



City of Colleyville Sidewalks Ad Hoc Committee Agenda

City Hall
100 Main Street
Colleyville, Texas 76034
817. 503.1000
www.colleyville.com

Monday, August 28, 2017
6:00 p.m.

Executive Conference Room
Third Floor – City Hall

- 1. CALL TO ORDER**
- 2. INTRODUCTION OF COMMITTEE MEMBERS**
- 3. REGULAR AGENDA ITEMS**
 - 3a** Discussion of Committee charge and vision
 - 3b** Overview of Colleyville sidewalk policies
 - 3c** Review of area city sidewalk requirements
 - 3d** Discussion of future meeting dates and agenda items
- 4. ADJOURNMENT**

I hereby certify this agenda was posted on City Hall bulletin boards Friday, August 25, 2017 by 5:00 p.m.

James Hubbard
Assistant to the City Manager

A quorum of the Colleyville City Council and/or any other Colleyville Board, Commission, or Committee may be in attendance at this meeting.

Any matter on this agenda may, at the discretion of the governing body, be opened for public comment and discussion.

If you plan to attend this public meeting and have a disability that requires special accommodations, please advise the City Secretary at least 48 hours in advance at 817.503.1133, and reasonable accommodations will be made to assist you.



City of Colleyville Sidewalks Ad Hoc Committee Agenda Briefing

City Hall
100 Main Street
Colleyville, Texas 76034
www.colleyville.com

Agenda Number 3a	Agenda Date 08/28/2017	Number
Type Presentation and Discussion		
Department City Manager		
Title		
Discussion of Committee charge and vision		

Strategic Plan

Explanation

The purpose of this item is to review the charge of the Committee and to discuss the vision for the future of sidewalks in Colleyville.

Attachments

1. Resolution R-17-4155

RESOLUTION R-17-4155

A RESOLUTION APPOINTING MEMBERS TO THE COLLEYVILLE SIDEWALKS AD HOC COMMITTEE, AND ESTABLISHING A DATE FOR THE FINAL REPORT SUBMITTAL

WHEREAS, the City Council approved Resolution R-17-4133 on May 16, 2017, and established the Colleyville Sidewalks Ad Hoc Committee to provide for the establishment of equitable policies and priorities for the development of a system of sidewalks in the community; and

WHEREAS, staff advertised and accepted applications for appointment to the committee from May 17 through June 30, 2017.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEYVILLE, TEXAS:

Sec. 1. THAT the following citizens are appointed to the Colleyville Sidewalks Ad Hoc Committee:

- Mark Brooks
- James Dove
- Tonia Goin
- Sherrie Hart
- Joy Fulton Lee
- Collette Cobben-Murr
- Leonna Nichols
- Jocelyn Sandruck
- Julie Schurman
- Steve Waltens
- John Zeitlin

Sec. 2. THAT John Zeitlin is appointed as Chair, and Steve Waltens is appointed as Vice Chair.

Sec. 3. THAT the city manager shall provide administrative support services to the committee.

Sec. 4. THAT the Committee shall use its best efforts to issue a final report to the City Council by January 31, 2018.

Sec. 5. Upon issuance of the final report, the work of the Committee will be completed, and the terms of the Committee members will be concluded.

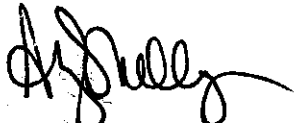
Sec. 6. THAT this resolution shall take effect immediately upon passage.

AND IT IS SO RESOLVED.

APPROVED BY A VOTE OF 7 AYES, 0 NAYS, AND 0 ABSTENTIONS
ON THIS THE 18TH DAY OF JULY 2017.

Mayor Richard Newton	<u>Aye</u>	Mayor Pro Tem Bobby Lindamood	<u>Aye</u>
Place 1, Tammy Nakamura	<u>Aye</u>	Place 3, Kathy Wheat	<u>Aye</u>
Place 4, George Dodson	<u>Aye</u>	Place 5, Nancy Coplen	<u>Aye</u>
Place 6, Mike Taylor	<u>Aye</u>		

ATTEST:


Amy Shelley, TRMC
City Secretary

CITY OF COLLEYVILLE


Richard Newton
Mayor



City of Colleyville Sidewalks Ad Hoc Committee Agenda Briefing

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Agenda Number 3b	Agenda Date 08/28/2017	Number
Type Presentation and Discussion		
Department City Manager		
Title		
Overview of Colleyville Sidewalk Policies		

Strategic Plan

Explanation

James Hubbard, Assistant to the City Manager, will provide a brief overview of historical and current Colleyville sidewalk policies.

Attachments

1. Colleyville Sidewalk Policies
2. 1998 Pathways Plan
3. 2005 Pathways Plan
4. 2008 Supplemental Sidewalk Map
5. Resolution R-12-3464
6. Resolution R-14-3717

Overview of Colleyville Sidewalk Policies

Colleyville Sidewalks Ad Hoc Committee
August 28, 2017

Background



Prior to 1998

- No governing document with regard to pedestrian facilities

1998 - 2000

- 1998 Pathways Plan

2000 - 2005

- Land Development Code, adopted in 2000

2005 - 2008

- 2005 Pathways Plan & Land Development Code

2008 - January 2014

- Supplemental Sidewalk Map & 2005 Pathways Plan & Land Development Code
- 2012 - R-12-3464 established criteria for sidewalk prioritization

January 2014 to Current

- Current Policy adopted by Resolution R-14-3717
- The Colleyville Sidewalk Committee was dissolved on July 21, 2015 by Resolution R-15-3892

Current Policy



Resolution **R-14-3717**

- It is the desire of the citizens of Colleyville to have a walkable community
- Sidewalks are to be constructed in conjunction with any new development
- Established that circumstances may exist that would make sense to escrow funds
- Established that the criteria for determining whether or not funds may be escrowed shall be the criteria set forth in Resolution R-12-.3464, specifically:
 - a. Connectivity where gaps exist within neighborhoods and to destinations (businesses, schools, city parks, trailheads, etc.)
 - b. Constructability (not where future improvements would result in sidewalks having to be reconstructed)
 - c. Cost
- Issuance of a building permit is contingent on the written commitment of the applicant to construct a sidewalk or pay the required escrow amount
- This resolution was established as the official sidewalk policy for the City of Colleyville
- The Supplemental Sidewalk System Map dated November 2008 is repealed

City of Colleyville 100 Main Street Colleyville, TX 76034 817-563-1090	Sidewalk Construction Acknowledgment and Escrow Request Form <i>(Please print clearly)</i>	
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Part 1. Property Owner Information		Part 2. Applicant Information	
Res. Street Address:		Name of Applicant:	
Name of Property Owner:		Street Address of Contractor:	
Address of Property Owner:		City / State / Zip:	
City / State / Zip:	Telephone:	Relationship to Property Owner:	Telephone:
Local Address of Property Owner:		Email Address of Applicant:	
Legal Description of Property:			

Part 3. Description of Request

Check the appropriate boxes:

☐ Plan to construct the required sidewalk/trails associated with this project
☐ Request consideration for the option for escrow in lieu of construction
(Understand payment of escrow is required prior to the issuance of any permits, and the funds may be used at any location within the neighborhood district)

Description or justification for the escrow request:

☐ There is a drainage ditch where the sidewalk should be placed
☐ My neighborhood is older and does not have sidewalks
☐ I prefer not to construct the sidewalk
☐ Other _____

Description (Provide any additional information that you would like considered for your request):

Date: _____

Printed Name/Applicant: _____ Signature (Applicant): _____

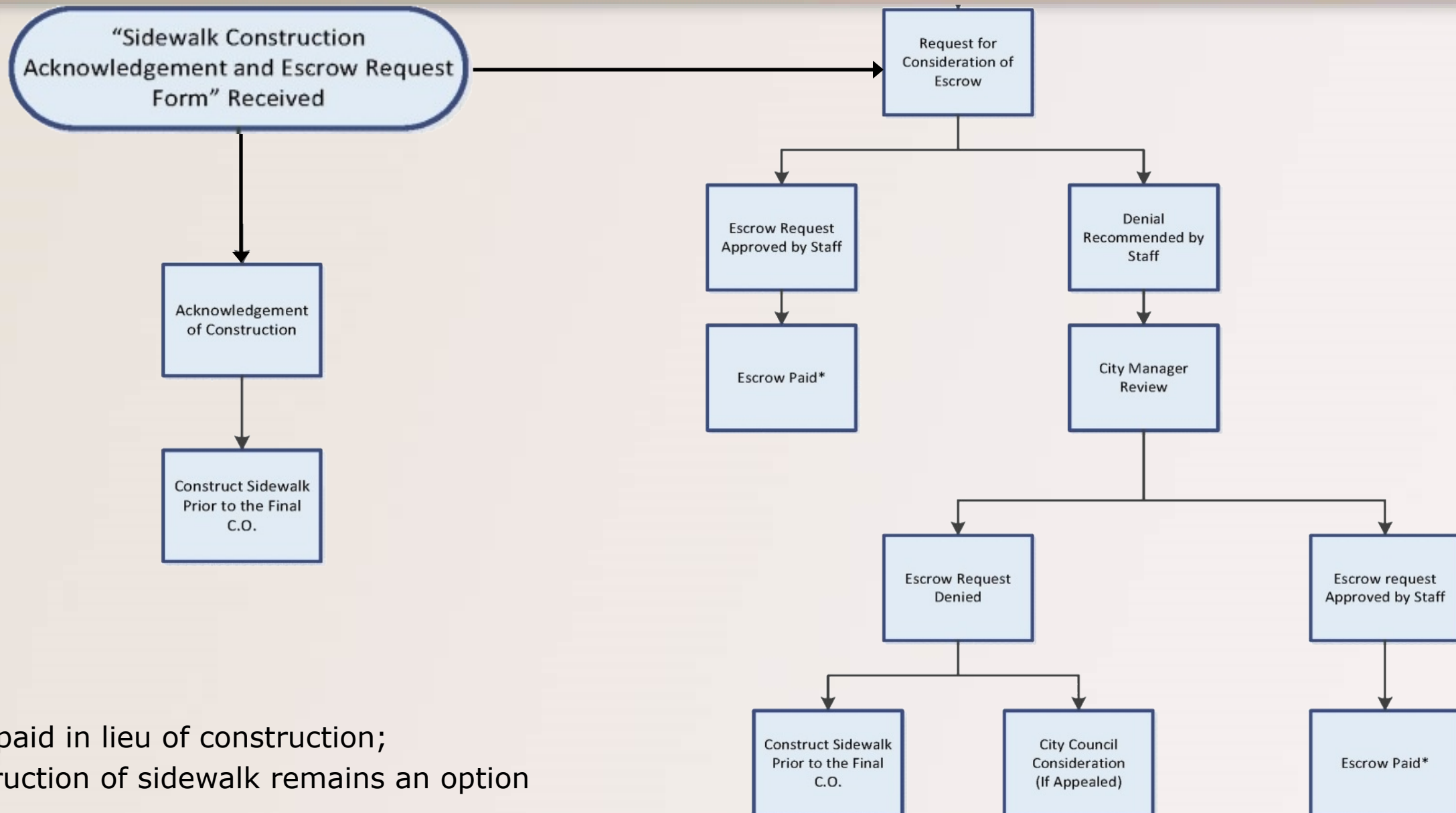
Part 4. For Office Use Only

Reviewed by:	Staff Recommendation Escrow Option Approved:	City Manager Review* <i>(not required for all)</i>	Escrow Amount:	Receipt Number:	Date Escrow Paid
_____, P.R. Dept.	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No	\$ _____	_____	_____

Comments & Special Conditions: _____

Distribution: ☐ CSB ☐ Property Owner ☐ Applicant	Form Number:
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Current Policy

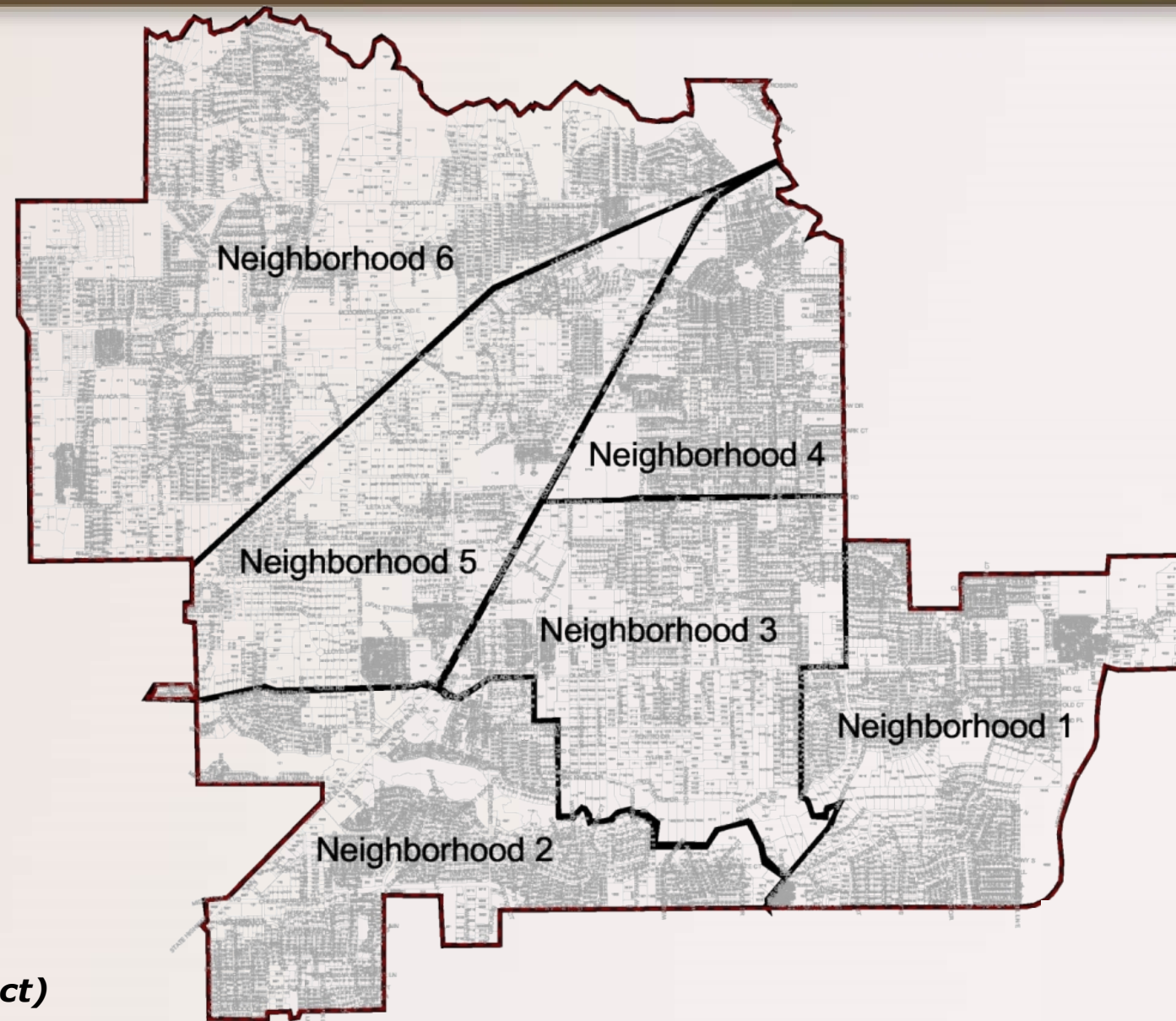


*Escrow to be paid in lieu of construction;
however construction of sidewalk remains an option

Escrow Fund Balances



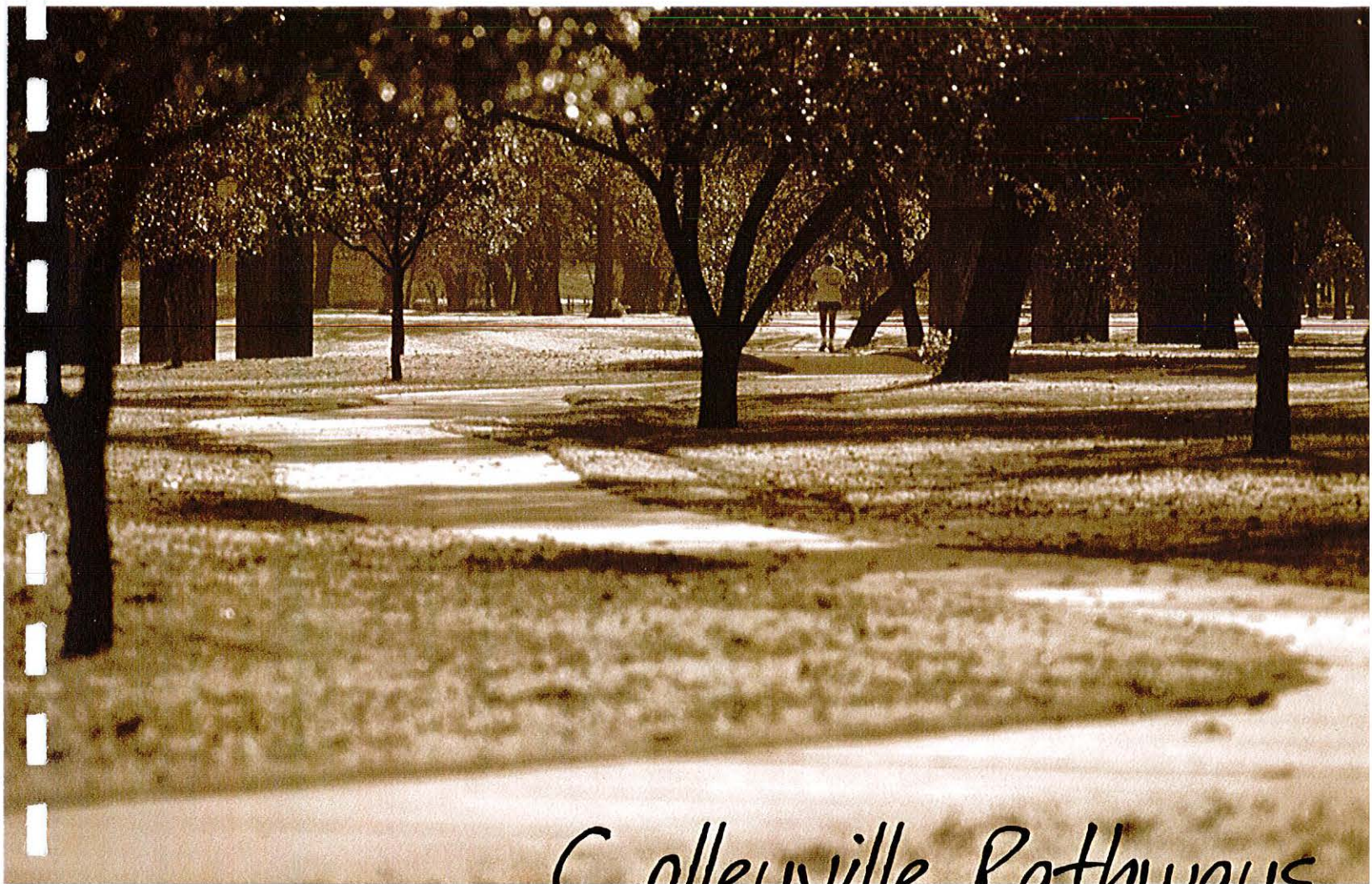
Neighborhood District	Balance*
1	\$19,794.40
2	\$29,620.90
3	\$74,286.78
4	\$13,528.95
5	\$36,678.50**
6	\$164,330.80**
Total	\$338,240.33



* Balance as of March 2017

** To be expended in FY17 (Pleasant Run Road Project)

Questions and Discussion



Colleyville Pathways

A Citywide System
January, 1999

Prepared by:



Bowman-Melton Associates, Inc.
bicycle and pedestrian access and mobility planning

in association with:

 **Carter Burgess**

Consultants in Planning, Engineering, Architecture,
Construction Management, and Related Services

Colleyville Pathways

A CITYWIDE SYSTEM

Adopted September 15, 1998

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path _path, _path *n, pl* **paths** [ME, fr.OE *pæth*; akin to OHG *pfad* path] (bef. 12c) **1** : a trodden way **2** : a track specially constructed for a particular use **3 a** : COURSE, ROUTE **b** : a way of life, conduct, or thought

trail _tr_(e)\ *n* [ME fr. MF] (14c) **3 b** (1) : a track made by passage esp. through a wilderness (2) : a marked or established path or route esp. through a forest or mountainous region **c** : a course followed or to be followed

pathway _path-_w_ *n* [ME] (1536) **1** : PATH, COURSE

Webster's Ninth New Collegiate Dictionary

Colleyville Pathways

A CITYWIDE SYSTEM

ACKNOWLEDGMENTS

City Council

Richard Newton, Mayor	Frank Carroll, Place 3
Steven Helling, Place 1	Nelson Thibodeaux, Place 4
Donna Arp, Mayor Pro Tem, Place 2	Ginny Tighe, Place 5

Parks and Recreation Advisory Board

Richard Hendler, Place 4, Chair	Frank Crooks, Place 5
Joe Noorlag, Place 1	Laura Ann Travis, Place 6
Mike Billings, Place 2	Dan Witte, Place 7
Tanya Copple, Place 3	William Recker, Place 8

Alan Linford, GV-CISD Liaison

Sidewalk Priorities Task Force

Gail Manion, Chair	Judy Atwood	Rick Staples
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Grapevine-Colleyville Independent School District

Dr. Jim Thompson, Superintendent
Larry Oliver, Chief Financial & Operations Officer
Sandi Haltom, Curriculum Coordinator

Other Committees/Associations

Friends of Kimzey Park, Dave Dudziak, Chair
Grapevine Runners AND Walkers Club, Richard Craft, President
Texas Trails Network, Joseph D. Moore, President

City Staff

C. Robert Stripling, City Manager
Dianne McWethy Assistant City Manager
Tom Niederauer, Senior Planner
Doug Henderson, Community Development Manager
Skip Keller, Parks & Recreation Coordinator

Consultant Team:

Carter & Burgess, Inc.	Bowman-Melton Associates, Inc.
Larry O'Flinn, Landscape Architect	Annie Melton, Project Director
Julie Perkins, Landscape Architect	Bud Melton, Project Manager

Colleyville Pathways

A CITYWIDE SYSTEM

INTRODUCTION

Colleyville Pathways proposes a citywide network of pathways and trails within the Colleyville community. The primary emphasis of the study has been to identify potential trail and pathway connections from residential neighborhoods to local schools, parks, and other key destinations throughout the city.

An August 1995 survey of Colleyville residents registered trails to be the most desired type of new recreation facility. Citizen surveys and public forums conducted in previous years have reflected the same top priority desire for trails.

Colleyville residents already have approximately sixteen miles of internal paths and trails available to some, but not all neighborhoods. Trails exist in some parks, such as in the Colleyville Nature Center and in Sparger Park; however few pathways currently exist which provide access between neighborhoods or to Colleyville's parks and schools.



The corridor behind these residences along the Colleyville Nature Center provides essential clear zones and an increased sense of security.

A central multi-use spine trail is scheduled to be completed by the year 2001 along the north side of the DART/Tarantula Train right-of-way. This trail, the Cottonbelt Trailway, will also utilize adjacent city-owned properties to maximize separation from the railroad tracks, and will serve as the primary anchor for Colleyville's parks, trails and pathways system.

The purpose of this pathways plan is to provide safer, more accessible routes for children and others who either cannot, or may choose not to drive automobiles. It is also intended to provide an opportunity for recreation, with increased options for exercise and enjoyment of the outdoors. The system is designed to enhance pedestrian safety and to facilitate increased mobility of neighborhood crime watch efforts.

This plan can serve to enhance the quality of life for Colleyville's citizens by helping to establish a unique sense of place, both for individual neighborhoods and the community as a whole. Finally, this plan also supports preservation of greenway corridors to help maintain riparian habitat, reduce the danger of flooding, and protect the natural environment.

Colleyville Pathways identifies a citywide network of trails and pathways for pedestrians, including additional park trails, as well as enhanced sidewalks to serve as on-street trail connectors along some roadways. These on-street trail connectors -- ideally consisting of both universally accessible sidewalks and ultimately on-street bicycle accommodation -- will be needed to provide system continuity.

Some pathways in this plan can initially be developed as soft surface trails, using such treatments as crushed rock to serve pedestrians and off-road bicycles, then later paved as demand warrants to serve skaters and thin-tired bicycles. To accommodate more types of users, some corridors that are established initially with a single soft surface trail can later be complemented with a parallel paved trail, while maintaining the adjacent natural trail for uses such as horseback riding or off-road bicycling.

Key to the success of this plan is to reserve the corridor connections as soon as practicable, however informal they may be, and then formalize them as public demand warrants in order to provide for a greater diversity of users.



Figure 1 Implementation of this plan will create a safer, healthier, more active community in which to live, work, learn and play.

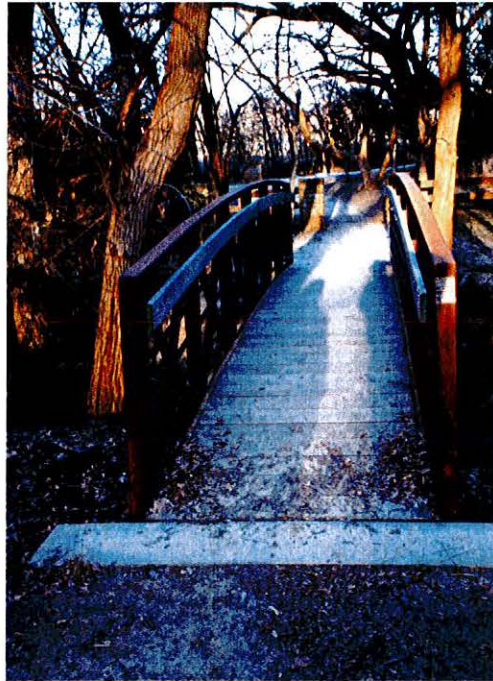
1. GOAL AND OBJECTIVES

The goal of the Colleyville Pathways plan is to identify potential trail routing for pedestrians, bicyclists, and other trail users within the Colleyville community in order to enhance the quality of life for its citizens. The primary emphasis of this study has been the identification of potential connections from residential neighborhoods to local schools, parks, and other key destinations such as shopping, work, or simply visiting friends and family.

This plan also addresses the needs identified for linear park development in the *Parks and Recreation Master Plan 1996 Update*. Interest in linear parks appears to be very high in the community, based on the 1990 and 1995 surveys referenced in this report.

The development of this plan has been structured to reflect the needs of the community as expressed by these surveys, the trails sub-committee of the Colleyville Parks and Recreation Advisory Board, the Sidewalk Prioritization Task Force, city staff, and the more than 50 citizens who participated in one or both public meetings.

This plan can also serve to stimulate inter-jurisdictional cooperation and coordination for trail projects which cross city boundaries, such as the Cottonbelt Trailway which continues through Hurst and North Richland Hills to the west, and through Southlake and Grapevine to the east. This plan recognizes future opportunities to tie into other trails planned in the cities of Euless, Grapevine, Hurst, Keller and Southlake.



Foot bridges, such as this one over Little Bear Creek, often serve as key pedestrian linkages between neighborhoods and the nearby destinations.

3. TRAIL SYSTEM RESOURCES

This plan incorporates existing, programmed, and planned trails, paths, and sidewalks into the recommended network. Creek corridors, roadway rights-of-way, city-owned properties and undeveloped areas were evaluated for inclusion in the plan. These trails are numbered on the map and listed by that identifier in the associated tables. Existing Colleyville trails and pathways are identified with the alpha characters A through T. Inter-city trails, planned and existing, are identified with the lowercase Roman numerals i through ix.

Existing trails and paths

Colleyville offers a variety of existing paths accessible to some citizens, but most are suitable only for on-site recreation, providing little non-motorized mobility around the city. These include relatively short internal paths in most of the parks which range from 3 feet to 6 feet in width. The expressed wishes by residents near one of the subdivision trails that they remain stand-alone recreational facilities have been observed.

Other existing subdivision trails have been incorporated, and continued local resident support will be paramount to actual implementation. In some cases, the alignments of these trails were not specifically identified due to inaccessibility. These trails are represented on the map in solid green. Twenty trails, both public and subdivision-owned, totaling approximately 16 miles, have been identified in this plan and are shown in Table 1.

TABLE 1. EXISTING COLLEYVILLE PATHS AND TRAILS			
REF*	DESCRIPTION	LENGTH	TRAIL CONNECTIONS AND KEY ATTRIBUTES
A	Schoolyard Shortcut	200'	Colleyville Elementary & Middle School-north access
B	Colleyville City Park paths	1 mile	access to central city-wide recreation area
C	Sparger Park trails	1/2 mile	key east/west linkage along Little Bear Creek
D	Lakes-of-Somerset trail	1 mile	subdivision - Sparger Park access will require bridge.
E	Tara Plantation trails	1 1/2 miles	2 nd longest trail in city -- key east/west link
F	Colleyville Nature Center trails	3 1/2 miles	combination of concrete and natural surface trails
G	Chisholm Park pathway	200'	access to Bedford's Chisholm Park from Maplewood
H	Pleasant Run soccer walks	1 mile	access to major youth recreation area
I	Monticello Lake loop	1/4 mile	subdivision recreational trail
J	Big Bear Creek Monticello trail	1 mile	subdivision recreational trail
K	Pebble Hill Lake loop	1/2 mile	subdivision recreational loop path
L	Kimzey Park loop	1/4 mile	city park recreational loop path
M	Heritage Colony loop	1/4 mile	subdivision recreational loop path
N	Thornbury Clubhouse loop	1/2 mile	subdivision recreational path
O	Brook Meadows path	1/2 mile	subdivision recreational path
P	Woodland Hills/Melrose loop	1 mile	subdivision recreational path
Q	Woodland Hills/Windsor loop	1/2 mile	subdivision recreational path
R	Woodland Hills/Pembroke twin trails	1 1/4 miles	subdivision recreational path
S	Heritage School streetscape	1/2 mile	wide sidewalk access for Heritage School complex
T	Shalimar Pathway	1/3 mile	subdivision recreational path

*Noted on the overall plan map, referenced by the numerals indicated.

Existing, planned and proposed sidewalks

Existing sidewalks were identified to the extent feasible, and are indicated on the maps with solid red lines. Planned sidewalks, and the additional sidewalk connections recommended in this plan are indicated on the maps with purple dots. The Sidewalk Priorities Task Force maintains a list of key sidewalks to be built. Each year, they select the top priority sidewalks to be constructed within the annual \$49,000 sidewalk budget. During two meetings with this task force, their current sidewalk priorities were discussed and incorporated into this plan.

The existing City of Colleyville Ordinance No. 0-90-787 requires that sidewalks be constructed "...in order to promote the health, safety and welfare of the citizens of the City and the public in general." Due to a strong commitment to Colleyville's sidewalk ordinance and the on-going efforts of the task force, many important pedestrian sidewalks are already in place, providing critical linkages from within neighborhoods to common destinations.

