

# Dallas Trail Network Plan

City of Dallas Park and Recreation Department  
October 2008

# Dallas Trail Network Plan

City of Dallas Park and Recreation

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## Introduction

In 2002, the City of Dallas adopted the Park and Recreation Department's Long Range Development Plan, *A Renaissance Plan*. This plan was launched with the idea that Dallas will recover, regain, and reposition its park system as a model in the United States. With the adoption of the Renaissance Plan and the subsequent passage of the record 2003 and 2006 Bond Programs, the City has taken a bold step forward in achieving its vision to be a premier Park and Recreation system in the United States.

Great trail systems are associated with great cities. Linking communities with trails and greenways is becoming a critical component of the urban fabric, particularly as the population becomes more dense. Trails help to create a sustainable and healthy community by providing numerous benefits. Trails promote air quality, economic development and personal health, as well as enhance recreational opportunities.

The results of a citizen survey that was conducted as part of the Renaissance Plan found that trail development is among the highest priorities for Dallas citizens. To become a premier park system, the Renaissance Plan recommends that some "big moves" be made. One of these big moves is to implement a regional trail network throughout the city. To that end, Park and Recreation Department staff have created a city-wide trail network master plan to help guide the Department in decision making pertaining to trail development. The City of Dallas is well on its way in creating a remarkable urban trail system.



Trails boost real estate values and are frequently utilized in real estate marketing.

## Methodology

During the Renaissance Plan process, planners utilized the broad Dallas County Trail Plan and the North Central Texas Council of Government's Veloweb to suggest a preliminary network of trails that would be explored further and would connect into the existing trail system. Over a period of several months, park staff visited each proposed trail corridor to determine the true feasibility of each proposed trail. All of the proposed trails that were deemed feasible, as well as existing trails, were photographically documented and mapped. This documentation, mapping and other available information such as individual trail master plans, helped to identify engineering and design challenges which were useful in developing preliminary cost estimates for the unfunded need of each trail.



Photographic documentation of each trail corridor is provided in Appendix i.

Maps, photographic documentation, cost estimates and various trail data have been combined into a single comprehensive document to create the Dallas Trail Network Plan. This plan is meant to be updated as needed to allow for the most current status of the trail system as it is implemented. New trail proposals and changes to existing proposals can be evaluated, documented and incorporated into the plan. This is an important feature, as new ideas and urban re-development can create new opportunities which did not previously exist.

## Classification

The Dallas Trail Network Plan classifies trails into four distinct categories which include the following:

- Major Linear Trails
- Major Loop Trails
- Major Nature Trails
- Neighborhood Trails

**Major trails** are city-wide assets and should be marketed as regional attractions. A trail that is at least one mile in length is classified as a major trail. With the exception of nature trails, major trails are typically developed with a minimum 12-foot width in accordance with the American Society of Highway and Transportation Officials (ASHTO) guidelines.

**Major linear trails** typically connect multiple parks, greenbelts, schools, neighborhoods, employment centers, entertainment districts and transit centers. In addition to the obvious recreational benefit, major linear trails are essential in promoting alternative modes of transportation and improving air quality.



Preston Ridge Trail—A major linear Trail

**Major loop trails** are typically located wholly within metropolitan, regional, and community parks. These trails provide multiple recreation and exercise opportunities while linking major amenities within the park.



White Rock Lake Park Loop Trail—A major loop trail.

**Major nature trails** are natural-surfaced trails that are typically located in a major greenbelt park. These trails provide opportunities for environmental education and contemplative seclusion in a natural setting.



Cedar Ridge Preserve Nature Trail—A major nature trail.

**Neighborhood trails** are considered more of a neighborhood amenity rather than a regional attraction. These trails are typically located wholly within community and neighborhood parks. A trail that is less than one mile in length is classified as a neighborhood trail and can be a linear, loop, or nature trail. Neighborhood linear and loop trails are typically no wider than 8 feet. Analysis and planning of each neighborhood trail occurs within the individual park development plan for the park in which the trail is located.

The current trail inventory for the Dallas park system is:

Existing major linear trails:	34.9 Miles
Existing major loop trails:	20.6 Miles
Existing major nature trails:	23.0 Miles
Existing neighborhood trails:	19.8 Miles
<b>Total existing trails:</b>	<b>98.3 Miles</b>
<b>Additional proposed trails</b>	<b>151.4 Miles</b>
<b>Plan total:</b>	<b>249.7 Miles</b>



Glendale Park Loop Trail—A Major Loop Trail.



Katy Trail—A major linear trail.

## Benchmark Comparison

A survey of several cities was conducted, through telephone interviews and internet research, to determine how Dallas' trail system compared to similar-sized municipalities. It was found that comprehensive trail planning is a relatively new concept for most cities. Many cities do not have a comprehensive trail plan and have indicated that the need for such a plan has become evident. Some cities only have data of their current inventory of trails while others did not keep such records in a readily available format. Survey results can be found in Figure 1.

Figure 1. Benchmark Comparison

City	Total Existing Trail Mileage	Total Planned Trail Mileage
<b>Dallas</b>	<b>98.3 Miles</b>	<b>249.7 Miles</b>
Atlanta	Information not available- no current inventory	Information not available- no master plan
Denver	109.2 Miles	Planned mileage not Included in master plan
Houston	95 Miles	153 Miles
Indianapolis	35 Miles	175 Miles
Kansas City, Missouri	19 Miles	Information not available- no master plan
Phoenix	Information not available- no current inventory	Information not available- no master plan
San Antonio	54.3 Miles	Information not available

## Trail Right-of-Way

Trails can occupy a variety of rights-of-way. Some trails are located wholly within city owned rights-of-way including city parks, greenbelts, creek corridors, and streets. However, this is not always possible with an extensive trail system, and other right-of-way alternatives must be considered. Acquiring trail right-of-way should be a positive process, as public trails can contribute to the success of certain facilities owned by other public entities such as mass transit centers, and private entities such as retail and mixed-use centers.

Many of the existing and proposed trail corridors contain right-of-way that is utilized through a lease or license instrument. Utility and railroad corridors are the most common types of right-of-way that are not owned by the city. ONCOR and Dallas Area Rapid Transit (DART) have demonstrated their willingness to allow the usage of their properties for public trail use subject to their review and approval.

Utilizing ONCOR utility rights-of-way for trail purposes gives an additional function to properties that are perceived, in many cases, as unusable and unsightly strips of land. Utilizing DART right-of-way is in keeping with the goal of promoting clean air and alternative modes of transportation, as several proposed trails will connect into DART light rail stations. The Preston Ridge Trail and the East Dallas Veloway are two trails that utilize ONCOR and DART rights-of-way, respectively.

In some cases, it may be necessary to acquire fee simple title to a proposed trail corridor in order to preserve the corridor from development that may render a proposed trail project impossible. In other cases, trail easements may be an option when working with developments that would benefit from an adjacent trail. It will be important to continue to work with the Development Services Department to improve the city's ability to secure and preserve future trail right-of-way.



The proposed Coombs Creek Trail will be located within existing city-owned property adjacent to Coombs Creek.



The proposed Northaven Trail will be located within a ONCOR utility right-of-way.



The proposed Chalk Hill Trail will be located in an existing privately held and unused railroad right-of-way. Fee simple acquisition of this corridor will be required to preserve this trail corridor.

## Implementation

Due to the extensive nature of the trail network, it will be difficult to rely solely on one source of funding for implementation. The primary source of city funding is from the municipal bond program. In addition to bond funds, federal, state and local government grants periodically become available for trail projects. In fact, a large portion of recent trail projects have been funded by grants provided by the Texas Department of Transportation, Dallas County and Collin County. Inclusion of trail funding in the city bond programs increase the likelihood of securing grants and other outside funding.

Grant programs typically have specific scoring criteria. To ensure the highest probability for acquiring grant funding, it will be important to suggest projects that would rank the highest based on the scoring criteria for the grant program being pursued. For example, grant programs administered by the Texas Department of Transportation typically fund projects that provide significant transportation enhancement benefits. As such, long linear trails that would connect schools, parks, employment centers, and transit centers score better than a loop trail or nature trail.

Trail partnerships, such as friends groups, will increasingly become important to successfully implement the Dallas Trail Network Plan. Several friends organizations have already been established to support various trail projects. Friends groups are effective in creating public advocacy for a particular trail project, as they are able to focus their resources to assist the city in developing, maintaining, programming, and marketing of a specific trail. The ability to acquire private funding becomes more attainable when an active and organized advocacy group exists. A listing of current trail advocacy partners can be found on page 6.



The Trinity Strand Trail Master Plan, commissioned by the Friends of the Trinity Strand Trail, was presented to the Park and Recreation Board in November 2004.



Friends organizations are capable of employing direct fundraising campaigns, such as the Cottonwood Trail's "Make Ends Meet" campaign.



The Friends of the Katy Trail recognize sponsors of the Katy Trail in their signage program.

## Active Trail Advocacy Groups and Partners

Bachman Lake Park Loop Trail  
Bachman Lake Park Foundation  
Edward Malinoski, Director  
214-526-2168  
[www.bachmanlake.org](http://www.bachmanlake.org)

Valley View Park Nature Trails  
Boy Scout Troop #570  
Douglas Hogan  
972-386-5464

L.B. Houston Nature Trails  
Dallas Off Road Bicycle Association (DORBA)  
Cindy Bradley, President  
214-802-1103  
[www.dorba.org](http://www.dorba.org)

White Rock Lake Park Loop Trail  
For the Love of the Lake (FTLOTL)  
972-622-7283  
[www.whiterocklake.org](http://www.whiterocklake.org)

Cedar Ridge Preserve Nature Trails  
Dallas County Audubon Society, Inc.  
DBA Audubon Dallas  
972-293-5150-Information Line  
972-839-6728-Manager  
[www.audubondallas.org](http://www.audubondallas.org)

Cottonwood Trail  
"Make Ends Meet" Campaign  
Texas Instruments, Inc.  
Liz Moyer, Public Affairs Manager  
972-882-2395  
[www.cottonwoodtrail.org](http://www.cottonwoodtrail.org)

Katy Trail  
Friends of the Katy Trail  
Eric Van Steenburg, Executive Director  
214-303-1180  
[www.katytraildallas.org](http://www.katytraildallas.org)

Preston Ridge Trail  
Friends of the Preston Ridge Trail  
Cori Pratt, President  
972-770-0436  
[www.prestonridgetrail.org](http://www.prestonridgetrail.org)

Trinity Strand Trail  
Friends of the Trinity Strand Trail  
Mike Kutner, President  
214-748-3688  
[www.trinitystrand.org](http://www.trinitystrand.org)

# Dallas Trail Network Plan

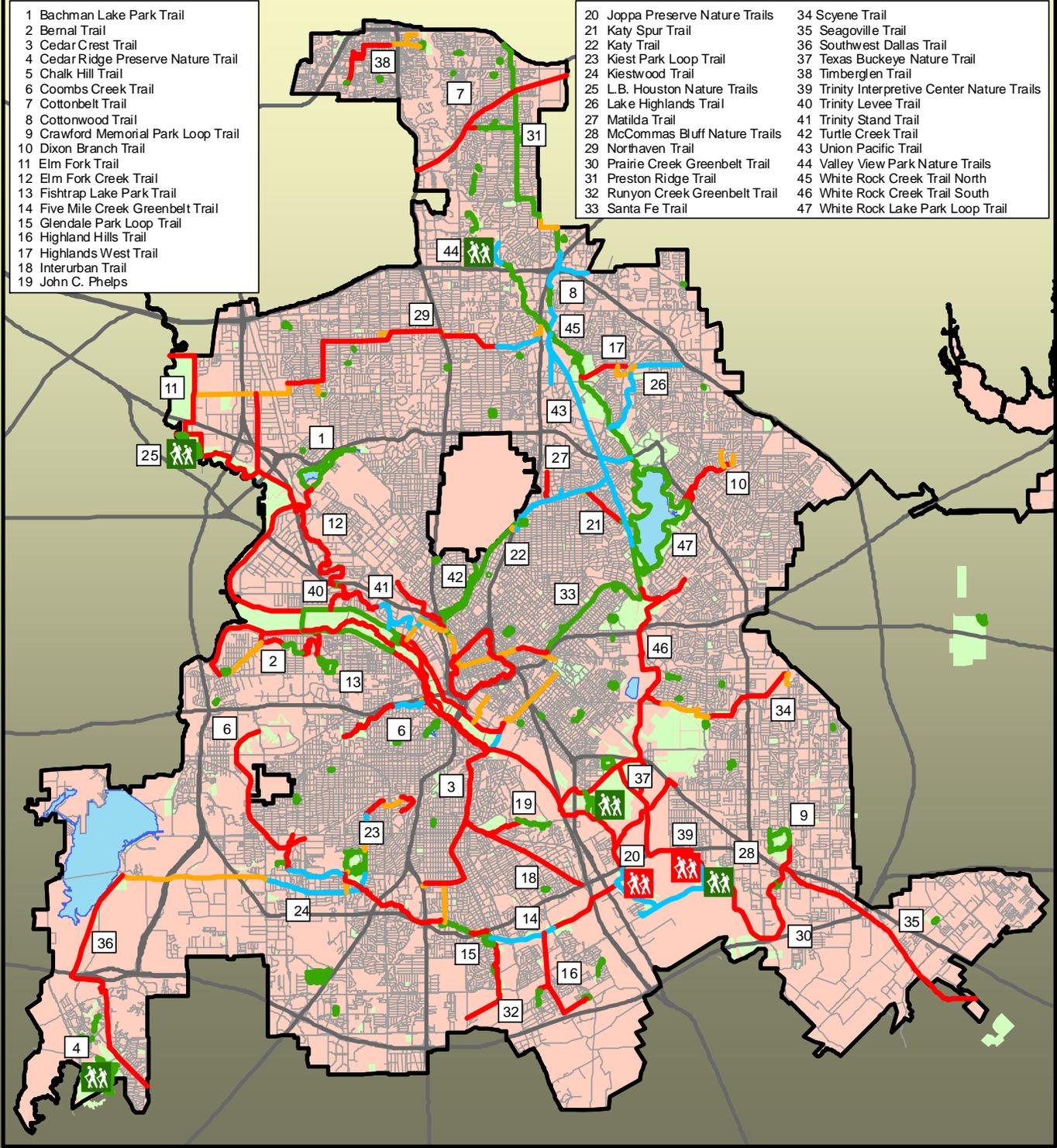
## City of Dallas

### Park and Recreation Department



- Existing Trails
- Programmed and Funded Trails
- Proposed Trails
- Sidewalk/Street Connection
- Existing Major Nature Trails
- Proposed Major Nature Trails

- |   |   |   |
|---|---|---|
| <ul style="list-style-type: none"> <li>1 Bachman Lake Park Trail</li> <li>2 Bernal Trail</li> <li>3 Cedar Crest Trail</li> <li>4 Cedar Ridge Preserve Nature Trail</li> <li>5 Chalk Hill Trail</li> <li>6 Coombs Creek Trail</li> <li>7 Cottonbelt Trail</li> <li>8 Cottonwood Trail</li> <li>9 Crawford Memorial Park Loop Trail</li> <li>10 Dixon Branch Trail</li> <li>11 Elm Fork Trail</li> <li>12 Elm Fork Creek Trail</li> <li>13 Fishtrap Lake Park Trail</li> <li>14 Five Mile Creek Greenbelt Trail</li> <li>15 Glendale Park Loop Trail</li> <li>16 Highland Hills Trail</li> <li>17 Highlands West Trail</li> <li>18 Interurban Trail</li> <li>19 John C. Phelps</li> </ul> | <ul style="list-style-type: none"> <li>20 Joppa Preserve Nature Trails</li> <li>21 Katy Spur Trail</li> <li>22 Katy Trail</li> <li>23 Kiest Park Loop Trail</li> <li>24 Kiestwood Trail</li> <li>25 L.B. Houston Nature Trails</li> <li>26 Lake Highlands Trail</li> <li>27 Matilda Trail</li> <li>28 McCommas Bluff Nature Trails</li> <li>29 Northaven Trail</li> <li>30 Prairie Creek Greenbelt Trail</li> <li>31 Preston Ridge Trail</li> <li>32 Runyon Creek Greenbelt Trail</li> <li>33 Santa Fe Trail</li> </ul> | <ul style="list-style-type: none"> <li>34 Scyene Trail</li> <li>35 Seagoville Trail</li> <li>36 Southwest Dallas Trail</li> <li>37 Texas Buckeye Nature Trail</li> <li>38 Timberglen Trail</li> <li>39 Trinity Interpretive Center Nature Trails</li> <li>40 Trinity Levee Trail</li> <li>41 Trinity Stand Trail</li> <li>42 Turtle Creek Trail</li> <li>43 Union Pacific Trail</li> <li>44 Valley View Park Nature Trails</li> <li>45 White Rock Creek Trail North</li> <li>46 White Rock Creek Trail South</li> <li>47 White Rock Lake Park Loop Trail</li> </ul> |
|---|---|---|



# Dallas Trail Network Plan

MAJOR LINEAR TRAILS										
Trail Project	Planned Length	Existing Length	% Existing	% of Existing Needing Reconstruction	Surface	Park Maintenance District	Council District	NCTCOG Veloweb Segment Number	Primary R.O.W. (ONCOR, Railroad, etc.)	Unfunded Need
BERNAL TRAIL	16,782 LF (3.17 Mi)	3,500 LF (.66 Mi)	21%	0	Concrete	5	3, 6	N/A	City-Owned	\$2.5 Million
CEDAR CREST TRAIL	26,744 LF (5.1 Mi)	0	0	N/A	Concrete	3	4, 7	35	ONCOR	\$5 Million
INTERURBAN TRAIL	14,256 LF (2.7 Mi)	0	0	N/A	Concrete	3	4,5,7	N/A	ONCOR, Private	\$3.5 Million
CHALK HILL TRAIL	22,700 LF (4.3 Mi)	0	0	N/A	Concrete	4	2, 1	37	Unused Railroad Right-of-Way Privately Held	\$5 Million
COOMBS CREEK TRAIL	14,350 LF (2.7 Mi)	0	0	N/A	Concrete	4	3	N/A	City-Owned	\$2.5 Million
COTTONBELT TRAIL	23,760 LF (4.5 Mi)	0	0	N/A	Concrete	6	11, 12	56,70	Railroad R.O.W. Active freight line. Future Light Rail Owned by DART	\$3.9 Million
COTTONWOOD TRAIL	16,330 LF (3.1 Mi)	6,200 LF (1.2 Mi)	38%	0	Concrete	6	10, 11	54	City, TXDOT, ONCOR, DART	\$3.9 Million
DIXON BRANCH TRAIL	12,250 LF (2.3 Mi)	0	0	N/A	Concrete	1	9	52	City-Owned	\$2 Million
ELM FORK TRAIL	38,760 LF (7.3 Mi)	0	0	0	Concrete	5	6	57	City-Owned	\$10 Million
ELM FORM CREEK TRAIL	18480 LF (3.5 Mi)	0	0	N/A	Concrete	5	2	N/A	City, ONCOR, Private	\$4.5 Million
FIVE MILE CREEK GREENBELT TRAIL	55,118 LF (10.4 Mi)	7,912 LF (1.5 Mi)	14%	0	Concrete	2, 3 ,4	1, 3, 4, 5, 8	36	City-Owned, ONCOR, Private	\$12.7 Million
HIGHLAND HILLS TRAIL	15,922 LF (3.0 Mi)	0	0	N/A	Concrete	3	8	38	ONCOR, Private	\$3.8 Million
HIGHLANDS WEST TRAIL	9,312 LF (1.8 Mi)	0	0	N/A	Concrete	6	10	N/A	ONCOR	\$2.3 Million
JOHN C. PHELPS TRAIL	13,000 LF (2.5 Mi)	4,480 LF (.85 Mi)	34%	90%	Currently Asphalt (Proposed Concrete)	3	4, 7	N/A	City-Owned, ONCOR	\$1.5 Million
KATY TRAIL	38,597 LF (7.3 Mi)	18,667 LF (3.5 Mi)	48%	0	Concrete	1, 5	2, 9, 14	46	City-Owned, DART, ONCOR	\$8.5 Million

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Trail Project	Planned Length	Existing Length	% Existing	% of Existing Needing Reconstruction	Surface	Park Maintenance District	Council District	NCTCOG Veloweb Segment Number	Primary R.O.W. (ONCOR, Railroad, etc.)	Unfunded Need
KATY SPUR TRAIL	7,200 LF (1.4 Mi)	1,000 LF (.19 Mi)	13.9 %	0	Concrete	1	9	N/A	City-Owned, ONCOR	\$1.5 Million
KIESTWOOD TRAIL	18,500 LF (3.5 Mi)	0	0	N/A	Concrete	4	3	N/A	ONCOR	N/A
LAKE HIGHLANDS TRAIL	21,568 LF (4.1 Mi)	0	0	N/A	Concrete	6	10	N/A	ONCOR	\$2.3 Million
MATILDA TRAIL	3,819 LF (.7 Mi)	0	0	N/A	Concrete	1	14	N/A	ONCOR	\$1 Million
NORTHAVEN TRAIL	59,500 LF (11.3 Mi)	0	0	N/A	Concrete	5, 6	11, 13, 6	53	ONCOR	\$10 Million
PRAIRIE CREEK GREENBELT TRAIL	15,639 LF (3.0 Mi)	0	0	N/A	Concrete	2	8	39	City Owned and Private	\$4 Million
PRESTON RIDGE TRAIL	33,133 LF (6.3 Mi)	33,133 LF (6.3 Mi)	100%	0	Concrete	6	11, 12	54	ONCOR	N/A
RUNYON CREEK GREENBELT TRAIL	12,670 LF (2.4 Mi)	0	0	N/A	Concrete	3	5, 8	N/A	City Owned	\$1.7 Million
SCYENE TRAIL	14,100 LF (2.7 Mi)	0	0	N/A	Concrete	2	4	N/A	ONCOR	\$2.5 Million
SEAGOVILLE TRAIL	31,680 LF (6.0 Mi)	0	0	N/A	Concrete	2	5,8	N/A	Private	\$7.6 Million
SOUTHWEST DALLAS TRAIL	35,500 LF (6.7 Mi)	0	0	N/A	Concrete and natural	4	3	32	ONCOR	\$7 Million
TIMBERGLEN TRAIL	12,163 LF (2.3 Mi)	0	0	N/A	Concrete	6	12	N/A	City Owned, Plano ISD, ONCOR	\$3.5 Million
TRINITY FOREST TRAIL	124,692 LF (23.6 Mi)	0	0	N/A	Concrete	2	5	39, 40, 62	City Owned	\$16 Million
TRINITY LEVEE TRAIL	119,500 LF (22.6 Mi)	31,680 LF (6 Mi) Open to public	26.5%	N/A	Currently Gravel (Proposed Concrete)	3, 5	2, 3, 6, 7	21,33	City Owned	\$23 Million

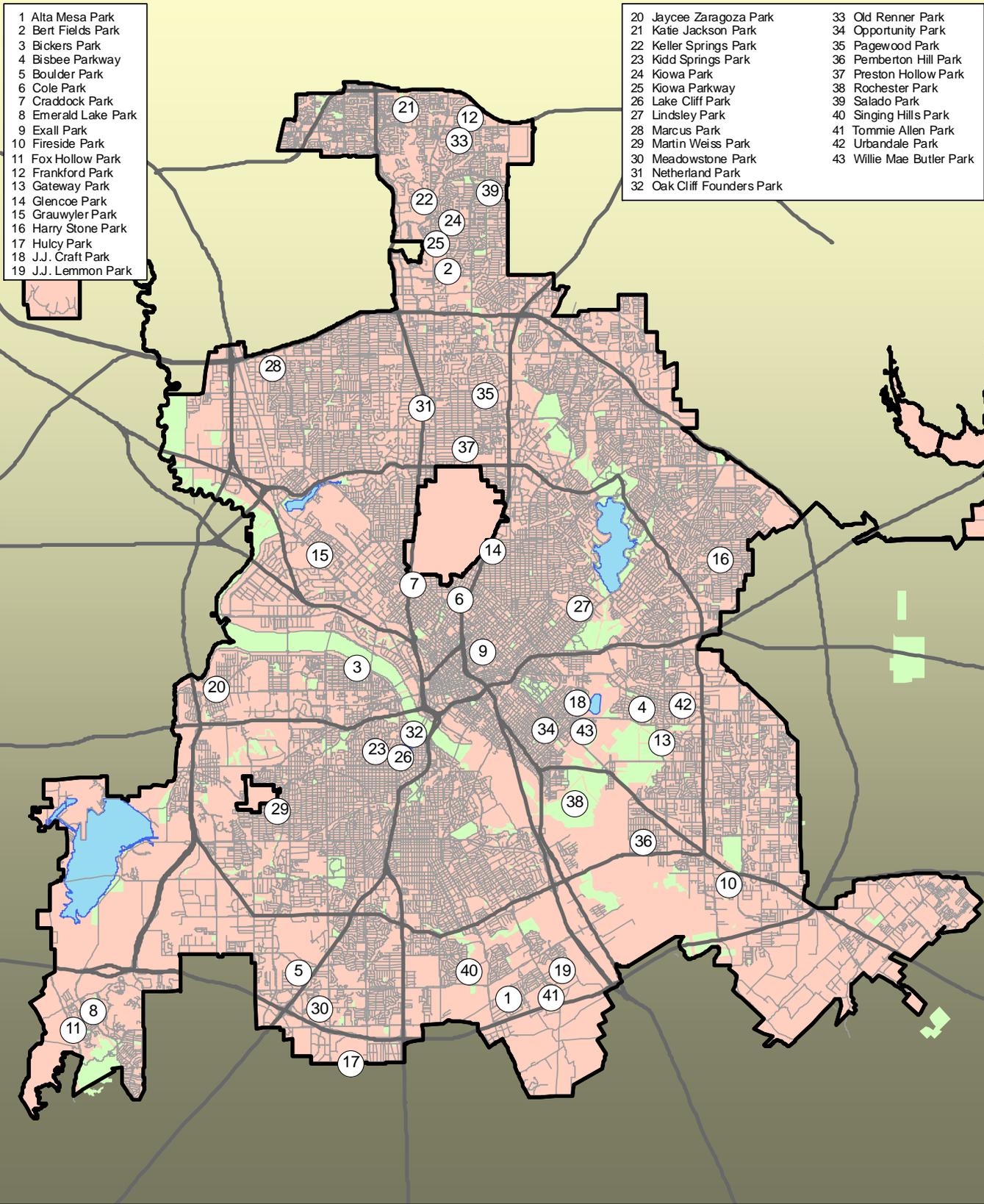
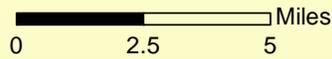






# Neighborhood Trails City of Dallas Park and Recreation Department

○ Site of Existing Neighborhood Trail



- 1 Alta Mesa Park
- 2 Bert Fields Park
- 3 Bickers Park
- 4 Bisbee Parkway
- 5 Boulder Park
- 6 Cole Park
- 7 Craddock Park
- 8 Emerald Lake Park
- 9 Exall Park
- 10 Fireside Park
- 11 Fox Hollow Park
- 12 Frankford Park
- 13 Gateway Park
- 14 Glencoe Park
- 15 Grauwlyer Park
- 16 Harry Stone Park
- 17 Hulcy Park
- 18 J.J. Craft Park
- 19 J.J. Lemmon Park

- 20 Jaycee Zaragoza Park
- 21 Katie Jackson Park
- 22 Keller Springs Park
- 23 Kidd Springs Park
- 24 Kiowa Park
- 25 Kiowa Parkway
- 26 Lake Cliff Park
- 27 Lindsley Park
- 28 Marcus Park
- 29 Martin Weiss Park
- 30 Meadowstone Park
- 31 Netherland Park
- 32 Oak Cliff Founders Park
- 33 Old Renner Park
- 34 Opportunity Park
- 35 Pagewood Park
- 36 Pemberton Hill Park
- 37 Preston Hollow Park
- 38 Rochester Park
- 39 Salado Park
- 40 Singing Hills Park
- 41 Tommie Allen Park
- 42 Urbandale Park
- 43 Willie Mae Butler Park

