

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

# Appendix A: Project Maps & Documents

**NORTH TEXAS  
ACTIVE TRANSPORTATION  
TRANSIT CONNECTIONS**  
*Connecting The Region*

April 2014



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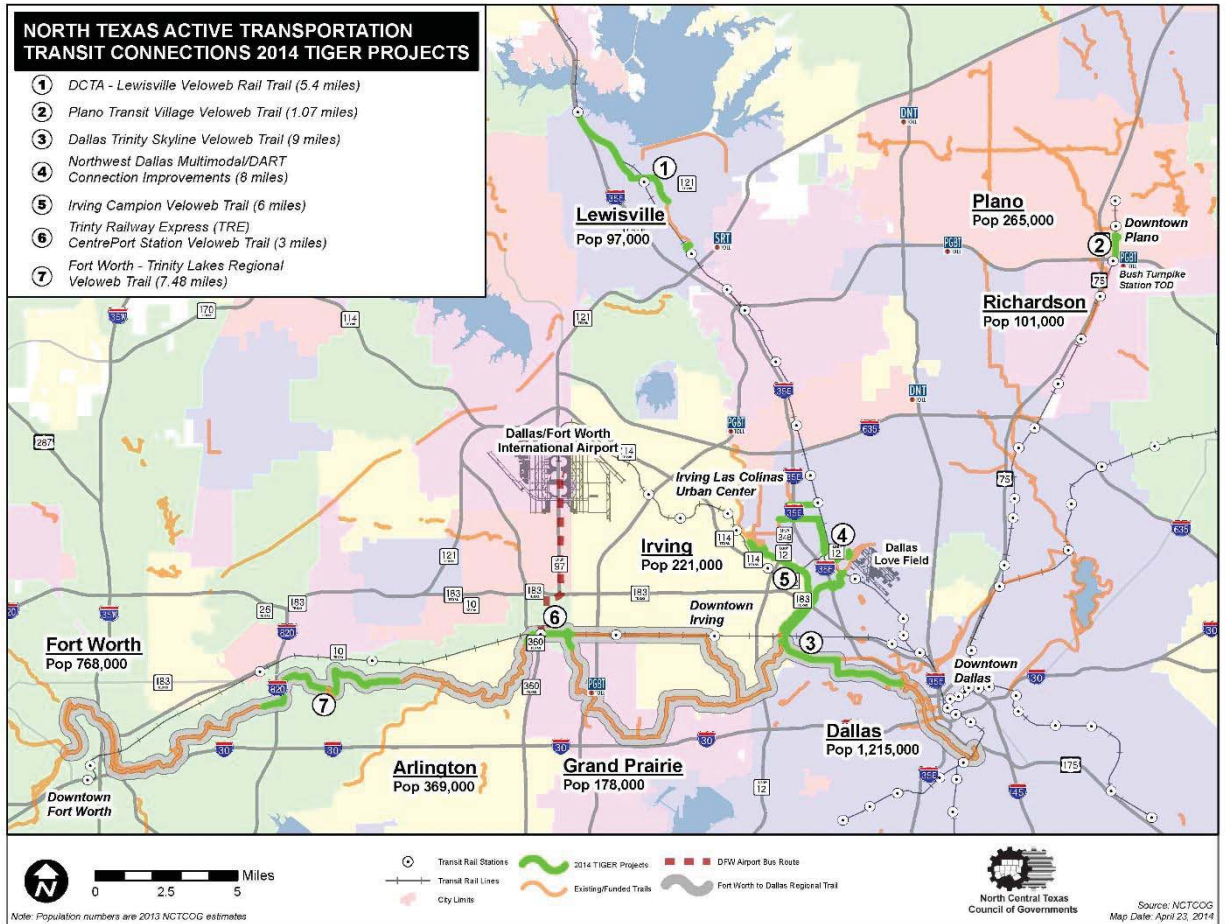
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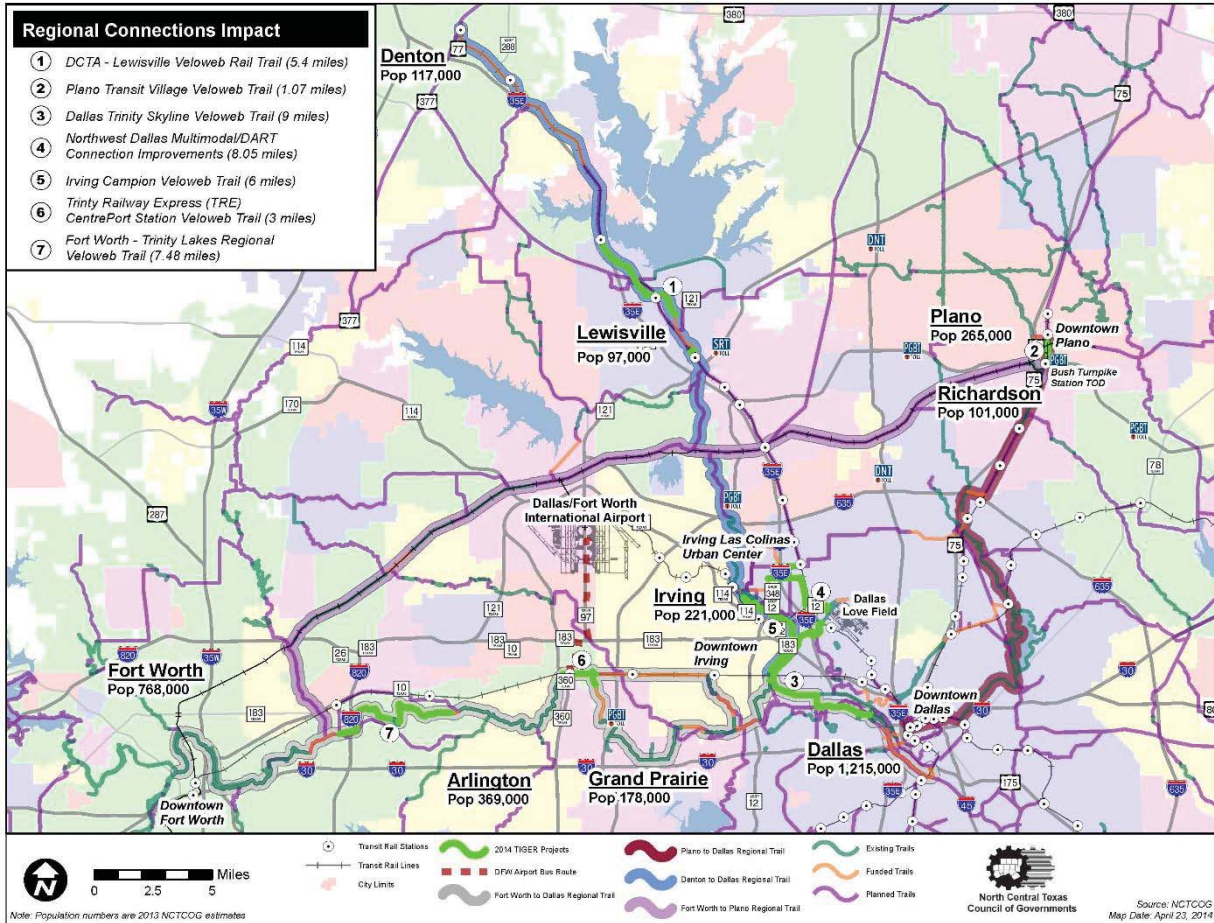
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## II. REGIONAL MAPS

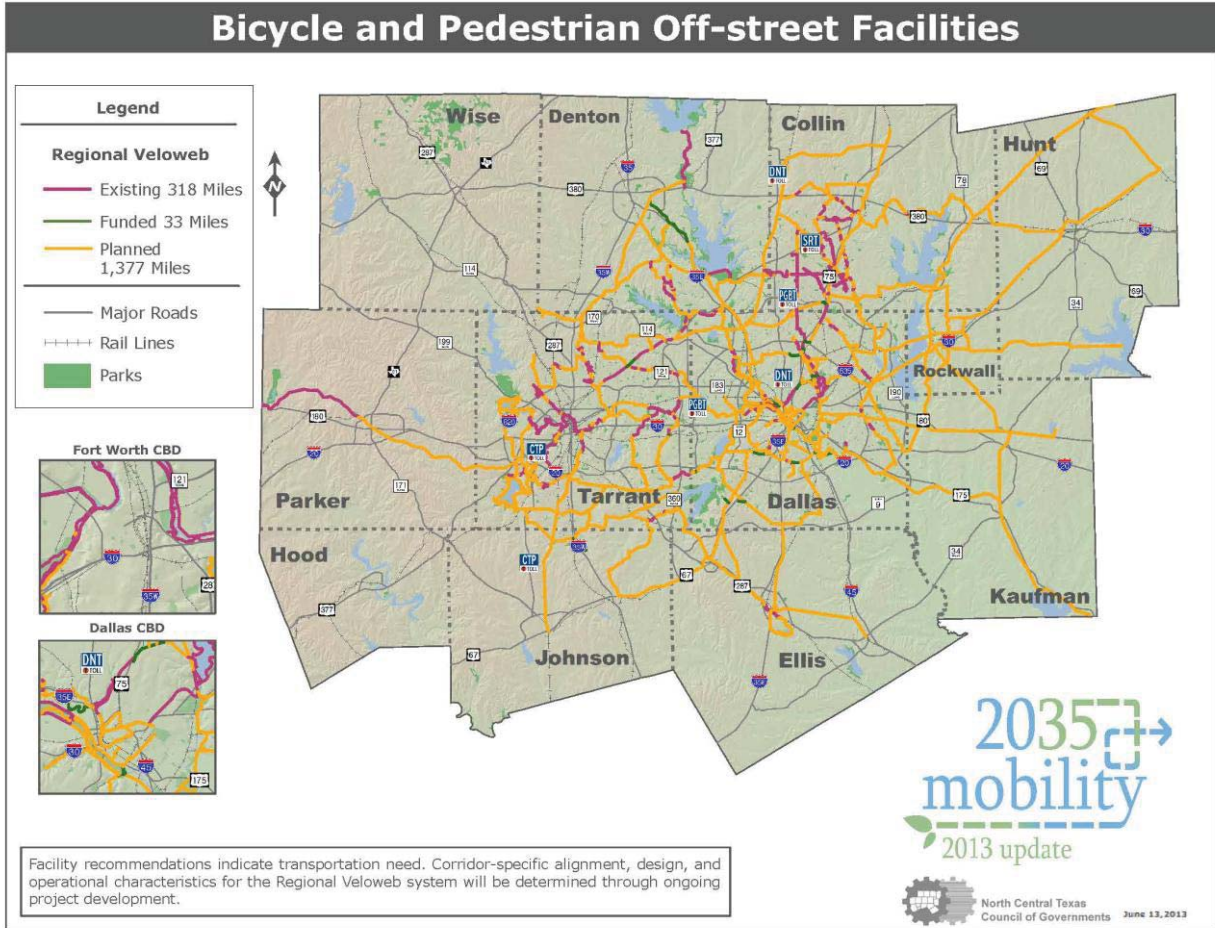
### 1. North Texas Active Transportation Transit Connections 2014 TIGER Projects Map



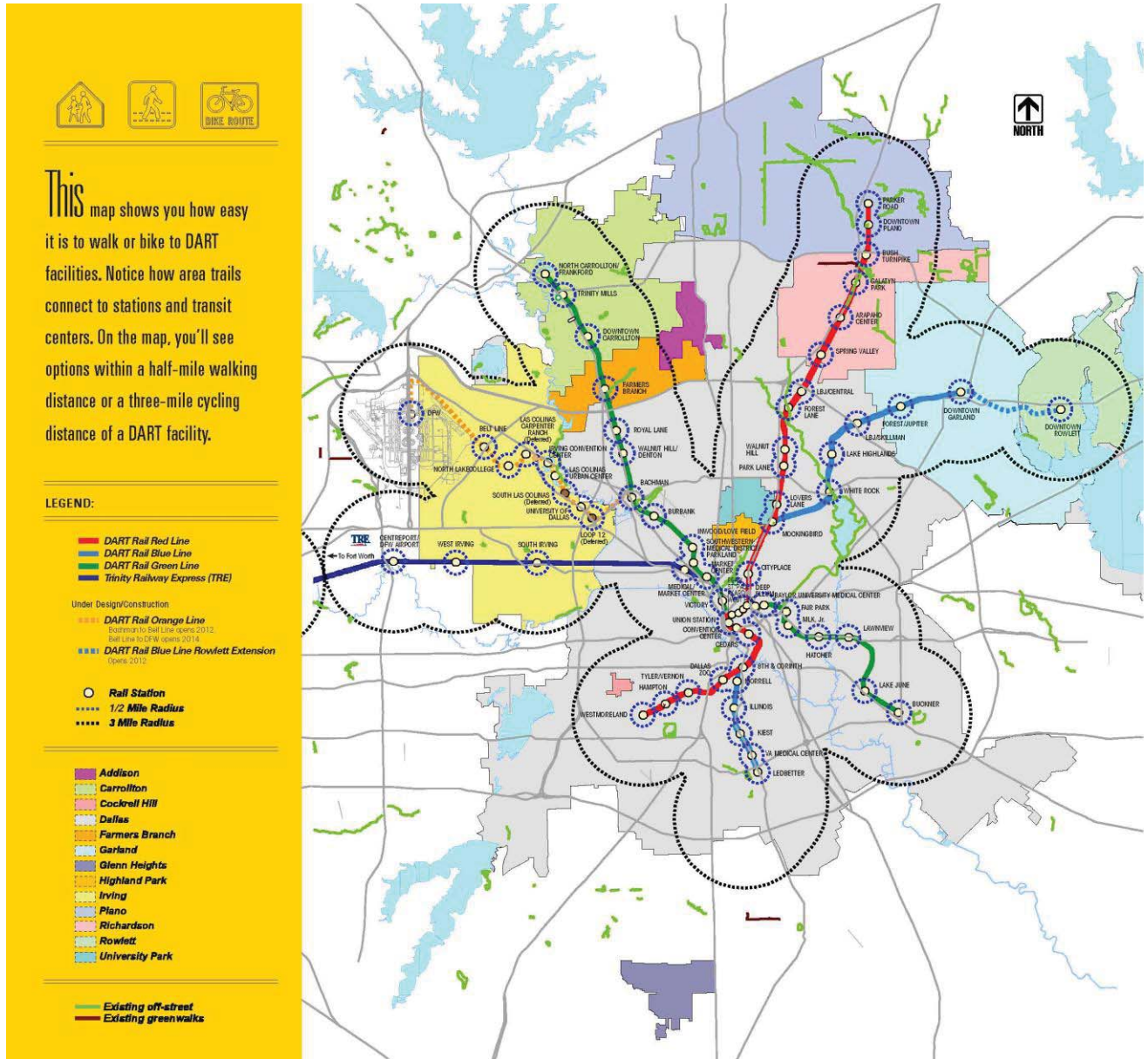
## 2. Regional Connections Impact Map



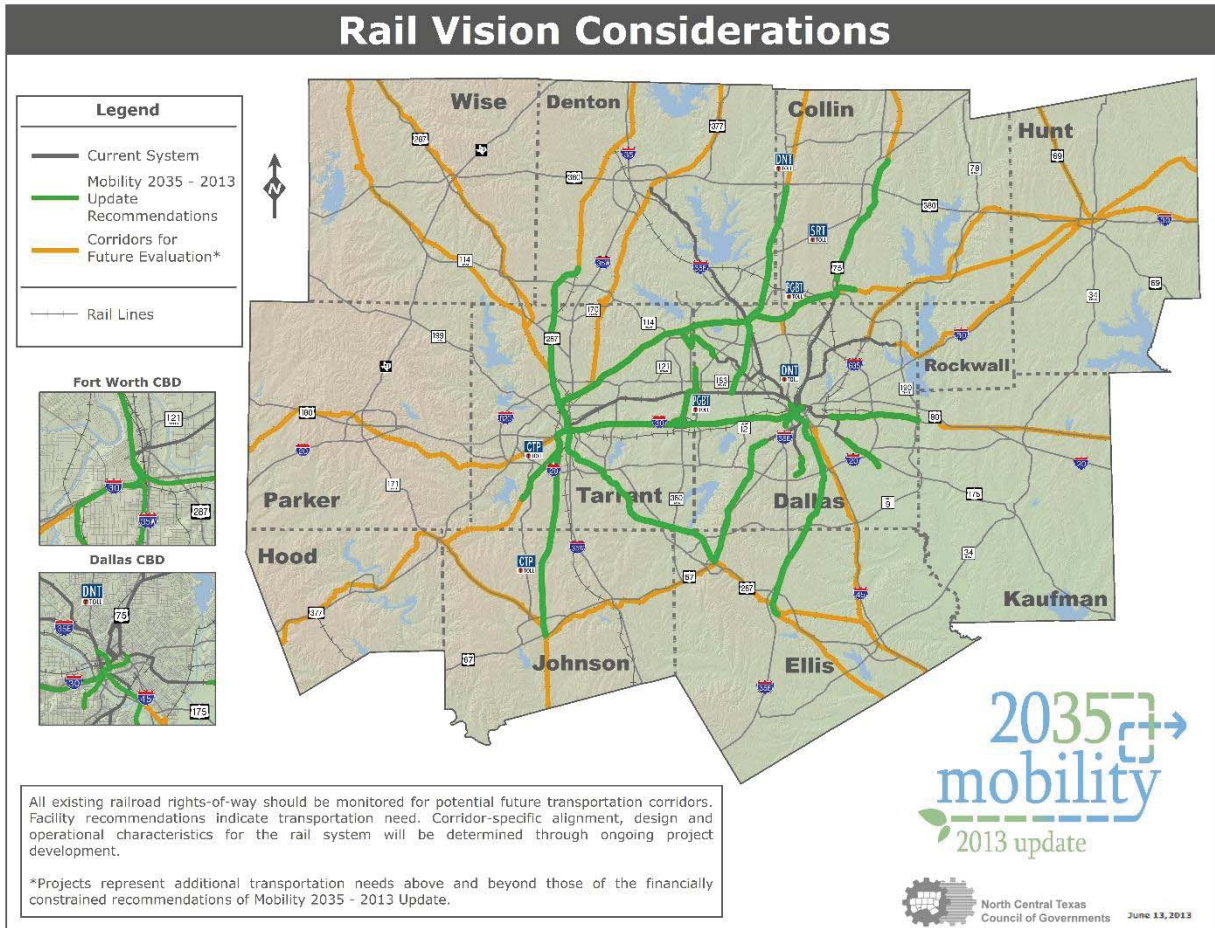
### 3. Mobility 2035-2013 Update Regional Veloweb (Bicycle/Pedestrian Off-Street Facilities) Map



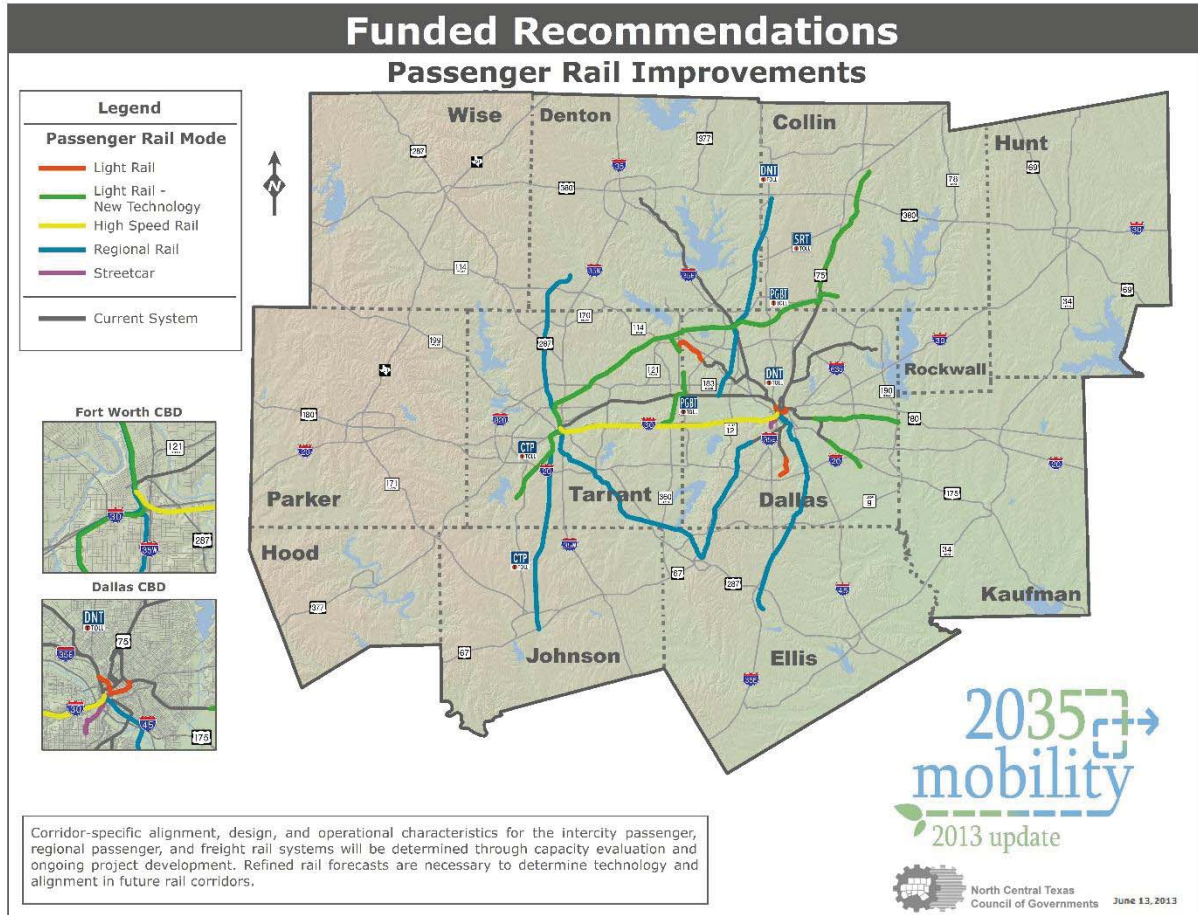
### 4. DART Station Access Map



## 5. Rail Vision Considerations



## 6. Passenger Rail Improvements (Funded)





## II. SUMMARY OF PROJECT PARTNERS

### North Central Texas Council of Governments (Submitting Agency)

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of cities, counties, school districts, and special districts which was established in January 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development.

NCTCOG serves a 16-county metropolitan region centered around the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 242 member governments, including all 16 counties, 170 cities, 24 independent school districts, and 32 special districts. The area of the region is approximately 12,800 square miles, which is larger than nine states, and the population of the region is over 6.5 million, which is larger than 35 states.

NCTCOG's structure is relatively simple; each member government appoints a voting representative from the governing body. These voting representatives make up the General Assembly which annually elects a 15-member Executive Board. The Executive Board is supported by policy development, technical advisory, and study committees, as well as a professional staff of 307.

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth (DFW) area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation within the Metropolitan Planning Area (MPA) which is made up of 12 counties. The Department provides technical support and staff assistance to the Regional Transportation Council (RTC) and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

The Transportation Department oversees the Regional Veloweb which is a 1,728 mile network of existing and planned off-street, shared-use paths (trails) designed for use by bicyclists, pedestrians, and other non-motorized forms of active transportation in the Dallas-Fort Worth metropolitan area. The network of shared-use paths serves as a system of off-road transportation facilities for bicyclists and other users that extends and completes the region's roadway and passenger rail transit network. The Regional Veloweb has planned connections in 12 counties and 117 cities in North Texas. It is the "interstate" for bicyclists and pedestrians.

The Regional Veloweb was adopted by the RTC, the transportation policy body of the Metropolitan Planning Organization, as part of Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2013 Update. Corridors identified on the Veloweb as "planned" may be prioritized for future funding. Cities and counties within the region are responsible for the planning and implementation of bicycle and pedestrian infrastructure and amenities. NCTCOG uses those plans and promotes connections throughout the region, with a focus on alternative commute routes.

### City of Arlington (Partnering Entity)

The City of Arlington is located in Tarrant County and is centrally located within the DFW region, about half way between downtown Dallas and downtown Fort Worth, the region's two largest municipalities. The City has a population of over 365,000 according to the 2010 Census, and it is the location of several regional and national high profile venues. AT&T Stadium, home to the National Football League (NFL) Dallas Cowboys and Globe Life Park which is home to the Major League Baseball (MLB) team, the Texas Rangers, are both located in Arlington. Adding to Arlington's Entertainment District, Six Flags Over Texas theme park and Hurricane Harbor Water Park draw thousands to the area every year from across the Region, State, and beyond. Arlington is also home to the University of Texas at Arlington (UTA) campus whose student population is approximately 33,000 students.

Arlington has a diversified workforce with the venues and institutions above providing a strong emphasis on the entertainment and education arenas. There is also a focus on sustaining and growing industries such as manufacturing, finance, and health. Large employers such as the General Motors Assembly Plant, JP Morgan Chase Telephone Banking Center, Americredit, and Texas Health Arlington Memorial Hospital are leading the way.

