

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.

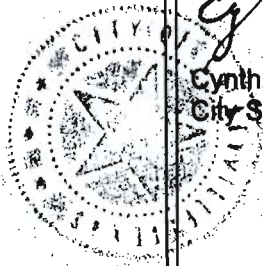
PASSED BY A VOTE OF 5 AYES, 0 NAYS AND 0 ABSTENTIONS ON THIS THE 18th DAY OF October 2005.

ATTEST:


Cynthia Singleton, TRMC
City Secretary

CITY OF COLLEYVILLE


David Kelly
Mayor



Colleyville Pathways Plan

A Citywide System

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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.

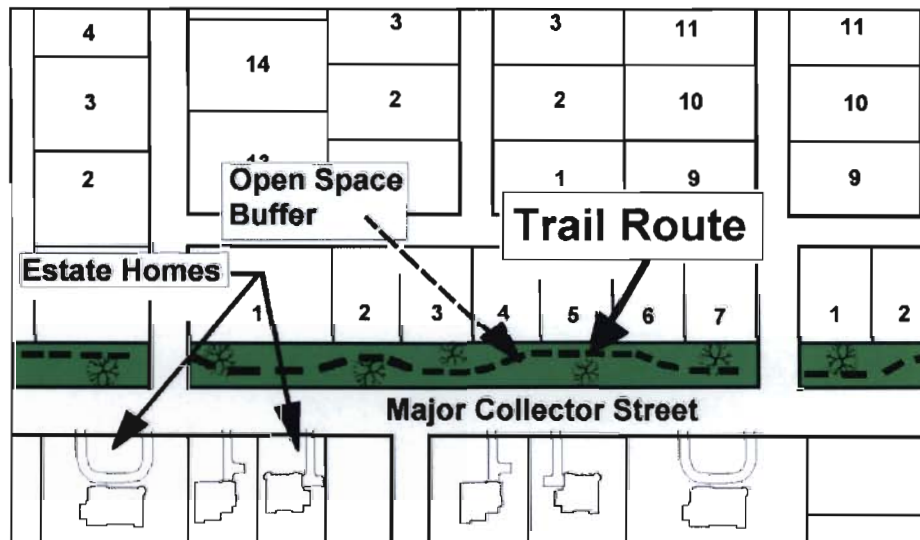
Trails along the creeks can also be useful as maintenance access points. Creek cleanup and erosion protection are byproducts of good planning and design. They also enhance the creek corridors by accommodating people, wildlife and trees.

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.

Guidance for Land Developers

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.

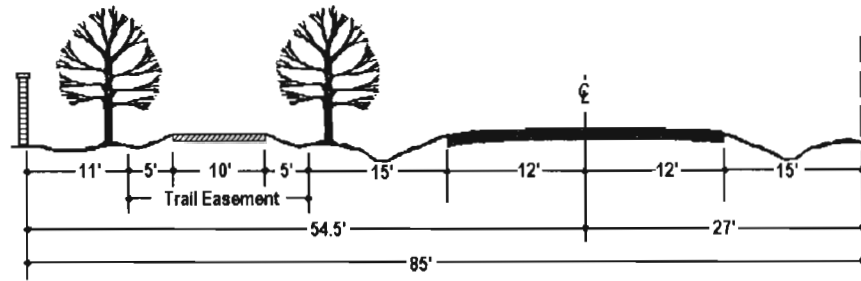


Integrating Trails with the Street and Sidewalk System

Trails, at several locations throughout the City, will end at major roadways. Special consideration will need to be made to safely design these connection points. The trail plan provides access to all city parks and facilities. The construction of sidewalks along these major roadways will help with the connectivity of the network. Where possible, trails should be safely designed into new projects where adequate right of way is available.

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-priority trails.



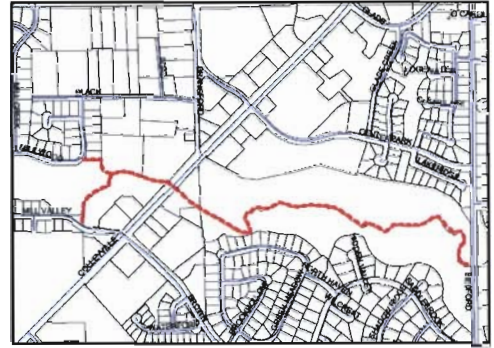
Trail System Descriptions

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.

