

IMPLEMENTATION OF REGIONAL VELOWEB TRAIL CORRIDORS

NCTCOG
Sustainable Development Program

Kevin Kokes, AICP

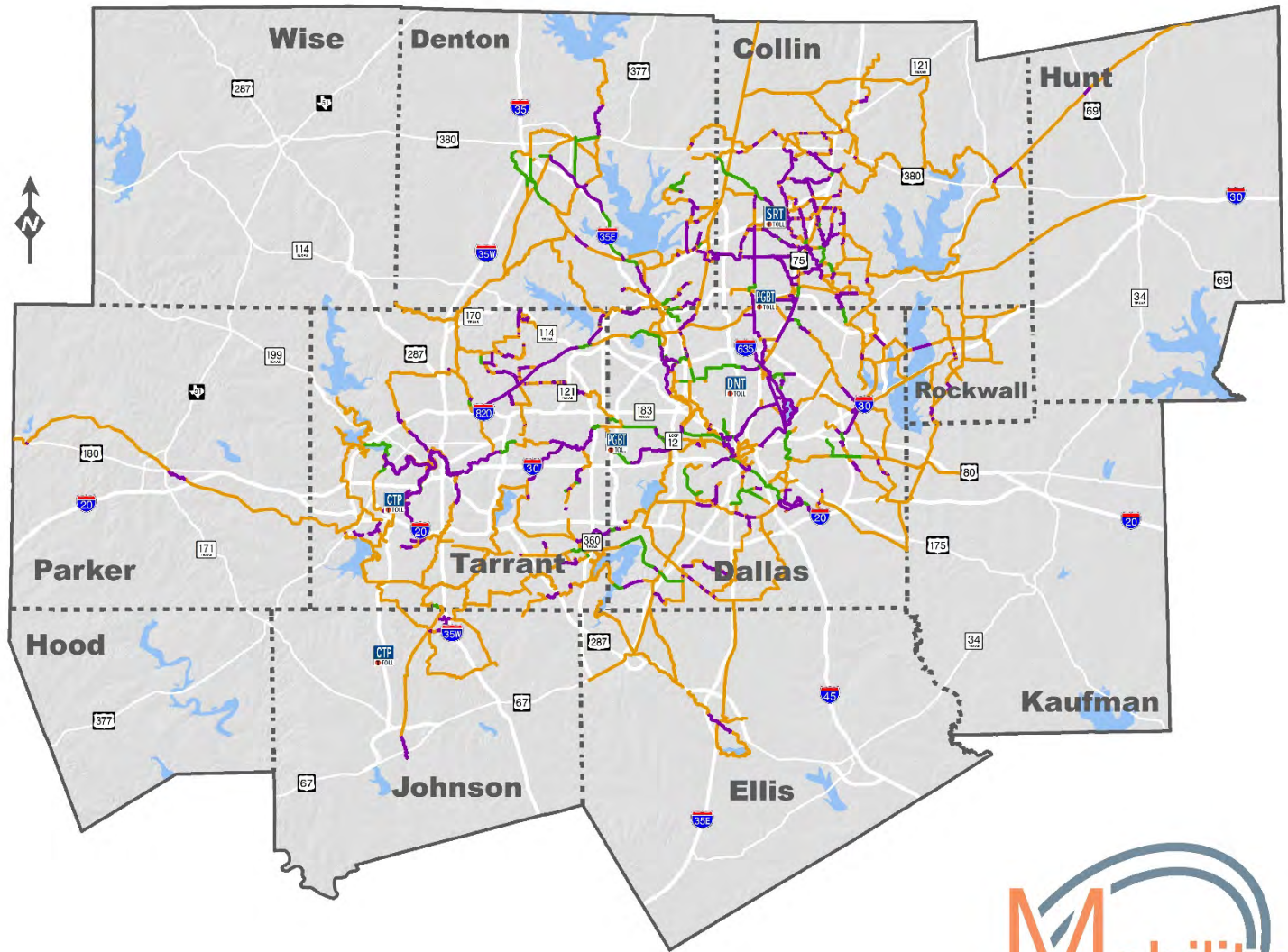


September 5, 2018

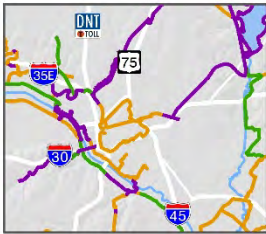
TOD Task Force

Regional Veloweb

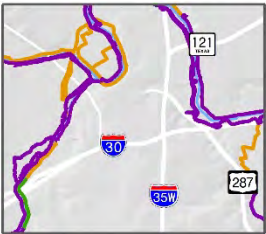
- Existing 455 Miles
- Funded 143 Miles
- Planned 1,285 Miles
- Total 1,883 Miles



Dallas CBD



Fort Worth CBD



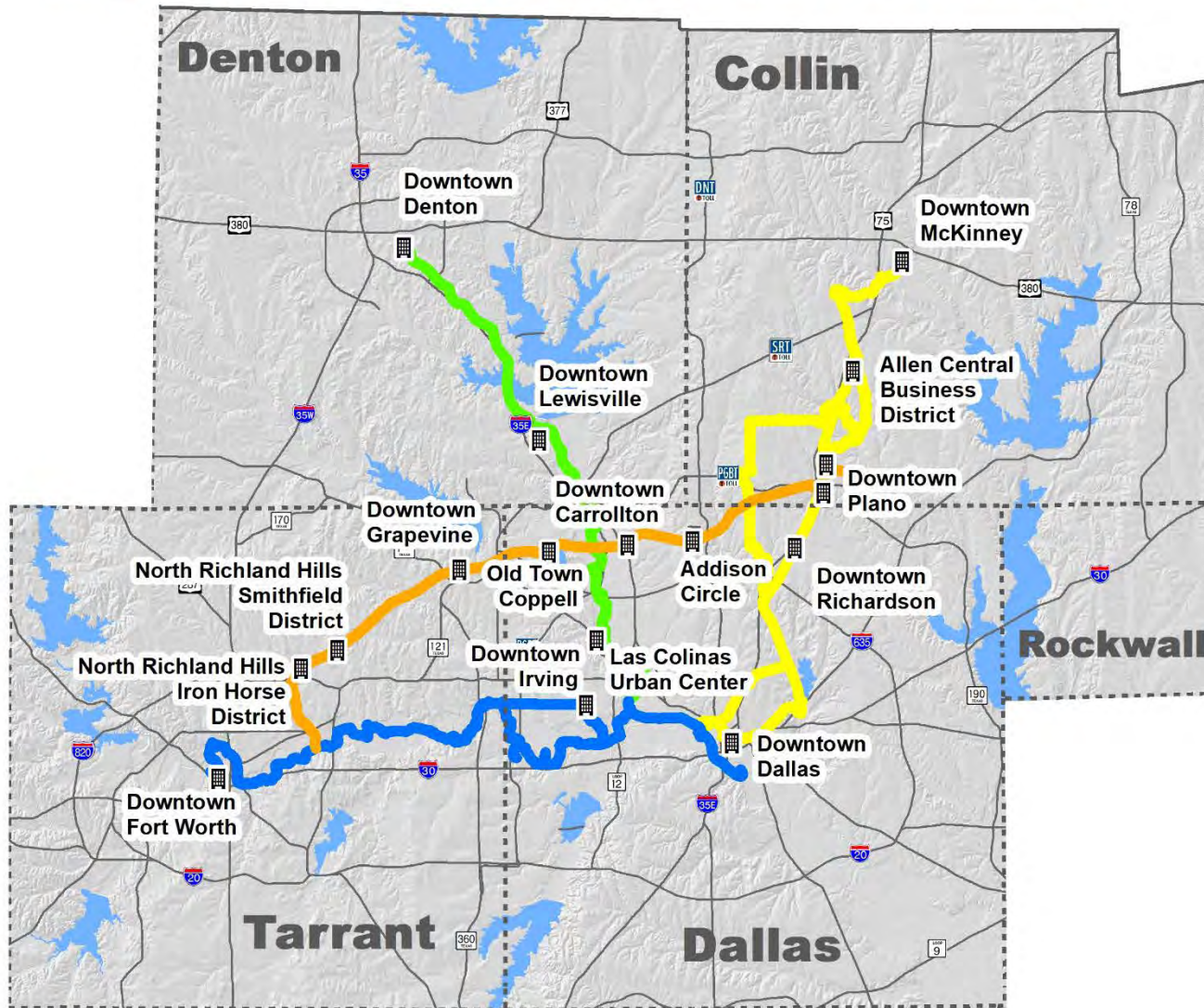
North Central Texas
Council of Governments




