

**PROJECT NAME:****DCTA A-Train Rail Trail Southern Extension Segment A****PROJECT SPONSOR:**☐ Denton☒ Lewisville☐ Highland  
Village**PROJECT DESCRIPTION:****Design of .74 mile 12-ft. wide shared use path serving as the extension of the A-Train Rail Trail from the Hebron Station south towards Carrollton's Frankfort Station.****GEOGRAPHIC  
LIMITS/BOUNDARIES:****Northern boundary: Lakeside Circle North entrance to the Hebron Station Platform); Southern Boundary is the City Limits of Lewisville south of Sam Rayburn Tollway.****REQUEST FOR CAPITAL****LEVEL OF DESIGN:**

15% concept

**PROJECT COST:**

\$400,000

**FUNDING REQUEST:**

\$400,000

**ESTIMATED PROJECT  
COMPLETION DATE:**December  
2022**ADDITIONAL INFORMATION:**

**The Denton County Transportation Authority ("DCTA") A-train Rail Trail runs alongside DCTA's commuter rail line. The 19-mile trail is part of the agency's ongoing efforts to provide safe, customer-focused and efficient mobility solutions to Denton County. It connects existing transit facilities with key destinations within Denton, Lewisville, Highland Village, and other surrounding communities. Currently, the A-train Rail Trail ends at Hebron Station near the southern end of Lewisville. The ultimate goal is to have a trail that extends to DCTA's southern most stop at Trinity Mills, where it meets with Dallas Area Rapid Transit ("DART").**

**The extension of the DCTA A-Train Rail Trail south to Carrollton is part of the Regional Veloweb in the North Central Texas Council of Government's Mobility 2045 Plan, as well as a priority trail segment in the City of Lewisville's Hike and Bike Master Plan.**

From 2018 to 2020, the North Central Texas Council of Governments (“NCTCOG”) partnered with eight local governments including the Cities of Lewisville, Carrollton, Coppell, and Dallas; Denton and Dallas Counties; and the transit agencies DCTA and DART to prepare preliminary design and opinion of probable construction costs for the Regional Veloweb alignment. The entire study area, shown in the attached map, is bounded on the north by DCTA Hebron Station in Lewisville and continues southward approximately eight miles to the Campion Trail and future Cotton Belt Trail along the border between the cities of Coppell and Irving. An additional three miles of regional trail connections will also link with the DART North Carrollton/Frankford Rail Station and the DART Trinity Mills Rail Station in Carrollton, and to the North Levee Trail along Denton Creek in northern Coppell. The preliminary design completed in August 2020 consists of a minimum 12-ft. wide hard surface trail, pedestrian trail bridges and boardwalks, at-grade railroad crossings, and possible trailhead locations. Various sections of the trail alignment will be implemented in phases by the local communities.

NCTCOG procured professional services from Halff Associates, Inc. to evaluate alignment options, recommend a preferred route, and conduct a 15 percent preliminary engineering for a Regional Veloweb shared use path. The study includes opinions of probable costs by jurisdiction and segments within each jurisdiction. Further efforts are planned for construction implementation and potential funding partnerships with local governments, Dallas County, North Texas Tollway Authority (“NTTA”), DCTA and the Texas Department of Transportation (“TxDOT”). A copy of the study is attached for reference.

This proposed TRiP project will fund the development of design and construction documents only for the portion of the trail located within Lewisville (Trail Segment A). Trail Segment A will serve as an extension of the trail from the Lakeside Circle North entrance to the existing paved walkway area along the eastern side of the bus circulation drive (west of the DCTA Hebron Station platform) to the southern side of the station near the electrical substation. The existing sidewalk on the south side of the parking lot, adjacent to the electrical substation, will be reconstructed to a 12-ft. wide shared use path. The trail alignment will continue between the west side of the electrical substation and the adjacent apartment housing development and onto the DCTA right-of-way to the City of Lewisville city limits south of Sam Rayburn Tollway (SRT).

The study conducted by Halff Associates provide cost estimates (attached) for the entire study area by segment and scaled for commencement of construction through 2025. The 2025 construction estimate for Segment A is \$2,396,022. In March 2021, the City of Lewisville was notified that it received NCTCOG CARES funding for the construction of Trail Segment A. The City of Lewisville is also committed to utilizing its Transportation Credits to serve as matching funds for the construction funds. The construction schedule will be determined by the execution of funding agreements, review and approval of design/construction documents, and other administrative requirements associated with this type of TXDOT funding; however, it is likely construction will not begin until 2024 or 2025.

The City of Lewisville, however, was notified that the NCTCOG CARES funding could not be used for design costs. This TRiP application, therefore, requests that DCTA approve this project – which will fund the development of design and construction documents according to City of Lewisville, DCTA and TXDOT guidelines for hike and bike trails for

**Trail Segment A as designated in the study. The City of Lewisville will hire a planning and engineering firm as a professional service. Design is anticipated to be completed by December of 2022.**

**Trail Segment A will face alignment and engineering constraints that will require special attention to: (1) identify required easements from DCTA/DART, the North Texas Tollway Authority, and private property owners; (2) leverage existing rail crossing for potential access points; (3) address the necessary thickness and strength of the trail to accommodate maintenance vehicles; and (4) address identified drainage and cross slope issues. The estimated cost of design is \$400,000.**

**Once constructed the Lewisville Parks and Recreation Department will be responsible for trail maintenance and programming this segment.**