Arlington recently began a two-year public transportation pilot program with the Metro Arlington Xpress, MAX. The MAX weekday service connects the College Park Center near UTA and Entertainment District and the Trinity Railway Express (TRE) commuter rail CentrePort Station directly linking to the Dallas/Fort Worth (DFW) International Airport. The CentrePort Station provides TRE travel in either direction east to Dallas or west to Fort Worth with points in between all served by comprehensive public transit systems.

### City of Dallas (Partnering Entity)

The City of Dallas is the ninth largest city in the nation with a total population of 1,299,543 according to the U.S. Census Bureau. Dallas is the largest city in the DFW metropolitan area, accounting for one-third of the economic output, one-half of the office space and one-third of the industrial space in the region. The Dallas area is home to 46 Fortune 1000 companies and Dallas itself is home to 113 headquarter operations that each employ more than 1,000 globally.

Dallas is forecasted to continue adding jobs and residents in the coming decades. The City Council adopted Dallas' first comprehensive plan, *forwardDallas!*, in 2006. It provides a vision of a former suburban sunbelt boom town transformed into a thriving 21st century metropolis – a city that offers a balance of urban and suburban living and working opportunities.

Dallas is channeling this growth into new developments and redevelopment sites in and around downtown, at transit stations and in Greenfield sites near the University of North Texas (UNT) Dallas campus and the inland port. The transit system is growing, with 43 rail stations complete or under construction. Area colleges and universities enroll 275,000 students and Dallas has the largest arts district in the U.S. The South side of downtown is the focus of the Trinity River Corridor project which is intended to transform the Trinity River flood zone in downtown Dallas into the nation's largest urban park, featuring three signature bridges designed by renowned architect Santiago Calatrava. The Trinity River Corridor Project is one of the most monumental public works and economic development projects ever attempted. As flood protection, recreation, environmental restoration, economic development, and major transportation components converge along the Trinity River, residents and visitors from around the world will experience a new and exciting destination within

the City of Dallas. The project will include wildlife and habitat, trails, parks, lakes, the Great Trinity Forest, the Trinity River Audubon Center, and an equestrian center. These amenities will stimulate new urban development such as waterfront condominiums, townhouses, modern office towers, and a variety of outdoor dining and retail options.

### City of Fort Worth (Partnering Entity)

The City of Fort Worth is the sixteenth largest City in the United States, the fifth largest in Texas and is primarily located in Tarrant County. It is where the West begins, as the city's historic Stockyards tourist attraction will attest. Fort Worth had a population in 2010 of a little over 741,000 people and has continued to experience fast-paced growth. It was recently named in March 2014 by Livability.com as having the best downtown for small and mid-sized cities in the United States, much of which may be attributed by the new improvements to the downtown Sundance Square plaza. A recent \$110M redevelopment project of three city blocks in the heart of the Central Business District brought about by a successful public/private partnership.

The City is located on the Trinity River and is home to numerous arts and educational institutions. The Kimball Art Museum, the Modern Art Museum of Fort Worth, and the Amon Carter Museum are of note. The city is also home to Texas Christian University, Texas Wesleyan University, University of North Texas Health Science Center, and the Texas A&M University School of Law. Large employers that have located to the City include Bell Helicopter, Lockheed Martin, American Airlines, and Radio Shack. The City is also home to a large regional employer, the Naval Air Station Joint Reserve Base.

The City is served by the Fort Worth Transportation Authority (FWTA) and is the end stop of the Trinity Railway Express (TRE) Commuter Rail that connects to downtown Dallas. The City is focused on redevelopment along the Trinity River. Through coordination with the Tarrant Regional Water District, Streams & Valleys, Inc., and the US Army Corps of Engineers (USACE), the City is developing an area north of "downtown" as "uptown" along the Trinity River. This plan promotes a large mixed-use development adjacent to the central city area of Fort Worth, with a goal to prevent urban sprawl by promoting the growth of a healthy, vibrant urban core. The Trinity River Vision lays the groundwork to enable Fort Worth's central business district to double in size over the next forty years.

### City of Irving (Partnering Entity)

The City of Irving is located within Dallas County, adjacent and east of the DFW International Airport. It had a population of 216,290 in the 2010 Census. Irving contains the Las Colinas area, which was one of the first master-planned developments in the United States and once the largest mixed-use development in the Southwest with a land area of more than 12,000 acres.

Irving was the home of the Dallas Cowboys until 2008. The City is developing an extensive mixed-use project on that former site which will increase the need for alternative transportation within the community.

The Parkland Health and Hospital System (Dallas County Hospital District) operates the Irving Health Center. Several large businesses have headquarters in Irving, including Archon Group, BlackBerry, Chuck E. Cheese's, ExxonMobil, Hostess Brands, Kimberly-Clark, La Quinta Inns and Suites, Nokia America, Michaels Stores, Omni Hotels, and the Zale Corporation. The city is also home to the national headquarters of the Boy Scouts of America.

The city is the site of the University of Dallas and North Lake College, a campus of the Dallas County Community College District.

Irving is also one of 13-member cities of DART, the Dallas region's transit agency. Currently, Irving is served by numerous bus routes and has two stops along the TRE route. In addition, DART has constructed the Orange Line light rail system through Irving and Las Colinas to DFW International Airport. This connects northern Irving with Dallas through rail in addition to existing bus routes.

### **City of Plano (Partnering Entity)**

The City of Plano is located mostly within Collin County in the northeast portion of the metroplex. The city's population was 269,776 at the 2010 census, making it the ninth most populous city in the State of Texas. The city is home to many corporate headquarters such as Alliance Data, Cinemark Theatres, Dell Services, Dr. Pepper Snapple Group, Frito-Lay, HP Enterprise Services, Huawei, JCPenney, Pizza Hut, Rent-A-Center, Traxxas, and Siemens PLM Software.

Plano is completely surrounded by other municipalities and cannot expand in area, and there is little undeveloped land remaining within the city limits. Redevelopment and infill strategies are very important as well as better utilization of their existing infrastructure which includes the expansion of other non-motorized modes of travel.

Plano is one of 12 suburbs of Dallas that is part of the Dallas Area Rapid Transit (DART) public transportation system. Plano has light rail access along the DART Red Line. Stations are located in Downtown Plano and at Parker Road which provide access to commuters traveling to work elsewhere in the Dallas area. There are 70 public schools, 16 private schools, two campuses of the Collin County Community College District (Collin College), and six libraries in Plano.

### **Dallas County (Partnering Entity)**

As an economic hub for the Region, Dallas County is located in the center of the Dallas-Fort Worth metropolitan area with a population of 2,368,139, according to the 2010 US Census. It is served by two major airports, Love Field and the Dallas-Fort Worth International Airport. DART provides bus and rail service to many cities in Dallas County, with Dallas being the largest.

The Public Works Department at the County has experienced significant growth in the last several years. In 2000, the Dallas County Commissioners Court replaced its traditional bond-financing approach to funding infrastructure improvements with a Major Capital Improvement Program (MCIP). The basis of this innovative approach is that projects typically will take five years from funding approval to construction completion and that each year some projects will be authorized for funding while other projects are being completed. Thus, in any given year, there will always be projects in each of various phases of implementation (i.e., design, property acquisition, construction). In contrast, under the bond-financing method, all projects are authorized at the same time and are constructed at the same time.

Dallas County Public Works implements the MCIP, typically every two to three years, through a county-wide call-for-projects that evaluates transportation infrastructure improvement projects that improve capacity and safety on regional roadways and multimodal pathways within Dallas County.

### **Denton County Transportation Authority (Partnering Entity)**

The Denton County Transportation Authority (DCTA) is the transit authority that operates in Denton County, which is northwest of Dallas County. It operates bus service in three cities within Denton County: Denton, Lewisville, and Highland Village. It also has developed the A-train, a 21-mile regional commuter rail line that parallels Interstate Highway 35E and acts as an extension with DART's Green Line at Trinity Mills Station in Carrollton. The A-train has six stations.

DCTA was created by House Bill 3323, under Chapter 460 of the Texas Transportation Code, approved by the 77th Texas Legislature and signed into law by the Governor in 2001. On November 5, 2002, the voters in Denton County approved the confirmation of DCTA by 73%. The DCTA Board of Directors represents every geographic area of the county.

In 2006, DCTA absorbed LINK, the mass transit service operated by the City of Denton since 2002. LINK's bus routes were absorbed into DCTA's local Denton services (now called Connect). DCTA also has several highly utilized transportation connections from the A-train to the University of North Texas (UNT) and also around campus and the surrounding area. Enrollment at UNT was close to 36,000 in 2012 and DCTA is the only transit provider to the campus.

### **Fort Worth Transportation Authority (Supporting Entity)**

The Fort Worth Transportation Authority (FWTA), a regional transportation authority of the State of Texas was created in 1983. It provides public transportation to meet the mobility needs of Tarrant County and the North Central Texas region. The FWTA annually provides nearly nine million passenger trips on buses, vanpools and the Trinity Railway Express (TRE), a 35-mile long Regional Commuter Rail between downtown Fort Worth and Dallas and is jointly owned with DART. The TRE has ten stations.

The FWTA is developing a commuter rail from southwest Fort Worth to DFW International Airport. The FWTA is governed by a nine-member board of directors with eight appointed by the Fort Worth City Council and one by Tarrant County Commissioners Court. The FWTA's member cities include Fort Worth, Richland Hills, and Blue Mound.

### **Dallas Area Rapid Transit (Supporting Entity)**

The Dallas Area Rapid Transit (DART) – a regional transit agency authorized pursuant to Chapter 452 of the Texas Transportation Code – was created by voters and funded with a one-cent local sales tax on August 13, 1983. The service area consists of 13 member cities: Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park.

DART is governed by a 15-member board appointed by member-city councils based on population. Eight members are appointed by the City of Dallas and seven are appointed by the remaining cities. Revenue from the voter-approved one-cent sales tax, federal funds, investment income, short- and long-term financing, and farebox revenue fund the operation and ongoing development of DART's multimodal Transit System Plan.

DART operates approximately 130 bus routes, 48 miles of light rail transit (DART Rail), 84 freeway miles of high occupancy vehicle (HOV) lanes, and paratransit service for the mobility impaired. DART and the FWTA jointly operate 35 miles of commuter rail transit (the TRE), linking downtown Dallas and Fort Worth with stops in the mid-cities and DFW International Airport.

### III. PROJECT MAPS AND SUPPORTING INFORMATION

#### 1. DCTA – Lewisville Veloweb Rail Trail

##### *5.4 Miles Regional Veloweb trail network gap closure from DCTA Hebron Station to Highland Village/Lewisville Lake Station*

###### Additional Project Description:

The proposed project in Lewisville will complete a portion of the Regional Veloweb through Denton County, with future southward extensions to provide connections with Dallas County, Irving/Las Colinas Urban Center, and Downtown Dallas. DCTA is constructing a shared use path (trail) network using both existing rail right-of-way and City of Lewisville public right-of-way. This extension of the Rail Trail from the north will complement DCTA's A-train commuter rail service and provide alternate connectivity to its three commuter rail stations in Lewisville, and existing and planned municipal trails in Lewisville and Highland Village. This corridor will also offer a travel alternative for many heavily traveled streets within Lewisville including Mill Street and Main Street and will tie into a planned pedestrian bridge across Lewisville Lake.

The right-of-way is owned by DART and DCTA holds a 50-year lease of the corridor for transportation purposes. The environmental assessment of this corridor has already been conducted as part of the A-train project. There are no additional anticipated impacts with the addition of the shared-use path within the corridor.

This project complements DCTA's ongoing efforts to provide clean, alternative transportation options because it connects existing transit facilities with key destinations within the city and complements travel patterns along city connector streets and supports the city's and the region's bicycle and pedestrian planning efforts. Near the Highland Village/Lewisville Lake station, this project ties directly into existing city trails as well as a future pedestrian bridge planned by the Texas Department of Transportation (TxDOT). This area is also slated for significant Transit Oriented Development (TOD). Between Mill Street, the Old Town station and Business 121, this facility will offer access to key city facilities including City Hall, historic Old Town and the city's new Arts Center as well as providing a safer route to elementary and middle schools in the area. Several office complexes and Railroad Park will be served by the section of the trail between Old Town and Hebron Station.

The DCTA A-train currently provides bike facilities at its stations to encourage use as well as providing bike storage on its rail vehicles. This Rail Trail project will offer more reasons for people to choose more environmentally friendly travel alternatives to work, school and to other key points along the A-train corridor. Additionally, this project complements this city's efforts to encourage more sustainable development in the city center and encourage more redevelopment and residential living in Old Town Lewisville and around its three rail stations.

The A-train project will have a transformative effect on the economic environment within the city of Lewisville by encouraging more TOD. These developments by nature are denser, more pedestrian friendly and create a greater sense of place and community. A bicycle and pedestrian trail that connects the transit facilities in Lewisville will also connect the surrounding developments with the community in a more sustainable and environmentally friendly way.

Since 2007, this trail has been a priority project for DCTA and the local communities. Numerous public presentations were made and stakeholder discussions were held regarding the A-train project and the potential for an adjacent bicycle/pedestrian facility which would connect the three stations in Lewisville with the two Denton stations, the Interstate Highway (IH) 35E bridge, Lewisville Lake and other municipal trails.

### Project Scope:

The TIGER project will construct the Rail Trail between Highland Village Station and Mill Street and provide enhancements (e.g., additional sidewalk connections, fencing, safety lighting, and signage) to the trail between Mill Street and the Hebron Station. The Rail Trail (from Mill Street to Hebron Station) is currently under design and will begin construction in Fall 2014. On the north end, the Rail Trail will connect to an eight-mile shared-use path leading to Downtown Denton and the Downtown Denton Transit Center.

Once complete, there will be a 17-mile bicycle/pedestrian facility parallel to the A-train nearly the entire length of the DCTA commuter rail system. A future southward extension of the Regional Veloweb Trail will occur along the Elm Fork Trinity River and provide connection with the Campion Trail and the Las Colinas Urban Center in Irving.

### Proposed Improvements:

This project will include construction of a 10-foot wide concrete shared-use path with two-foot shoulders, permanent safety barriers between the rail and path, crossing improvements and pedestrian gates, landscape enhancements along the corridor, and other amenities to improve the experience and ensure safe, shared use of the transportation corridor. Striping and signage will also be included. The A-train corridor within the city limits of Lewisville is 100 feet wide and 6.5 miles long. The paved shared-use trail will be located approximately 25 feet from the centerline of track within the existing corridor and will be separated from the rail line by barriers and grade changes. Where this construction in the rail right-of-way is not feasible, DCTA and the City of Lewisville have identified alternate routing opportunities using existing trail and city right-of-way.

### Existing DCTA A-train Rail Trail and Bicycle Facilities in Denton County



Existing DCTA Rail Trail shared use path along the A-train rail corridor in Denton, north of the TIGER project area.



Existing DCTA Rail Trail shared use path along the A-train rail corridor.



Existing Rail Trail bicycle facility near a DCTA transit station in Denton County.

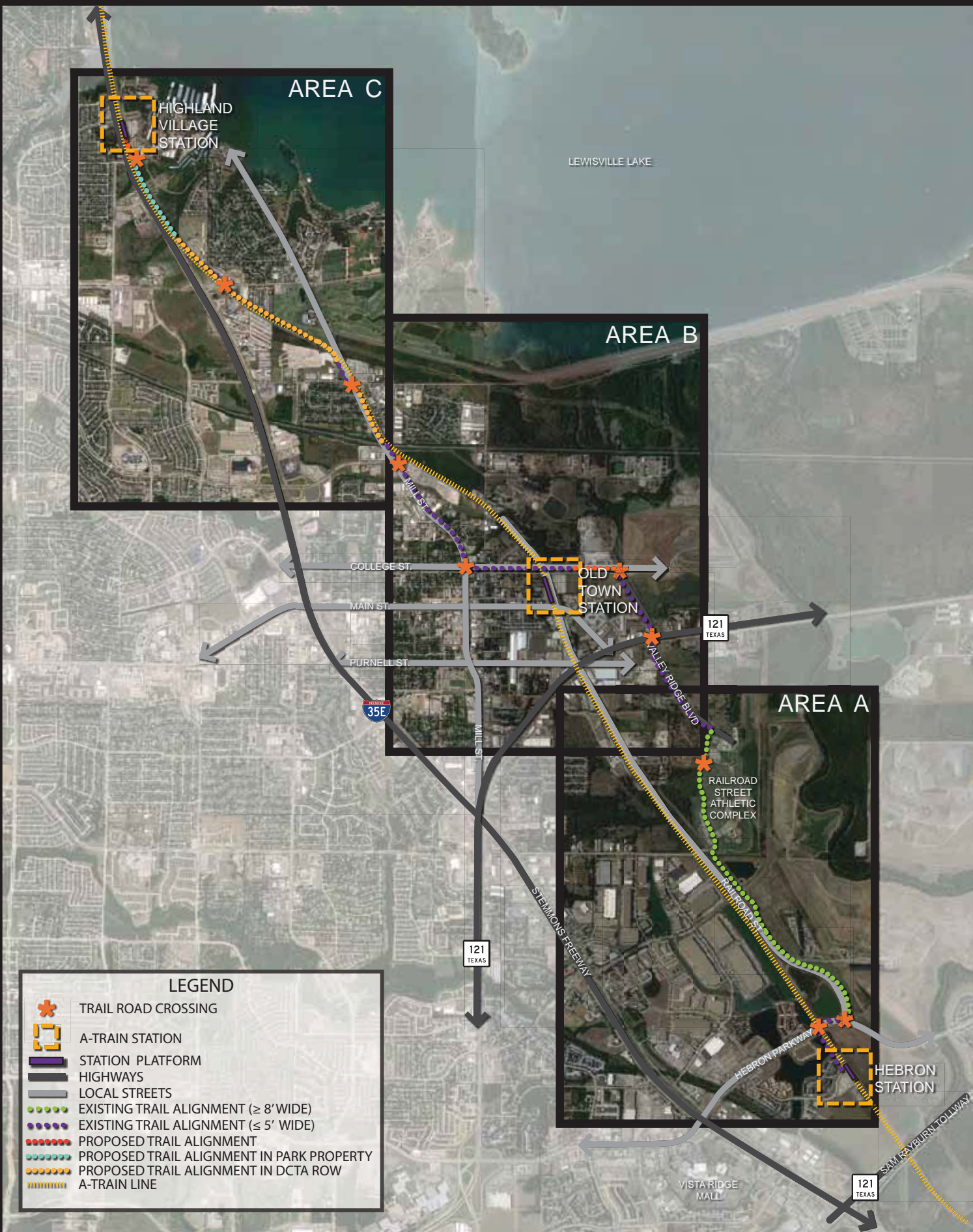


Existing Rail Trail bicycle facility near a DCTA transit station in Denton County providing access to rail and bus services.



# #1 DCTA - Lewisville Veloweb Rail Trail - 5.4 miles





**AREA C**

HIGHLAND VILLAGE STATION

**AREA B**

OLD TOWN STATION

COLLEGE ST  
MAIN ST  
PURNELL ST  
MILL ST

**AREA A**

HEBRON STATION

RAILROAD STREET ATHLETIC COMPLEX

HEBRON PARKWAY

VISTA RIDGE MALL

**LEGEND**

- TRAIL ROAD CROSSING
- A-TRAIN STATION
- STATION PLATFORM
- HIGHWAYS
- LOCAL STREETS
- EXISTING TRAIL ALIGNMENT (≥ 8' WIDE)
- EXISTING TRAIL ALIGNMENT (≤ 5' WIDE)
- PROPOSED TRAIL ALIGNMENT
- PROPOSED TRAIL ALIGNMENT IN PARK PROPERTY
- PROPOSED TRAIL ALIGNMENT IN DCTA ROW
- A-TRAIN LINE



Existing Sidewalk: 4' wide sidewalk along the west side of Valley Ridge Blvd.

No pedestrian crosswalk

Existing pedestrian crosswalk without traffic signal.

RAILROAD STREET ATHLETIC COMPLEX

Existing Sidewalk: 10' sidewalk along the east side of Bennett Lane.

Existing Sidewalk: 8' wide sidewalk along the east side of S Railroad Street.

Existing pedestrian crosswalk at traffic signal.

Existing Sidewalk: 5' wide sidewalk along the north side of Hebron Parkway.

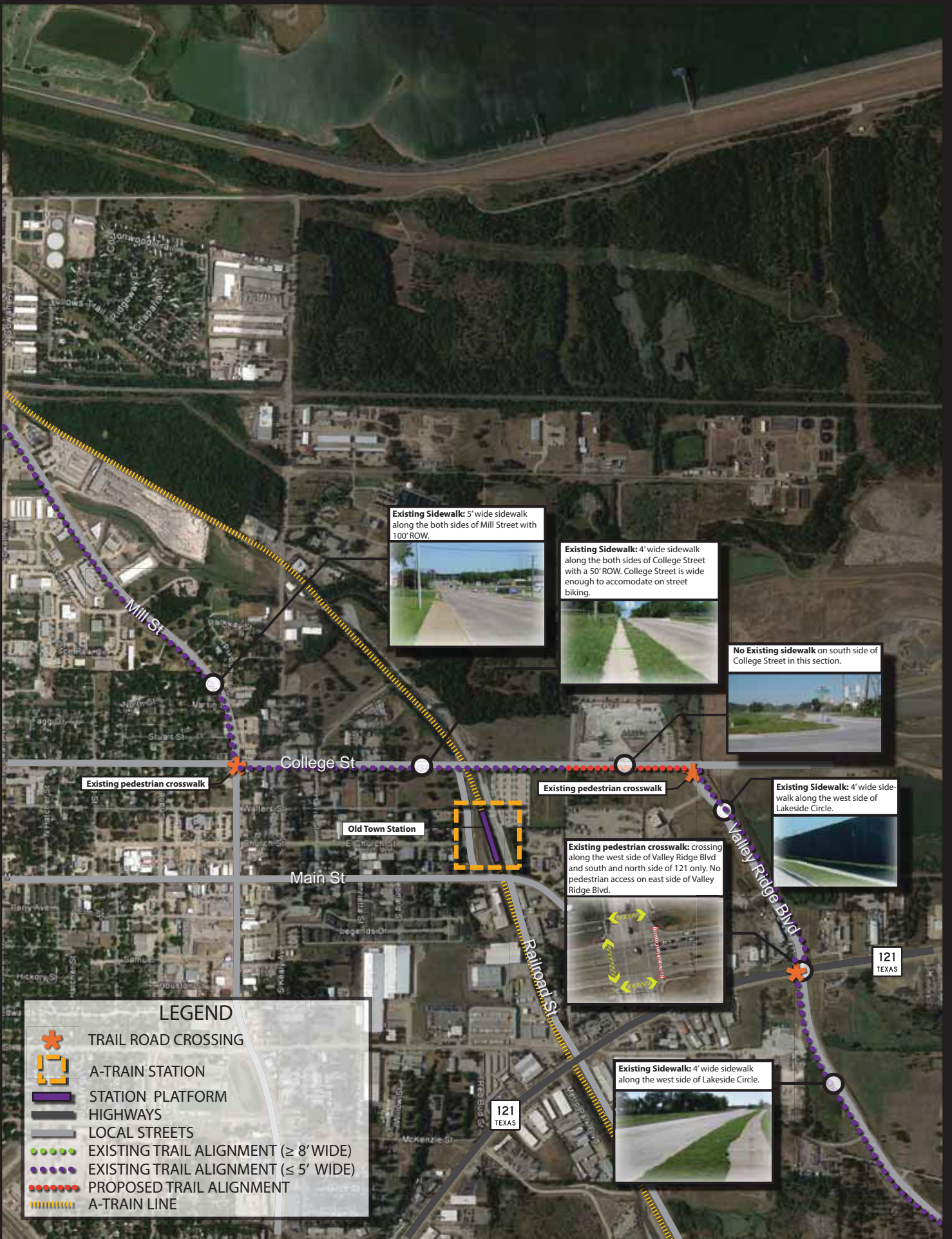
Existing pedestrian crosswalk at traffic signal.

Existing Sidewalk: 5' wide sidewalk along the west side of Lakeside Circle.

Hebron Station

**LEGEND**

- TRAIL ROAD CROSSING
- A-TRAIN STATION
- STATION PLATFORM
- HIGHWAYS
- LOCAL STREETS
- EXISTING TRAIL ALIGNMENT (≥ 8' WIDE)
- EXISTING TRAIL ALIGNMENT (≤ 5' WIDE)
- PROPOSED TRAIL ALIGNMENT
- A-TRAIN LINE



**LEGEND**

- TRAIL ROAD CROSSING
- A-TRAIN STATION
- STATION PLATFORM
- HIGHWAYS
- LOCAL STREETS
- EXISTING TRAIL ALIGNMENT (≥ 8' WIDE)
- EXISTING TRAIL ALIGNMENT (≤ 5' WIDE)
- PROPOSED TRAIL ALIGNMENT
- A-TRAIN LINE



**LEGEND**

-  TRAIL ROAD CROSSING
-  A-TRAIN STATION
-  STATION PLATFORM
-  HIGHWAYS
-  LOCAL STREETS
-  EXISTING TRAIL ALIGNMENT (≥ 8' WIDE)
-  EXISTING TRAIL ALIGNMENT (≤ 5' WIDE)
-  PROPOSED TRAIL ALIGNMENT
-  PROPOSED TRAIL ALIGNMENT IN PARK PROPERTY
-  PROPOSED TRAIL ALIGNMENT IN DCTA ROW
-  A-TRAIN LINE

**AREA C - SITE ANALYSIS**

**LEWISVILLE TRAIL**

Lewisville, Texas  
May 20, 2013





Widen Existing Sidewalk: to 8' wide sidewalk along the west side of Valley Ridge Blvd.