Inter-city trails

The Cottonbelt Trailway along the north side of the former Cottonbelt Railroad is in the design phase, with expected completion by the year 2001. This 8.2 mile trail project stretches from Northeast Loop 820 in North Richland Hills, through Hurst, Colleyville, and Southlake to the Grapevine city limit near Brumlow Road. Another Cottonbelt segment, soon to be under construction in Grapevine, will continue the trail to near downtown Grapevine.

Colleyville's 3.3-mile Cottonbelt segment utilizes city park lands wherever possible between Precinct Line Road in Hurst and Big Bear Creek at the Southlake border. This multi-use rail-with-trail is part of the planned Veloweb, a region-wide network of spine trails adopted by the Regional Transportation Council of the North Central Texas Council of Governments in 1995. This network is included in *Mobility 2020*, the region's long-range transportation master plan. This particular segment along the Cottonbelt railroad corridor is owned by DART, and may serve future transit needs. It is currently used each day by the Tarantula excursion train from the restored depot in Grapevine to Fort Worth's historic Stockyards and back. Table 2, *Existing, Programmed and Planned Inter-city Trails*, lists inter-city trails including those which are existing, programmed (funded), or planned. Trails in the adjacent cities can complement Colleyville's proposed system.

TABLE 2. EXISTING, PROGRAMMED AND PLANNED INTER-CITY TRAILS			
REF*	DESCRIPTION	LENGTH / STATUS	LOCATION
i	Cottonbelt Trailway	8.2 miles, funded / in design phase	along former Cottonbelt RR, from NE Loop 820 to Brumlow Road
ii	Cheek Sparger Pathway	2.1 miles, existing asphalt	E/W along Bedford's northern border
iii	Little Bear Creek Trail	3 miles, near completion	North Richland Hills, west of Precinct Line Road
iv	Big Bear Creek Trail	4 miles, proposed	Keller, west of Precinct Line Road
v	South White Chapel Boulevard Trail	6 miles, proposed	north from Big Bear Creek, bisects Southlake
vi	Pool Road Trail	1.6 miles wide sidewalk/existing	Grapevine, SH-26 to Hall Johnson
vii	Big Bear Parr Park Trail	.6-mile, proposed	Grapevine, from Cottonbelt Trail
viii	Euless Little Bear Trail	1.1-miles, proposed	Euless, east of SH-121
ix	West Little Bear Trail	1.4 miles, proposed	Hurst, from Precinct Line Road to Colleyville Nature Center

*Noted on the overall plan map, referenced by the numerals indicated.

Creek corridors

Two major creek corridors — Little Bear Creek and Big Bear Creek — offer Colleyville residents potential for trail access to its trail spine, the Cottonbelt Trailway. These corridors present scenic greenway opportunities for future pathways that can help connect many of Colleyville's neighborhoods to its public places and services.

Some Colleyville creek segments have already been developed to the extent that uninterrupted public trail development will be difficult to achieve off-road without strong support from local

residents. Additionally some wooded areas may be too sensitive for some types of trail uses. In sensitive areas, developed paths should be narrower, less formal foot paths, such as those meandering through the sensitive portions of the Colleyville Nature Center. Preservation of these creek corridors offers the potential of greatly enhanced trail access if adjacent residents support it.



Trails such as this can provide maintenance access to neighborhood creeks and drainageways, resulting in easier grooming and maintenance along these corridors.

Roadway rights-of-way

If suitable corridors cannot be found off the street, as in many already developed areas, it may be necessary instead to establish trail linkages along road corridors by providing for sidewalks and on-road bikeway facilities, including wide outside roadway lanes on busier roads to accommodate bicyclists. This solution is frequently mandated by the lack of off-road access opportunities, and is often well suited to local residential streets.

City-owned property

Another trail system resource evaluated was city-owned property. The tracts adjacent to Colleyville City Park, Lockett House, and the proposed golf course along Little Bear Creek, as well as the Pleasant Run Park frontage along the proposed Cottonbelt Trailway are examples of linkage opportunities between neighborhoods and key destinations that utilize city owned property.

Currently undeveloped land

Finally, undeveloped land held in private ownership was reviewed in order to identify potential trail corridors. It will be important to create partnerships with the land owners and developers, as well as residents and businesses in order to assure that the trails which finally get built can serve successfully both as recreation and non-motorized transportation elements for Colleyville residents.

Integrating trails with the street and sidewalk system

Where trails end along roadway corridors, special consideration will need to be given to on-road segments to ensure sidewalk and bike route continuity. While the proposed trail system provides access to all parks in the city, in some instances, such as for Bransford Park, Colleyville City Park and Pleasant Run Park, connections will need to be made via on-street routes utilizing continuous sidewalks and bicycle friendly streets.

Sidewalks must continue along the roadway from where the trail ends. It is also essential that the street system accommodate people on bicycles. On-street bikeways need to be designed in such a way as to integrate bicycle traffic into the normal vehicular flow of the roadway. Ideally these on-road bikeways will have low traffic speeds, low traffic volumes, and wide outside lanes if traffic volumes warrant. Additionally, these on-road bikeways should have few stop signs or signal lights, few curb cuts or driveways, and minimal interference from turning or parking traffic.

Planning for a trail's interface with an existing roadway often fails to take into consideration the design requirements to accommodate bicyclists' transitions between the path and the roadway. Predictable crossings at established intersections are the most appropriate treatment in these situations. If trail/road intersections are required at mid-block, they should be located well away from intersections -- 150' or more -- to minimize the danger of distracted drivers who are engaged in turning maneuvers. However, each roadway crossing should be specifically designed to account for traffic volumes and speeds, as well as that roadway's design.

The draft thoroughfare plan being prepared by Kimley-Horn and Associates, Inc. proposes several new or upgraded roadways. On-street bicycle accommodation plus sidewalks should be included in the design of any new roadways. Examples of roadways to evaluate include not only roads such as Main Street and McDonwell School Road, but also upgrades to other major and minor arterials and collector streets, such as Montclair, John McCain, and Hall Johnson. People who use bicycles for transportation tend to travel to the same destinations as those who drive cars. An analysis of traffic counts and speeds, combined with other factors, will be needed to determine a specific road's most appropriate accommodation for bicyclists, and should be undertaken early in this plan's implementation to assure system continuity for bicyclists.

In Texas, bicycles are considered vehicles, and bicyclists have the right to use the road system. Many bicyclists ride too fast for trails, and sometimes seek a higher level of efficiency than is available on trails. While the convenience of a trail along a roadway may provide expedient shortcuts for those who choose them, bicyclists should not be denied access to the regular road system. Texas State law states that bicyclists have the same rights and responsibilities as drivers of motor vehicles. In the words of noted bicycle transportation engineer John Forester, "Cyclists fare best when they act and are treated as drivers of vehicles." Additional guidance can be found in NCTCOG's *Bicycle and Pedestrian Facilities Planning and Design Guidelines*. Useful design treatments can also be found in the *National Highway Institute's 1996 Pedestrian and Bicyclist Safety and Accommodation*.

At-grade crossings for pathways and trails

Since this plan recommends not only new trails within parks, but also focuses on creating non-motorized access trails connecting neighborhoods to schools and parks, there will necessarily be numerous at-grade crossings of streets. Trail design should focus on these critical intersections of trail and road. A key element of the plan should be to create bicycle and pedestrian friendly crossings of Colleyville Boulevard, which should be achievable through appropriate design treatments at the existing crossings, in conjunction with the grade separated crossings at Little Bear Creek and Big Bear Creek.

Suggested intersection enhancements fall into two categories as indicated on Map 4, *Key Intersections*, located in Appendix E. Primary path intersections usually involve “active” motor vehicle traffic controls, such as stop signs or signals. Secondary path intersections may only include passive treatments, such as warning signs, and perhaps flashing lights. Each intersection must be carefully reviewed prior to any modification from current status.

Where trails and sidewalks cross roadways, medians, curb extensions and bulb-outs are all effective design treatments. Curb extensions or “bulbouts” as shown in Figure 2, can help to slow traffic near intersections and provide a shorter crossing distance of the intersecting roadway.

An angled walkway across the median, as shown in Figure 3, forces path users to face cross-traffic as they cross. This configuration also provides additional room on the median for queuing of students, tandem and recumbent bikes, and bikes with trailers.

The intersections along State Highway 121 should be of particular concern to Colleyville parents. The Hall Johnson and Glade intersections should be improved as soon as possible particularly since students are required to pass through these each day in route to their schools.

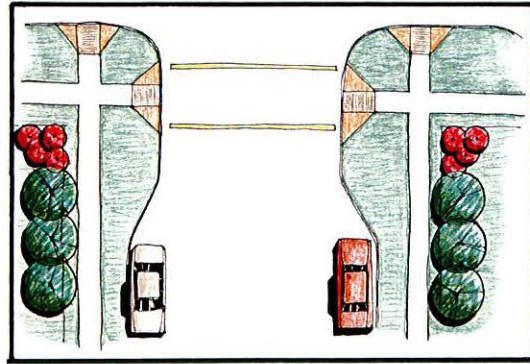


Figure 2. Curb extensions are an effective treatment where high levels of pedestrian activity are anticipated. Benefits are two-fold – shorter crossing distance and calming of traffic.

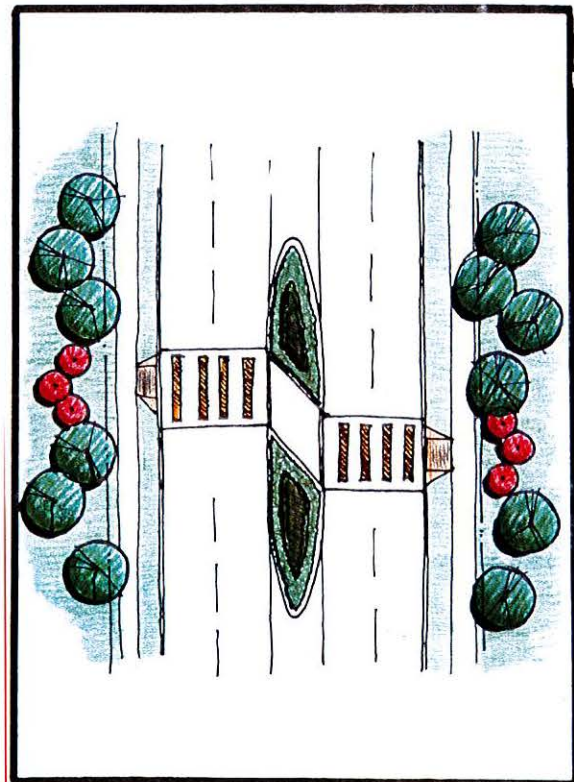


Figure 3. Trail intersections with roadways can be enhanced by adding a protective median. The angled center portion in this example contributes to motorist/trail-user eye-contact, and provides extra space in the event traffic gaps are far between.

Signage

Wayfinding, warning and regulatory signage are as important to trails as they are to the road system. Warning signs should be used only where special regulations apply at specific places or at specific times only, or where hazards are not self-evident. The use of warning signs should be kept to a minimum or they can lose their effectiveness.

Frequent guide signs, however, aid in keeping trail users on their designated route, and provide information as to directions, destinations and points of interest. The *1980 Texas Manual on Uniform Traffic Control Devices for Streets and Highways* includes helpful sections that address school areas, grade crossings, and signing bicycle facilities.

Trail user safety and security concerns

While most citizens expressed support for trail projects, security and privacy concerns were expressed by some. It is generally recognized that concerns of this nature can be addressed by adhering to sound trail design principles.

Trails which are used frequently help ensure trail safety. Another key way to minimize the potential for crime is through volunteer or professional trail patrols, in addition to good trail design. Removing overgrown vegetation and tall shrubs near the trail to eliminate potential hiding places and to maintain long sight lines for users is an important element in creating a sense of safety. However, it is important to maintain or establish vegetative screening to ensure privacy for nearby residents.

Other strategies which increase security include signage, lighting and call boxes. Posting trail rules at trail heads with reminders along the trail lets people know what is expected. Strategic lighting, especially at trail heads and in parking lots, may be needed. The need for emergency call boxes and emergency access should be considered during trail design.

In recognition of trail user safety concerns, the Rails-to-Trails Conservancy and the National Park Service's Rivers, Trails and Conservation Assistance Program have issued a 1998 report, *Rail-Trails and Safe Communities*. This report shows that an individual's chances of being the victim of an assault, burglary or rape are two to three times higher when on the street or in a parking facility than in a park or on a trail. The report also states that while the national rate of suburban burglary is 820 incidents per 100,000 inhabitants, only one suburban trail reported a break-in to adjacent property in 1996. This survey found that 67% of suburban rail-trails are patrolled in some way. Trail patrols range from informal clean-up and maintenance volunteers to daily police patrols.



Trail amenities such as benches, tables and informational kiosks or monuments help provide a sense of place to trail users, and enhance the perception of safety.

Liability concerns

Lawsuits related to trails are very rare. According to *Greenways: A Guide to Planning, Design, and Development*, most trail related lawsuits involve cases in which the landowner or manager did something outrageous, charged fees for access, or failed to perform simple risk management, or are in states where the courts are biased against recreational use statutes. Although serious injuries on trails are unusual, an overriding fear of lawsuits makes liability a concern for entities that build trails. Regardless of how well a trail has been designed, there is always some risk associated with its use.

Several common conditions can result in liability lawsuits: poor management and maintenance, failure to recognize potentially hazardous situations, and facilities inadequate to handle the volume and intensity of use.

The Texas recreational use statute passed in 1965 implies liability only for willful or wanton misconduct (on the part of the trail owner or manager). Of the recreation related injury cases in Texas from 1982-1991, there were only three lawsuits filed against public agencies, according to *Liability and Immunity: A National Assessment of Landowner Risk for Recreational Injuries*. None of the cases against public agencies or private landowners in Texas were related to hiking, nature study, horseback riding, bicycling, off-road vehicles or other trail oriented activities.

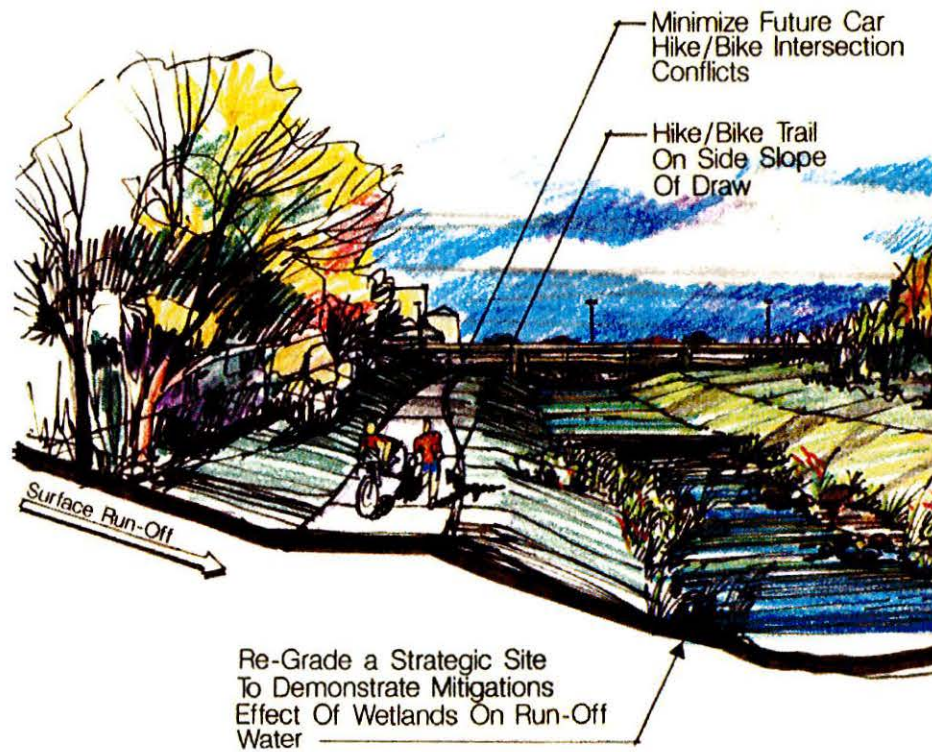
Other citizen requests or concerns

Many pathway linkages and revisions were suggested by citizens. Every effort has been made to incorporate them into this plan.

Several citizens from the Hills of Monticello subdivision, which contains independent privately owned internal trails, spoke on behalf of their community expressing a strong desire to not be incorporated into the citywide trail and pathway network. A trail there along Big Bear Creek has not been incorporated into this plan as a result.

One young student-resident asked that care be taken to avoid damaging the habitat of the monarch butterfly in an area of proposed trails near the Community Center.

Another resident suggested that a greenbelt be developed in the area south from the Methodist Church to Colleyville Boulevard. He offered to donate land for this pathway, contingent upon the completion of a trail, road and parking lot on the east-west corridor north of Colleyville Elementary and Middle Schools between Pleasant Run and Colleyville Boulevard. The "Walk to Center Field" has been incorporated in this corridor, connecting to Colleyville City Park via a city-owned parcel west from Pleasant Run Road.



5. PROPOSED PATHWAY DESCRIPTIONS

Trails and pathways are terms easily interchanged, especially in the context of a city the size and character of Colleyville. Although interchangeable, the term “pathways” frequently connotes a more neighborhood-like pedestrian environment, while “trails” may accommodate a wider variety of users, and frequently traverse undeveloped areas. The term “pathways” in this plan is used to describe the links in the citywide system, focused on pedestrian connectivity and geared especially for Colleyville.

Approximately 30 miles of trails are proposed in this plan. In order to provide a mechanism for the orderly development of these trails and paths, they have been prioritized based on the following criteria:

- Links residential neighborhoods to parks, schools and other key destinations
- Appears to have development potential based on topographic features
- Provides potential connections to other pathways
- Public support exists for making the corridor more accessible to foot and/or bike travel.

Using these criteria, trails were categorized as having a high, medium or low priority, as depicted in Table 3. *Trail Corridor Evaluation Matrix*, Appendix C. High priority trails would be developed first. Some trail priorities were accelerated if they serve as a critical link to schools or to other higher-in-priority trails, such as the Taylor School Trail that connects students from Montclair to O.C. Taylor Elementary School.

In the trail and pathway descriptions that follow, each is named and numbered corresponding to the map, with the lower numbered projects targeted for earlier implementation. Approximate length and width, surface type, termini, and anticipated user groups are indicated together with a brief description, including key destinations such as schools, parks, and access to other trails. Key features and locations with significant development issues are indicated where appropriate. Existing Colleyville trails and pathways are identified with the alpha characters A through T. The inter-city trails, both planned and existing, are identified with lowercase Roman numerals i through ix.

Choice of surfaces for any given facility hinges on availability of funding, anticipated usage, and topographic considerations. Natural surfaced trails can serve pedestrians, most bicyclists, and in some case, equestrians. Although equestrian trails were not a high priority among participants in the development of the plan, the potential for bridle paths does appear to exist in the northwest and the southeast portions of the city. These are noted in the text. Some corridors may need to be designed to support more than one type of facility or use.

Suggested facility widths are based on currently accepted guidelines. Prior to actual design of each segment, it will be necessary for citizens and city staff to determine estimated levels of use, and decide widths based on the prevailing standards at the time of implementation. Cost estimates for segments are based upon the narrower width, as indicated in Appendix F.

Proposed Colleyville Pathways

1. **Little Bear Center Park Trail.** A 1.1-mile, 12½-foot wide paved multi-use trail along Little Bear Creek linking the neighborhoods surrounding Sparger Park to existing Colleyville Nature Center trails (F), providing access from surrounding neighborhoods to Bransford Elementary School and the Colleyville Boulevard commercial area.
2. **Longwood Trail.** A .6-mile long, 10-foot wide paved multi-use trail from the Cottonbelt Trailway, passing under Colleyville Boulevard at Big Bear Creek, to existing Kimzey Park sidewalk and internal path system (L). This trail provides access from the neighborhoods around Kimzey Park to future shopping areas along Colleyville Boulevard, and along the soon-to-be-built Cottonbelt Trailway to the McCain park site, Shalimar Pathway (T) and park site, and to the Pleasant Run Park Walks (H) and soccer complex.
3. **Glenhope Pathway.** A .3-mile long widened (to 10 feet or more) sidewalk environment along the west side of Pool Road, between Twelve Oaks Lane and Independence Road, that enhances sidewalk safety for every Glenhope Elementary School student.
4. **Taylor Trail.** A .6-mile paved multi-use trail, 10 feet wide, from new development on the east side of Montclair Drive east to Pool Road. This trail provides student access from the Montclair neighborhood to O.C. Taylor Elementary School and to Colleyville Middle School. The trail connects to Taylor School Pathway (5) along either the north or south side of the O.C. Taylor campus.
5. **Taylor School Pathway.** A widened (to 10 feet or more) sidewalk, .9 miles in length, extending along the west side of Pool Road between Hall Johnson and Meadowview Drive, with an enhanced intersection at both Glade and Hall Johnson, to provide a safer sidewalk environment for students of O.C. Taylor Elementary School and students of Colleyville Middle School. Both the Taylor Trail (4) and Schoolyard Path (7) connect with this trail.
6. **Colts Neck Spur Trail.** A .2-mile long, 10-foot wide multi-use trail extending from Colts Neck Drive to Van Oaks Drive and provides access to Colleyville Middle School and Colleyville Elementary School. It also connects to the eventually prioritized Remington Park Trail (23).
7. **Schoolyard Path.** A 2.1-mile long, 10 to 12½-foot wide paved student path from Pleasant Run Road, through the campuses of both the Colleyville Middle School and Elementary School, with enhanced intersections at Colleyville Boulevard, and continuing along the Hall Johnson ROW from Colleyville Boulevard to Pool Road at the Colleyville city limits. With a northern spur to Hardage, this trail provides a more pedestrian-friendly environment around the busy commercial areas along Colleyville Boulevard, and links the Pleasant Run North Pathway (14), with the Main Street Greenwalk (13), and the Taylor School Pathway (5). All of these connections contribute to safety of students traveling to Colleyville Middle and Elementary Schools, as well as O.C. Taylor Elementary.
8. **Glade Road Pathway.** A 4.2-mile long, 10-foot wide paved student path extending along the Glade Road right-of-way from Glade Creek Drive at the western city limit to Heritage Avenue at the eastern city limit. This path provides access to Heritage Elementary, Middle and High Schools. It connects with the Nature Center North Trail, Town Center Greenwalk, Pleasant Run South Trail, Taylor School Pathway, Heritage Trail, and Heritage School Streetscape.
9. **Cheek Sparger West Pathway.** A 1.2-mile long, 10-foot wide paved multi-use trail between Colleyville Boulevard and Bedford Road, providing student access to Bransford Elementary and Colleyville Middle School. It provides access to Sparger Park via the existing Tara Plantation Trails (E).

10. **Webb House Crossing.** A 10-foot wide sidewalk environment in the vicinity of Bransford Park and the Cottonbelt Trailway, 500' or more in each direction (north and south) along the east side of Bransford Road from the crossings of the railroad and the Cottonbelt Trailway (i). This trail provides safer student crossing of the railroad tracks along this busy roadway, and provides access to Colleyville Elementary, Colleyville Middle School, Grapevine High School.
11. **East Little Bear I Trail.** A 1.9-mile long, 10 to 12½-foot wide paved multi-use trail from the northeast corner of the existing Tara Plantation Trails (E) to Martin Parkway. Destinations from this trail include Heritage Middle School, Heritage High School, and Sparger Park. This trail also connects to the Pleasant Run South Trail (18) and the East Little Bear II Trail (26). Existing trails in the Woodland Hills neighborhoods could become an integral component of this trail linkage. Floodway maintenance-access is greatly improved by this trail extension.
12. **Town Center Greenwalk.** A 1.1-mile long, 12½-foot wide paved trail from Bogart at Colleyville Boulevard to Glade Road and the Glade Road Pathway (8). With an enhanced crossing at the Church and Colleyville Boulevard intersection, this trail provides student access to Colleyville Elementary and Middle Schools, and the commercial district along Colleyville Boulevard. It links the proposed Town Center to the Main Street Greenwalk (13), and to Colleyville City Park via the Walk to Center Field (15).
13. **Main Street Greenwalk.** A .4-mile long, 12½-foot wide paved pathway from Hall Johnson to the proposed Town Center. This trail joins the Schoolyard Path (7), and the Town Center Greenwalk (12) at the Colleyville Community Center.
14. **Pleasant Run North Pathway.** A 10-foot wide sidewalk or trail, 1.9-miles in length, from Big Bear Creek at the north city limit to the Schoolyard Path (7) at Colleyville Middle School. This trail provides access between Pleasant Run Park and Soccer Walks (H), and the Colleyville Elementary and Middle Schools. The Cutter Ridge Pathway (18), the Schoolyard Path (7) and the Cottonbelt Trailway (i) also connect to this segment.
15. **Walk to Center Field.** A .7-mile, 12½-foot wide paved multi-use trail from the east (center field) entrance of Colleyville City Park, across Pleasant Run Road, north along the greenbelt to Church Street, then eastward to Colleyville Boulevard. This trail provides access to Colleyville Elementary and Middle Schools, the Colleyville Boulevard commercial area, and the proposed Town Center and Main Street Greenwalk (13) via the Town Center Greenwalk (12).
16. **Cutter Ridge Pathway.** A .6 mile long, 10' wide pathway from Westcoat Drive to Pleasant Run Road via McDonwell School Road, providing access to Pleasant Run Park and Soccer Walks (H), and to students attending the Colleyville Elementary and Middle Schools. This trail intersects with the Dairy Loop (20), Westcoat Drive Pathway (31), and Pleasant Run North Pathway (14). Careful consideration must be given to the crossing of Pleasant Run Road at the soccer fields, due to limited sight-lines.
17. **Nature Center North Trail.** A .9-mile, 10' wide natural surface trail between the neighborhoods just south of the Cottonbelt Trailway and the trails of the Colleyville Nature Center (F). This trail provides access to the nature center, Bransford Elementary School, and Colleyville Middle School. With a potential through-linkage to the Cottonbelt Trailway (i) if the neighborhood desires, this trail could also provide connection to the L.D. Lockett House Senior Center and Path (22), and the West Little Bear Trail (ix) in Hurst. Upgrading to a paved 10' wide trail would enhance its value as a commute route for students.

18. **Pleasant Run South Trail.** A .75-mile, 10' wide paved multi-use trail, running from Glade Road to Little Bear Creek, which provides access between Sparger Park Trails (C) and the Colleyville Boulevard commercial areas, and to students of Bransford Elementary School and Colleyville Middle School. It connects Town Center Greenwalk (12) and Little Bear Center Park Trail (1) via the Tara Plantation Trails (E) and to Sparger Park and the Sparger Park Trails (C).
19. **Cheek Sparger East Pathway.** A 1.8-mile long, 10-foot wide paved multi-use trail along the north side of Cheek Sparger Road linking the southeastern segments of the Tara Plantation Trails (E), east of Bedford Road, to Heritage Avenue. It provides student access to Colleyville Heritage High, and Heritage Middle and Elementary Schools via the Heritage Trail (24).
20. **Dairy Loop.** A .8-mile or more soft surface equestrian trail around the city-owned McPherson Dairy from John McCain Trail (28) to Westcoat Drive and the Westcoat Drive Pathway (31). The Dairy Loop also connects the Beddo Creek Trail (29) with the Cutter Ridge Pathway (16).
21. **Oakbrook Shortcut.** A 6 to 8-foot wide sidewalk, .2 miles in length, from Bridge Street to McDonwell School Road, that provides a student shortcut to Colleyville Middle and Elementary Schools, and to Pleasant Run Park and Soccer Walks (H) via Cutter Ridge Pathway (16).
22. **L.D. Lockett House Path.** A .2-mile, 8-foot wide soft surface trail extending from the Remington Park Trail (23) at L.D. Lockett Road through the L.D. Lockett Senior Center property to the Cottonbelt Trailway (i).
23. **Remington Park Trail.** A .9-mile, 10-foot wide soft surface trail, extending from McDonwell School Road to L.D. Lockett Road provides access to McPherson Dairy. This could be part of an equestrian trail system if left unpaved. It connects with the John McCain Trail (28), Dairy Loop (20), Colts Neck Spur Trail (6), and to the Cottonbelt Trailway (i) via the L.D. Lockett House Path (22).
24. **Heritage Trail.** A 1.1-mile, 10-foot wide soft surface or paved trail from Glade Road to Cheek Sparger Rd., connecting to the Heritage School Streetscape (S) and the Heritage Elementary and Middle Schools, and the Colleyville Heritage High School. This corridor could perhaps accommodate an equestrian trail, depending upon how this area develops. It connects to the East Little Bear II Trail (26), Woodland Hills/Pembroke Trail Extension (25), and Euless Little Bear Trail (viii).
25. **Woodland Hills/Pembroke Trail Extension.** A .2 mile, 8-foot wide paved multi-use trail extension from the north end of the existing Woodland Hills Twin Trails (R) to the Heritage Trail (24) and Heritage Avenue. This trail provides easier student access via a required bridge over Little Bear Creek to the Heritage Elementary and Middle Schools, and the Colleyville Heritage High School. East Little Bear II Trail (26) and Euless Little Bear Trail (viii) are also accessible from this trail.
26. **East Little Bear II Trail.** A .5-mile, 8-foot wide soft surface trail along the north side of Little Bear Creek from Martin Parkway to Heritage Avenue via the existing Woodland Hills/Windsor Loop (Q) connecting to the Heritage schools via the Heritage Trail (24). This trail connects to the Euless Little Bear Trail (viii), and the Woodland Hills/Pembroke Trail Extension (25).
27. **Power Line Loop.** A .3-mile, 8-foot wide paved multi-use utility corridor trail east from San Bar creates a local park environment for surrounding residents. The Chisholm Park Pathway (G) is nearby.

28. **John McCain Trail.** A 1.4 mile, 10-foot wide soft surface trail from John McCain Road at Pleasant Run Road to McDonwell School Road at Remington Park. This potential equestrian trail connects to McPherson Dairy and the Dairy Loop Trail (20), the Beddo Creek Trail (29), and the Remington Park Trail (23).
29. **Beddo Creek Trail.** A 1.2 mile, 10-foot wide soft surface equestrian trail from Precinct Line Pathway (30) to the John McCain Trail (28). This trail provides equestrian access to the Dairy Loop Trail (20).
30. **Precinct Line Pathway.** A 1.6 mile, 10' wide soft surface or paved trail from the Beddo Creek Trail (29) at the Keller city limit, to Hurst at the south end. This inter-city trail could be extended by the City of Hurst to connect with the West Little Bear Trail (ix), providing inter-city access for North Richland Hills and Hurst residents to the Cottonbelt Trailway (i).
31. **Westcoat Drive Pathway.** A .6 mile, 8 to 10-foot wide paved pathway from John McCain Road to McDonwell School Road that provides enhanced student access to the Colleyville Elementary and Middle Schools, with connections to the Dairy Loop Trail (20) and the Cutter Ridge Pathway (16).
32. **Windview Clubhouse Path.** A .2-mile, 8' wide soft surface trail to East Little Bear II Trail (26) from the Windview subdivision clubhouse. This is an example of how a gated trail can provide residents their own access to the Little Bear Creek greenway. Sparger Park(C), Tara Plantation (E), Pleasant Run South (18), and East Little Bear Trails (11 & 26) can be accessed from this trail.

