities

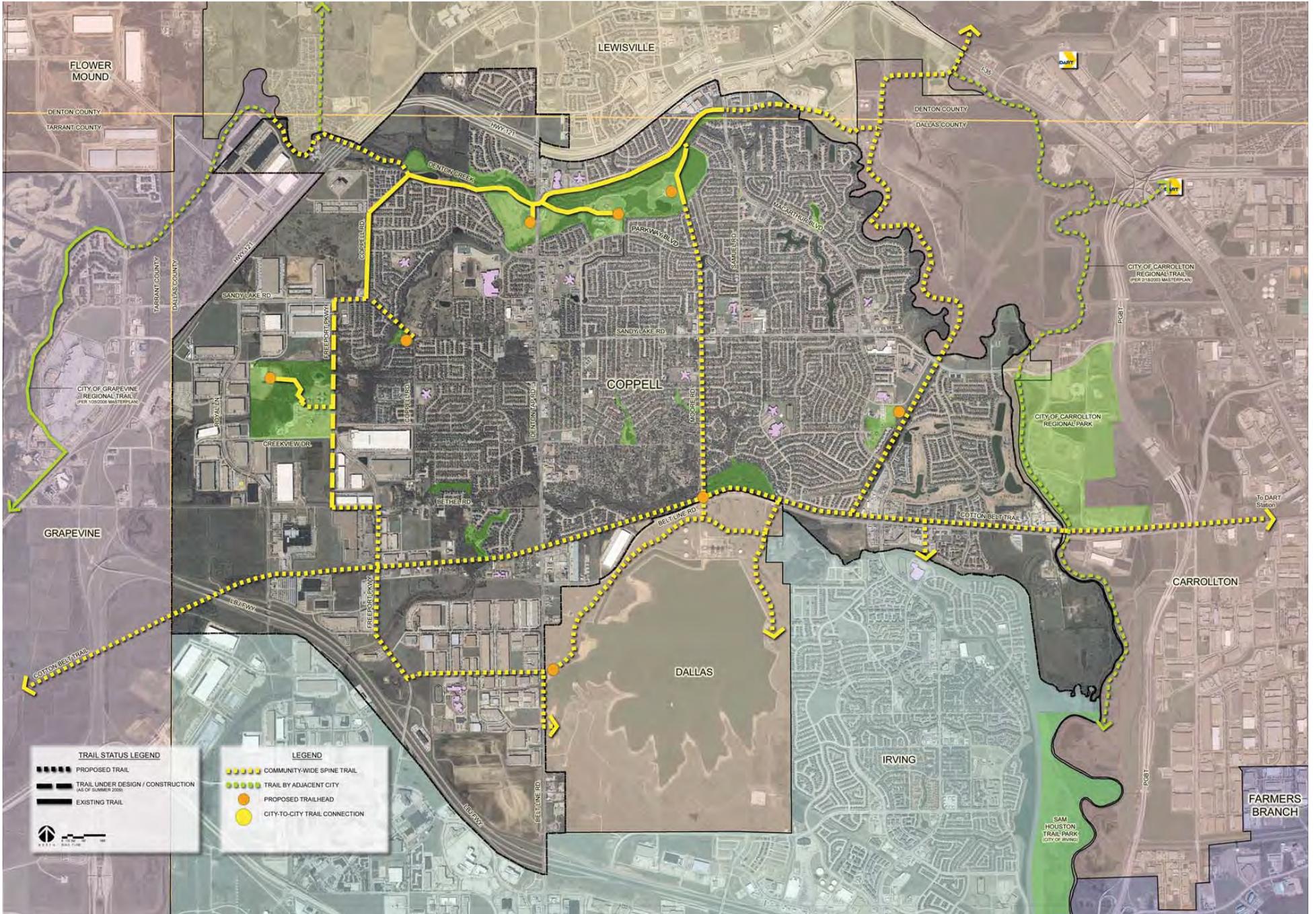
As a part of any comprehensive planning effort, it is important to look beyond the physical boundaries of the city limits to understand the potential for the local region and beyond. TBG Partners met with representatives from all adjacent cities and regional planning authorities to discuss what the opportunities may be to connect existing and future trail systems planned by each city. Completing these connections will create a far more meaningful and far-reaching trails system. The following aerial images show the proposed locations in which trails from one city could connect to another. These locations are flexible and should be coordinated with the adjacent city's trails planning authority.



Trail Connections with Adjacent Cities



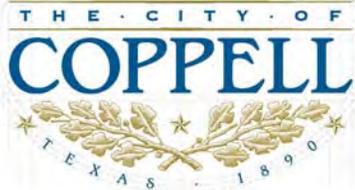
Community-Wide Spine Trails





F. Priority Trail Implementation...

Trails identified in this section as priority trails were selected for their distinct usefulness and desirable qualities. These trails provide access to distinct destinations, missing trail segments, and/or connect into adjacent cities and their various amenities. The selected trails are designed to create a connected network of trails across the City, accessible in as many areas as possible. Trail segments not identified on this priority trails plan may be initiated out of sequence if unique funding or acquisition opportunities arise.



Prioritized Trails Overview

The trails identified here are intended to be key pieces of the larger system that have the potential to link all of Coppell together, as well as to the larger regional system, connecting adjacent city communities together. The City's efforts should be focused on those trails that provide the most significant beneficial impact to the community and that truly begin to create a major community-wide network of trails.

Trails identified on the following master plan represent the most important trails to be developed or provided. No order has been assigned to the implementation of these trails; they should be implemented as funding becomes available, development or redevelopment occurs, road projects occur, or as citizen demand and needs warrant priorities.

Preliminary research and study of the prioritized trails are discussed in more detail in the pages that follow. These trails have been given generic trail names for reference until permanent names are established. Each prioritized trail discussed provides general trail details, a description of the trail, the connectivity being made, and an evaluation of the opportunities and constraints present. A more in-depth analysis of each has been provided in the Appendix with an aerial photograph, cost estimate, adjacent plats, annotated site photos and funding sources available. This information will aid preliminary investigation into the implementation of a particular trail. Further study and analysis will need to be completed for actual design and detailed cost estimates.

The trails described individually in the pages that follow utilize the following legend and correspond with those colors found on the Community-Wide Trails Master Plan:

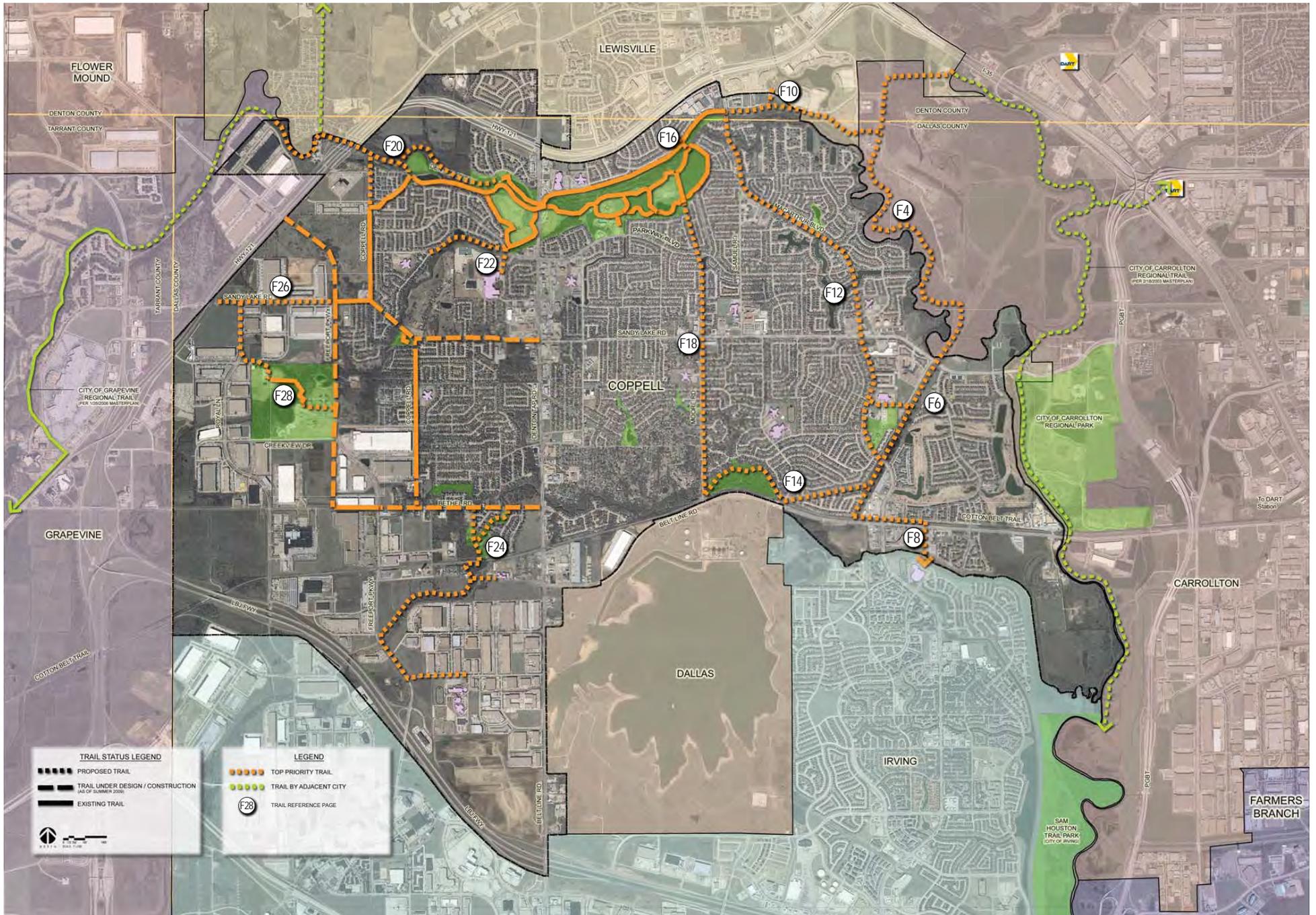
Legend

-  Priority Trail (trail types and widths vary)
-  Regional Veloweb
-  Lake Trail
-  Community-Wide Spine Trail
-  Community Trail
-  Trail by Adjacent City
-  Bridge Crossing
-  Area to be Studied for Implementation

“Time and space—time to be alone, space to move about—these may well become the greatest scarcities of tomorrow.”

- Edwin Way Teale

Prioritized Trails Master Plan



See Appendix for full size map.

Community-Wide Trails Implementation Plan



Denton Creek East Trail

Trail Description:

The portion of Denton Creek running north/south on the eastern edge of Coppell's city boundary has the potential to be one of the most scenic trails in Coppell and Carrollton. This trail is also part of the regional Veloweb system. The west side of Denton Creek was subdivided to the creek's centerline during the platting of communities along the creek, and is therefore not a viable option. The creek's east side, however, is undeveloped and in a natural vegetative state. This corridor should be protected and surveyed carefully to save large trees during the implementation of this regional trail. A 12-foot-wide trail is recommended along this corridor to allow for both walking and cycling use. Additional information on this trail can be found in the Appendix.

Connectivity:

There are two main connections that trail completion would provide. These connections include the interregional Veloweb OHP Utility Corridor Trail on the south end at Sandy Lake Road, and on the north end to the North Levee Trail, which also provides direct connection into Andrew Brown Park. It is recommended that the Denton Creek East Trail be taken to at least a connection point of the North Levee Trail in Vista Ridge Park. If, during implementation of this trail, the City of Carrollton is working on or planning the implementation of its regional trail along I-35 and President George Bush Turnpike, then this trail should continue to the east, connecting into Carrollton's trail system. Ultimately, this system would provide connection to DART rail stations.

An opportunity to provide connections from area neighborhoods within Coppell to the regional Veloweb exists in the Windsor Estates neighborhood (in an HOA-privately maintained park off of St. James). Another opportunity exists to connect the area neighborhoods in Lakewood Estates at the knuckle on Hollywood Drive. Both instances would require a bridge across Denton Creek.

Evaluation of Opportunities:

An opportunity exists to build a great regional trail through a very scenic area on the city's eastern edge. This is envisioned as a joint effort with the City of Carrollton and additional financial support from NCTCOG. There is also the potential to provide four equally spaced connection points to this segment of the regional Veloweb.