Stripe road for pedestrian crosswalk

RAILROAD STREET ATHLETIC COMPLEX

Use Existing Sidewalk: 10' sidewalk along the east side of Bennett Lane. No widening needed.

Use Existing Sidewalk: 8' wide sidewalk along the east side of S Railroad Street. No widening needed.

Widen existing pedestrian crosswalk at traffic signal.

Widen Existing Sidewalk: to 10' wide along the north side of Hebron Parkway.

Widen pedestrian crosswalk at traffic signal.

Widen Existing Sidewalk: to 10' wide along west side of Lakeside Circle.

Hebron Station

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**LEGEND**

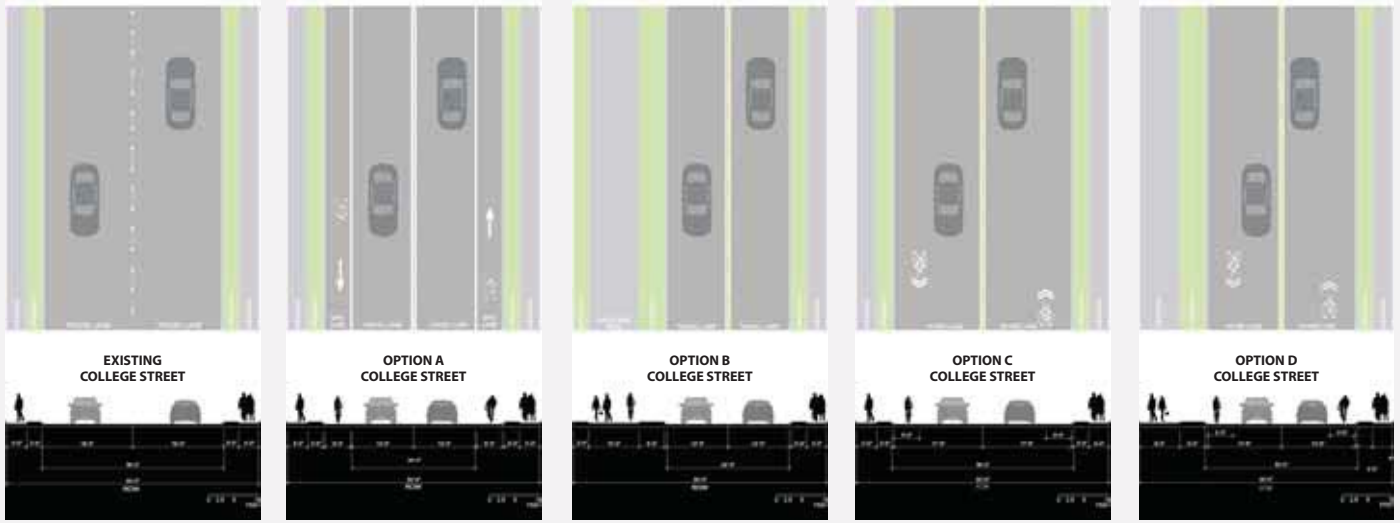
- TRAIL ROAD CROSSING
- A-TRAIN STATION
- STATION PLATFORM
- HIGHWAYS
- LOCAL STREETS
- USE EXISTING TRAIL ALIGNMENT
- WIDEN EXISTING TRAIL TO 8-10' WIDE
- PROPOSED 10' TRAIL ALIGNMENT
- A-TRAIN LINE

AREA A - TRAIL RECOMMENDATIONS

**LEWISVILLE TRAIL**

Lewisville, Texas  
May 20, 2013





EXISTING COLLEGE STREET

OPTION A COLLEGE STREET

OPTION B COLLEGE STREET

OPTION C COLLEGE STREET

OPTION D COLLEGE STREET



**LEGEND**

- TRAIL ROAD CROSSING
- A-TRAIN STATION
- STATION PLATFORM
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- LOCAL STREETS
- USE EXISTING TRAIL ALIGNMENT
- WIDEN EXISTING TRAIL TO 8-10' WIDE
- PROPOSED 10' TRAIL ALIGNMENT
- A-TRAIN LINE

AREA B - TRAIL RECOMMENDATION

# LEWISVILLE TRAIL

Lewisville, Texas  
 May 20, 2013





**Proposed 10' Trail:** placed in park property offset from east side of DCTA ROW.

**Pedestrian signal crossing needed:** Trail crossing will be needed to cross high traffic along Lake Park Rd.

**Proposed 10' Trail:** to be placed along the DCTA ROW between the east edge of the rail and the existing sound wall.

**Pedestrian signal needed** at railroad crossing and Mill Street.

**Pedestrian crossing:** use existing pedestrian crossing signal at Mill and Jones Street.

**Place proposed 10' trail** in DCTA ROW along the east side of Mill Street.

**LEGEND**

- TRAIL ROAD CROSSING
- A-TRAIN STATION
- STATION PLATFORM
- HIGHWAYS
- LOCAL STREETS
- USE EXISTING TRAIL ALIGNMENT
- WIDEN EXISTING TRAIL TO 8-10' WIDE
- PROPOSED 10' TRAIL ALIGNMENT
- PROPOSED 10' TRAIL ALIGNMENT IN PARK PROPERTY
- PROPOSED 10' TRAIL ALIGNMENT IN DCTA ROW
- A-TRAIN LINE

AREA C - TRAIL RECOMMENDATIONS

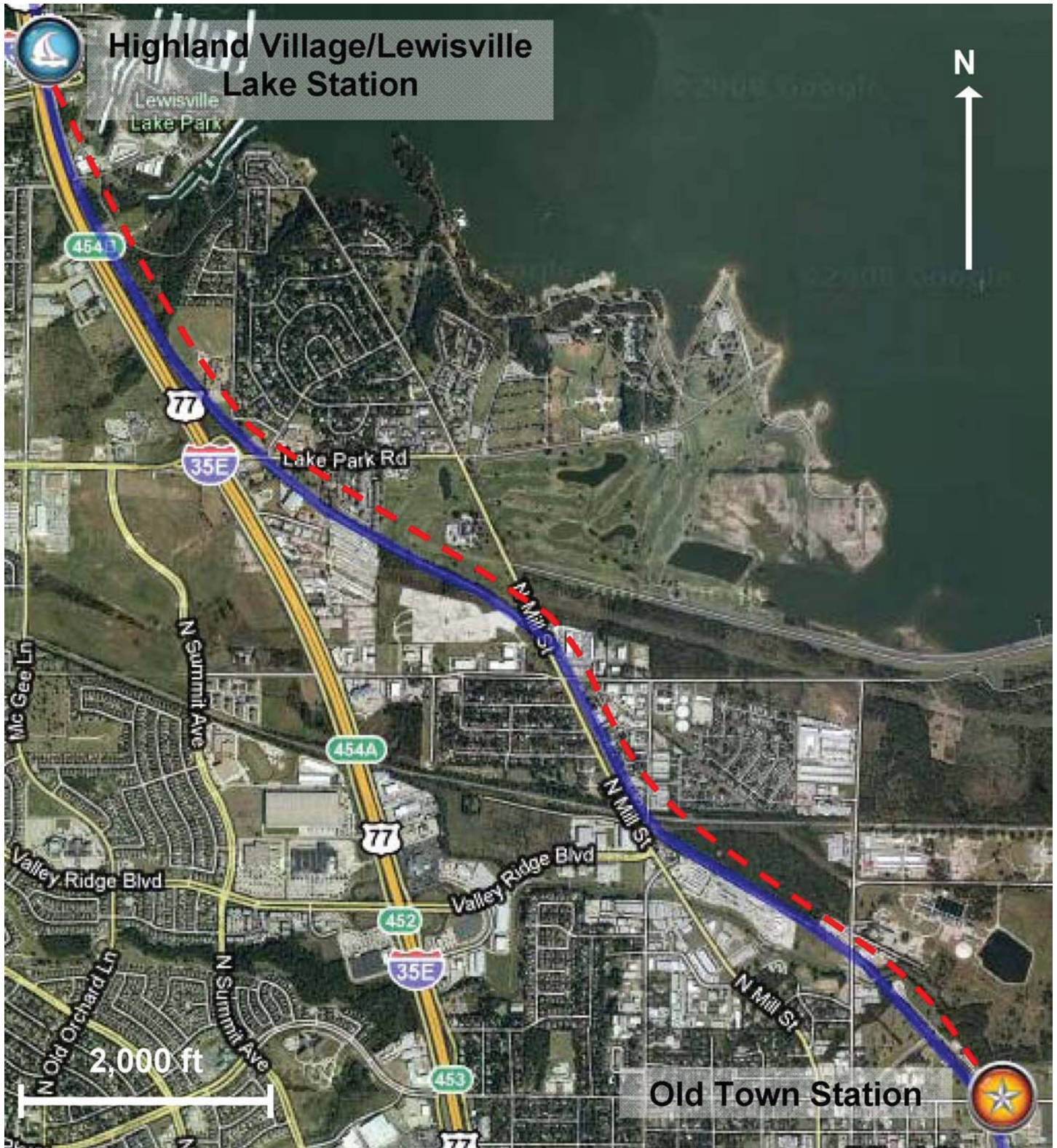
# LEWISVILLE TRAIL

Lewisville, Texas  
May 20, 2013

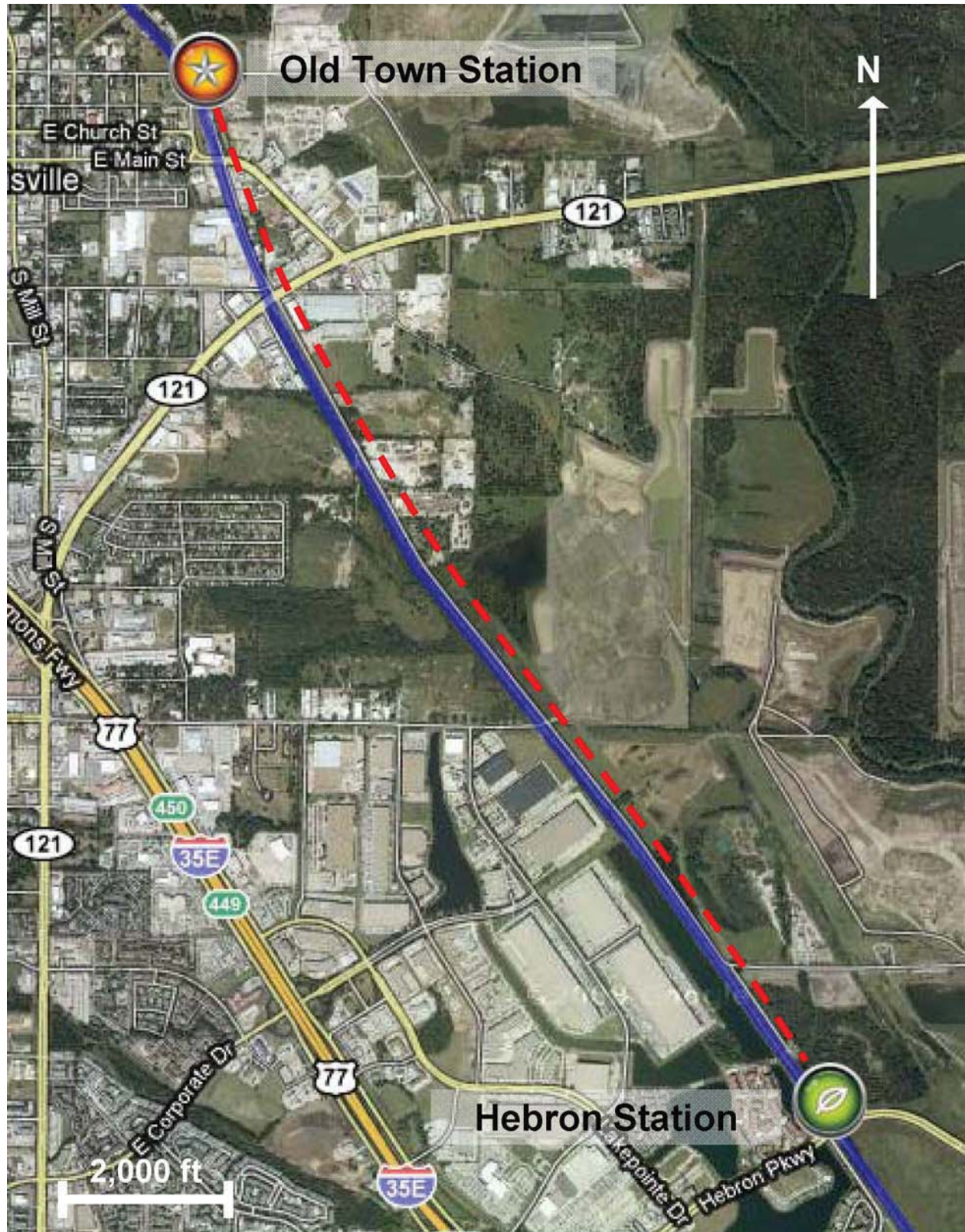




**PROJECT DETAILS: BICYCLE AND PEDESTRIAN FACILITY CONNECTING HIGHLAND VILLAGE/LEWISVILLE LAKE STATION TO OLD TOWN STATION APPROXIMATELY 3.5 MILES.**



**PROJECT DETAILS: BICYCLE AND PEDESTRIAN FACILITY CONNECTING OLD TOWN STATION TO HEBRON STATION APPROXIMATELY 3.1 MILES.**



**KEY DESTINATIONS ALONG THE LEWISVILLE BICYCLE AND PEDESTRIAN FACILITY**

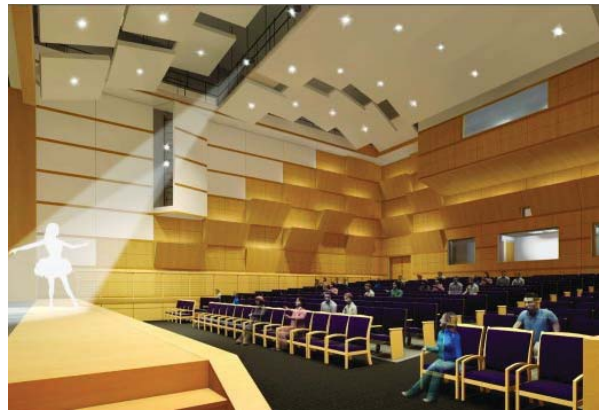


**Lewisville City Hall**

- Lewisville City Council
- Utility Information/Payments
- Courts
- City Services

**Lewisville Center for the Creative Arts**

- Currently under construction
- 296-seat theatre
- 2,400-square-foot art gallery
- 2,400-square-foot dance hall
- 3,000-square-foot black box
- 2,800 square-feet of classrooms
- Expected Opening Date: August 2010

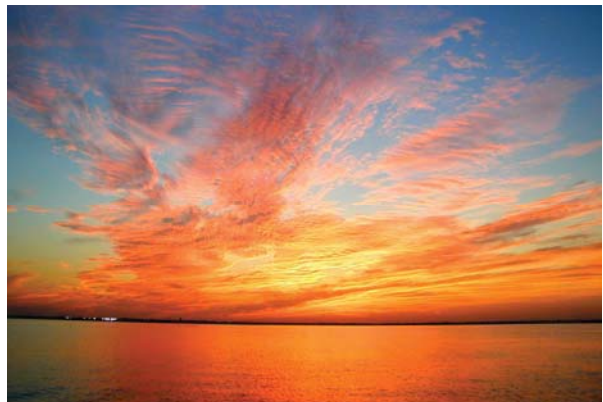


**Old Town District**

- Pedestrian friendly environment
- Locally owned shops
- Restaurants
- Specialty Services
- Community Events

**Lewisville Lake**

- Fishing
- Camping
- Water sports
- Boating
- Miles of scenic hike & bike trails
- Spans 23,280 acres
- Has 233 miles of shoreline
- Average depth of 25 feet



## PROPERTY DESCRIPTION AND LOCATION - ATTACHMENT A



### Lake Park

- Golf Course
- Camping
- Marina
- Bicycle/Pedestrian Trails

### Schools

- Central Elementary – 903 Students Enrolled
- College Street Elementary – 273 Students Enrolled
- Delay Middle School – 550 Students Enrolled



### Office Parks

- LakePointe Office Park
- Target Shopping Center
- Waters Ridge
- Xerox
- Vista Ridge Mall

### Railroad Park

- 250 acres of top-quality recreational facilities
- Eight soccer fields
- Four football fields
- Four baseball fields
- Three concession stands with restrooms
- Dog park with separate areas for large and small dogs
- One of the largest public skateparks in North Texas
- Walking paths



## PROPERTY DESCRIPTION AND LOCATION - ATTACHMENT A



### Hebron 121 Station

- Planned multi-use community developed by Huffines Communities™
- Resort-style apartment living
- Transit-oriented development (TOD)
- Will offer retail, shops, restaurants, services and more

### Lewisville Lake Environmental Learning Area

- Hiking
- Camping and fishing along the Elm Fork of the Trinity River
- Birding opportunities, including both migratory and resident species
- Canoeing or kayaking on the Elm Fork
- Picnicking in large pavilion area
- Visiting the 1870 Minor-Porter Log Home



### Hebron Station

- Located near Vista Ridge Mall and other major shopping venues
- Surrounded by three apartment complexes
- Adjacent to the Huffines planned development
- 343 Parking Spaces

## PROPERTY DESCRIPTION AND LOCATION - ATTACHMENT A

### Old Town Station

- Walking distance from Old Town Lewisville
- 405 Parking Spaces
- Part of the City of Lewisville's Transit Oriented Development Master Plan



### Highland Village/Lewisville Lake Station

- 139 Parking Spaces
- Adjacent to planned 35E expansion
- City of Lewisville created Lewisville Lake Master Plan
- 150 acre area
- Eventually turn the area into a quality lake resort with hotel, retail, aquarium, cinema, marina, and residential uses.

### Highland Village Trails

- The first segment, City Trail (2.7 miles), of the Inland Trails System is complete
- Future segments of the Inland Trail System are currently in the works
- City Trail is 2.7 miles long
- City Trail runs from Sellmeyer to Hwy 2499 and includes five amenity stations



## TRANSPORTATION ACCESS AGREEMENT AND EASEMENT

THIS Transportation Access Agreement and Easement ("Agreement") is made by and between DALLAS AREA RAPID TRANSIT ("DART"), a regional transportation authority, organized and existing pursuant to Chapter 452, Texas Transportation Code and DENTON COUNTY TRANSPORTATION AUTHORITY ("DCTA"), a regional transportation authority, organized and existing pursuant to Chapter 460 of the Texas Transportation Code, (DART and DCTA may hereinafter together be referred to as "the Parties") acting by and through their respective authorized representatives.

**WHEREAS**, DART presently owns the former Missouri-Kansas-Texas rail corridor from MP 742.42 in the City of Carrollton, Texas to MP 721.53 in the City of Denton, Texas (the "DART Corridor"); and

**WHEREAS**, DCTA is planning to design, build, maintain, and operate a passenger rail system between Trinity Mills Road in Carrollton [Mile Post ("MP") 742.42] and Denton, Texas (MP 721.53) on a portion of the DART Corridor, scheduled to open in December, 2010; and

**WHEREAS**, DART is constructing an extension of its existing Light Rail Transit system along a portion of the DART Corridor, from downtown Dallas to Frankford Road (MP 741.37) in Carrollton, Texas, also scheduled to open in December, 2010; and

**WHEREAS**, between the cities of Lake Dallas and Carrollton, Texas, the Dallas, Garland and Northeastern Railroad, Inc. ("DGNO") operates freight service, under a trackage rights agreement (the "DGNO Agreement") with DART; and

**WHEREAS**, the DGNO Agreement provides that, among other things, DGNO has the right and obligation to maintain and dispatch the DART Corridor; and

**WHEREAS**, DART is willing to transfer certain DART rights under the DGNO Agreement to DCTA, subject to DGNO and DCTA approval; and

**WHEREAS**, DART is willing to grant to DCTA access to and use of the DART Corridor for DCTA passenger rail service.

**NOW THEREFORE**, in consideration of the mutual agreements and covenants hereinafter contained and other consideration the receipt and sufficiency of which is hereby acknowledged, the Parties hereby agree as follows:

### 1. Grant of Easement

DART hereby grants a rail operating easement (the "Easement") to DCTA for the purpose of constructing, installing, maintaining and operating a modern passenger rail system (the "Permitted Improvements") on, over and across the DART Corridor, as

shown in Attachment "A", subject to the rights of DGNO as specified in the DGNO Agreement. The DART Corridor shall be comprised of the following segments: Segment A between MP 721.53 and MP 721.89; Segment B between MP 721.89 and 729.50; Segment C between MP 729.50 and MP 741.37; and Segment D between MP 741.37 and MP 742.42. The Easement includes:

1.01. The right to remove and dispose of existing track material (rails, ties, signals and other appurtenances), and to construct, erect and install the infrastructure (tracks, signals, station platforms, etc.) for the DCTA passenger rail system; and

1.02. The right to operate passenger trains; and

1.03. The right to maintain the passenger rail system.

1.04. The right to perform improvements necessary for the closure of Robertson Street in the City of Denton, which is currently located on the adjacent DART tract of land known as the "Wye," located in the A. Hill Survey, Denton County, Texas, connecting the Denton Branch with the Choctaw Subdivision, as described in whole or part by Deed dated June 10, 1878, from J. and Mary Elmore to the Denison and Pacific Railway, recorded in Volume 89, Page 389 of the Deed Records of Denton County, Texas, further located south of Robertson Street and north of Mill Street in the City of Denton.

## **2. Effective Date and Term.**

The effective date of this Agreement shall be the date on which this Agreement has been executed by both parties (the "Effective Date") and shall continue for a period of twenty (20) years beginning the Effective Date (the "Term"), unless sooner terminated by either party as provided herein. In the event DCTA exercises any of the Renewal Options pursuant to Section 18.01 and Section 18.02 hereof, the reference to "Term" shall mean and include the term of such renewal periods.

## **3. Consideration.**

The consideration for the granting of this Easement shall be:

(a) Payment by DCTA of a lump sum payment of SEVEN MILLION FIVE HUNDRED THOUSAND DOLLARS (\$7,500,000) to be deposited no later than five (5) business days after the Effective Date in a separate escrow account in the name of DCTA in a financial institution selected by DCTA which shall be due and payable to DART on the earlier of the sixtieth (60<sup>th</sup>) day after the Effective Date and two (2) business days following the date of execution of the Additional Agreement by both Parties, provided however that if the first payment is not made to DART within sixty (60) days after the Effective Date, DCTA and its contractors shall cease and desist all construction activities on the DART Corridor; and.



(b) Payment by DCTA to DART of a second lump sum payment of SEVEN MILLION FIVE HUNDRED THOUSAND DOLLARS (\$7,500,000), due and payable in 2011 on the anniversary of the Effective Date; and

(c) Annual payments of ONE HUNDRED FIFTY THOUSAND DOLLARS (\$150,000) per year for the years 2012, 2013, and 2014, with payments due on the Effective Date in those years; and

(d) Annual payments of ONE HUNDRED THOUSAND DOLLARS (\$100,000) beginning on the anniversary of the Effective Date in 2015 and continuing with payments due on the same date of each year throughout the remainder of the Term; and

(e) The performance by DCTA of each of the obligations undertaken by DCTA in this Agreement.

#### 4. Additional Agreement

The Parties intend to negotiate and enter into on or before June 1, 2010, an additional agreement related to the operation of DCTA's passenger rail service on the DART Corridor which may include, but not necessarily be limited to the following matters (the "Additional Agreement"): (i) the lease of DART owned or controlled RDC rail vehicles to DCTA, (ii) coordination of fare policies between DCTA and DART, and (iii) equitable compensation utilizing historical data collected through the first (1<sup>st</sup>) five (5) years of DCTA revenue operation for a determination of any financial impact resulting from the use by each Party's ridership on the other Party's passenger rail system, if any.

#### 5. Non-Exclusive Easement.

This Easement is non-exclusive and is subject to (a) any existing utility, drainage or communication facility located in, on, under, or upon the DART Corridor owned by DART, or any railroad, utility, or communication company, public or private; (b) all vested rights presently owned by any railroad, utility or communication company, located within the boundaries of the DART Corridor; and (c) any existing lease, easement or other interest in the DART Corridor granted by DART to any individual, corporation or other entity, public or private.