June 2018

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.



Highlighted Regional Trail Corridors



-  Fort Worth to Dallas Regional Trail Corridor
-  Cotton Belt Regional Trail Corridor
-  Dallas to McKinney Regional Trail Corridor
-  Denton to Dallas Regional Trail Corridor

Existing/Funded

52 miles

14 miles

67 miles

41 miles

Planned

12 miles

32 miles

15 miles

13 miles

Total

64 miles

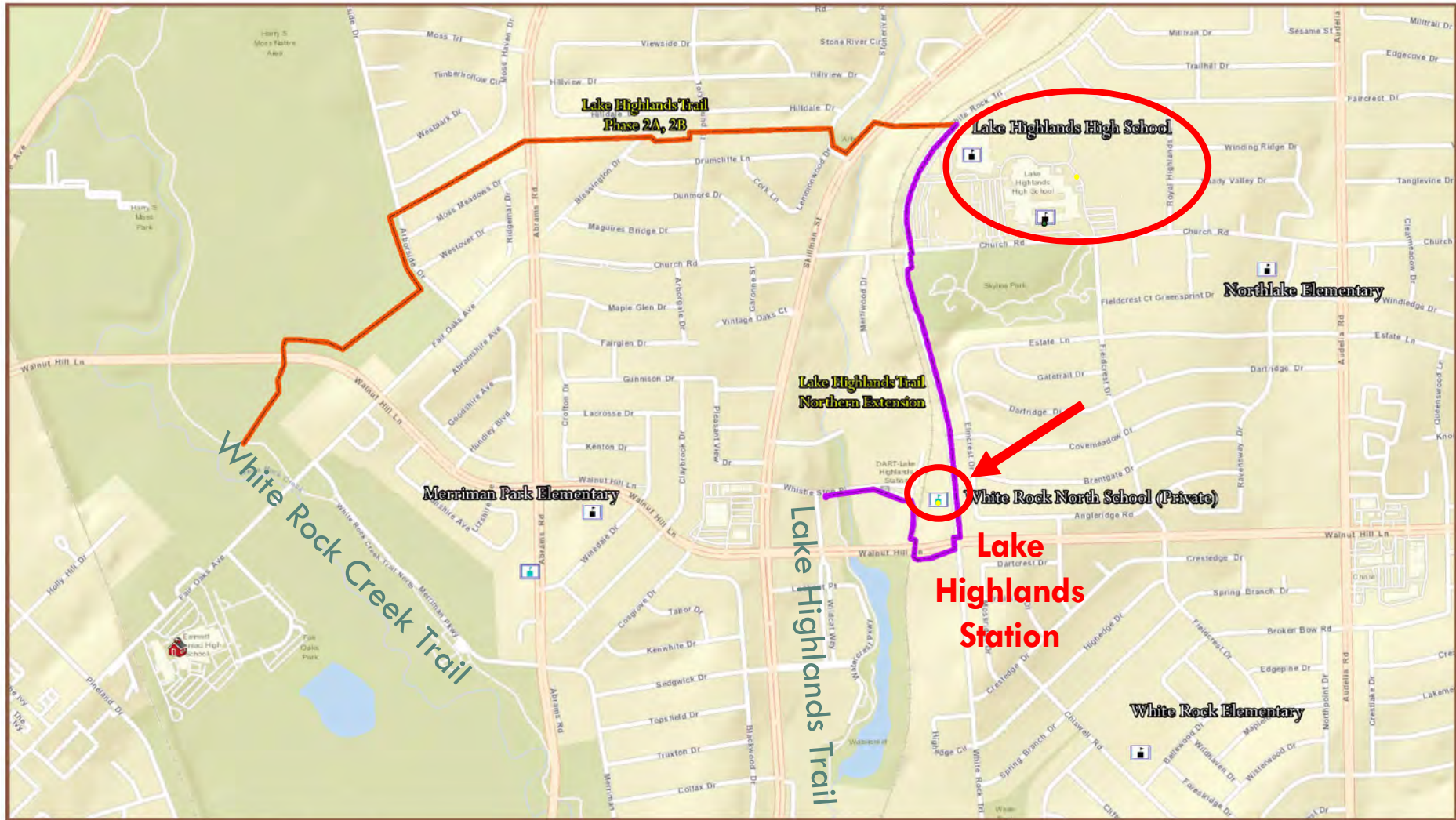
46 miles

82 miles

54 miles

Lake Highlands Trail Extension

2.7 Miles, \$5.5+ Million

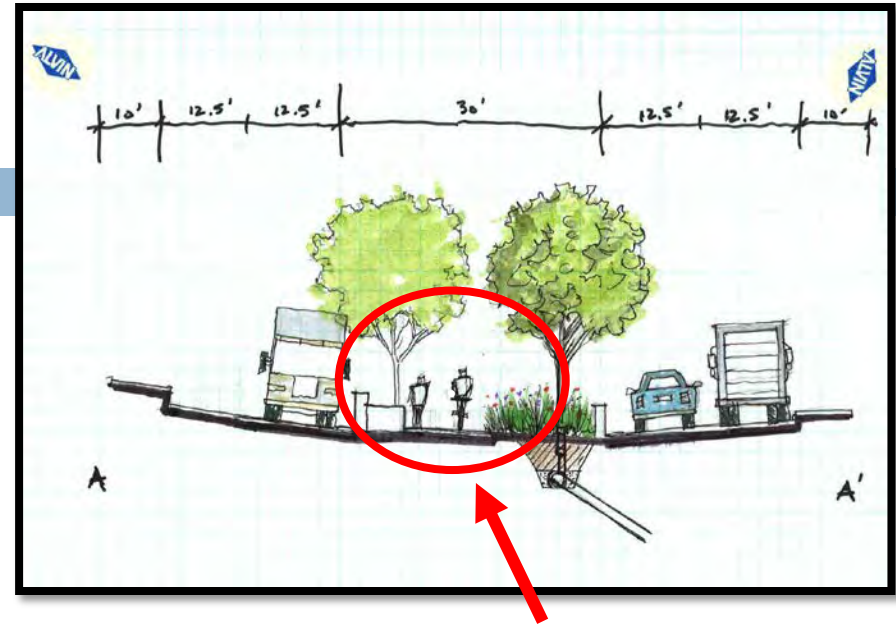


Lake Highlands Trail Northern Extension
and Phase 2A, Phase 2B

Trinity Strand Trail Ph2

Shared-use path from existing Trinity Strand Trail at the intersection of Market Center Blvd. and Turtle Creek Blvd. to Inwood / Love Field DART Station