Evaluation of Constraints:

Benefitting both Coppell and Carrollton, as well as the region as a whole, this trail will require approval from the City of Carrollton to be built, as its location is on the east side of Denton Creek. Agreements with the property owner(s) of the undeveloped land will need to be obtained as well. Permission from the overhead power utility provider will need to be obtained for the southern segment of the trail contained within the OHP easement.

Trail Type:

Regional Veloweb

Trail Length:

Approx. 15,000 feet (2.8 miles)

Recommended Trail Width:

12 feet

Type of Surface:

Concrete

Recommended Features:

Crosswalk striping or brick banding at intersection, locator maps, mile markers, benches, litter receptacles, dog waste pickup stations

Responsibility for Implementation:

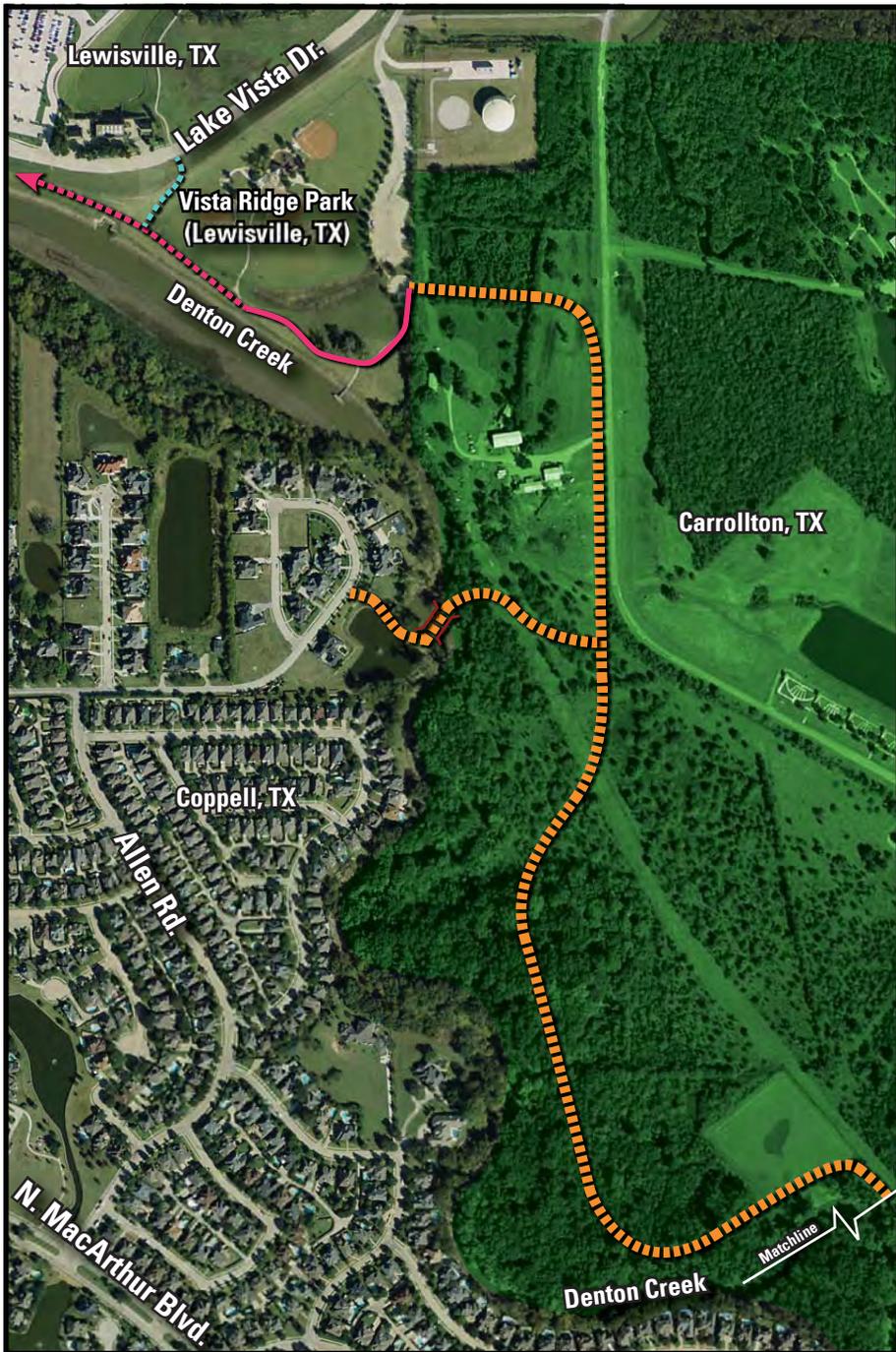
City of Coppell Parks & Recreation, Engineering, City of Carrollton, City of Lewisville, NCTCOG

Cost Estimate (see Appendix):

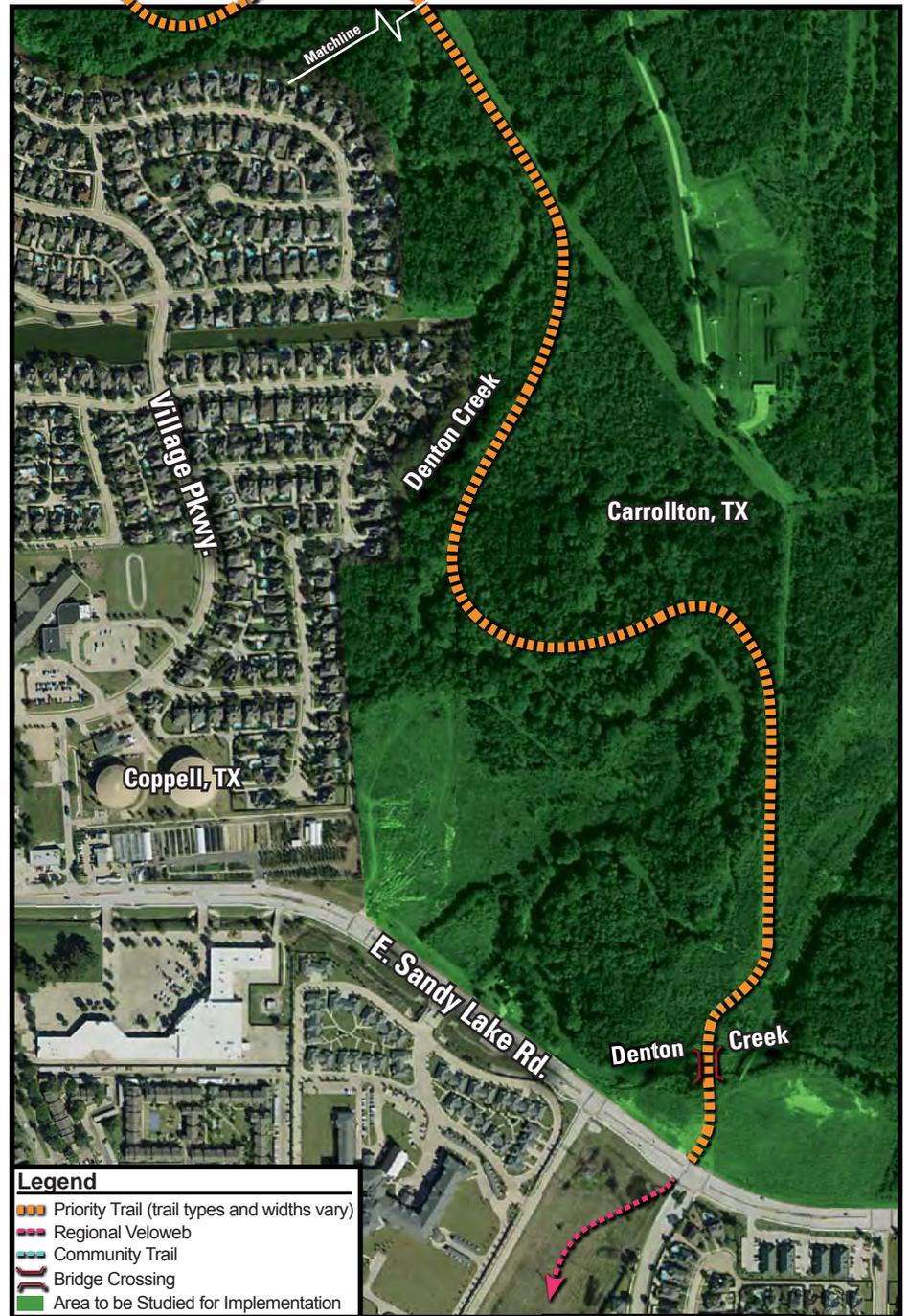
Approx. Total = \$1,640,600

Funding Sources (see Appendix)

Denton Creek East Trail (Cont.)



Northern Section



Legend

- Priority Trail (trail types and widths vary)
- Regional Veloweb
- Community Trail
- Bridge Crossing
- Area to be Studied for Implementation

Southern Section



OHP Utility Corridor Trail

Trail Description:

Located in the eastern portion of the City, this trail is a part of the interregional trail system included in the Mobility 2030 plan put in place by NCTCOG. This existing overhead power utility easement follows the alignment of the interregional trail while connecting Lewisville to the Cotton Belt Trail on the southern portion of the city and finally Irving to the north.

This corridor currently presents both aesthetic and functional challenges to the City. It contains multiple large overhead power line structures, mosquitoes breeding in standing water, and abundant overgrown grasses, weeds and brush. In addition, the corridor creates a physical barrier between neighborhood communities. This interregional trail is one of the most important trail segment opportunities in the City, with potential to be a landmark feature for the City's eastern sector, particularly, as well as Coppell as a whole. A 12-foot-wide concrete trail is recommended within the corridor to accommodate adequate user capacity of this interregional trail. This corridor is intended to primarily serve as a recreational use and is considered a high-priority trail. Additional information on this trail can be found in the Appendix.

Connectivity:

This trail is part of a larger system of trails connecting cities throughout the Metroplex, making a more complete system. It will also provide connections between local neighborhoods, open spaces, parks, schools and other City destinations. Connection to sidewalks and trails from local neighborhoods and other adjacent uses should be included.

Ultimately, this trail will make connections to five other trails, four of which are considered top-priority trails. The northern end will be at E. Sandy Lake Road, tying into the east/west-running, 6-foot-wide sidewalk system currently in place. This master plan recommends upgrading these walks to an 8-foot trail along the south side of E. Sandy Lake Road. The northern end will also connect into the interregional trail system coming from the north along Denton Creek. Along the north/east side of MacArthur Boulevard, the proposed 8-foot trail along MacArthur Park is recommended to tie into this trail. The southern end will link the Moore Road Trail and Grapevine Park to this interregional trail system, ultimately connecting into the Cotton Belt Trail.

Evaluation of Opportunities:

An opportunity exists for the City of Coppell to improve upon both aesthetic and functional challenges and create a linear park area with attractive landscaping, lighting, and other trail and park amenities. This trail section can become a key City destination for community residents.

Evaluation of Constraints:

Permission from the utility provider will be needed for any and all improvements to the easement. The corridor is in a low-lying area and contains standing water after a storm event. In order to deal with this issue, a series of small detention or retention ponds could be designed to handle the drainage and provide fill material to raise the trail and form overlooks. This, in turn, would create a park-like setting with opportunities to provide an educational component.