# Dallas Trail Network Plan

MINOR TRAILS					
Trail Project	Category	Existing Length	Park Maintenance District	Council District	Comments
ALTA MESA PARK	Linear	2,640 LF (.5 Mi)	3	8	
BERT FIELDS PARK	Linear	3,890 LF (.74 Mi)	6	11	
BICKERS PARK	Linear	1,320 LF .25 (Mi)	5	6	
BISBEE PARKWAY	Linear	1,013 LF (.19 Mi)	2	7	
COLE PARK	Loop	2,640 LF (.5 Mi)	5	14	
CRADDOCK PARK	Loop	2,110 LF (.4 Mi)	5	14	
ELMWOOD PARKWAY TRAIL	Linear	5,280 LF (1.0 Mi)	4	1,3	
EMERALD LAKE PARK	Linear	2,790 LF (.53 Mi)	4	3	
EXALL PARK	Loop	2,750 LF (.52)	1	14	
FIRESIDE PARK	Loop	3,425 LF (.65 Mi)	2	8	This trail could become part of the proposed Prairie Creek Greenbelt Trail.
FOX HOLLOW PARK	Linear	2,030 LF (.38 Mi)	4	3	
FRANKFORD PARK	Loop	1,450 LF (.27 Mi)	6	12	
GATEWAY PARK	Loop	2,137LF (.4 Mi)	2	4	Could connect with the proposed Scyene Trail.
GLENCOE PARK	Loop	2,130 LF (.4 Mi)	1	14	
GRAUWYLER PARK	Loop	3,710 LF (.6 Mi)	5	2	
HARRY STONE PARK	Loop	2,640 (.5 Mi)	1	9	
HULCY PARK	Nature	1,585 LF (.3 Mi)	4	8	

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MINOR TRAILS					
Trail Project	Category	Existing Length	Park Maintenance District	Council District	Comments
JAYCEE ZARAGOZA PARK	Loop	2,400 LF (.45 mi)	5	6	Could connect with the proposed Trinity Levee Trail and the proposed Bernal Trail (via sidewalk connection).
J.J. CRAFT PARK	Loop	3,214 LF (.61 Mi)	1	7	
J.J. LEMMON PARK	Linear	2,934 LF (.56 Mi)	3	8	
KATIE JACKSON PARK	Loop	2,232 LF (.42 Mi)	6	12	
KIDD SPRINGS PARK	Loop	1,870 LF (.35 Mi)	4	1	
KIOWA PARK	Linear	686 LF (.13 Mi)	6	11	
KIOWA PARKWAY	Loop	2,582 LF (.49 Mi)	6	11	
LAKE CLIFF PARK	Linear	1,500 LF (.28 Mi)	4	1	
LAKELAND HILLS PARK	Loop	2,640 LF (.5 Mi)	1	7	
LINDSLEY PARK	Loop	3,181 LF (.6 Mi)	1	14	Will connect with the East Dallas Veloway Trail (south).
MARCUS PARK	Loop	2,033 LF (.38 Mi)	6	13	
MARTIN WEISS PARK	Loop	2,931 LF (.56 Mi)	4	1	
MEADOWSTONE PARK	Loop	2,051 LF (.39 Mi)	4	8	
NETHERLAND PARK	Loop	1,300 LF (.25 Mi)	6	13	
OAK CLIFF FOUNDERS PARK	Loop	2,500 LF (.47 Mi)	4	1	Could connect into the proposed Trinity Levee Trail and act as a trailhead.
OLD RENNER PARK	Loop	1,500 LF (.28 Mi)	6	12	

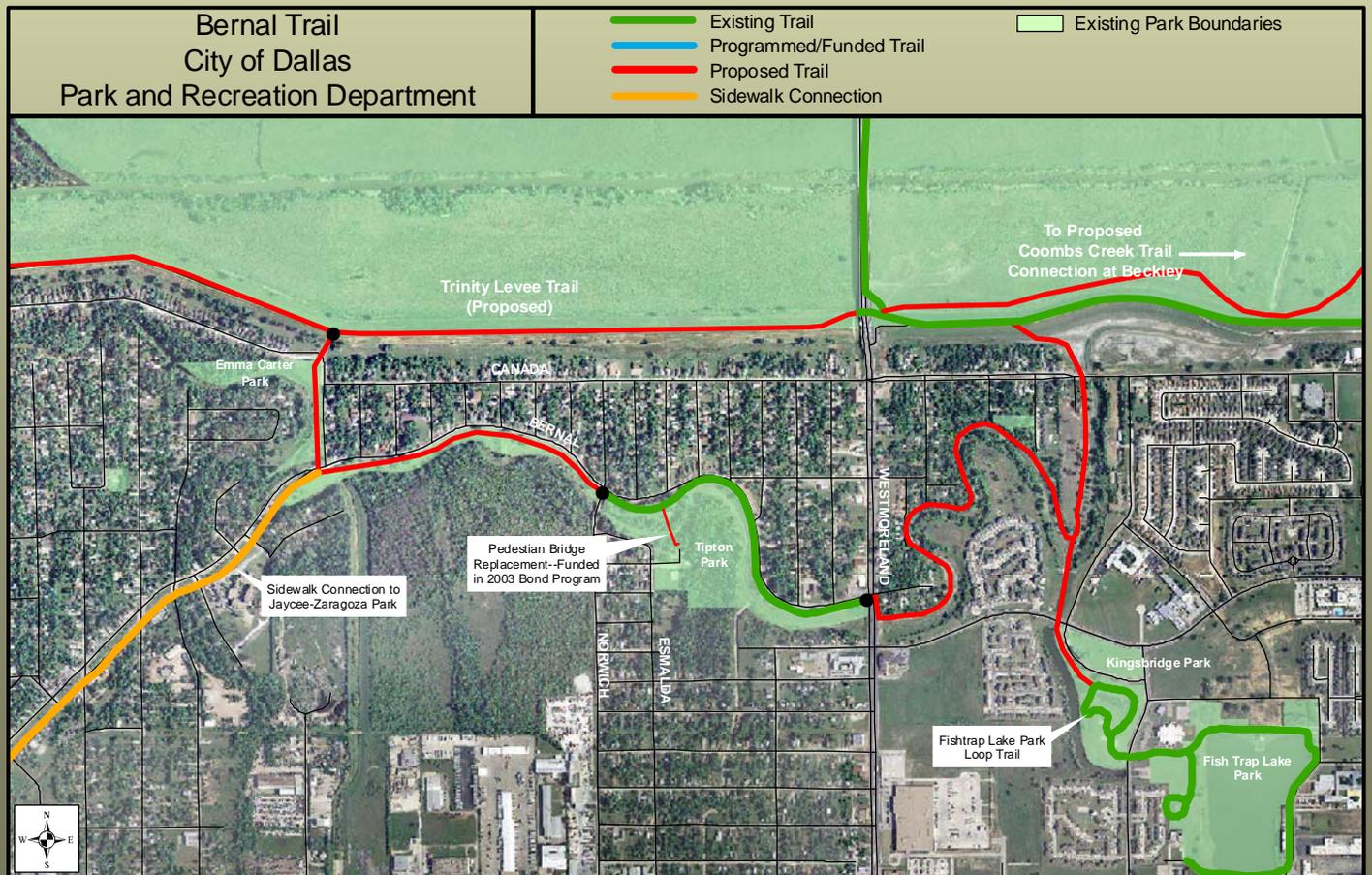
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MINOR TRAILS					
Trail Project	Category	Existing Length	Park Maintenance District	Council District	Comments
OPPORTUNITY PARK	Linear	2,951 LF (.56 Mi)	2	7	
PAGEWOOD PARK	Loop	1,500 LF (.28 Mi)	6	11	
PEMBERTON HILL PARK	Loop	3,573 LF (.68 Mi.)	2	5	
PRESTON HOLLOW PARK	Loop	2,819 LF (.53 Mi)	6	13	
ROCHESTER PARK	Loop	4,600 LF (.87 Mi)	2	4, 5, 7	
SALADO PARK	Loop	2,006 LF (.38 Mi)	6	12	
SINGING HILLS PARK	Linear	1,215 LF (.23 Mi)	3	8	Could connect into the Proposed Runyon Creek Greenbelt Trail and create a loop trail within Singing Hills Park. Refer to the Singing Hills Park Master Plan.
TOMMIE ALLEN PARK	Loop	2,632 LF (.5 Mi)	3	8	
URBANDALE PARK	Loop	1,500 LF (.28 Mi)			
WILLIE MAE BUTLER PARK (Sycamore Trail)	Nature	2,640 LF (.5 Mi)	2	7	This trail was built in cooperation with the National Park Service, Americorps, and citizen volunteers.
		104,523 LF (19.8 Mi.)			

# Bernal Trail

The Bernal trail will link the Westmoreland Heights area to the Trinity Levee Trail on the south levee. The trail will connect several parks including the Trinity River Park, Emma Carter Park, Tipton Park and Fishtrap Lake Park. A sidewalk would also provide a connection to Jaycee Zaragoza Park. Being along a section of the Old Trinity Meanders, several natural interpretive and environmental restoration opportunities exist.

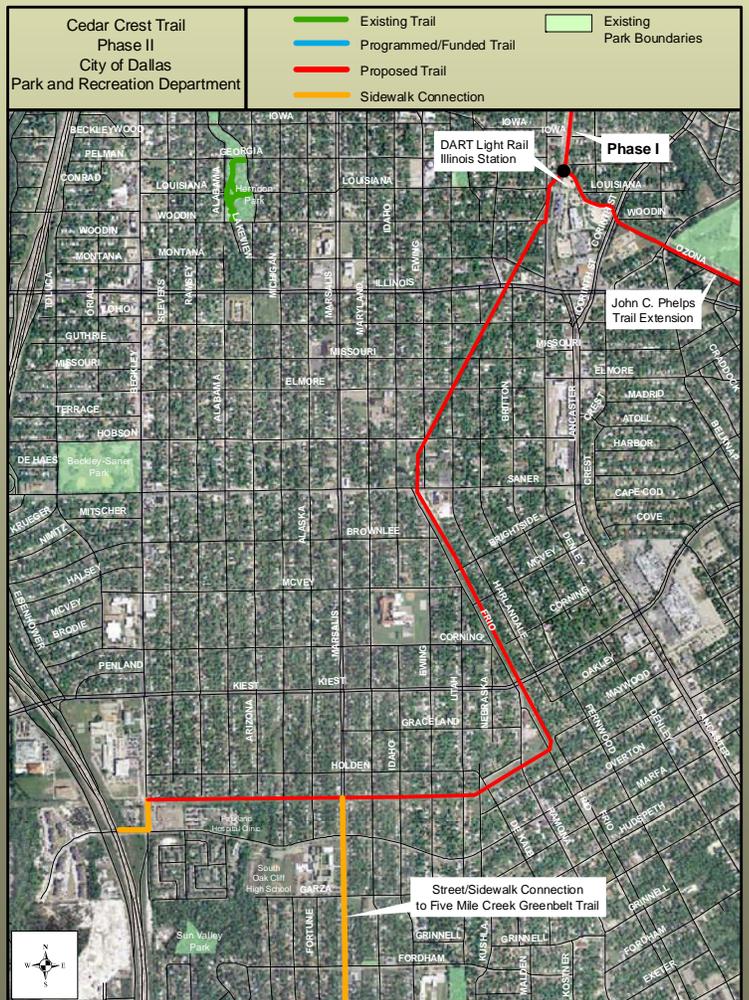
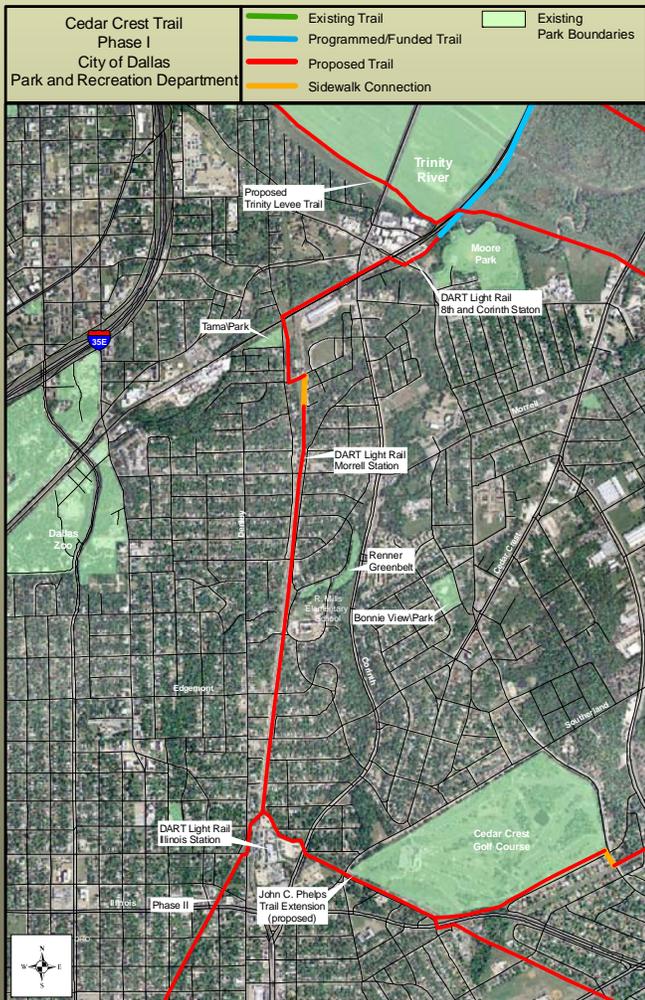
- Total Planned Length: 16,782 Linear Feet (3.17 miles)
- Total Current Length: 3500 Linear Feet (.66 miles)
- Percent Complete: 21%
- Surface: Concrete
- Width: 12 Feet
- Right-of-Way Status: Majority of R.O.W. is city-owned. Will need a lease or license with the Dallas Housing Authority (DHA) for the segment connecting to Fish Trap Lake Park.
- Est. Unfunded Need: \$2.5 Million
- Advocacy/Partnership: The existing section of trail was built in partnership with the Texas Department of Transportation through a Statewide Transportation Enhancement Program grant (STEP).
- Assessment of Existing Trail: The existing 3,500 Linear Feet of trail was built in 2003 and is in good condition.



# Cedar Crest Trail

Located primarily in an ONCOR utility right-of-way in south Dallas, The Cedar Crest Trail will directly link the Trinity River, Moore Park, Tama Park, and Renner Greenbelt. The trail will connect directly to the proposed Trinity Levee Trail and the proposed extension of the John C. Phelps Trail. Sidewalk/street access to an existing segment of the Five Mile Creek Greenbelt Trail would be available on Marsalis Street. Additionally, the trail will connect directly with three Dallas Area Rapid Transit (DART) light rail stations: the Corinth Street Station, Morrell Street Station and the Illinois Station.

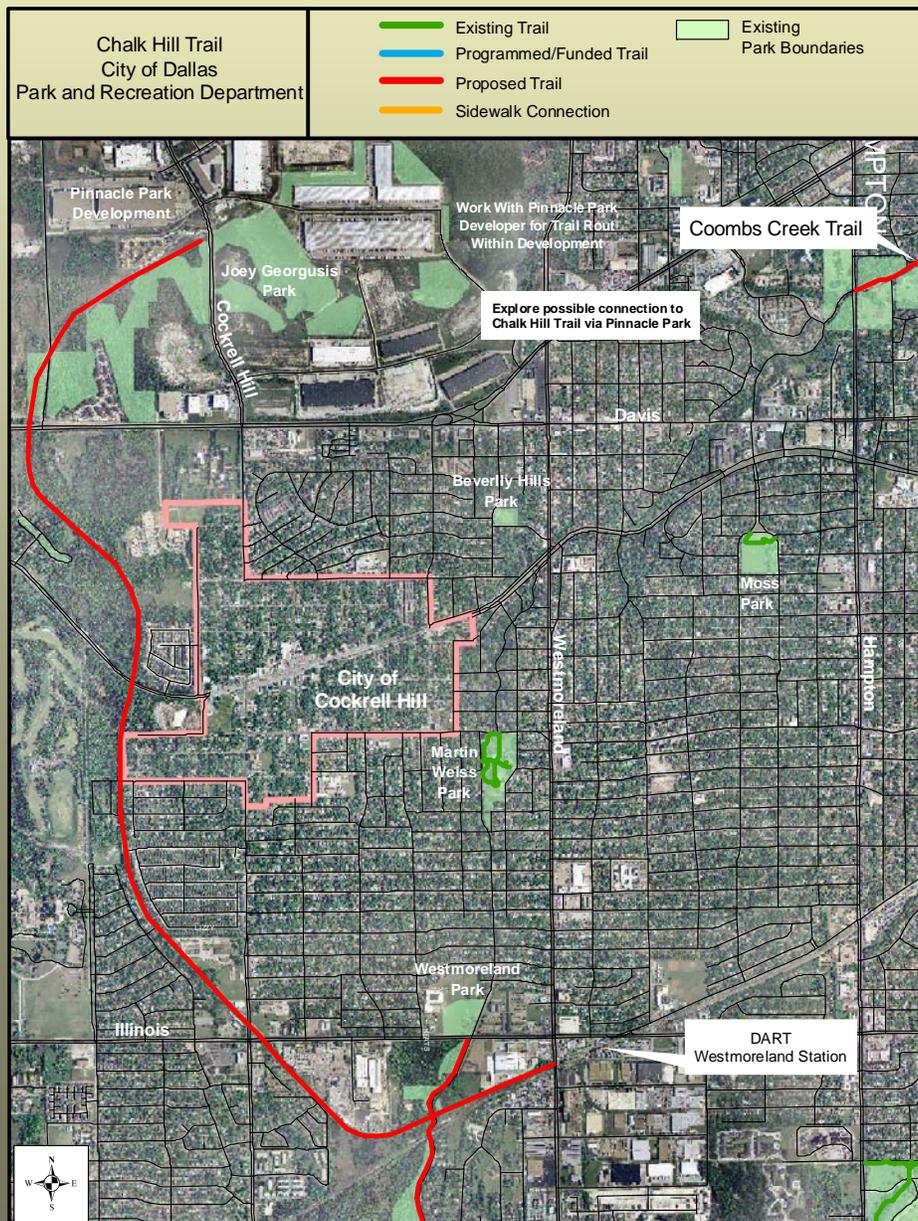
Total Planned Length:	24,658 Linear Feet (4.7 miles)
Total Current Length:	0 Linear Feet
Percent Complete:	0%
Surface:	Concrete
Width:	12 Feet
Right-of-Way Status:	A license agreement with ONCOR will be required. License agreements may be required with DART, depending on the actual trail design.
Est. Unfunded Need:	\$5 Million



# Chalk Hill Trail

The Chalk Hill Trail will be located in an unused railroad right-of-way. It will provide linkages to the Pinnacle Park development, several neighborhoods in the west Oak Cliff area and the Dallas Area Rapid Transit (DART) light rail at the Westmoreland Station. The Chalk Hill trail will also connect into the western section of the Five Mile Creek Greenbelt Trail. It may be possible to link the Chalk Hill Trail with the Coombs Creek Trail via the Pinnacle Park Development.

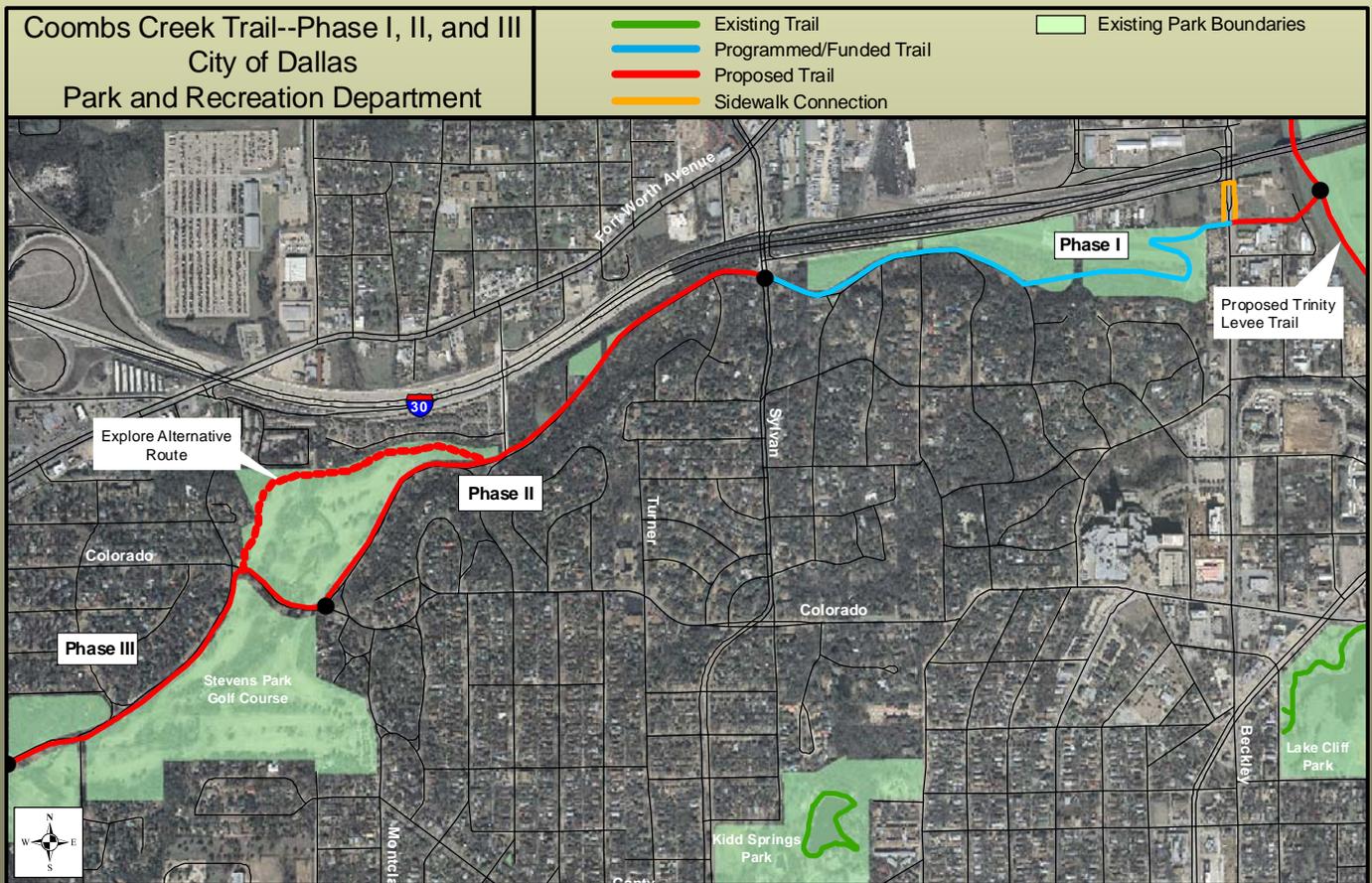
Total Planned Length:	22,700 Linear Feet (4.3 miles)
Total Current Length:	0 Linear Feet
Percent Complete:	0%
Surface:	Concrete
Width:	12 Feet
Right-of-Way Status:	Privately held right-of-way must be acquired
Est. Unfunded Need:	\$5 Million



# Coombs Creek Trail

The Coombs Creek Trail, located in north Oak Cliff adjacent to Coombs Creek, will prove connection to the Proposed Trinity Levee Trail from Kessler Parkway, Stevens Park Golf Course and the surrounding neighborhoods and potentially to the Chalk Hill Trail via Pinnacle Park. Funding is available in the 2003 Bond Program for design and construction of a portion of Phase I.

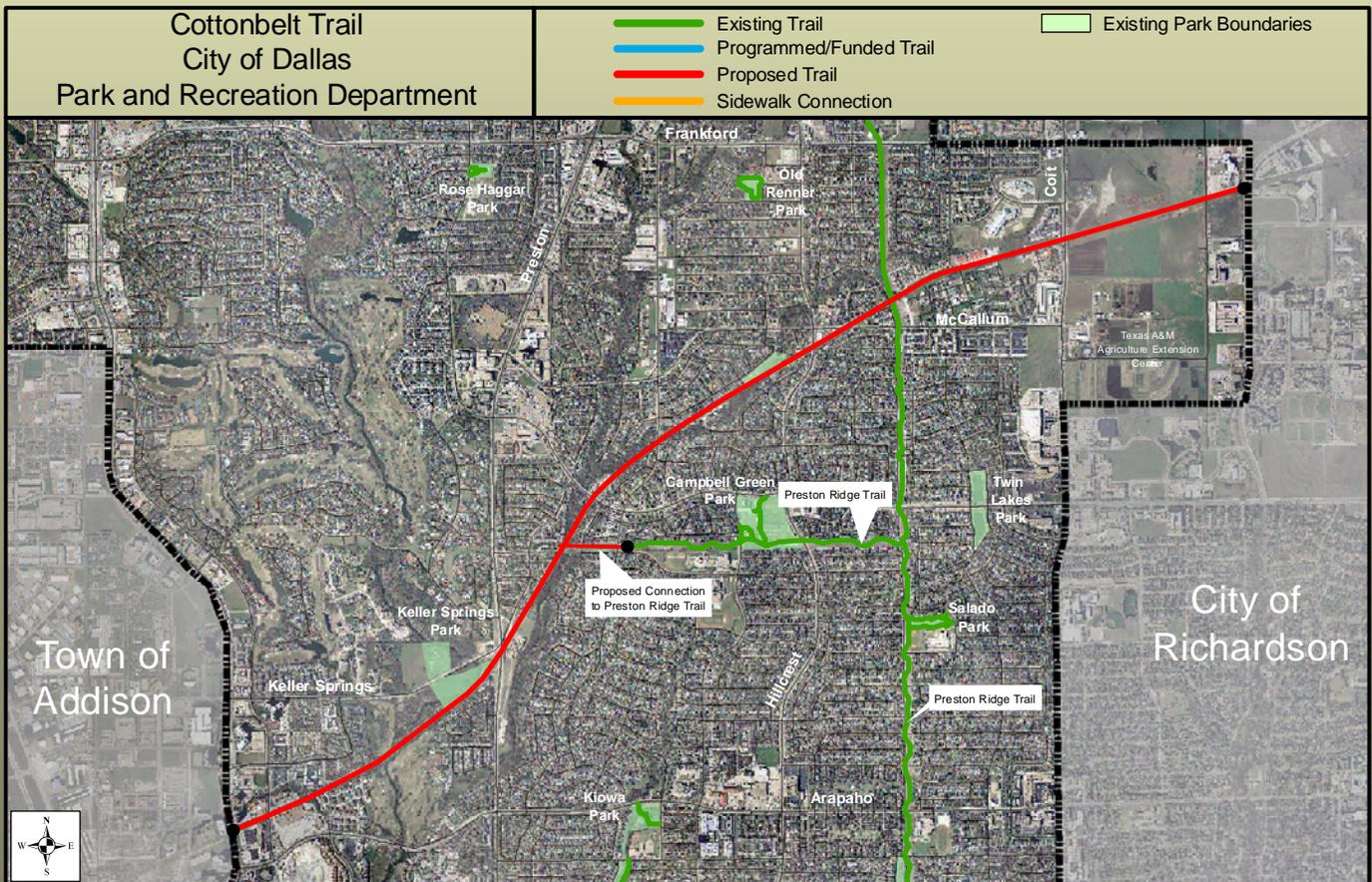
Total Planned Length:	14,350 Linear Feet (2.7 miles)
Total Current Length:	0 Linear Feet
Percent Complete:	0%
Surface:	Concrete
Width:	8-10 Feet
Right-of-Way Status:	Public right-of-way is available. No acquisition required.
Est. Unfunded Need:	\$2.5 Million
Advocacy/Partnership:	The North Oak Cliff Greenspace Project, A Stevens Park Golf Course neighborhood advocacy group, has expressed interest and support for the Coombs Creek Trail.



# Cottonbelt Trail

The Cottonbelt Trail will be located in an existing railroad right-of-way owned by the Dallas Area Rapid Transit (DART) in far north Dallas and would share the right-of-way with a future light rail line and possibly an active freight line. This trail would connect with the existing Preston Ridge Trail as well as link Keller Springs Park and Preston Green Park. The Cottonbelt Trail is also included in the City of Richardson's Trail Plan.

