



FARMERS
BRANCH



SEPTEMBER 1, 2015



CITYWIDE TRAIL
MASTER PLAN

 **DUNAWAY**

TABLE OF CONTENTS

ACKNOWLEDGMENTS	3
INTRODUCTION	4
GOALS & OBJECTIVES	5
PLANNING PROCESS	6
RECOMMENDATIONS	24
IMPLEMENTATION	40
APPENDIX	53



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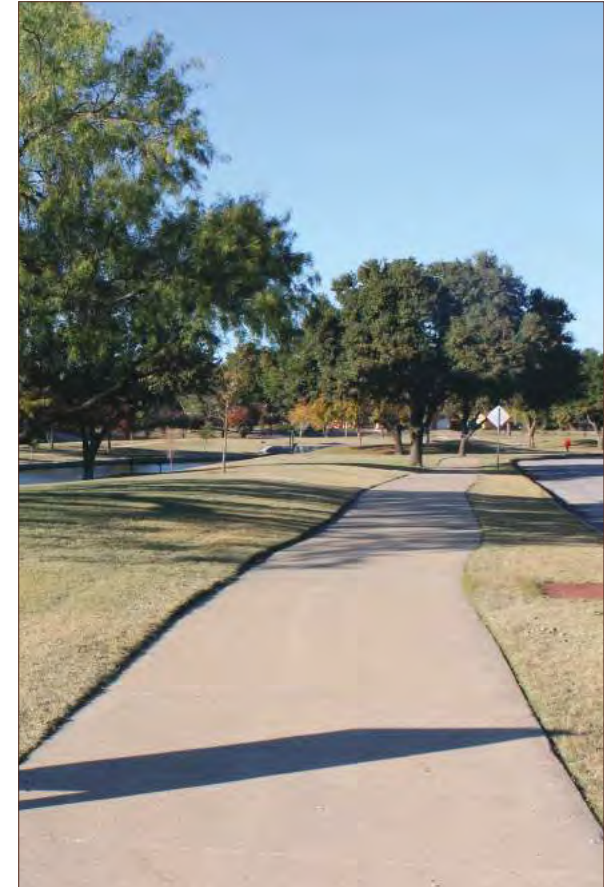
INTRODUCTION

INTRODUCTION

Farmers Branch is known as an oasis of small town charm surrounded by the fast-paced energy of the Dallas-Fort Worth metroplex. Celebrated as a “City in a Park,” citizens and visitors enjoy lush parks and green spaces throughout the City. Farmers Branch currently has numerous trail connections in the heart of the City, but is eager to implement a Trail Master Plan that provides connectivity for all of Farmers Branch. This vision will help link neighborhoods, schools, parks, and key destination points within the City and to surrounding communities.

With the goal to promote a pedestrian and bicycle-oriented trail network, the City retained the professional planning team from Dunaway Associates (Team). This collaborative Team of planners, landscape architects, and engineers worked closely with a Trail Advisory Committee to further study the feasibility of a citywide trails network. The Committee included representatives from Dallas County, the North Central Texas Council of Governments, and public agencies that are planning and implementing trail systems throughout the North Texas region.

This Trail Master Plan outlines a well-conceived hierarchy of trail connections throughout Farmers Branch. The Master Plan provides a strategic tool that City officials can use to guide the funding and partnerships necessary to implement the trail network. As the plan comes to reality, citizens will be excited to have mobility choices to City destinations as well as further opportunities for outdoor exercise and recreation.



Existing trail at Rawhide Park



GOALS & OBJECTIVES

In initial discussions with City Staff, it was apparent that there was excitement about the Trails Master Plan and how it could strategically connect the entire Farmers Branch community. Never had an approach this comprehensive been undertaken in planning a pedestrian and bicycle-oriented trail network. The Team listened carefully to the specific goals and objectives that were identified:

GOALS

- Provide mobility throughout Farmers Branch (other than by car)
- Connect key destinations within the City
- Spur neighborhood revitalization with better connectivity
- Develop a Master Plan that can strategically obtain grant funding
- Create a realistic implementation plan

MASTER PLAN OBJECTIVES

To fulfill these goals, the Dunaway Team and Trail Advisory Committee defined the following objectives:

- Outline a pedestrian and bicycle-oriented trail network
- Provide safe connections within the community
- Identify connections to the surrounding cities
- Address important linkages to:
 - Key destinations (Retail, Brookhaven College, Mercer Crossing, etc.)
 - Neighborhoods within the Central part of the City
 - Schools throughout the City
 - Parks and existing trails
 - DART station





PLANNING PROCESS

PLANNING PROCESS

OVERVIEW

Throughout the master planning process, the Team worked closely with City Staff and members of the Trail Advisory Committee to examine opportunities to create the bicycle and pedestrian-oriented trail network desired by Farmers Branch. During the planning process, development of this trail network plan was achieved using a three-phase approach, as follows:

PHASE 1 – ANALYSIS

- Data Gathering & Inventory
- Site Review of Existing Conditions
- Opportunities & Constraints
- Benchmark Tour

PHASE 2 – PLANNING

- Conceptual Trail Network Plan
- Evaluation of NCTCOG Data for Traffic Impacts

PHASE 3 – RECOMMENDATIONS

- Preliminary Trail Master Plan & Design Standards
- Final Trail Master Plan



Team work session with Trail Advisory Committee

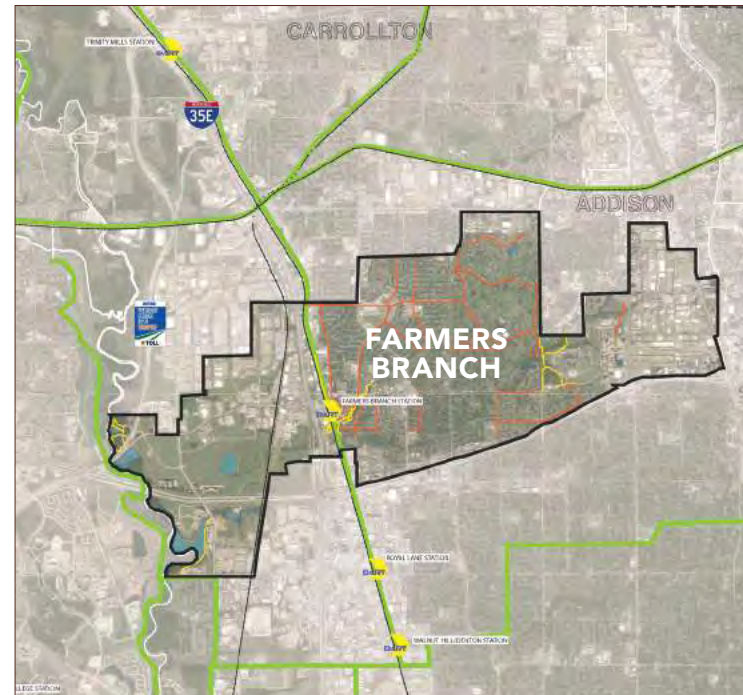


PHASE 1 - ANALYSIS

DATA GATHERING & INVENTORY

The Team first began gathering digital data from the City and regional agencies to create a base map from which to proceed with documenting existing conditions. The layers of data gathered included aerial photographs, parks, schools, commercial and residential parcels, freeways and internal roadways, DART line and railroads, drainageways and creeks, floodplains, city limits, existing on/off street trails, and proposed developments. Each piece of data was digitally compiled using GIS and CAD software to create a database for planning efforts. This database was beneficial for the Master Plan as well as in future planning efforts and sharing with other agencies as necessary to promote regional connectivity. From this data, the Team prepared an overall base map of existing conditions (see Figure 1).

Other planning documents were reviewed for trail related information, including the City's *2013 Trail Plan* and *Walkability Map*, *Comprehensive Plan 2009 Edition with 2012 Central Area Plan*, and *2003 West Side Plan*, as well as *Code of Ordinances for Mercer Crossing (2012)* and the *Farmers Branch Station Area (2012)*. In addition, regional planning efforts in which Farmers Branch is actively engaged were considered, including NCTCOG's *Mobility 2035 Plan*, DART's *Transit System Plan*, and TxDOT expansion plans for IH35E and IH635.



Base documentation included NCTCOG's Regional Veloweb System (Veloweb shown in green).



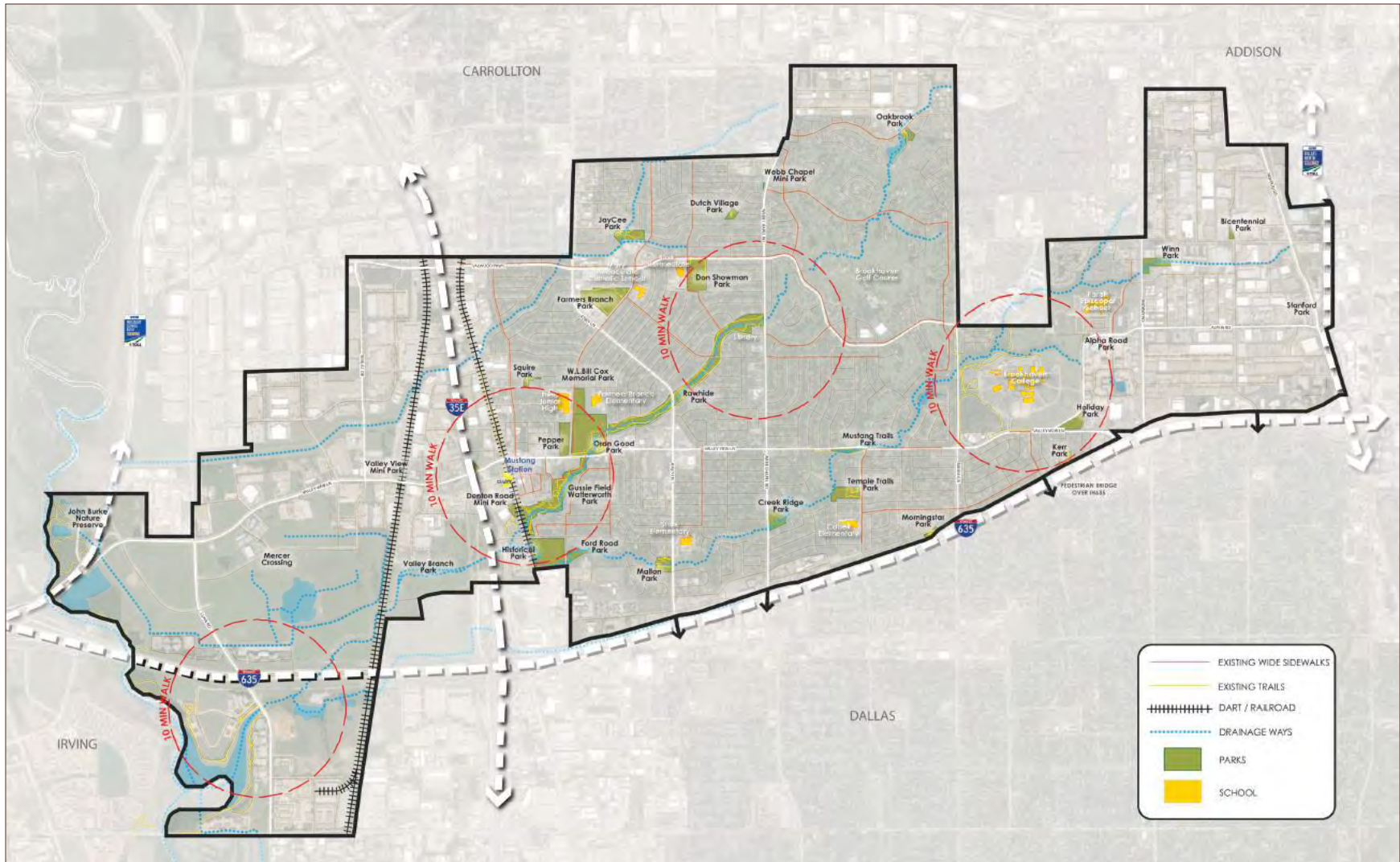
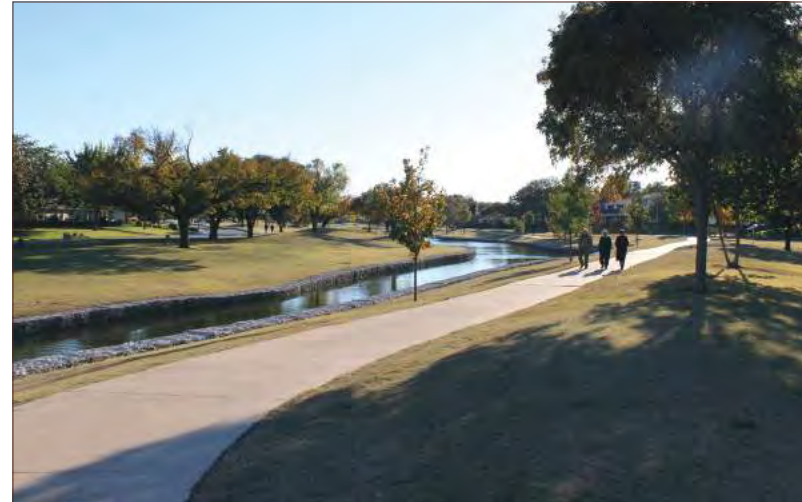


FIGURE 1 – EXISTING CONDITIONS

Next, members of the Team met with a Trail Advisory Committee comprised of City Department Representatives (Parks, Planning, Public Works, etc.), Park Board Members and P&Z Commission, as well as residents who frequently utilize the trail system. The purpose of this meeting was to establish the goals and objectives that would guide the master plan process, examine the existing conditions base map, and plan a detailed site review for documenting potential opportunities and constraints for a city-wide trail network.

SITE REVIEW / EXISTING CONDITIONS

An important step in the analysis phase included the Team and members of the Trail Advisory Committee conducting a two-day tour of the City to visually evaluate and document current conditions of the existing trail system, as well as review key zones which may require particular attention in the planning process. This review allowed the Team to become familiar with the overall trail system and areas of interest throughout the City, and allowed high level input from City Staff and the Trail Advisory Committee. The Team documented the tour using digital photography and recorded general observations regarding key aspects of the existing trail system.



Existing trails at Rawhide Park



Existing trail system at Brookhaven College



OPPORTUNITIES & CONSTRAINTS

During the site tours, the Team identified three distinct zones within Farmers Branch (See Figure 2 on the next page). These character zones are each separated by major roadways and have individual attributes that separate them from other parts of the City.

Using the data gathered during the analysis phase as well as observations noted during the site tours, the Team summarized the main opportunities for future trail locations in each character zone. The Team identified key linkage opportunities and presented these to the Trail Advisory Committee for consideration within a conceptual trail network plan. Potential strategies to provide connection were identified for exploration, and the possible need for agreements, easements, clearances, crossings, and points of coordination with other agencies were noted as required for each opportunity to be considered.

These findings, together with the overall results of the data gathering and inventory and site review steps, were summarized and presented in detail to the Trail Advisory Committee for input and comment.

A general summary of these opportunities per zone are illustrated on the following pages.



Team members identified opportunities in the field.



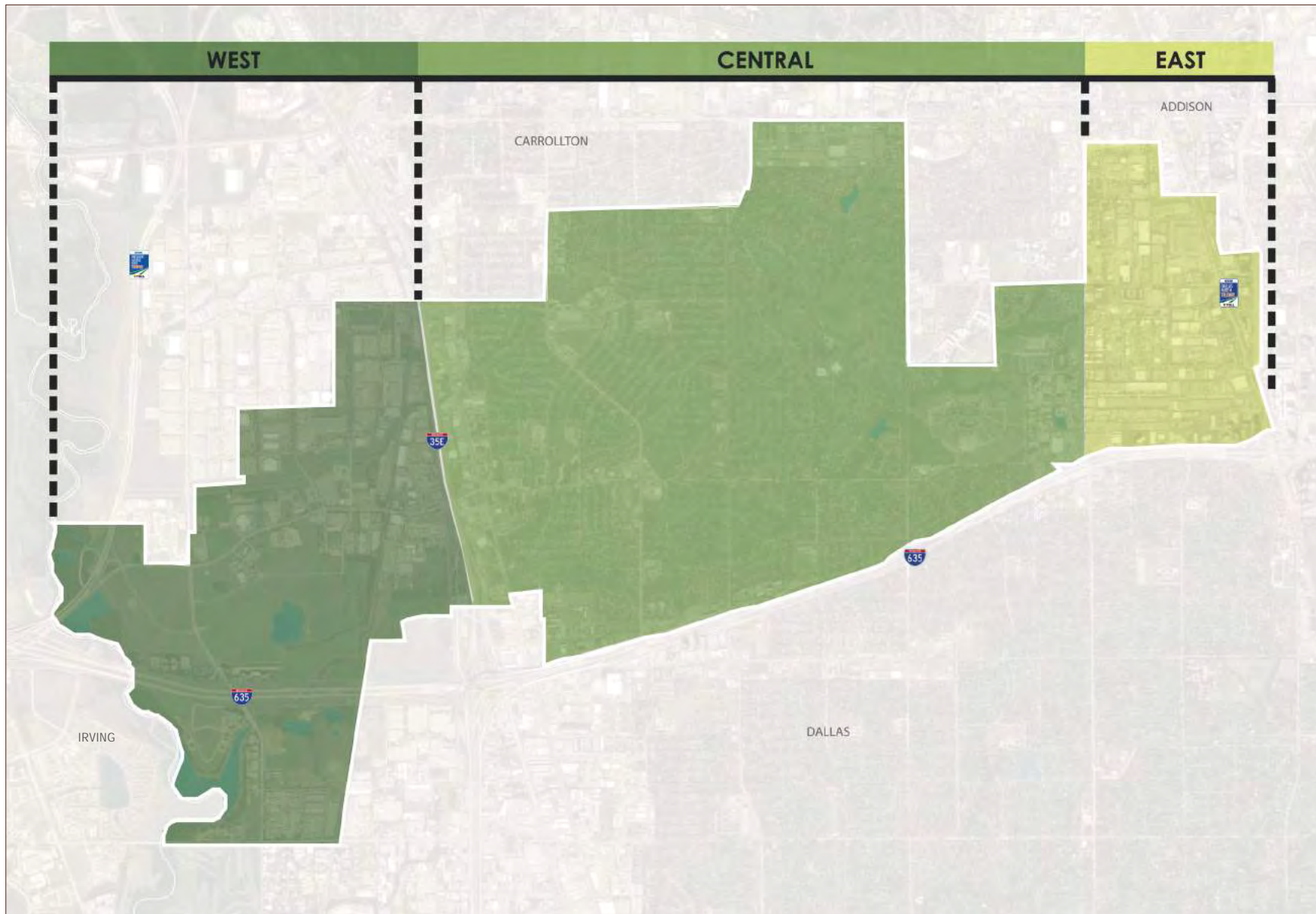


FIGURE 2 – CHARACTER ZONES

CHARACTER ZONES

WEST

The **WEST ZONE** is largely comprised of office and multi-family residential/ mixed-use developments like Park West and Mercer Crossing. Although planning is rapidly underway, this zone is still primarily undeveloped. This area encompasses the Elm Fork of the Trinity River at John Burke Nature Preserve, the President George Bush Turnpike (PGBT) to IH35E and south across IH635, and presents a blank slate in terms of trail development. New roads, parks and parkways, a complex network of drainageways and levees, as well as several of DFW's high volume freeway segments present a variety of opportunities and constraints to trail connectivity throughout this zone.