#### 6. Design, Construction, Operation and Maintenance.

DART's use of Segment D and adjoining property may include the use of electrically powered equipment. Notwithstanding DART's inclusion within its passenger rail system of measures designed to reduce stray current which may cause corrosion, **DCTA is hereby warned that such measures may not prevent electrical current being present in proximity to the Permitted Improvements and that such presence could**

**produce corrosive effects to the Permitted Improvements.**

6.01. All design, construction, reconstruction, replacement, removal, operation and maintenance of the Permitted Improvements on Segment D shall be done in accordance with standard railroad design standards and practices (at a minimum FRA Class 3) and in such a manner so as not to unreasonably interfere in any way with the operations of DART. In particular, cathodic protection or other stray current corrosion control measures of the Permitted Improvements as required shall be made a part of the design and construction of the Permitted Improvements on Segment D.

6.02. During the design phase and prior to commencing any construction on Segment D, a copy of the construction plans showing the exact location, type and depth of the construction, including any cathodic protection measures and any working area, shall be submitted to DART.

6.03. By acceptance of this Agreement, DCTA agrees to design, construct and maintain the Permitted Improvements in such a manner so as not to create a hazard to the use of the DART Corridor, and further agrees to pay any damages which may arise by reason of DCTA's use of the DART Corridor under this Agreement.

6.04. By acceptance of this Agreement, DCTA covenants and agrees to institute and maintain a reasonable testing program within Segment D to determine whether or not additional cathodic protection of its Permitted Improvements is necessary and if it is or should become necessary, such protection shall be immediately instituted by DCTA at its sole cost and expense.

6.05. By acceptance of this Agreement, DCTA agrees to construct fencing, in a manner reasonably agreeable to DART, to separate the City of Denton's bicycle and pedestrian trail from all passenger and freight rail tracks.

**6.06. Absence of markers does not constitute a warranty by DART that there are no subsurface installations on the DART Corridor.**

## **7. Property Management**

7.1 DART agrees to assign to DCTA, and DCTA agrees to accept, certain DART rights and obligations under the DGNO Agreement, as reflected in Attachment B, entitled "Partial Assignment of DGNO Trackage Rights Agreement". DART understands that, in exercising its assigned rights under the DGNO Agreement, DCTA intends to take construction, maintenance, and dispatch responsibilities from DGNO. DART does not transfer, and DCTA does not receive, any freight common carrier rights or obligations under the Assignment.

7.2 DCTA, DART, and DGNO may, by joint decision, negotiate and execute a new Trackage Rights Agreement that details the rights, duties, and responsibilities of the three parties.

7.3 All grade crossing agreements, both public and private, and both documented and undocumented, and all agreements for roadways or pedestrian access within Segments A, B and C are hereby assigned to DCTA. DCTA shall notify the FRA, with a copy to DART, of its assumption of control of the grade crossings. DART must approve, in writing, any new grade crossing agreements.

7.4 DART retains all industrial and spur track agreements and all non-railroad agreements on the DART Corridor. During final design and construction, DCTA may request termination or amendment of existing agreements when non-railroad activities have an impact on the construction, maintenance, and/or operation of DCTA's passenger rail service and the Permitted Improvements. The approval or consent by DART for the termination or amendment of existing agreements shall not be unreasonably withheld, denied or delayed. DART agrees to cooperate and assist DCTA in utilizing and enforcing terms in existing non-railroad agreements that provide for relocation of non railroad facilities at the expense of the user when necessary for construction or relocation of railroad facilities. In the event that any such non-railroad relocation is not completed at user expense, DCTA will be responsible for any costs of relocation. Prior to execution of any future non-railroad agreements DART will coordinate with DCTA to insure that any such agreement will not unduly interfere with the then existing or future planned DCTA transportation services. DART will retain all income generated from agreements not assigned to DCTA. Any future non-railroad or other agreements approved by DART shall not unreasonably interfere with the Permitted Improvements and the existing and future transportation system within the Easement.

## **8. Governmental Approvals.**

DCTA, at its sole cost and expense, shall be responsible for and shall obtain and maintain any and all easements, permits, waivers or other approvals from any and all governmental agencies, federal, state or local, required to conduct any DCTA activity permitted herein within the Easement. DART shall cooperate and shall not oppose, hinder or impede DCTA in obtaining the necessary easements, permits, waivers or other governmental approvals required for the DCTA rail passenger service .

## **9. Duty of Care in Construction.**

DCTA or its contractor shall use reasonable care during the construction period and thereafter, to avoid damaging any existing buildings, equipment and vegetation on or within the DART Corridor and any adjacent property owned by or under the control of DART, both parties recognizing that the DCTA project will involve substantial construction activities on and within the DART Corridor. If the failure to use reasonable care by DCTA or its contractor causes damage to the DART Corridor or any adjacent property, DCTA and/or its contractor shall immediately replace the damaged item or repair the damage at no cost or expense to DART. If DCTA or its contractor fails or refuses to make or effect any such repair or replacement within a reasonable period of

time after written demand by DART, DART shall have the right, but not the obligation, to make or effect any such repair or replacement at the sole cost and expense of DCTA, which reasonable cost and expense DCTA agrees to pay to DART upon written demand.

## **10. Environmental Protection.**

10.01. DCTA shall not use or permit the use of the DART Corridor for any purpose that may be in violation of any local, state or federal laws pertaining to health or the environment, including but not limited to, the Comprehensive Environmental Response, Compensation and Liability Act ("CERCLA"), the Resource Conservation and Recovery Act ("RCRA"), the Clean Water Act ("CWA") and the Clean Air Act ("CAA").

10.02. DCTA warrants that its use of the DART Corridor will not result in the disposal or other release of any hazardous substance or solid waste on or to the DART Corridor, and that it will take all steps necessary to ensure that no such hazardous substance or solid waste will ever be discharged onto the DART Corridor by DCTA or its Contractors.

10.03. The terms "hazardous substance" and "release" shall have the meanings specified in CERCLA and the terms "solid waste" and "disposal" (or "disposed") shall have the meanings specified in the RCRA; PROVIDED, HOWEVER, that in the event either CERCLA or RCRA is amended so as to broaden the meaning of any term defined thereby, such broader meaning shall apply subsequent to the effective date of such amendment; and PROVIDED FURTHER, that to the extent that the laws of the State of Texas establish a meaning for "hazardous substance", "release", "solid waste", or "disposal", which is broader than that specified in either CERCLA or RCRA, such broader meaning shall apply.

**10.04. DCTA shall, to the extent allowed by Texas law, indemnify and hold DART harmless against all cost of environmental clean up to the DART Corridor resulting from DCTA's use of the DART Corridor under this Easement.**

## **11. Mechanic's Liens Not Permitted.**

DCTA shall fully pay for all labor and materials used on and within the DART Corridor and will not permit or suffer any mechanic's or materialmen's liens of any nature to be affixed against the DART Corridor by reason of any work done or materials furnished to the DART Corridor at DCTA's instance or request.

## **12. Maintenance of Completed Improvements.**

The Permitted Improvements shall be maintained by DCTA in such a manner as to keep the DART Corridor in a good and safe condition with respect to DCTA's use. In

the event DCTA fails to maintain the DART Corridor as required herein, DART shall notify DCTA in writing of such specific occurrence. In the event DCTA shall not have remedied the failure within thirty (30) days from the date of such notice, DART shall have the right, but not the obligation to remedy such failure at the sole cost and expense of DCTA. In the event DART exercises its right to remedy DCTA's failure, DCTA agrees to immediately pay to DART all reasonable costs incurred by DART upon written demand thereof.

### **13. Compliance with Laws and Regulations.**

DCTA agrees to abide by and be governed by all laws, ordinances and regulations of any and all governmental entities having jurisdiction over DCTA and by regulations, policies and operating procedures established by the applicable regulating bodies, and DCTA agrees to the extent allowed under Texas Law indemnify and hold DART harmless from any failure to so abide and all actions resulting therefrom.

### **14. Indemnification.**

**14.01. DCTA SHALL, TO THE EXTENT ALLOWED UNDER TEXAS LAW, DEFEND, PROTECT, AND KEEP DART FOREVER HARMLESS AND INDEMNIFIED AGAINST AND FROM ANY PENALTY OR DAMAGE OR CHARGE IMPOSED FOR ANY VIOLATION OF ANY LAW, ORDINANCE, RULE OR REGULATION ARISING OUT OF THE USE OF THE DART CORRIDOR BY DCTA, ITS EMPLOYEES, OFFICERS, AGENTS, CONTRACTORS, OR ASSIGNS, OR THOSE HOLDING UNDER DCTA;**

**14.02. DCTA SHALL, TO THE EXTENT ALLOWED UNDER TEXAS LAW, AT ALL TIMES PROTECT, INDEMNIFY AND IT IS THE EXPRESS INTENTION OF THE PARTIES HERETO THAT DCTA HOLD DART HARMLESS AGAINST AND FROM ANY AND ALL LOSS, COST, DAMAGE OR EXPENSE, INCLUDING ATTORNEY'S FEES AND INCLUDING CLAIMS OF NEGLIGENCE, ARISING OUT OF OR FROM ANY ACCIDENT OR OTHER OCCURRENCE ON OR ABOUT SAID DART CORRIDOR RESULTING FROM USE OF THE DART CORRIDOR BY DCTA, ITS OFFICERS, EMPLOYEES, AGENTS, CUSTOMERS AND INVITEES;**

**14.03. DCTA SHALL, TO THE EXTENT ALLOWED UNDER TEXAS LAW, AT ALL TIMES PROTECT, INDEMNIFY AND HOLD DART HARMLESS AGAINST AND FROM ANY AND ALL LOSS, COST, DAMAGE OR EXPENSE, INCLUDING ATTORNEY'S FEES AND INCLUDING CLAIMS OF NEGLIGENCE, ARISING OUT OF ANY FAILURE OF DCTA, ITS EMPLOYEES, OFFICERS, AGENTS, CONTRACTORS OR ASSIGNS IN ANY RESPECT TO COMPLY WITH AND PERFORM ALL THE REQUIREMENTS AND PROVISIONS HEREOF.**

14.04. In the event that DCTA executes an agreement for operation of their passenger rail service, DCTA shall require the operator to indemnify DART to the same

extent as set forth in this Section 14 and shall require the operator to provide insurance reasonably satisfactory to DART and to list DART as an additional insured.

### **15. Assignment.**

Neither party shall assign this Agreement without the prior written consent of the other party. DCTA shall not permit another person or entity to use the Easement or grant any rights therein without the prior written consent of DART which DART is under no obligation to grant. Notwithstanding the foregoing, DART and DCTA shall agree to cooperate in the transfer and assignment of the Easement and the rights granted herein to a regional rail authority or similar governmental authority created by the Texas Legislature during the Term of this Agreement.

### **16. Methods of Termination Prior to Expiration of Term.**

This Agreement and the Easement created herein may be terminated prior to the expiration of the Term in any one or more of the following ways:

16.01. By written agreement of both parties; or

16.02. By either party, if the other party fails to perform a material obligation of this Agreement and such failure is not cured within sixty (60) days after written notice thereof; provided, however if such failure is not reasonably capable of being cured within such sixty (60) day period, the period to cure shall be extended for such reasonable periods that may be required under the circumstances so long as the breaching party is diligently prosecuting the cure of such failure to completion

### **17. Title to Improvements.**

At such time as this Agreement may be terminated or at the expiration of the Term (including any renewals thereof), all of the improvements and appurtenances owned by DCTA such as rail, track, signalization and buildings located within the DART Corridor (the "Improvements and Appurtenances") shall become the property of DART and shall remain in place.

### **18. Options at Expiration of Term**

DCTA shall notify DART in writing on or before the anniversary of the Effective Date in 2029 of its intentions regarding use of the DART Corridor after expiration of the initial twenty year Term. DCTA may in its sole discretion elect from the following:

18.01. Renewal. DCTA may renew the term of this Agreement for an additional term not to exceed twenty (20) years in length with DCTA paying the fair market rent of the DART Corridor the subject of the Easement, not including the value of the of DCTA

improvements both real and personal made to the DART Corridor, as determined by an appraisal prepared by an appraiser mutually selected by the Parties. However, In no case shall the rent exceed five (5) percent of the fair market value of the DART Corridor, the subject of the Easement, not including the DCTA improvements both real and personal made to the DART Corridor, escalated at an annual inflation rate not to exceed three percent (3%). In the event the Parties are unable to agree on an appraiser the Parties will each select an appraiser, who will then select a third appraiser to perform the appraisal. The parties shall split the cost of such appraisal.

18.02. Contract for Service. Subject to Chapter 460 Texas Transportation Code and other applicable law, DCTA may request that DART and DCTA negotiate in good faith to enter into a contract with DART, for DART to operate the DCTA passenger rail service on the DART Corridor, which would provide for mutually agreed reimbursement to DART of its cost of providing the agreed services. In such event the Term of this Agreement shall automatically renew for such period of negotiations. In the event DCTA and DART are unable to negotiate and enter into a contract for DART to operate the passenger rail service within ninety (90) days prior to the expiration of the then current Term, DCTA shall have the right to renew the term of this Agreement pursuant to the terms of Section 18.01 above.

18.03. Expiration. DCTA may allow the term of this Agreement to expire. Following expiration of the then current Term of this Agreement, or in the event this Agreement is terminated prior to the expiration of the then current term for any reason whatsoever except as a result of DART's failure to perform its obligations under this Agreement (assuming DCTA has not elected to renew the term of this Agreement), DART shall have the right, but not the obligation, subject to the conditions of this Section 18.03 and Federal, State and other applicable law, to operate passenger rail service (including DCTA passenger rail service) on the DART Corridor, including the right to charge such fares as are necessary for operation of same. In the event DART elects to operate passenger rail service on the DART Corridor pursuant to this Section 18.03, DART shall notify DCTA in writing of its election not later than six (6) months after receipt of DCTA's notification of its election to not extend the Term pursuant to this Section 18.03.

18.04. Purchase of Other DCTA Property. Excluding the Improvements and Appurtenances, which are addressed in Section 17 herein, subject to applicable laws, regulations, and other existing agreements related to the disposition of DCTA property, if DART makes the election to operate passenger rail service pursuant to Section 18.03, above, DART shall have the right, but not the obligation, to purchase from DCTA at a purchase price to be agreed upon by the Parties such of the DCTA rail-related facilities, real property and equipment, including rolling stock, whether or not located on the DART Corridor but used in DCTA's operation of passenger rail service on the DART Corridor, as DART determines, in its sole discretion, to be necessary for the operation of passenger rail service on the DART Corridor ("DCTA Rail Facilities"). The Parties shall, subject to the foregoing, execute any documents necessary for such conveyance and shall to the extent allowed by applicable law assign to DART any rights it may have that are necessary for DART to operate passenger rail service within DCTA's service area. DART's election to purchase any or all of the DCTA Rail Facilities pursuant to this

Section 18.04 must be exercised by delivery of a written notice to DCTA not later than six (6) months after receipt of DCTA's election made pursuant to Section 18.03, which notice must include a list identifying which of the DCTA Rail Facilities that DART desires to purchase. Any of the DCTA Rail Facilities not included in the notice required by this Section 18.04 may be disposed of by DCTA without further obligation to sell or convey such real or personal property to DART.

## 19. Miscellaneous.

19.01. Notice. When notice is permitted or required by this Agreement, it shall be in writing and shall be deemed delivered when delivered in person or when placed, postage prepaid, in the U.S. Mail, Certified, Return Receipt Requested, and addressed to the parties at the following addresses:

DART:                      Dallas Area Rapid Transit  
                                 1401 Pacific Avenue                      OR    P. O. Box 660163  
                                 Dallas, Texas 75202-7210                      Dallas, Texas 75266-7210  
                                 ATTN: Railroad Management

DCTA:                      Denton County Transportation Authority  
                                 1660 S. Stemmons, Suite 250  
                                 Lewisville, Texas, 75067

With copy to:

Peter G. Smith  
Nichols, Jackson, Dillard, Hager & Smith, L.L.P.  
1800 Lincoln Plaza  
500 North Akard  
Dallas, Texas 75201

Either party may from time to time designate another and different address for receipt of notice by giving written notice of such change of address.

19.02. Governing Law. This Agreement and Easement shall be construed under and in accordance the laws of the State of Texas.

19.03. Entirety and Amendments. This Agreement embodies the entire agreement between the parties and supersedes all prior agreements and understandings, if any, relating to the DART Corridor and the matters addressed herein, and may be amended or supplemented only by a written instrument executed by the party against whom enforcement is sought.



19.04. Parties Bound. This Agreement shall be binding upon and inure to the benefit of the executing parties and their respective successors and assigns.

19.05. Number and Gender. Words of any gender used in this Agreement shall be held and construed to include any other gender; and words in the singular shall include the plural and vice versa, unless the text clearly requires otherwise.

19.06. No Joint Enterprise. The parties do not intend that this Agreement be construed as finding that the parties have formed a joint enterprise. The purposes for which each party has entered into this Agreement are separate and distinct. It is not the intent of any of the parties that a joint enterprise relationship is being entered into and the parties hereto specifically disclaim such relationship. This Agreement does not constitute a joint enterprise, as there are no common pecuniary interests, no common purpose and no equal right of control among the parties hereto.

19.07. Exhibits. The exhibits attached to this Agreement are incorporated herein.

19.08. Recitals. The recitals to this Agreement are incorporated herein.

19.09. Counterparts. This Agreement may be executed in counterparts. Each of the counterparts shall be deemed an original instrument, but all of the counterparts shall constitute one and the same instrument.

19.10. Survival of Covenants. Any of the representations, warranties, covenants and obligations of the parties, as well as any rights and benefits of the parties, pertaining to a period of time following the termination of this Agreement shall survive termination.

EXECUTED by DART this 25<sup>th</sup> day of May, 2010.

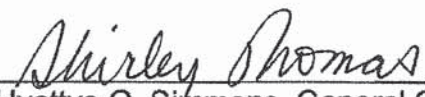
DART:

DALLAS AREA RAPID TRANSIT

BY:

  
GARY THOMAS  
President/Executive Director

Approved as to Form:

  
for Hyattye O. Simmons, General Counsel

EXECUTED by DCTA this 23rd day of April, 2010.

DCTA:

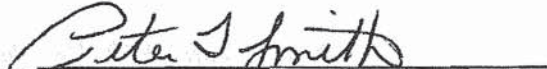
Denton County Transportation Authority

BY:

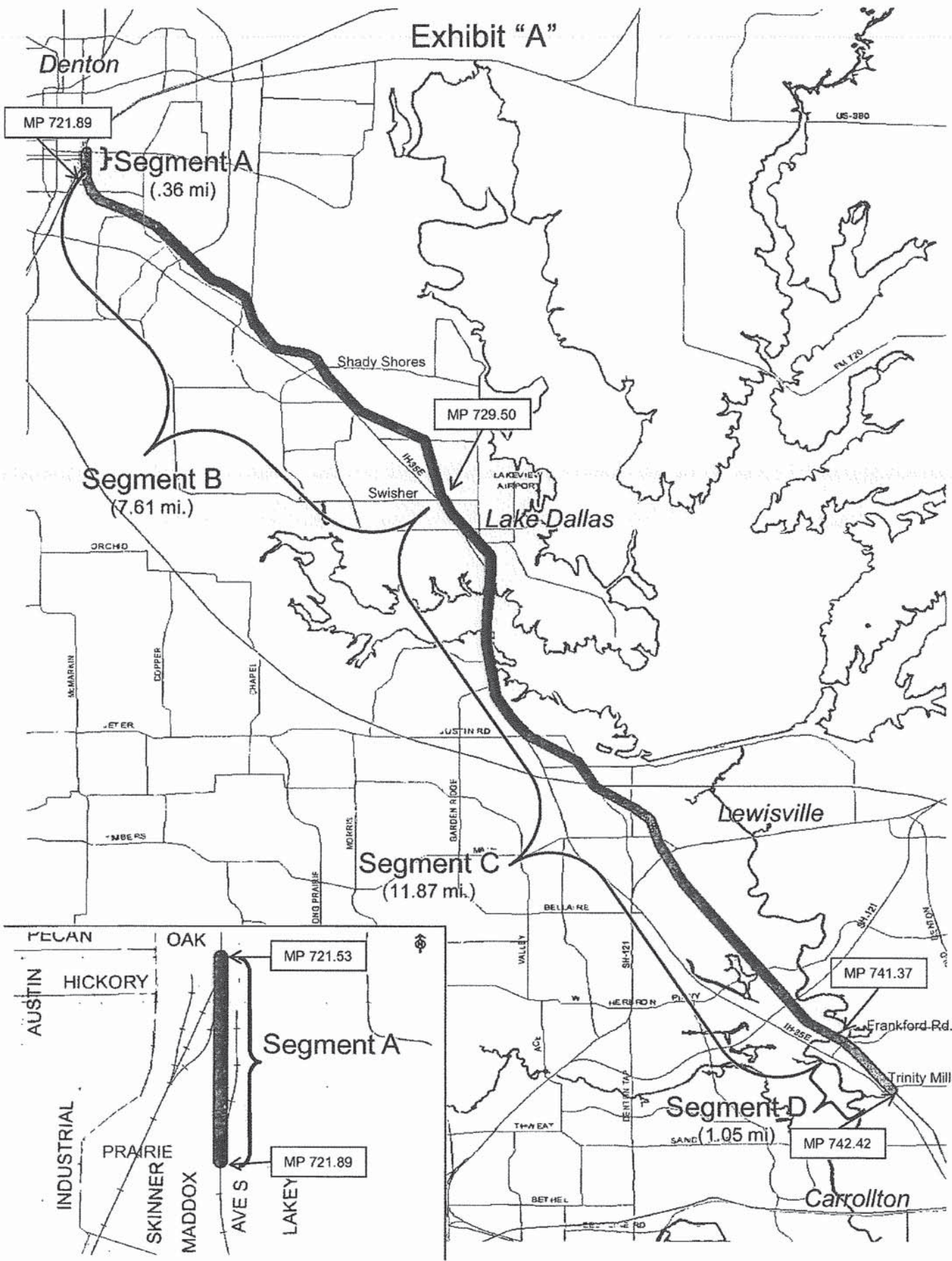


JAMES C. CLINE, JR., P.E.  
President

Approved as to Form:

  
Peter G. Smith, General Counsel

# Exhibit "A"



Denton

US-980

MP 721.89

Segment A  
(.36 mi)

Shady Shores

MP 729.50

Segment B  
(7.61 mi.)

I-35E

Swisher

LAKEVIEW AIRPORT

Lake Dallas

FM 720

ORCHARD

McMARKIN

JETER

CHAPEL

JUSTIN RD

Lewisville

Segment C  
(11.87 mi.)

MORRIS

GARDEN RIDGE

BELLAIRE

PECAN

OAK

MP 721.53

Segment A

AUSTIN

HICKORY

INDUSTRIAL

PRAIRIE

SKINNER

MADDOX

AVE S

LAKEY

MP 721.89

VALLEY

SH-121

MP 741.37

Frankford Rd.

Segment D

(1.05 mi)

MP 742.42

SH-121

I-35E

Trinity Mills

THWATT

BETHEL

Carrollton

Attachment "B"  
Partial Assignment of DGNO Trackage Rights Agreement

Under the "DGNO Agreement", a Trackage Rights Agreement ("TRA") dated January 29, 1999, between the Dallas, Garland & Northeastern Railroad, Inc. (DGNO), Dallas Area Rapid Transit (DART), Union Pacific Railroad Company (UPRR), and the Regional Rail Right-Of-Way Corporation (RRROW), transferred trackage rights of UPRR to DGNO, between Dallas and Frankford Road, Carrollton.

Under an Amendment to the TRA ("TRA Amendment"), dated January 1, 2003, effective June 28, 2001, DART, UPRR, RRROW and DGNO added additional trackage to DGNO's rights, which included the trackage between Frankford Road, Carrollton, and Lake Dallas.

The TRA and TRA Amendment grants DGNO the use of the trackage within the locations indicated above, to rail freight operations, and obligate DGNO to, among other duties to:

- perform dispatching of freight operations, whether DGNO or others granted freight rights
- construct, maintain (including mowing, debris removal, tree trimming, and grubbing), repair, and renew the freight trackage. The word "trackage" includes, without limitation, signals and signal systems, interlocking devices and plants, communications facilities, main line tracks, spur tracks, lead tracks, passing tracks, industry tracks, rights-of-way, station grounds, terminal facilities, yards, improvements, and other rail facilities necessary and useful for rail freight operations.

DART and Denton Country Transportation Authority ("DCTA") have entered into a Transportation Access Agreement And Easement ("Agreement") and the parties have agreed to assign/accept certain DGNO rights in the TRA and TRA Amendment. The TRA will be amended between the parties, and DCTA, to allow for the following DGNO obligations to be assigned to DCTA:

- dispatch from Frankford Road, Carrollton, to downtown Denton Texas.
- construction, maintenance and renewal of the trackage and rail corridor, from Frankford Road, Carrollton to downtown Denton, Texas, to include the signal systems.
- Construction, maintenance and renewal of the "freight portion section" of the trackage and rail corridor from just south of Trinity Mills Road, Carrollton, to Frankford Road, Carrollton. The DART Light Rail portion of this section of the corridor shall be maintained by DART. DART and DCTA shall coordinate the construction and operation of the signal system within this section. Circuit cutouts currently utilized at DGNO/DART shared crossings on other corridors, shall be used within this section.