- 2.3 Miles
- \$7+ Million
- Connects to two DART Stations and one-third mile from Market Center Station
- Area with a high density of short distance car trips
- Implements safety countermeasures in area with high crash density



DCTA Rail Trail to Campion Trail

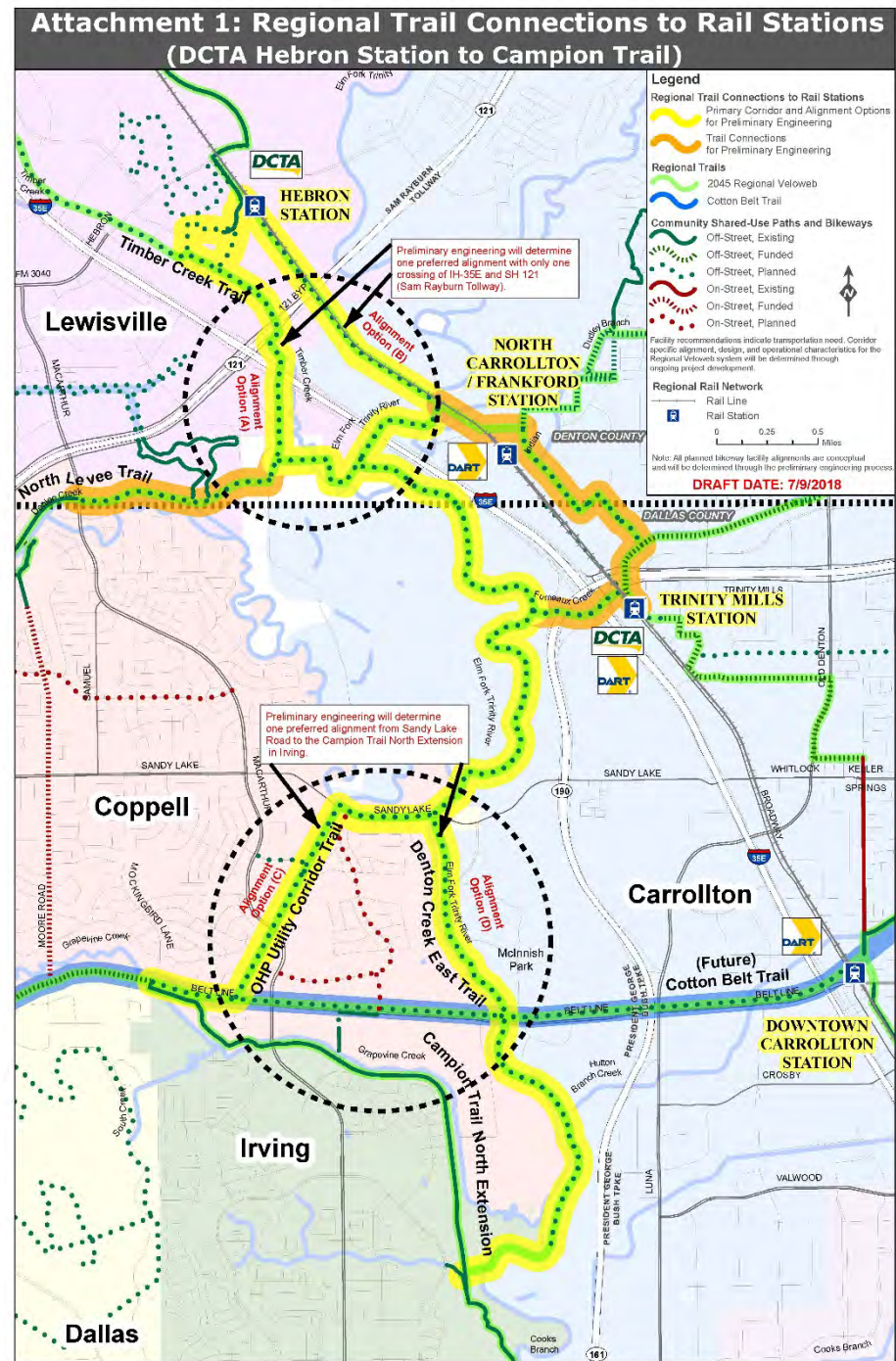
Seven participating agencies

- Transportation Agencies: DCTA and DART
- Cities: Lewisville, Carrollton, and Coppell
- Counties: Denton Co. and Dallas Co.

Approx. 8 mi. from DCTA Hebron Station to Campion Trail (Coppell / Irving)

Additional 3 mi. of trail connections

- North Carrollton/Frankford DART station,
- Trinity Mills DART station, and
- The existing North Levee Trail along Denton Creek in Coppell west of MacArthur Blvd