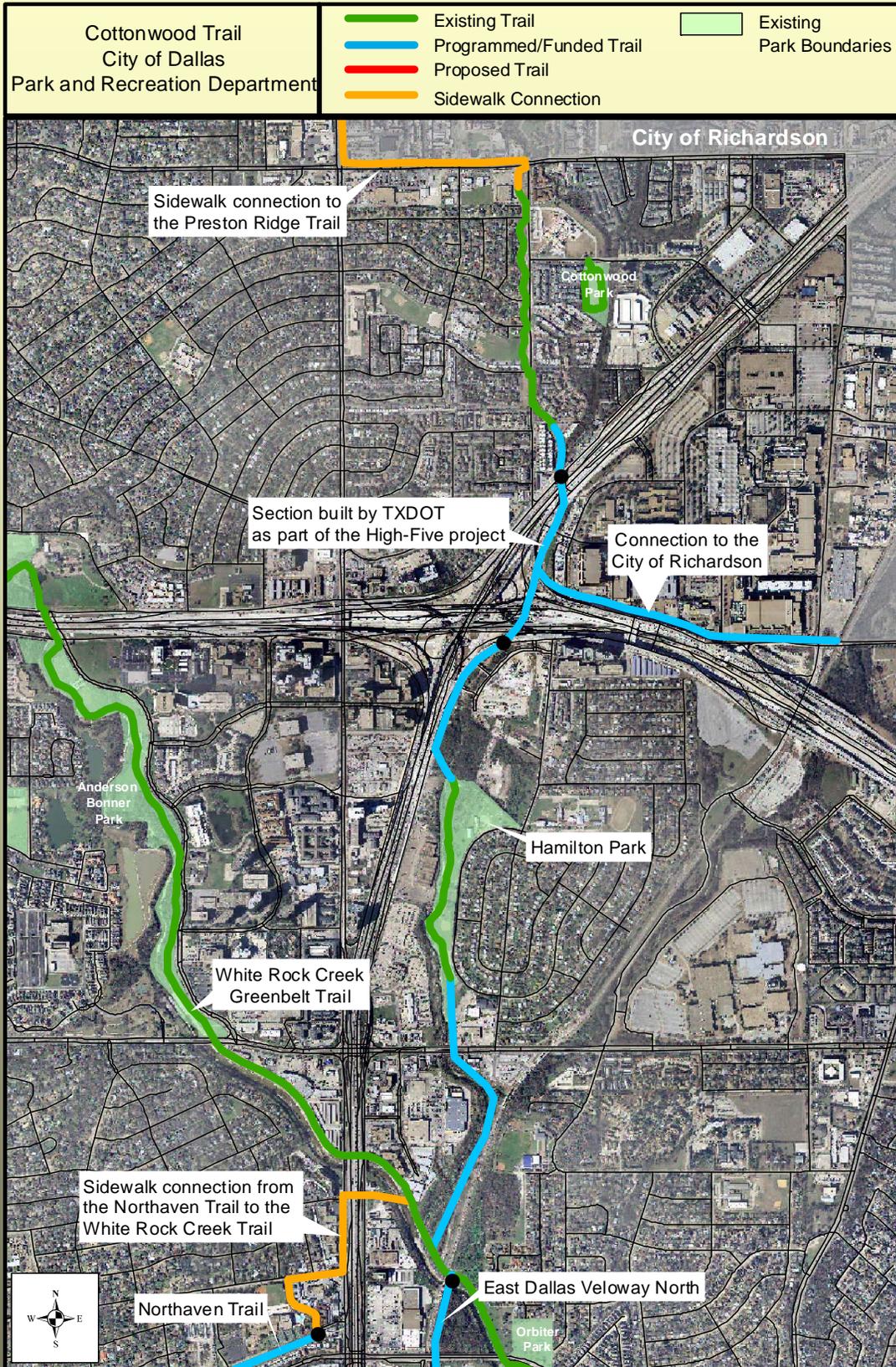
Total Planned Length: 23,760 Linear Feet (4.5 miles)  
 Total Current Length: 0 Linear Feet  
 Percent Complete: 0%  
 Surface: Concrete  
 Width: 12 Feet  
 Right-of-Way Status: A license agreement with DART would be required.  
 Est. Unfunded Need: \$5 Million



The Cottonwood Trail, located in northeast Dallas near Cottonwood Creek, will provide a direct linkage between the existing Preston Ridge Trail and White Rock Creek Greenbelt Trail. It will provide a connection through Hamilton Park, the Dallas Area Rapid Transit (DART) Light Rail Station at Forest Lane, churches and several neighborhoods and employment centers. The Cottonwood Trail right-of-way will consist of a combination of ONCOR, Texas Department of Transportation (TXDOT), DART, and City rights-of-way in addition to a trail access easement on a private property. A portion of this trail will be built as part of the “High’Five” intersection, providing a grade-separated crossing of Highway 75 and Interstate 635.

Total Planned Length:	18,330 Linear Feet (3.6 miles)
Total Current Length:	6,072 Linear Feet (1.1 miles)
Percent Complete:	32%
Surface:	Concrete
Width:	12 Feet
Right-of-Way Status:	License agreements/easements will be required with ONCOR, TXDOT, DART, and Hamilton Park United Methodist Church. An agreement with ONCOR exists for an existing section of trail within a ONCOR utility right-of-way.
Est. Unfunded Need:	N/A
Advocacy/Partnership:	Texas Instruments has taken a leadership role in creating a fundraising campaign to complete the trail—“Make Ends Meet” campaign. (Refer to <a href="http://www.cottonwoodtrail.org">www.cottonwoodtrail.org</a> ). TXDOT is providing construction of approximately 2,320 Linear Feet under the “High-Five” intersection.
Assessment of Existing Trail:	The existing sections of trail are recently built and in good condition.

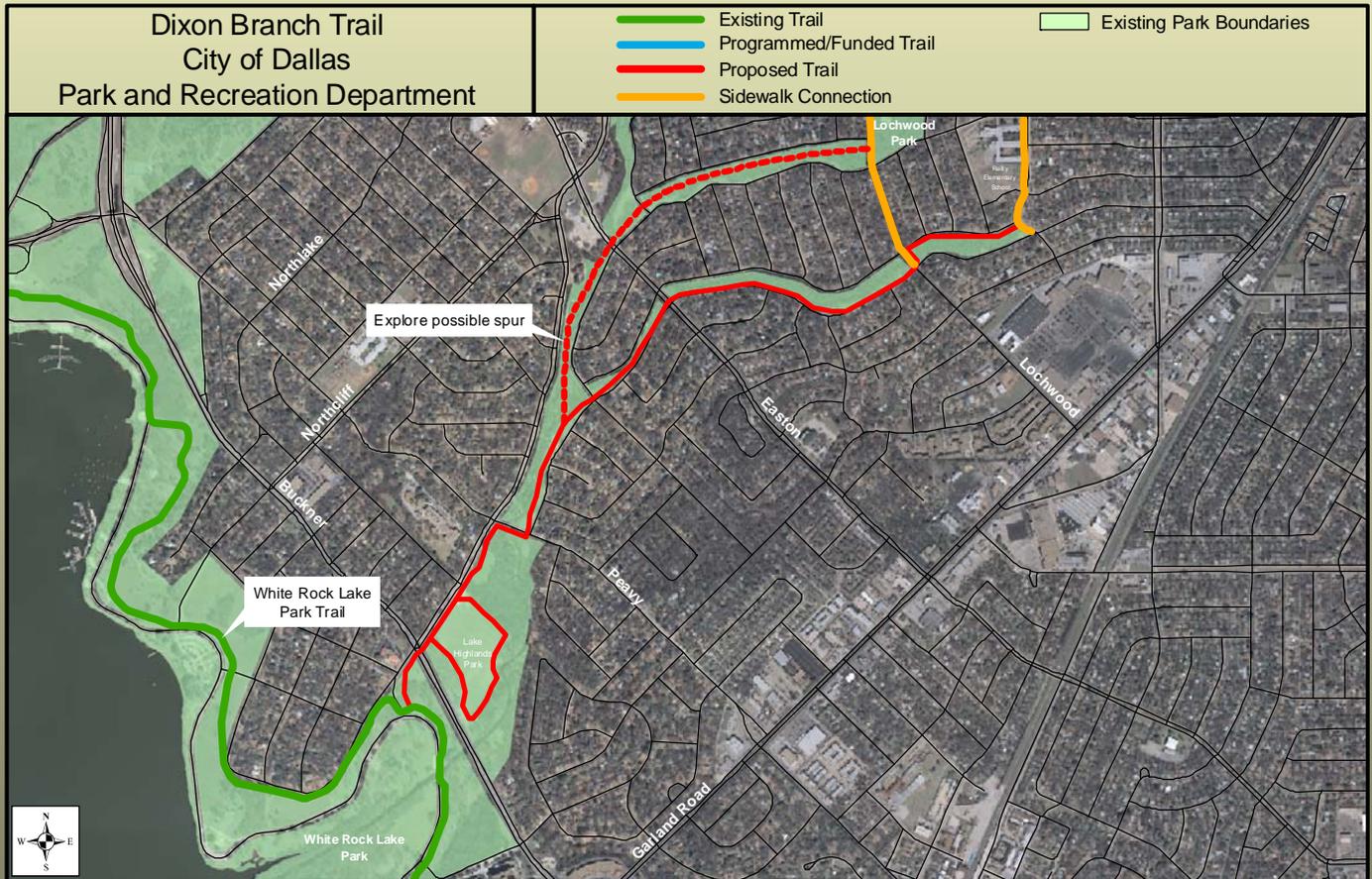
# Cottonwood Trail



# Dixon Branch Trail

The Dixon Branch Trail, located in east Dallas, will provide a connection to the White Rock Lake Park Loop Trail from the Lake Park Estates neighborhood. This trail will link Dixon Branch Greenbelt, Lake Highlands Park and White Rock Lake Park. A loop trail could be built at Lake Highlands Park as part of the Dixon Branch Trail project.

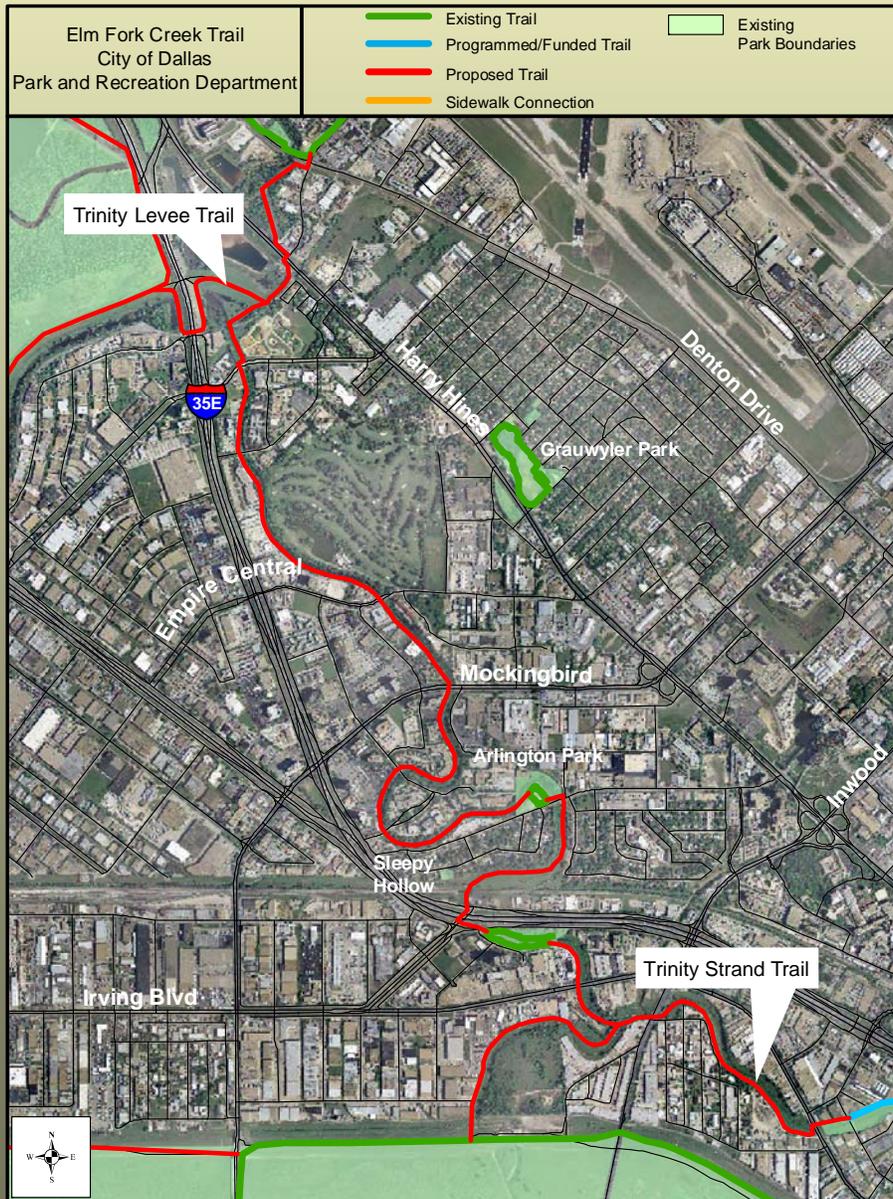
Total Planned Length: 12,250 Linear Feet (2.3 miles)  
Total Current Length: 0 Linear Feet  
Percent Complete: 0%  
Surface: Concrete  
Width: 8 Feet  
Right-of-Way Status: Public right-of-way is currently available. No acquisition is required  
Est. Unfunded Need: \$2 Million



# Elm Fork Creek Trail

The Elm Fork Trail will follow along Elm Fork Creek from the Trinity Meanders near I-35E to just south of Bachman Lake. The trail will connect to the Trinity Strand Trail and provide access to Arlington Park and Sleep Hollow Park as well as Bachman Lake and the Elm Fork Greenbelt through a connection to the Trinity Levee Trail.

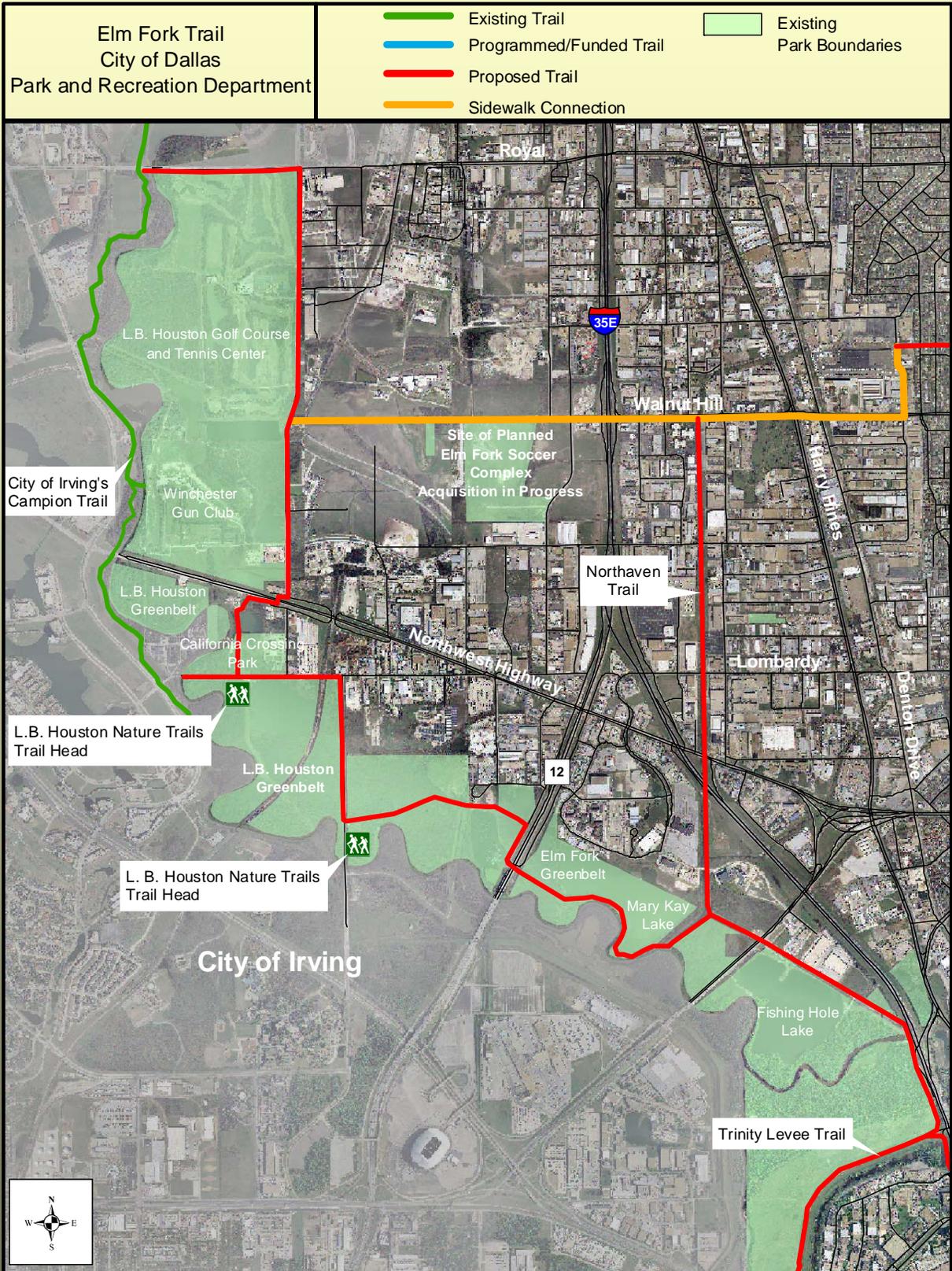
Total Planned Length: 18,480 Linear Feet (3.5 miles)  
Total Current Length: 0 Linear Feet  
Percent Complete: 0%  
Surface: Concrete  
Width: 12 Feet  
Right-of-Way Status: Public right-of-way is currently available, however easements or property acquisition may be necessary for small sections of the trail.  
Est. Unfunded Need: \$4.5 Million



The Elm Fork Trail will be routed through the entire length of the Elm Fork Greenbelt and L.B. Houston Greenbelt, linking the L.B. Houston Golf Course, California Crossing Park, L.B. Houston Nature Trails and Bachman Lake Park. This trail will provide a direct connection to the proposed Northaven Trail and the proposed Trinity Levee Trail. Connection into the City of Irving's Champion Trail is also possible. The Elm Fork Floodplain Management Study has identified this trail as a major natural interpretive opportunity linking proposed major recreational enhancements within the greenbelt.

Total Planned Length:	38,760 Linear Feet (7.3 miles)
Total Current Length:	0 Linear Feet
Percent Complete:	0%
Surface:	Concrete
Width:	12 Feet
Right-of-Way Status:	Public right-of-way is currently available. No additional right-of-way is needed.
Est. Unfunded Need:	\$9.3 Million

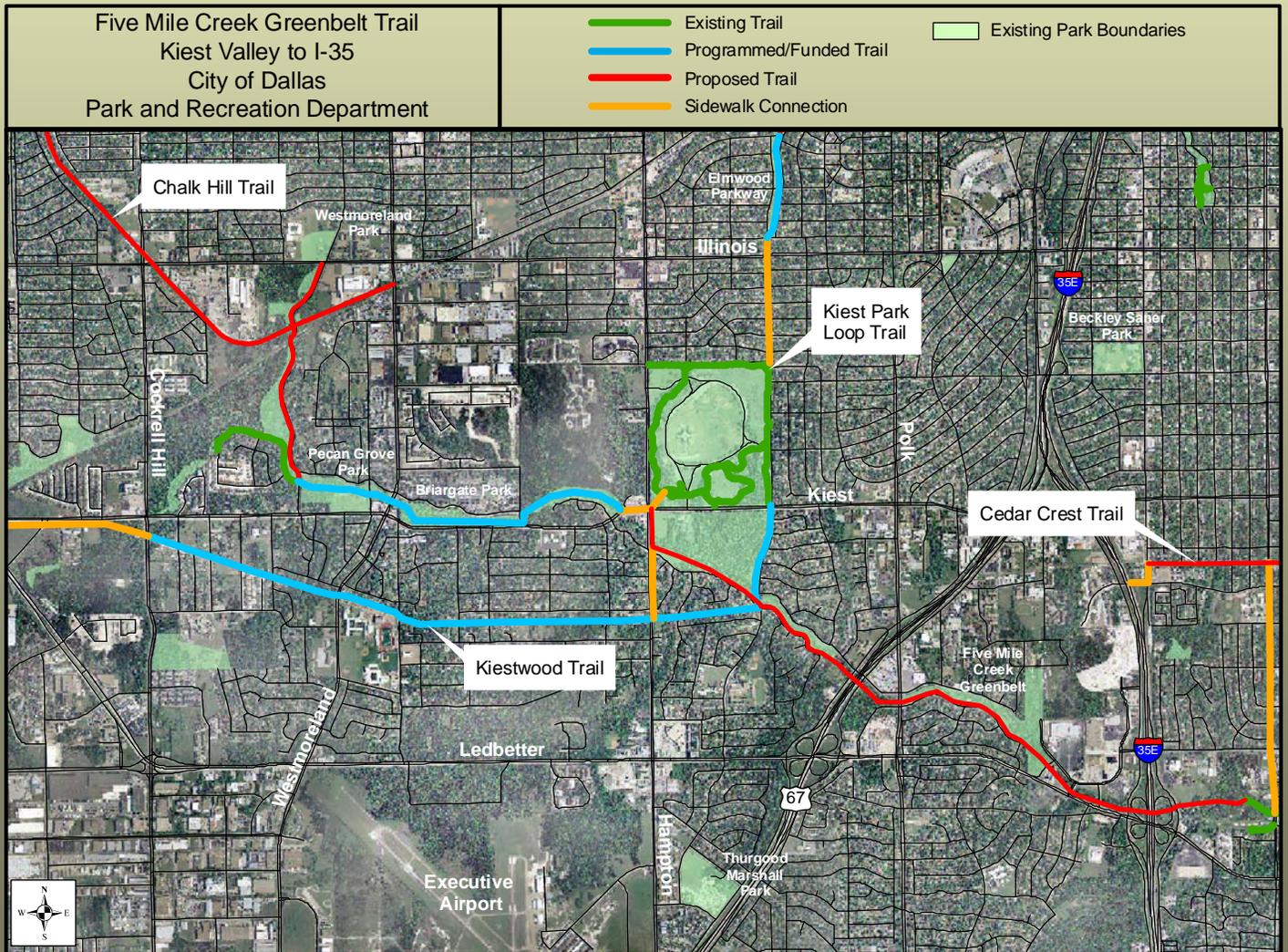
# Elm Fork Trail



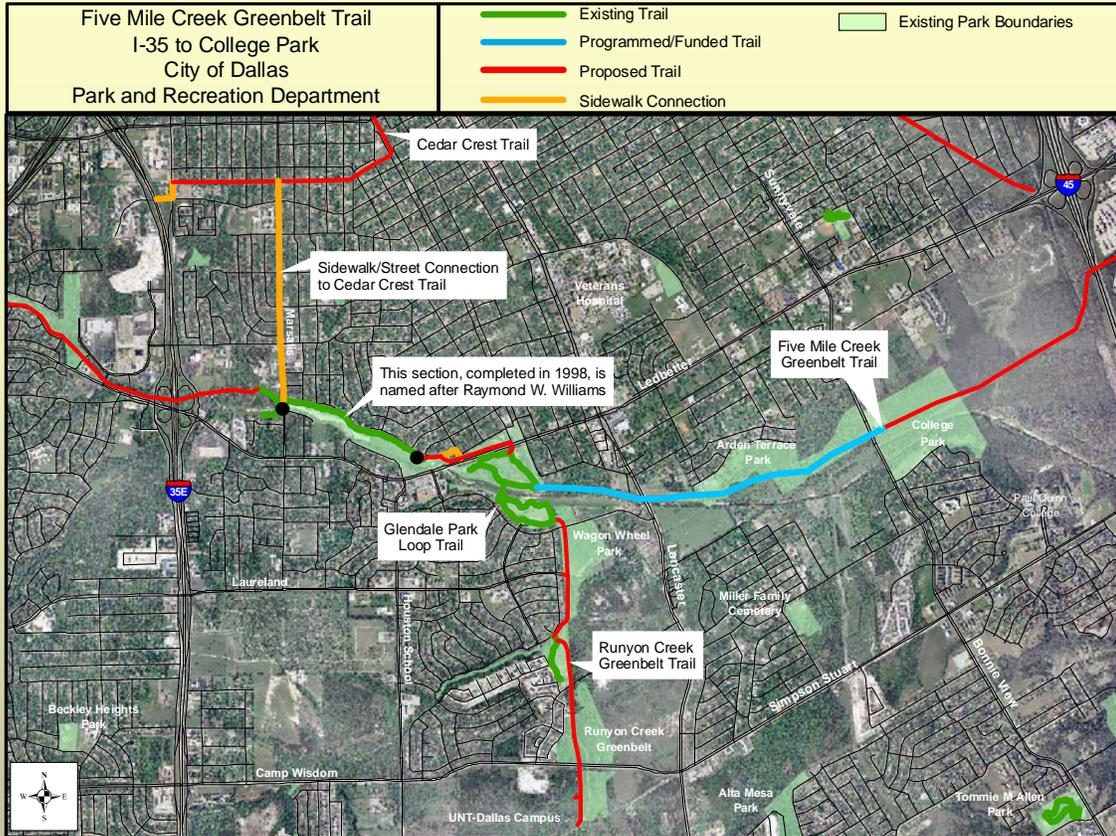
# Five Mile Creek Trail

The Five Mile Creek Trail will be a major east-west trail spanning across most of southern Dallas. Being primarily adjacent to Five Mile Creek, the trail will link Coombs Creek Greenbelt, Pecan Grove Park, Briar Gate Park, Kiest Park, Glendale Park, Arden Terrace Park, College Park, Joppa Preserve and the Great Trinity Forest. The Five Mile Creek Trail will connect directly with the proposed Kiestwood Trail, Runyon Creek Trail, Joppa Preserve Nature Trails, Trinity Forest Trail and Prairie Creek Greenbelt Trail. A sidewalk/street connection will provide access to the proposed Southwest Dallas Trail.

Total Planned Length:	55,118 Linear Feet (10.4 miles)
Total Current Length:	7,912 Linear Feet (1.5 miles)
Percent Complete:	14%
Surface:	Concrete
Width:	8-12 Feet
Right-of-Way Status:	Land acquisition will be required in several locations. License agreements for use of ONCOR utility right-of-way may also be required.
Est. Unfunded Need:	\$15 Million
Advocacy/Partnership:	The Kiest Valley Neighborhood Association has offered support for landscaping at the recently built section in their neighborhood.
Assessment of Existing Trail:	The existing segments of trail are in good condition.



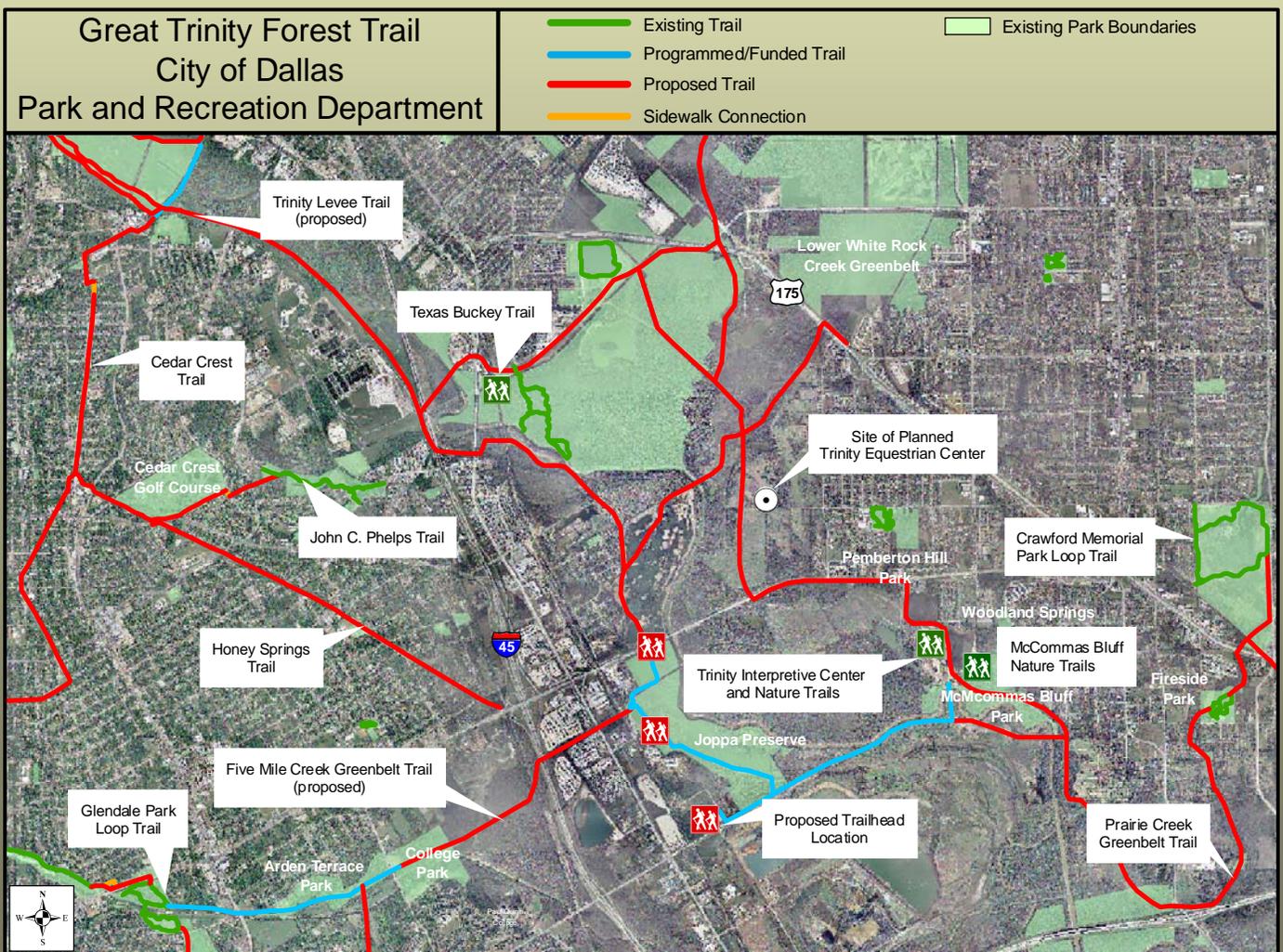
# Five Mile Creek Trail



# Great Trinity Forest Trail

The Great Trinity Forest Trail will be located in an area known as the Great Trinity Forest. It will link several parks including the Trinity River Park, Moore Park, Rochester Park, Pemberton Hill Park, and McCommas Bluff Park. The trail will also link with the planned Trinity Equestrian Center and Trinity Interpretive Center. A potential historical interpretive opportunity exists near the Trinity Equestrian Center, commonly known as "Sam Houston Springs", where it is said that Sam Houston once camped. The proposed Trinity Levee Trail, Five Mile Creek Trail, and Prairie Creek Trail will connect with the Great Trinity Forest Trail.