Trail Type:

Regional Veloweb

Trail Length:

Approx. 6,600 feet (1.3 miles)

Recommended Trail Width:

12 feet

Type of Surface:

Concrete

Recommended Features:

Provide parking, trailhead, locator maps, mile markers, shade shelters, benches, bicycle racks, litter receptacles, dog waste pickup stations, water fountains, lighting

Responsibility for Implementation:

City of Coppell Parks & Recreation, Engineering, NCTCOG

Cost Estimate (see Appendix):

Approx. Total = \$763,000

Funding Sources (see Appendix)

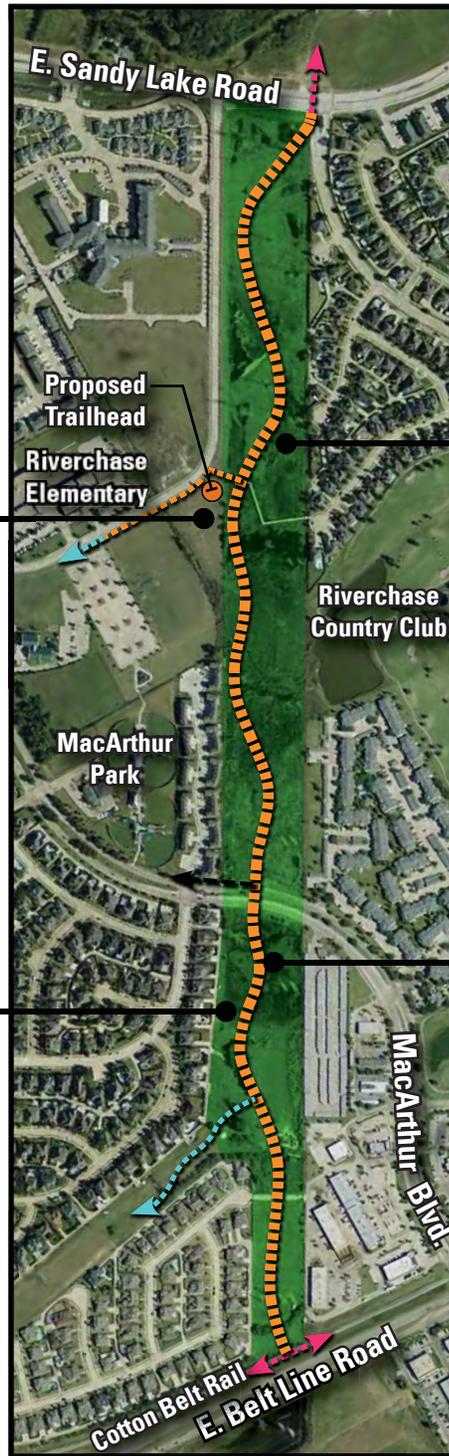
OHP Utility Corridor Trail (Cont.)



Currently a boardwalk is used to elevate a trail connecting the neighborhood residents to the school and City park.



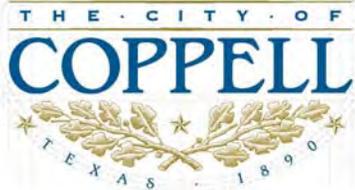
Being in a low-lying area, much of the area is in standing water after a rain, contributing to the breeding of the mosquitoes.



The corridor is dominated by overgrown grasses, weeds, and brush.



Multiple runs of large overhead power lines exist in the corridor that is approximately 250 to 300 feet wide.



Irving Connector Trail

Trail Type:

Regional Veloweb

Trail Length:

Approx. 3,500 feet

Recommended Trail Width:

12 feet

Type of Surface:

Concrete

Recommended Features:

Signalized crossing and cross-walk brick banding or striping, locator map, mile markers, benches, bicycle racks, litter receptacles, dog waste pickup stations, lighting

Responsibility for Implementation:

City of Coppell Parks & Recreation, Engineering, NCTCOG

Cost Estimate (see Appendix):

Approx. Total = \$1,235,900

Funding Sources (see Appendix)

Trail Description:

Located in the southeast portion of the city, this trail seeks to provide strong connections and improved access to community-wide facilities for both Coppell and Irving citizens. As with other segments of the regional Veloweb, this segment should include 12-foot-wide concrete trails allowing for both walking and cycling use. This trail corridor will provide a safe route to cross the major obstacles of MacArthur Boulevard and the rail tracks, East Belt Line Road and Grapevine Creek. Additional information on this trail can be found in the Appendix.

Connectivity:

A segment of the regional Veloweb, this trail will also improve access to nearby retail and civic destinations, a school and parks. It will link two adjacent cities together and all their amenities, thus providing a more complete system serving citizens of both cities. A portion of the Cotton Belt Trail will be a part of this segment and will continue the regional Veloweb from north of the OHP Utility Corridor Trail toward the south into Irving. Connection to area sidewalks and trails within neighborhoods and retail areas should be included for accessibility.

Evaluation of Opportunities:

Several options exist to continue the regional Veloweb to the south, connecting to Irving from the OHP Utility Corridor Trail. The area highlighted in green on the following map should be studied in more detail for the best opportunity. The segment currently identified heading south is in a large landscaped area between Valley Ranch Baptist Church and the adjacent storage units, but it is private land and an easement would have to be obtained. A hike and bike easement was held in some tracts farther east, but many obstructions currently exist and should be studied further. In order to provide connections to Bush Middle School and Champion Park, as well as to parks, trails and neighborhood sidewalks within Irving, coordination with the City of Irving Parks Department will be required.

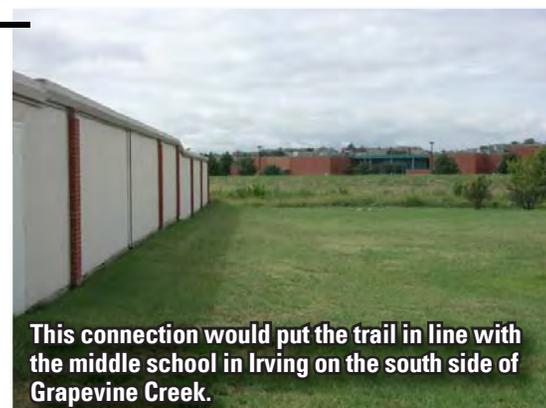
Evaluation of Constraints:

With DART's future plans for active rail along the Cotton Belt, the trail crossing from the north side of the rail corridor to the south across East Belt Line Road will have to be at a signalized street intersection. This can take place at either South MacArthur Boulevard or Fairway Drive.

Referring back to the meeting notes from DART, regarding the timeframe for planning that must be done for the Cotton Belt rail corridor, the feasibility of implementing this trail may be longer term, and would be one of the lowest of the priority trails. Of the approximate 3,500-foot trail length, about 900 feet utilize the rail corridor, and permission will have to be obtained from DART.

If crossing Grapevine Creek is done anywhere other than at South MacArthur Boulevard, a pedestrian bridge will need to be installed and a flood study may be required.

Irving Connector Trail (Cont.)





North Levee Trail

Trail Description:

An existing levee along Denton Creek creates the key link needed between Andrew Brown Park and Vista Ridge Park in Lewisville. The North Levee Trail is intended to continue the east/west regional Veloweb from Andrew Brown Park to the north/south regional Veloweb Denton Creek East Trail.

With some landscape improvements, this trail corridor could create a linear park-like setting that connects Coppell, Lewisville and Carrollton together, providing access to each city's community-wide facilities. This trail's development would be similar to one atop of the levee west of MacArthur Boulevard and, like other regional Veloweb segments, would need to be 12 feet wide to accommodate user capacity. Additional information on this trail can be found in the Appendix.

Connectivity:

The implementation of this trail would establish a much-needed link between Andrew Brown Park at one end and Vista Ridge Park in Lewisville at the other. This link would also provide connection to Vista Ridge Amphitheater and many employment opportunities in the area. Developing this trail segment will complete the missing regional Veloweb segment on the east side of the city, providing connection into the north/south regional Veloweb, Denton Creek East Trail.

Continuing the trail atop the levee to MacArthur Boulevard allows this trail to connect to the MacArthur Boulevard Trail on the east side of the road. This would provide connection to many of Coppell's neighborhoods. The ability to connect trail system users from many of Coppell's neighborhoods to Andrew Brown Park, Vista Ridge Amphitheater and Park, and the numerous area employment opportunities using MacArthur Boulevard Trail makes this trail a high priority.

Evaluation of Opportunities:

Denton Creek has been channelized in this segment with the construction of a levee. The top of the levee is flat for maintenance vehicle access, providing a great opportunity for a 12-foot-wide concrete trail.

Guardrails are currently located in the median of MacArthur Boulevard, deterring pedestrians from attempting to cross MacArthur at a non-signalized intersection. With a pedestrian underpass already in place under MacArthur Boulevard, benching the trail into the levee down to the underpass will allow for east/west pedestrian movement without vehicular conflict. Providing a street-grade trail connection at MacArthur Boulevard, similar to the trail found on the west side of MacArthur Boulevard, is important to tie into the Community Trail alongside the road.

Evaluation of Constraints:

With the North Levee Trail tying into Vista Ridge Park in Lewisville, cooperative agreements for improvements will be needed with Lewisville. In order to tie into the pedestrian underpass already in place under MacArthur Boulevard, grade challenges will require the concrete trail to be benched into the side of the levee. This will require coordination with the levee district, which will also be required for obtaining approval for trail use and improvements.

In order to provide trail connection to the Vista Ridge Amphitheater, an easement will need to be obtained between the levee and Lake Vista Drive. Providing this connection will again require the benching of the trail from the top of the levee down to natural grade.

Trail Type:

Regional Veloweb

Trail Length:

Approx. 5,200 feet

Recommended Trail Width:

12 feet

Type of Surface:

Concrete

Recommended Facilities:

Locator maps, mile markers, benches, litter receptacles, dog waste pickup stations, water fountains, lighting

Responsibility for Implementation:

City of Coppell Parks & Recreation, Engineering, City of Lewisville, NCTCOG

Cost Estimate (see Appendix):

Approx. Total = \$491,200

Funding Sources (see Appendix)

North Levee Trail (Cont.)



A pedestrian underpass is already in place under MacArthur Blvd.



The amphitheater in Lewisville is a key destination for citizens of the area.



A 12-foot regional Veloweb trail on top of the levee will accommodate bicyclists and pedestrians.



An existing neighborhood sidewalk along MacArthur Blvd. will provide connection into the regional Veloweb.



Guardrails in the median of MacArthur Blvd. will help prevent pedestrian crossing at this point.



To access the pedestrian underpass under MacArthur Blvd. will require benching the trail into the side of the levee.



MacArthur Boulevard Trail

Trail Type:

Community Trail

Trail Length:

Approx. 14,000 feet (2.7 miles)

Recommended Trail Width:

8 feet

Type of Surface:

Concrete

Recommended Facilities:

Locator maps, mile markers, benches, bicycle racks, litter receptacles, dog waste pickup stations

Responsibility for Implementation:

City of Coppell Parks & Recreation, Engineering

Cost Estimate (see Appendix):

Approx. Total = \$919,000

Funding Sources (see Appendix)**Trail Description:**

The MacArthur Boulevard Trail is seen as a north/south urban neighborhood connector serving residents of Coppell's east side. The trail will become the central walking corridor for area neighborhoods, linking the many disconnected neighborhoods with a safe walking route that links to many key City destinations along MacArthur Boulevard. Much of MacArthur Boulevard features neighborhood communities backing to the road, with walls and landscape reserves running along it. This connection provides an opportunity for a scenic trail corridor with fewer driveway and street crossings, minimizing pedestrian and vehicular conflict points.

This trail is intended to serve primarily the local neighborhoods adjacent to MacArthur Boulevard. It should be 8 feet wide to accommodate user capacity. Additional information on this trail can be found in the Appendix.

Connectivity:

The number of households in the area makes the MacArthur Boulevard Trail a logical choice for providing connections to many parts of the City. Serving as a collector of trail users from the neighborhoods, this trail will provide area access to other neighborhoods, retail and civic entities, schools, open space and park areas. It will also provide connection to the regional Veloweb located either on the north end at the North Levee Trail or the OHP Utility Corridor Trail on the south. Local neighborhood sidewalks should connect to the main trail for accessibility.

Evaluation of Opportunities:

The development of this corridor can provide significant enhancements for both individual property owners and each neighborhood as a whole. Currently there are 4- to 5-foot walks on both sides of the road. The east side of the road has a few relatively minor constraints: the landscape reserves are wider in areas with key City destinations located on the east side. Walks should be upgraded to an 8-foot-wide Community-Wide Trail.

Evaluation of Constraints:

The west side of MacArthur Boulevard has a number of different constraints including grading and existing retaining walls, utilities and residential houses fronting the road. There were few issues found on the road's east side and they are relatively minor. Easements will have to be obtained from property owners along MacArthur Boulevard in those areas where the public right-of-way is narrower than the area required to provide the Community-Wide Trail.

MacArthur Boulevard Trail (Cont.)