## 2. Plano – Transit Village Veloweb Trail

### *1.07 Miles Regional Veloweb gap closure from DART Bush Turnpike Light Rail Station to Downtown Plano and the future Cotton Belt Commuter Rail Station*

#### Additional Project Description:

This project will provide an off-street shared-use path connection from the existing light rail station (Bush Turnpike Station) northward under the President George Bush Turnpike (PGBT) to residential and business areas around a future rail station at Cotton Belt rail line and an existing light rail station in Downtown Plano. The project will help alleviate vehicular congestion to the proposed and existing stations by providing a direct, safe route for biking and walking. This project provides access to rail by making a direct connection to a residential area, a light industrial area, and between one existing and one proposed light rail station.

The shared use path will connect major destinations including:

- The existing Bush Turnpike Station at the city limits of Plano and Richardson
- A transit-oriented development project in the city of Richardson (under construction) on the south side of Bush Turnpike Station
- Southeast Plano business area east of K Avenue
- Douglass Art Wall
- Existing neighborhoods along the path corridor, including residents of the Douglass and Vendome areas which are low income residential areas
- Employees of the Southeast Plano Business Alliance area, including:
  - Dallas North Industrial District
  - Palisades Business Park
  - 10<sup>th</sup> Street Business Park
  - Central Industrial Park
  - Malaby Addition

#### Project Scope:

This project will construct a portion of the Veloweb from the Bush Turnpike Station to 12<sup>th</sup> Place. The Veloweb will be 12 feet wide and be within the existing DART rail corridor, which is typically 100 feet wide. The project will primarily be located in the eastern side of the rail corridor.

#### Proposed Improvements:

- From the PGBT north to Plano Parkway the eastern side of the corridor contains railroad crossing arms, electrical and drainage infrastructure, slopes, fencing, tree/shrub lines, and turf.
- From Plano Parkway north to the rail section adjacent to the building at 920 J Place the eastern side of the corridor contains electrical and drainage infrastructure, slopes, fencing, tree/shrub lines, and turf.
- From adjacent to 920 J Place north to 10<sup>th</sup> street the eastern side of the corridor contains an open drainage channel.
- From 10<sup>th</sup> Street north to 12<sup>th</sup> Street the eastern side of the corridor contains electrical and drainage infrastructure, slopes, rail lines, fencing, tree/shrub lines, and turf.
- From 12<sup>th</sup> Street to 12<sup>th</sup> Place the project switches from the east side of the corridor to the west side. This side is open turf.

This shared-use path project includes mobilization, concrete trail, barrier free ramps, erosion control devices, temporary construction fencing and bollards. Earthwork and landscape components include excavation, preparing the right-of-way, removing existing concrete rip rap, sidewalk, curb and gutter, and asphalt. Other site work includes removal of trees under 12 inches in diameter, soil retention blankets, broadcast seeding and watering. It also includes structures such as rip rap, retaining walls, railing, concrete box culverts and pipes, manholes and inlets and wingwalls. Safety components include lighting, signing, markings and signals.

Other Locally Funded Projects

The proposed TIGER multimodal project improvements will provide a significant improvement to for active transportation accessibility to transit services in the area, and will be supported by other local infrastructure investment in the Downtown Plano area.

**Funded Projects with Bicycle and Pedestrian Facilities in Plano nearby**

Project	Completion Date	Cost	Description
<b>15<sup>th</sup> Street Reconstruction (under construction locally funded east of Sylvan)</b>	2016	\$3,900,000	Reconstruction of existing roadway from west of US 75 to Avenue G. The project will include relocation of utilities from the street side to the alley side, traffic congestion relief with lane straightening, installation of 8-ft wide sidewalks on the south side and 10-ft wide sidepath on the north side. The sidepath will link the existing Chisholm Trail (west of US 75) to the existing 15 <sup>th</sup> Street sidepath at Avenue G, thus providing a connection to the Downtown Plano DART station.

**Existing and Under Construction Development near the Downtown Plano DART Station  
(Accessible by the Proposed Transit Village Veloweb Trail)**



**Aerial view of Downtown Plano DART Station and adjacent mixed use development in Downtown Plano.**



**Street level view of Downtown Plano DART Station and adjacent mixed use development.**

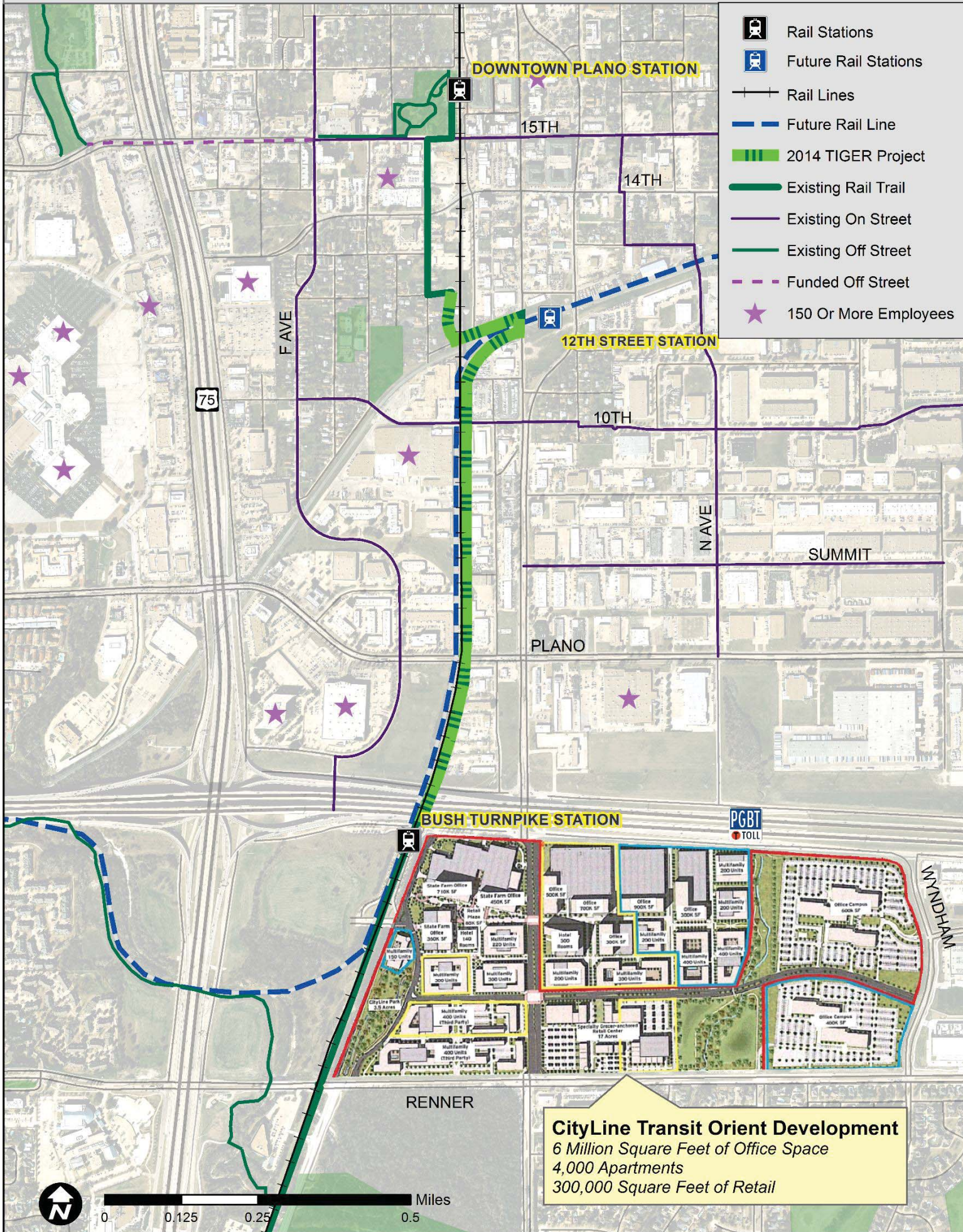


**Existing shared use (pedestrian/bicycle facilities) access to the Downtown Plano DART station.**

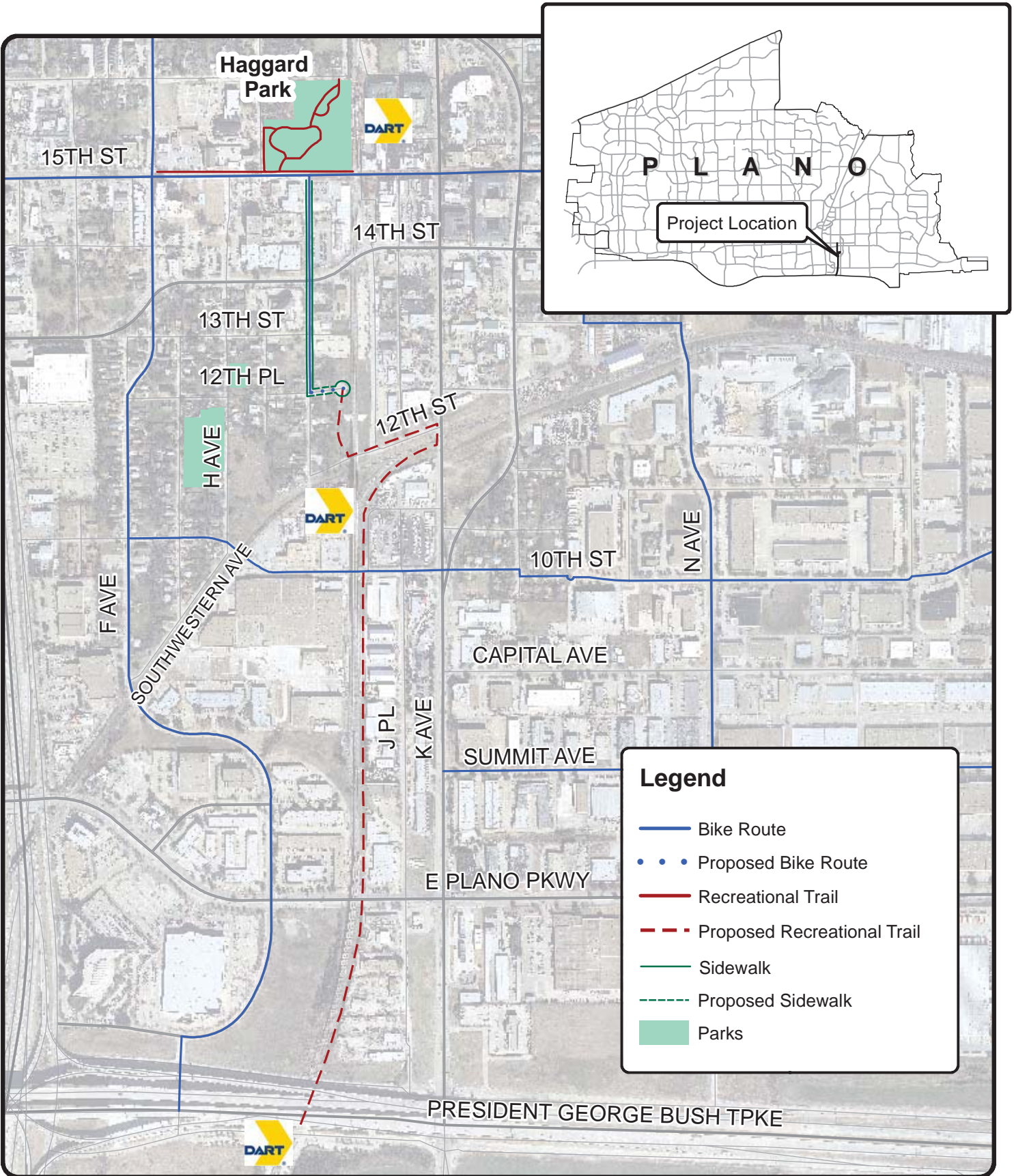


**Artist rendering of the Junction 15 mixed use development currently under construction near the Downtown Plano DART station which will have access to the proposed TIGER project.**

# #2 Plano Transit Village Veloweb Trail - 1.07 miles







**Legend**

- Bike Route
- Proposed Bike Route
- Recreational Trail
- - - Proposed Recreational Trail
- Sidewalk
- - - Proposed Sidewalk
- Parks

\* Overall Project View





Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, TX 75266-0163  
214/749-3278

April 2, 2014

Ms. Karla Weaver  
North Central Texas Council of Governments  
Transportation Department  
616 Six Flags Drive  
Arlington, Texas 76011

Subject: Plano Transit Village Veloweb (DART Rail Trail) DART right of entry/license agreement commitment letter

Dear Ms. Weaver:

Preliminary construction plans for the Plano Transit Village Veloweb (DART Rail Trail) project by the City of Plano are currently in the DART review process. Upon successful plan review, DART will determine and grant the correct type of access, either via right of entry or license agreement. This letter is to serve as a commitment that the type of access to be granted is under development and will be granted.

Sincerely,

A handwritten signature in black ink that reads "Cleo Grounds". The signature is written in a cursive, flowing style.

Cleo Grounds, SR/WA  
AVP, Real Estate  
Rail Program Development

Cg/cb

Cc: Renee Jordan, City of Plano  
RPDFR  
Real Estate File



**CityLine TOD Under Development Adjacent to the Bush DART Station  
(Accessible by the Proposed Transit Village Veloweb Trail)**



**Artist rendering of the CityLine TOD under construction adjacent to the Bush DART station. View from the DART station.**



**Artist rendering of the CityLine mixed use building under construction adjacent to the Bush DART station.**



**Artist rendering of the CityLine TOD Plaza area.**



**Artist rendering of the CityLine TOD Plaza area.**



**Artist rendering of the CityLine office building under construction adjacent to the Bush DART station.**



**Artist rendering of the CityLine mixed use building under construction adjacent to the Bush DART station.**

### 3. Dallas Trinity Skyline Veloweb Trail

*9 Miles Regional Veloweb gap closure from Downtown Dallas (Sylvan Avenue) to Denton Drive with access to the DART Bachman and Burbank Light Rail Stations*

#### Additional Project Area Background and Description:

The City of Dallas with over 1.2 million residents is located in Dallas County, the largest County in the DFW metropolitan area. In its efforts to reduce congestion, improve air quality, provide transportation options and improve quality of life, the City of Dallas is in various stages of implementing a combination of 16 miles of trails and supporting on-street facilities centered on downtown Dallas. These facilities form the spine of over 200 miles of trails identified in the Dallas Trail Network Plan. These on-street facilities and trails are located in the densest part of the city, which is currently experiencing rapid redevelopment through construction of mid- to high-rise buildings, bringing thousands of new residents and jobs to the core of Dallas.

TIGER funding will provide a critical nine-mile Trinity Skyline Veloweb Trail linkage to an existing segment of the Champion Trail in Irving, as well as access to the DART Bachman and Burbank Light Rail Stations on the northwest side of Dallas Love Field Airport.

One mile of the Trinity Skyline Veloweb Trail is completed southeast of IH 35E, with another six-mile extension to Sylvan Avenue currently under construction using \$6.4 million of City of Dallas bond funds. The proposed nine-mile trail extension will provide direct connections to downtown Dallas, the businesses and employment district in the IH 35E corridor, the Southwest Medical District, and employment districts in the area around Dallas Love Field Airport.

The Dallas Trinity Skyline Veloweb Trail when completed will be approximately 16 miles long and extend from the Santa Fe Trestle Trail, south of Downtown Dallas to Denton Drive where connections provide access to the DART Bachman Station and Burbank Station in northwest Dallas. The trail will connect to 'La Bajada', a chronically underserved Hispanic community in West Dallas that will directly benefit from the improved connectivity and access the Trinity Skyline Trail and other mentioned projects provide. Formerly separated from employment opportunities centered in Downtown Dallas this community will now have unprecedented bicycle and pedestrian connectivity across the Trinity River to Downtown Dallas and the rapidly expanding districts surrounding the central business district. The predominantly low-moderate income Hispanic neighborhoods immediately surrounding the Bachman Light Rail Station will benefit from improved access to transit facilities and regional employment centers in an area currently lacking in non-motorized transportation options.

Beginning at the Santa Fe Trestle Trail, a Trinity River trail crossing using a refurbished trestle bridge, the Trinity Skyline Veloweb Trail continues north with a recently completed one-mile section ending at IH 35E and 'The Bottoms' a historic African-American "Freedman's Town" neighborhood currently undergoing reinvestment. Access is provided over the levees, connecting to a community center within the neighborhood. Historically isolated due to natural and man-made barriers, this community is now connected to City and regional transit and bikeway networks. These new linkages create opportunities for residents in this area to access nearby employment and educational institutions.

Funding identified in the City of Dallas 2012 Bond Program will extend the trail along the existing maintenance roads, approximately six miles to Sylvan Avenue. This section of the Veloweb Trail will make a critical connection with the IH 30/Margaret McDermott Bridge and its associated bicycle

infrastructure. Included in TxDOT's Horseshoe Project, the reconstructed IH 30 bridge will provide separated bicycle and pedestrian facilities spanning the Trinity River, linking downtown Dallas to surrounding neighborhoods.

### Project Scope:

The Trinity Skyline Veloweb Trail from Sylvan Avenue to Denton Drive will be 16 feet wide and eight inches thick to accommodate the high level of expected users and to accommodate occasional levee maintenance and inspection vehicles. The trail will allow cyclists and pedestrians to access transit stations, employment centers and residential areas.

### Proposed Improvements:

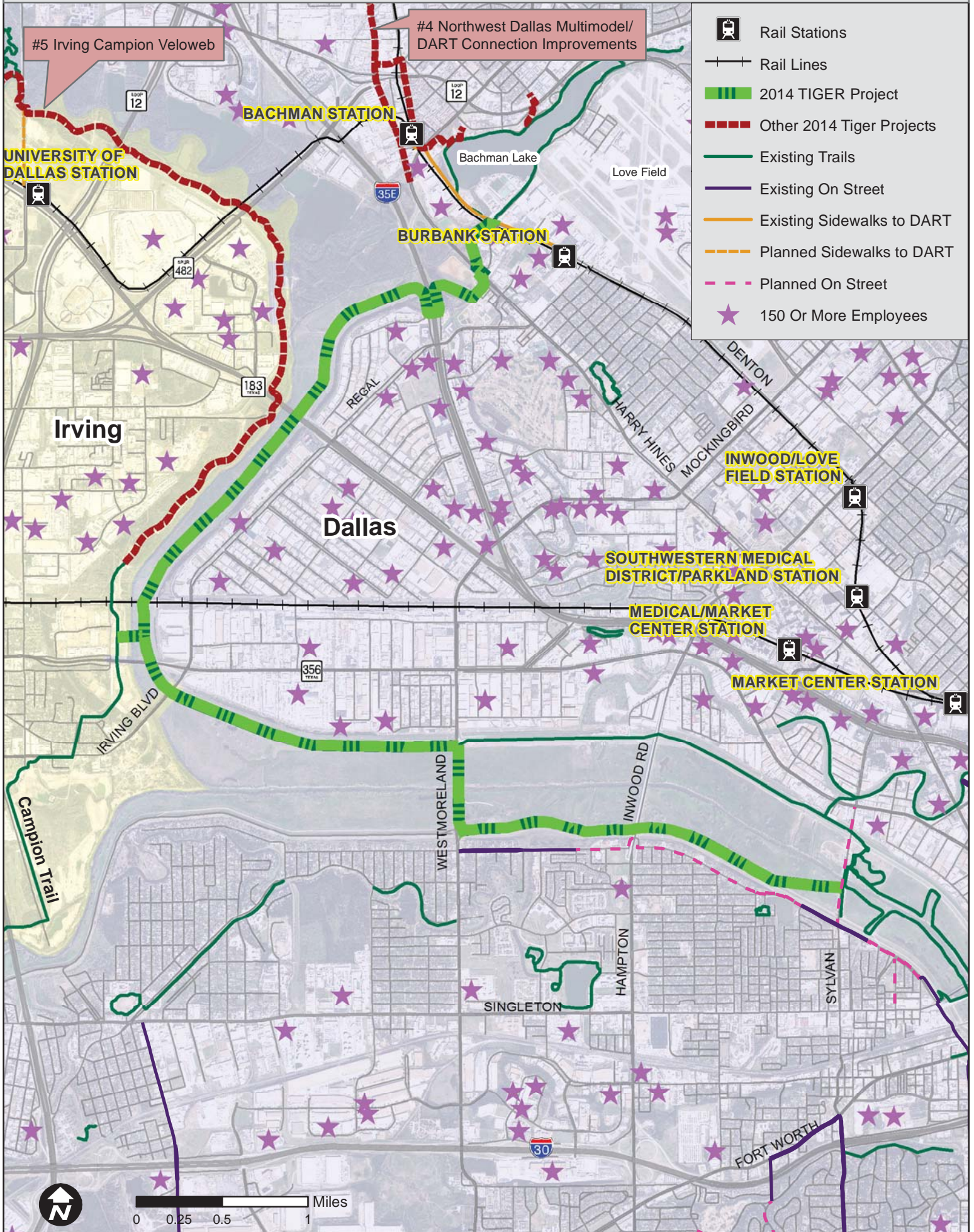
Beginning at Sylvan Avenue the nine-mile TIGER Dallas Trinity Skyline Trail segment will travel west approximately 2.25 miles, maintaining the same cross-section along the existing maintenance road at the base of the levee, to Westmoreland Road where it will utilize an existing bridge to cross the Trinity River. Westmoreland Road crosses the Trinity River Floodway on a bridge spanning from one levee to the levee on the opposite side. This trail will utilize the remaining low-water crossing previously used for Westmoreland Road before the roadway was rebuilt as a larger bridge spanning the entire floodway.

After crossing the Trinity River the Veloweb Trail will use the same route as the existing maintenance road on the north side of the Trinity River. Continuing west, approximately two miles along the maintenance road, the trail reaches the confluence of the Trinity River and Elm Fork near Irving Boulevard. At this point the trail will turn to the north following the maintenance road associated with the Elm Fork levees. As the trail approaches the bridge for the TRE commuter rail line, a bridge will be placed across the Elm Fork to connect to the City of Irving and their Campion Trail system. The proposed bridge, approximately 200 feet in length, will fully span the Elm Fork avoiding the placement of columns or other support structures in the river itself. Thus a low-water crossing will be provided while creating a negligible effect on water flow.

Following the Elm Fork levee, the trail continues seven miles to the north passing underneath State Highway (SH) 183 and IH 35E. After passing under IH 35E the Trinity Skyline Veloweb Trail exits the river corridor and levee system, following available rights-of-way to the existing trail and sidewalk system leading to the Bachman Light Rail Station.

Being located within the levees of the Trinity River and Elm Fork, the trail can be constructed expeditiously on top of the existing maintenance roads, therefore using previously disturbed areas and avoiding drainage channels and wetlands located within the levees.