CENTRAL

The **CENTRAL ZONE** defines Farmers Branch as many residents and visitors know it. This core area between IH35E and Midway Road consists of established neighborhoods with mature trees, the campus of Brookhaven College, the Brookhaven Golf Course area, and retail developments like the "Four Corners" area. It is also home to the activity center of the City with destinations like City Hall, Historical Park, the Dr. Pepper StarCenter, Liberty Plaza, the award-winning Gussie Field Watterworth Park and Rose Gardens, and others. The largest concentration of existing trails in the Farmers Branch Trail system is located here, much of which is in Rawhide Park along the Rawhide Creek.

EAST

The **EAST ZONE** is a located between the Dallas North Tollway (DNT) west to Midway Road, and shares a border with the Town of Addison and the City of Dallas. This area is mostly comprised of mature office park and industrial areas with development patterns that look much different from the residential core of Central Farmers Branch. Wide utility corridors and old abandoned railways are prevalent and provide potential for re-use and future development of trail connections in this area.



CENTRAL

While making observations in the Central Character Zone, the Team took special note of the series of civic activity destinations, established neighborhoods and signature parks that include internal or localized pieces of trail but lack connectivity within a broader network. This zone of the City offers an opportunity to connect these pieces to surrounding parks, retail, schools, etc. through an integrated system of on-street and off-street routes. Major opportunities and potential strategies for connection are included on the next page.



Central Character Zone



CENTRAL

• Connect Active City Center
(City Hall, DART/Mustang
Station, Four Corners,
Dr. Pepper StarCenter, Liberty
Plaza, Historical Park, etc.)

- Utility easements and ROWs
- Drainageways
- Wide Sidewalks

• Give Established
Neighborhoods Further
Connectivity

- Re-stripe existing roadways
to allow
on-street use
- Utility easements /
drainageways

• Regional / Veloweb
Connections
(NCTCOG, Dallas County,
Other Cities)



Existing trail system in Rawhide Park



Valley View Lane with DART bus stop



Dr. Pepper StarCenter



WEST

While identifying opportunities in the West Character Zone, the Team observed many possible trail connections within the Mercer Crossing and Park West areas. These included future parkways, between existing and future parks, and along an existing network of creeks, drainageways, and levee. While these upcoming development opportunities provide a potential for connectivity throughout the West Zone, the lack of a safe connection route between the West and Central core (across IH35E) was identified as a major constraint as well as an opportunity for city-wide connectivity. A summary of connection opportunities and potential strategies are included on the next page.



West Character Zone



WEST

- Connect West with Central Farmers Branch
 - Key Passageways (IH35E underpass)
- Multi-Objective Collaborative Solutions
 - Developers
 - City Infrastructure
- Regional / Veloweb Connections
 - Irving
 - Dallas
 - Carrollton



Existing Mercer Crossing with areas for new development



Connection between West and Central Zones



Levee as connectors



EAST

The East Character Zone of Farmers Branch, largely developed as industrial and office use, was identified by the Team as presenting a unique opportunity in the potential re-use of old corridors and rights-of-way that currently exist as unused or abandoned land. These corridors present potentially wide, continuous trail routes and may provide further opportunities for connection to major retail and entertainment developments in adjacent cities (ie, Dallas Galleria area, etc.). With these destinations close by and this eastern zone traditionally not identified as being within Farmers Branch, there is also an opportunity to expand implementation of a City branding program. Major opportunities in the East Zone are included on the next page.



East Character Zone



EAST

🌿 Recycling Unused Land

- Old rail corridor
- Utility easements

🌿 Emphasis on City Branding

🌿 Re-Development Adjacent to Major Retail Area

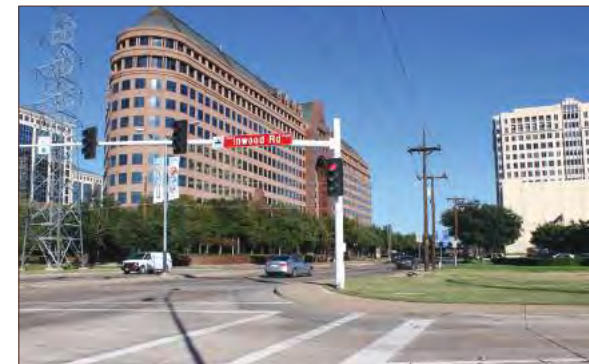
- Re-stripe existing roadways to allow on-street trail use
- Streetscape improvements



Utility corridor offers trail opportunity



Existing unused railroad corridor



City identity and portal opportunities



BENCHMARK TOUR

Based upon the goals and objectives discussed with the Trail Advisory Committee and City Staff, as well as the site review and identification of opportunities and constraints, the Team and Trail Advisory Committee conducted a benchmark tour in the North Texas region. The tour allowed the group to see other cities that have implemented trail strategies relevant to opportunities identified in Farmers Branch. Cities visited and their relevance to Farmers Branch are discussed on the next page.



Cities visited during Benchmark Tour



CITY OF RICHARDSON

- Successful on-street solutions for bicycles and pedestrians
- Re-stripping of existing roadways (hierarchy of roadways)
- Key connections along drainageways to mature neighborhoods

CITY OF GRAND PRAIRIE

- Trail extension along Trinity River with crossings, trailheads and rest stops
- Bold trail / underpass connections
- Complex inter-agency coordination (City of Grand Prairie, NTTA, Trinity River Authority, USACE, etc.)

CITY OF ARLINGTON

- Richard Greene Linear Park as connector along drainageway in Entertainment District
- Creative infrastructure solutions (spillways, underpass, railings, etc.)
- Campus connections, signalized crossings, and monumentation (UTA Campus)

CITY OF FORT WORTH

- Successful road-width reductions to allow bike lanes, on-street parking, etc.
- Trail through dense residential with connections to parks, retail destinations, the Trinity River corridor
- Trail along Trinity River / levee, underbridge crossings, and unique trailhead with restaurant development
- Signature pedestrian bridge and trailhead

CITY OF IRVING (CITY STAFF VISIT)

- Older neighborhoods with trail development along acquired ROW
- Walkable crossings with strong branding of City identity / public art



Team observes complex drainageway and underbridge connectors in Arlington.



PHASE 2 - PLANNING

CONCEPTUAL TRAIL NETWORK PLANNING

Based upon the findings of the analysis phase, the Team prepared a Conceptual Trail Network Plan outlining a range of trail route opportunities throughout the City with linkages to neighborhoods, schools, parks, DART, key destination points, etc. These trail network concepts were summarized and presented in four distinct categories: **ROADS & SIDEWALKS**, **RECREATIONAL TRAILS, CROSSINGS & TRAILHEADS**, and **PORTALS & BRANDING**.

Key considerations and goals for planning trails in each category include:

ROADS & SIDEWALKS

- Unify central neighborhood core
- Understand freeway construction and traffic volumes
- Prepare realistic roadway strategies
- Expand wide sidewalk system (6'-8' width)

RECREATIONAL TRAILS

- Off-street shared-use trails (10'-12' width)
- Utilize drainageways (creeks, levees, etc.)
- Incorporate parkway trails
- Recycle unused land (railroad ROWs, utility easements, etc.)

CROSSINGS & TRAILHEADS

- Incorporate safe at-grade crossings (signalized or unsignalized)
- Identify underbridge crossings
- Major / minor trailhead locations
- Pedestrian bridges

PORTALS & BRANDING

- Identify connection to surrounding communities
- Define major entries to trail system
- Increase City identity

As part of preparing the Roads and Sidewalks portion of the Conceptual Trail Network Plan, the Team's traffic engineering specialists evaluated preliminary traffic volume data as provided by NCTCOG. The traffic volume data included Year 2018 AM and PM peak hour traffic data by direction, as well as daily traffic volumes on selected roadways in Farmers Branch. Further evaluation of the traffic data resulted in the net change (increase or decrease in traffic volumes) under post construction conditions for both the IH635 and IH35E improvements, currently under construction. Using these data as well as guidelines outlined in the Road Diet Information Guide prepared by the US Department of Transportation and Federal Highway Administration, Team members evaluated each identified road segment in terms of width, current use, and maximum volume threshold for re-striping as compared to key comparison cities.



COMMUNITY INVOLVEMENT

City Staff and the Trail Advisory Committee remained closely involved throughout the development of the Conceptual Trail Network Plan and provided review comments to the Team. Once revised, the Team provided a briefing in the City Council Work Session for further review and comment. The Team then facilitated a Community Input Meeting held at the Recreation Center to present the analysis findings and Conceptual Trail Network Plan. Details of the plan and recommendations are discussed in the Recommendation section of this Master Plan document.



The Team presents to members of the community.



Community Meeting Advertisement



City Staff answers questions during the Community Meeting.



PHASE 3 - RECOMMENDATIONS

PRELIMINARY TRAIL MASTER PLAN & FINAL TRAIL MASTER PLAN

To document the planning process and begin to outline recommendations regarding trail planning throughout the City, the Team prepared a Preliminary Trail Master Plan Report including a Design Guidelines appendix illustrating select trail configurations that address a typical approach to trail widths, surfacing, amenities, trailheads, and on-street recommendations. This preliminary report was reviewed by City Staff, the Trail Advisory Committee, and Park Board members for revisions to be incorporated prior to final review and plan adoption.

Once final revisions were made, the Team engaged City Staff, the Trail Advisory Committee, and City Council to review the final master plan recommendations and this Master Plan document as a base guide for future trail segment implementation.





RECOMMENDATIONS

RECOMMENDATIONS

Recommendations in this section are the result of incorporating input and evaluations formulated over the course of this study by the Team, City Staff, the Trail Advisory Committee, Park Board, City Council, and Farmers Branch citizens. The Team utilized this material to develop an overall approach to achieving the goals of the Master Plan. A Concept Diagram sketch capturing the intent for connectivity throughout Farmers Branch was created with the following initiatives (See Figure 3, next page):

- 🌿 Unify the **CENTRAL ZONE** and Neighborhood Core via trail segments on and along portions of key roadways, expand the off-street trail connection network, and proactively connect to the neighboring communities of Carrollton and Dallas.
- 🌿 Expand trails within the **WEST ZONE** through new developments that occur in Mercer Crossing. Make important connections to John Burke Nature Preserve and to the neighboring communities of Irving and Carrollton.
- 🌿 Capitalize on unused land, easements, and ROWs in the **EAST ZONE** to add new trail connections serving commercial and retail activities. Pursue broader connections to the neighboring communities of Addison and Dallas.



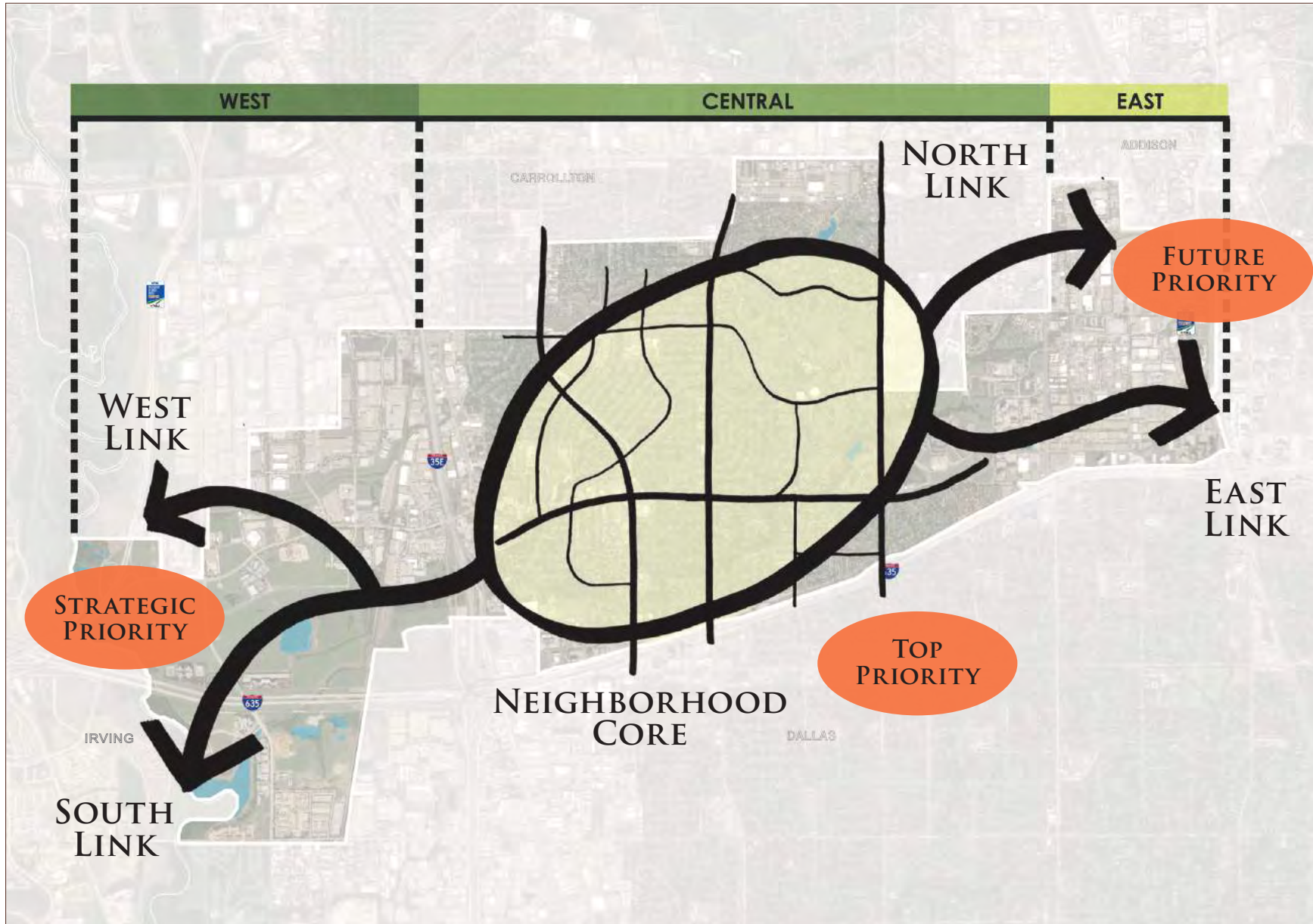


FIGURE 3 – CONCEPT DIAGRAM



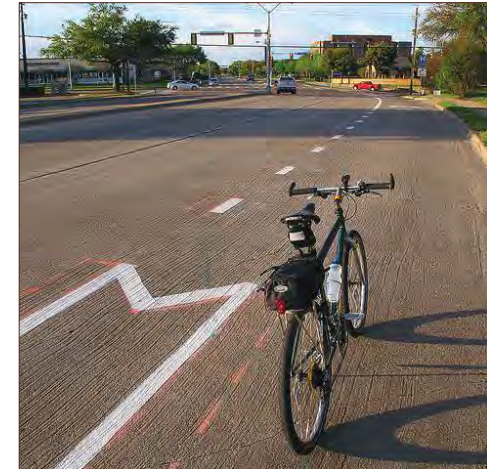
The following section provides an overview of the goals and recommendations proposed to develop trails in each of the City's three character zones. While each character zone presents a different set of challenges and opportunities, each recommendation was considered with the objective of creating a diverse trail network that works as one system and provides users with safe, seamless routes to their destinations throughout the City of Farmers Branch. With this in mind, recommendations for development of a trail network have been summarized into four categories—**ROADS & SIDEWALKS, RECREATIONAL TRAILS, CROSSINGS & TRAILHEADS,** and **PORTALS & BRANDING**—described below.

ROADS & SIDEWALKS

These recommendations address the creation of pedestrian and bicycle linkages along existing thoroughfares of various sizes. Concepts explored include re-striping existing roadways to provide on-street bicycle lanes and buffer lanes and increasing the width of existing sidewalks to 6'–8' where room is available. Also included is an expansion of the existing network of sidewalk connectors to provide linkages to key destinations throughout the system and to surrounding communities.

RECREATIONAL TRAILS

Recommended trail development in this category includes off-street, hard surface trails of widths generally ranging from 10' to 12', as appropriate. In considering trail widths of this size, existing creeks, levees, and other drainageways should be utilized as open, green corridors for trail development. As an alternative to an on-street system, recreational trails are recommended to take advantage of prospective parkways with wide ROW areas



Re-striping existing roadways for on-street use



Recreational trails connecting parks, schools, neighborhoods, etc.



as part of the planning of future roadways throughout new developments. Additionally, existing wide, open parcels of unused land can be recycled for trail development such as utility easements and Railroad Right-of-Ways.

CROSSINGS & TRAILHEADS

These recommendations include locations of strategic trail crossings at roadways in the proposed network. Locations of signalized and unsignalized at-grade crossings, underbridge crossings, and major pedestrian bridge crossings are described.

Signalized crossings are recommended to be installed using **HAWK** signals (**H**igh-Intensity **A**ctivated Cross**W**alk), a pedestrian-operated traffic signal used to stop traffic at pedestrian crossings only when needed. Unsignalized crossings occur at low traffic volume crossings of the trail and roadways, and are recommended to contain roadway striping, enhanced paving configured to encourage pedestrians to look both ways, and appropriate signage to alert vehicles to potential presence of a pedestrian. Underbridge crossings are located where appropriate clearances, visibility, and coordination with owning agencies (TxDOT, railroads, etc.) appear feasible for future construction consideration.

Also described are locations of trailheads—both major and minor—that will serve as trail system access points, rest stops, and wayfinding / orientation. Major trailheads can include parking (possibly shared), shade pavilion(s), restrooms, drinking fountains, seating areas, information kiosk(s), wayfinding signage, enhanced architectural paving, or ornamental plantings. Minor trailheads are often smaller and located at trail intersections. They typically include wayfinding signage, seating, or enhanced architectural paving. The size and condition of various sites will inform the degree of trailhead amenities that are appropriate for a particular location. Further illustration of these recommendations can be found in the Design Guidelines Section of this document.



Signalized crossing



Major trailhead amenities



🌿 PORTALS & BRANDING

These recommendations identify key entry points, or “portals,” into the planned trail network. These portals are typically located along city limits and, when integrated into a city-wide branding program, can serve as City identity markers to visitors traveling from surrounding communities into Farmers Branch.



Signage monument serves as City identity / branding

PRELIMINARY TRAIL MASTER PLAN

The overall Trail Master Plan depicts a citywide approach to interconnected trail developments. The various segments of trails create a hierarchy of on-street and off-street solutions, and establish a distinct image for Farmers Branch (See Figure 4, next page). The proposed trail network will successfully guide future improvements, expansions, and enhancements throughout the City.