Connectivity Issues

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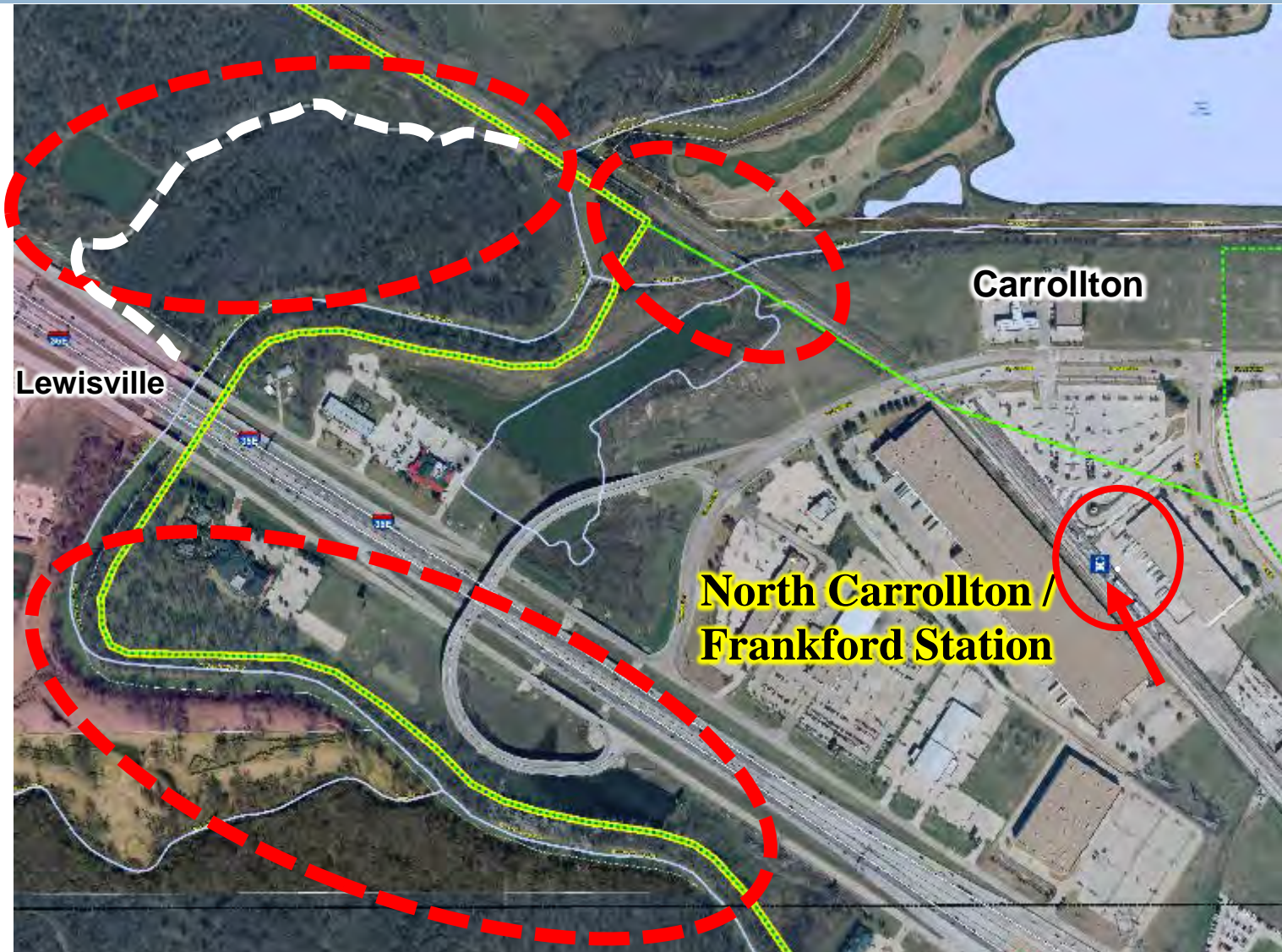
- ▣ Multiple Jurisdictions and Unincorporated Land
- ▣ Major Roadway Crossings - Sam Rayburn Tollway (SRT), PGBT, IH 35E
- ▣ Rail Crossings
- ▣ Waterway Crossings - Elm Fork Trinity River, Dudley Branch, Furneaux Creek and Timber Creek
- ▣ Floodplain / Flooding
- ▣ Denton Co. Levee District
- ▣ Valwood Improvement Authority
- ▣ Utility Corridors
- ▣ Land Uses (e.g. Dallas Gun Club)
- ▣ Public and Private Properties
- ▣ Constrained Right-of-Way

Photo: Hebron Station facing South



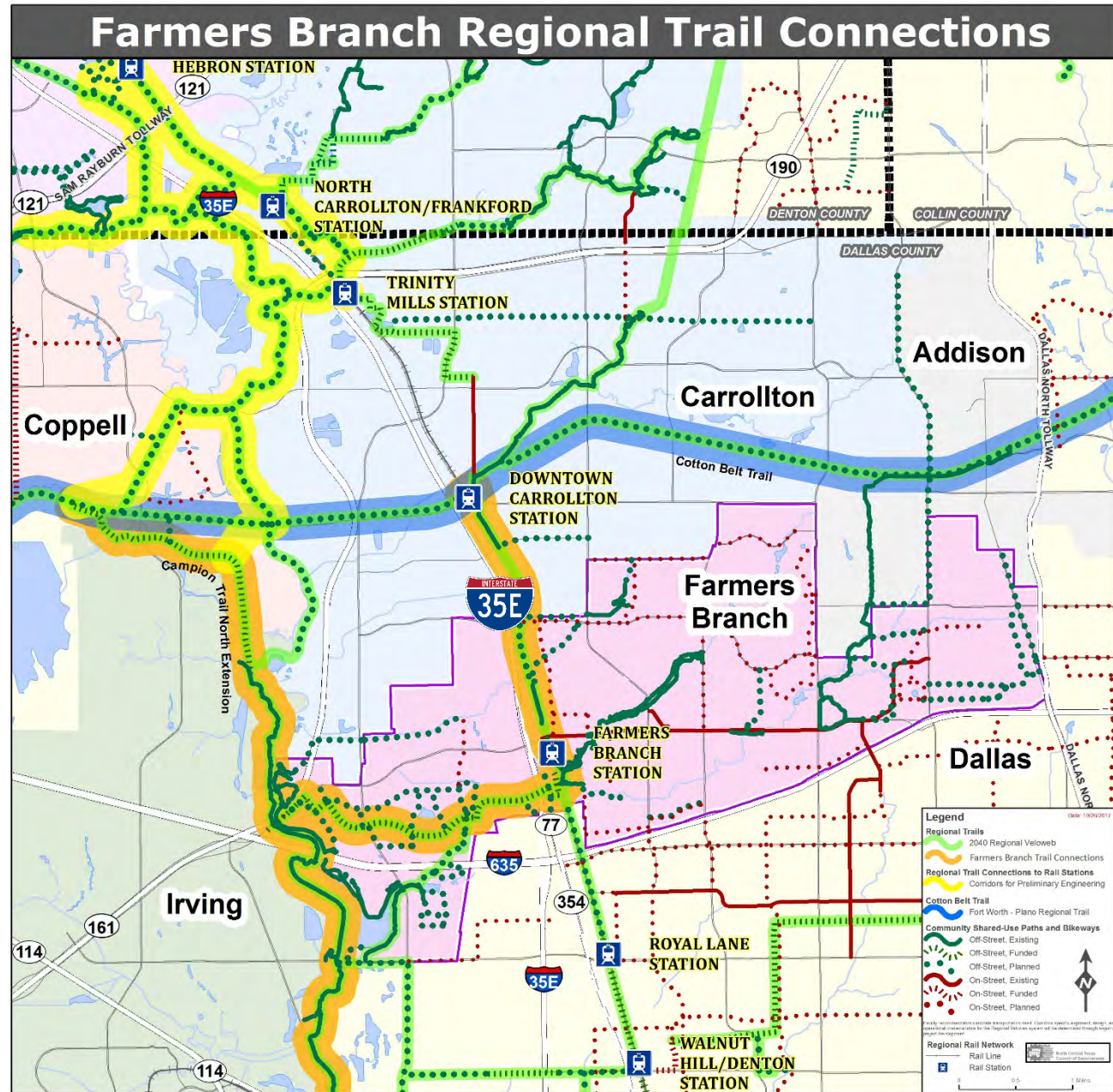
Connection to North Carrollton/Frankford Station