# #3 Dallas Trinity Skyline Veloweb - 9 miles



#5 Irving Campion Veloweb

#4 Northwest Dallas Multimodal/DART Connection Improvements

- Rail Stations
- Rail Lines
- 2014 TIGER Project
- Other 2014 Tiger Projects
- Existing Trails
- Existing On Street
- Existing Sidewalks to DART
- Planned Sidewalks to DART
- Planned On Street
- 150 Or More Employees

UNIVERSITY OF DALLAS STATION

BACHMAN STATION

BURBANK STATION

INWOOD/LOVE FIELD STATION

SOUTHWESTERN MEDICAL DISTRICT/PARKLAND STATION

MEDICAL/MARKET CENTER STATION

MARKET CENTER STATION

Irving

Dallas

Campion Trail

0 0.25 0.5 1 Miles



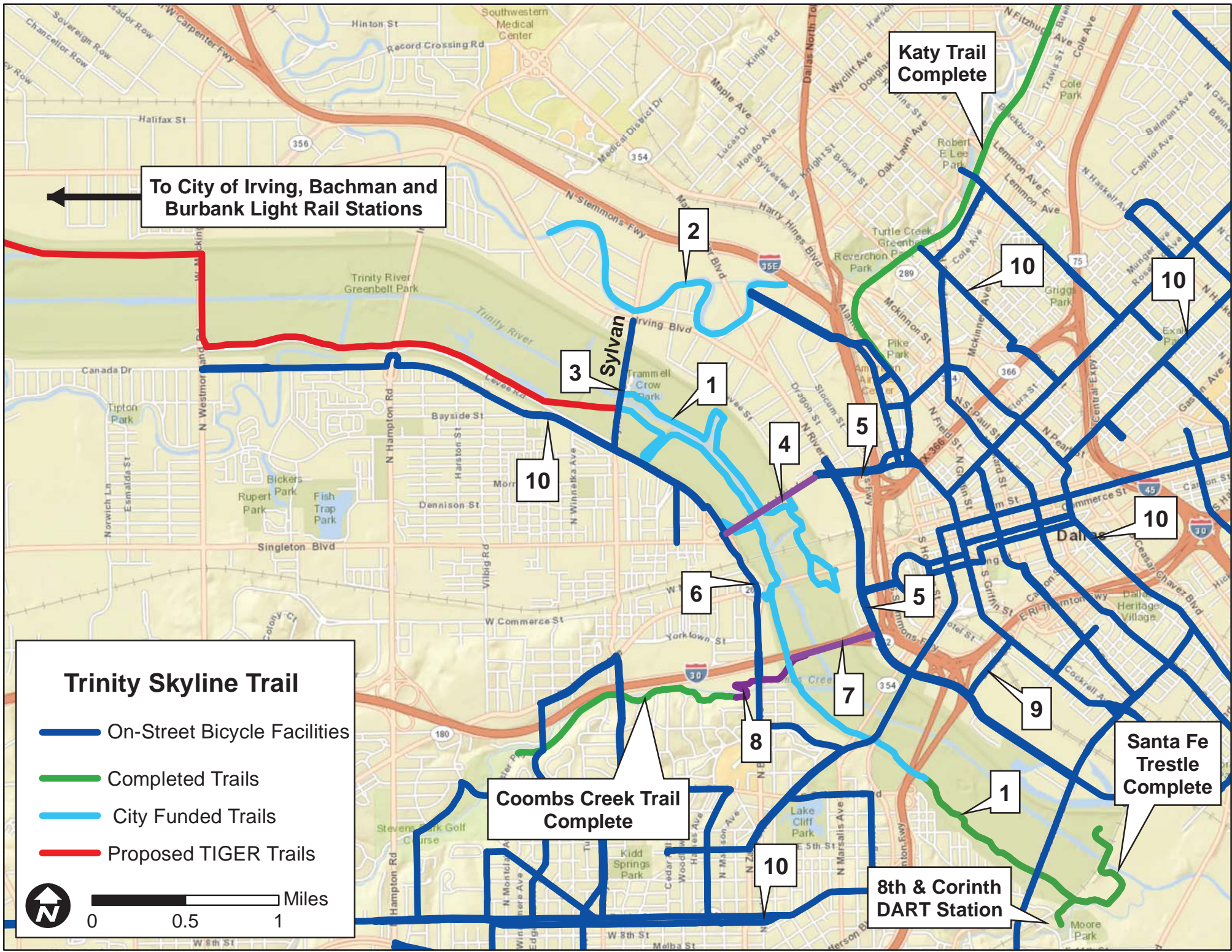
Other Locally Funded Projects

The proposed TIGER multimodal project improvements will provide a significant improvement to active transportation accessibility to transit services in the area, and will be supported by significant investment occurring with several other funded projects soon to be underway in this area. Several funded roadway projects in the vicinity include the addition of dedicated pedestrian and bicycle facilities.

**Funded Projects with Bicycle and Pedestrian Facilities in Greater Downtown Dallas**

Map Location	Project	Completion Date	Cost	Description
1	Skyline Trail (under construction locally funded east of Sylvan)	2017	\$6,400,000	Trail project along the Trinity River will serve as the central "spine" for bicycle and pedestrian infrastructure in the Downtown Dallas area with connections to neighboring cities. Initial phases are now under construction and when complete will be approximately 16 miles.
2	Trinity Strand Trail	2014	\$5,500,000	Trail project in Dallas' Design District that will connect a rapidly redeveloping neighborhood with the Trinity River corridor and downtown Dallas. The total length is approximately two miles.
3	Sylvan Ave. Bridge	2014	\$42,000,000	Bridge reconstruction project spanning the Trinity River with six travel lanes, dedicated bike lanes and wide sidewalks. The bridge includes a connection to the Skyline Trail and Trinity Strand Trail.
4	Continental Ave. Bridge and West Dallas Gateway	2014	\$10,600,000	Conversion of the Continental Avenue roadway bridge, spanning the Trinity River, into a bicycle and pedestrian space.
5	Continental/Riverfront Blvd	2016	\$42,500,000	Road reconstruction project to add wide sidewalks, landscaping, dedicated bicycle lanes and cycle tracks.
6	Beckley Ave.	2016	\$3,600,000	Road reconstruction project between the Continental Bridge and IH30 to correct outdated road geometries, and add improved sidewalks and dedicated bicycle lanes.
7	Margaret McDermott Bridge (IH30)	2017	\$115,000,000	IH30 bridge reconstruction as part of the overall Horseshoe Project to add additional travel lanes and dedicated bicycle/pedestrians bridges spanning the Trinity River.
8	Coombs Creek Trail	2017	\$5,300,000	Trail project to extend the completed Coombs Creek Trail and connect to funded bicycle lanes on Beckley and the IH30 bicycle/pedestrian bridges.
9	Cadiz Street	2015	\$4,900,000	Road reconstruction project to add wide sidewalks and dedicated bicycle lanes.
10	Central Dallas Dedicated Bicycle Facilities	2016	\$1,000,000	On-going implementation of the 2011 Dallas Bike Plan to add 60 miles of dedicated bicycle facilities in central Dallas.
		<b>Total</b>	<b>\$236,800,000</b>	





To City of Irving, Bachman and Burbank Light Rail Stations

Katy Trail Complete

Coombs Creek Trail Complete

Santa Fe Trestle Complete

8th & Corinth DART Station

**Trinity Skyline Trail**

- On-Street Bicycle Facilities
- Completed Trails
- City Funded Trails
- Proposed TIGER Trails

0 0.5 1 Miles

2

10

10

3

1

10

4

5

10

6

5

7

9

8

1

10

## Examples of Bicycle and Pedestrian Facilities in Greater Downtown Dallas



Section of the Trinity Skyline Veloweb Trail under construction south of the Sylvan Ave. bridge. The proposed TIGER project will extend the trail northward.



Section of the Trinity Skyline Veloweb Trail under construction (view from near the Sylvan Ave. bridge south towards Downtown Dallas).



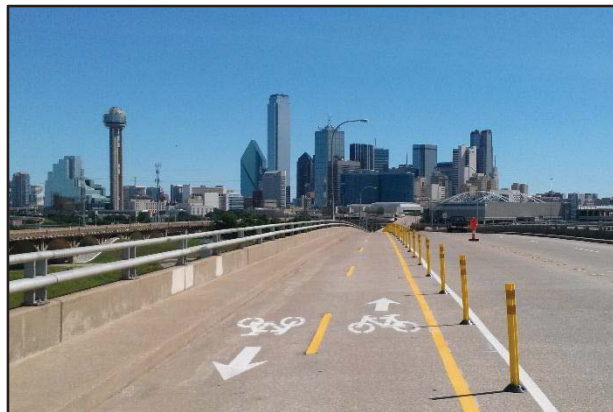
Completed section of the Trinity Skyline Veloweb Trail near Commerce St. (view north toward a railroad bridge and the Margaret Hunt Hill Bridge).



Completed section of the Trinity Skyline Veloweb Trail near the Santa Fe Trail (view north towards Downtown Dallas).



The Continental Bridge, a former vehicular bridge, is nearing completion as a dedicated pedestrian and bicycle facility and will provide access to Downtown from the Trail.



The Jefferson St. bridge cycle track, completed in 2013, is part of the 60 miles of dedicated bicycle facilities to be implemented in central Dallas by 2016.

## 4. Northwest Dallas Multimodal/DART Connection Improvements

*6.9 Miles of sidewalks, 0.55 miles of cycle track bicycle facilities, 0.6 miles of shared use paths, and grade separated bridge crossings providing access to the DART Bachman and Walnut Hill Denton Light Rail Stations*

### Additional Project Area Background:

The Northwest Dallas area is a major trade district with employment hubs located on both sides of IH 35E. The existing sidewalk continuity along various roadways in the area is fragmented making it difficult for pedestrians to safely travel between employment and transit facilities. Both IH 35E and Loop 12 (Northwest Highway) are major barriers for pedestrian and bicycle access to workplaces from the DART bus stops and rail stations in the area. To the east of IH 35E are the two DART light rail transit stations (DART Bachman Station and DART Walnut Hill/Denton Station). These stations provide excellent alternative transportation access into the area, but currently have limited bicycle and pedestrian facilities west of IH35 E. This lack of pedestrian and bicycle infrastructure also poses safety risks and way finding difficulties.

This multimodal project located in Northwest Dallas will improve pedestrian and bicycle access by adding and improving sidewalks, a cycle track, shared use paths, and grade separations along key streets. The existing pedestrian and bicycle infrastructure is either non-existent or in extremely poor condition for much of the project area and the physical condition of the existing facilities is not sufficient for safety or ADA accessibility.

### Project Scope

The project scope includes multimodal improvements in Northwest Dallas consisting of approximately 6.9 miles of sidewalk improvements, 0.55 miles of dedicated bicycle facilities (cycle track), 0.6 miles of shared use paths, and pedestrian/bicycle grade separation for both Denton Drive and Timberline Drive over Loop 12. These improvements will occur along several roadways including Walnut Hill Lane, Manana Drive, Harry Hines Boulevard, Denton Drive, Storey Lane, Timberline Road, and Webb Chapel Extension. Funding for this project will result in multimodal connectivity between existing DART bus stops as well as light rail stations on the Green and Orange Lines and employment centers within the Asian Trade District, a City of Dallas designated economic development opportunity area that will benefit from these improvements as the area transitions from distribution to a wholesale/retail trade area.

### Proposed Improvements

The proposed improvements have been grouped into three sections.

- Sidewalk Improvements - These improvements will establish key pedestrian routes to overcome existing barriers such as IH 35E. This project will improve sidewalk facilities and complete gaps in sidewalks along Manana Drive, Walnut Hill Lane, and Harry Hines Boulevard.

Currently on Manana Drive from Harry Hines Boulevard to Newkirk Street (1.7 miles) there are numerous gaps in sidewalks and the physical condition of the existing facilities is not sufficient for safety or Americans with Disability Act (ADA) accessibility. Of the portions with existing sidewalk, there is a significant amount of concrete that has settled or is uneven due to poor construction making the current path a hazard for pedestrians. Most of the existing sidewalk segments along Manana Drive need to be replaced due to their deteriorating condition, while the remaining sidewalk gaps need to be completed on both sides of the roadway.

The existing conditions along Walnut Hill Lane from Goodnight Lane to Harry Hines Boulevard (0.8 miles) include some wide gaps between existing sidewalks and portions of existing sidewalk that are not ADA accessible. Walnut Hill Lane is the most direct route to cross IH 35E for employees from the Walnut Hill DART Station to walk to their jobs if conditions allowed making a continuous pedestrian path even more crucial along Walnut Hill Lane.

The sidewalk improvements along Manana Drive and Walnut Hill Lane both include modifications to IH 35E to allow for the construction of sidewalks underneath the freeway overpasses to tie into the recently constructed sidewalks west of IH 35E on Newkirk Street, as well as the existing sidewalks along Goodnight Lane that currently connects to both Walnut Hill Lane and Manana Drive.

This project will also make pedestrian connections north to south along Harry Hines Boulevard where there are no existing sidewalks. These new sidewalks will provide access to employment centers along Harry Hines Boulevard and connectivity to the DART Bachman Station and Walnut Hill/Denton Station. The project will install over 1.6 miles of seven-foot wide sidewalks on both sides of Harry Hines Boulevard from Manana Drive to Webb Chapel Extension. These sidewalks will connect to the sidewalks being built under a separate project (from Manana Drive to Royal Lane) and recently completed sidewalks north of Royal Lane to IH 635.

- Denton Drive Complete Streets - A second part of this project in the Northwest Dallas area will create a complete street along Denton Drive from Webb Chapel Extension to Storey Lane by replacing/widening the deteriorating two-lane bridge over Loop 12 and building a dedicated cycle track and a separate seven-foot wide sidewalk on each side. Associated with the Denton Drive improvements will be sidewalk improvements along Storey Lane between Denton Drive and Harry Hines Boulevard (0.14 miles) to provide sidewalk continuity from the neighborhood to the east.
- Timberline Drive Pedestrian Bridge and Shared Use Path (Trail) Extension - An additional multimodal connection included with this project is a bicycle/pedestrian grade separation bridge over Loop 12 (Northwest Highway) at Timberline Drive (east of Denton Drive) and trail extension. Loop 12 (Northwest Highway) currently serves as a significant barrier for bicycle/pedestrian access from the neighborhood to the DART Bachman Station, and has significant safety concerns including recent pedestrian fatalities. This bicycle/pedestrian grade separation bridge will be connected with new 12-foot wide shared use path (trail) segments linking to an existing path at Bachman Lake with an additional linkage to the intersection of Denton Drive/ Webb Chapel Extension and the DART Bachman Station. These shared use path connections will also allow access to the proposed Dallas Trinity Skyline Veloweb Trail TIGER project at Denton Drive.

Other Locally Funded Projects

The proposed TIGER multimodal project improvements will provide a significant improvement to active transportation accessibility to transit services in the area, and will be supported by significant investment occurring with several other funded projects soon to be underway in this area. There is currently over \$37.2 million of related infrastructure projects with pedestrian and bicycle facilities in this area that will be completed in the next five years.

### Funded Projects with Bicycle and Pedestrian Facilities in NW Dallas (Supporting the Proposed TIGER Projects)

Map Location	Project	Completion Date	Cost	Description
1	Walnut Hill Ln Phase 1	2014	\$7,475,000	Connection from Elm Fork Athletic Complex to Goodnight Ln/Malibu Dr. Roadway widening with a 12-ft wide sidepath on the north side and a new sidewalk on the south side. Construction will begin in 2014.
2	Harry Hines Blvd Pedestrian Bridge and Sidewalks	2015	\$5,500,000	Sidewalk improvement project from Manana Dr will connect with a recently completed sidewalk north of Royal Ln. The project will include two new 7-ft wide sidewalks on both sides of Harry Hines Blvd and a pedestrian bridge north of Walnut Hill Ln.
3	Denton Dr. Phase 1	2016	\$13,000,000	Roadway will be reconstructed to a "complete street" from Royal Ln to Walnut Hill Ln. The roadway will be improved from two lanes to three lanes with a sidewalk on each side, and a 10-ft wide cycle track on the east side (at sidewalk level) adjacent to the elevated DART rail structure running parallel to Denton Dr. The project includes connecting sidewalk improvements between Harry Hines Blvd and Denton Dr along both Walnut Hill Ln and Royal Ln.
4	Northhaven Trail Phase 2C	2016	\$2,520,000	The project will construct a 2.4 mile shared use path with a in power transmission corridor from the DART Walnut Hill/Denton Dr Station eastward through residential neighborhoods to Royal lane Park. The next phase of this multi-phase project will link with the existing Northhaven Trail which connects with dense housing and commercial areas around US 75/ Royal Ln
5	Walnut Hill Ln Phase 2	2020	\$8,750,000	Extension of Walnut Hill Phase 1 project westward to Luna Rd. The project will include a new 4-lane divided roadway with a 12-ft wide sidepath on the north side and a new sidewalk on the south side.
		<b>Total</b>	<b>\$37,245,000</b>	

# #4 Northwest Dallas Multimodal/DART Connection Improvements - 8.05 miles



**TIGER VI: Northwest Dallas Multimodal Connectivity**



Examples of Bicycle and Pedestrian Facilities in the Northwest Dallas Multimodal/DART Connection Improvements Area



IH 35E overpass at Manana Dr



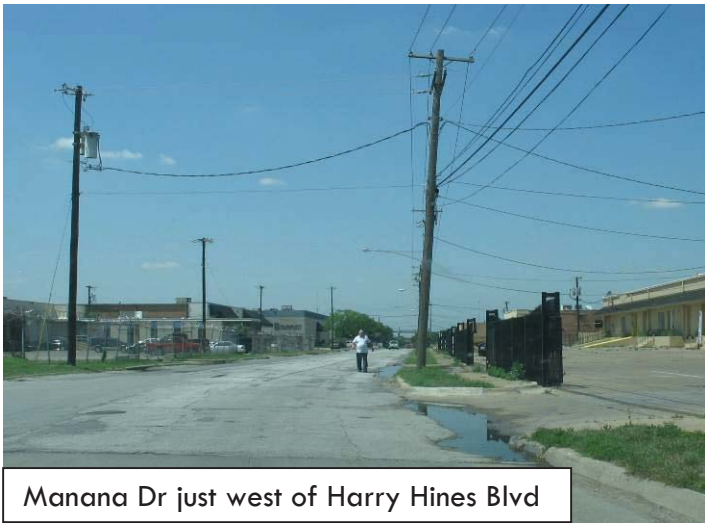
Walnut Hill Ln facing IH 35E bridge



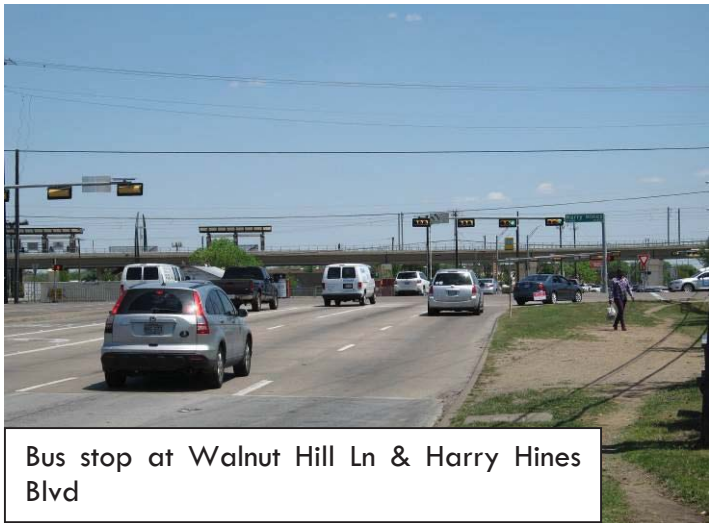
Sidewalk conditions on Manana Dr



Bus stop at Walnut Hill Ln & Harry Hines Blvd



Manana Dr just west of Harry Hines Blvd



Bus stop at Walnut Hill Ln & Harry Hines Blvd

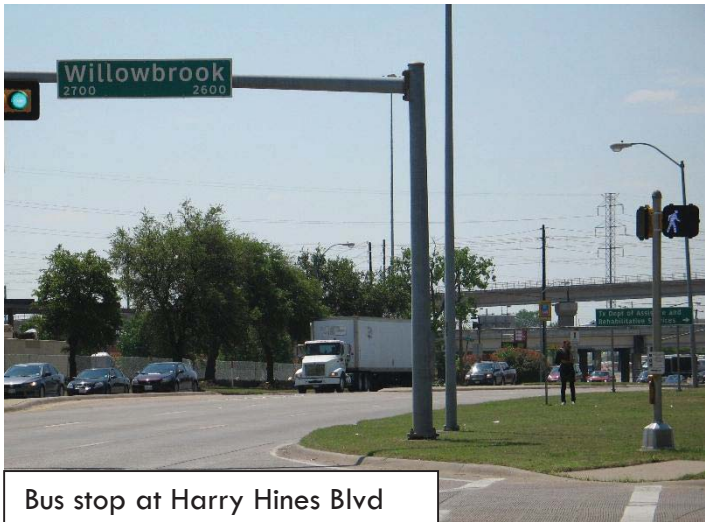




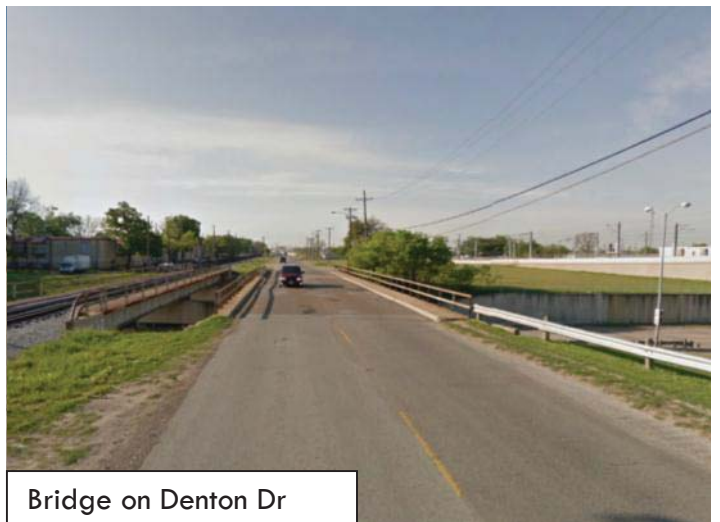
Harry Hines Blvd facing South



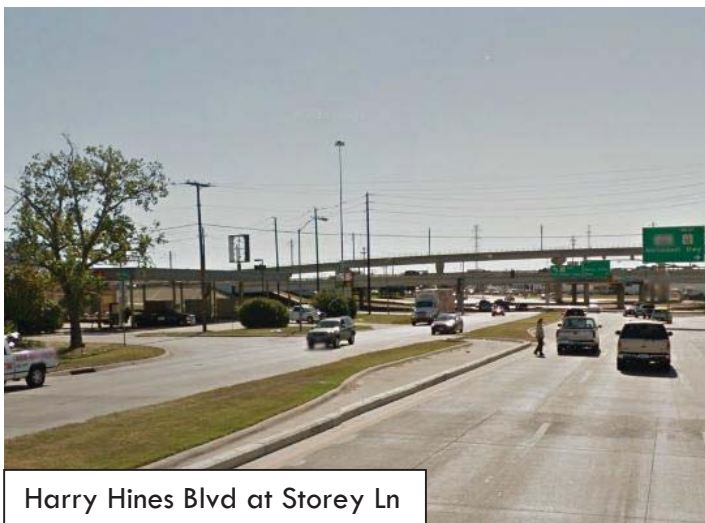
Facing north on Denton Dr at Community Dr



Bus stop at Harry Hines Blvd



Bridge on Denton Dr



Harry Hines Blvd at Storey Ln



Bridge on Denton Dr

## 5. Irving Campion Veloweb Trail

### *6 Miles Regional Veloweb gap closure from Colorado Drive to north of TRE Rail Line*

#### Additional Project Description:

The project will complete a six-mile section in the Regional Veloweb trail network along the Elm Fork branch of the Trinity River through Irving that when completed will provide connections between neighborhoods, regional employment centers, the University of Dallas campus, and the University of Dallas DART light rail station. The project will connect with 6.5 miles of existing paved trail in north Irving along the Elm Fork branch of the Trinity River. It will also connect with four miles of existing paved trail which incorporates both the West and Elm Forks; another three miles of trail is in the planning stages to be constructed by 2015. This segment will tie the southern section into the City of Grand Prairie Lone Star Trail system.

This trail system, when complete, will connect the city of Irving with the Cities of Coppell, Farmers Branch, Dallas, and Grand Prairie. The Irving Campion Veloweb trail planned for the Elm Fork of the Trinity River is part of the larger regional trail network called the Trinity Trails Network. The Trinity Trails includes a 120-mile route extending from southern Dallas County north to Lake Texoma. The massive planning effort for the corridor is led by the USACE and NCTCOG, with the support of nine cities and three counties along the trail corridor. The Trinity Trails Network will consist of a primary spine trail and numerous secondary trails extending along creeks and other greenbelts. Irving sits at the crossroads of the Trinity Trails Network and the West Fork of the Trinity River and when completed residents will be able to travel north to Dalhoma, west to Fort Worth and south to downtown Dallas.

The northern portion of the Campion Veloweb project will improve safety and allow access under several significant freeways including SH 183, SH 114, and Loop 12. It will also provide access to planned mixed-use development areas around those freeways in the Irving Urban Center which is a redevelopment, mixed-use area that at full completion will include approximately 9,500 housing units, 7.3 million square feet of office and over 500,000 square feet of retail. The existing trail extending north from the project has linkages with the DART light rail stations at Las Colinas Urban Center and the Irving Convention Center which are major DFW regional employment, entertainment, convention, and housing destinations.