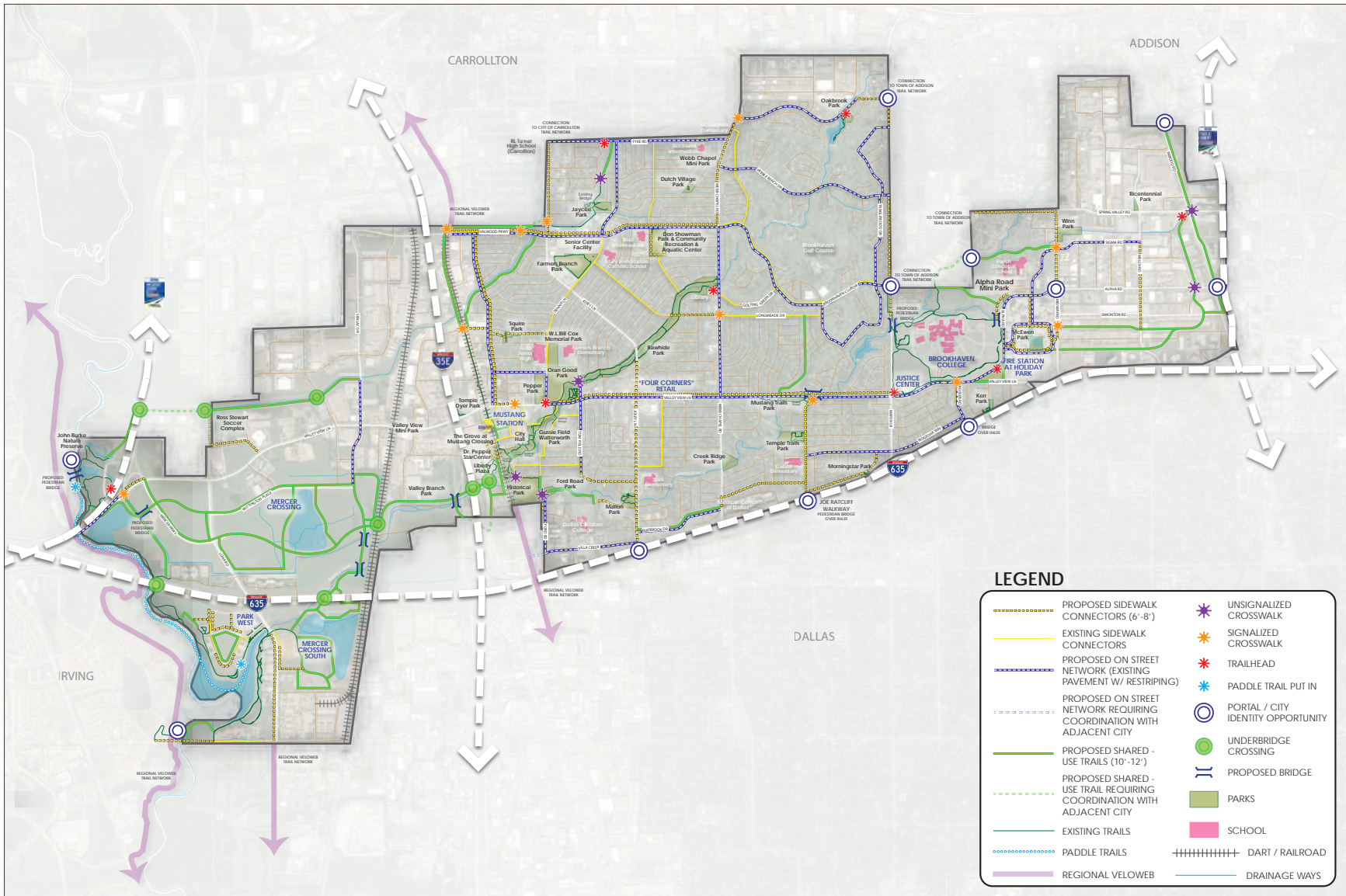


FIGURE 4 – TRAIL MASTER PLAN

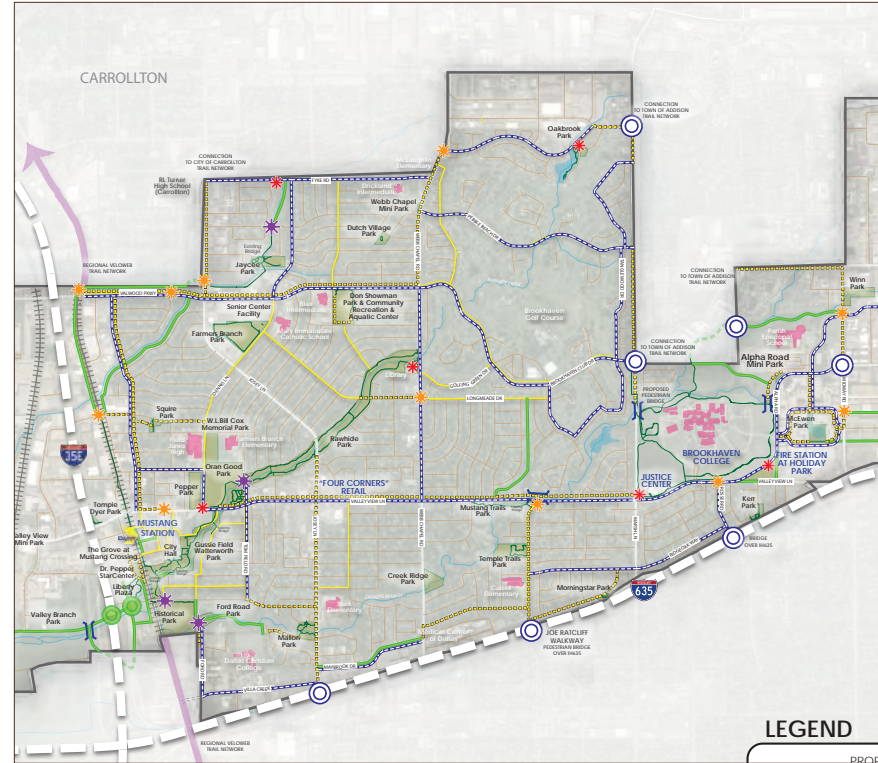


CENTRAL

From the creekside trails at Rawhide Park, through the award-winning Gussie Field Watterworth Park and Rose Gardens to the Historical Park, within neighborhood and community parks or Brookhaven College, the Central Zone of Farmers Branch is home to some of the City’s most loved and successful trail segments. Many of these parks and trails, along with several key civic destinations are within easy walking and biking distance to a majority of the residential population living in the adjacent neighborhoods. The purpose of trail development in this zone is focused primarily on celebrating the success of the existing trail system and further connecting them with the neighborhoods. From the standpoint of this planning effort, the following areas have been identified for trail network development:

ROADS & SIDEWALKS - RESTRIPING

With much of the Central core of Farmers Branch comprised of mature residential neighborhoods with limited trail connections, the road and sidewalk network becomes an important opportunity for connection throughout this zone. Based on post-construction traffic volume projections from NCTCOG, the following roadways have been identified for potential re-striping for including bike lanes and/or buffer lanes. Primary east/west routes include:



Trail Master Plan - Central Zone



CENTRAL

- Valley View Lane from Dennis Lane to Alpha Road
- Alpha Road from Valley View Lane to Midway Road
- Valwood Parkway / Brookhaven Club Drive from Denton Drive to Marsh Lane
- Fyke Road from Josey Lane to Webb Chapel Road
- Oakbrook Parkway from Webb Chapel Road to Gardenbrook Drive
- Havenhurst Street from Bee Street to Dennis Lane

Primary north/south routes include:

- Dennis Lane from Valley View Lane to Havenhurst Street
- Dennis Lane from Valwood Parkway to Fyke Road
- Webb Chapel Road from Valley View Lane to Valwood Parkway
- Rosser Road from IH635 to Valley View Lane
- Villa Creek Drive from Josey Lane to Regional Veloweb
- Ford Road from Ford Road Park to Villa Creek Drive
- Maybrook Drive from Josey Lane to Webb Chapel Road
- Ridgeoak Way from Templeton Trail to Rosser Road
- Tom Field Road from Farmers Branch Lane to Oran Good Park / Rawhide Park
- Pebble Beach Drive from Webb Chapel Road to Marsh Lane
- McEwen Road from Midway Road to Alpha Road
- Blue Lake Circle from McEwen Road to McEwen Road
- Greenview Boulevard from McEwen Road to Alpha Road

- Sigma Road from Alpha Road to Midway Road
- Bee Street from Valley View Lane to Valwood Parkway
- Tanglewood Drive from Marsh Lane to Braemar Drive
- Braemar Drive from Tanglewood Drive to Golfing Green Drive
- Golfing Green Drive from Braemar Drive to Brookhaven Club Drive

Note: Traffic count studies on each proposed roadway segment will need to be performed to examine actual post-construction traffic volumes and to determine suitability of re-stripping these roadways.

ROADS & SIDEWALKS - SIDEWALK CONNECTORS

Wide sidewalk routes are proposed along existing roadways to serve as connectors supplementing the City's existing sidewalk network. Locations include the following:

- Valley View Lane from Dennis Lane to Marsh Lane
- Valwood Parkway from Denton Drive to Webb Chapel Road
- Bee Street from Valley View Lane to Valwood Parkway
- Josey Lane from IH635 to Rawhide Park
- Webb Chapel Road from Valwood Parkway to Oakbrook Parkway
- Templeton Trail from Joe Ratcliff Walkway to Valley View Lane



CENTRAL

- Josey Lane from Valwood Parkway to Fyke Road (at R.L.Turner High School)
- Marsh Lane from Tanglewood Drive to Gardenbrook Drive
- Maybrook Drive via Webb Chapel Road along Myra Lane to Templeton Trail
- Morningstar Lane from Joe Ratcliff Walkway to Ridgeoak Way
- Squire Place from Denton Drive to Squire Park via Bee Street and utility easement
- Squire Park to Dennis Lane along Squire Place
- Josey Lane from Valwood Parkway to Cooks Creek (Carrollton)
- Tom Field Road from Valley View Lane to Oran Good Park / Rawhide Park
- Denton Drive and Bill Moses Parkway from Liberty Plaza and Mustang Station area
- Along DART line from Bill Moses Parkway to Liberty Plaza
- Ford Road from Historical Park to Christian Parkway
- Reedcroft Road from Mallon Park to Koriath Alley
- Farmers Branch Lane from Josey Lane to Tom Field Road
- Valley View from Bee Street to signalized crossing
- Midway Road from Spring Valley Road to McEwen Road
- Spring Valley Road from Midway Road to Addison town limits

- Longmeade Drive from Webb Chapel Road to Rawhide Park
- Amber Lane and Heartside Place at Don Showman Park and the Community Recreation & Aquatic Center
- Gardenbrook Drive from Oakbrook Parkway to Marsh Lane
- Marsh Lane from Wooded Creek Drive to Pebble Beach Drive
- Marsh Lane pedestrian bridge over Farmers Branch Creek
- McEwen Road from Midway Road to Alpha Road
- Blue Lake Circle from McEwen Road to McEwen Road
- Greenview Boulevard from McEwen Road to Alpha Road
- Sigma Road from Alpha Road to Midway Road
- Alpha Road from Alpha Road Mini Park to Brookhaven College Trail

RECREATIONAL TRAILS

With highly used trails already on the ground throughout many parks in the Central Zone, the City of Farmers Branch has proven its stewardship for open space and providing recreational trails to its citizens. With the appropriate use agreements and permissions in place, the following proposed segments will add to this already successful network and serve to utilize greenbelts, easements, and drainageways to further connect the City. They include:



CENTRAL

- Farmers Branch Creek from Midway Road to Addison
- Alpha Road Mini Park through Brookhaven College
- Along utility easement from Blue Lake Circle to Midway Road
- Valley View Lane and Alpha Road at proposed Fire Station (Holiday Park)
- YMCA Property at Valley View Lane along easement to Longmeade Drive
- Maybrook Drive from Webb Chapel Road to Josey Lane
- Farmers Branch Creek from Koriath Alley to Ford Road
- Ford Road from Ford Road Park to Farmers Branch Lane
- Harry Hines/IH35E Frontage Road from Southbound IH35E Frontage Road to Dr. Pepper StarCenter

Note: This route requires coordination with the City of Dallas and TxDOT. An alternative route is identified from the IH35E Frontage Road to Denton Drive, along Denton Drive north to the Dr. Pepper StarCenter.

- Denton Drive from Liberty Plaza then West to IH35E Service Road (alternate route)
- Bill Moses Parkway to Pike Street at Mustang Station
- Mustang Station to Charlie Bird Parkway
- Farmers Branch Creek from Leta Mae Lane to the Existing Trail
- Denton Drive from Squire Place to Valwood Parkway
- Cooks Creek from Squire Place to Valwood Parkway
- Spring Valley Lane from Valwood Parkway to Cook Creek and Josey Lane

CROSSINGS & TRAILHEADS

A series of unsignalized at-grade crossings are located in the Central Zone. While additional locations may be appropriate as the trail system is implemented, for purposes of this planning document, key locations are highlighted. They include:

- Ford Road at Ford Road Park
- Farmers Branch Lane at Bee Street
- Tom Field Road at Oran Good Park / Rawhide Park
- Hollandale Lane at Cooks Creek Drainageway

In addition, locations for signalized at-grade crossings are defined. These locations include:

- Valley View Lane at Templeton Trail
- Webb Chapel Road at Oakbrook Parkway
- Valwood Parkway at Denton Drive
- Josey Lane at Cooks Creek Drainageway
- Denton Drive at Squire Place
- Rosser Road at Valley View Lane (design currently underway)
- Valwood Parkway at Albermarle Drive (design currently underway)
- Valley View Lane between William Dodson Parkway and Goodland Street (design currently underway)
- Longmeade Drive at Webb Chapel Road (design currently underway)



CENTRAL

Trailheads are located at strategic locations throughout the Central Zone and include:

- Oran Good Park along Valley View Lane
- Manske Library at Rawhide Park
- Farmers Branch Police Department at Valley View Lane Marsh
- Proposed Fire Station (Holiday Park) at Valley View Lane and Alpha Road
- Oakbrook Park along Oakbrook Parkway
- Fyke Road at Austin Drive (Carrollton)

Finally, one primary series of underbridge connections occurs in the Central Zone along Rawhide Creek at Denton Drive and IH35E. With a complex network of drainage channels and roadway bridges existing in this area, the Team and key members of City Staff, attended a preliminary coordination meeting with representatives of the Texas Department of Transportation (TxDOT) to discuss their current plans for expansion of IH35E and the possibility of constructing an underbridge trail crossing at this location. While this area will require further study, initial indication from involved parties was positive. When constructed, this passageway has the opportunity to provide a key connection between the Central civic core of Farmers Branch and the rapidly developing Mercer Crossing area.

PORTALS & BRANDING

In the Central Zone, opportunities with connecting communities where identity / branding monuments may occur include:

- Along Marsh Lane at the Vitruvian Development (Addison)
- Near Parish Episcopal School at the Vitruvian Development (Addison)
- Along Marsh Lane at Les Lacs Park (Addison)
- IH635 at Rosser Road (Dallas)
- IH635 at Joe Ratcliff Walkway Pedestrian Overpass (Dallas)
- IH635 at Josey Lane (Dallas)



WEST

The West Zone of Farmers Branch is currently experiencing a marked increase of development within Park West and Mercer Crossing. This trend presents an opportunity for the City to provide generous trail corridors along the parkways of new roads, as well as recreational trails that connect to the John Burke Nature Preserve at the Trinity River. Ultimately, this network of new trails will connect back to the Central Zone through a strategic trail crossing that proceeds under the new IH35E Freeway.

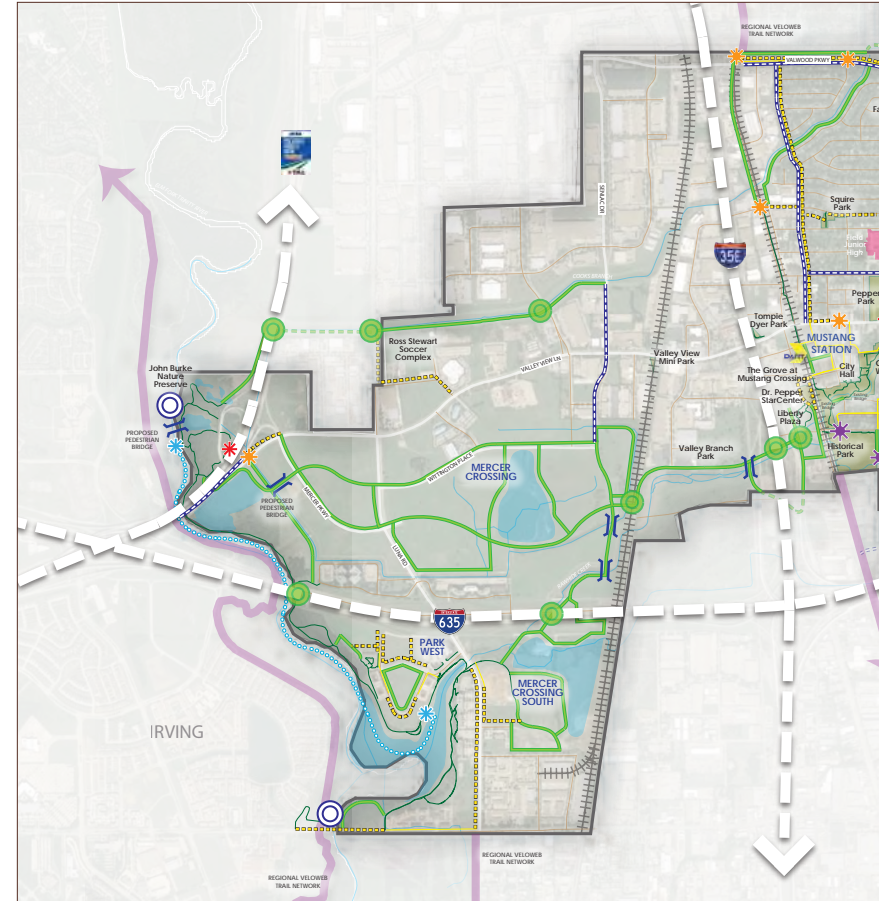
ROADS & SIDEWALKS - RESTRIPING

With much of the West Zone comprised of future development, the need for re-striping of existing roadways for on-street trail access is limited. Routes proposed for re-striping include:

- Senlac Drive from VIA Levee to Wittington Place
- Valley View Lane from John Burke Nature Preserve to PGBT

ROADS & SIDEWALKS - SIDEWALK CONNECTORS

Wide sidewalk routes are proposed along existing roadways to serve as connectors supplementing the City's existing sidewalk network. Locations include the following:



Trail Master Plan - West Zone



WEST

- Luna Road from VIA Levee (Carrollton) to Keenan Bridge Road
- Keenan Bridge Road from Luna Road to Davis Lane
- Davis Lane from Keenan Bridge Road to Valley View Lane
- Valley View Lane from Mercer Parkway to John Burke Nature Preserve
- Multiple routes within Park West / Mercer Crossing
- Along Luna Road and Knightsbridge Road in Mercer Crossing South
- Along Luna Road from Royal Lane to existing Development Trail
- Royal Lane from Existing Trail to Campion Trails
- Along Mercer Parkway (Future Extension) under IH35E to Denton Drive
- Along Luna Road from Wittington Place to Mercer Parkway
- Along Luna Road to new developments forming loop around the Central Mercer Crossing Lake
- Along VIA Levee from John Burke Nature Preserve to IH635
- Connecting existing trails to Park West south of IH635
- Along Lago Vista E & W and Mira Lago Boulevard
- Along the southern Mira Lago shoreline
- Various segments throughout new development in Mercer Crossing South
- North along drainageways from Mercer Crossing South to Mercer Parkway and Wittington Place
- Throughout new development east of Wittington Place and Senlac Drive Intersection

RECREATIONAL TRAILS

Because of the future development patterns, the bulk of new recreational trails in Farmers Branch are planned for the West Zone. A variety of future roadway corridors, future mixed-use development, and greenbelts / drainageways can provide significant connection throughout this area of the City. Planned segments include:

- VIA Levee from John Burke Nature Preserve to Senlac Drive
- Along Wittington Place from John Burke Nature Preserve to Senlac Drive

CROSSINGS & TRAILHEADS

Unsignalized at-grade crossing locations are not currently planned for the West Zone of Farmers Branch. However, a proposed location for signalized at-grade crossing occurs at:

- Valley View Lane and John Burke Nature Preserve

Although future trail development may dictate addition of Trailheads in the West Zone, the primary trailhead locations occur at:



WEST

- John Burke Nature Preserve (Major Trailhead)
- John Burke Nature Preserve (Trinity River Paddling Trailhead)
- Park West / Mira Lago (Trinity River Paddling Trailhead)

With a variety of existing roadways intersecting proposed recreational trail segments, underbridge crossings would occur in the West Zone in the following areas:

- IH35E at future Mercer Parkway
- Future Mercer Parkway at railroad
- IH635 near Mercer Crossing South
- IH635 near the Trinity River
- PGBT at VIA Levee
- Luna Road at VIA Levee
- Hutton Drive at VIA Levee
- Senlac Drive at VIA Levee

PORTALS & BRANDING

Connection opportunities with surrounding communities where City identity / branding monuments may occur include:

- Pedestrian bridge across Trinity River from John Burke Nature Preserve to Campion Trails
- Along Royal Lane near Campion Trails



EAST

For many of its citizens and visitors, the East Zone is not always recognized as being in the City of Farmers Branch. This presents an opportunity for new trails and City branding that may provide a strong identity as belonging to Farmers Branch. Trails within unused land, easements, ROW's, and abandoned railroad lines can offer connectivity for existing retail and commercial destinations as well as to the newer residential units that are emerging.