Northern Section



Community-Wide Trails Implementation Plan



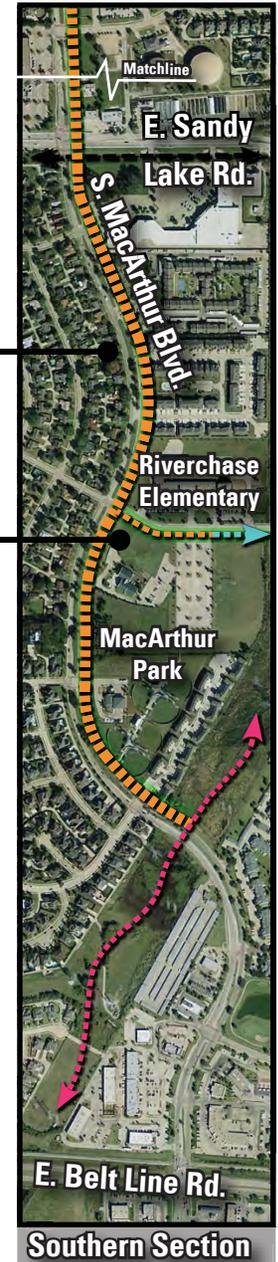
The west side of the road has many constraints such as grading issues, fronting homes, and utilities.



The east side of the road has many of the key city destinations along this trail corridor with few constraints.



Large reserves and mature landscaping on the east side create a great opportunity for a trail to link the many disconnected neighborhoods and city destinations.



Southern Section



Grapevine Creek Park Trail

Trail Description:

Grapevine Creek Park currently is an undeveloped park in a natural setting at the crossroads of two major trails, the Cotton Belt Trail and the Moore Road Trail. East of Mockingbird Lane, a large overhead power line (OHP) easement cuts between two neighborhoods toward the larger north/south OHP easement where a segment of the regional Veloweb is planned. Each half of this trail has its own unique character, opportunities and constraints. The development of Grapevine Creek Park Trail serves two main purposes. The first is to provide east/west movement for the local community as a complement to the regional draw of the Cotton Belt Trail. With the timeframe of the Cotton Belt rail line undetermined and more likely long-term, this connection would facilitate east/west movement and could be implemented more quickly. Secondly, this trail provides a great opportunity for citizens to enjoy the scenic characteristics of Grapevine Creek Park, while also visually enhancing the OHP easement. To connect the two halves together, it will be necessary to utilize a 400- to 500-foot length of the Cotton Belt easement. This segment should be 12 feet in width and concrete, as it is a segment of the future Cotton Belt Trail. Additional information on this trail can be found in the Appendix.

Connectivity:

This trail will collect trail users from neighborhood communities, providing access to other neighborhoods and linking to the larger trail system being created. This east/west trail will link the MacArthur Boulevard Trail and OHP Utility Corridor Trail to the Moore Road Trail, and eventually to the North Lake Trail. With this trail funneling pedestrians from area neighborhoods into regional Veloweb trails, a community-spine trail and future connections into North Lake, this trail is a high priority and one of the more important trail segments within the City. Connection to neighborhood sidewalks and trails should be included at as many points as possible. Great opportunity currently exists for this at the open-ended cul-de-sacs within the Hollows at Northlake Woodlands community.

Evaluation of Opportunities:

A great opportunity exists to provide access to Grapevine Creek Park, one of the most scenic areas in Coppell. The Grapevine Creek Park Trail provides access to an undeveloped city park and also utilizes the open space of an overhead power line easement. With three trails coming together in Grapevine Creek Park near Belt Line Road and Moore Road, a trailhead with minimal parking should be included to facilitate trail access to any one of the three trails. Ample room exists in the park for the trail and spur, yet efforts should be made to avoid developing them too close to residents whenever possible. Trails within Grapevine Creek Park should be composed of decomposed granite or other less harsh material that complements the beauty and natural character of the park.

Evaluation of Constraints:

Grapevine Creek snakes its way through the park with a tributary finger extending south from the Northlake Woodlands community. In order to provide sufficient access to the park area and its scenic qualities, approximately four bridges will be needed, but will be dependent on the exact trail layout. A topographic survey will be needed to understand any topographic constraints of the area and creek-crossing locations. Because the western half of this trail is in a natural setting, some brush and trees will need to be cleared, but shall be kept to a minimum in order to preserve the corridor's natural character. A tree survey should be completed prior to detailed design, to avoid and protect any significant trees.

The eastern half of this trail will require an agreement with the utility company to allow public access and necessary landscape improvements. Crossing a drainage corridor on the eastern end will require a small bridge in order to make the connection to the OHP Utility Corridor Trail.

Trail Type:

Community Trail

Trail Length:

Approx. 7,000 feet (1.3 miles)

Recommended Trail Width:

8-10 feet, with 12-foot segment

Type of Surface:

Decomposed Granite (DG)

Recommended Features:

Crossing at Mockingbird Ln. striping or brick banding, parking, trailhead, locator maps, mile markers, shade shelters, benches, bicycle racks, litter receptacles, dog waste pickup stations, lighting

Responsibility for Implementation:

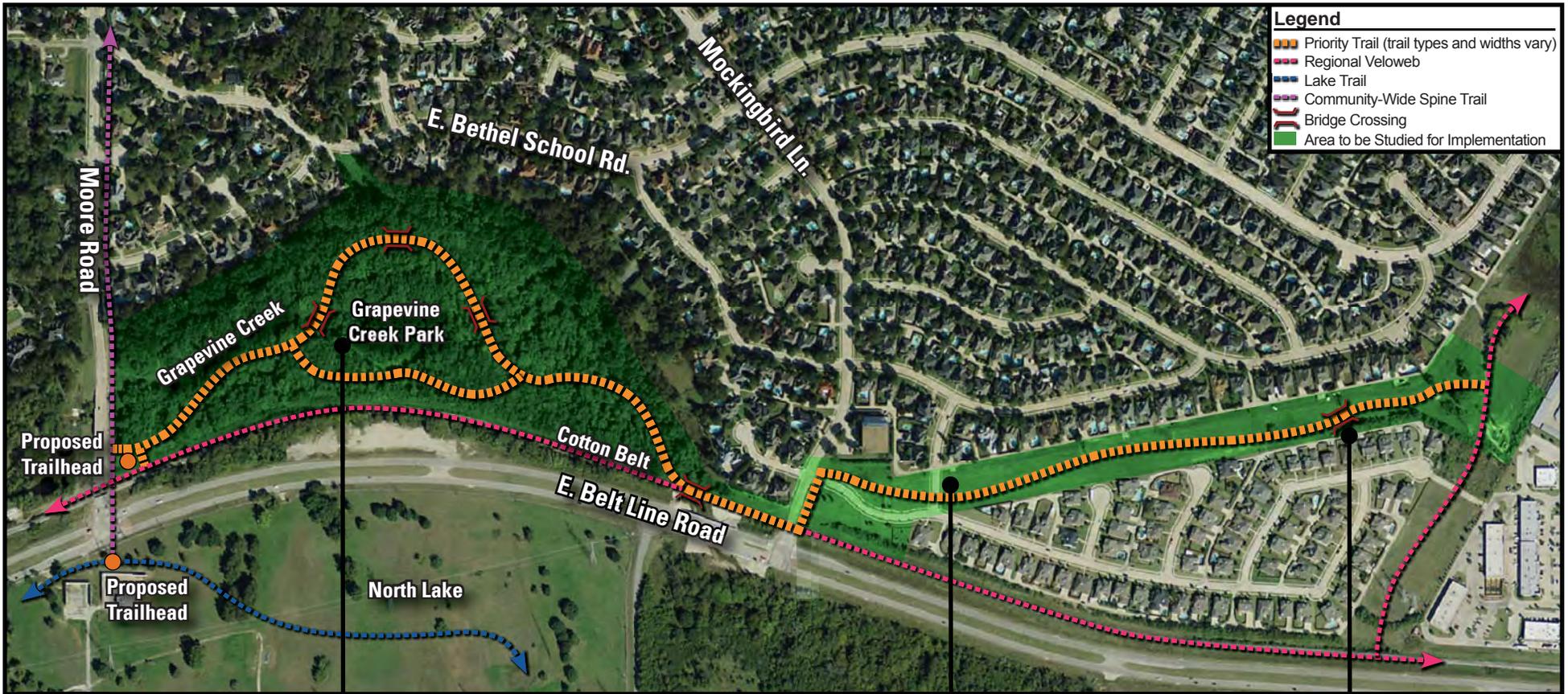
City of Coppell Parks & Recreation, Engineering

Cost Estimate (see Appendix):

Approx. Total = \$884,400

Funding Sources (see Appendix)

Grapevine Creek Park Trail (Cont.)



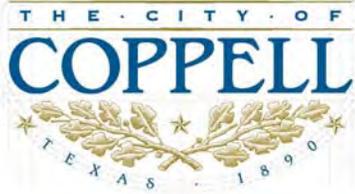
Trails within Grapevine Creek Park will provide the community a great opportunity to enjoy and appreciate one of Coppell's few natural areas.



The trail corridor takes advantage of a large utility easement that has community access from adjacent streets and open-ended cul-de-sac's.



A drainage easement with overgrown brush that will require a small bridge crossing and brush clearing.



Levee Bridge Connector Trail

Trail Type:

Community-Wide Spine Trail

Trail Length:

Approx. 300 feet

Recommended Trail Width:

12 feet

Type of Surface:

Concrete

Recommended Features:

Locator map, mile marker, litter receptacles, dog waste pickup station, lighting

Responsibility for Implementation:

City of Coppel Parks & Recreation, Engineering, NCTCOG

Cost Estimate (see Appendix):

Approx. Total = \$715,700

Funding Sources (see Appendix)**Trail Description:**

Andrew Brown Park and Moore Road Park contain a network of trails and amenities that serve the citizens of Coppel. Currently this network of trails, found south of Denton Creek, does not connect to the regional Veloweb hike and bike trail north of Denton Creek, except at Denton Tap Road. The trail's purpose is to provide passage across Denton Creek and link these two trail systems together on the park's east side. Additional information on this trail can be found in the Appendix.

Connectivity:

Bridging across Denton Creek will link neighborhood communities together that are currently disconnected. The connection will provide access to Moore Road Park and Andrew Brown Park as well as other City facilities for those communities to the north. It will also provide access to the regional Veloweb and employment opportunities for those communities to the south.

Evaluation of Opportunities:

When trail segments are built that do not connect to a destination or to one another, the trail's user potential is not achieved until the missing links are put in place. The implementation of this bridge crossing at Denton Creek is one of the most important trail segments in the City, as it completes the missing link between two trails and is one of the segments making up the Community-Wide Spine Trail system. The connection's creation of an additional loop for recreational users would be another benefit.