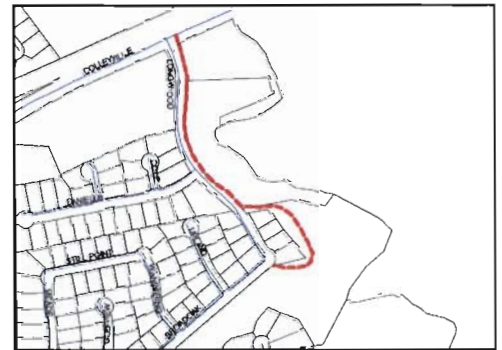
1. **Little Bear Creek Trail – West** – A 1.0-mile long, 12.5-foot wide trail. This trail links the neighborhoods surrounding Sparger Park to the Colleyville Nature Center trails (D) and to the Colleyville Boulevard commercial area.

- **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.

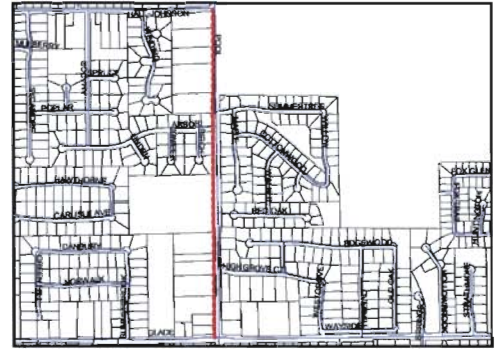
- **Existing Trail** – this trail currently exists as a 5-foot sidewalk on the west side of Pool Road
- **Proposed Trail** – the existing sidewalk would be upgraded to a 10-foot trail section in the future along the west side of Pool Road and extend between Twelve Oaks Lane and Independence Road
- **Constraints**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

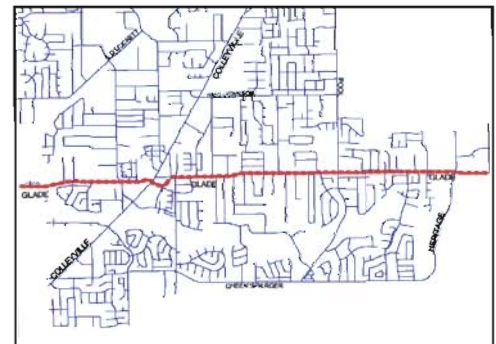
7. **Schoolyard Path** – A 0.7-mile long, 10-foot wide trail from Pleasant Run Road, through the campuses of both the Colleyville Middle School and Elementary School, connecting with Colleyville Boulevard.

- **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



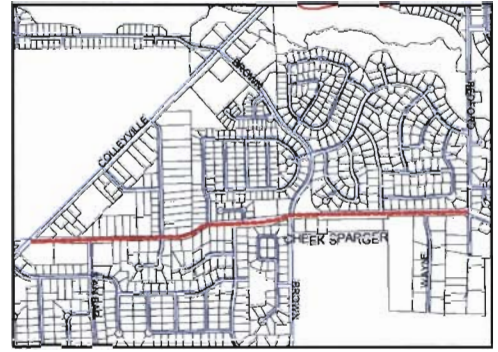
8. **Glade Road Pathway** – A 4.7-miles long, 10-foot wide trail.

- **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



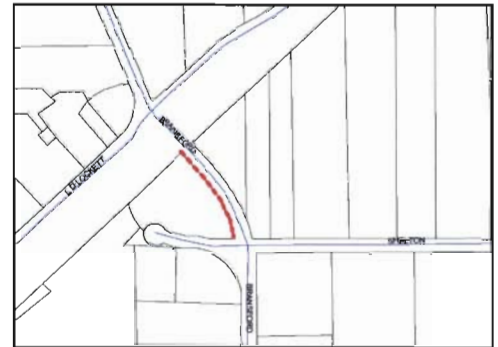
9. **Cheek Sparger West Pathway** – A 0.9-mile long, 10-foot wide trail. It also will provide access to Sparger Park via the existing Tara Plantation Trails (J).

- **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



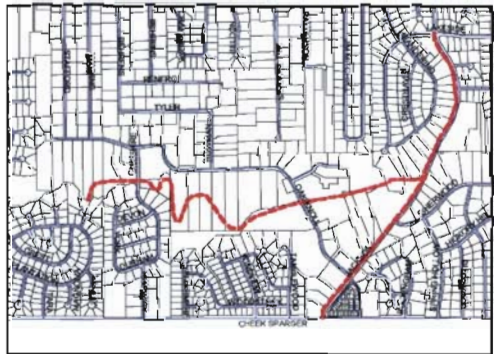
10. **Webb House Crossing** – A 0.11-mile long, 10-foot wide trail that provides safer pedestrian crossing of the railroad tracks along this busy roadway.

- **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



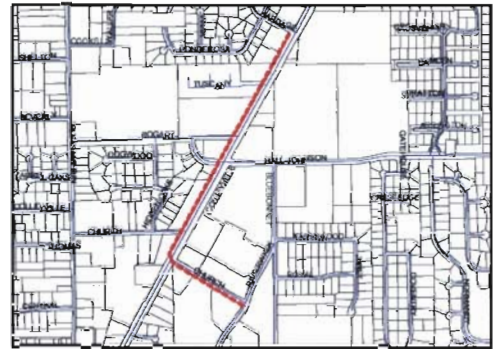
11. **Little Bear Creek Trail – East** – A 1.6-miles long, 10-foot wide trail.