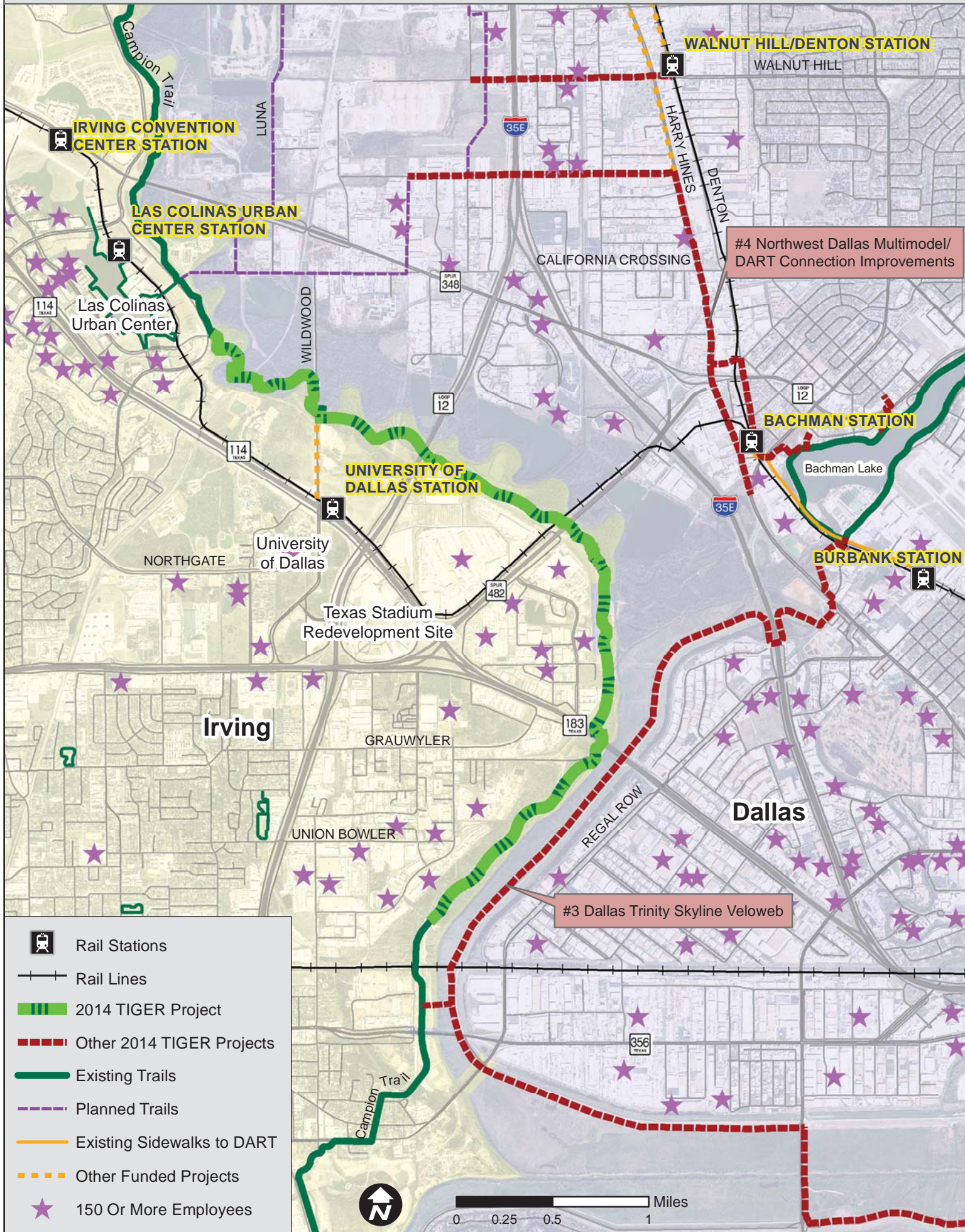
#### Project Scope

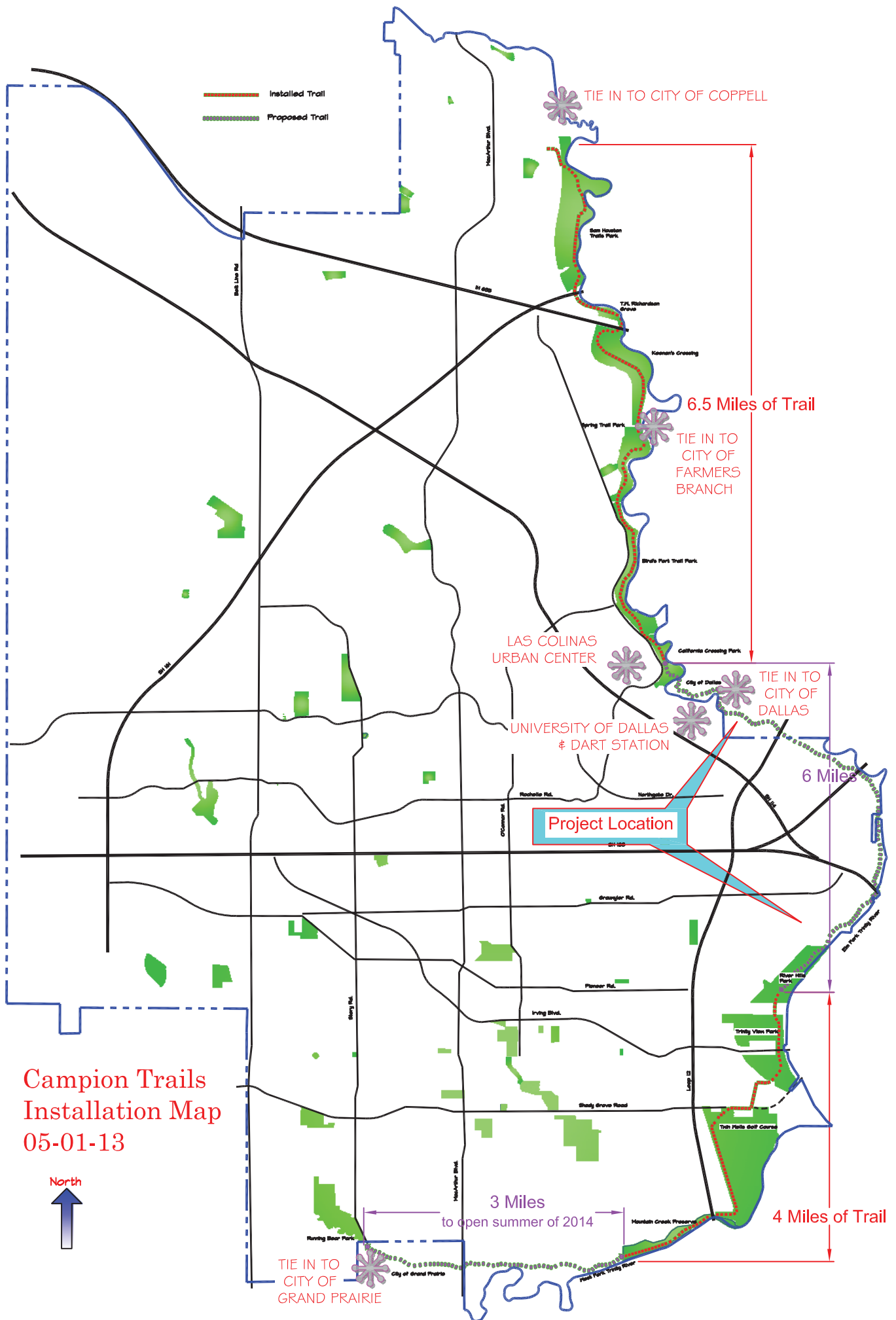
The Irving Campion Veloweb Trail from Colorado Drive to north of the TRE line will be 12 feet wide. On both the north and south ends, it would tie into existing sections of the Campion Veloweb.

#### Proposed Improvements

The project includes a concrete multi-use trail and rest stop slabs with furnishings. Low water crossings are provided in multiple locations, as well as river and channel crossings. The project includes mobilization, concrete trail, barrier free ramps, pedestrian bridge, erosion control devices, and pedestrian lighting. Earthwork and landscape components include excavation, clearing and grubbing, and installation of native drought resistant grasses and trees. To minimize impacts to jurisdictional waters, a portion of the Veloweb will be construction on a boardwalk using a helical pier system.

# #5 Irving Campion Veloweb Trail - 6 miles





— Installed Trail  
 - - - Proposed Trail

TIE IN TO CITY OF COPPELL

6.5 Miles of Trail

TIE IN TO CITY OF FARMERS BRANCH

LAS COLINAS URBAN CENTER

UNIVERSITY OF DALLAS & DART STATION

Project Location

TIE IN TO CITY OF DALLAS

6 Miles

4 Miles of Trail

3 Miles to open summer of 2014

TIE IN TO CITY OF GRAND PRAIRIE

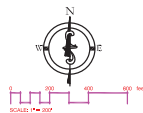
Campion Trails Installation Map  
 05-01-13





## TRAIL LAYOUT PLAN

Irving Parks and Recreation  
 Irving, Texas  
 April 2013



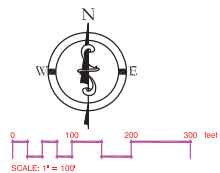
**L.B. Houston Trail**  
 6,600 LF OF TRAIL  
 2 RIVER CROSSINGS  
 2 LOW WATER CROSSINGS



# TRAIL LAYOUT PLAN

Irving Parks and Recreation  
Irving, Texas

MAY 2013



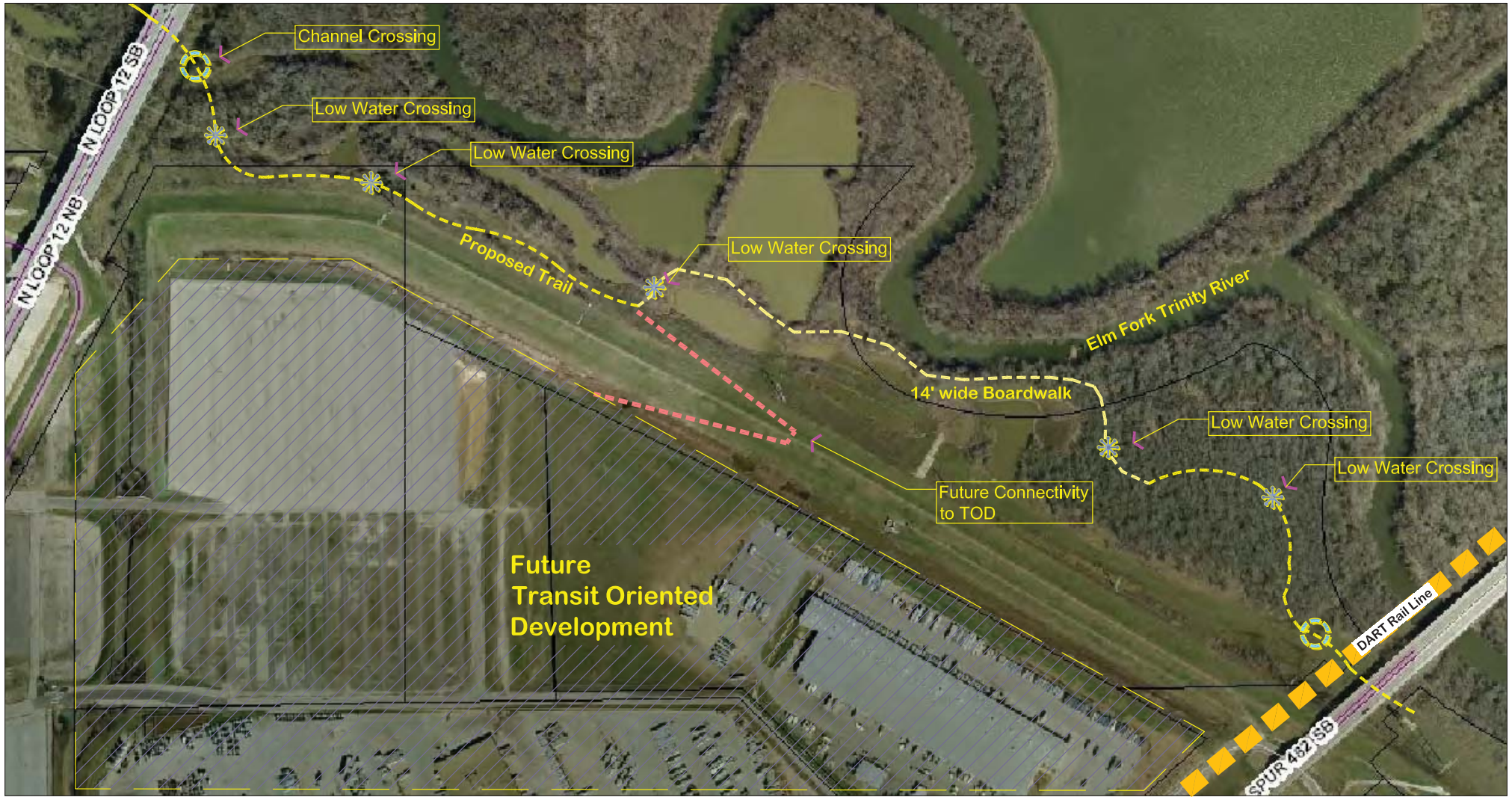
University of Dallas

4,800 LF OF TRAIL

2 CHANNEL CROSSING

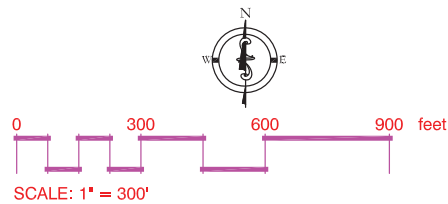
4 LOW WATER CROSSINGS

1 REST STOP

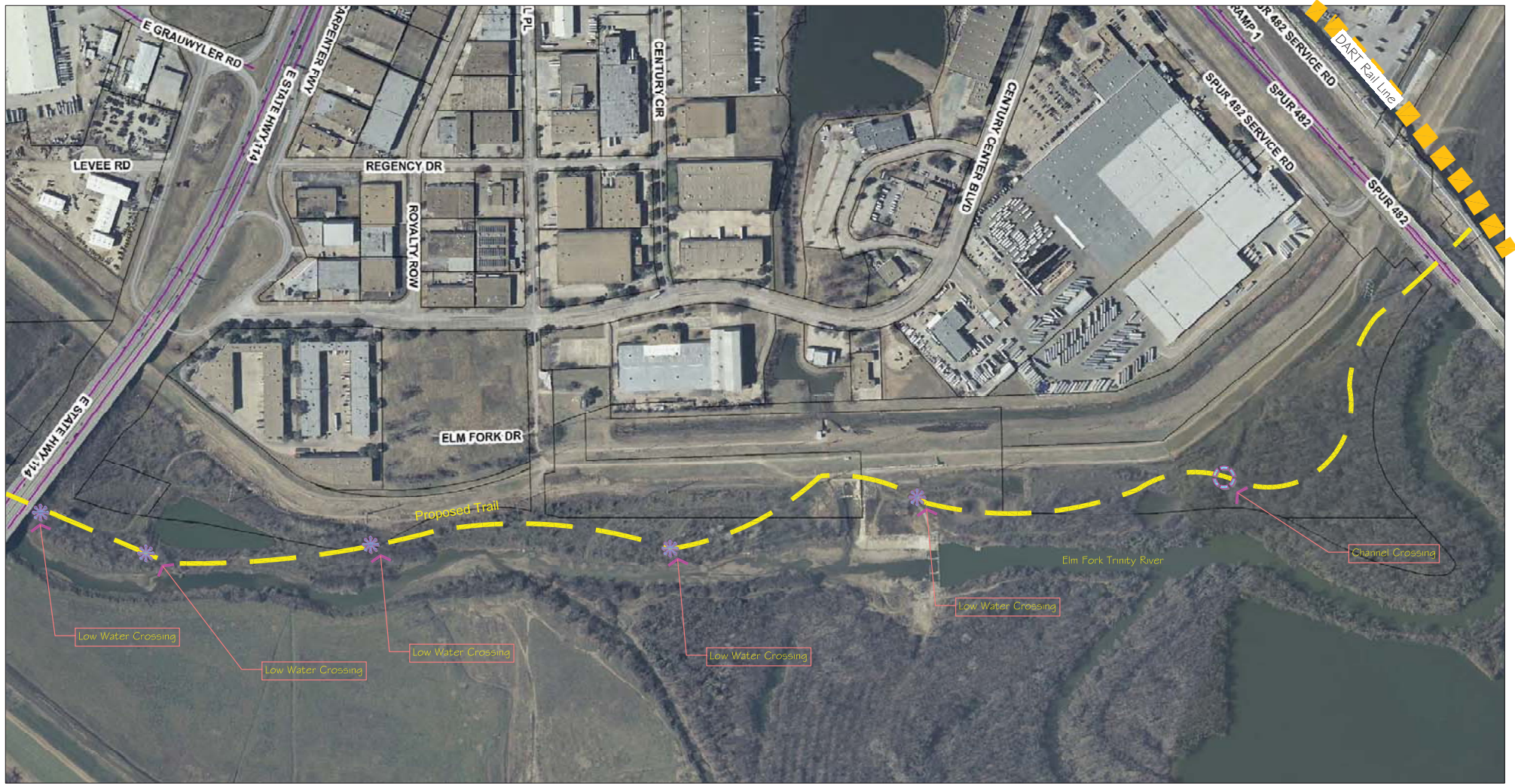


# TRAIL LAYOUT PLAN

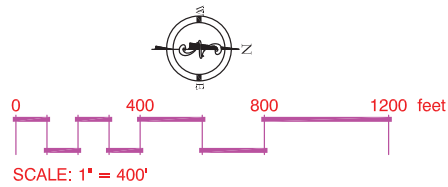
Irving Parks and Recreation  
 Irving, Texas  
 MAY 2013



**Texas Stadium Trail**  
 3,700 LF OF TRAIL  
 2,300 LF OF BOARDWALK  
 1 CHANNEL CROSSING  
 5 LOW WATER CROSSINGS

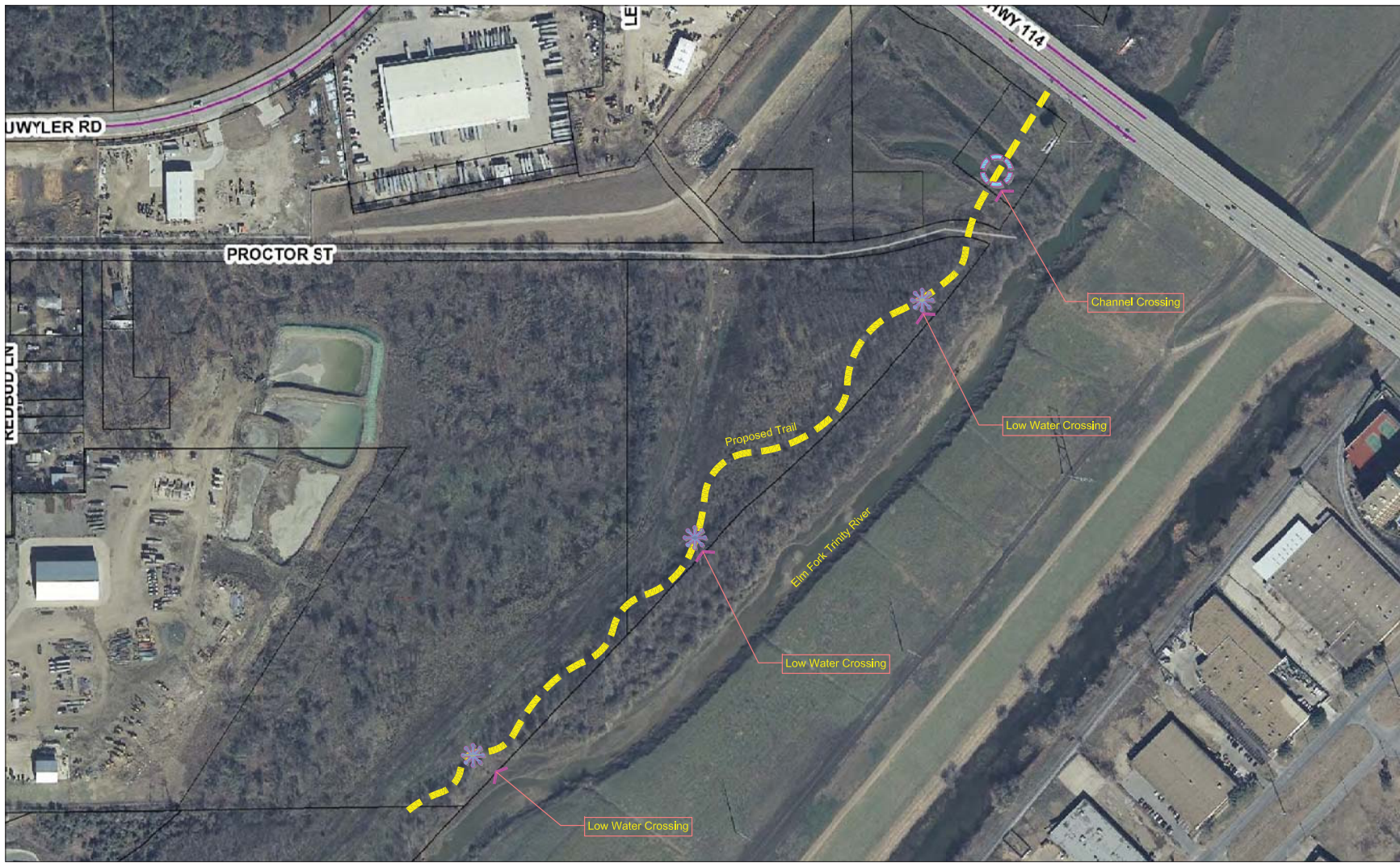


**TRAIL LAYOUT PLAN**  
 Irving Parks and Recreation  
 Irving, Texas  
 MAY 2013



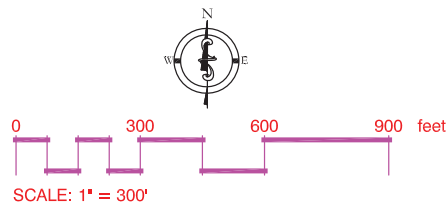
**Dr. Pepper Trail**  
 7,900 LF OF TRAIL  
 1 CHANNEL CROSSING  
 5 LOW WATER CROSSING





# TRAIL LAYOUT PLAN

Irving Parks and Recreation  
 Irving, Texas  
 MAY 2013



## Brookhollow Trail

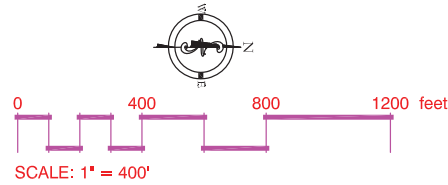
3,800 LF OF TRAIL  
 1 CHANNEL CROSSING  
 3 LOW WATER CROSSING



# TRAIL LAYOUT PLAN

Irving Parks and Recreation  
Irving, Texas

December 2006



River Hills Park  
4,800 LF OF TRAIL  
2 CHANNEL CROSSING  
2 LOW WATER CROSSING

## 6. TRE CentrePort Station Veloweb Trail

*3 Miles Regional Veloweb gap closure to CentrePort TRE Station from the River Legacy Trail in Arlington on the west and from Trinity Boulevard in Fort Worth on the east*

### Additional Project Area Background:

CentrePort/DFW Airport Station is a TRE commuter rail station located south of DFW International Airport. The CentrePort Station Veloweb Trail will complete a three-mile gap by providing bicycle and pedestrian connection to the CentrePort Station from four of the largest cities in the metropolitan area (Arlington, Fort Worth, Grand Prairie, and Irving) located in two counties (Tarrant and Dallas Counties). The Veloweb Trail will provide an active transportation connection to the rail station which is primarily accessed only by bus and passenger vehicles.

The TRE station serves the CentrePort Business Park, including the headquarters of American Airlines, housing, and employment areas. In addition, the area is served by three bus routes: the FWTA Route 30 CentrePort Circulator, DART Route 500 to DFW Airport Terminal A, and the MetroArlington Xpress (MAX) to Downtown Arlington and the University of Texas at Arlington. The business park employment center has over 30,000 employees and is composed of 8.5 million square feet of office, retail and industrial space with a total projected build-out of 14.2 million square feet. In addition, 2,000 multifamily units are currently located in the area, as well as a 300-room Marriott Hotel.

Centrally located for many mid-cities commuters, this station is a popular boarding station for trains to the employment centers in Dallas and the Dallas Mavericks/Dallas Stars games and events at American Airlines Center in Downtown Dallas. Commuters also use the station to access employment centers to the west in Fort Worth and Downtown Fort Worth. During 2013, the TRE carried over two million passengers with 273,994 using the CentrePort Station (about 7,500 boardings per day).