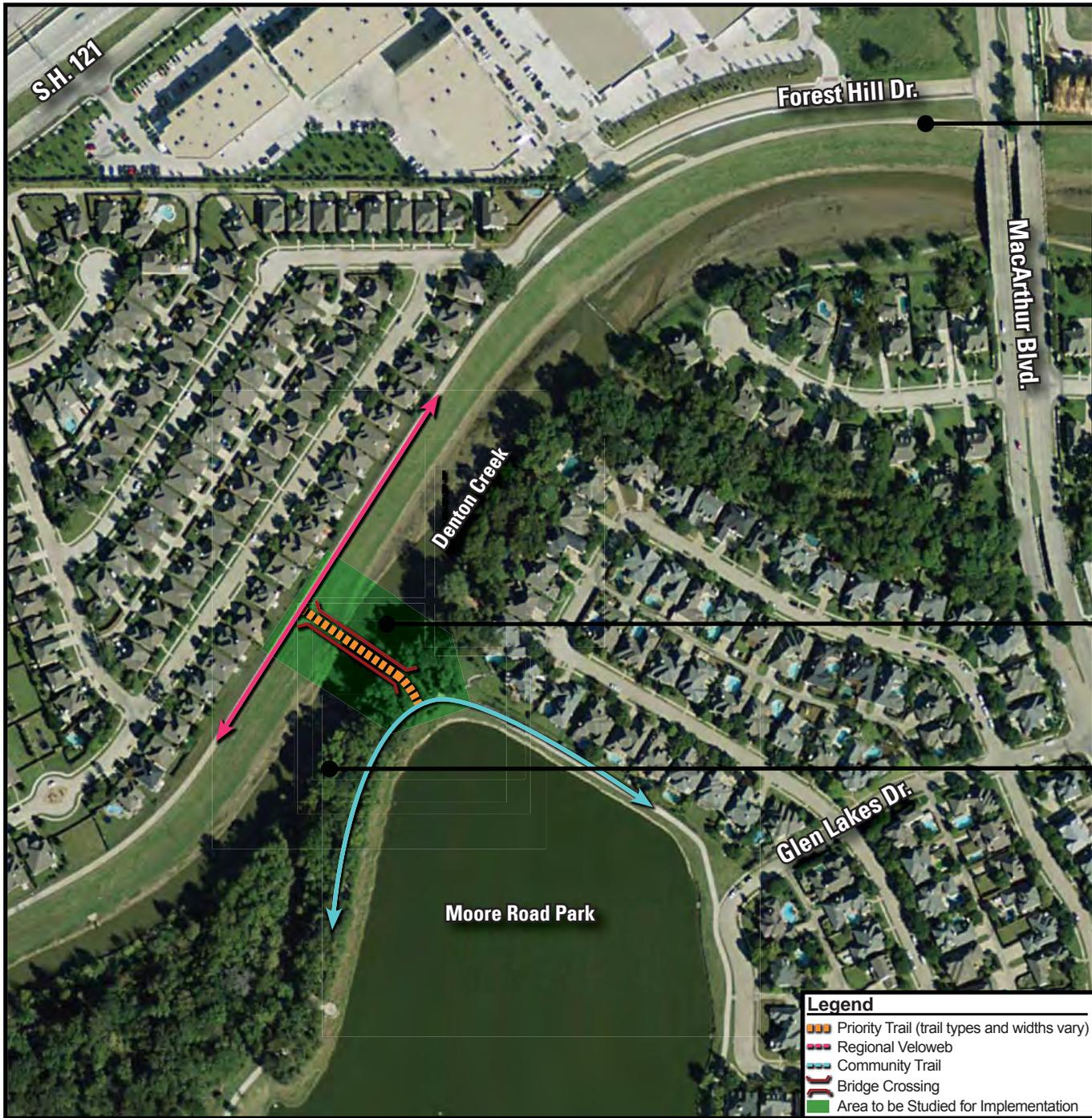
Consideration of current and future maintenance needs and requirements of the creek, parks and levees should be considered when designing the bridge crossing if maintenance vehicle access will be needed. It is recommended that the bridge width be no less than 12 feet to accommodate both walking and cycling use. The bridge may also need to accommodate vehicular weight and traffic.

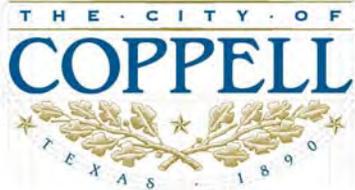
This trail, being a connector to the regional Veloweb system, makes it eligible for matching funding from NCTCOG.

Evaluation of Constraints:

Some minimal brush clearing will be needed between the existing trail in Moore Road Park and Denton Creek. Removing trees in the area should be avoided. The length of the bridge crossing will not allow for a free-span bridge and will require it to have piers. A flood study evaluation and permit may be required prior to design and implementation. Improvements should be coordinated with the levee district.

Levee Bridge Connector Trail (Cont.)





Moore Road Trail

Trail Description:

The Moore Road Trail is seen as one of the strongest links between the greatest number of neighborhoods and two key city destinations anchoring each end of the trail. Moore Road currently has a large expanse of pavement approximately 42 feet to 44 feet in width. This provides a great opportunity to create on-street bicycle lanes in both directions, with a separate walk for pedestrians and joggers. Sidewalk widening and the striping/signing of the bicycle lane can take place separately, if need be, in order to separate bicyclists from pedestrians. Additional information on this trail can be found in the Appendix.

Connectivity:

Implementing this trail is seen as highly advantageous for the City. It will directly link many neighborhood communities together and will connect to Andrew Brown Park to the north, as well as a future mix of uses and recreational opportunities to the south around North Lake. The Moore Road Trail will serve as the north/south link between the east/west regional Veloweb trails located on the City's north and south ends, linking several parks, schools and retail destinations together. This trail will also provide access to the community trails along Sandy Lake Road in the middle of the City, and Grapevine Creek Park Trail on the City's south end. It is recommended that trailheads be provided on both the north and south ends of this trail.

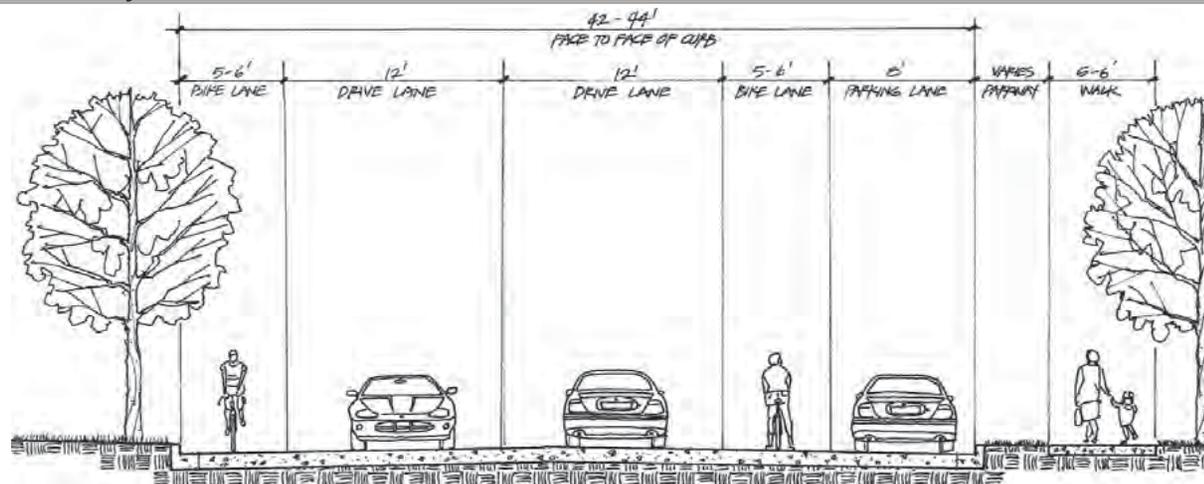
Evaluation of Opportunities:

There is a possibility to create 5- to 6-foot-wide striped bike lanes on both sides of the road, but these bike lanes should not be any less than 4 feet in width and should follow AASHTO design standards. South of Sandy Lake Road, the roadway width narrows down to a point where no parking should be allowed on either side of the roadway. With Moore Road Trail providing a direct connection from the City's north and south sides and connecting to major east/west regional Veloweb routes, matching funding from NCTCOG may be available.

Evaluation of Constraints:

Moore Road currently has one traffic lane, in both directions, with areas of on-street parking. The roadway width appears able to accommodate on-street bike lanes, but a study may need to be completed by the engineering department. Four-foot sidewalks exist on both sides of the road in most areas. The east side should be replaced with a concrete walk, preferably 6 feet in width, because it has far-fewer constraints and limitations with grading, utilities, fronting homes and number of property owners. Easements will have to be obtained from property owners if the walk cannot fit within the current public right-of-way. There should be few constraints with grading or utilities.

Shared Roadway Section:



Trail Type:

Community-Wide Spine Trail

Trail Length:

Approx. 9,700 feet (1.8 miles)

Recommended Trail Width:

4-6 foot bike lane

5-6 foot walk

Type of Surface:

Concrete

Recommended Features:

Crosswalk striping or brick banding at intersections, locator maps, mile markers, bicycle racks, litter receptacles, dog waste pickup stations

Responsibility for Implementation:

City of Coppell Parks & Recreation, Engineering, NCTCOG

Cost Estimate (see Appendix):

Approx. Total = \$581,300

Funding Sources (see Appendix)

Moore Road Trail (Cont.)



Northern Section



The width of Moore Rd. could accommodate bike lanes on both sides of the road plus parking north of Sandy Lake Rd.



A concrete walk is not continuous on the east side, but has wider corridors available for the implementation of a pedestrian walk.

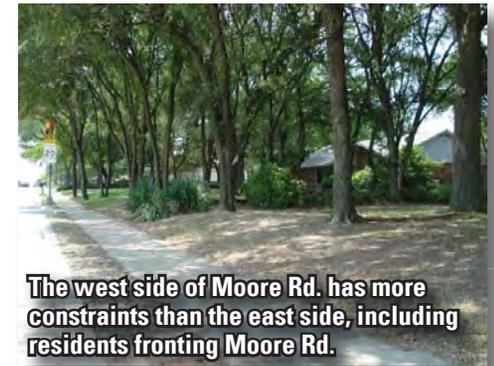


Upgrading the current 4-foot walk to a 6-foot pedestrian walk should avoid mature trees.

Legend	
	Priority Trail (trail types and widths vary)
	Regional Veloweb
	Lake Trail
	Community-Wide Spine Trail
	Community Trail
	Area to be Studied for Implementation



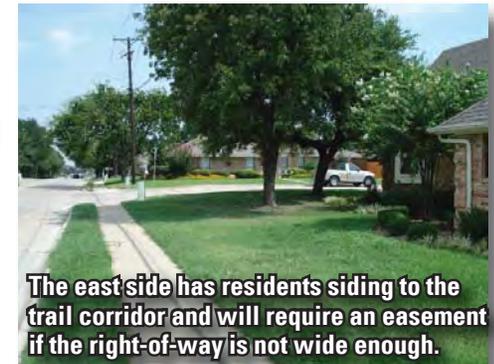
Southern Section



The west side of Moore Rd. has more constraints than the east side, including residents fronting Moore Rd.



Minor crossing of drainage corridors like this one will require the walk to go from back of curb to bridge wall.



The east side has residents siding to the trail corridor and will require an easement if the right-of-way is not wide enough.



Denton Creek Park Trail

Trail Description:

The ability to link to other trail systems either already in place or being planned by surrounding cities makes for a more complete regional trail system that benefits residents of all cities and contributes to higher trail system use. The multiple trails making up Denton Creek Park Trail connect to several area trails while also continuing the regional Veloweb west to Lewisville and Grapevine. Additional information on this trail can be found in the Appendix.

Connectivity:

The current western extent of this trail is intended to meet up with a trail planned by the City of Lewisville. Continuing this regional Veloweb trail to the west will link to Grapevine's existing Grapevine Mills Run Trail. At the southern end of Denton Creek Park, an existing segment of the Community-Wide Spine Trail will connect to the regional Veloweb.

Another connection that will be provided includes approximately 200 feet of Community-Wide Spine Trail needed along Westminster Way to North Coppell Road, which is currently a missing link. Extending the Community Trail north along North Coppell Road will provide a more direct route to the regional Veloweb for those north/south-traveling trail users. Lastly, the eastern segment of this trail on the north side of Denton Creek will link to an existing trail in Magnolia Park that extends east into Andrew Brown Park under Denton Tap Road. Neighborhood sidewalk connections should be included and connect into this system of trails at as many points as possible.

Evaluation of Opportunities:

Much of Denton Creek in this area is very beautiful and still in its natural state, allowing for an exceptionally scenic segment of the regional Veloweb. Land on Denton Creek's north side is currently undeveloped and should be planned for developing trails along the northern bank, leaving a tree buffer to preserve the rich character and protect the bank from erosion when this area begins to develop. This trail will collect trail users from those communities north of Denton Creek and should be 8 feet wide. This segment will link users to the 12-foot-wide, east/west regional Veloweb extending to Lewisville and Grapevine.

A joint effort between Coppell, Lewisville and Grapevine should be considered to continue this trail connection from its current end point, south of Denton Creek Park in Coppell, to the Grapevine Mills Run Trail west of State Highway 121 in Grapevine. The opportunity to bring trails together from all three cities would open up a much more-extensive and far-reaching network of trails available to these communities.

Providing trail access to the undeveloped Denton Creek Park will help support future park activities and uses and will also link this park to Andrew Brown Park. The trail segment on the north side of Denton Creek could be a developer-implemented endeavor separate from the rest of the Denton Creek Park Trails.

Evaluation of Constraints:

This trail segment's western end is intended to meet up with a planned City of Lewisville trail coming from the north. The bridging of Denton Creek and the exact location where this will happen should be a joint effort and coordinated by Coppell and Lewisville. The bridge may be eligible for matching funding by NCTCOG for its connection into this regional Veloweb trail.

The trail segment north of Denton Creek will require easements from the property owners and should be implemented when any development takes place on these tracts. This trail segment could be completed by the developer and could be completed separately from the regional Veloweb and N. Coppell Road trail connection. Easements from property owners will be needed for all trail segments except the portion running through Denton Creek Park. Coordination with TxDOT will be needed to cross under N. State Highway 121 on the south side of Denton Creek. Some topographic constraints exist just east of N. State Highway 121 and may require retaining walls or re-grading some areas.