ROADS & SIDEWALKS - RESTRIPING

Because of its proximity to heavily traveled freeways, the East Zone of the City handles high volumes of traffic – making an on-street trail network largely unsuitable here. However, to provide a complete loop of trail access in the East Zone, one route was proposed for re-striping:

- Sigma Road from Midway Road to Welch Road

ROADS & SIDEWALKS - SIDEWALK CONNECTORS

Wide sidewalk routes are proposed along existing roadways to serve as connectors supplementing the City's existing sidewalk network. Locations include the following:

- Midway Road from McEwen Road to Spring Valley Road



Trail Master Plan - East Zone



EAST

RECREATIONAL TRAILS

Perhaps the greatest opportunity for trail development in the East Zone comes with the recycling of unused land. Utility easements, rail corridors, etc. that have been identified for recreational trail route development include:

- Railroad corridor from Midway Road to Spring Valley Road
- Utility corridor along Inwood Road from Simonton Road to Addison town limits
- Secondary railroad corridor spur to Midway Road
- Simonton Road from Inwood Road to railroad corridor

CROSSINGS & TRAILHEADS

Unsignalized At-Grade crossing locations in the East Zone occur at:

- Spring Valley Road and Inwood Road
- Alpha Road and railroad corridor

In addition, locations for signalized at-grade crossings are defined. They include:

- Midway Road and Sigma Road near Winn Park
- Midway Road south of Simonton at railroad corridor

Trailheads are located at strategic locations throughout the City, and occur in the East Zone at:

- Spring Valley Road and Inwood Road

PORTALS & BRANDING

Connection opportunities with surrounding communities where City identity / branding monuments may occur include:

- Inwood Road at Alpha Road
- Inwood Road at Addison town limits
- Midway Road at Alpha Road





IMPLEMENTATION

IMPLEMENTATION

PRIORITY AREAS

CENTRAL			
	SHORT-TERM (1–5 years)	MID-TERM (5–10 years)	LONG-TERM (10+ years)
ROADS & SIDEWALKS - RESTRIPIING			
Valley View Lane from Dennis Lane to Alpha Road	🌱		
Alpha Road from Valley View Lane to Midway Road	🌱		
Valwood Parkway / Brookhaven Club Drive from Denton Drive to Marsh Lane	🌱		
Fyke Road from Josey Lane to Webb Chapel Road	🌱		
Oakbrook Parkway from Webb Chapel Road to Gardenbrook Drive		🌱	
Havenhurst Street from Bee Street to Dennis Lane	🌱		
Dennis Lane from Valley View Lane to Havenhurst Street	🌱		
Dennis Lane from Valwood Parkway to Fyke Road	🌱		
Webb Chapel Road from Valley View Lane to Valwood Parkway	🌱		
Rosser Road from IH635 to Valley View Lane	🌱		
Villa Creek Drive from Josey Lane to Regional Veloweb		🌱	
Ford Road from Ford Road Park to Villa Creek Drive		🌱	
Maybrook Drive from Josey Lane to Webb Chapel Road	🌱		
Ridgeoak Way from Templeton Trail to Rosser Road		🌱	
Tom Field Road from Farmers Branch Lane to Oran Good Park / Rawhide Park		🌱	



CENTRAL

	SHORT-TERM (1–5 years)	MID-TERM (5–10 years)	LONG-TERM (10+ years)
Pebble Beach Drive from Webb Chapel Road to Marsh Lane	🌱		
McEwen Road from Midway Road to Alpha Road		🌱	
Blue Lake Circle from McEwen Road to McEwen Road		🌱	
Greenview Boulevard from McEwen Road to Alpha Road		🌱	
Sigma Road from Alpha Road to Midway Road		🌱	
Bee Street from Valley View Lane to Valwood Parkway	🌱		
Tanglewood Drive from Marsh Lane to Braemar Drive	🌱		
Braemar Drive from Tanglewood Drive to Golfing Green Drive	🌱		
Golfing Green Drive from Braemar Drive to Brookhaven Club Drive	🌱		
ROADS & SIDEWALKS - SIDEWALK CONNECTORS			
Valley View Lane from Dennis Lane to Marsh Lane	🌱		
Valwood Parkway from Denton Drive to Webb Chapel Road	🌱		
Bee Street from Valley View Lane to Valwood Parkway	🌱		
Josey Lane from IH635 to Rawhide Park	🌱		
Webb Chapel Road from Valwood Parkway to Oakbrook Parkway	🌱		
Templeton Trail from Joe Ratcliff Walkway to Valley View Lane	🌱		
Josey Lane from Valwood Parkway to Fyke Road (at R.L.Turner High School)	🌱		
Marsh Lane from Tanglewood Drive to Gardenbrook Drive	🌱		



CENTRAL

	SHORT-TERM (1–5 years)	MID-TERM (5–10 years)	LONG-TERM (10+ years)
Maybrook Drive via Webb Chapel Road along Myra Lane to Templeton Trail		🌱	
Morningstar Lane from Joe Ratcliff Walkway to Ridgeoak Way		🌱	
Squire Place from Denton Drive to Squire Park via Bee Street and utility easement		🌱	
Squire Park to Dennis Lane along Squire Place		🌱	
Josey Lane from Valwood Parkway to Cooks Creek (Carrollton)			🌱
Tom Field Road from Valley View Lane to Oran Good Park / Rawhide Park	🌱		
Denton Drive and Bill Moses Parkway from Liberty Plaza and Mustang Station area	🌱		
Along DART line from Bill Moses Parkway to Liberty Plaza		🌱	
Ford Road from Historical Park to Christian Parkway	🌱		
Reedcroft Road from Mallon Park to Koriath Alley			🌱
Farmers Branch Lane from Josey Lane to Tom Field Road		🌱	
Valley View from Bee Street to signalized crossing		🌱	
Midway Road from Spring Valley Road to McEwen Road			🌱
Spring Valley Road from Midway Road to Addison town limits		🌱	
Longmeade Drive from Webb Chapel Road to Rawhide Park		🌱	
Amber Lane and Heartside Place at Don Showman Park and the Community Recreation and Aquatic Center	🌱		



CENTRAL

	SHORT-TERM (1–5 years)	MID-TERM (5–10 years)	LONG-TERM (10+ years)
Gardenbrook Drive from Oakbrook Parkway to Marsh Lane		🌱	
Marsh Lane from Wooded Creek Drive to Pebble Beach Drive		🌱	
Marsh Lane pedestrian bridge over Farmers Branch Creek	🌱		
McEwen Road from Midway Road to Alpha Road		🌱	
Blue Lake Circle from McEwen Road to McEwen Road		🌱	
Greenview Boulevard from McEwen Road to Alpha Road		🌱	
Sigma Road from Alpha Road to Midway Road		🌱	
Alpha Road from Alpha Road Mini Park to Brookhaven College Trail	🌱		
RECREATIONAL TRAILS			
Farmers Branch Creek from Midway Road to Addison			🌱
Alpha Road Mini Park through Brookhaven College		🌱	
Along utility easement from Blue Lake Circle to Midway Road			🌱
Valley View Lane and Alpha Road at proposed Fire Station (Holiday Park)		🌱	
YMCA Property at Valley View Lane along easement to Longmeade Drive		🌱	
Maybrook Drive from Webb Chapel Road to Josey Lane		🌱	
Farmers Branch Creek from Koriath Alley to Ford Road			🌱
Ford Road from Ford Road Park to Farmers Branch Lane			🌱
Harry Hines/IH35E Frontage Road from Southbound IH35E Frontage Road to Dr. Pepper StarCenter			🌱



CENTRAL

	SHORT-TERM (1–5 years)	MID-TERM (5–10 years)	LONG-TERM (10+ years)
Denton Drive from Liberty Plaza then West to IH35E Service Road (alternate route)		🌱	
Bill Moses Parkway to Pike Street at Mustang Station		🌱	
Mustang Station to Charlie Bird Parkway		🌱	
Farmers Branch Creek from Leta Mae Lane to the existing trail			🌱
Denton Drive from Squire Place to Valwood Parkway		🌱	
Cooks Creek from Squire Place to Valwood Parkway			🌱
Spring Valley Lane from Valwood Parkway to Cooks Creek and Josey Lane			🌱
CROSSINGS & TRAILHEADS			
Ford Road at Ford Road Park			🌱
Farmers Branch Lane at Bee Street	🌱		
Tom Field Road at Oran Good Park / Rawhide Park		🌱	
Hollandale Lane at Cooks Creek drainageway			🌱
Valley View Lane at Templeton Trail	🌱		
Webb Chapel Road at Oakbrook Parkway	🌱		
Valwood Parkway at Denton Drive	🌱		
Josey Lane at Cooks Creek drainageway			🌱



CENTRAL

	SHORT-TERM (1–5 years)	MID-TERM (5–10 years)	LONG-TERM (10+ years)
Denton Drive at Squire Place		🌱	
Rosser Road at Valley View Lane (design currently underway)	🌱		
Valwood Parkway at Albermarle Drive (design currently underway)	🌱		
Valley View Lane between William Dodson Parkway and Goodland Street (design currently underway)	🌱		
Longmeade Drive at Webb Chapel Road (design currently underway)	🌱		
Oran Good Park along Valley View Lane	🌱		
Manske Library at Rawhide Park	🌱		
Farmers Branch Police Department at Valley View Lane and Marsh Lane	🌱		
Proposed Fire Station (Holiday Park) at Valley View Lane and Alpha Road		🌱	
Oakbrook Park along Oakbrook Parkway		🌱	
Fyke Road at Austin Drive (Carrollton)	🌱		
PORTALS & BRANDING			
Along Marsh Lane at the Vitruvian Development (Addison)	🌱		
Near Parish Episcopal School at the Vitruvian Development (Addison)			🌱
Along Marsh Lane at Les Lacs Park (Addison)		🌱	
IH635 at Rosser Road (Dallas)	🌱		
IH635 at Joe Ratcliff Walkway Pedestrian Overpass (Dallas)		🌱	



WEST

	SHORT-TERM (1–5 years)	MID-TERM (5–10 years)	LONG-TERM (10+ years)
ROADS & SIDEWALKS - RESTRIPIING			
Senlac Drive from VIA Levee to Wittington Place		🌱	
Valley View Lane from John Burke Nature Preserve to PGBT	🌱		
ROADS & SIDEWALKS - SIDEWALK CONNECTORS			
Luna Road from VIA Levee (Carrollton) to Keenan Bridge Road		🌱	
Keenan Bridge Road from Luna Road to Davis Lane		🌱	
Davis Lane from Keenan Bridge Road to Valley View Lane		🌱	
Valley View Lane from Mercer Parkway to John Burke Nature Preserve	🌱		
Multiple routes within Park West / Mercer Crossing		🌱	
Along Luna Road and Knightsbridge Road in Mercer Crossing South	🌱		
Along Luna Road from Royal Lane to existing development trail		🌱	
Royal Lane from Existing Trail to Champion Trails	🌱		
RECREATIONAL TRAILS			
VIA Levee from John Burke Nature Preserve to Senlac Drive		🌱	
Along Wittington Place from John Burke Nature Preserve to Senlac Drive		🌱	
Along Mercer Parkway (Future Extension) under IH35E to Denton Drive			🌱
Along Luna Road from Wittington Place to Mercer Parkway		🌱	




WEST

	SHORT-TERM (1–5 years)	MID-TERM (5–10 years)	LONG-TERM (10+ years)
Along Luna Road to new developments forming loop around the Central Mercer Crossing Lake		🌿	
Along VIA Levee from John Burke Nature Preserve to IH635		🌿	
Connecting existing trails to Park West south of IH635		🌿	
Along Lago Vista E & W and Mira Lago Boulevard		🌿	
Along the southern Mira Lago shoreline	🌿		
Various segments throughout new development in Mercer Crossing South		🌿	
North along drainageways from Mercer Crossing South to Mercer Parkway and Wittington Place			🌿
Throughout new development east of Wittington Place and Senlac Drive intersection	🌿		
CROSSINGS & TRAILHEADS			
Valley View Lane and John Burke Nature Preserve	🌿		
John Burke Nature Preserve (major trailhead)	🌿		
John Burke Nature Preserve (Trinity River paddling trailhead)			🌿
Park West / Mira Lago (Trinity River paddling trailhead)			🌿
IH35E at future Mercer Parkway			🌿
Future Mercer Parkway at railroad			🌿



WEST

	SHORT-TERM (1–5 years)	MID-TERM (5–10 years)	LONG-TERM (10+ years)
IH635 near Mercer Crossing South			
IH635 near the Trinity River			
PGBT at VIA Levee			
Luna Road at VIA Levee			
Hutton Drive at VIA Levee			
Senlac Drive at VIA Levee			
PORTALS & BRANDING			
Pedestrian bridge across Trinity River from John Burke Nature Preserve to Campion Trails			
Along Royal Lane near Campion Trails			



EAST

	SHORT-TERM (1–5 years)	MID-TERM (5–10 years)	LONG-TERM (10+ years)
ROADS & SIDEWALKS - RESTRIPIING			
Sigma Road from Midway Road to Welch Road		🌱	
ROADS & SIDEWALKS - SIDEWALK CONNECTORS			
Midway Road from McEwen Road to Spring Valley Road			🌱
RECREATIONAL TRAILS			
Railroad corridor from Midway Road to Spring Valley Road			🌱
Utility corridor along Inwood Road from Simonton Road to Addison town limits			🌱
Secondary railroad corridor spur to Midway Road			🌱
Simonton Road from Inwood Road to railroad corridor			🌱
CROSSINGS & TRAILHEADS			
Spring Valley Road and Inwood Road			🌱
Alpha Road and railroad corridor			🌱
Midway Road and Sigma Road near Winn Park		🌱	
Midway Road south of Simonton Road at railroad corridor			🌱
Spring Valley Road and Inwood Road			🌱
PORTALS & BRANDING			
Inwood Road at Alpha Road			🌱
Inwood Road at Addison town limits			🌱
Midway Road at Alpha Road	🌱		



POTENTIAL FUNDING SOURCES

The City of Farmers Branch is committed to building and maintaining a citywide trail network that serves all its citizens. In order to achieve this, City leaders realize the importance of outlining an organized strategy for funding and partnering on new improvements throughout the community.

To strategically fund various capital improvements on a yearly basis, Farmers Branch can pursue a range of other funding sources that would add to the City's financial position. Some of the following sources could be part of the overall implementation plan.

Once a budget number is reached, it is important to consider what funding sources might be available to help the City supplement the cost of trail network expansion. When seeking funding for trails, other cities have had success using a grants coordinator to guide them throughout the application process. The list on the following page identifies several potential funding sources for the City of Farmers Branch to strategically pursue.



Implementation of trail network segments requires annual funding sources.



COUNTY

- 🌿 Dallas County Trail and Preserve Program

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG)

- 🌿 Transportation Alternatives Program (TAP)
- 🌿 Sustainable Development Calls for Projects (when reinstated)
- 🌿 Regional Tollway Revenue Funding Initiative

STATE OF TEXAS

- 🌿 Texas Parks and Wildlife Department (TPWD)
 - Outdoor Recreation Grants
 - Recreational Trails Grants
 - Boating Access Grants
- 🌿 Texas Department of Transportation (TXDOT)
 - Transportation Alternatives Program (TAP)
- 🌿 State Energy Conservation Office
- 🌿 Energy Efficiency and Conservation Block Grant

OTHER FEDERAL TRANSPORTATION FUNDING SOURCES

- 🌿 Highway Bridge Replacement and Rehabilitation Program
- 🌿 Highway Safety Improvement Program
- 🌿 National Highway System

- 🌿 Surface Transportation Program
- 🌿 Federal Transit Administration Programs
- 🌿 Interstate Maintenance (through TxDOT)
- 🌿 Transportation and Community and System Preservation

OTHER FEDERALLY FUNDED PROGRAMS INCLUDING BICYCLE AND PEDESTRIAN OPPORTUNITIES

- 🌿 U.S. Department of Housing and Urban Development
 - Community Development Block Grant
- 🌿 U.S. Army Corps of Engineers (USACE)
- 🌿 U.S. Department of Interior (USDOl)
- 🌿 National Parks Service's Rivers, Trails and Conservation Assistance
- 🌿 National Fish & Wildlife Environmental Solutions
 - Environmental Solutions for Communities

OTHER SOURCES OF FUNDING FOR TRAIL DEVELOPMENT

- 🌿 Land Trusts
- 🌿 Communities Foundation of Texas
- 🌿 Meadows Foundation
- 🌿 Recreational Equipment, Inc.
- 🌿 Foundation Directory On-Line
- 🌿 Private Donations Partnerships with Volunteer Groups



CONCLUSION

The City of Farmers Branch has taken a visionary step by creating a plan to guide them in future trail development. With the goal for citywide connectivity, this Trail Master Plan outlines a network of trails which can successfully accomplish this. Such a network will not only integrate the community as a whole, but will also provide unique recreational opportunities for year-round enjoyment.