City staff and leadership should remain flexible and receptive to variations in the alignments of these trail segments. The intent is to increase opportunities for non-motorized access and mobility to key destinations throughout the city. Alternatives which are beneficial to the overall objectives of this plan and reflective of the community's desires should be anticipated and accommodated.

6. PLAN IMPLEMENTATION STRATEGIES

The current fast pace of development in Colleyville results in the need for ongoing vigilance to ensure appropriate implementation of these and other potential pathway opportunities. This plan should be made widely available to residents and developers alike. Modifications to the alignments suggested in this plan may be necessary and should be anticipated. The impacts of any modifications should be considered in the context of, and in relation to the rest of the system.

These trails and pathways can potentially serve a variety of users. The primary focus is the development of pedestrian connections. To the extent feasible, bicyclists and other user groups can also use trails. However, since trail bicyclists will need to use the roadways, and not sidewalks, where the trail system joins the street system, additional planning for on-road accommodation will need to be done. In-line skating is also becoming increasingly popular, and was one of the facilities-needs identified in the *Parks and Recreation Master Plan 1996 Update*. Finally, in the northwest and southeast quadrants of the city, potential may exist for equestrian trail development, given community support in those areas.



Surface condition and the current width of trails such as these in Sparger Park are important factors to consider as existing paths are integrated into the larger system.

Implementing this plan will require a range of strategies including developing partnerships with developers, possible changes in current city ordinances, and pursuing a variety of funding opportunities. Aggressive maintenance policies coupled with frequent plan updates will ensure this plan's ongoing success as Colleyville's population continues to grow.

Trail development along undeveloped lands

Implementation of this plan can be accomplished by approaching it from several fronts. One of the easiest will be in the more than 40% of the city that is today undeveloped. Pathways in these areas can be developed through continued application of the Colleyville subdivision, park dedication, and sidewalk ordinances.

Development of the trails as a system can be fostered by partnering with developers. Colleyville still has a tremendous opportunity to shape the way future development looks and functions, especially along Central Drive and in the proposed Town Center. The village-like concept of Town Center, with its mixed retail and office land use can provide a wide range of services to nearby neighborhoods and Colleyville visitors who can access the area along the proposed pathways. These pathways can serve as worthwhile relievers of local motorized traffic congestion along Colleyville Boulevard between Glade Road and Hall Johnson.

Recommended changes to current Colleyville ordinances

In Colleyville, sidewalks are currently required to be 4 feet wide in single-family residential and industrial areas, and 6' wide when abutting all other uses, such as in commercial and retail districts (Subdivision Ordinance No. 0-81-407 of June 16, 1981).

It is recommended that the current ordinance be modified to reflect regional guidelines. This will create an environment more conducive to walking and serve as the on-street pedestrian element of the trail system. NCTCOG's *Bicycle and Pedestrian Facilities Planning and Design Guidelines* establishes a regional policy of constructing sidewalks which meet or exceed Americans with Disabilities Act standards. The recommended urban sidewalk width is 1.5 meters (5 feet) in continuous width with a minimum 1 meter (3 foot) wide buffer between the edge of the street pavement and edge of the sidewalk. At least 1 meter of the walkway should be clear of obstructions to allow ADA access.

To ensure orderly and quality construction of paths and sidewalks as Colleyville continues to develop, consideration should be given to establishing an overlay district or assessing sidewalk impact fees from developers of all properties fronting Colleyville's thoroughfares.

Operations and maintenance

Trails and pathways should be well maintained to ensure the safety and functionality of pedestrian and bicycle flow. Periodic refurbishing and debris removal will be necessary to assure ongoing serviceability. The degree of maintenance provided has a direct impact on facility service life, level of use, liability and community image. Inadequate facility maintenance conveys a feeling of lack of security, resulting in fear for personal safety, and leading to decreased facility usage. A strong maintenance regimen is essential to the security and safety of trail users.

Estimating costs

The current estimated construction cost for a hard surface trail is calculated at \$7.95 per square foot, or about \$420,000 per mile for a 10-foot wide trail. The cost for constructing a crushed rock trail can vary widely, but for this plan, current costs are estimated at \$1.70 per square foot, or approximately \$90,000 per mile for a 10-foot wide trail. These figures include a 20-percent contingency.

When estimating, inflation has been factored at 4 percent per year for the second and third implementation phases. In addition to basic design and construction costs, other expenditures must be foreseen. The majority of trails and sidewalks in this plan will encounter thoroughfare or stream crossings. While stream crossings must usually occur via a bridge, railroad and street crossings can occur either at-grade, or be grade-separated. These costs can vary widely as well, and have not been included in cost estimates for this plan. A complete listing of estimates for this plan is included in Table 3, Appendix F.

Funding strategies

Implementing the different types of proposed pathways in this plan will require a variety of funding strategies. Trails along the regional Veloweb, for example, are eligible for federal transportation funding, while most sidewalks may need to be built with local funds. Some sidewalks however, as a result of new federal legislation, can now compete for federal funds. Nature, mountain bike and equestrian trails can be built with Recreational Trails funding assistance, and with the help of volunteer groups. Trails and sidewalks in new development can be built in partnership with land developers. Trails that have the potential of crossing city boundaries compete well for funding if coordination with the adjacent city is undertaken prior to submitting applications. Cities with approved trail plans in place also compete more successfully. This section provides brief descriptions of these funding assistance opportunities.

Transportation Equity Act for the 21st Century (TEA-21)

The Transportation Equity Act for the 21st Century (TEA-21) passed in 1998 provides the funding mechanism for federal transportation programs for the next 6 years. It is the sequel to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). According to the U.S. Department of Transportation under TEA-21, bicycle and pedestrian projects (Section 217 of Title 23) are broadly eligible for all of the major funding programs where they compete with other transportation projects for available funding at the State level or at the metropolitan planning organization (North Central Texas Council of Governments) level. Bicycle and pedestrian projects are eligible funding under the following programs:

- NHS - National Highway System
- STP - Surface Transportation Program, including
 - Railway-Highway Crossing Program (Section 130) and
 - Hazard Elimination Program (Section 152) safety funds
- CMAQ - Congestion Mitigation and Air Quality
- Federal Lands
- Scenic Byways
- Recreational Trails.

Two popular programs under ISTEA have been carried forward into TEA-21, including the STP Enhancements program and the Recreational Trails program. Enhancements, or the Statewide Transportation Enhancements Program (STEP), is a cost reimbursement program administered by Texas Department of Transportation which also currently requires project nomination by NCTCOG. In Colleyville, trails along Little Bear Creek, in addition to the previously STEP funded Cottonbelt Trailway, are eligible for STEP funding under current NCTCOG guidelines.

New to TEA-21 is NHS funding for pedestrian walkways [1202(a)(1)]; use of Hazard Elimination funds for bicycle infrastructure improvements and some traffic calming measures [1401]. For example, in Colleyville, SH-26 and SH-121 are part of the National Highway System.

Further, the new law calls for bicycle and pedestrian projects to be considered in conjunction with all new construction and reconstruction of transportation facilities. Transportation plans and projects must also consider the need for pedestrian and bicyclist safety, and contiguous routes.

The law also calls for Federal Highway Administration (FHWA) to develop guidance on accommodating bicycle and pedestrian travel, and to make recommendations on amending and updating AASHTO (American Association of State Highway and Transportation Officials) design standards for streets and highways. This guidance is anticipated at approximately the beginning of year 2000.

The permissibility of using motorized wheelchairs on non-motorized trails is clarified in TEA-21. Further, it also permits the use of electric bicycles on these facilities where State or local regulations permit. Electric bicycles are defined as any bicycle or tricycle with a low-powered electric motor weighing under 100 pounds, with a top motor-powered speed of 20 miles per hour.

The local matches for different TEA-21 programs vary. The Hazard Elimination Program (Section 152) provides for 90% of the project cost, while STEP projects and most others provide 80% of the project cost. Exactly what may be counted toward credit for the local match varies by program. For additional information regarding TEA-21 trail funding contact Mike Sims at NCTCOG, metro-817/695-9226, or email mikesims@nctcog.dst.tx.us.

Transportation Enhancements

Enhancements, as the program is frequently called, is a sub-program of the broad Surface Transportation Program (STP), administered by TxDOT as the Statewide Transportation Enhancements Program (STEP). It is a cost reimbursement program. A project application must currently be nominated by NCTCOG who submits it to TxDOT. NCTCOG currently requires that a project be located either on the Veloweb or in a Bicycle or Pedestrian Transportation District. *Mobility 2020* was crafted with the intent that every bicycle or pedestrian project submitted for funding from this program would be part of a system - either the regional Veloweb System or a local Bicycle or Pedestrian Transportation District (BTDs or PTDs). These BPDs or PTDs can be developed in any area that can demonstrate how the land use/transportation interaction can benefit a local district. Local participation and a rush hour/commuter congestion relief strategy should make specified areas good candidates for the development of these districts.

The key to having a project nominated by NCTCOG and forwarded to TxDOT is to show that a facility is integrated with bike parking, on-street routes and other facilities that work together.

Recreational Trails Program

The reauthorization of the Recreational Trails Program (RTP) is incorporated into TEA-21. The RTP replaces the Symms National Recreational Trails Fund Act that was passed in 1991 as one of the ISTEA funding programs. The six year program will distribute a total of \$270 million nationwide during the life of the program with \$1.3 million expected for distribution in Texas during 1998. Thirty per cent of the program funds must be spent on non-motorized trails, 30% on motorized, with 40% being spent on either.

Funds can be spent to construct new recreational trails, improve or maintain existing trails, develop or improve trailheads or trailside facilities, and acquire trail corridors or easements. It is a cost reimbursement program. Currently, projects may range in total cost between \$5,000 and \$100,000.

Federal guidelines now allow RTP funded trails to receive up to an 80% funding match, and other federal agencies, such as the U.S. Forest Service or Bureau of Land Management can bring the total federal share up to 95%. Allowable costs for the sponsor's match can include appraised value of donated land or easement, service contracts, volunteer labor, materials, rental equipment, or money.

In Texas, the program is administered by the Texas Parks & Wildlife Department (TPWD), who typically conduct one call for projects each year. The most recent deadline for submission of matching funds requests was July 1, 1998. Another call is anticipated in the summer of 1999.

Funding eligibility depends on a number of factors, including the following:

- Trails can be on public or private lands. However, to receive funding for trails on private lands, the sponsor must obtain a legally binding easement, lease, or license satisfactory to TPWD, and keep the trail open to the public for a minimum of twenty (20) years. Trails on private lands cannot be managed as a commercial enterprise.
- Development of urban trail linkages near homes and workplaces, including trail linkages to schools, parks and existing trails is eligible, but must have a recreational purpose. A trail less than .5 miles long is eligible only if interpretation or disabled access is its recreation purpose. Trails whose purpose is to connect facilities within a park and sidewalks are not eligible.
- Trail restoration or rehabilitation includes rerouting or repair of areas damaged by trail use, flooding, or erosion.
- Eligible trailhead or trailside facilities include signs and displays, restrooms, parking areas, drinking water, horse-watering facilities, hitching posts/corrals, bike racks, benches, fencing and bollards. Ineligible facilities include facilities that support other recreation activities, landscaping, or buildings.
- The program is limited to spending on site-based trail projects - construction, maintenance, or acquisition. It can include some site planning, design and engineering specifications which lead to a built trail.



Development of trail linkages to schools, parks and existing trails is eligible for TPWD funding, but these must have a recreational purpose.

For additional RTP information, contact Kathryn Nichols, TPWD's Greenways Program Manager at 512/389-4735 or e-mail: kathryn.nichols@tpwd.state.tx.us

National Park Service (NPS) programs

The Land and Water Conservation Fund (LWCF) and Urban Park and Recreation Recovery Act (UPARR) provide funds for parks and recreation. Both funds are appropriated by Congress. For the last several years there has been little or no stateside LWCF or UPARR funding, however, there are currently several bills before Congress which could possibly provide substantially more funding through these programs. Typically, the funding sources have supported traditional parks rather than linear systems.

North Central Texas has been fortunate to have technical support through the NPS Rivers, Trails, and Conservation Assistance Program office at NCTCOG. For more information about this program, contact Jodi Hernandez, Community Planner, at metro-817/695-9228 or e-mail: jodi@nctcog.dst.tx.us.

Texas Parks & Wildlife Department - Texas Recreation and Parks Account

This TPWD account provides funding for recreational trails as well as parks. Up to a 50 percent match can be obtained, up to \$500-thousand, for new park and trail facilities. Projects involving two or more entities are looked upon favorably in the scoring process. Submissions are usually accepted in January and July of each year. This program has a number of restrictions. Contact the TPWD Grants in Aid Program at 512/912-7145.

Foundation and corporate grants

Certain foundations and organizations exist which assist in direct funding for trail projects, while others exist to help citizen efforts get established with small seed funds or technical and publicity assistance. Before applying for any grant, it is crucial to review *The Foundation Directory* and *The Foundation Grants Index* published by the Foundation Center to learn if a particular project fits the requirements of the foundation. These publications are issued in electronic and printed forms and may be found in libraries. Contact each foundation for clarification of their particular requirements, prior to deciding to submit a request. More information about the Foundation Center services is available by calling 202/331-1401.

Grants for Greenways

This national listing, Grants for Greenways, provides descriptions of a broad spectrum of both general and specific groups who provide technical and financial support for greenway interests. Call 703/525-6300 for more information.

General obligation bond funds

Local bond funds usually are targeted for new facilities. City leaders should seek ways to identify broadly beneficial projects that would receive citywide support.

General fund expenditures

General Fund expenditures are traditionally used for improvements to existing facilities. With increased tax base resulting from recent robust development trends, opportunities may exist for Colleyville to upgrade certain facilities using this funding source.

Partnerships with developers and private land owners

A park land dedication ordinance can provide either land or funding for development of trail corridors as land is developed in Colleyville. The corridors in currently undeveloped areas of the city should be viewed as flexible. Every effort should be made to encourage developers to provide bridges across creeks and ravines when access to essential public destinations can be provided. The City should work with developers to create non-motorized corridors which connect new neighborhoods to adjacent or future neighborhoods, schools and other key destinations, and can be beneficial to both the developer and the citizens of Colleyville.

Sidewalk funding sources

Colleyville currently has a \$49,000 annual budget for sidewalks. This amount should be increased annually to keep pace the city's growth. These funds can in some cases be leveraged to increase the funds available for sidewalk construction. It may be possible to utilize NHS funds along Colleyville Boulevard (SH-26) or SH-121. Municipal bonds and local ordinances are other funding strategies which may also be used.

Partnering with volunteer groups

Nature, mountain bike and equestrian trails can be built with the help of volunteer groups. Their efforts can be used as part of the required match for the Recreational Trails program. There are a variety of sources for volunteers including user groups, local residents, corporate community service initiatives, and business and civic support groups.

Most important for Colleyville can be outreach efforts with local neighborhood groups and families with young children. Business and civic groups with an interest in the economic health and livability of Colleyville can be enlisted for projects of business or community importance. The Dallas Off Road Bicycle Association (DORBA) and the Texas Equestrian Trail Riders Association (TETRA) are two regionally active groups. Hiking organizations such as Volksmarchers of America, Sierra Club, and other environmental groups have an interest in enjoying the outdoors and can serve as a source for volunteers.

Trail development volunteer support can be anticipated to grow as the community becomes more aware of the City's pathways initiative and the many benefits trails offer.

TU Electric Company partnerships

One trail could be developed along a Texas Utilities Electric Company corridor in Colleyville. TUE has developed an agreement for many cities in the Metroplex, including Addison, Richardson, Plano, and neighboring Bedford, indemnifying them from certain liabilities in exchange for the right to construct a trail. Cities can arrange to use these corridors for pathways, but must allow TUE heavy equipment to access their lines any time. If a substation must ever be built, officials say they will try to permit space for passage of the trail, built or planned. For further information, contact Mr. Gordon Hood, ROW Manager at Texas Utilities Electric Company at 214/812-1341. Applications are evaluated on a case by case basis.

Inter-city coordination

The city should work with adjacent cities on trail segments which could potentially cross city boundaries and provide input to NCTCOG for the Tarrant County trail plan which they are currently developing. Trails can potentially connect to all adjacent cities including Hurst, North Richland Hills, Keller, Southlake, Grapevine, Euless and Bedford.

Connections with adjacent cities along the Veloweb, the regional transportation trail system for Tarrant, Dallas, Denton and Collin counties, should also be coordinated with adjacent cities. Corridors along the Veloweb have increased funding potential due to their inclusion in the regional plan. Veloweb segments in Colleyville include not only the already funded Cottonbelt Trailway, but also Big Bear Creek or Little Bear Creek. Implementation of trails on the Veloweb should to be timed with its development in the adjacent cities.

8. CONCLUSION

Colleyville has many opportunities to create pathways. Each of the recommended pathway segments is a key linkage in the citywide system. Investment in the development of these pathways will foster the creation of a secure sense of place for parents and their children. The plan's vision is to provide greater non-motorized accessibility of Colleyville's public assets to its residents, while helping to decrease traffic congestion and air pollution, and increasing the ability of citizens to live a healthy, active lifestyle.

Analysis of the Colleyville roadway system's current suitability to safely accommodate bicycle traffic was beyond the scope of this project. For the path system to work, however, it is essential that the citywide street system be evaluated and measures taken to accommodate people on bicycles.

While this plan provides a network of pathways, specific alignments should be viewed as flexible, and adjusted as needed to achieve the objectives of residents, businesses and developers. By implementing this plan, Colleyville can provide safer, more secure, recreational opportunities and transportation choices throughout the city, making Colleyville a more attractive place to live, work and visit.

APPENDICES

A	Map 1: Existing trails and sidewalks
B	Map 2: School Attendance Area Map
C	Table 3: Trail Corridor Evaluation Matrix
D	Map 3: Proposed Trails and Pathways & Suggested Sidewalk System
E	Map 4: Key Intersections Map
F	Table 4: Implementation Cost Estimates
G	Design Guidance
H	Bibliography

APPENDIX C. TABLE 3. TRAIL CORRIDOR EVALUATION MATRIX

~ Colleyville Pathways ~

Map ref # / priority	Path/Trail Name	North or West terminus	South or East terminus	Schools, parks, and commercial areas served	Potential path connections	Length	Development potential (Low, Med, High)	Support (L,M,H)
Priority 1 pathways								
1	Little Bear Center Park Trail	from Colleyville Nature Center	to Sparger Park	Bransford Elem. Sch., C'ville Nature Center, C'ville Rd. commercial	Nature Center trails, Sparger Park trails, Boulevard sidewalk syst.	6,000' (1.1 mi)	H w/new golf course N & S of crk W of 26	H
2	Longwood Path	Cotton Belt Trailway at Big Bear Creek	Kimzey Park	planned McCain Ctr, Pleasant Run Park, Kimzey Park	connects existing Kimzey path and sidewalk system to Cotton Belt Trailway	3,200' (.6 mi)	H City owned prop	H (key NE linkage)
3	Glenhope Pathway	Twelve Oaks Lane	Independence Rd.	Glenhope Elem. Sch.	enhances sidewalk environment near school	1,500' (.3 mi)	H within road R.O.W.	H
4	Taylor Trail	Montclair Drive	Pool Road	O.C. Taylor Elem Sch, C'ville Middle Sch.	Taylor School Walkway	3,000' (.6 mi)	H partially developed	H
5	Taylor School Pathway	Pool Rd. ROW from Hall Johnson	Meadowview Dr.	O.C. Taylor Elem Sch, C'ville Middle Sch.	Schoolyard Path, Taylor Trail	4,500' (.9 mi)	H within road R.O.W.	H
6	Colts Neck Spur Trail	Colts Neck Drive	Van Oaks Dr.	C'ville Elem. Sch., C'ville Middle Sch.	Remington Park Trail	900' (.2 mi)	H new development	H
7	Schoolyard Path (incl. Hardage and Ponderosa links)	Pleasant Run Rd. (along Hall Johnson ROW)	Pool Road	C'ville Elem. Sch., C'ville Middle Sch., C'ville Rd. commercial	Taylor School Pathway, Pleasant Run N Walkway, Main Street Greenwalk	11,280' (2.1 mi.)	M partially developed,	H
8	Glade Road Pathway	Glade Creek Drive	Heritage Avenue	Heritage Middle Sch., Heritage High School, O.C. Taylor Elem Sch, Bransford Elem. Sch	Nature Center North Trail, Town Center Greenwalk, Pleasant Run So. Trail, Taylor School Pathway, Heritage Trail, Heritage School Streetscape	22,000' (4.2 mi.)	M partially developed	H
9	Cheek Sparger West Pathway	Colleyville Blvd.	Bedford Rd.	Bransford Elementary, C'ville Middle Sch., C'ville Rd. commercial	Tara Plantation Trail, Sparger Park	6,330' (1.2 mi)	M partially developed	H
10	Webb House Crossing	No. of Cotton Belt Trailway Crossing	So. of Cotton Belt Trailway Crossing	Colleyville ES & MS, Heritage High School, Bransford Park	Cotton Belt Trailway, Pleasant Run Soccer Walks	1,000' (.3 mi)	H with road realignment	H

APPENDIX C. TABLE 3. TRAIL CORRIDOR EVALUATION MATRIX

~ Colleyville Pathways ~

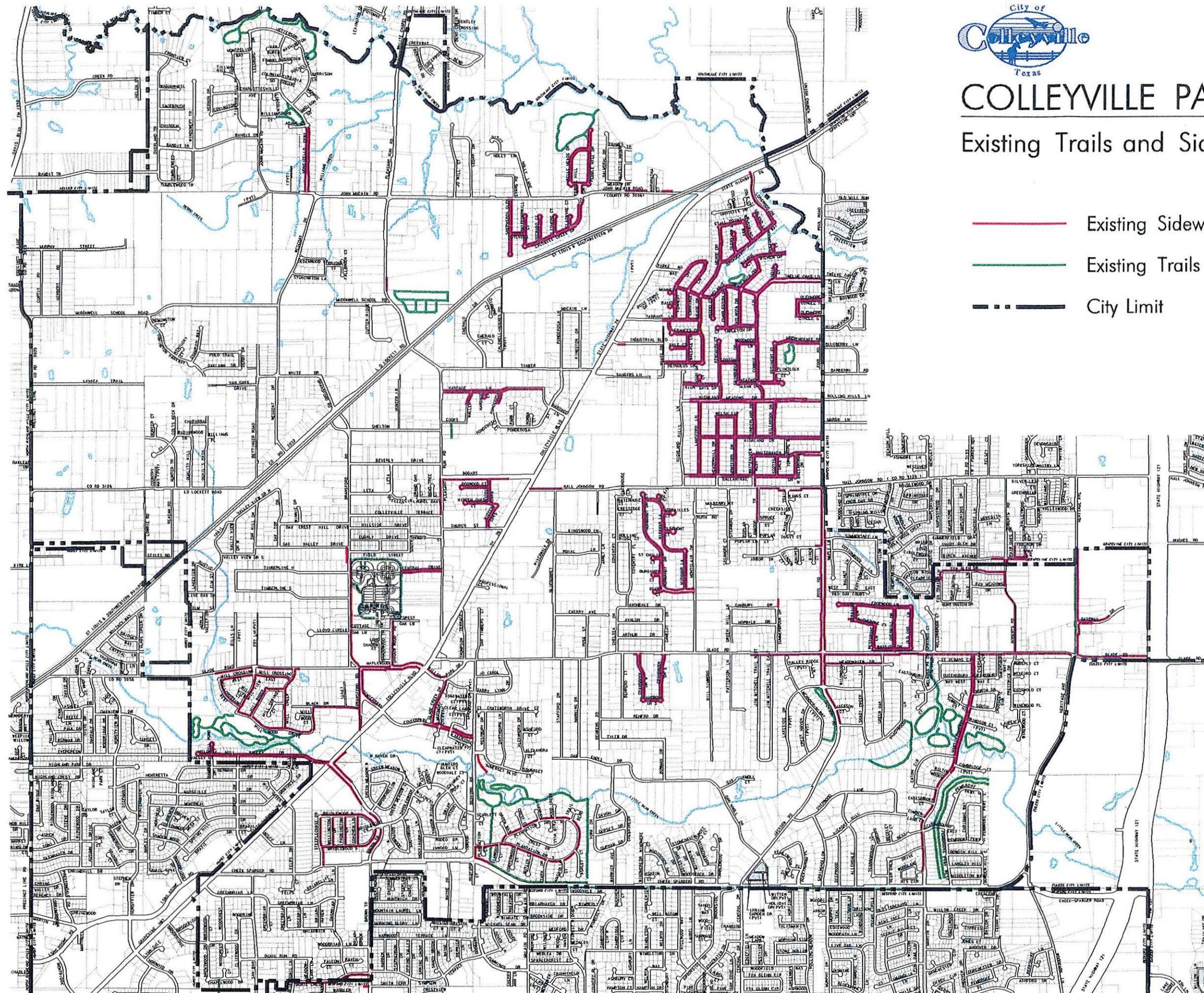
Map ref # / priority	Path/Trail Name	North or West terminus	South or East terminus	Schools, parks, and commercial areas served	Potential path connections	Length	Development potential (Low, Med, High)	Support (L,M,H)
Priority 2 pathways								
11	East Little Bear I Trail	NE corner of existing Tara Plantation Trail	Martin Parkway	Heritage Middle Sch., Heritage High School, Sparger Park	Pleasant Run South Trail, Tara Plantation Trail, E. Little Bear II Trail	10,000' (1.9 mi.)	M drain corridor needs maint. crew access	H
12	Town Center Greenwalk	Bogart	Glade Rd.	C'ville Elem. Sch., C'ville Middle Sch., C'ville Rd. commercial	Walk to Center Field, Main Street Greenwalk, Pleasant Run Walk & Trail	6,000' (1.1 mi.)	M complex crossing, w/prop Town Center	H
13	Main Street Greenwalk	Hall Johnson	proposed Town Center	C'ville Elem. Sch., C'ville Middle Sch., C'ville Rd. commercial	Schoolyard Path, Town Center Greenwalk	2,400' (.5 mi.)	H in 1996 MP Update, dev w/Town Center	H
14	Pleasant Run North Pathway	Big Bear Creek at north city limit	Bogart	Pleasant Run Park, C'ville Elem. Sch., C'ville Middle Sch.	Cutter Ridge Pathway, Cotton Belt Trailway, Schoolyard Path	10,200' (1.9 mi.)	L highly developed	H
15	Walk to Center Field	City Park -- East Gate	Colleyville Blvd.	C'ville Elem. Sch., C'ville Middle Sch., C'ville Rd. comm'l., City Park, Town Ctr.	new City Park ball fields, School Yard Path via Town Center Greenwalk, Main Street Greenwalk,	2,000' (.4 mi.)	M highly developed includes city prop.	H
16	Cutter Ridge Pathway	Westcoat Drive	Pleasant Run Rd.	Pleasant Run Park, C'ville Elem. Sch., C'ville Middle Sch.	Potential bridal path. Dairy Loop, Westcoat Drive Walkway, Pleasant Run N Walkway	3,000' (.6 mi.)	M partially developed,	H
17	Nature Center North Trail	Cotton Belt Trailway	Colleyville Nature Center	C'ville Nature Center, Lockett House Sr Ctr, C'ville Middle Sch.,	L.D. Lockett House Path, Cotton Belt Trailway, W. Little Bear Trail (Hurst)	4,800' (.9 mi.)	M partially developed	H
18	Pleasant Run South Trail	Glade Rd.	Little Bear Center Park Trail	C'ville Middle Sch., C'ville Rd. comm'l., Sparger Park	Pleasant Run N Walkway, Little Bear Center Park Trail	3,900' (.8 mi.)	M undeveloped	H
19	Cheek Sparger East Pathway	Tara Trail (Bedford Rd.)	Heritage Avenue	Heritage ES, MS, HS, Heritage Ave. retail	Tara Plantation Trail, Woodland Hills/Pembrook Trails, Heritage Sch Streetscape, Heritage Trail	9,500' (1.8 mi.)	M partially developed	H



COLLEYVILLE PATHWAYS

Existing Trails and Sidewalks

- Existing Sidewalks
- Existing Trails
- City Limit





COLLEYVILLE PATHWAYS

School Attendance Areas in Colleyville

Elementary School Boundaries

Middle School Boundaries

1 Elementary Schools

1 Middle Schools

1 High Schools

Schools

1 Bransford E. S.

2 Colleyville E. S.

3 Glenhope E. S.

4 Heritage E. S.

5 O. C. Taylor E. S.

6 Porter E. S.

7 Bedford Heights E. S.

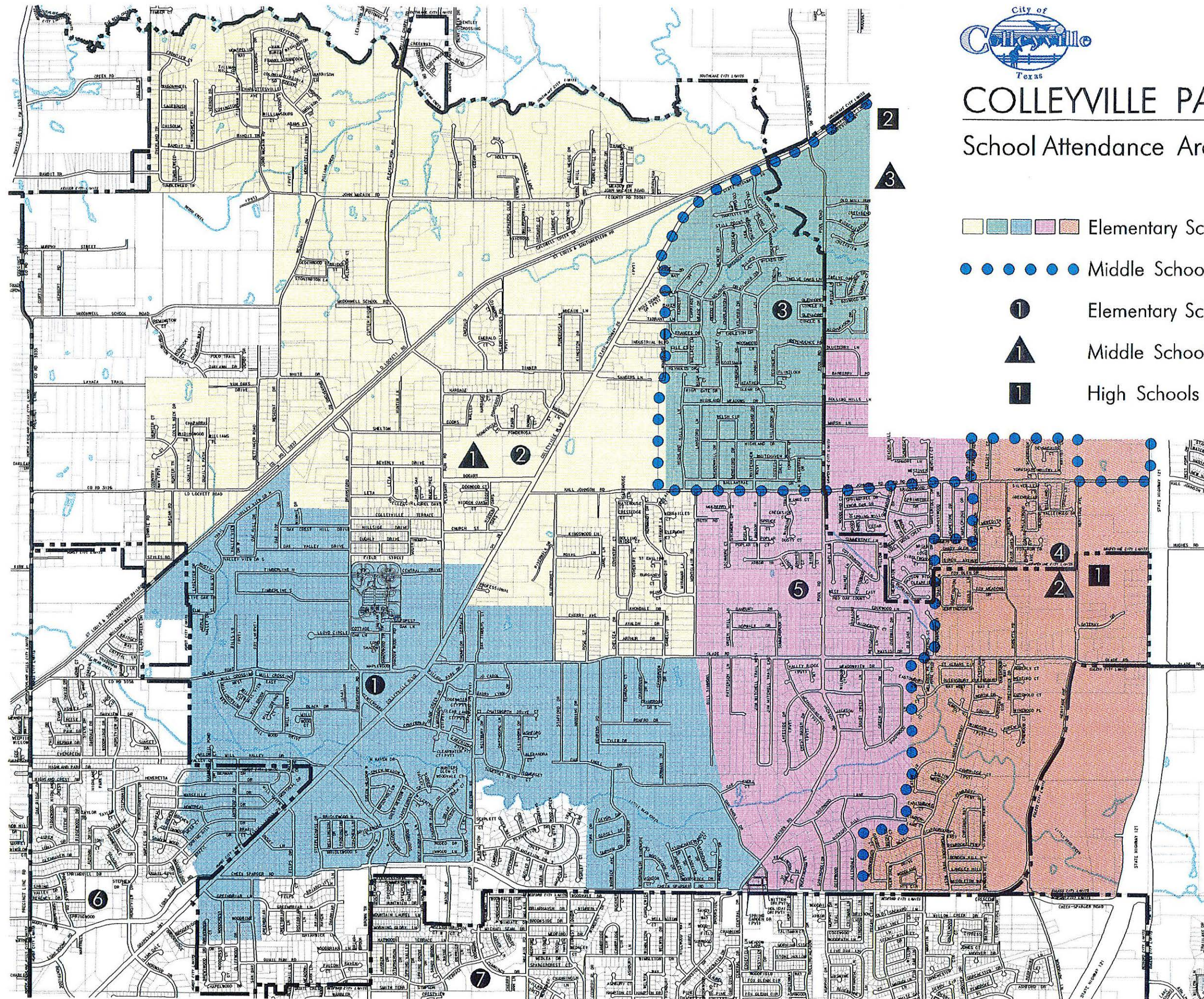
1 Colleyville M. S.