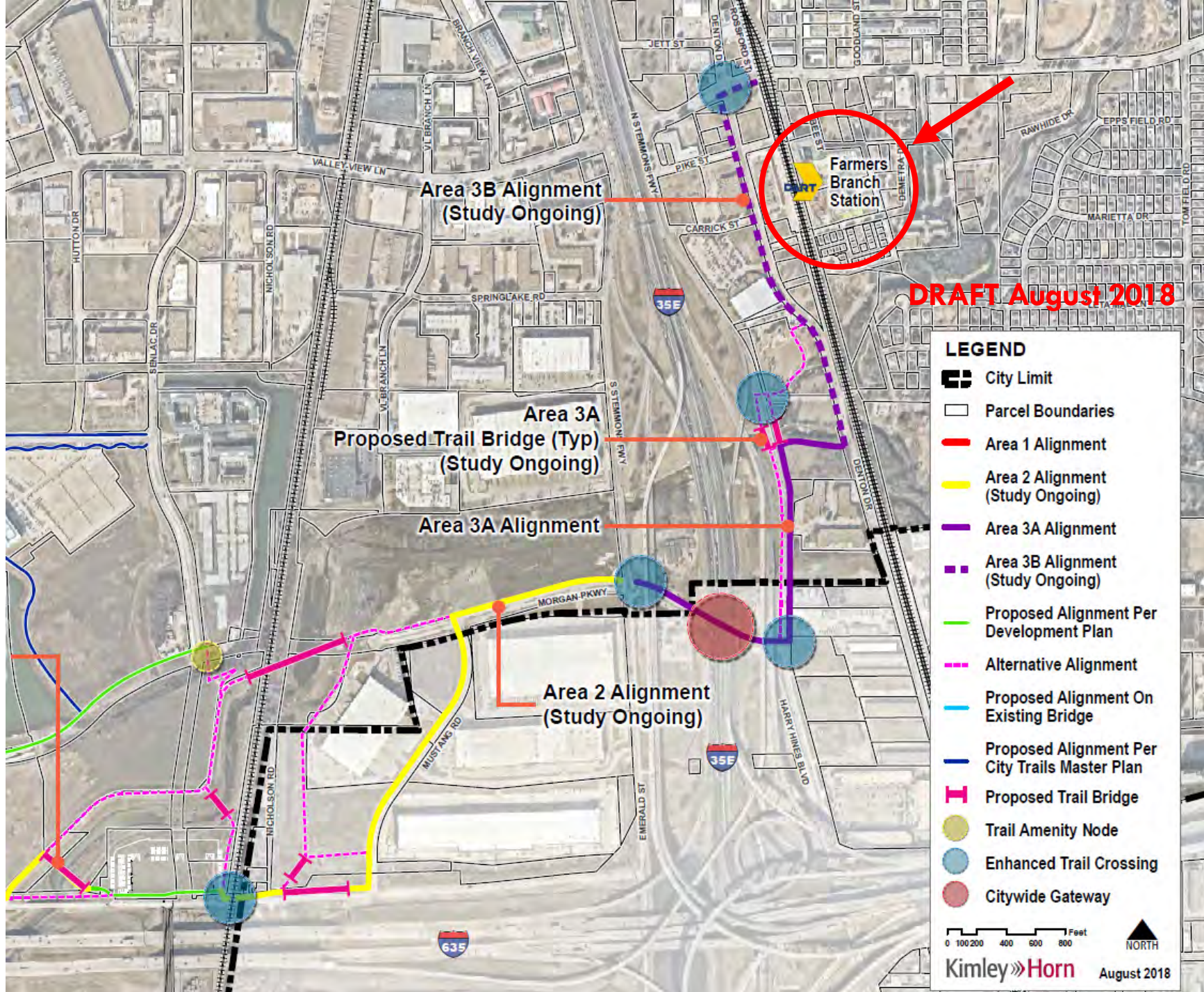
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Regional Trail Connections to Farmers Branch

- DART Rail Corridor to Carrollton and Dallas
- Westside Trail to Irving Campion Trail





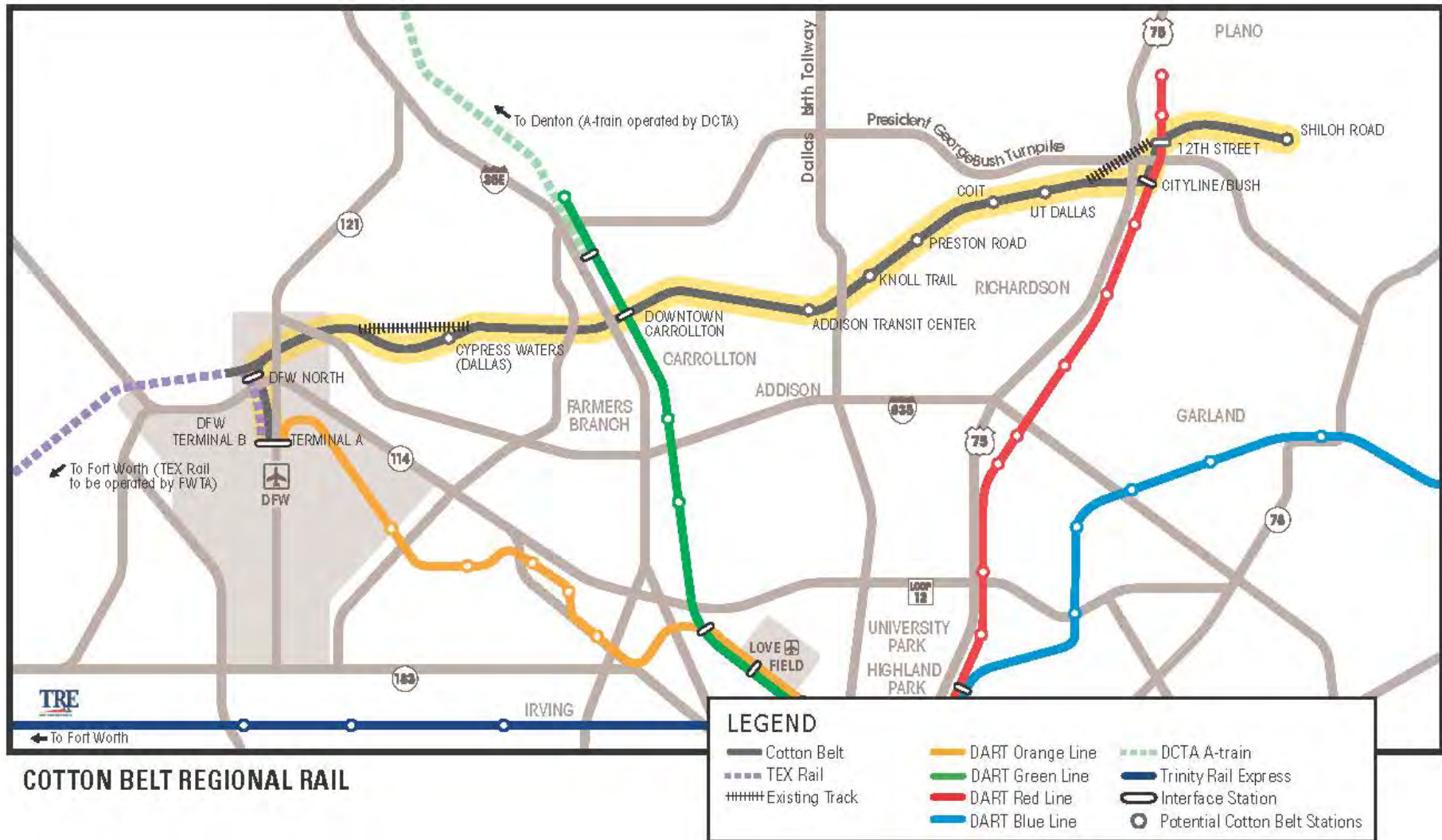
Background

Cotton Belt Regional Veloweb Trail (DFW Airport to Plano)