Having garnered enthusiasm from citizens and City leaders, Farmers Branch is ready to move this Trail Master Plan into reality. This will require carefully coordinated efforts within the various City departments to ensure that any new infrastructure projects include strategic trail improvements.

While this plan provides recommendations for new and expanded trails, the specific alignments should be viewed as flexible and adjustable to creatively work with residents, businesses, and developers. As the City takes steps to implement this plan, Farmers Branch will be providing safe, diverse transportation choices and recreational opportunities for its citizens and visitors alike.









APPENDIX

DESIGN STANDARDS

As previously covered, this Trail Master Plan has outlined recommendations for three separate zones within Farmers Branch – Central, West and East. Four categories of improvements within each zone have been discussed, including:

-  Roads & Sidewalks
-  Recreational Trails
-  Crossings & Trailheads
-  Portals & Branding

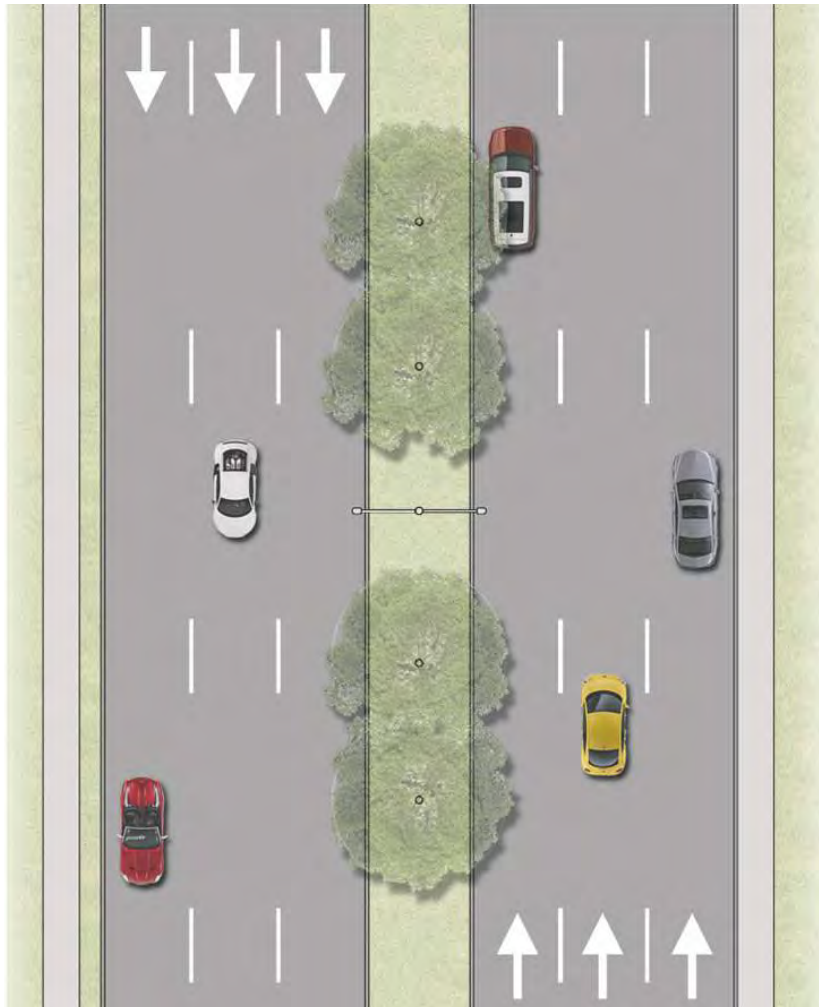
Even though each of the three zones is unique in its own character, they will have common components that not only serve a functional role but also provide a sense of unity throughout Farmers Branch. The following pages feature design guidelines for each of the four categories that can be used in planning and implementing new trails. They include typical approaches to on-street recommendations, trail widths, trail surfacing, amenities, trailheads, etc.



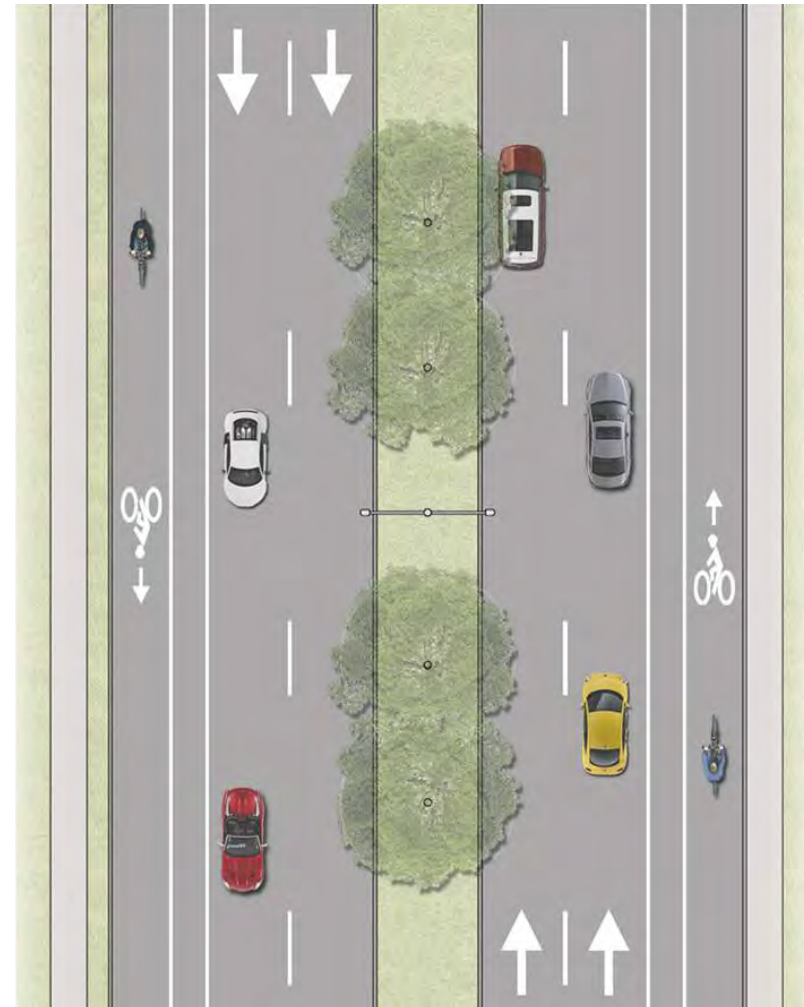
ROADS & SIDEWALKS

RE-STRIPING OF 6-LANE DIVIDED ROADWAY

BEFORE



AFTER (see section on next page)



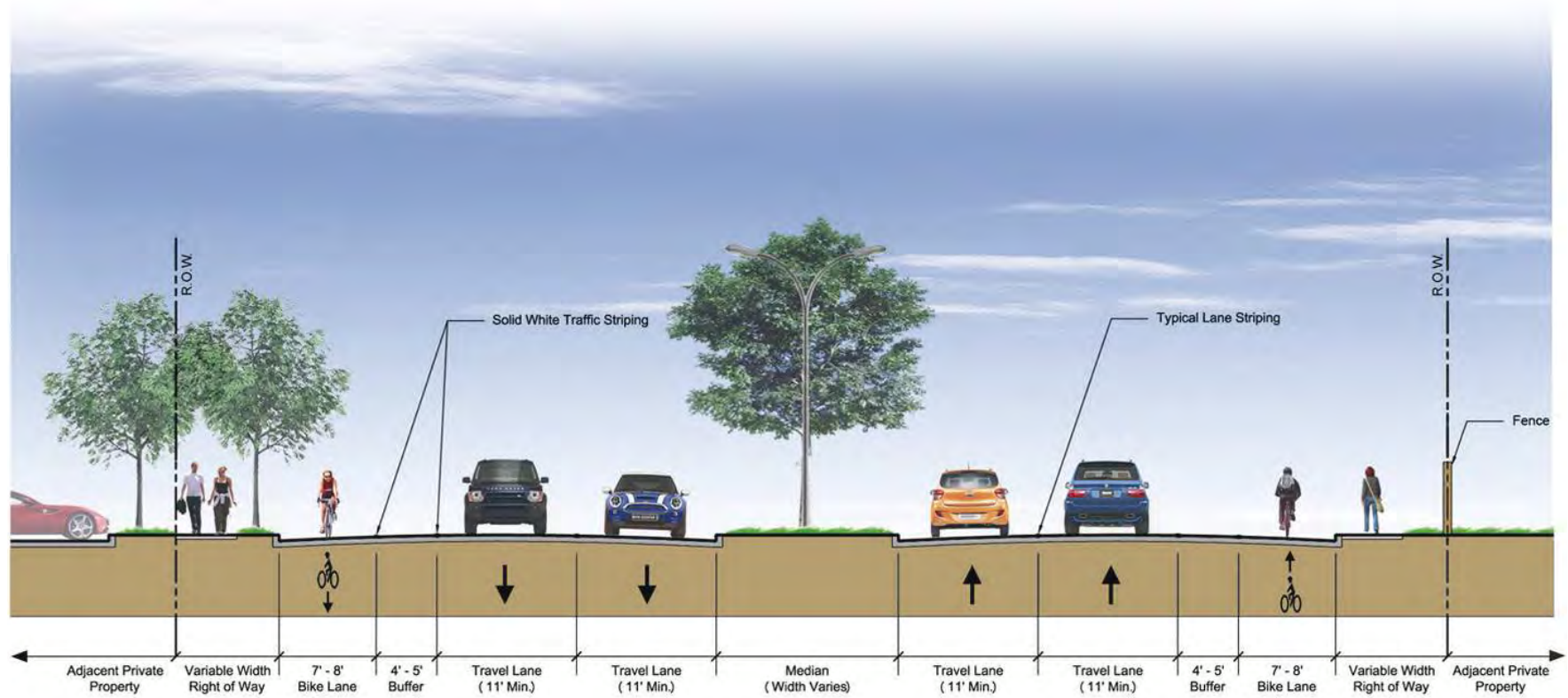
- (4) 11' travel lanes
- 7'-8' bike lanes with 4'-5' buffer lanes



ROADS & SIDEWALKS

RE-STRIPING OF 6-LANE DIVIDED ROADWAY

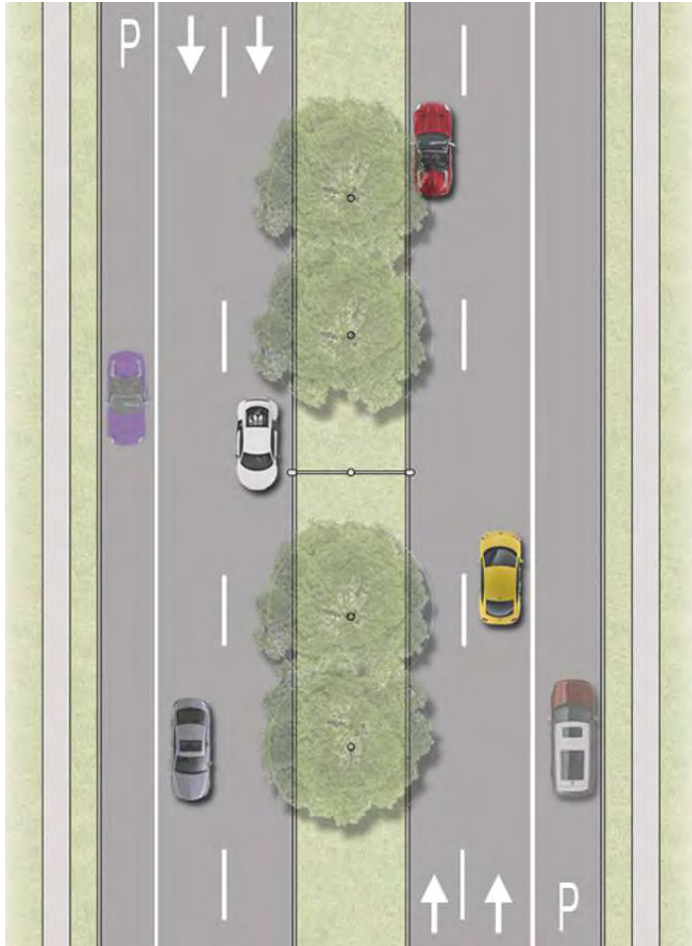
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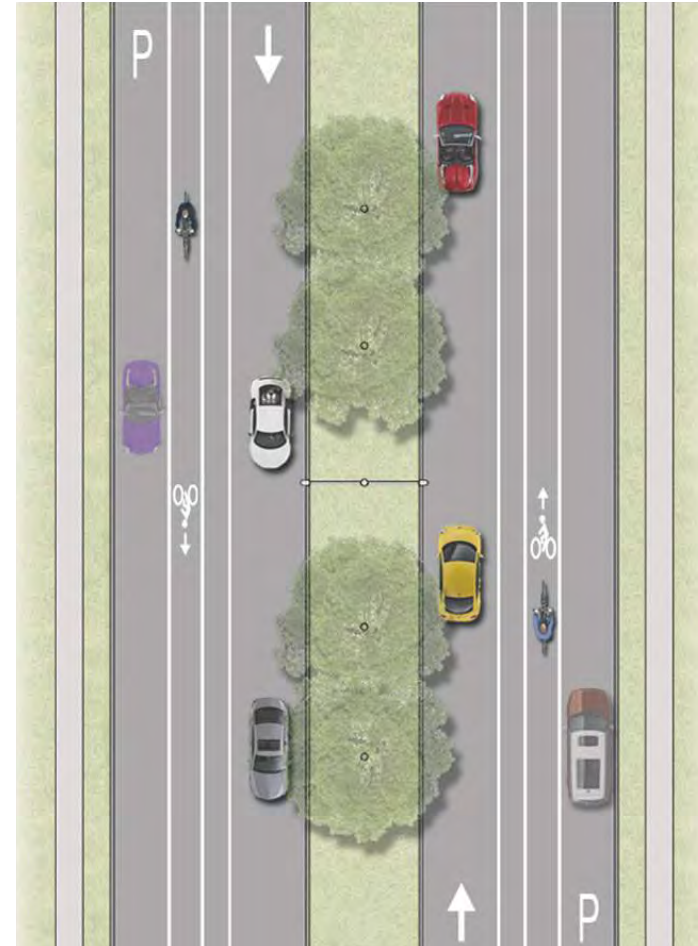
ROADS & SIDEWALKS

RE-STRIPING OF 4-LANE DIVIDED ROADWAY WITH ON-STREET PARKING

BEFORE



AFTER (see section on next page)



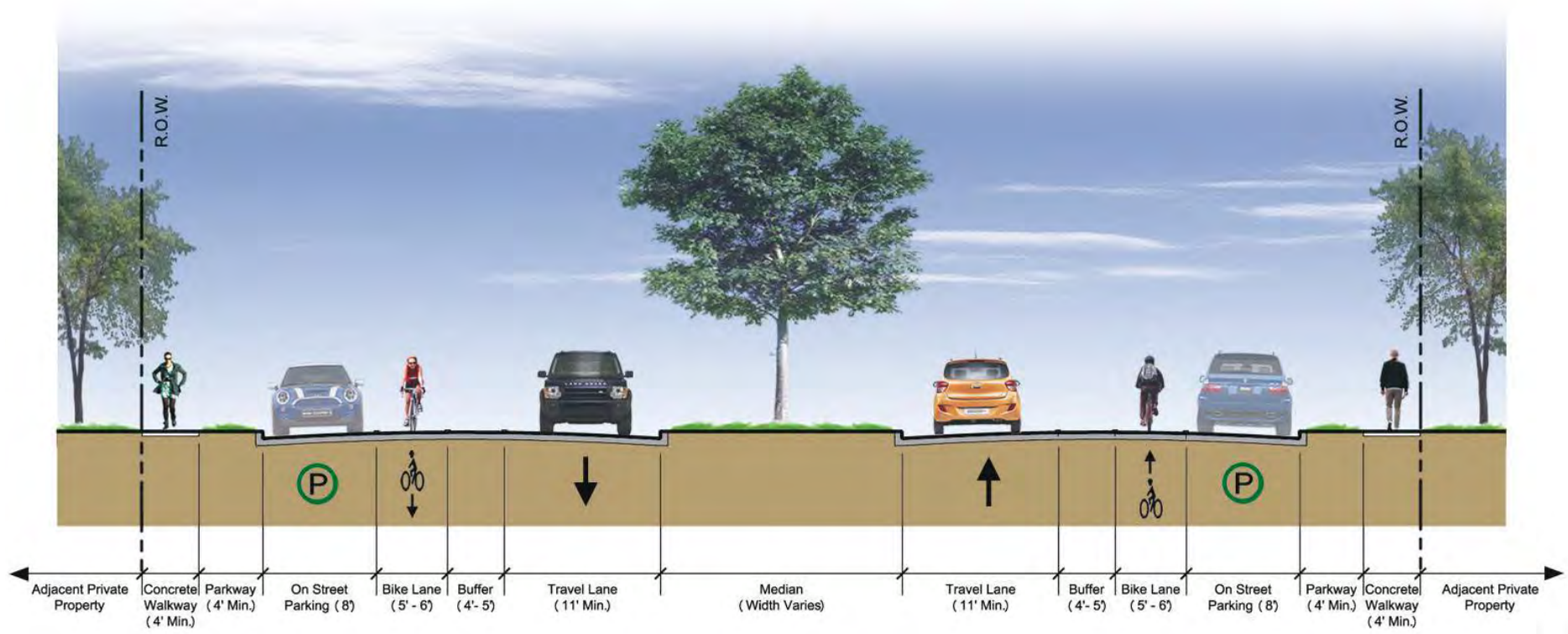
- (2) 11' travel lanes
- 5'-6' bike lanes with 4'-5' buffer lanes