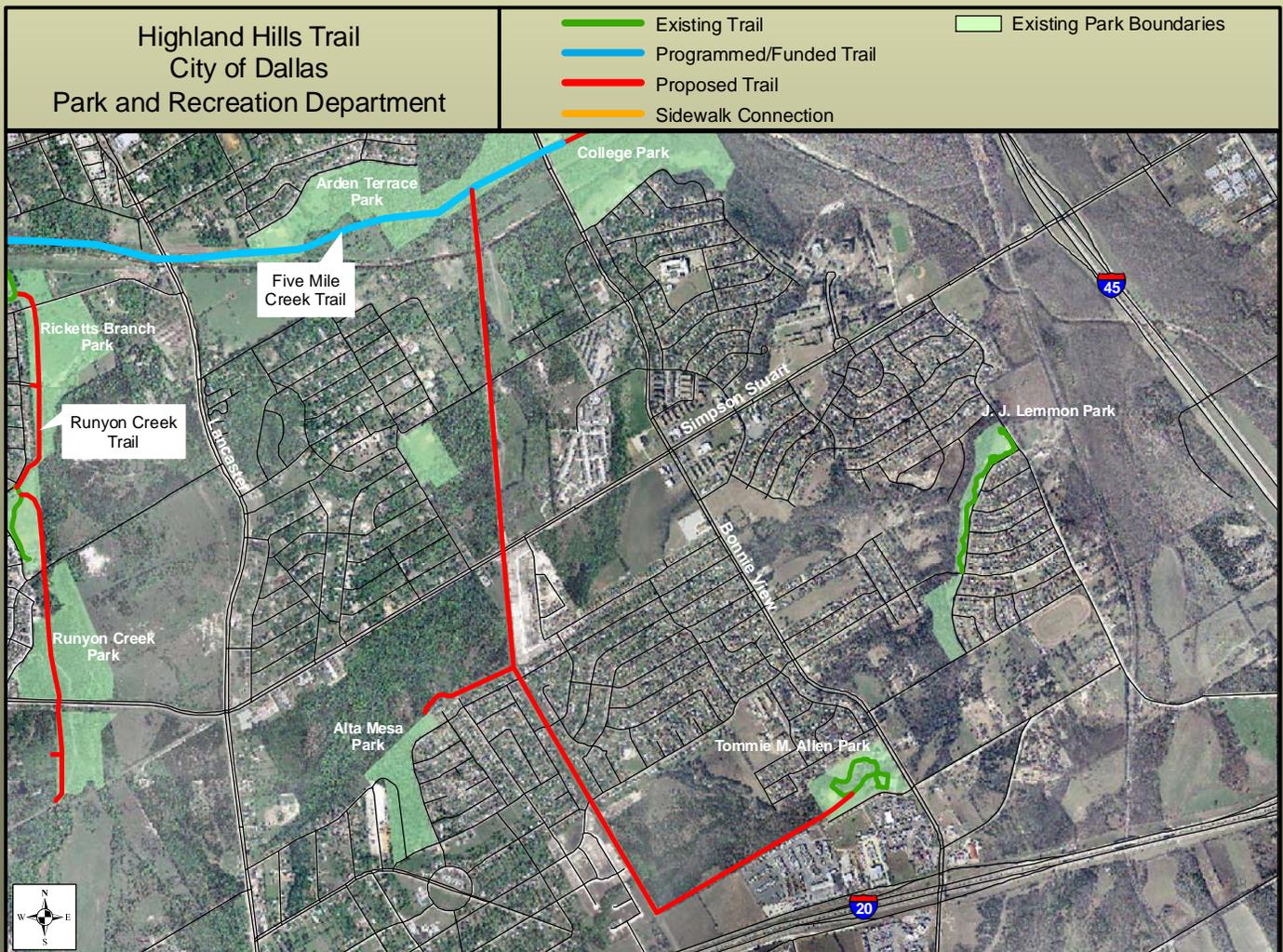
Total Planned Length: 124,690 Linear Feet (23.6 miles)  
 Total Current Length: 0 Linear Feet  
 Percent Complete: 0%  
 Surface: Concrete  
 Width: 12 Feet  
 Right-of-Way Status: Most of the required right-of-way is city property or currently in the acquisition process, associated with the Trinity River Project Office. License agreements with ONCOR may be required where usage of utility rights-of-way/easements are necessary.  
 Est. Unfunded Need: \$16 Million



# Highland Hills Trail

Located primarily within ONCOR ROW in southern Dallas, the Highland Hills Trail provides a connection from neighborhoods to the south to the Five Mile Creek Trail with possible connections to Alta Mesa Park and Tommie M Allen Park. By way of the Five Mile Creek Trail there are also connections to College Park, Arden Terrace Park, Glendale Park and the DART Ledbetter Station.

Total Planned Length:	15,922 Linear Feet (3.0 miles)
Total Current Length:	0 Linear Feet
Percent Complete:	0%
Surface:	Concrete
Width:	12 Feet
Right-of-Way Status:	Majority of R.O.W. is located within an ONCOR utility corridor and a license agreement will be required. Trail easements from private property, associated with future re-development, would be required to connect to Alta Mesa Park and Tommie M. Allen Park
Est. Unfunded Need:	\$3.8 Million



# Interurban Trail

The Cedar Crest Interurban Trail uses an ONCOR transmission right-of-way from Illinois to Loop 12 near I-45. The trail provides a connection to Oliver Holmes Junior High, Bushman Elementary and Bushman Park. The trail also connects to the John C. Phelps trail providing a access to Wonderview Park, Boren-Hilseweck Park, John C Phelps Park and Cedar Crest Golf Course. The connection to the John C Phelps Trail also provides access to three light rail stations and a crossing of the Trinity River via the Cedar Crest and Santa Fe Trestle trails. If constraints can be overcome on the southern end of the trail, it might be possible to connect to the Five Mile Creek Trail system.

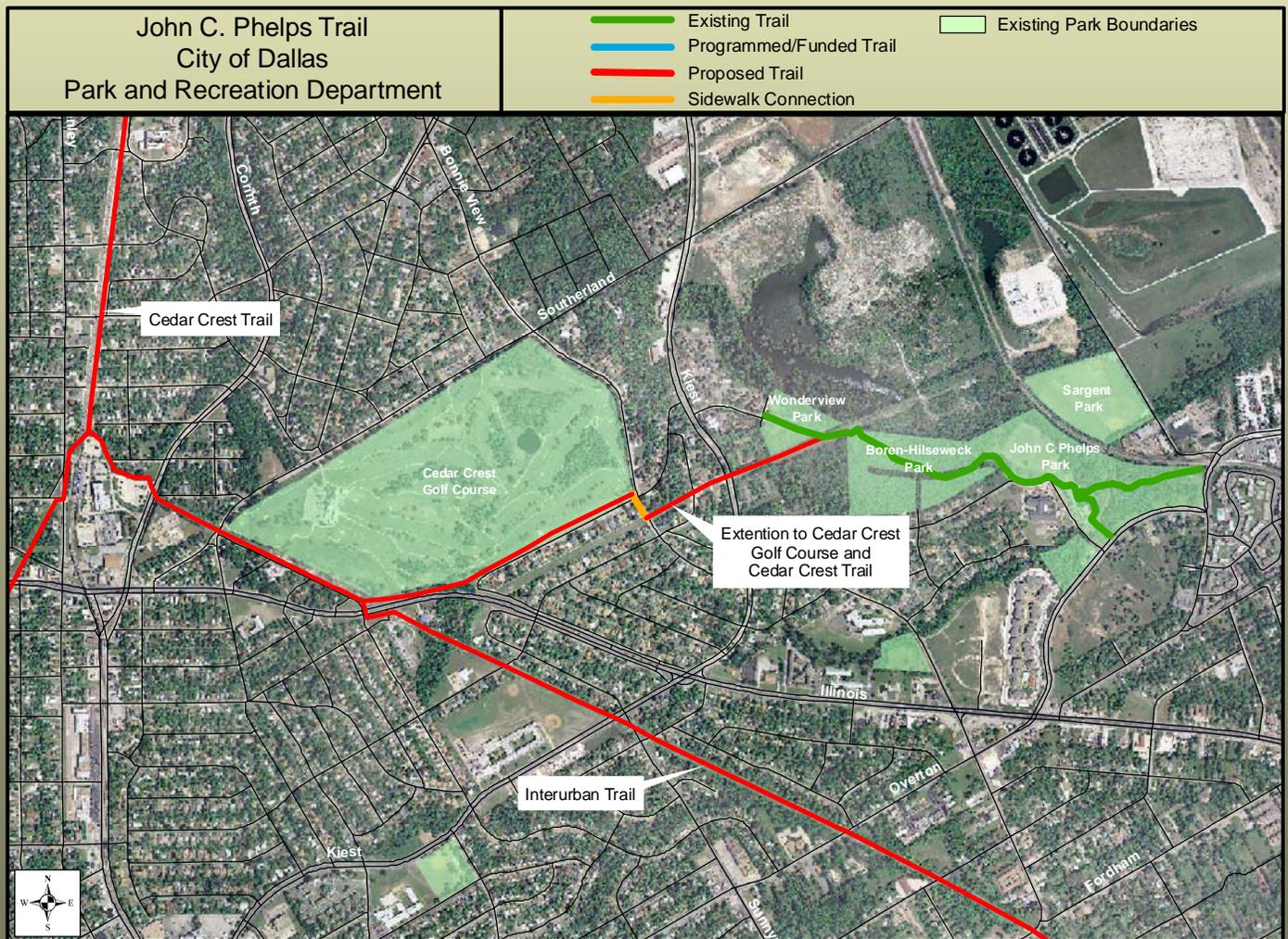
Total Planned Length: 14,256 Linear Feet (2.7 miles)  
Total Current Length: 0 Linear Feet  
Percent Complete: 0%  
Surface: Concrete  
Width: 12 Feet  
Right-of-Way Status: Most of the required right-of-way is owned by ONCOR (formerly TXU). A small piece of property near Illinois is owned by the Cedar Oaks Retirement Center. License agreements will be necessary for all property owners.  
Est. Unfunded Need: \$3.5 Million



# John C. Phelps Trail

The John C. Phelps Trail is a linear trail in south Dallas linking John C. Phelps Park, Boren-Hilseweck Park, Wonderview Park. It is proposed to extend the existing trail westward through an ONCOR utility right-of-way to link with Cedar Crest Golf Course and the proposed Cedar Crest Trail.

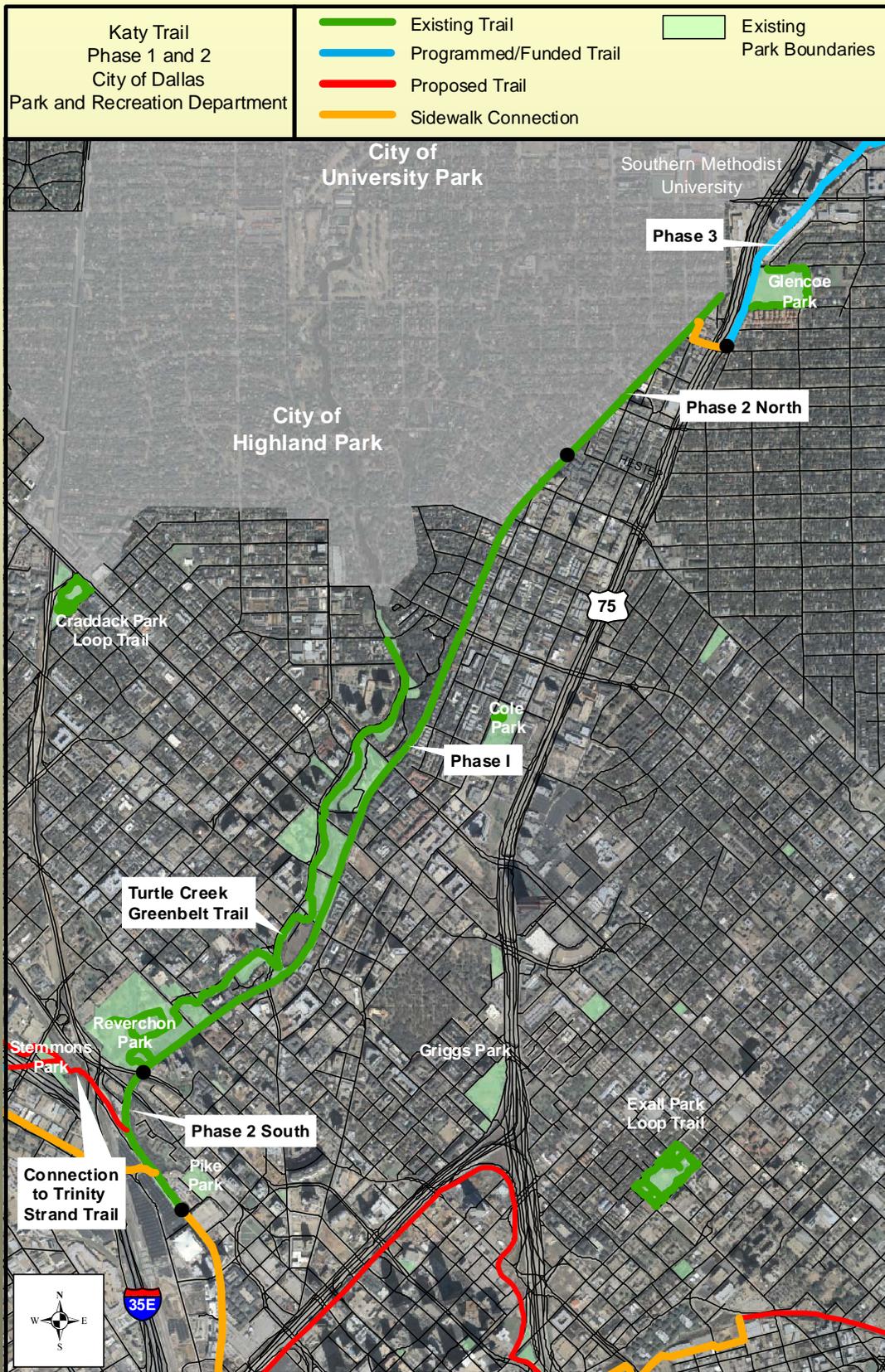
Total Planned Length:	14,059 Linear Feet (2.7 miles)
Total Current Length:	5,561 Linear Feet (1.1 mile)
Percent Complete:	40%
Surface:	Currently asphalt. Concrete is proposed when reconstructed. Width: Currently 6-8 Feet. 12 Feet width is proposed when reconstructed.
Right-of-Way Status:	A license agreement with ONCOR would be required to accommodate the westward extension.
Est. Unfunded Need:	\$1.5 Million
Assessment of Existing Trail:	The existing trail is 6-8 feet wide. It is in poor condition and needs replacement.



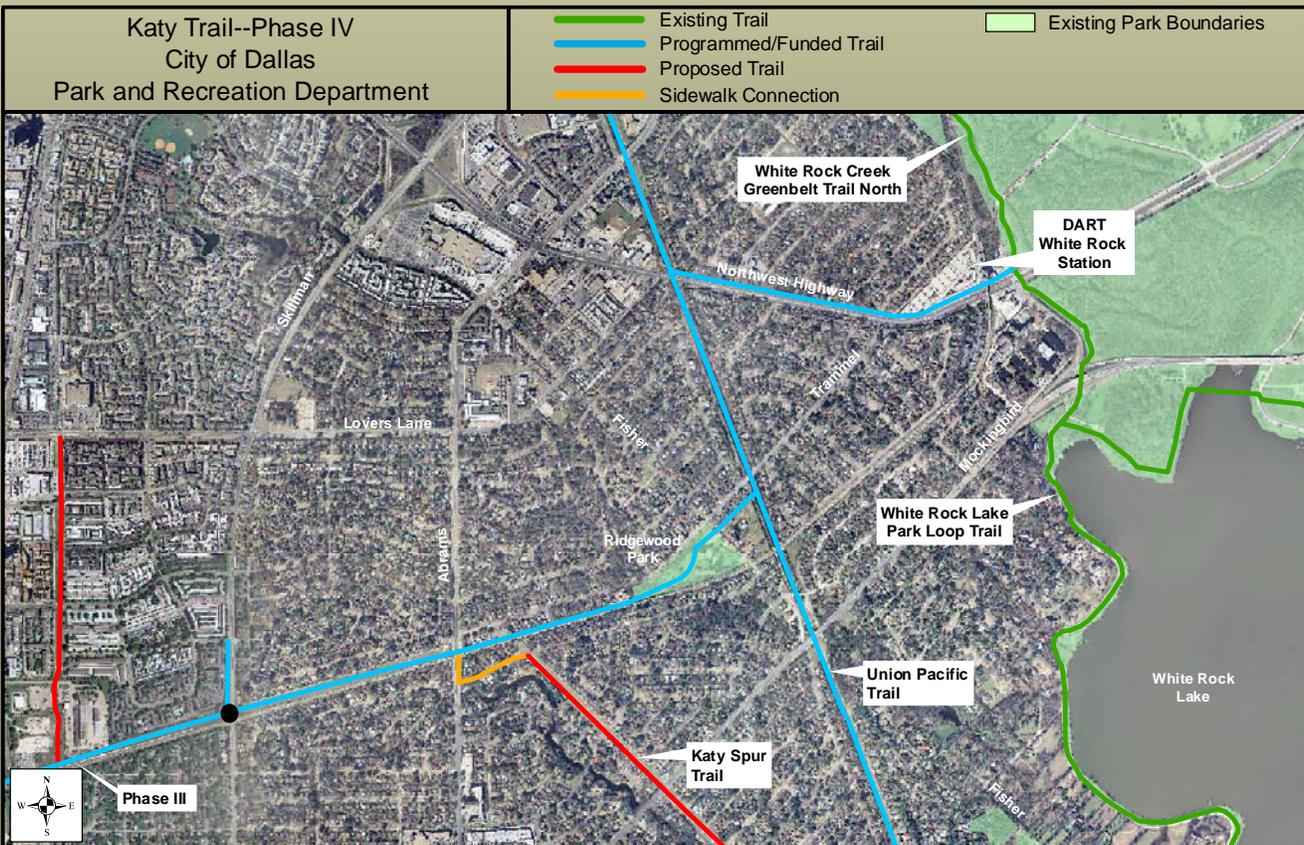
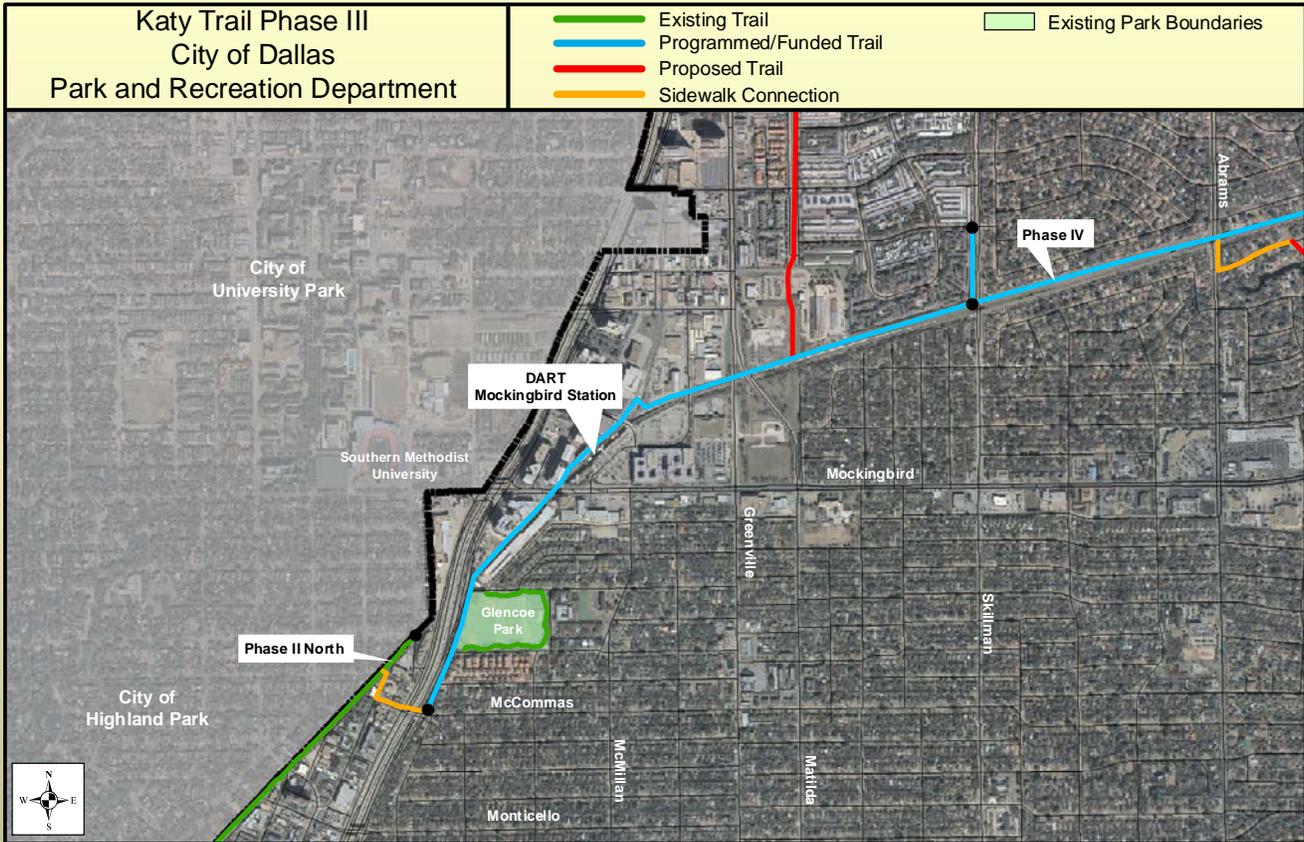
The Katy Trail is perhaps one of the nation's most successful "rails-to-trails" projects. Phase I and II are located within the old Missouri-Kansas-Texas (MKT or "Katy) Railroad right-of-way, which is now owned primarily by the City of Dallas, and is surrounded by the dense urban developments of the Oak Lawn Area. Phases III and IV, will be located east of Central Expressway and located primarily within an ONCOR utility right-of-way extending into east Dallas. Ultimately, the Katy Trail will link Stemmons Park, Reverchon Park, Lee Park, William B. Dean Park, Turtle Creek Greenbelt, Glendale Park, Ridgewood Park and White Rock Creek Greenbelt. It will provide direct connection to the proposed Trinity Strand Trail, Katy Spur Trail, East Dallas Veloway North, and White Rock Creek Greenbelt Trail. Indirect access to the Turtle Creek Greenbelt trail is available at Reverchon Park and William B. Dean Park. The majority of the trail has been made possible through the Texas Department of Transportation's Statewide Transportation Enhancement Program (STEP). Additional enhancements have been funded through the Friends of the Katy Trail.

Total Planned Length:	38,597 Linear Feet (7.3 miles)
Total Current Length:	18,667 Linear Feet (3.5 miles)
Percent Complete:	48%
Surface: Concrete.	A parallel jogging track, currently under construction, will be a rubberized surface.
Width:	12 feet minimum
Right-of-Way Status:	License Agreement with DART in Place for Phase II. License agreement with ONCOR for phases III and IV is pending.
Unfunded Need:	\$8.5 Million
Advocacy/Partnership:	Friends of the Katy Trail. TXDOT's STEP Grant Program. (See <a href="http://www.katytraildallas.org">www.katytraildallas.org</a> ).
Assessment of Existing Trail:	The existing trail segments are in good condition.

# Katy Trail



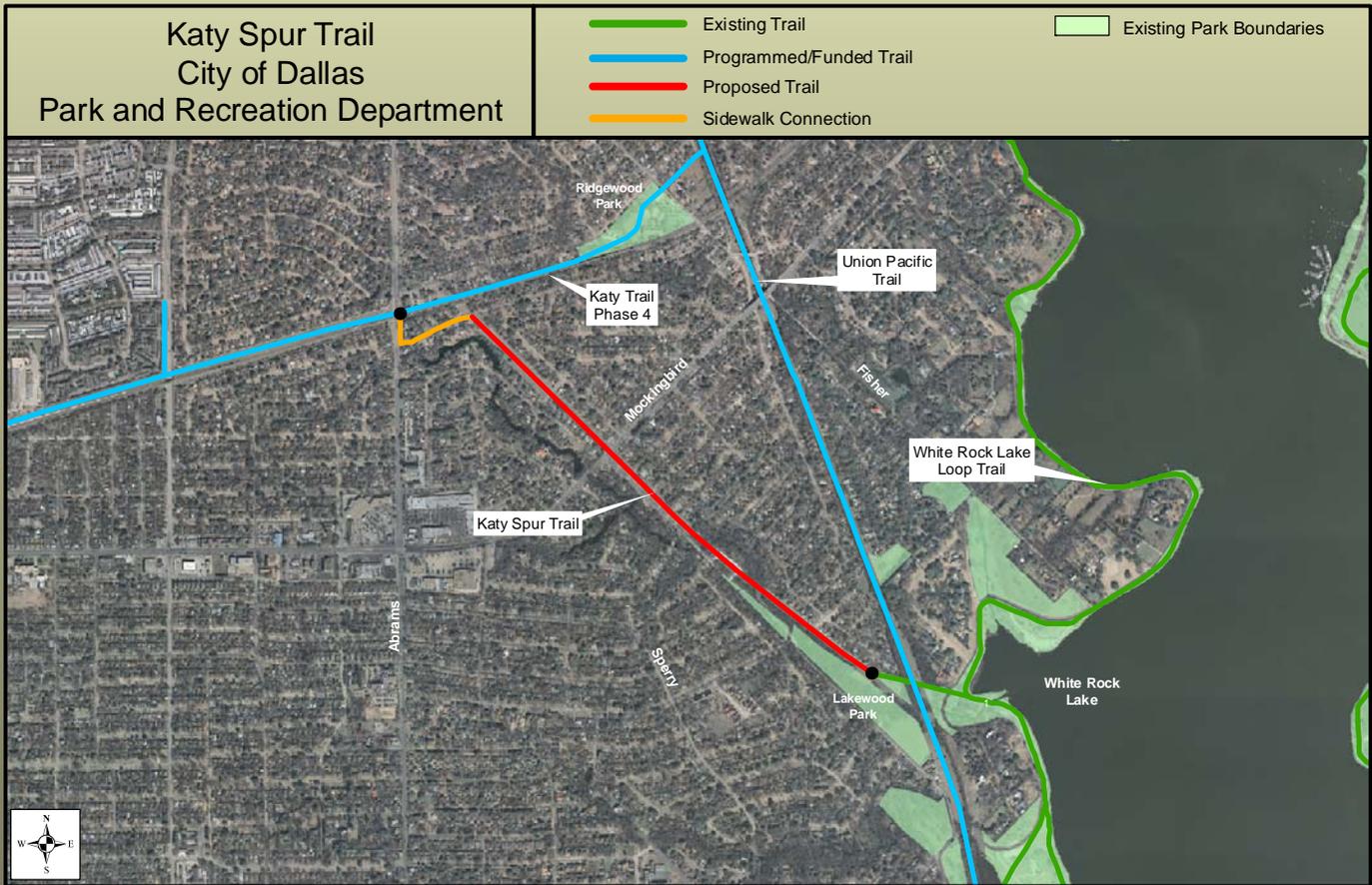
# Katy Trail



# Katy Spur Trail

Located primarily in an ONCOR utility right-of-way east of White Rock Lake, the Katy Spur Trail will follow the historical alignment of the old Missouri-Kansas-Texas (MKT or "Katy") Railroad spur that served the pump house at White Rock Lake. This trail links the White Rock Lake Park Loop Trail to Lakewood Park. The Katy Spur Trail will have direct connection to the proposed East Dallas Veloway and a sidewalk/street connection to the Katy Trail.