2 Heritage M. S.

3 Cross Timbers M. S.

1 Colleyville Heritage H. S.

2 Grapevine H. S.



APPENDIX C. TABLE 3. TRAIL CORRIDOR EVALUATION MATRIX

~ Colleyville Pathways ~

Map ref # / priority	Path/Trail Name	North or West terminus	South or East terminus	Schools, parks, and commercial areas served	Potential path connections	Length	Development potential (Low, Med, High)	Support (L,M,H)
20	Dairy Loop	John McCain Trail	Westcoat Drive	C'ville Elem. Sch., C'ville Middle Sch.	Potential bridal path, John McCain Trail, Beddo Creek Trail, Westcoat Drive Walkway, Cutter Ridge Pathway	4,050' (8 mi)	H undeveloped	M
21	Oakbrook Shortcut	Bridge Street	McDonwell School Road	Pleasant Run Park, C'ville Elem. Sch., C'ville Middle Sch.	Cutter Ridge Pathway	1,000' (.2 mi)	H (pvt) existing green space	M
22	L D. Lockett House Path	L D. Lockett Rd.	Cotton Belt Trailway	L D. Lockett House Senior Center	Cotton Belt Trailway, Remington Park Trail	1,000' (.2 mi)	H through the park	M
23	Remington Park Trail	McDonwell School Rd	L.D. Lockett Rd.	McPherson Dairy, L.D. Lockett House Senior Center,	Cotton Belt Trailway John McCain Trail, Dairy Loop, Colts Neck Spur Trail, L.D. Lockett House Path	4,800' (.9 mi.)	H partially developed, incl with new devel.	M

Priority 3 pathways

24	Heritage Trail	Glade Road	Cheek-Sparger	Heritage Elem. Sch., Heritage Middle Sch., Heritage High School, Heritage Ave. retail	Potential bridal path, E. Little Bear II Trail, Woodland Hills/Pembrook Trail Extension, Euless Little Bear Trail	5,700' (1.1 mi.)	H with future development	M
25	Woodland Hills/Pembrook Trail Extension	N end of existing Woodland Hills Trail	Heritage Ave.	Heritage Elem. Sch., Heritage Middle Sch., Heritage High School	Heritage Trail, (w/bridge) E. Little Bear II Trail, Euless Little Bear Trail	900' (.2 mi.)	M with future development	M
26	East Little Bear II Trail	Martin Parkway	Heritage Ave.	Heritage Elem. Sch., Heritage Middle Sch., Heritage High School	Heritage Trail (w/bridge), Euless Little Bear Trail, Woodland Hills/Pembrook Trail Extension	2,500' (.5 mi.)	M with future development	M
27	Power Line Loop	San Bar	single terminus (out and back)	creates local park environment	nearby Euless Chisholm Park	1,350' (.26 mi)	H in utility corridor	L

APPENDIX C. TABLE 3. TRAIL CORRIDOR EVALUATION MATRIX

~ Colleyville Pathways ~

Map ref # / priority	Path/Trail Name	North or West terminus	South or East terminus	Schools, parks, and commercial areas served	Potential path connections	Length	Development potential (Low, Med, High)	Support (L,M,H)
28	John McCain Trail	John McCain Rd. at Pleasant Run Rd.	McDonwell School Rd. at Remington Parkway	McPherson Dairy, (Future agricultural park/learning center?)	Potential bridal path, Beddo Creek Trail, Dairy Loop Trail, Remington Park Trail	7,200' (1.4 mi.)	H undeveloped	L
29	Beddo Creek Trail	Precinct Line Trail	John McCain Trail	McPherson Dairy,	Potential bridal path, Precinct Line Trail, John McCain Trail, Dairy Loop Trail	6,000' (1.2 mi.)	H undeveloped	L
30	Precinct Line Pathway	Beddo Creek Trail	Hurst City Limit (Little Bear Creek)	inter-city from Keller to Hurst	Beddo Creek Trail, West Little Bear Trail	8,400' (1.6 mi.)	H in wide ROW	L
31	Westcoat Drive Pathway	John McCain Rd.	McDonwell School Rd.	McPherson Dairy, C'ville Elem. Sch., C'ville Middle Sch.	Dairy Loop Trail, Cutter Ridge Pathway	3,000' (.6 mi.)	M partially developed/ incl with future devel	L
32	Windview Clubhouse Path	East Little Bear II Trail	Windview Clubhouse	Little Bear Greenway, Sparger Park	East Little Bear I Trail From private clubhouse	900' (.2 mi.)	M	L

APPENDIX G. IMPLEMENTATION COST ESTIMATES

Estimating implementation costs

Estimated costs for the implementation of this plan can be determined several ways. Cost per square foot of two types of trails -- 6" concrete and 6" crushed rock -- were established for this plan.

Each project proposed in the plan might have other costs such as those associated with land acquisition or easements, as well as costs for maintenance and operations. Land ownership was not studied in detail for this plan, nor were costs for improvements such as structural modifications to roadway bridges, pedestrian bridges, culverts, ramp connections and other treatments which can only realistically be evaluated during the detailed trail design.

Of the approximately 30-miles of trails and pathways proposed in this plan, segment costs are estimated in Table 3, based on the initial surface and width recommendations in the plan. Implementation phases are prioritized, but trails and pathways should be implemented as conditions and circumstances warrant.

Estimated cost summary for this plan:

Priority One Phase:

- 11.2 miles concrete trails
 - .2 miles crushed rock trails
- Phase One Total Estimate: \$ 4,817,100

Priority Two Phase:

- 9.1 miles concrete trails
 - 2.8 miles crushed rock trails
- Phase Two Total Estimate: \$ 5,046,950

Priority Three Phase:

- .8 miles concrete trails
 - 6.1 miles crushed rock trails
- Phase Three Total Estimate: \$ 1,085,000

ESTIMATED PLAN TOTAL \$10,949,050

Table 3, Appendix G. IMPLEMENTATION COST ESTIMATES

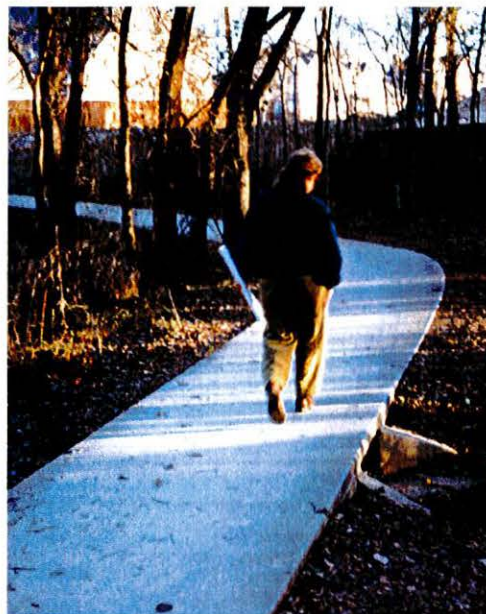
Ref #	Segment Name	Surface Type Used For Estimate	Width In Feet	Approx. Length In Feet	Estimated Cost
PRIORITY ONE IMPLEMENTATION (1998-2002)		Basis: 6" concrete at \$7.95 ² or 6" crushed rock at \$1.70 ²			
1	Little Bear Center Park Trail	concrete	12.5	6,000'	\$ 596,250
2	Longwood Trail	concrete	10	3,200'	\$ 254,400
3	Glenhope Pathway	concrete	10	1,500'	\$ 119,250
4	Taylor Trail	concrete	10	3,000'	\$ 238,500
5	Taylor School Pathway	concrete	10	4,500'	\$ 357,750
6	Colts Neck Spur Trail	crushed rock	10	900'	\$ 15,300
7	Schoolyard Path	concrete	10	11,300'	\$ 898,350
8	Glade Road Pathway	concrete	10	22,000'	\$ 1,749,000
9	Cheek Sparger West Pathway	concrete	10	6,400'	\$ 508,800
10	Webb House Crossing	concrete	10	1,000'	\$ 79,500
Priority One Totals: (11.2 mi. concrete, .2 mi. crushed rock)				59,800	\$ 4,817,100
PRIORITY TWO IMPLEMENTATION (2002-2006)		Basis: 6" concrete at \$9.30 ² or 6" crushed rock at \$2.00 ²			
11	East Little Bear I Trail	concrete	10	10,000'	\$ 930,000
12	Town Center Greenwalk	concrete	12.5	6,000'	\$ 697,500
13	Main Street Greenwalk	concrete	12.5	2,400'	\$ 279,000
14	Pleasant Run North Pathway	concrete	10	10,200'	\$ 948,600
15	Walk to Center Field	concrete	12.5	2,000'	\$ 232,500
16	Cutter Ridge Pathway	concrete	12.5	3,000'	\$ 348,750
17	Nature Center North Trail	crushed rock	10	4,800'	\$ 96,000
18	Pleasant Run South Trail	concrete	10	3,900'	\$ 362,700
19	Cheek Sparger East Pathway	concrete	10	9,500'	\$ 883,500
20	Dairy Loop	crushed rock	10	4,100'	\$ 82,000
21	Oakbrook Shortcut	concrete	8	1,000'	\$ 74,400
22	L.D. Lockett House Path	crushed rock	8	1,000'	\$ 16,000
23	Remington Park Trail	crushed rock	10	4,800'	\$ 96,000
Priority Two Totals: (9.1 mi. concrete, 2.8 mi. crushed rock)				62,700	\$ 5,046,950
PRIORITY THREE IMPLEMENTATION (2004-2008)		Basis: 6" concrete at \$10.05 ² or 6" crushed rock at \$2.15 ²			
24	Heritage Trail	crushed rock	10	5,700'	\$ 122,550
25	Woodland Hills/Pembroke Trail Extension	concrete	10	900'	\$ 90,450
26	East Little Bear II Trail	crushed rock	8	2,500'	\$ 43,000
27	Power Line Loop	crushed rock	8	1,400'	\$ 24,080
28	John McCain Trail	crushed rock	10	7,200'	\$ 154,800
29	Beddo Creek Trail	crushed rock	10	6,000'	\$ 129,000
30	Precinct Line Pathway	crushed rock	10	8,400'	\$ 180,600
31	Westcoat Drive Pathway	concrete	10	3,200'	\$ 321,600
32	Windview Clubhouse Path	crushed rock	8	1,100'	\$ 18,920
Priority Three Totals: (.6 mi. concrete, 6.1 mi. crushed rock)				36,400	\$ 1,085,000
Total System Estimates (21 mi. concrete, 9 mi. crushed rock, 30 mi. total)				158,900	\$ 10,949,050
Total miles of crushed rock surfaced trails				9	\$ 978,250
Total miles of concrete surfaced trails				21	\$ 9,970,800
Note: Estimates based on 1998 costs per sq. ft., plus 20% contingency. Inflation cost is factored at 4% per year. These estimates assume all ROW will be obtained through easements or donation. These are pre-design estimates and may vary.					

APPENDIX H. DESIGN GUIDANCE

Trail design must reflect the needs of its intended users, and be sensitive to the environment it passes through. Effective drainage is fundamental to the operations and maintenance of pathways and trails. Side-slope erosion and subsequent failure can be avoided by implementing sound retaining wall structures wherever appropriate.

Effective crime protection results from sound facility design, coupled with a regular pruning schedule that targets potential problem areas while maintaining a healthy shade overstory. Traffic conflicts can be considerably reduced by ensuring clear approach sight-lines to all potential traffic conflicts. This is critical to public safety. And careful consideration for the design of both inward- and outward-looking viewsheds is often key to the acceptance of the presence of trails and pathways.

Many factors must be considered when planning and designing trails for the variety of potential users. In-line skating, for example, is becoming increasingly popular. Skaters require a smooth, hard surface with minimal aberrations, and greater trail width to accommodate their skating motion back and forth across the trail. Providing this wider, smoother trail results in an overall more-universally accessible facility.



Drop-offs along trail shoulders should be avoided if possible. Design guidance universally calls out clear, flat shoulders along each side of paved trails.

National and State guidance

The American Association of State Highway and Transportation Officials (AASHTO) provides the most current federal guidance for the development of trails. The Texas Department of Transportation has adopted “the current version” of this guidance as the *State standard* for all projects involving state or federal funding. This plan does not attempt to define these standards, but suggests they be referenced whenever facilities for pedestrians or bicyclists are involved. Different types of trails call for different design requirements. In this section, paved multi-use (hike and bike) trails, natural surface trails for all terrain (off-road) bicycles, equestrian trails, and nature trails are briefly discussed. Sidewalk design recommendations are also included.

Regional guidance

Two publications produced at NCTCOG can provide essential information for the design and management of trails: *Bicycle and Pedestrian Facilities Planning and Design Guidelines* and the *Trinity Trails Management Guide*. The former focuses predominately on transportation oriented facilities, while the latter is aimed at recreational facilities. By following the regionally-adopted principles described in these documents, acceptable levels of accessibility can be provided.

The *Bicycle and Pedestrian Facilities Planning and Design Guidelines* is intended for use by local governments within the North Central Texas Council of Governments' (NCTCOG) metropolitan planning boundaries. These comprehensive guidelines should be adopted to assist Colleyville's transportation planners, designers and engineers in selecting roadway and off-street design treatments for bicycle and pedestrian mobility and safety. Developed by NCTCOG's Bicycle and Pedestrian Transportation Task Force, these guidelines have been selected on the basis of an established record of providing low-cost, effective bicycle and pedestrian mobility. This document is available from the NCTCOG Regional Information Center, P.O. Box 5888, Arlington, TX 76005-5888 or call metro 817/640-3300 or fax 817/640-7806.



Path intersections should be clear and open like this to help ensure avoidance of traffic conflicts.

Sidewalks: school routes and pedestrian greenwalks

Sidewalks, especially those connecting neighborhoods to schools, should be wide enough to allow two people to walk side by side. To do so, a minimum of 5 feet is needed -- the NCTCOG recommended width, with a minimum 3 foot wide buffer between the edge of the street and the edge of the sidewalk. If a sidewalk is adjacent to a curb, a minimum of 6 feet is needed, especially along collector and arterial thoroughfares. At least 3 feet of walkway should be clear of obstructions to allow ADA access.

Paved multi-use trails

To summarize the guidelines for paved trails, suburban multi-use trails should be a minimum of 10 feet wide, and 12 to 12.5 feet if heavy, diverse traffic is anticipated. According to AASHTO guidance, trails 8 feet wide and narrower are acceptable only for single use, and not for multi-use designation. A clear, level and flat 2' shoulder on each side of the trail must be provided throughout its length. Shoulders should be widened to up to 5' if side-slopes are present, such as when crossing over culverts or drain pipes. Concrete pavement is by far the most durable surface, especially in areas that flood. While less expensive to install, asphalt costs much more to maintain a smooth, even surface.

Natural surface trails: nature, equestrian, all-terrain bike

Natural or soft surface trails can serve pedestrians, all-terrain bikes, and equestrians. Aggressively maintained, and with the addition of compacted crushed rock, they can also be suitable for many people who require Americans with Disabilities Act (ADA) type accessibility. However, some nature trails may not lend themselves to ADA access due to environmental constraints. Trails in sensitive areas must be carefully designed to avoid impacting surrounding terrain and can also serve to define where to go in a natural area, guiding people away from areas with environmental or archeological sensitivity.

Nature trails

Natural surface trails should be in harmony with the surrounding environment. Care should be taken to fit the trail to the terrain, while taking advantage of scenic vistas, and considering the drainage characteristics during minor and major storm events. Erosion can be reduced by avoiding sharp angular turns and crossing slopes at an angle. If possible, expose wet areas to sun, and dry areas to shade. Switchbacks should be avoided unless slope is 20% or more, or when necessary for ADA access. Design to minimize excavation and cut-bank exposure.

Equestrian trails

Corridors for equestrian trails should be a minimum of 25 feet wide, with ten feet devoted to the trail tread. Vertical clearance for equestrian trails should be a minimum of ten feet. The preferred surfaces for equestrian use include granular stone and dirt. Grades steeper than 3% may not be practical for crushed stone surfaces. Steps should be avoided on equestrian trails.

Low-water crossings are preferable to bridges for equestrians, but avoid boggy and wet areas if possible. If bridges are used, post signs encouraging users to walk horses across. Bridge railings should be a minimum of 5 feet. Gates should be self closing, with a minimum handle height of 6 feet. For crossing under roadways, the recommended size for box culverts is 12 ft. x 12 ft. As with all types of trail/road crossings, allow adequate sight distance when crossing over roadways and railroad tracks, or where trails intersect.

All-terrain bicycle trails

All-terrain (off-road) bicycles can usually use almost any kind of trail. At issue is the question of the sensitivity of the area. In areas with limited sight lines or narrow trail tread, signs should be posted to warn bicyclists to keep speed down, and approach each turn as if someone were around the turn. Signage can also be used to teach bicyclists to announce "passing on your left" when approaching from the rear. Cyclists should slow down and advise equestrians of their presence before passing, and when approaching an oncoming horse, stop and pull off to the downhill side of the trail to let the horse pass.

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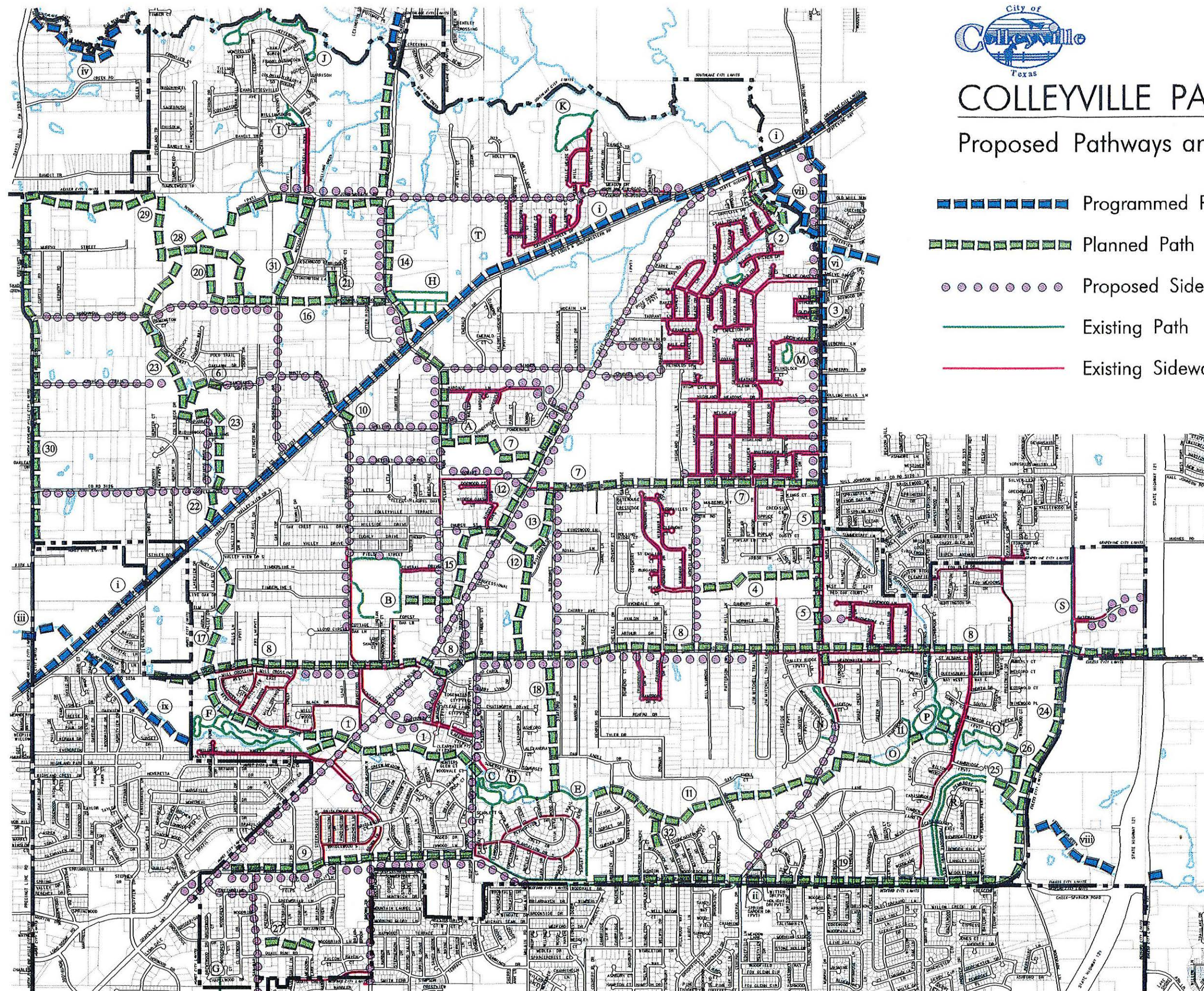
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COLLEYVILLE PATHWAYS

Proposed Pathways and Sidewalks

-  Programmed Path / Trail
-  Planned Path
-  Proposed Sidewalk
-  Existing Path
-  Existing Sidewalk





COLLEYVILLE PATHWAYS

Key Intersections



Primary / Fully Controlled

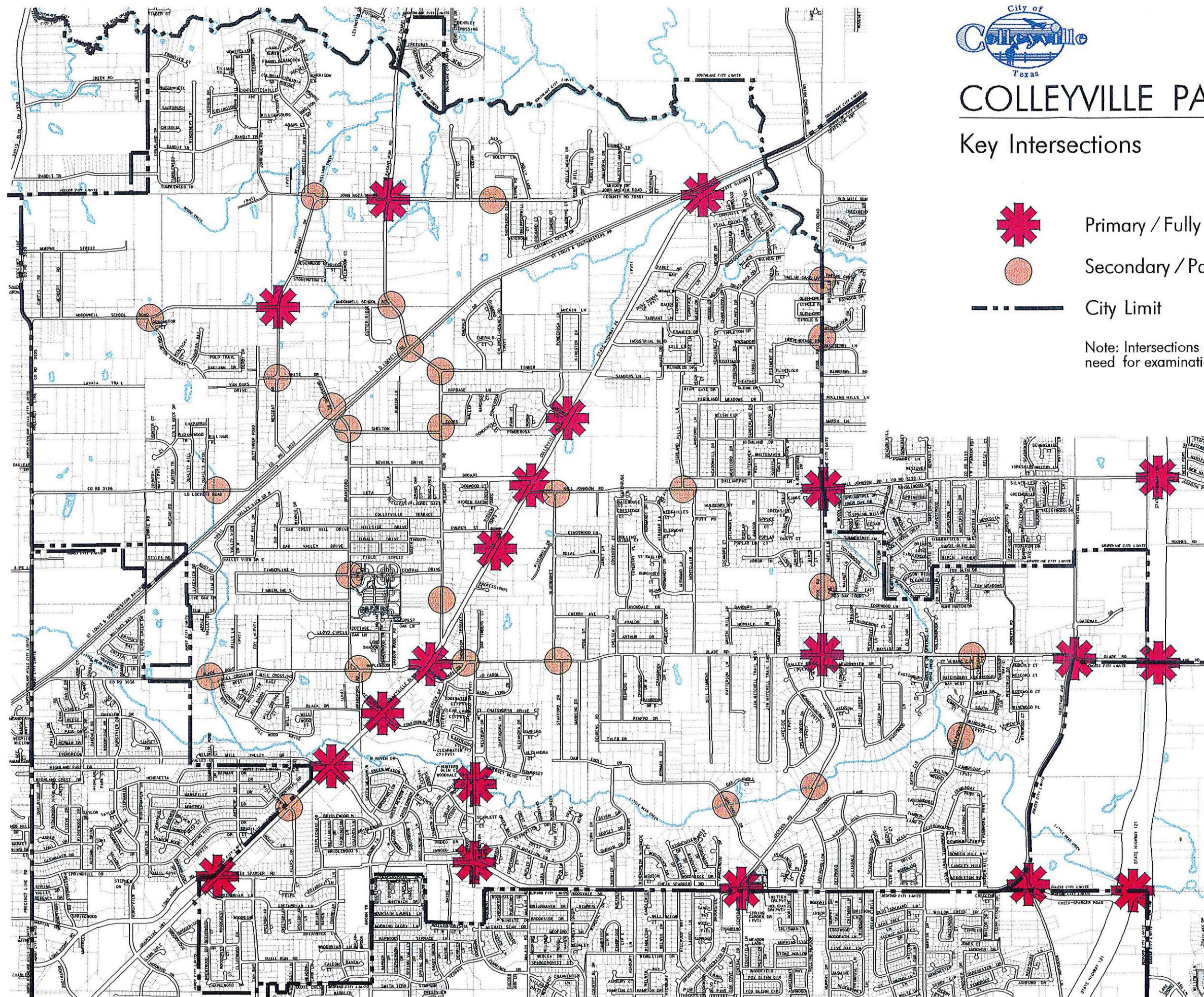


Secondary / Partially Controlled



City Limit

Note: Intersections at SH-121 are marked to emphasize need for examination.



Colleyville Pathways Plan September - 2005



Adopted October 18, 2005 – Resolution R-05-2609



An Update to the 1998 Colleyville Pathways Plan – A Citywide System

RESOLUTION R-05-2609

**A RESOLUTION ADOPTING THE "COLLEYVILLE PATHWAYS PLAN", DATED
SEPTEMBER 2005, TO BE USED AS THE GUIDE FOR FUTURE TRAIL AND
SIDEWALK PROJECTS IN COLLEYVILLE**

WHEREAS, the City Council of the City of Colleyville desires to update the 1998 Colleyville Pathways Plan to reflect changing conditions that have occurred in the community; and

WHEREAS, the Colleyville Sidewalk Committee has reviewed the document and forwarded a recommendation to the Colleyville Parks and Recreation Advisory Board; and

WHEREAS, a public hearing has been held by the Colleyville Parks and Recreation Advisory Board to receive citizen comments; and

WHEREAS, the Colleyville Parks and Recreation Advisory Board has forwarded a recommendation to the City Council for adoption of the final draft of the Colleyville Pathways Plan, dated September 2005.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEYVILLE, TEXAS:

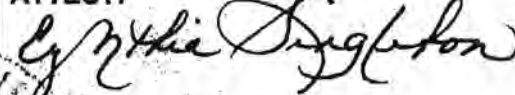
Sec. 1. THAT the document entitled "Colleyville Pathways Plan", dated September 2005, is hereby adopted.

Sec. 2. THAT the Colleyville Pathways Plan, dated September 2005, shall be used as a guide for future development of public trails and sidewalks in Colleyville.

AND IT IS SO RESOLVED.

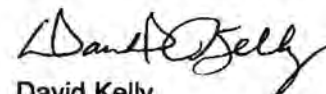
PASSED BY A VOTE OF 5 AYES, 0 NAYS AND 0 ABSTENTIONS ON
THIS THE 18th DAY OF October 2005.

ATTEST:



Cynthia Singleton, TRMC
City Secretary

CITY OF COLLEYVILLE



David Kelly
Mayor



Colleyville Pathways Plan

A Citywide System

Adopted October 18, 2005 – Resolution R-05-2609

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Colleyville Pathways Plan

A Citywide System

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Colleyville Pathways Plan - 2005
An Update to the 1998 Citywide System Plan

Colleyville Pathways Plan

A Citywide System

INTRODUCTION AND BACKGROUND

On September 15, 1998, the City Council approved Resolution R-98-1414, which adopted the document *Colleyville Pathways: A Citywide System*, prepared by Bowman-Melton Associates, Inc., and established a plan for the long-range development of a sidewalk and trail system for the community. The 1998 plan represented one of the first efforts to develop a city-wide trail system that was configured specifically to coordinate with the network of neighborhood sidewalks in order to provide pedestrian connections with schools, parks and commercial centers.



Over the past seven years since the adoption of the 1998 plan, there have been a number of segments of new sidewalks and trails constructed in the community. In certain locations, these new trail and sidewalk segments have been constructed due to new residential and commercial developments that were required by codes and ordinances to construct new portions of these facilities adjacent to the new developments. Additionally, the City of Colleyville has constructed a number of sidewalks and trails in various locations around the community in response to neighborhood concerns for pedestrian traffic, particularly in those areas where school children walk to nearby school facilities. These sidewalk and trail facilities were constructed using funds available as a part of the City's annual budgeting process or through special project funding that was provided by the City Council.

During the latter part of 2004, it became apparent that an update to the 1998 plan was needed to address new locations where future trail segments should be constructed in areas that were not originally identified in the 1998 plan and to evaluate the list of recommended sidewalk improvements. New and additional sidewalk and trail routes have become necessary as a result of changing conditions, such as unanticipated residential developments that have occurred or due to overall planning policy revisions associated with the adoption by the City Council of the 2004 Colleyville Master Plan.

GOALS AND OBJECTIVES

The two primary goals of the 2005 Colleyville Pathways Plan are to (1) identify the future trail network that will serve pedestrians, bicyclists, and other trail users within the various neighborhoods of Colleyville, and (2) to provide connecting sidewalk links between neighborhood schools and the trail network. Those potential trail routes previously identified in the 1998 plan have been re-evaluated and revised where applicable based on current information. The 2005 Colleyville Pathways Plan will be used as a guide by the community for advising developers of future trail routes that may be required by new developments. The plan will also be used to identify high priority sidewalk segments that are needed to provide safe access to all of the school facilities in the community.

Through the use of this document, it is anticipated that local officials will be able to ensure the future availability of trail and sidewalk connections from residential neighborhoods to local schools, parks, and other key destinations within the community, such as shopping areas, work centers, or for recreational purposes.