- **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.



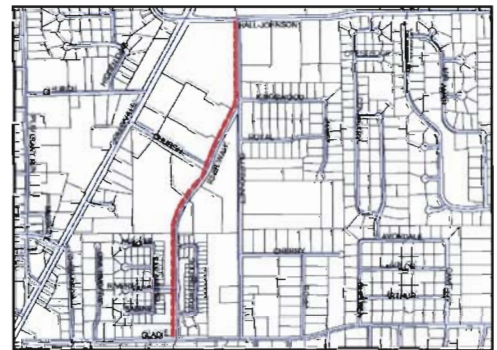
12. **Church Street Greenwalk** – A 0.9-mile long, 12.5-foot wide trail. This trail provides student access to Colleyville Elementary and Middle Schools, and the commercial district along Colleyville Boulevard.

- **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

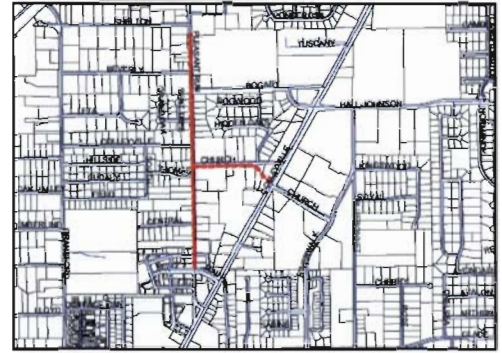


14. **Pleasant Run Pathway** – A 1.2-mile long, 10-foot wide trail, from Big Bear Creek at the north city limit to the Schoolyard Path (7) at Colleyville Middle School. The Cutter Ridge Pathway (16), the Schoolyard Path and the Cottonbelt Trail (H) also connect to this trail segment.

- **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

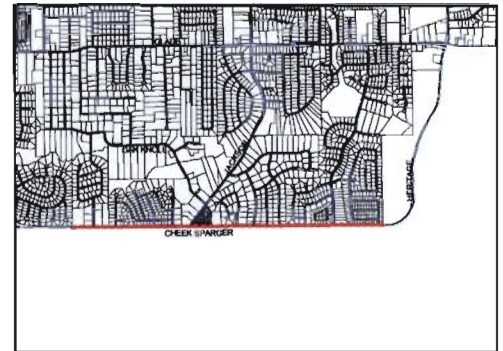
18. **Stafford Trail** – A 0.6-mile long, 10-foot wide trail. This trail will provide access between Sparger Park Trail (C) and the Colleyville Boulevard commercial areas.

- **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 coordination 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 coordination 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



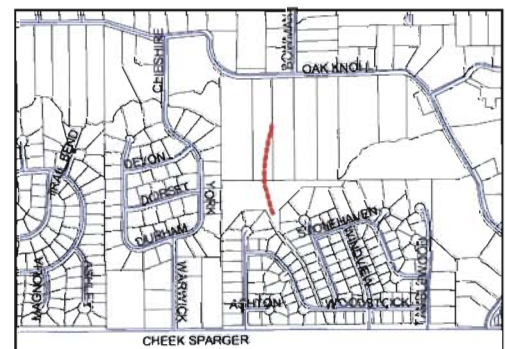
31. **Westmont Trail** – A 0.8-mile long, 10-foot wide trail extending along the north and east sides of the Westmont Addition, thence west along the north side of McDonwell School Road, connecting with the McDonwell Trail (G) and the McPherson Loop Trail (20) at the southwest corner of the Westmont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



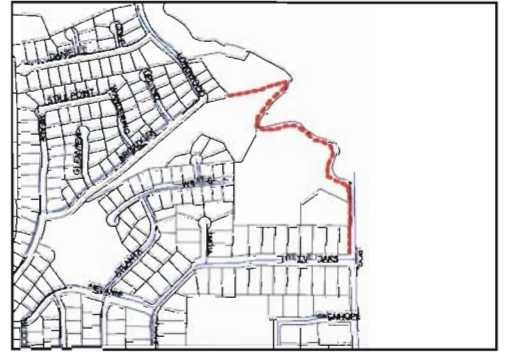
36. **Castleton Trail** – A 0.5 mile long 10-foot wide trail extending from John McCain Road to the Cottonbelt Trail