ROADS & SIDEWALKS

RE-STRIPING OF 4-LANE DIVIDED ROADWAY WITH ON-STREET PARKING

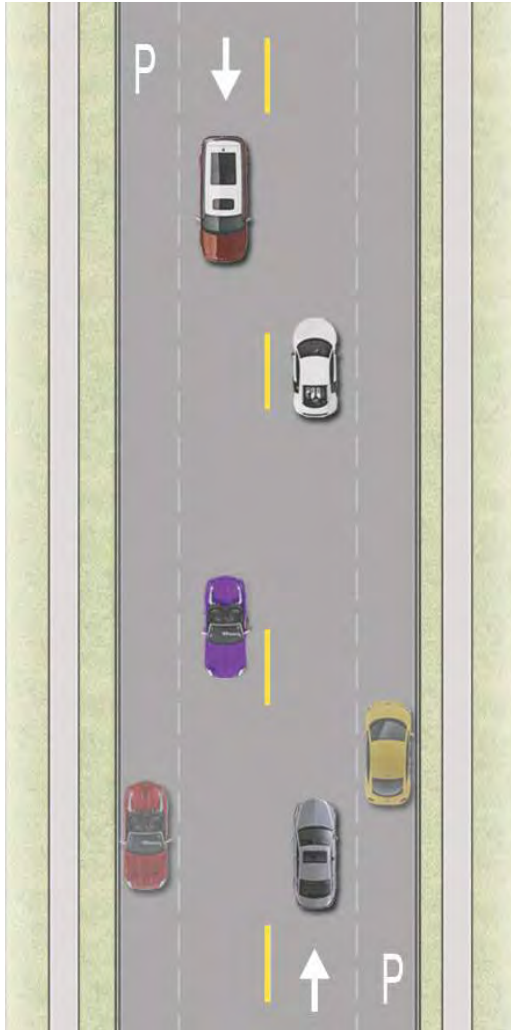
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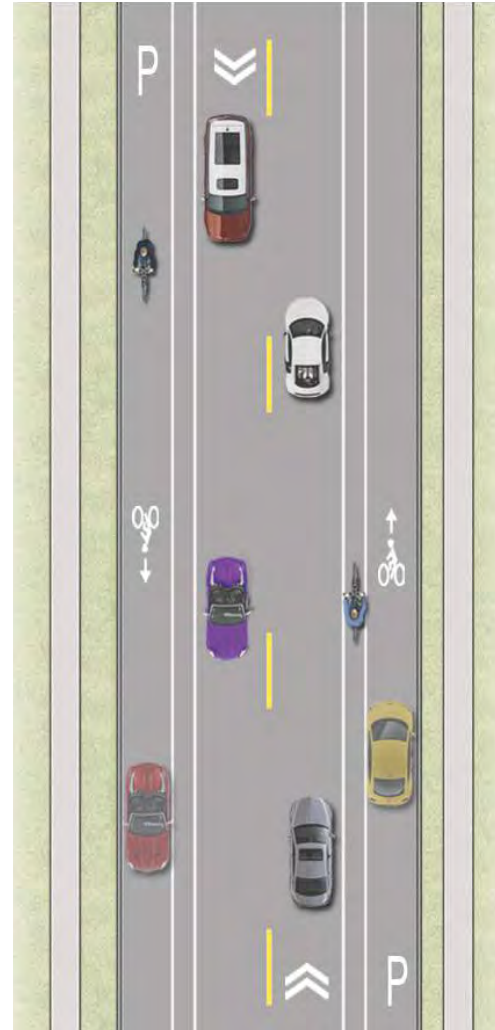
ROADS & SIDEWALKS

RE-STRIPING OF 2-LANE COLLECTOR (NO MEDIAN) WITH ON-STREET PARKING

BEFORE



AFTER (see section on next page)

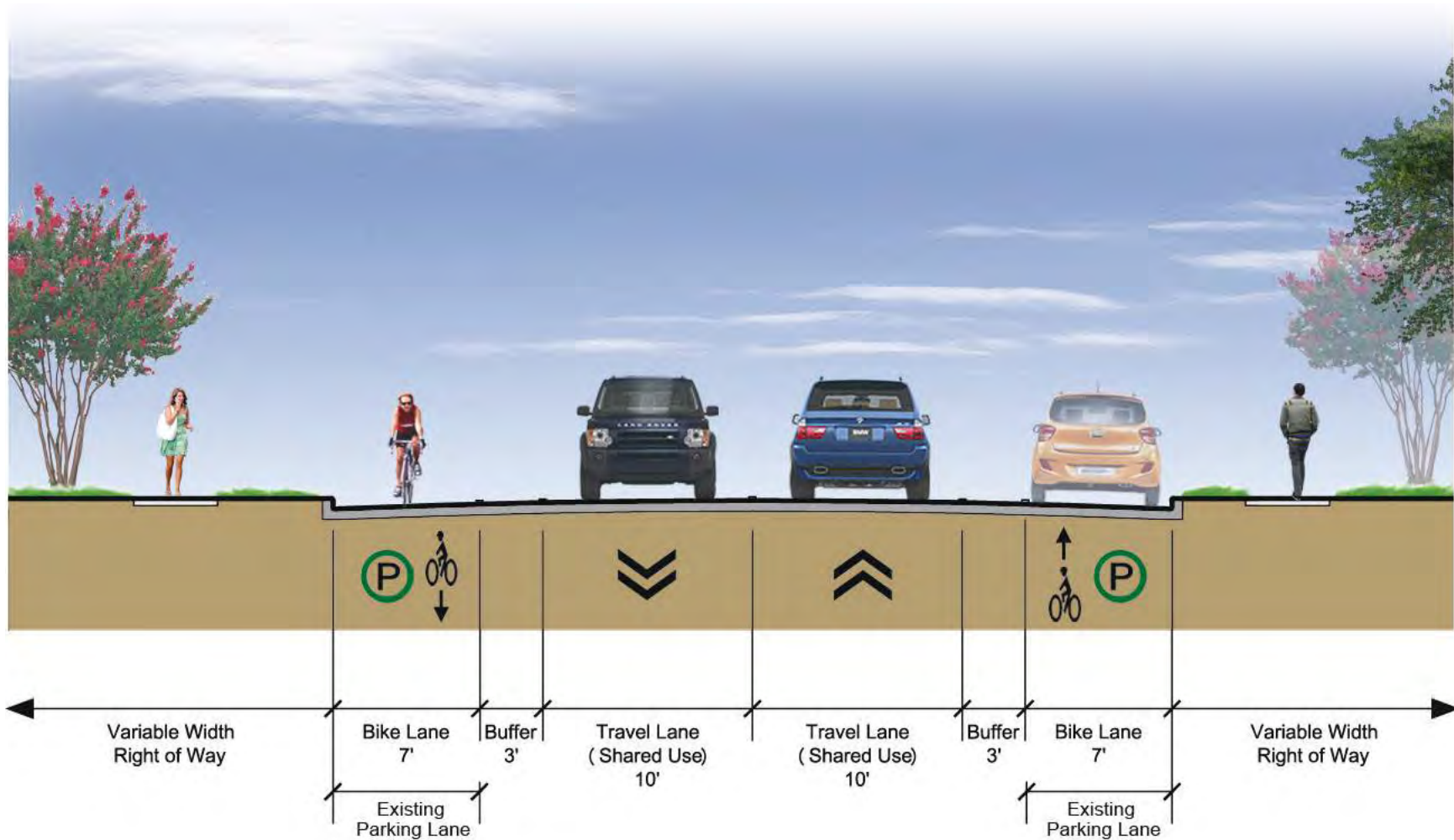


- (2) 10' travel lanes
- 7' bike lanes with 3' buffer lanes

ROADS & SIDEWALKS

RE-STRIPING OF 2-LANE COLLECTOR (NO MEDIAN) WITH ON-STREET PARKING

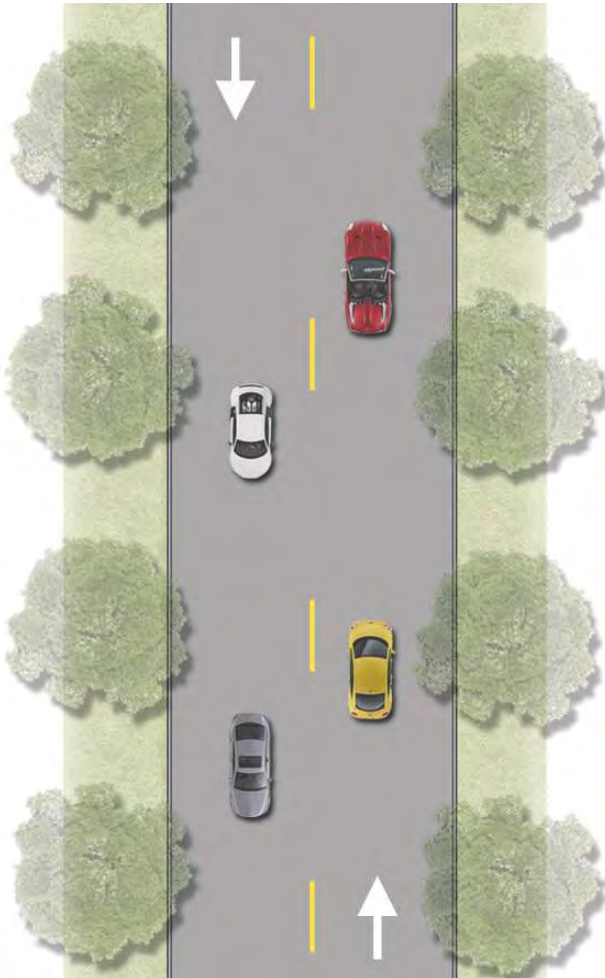
AFTER



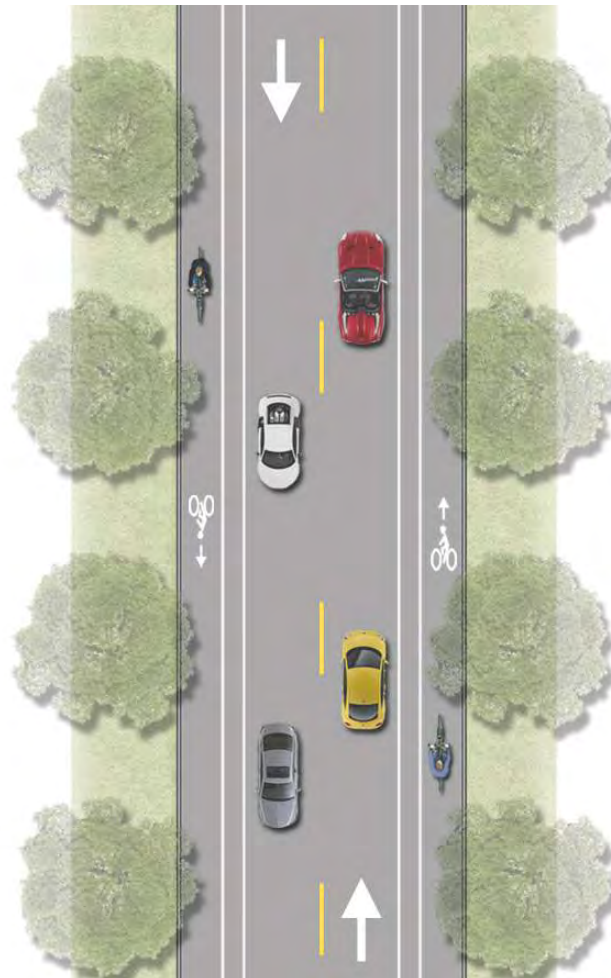
ROADS & SIDEWALKS

RE-STRIPING OF 2-LANE COLLECTOR (NO MEDIAN) WITHOUT ON-STREET PARKING

BEFORE



AFTER (see section on next page)



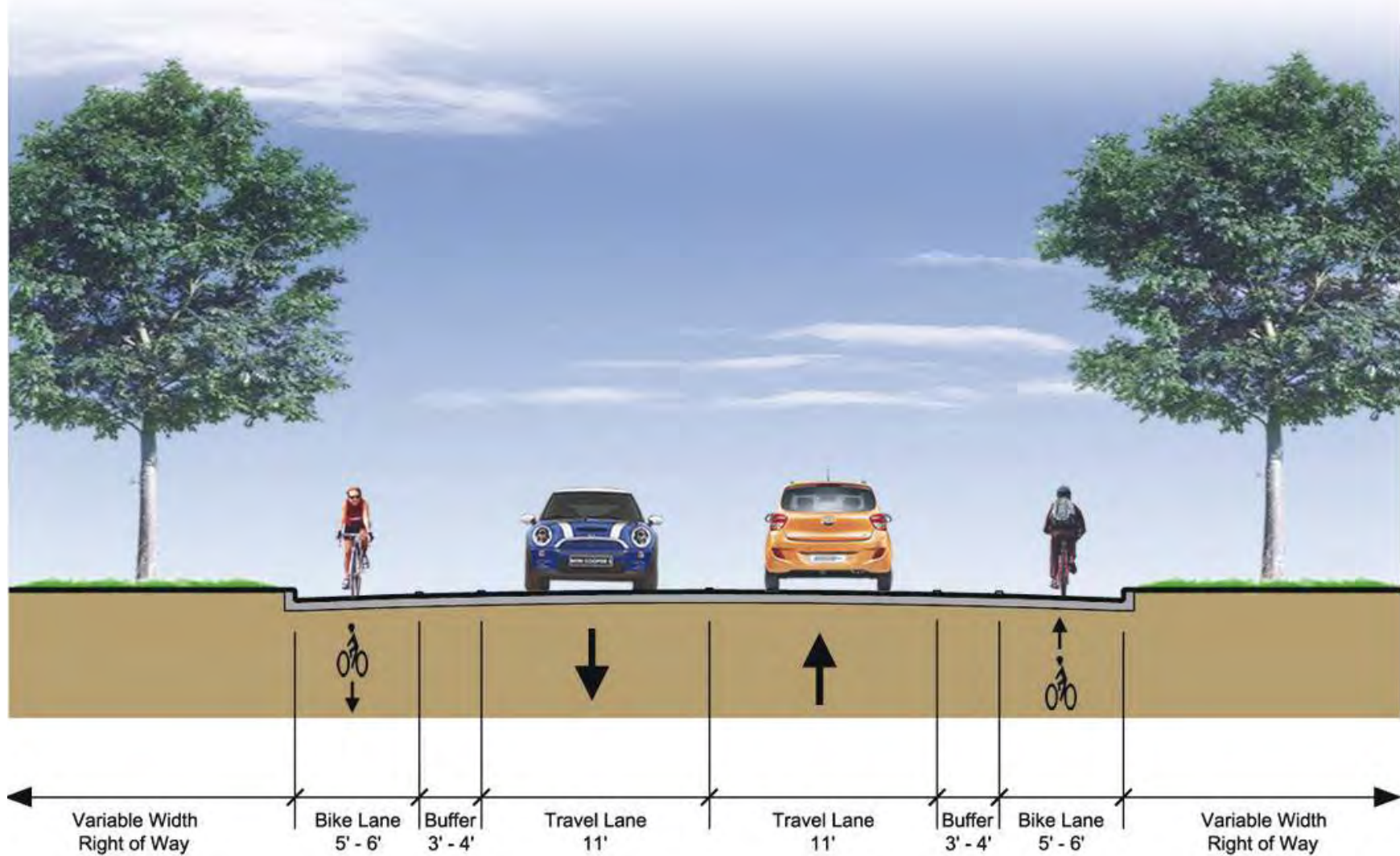
- (2) 11' travel lanes
- 5'-6' bike lanes with 3'-4' buffer lanes