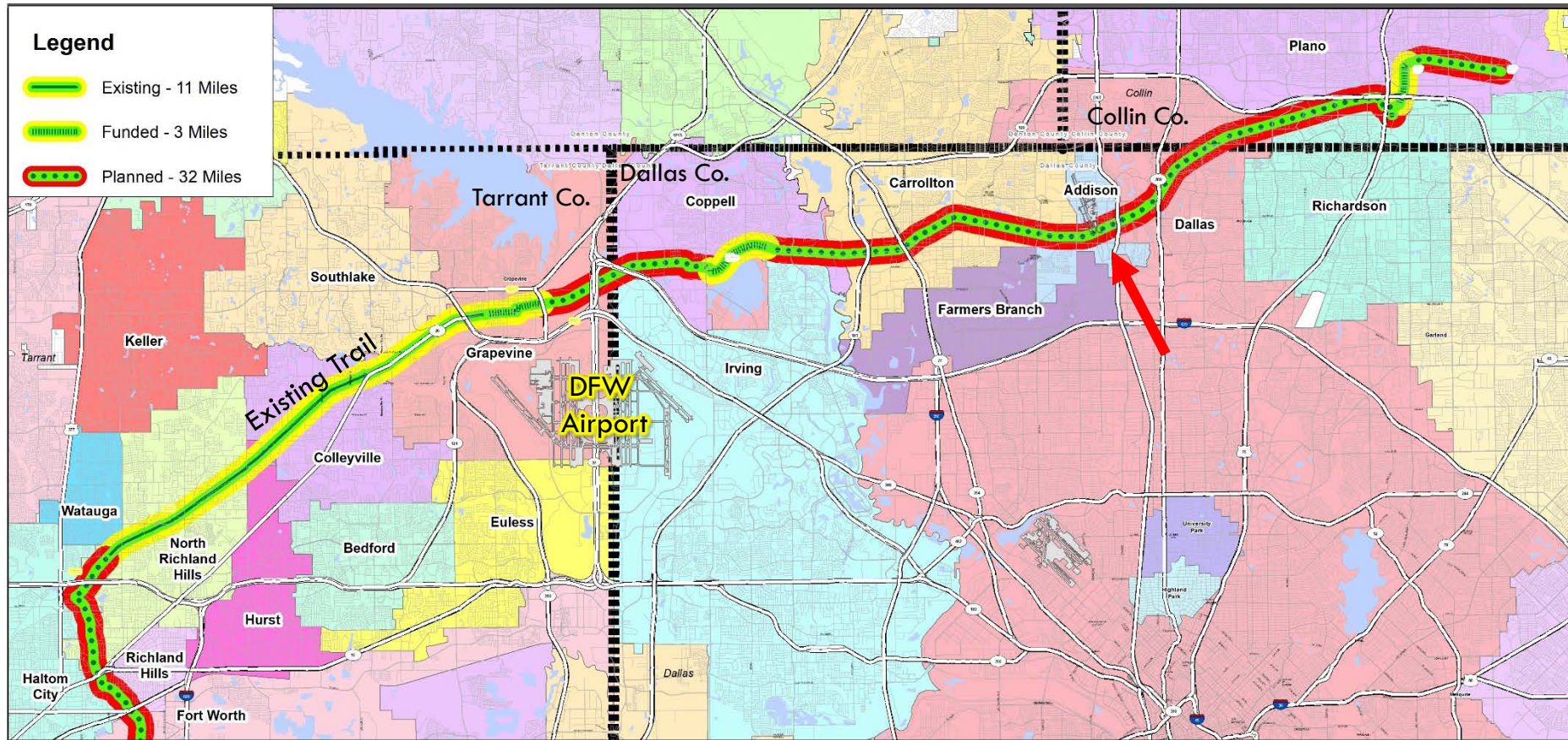
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December 1996	Regional Veloweb alignment included in Mobility 2020
2017 - 2018	NCTCOG, DART, and local jurisdictions coordinate opportunities for trail environmental clearance, design, and funding to construct “critical” trail sections
Summer/ Fall 2018	Funding requested of RTC for trail: <ul style="list-style-type: none">• design (26-mile corridor) and• construction (8.5 miles of “critical” trail sections)
Early 2019	DART design/build contractor begins design and construction phases

Cotton Belt Regional Rail (with Trail)



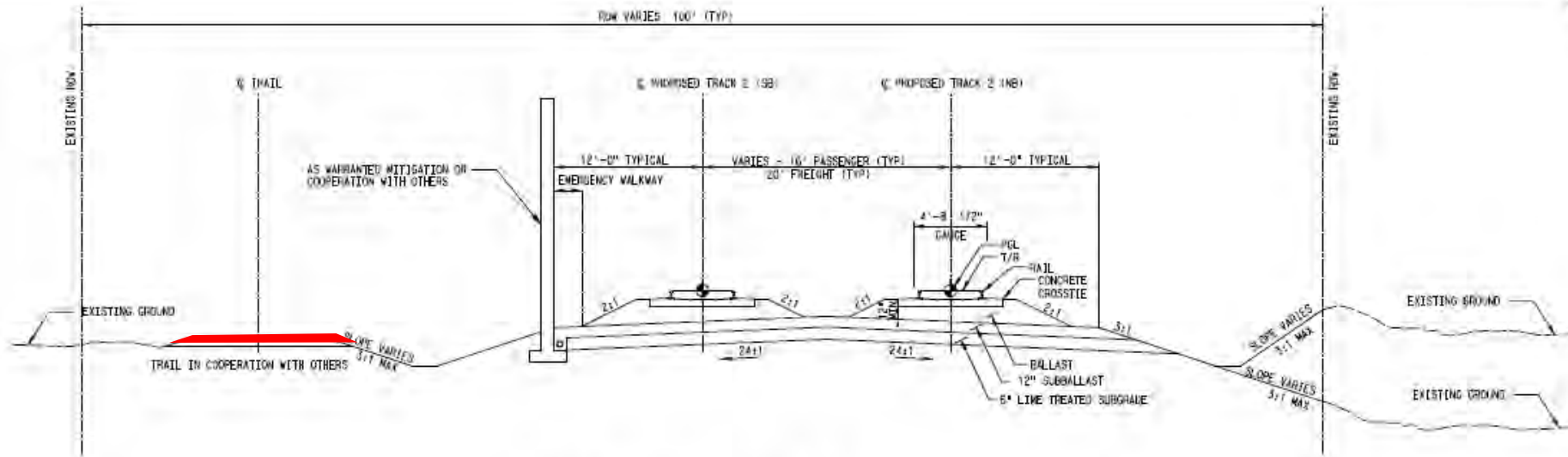
Cotton Belt Regional Veloweb Trail



**Eastern Portion of Corridor
(with Cotton Belt Rail Project)**
from DFW North Airport Station in Grapevine
to Plano Shiloh Station
26.2 miles