- **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

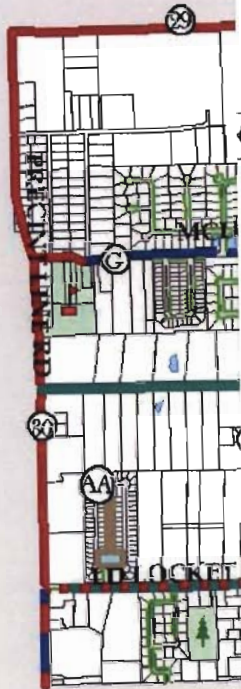
- A Trails and Sidewalks System Map
- B Trail Corridor Evaluation Matrix
- C Bibliography

Trails and Sidewalks System













Existing and Proposed

October 18, 2005

Res. R-05-2609



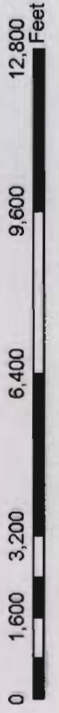
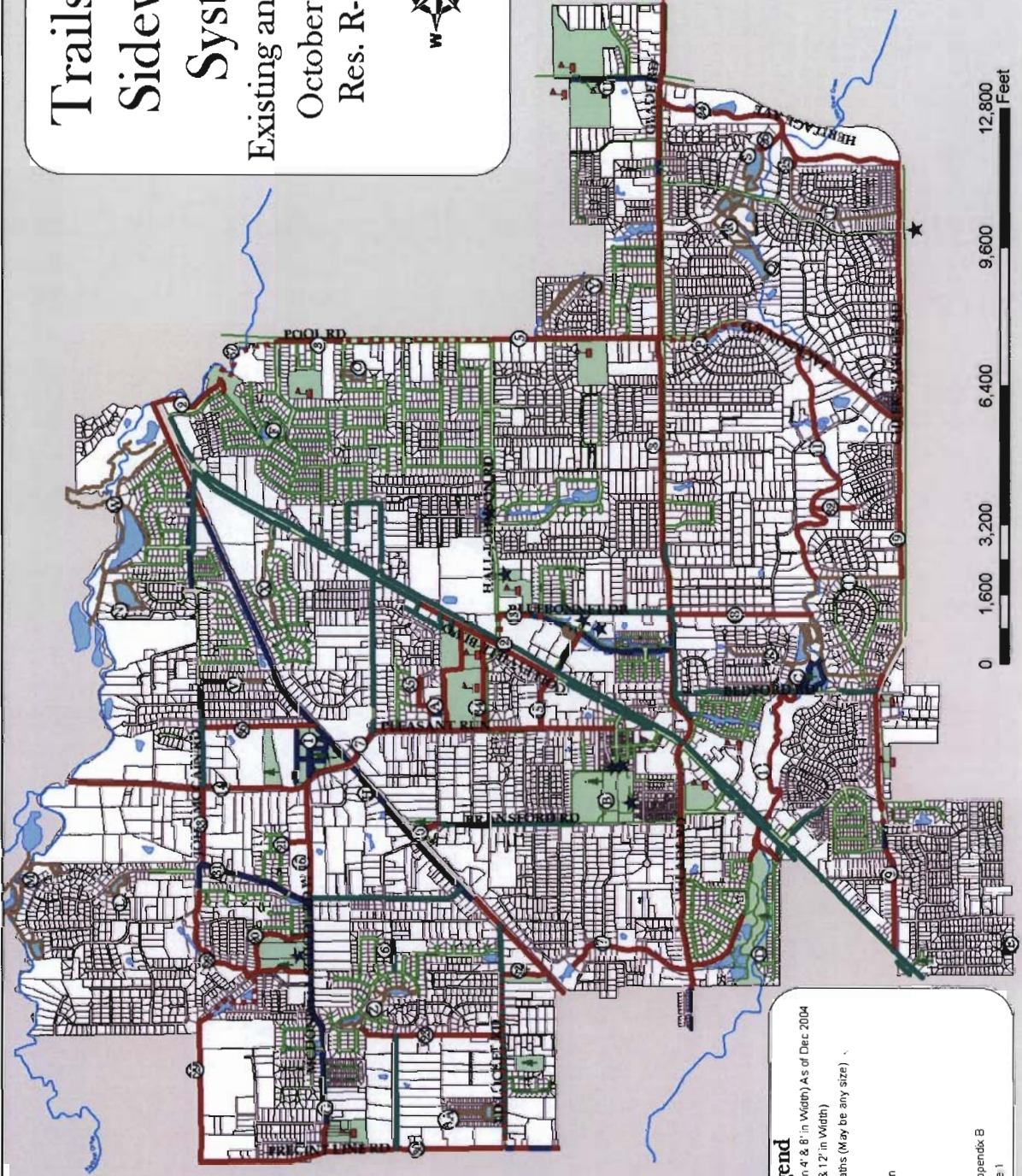
Legend

-  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
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- Numeric Symbols refer to Appendix B
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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	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	Cheek 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, Eules 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, Eules 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), Eules 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

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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