This plan will also serve to coordinate trail projects which cross city boundaries, such as the Cottonbelt Trail, which continues through Hurst and North Richland Hills to the southwest and through Grapevine to the northeast, further enhancing recreational opportunities for trail users in Northeast Tarrant County. Additional opportunities exist for connecting Colleyville's trail system with trails planned in the cities of Euless, Keller and Southlake.



The purpose of this document is to supplement the 1998 plan, not to replace it. This document represents an effort to update the 1998 plan by incorporating those additional sidewalk and trail segments that have been completed and to identify those new locations where trail routes and sidewalk facilities are proposed in order to meet the overall objective of establishing a trail and sidewalk system network that serves the entire community.

SCOPE OF WORK AND METHODOLOGY

Project Team

In the fall of 2004, City staff determined that the most cost effective method for updating the 1998 Colleyville Pathways Plan was through the use of current staff to perform the necessary tasks, rather than the expenditure of funds to employ a private sector consultant. Initially, the reduced cost of using City staff to update the plan provided a definite advantage over the hiring of a consultant, since available funding for a private sector consultant was limited. It was felt that the local knowledge and on-site resources available from senior City staff-members would also produce a superior planning document over one prepared by an out of town consultant. The project planning team consisted of representatives from the Parks and Recreation Department, Engineering Department, Community Development Department and the City Manager's Office.

The initial effort consisted of determining a scope of work. Subsequently, a planning schedule was prepared and work elements assigned to the various team members. The team began the process by reviewing related documents, such as the 1998 trail plan, Colleyville Comprehensive Parks and Recreation Open Space Master Plan and the 2004-2025 Comprehensive Master Plan. Additionally, reviews of trail system plans from other communities were conducted, which provided further information on trail system development proposals.

Sidewalk and Trails Inventory

An updated inventory of the existing system of sidewalks and trails was made as a part of this update effort. Engineering Department and Community Development Department staff conducted a field survey to update the inventory of sidewalks and trails. From field observations and review of trail resources, the team added new trails and ideas to the plan. Shown on Table 1, *Existing Colleyville Trails* is a list of the updated existing trails system. These facilities are shown graphically on the Trails and Sidewalks System Map contained in the Appendix section of this report.

The project planning team subsequently completed an on-site review and evaluation of each of the future trail routes identified in the 1998 Colleyville Pathways Plan. Where appropriate, minor adjustments to the trail system plan were made based on the additional input from the on-site evaluations. Staff also met with the Colleyville Sidewalk Committee to obtain input on recommended sidewalks to complete the pedestrian network serving the community.



Citizen Participation and Priority Setting

An important element of the pathways planning effort is the inclusion of input from the public regarding the needs for future sidewalks and trails. Upon completion of the initial draft document, the planning team met on several occasions with the Colleyville Sidewalk Committee to solicit comments on the proposed plan update, particularly regarding the minor changes to the 1998 plan that have been incorporated into the final report of the 2005 update. Additionally, the planning team met with the Colleyville Parks and Recreation Advisory Board to obtain comments and input regarding the plan and to discuss how the plan coordinated with the overall park and recreation planning efforts for the future. The public hearing was also held during the Parks and Recreation Advisory Board meeting.

Finally, the plan was presented to the City Council for consideration and adoption as the official pathways planning document for the City of Colleyville.

During the development of the 1998 Colleyville Pathway Plan, the various trail segments comprising the future trail network were ranked and prioritized according to a logical plan for implementation. The proposed trails contained in this updated plan have retained their numerical ranking in order to provide continuity with the 1998 Colleyville Pathway Plan. New trail segments that were not on the 1998 Colleyville Pathway Plan have been placed at the bottom of the priority order. The Trails and Sidewalks System Map, contained in Appendix A, illustrates the general location of each trail segment. Proposed future trail segments have been assigned a numerical identifier, while existing trail segments are noted with alphabetical characters. The numbers assigned to the various trail segments corresponds to the numerical identifier affixed to the applicable section shown in the 1998 Pathways Plan.

A complete system-wide evaluation matrix is reflected in Appendix B. Each trail is listed by a priority and also includes a cost estimate for the trail. Priorities can be adjusted as deemed necessary for needs of the updated plan. Contained in Table 3 is an analysis of recommended sidewalk segments that have been reviewed and proposed by the Colleyville Sidewalk Committee.

EXISTING TRAIL AND SIDEWALK SYSTEM RESOURCES

The pathway system in Colleyville basically consists of a citywide network of sidewalks and trail facilities for pedestrians, including additional park trails. The majority of the sidewalks in Colleyville are located within residential subdivisions, and in most cases the sections of sidewalk within each development were constructed along the street frontage at the time the home was built on the lot. Most of these sidewalks are four feet in width, which is the minimum standard in Colleyville for a residential sidewalk. Sidewalks are generally constructed within the public street right-of-way, but situated immediately adjacent to the residential property line, which places the sidewalk as far from the actual street pavement as possible and thereby improving pedestrian safety for those using the sidewalk.



Occasionally, it becomes necessary to place a sidewalk immediately adjacent to the curb due to narrow parkway widths or due to some other development constraint. This usually occurs when no provision for a sidewalk was incorporated into the development, which is the case in many older neighborhoods constructed prior to the time when sidewalks became a requirement of a new development. When a sidewalk is constructed immediately adjacent to the curb, the sidewalk is widened to five feet to provide a wider pedestrian traveling lane and to minimize safety concerns.

In recent years, there has been some construction of concrete trail segments in various locations around the community. Trail segments are typically eight or ten feet in width. Colleyville offers a variety of existing trails that are accessible to many areas, but the trail network is largely incomplete and the lack of continuity is a problem for most trail users.

Hike and bike trails are high priorities for the citizens of Colleyville, according to the Comprehensive Parks and Recreation Open Space Master Plan. Furthermore, during the development of the 2004 Comprehensive Master Plan the City held a series of neighborhood meetings which confirmed the widespread community support that exists in Colleyville for completion of the trail system, including the provision of sidewalk access to the various neighborhood schools in Colleyville. Virtually every neighborhood in Colleyville identified the need to have trail connectivity with other neighborhoods and with the overall trail and sidewalk network. It is essential to implement this updated plan for the benefits of the citizens of Colleyville.

Over the past seven years, there has been a large amount of linear footage of sidewalks constructed in Colleyville since the previous Colleyville Pathways Plan was approved in 1998.

Those sidewalks that currently exist are identified on the Trails and Sidewalks System Map, contained in Appendix A.

There have also been considerable segments of the trail network constructed over the past seven years. Many portions of the trail system constructed in Colleyville in the past have generally been built as a result of new development, which has occurred through the application of the Colleyville Land Development Code. Some segments of the existing trail network have also been constructed using funds from the Parkland Dedication Fund.

In some locations, existing subdivision sidewalks have been incorporated into the trail network, which has received continued local resident support, as expressed at various neighborhood meetings and public hearings associated with new residential development proposals. In some cases, the alignment of the future trail network is not specifically identified due to inaccessibility or the absence of adequate trail right-of-way. For example, choices will need to be made in the future as development occurs as to which side of a collector roadway or creek channel will accommodate a trail segment.

The existing trail system is represented on the Trails and Sidewalks System Map with a solid dark blue line. At the present time, there are twenty-seven trails, both public and privately owned, totaling approximately 22 miles, which have been identified in this plan and are shown in the following Table 1.

TABLE 1 – EXISTING COLLEYVILLE TRAILS

REF*	DESCRIPTION	PUBLIC OR PRIVATE	LENGTH	TRAIL CONNECTIONS AND KEY ATTRIBUTES
A	Schoolyard Shortcut	Public	0.04 mile	Colleyville Elem. and Middle School-north access
B	Colleyville City Park paths	Public	1 mile	access to central city-wide recreation area
C	Sparger Park trails	Public	0.5 mile	key east/west linkage along Little Bear Creek
D	Colleyville Nature Center	Public	3.5 miles	combination of concrete and natural surface trails
E	Chisholm Park pathway	Public	0.04 mile	access to Bedford's Chisholm Park
F	Kimzey Park loop	Public	0.25 mile	City Park recreational loop path
G	McDonwell School Road trail	Public	0.8 mile	trail connects subdivisions along McDonwell School Road to the new Keller Elementary School
H	Cottonbelt Trail Phase I	Public	2.3 miles	along former Cottonbelt RR, from Bettinger to John McCain
I	Pleasant Run soccer walk	Public	1 mile	access to major youth recreation area
J	Tara Plantation trails	Private	1.5 miles	key east/west link
K	Lakes-of-Somerset trail	Private	1 mile	Sparger Park access will require bridge
L	Monticello Lake loop	Private	0.25 mile	subdivision recreational trail
M	Big Bear Creek Monticello trail	Private	1 mile	subdivision recreational trail
N	Pebble Hill Lake loop	Private	0.5 mile	subdivision recreational loop path
O	Heritage Colony loop	Private	0.25 mile	subdivision recreational loop path
P	Thornbury Clubhouse loop	Private	0.5 mile	subdivision recreational path
Q	Brook Meadows path	Private	0.5 mile	subdivision recreational path
R	Woodland Hills/Melrose loop	Private	1 mile	subdivision recreational path
S	Woodland Hills/Windsor loop	Private	0.5 mile	subdivision recreational path
T	Woodland Hills/Pembrook twin trails	Private	1.25 miles	subdivision recreational path
U	Heritage School street scape	Public	0.5 mile	wide sidewalk access for Heritage School complex
V	Shalimar Pathway	Public	0.33 mile	subdivision recreational path
W	Timmaron Pathway	Private	1.5 miles	subdivision recreational path
X	Monterra Pathway	Private	0.5 mile	subdivision recreational path
Y	Summertree Pathway	Private	0.5 mile	subdivision recreational path
Z	Remington Pathway	Private	0.5 mile	subdivision recreational path
AA	Emerald Park Pathway	Private	0.4 mile	subdivision recreational path

* Noted on Trails and Sidewalks System Map, referenced by the alphabetical characters indicated

Existing sidewalk facilities

During the early phases of this pathways plan update; City staff completed an inventory of the sidewalk system that existed in the community on May 1, 2005. Field surveys of new subdivisions were conducted and the sidewalks noted on a map. Homes within a subdivision under construction at the time the survey was completed were considered to have a completed sidewalk and noted on the existing sidewalk inventory map. Where an individual new home was under construction that was not part of a multi-lot subdivision, staff reviewed building permit records to determine if a sidewalk would be constructed or if funds for the future sidewalk construction had been placed in escrow. The existing sidewalks are shown on the Trails and Sidewalks System Map contained in Appendix "A" of this report.

Creek Corridors

Colleyville is situated within the drainage basins of Big Bear Creek and Little Bear Creek. Both of these tributaries generally extend from west to east and eventually drain into the West Fork of the Trinity River. Big Bear Creek forms the northern boundary of Colleyville, while Little Bear Creek is located in the southern portion of the city.

Both of these two major drainage channels contain designated 100 year flood areas and due to development restrictions imposed by the Federal Emergency Management Administration (FEMA), development is highly limited to prevent property damage from flooding. Within the primary floodway, for example, no development can occur. The floodway is intended to remain open to accommodate the main flow of flooding run-off. However, portions of the flood-plain, the area situated outside of the primary floodway but within areas that may periodically become inundated, may be reclaimed with fill material.

Little Bear Creek and Big Bear Creek are two significant creeks that offer tremendous potential for extension of the trail system and would provide an excellent natural atmosphere for recreational walking, jogging and bicycling. The precise location of trail facilities within flood prone areas requires special consideration for erosion, maintenance and safety issues.

Considerable portions of the flood plain of Little Bear Creek and Big Bear Creek are in private ownership and will require coordination with property owners to obtain public access easements or trail right-of-way through these areas. However, the two major creek facilities can be viewed as major opportunities in the future to tie into trail connections for the Cottonbelt Trail.

City-owned property

There are trail opportunities within close proximity to L.D. Lockett House, Little Bear Creek, Big Bear Creek, Sparger Park and the Colleyville Nature Center.

SYSTEM DEVELOPMENT ISSUES

Trail Planning Objectives

Typically, the layout of a trail system within a City will connect areas of concentrated populations, such as residential subdivisions, schools, economic developments, and parks. These trails make it convenient for residents to safely travel from one location to another using these systems. Major trail facilities are generally designed to be located to be between one and three miles apart with minor trails and sidewalks no more than one mile apart completing the network near schools.

Corridor Widths

Trails are located in designated areas referred to as corridors. These are typically defined by easements of widths varying from 10' to 20'. The wider the easement or corridor, the more buffers that can be created of the surrounding areas. These areas will accommodate trail networks consisting of hard surfaces, usually concrete in nature. The hard surface trails require less maintenance and can accommodate emergency vehicles.

Trail Development Along Creeks

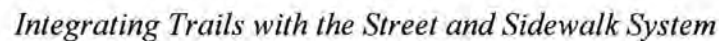
The City of Colleyville has two major creeks that meander through the City. Little Bear Creek is located on the southern part of the City and flows west to east from North Richland Hills to Euless. Big Bear Creek serves as the northern border between Colleyville and Southlake. These creeks can provide a natural laboratory of wildlife and aquatics. They can also link major population nodes by using the creek as a natural corridor for the trail systems.

Trails along the creeks can also be useful as maintenance access points. Creek cleanup and erosion protection are byproducts of good planning and design. They also enhance the creek corridors by accommodating people, wildlife and trees.

Incorporating Existing Trails in Established Subdivisions

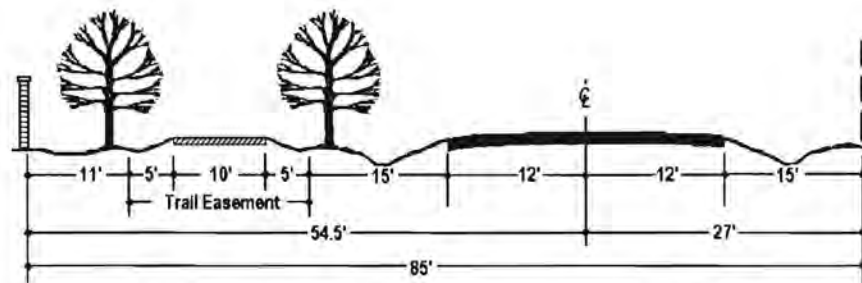
A consistent theme among the citizens in Colleyville is the theory of connecting neighborhoods by using the Little Bear Creek corridor. This would also serve as a connection to the citywide trail network. A careful and strategic plan of cooperation will be required by the citizens to be able link the currently developed areas with each other. Also crucial are the lands that are not publicly owned or managed. At several locations, these areas are critical for linkage to neighborhoods and the overall trail network.

When planning residential and commercial developments, land planners, developers and engineers need to be very aware of the current park master plan. Connectivity to these new developments should be addressed early on in the planning and design process. Coordination with city staff is critical to the success of the trail network.



The safest points of crossing are areas located at intersections where traffic has to stop in all directions. This provides the safest and most predictable movements of both vehicles and pedestrians.

Sometimes, it is not feasible to have trail crossings at intersections. In this case, mid block crossings would be required. The crossings need to be located in areas where the unobstructed site distances are greater than 200' in each direction. Proper signage and lighting is crucial to the safety of the citizens using these crossings.



Typical Rural Roadway Cross-Section with Trail Pathway

At-Grade Crossings for Pathways and Trails

Where trails and roads intersect, at-grade crossings are needed. Key crossings will be located on SH26. These conflict points need to be designed to safely move pedestrians across large roadways. Signage, lighting, and striping will be critical in the project designs. There is currently planned to have two below-grade lighted crossings at both Little Bear Creek and Big Bear Creek. Both will be funded by TxDOT.

Signage and Trail Amenities

The addition of signage to a trail route greatly enhances the interest and enjoyment of using a trail, not to mention improving trail safety for those using the trail. Trail signage comes in many forms, such as trailhead and junction signs, which are used to identify trail names, directions, destinations, and distances.

Adopting a uniform trail signage design within a community helps to quickly recognize the trail system in all parts of the community. Naming a trail route that has unique and interesting characteristics is another opportunity to generate interest in the trail by applying a customized trail marking system that promotes the unique features of a trail.



There are a number of choices to consider when selecting the materials to be used for a trail signage system. The most typical trail signage system is a routed wood sign, which is usually mounted on a wooden pole. Wooden trail signs appear more natural than metal signs. However, wooden signs require more maintenance than do metal signs.

Consideration should be given to provide certain amenities along trail routes or at significant trail junctions. Amenities include benches, restroom facilities and workout stations. The Colleyville trail system contains a large amount of long distance trail segments where the addition of benches would add benefits to the trail user.

Trail User Safety and Security Concerns

One of the greatest concerns of the citizens is the safety of the trail layouts. Good design principles and thoughtful planning can reduce or eliminate many of these concerns.

The frequent use of trails is one of the best deterrents for crime. Little used trails could potentially be a source of concern and need to be patrolled as much as possible. This can be accommodated by volunteer groups of police bicycle patrol units. The proper care and maintenance of the vegetation adjacent to the trails also serve to reduce the potential of hiding places and help maintain long sight lines for users. This will help create a sense of safety. However, it is important to maintain or establish vegetative screening to ensure privacy for nearby residents.

Signage and proper lighting are other elements that can increase security along a trail. Posting trail guidelines/rules at trail heads with reminders along the trail lets people know what is expected. For example, trails in an urban environment ultimately intersect and cross the public street system, creating potential safety concerns for trail users caught up in their walking or jogging routines. As the popularity of urban trail systems grows, greater emphasis is being placed on trail signage and safe street crossings.



Many communities are installing signal systems, which are designed to warn oncoming vehicles that trail users are near. The design of warning and regulatory signage is very important to the safety of the trail network. The Manual of Uniform of Traffic Control Devices (MUTCD) and the ASHTO green book will serve as good resources when designing a good trail system. One should note that the use of warning signs should be kept to a minimum or they can lose their effectiveness.

Liability concerns

Liability lawsuits related to the construction of trails is rare. Although serious injuries on trails are unusual, an overriding fear of lawsuits makes liability a concern for entities that build trails. Regardless of how well a trail has been designed, there is always some risk associated with its use. Poor maintenance, management, and failure to recognize hazardous situations are typically the main cause of lawsuits.

Other citizen requests or concerns

At the public hearing held by the Parks and Recreation Advisory Board on October 3, 2005, comments in support of the plan were presented by one citizen. One comment was presented regarding the erosion of a private trail in the Tara subdivision that is created by high water along Little Bear Creek. Another citizen requested emphasis be placed on constructing a trail along Pleasant Run Road to provide pedestrian access to the Village at Colleyville.

FUTURE TRAILS NETWORK

Trail Priorities

When the fully completed trails system is completed in the future, there will be approximately 48 miles of trails that will ultimately comprise the trail network in Colleyville. In order to provide a mechanism for the orderly development of the trail system, each trail segment was prioritized in the 1998 Colleyville Pathways Plan based on the following criteria:

- Linking residential neighborhoods to parks, schools and other key destinations
- Appearing to have development potential based on topographic features
- Providing potential connections to other pathways
- Public support exists for making the corridor more accessible to foot and/or bike travel

Using the above stated criteria, trails were categorized as depicted in the Trail Corridor Evaluation Matrix contained in the Appendix portion of this document. Some trail priorities were accelerated if they serve as critical links to schools or to other higher-in-priority trails.

Trail System Descriptions

Each trail segment is named and numbered corresponding to the map, with the lower numbered projects targeted for earlier

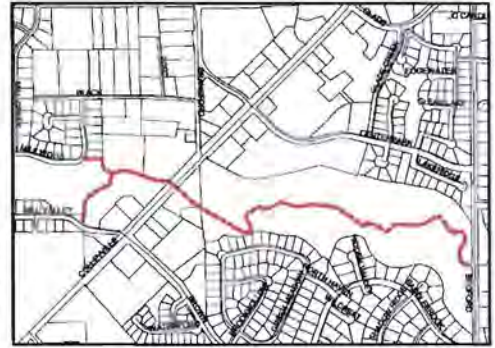
implementation. The following trail segment descriptions identify the width of the particular trail segment and its overall approximate length based on measurements obtained from City base maps. The anticipated user groups are indicated together with a brief description, including key destinations such as schools, parks, and access to other trails. Key features and locations with significant development issues are indicated where appropriate.

Also noted for each trail segment description is a comment regarding the amount of the trail segment that existed at the time the 2005 Colleyville Pathway Plan update was prepared. The following trail segment descriptions include a brief comment regarding any known major impediment for construction of each particular trail section.



1. **Little Bear Creek Trail – West** – A 1.0-mile long, 12.5-foot wide trail. This trail links the neighborhoods surrounding Sparger Park to the Colleyville Nature Center trails (D) and to the Colleyville Boulevard commercial area.

- **Existing Trail** – no portion of this trail currently exists
- **Proposed Trail** – the proposed trail will extend along the north side of Little Bear Creek from Bedford Road to Mill Wood Drive
- **Constraints** – no right-of-way or trail easement exist, drainage, and creek erosion



2. **Longwood Trail** – A 0.4-mile long, 10-foot wide multi-use trail, which will provide access from the neighborhoods around Kimzey Park (F) to future shopping areas along Colleyville Boulevard and will provide a connection with the Cottonbelt Trail (H).

- **Existing Trail** – no portion of this trail segment currently exists. There is an existing sidewalk along the east side of Longwood Drive.
- **Proposed Trail** – the proposed trail will extend from the Cottonbelt Trailway pass underneath SH26 at the Big Bear Creek bridge and connect to the sidewalk at Kimzey Park and the internal path system within the park area
- **Constraints** – the flood prone area will present some design obstacles to prevent erosion or damage to the trail segment, but this greenbelt area situated to the east of Longwood Drive is owned by the City of Colleyville and will be capable of accommodating the route of this proposed trail section



3. **Glenhope Pathway** – A 0.2-mile long, 10-foot wide trail. This pathway enhances pedestrian safety for the Glenhope Elementary School students in the neighborhood.

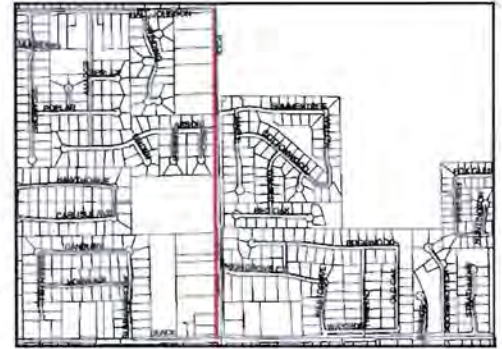
- **Existing Trail** – this trail currently exists as a 5-foot sidewalk on the west side of Pool Road
- **Proposed Trail** – the existing sidewalk would be upgraded to a 10-foot trail section in the future along the west side of Pool Road and extend between Twelve Oaks Lane and Independence Road
- **Constraints** – additional right-of-way will be required and expensive retaining walls



4. **Taylor Trail** – This trail was completed as a sidewalk.

5. **Pool Road Trail** – A 0.7-mile long, 10-foot wide trail. This trail provides a safe sidewalk environment for students of O.C. Taylor Elementary School.

- **Existing Trail** – portions of the trail route have been completed and currently exist as a sidewalk
- **Proposed Trail** – this trail will extend along the west side of Pool Road between Hall Johnson Road and Meadowview Drive
- **Constraints** – additional right-of-way may be required where existing platted developments have not taken the trail into account



6. **Colts Neck Spur Trail** – This trail has been deleted from the Trail Plan and replaced as a recommended sidewalk along Van Oaks Drive between Remington Drive and Bettinger Drive.

7. **Schoolyard Path** – A 0.7-mile long, 10-foot wide trail from Pleasant Run Road, through the campuses of both the Colleyville Middle School and Elementary School, connecting with Colleyville Boulevard.

- **Existing Trail** – no portion of this trail currently exists
- **Proposed Trail** – the proposed trail will require coordination with GCISD
- **Constraints** – right-of-way along Pleasant Run Road will have to be obtained, drainage issues, GCISD approval needed, pedestrian crossing at railroad will be needed



8. **Glade Road Pathway** – A 4.7-miles long, 10-foot wide trail.

- **Existing Trail** – various small segments of this trail currently exist
- **Proposed Trail** – this trail will extend along the north side of the Glade Road right-of-way from the Madison Place Addition at the western city limits to SH121 at the eastern city limits
- **Constraints** – creek crossings, tree removal, retaining walls, and insufficient right-of-way



9. **Cheek Sparger West Pathway** – A 0.9-mile long, 10-foot wide trail. It also will provide access to Sparger Park via the existing Tara Plantation Trails (J).

- **Existing Trail** – a small segment of the trail exists from Brown Trail to Steeplechase Drive
- **Proposed Trail** – this trail will extend between Colleyville Boulevard and Bedford Road
- **Constraints** – drainage, tree removal and additional right-of-way needed



10. **Webb House Crossing** – A 0.11-mile long, 10-foot wide trail that provides safer pedestrian crossing of the railroad tracks along this busy roadway.

- **Existing Trail** – no portion of this trail currently exists
- **Proposed Trail** – this trail along the west side of Bransford Road provides a connection with the Cottonbelt Trail
- **Constraints** – costs associated with providing a rail crossing



11. **Little Bear Creek Trail – East** – A 1.6-miles long, 10-foot wide trail.

- **Existing Trail** – no portion of this trail currently exists
- **Proposed Trail** – this trail will extend from the northeast corner of the existing Tara Plantation to Jackson Road. At Jackson Road, the trail will extend to Cheek Sparger Road to the south and to existing sidewalk system, located to the north at Lakeside Drive. The primary destination of this trail segment is to provide pedestrian access to Sparger Park.
- **Constraints** – no right-of-way exists for this trail, 100 year flood plain will require consideration to prevent erosion of the trail, tree removal and retaining walls needed.



12. **Church Street Greenwalk** – A 0.9-mile long, 12.5-foot wide trail. This trail provides student access to Colleyville Elementary and Middle Schools, and the commercial district along Colleyville Boulevard.

- **Existing Trail** – a portion of this trail currently exists along the south side of Church Street adjacent to Colonial Bank and Lifetime Fitness
- **Proposed Trail** – when completed, the trail will extend from Riverwalk Drive to Colleyville Boulevard, then turn northward along the west side of Colleyville Boulevard and connect with Hardage Lane
- **Constraints** – Permitting through TXDOT along SH26



13. **Town Center Greenwalk** – A 0.7-mile long, 8-foot wide trail. This trail joins the Glade Road Path and the Church Street Greenwalk (12) and provides pedestrian access to the Colleyville Center and Colleyville Justice Center.

- **Existing Trail** – a major portion of this trail currently exists along the west side of Riverwalk Drive from Glade Road to a point just north of the intersection of Riverwalk Drive and Kingswood Lane
- **Proposed Trail** – the only portion remaining is from Kingswood Lane to Hall Johnson
- **Constraints** – none



14. **Pleasant Run Pathway** – A 1.2-mile long, 10-foot wide trail, from Big Bear Creek at the north city limit to the Schoolyard Path (7) at Colleyville Middle School. The Cutter Ridge Pathway (16), the Schoolyard Path and the Cottonbelt Trail (H) also connect to this trail segment.

- **Existing Trail** – a portion of this trail currently exists as a sidewalk along the frontage of the Colleyville Soccer Fields
- **Proposed Trail** – this trail will provide connection to the Southlake trail system and provide access between Pleasant Run Park and Soccer Walks, and the Colleyville Elementary and Middle Schools
- **Constraints** – no right-of-way along Pleasant Run Road



15. **Walk to City Park** – A 1.1-mile long, 12.5-foot wide trail from Colleyville Boulevard, extending westward along the south side of Church Street to Pleasant Run Road. The trail route then turns and extends both to the south and to the north along the east side of Pleasant Run Road. This trail connects with sidewalks in the Village at Colleyville and provides access to Colleyville Elementary School and Middle Schools. Access is also provided to the commercial areas of Colleyville Boulevard and to the Town Center.



- **Existing Trail** – no portion of this trail currently exists
- **Proposed Trail** – the proposed trail route will follow the realignment of Church Street on the west side of Colleyville Boulevard
- **Constraints** – drainage along Pleasant Run Road and insufficient right-of-way

16. **Cutter Ridge Pathway** – A 0.5-mile long, 10-foot wide trail. This trail will provide access to Pleasant Run Park and the practice soccer fields.



- **Existing Trail** – no portion of this trail section currently exists
- **Proposed Trail** – this trail will extend from Westcoat Drive to Pleasant Run Road
- **Constraints** – right-of-way will need to be obtained, construction of this trail may occur as the property develops

17. **Nature Center North Trail** – A 0.9-mile long, 10-foot wide trail between the neighborhoods just south of the Cottonbelt Trailway and the trails of the Colleyville Nature Center (D). This trail provides access to the Nature Center, Bransford Elementary School, Colleyville Middle School and the West Little Bear Trail in Hurst.



- **Existing Trail** – no portion of this trail section exists
- **Proposed Trail** – this trail will connect the Nature Center with the Cottonbelt Trail
- **Constraints** – no right-of-way exists, street crossing and drainage issues

18. **Stafford Trail** – A 0.6-mile long, 10-foot wide trail. This trail will provide access between Sparger Park Trail (C) and the Colleyville Boulevard commercial areas.

- **Existing Trail** – no portion of this trail currently exists
- **Proposed Trail** – this trail will extend from from Glade Road to Little Bear Creek
- **Constraints** – no right-of-way exists



19. **Cheek Sparger East Pathway** – A 1.8-mile long, 10-foot wide trail along the north side of Cheek Sparger Road linking the southeastern segments of the Tara Plantation development, east of Bedford Road, to Heritage Avenue. There is an existing narrow trail situated on the south side of Cheek Sparger Road.

- **Existing Trail** – no portion of this trail exists
- **Proposed Trail** – this trail section will extend from Jackson Road to Heritage Avenue
- **Constraints** – Street crossings, drainage issues, and right of way will be needed at various locations



20. **McPherson Loop** – A 0.6-mile long, 10-foot wide trail around the east, north and west sides of the City-owned McPherson Dairy. The Dairy Loop also connects with the McDonnell School Road Trail, Old Grove Trail (28) and the Westmont Trail (31).

- **Existing Trail** – no portion of this trail section exists
- **Proposed Trail** – the trail will be constructed within the boundaries of McPherson Park
- **Constraints** – no known constraints



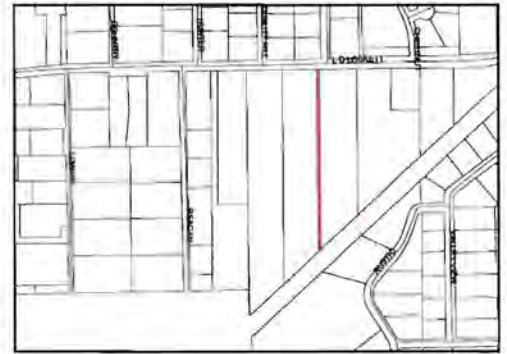
21. **Oakbrook Shortcut** – A 0.2-mile long, 8-foot wide trail, from Bridge Street that will connect with the Cutter Ridge Pathway (16).