### Project Scope

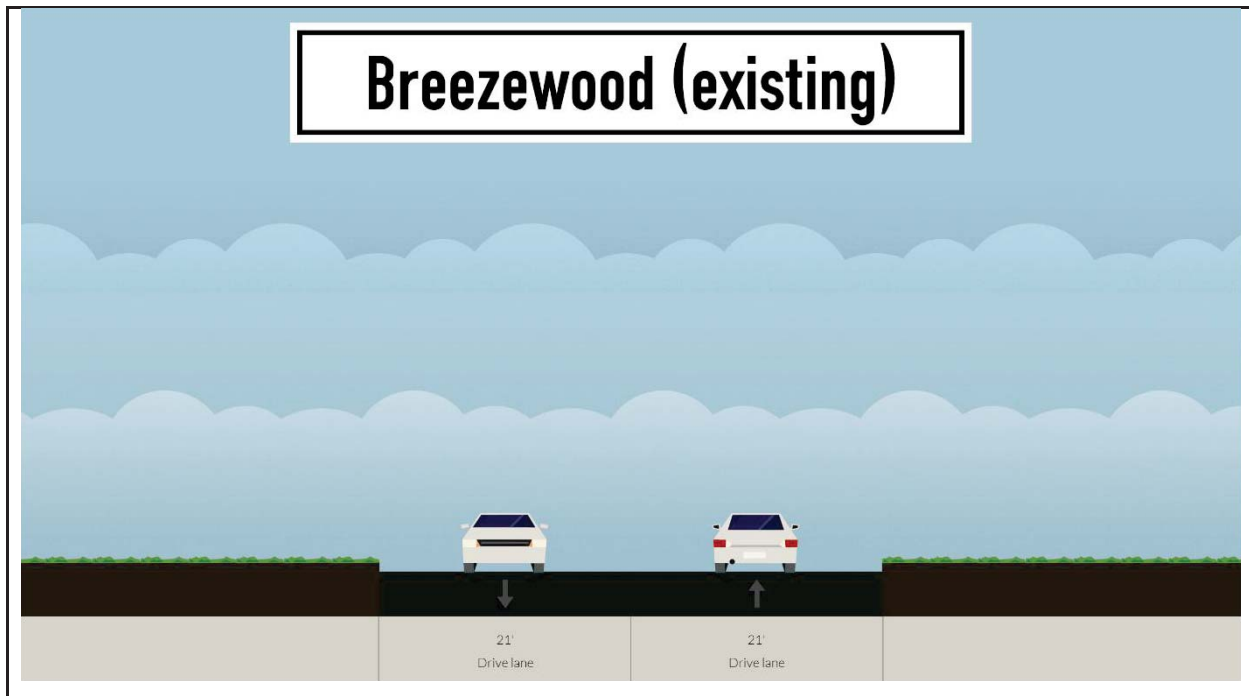
The project includes building a critical section of the regional Veloweb connecting Arlington and Grand Prairie. Though only three miles long, this trail traverses four cities and two counties and a major roadway facility (SH 360). This trail provides a key component of the regional path to build a trail from downtown Fort Worth to downtown Dallas and increase bicycle/pedestrian access to transit. This TIGER project will connect with a funded sidepath project in Grand Prairie along Trinity Boulevard and Roy Orr Boulevard south to an existing path at Mike Lewis Park near North Carrier Parkway. Once connected to the existing path in Grand Prairie, a continuous shared use path facility is provided by existing and funded segments eastward through Grand Prairie and southern Irving to the proposed TIGER projects in Irving and Dallas along the Trinity River corridor (Irving Campion Veloweb Trail and the Dallas Trinity Skyline Veloweb Trail).

### Proposed Improvements

The proposed improvement will construct a 12-foot wide shared use path. In the west, the trail would connect with the River Legacy Trail in Arlington and then traverse under the existing SH 360 bridge over the West Fork Trinity River, before continuing east to the CentrePort Station. The segment through Arlington will be constructed on publicly owned property, including a portion of SH 360 right-of-way, and an easement granted through the Viridian master planned residential community.

From CentrePort Station, the shared use path will continue eastward in TRE railroad right-of-way to Trinity Boulevard. An at-grade crossing of Trinity Boulevard will be provided north of the TRE rail line and the 12-foot wide facility will continue southward along Trinity Boulevard as a sidepath within the existing roadway right-of-way to the city limits with Grand Prairie (Dallas County line).

**City of Fort Worth Active Transportation Improvements in the CentrePort Area  
(Connecting to the CentrePort Station)**

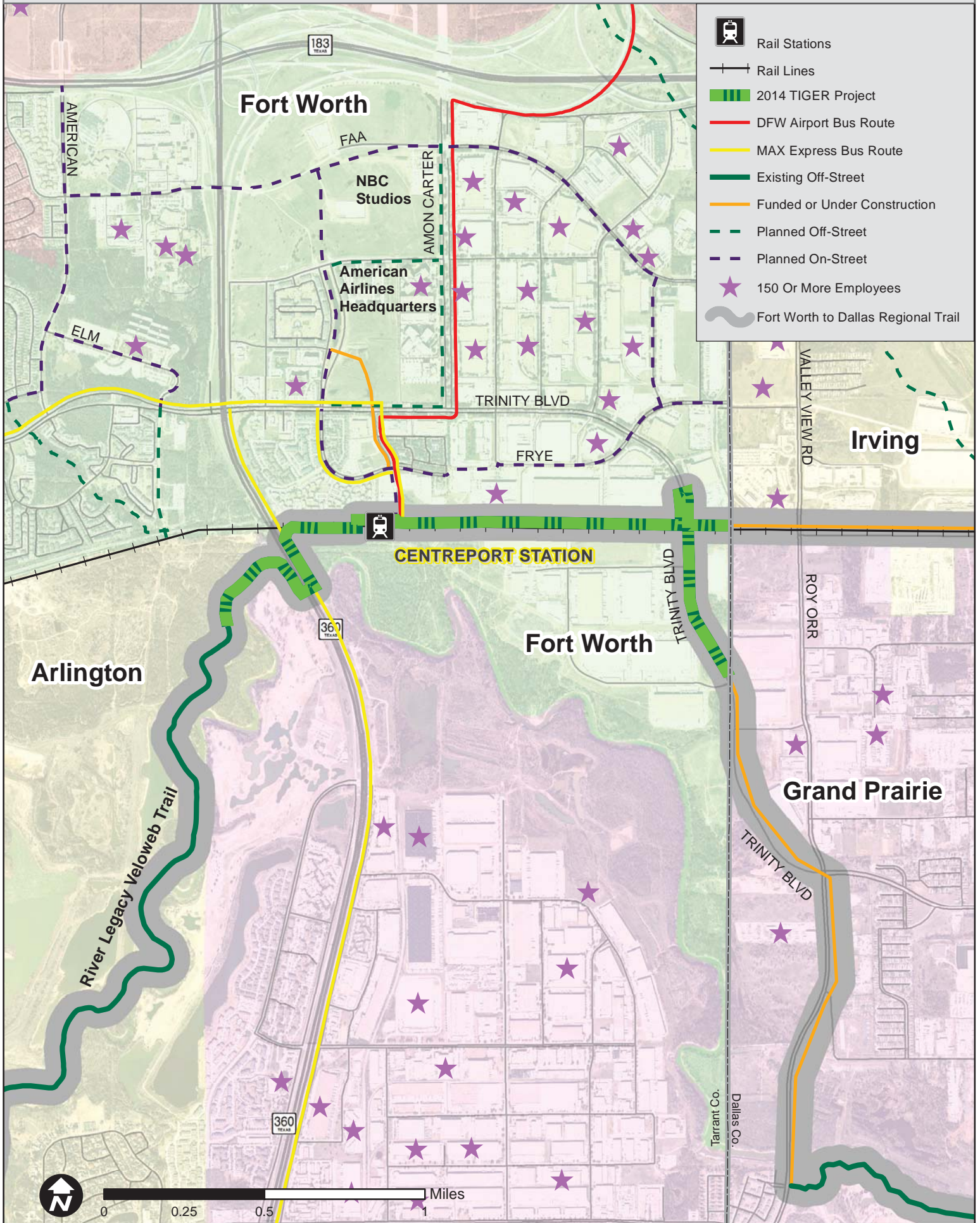


**Existing Breezewood Dr. street section north of Statler Blvd (north side of the TRE CentrePort Station).**

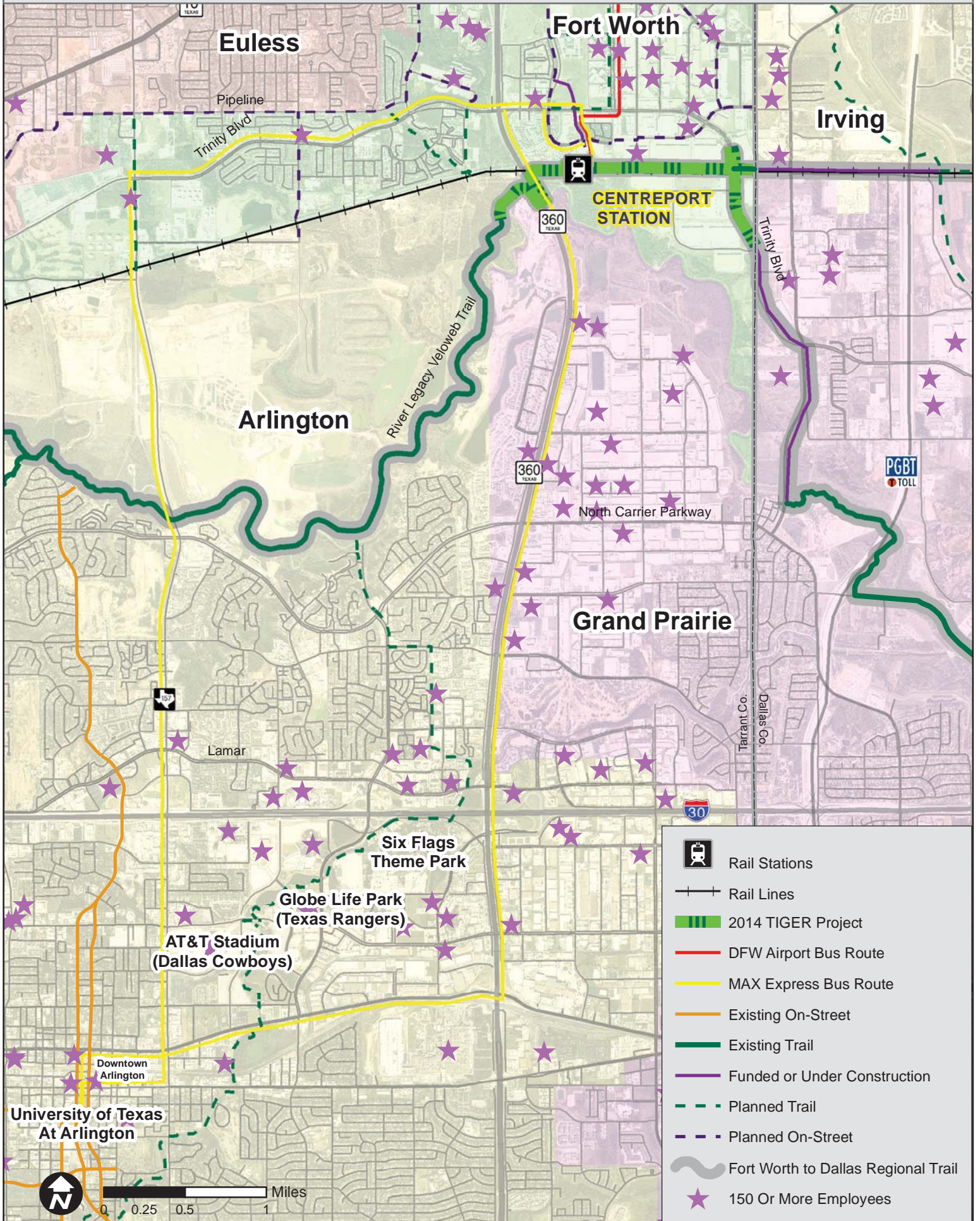














**Funded Breezewood Dr. street section improvements to include sidewalks and an on-street cycle track north of Statler Blvd, providing a connection to the north side of the TRE CentrePort Station.**

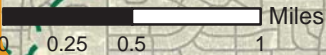
# #6 Trinity Railway Express (TRE) CentrePort Station Veloweb Trail - 3 miles (Zoomed In)



# #6 Trinity Railway Express (TRE) CentrePort Station Veloweb Trail - 3 Miles (Zoomed Out)



-  Rail Stations
-  Rail Lines
-  2014 TIGER Project
-  DFW Airport Bus Route
-  MAX Express Bus Route
-  Existing On-Street
-  Existing Trail
-  Funded or Under Construction
-  Planned Trail
-  Planned On-Street
-  Fort Worth to Dallas Regional Trail
-  150 Or More Employees



## 7. Fort Worth Trinity Lakes Regional Veloweb Trail

### *7.48 Miles Regional Veloweb gap closure from Handley Ederville Road to the River Legacy Trail near Trammel Davis Drive*

#### Additional Project Area Background and Description:

TIGER funding will complete a critical 7.48 mile gap in the regional Veloweb from Handley Ederville Road to Trammel Davis Drive and the River Legacy Veloweb Trail in Arlington. The Trinity Lakes Veloweb Trail extends through the Trinity Lakes mixed use development area of Fort Worth, which is currently under development east of IH 820 and south of the TRE.

Linkages to the Trinity Lakes Regional Veloweb Trail are planned throughout the Trinity Lakes development, include both on-street bicycle facilities and off-street shared use paths. These facilities will provide access to the Richland Hills TRE Station and the Hurst/Bell TRE Station, as well as eastern Fort Worth and adjacent communities. The project will complete a critical gap in the Fort Worth to Dallas regional trail that will link downtown Fort Worth to downtown Dallas.

At full build out the Trinity Lakes development area will include nearly 2.7 million square feet of commercial/multi-family mixed use development and 1,146 single family homes, accommodating nearly 4,900 jobs and 4,900 residents. The Trinity Lakes development includes the reinvention of Trinity Boulevard into an urban “complete street” boulevard, including pedestrian and bicycle facilities, in order to create a true walkable urban context for linkages with the existing TRE Stations. The Trinity Boulevard improvement project is funded by the developer and represents significant other investment in the area supporting active transportation and the Regional Veloweb Trail.

A Tax Increment Financing (TIF) strategy for the Trinity Lakes area will help fund infrastructure improvements, connect the existing city-wide trail and on-street bicycle facilities network, and allow the mixed use development to become the first TOD destination TRE station east of downtown Fort Worth. The Trinity Lakes area is subject to an adopted Form Based Code to govern appropriate urban mixed use development.

#### Project Scope

The proposed TIGER funded Trinity Lakes Regional Veloweb Trail will begin at Handley Ederville Road and travel eastward along the West Fork Trinity River passing under the existing IH 820 bridge over the river and enter the southern side of the urban center within the Trinity Lakes development. On the west end of the project, a shared use path is about to begin construction using local funds and will be completed in 2015 from Handley Ederville Road west to Woodhaven Boulevard. This will connect with the existing Trinity River trail system shared use path which extends west to downtown Fort Worth. The east end of the proposed Trinity Lakes Regional Veloweb Trail connection will link with another locally funded project (east of Greenbelt Drive) to connect with the River Legacy Veloweb Trail in Arlington. The River Legacy Veloweb Trail continues eastward as part of the Fort Worth to Dallas Regional Trail Corridor where it connects with the proposed TRE CentrePort Station Veloweb Trail (TIGER Project #6).



Proposed Improvements

The project scope includes a 12-foot wide shared use path. From Handley Ederville Road to the Trinity Lakes development the alignment generally follows the West Fork of the Trinity River and would be within the floodplain. Through the Trinity Lakes development, the path would be a combination of a sidepath within street right-of-way and shared use path independent from street right-of-way. West of the Trinity Lakes development, the shared use trail will follow along the east side of Precinct Line Road to just south of Trinity Boulevard where it will turn east to follow the floodplain of Walker Branch Creek and then parallel Trammel Davis Road to Greenbelt Drive. Through the Trinity Lakes development, the developer has granted right of access for all portions of the Trinity Lakes Regional Veloweb Trail not otherwise located within street right-of-way.

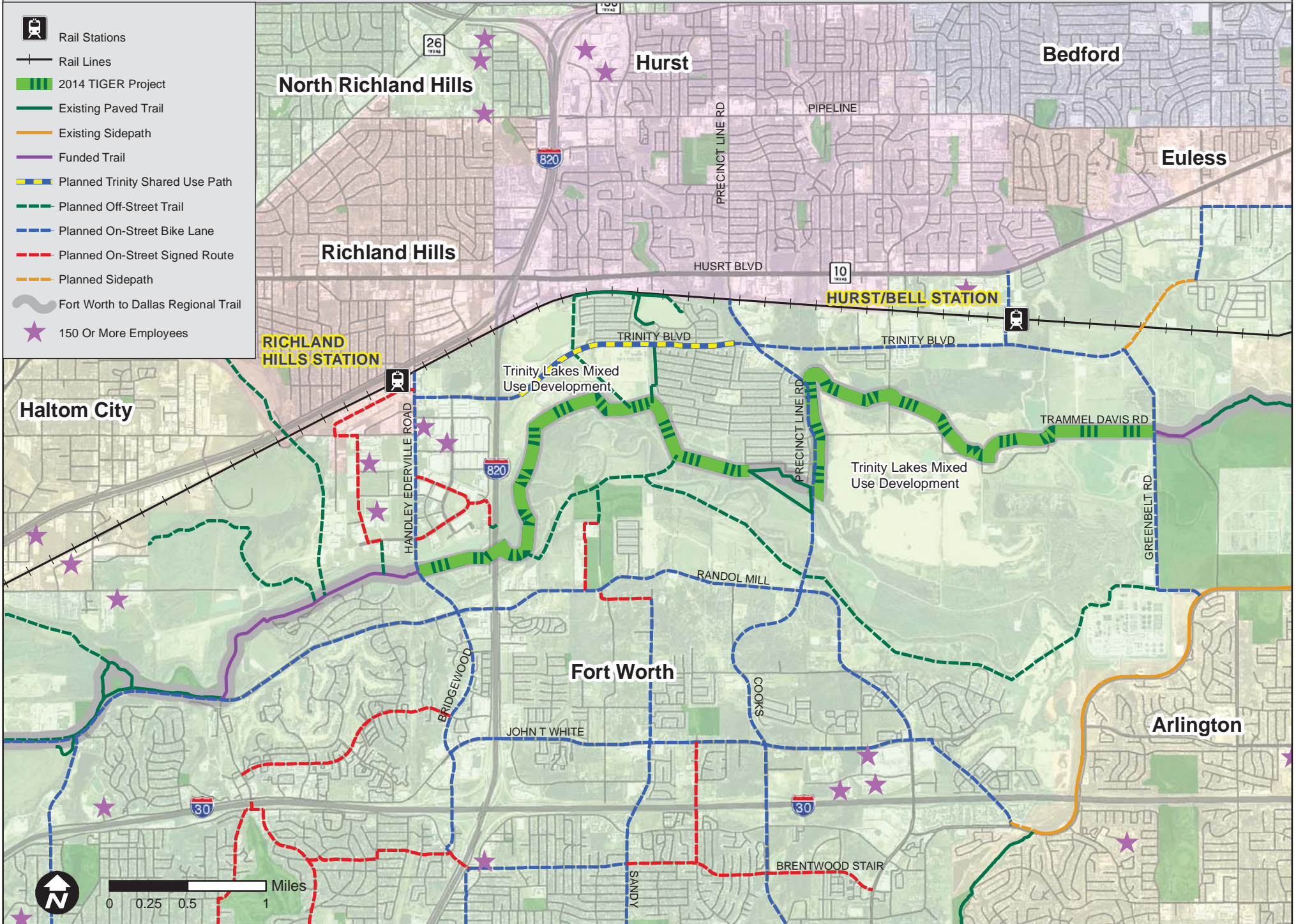
Other Locally Funded Projects

The proposed TIGER multimodal project improvements will provide a significant improvement to for active transportation accessibility in the area, and will be supported by significant investment occurring with several other funded projects soon to be underway in this area. There is currently \$6.5 million of related infrastructure projects with pedestrian and bicycle facilities in this area.

**Funded Projects with Bicycle and Pedestrian Facilities in Trinity Lakes Area**

Project	Completion Date	Cost	Description
<b>Oakland Blvd On-Street Bicycle Lane</b>	2015	\$630,950	Construct 2.5 mile on-street bike lane along Oakland Blvd from Rosedale St. to Randall Mill Rd.
<b>Trinity Blvd Sidepath</b>	2016	\$476,000	Sidepath along Trinity Blvd from IH 820 to Thames intersection to be constructed concurrently with developer funded complete street roadway project. Project length 1.5 miles
<b>Quanah Parker Regional Veloweb Trail Extension and connection to TRE Station</b>	2016	\$2,700,000	Shared use path along the West Fork of the Trinity River from Woodhaven Blvd to Handley Ederville Rd, a dedicated pedestrian/bicycle crossing adjacent Handley Ederville Road, and an on-street bike lane connection to the Richland Hills TRE Station.
<b>Randall Mill Rd Improvements</b>	2017	\$2,700,000	Construct intersection capacity and safety improvements, including rehabilitation of the existing roadway and widening of shoulders in 2014 Bond program
	<b>Total</b>	<b>\$6,506,950</b>	

# #7 Fort Worth - Trinity Lakes Regional Veloweb Trail - 7.48 miles



Rail Stations

Rail Lines

2014 TIGER Project

Existing Paved Trail

Existing Sidepath

Funded Trail

Planned Trinity Shared Use Path

Planned Off-Street Trail

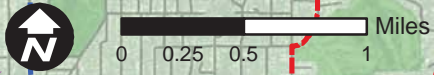
Planned On-Street Bike Lane

Planned On-Street Signed Route

Planned Sidepath

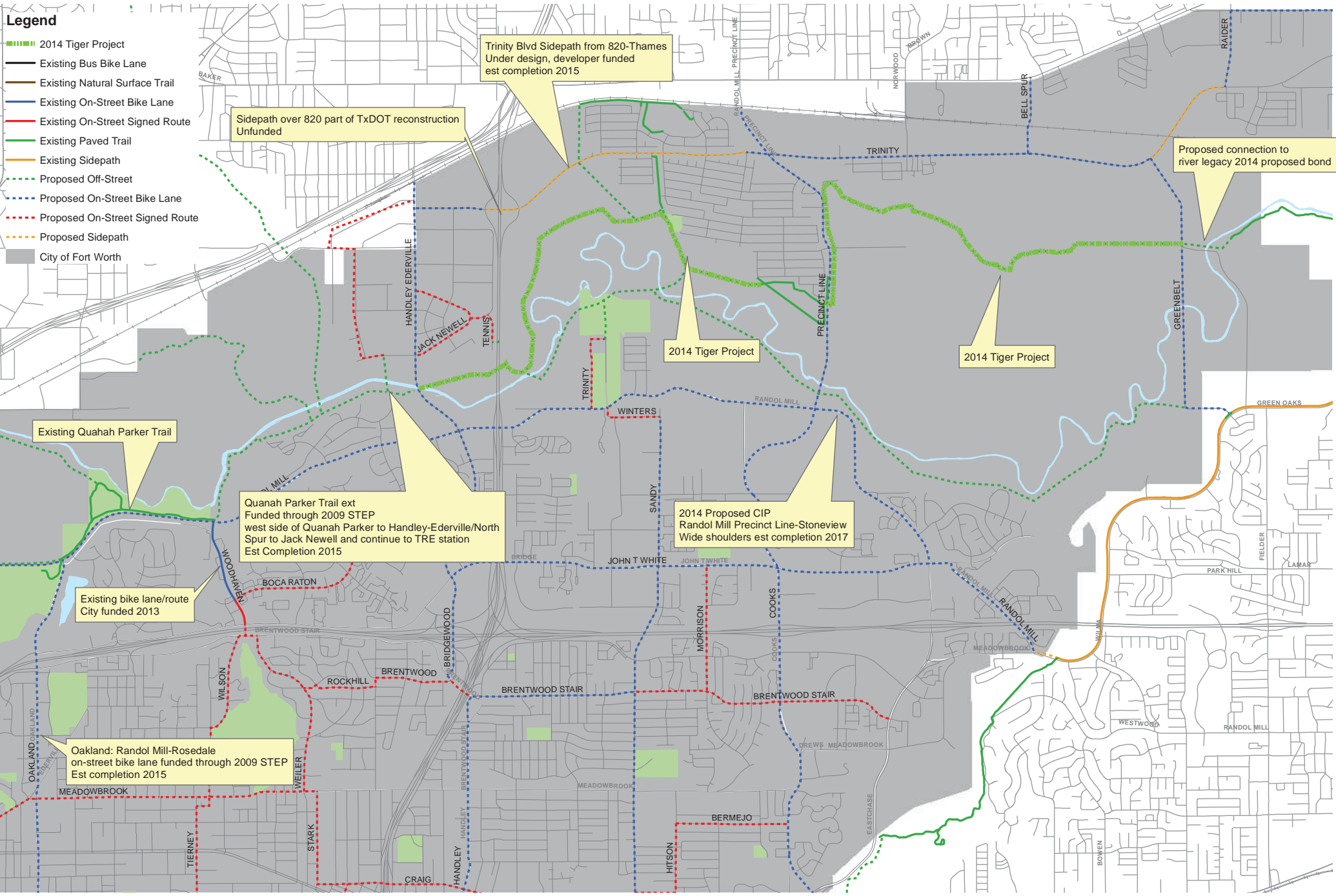
Fort Worth to Dallas Regional Trail

150 Or More Employees



**Legend**

- █ 2014 Tiger Project
- Existing Bus Bike Lane
- Existing Natural Surface Trail
- Existing On-Street Bike Lane
- Existing On-Street Signed Route
- Existing Paved Trail
- Existing Sidepath
- Proposed Off-Street
- Proposed On-Street Bike Lane
- Proposed On-Street Signed Route
- Proposed Sidepath
- City of Fort Worth



**Fort Worth Trinity Lakes Mixed Use Urban Center  
(Accessible by the Proposed Regional Veloweb Trail)**



**Artist rendering of the master planned Trinity Lakes Mixed Use Urban Center.**



**Artist rendering of the master planned Trinity Lakes Mixed Use Urban Center waterfront development.**



**Artist rendering of the planned Trinity Blvd reconstruction as an urban mixed use "complete street" including pedestrian and bicycle facilities.**



**Artist rendering of the master planned Trinity Lakes Urban Residential District.**