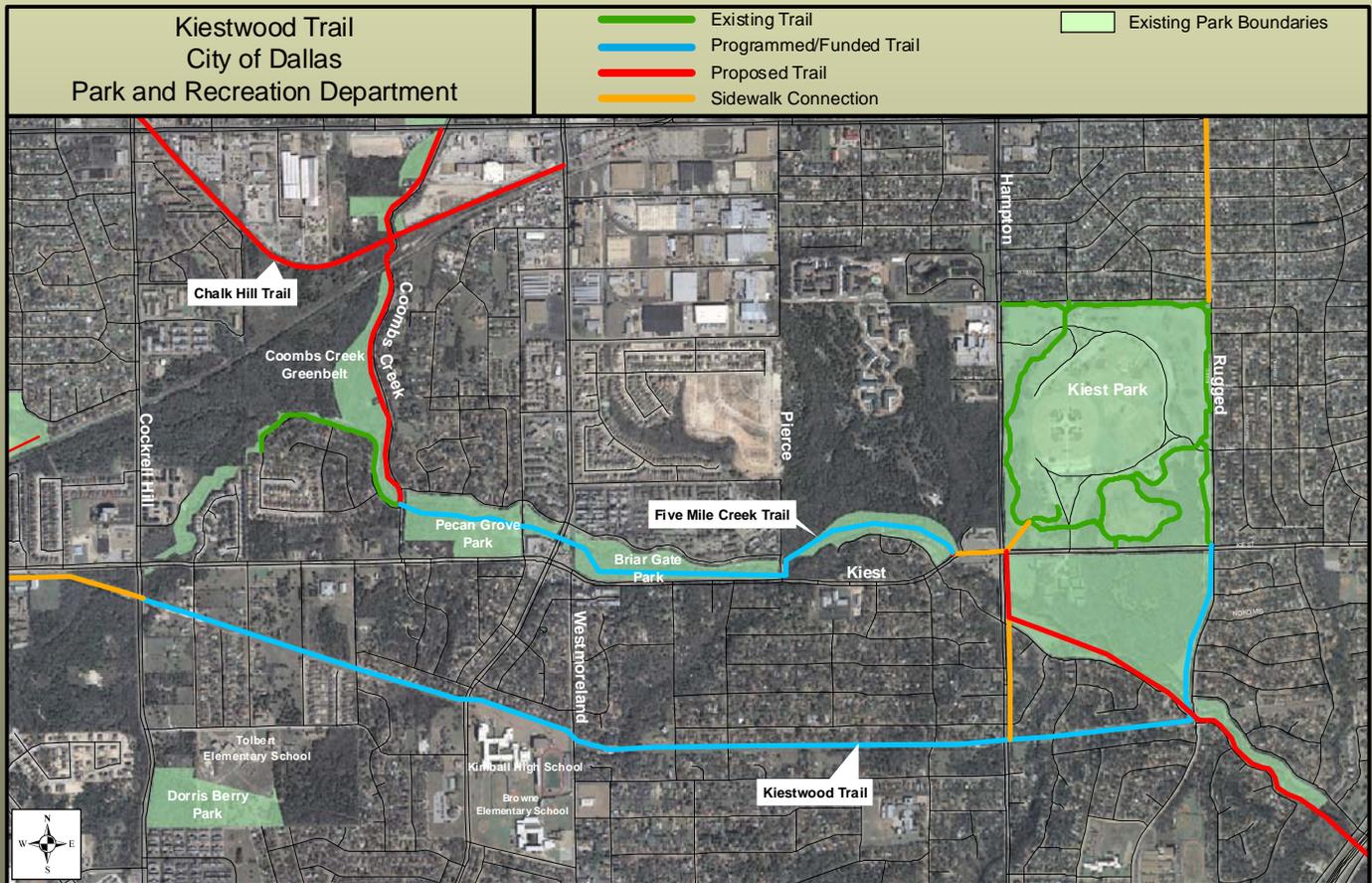
Total Planned Length:	6,140 Linear Feet (1.2 miles)
Total Current Length:	1,102 Linear Feet (.2 miles)
Percent Complete:	18 %
Surface:	Concrete
Width:	12 Feet
Right-of-Way Status:	Existing segment is within City right-of-way. A license agreement with ONCOR will be required for extension to the north.
Est. Unfunded Need:	\$1.5 Million
Advocacy/Partnership:	Dallas Parks Project assisted with the construction of the segment from White Rock Lake Park to Lakewood Park.
Assessment of Existing Trail:	The existing trail segment is in good condition.



# Kiestwood Trail

Located primarily in an ONCOR utility right-of-way in central Oak Cliff, the Kiestwood Trail will connect Kiest Park to the Kiestwood neighborhood. Access from Doris Berry Park to the trail will be available via sidewalk/street access on Cockrell Hill Road. The Kiestwood trail will connect directly with a proposed segment of the Five Mile Creek Trail and will connect via sidewalk/street to the Southwest Dallas Trail.

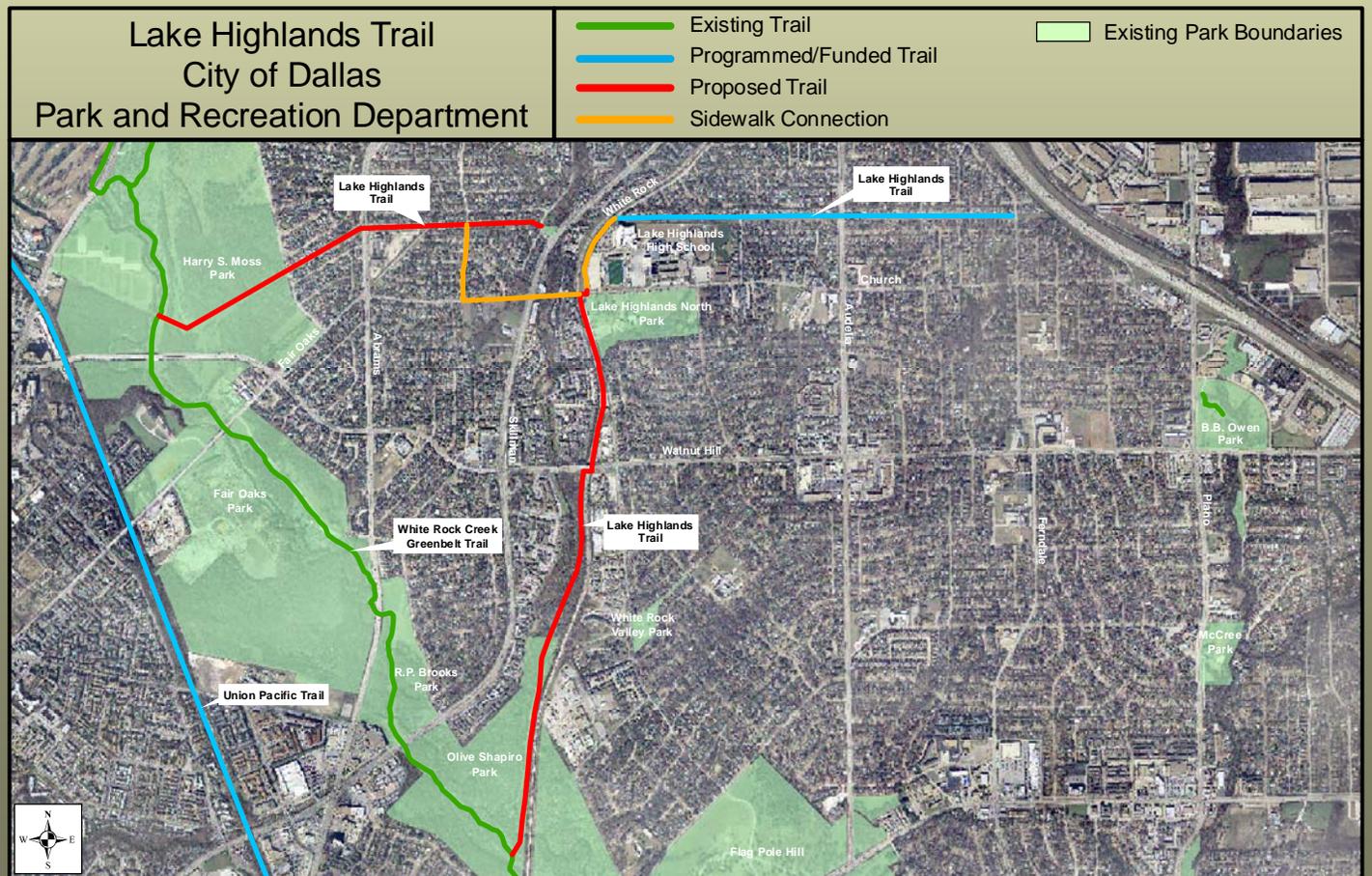
Total Planned Length:	15,400 Linear Feet (2.9 miles)
Total Current Length:	0 Linear Feet
Percent Complete:	0%
Surface:	Concrete
Width:	12 Feet
Right-of-Way Status:	A license agreement with ONCOR will be required.
Unfunded Need:	N/A
Advocacy/Partnership:	Dallas County Open Space Program and the City of Dallas Public Works and Transportation Department is providing funding for design and Construction.



# Lake Highlands Trail

Located primarily in an ONCOR utility right-of-way, the Lake Highlands Trail will connect the Lake Highlands neighborhood to Lake Highlands High School and Lake Highlands North Park. It may be possible to link this trail southward to the existing White Rock Creek Greenbelt Trail should redevelopment occur along Jackson Branch Creek. Trail follows ONCOR ROW from the White Rock Creek Trail at Harry Moss Park to Arbor Park. The trail uses sidewalk/street connections along Tory Sound and Church Road to route around the DART rail line and Skillman. The 2003 Bond Program provides limited funding for design and construction.

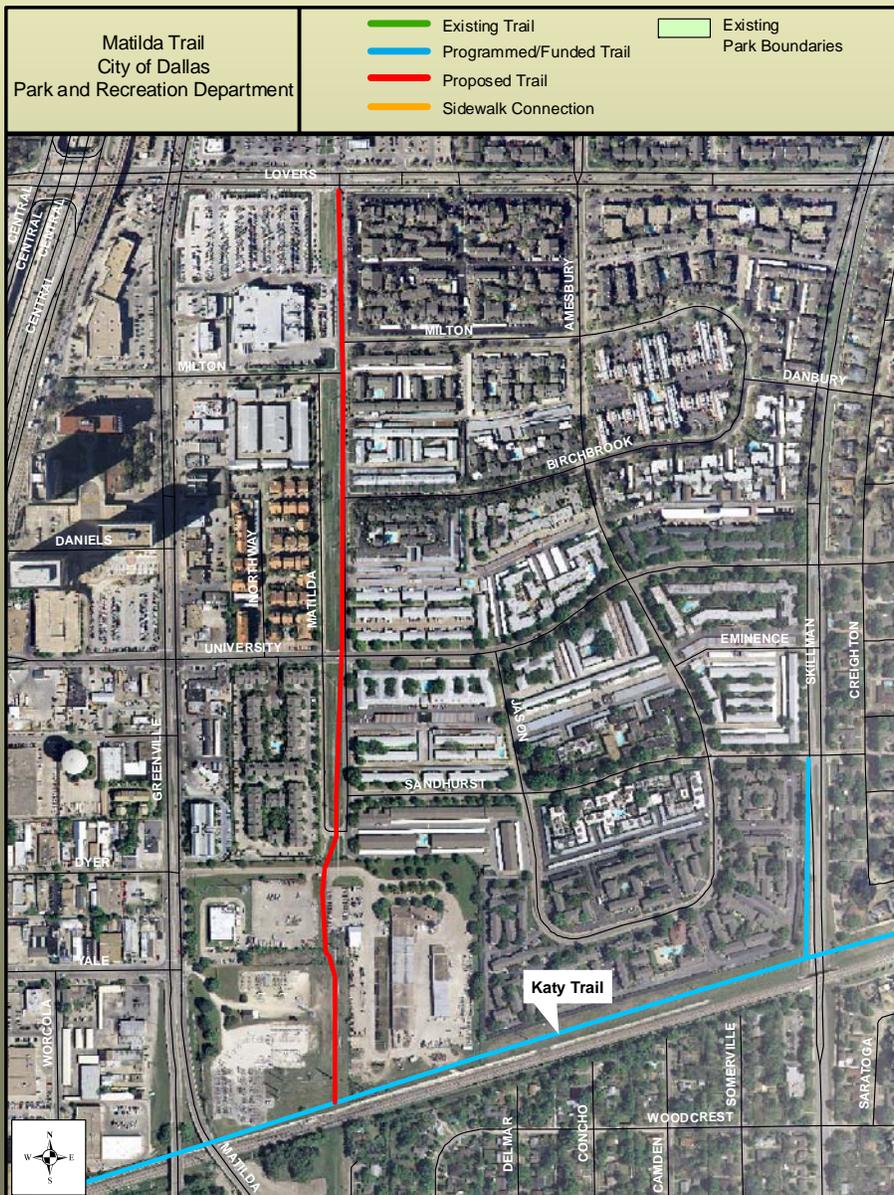
Total Planned Length:	21,568 Linear Feet (4.1 miles) (Extension southward to White Rock Creek is an additional 3 miles and the connection to Harry S. Moss Park is approximately 1 mile.
Total Current Length:	0 Linear Feet
Percent Complete:	0%
Surface:	Concrete
Width:	12 Feet
Right-of-Way Status:	A license agreement with ONCOR will be required. Trail easements from private property, associated with future re-development, would be required along Jackson Branch to link the trail to White Rock Creek Greenbelt Trail.
Est. Unfunded Need:	\$1.2 million (An additional \$3.5 Million is estimated for extension to White Rock Creek Greenbelt Trail)



# Matilda Trail

Located entirely within an ONCOR utility right-of-way, the Matilda Trail will connect the apartment communities south of Lovers Lane to the Katy Trail. Proposed redevelopment plans for the existing apartment complexes may provide opportunities for partnerships with the private sector to construct and maintain the trail. Special negotiations will be required with ONCOR to route the trail through the ONCOR maintenance facility located just north of the Katy Trail route and east of Greenville Ave.

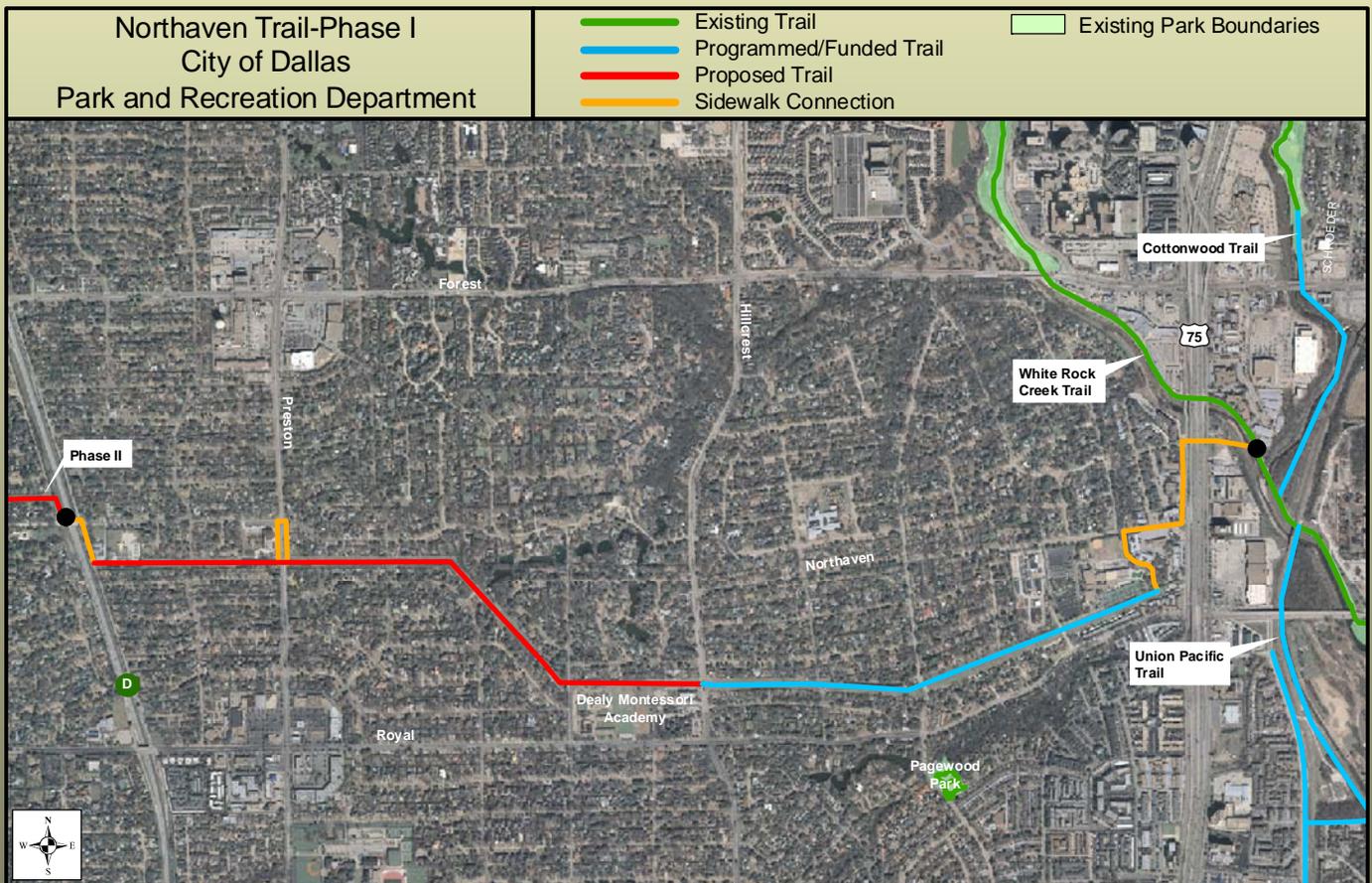
Total Planned Length: 3,819 Linear Feet (.7miles)  
Total Current Length: 0 Linear Feet  
Percent Complete: 0%  
Surface: Concrete  
Width: 12 Feet  
Right-of-Way Status: A license agreement with ONCOR will be required.  
Est. Unfunded Need: \$1 million



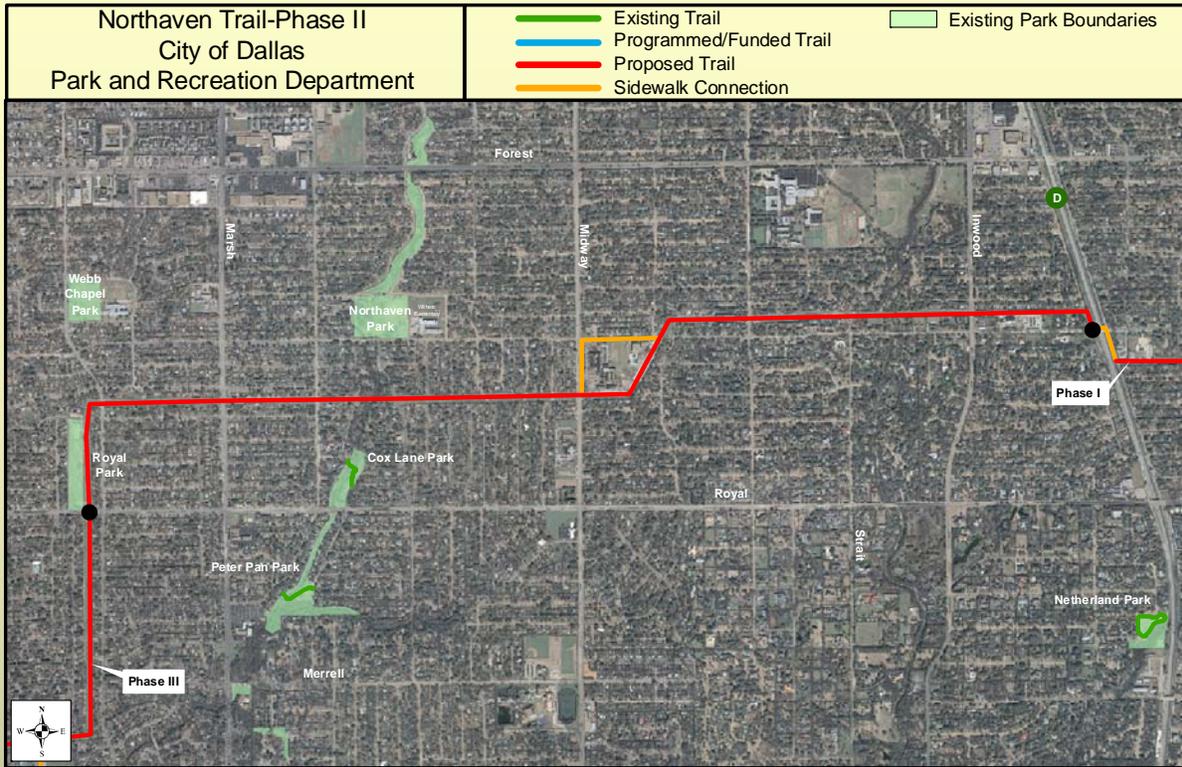
# Northaven Trail

Located primarily in an ONCOR utility right-of-way the Northaven Trail will be the primary eastwest trail in north Dallas. The trail will link White Rock Creek Greenbelt, Royal Park and the Elm Fork Greenbelt. It will connect with the existing White Rock Creek Greenbelt Trail and the proposed Elm Fork Trail. The Northaven trail will also connect several public and private schools, churches, and a YMCA.

Total Planned Length:	49,845 Linear Feet (9.4 miles)
Total Current Length:	0 Linear Feet
Percent Complete:	0%
Surface:	Concrete
Width:	12 Feet
Right-of-Way Status:	A license agreement with ONCOR will be required.
Est. Unfunded Need:	\$10 Million



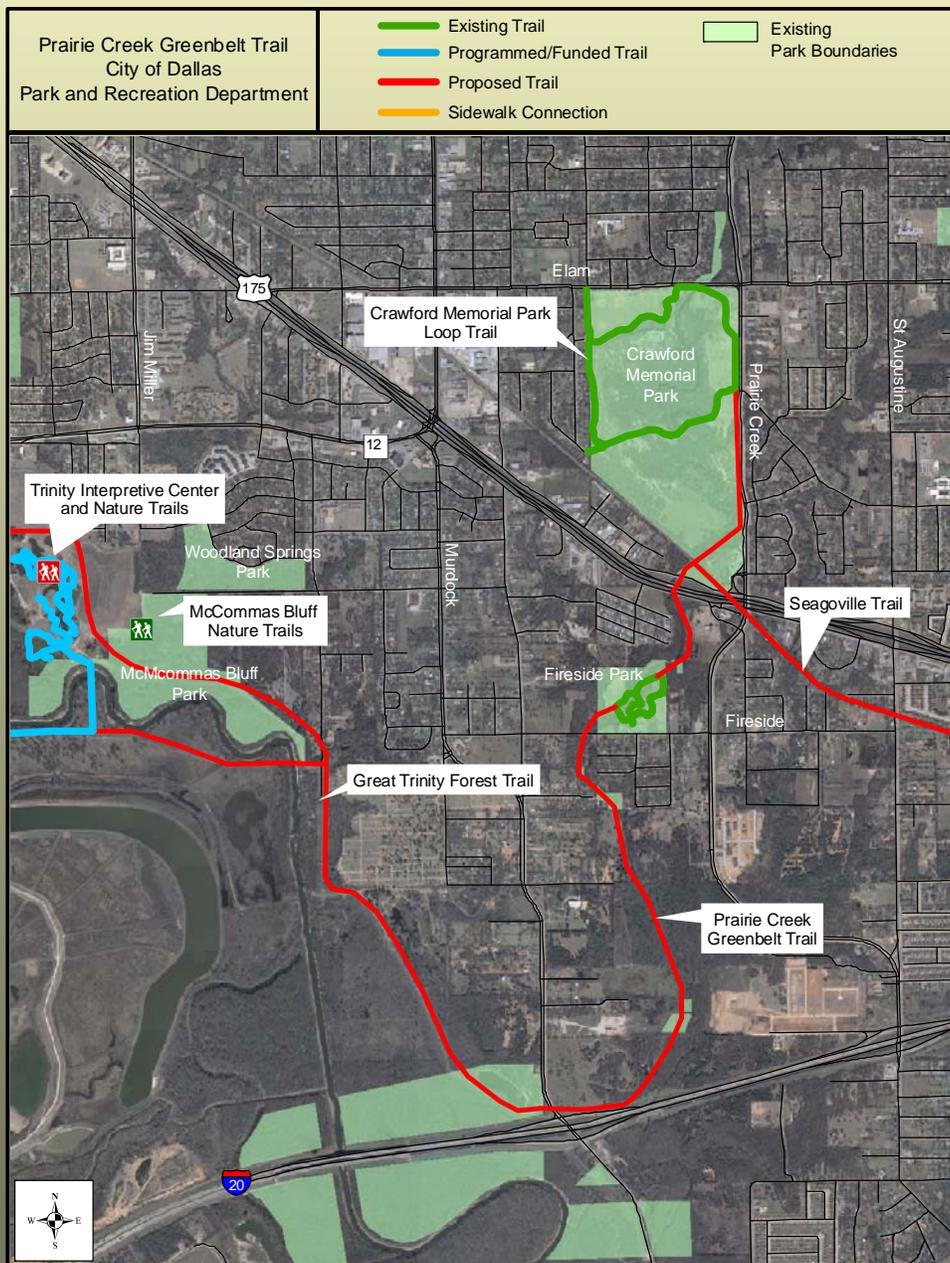
# Northaven Trail



# Prairie Creek Greenbelt Trail

The Prairie Creek Trail, located in southeast Dallas adjacent to Prairie Creek, will link Crawford Memorial Park, Fireside Park, and the Trinity Forest while connecting directly with the existing Crawford Memorial Park Loop Trail, the proposed Trinity Forest Trail and Five Mile Creek Greenbelt Trail.

Total Planned Length: 15,639 Linear Feet (3.0 miles)  
Total Current Length: 0 Linear Feet  
Percent Complete: 0%  
Surface: Concrete  
Width: 12 Feet  
Right-of-Way Status: Approximately 40% of right-of-way is in City ownership. Additional land acquisition is required.  
Est. Unfunded Need: \$4 Million

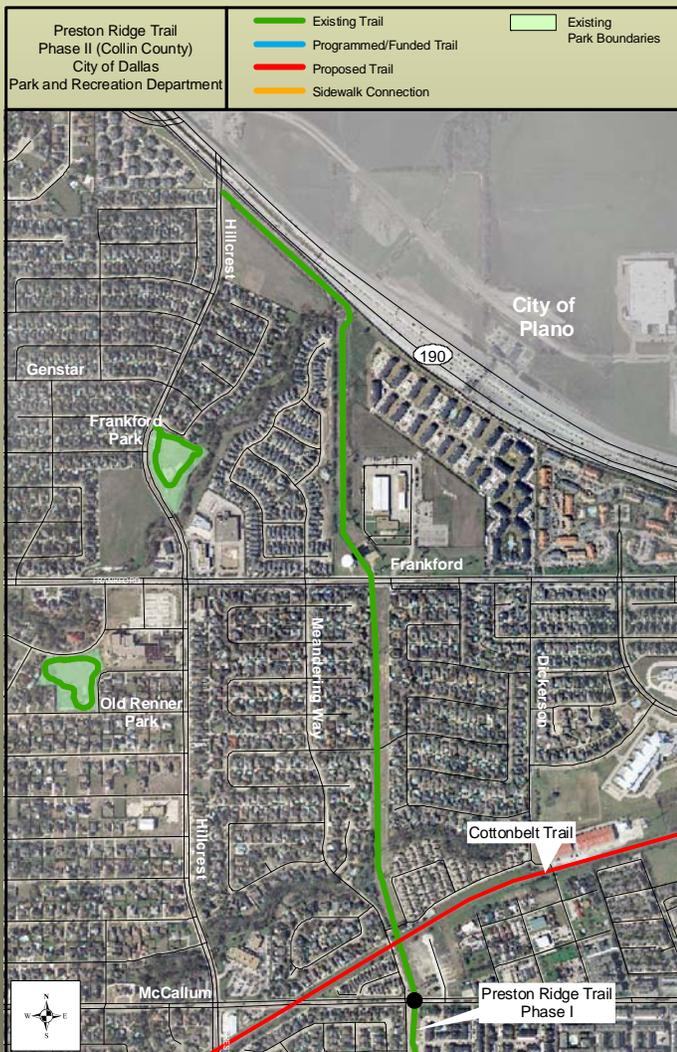


# Preston Ridge Trail

The Preston Ridge Trail, located primarily within an ONCOR utility right-of-way in far north Dallas, links Fretz Park, Salado Park and Campbell Green Park while connecting directly to the proposed Cottonbelt Trail and the existing section of the Cottonwood Trail. The trail also links several public schools. Phase I was built by Dallas County. Phase II was funded by the City of Dallas and Collin County.