- **Existing Trail** – no portion of this trail currently exists
- **Proposed Trail** – this trail will connect from Bridge Street to the Cutter Ridge Trail
- **Constraints** – no right-of-way exists and drainage issues



22. **L.D. Lockett House Path** – A 0.2-mile long, 8-foot wide trail extending from the Remington Park Trail (23) at L.D. Lockett Road through L.D. Lockett Park to the Cottonbelt Trailway (H).

- **Existing Trail** – no portion of this trail currently exists
- **Proposed Trail** – the trail route will utilize property currently owned by the City of Colleyville
- **Constraints** – the 100 year flood plain will require special consideration to prevent erosion of the trail



23. **Remington Park Trail** – A 0.6-mile long, 10-foot wide trail, extending from the inner part of the Remington Park Addition to L.D. Lockett Road and provides access to McPherson Park and the McDonwell School Road Trail via sidewalk connections within the Remington Park Development.

- **Existing Trail** – a small portion of trail exists along the western edge of the Remington Park Addition
- **Proposed Trail** – the trail route will extend along the western edge of Remington Park
- **Constraints** – no right-of-way currently exists



24. **Heritage Trail** – A 1.2-miles long, 10-foot wide trail. This trail will help provide a buffer between the residential area to the west and the commercial areas to the east.

- **Existing Trail** – no portion of this trail currently exists
- **Proposed Trail** – the proposed trail route will extend from Glade Road to Cheek Sparger Road and will complement a future greenbelt area associated with Little Bear Creek
- **Constraints** – no right-of-way exists and the proposed route will require a costly creek crossing, drainage issues and retaining walls



25. **Woodland Hills Extension** – A 0.2-mile long, 8-foot wide trail extension.

- **Existing Trail** – no portion of this trail segment currently exists
- **Proposed Trail** – this trail will extend from the north end of the existing Woodland Hills Twin Trails to the Heritage Trail and Heritage Avenue
- **Constraints** – this trail section will require co-ordination with local property owners and the homeowners association to obtain a trail access



26. **East Little Bear Creek Extension** – A 0.2-mile long, 8-foot wide trail.

- **Existing Trail** – no portion of this trail currently exists
- **Proposed Trail** – this trail segment will extend along the north side of Little Bear Creek from the Pembroke private trails to the Heritage Trail
- **Constraints** – this trail section will require co-ordination with individual property owners and the local homeowners association to obtain a trail access



27. **Power Line Loop** – This trail has been deleted from the Trail Plan.

28. **Old Grove Trail** – A 0.5-mile long, 10-foot wide trail.

- **Existing Trail** – no part of this trail currently exists
- **Proposed Trail** – this trail section will be constructed by the developer of the Old Grove Addition and will extend from the northeast corner of the Old Grove Development and connect with the McPherson Loop Trail at Providence Road
- **Constraints** – No known constraints



29. **Beddo Creek Trail** – A 0.7-mile long, 10-foot wide trail. This trail will utilize the sidewalk network within the Whittier Heights Development to provide a connection with the Old Grove Trail (28) and the McPherson Loop (20).

- **Existing Trail** – no portion of this trail exists
- **Proposed Trail** – this trail will extend from Precinct Line Road to the common open space located within the Whittier Heights Development
- **Constraints** – flood plain crossing required



30. **Precinct Line Trail** – A 2.0-miles long, 10-foot wide trail. This trail will provide inter-city access for Colleyville, Keller, North Richland Hills and Hurst residents to the Cottonbelt Trail (H).

- **Existing Trail** – portions of this trail exist along the frontage of the Bear Valley Community Church
- **Proposed Trail** – this trail will extend from the Beddo Creek Trail at the Keller city limits to the Hurst city limits, located to the south
- **Constraints** – TxDOT permitting will be required



31. **Westmont Trail** – A 0.8-mile long, 10-foot wide trail extending along the north and east sides of the Westmont Addition, thence west along the north side of McDonnell School Road, connecting with the McDonnell Trail (G) and the McPherson Loop Trail (20) at the southwest corner of the Westmont Addition.

- **Existing Trail** – this section of trail is complete
- **Proposed Trail** – no additional improvements proposed
- **Constraints** – none



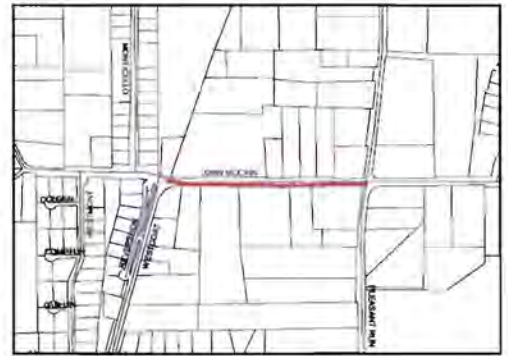
32. **Windview Clubhouse Path** – A 0.2-mile long, 8-foot wide trail.

- **Existing Trail** – no portion of this trail exists
- **Proposed Trail** – this trail will extend from the Little Bear Creek Trail – East and connect with the Windview subdivision clubhouse
- **Constraints** – this trail section will require coordination with the local homeowners association to obtain an easement for trail access, a creek crossing will be required



33. **John McCain Trail** – A 0.3-mile long, 10-foot wide trail from Westcoat Drive to Pleasant Run Road.

- **Existing Trail** – no portion of this trail section currently exists
- **Proposed Trail** – the trail route will be situated on the south side of John McCain Road
- **Constraints** – no right-of-way has been dedicated for this trail section, drainage and a creek crossing will be required as a part of this project



34. **Bogart Connection Trail** – A 0.4 mile long 10-foot wide trail extending from Pleasant Run Road to State Highway 26.

- **Existing Trail** – no portion of this trail section currently exists
- **Proposed Trail** – the trail route will be situated on the south side of Bogart within the existing greenbelt area
- **Constraints** – none



35. **Hardage Cut-through Trail** – A 0.4 mile long 10-foot wide trail extending from Ponderosa Street to Cooks Lane.

- **Existing Trail** – no portion of this trail section currently exists
- **Proposed Trail** – the trail route will provide a safe route for children walking to the Colleyville Middle and Elementary School campuses
- **Constraints** – right-of-way will require acquisition or dedication upon platting



36. **Castleton Trail** – A 0.5 mile long 10-foot wide trail extending from John McCain Road to the Cottonbelt Trail

- **Existing Trail** – no portion of this trail section currently exists
- **Proposed Trail** – the trail route will provide a safe access to the Cottonbelt Trail
- **Constraints** – right-of-way across the church property will be required to complete this link



37. **Big Bear Creek Trail Extension** – A 0.5 mile long 10-foot wide trail extending from the Longwood / Ross Downs subdivision to Pool Road along the south side of Big Bear Creek.

- **Existing Trail** – *no portion of this trail section currently exists*
- **Proposed Trail** – *the trail route will provide a valuable trail linkage from Colleyville to the City of Grapevine's trail system.*
- **Constraints** – *right-of-way along the creek will need to be purchased. Retaining walls, drainage pipes, and erosion protection will also be required.*



RECOMMENDED SIDEWALK IMPROVEMENTS

In General

The availability of sidewalks is often taken for granted by those residents living within neighborhoods that have sidewalks. But in those neighborhoods where there are no sidewalks, they can be a high priority issue. Sidewalks often help to meet several neighborhood needs, such as providing for safe routes to neighborhood schools or serving as a connecting link to a nearby recreational trail. Sidewalks can also serve as a valuable play area for children.

In Colleyville, most of the newer subdivisions have provided for the installation of sidewalks which were usually constructed adjacent to the street frontage at the time the new home was built on the lot. The Highland Meadows Addition, Monterra Addition and Westmont Addition are three new subdivisions where sidewalks have been installed during the process of new home construction. However, there are numerous areas in Colleyville where sidewalks have not been constructed in the past, thus leaving many neighborhoods with out access to safe pedestrian circulation. Residents determined to walk to a destination typically end up having to walk on the side of the roadway.



City-Funded Sidewalks

To address the issues of missing sidewalk connections, the Colleyville Sidewalk Committee has worked hard for the past decade, or so, identifying locations where sidewalks are needed. The initial focus has been to build a sidewalk network that serves the neighborhoods near the various schools in Colleyville. The general policy of the Committee has been to complete a sidewalk network within 1,500 feet of each school. To assist in constructing the sidewalk network, the City Council has budgeted funds in past years specifically to address the priority sidewalks recommended by the Colleyville Sidewalk Committee.

For a number of years, the City Council has allocated approximately \$50,000 annually in the municipal budgeting process for the construction of sidewalks in those areas identified by the Colleyville Sidewalk Committee as having high priority sidewalk needs. The sidewalks constructed with these funds have generally been in those areas which developed prior to the adoption of ordinances requiring sidewalk construction. Sidewalks that provide safe access to neighborhood schools are generally ranked as high priority items by the Sidewalk Committee.

Shown in Table 2 are the amounts of funds that have been allocated for sidewalk construction for the past five fiscal years in Colleyville.

Table 2 Funds Budgeted/Expended for Sidewalk Construction FY01 – FY05		
Fiscal Year	Budget Amount	Actual Expended
FY01	\$ 50,000	\$ 50,479
FY02	50,000	31,811
FY03	32,000	32,064
FY04	92,000	92,584
FY05	32,000	32,000

Source: City of Colleyville Financial Audits

Sidewalk Proposals

The 1998 Colleyville Pathways Plan contained numerous recommendations for future sidewalk improvements in Colleyville. Sidewalks, particularly for the purpose of providing pedestrian access to neighborhood schools, have been, and continue to be, high priority items for the Colleyville Sidewalk Committee. The 2005 Colleyville Pathways Plan maintains support and reinforcement of those priority locations for new sidewalks.

During the reviews of the draft document of this pathway's plan by the Colleyville Sidewalk Committee, it was the general consensus of the committee members that in addition to the goal of having sidewalks along all streets within 1,500 feet of all school campuses, sidewalks should also be included in the long range planning along the major roadways serving the community. An important location for sidewalks in Colleyville is along each side of Colleyville Boulevard, which is proposed for reconstruction and widening from a two-lane roadway to a six-lane facility. The project is currently planned to get under construction beginning in 2007. The future sidewalk needs are included on the Trails and Sidewalks Systems Map, contained in Appendix A of this report.

Listed in Table 3, are the priority sidewalk needs for 2005-2006, as recommended by the Colleyville Sidewalk Committee.

Table 3 Colleyville Sidewalk Committee Final Priority Sidewalk List for 2005 – 2006				
Rank	Project Description	Linear feet of 5' walk	Right-of-Way (@ \$4.00/sf)	Estimated Total
--- High Priority Projects				
1	Glade Road at Behren's Court –plating & construction	478' (\$8,604)	\$9,560	\$ 18,164
2	Glade Road at Stafford - Bluebonnet Intersection Crosswalk	200' (\$3,600)	\$4,000	\$ 7,600
3	Glade Road central - Duke tract at Riverwalk Drive	275' (\$4,950)	none	\$ 4,950
4	Glade Road central - Hubbard tract east of Riverwalk Dr.	235' (\$4,230)	none	\$ 4,230
5	Glade Road from Bedford Road to existing sidewalk near Albertsons	850' (\$15,300)	none	In escrow
6	Tuscany Drive from Hardage to Colleyville Middle School property, across back of commercial property	1000' (\$18,000)	\$40,000	\$ 58,000
--- Medium Priority Projects				
Med.	Glade Road @ Bluebonnet purchase M. Bone Est. property	380' (\$6,840)	\$15,200	\$ 22,040
Med.	Colleyville Blvd. at Brown Trail- crossing @ Mill Valley	190' (\$3,420)	none	\$ 3,420
Med.	Colleyville Blvd. at Centerpark crossing at Landmark Bank	35'	none	\$ 1,000
--- Low Priority Projects---				
Low	Martin Parkway Ramps - (14 pairs of ramps)	0	none	\$ 14,000
Low	Colleyville Blvd. at Main Street - Thompson Terrace – crossing	20' + culvert	none	\$ 1,900
			Grand Total:	\$ 135,304

Source: Colleyville Sidewalk Committee, 2005

Sidewalk Proposals for Safe School Access

The Colleyville Sidewalk Committee identified the sidewalk segments described in this section of the report as being necessary for safe school access.

Colleyville Elementary /Hardage Connection – A sidewalk or trail from Hardage to Colleyville Elementary School going along the back of the commercial properties. This sidewalk will provide a safe alternative for school children rather than going along Colleyville Boulevard.

Colleyville Middle School/Ponderosa Connection – A sidewalk or trail from the west of Ponderosa Lane along the south side of the undeveloped property to connect with Colleyville Middle School campus via the east side of Waller Lane and the south side of Cooks Lane. This trail will also provide access to the new Elementary School site being contemplated on the west side of the Colleyville Middle School/Elementary School campus.

Arbor Trail – A sidewalk going through the Arbor Trail subdivision along Arbor Trail and Amador. This will provide a safe environment for student access from the Arbor Trail subdivision to O. C. Taylor Elementary.

Jackson Road – A sidewalk on the east side of Jackson Road from Sherwood to existing sidewalk. This will provide a safe environment for student access from Sherwood subdivision to O.C. Taylor Elementary.

Jackson Road Bridge – A pedestrian bridge that will cross Little Bear Creek on the east side of Jackson Road.

Cheek Sparger Road – A sidewalk from Colleyville Boulevard to McLain. This will provide a safe environment for student access from Saddlebrook subdivision to Covenant Christian Academy. This will connect to the existing trail on the south side of Cheek Sparger in the Bedford city limits.

Black Drive – A sidewalk extending along one side of Black Drive from 4700 Mill Wood Drive in the Mill Creek Addition to 4700 Bransford Road. This sidewalk will connect Mill Creek Addition and the Colleyville Nature Center to Bransford Elementary School and City Park.

Glade Road – A section of sidewalk or trail is needed from near Glade Creek to Stafford and one block at Behrens. This would complete a sidewalk that will go almost the entire width of the city and provide access to shopping at Riverwalk and the Albertson's center. There is a safety hazard at the Behrens area where pedestrians go into the street. A crosswalk could be considered at Bluebonnet and/or Riverwalk.

Bedford Road – A sidewalk from Glade Road to connect with sidewalks in Sparger Park will help pedestrian circulation. The proposed sidewalk would extend from Glade Road on the east side of Bedford Road to Sparger Park. A bridge crossing is needed. The sidewalk would provide access to Bransford Elementary and Sparger Park as well as a connection to shopping areas at Albertson's center and Riverwalk areas.

Sparger Park Bridge – A pedestrian bridge across Little Bear Creek along the east side of Bedford Road.

Colleyville Boulevard – Sidewalks on both sides of the approximately 4.2 miles along Colleyville Boulevard extending from the northern city limits at the Grapevine/Southlake border to the southern city limits with Hurst. These sidewalks will make pedestrian traffic possible between the many schools, churches, a cemetery, restaurants, grocery stores and other businesses along Colleyville Boulevard. Connecting these sidewalks to the sidewalks on the major intersecting cross streets will make all of Colleyville Boulevard and the City Hall/Library complex accessible to pedestrians from the adjacent neighborhoods.

Montclair Drive – A sidewalk along the east side of Montclair Drive would give connectivity to Hall Johnson and Glade Road. It would also provide school access to O. C. Taylor Elementary School.

Thompson Terrace – A sidewalk from Colleyville Boulevard to Glade Road would provide connectivity between the businesses and homes along this road.

John McCain Road – A sidewalk connecting the existing sections of sidewalk along the south side of John McCain Road from Colleyville Boulevard to the Monticello Subdivision is needed.

L. D. Lockett – A sidewalk on the south side of L. D. Lockett Road from the Cottonbelt Trail to Precinct Line Road would provide connectivity for residents in the area to the Cottonbelt Trail and other proposed trails in the area.

Church Street – A sidewalk on the north side of Church Street from Pleasant Run Road to Colleyville Boulevard would provide pedestrian access to the churches and businesses in the vicinity.

Westcoat – A sidewalk on the west side of Westcoat from McDonwell School Road to the Cottonbelt Trail would provide connectivity for residents in the area to the Cottonbelt and other proposed trails in the area.

Other Roadways Needing Sidewalks – Oak Knoll, Brown Trail, Shelton, White, Tinker, and Bandit

TRAIL AND SIDEWALK STANDARDS

Trail and Sidewalk Surfaces

Where sidewalks have been constructed in Colleyville in the past, they have generally been constructed using concrete materials, although there are a few sidewalks constructed with paving stones. However, until April 2000, there were no minimum construction standards for trail facilities. When the 1998 Colleyville Pathways Plan was adopted, surface design recommendations were based on the anticipated use of the trail. For example, there were provisions for natural surfaced trails for certain pedestrian or equestrian trail routes in the northwest part of Colleyville. However, conditions have changed over the past seven years and consideration for equestrian trails has taken a much low priority than in the past. As a result of these changing conditions, trails designed specifically for equestrian use have been deleted from the 2005 Colleyville Pathways Plan update.

At the present time, all trails and sidewalks constructed in Colleyville are required to meet the City's requirements of poured-in-place concrete. The adoption of the Colleyville Land Development Code in April 2000 established concrete as the minimum for all trails constructed in Colleyville as a part of the trail system or as a requirement of subdivision development. There still exists within the community a small number of private trails constructed of crushed gravel or cinders. However, these are maintained by the homeowners association and not by the City of Colleyville.



Concrete trails are preferred by the Colleyville Parks and Recreation Department because they require less maintenance when compared to the maintenance problems of other surface materials. Minimum concrete thickness is five inches of concrete over a two inch sand bed. This amount of thickness is necessary to accommodate park maintenance vehicles and to provide access for emergency vehicles when necessary.

Trail and Sidewalk Widths

The construction standards for sidewalks and trails are found in the Colleyville Land Development Code. Minimum development standards contained in the Land Development Code require all sidewalks be at least four feet in width, except when the property is adjacent to a collector roadway as depicted on the Master Thoroughfare Plan. In such case, a sidewalk situated adjacent to a major roadway is required to be five feet in width. The extra one foot of sidewalk helps to accommodate the additional pedestrian traffic along busy thoroughfares and provides an extra sense of safety to those using the walkway.

Trail widths in Colleyville are quite generous in comparison to those standards of some communities where a four foot asphalt trail may be considered an acceptable width. The minimum trail widths established in Colleyville have been intentionally set with additional pavement width in order to allow multiple use of the trail by pedestrian and bicycle users in combination, a very common situation in Colleyville.

Where possible, no trail section should be less than eight feet in width in Colleyville. Furthermore, each section of trail should be situated within a trail easement or right-of-way having sufficient width to provide an earthen section on each side to serve as a buffer. Trails should have a minimum of three to five feet of clear zone shoulder on each side of the trail. For wider trails, the shoulder width should be extended to allow a wider clear zone on each side of the trail. Trail widths and easement widths are shown in the following table.

Table 4 – Trail Widths	
Pavement Width	Easement/Right-of-Way Width
8.0 ft.	15.0 ft.
10.0 ft.	20.0 ft.
12.5 ft.	20.0 ft.

Dedicated Bicycle Lanes

Colleyville's major roadway collector system is primarily an old two-lane county road system with pavement widths of approximately twenty-two feet. This narrow width leaves very little room for use of the roadway for purposes other than automobiles. Striping of bicycle lanes within the existing collector roadway system in Colleyville would not be very practical, and in fact is not recommended at the present time. In the future, when major collector roadways are reconstructed and widened, consideration should be given to stripe dedicated bicycle lanes in those areas where trail access is not available.

PLAN IMPLEMENTATION

Current Sidewalk and Trail Policies

City of Colleyville development policies require construction of sidewalks for all new properties as they develop. Typically, the sidewalks in a subdivision that are in front of a new home or a new business are not generally constructed all at the same time, but are generally installed during the construction phase of the structure on the lot. Premature installation of a sidewalk may expose the sidewalk to potential damage by heavy equipment working on a proposed house or a new commercial structure. Furthermore, the construction of the sidewalk in front of a new home or business is better coordinated at the time the driveway is constructed to prevent having to demolish an existing sidewalk, wasting valuable resources.

The requirements for new development to install sidewalks and trail facilities are contained in the Colleyville Land Development Code, which was adopted by the City Council on April 18, 2000. It is the policy in Colleyville that every new development, whether a residential subdivision or a commercial development, is required to construct sidewalks adjacent to the street frontage. If a proposed development is also impacted by a future trail route, the development is required to dedicate sufficient right-of-way or trail easement and construct the applicable section of trail. Each new segment of sidewalk or trail helps to complete the network of trails and sidewalks that will eventually serve all neighborhoods in the community.

Subdivision plats submitted for approval are subjected to a thorough review process for compliance with applicable platting standards and development requirements. This process identifies public improvement requirements of the development, including sidewalks and trails. New subdivision plats impacted by a future trail route are required to dedicate either a trail easement or trail right-of-way and construct the applicable section of trail. Occasionally, at the discretion of the City, the developer may escrow funds for the applicable section of trail or sidewalk. The escrow provision allows for larger sections of the trail system to be constructed at one time, rather than having small scattered sections of non-connected trail segments.

Retrofitting Existing Developments

The placement of a sidewalk in a new subdivision is generally a straight-forward and somewhat routine function of the building permitting process. As a building permit application is reviewed and compared with development requirements, the building plans are stamped to advise the builder that a sidewalk is required. City inspectors periodically check the construction site to make sure the sidewalk is placed in the proper location and final approval is given when all standards are met. However, constructing a sidewalk within an existing subdivision or along a collector roadway where no sidewalks exist is typically deferred until a later date. In these cases, the developer places the estimated costs in escrow with the City for the future construction of the sidewalk.

Adjacent to existing streets where there are no curbs, which is the case along most of the collector roadways in Colleyville; it is generally not wise to install a sidewalk, especially where there are open ditches for accommodating drainage from storm-water runoff. The elevation of the adjacent parkway, the location within the right-of-way where the sidewalk will be located, is not generally set at the proper grade and installing a sidewalk at the improper grade could be a wasted investment of public funds, if the sidewalk had to be eventually replaced at some time in the future when the roadway becomes widened and the parkway elevation has changed. Although, the monetary investment at the time would have to be weighed against the public benefit that is derived from the interim use of the sidewalk.

Undeveloped Lands

A significant obstacle preventing maximum implementation of the trail and sidewalk network is the uncertainty of knowing when the undeveloped lands located in the northwest part of the community will eventually develop and provide the opportunity for the construction of additional trail segments. This uncertainty creates great concern for the ultimate completion of the trail network. Compounding this issue is the scattered nature of those small vacant tracts that prevent connectivity of the trail system. Many of the available large tracts of land in Colleyville have already developed, leaving numerous smaller and more difficult parcels for future development.

While the availability of vacant rural tracts continues to diminish in Colleyville, due to the rapid urbanization of Northeast Tarrant County, there is also a growing trend by a few property owners of small acreage tracts to hold on to the rural qualities and character that tract acreage brings in the heart of the DFW Metroplex.

It may become necessary in the future for the City of Colleyville to utilize the eminent domain authority to purchase trail easements in order to complete a missing segment of the trail network.

Trail development along undeveloped land

The staff team that worked on this document is continually working with developers, homeowners associations, park land dedication funding and sidewalk requirements to implement the plan.

Operations and Maintenance

Maintenance of a trail is critical to its service life. Trash removal, mowing and edging schedules as well as repairs are required to enhance the life of the trail.

Estimating Costs

Estimated construction cost for a concrete trail is \$8 per square foot or \$422,000 per mile without any obstacles. The estimated cost for a concrete trail could be as high as \$22 per square foot or 1.2 million per mile. This includes bridges, retaining walls, drainage structures and environmental work.

Funding Strategies

There are a variety of funding opportunities at the federal, state and local levels.

Transportation Enhancement Act- A Legacy for Users (TEA-LU)

Safe Accountable Flexible Efficient Transportation Enhancement Act (SAFETEA)

Statewide Transportation Enhancements Program (STEP) - next call for projects is anticipated for 2005

Congestion Mitigation and Air Quality (CMAQ) - next call for projects is anticipated for 2005

Surface Transportation Program (STP) - next call for projects is anticipated for 2005

Texas Parks and Wildlife Department (TPWD)

Foundations and corporate grants

General obligation bonds

General Fund expenditures

Sidewalk fund

Parkland Dedication Funds

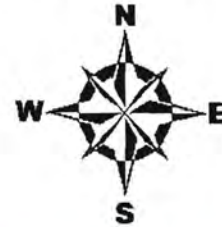
Voluntary Park Fund

APPENDICIES

- A Trails and Sidewalks System Map
- B Trail Corridor Evaluation Matrix
- C Bibliography

Trails and Sidewalks System

Existing and Proposed
October 18, 2005
Res. R-05-2609



Legend

- Existing Sidewalks (Between 4' & 6' in Width) As of De
- Existing Trails (Between 8' & 12' in Width)
- Privately Owned Walking Paths (May be any size)
- Proposed Trails
- Proposed Sidewalks
- Long Range Trail Connection
- Schools
- Parks
- Municipal Locations
- Water Features
- Numeric Symbols refer to Appendix B
- Alpha Symbols refer to Table 1

12,800
Feet



Trails and Sidewalks System

Existing and Proposed

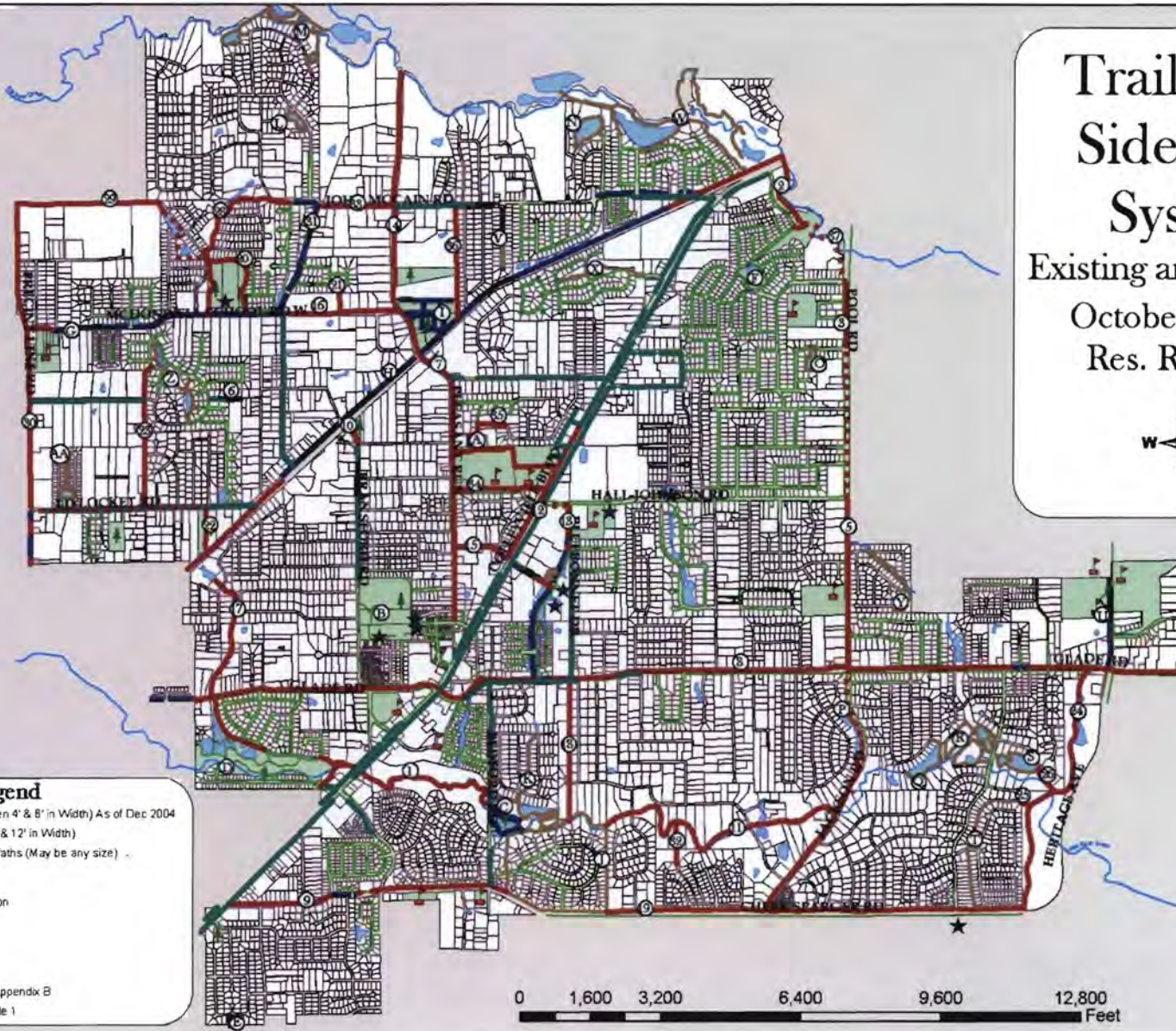
October 18, 2005

Res. R-05-2609



Legend

- Existing Sidewalks (Between 4' & 8' in Width) As of Dec 2004
- Existing Trails (Between 8' & 12' in Width)
- Privately Owned Walking Paths (May be any size)
- Proposed Trails
- Proposed Sidewalks
- Long Range Trail Connection
- Schools
- Parks
- Municipal Locations
- Water Features
- ① Numeric Symbols refer to Appendix B
- Ⓐ Alpha Symbols refer to Table 1



0 1,600 3,200 6,400 9,600 12,800 Feet

Appendix B. Trail Corridor Evaluation Matrix

Map Ref # / Priority	Path / Trail Name	North or West terminus	South or East terminus	Schools, parks, and commercial areas served	Potential path connections	Length	Estimated Cost
1	Little Bear Creek Trail West	Colleyville Nature Center	Sparger Park	Bransford Elementary School, Colleyville Nature Center, Colleyville Road commercial	Nature Center trails, Sparger Park trails, Boulevard sidewalk system	1.0 mi.	\$422,000
2	Longwood Trail	Cottonbelt Trailway at Big Bear Creek	Kimzey Park	Planned McCain Center, Pleasant Run Park, Kimzey Park	Connects existing Kimzey path and sidewalk system to Cottonbelt Trailway	0.4 mi.	\$168,800
3	Glenhope Pathway (completed as a sidewalk)	Twelve Oaks Lane	Independence Road	Glenhope Elementary School	Enhances sidewalk environment near school	0.2 mi.	N/A
4	Taylor Trail (completed as a sidewalk)	Montclair Drive	Pool Road	O.C. Taylor Elementary School, Colleyville Middle School	Taylor School Walkway	0.6 mi.	N/A
5	Pool Road Trail (completed as a sidewalk)	Pool Road, ROW from Hall Johnson	Meadowview Drive	O.C. Taylor Elementary School, Colleyville Middle School	Schoolyard Path, Taylor Trail	0.7 mi.	N/A
6	Colts Neck Spur Trail (recommended as a sidewalk)	Colts Neck Drive	Van Oaks Drive	Colleyville Elementary School, Colleyville Middle School	Remington Park Trail	0.1 mi.	N/A
7	Schoolyard Path (including Hardage and Ponderosa links)	Pleasant Run Rd	Colleyville Blvd	Colleyville Elementary School, Colleyville Middle School, Colleyville Road commercial	Pleasant Run North Walkway Main Street Greenwalk	0.7 mi.	\$295,400
8	Glade Road Pathway	Glade Creek Drive	Heritage Avenue	Heritage Middle School, Heritage High School, O.C. Taylor Elementary School, Bransford Elementary School	Nature Center North Trail Town Center Greenwalk, Pleasant Run South Trail, Taylor School Pathway, Heritage Trail, Heritage School Streetscape	4.7 mi.	\$1,983,400
9	Cheek Sparger West Pathway	Colleyville Blvd	Bedford Road	Bransford Elementary, Colleyville Middle School, Colleyville Road commercial	Tara Plantation Trail, Sparger Park	0.9 mi.	\$379,800
10	Webb House Crossing	N of Cottonbelt Trailway Crossing	S of Cottonbelt Trailway Crossing	Colleyville Elementary School, Colleyville Middle School, Heritage High School, Bransford Park	Cottonbelt Trailway, Pleasant Run Soccer Walks	0.1 mi.	\$42,200