ROADS & SIDEWALKS

RE-STRIPING OF 2-LANE COLLECTOR (NO MEDIAN) WITHOUT ON-STREET PARKING

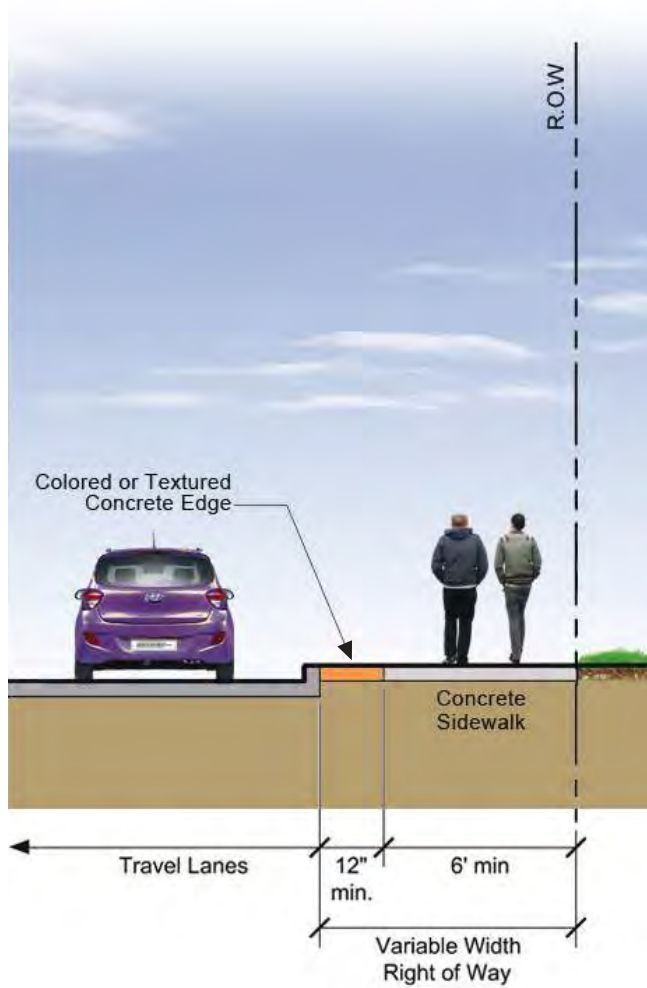
AFTER



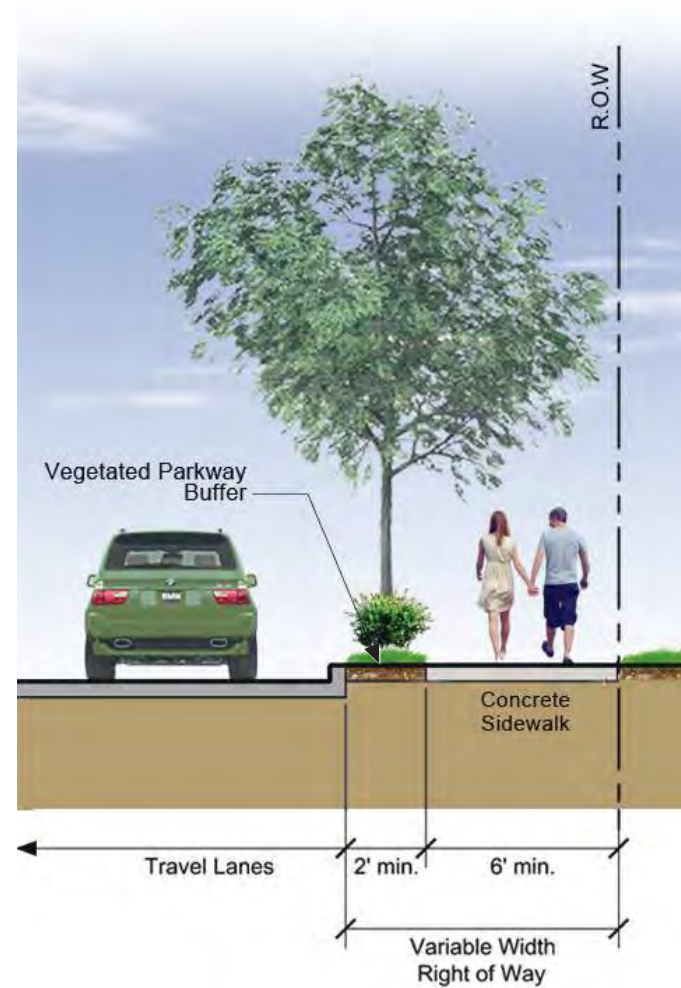
ROADS & SIDEWALKS

SIDEWALK CONNECTORS

SIDEWALK AT BACK OF CURB

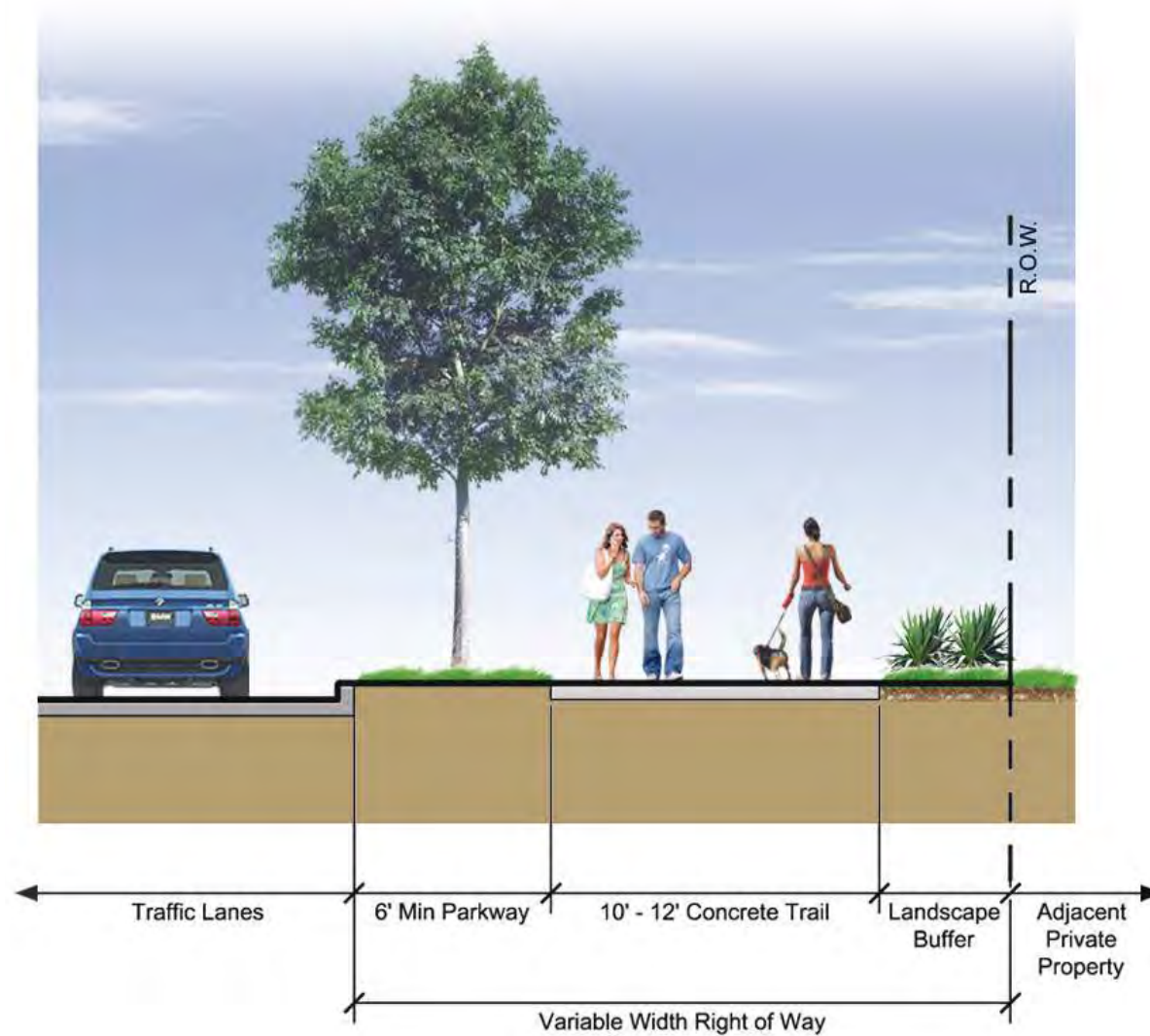


SIDEWALK WITH VEGETATED PARKWAY



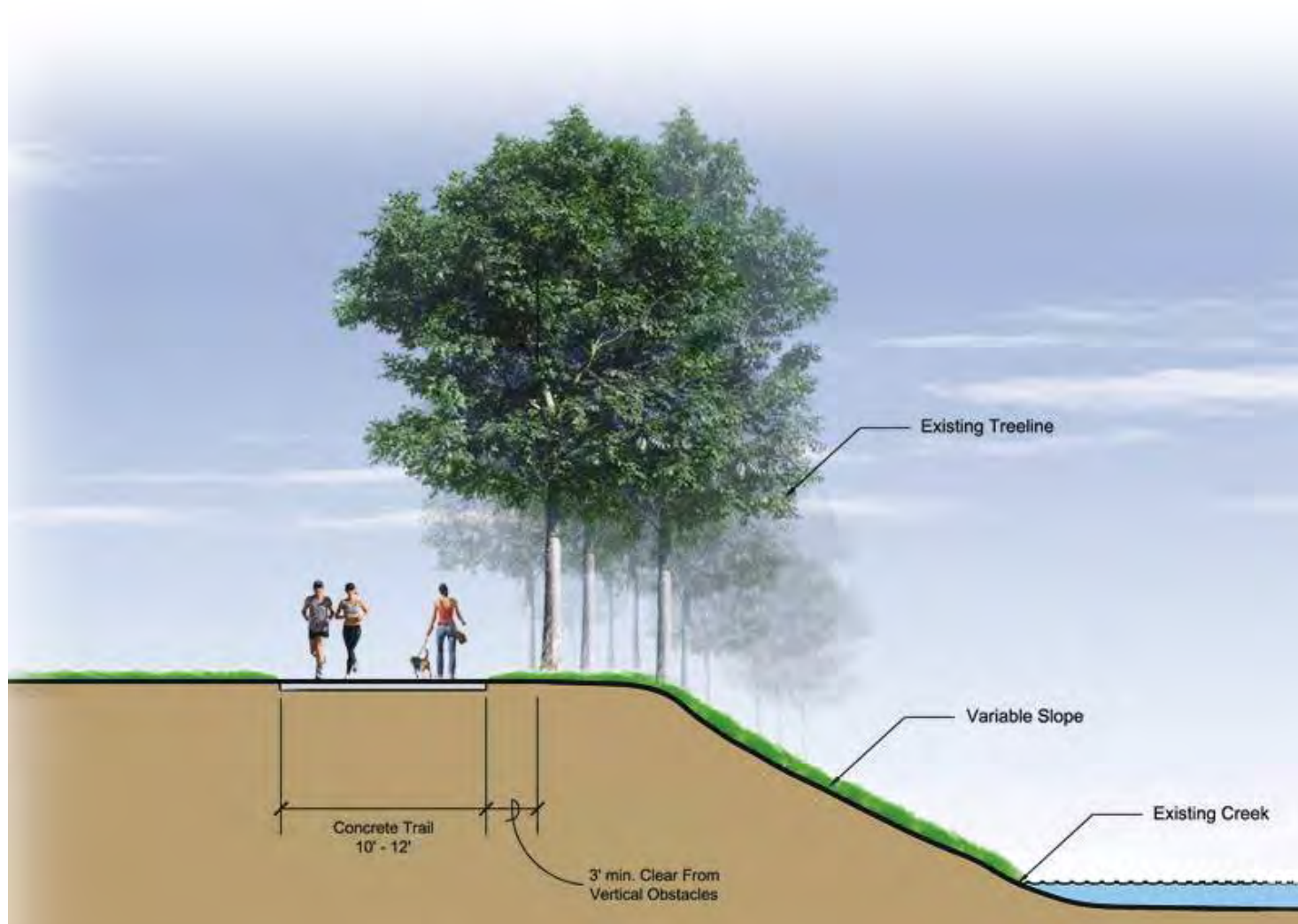
RECREATIONAL TRAILS

SHARED USE TRAIL IN PARKWAY



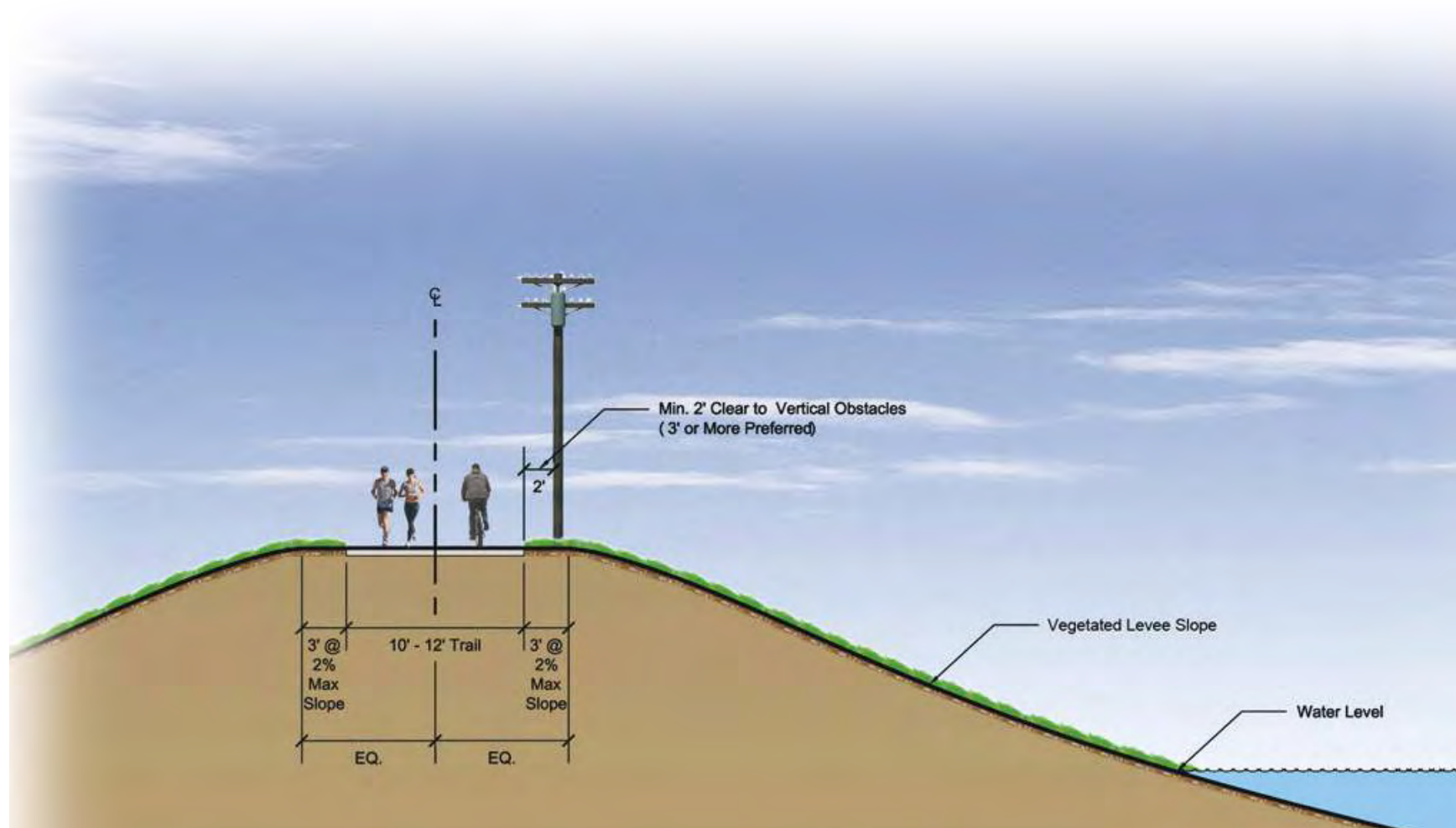
RECREATIONAL TRAILS

TRAIL ALONG CREEK / DRAINAGEWAYS



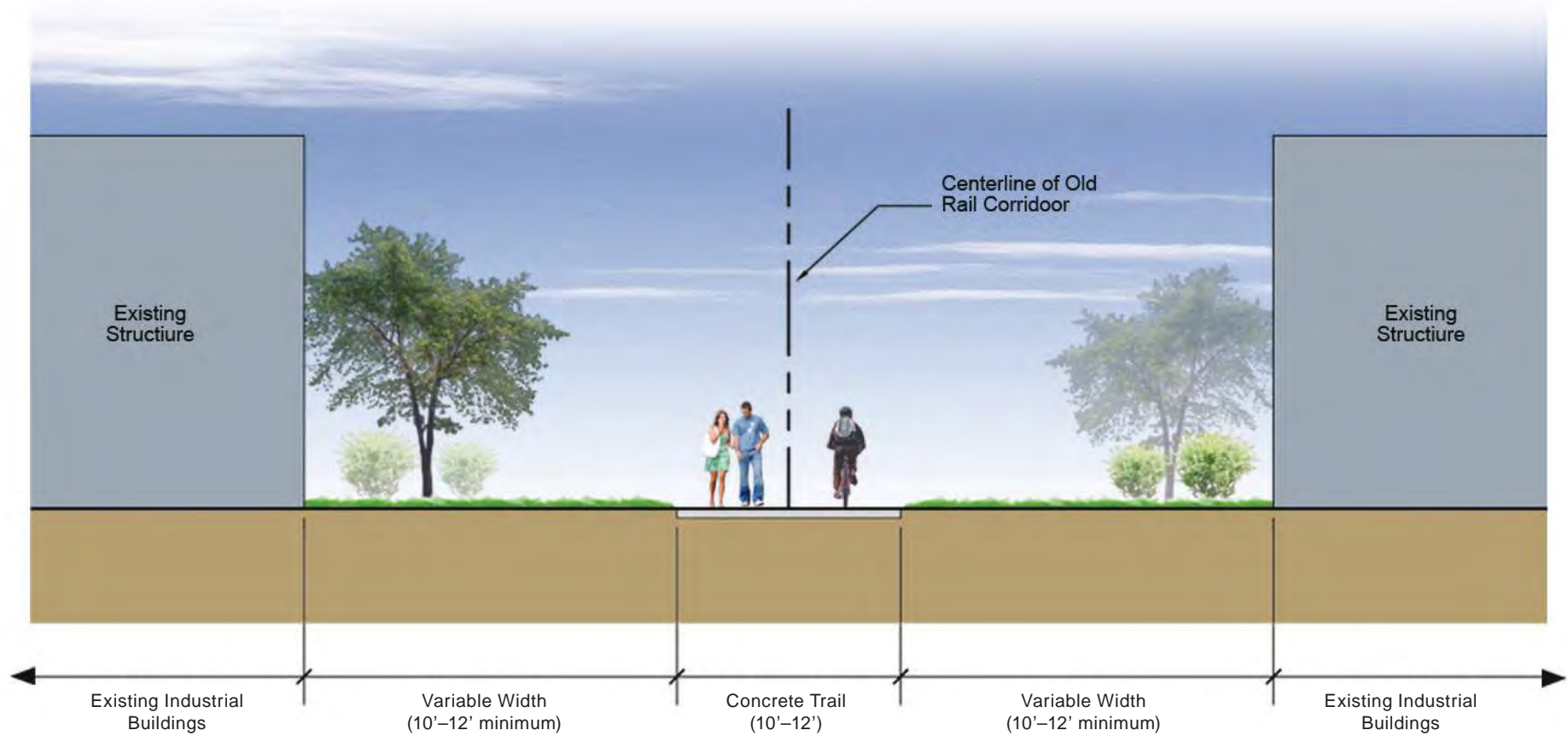
RECREATIONAL TRAILS

TRAIL ALONG LEVEE / DRAINAGE CHANNEL



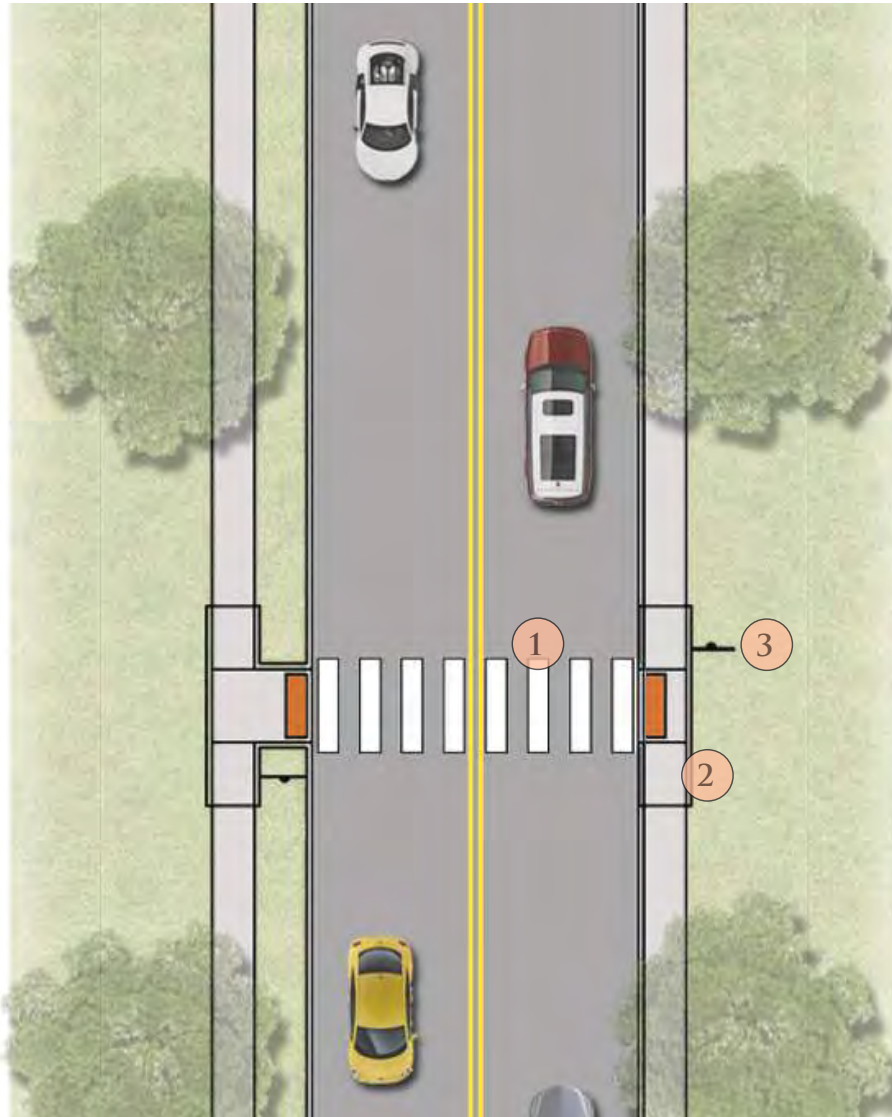
RECREATIONAL TRAILS

RE-USE OF EASEMENT / RAILROAD



CROSSINGS & TRAILHEADS

TYPICAL UNSIGNALIZED CROSSING



1 Crosswalk Markings

2 Accessible Ramps

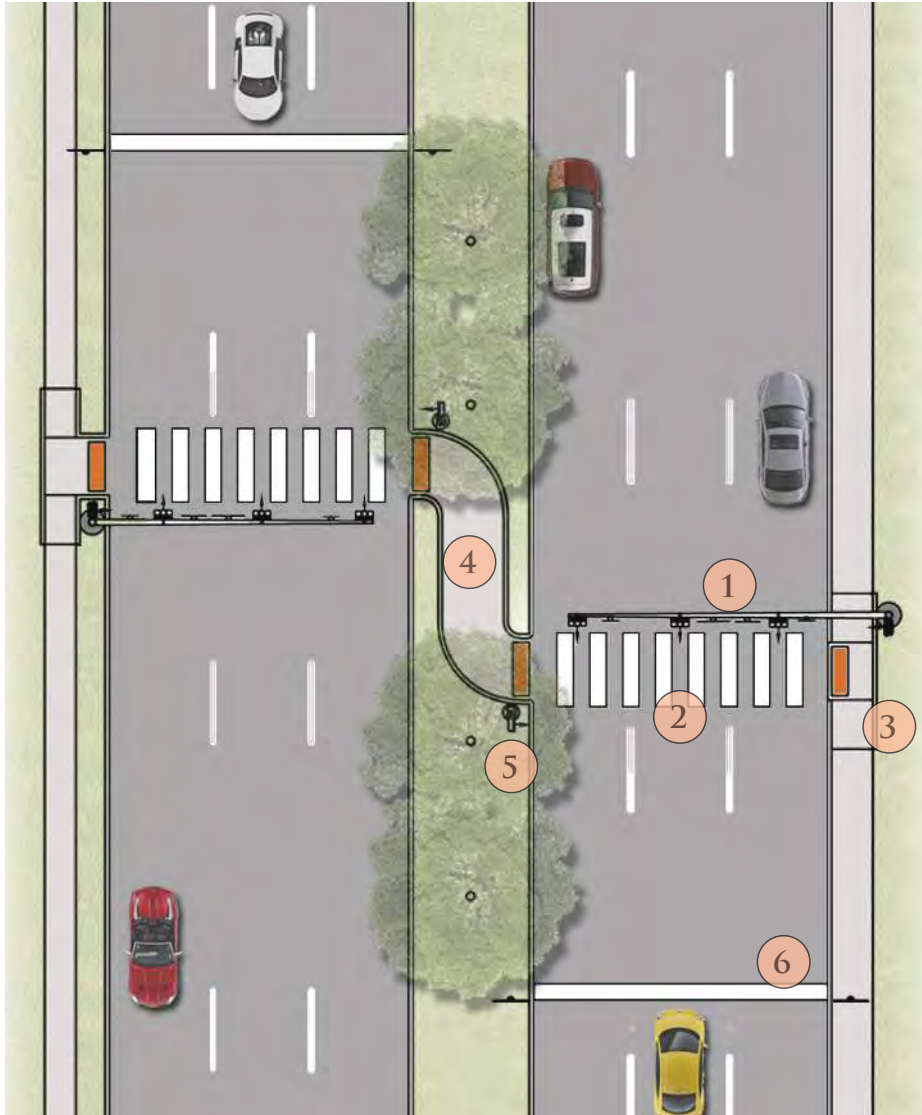
3 Traffic Signage

TYPICAL SIGNAGE



CROSSINGS & TRAILHEADS

TYPICAL SIGNALIZED CROSSING



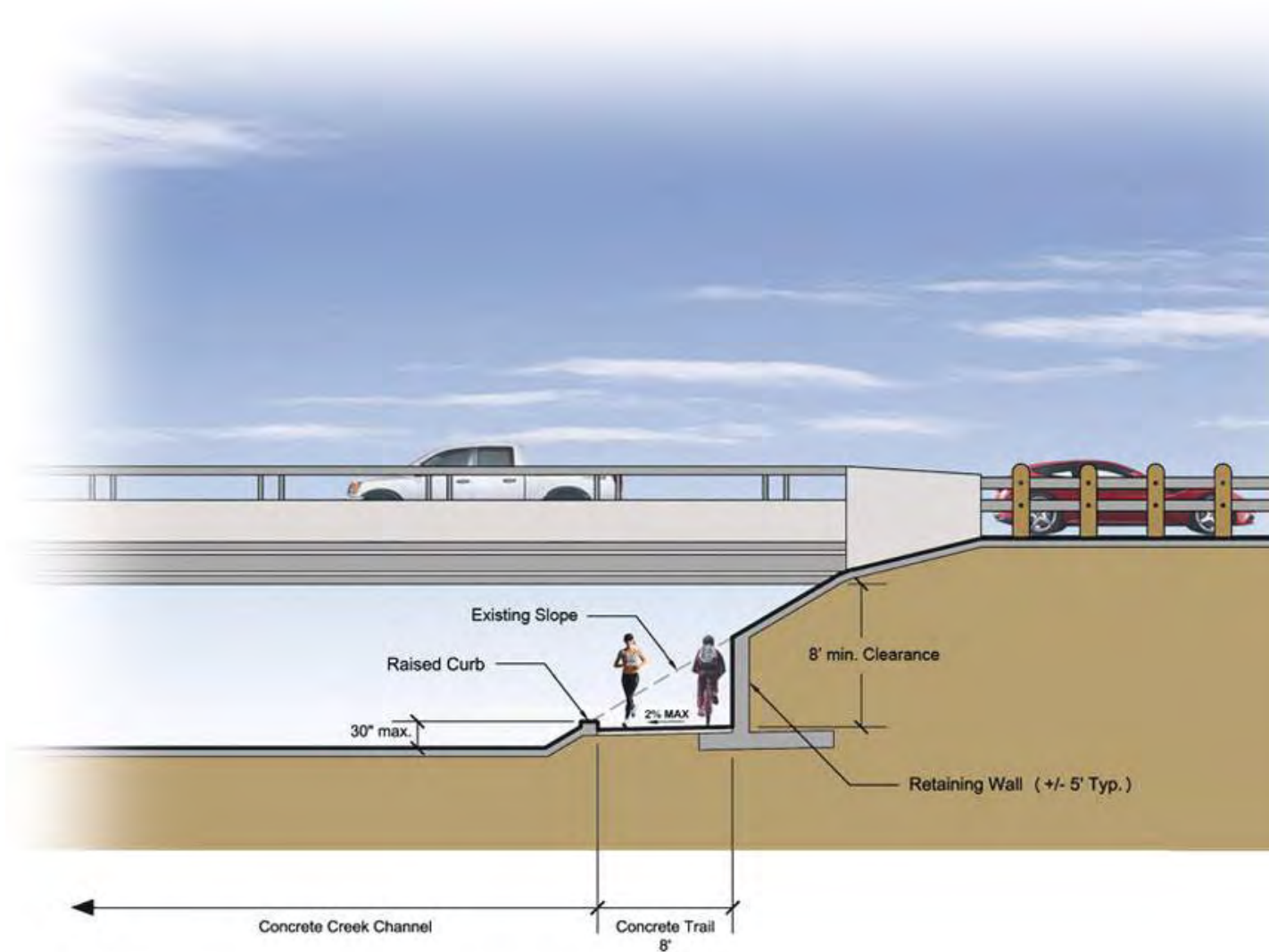
- 1 HAWK Signal
- 2 Crosswalk Markings
- 3 Accessible Ramps
- 4 "Z" Crossing
- 5 Pedestrian Signal
- 6 Stop Bar Marking

TYPICAL SIGNAGE



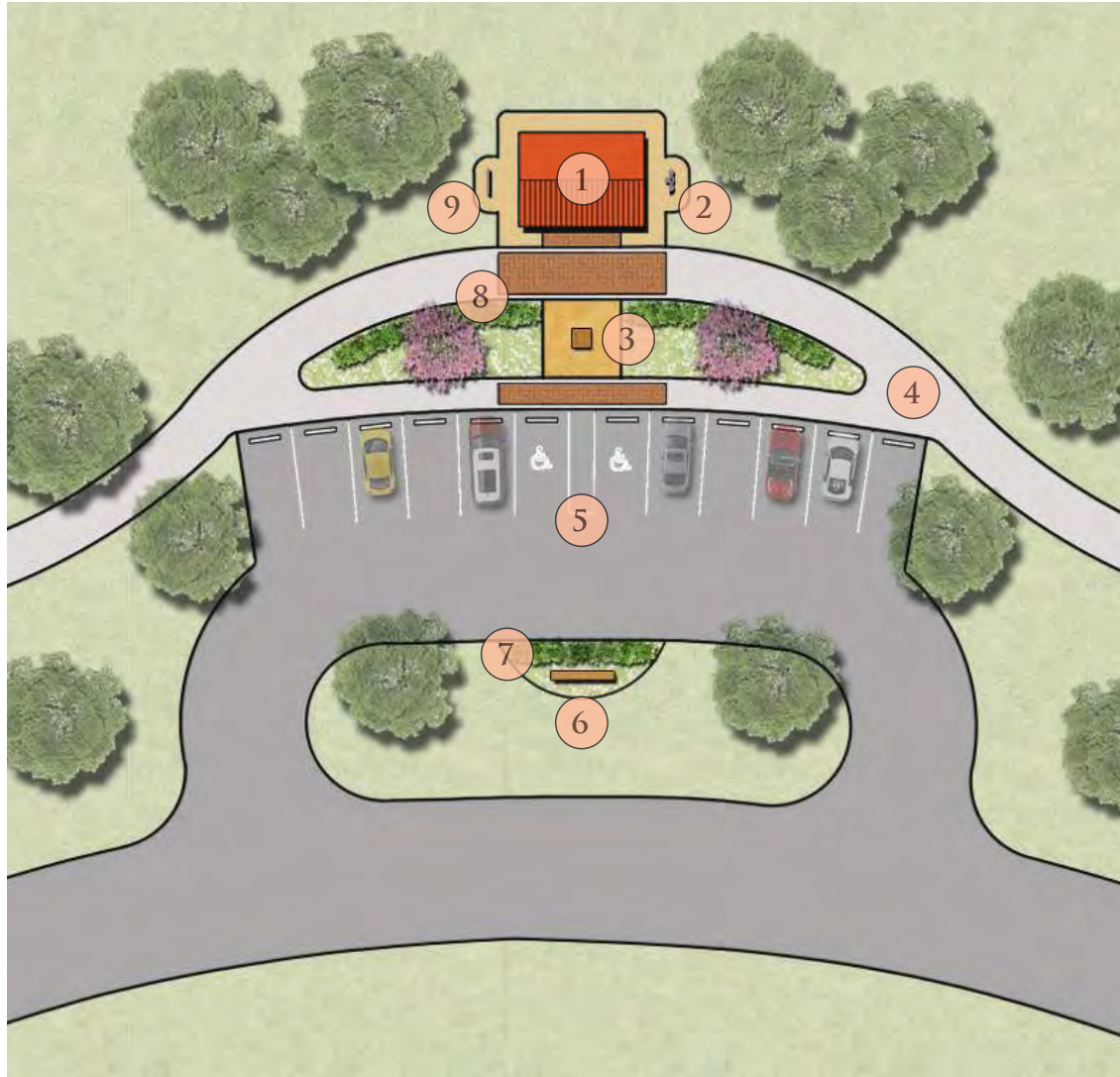
CROSSINGS & TRAILHEADS

UNDERBRIDGE CROSSING



CROSSINGS & TRAILHEADS

MAJOR TRAILHEAD



Plan View

- 1 Shade Pavilion with Seating
- 2 Drinking Fountain
- 3 Wayfinding Signage/Information Kiosk
- 4 Trail Access
- 5 Parking (Minimum 10 Spaces)
- 6 Standard Park Signage
- 7 Ornamental Plantings
- 8 Enhanced Paving
- 9 Bike Rack

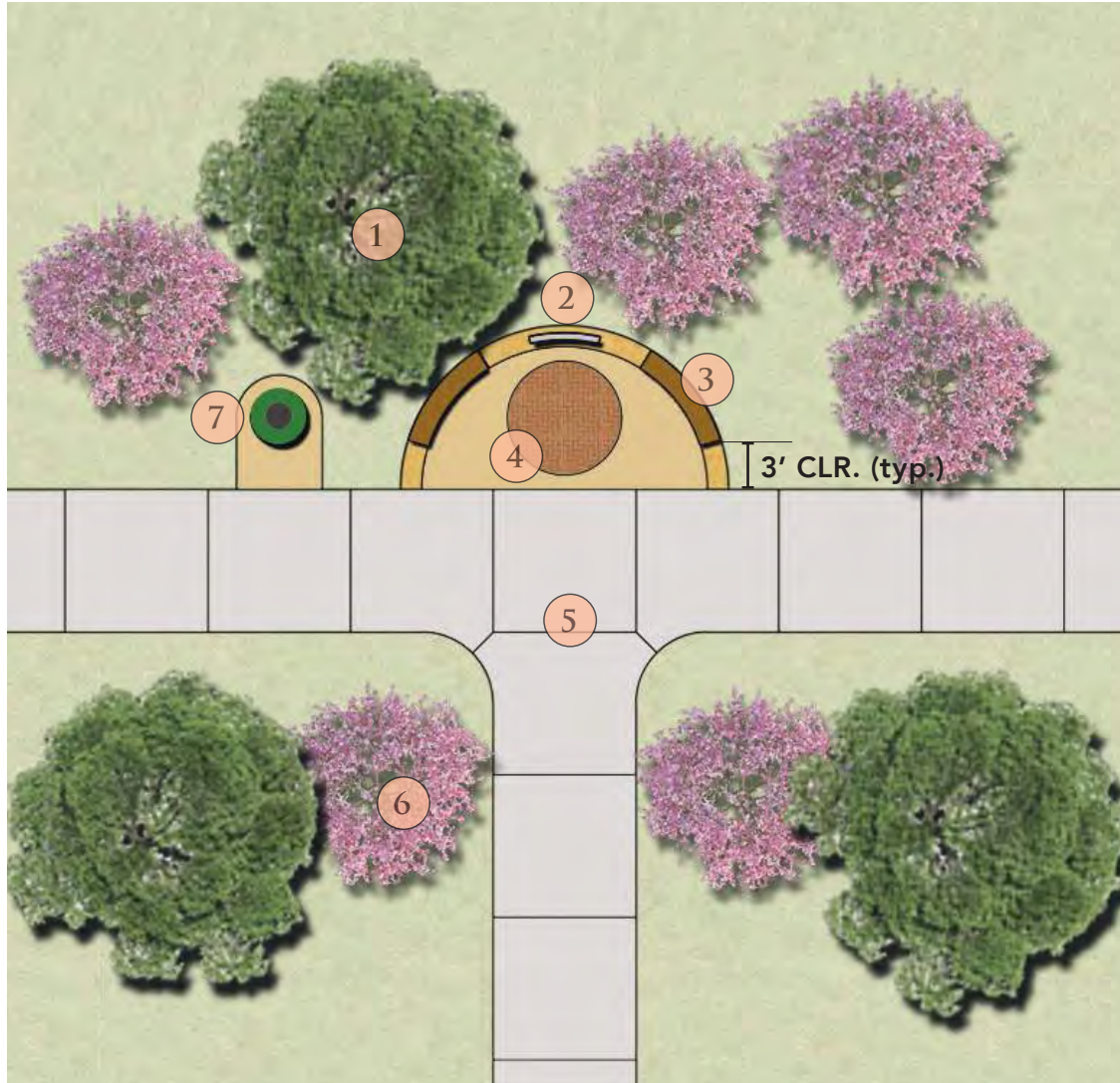


Major trailhead with pavilion and parking