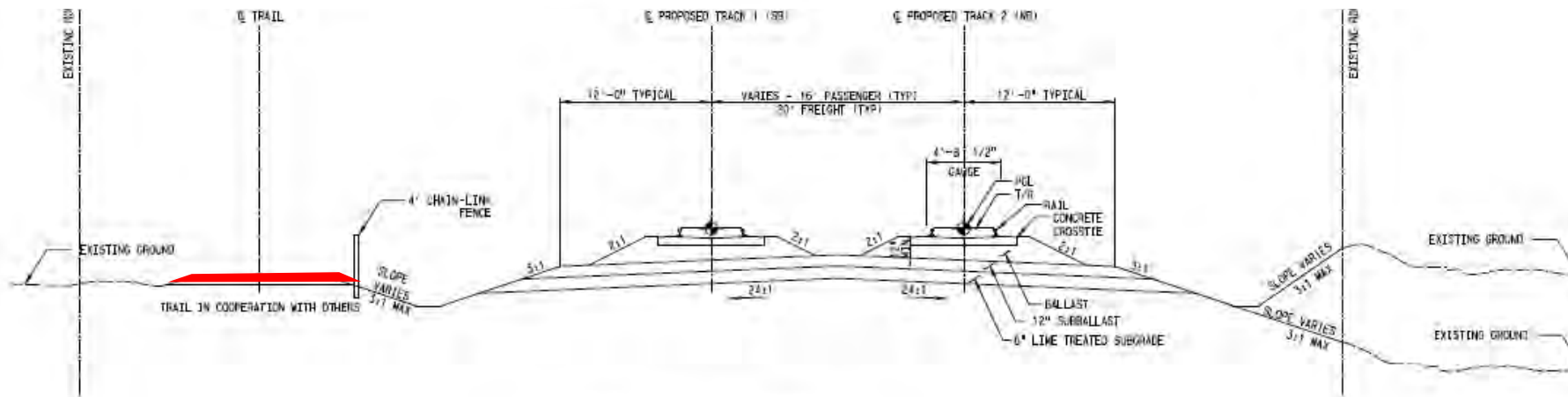
Entire Corridor
from Fort Worth (West of Handley Ederville Rd)
to Plano Shiloh Station
46 miles

Trail Examples from DART Cotton Belt Rail DEIS



DOUBLE TRACK AT-GRADE #2

NTS



DOUBLE TRACK AT-GRADE #1

MTS

Critical Trail Sections

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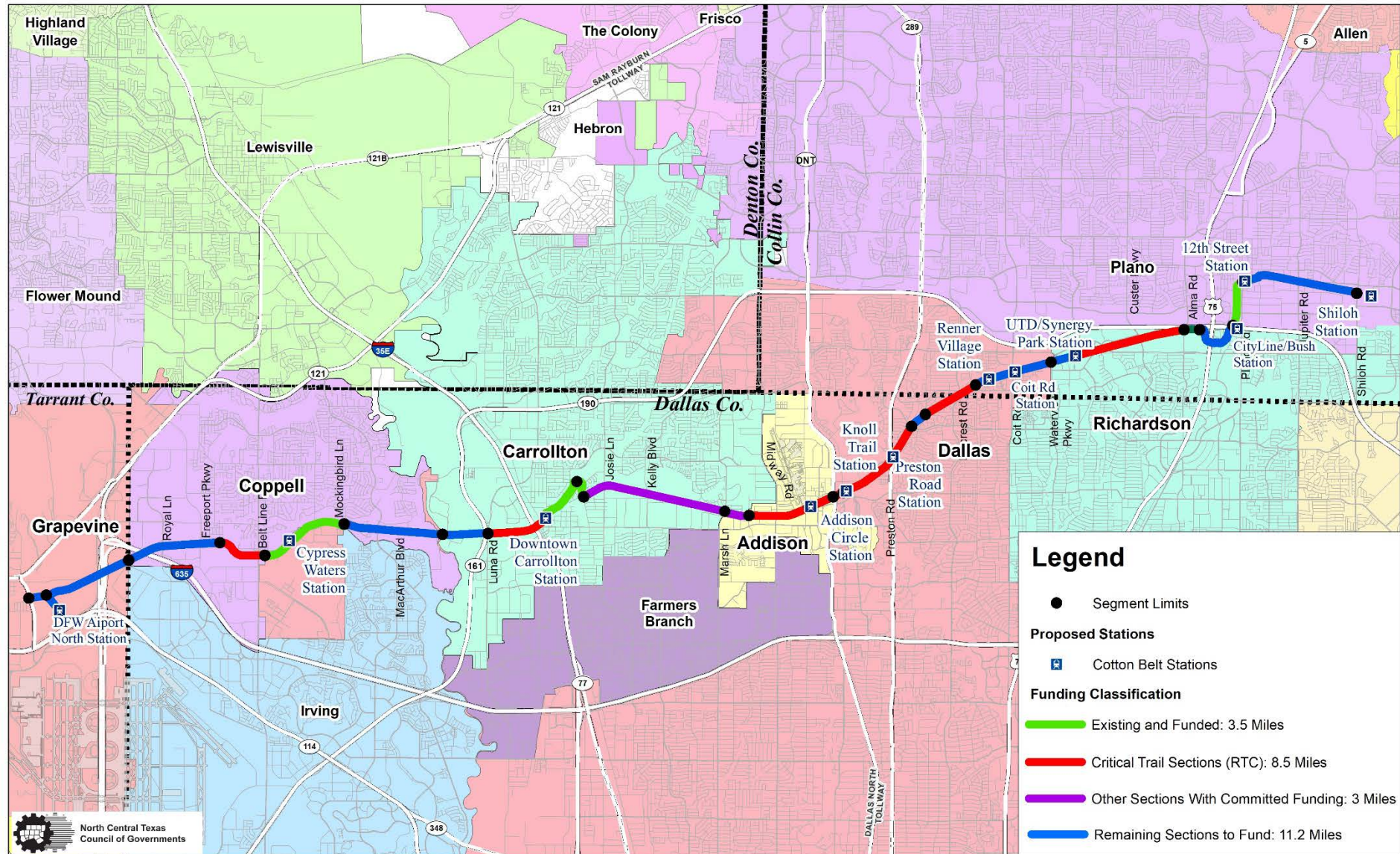
Primary Considerations

- ▣ Typically includes grade separation (trail bridges) where DART is planning rail bridges of major roadways
- ▣ Areas of constrained ROW
- ▣ Areas where trail and bridge construction is not feasible once the Cotton Belt Passenger Rail is active



Photo Courtesy City of Denton: MLK Trail Bridge at Loop 288 constructed adjacent to the DCTA Rail Bridge

Cotton Belt Regional Veloweb Trail Sections



Background

Fort Worth to Dallas Regional Veloweb Trail

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December 1996	Regional Veloweb alignment included in <i>Mobility 2020</i>
November 2013	Five Mayors meet and commit to implement the 64-mile Regional Veloweb alignment (24.5 miles need funding)
2014 to 2018	18.5 miles of trail with funding commitments (variety of sources)
Summer/ Fall 2018	Funding request of RTC for 3.1 miles to complete a continuous 53-mile alignment connecting the five cities