Appendix B. Trail Corridor Evaluation Matrix

Map Ref # / Priority	Path / Trail Name	North or West terminus	South or East terminus	Schools, parks, and commercial areas served	Potential path connections	Length	Estimated Cost
11	Little Bear Creek Trail East	NE corner of existing Tara Plantation Trail	Jackson Road	Heritage Middle School, Heritage High School, Sparger Park	Pleasant Run South Trail, Tara Plantation Trail, E Little Bear Creek Trail	1.6 mi.	\$675,200
12	Church Street Greenwalk	Colleyville Blvd to Hardage	Riverwalk to private drive of Lifetime Fitness	Colleyville Elementary School, Colleyville Middle School, Colleyville Road commercial	Walk to Center Field, Town Center Greenwalk, Pleasant Run Walk and Trail	0.9 mi.	\$379,800
13	Town Center Greenwalk	Hall Johnson	Kingswood Lane	Colleyville Elementary School, Colleyville Middle School, Colleyville Road commercial	Schoolyard Path, Main Street Greenwalk	0.7 mi.	\$295,400
14	Pleasant Run Pathway	John McCain	Cottonbelt	Pleasant Run Park, Colleyville Elementary School, Colleyville Middle School	Cutter Ridge Pathway, Cotton Belt Trailway, Schoolyard Path	1.2 mi.	\$506,400
15	Walk to City Park	Pleasant Run	Colleyville Blvd	Colleyville Elementary School, Colleyville Middle School, City Park, Village Development	City Park ballfields, School Yard Path via Church Street Greenwalk, Town Center Greenwalk	1.1 mi.	\$464,200
16	Cutter Ridge Pathway	Westcoat Drive	Pleasant Run Road	Pleasant Run Park, Colleyville Elementary School, Colleyville Middle School	McPherson Loop, Westcoat Drive Walkway, Pleasant Run N Walkway	0.5 mi.	\$211,000
17	Nature Center North Trail	Cottonbelt Trailway	Colleyville Nature Center	Colleyville Nature Center, LD Lockett House, Colleyville Middle School	LD Lockett House Path, Cottonbelt Trailway, W Little Bear Trail (Hurst)	0.9 mi.	\$379,800
18	Stafford Trail	Glade Road	Little Bear Creek Trail West	Colleyville Middle School, Colleyville Road commercial, Sparger Park	Pleasant Run Pathway, Little Bear Creek Trail West	0.6 mi.	\$253,200
19	Check Sparger East Pathway	Tara Trail (Bedford Road)	Heritage Avenue	Heritage Elementary School, Heritage Middle School, Heritage High School, Heritage Avenue Retail	Tara Plantation Trail, Woodland Hills Trails, Heritage School Streetscape, Heritage Trail	1.8 mi.	\$759,600
20	McPherson Loop	Whittier Heights Trail	Westcoat Drive	Colleyville Elementary School, Colleyville Middle School,	Whittier Heights Trail, Beddo Creek Trail, Westmont Trail, Cutter Ridge Pathway	0.6 mi.	\$253,200
21	Oakbrook Shortcut	Bridge Street	McDonwell School Road	Pleasant Run Park, Colleyville Elementary School, Colleyville Middle School	Cutter Ridge Pathway	0.2 mi.	\$84,400
22	LD Lockett House Path	LD Lockett Road	Cottonbelt Trailway	LD Lockett House Senior Center	Cottonbelt Trailway, Remington Park Trail	0.2 mi.	\$84,400
23	Remington Park Trail	McDonwell School Road	LD Lockett Road	McPherson Dairy, LD Lockett House Senior Center	Cottonbelt Trailway, Whittier Heights, McPherson Loop, Colts Neck Spur Trail, LD Lockett House Path	0.6 mi.	\$253,200

Appendix B. Trail Corridor Evaluation Matrix

Map Ref # / Priority	Path / Trail Name	North or West terminus	South or East terminus	Schools, parks, and commercial areas served	Potential path connections	Length	Estimated Cost
24	Heritage Trail	Glade Road	Cheeksparger Road	Heritage Elementary School, Heritage Middle School, Heritage High School, Heritage Avenue Retail	Little Bear Creek Trail East, Woodland Hills Trail Extension, Euless Little Bear Trail	1.2 mi.	\$506,400
25	Woodland Hills Extension	N end of existing Woodland Hills Trail	Heritage Avenue	Heritage Elementary School, Heritage Middle School, Heritage High School	Heritage Trail (w/bridge), Little Bear Creek Trail East, Euless Little Bear Trail	0.2 mi.	\$84,400
26	East Little Bear Creek Trail Extension	Martin Parkway	Heritage Avenue	Heritage Elementary School, Heritage Middle School, Heritage High School	Heritage Trail (w/bridge), Euless Little Bear Trail, Woodland Hills Trail Extension	0.2 mi.	\$84,400
27	Power Line Loop	This trail was deleted from the plan					N/A
28	Old Grove Trail	John McCain Road at Pleasant Run Rd McPherson Dairy Loop	McDonwell School Road at Remington Parkway	McPherson Park	Beddo Creek Trail, McPherson Loop	0.5 mi.	\$211,000
29	Beddo Creek Trail	Precinct Line Trail	Old Grove Trail	McPherson Park	Precinct Line Trail, Old Grove Trail, McPherson Loop	0.7 mi.	\$295,400
30	Precinct Line Trail	Beddo Creek Trail	Hurst City Limit (Little Bear Creek)	Inter-city from Keller to Hurst	Beddo Creek Trail, West Little Bear Trail	2.0 mi.	\$844,000
31	Westmont Trail (completed)	John McCain Road	McDonwell School Road	McPherson Park, Colleyville Elementary School, Colleyville Middle School	McPherson Loop, Cutter Ridge Pathway	0.8 mi.	N/A
32	Windview Clubhouse Path	Little Bear Creek Trail East	Windview Clubhouse	Little Bear Greenway, Sparger Park	Little Bear Creek Trail East from private clubhouse	0.2 mi.	\$84,400
33	John McCain Trail	Westcoat	Pleasant Run Road	McPherson Park	Westmont Trail	0.3 mi.	\$126,600

Appendix B. Trail Corridor Evaluation Matrix

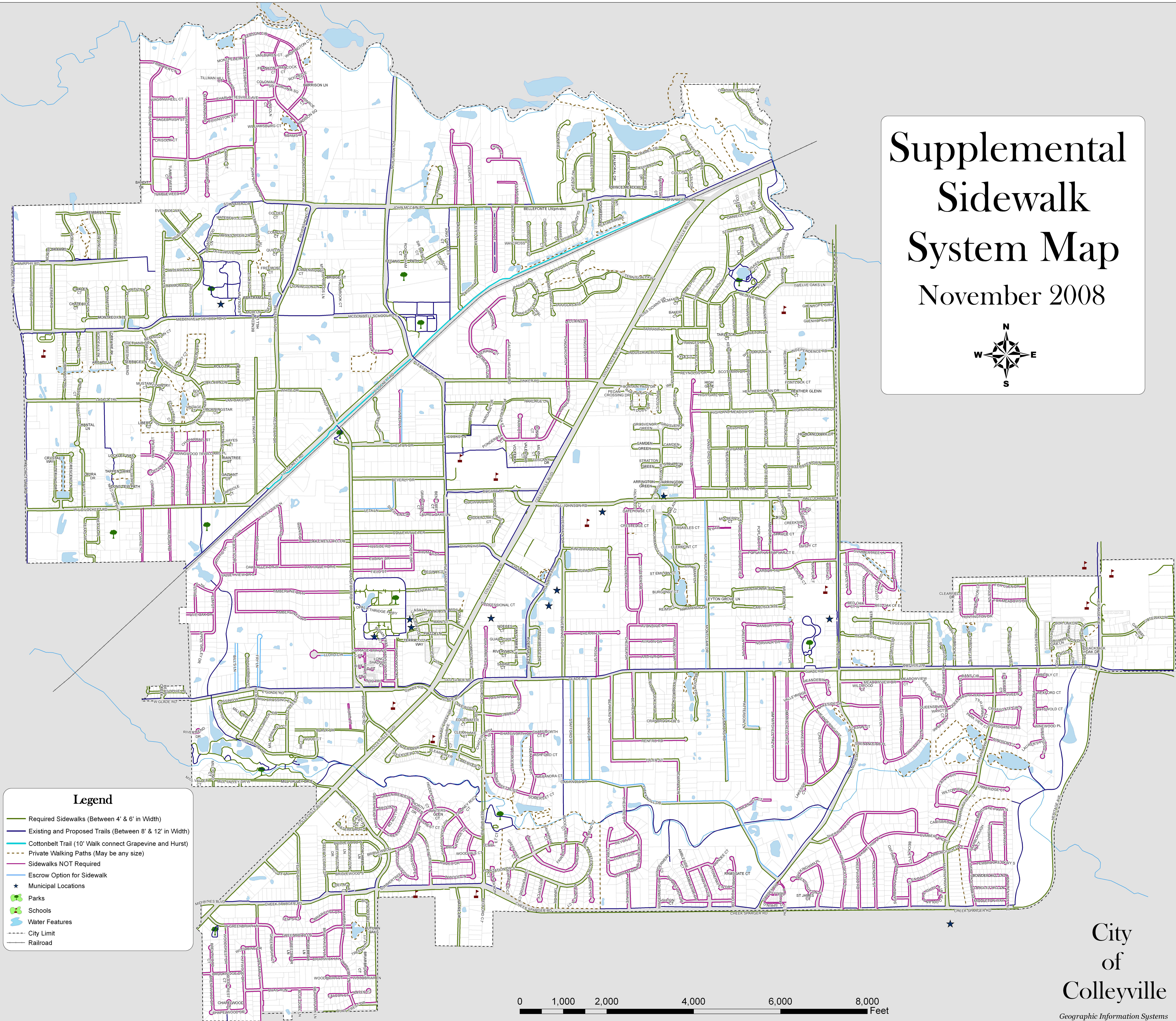
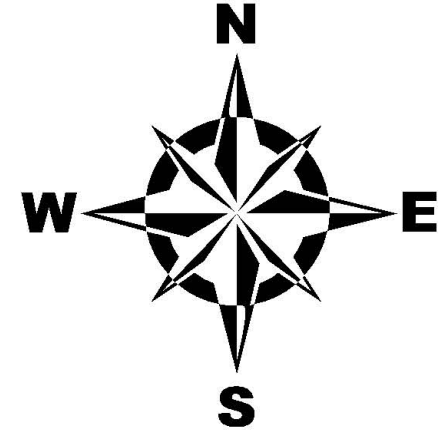
Map Ref # / Priority	Path / Trail Name	North or West terminus	South or East terminus	Schools, parks, and commercial areas served	Potential path connections	Length	Estimated Cost
34	Bogart Connection Trail	Pleasant Run	Colleyville Blvd	Colleyville Elementary School, Colleyville Middle School,	Walk to City Park Trail	0.4 mi.	\$168,800
35	Hardage Cut-through Trail	Cooks Lane	Ponderosa	Colleyville Elementary School, Colleyville Middle School,	Walk to City Park Trail	0.4 mi.	\$168,800
36	Castleton Trail	John McCain Road	Cottonbelt Trail	Pleasant Run Park	Cottonbelt Trail	0.5 mi.	\$211,000
37	Big Bear Creek Trail Extension	Longwood	Pool Road	Kimzey Park	Longwood Trail and Glenhope Pathway	0.5 mi.	\$211,000

APPENDIX C. BIBLIOGRAPHY

1. *Colleyville Pathways A Citywide System* – January, 1999, Bowman-Melton Associates, Inc., in association with: Carter and Burgess
2. *The Colleyville Plan-A General Plan for Growth and Development 2004-2025* – September 2004 – City of Colleyville
3. *Colleyville Land Development Code* – April 18, 2000, City of Colleyville, Texas

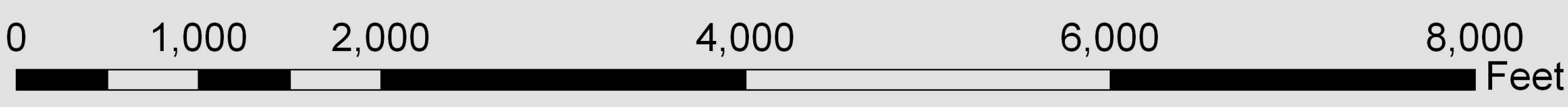
Supplemental Sidewalk System Map

November 2008



Legend

- Required Sidewalks (Between 4' & 6' in Width)
- Existing and Proposed Trails (Between 8' & 12' in Width)
- Cottonbelt Trail (10' Walk connect Grapevine and Hurst)
- Private Walking Paths (May be any size)
- Sidewalks NOT Required
- Escrow Option for Sidewalk
- Municipal Locations
- Parks
- Schools
- Water Features
- City Limit
- Railroad



RESOLUTION R-12-3464

A RESOLUTION TO REPLACE RESOLUTIONS R-92-753, R-03-2267, AND R-06-2785, RELATED TO THE NAME AND THE SCOPE OF THE COLLEYVILLE TRAILS AND SIDEWALKS COMMITTEE

WHEREAS, the City Council recognizes the importance of sidewalks as an improvement to both pedestrian safety and quality of life, and adopted Resolution R-92-743 on February 2, 1992, establishing the Colleyville Sidewalk Priorities Task Force; and

WHEREAS, the City Council also recognized the recreational importance of a system of trails in the community and approved Resolution R-98-1414 on September 15, 1998, that adopted "The Colleyville Pathways: A Citywide Trail System for Colleyville" that identifies a citywide network of trails and pathways for pedestrians; and

WHEREAS, the City Council refined the purpose and direction of the Task Force by approving Resolution R-03-2267 on November 18, 2003, which changed the name to Colleyville Sidewalks Committee; and

WHEREAS, the City Council clarified and standardized the membership and terms of the Colleyville Sidewalks Committee and further refined the role and purpose of the Committee by adopting Resolution R-06-2785, which also changed the name of the Committee to the Colleyville Trails and Sidewalks Committee; and

WHEREAS, the City Council adopted the Parks, Trails and Open Space Master Plan, which includes the priorities for development of the Colleyville trails system by approving Resolution R-11-3433 on December 6, 2011; and

WHEREAS, the City of Colleyville desires to provide safe and accessible sidewalks by complying with the Americans with Disabilities Act, and

WHEREAS, the City Council desires to refine the criteria for prioritizing sidewalk improvement projects in Colleyville.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEYVILLE, TEXAS:

Sec. 1. THAT the Colleyville Trails and Sidewalks Committee shall be renamed the Colleyville Sidewalks Committee.

Sec. 2. THAT the following criteria, in order of priority, shall be adhered to by the Colleyville Sidewalks Committee in prioritizing sidewalk improvement projects:

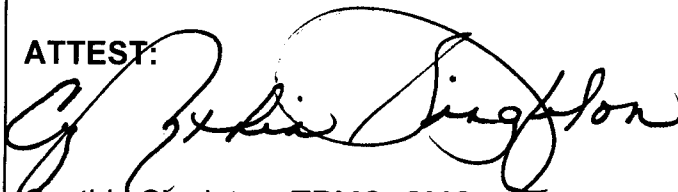
- A. Connectivity where gaps exists within neighborhoods and to destinations (businesses, schools, city parks, trailheads, etc.)
- B. Constructability (not where future improvements would result in sidewalks having to be reconstructed)
- C. Cost

Sec. 3. THAT the Committee shall utilize the most current Supplemental Sidewalk System Map adopted by the City Council, and attached as Exhibit "A", for prioritizing projects.

AND IT IS SO RESOLVED.

APPROVED BY A VOTE OF 7 AYES, 0 NAYS AND 0 ABSTENTIONS
ON THIS THE 7th DAY OF February 2012.

ATTEST:

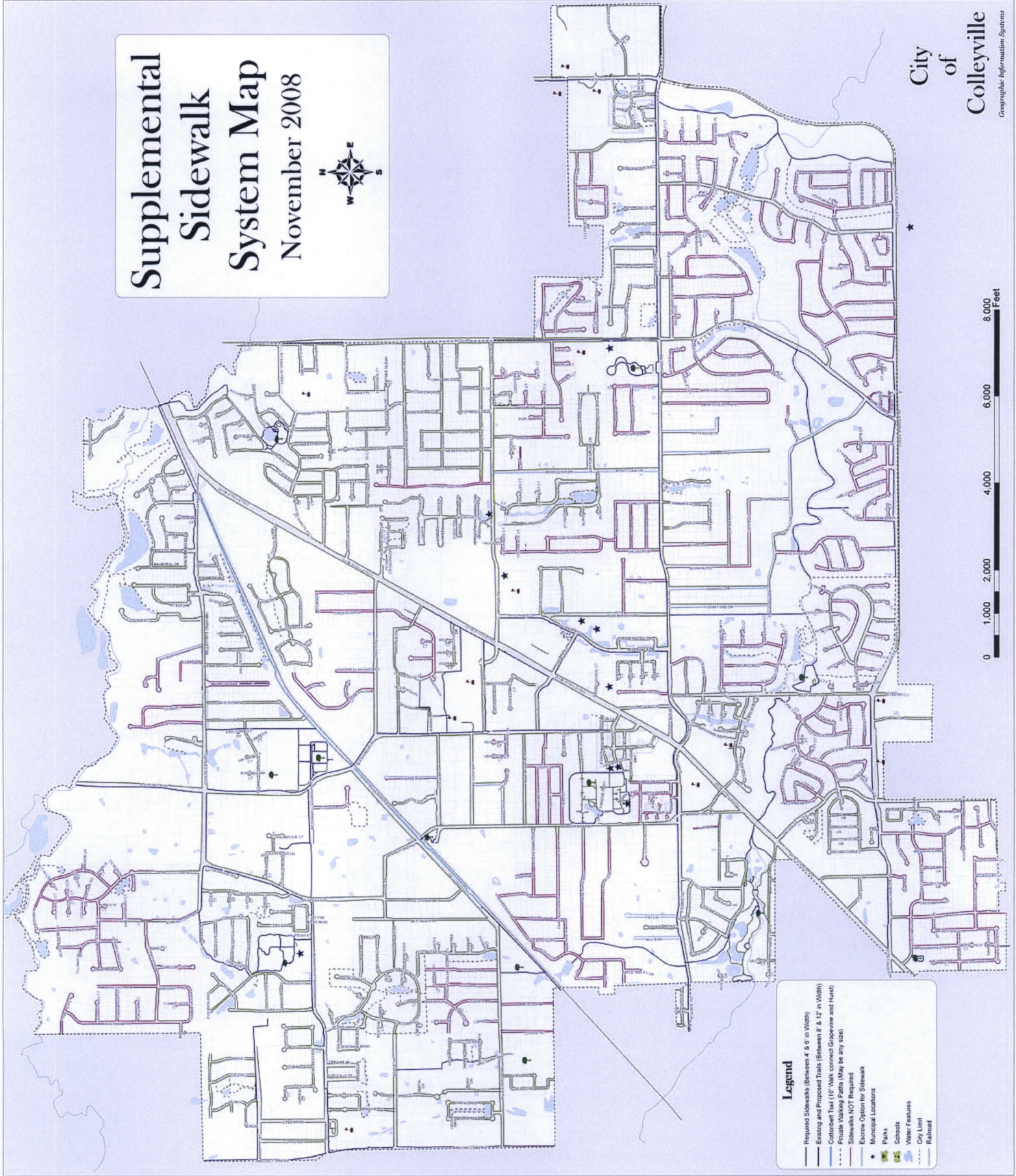

Cynthia Singleton, TRMC, CMC
City Secretary

CITY OF COLLEYVILLE


David Kelly
Mayor

Exhibit "A"

Supplemental Sidewalk System Map November 2008



RESOLUTION R-14-3717

A RESOLUTION ADOPTING A NEW SIDEWALK POLICY FOR THE CITY OF COLLEYVILLE AND RESCINDING THE SUPPLEMENTAL SIDEWALK SYSTEM MAP

WHEREAS, it is the desire of the citizens of Colleyville to have a walkable community; and

WHEREAS, sidewalks and trails are an inherent part of a walkable community; and

WHEREAS, sidewalks are to be constructed in conjunction with any new development, both residential and non-residential; and

WHEREAS, circumstances may exist wherein it is not practical to construct a sidewalk; and

WHEREAS, when such circumstances exist, the applicant may be afforded the opportunity to escrow funds in an amount sufficient to pay for the construction of a sidewalk at some future date; and

WHEREAS, the criteria for determining whether or not funds may be escrowed shall be the criteria set forth in Resolution R-12-3464, specifically:

- a. Connectivity where gaps exist within neighborhoods and to destinations (businesses, schools, City parks, trailheads, etc.); and
- b. Constructability (not where future improvements would result in sidewalks having to be reconstructed); and
- c. Cost; and

WHEREAS, issuance of a building permit is contingent on the written commitment of the applicant to construct a sidewalk or pay the required escrow amount.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
CITY OF COLLEYVILLE, TEXAS:**

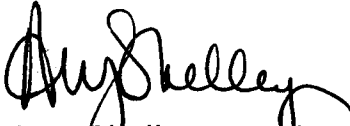
Sec. 1. THAT this resolution shall be the official sidewalk policy for the City of Colleyville.

Sec. 2. THAT the Supplemental Sidewalk System Map, dated November 2008, is no longer used as the basis for determining where sidewalks will be constructed.

AND IT IS SO RESOLVED.

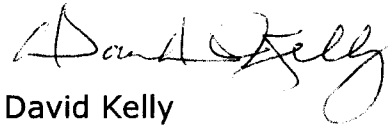
APPROVED BY A VOTE OF 7 AYES, 0 NAYS, AND 0
ABSTENTIONS ON THIS THE 4TH DAY OF FEBRUARY 2014.

ATTEST:



Amy Shelley, TRMC
City Secretary

CITY OF COLLEYVILLE



David Kelly
Mayor



City of Colleyville Sidewalks Ad Hoc Committee Agenda Briefing

City Hall
100 Main Street
Colleyville, Texas 76034
www.colleyville.com

Agenda Number 3c	Agenda Date 08/28/2017	Number
Type Presentation and Discussion		
Department City Manager		
Title		
Review of area city sidewalk requirements		

Strategic Plan

Explanation

James Hubbard, Assistant to the City Manager, will provide a presentation regarding the sidewalk policies of surrounding cities.

Attachments

1. Benchmarking Presentation
2. Area City Policies

Review of Neighboring City Sidewalk Location Requirements

Colleyville Sidewalks Ad Hoc Committee
August 28, 2017

Sidewalks are to be constructed in conjunction with any new development both residential and non-residential.

Sidewalks and curb ramps are required on all streets to be constructed with the paving of streets or when building construction occurs.

Grapevine



Sidewalks required:

Sidewalks shall be required in all residential zoning districts except where lots were filed of record prior to June 7, 1983.

Sidewalks shall be required in all non-residential zoning districts except where lots were filed on record prior to December 19, 1995.

Sidewalks are required in the follow situations:

1. On both sides of street adjacent or leading to schools and school sites extending no less than one thousand five hundred (1,500) feet from such schools and sites; provided however, the city council may, upon request of the property owner, waive this requirement for those lots platted prior to January 1, 1980, in fully developed subdivisions where no other sidewalks exist adjacent to the site for which the exception is requested
2. In front of and, in the case of corner property, on the street side of any multifamily or commercially zoned property when such is to be used for multifamily or commercial purpose
3. On both sides of streets having a right-of-way dedication of sixty (60) feet or more
4. At any place where, at the time construction plans for other public improvements are considered, it appears that sidewalks are desirable for safe pedestrian traffic, especially for children going to and from parks and schools

1. Sidewalks on both sides of all public rights-of-way shall be installed by the subdivider at time of public improvement.
2. Sidewalks shall be located along major thoroughfares where lots do not adjoin the streets, along power line easements and in other areas where pedestrian walkways are necessary.
3. Hike and bike sidewalks shall be built by the developer along streets designated for hike and bike trails or as required by the planning and zoning commission.

General Requirements. Any new development in the city shall provide for the location and construction of sidewalks as provided in this section.

Residential Requirements:

1. Sidewalks shall be required on both sides of all public and private streets in all residential subdivisions platted or replatted after the effective date of this ordinance
2. Regardless of average lot size, the developer or builder of a residential subdivision platted or replatted after the effective date of this ordinance shall install sidewalks and/or trails in accordance with the Southlake Pathways Plan

Non-Residential Requirements:

1. Sidewalks and/or trails shall be required on all nonresidential properties platted or replatted after the effective date of this ordinance
2. The developer or builder of a non-residential subdivision platted or replatted after the effective date of this ordinance shall install sidewalks and/or trails along the tract being developed adjacent to all arterial and collector streets (as defined by the Master Thoroughfare Plan), where applicable according to the Trail System Master Plan

North Richland Hills



Sidewalks requirements:

New developing areas

Sidewalks are required on both sides of all new streets

Redeveloping areas

Sidewalks shall be required in redeveloping areas under the same conditions as new developing areas. An area shall be considered to be redeveloping for the purposes of this policy when:

1. A building permit is issued in an amount equal to or greater than 50 percent of the fair market value of the existing improvements (as determined by the city building official or as otherwise designated by the city manager)
2. There are sidewalks existing along the rest of the block face; or the property on which the building permit is issued has a frontage of 300 feet or more, or extends for 50 percent or more of the block face
3. The property is located in a residential area identified and targeted by the city council for redevelopment

Questions and Discussion

Area City Sidewalk Policies

City of Keller

Section 5.06 - Sidewalks and Trails

Sidewalks

- A. The purpose of the public sidewalk and curb ramps is to provide a safe area for all pedestrians. Sidewalks and curb ramps are required on all streets to be constructed with the paving of streets or when building construction occurs. All sidewalks shall conform to state laws for barrier free construction.
- B. Sidewalks not less than four feet (4') wide shall be constructed adjacent to all residential streets. A five feet (5') wide sidewalk is required for all thoroughfares as shown on the Thoroughfare Plan. Sidewalks shall be constructed within the street right-of-way one foot from the property line. If sidewalks are constructed adjacent to the curb on a thoroughfare, a six-foot (6') wide sidewalk shall be provided. Other locations may be approved by the City at the time of plat or site plan approval. If sidewalks are to be constructed on private property, a sidewalk easement shall be granted to the City.
- C. Sidewalks and curb ramps shall conform to the [Design Standards and Technical Construction Standards of this UDC](#) and shall be constructed by the builder and/or developer as applicable. A Certificate of Occupancy shall not be issued until the required sidewalk is in place or a sidewalk fee in lieu of construction is paid to the City as determined by the Director of Public Works.
- D. The construction of sidewalks along thoroughfares, as shown on the Thoroughfare Plan, may be delayed if approved by the City. In such cases, the developer/builder shall pay a fee in lieu of sidewalk construction to be used by the City in the future construction of sidewalks (see [Article Nine - Fees](#)). This provision applies to all lots and developments adjacent to the thoroughfares.
- E. If a sidewalk and a hike/bike trail are located in the same location, the hike/bike trail shall replace the sidewalk and be constructed in accordance with the section below and the Parks and Trails Master Plan within the trail right-of-way. Minor adjustments to the trail location may be approved by the Development Review Committee (DRC). Park Development Fees will be credited for the difference in the required width (see [Design Standards and Technical Construction Standards of this UDC](#)).

Trails

- A. The purpose of the public trail is to provide a safe area for recreational walking, jogging, biking, etc. and in some cases, equestrian use. All trails shall conform to state laws for barrier free construction.
- B. Trails not less than ten feet (10') wide shall be constructed according to the Parks and Trails Master Plan. Trails shall be constructed within the easement or right-of-way dedicated for trails. Other locations may be approved by the City at the time of plat or site plan approval. If trails are to be constructed on private property, easement or right-of-way dedicated shall be granted to the City.
- C. Trails and curb ramps shall conform to the [Design Standards and Technical Construction Standards of this UDC](#) and shall be constructed by the builder and/or developer as applicable. A Certificate of Occupancy shall not be issued until the required trail is in place or a fee in lieu of construction is paid to the City as determined by the City Manager or designee.
- D. If a hike/bike trail and a sidewalk are located in the same location, the hike/bike trail shall replace the sidewalk and be constructed in accordance with the Parks and Trails Master Plan within the trail right-of-way. Minor adjustments to the trail location may be approved by the Development Review Committee (DRC). Park Development Fees may be credited for the difference in the required width (see [Design Standards and Technical Construction Standards of this UDC](#)).

City of Grapevine

ARTICLE III. - SIDEWALKS AND DRIVEWAYS

Sec. 20-40. - Sidewalks required.

(a)

Sidewalks shall be required in all residential zoning districts except where lots were filed of record prior to June 7, 1983.

(b)

Sidewalks shall be required in all non-residential zoning districts except where lots were filed on record prior to December 19, 1995.

(Ord. No. 83-32, § 1, 6-7-83; Ord. No. 95-92, § 1, 12-19-95)

Sec. 20-41. - Sidewalks to be constructed at the abutting property owner's expense.

(a)

Reinforced concrete sidewalks shall be constructed at the abutting property owners expense for all property platted after June 7, 1983.

(b)

Residential property platted prior to June 7, 1983 are eligible for partial funding by the city under the following conditions.

(1)

The sidewalk shall be constructed in complete residential block segments. For the purpose of this requirement, a residential block shall be considered as the distance between the intersections of individual streets with the residential street upon which the subject properties abut.

(2)

In areas where sidewalks exist at random locations within a residential block, the remaining segments necessary to complete the sidewalk can be constructed under this program provided all remaining unconstructed segments in the residential block are included in the program.

(3)

The city shall provide 25 percent of the construction cost of the sidewalk improvements.

(4)

The property owners in each block shall provide their share of the funding for construction of the sidewalk to the city in advance and the city will then contract for the sidewalk in an annual sidewalk program.