CROSSINGS & TRAILHEADS

MINOR TRAILHEAD



Plan View

- 1 Shade Trees
- 2 Wayfinding Signage/Information Kiosk
- 3 Seating
- 4 Enhanced Paving
- 5 Trail Intersection
- 6 Ornamental Trees
- 7 Litter Receptacle



Minor trailhead with information kiosk



CROSSINGS & TRAILHEADS

PADDLING TRAILHEAD

With the growing popularity of non-motorized boating activities like kayaking, canoeing and paddle boarding, a number of urban trail systems now feature water trails with trailheads at key access points. Recommended components of these trailheads include: a launch platform or dock, wayfinding signage, erosion control measures as necessary, access for people of varied abilities, etc. Below are sample photos of some of these components.



Existing paddling launch on Trinity River



Wayfinding signage



Shoreline trailhead on river



Pre-fabricated dock product for all abilities (source: ezdock.com)



PORTALS & BRANDING

CITY PORTAL OPPORTUNITIES

Noted within this plan are locations that provide opportunities for projecting a unified city identity image or “brand” for visitors using the trail network. For consideration when design of these elements moves forward, the photos below serve as samples of architectural treatments, wayfinding signage, and/or public art as incorporated into a few trail gateway treatments in the DFW region.



Major gateway / City identity portal



Minor identity marker along trail



Pedestrian bridge as gateway feature

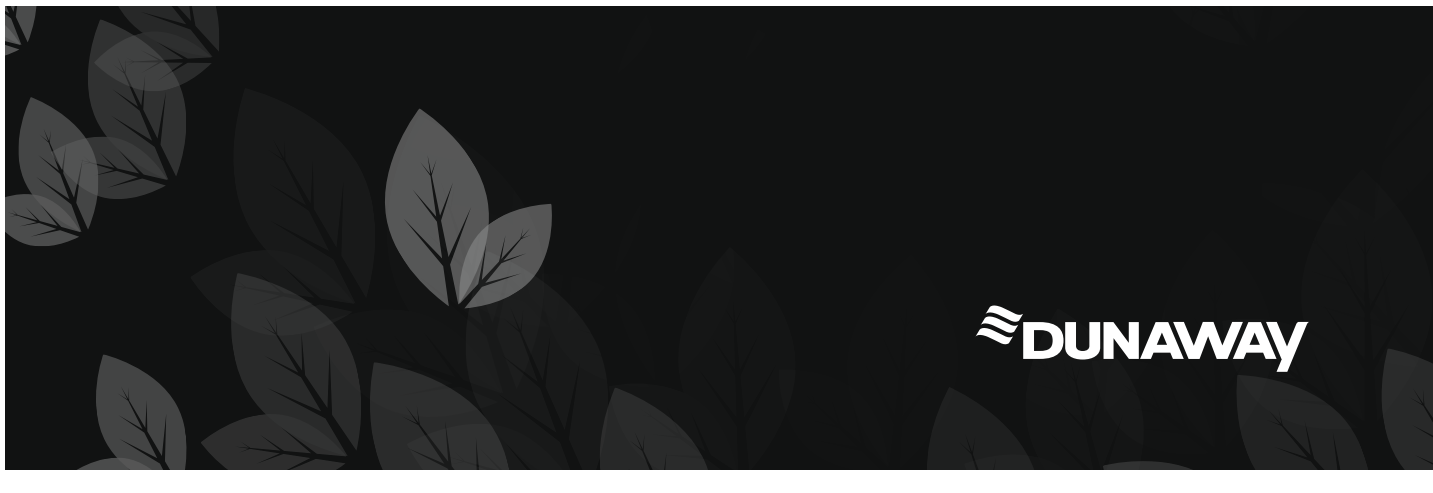


Identity monuments at trail entry point





FARMERS
BRANCH



 **DUNAWAY**