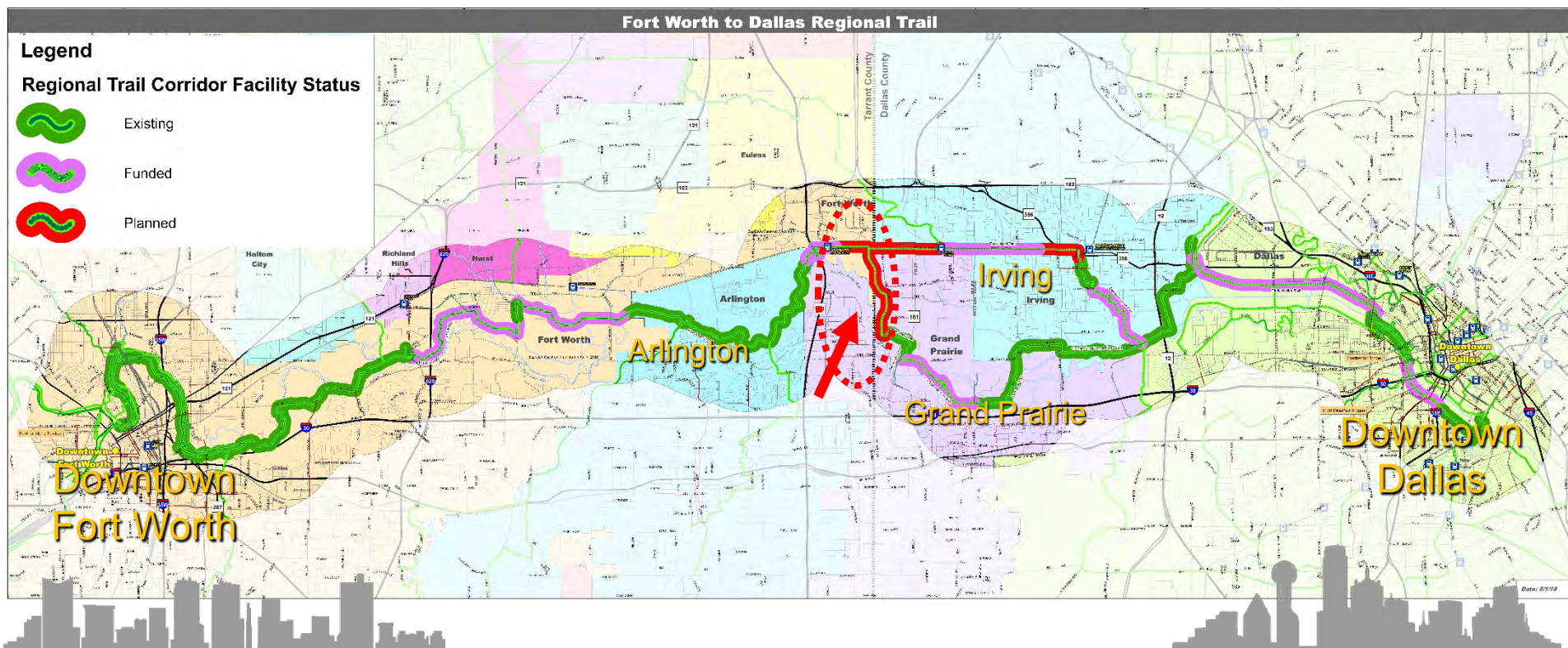
Mayors (from left) Mike Rawlings, Dallas; Robert Cluck, Arlington; Betsy Price, Fort Worth; Ron Jensen, Grand Prairie; and Beth Van Duyne, Irving, met recently to discuss connecting their cities with a regional bicycle-pedestrian trail corridor.

Fort Worth To Dallas Regional Veloweb Trail



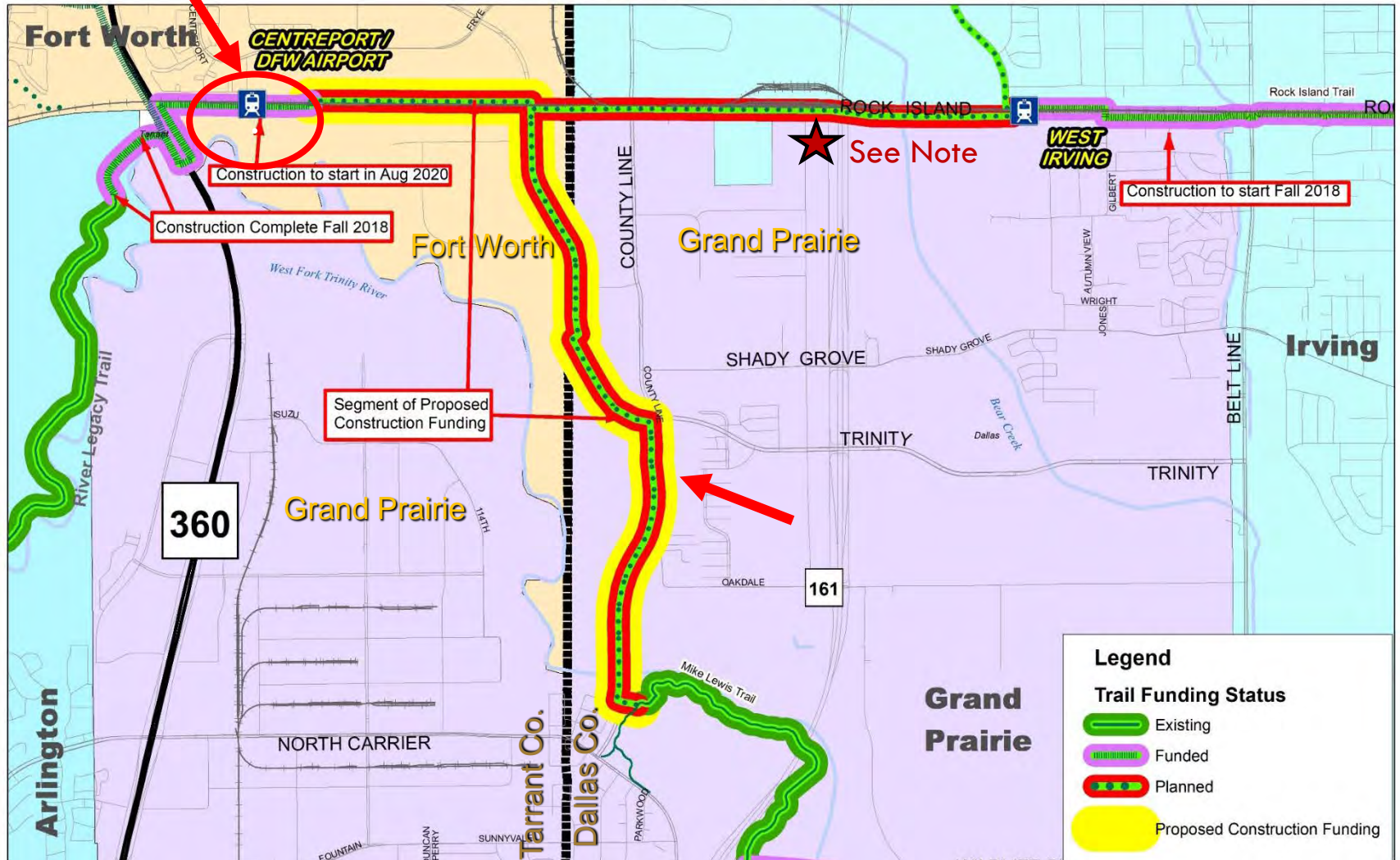
Total

Existing and Funded	21.9 miles	7.4 miles	6.4 miles	11.9 miles	10.4 miles	58 miles
Planned and Unfunded	1.4 miles	0	3.3 miles	1.3	0	6 miles



Fort Worth To Dallas Regional Veloweb Trail (CentrePort Station to Mike Lewis Trail)

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* Note: Approximately 1.6-miles along Rock Island Rd. from West Irving Station to Tarrant Co. line will be completed with a future roadway project (date TBD).

Contact Information

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