(5)

All owners in each residential block shall agree to the sidewalk project and participate in the funding of the project for an application to be considered by the city for this program.

(6)

The requests for sidewalks shall be prioritized by the city staff and the projects shall be constructed in order of priority as city funds are available.

(7)

In any fiscal year, the city shall not accept funds from residents for construction of sidewalks for which the city does not have adequate funding to participate in the cost as outlined in this section.

(8)

This program shall include only those residential roadways with existing curb and gutter and underground drainage systems.

(Ord. No. 83-32, § 1, 6-7-83; Ord. No. 95-78, § 1, 10-3-95)

Sec. 20-42. - Sidewalk criteria.

(a)

Width. All sidewalks shall have a minimum width of four feet.

(b)

Reinforcing. Reinforcing shall be either No. 10 gauge steel wire welded on a six-inch by six-inch mesh or three-eighths-inch diameter reinforcing bars spaced 24 inches each way.

(c)

Concrete. Concrete shall have a 28-day compressive strength of 3,000 pounds per square inch and shall contain a minimum of five sacks of Portland cement per cubic yard of concrete.

(d)

Thickness. All sidewalks shall have a minimum thickness of four inches.

(e)

Location. In retail, commercial and industrial areas the sidewalk may be placed adjacent to the street curb or may be located otherwise with the approval of the city engineer. In residential areas the sidewalk shall begin one foot outside the property line and extend toward the street, or be placed in alignment with existing sidewalks, or as directed by the city engineer.

(f)

Slope. Sidewalks shall have a slope of one-fourth inch per foot toward the street.

(g)

Grade. Sidewalk grades shall parallel street grades. Sidewalks adjacent to curbs shall meet the curb grade. Sidewalks not adjacent to the curb shall be set at a grade so as to provide a slope for the intervening parkway of one-fourth inch per foot minimum and one-half inch foot maximum or as directed by the city engineer.

(h)

Expansion joint location. Expansion joints shall be placed at intervals of 50 feet throughout the length of the sidewalks and at all places where sidewalks intersect other sidewalks or driveways or curbs. Where sidewalks are adjacent to curbs there shall be an expansion joint between the sidewalk and curb.

(i)

Construction joint location. Construction joints shall be placed so that the sidewalks will be cut into separate slabs no longer than eight feet in length. All construction joints shall be made perpendicular to the line of the sidewalk.

(j)

Handicapped ramps. Handicapped ramps at intersections shall be installed according to state law.

(Ord. No. 83-32, § 1, 6-7-83)

Sec. 20-43. - Driveway apron required.

(a)

Paved streets with curb and gutter. One or more reinforced concrete driveway aprons extending from the gutter line to the property line shall be constructed for a building fronting a paved street having curb and gutter. Such driveway aprons shall be constructed at the property owner's expense.

(b)

Paved streets without curb and gutter. One or more driveway aprons over concrete pipe culverts or culverts, as approved by the city engineer, shall be constructed for a building fronting a paved street without curb and gutter. The driveway apron shall extend from the paving edge or roadway edge to the property line. It may be covered with asphalt or concrete at the property owner's option. Such driveway aprons shall be constructed at the property owner's expense.

(Ord. No. 83-32, § 1, 6-7-83)

Sec. 20-44. - Driveway design and placement standards.

(a)

Definitions of driveway types. For the purposes of interpreting the provisions of these rules and regulations, the following definitions shall apply.

(1)

City of Hurst

ARTICLE IV. - SIDEWALKS

Sec. 20-66. - Required at certain locations.

(a)

Sidewalks are required in the following situations:

(1)

On both sides of streets adjacent or leading to schools and school sites extending to no less than one thousand five hundred (1,500) feet from such schools and sites; provided, however, the city council may, upon request of the property owner, waive this requirement for those lots platted prior to January 1, 1980, in fully developed subdivisions where no other sidewalks exist adjacent to the site for which the exception is requested;

(2)

In front of and, in the case of corner property, on the street side of any multifamily or commercially zoned property when such is to be used for multifamily or commercial purpose;

(3)

On both sides of streets having a right-of-way dedication of sixty (60) feet or more;

(4)

At any place where, at the time construction plans for other public improvements are considered, it appears that sidewalks are desirable for safe pedestrian traffic, especially for children going to and from parks and schools.

(b)

All plans required to be submitted for city approval shall be reviewed for compliance with this section and no construction plan shall be approved or building permit issued unless sidewalks as required in this section are shown.

(Code 1965, § 21-40; Ord. No. 1338, § 1, 8-13-91)

Sec. 20-67. - Specifications.

(a)

All sidewalks shall be at least four (4) feet wide and constructed in that area between the curb or grade line of the public street and the abutting property line, with the inner edge of the sidewalk being contiguous and parallel with the property line; provided, however, that if the city council finds that trees may be spared in a given block by so doing, sidewalks six (6) feet in width may be constructed in the entire block with the outer edge being contiguous and parallel with the back of the curb. Sidewalks shall be constructed of portland cement concrete and shall be at least four (4) inches thick. Such concrete shall have a minimum compressive strength of three thousand (3,000) pounds per square inch at twenty-eight (28) days.

(b)

Reinforcement shall be required if the city's public works department deems it necessary and in such cases reinforcement shall be three-eighths-inch steel deformed reinforcing bars on twenty-four-inch centers or six-inch by six-inch welded wire fabric.

(c)

Additional or alternate specifications for materials and construction methods shall be within the discretion of the public works department as may be required under particular circumstances.

(Code 1965, § 21-41)

Sec. 20-68. - Permit required, bond, fee.

(a)

No person shall construct, reconstruct, alter, repair, remove or replace any sidewalk on any public property within the city limits without first obtaining from the public works department a permit to do so.

(b)

No such permit shall be granted unless a two-year maintenance bond, as required by [section 20-50](#) and specifically covering sidewalks, is in full force and effect at the time of request for such permit and the doing of the work. Such bond shall not be valid unless the persons doing the work are covered by the bond. Such bond may cover all work to be done by the applicant.

(c)

The fee for such permit shall be five cents (\$0.05) per lineal foot measured along the centerline, with a minimum fee of one dollar (\$1.00).

(Code 1965, § 21-42)

Sec. 20-69. - Supervision, approval of work.

All work done in construction, reconstruction, alteration, repair, removal or replacement of sidewalks shall be done under the supervision and subject to the direction and approval of the city public works department, whose decision shall be final. Final acceptance of other required public improvements shall not be made until sidewalks are approved.

(Code 1965, § 21-43)

Sec. 20-70. - Property owners exempt from bond.

Owners of property may construct sidewalks in front or alongside their own property without taking out a bond if they secure a permit, pay required fees, do all work in compliance with this article without compensation and employ no persons to assist them, other than members of their own immediate family.

City of Euless

(12) Provisions for future streets. Where a tract of land is subdivided into parcels that are larger than normal building lots, such parcels shall be arranged to permit the opening of future streets and a logical ultimate resubdivision.

(13) Alleys, commercial property. Alleys, or adequate loading areas, shall be provided for commercial property. Alleys shall be a minimum of 20 feet in width and shall consist of a concrete paving as approved by the city engineer.

(14) Alleys, residential property. Alleys shall not be required in residential districts, with exception to instances where the extension of an alley would be consistent and appropriate relative to existing and adjacent subdivisions. Permitted alleys shall be a minimum of 20 feet in width and shall consist of a paved surface as approved by the city engineer.

(15) Obstructions of view or sight. On any lot on the street side, or sides if it is a corner lot, no wall, fence or other structure shall be erected, and no hedge, tree, shrub or other growth or structure of any kind shall be maintained in such location as to obstruct the view.

The definition of "obstruction" is any fence, wall, hedge, shrubbery, etc., higher than 36 inches above adjacent top of curb at property line to a point 52 inches above adjacent top of curb at the building line on a lot is hereby declared to be an obstruction to view, except single trees having single trunks, which are pruned to a height of seven feet above ground level. No solid fence shall be constructed in front of the building line on any lot including corner lots, except as defined above.

Sight visibility triangles will be required to dedicated and maintained at these intersections. The legs of the triangles will be determined by the angle of the intersection.

(16) Sidewalks. Sidewalks on both sides of all public rights-of-way shall be installed by the subdivider at time of public improvement. The minimum paving width in single-family residential areas shall be four feet and in all other areas five feet along the right-of-way line. The sidewalks shall be located one foot from property line between the curb and property line. Sidewalks shall be located along major thoroughfares where lots do not adjoin the streets, along power line easements and in other areas where pedestrian walkways are necessary. Hike and bike sidewalks shall be built by the developer along streets designated for hike and bike trails or as required by the planning and zoning commission. All sidewalks shall be at-grade at driveways in accordance with the Americans with Disabilities Act of 1990.

(17) Handicap ramps. Handicap ramps shall be installed at all intersections in accordance with the Americans with Disabilities Act of 1990.

City of Southlake

access control device and enter the subdivision without having to stop are exempted from this requirement. A sign shall be erected next to any resident entrance that does not meet the 50 foot setback requirement of this paragraph and does not provide a turn-around space with a minimum outside radius of 30 feet to indicate that it is for resident use only and not for visitors.

- J. Cost of Design Standards: The homeowner's association shall pay the cost of complying with required design standards.

Section 5.06 Sidewalks: (As amended by Ord. No. 483-K)

- A. General Provisions: The purpose of this section is to provide for the orderly, safe and healthful construction of sidewalks within the City and to promote the health, safety and general welfare of the community. In order to carry out these purposes, it is hereby declared to be the policy of the City to guide and regulate sidewalk construction within the City.
- B. Requirements:
 - 1. General Requirements. Any new development in the city shall provide for the location and construction of sidewalks as provided in this section. This shall include the dedication of necessary right-of-way or public access easement and the construction of sidewalks according to the specifications provided herein.
 - 2. Residential Requirements:
 - a. Applicability: Sidewalks shall be required on both sides of all public and private streets in all residential subdivisions platted or replatted after the effective date of this ordinance. A proposed Pedestrian Access Plan must be included as an element of any Concept Plan application, or in the case where no Concept Plan is required, with the Preliminary Plat application and shall be processed concurrently with these applications. The Pedestrian Access Plan shall demonstrate a method for the safe and effective movement of pedestrians both within the subdivision and to and from Trail System connections, where applicable.
 - b. Southlake Pathways Plan: Regardless of average lot size, the developer or builder of a residential subdivision platted or replatted after the effective date of this ordinance shall install sidewalks and/or trails in accordance with the Southlake Pathways Plan, as amended.
 - c. Time of Construction:
 - i.Owners/homebuilders: Each owner/home builder within a residential subdivision platted after the effective date of this ordinance shall construct sidewalks at the time of construction of

the house. In those circumstances where a sidewalk would impact the construction of driveways and access walks, the sidewalks shall be constructed before the City's final building inspection. A certificate of occupancy will not be issued until required sidewalks are in place.

ii.Developers: Sidewalks and/or trails shown in the Pedestrian Access Plan to be constructed within common areas shall be constructed by the developer during the development of the subdivision.

d. Exemptions: A residential lot that is platted as a single lot of record is exempt from this requirement unless:

i.Sidewalks are existing on both sides of the lot; or

ii.The lot is located within 1,500 feet of a public or private school and is on the same side of the street.

3. Non-residential Requirements:

a. Applicability: Sidewalks and/or trails shall be required on all non-residential properties platted or replatted after the effective date of this ordinance. Sidewalks shall be the greater of either 5 feet in width or the width as specified on the city's Pathways Master Plan if the segment is identified as a trail. A proposed Pedestrian Access Plan must be included as an element of any Concept Plan, Development, or Site Plan application and shall be processed concurrently with these applications, or in the case where no Concept, Development, or Site Plan is required, with the Preliminary Plat application. The Pedestrian Access Plan shall demonstrate a method for the safe and effective movement of pedestrians both within the subdivision and to and from Trail System connections, where applicable. Sidewalks for all other non-residential properties shall be regulated in the Zoning Ordinance 480, as amended.

b. Trail Master Plan: The developer or builder of a non-residential subdivision platted or replatted after the effective date of this ordinance shall install sidewalks and/or trails along the tract being developed adjacent to all arterial and collector streets (as defined by the Master Thoroughfare Plan), where applicable according to the Trail System Master Plan.

c. Time of Construction: Each developer and/or builder of a non-residential subdivision platted after the effective date of this ordinance shall construct sidewalks at the time of construction of the development. In those circumstances where a sidewalk would impact the construction of

driveways and access walks, the sidewalks shall be constructed before the City's final building inspection. A certificate of occupancy will not be issued until required sidewalks are in place.

C. Sidewalk Specifications:

1. Sidewalk Size and Locations: All sidewalks shall be at least four feet wide or in conformance with the Trail System Master Plan, whichever is greater, and shall be located between the curb or grade line of the public street and the ROW line or public access easement if approved by the city, no closer than two (2) feet to the curb or grade line. The City Engineer or Building Official may alter alignment so that the sidewalk meanders within the area between the curb and right-of-way line.
2. Construction Specifications:
 - a. Concrete Requirements: Concrete for sidewalks shall have a minimum compressive strength of three thousand (3,000) psi at twenty-eight (28) days. The quantity of mixing water shall not exceed six and one-half (6 ½) U.S. gallons per sack (ninety-four (94) lbs.) of Portland cement. The slump of the concrete shall not exceed four (4) inches. A minimum content of five (5) sacks of cement per cubic yard of concrete is required. Sidewalks shall be at least four (4) inches thick.
 - b. Reinforcement: Sidewalks shall be reinforced with 3/8 inch No. 3 bars set on 24-inch centers.
 - c. Expansion and Control Joints: One-half-inch premolded bituminous expansion joints with No. 4 (½-inch nominal diameter) smooth dowels shall be spaced at twenty-foot intervals. Where new work abuts driveways, pavement, curbs or any other work, expansion joints shall be filled with premolded bituminous expansion joint filler or redwood at least one-inch nominal thickness and shall extend six (6) inches deep and the entire width of the concrete sections. Bars used in this joint shall be sleeved to allow for the movement of concrete on the bars. The bars shall be smooth three-eighth (3/8) inch No. 3 bars minimum. No deformed bars shall be allowed. Sidewalk control joints shall be grooved three-eighths (3/8) inch deep on four-foot centers.
 - d. Sidewalk Finish: The surface of the sidewalk shall have a monolithic broom finish. In no case shall the surface be left slick or with a glossy finish. The edges of the sidewalk control joints and expansion joints shall be tooled to a smooth finish not less than two (2) inches in width. Exposed edges of the sidewalk shall be rounded with an edger to a radius of one-half (½) inch.

- e. Fire Hydrant Locations: Where a sidewalk is to be constructed and a fire hydrant would be within the forms, the forms shall curve around the fire hydrant such that the walk misses the fire hydrant by a minimum distance of one (1) foot. A transition of 10 feet is required in and out of curved areas.
 - f. Service and Meter Boxes: Where a sidewalk is to be built and a water meter box would be within the forms, a precast, concrete box shall replace the plastic box. This box shall have a hinged metal lid and be set at an elevation that will be equal to the finish grade of the sidewalk. If the builder so chooses, the builder may move the water meter box outside the forms at the builders expense.
 - g. Drainage: All sidewalks shall be built at an elevation that will not impede or be otherwise detrimental to proper lot drainage, with natural grade preferred.
3. Wheel-Chair Access Ramps
- a. Location: A wheel-chair access ramp must be constructed at any point a proposed sidewalk intersects a city street with the exception of walks leading from the street to the door of a residence. Access ramps must be constructed with a maximum 1" wide expansion material between the street and ramp flush with the finish grade.
 - b. Grade: Care shall be taken to ensure a uniform grade meeting ADA requirements on the ramp, free of sags and short grades. Access ramps shall be built to grades no greater than 1 ft. of fall per 12 feet in length.
 - c. Surface Finish: Surface texture of the ramp shall be obtained by coarse brooming, perpendicular to the slope of the ramp.
 - d. Curb and Gutter: The normal gutter line shall be maintained through the area of the ramp. Curb cuts for ramps shall be located as shown on street plans or as approved by the City Engineer.

D. Maintenance:

- 1. Responsibility for Maintenance:
 - a. It shall be the duty and obligation of all owners and occupants of real property abutting upon sidewalks in the city, at their own cost and expense, to maintain and keep the sidewalks bordering their property level and free of depressions, excavations, elevations, inconsistencies, obstacles, obstructions or encroachments, natural or artificial, above or below ground

level, or which overlap, impinge upon, or appropriate any part of the sidewalk area or the space eight (8) feet above it.

- b. Any damage done to a sidewalk by the City or a City hired contractor shall be repaired by the City or contractor.
- c. Any damage done to a sidewalk by a franchised utility shall be repaired by the franchised utility.

2. Provisions for Adequate Maintenance:

- a. Inspection and Notification: When the city determines that any section of sidewalk requires repairs or maintenance, a letter describing the necessary repairs will be sent to the adjacent property owner. The letter shall be given:
 - i.Personally to the owner in writing; or
 - ii.By regular or certified mail to the owner's post office address; or
 - iii.If the letter cannot be delivered by personal service or by regular or certified mail, by publication in the official newspaper at least twice within ten (10) consecutive days.
- b. Time of Response: The property owner shall have 30 days from receipt of the letter described in Subsection D.2.a above to make the necessary repairs. If weather conditions or other extenuating circumstances dictate, this 30 day period may be extended by the Director of Public Works, provided that the property owner has contacted the Public Works Department with a plan for repairs prior to the expiration of the 30 days .
- c. Failure to Repair:
 - i.City Action: Any repairs that are not performed by the property owner, and which are determined to be hazardous to pedestrians or other users of the sidewalk, may be performed by the city or a city hired contractor. After completion of repairs, the city shall send the adjacent property owner a notice which shall include:
 - (a) identification of the property;
 - (b) a description of the violation;
 - (c) a statement that the city made the necessary repairs;

(d) a statement of the city's charges and expenses in making the repairs;

(e) an explanation of the property owner's right to request a hearing within 10 (ten) days from receipt of the notice; and

(f) a statement that if the owner fails or refuses to pay the expenses within thirty (30) days from receipt of the notice, the mayor or his designee shall obtain a lien against the property by filing with the county clerk a notice of lien and statement of expenses incurred.

d. Notice to Property Owner: The notice shall be given in the manner as provided in Subsection a above.

e. Request for Hearing: The property owner may, within ten (10) days from receipt of the notice in Subsection c above, file a written request for a hearing before the city council in order to contest the amount or validity of such costs. Upon receipt of a timely request, a hearing will be scheduled before the city council. At the hearing, the city council shall determine whether the charges are reasonable and were properly assessed.

i.Filing of Lien: If no hearing is requested, or if a hearing is held and the charges are determined to be valid, and the property owner fails or refuses to pay such charges within thirty (30) days from receipt of the notice to pay, the city council may assess the costs incurred against the adjacent property, whereupon the mayor shall file a notice of lien and statement with the county clerk of the costs incurred for the repair of the sidewalk and the city shall have a privileged lien on the property second only to tax liens and liens for street improvements. The notice of lien shall state the name of the owner if known, and the legal description of the property. Said privileged lien shall bear interest at the rate of ten percent (10%) per annum from the date the work was performed or payment therefor was made by the city.

ii.Cost Recovery: For any such costs and interest as aforesaid suit may be instituted and foreclosure had in the name of the city. Any statement so filed or a certified copy thereof, shall be prima facie proof of the amounts expended for any such work and repairs.

City of North Richland Hills

ARTICLE VI. - SIDEWALK POLICY

Sec. 70-191. - Purpose.

It is the intent of this policy to encourage the construction and/or reconstruction of sidewalks throughout the city for the safety and convenience of pedestrians.

(Code 1975, § 20-121)

Sec. 70-192. - Design standards.

The design and construction of sidewalks shall conform to city standards and shall provide, at a minimum, a four-foot wide concrete sidewalk located approximately 5½ feet behind the back-of-curb, or a five-foot-wide concrete walkway located immediately behind the back-of-curb. The specific design and placement of the sidewalk may vary depending upon location and extenuating circumstances, however, the department of public works shall approve the final design. In all cases, the placement of the sidewalk shall provide a continuous walkway for the pedestrian and will be compatible with other existing sidewalks in the neighborhood. Curb ramps will be required at the corners of all intersections as sidewalks are constructed.

(Code 1975, § 20-122)

Sec. 70-193. - Sidewalk requirements and costs.

(a)

New developing areas. In new developing areas, the following sidewalk requirements shall apply:

(1)

Sidewalks are required on both sides of all new streets.

(2)

In developing areas, sidewalks should normally be installed along with the construction of homes, offices, buildings, etc., so as to avoid being damaged by heavy trucks during that stage of development. The city building official or as otherwise designated by the city manager will require that sidewalks that were required at the time of platting be installed during the construction of buildings on the lot and prior to the issuance of the certificate of occupancy and/or final connection of utilities.

(3)

The cost of required sidewalks in new developing areas shall be paid by the builder and/or property owner.

(b)

Redeveloping areas. In developments being expanded or reconstructed, the following sidewalk requirements shall apply:

(1)

Sidewalks shall be required in redeveloping areas under the same conditions as new developing areas. An area shall be considered to be redeveloping for purposes of this policy when:

a.

1.

A building permit is issued in an amount equal to or greater than 50 percent of the fair market value of the existing improvements (as determined by the city building official or as otherwise designated by the city manager); and

2.

There are sidewalks existing along the rest of the block face; or the property on which the building permit is issued has a frontage of 300 feet or more, or extends for 50 percent or more of the block face; or

b.

The property is located in a residential area identified and targeted by the city council for redevelopment.

(2)

The property owner shall pay the cost of the required sidewalks in redeveloping areas meeting the requirements of subsection (b)(1)a. of this section. The city shall have the option to pay for a portion or all of the cost for sidewalks in all other redeveloping areas.

(3)

All required sidewalks shall be installed prior to the issuance of the certificate of occupancy or final connection of utilities.

(c)

Existing developed areas. In existing developed areas, the following sidewalk requirements shall apply:

(1)

Replacement of sidewalks. In some areas where sidewalks have previously been constructed, it is essential that they are kept in a good state of repair and are properly maintained. In certain cases poorly maintained sidewalks constitute a greater hazard to pedestrians than no sidewalks at all.

a.

It shall be the responsibility of the property owner to inspect existing sidewalk conditions in front, side, or behind his property and to keep them in good repair. Faulty sidewalks should be brought to the attention of the department of public works by the property owner.

b.

After sidewalks in need of replacement have been identified, the city will initiate corrective action and so notify the affected property owner. Such notification will include the project scope, the estimated cost of the project, and the estimated cost for the individual property owner.

c.

The city shall initiate the replacement of sidewalks upon receipt of the property owner's share of the cost or assessments having been formally made. In cases where a hazard exists and the adjacent property owner refuses to pay the property owner's share of the cost of replacement, the city may file a lien on the adjacent property for the value of the assessment.

d.

The cost of replacing sidewalks will be the property owner's responsibility, although some such sidewalks may be eligible for participation in the city's cost share program described in subsection (e) hereof.

(2)

New sidewalks.

a.

In developed areas with no existing sidewalks, property owners can request the installation of sidewalks by petitioning the city. At a minimum, 80 percent of the property owners along the block face must sign the petition requesting the installation of the sidewalks. The 80 percent will be determined by linear feet of frontage the petitioning property owner's have to the total feet of frontage the block has.

b.

The cost of installing new sidewalks in developed areas will be the property owner's responsibility.

c.

When the city determines that a sidewalk is warranted to provide for the safety and convenience of the public-at-large, no property owner participation will be required. This determination will be made by the department of public works using a "priority warranting system" which shall include but may not be limited to such factors as number of pedestrians, pedestrian accident history, vehicular volume, traffic speed, and proximity to a school or place of public assembly (see Attachment "A"). Such warranted sidewalks will be constructed by the city as needed and shall be paid for 100 percent by the city from the appropriate fund if funds are not available from the current budget, the sidewalk construction cost will be included in the following year's budget.

(d)

City improvement projects. In city improvement projects, the following sidewalk requirements shall apply:

(1)

When the city remodels, improves or constructs a building (i.e., fire station, police station, garage, civic center), parkway improvements will normally be a part of the work. These improvements will consist of the installation of new sidewalks or the replacement of deteriorated sidewalks adjacent to the property as deemed necessary and desirable. The cost of this work will be paid for 100 percent by the city and shall be included as a cost of the building project.

(2)

When the city widens or reconstructs an existing street and it is determined that sidewalks are necessary and desirable, the cost of these sidewalks shall be paid for by the owners of the adjacent properties in accordance with the street assessment policy.

(3)

When the city reconstructs a street utilizing community development block grant funds through HUD, the cost of any sidewalks constructed will be paid for by the city.

(e)

Cost share program for sidewalk and drive approach replacement.

(1)

The city may participate (as funding allows) in the reconstruction or repair of the sidewalk and drive approach with eligible property owners provided sufficient funding is available. The city participation shall be on a 50/50 basis for concrete sidewalks and drive approaches only.

(2)

Policies and procedures of cost share program. The city's 50/50 cost share program, hereinafter referred to as "the program" shall operate as follows:

a.

Eligible properties: Abutting property owners of the following types of properties are eligible to participate in the program: Single-family residences, duplexes, and town homes. Other multifamily and commercial or industrial properties are not eligible.

i.

Only sidewalks and drive approaches within the city's right-of-way are eligible. In no event will reconstruction/repair be performed on private property.

ii.

Sidewalk and/or drive approach condition: In order for the sidewalk or drive approach to be eligible for the program it must be below basic condition standards. Eg: excessive surface spalling, cracks, broken sections and/or heaved or depressed sections must be present. If a sidewalk has any of these

conditions the public works department will, upon request of an abutting owner, examine and determine whether such sidewalk is eligible for the program.

b.

Cost: The property owner's share of cost under the program shall be as 50 percent of the cost to the city of repairing or reconstructing the sidewalk and drive approach abutting the property owner's property.

i.

Additional costs: The cost of eligible repair or reconstruction does not include any necessary tree or tree root removal expense. All costs of such removal shall be the responsibility of the abutting property owner and must be completed prior to the beginning of reconstruction/repair.

ii.

The city shall not be responsible for damage that may occur to sprinkler systems, trees, shrubs or other improvements in the city's right-of-way and the abutting property owner shall repair or replace such sprinkler if desired.

iii.

The city pay all costs of wheelchair ramps required by the ADA at the street intersections or curb and gutter replacement not associated with the drive approach as well as cost of repairs that do not involve sidewalk replacement (for example, grinding on raising existing sidewalk).

c.

Payment: A written agreement will be executed by the owner agreeing to the work and to pay for the owner's share. Payment of estimated costs by the property owner is required prior to work starting. When the work is finished the city document the actual costs and invoice the owner for the unpaid amount, if any. If the sidewalk replacement will place an excessive financial burden on the property owner, the city will consider a contractual undertaking providing for payment over time and establishing a mechanic's lien for the property owner's share.

d.

Payment over time (if approved by the city): The abutting property owner shall execute a mechanic's lien contract for the repairs and make payments to the city in the full amount of their share of reconstruction/repair in 12 or 24 monthly payments. No interest will be charged if payments are made according to the agreed-to schedule. If a balance remains unpaid at the end of the agreed-to schedule, interest will be charged on an annual rate of eight percent until the outstanding balance is paid. Payments must be made through the city finance department with the first payment due and paid upon completion of the reconstruction/repair and each subsequent payment due as set forth in the contract signed by the property owner(s).

e.

Refund and reimbursement: An abutting property owner may request a refund of monies they have paid any time prior to the city beginning work in connection with the reconstruction/repair. Refunds

will not be made after the city begins work. An abutting property owner shall be eligible for reimbursement of the portion of the cost of replacement/repair in connection with the program if within two years of the completion of the replacement/repair the city undertakes a planned capital improvement project to reconstruct the street and/or underlying utilities abutting the abutting property owner's property and the sidewalk reconstruction/repared through the program is replaced in connection with such capital improvement project. Emergency repairs and/or improvements would not be eligible for refunds and reimbursements.

(3)

The city cost share program is only an assistance program to help cover some of the costs to replace sidewalks and drive approaches. The program does not determine when sidewalks and drive approaches must be replaced and/or repaired. Any sidewalk determined to be unsafe by the public works department will need to be replaced/repared even if it does not meet the requirements for eligibility for the cost share program.

(Code 1975, § 20-123; Ord. No. 3248, §§ 1, 2, 5-20-2013)

Sec. 70-194. - Required public notice.

(a)

Public meeting. Assessments for the construction or replacement of all sidewalks will require a public meeting as required by ordinance of the city and applicable state law.

(b)

Notice to property owner. In all sidewalk cases requiring cost participation by the property owner, the city will notify the affected property owner of the project scope, length, total estimated cost, and the estimated property owner's cost of participation. Notice will be given of any required meeting, the meeting date, time, and place, as required by law.

(Code 1975, § 20-124)

Sec. 70-195. - Payment.

(a)

Generally. The total amount of an assessment may be paid in a lump sum cash payment, without interest, if payment is made within 30 days of acceptance of the project by the city council.

(b)

Division into five equal payments. The assessment may be divided into five equal annual payments over a four-year period with the first payment due within 30 days of acceptance by the city council, and with interest not to exceed the maximum permitted by state law on the unpaid balance.

(c)

Amount of monthly payments. The assessment may be paid in monthly payments of \$9.00 or more per month of a maximum period of 49 months, with the interest rate pre-computed and made a part of the monthly payment.

(d)

Sealed bid for certain sidewalk improvements. In those cases where an existing sidewalk constitutes a hazard the adjacent property owner refuses to pay the property owner's share and the city council has determined the necessity for the improvements and has ordered the improvements, it will be necessary to obtain sealed bids and let a contract for such work as required by law. One hundred percent of the cost as determined from the low bid shall be assessed against the owners in accordance with applicable statutes.

ATTACHMENT "A"

PRIORITY WARRANTING SYSTEM

		Points
Number of pedestrians at peak hour	>30	25
	21—30	20
	11—20	15
	1—10	10
Routes serving schools or pedestrian-generating facilities	1—3 blocks	15
	4—7 blocks	10
	<7 blocks	5
Street classification	Arterial $\geq$ 48' roadway	20
	Collector $\geq$ 40' roadway	15
	Residential <40' roadway	10
Posted speed limit	40 mph or higher	15
	35 mph	10
	$\leq$ 30 mph	5
Gaps in sidewalk network	0—50 feet	20
	50—100 feet	15
	100—200 feet	10
	200—400 feet	5
	<400 feet	0

Location is a "priority warrant" and qualifies for sidewalk construction by the city with no property owner participation if points earned are 50 or greater.



City of Colleyville Sidewalks Ad Hoc Committee Agenda Briefing

City Hall
100 Main Street
Colleyville, Texas 76034
www.colleyville.com

Agenda Number 3d	Agenda Date 08/28/2017	Number
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Type Presentation and Discussion

Department City Manager

Title

Discussion of future meeting dates and agenda items

Strategic Plan

Explanation

Attachments