Total Planned Length: 33,133 LF (6.3 Mi)  
 Total Current Length: 33,133 LF (6.3 Mi)  
 Percent Complete: 100%  
 Surface: Concrete  
 Width: 12 feet  
 Right-of-Way Status: A license agreement with ONCOR is currently in place for both phases.  
 Unfunded Need:  
 Advocacy/Partnership: Friends of the Preston Ridge Trail (refer to [www.prestonridgetrail.org](http://www.prestonridgetrail.org)) . Dallas County, Collin County and ONCOR.

Assessment of Existing Trail: Phase 1 was completed in 2003 and is in good condition.



# Runyon Creek Trail

The Runyon Creek Trail, located in south Dallas, will be located within existing park property that comprises the Runyon Creek Greenbelt linking Five Mile Creek Greenbelt, Glendale Park and Singing Hills Park. It will provide a direct connection to an existing segment of the Five Mile Creek Greenbelt and Glendale Park Loop Trail. The Runyon Creek Trail will connect into the planned University of North Texas Campus and the planned extension of the Dallas Area Rapid Transit (DART) light rail. As identified in the Singing Hills Park Master Plan, the Runyon Creek Trail will be located within or adjacent to the old Interurban Railway alignment, which creates a unique historical interpretive opportunity.

Total Planned Length: 12670 Linear Feet (2.4 miles)  
 Total Current Length: 0 Linear Feet  
 Percent Complete: 0%  
 Surface: Concrete  
 Width: 12 Feet  
 Right-of-Way Status: City right-of-way is currently available.  
 Est. Unfunded Need: \$3.0 Million





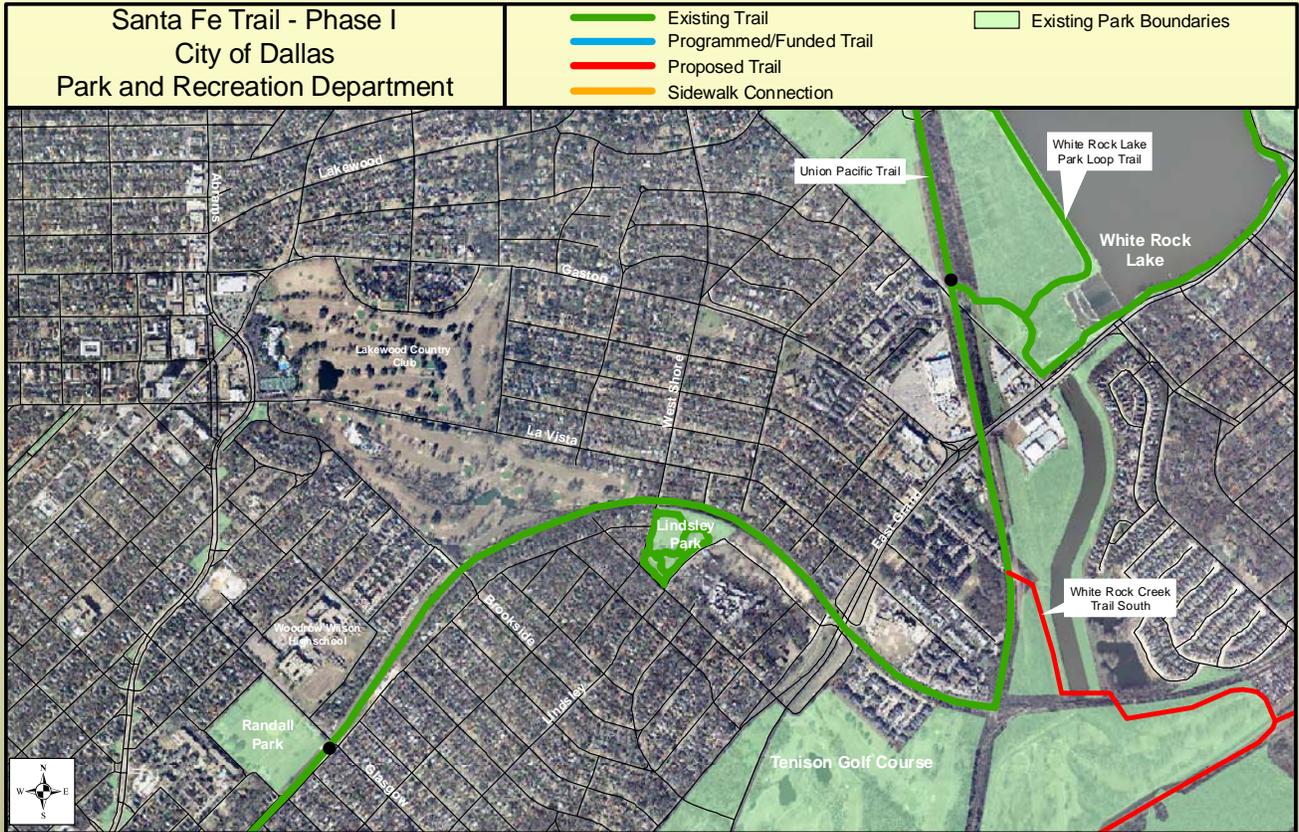
# Santa Fe Trail

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The Santa Fe Trail will be a major trail that will connect multiple parks, including Lindsley Park, Randall Park and Old East Dallas Work Yard Park. The trail will also connect to the Union Pacific Trail, White Rock Lake Trail and the White Rock Creek Trail – South. This trail will also have street/sidewalk access to the Deep Ellum area and Fair Park. A proposed enhanced pedestrian sidewalk connection on Grand Avenue would provide a connection from Fair Park to the proposed Trinity Levee Trail. Federal grant funds and 2003 Bond Program funds are available for implementation from White Rock Lake Park southward to Exposition Avenue. Construction began in Spring 2008.

Total Planned Length:	21,933 Linear Feet (4.2 miles)
Total Current Length:	21,933 Linear Feet (4.2 miles)
Percent Complete:	100%
Surface:	Concrete
Width:	12 Feet
Right-of-Way Status:	License agreements/easements will be required with DART,
Est. Unfunded Need:	N/A
Advocacy/Partnership:	TXDOT has awarded a Statewide Transportation Improvement Program Grant (STEP) for implementation of the southern portion of the trail.

# Santa Fe Trail



# Scyene Trail

The Scyene Trail, located primarily within an ONCOR right-of-way in southeast Dallas, will anchor Scyene Trail Park as a major trail-head allowing opportunity for historical, archeological and natural interpretation. It will have access to the Gateway Park to the south and Cedar Run Park on the north via a sidewalk/street connection on Prairie Creek Road. Scyene Trail Park and Gateway Park both potential for nature trails as well. Informal trails currently exist that have been built by various volunteer citizen groups.

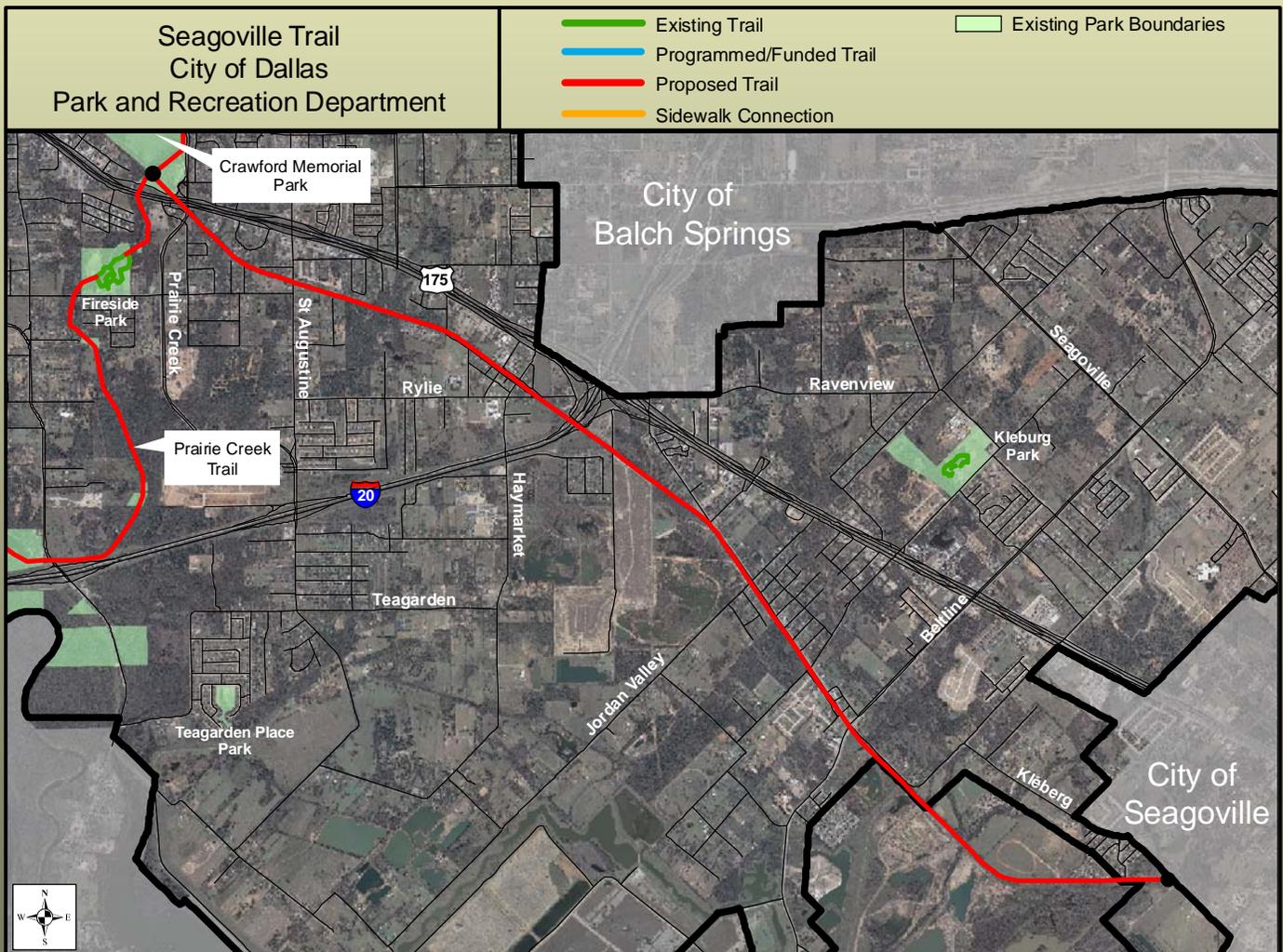
Total Planned Length:	14,100 Linear Feet (2.7 miles)
Total Current Length:	0 Linear Feet
Percent Complete:	0%
Surface:	Concrete
Width:	12 Feet
Right-of-Way Status:	A license agreement with ONCOR will be required.
Est. Unfunded Need:	\$2.5 Million



# Seagoville Trail

The Seagoville Trail is located in an unused railroad right of way. It will provide a connection from Crawford Memorial Park linking various neighborhoods before terminating at the Seagoville city limits. The City of Seagoville's trail plan extends the trail from the city limits further east into Seagoville and tying into that city's trail system. This trail also connects to the Prairie Creek trail providing a linkage to the Trinity River and the rest of the City of Dallas' trail system.

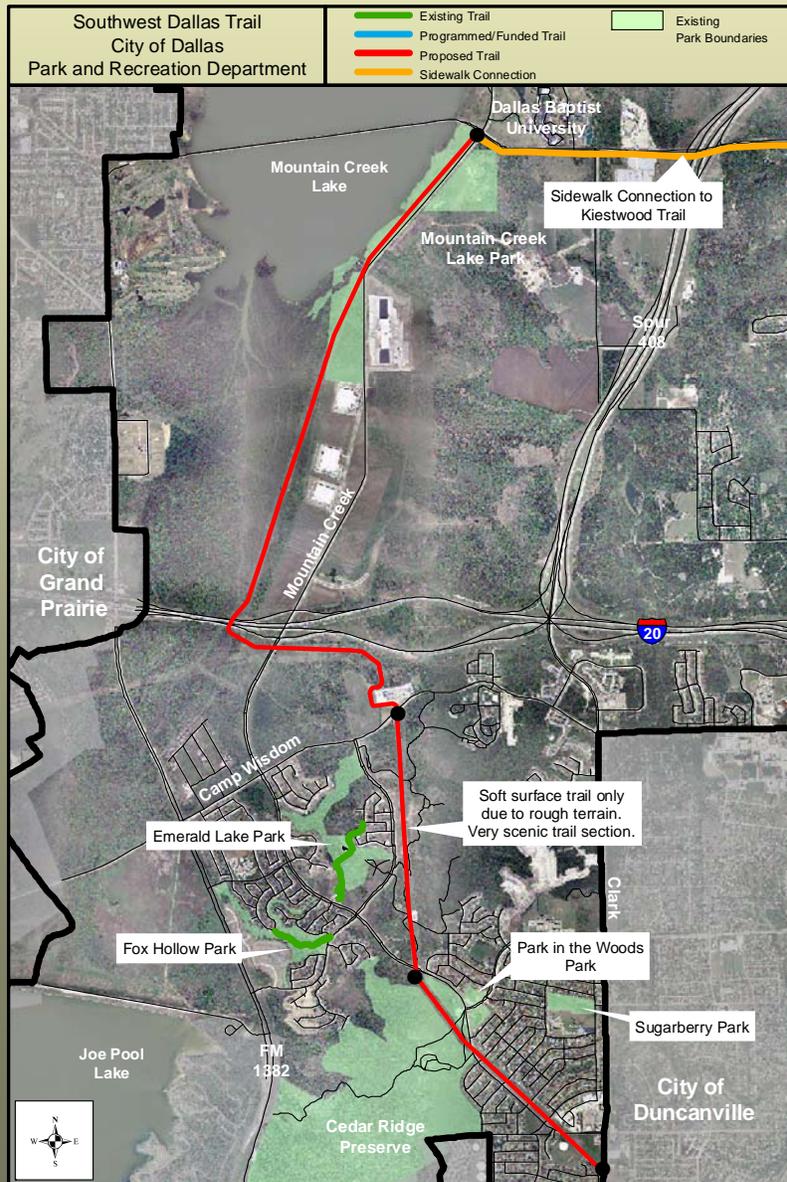
Total Planned Length:	31,680 Linear Feet (6 miles)
Total Current Length:	0 Linear Feet
Percent Complete:	0%
Surface:	Concrete
Width:	Variable
Right-of-Way Status:	Right of way ownership is unknown. The rail corridor is not owned by Dallas Area Rapid Transit. No ownership information is available through the Dallas County Appraisal
Est. Unfunded Need:	\$7.6 Million



# Southwest Dallas Trail

The Southwest Dallas Trail, located primarily within an ONCOR utility right-of-way in far southwest Dallas, will provide some of Dallas's best scenic views. It will link Mountain Creek Park, Park in the Woods and the Cedar Ridge Preserve and its nature trail system. Access to the proposed Kiestwood Trail is possible on the north end of the trail via a sidewalk/street connection along Kiest Boulevard. A section of the Southwest Dallas Trail has steep terrain, and is proposed to be a natural surface. This trail will provide an opportunity to collaborate with the City of Duncanville in creating a multi-jurisdictional trail.

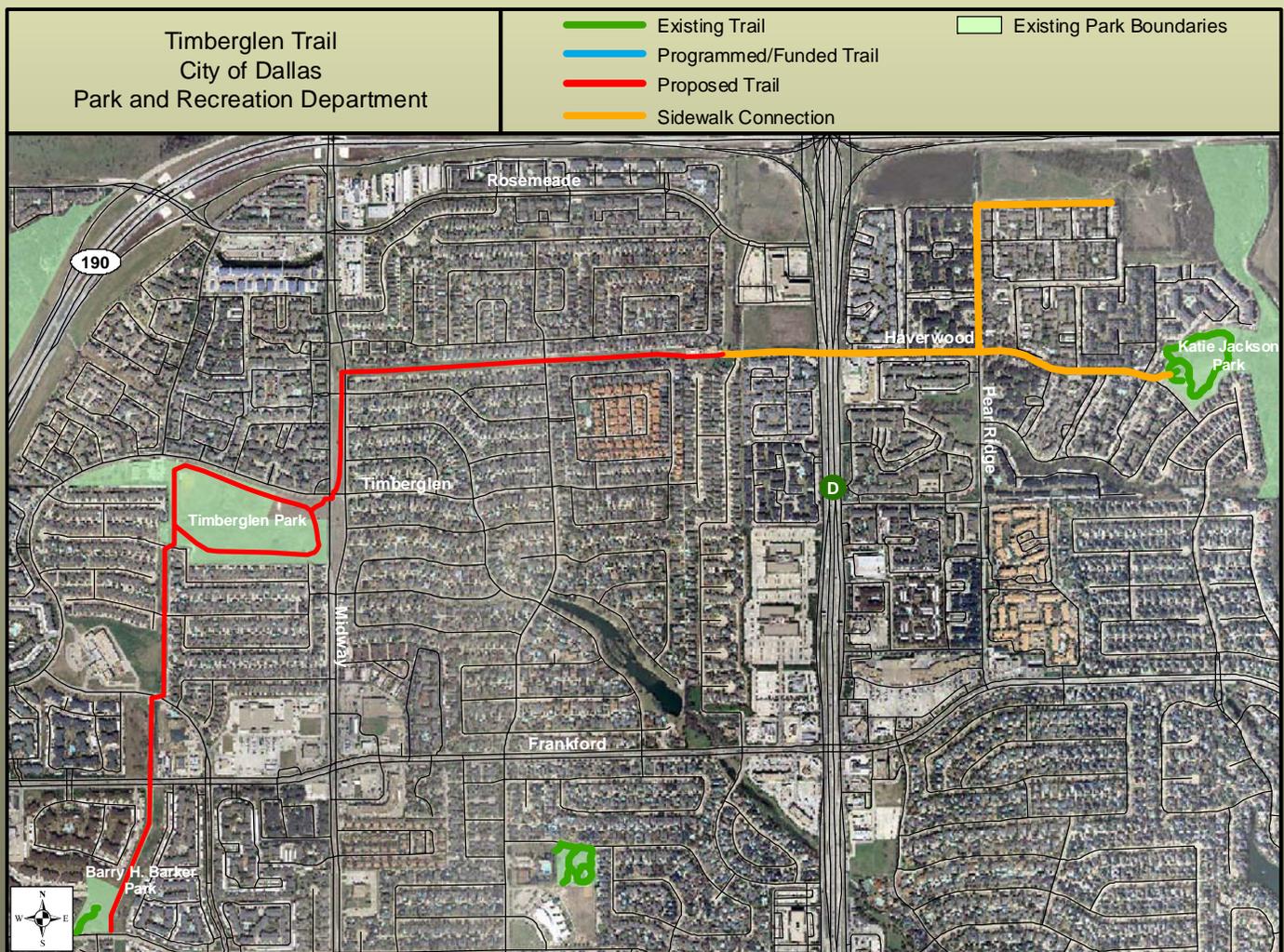
Total Planned Length: 36,053 Linear Feet (6.8 miles)  
 Total Current Length: 0 Linear Feet  
 Percent Complete: 0%  
 Surface: Concrete and natural surface  
 Width: 12 Feet  
 Right-of-Way Status: A license agreement with ONCOR is required.  
 Est. Unfunded Need: \$7 Million



# Timberglen Trail

The Timberglen Trail, located in far north Dallas, will link Timberglen Park, Barry Barker Park and Katy Jackson Park. The trail from Timberglen Park to Barry Barker Park is proposed to create a loop trail in both parks, which will connect a new library and recreation center to points south including McWhorter Elementary School. The trail from Timberglen Park to Katie Jackson Park follows ONCOR ROW until it reaches a power substation west of the Dallas North Tollway. From there the route continues to Katie Jackson Park using the existing street and sidewalk system along Haverwood.

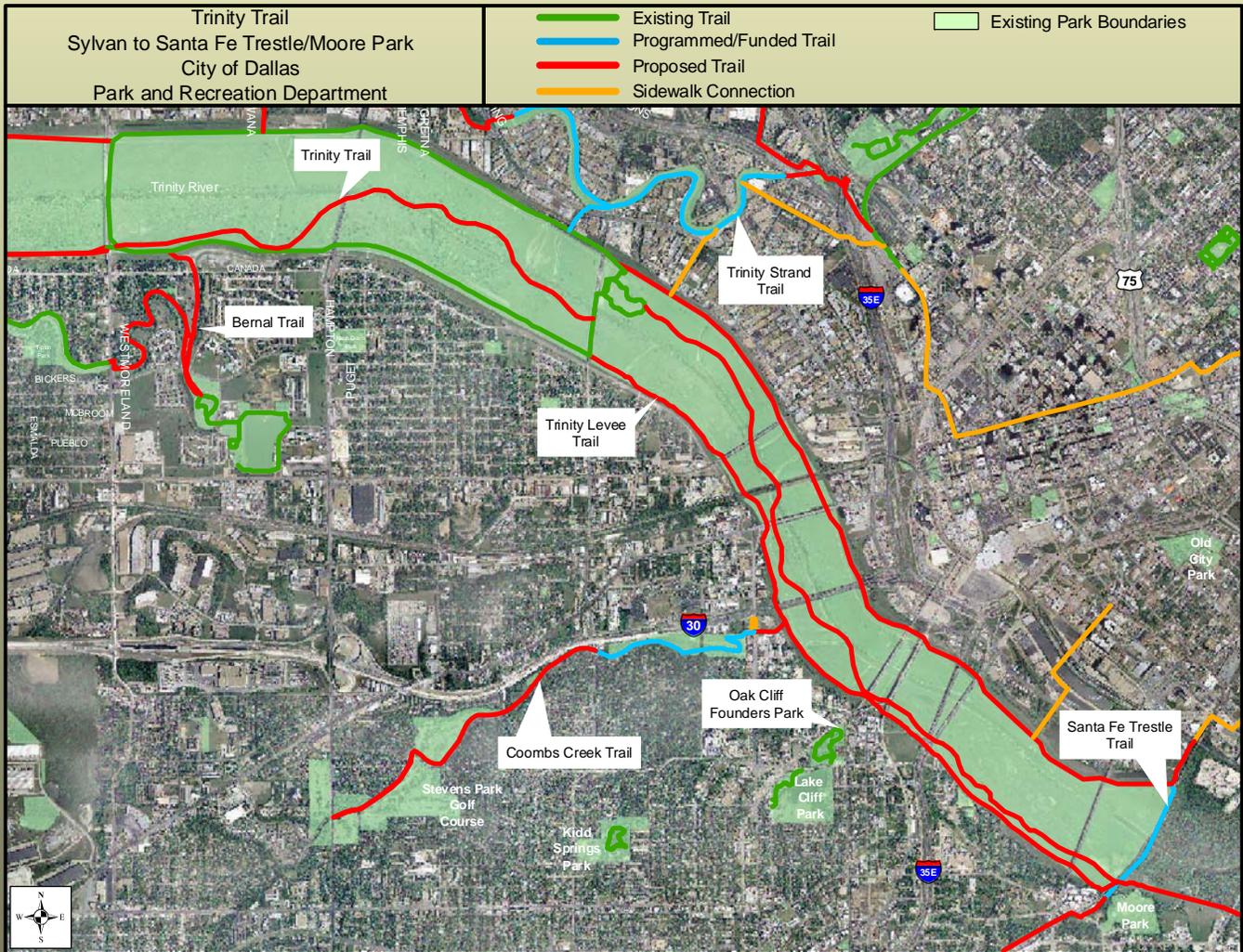
Total Planned Length: 12,163 Linear Feet (2.3 miles)  
Total Current Length: 0 Linear Feet  
Percent Complete: 0%  
Surface: Concrete  
Width: 12 feet  
Right-of-Way Status: License agreements with the Plano Independent School District and ONCOR will be required.  
Unfunded Need: \$3.5 Million



# Trinity Trail

The Trinity Trail will serve as the spine trail for the Trinity River park located near Downtown Dallas. Beginning at Westmoreland, the trail follows the Trinity River, past downtown and ending at the DART rail crossing of the Trinity River. At this location, the trail connects to the Santa Fe Trestle Trail, Great Trinity Forest Trail and the Cedar Crest Trail with access to Moore Park. The Trinity Trail will link the proposed improvements to the Trinity River Park including athletic fields, white water course, wetlands and the urban lakes.

Total Planned Length: 33,656 Linear Feet (6.4 miles)  
 Total Current Length: 0 Linear Feet  
 Percent Complete: 0%  
 Surface: Concrete  
 Width: 12 Feet  
 Right-of-Way Status: City right-of-way is currently available for the main trail.  
 Est. Unfunded Need: \$8.2 Million



# Trinity Levee Trail

The Trinity Levee Trail will be located on the Trinity River Levee System. Currently, the existing leveetop gravel maintenance road is open for trail use between Westmoreland Rd. and Sylvan Ave. Access is available on the north and south levee at Westmoreland Road. The proposed improvement will link several parks including: Trinity River Park/Trammell Crow Park, Elm Fork Greenbelt, Jaycee Zaragoza Park, Emma Carter Park, Oak Cliff Founders Park, Moore Park and the Great Trinity Forest. The Trinity Levee Trail will connect with the proposed Elm Fork Trail, Bernal Trail, Coombs Creek Trail, Old Trinity Trail and Trinity Forest Trail. The old Santa Fe Railroad Trestle, located on the far east side of the Levee System near Moore Park, is currently funded for renovation through the Texas Department of Transportation's (TXDOT) Statewide Transportation Enhancement Program (STEP). This will provide a dedicated pedestrian crossing of the Trinity River.

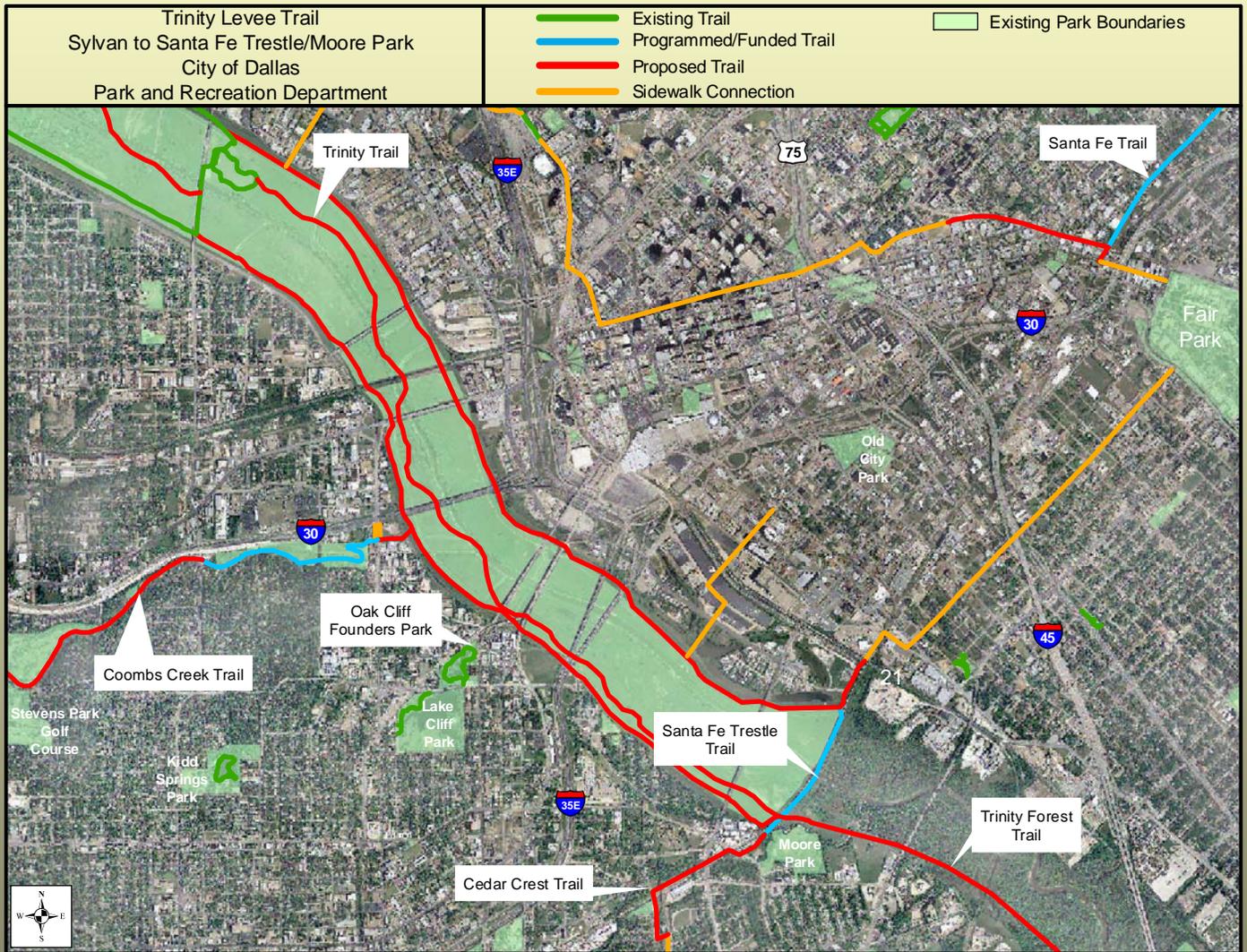
Total Planned Length:	119,500 Linear Feet (22.6 miles)
Total Current Length:	31,680 Linear Feet (6 miles) of gravel surface open to public.
Percent Complete:	27%
Surface:	Currently gravel. Proposed to improve to concrete
Width:	12 Feet
Right-of-Way Status:	City right-of-way is currently available for the main trail. Additional right – of-way may be required to link some parks, such as Jaycee Zaragoza Park.
Est. Unfunded Need:	\$23 Million
Advocacy/Partnership:	TXDOT's STEP Grant Program—Santa Fe Railroad trestle renovation in cooperation with the City of Dallas Trinity River Project Office.