Trail Type:

Regional Veloweb, Community Trail, & Community-Wide Spine

Trail Length:

Regional Veloweb:
Approx. 3,500 feet
Community-Wide Spine Trail:
Approx. 200 feet
Community Trail:
Approx. 7,800 feet

Total: Approx. 11,500 feet (2.2 mi.)

Recommended Trail Width:

Regional Veloweb: 12 feet
Community Trail: 8 feet
Community-Wide Spine: 10 feet

Type of Surface:

Concrete (optional decomposed granite)

Recommended Features:

Locator maps, mile markers, shade shelters, benches, bicycle rack, litter receptacles, dog waste pickup stations, water fountains, lighting

Responsibility for Implementation:

City of Coppell Parks & Rec., Engineering, NCTCOG, City's of Lewisville & Grapevine, future developer

Cost Estimate (see Appendix):

Approx. Total = \$1,284,800

Funding Sources (see Appendix)

Denton Creek Park Trail (Cont.)



Screening the junk yard will help trail users feel safer.



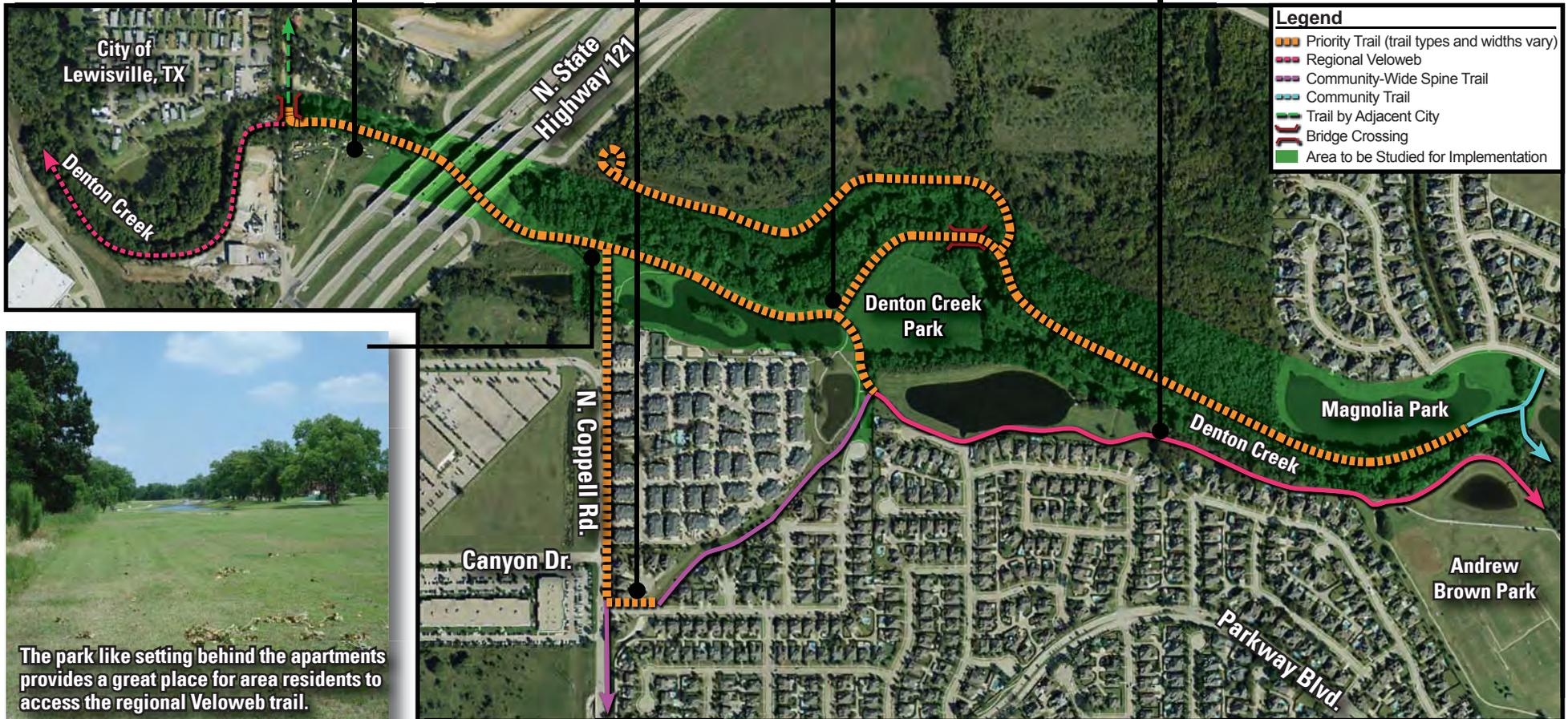
Currently the trail reduces from 8-ft. to 4-ft. along Westminster Way, to 12- ft. down the drainage corridor.



Trail connections to the future Denton Creek Park will connect area residents.



The trail along the scenic Denton Creek should avoid and protect mature trees.



The park like setting behind the apartments provides a great place for area residents to access the regional Veloweb trail.



Cottonwood Creek Trail

Trail Description:

The Cottonwood Creek Trail will allow improved access to Coppell High School and Andrew Brown Park, as well as providing links between neighborhoods, schools and the City park system. The trail will provide much-needed area connectivity while avoiding pedestrian and vehicular conflicts.

Neighborhood sidewalks located on both sides of Parkway Boulevard currently do not connect to the trail system in Andrew Brown Park or Coppell High School. The neighborhood sidewalk located on the south side of Parkway Boulevard splits west of the bridge crossing at Cottonwood Creek, providing access to the pedestrian underpass under the road, which currently doesn't tie into any other trails or sidewalks. Since the pedestrian underpass is already in place, the neighborhood sidewalks on Parkway Boulevard's north side can be connected to the south by benching a trail in the hillside just like one found on the south side of the road. Providing a trail connection to the high school will require a bridge across Cottonwood Creek. As with other future segments of this trail connection, an 8-foot wide trail is recommended. Additional information on this trail can be found in the Appendix.

Connectivity:

The Cottonwood Creek Trail provides one of the best opportunities for movement from one key city destination to another in a conflict-free pedestrian/vehicular environment. The trail would allow a safer route for children and adults from area neighborhoods and community parks to move between schools and the sporting events held at the high school. Local neighborhood walks should connect to the main trail for accessibility.

First and foremost, this trail segment will link together Andrew Brown Park, two schools and multiple area neighborhoods. Longer term, this trail will provide additional connection to the east, down Parkway Boulevard and to the west, down Cottonwood Creek to Wagon Wheel Park. The full length of the trail has the potential to link more key city destinations together than any other trail planned. The trail will link Wagon Wheel Park, Andrew Brown Park, the Town Center, community gardens, offices, retail, three schools and numerous disconnected neighborhoods.

Evaluation of Opportunities:

The key link needed to mitigate pedestrian and vehicular conflict between the high school and Andrew Brown Park is the pedestrian underpass already in place under Parkway Boulevard along Cottonwood Creek. Along the north side of the high school, a wide cleared area along Cottonwood Creek provides a great opportunity for the community trail. The cul-de-sac located at the end of Winding Hollow Lane opens to the creek, where a bridge would be needed to connect the trail from the east side of the creek to the west.

Evaluation of Constraints:

Easements will need to be obtained from the Copperstone HOA for connections south of the creek, as well as from two landowners in Cottonwood Estates. The open space located in the open-ended cul-de-sac on Winding Hollow Lane has a shared property boundary with the two adjacent land owners. A floodway and a drainage easement exist over the open space as well as a 15-foot utility easement connection to the street right-of-way. The trail spur to the front of the high school will require an easement from the Coppell Independent School District (CISD).

At the high school's northwest corner, the fence line comes very close to the high bank of a bend in Cottonwood Creek. A cantilevered boardwalk could be used to make the short connection needed.

Trail Type:

Community Trail

Trail Length:

Main Trail: Approx. 3,100 feet

Spur: Approx. 700 feet

Total = Approx. 3,800 feet

Recommended Trail Width:

8-10 feet

Type of Surface:

Concrete

Recommended Features:

Locator maps, mile markers, benches, bicycle racks, litter receptacles, dog waste pickup stations, lighting

Responsibility for Implementation:

City of Coppell Parks & Recreation, Engineering

Cost Estimate (see Appendix):

Approx. Total = \$387,300

Funding Sources (see Appendix)

Cottonwood Creek Trail (Cont.)



The northwest corner of the high school property comes close to the high bank of the creek.



South side of Parkway Blvd. already has connection to the pedestrian underpass.



Pedestrian underpass under Parkway Blvd.



Open-ended cul-de-sac on Winding Hollow Ln. will connect neighborhood walks to the trail.



Cottonwood Estate residents own to the centerline of the creek, and some have horses fenced in .



Wide unobstructed open space between the high school and Cottonwood Creek.



Grapevine Springs Park Trail

Trail Type:

Community Trail &
Community-Wide Spine Trail

Trail Length:

Community Trail:
Approx. 9,900 feet
Community-Wide Spine Trail:
Approx. 3,100 feet
Total: Approx. 13,000 ft. (2.5 mi.)

Recommended Trail Width:

8 feet and 10 feet

Type of Surface:

Decomposed Granite (DG)
within historic Grapevine Springs
Park, Concrete elsewhere

Recommended Features:

Locator maps, mile mark-
ers, shade shelters, benches, bicycle
racks, litter receptacles, dog waste
pickup stations

Responsibility for Implementation:

City of Coppell Parks & Recre-
ation, Engineering

Cost Estimate (see Appendix):

Approx. Total = \$1,046,000

Funding Sources (see Appendix)

Trail Description:

The scenic Grapevine Creek snakes its way through most of this trail corridor. With dense vegetation and large mature trees, this very scenic trail corridor provides a great opportunity to develop a trail system benefiting the whole community. The redevelopment of Old Town Coppell, the Coppell Farmers Market and the recently completed senior center adjacent to the park will all benefit from connections being made to W. Bethel Road. The segment of Grapevine Spring Park Trail that is located along Freeport Parkway and Wrangler Drive is part of the Community-Wide Spine Trail system and should be 10 feet in width. The other trail segments along Grapevine Creek are Community Trails and only need to be 8 feet wide. Additional information on this trail can be found in the Appendix.

Connectivity:

The priority of this trail is to provide linkage along West Bethel Road, which is under design/construction. The trail will also connect to the key City destinations and neighborhoods along Grapevine Springs Park, Pinkerton Elementary and Coppell Middle School West, as well as to the many employment centers in the area. The Grapevine Springs Park Trail connects to many pertinent City destinations, and at the same time provides connections to many destinations from other Community Trails, Community-Wide Spine Trail and regional Veloweb trails. All neighborhood sidewalks should connect into this trail at as many points as possible.

Evaluation of Opportunities:

A network of decomposed granite (DG) walking paths currently makes its way around the historic Grapevine Springs Park for the western fork of this trail system. Great measures should be taken to protect the character, history and feel of this park. For this reason, the eastern fork of this trail system is intended to be the main connection between W. Bethel Road and the Cotton Belt Line. This segment can be concrete or DG and should be 8 feet in width. Connections made from the existing DG trails within the park to the eastern fork should respect the park character and continue in DG material.