# Trinity Levee Trail



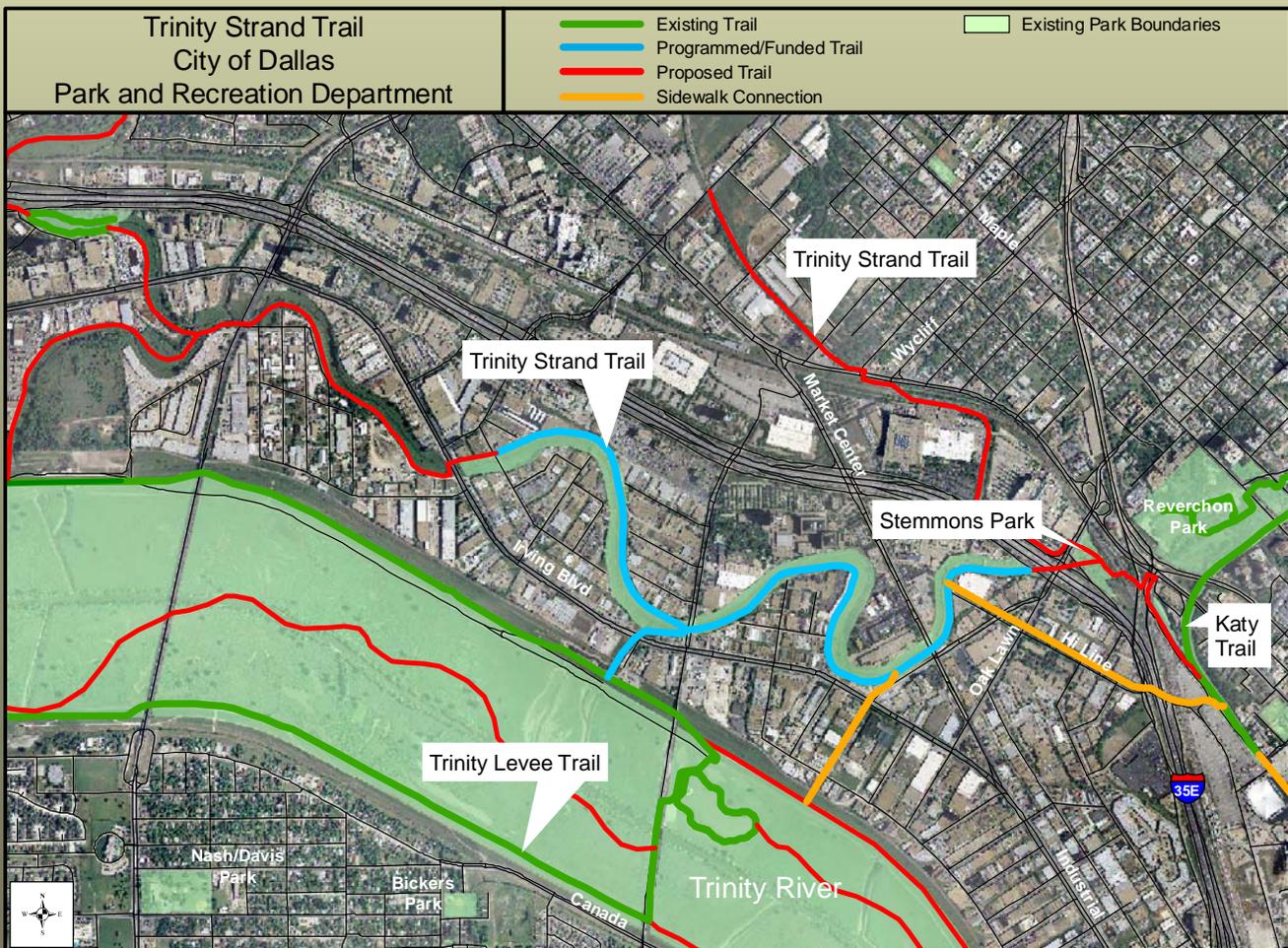
# Trinity Levee Trail



# Trinity Strand Trail

The Trinity Strand Trail will be located along the old meanders of the Trinity River in the old Trinity industrial and design district. The trail will be a concrete surface on one side of the meanders and crushed granite on the other side, being linked with pedestrian bridges at several locations along its length. The Old Trinity Trail will link Stemmons Park and Trinity River Park while connecting directly with the Katy Trail and the Trinity Levee Trail. A proposed enhanced sidewalk system would provide access to the Medical District and the Dallas Area Rapid Transit rail system on the east side of Stemmons Freeway. A Master Plan for the Trinity Strand Trail was adopted by the Park and Recreation Board in October 2004. Funding for design and engineering was included in the 2003 Bond Program.

Total Planned Length:	31,680 Linear Feet (6 miles)—hard surface. 11,563 Linear Feet (2.2 miles)—soft surface.
Total Current Length:	0 Linear Feet
Percent Complete:	0%
Surface:	Concrete on one side of the meanders and soft surface (decomposed granite) on the other side.
Width:	12 Feet
Right-of-Way Status:	City right-of-way currently exists through an agreement with the Street Department for use of the Old Trinity Meanders property. The Friends of the Trinity Trail will work with adjacent property owners for donation of trail easements, if necessary.
Est. Unfunded Need:	\$20 Million
Advocacy/Partnership:	The Friends of the Trinity Strand Trail <a href="http://www.trinitystrand.org">www.trinitystrand.org</a> and The City of Dallas Street Department, Storm Water Mgt. Division

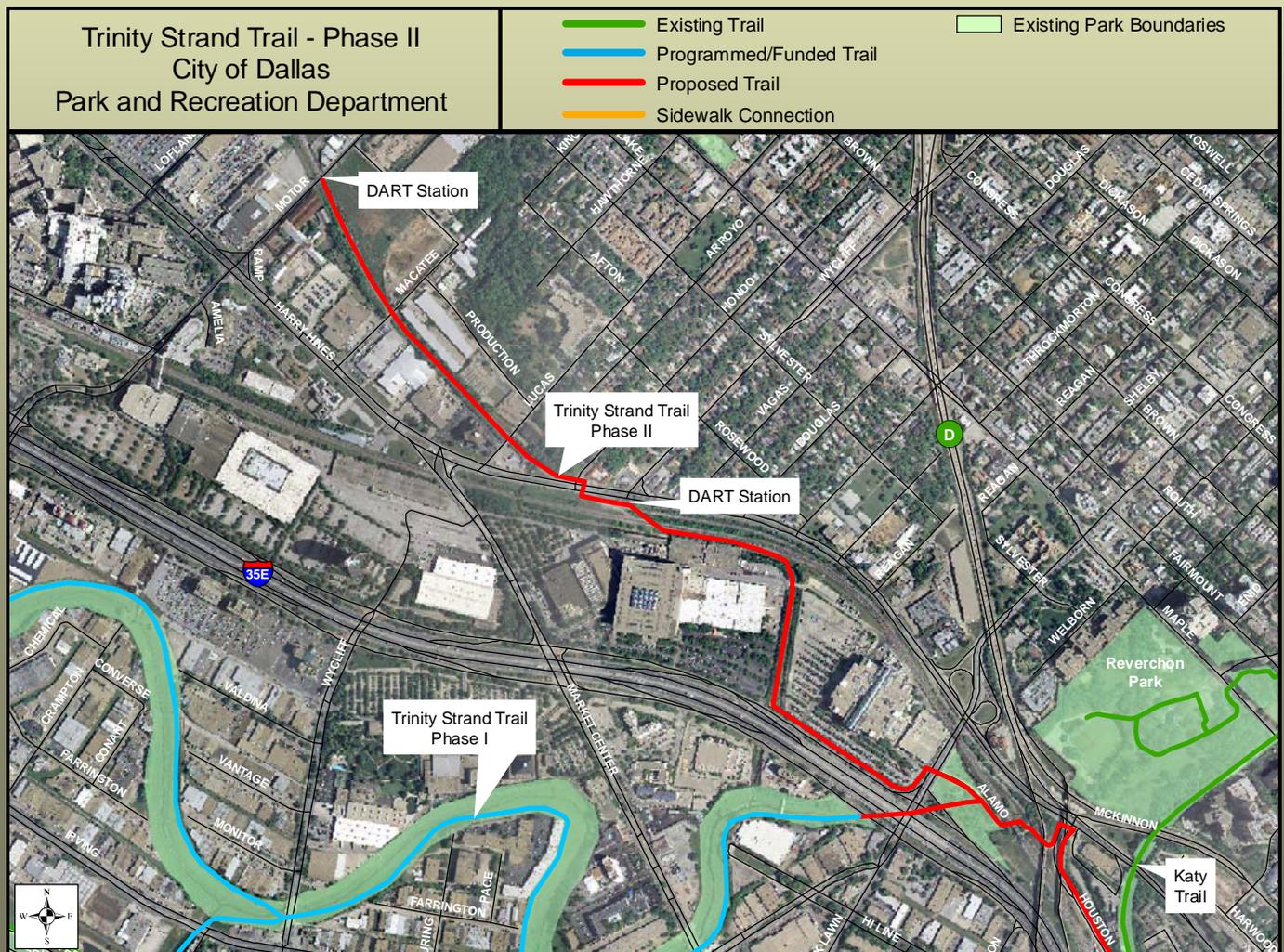


# Trinity Strand Trail - Phase II

Phase II of the Trinity Strand Trail will begin at Stemmons Park, and follow a landscaped parkway along I-35E in front of the Infomart. The trail then follows a drainage way until it reaches the DART light rail line paralleling Harry Hines Blvd. The trail will take advantage of an existing crossing underneath the rail line to cross the rail tracks and tie into a DART rail station. From there it will share the same rail corridor and be placed below the elevated guideway, ending at a rail station at Motor Street.

Total Planned Length: 7,920 LF (1.5 Mi)  
 Total Current Length: 0  
 Percent Complete: 0%  
 Surface: Concrete  
 Width: 12 feet  
 Right-of-Way Status: License agreements/easements will be required with DART and adjacent property owners

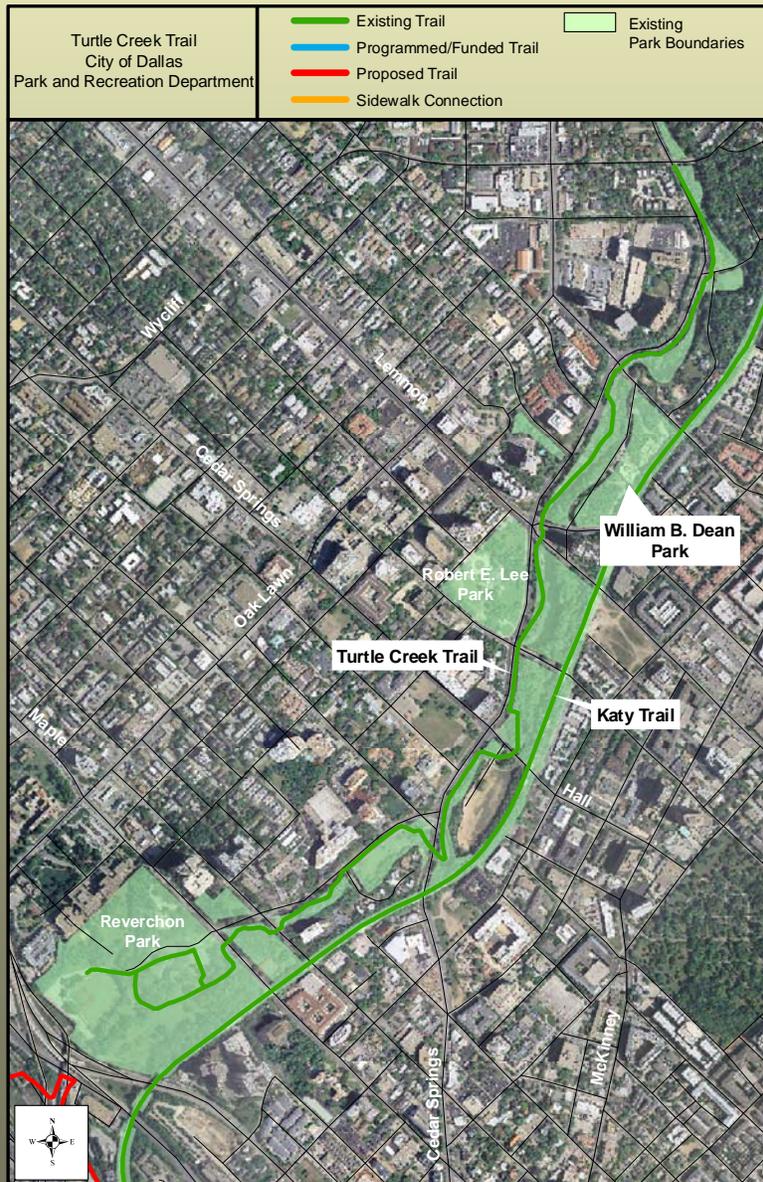
Unfunded Need:  
 Advocacy/Partnership: The Friends of the Trinity Strand Trail, Dallas Area Rapid Transit and The City of Dallas Street Department, Storm Water Mgt. Division



# Turtle Creek Trail

The Turtle Creek Greenbelt Trail, located adjacent to Turtle Creek in the Oak Lawn/Uptown area, links several parks including William B. Dean Park, Lee Park and Reverchon Park. Although not connecting directly, users of the Turtle Creek Trail have access to the Katy Trail from within these parks.

Total Planned Length: 11,166 Linear Feet (2.1 miles)  
Total Current Length: 11,166 Linear Feet (2.1 miles)  
Percent Complete: 100% . Needs reconstruction.  
Surface: Concrete and Boardwalk  
Width: 8 Feet  
Right-of-Way Status: Existing right-of-way is in City ownership.  
Est. Unfunded Need: \$2 Million  
Assessment of Existing Trail: Fair to Poor. Reconstruction is recommended.  
Advocacy/Partnership: Turtle Creek Association has funded sidewalk connection improvements along the corridor.





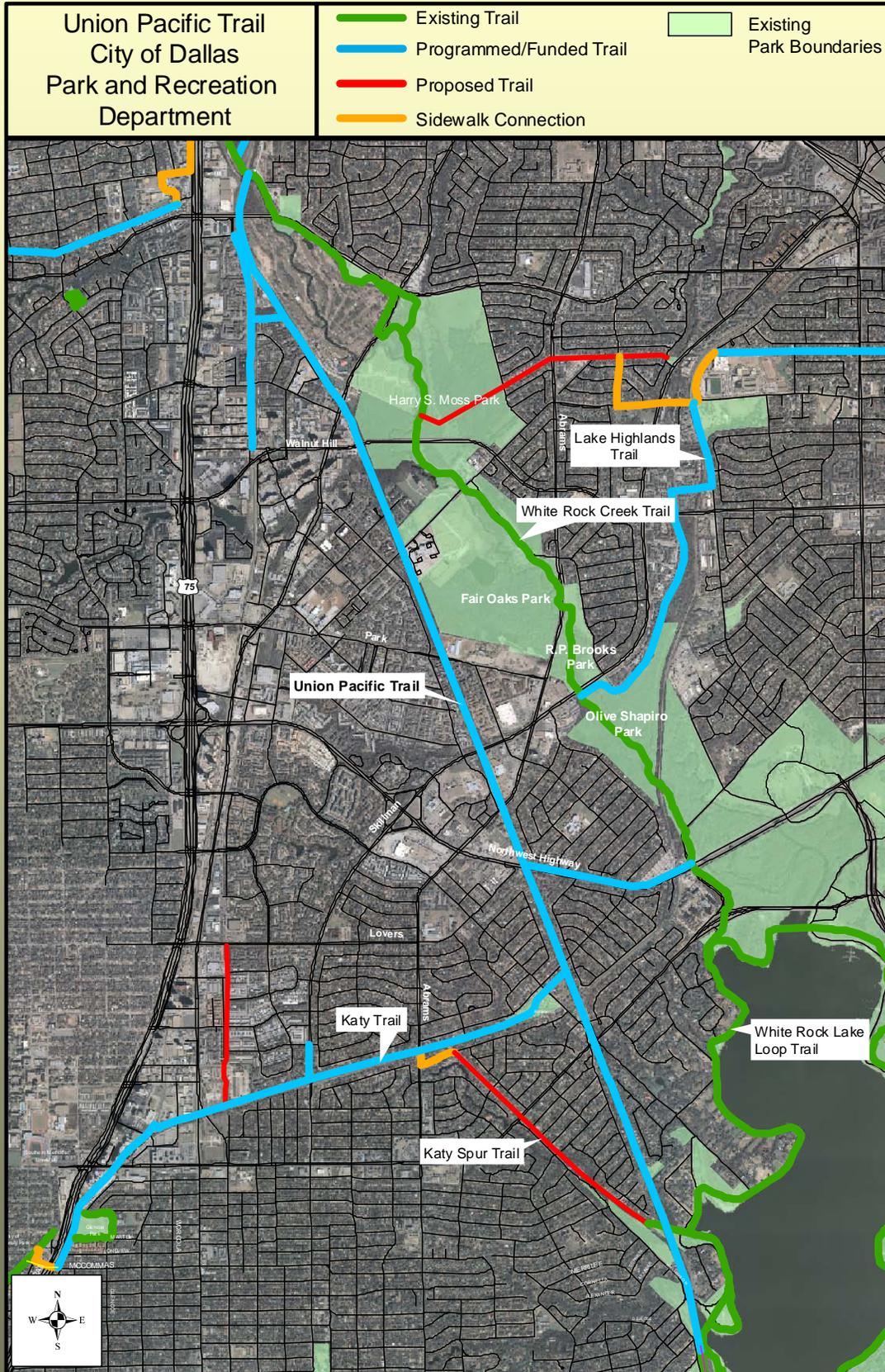
# Union Pacific Trail

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The Union Pacific Trail will be a major trail that will connect multiple parks, including the White Rock Creek Greenbelt, Harry S. Moss Park, Fair Oaks Park, Lakewood Park, and White Rock Lake Park. This trail will also directly connect to the Katy Trail, Katy Spur Trail, White Rock Creek Trail and the Cottonwood Trail. Being located in an unused railroad right-of-way, owned by Dallas Area Rapid Transit (DART), most major street crossings will be grade separated.

Total Planned Length:	34,400 Linear Feet (6.5 miles)
Total Current Length:	4,054 Linear Feet (0.8 miles)
Percent Complete:	12%
Surface:	Concrete
Width:	12 Feet
Right-of-Way Status:	License agreements/easements will be required with DART,
Est. Unfunded Need:	N/A
Advocacy/Partnership:	Dallas County and the City of Dallas Public Works Department have partnered to develop this trail

# Union Pacific Trail



The White Rock Creek Trail North, located in northeast Dallas adjacent to White Rock Creek, links several parks that make up the White Rock Creek Greenbelt including Valley View Park, Anderson-Bonner Park, Orbiter Park, Northwood Park, Harry S. Moss Park, Fair Oaks Park, R. P. Brooks Park, Olive Shapiro Park, Flag Pole Hill and White Rock Lake Park. The trail will provide a direct connection with the proposed southern extension of the Cottonwood Trail, the proposed eastern segment of the Katy Trail and the existing White Rock Lake Park Loop Trail. The 2003 Bond Program provides funding for trail improvements at Valley View Park. A planned extension to the north will further enhance the trails located in Valley View West Park and provide access to Hillcrest Park.

Total Planned Length:	43,659 Linear Feet (8.3 miles)
Total Current Length:	40,254 Linear Feet (7.6 miles)
Percent Complete:	92% . Approx. 85% needs reconstruction.
Surface:	Concrete
Width:	8 feet . Rebuild to 12 feet minimum
Right-of-Way Status:	No additional right-of-way is required.
Assessment of Existing Trail:	Original segments are in fair to poor condition and do not meet current width standards. Refer to April 2001 White Rock Trail Study.
Est. Unfunded Need:	\$7.5 Million

# White Rock Creek Trail (north)





# White Rock Creek Trail (south)

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The White Rock Creek Trail South will be located primarily within existing city park land and an ONCOR utility right-of-way adjacent to White Rock Creek in east Dallas. The trail will link Tennison Golf Course, Samuel Grand Park, Lawnview Park and Gateway Park. It will connect directly with the East Dallas Veloway South. Additionally, the trail will have access from the planned Dallas Area Rapid Transit (DART) light rail Lawnview Station. A proposed spur would provide a link to the Ash Creek Greenbelt and St. Francis Park.

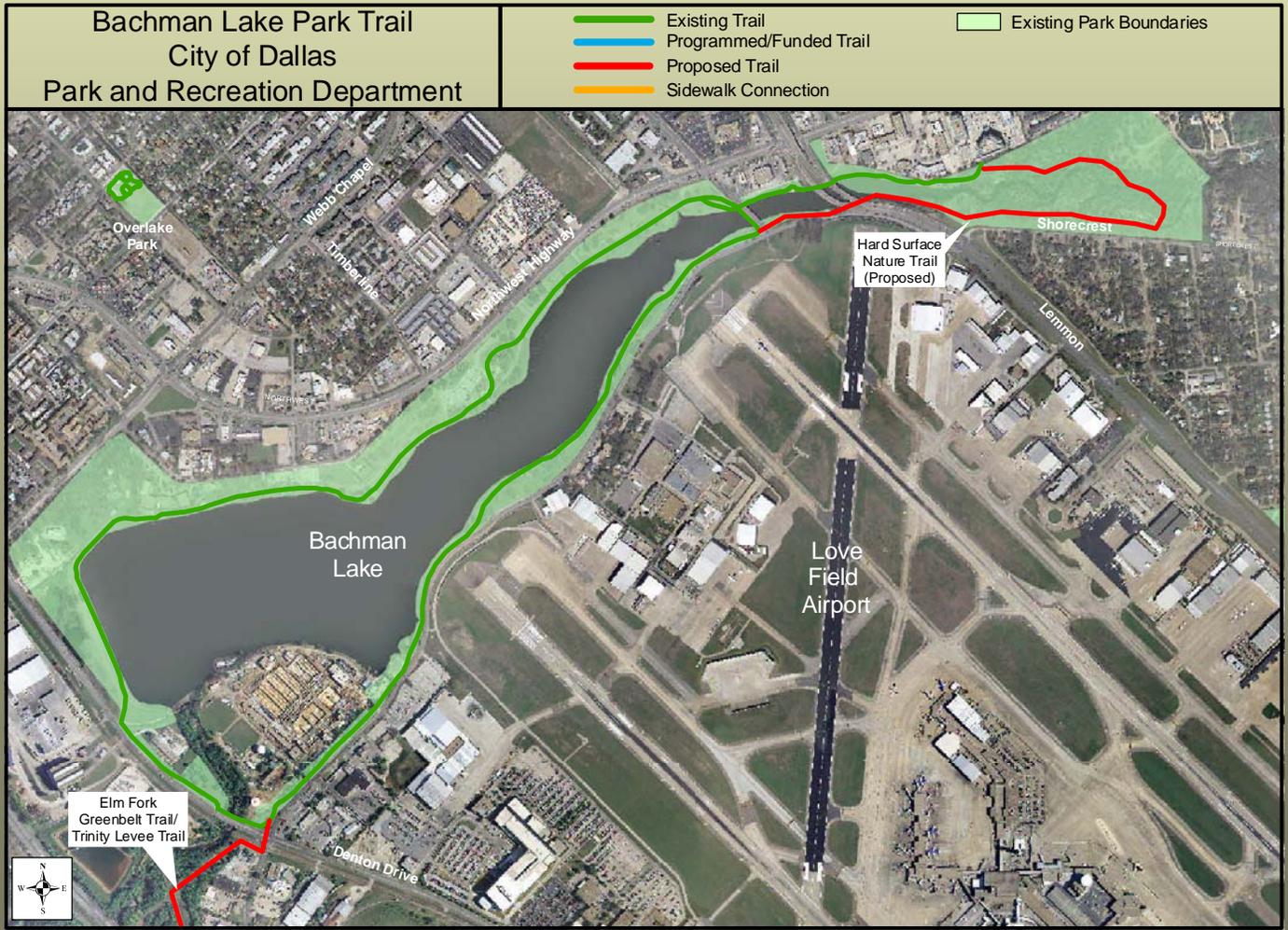
Total Planned Length:	23,360 Linear Feet (4.4 miles)
Total Current Length:	0 Linear Feet
Percent Complete:	0%
Surface:	Concrete
Width:	12 feet
Right-of-Way Status:	City right-of-way currently is available for approximately 50% of the trail and license agreements will be required with ONCOR for the remainder. A license agreement with the Texas Department of Transportation (TXDOT) may be required for crossing under Interstate 30 at White Rock Creek.
Est. Unfunded Need:	\$5 Million

# White Rock Creek Trail (south)



Routing primarily along the shoreline of Bachman Lake in northwest Dallas, the Bachman Lake Park Loop Trail links the Bachman Therapeutic Recreation Center, a CCC-era picnic shelter, several exercise stations and the Bachman Greenbelt. The trail will connect with the proposed Elm Fork Greenbelt Trail. Access to a light rail station will be available near the east side of Bachman Lake Park as part of Dallas Area Rapid Transit's (DART) Northwest Corridor alignment. Parking is available at the park.

Total Planned Length:	18,713 Linear Feet (3.5 miles)
Total Current Length:	18,713 Linear Feet (3.5 miles)
Percent Complete:	100%. 100% needs reconstruction.
Surface:	Primarily asphalt.
Width:	8 Feet. Reconstruct to 12 feet -wide.
Right-of-Way Status:	The trail is wholly within Bachman Lake Park. No additional right-of-way is needed.
Assessment of Existing Trail:	Fair to Poor. Needs reconstruction to meet current standards.
Est. Unfunded Need:	\$3 Million
Advocacy/Partnership:	Bachman Lake Foundation



The Crawford Memorial Park Loop Trail, located wholly within Crawford Memorial Park in southeast Dallas, links soccer fields, baseball fields, a picnic area and playground, and natural areas within the park. Parking is available at the park. The Crawford Memorial Park Loop Trail will connect with the proposed Prairie Creek Greenbelt Trail.

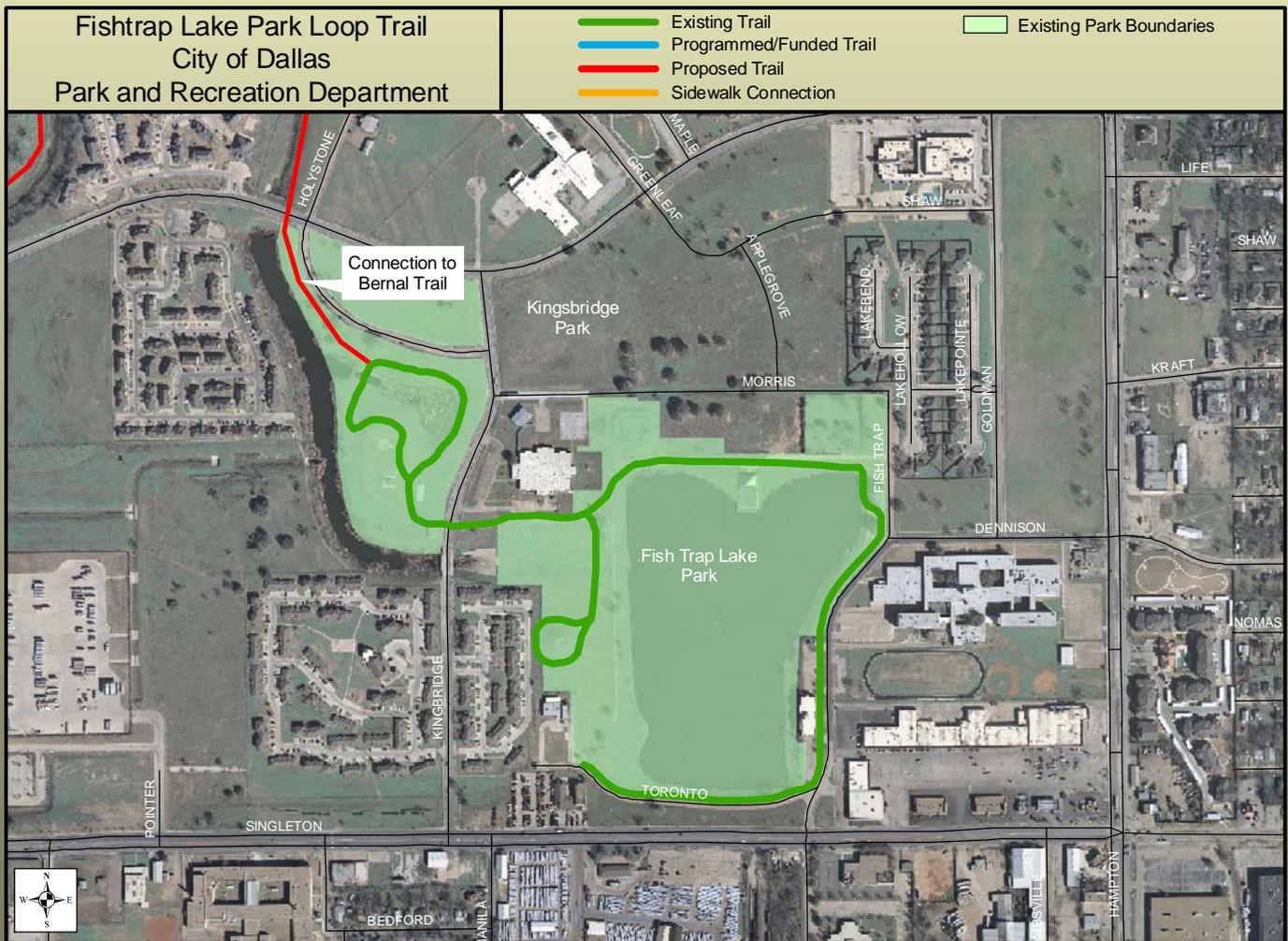
Total Planned Length: 10,560 Linear Feet (2.0 miles)  
Total Current Length: 10,560 Linear Feet (2.0 miles)  
Percent Complete: 100%  
Surface: Concrete  
Width: 8 Feet and 12 Feet.  
Right-of-Way Status: The trail is wholly within Crawford Memorial Park. No additional right-of-way is needed.  
Assessment of Existing Trail: Good to fair.  
Est. Unfunded Need: \$2 Million



# Fish Trap Lake Park Loop Trail

The Fishtrap Lake Park Loop Trail is located within Fishtrap Lake Park in west Dallas. The trail routes around Fish Trap Lake and adjacent open space within a Dallas Housing Authority (DHA) development. The Fishtrap Lake Park Loop Trail will connect with the proposed extension of the Bernal Trail.

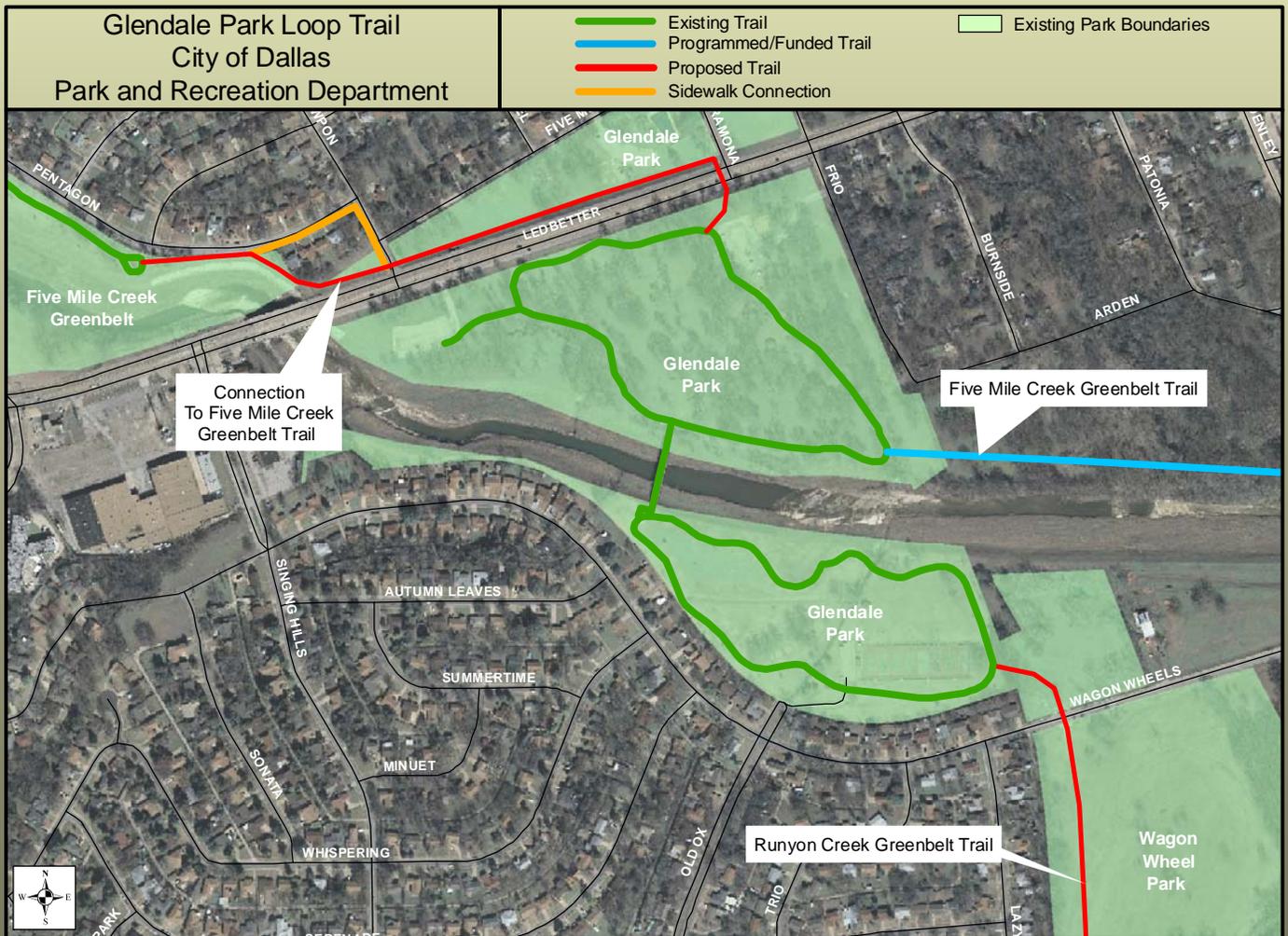
Total Planned Length:	7,466 Linear Feet (1.4 miles)
Total Current Length:	7,466 Linear Feet (1.4 miles)
Percent Complete:	100%
Surface:	Concrete
Width:	8 Feet
Right-of-Way Status:	The trail is wholly within Fishtrap Lake Park, which is leased from DHA. Lease renewal is required in 2005.
Assessment of Existing Trail:	Good
Est. Unfunded Need:	N/A



# Glendale Park Loop Trail

The Glendale Park Loop Trail is located within Glendale Park in south Dallas. The trail is actually two loops, one on either side of Five Mile Creek. Within the park, the trail connects a playground, picnic area and tennis courts. The Glendale Park Loop Trail will provide the link between an existing western segment and proposed eastern extension of the Five Mile Creek Greenbelt Trail. It will also connect with the proposed Runyon Creek Greenbelt Trail. Parking is available at Glendale Park.

Total Planned Length:	10,114 Linear Feet (1.9 miles)
Total Current Length:	10,114 Linear Feet (1.9 miles)
Percent Complete:	100%
Surface:	Concrete
Width:	8 Feet
Right-of-Way Status:	The trail is wholly within Glendale Park. No additional right-of-way is needed.
Assessment of Existing Trail:	Good
Est. Unfunded Need:	N/A

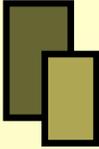


# Kiest Park Loop Trail

Located in Oak Cliff in Southwest Dallas, the Kiest Park Loop Trail meanders through the 264-acre Kiest Park connecting a playground, athletic fields, formal gardens and natural areas, as well as a recreation center and a Civilian Conservation Corps (CCC) era picnic area. The Kiest Park Loop Trail will connect with a proposed segment of the Five Mile Creek Greenbelt Trail and the proposed Kiestwood Trail. Parking is available at various locations throughout the Park.

Total Planned Length: 14,780 Linear Feet (2.8 miles)  
Total Current Length: 14,780 Linear Feet (2.8 miles)  
Percent Complete: 100%. 100% needs reconstruction.  
Surface: Asphalt  
Width: 8 Feet. Reconstruct to 12 Feet.  
Right-of-Way Status: The trail is wholly within Kiest Park. No additional right-of-way is needed.  
Assessment of Existing Trail: Poor. Needs reconstruction to meet current standards.  
Est. Unfunded Need: \$3 Million





The White Rock Lake Park Loop Trail, located in east Dallas along the scenic shoreline of White Rock Lake, is the City's most popular trail. The trail links many of the historic features of White Rock Lake Park including several Civilian Conservation Corps (CCC) era picnic structures and reservation facilities. The trail also links the Mockingbird Point Dog Park and several playgrounds and parking areas. The trail connects with the existing White Rock Creek Greenbelt North Trail, the Katy Spur Trail and will connect to the proposed East Dallas Veloway. The White Rock Lake Park Loop trail is systematically being rebuilt to current standards as funding becomes available.

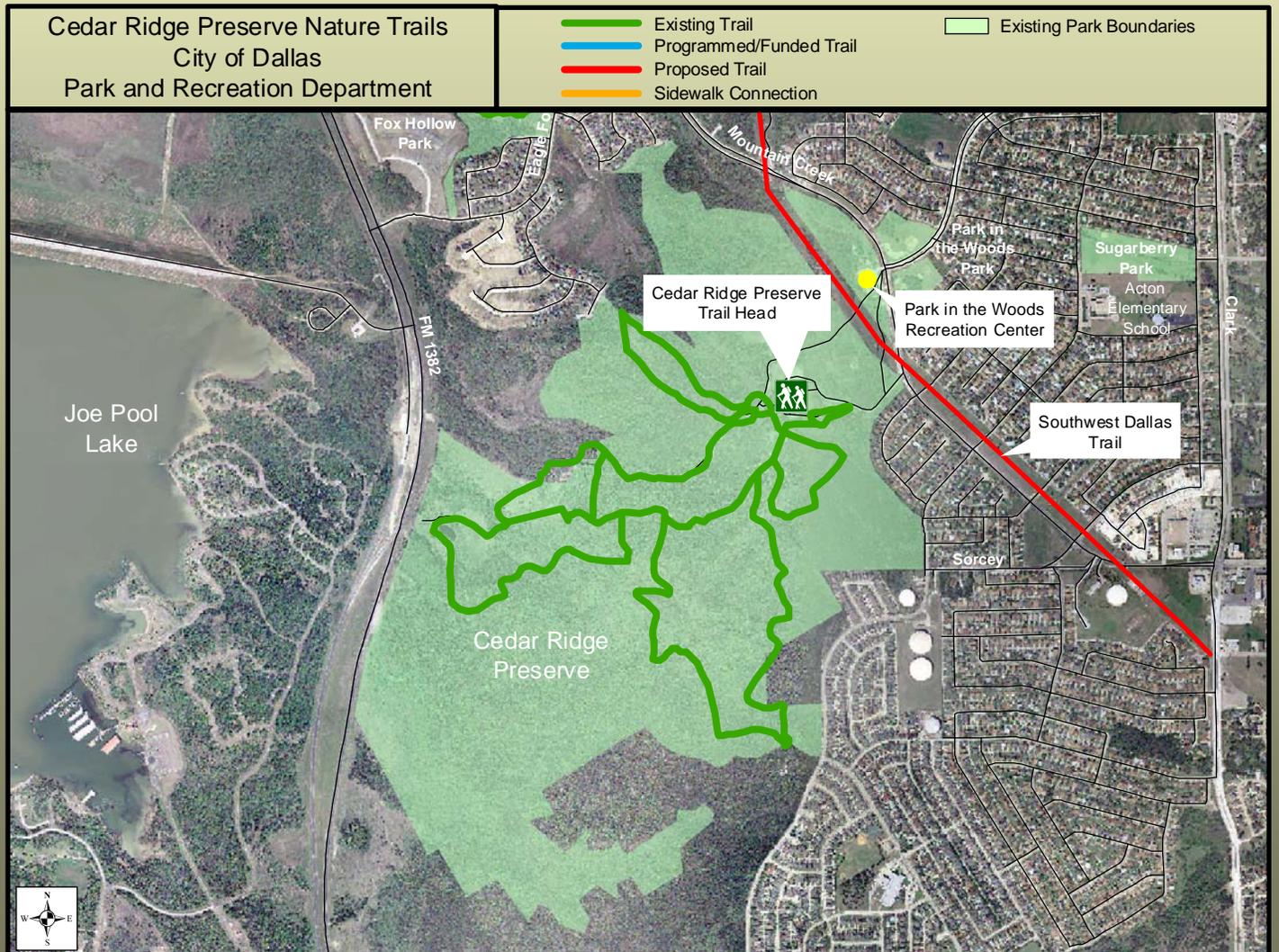
Total Planned Length:	49,858 Linear Feet (9.4 miles)
Total Current Length:	49,858 Linear Feet (9.4 miles)
Percent Complete:	100%. 50% needs reconstruction.
Surface:	Asphalt.
Width:	8 Feet. Reconstruct to 12 Feet.
Right-of-Way Status:	The trail is wholly within Bachman Lake Park. No additional right-of-way is needed.
Assessment of Existing Trail:	Fair to Poor. Needs reconstruction to meet current standards.
Est. Unfunded Need:	\$6 Million
Advocacy/Partnership:	For the Love of the Lake Organization (see <a href="http://www.whiterocklake.org">www.whiterocklake.org</a> ), Dallas County and the City of Dallas Public Works and Transportation Department.



# Cedar Ridge Preserve Nature Trail

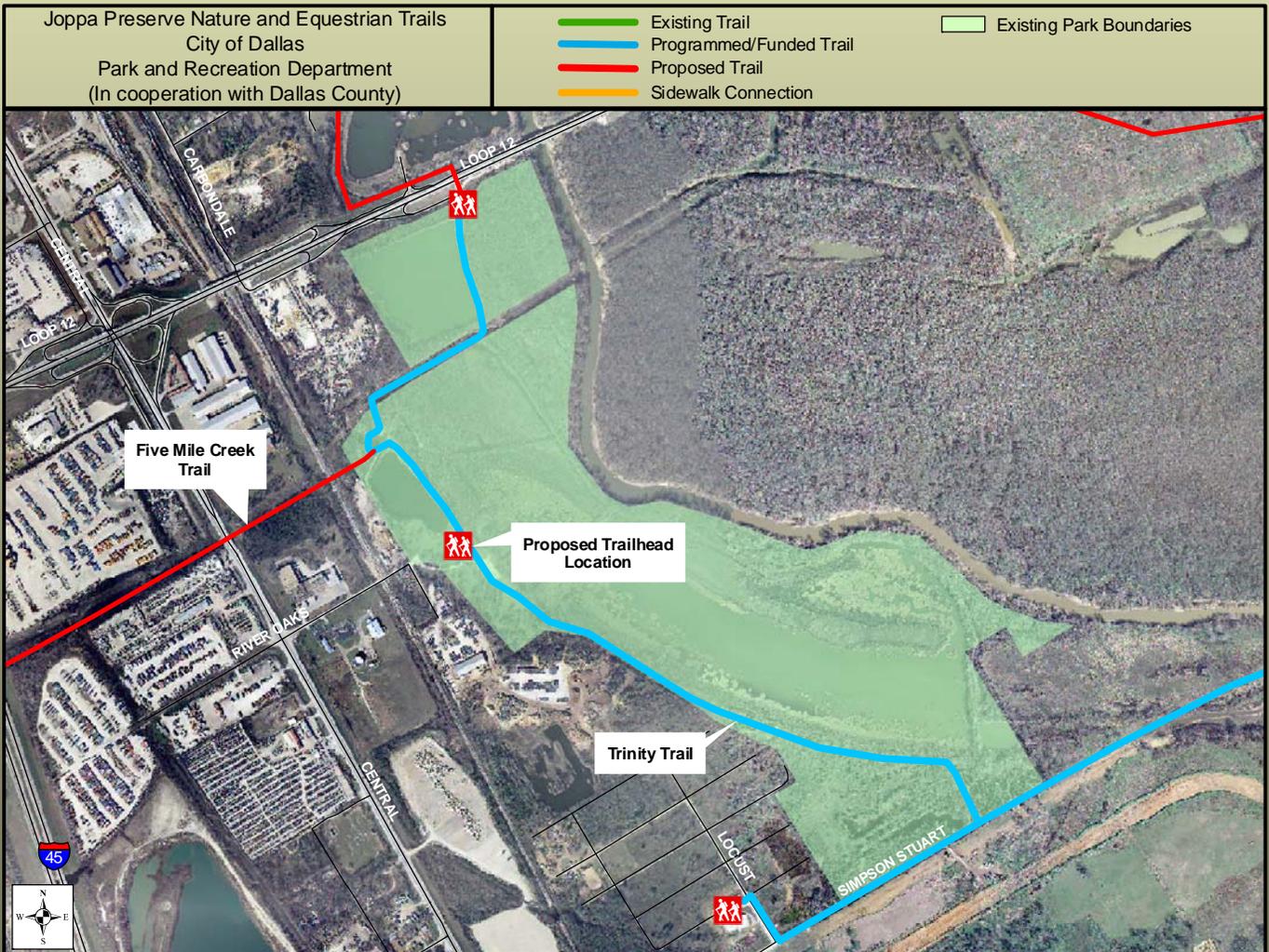
The Cedar Ridge Nature Preserve trails are located within 633 acres of City-owned and County-owned property in southwest Dallas, which contain escarpment and forests that are ideal for birding. There are nine separate nature trails totaling approximately 10 miles. The Cedar Ridge Nature Preserve has one of the highest elevations in the Metroplex at 755 feet above sea level. The Audubon Society manages the Cedar Ridge Nature Preserve. Parking is available.

Total Planned Length:	31,518 Linear Feet (6 miles)
Total Current Length:	31,518 Linear Feet (6 miles)
Percent Complete:	100%
Surface:	Natural
Width:	Variable
Right-of-Way Status:	All property is within existing City and County of Dallas property. No additional right-of-way is required.
Est. Unfunded Need:	N/A
Advocacy/Partnership:	Audubon Society



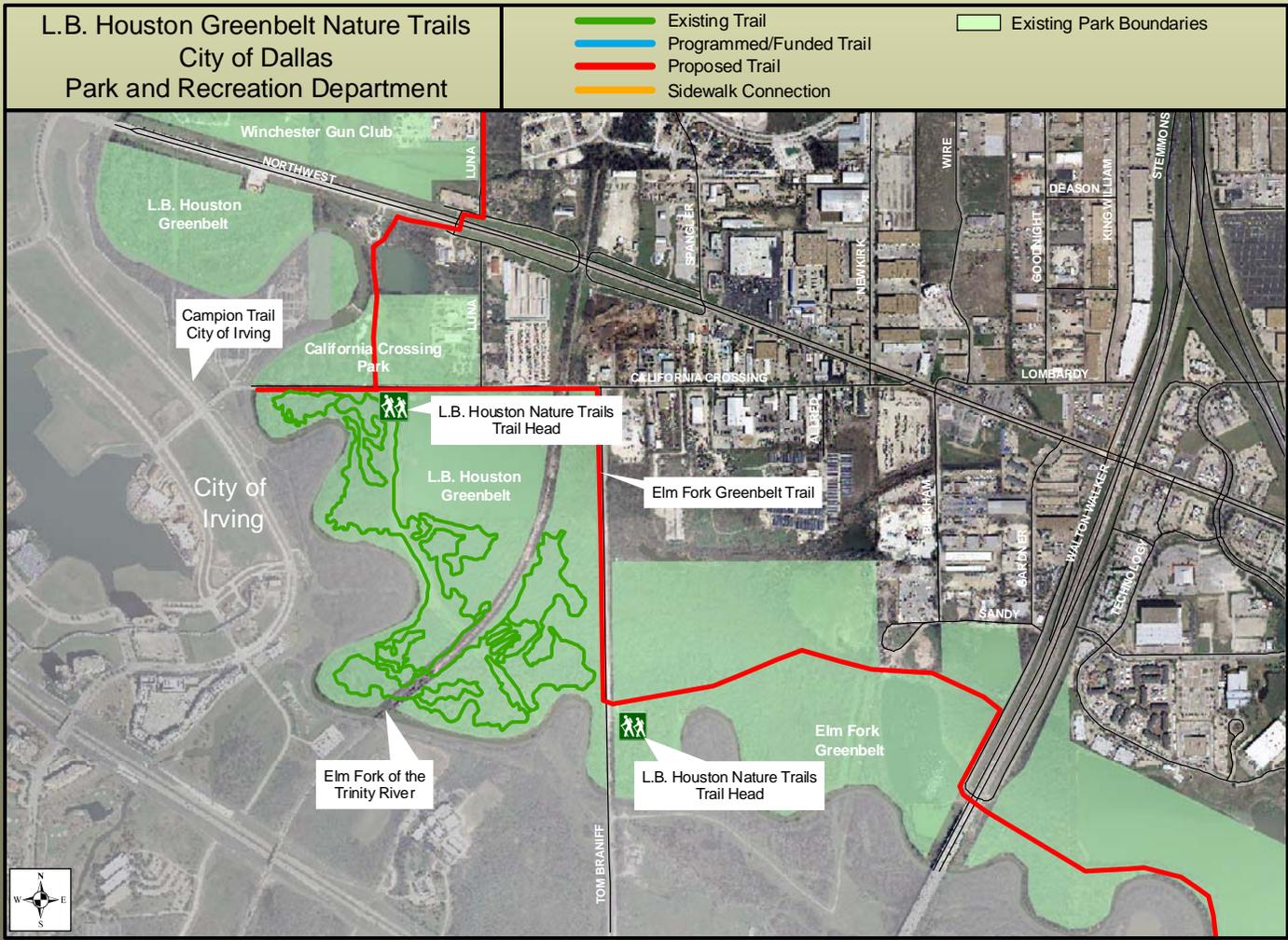
The Joppa Preserve, located in southeast Dallas, is owned by the Dallas County and managed by the City of Dallas. The nature trails will be built as part of the Joppa Preserve Fish and Wildlife Habitat Restoration Project by Dallas County and the Corps of Engineers. The proposed trails will accommodate hiking and equestrian use. Refer to the September 2002 Detailed Project Report and Integrated Environmental Assessment (U.S. Army Corps of Engineers). The eastern extension of the Five Mile Creek Greenbelt Trail will be routed through the Joppa Preserve.

Total Planned Length:	19,824 Linear Feet (3.75 miles)
Total Current Length:	0 Linear Feet
Percent Complete:	0%
Surface:	Natural and concrete
Width:	Variable
Right-of-Way Status:	All existing Joppa Preserve property is within owned by Dallas County. Any additional right-of-way that is required will be purchased by others.
Est. Unfunded Need:	N/A
Advocacy/Partnership:	Dallas County



The L.B. Houston Nature Trails are located within the L.B. Houston Greenbelt and the Elm Fork Greenbelt in Northwest Dallas near the Elm Fork of the Trinity River. There are two sections of trails, one adjacent to California Crossing Road, and the other east of Wildwood Road. The Dallas Off-Road Bicycle Association (DORBA) maintains and programs the section adjacent to California Crossing Road for off-road bicycling. Parking is available at both locations. These trails will link to the proposed Elm Fork Greenbelt Trail.

Total Planned Length:	35,024 Linear Feet (6.6 miles)
Total Current Length:	35,024 Linear Feet (6.6 miles)
Percent Complete:	100%
Surface:	Natural
Width:	Variable
Right-of-Way Status:	The trails are wholly within city owned property. No additional right-of-way is required.
Est. Unfunded Need:	N/A
Advocacy/Partnership:	Dallas Off Road Bicycle Association (DORBA) maintains and programs the section next to California Crossing Park. (Refer to <a href="http://www.dorba.com">www.dorba.com</a> )



# McCommas Bluff Nature Trail

The McCommas Bluff Nature Trails are located in the forested McCommas Bluff Park in southeast Dallas. This park is the highest point on the Trinity River in Dallas. Considered part of the Great Trinity Forest, these trails are great for viewing predatory and migratory birds as well as native plants. The McCommas Bluff Nature Trails will connect with the proposed Trinity Forest Trail. Additionally, the planned Trinity Interpretive Center and Trinity Nature Trails will be located adjacent to McCommas Bluff Park. Parking is available at the trail-head.

Total Planned Length: 10,560 Linear Feet (2 miles)  
 Total Current Length: 10,560 Linear Feet (2 miles)  
 Percent Complete: 100%  
 Surface: Natural  
 Width: Variable  
 Right-of-Way Status: McCommas Bluff Park is owned by Dallas County and is managed by the City of Dallas. No additional right-of-way is required.  
 Est. Unfunded Need: N/A



The Texas Buckeye Nature Trail is located within Rochester Park in southeast Dallas. The trail was originally built informally by citizen volunteers and is named for a large stand of Texas Buckeye Trees that are located near the terminus of the trail, which is a popular destination for hikers during the spring bloom. Being part of the Great Trinity Forest, the area is ideal for viewing several species of birds and other various wildlife. As public access is difficult, the Texas Parks and Wildlife Department has awarded a Recreation Trail Grant to improve public access to the trail. The trail-head will be located at the dead-end of Bexar Street where a picnic pavilion was recently built by citizen volunteers. The proposed GreatTrinity Forest Trail will also improve access to the Texas Buckeye Trail.

Total Planned Length:	8,579 Linear Feet (1.6 miles)
Total Current Length:	8,579 Linear Feet (1.6miles)
Percent Complete:	70%
Surface:	Natural
Width:	Variable
Right-of-Way Status:	The trail is located within city-owned property. No additional right-of-way is needed. A license agreement with Texas Utilities (TXU) will be required for a portion of the trail that will cross a power line easement.
Est. Unfunded Need:	N/A
Advocacy/Partnership:	Texas Parks and Wildlife Department—Recreation Trail Grant in association with the Trinity River Project Office.



The Trinity Interpretive Center trails will be built in association with the Trinity Interpretive Center in southeast Dallas. The Interpretive Center trails, built adjacent to an environmentally reclaimed landfill, will have three main loops with three distinct interpretive themes-forest, water, and prairie. The trails will link with the proposed Great Trinity Forest Trail. Refer to the Feasibility Study and Master Plan for Trinity Interpretive Center and the Trinity Equestrian Center-September 2004.

Total Planned Length: 9,536 Linear Feet (1.8 miles)  
 Total Current Length: 0 Linear Feet  
 Percent Complete: 0%  
 Surface: Natural  
 Width: Variable  
 Right-of-Way Status: The land will be owned by the City of Dallas. Land acquisition is required for the project and is in progress by the Trinity River Corridor Project Office.  
 Est. Unfunded Need: \$1 Million



# Valley View Park Nature Trail

The Valley View Park Nature Trails are built and maintained by an area Boy Scout troop. The trails meander through a 13-acre forest adjacent to White Rock Creek, west of Hillcrest Road in north Dallas. This trail provides a surprising natural experience in densely developed part of Dallas. Parking is available on the east side of Hillcrest Road at the trail-head for the White Rock Creek Greenbelt Trail.

Total Planned Length:	1,320 Linear Feet (.25 mile)
Total Current Length:	1,320 Linear Feet (.25 mile)
Percent Complete:	100%
Surface:	Natural
Width:	Variable
Right-of-Way Status:	The trail is located wholly within city owned property. No additional right-of-way is required.
Est. Unfunded Need:	N/A