Evaluation of Constraints:

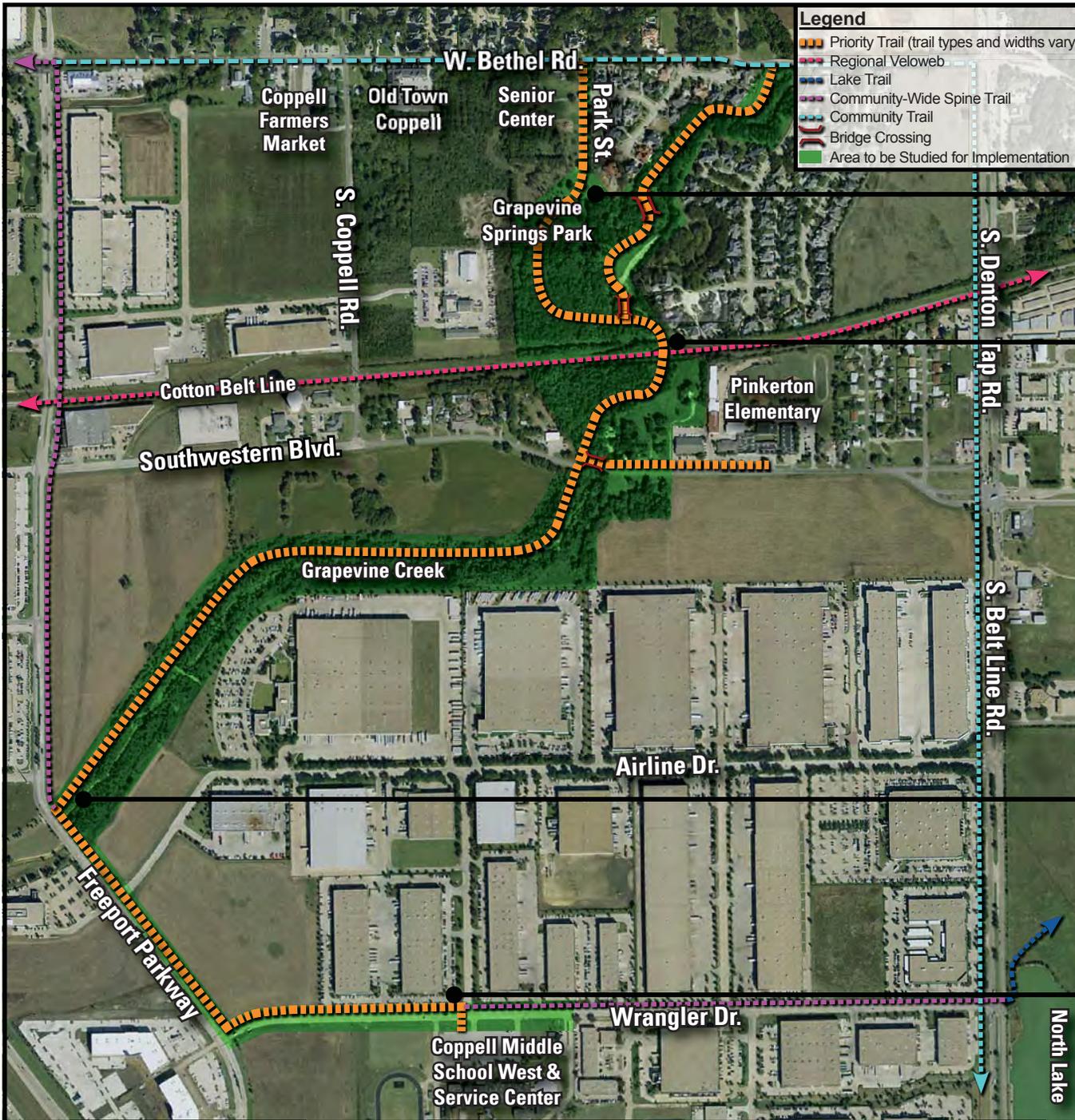
The boundaries for Grapevine Springs Park do not extend to W. Bethel Road for the western fork, but begin at the cul-de-sac head of Park Street. A couple of pedestrian bridges will be needed to cross Grapevine Creek as it snakes its way through the park, as well as at Southwestern Boulevard to provide access to Pinkerton Elementary.

Even though planning for the future DART line along the Cotton Belt has not taken place, coordination with DART will be needed for the pedestrian underpass along Grapevine Creek. This connection is needed to continue this trail south under the Cotton Belt rail line. Access from the future Cotton Belt Trail to the Grapevine Springs Park Trail should be considered and planned for concurrently.

A topographic survey of the trail corridor will be needed to understand and address any topographic constraints along the creek bank's edge. The creek's north side appears to provide the best opportunity due to its gentler slopes and minimal need for bridge crossings. Larger trees should be avoided and clearing should be kept to a minimum in order to preserve the corridor's natural character.

Although a scenic creek corridor, this trail has some areas retained by individual property owners, and easements will have to be obtained from those property owners between the Cotton Belt and Southwestern Blvd., and along Freeport Parkway and Wrangler Drive. When obtaining easements along these two roads, it is recommended to obtain enough to allow for trees to be planted on both sides of the trail.

Grapevine Springs Park Trail (Cont.)



Special care and attention should be taken to preserve the unique character of the park.



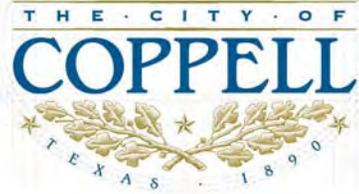
The crossing of and future trail connection to the Cotton Belt should be coordinated with DART.



The Grapevine Creek trail corridor will need some brush clearing, but should avoid mature trees as much as possible.



Wrangler Dr. and Freeport Ave. have large landscape reserves ideal for a trail system.



North Lake College Connector Trail

Trail Description:

An addition to the newly built North Lake College in the western part of the City, this trail provides a logical means for connections from many parts of the City. No walks from the east currently connect to the college, so providing a trail connection to the college would also unite several major employment destinations, all benefitting from trails. Additional information on this trail can be found in the Appendix.

Connectivity:

A Community Trail located on the south side of West Sandy Lake Road creates an opportunity to provide a direct connection between the college and the Community-Wide Spine Trail system at West Sandy Lake Road and Freeport Parkway. This trail will provide a more complete system, linking it to many key City destinations. Serving as an east/west connection between Royal Lane and Freeport Parkway, two important north/south trails, this trail provides the opportunity for a future connection to Grapevine, however no trail connection is currently planned for by Grapevine at this time.

Evaluation of Opportunities:

An existing 8-foot-wide trail coming from the east is located on the south side of the road, however it currently ends at the intersection of West Sandy Lake Road and Freeport Parkway. Since there are large landscaped reserves along the road, an 8-foot concrete trail should extend and continue along the road's south side. This will serve to improve access to the college for both walking and cycling use.

Evaluation of Constraints:

The landscaped reserve area along West Sandy Lake Road currently contains obstacles such as power poles, fire hydrants, street signs and, occasionally, minor grading issues. Many trees have been planted in these reserves. Because this corridor includes predominantly industrial-use buildings that are in good shape but lacking architectural character, the preservation of trees planted in the reserve should be a priority. Such landscape amenities will visually screen portions of the buildings and help soften the scale of the long facades. When trail alignment presents unavoidable conflicts with existing trees, care should be taken to relocate them to other locations within the corridor.

In order to avoid obstacles and make for the best use and location of the trail in the landscaped reserve, an easement will need to be obtained from the businesses and the college.

Trail Type:

Community Trail

Trail Length:

Approx. 3,700 feet

Recommended Trail Width:

8 feet

Type of Surface:

Concrete

Recommended Features:

Signalized crossing at Freeport Parkway and S. Royal Lane. Cross-walk striping or brick banding at all other intersections

Responsibility for Implementation:

City of Coppell Parks & Recreation, Engineering

Cost Estimate (see Appendix):

Approx. Total = \$254,200

Funding Sources (see Appendix)

North Lake College Connector Trail (Cont.)



Currently, no walk exists along W. Sandy Lake Road connecting the rest of the city to the North Lake College. This location presents a potential connection point for Grapevine in the future.



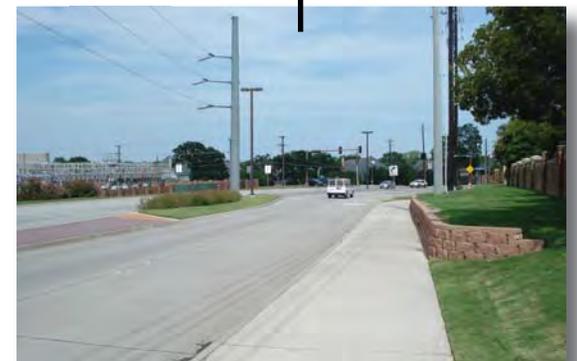
Some of the landscaped reserves have been graded to convey water, and will have to be addressed when constructing the trail.



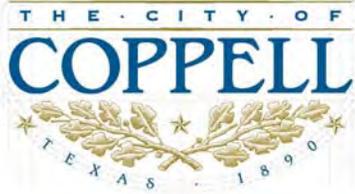
The recently completed North Lake College is one of the key city destinations.



Typical obstacles found in the landscaped reserves include power poles, fire hydrants, trees, and road signs.



The existing 8-ft. trail coming from the east ending at Freeport Parkway.



Wagon Wheel - Jr. College Connector Trail

Trail Description:

Wagon Wheel Park currently has a 12-foot-hike and bike trail that connects the park's eastern and western portions. Recreational opportunities exist on both sides of the park, with the existing hike and bike trail traveling through a scenic and natural area where Cottonwood Creek meanders. Wagon Wheel Park is one of the key destinations for Coppell residents. This is a logical choice for the Community-Wide Trails to tie into the existing trail, providing a more complete and contiguous trail system. These trails are intended to serve a primarily recreational use, but will also serve as a connector to the junior college. The eastern trail segment should be 10 feet to 12 feet in width to accommodate both walking and cycling use. This width will also allow for expected capacity needed for its connection into the Community-Wide Spine Trail system. The western trail segment will only require 8 feet width to accommodate user capacity to the junior college while still allowing walking and cycling use. Additional information on this trail can be found in the Appendix.

Connectivity:

Of the two trail segments, the eastern segment is intended to continue the existing 12-foot trail out to Freeport Parkway. At this point, the trail will tie into the 10-foot-wide Community-Wide Spine Trail along Freeport Parkway that is currently under design as of Fall 2009. This portion of the trail will complete a critical link of the Community-Wide Spine Trail system and provide the missing link to a proposed trailhead located on the park's western side.

The western segment of trail will provide connectivity to North Lake College and the North Lake College Connector Trail at West Sandy Lake Road. The western trail segment will also provide connections into the trail continuation along Royal Lane, ultimately tying into the Cotton Belt Trail to the south.

Evaluation of Opportunities:

Wagon Wheel Park is the second-largest park in the City and a key City destination for a multitude of different recreational activities and events. This trail segment presents a grand opportunity to connect the community to the park through the Community-Wide Trails. The completion of these two trail segments will serve both to improve park access and provide a link between area neighborhoods, employment centers and educational opportunities located on the western edge of the city.

Lighting for the trail should complement the character found on the existing trail. A trailhead is recommended to be placed within Wagon Wheel Park. Parking is available on both the eastern and western portions of the park, but with closer proximity to employment and greater trail direction opportunities, the western part of the park is recommended.

Evaluation of Constraints:

The western trail segment will require working with the junior college to expand the existing 4-foot walk along South Royal Lane. An easement will also be required from the businesses along the rest of this trail. At the entry to the park, there is an opportunity to take the trail in through the trees, but large trees should be avoided.

Trail Type:

East: Community-Wide Spine
West: Community Trail

Trail Length:

East: Approx. 2,000 feet
West: Approx. 3,500 feet
Total: Approx. 5,500 feet

Recommended Trail Width:

East: 10-12 feet
West: 8 feet

Type of Surface:

Concrete

Recommended Features:

Crosswalk striping or brick banding at intersections, trailhead, locator maps, mile markers, benches, bicycle racks, litter receptacles, dog waste pickup stations, water fountains, lighting

Responsibility for Implementation:

City of Coppell Parks & Recreation, Engineering

Cost Estimate (see Appendix):

Approx. Total = \$437,000

Funding Sources (see Appendix)

Wagon Wheel - Jr. College Connector Trail - East (Cont.)

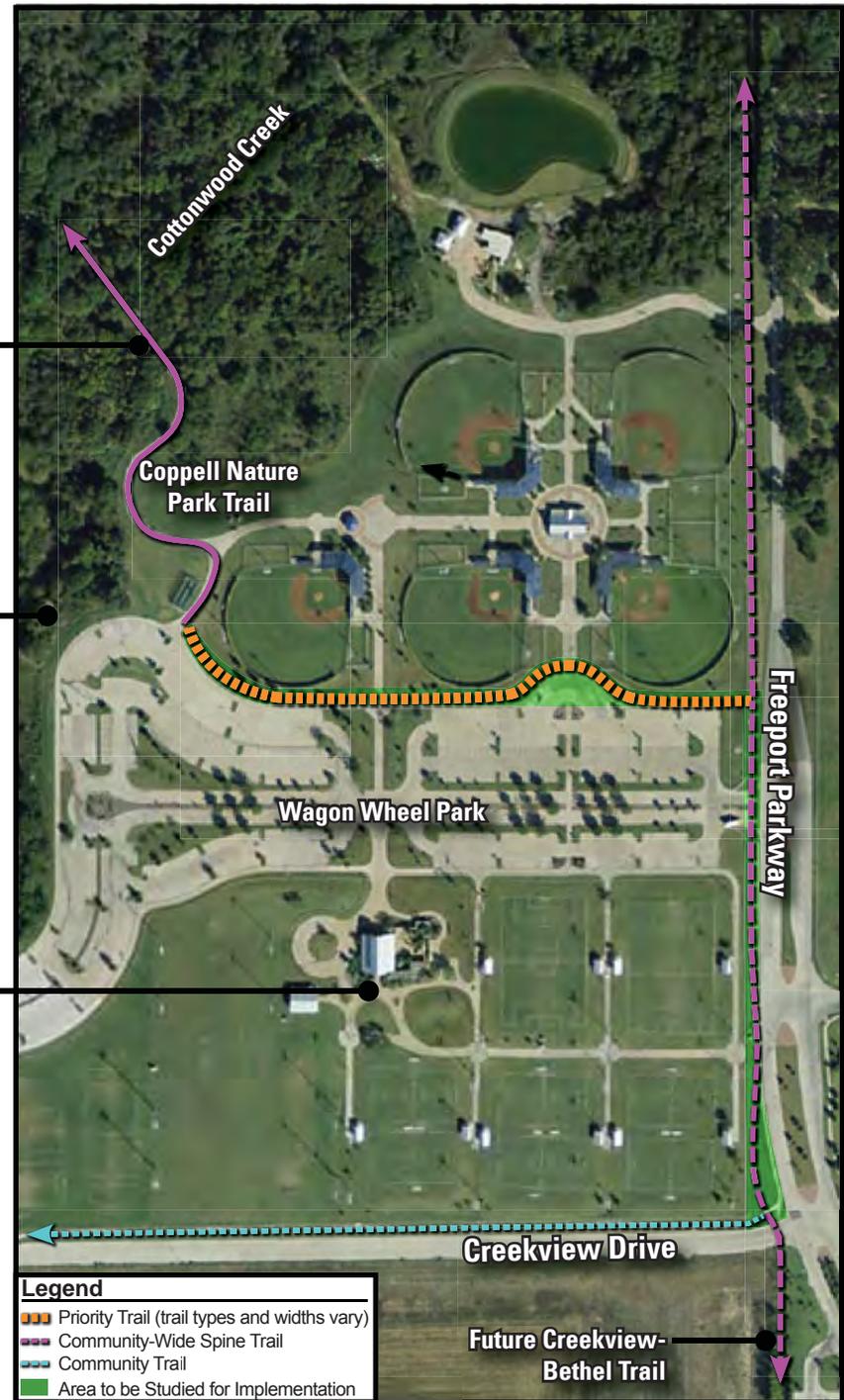
Wagon Wheel Park currently has a 12-foot hike and bike trail that connects the east and west sides of the park together through a scenic natural area crossing Cottonwood Creek. Connecting this trail segment to the rest of the community-wide trails is of high priority.



One of the key destinations within the park off the Coppell Natural Park Trail is a boardwalk and overlook of the creek in a very scenic setting.



Besides the many recreational opportunities that Wagon Wheel Park offers, many events also take place that range from small to large gatherings.



Wagon Wheel - Jr. College Connector Trail - West (Cont.)



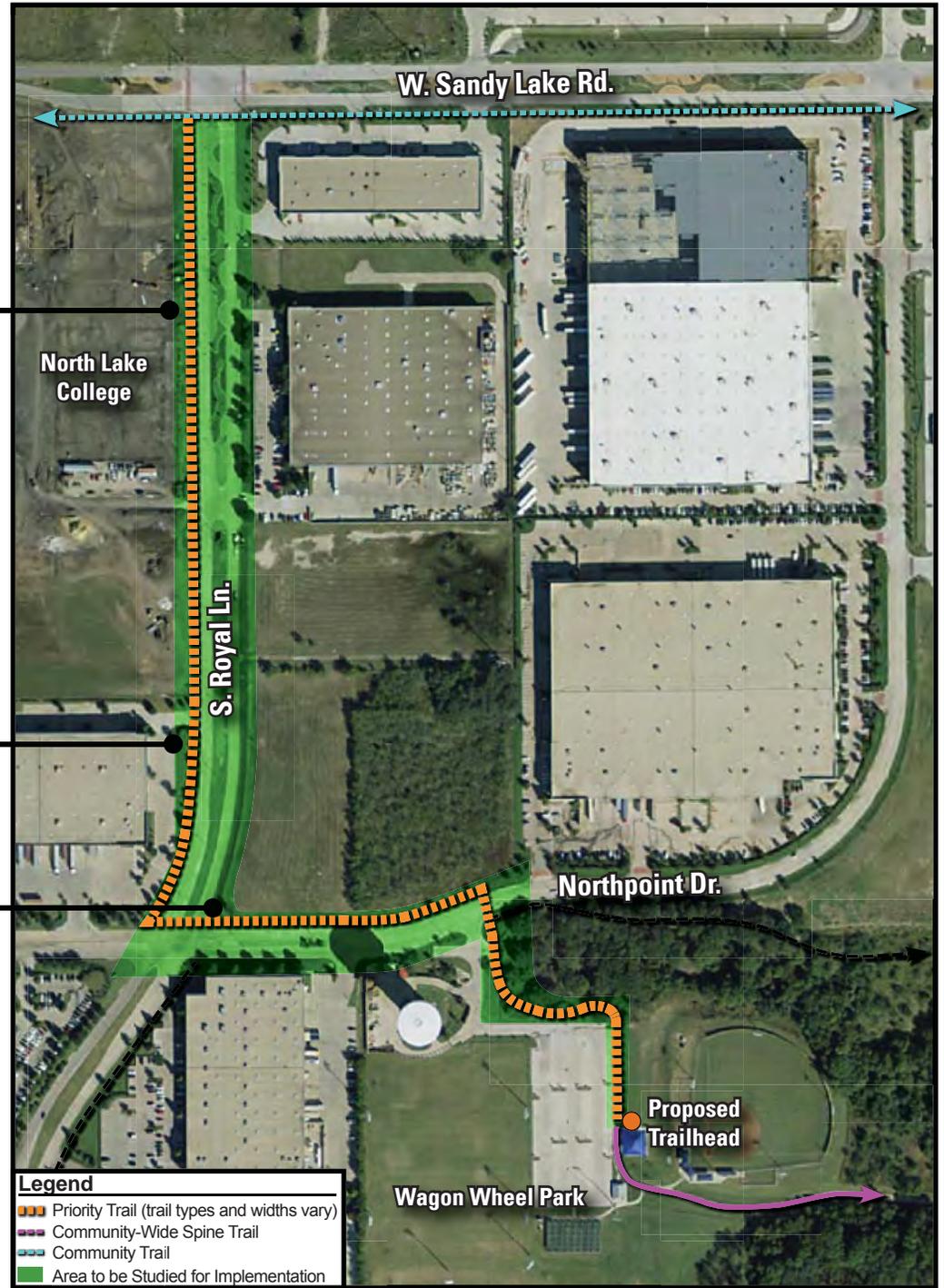
The 4-foot walk along the east side of North Lake College needs to be upgraded to an 8-foot walk to accommodate both bicyclists and pedestrians.



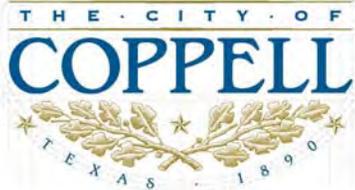
The east and west sides of Royal Lane have minor constraints that generally have to do with grade change, signage, and existing landscaping.



Particular attention to pedestrian safety at street intersections should be taken to make vehicles aware and cautious of trail users.



G. Summary...



Summary

The development of the Community-Wide Trails Implementation Plan was set in motion by The 2030 Vision for Coppell. Its purpose is to ensure that Coppell's high quality of life will be maintained while still allowing for growth in the City and the region, as well as to formulate strategies to manage future opportunities and challenges. If done correctly, the implementation of a city-wide trail system can play a vital role in Coppell residents' individual well-being, local economy and environment while also providing traffic congestion relief.

The Community-Wide Trails Implementation Plan is the culmination of a long planning process that has included an in-depth analysis of trail routes, public workshop and survey, Park Board presentations and guidance, and coordination with the Parks and Recreation and Engineering Services Departments. Goals were established and modified based on community input received, and this input formed the framework under which the trails' master plan was prepared.

Safe, convenient and well-designed facilities are essential to encouraging trail use, and, just as important, to creating a complete and connected system of on-street, off-street and end-of-trip facilities. Trail design should be a thoughtful process that studies user types, trail use purpose, environmental conditions, and considerations of grade, interesting features, gentle trail meandering and privacy issues.

When completed, the Coppell trails system will link many neighborhood communities and provide connections to many key City destinations. By providing access to a wide array of retail, parks, schools, neighborhoods and other key City destinations, the trail system will establish a network of connections useful to many Coppell citizens. The system will enable outdoor enthusiasts to appreciate all that Coppell has to offer. Connections to existing and planned trails will encourage recreational use as well as bicycle commuting, as safer bicycle networks are established and expanded.

Implementation of the Coppell trails network will rely on cooperation among property owners as well as continued cooperation from local, regional, state and federal agencies with jurisdiction over planned trail corridors.

The appendices contain additional information on those trails deemed priority as well as more detail on the funding sources available and cost estimates of what each trail may cost to implement. Full-size trails maps and aerials have also been included. This information has been provided in electronic format on a compact disc for easy duplication, storage and access.

It is not a niche market that desires trails but, rather, an under-tapped mass market, according to a 2005 survey of potential home buyers by Brook Warrick of American Lives.

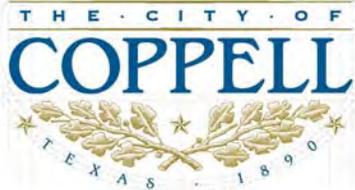
- 92% want low-traffic areas
- 79% want walking and biking paths
- 78% want natural open space
- Only 22% want a golf course within the community.

“With the emphasis on health and fitness in today's society, trails are becoming just as important as streets and sidewalks in our communities. Offering people a place to walk, run or ride that encourages them to connect with nature is a valuable benefit that is relatively inexpensive to provide.”

- American Trails Organization

CREATING HEALTHY HABITS BY BUILDING HEALTHY COMMUNITIES

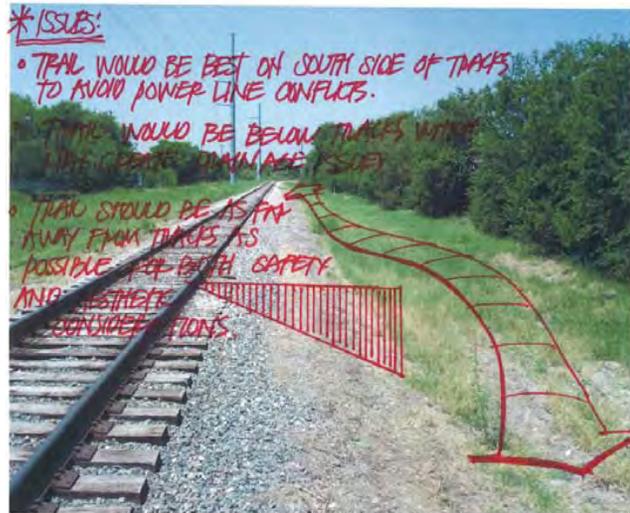
H. Appendix...



Appendix Content

The compact disc included with this report contains additional information and details obtained during the investigating of top-priority trails. This information is in addition to that in section *F. Priority Trail Implementation* and will aid in the preliminary investigation of trail implementation, but further study and analysis will be needed for actual design and detailed cost estimates.

- Plats
- Aerials
- Site Photos
- General Cost Estimates
- Funding Sources Available
- Trail Master Plan Maps
- Trail Amenities



Photos of Opportunities and Constraints



Adjacent Recorded Plats



Aerial Photographs - full size

“Nature makes nothing in vain.”
- Aristotle