**IN THE SECTION BELOW, PLEASE INDICATE HOW THE PROPOSED PROJECT SUPPORTS DCTA LONG-RANGE SERVICE PLAN GOALS**

☒ Increase service efficiency and reliability

**This trail will help connect services to the network of intercity and local feeders services in both the southern areas of Lewisville and the northern areas of Carrollton.**

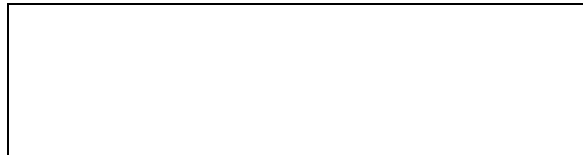
☒ Increase service effectiveness for DCTA customer

**Providing access to the Hebron and Trinity Mills Stations via pedestrian and bicycle trail will reduce congestion in the areas immediately adjacent to the stations/trails.**

☒ Increase the visibility and elevate the image of DCTA

**At ultimate build-out, this project will allow the trail to extend to the southern most point of Denton County and into Carrollton (when Segment B is built); providing more visual evidence of DCTAs commitment to multi-modal transit systems. In addition, the design, construction, and maintenance of this trail will require local partnerships and outreach efforts between municipalities and local organizations to be successful.**

☐ Expand DCTA services into areas where transit has a strong likelihood of success



☒ Coordinate with regional transportation providers

**The trail system identified in the NCTCOG study will eventually connect to the Trinity Mills Station where DART and DCTA merge to serve residents of both Denton and Dallas Counties. An effort to build both Segments A and B will provide opportunities for DCTA to co-author grant applications with transit agencies and local organizations/municipalities that cross county boundaries.**

☒ Pair transit facilities to existing and planned transit-supportive development

**The trails identified in the NCTCOG study will serve residents of southmost Lewisville, Carrollton and (eventually) Coppell to the DCTA rail and trail system providing further impetus for investment of transit supportive development in all three communities. It also provides greater amenities and access for the 1817-unit transit-oriented development located at the Hebron Station.**

☒ Advocate sustainable development practices that support transit

**Completion of this segment of the trail will make bicycle and pedestrian access to and between DCTA stations in Lewisville and Carrollton more convenient and safer by providing more direct off-street paths to businesses and residents.**

☒ Strive for financial excellence by maintaining fiscally sound and sustainable financial plans and budgets that reflect community priorities and values

**As previously stated, joint initiatives to maximize and leverage taxpayer resources will help build confidence in both DCTA and Lewisville's (and hopefully in the future NCTCOG and Carrollton's) stewardship of resources. Combining resources to plan and develop a key segment of the A-Train Rail Trail that is**

**identified in numerous regional, county and local planning documents created with significant public stakeholder input will demonstrate both entity's commitment to respond to the mobility needs of the communities we serve.**

**THIS SECTION TO BE COMPLETED BY DCTA STAFF**

Transportation Reinvestment Program Project Identifier: \_\_\_\_\_

☐ Meets minimum project eligibility requirements

☐ Multiple project selection

Rank: \_\_\_\_\_

Initial Member City Transportation Reinvestment Program Balance: \_\_\_\_\_

Recommended Project FY \_\_\_\_\_ Programmed Amount: \_\_\_\_\_

Remaining Member City Balance: \_\_\_\_\_

Recommended Disbursement Schedule:

☐ Lump Sum

☐ Quarterly

☐ Monthly

☐ As defined through Inter-local Agreement

**PLEASE ATTACH PROJECT COST BACKUP. ACCEPTABLE COST BACKUP FOR CAPITAL PROJECTS INCLUDES PROJECT DRAWINGS, DESIGN SHEETS, COST WORKBOOK, OR BID SHEET. FOR SERVICE REQUESTS, PLEASE INCLUDE A SUMMARY OF DISCUSSIONS WITH DCTA SERVICE PLANNING STAFF OR AN ESTIMATE FROM AN ALTERNATE TRANSPORTATION SERVICE PROVIDER.**

## ATTACHMENT A

| <b>Improvement Type</b>                                  | <b>Restrictions</b>  |
|--|--|
| <b>Transit Stop Amenities</b>                            | Along existing or planned DCTA fixed routes  |
| <b>Sidewalks</b>   | Within one mile and/or along existing or planned DCTA fixed routes/demand response zones |
| <b>Crosswalks/Median Island</b>                          | Within one mile and/or of planned DCTA fixed routes/demand response zones                |
| <b>Bike/Ped Trail Connections</b>                        | Provides connection to existing or planned transit network                               |
| <b>Bus Bulb Out/Turning Pocket</b>                       | N/A  |
| <b>Transit Lane</b>                                      | N/A  |
| <b>Bike Lane (on-street)</b>                             | N/A  |
| <b>Other Lane reconfiguration</b>                        | Must serve a transit-related purpose   |
| <b>Traffic Calming</b>                                   | N/A  |
| <b>Landscaping/streetscaping</b>                         | Along existing or planned route DCTA fixed routes/on-demand response zones               |
| <b>Street lighting/ Other public safety improvements</b> | Along existing or planned DCTA fixed routes/on-demand response zones                     |
| <b>Transit Signal Priority (TSP)</b>                     | Along existing or planned DCTA fixed routes/on-demand response zones                     |
| <b>Signal Timing</b>                                     | Along existing or planned DCTA fixed routes/on-demand response zones                     |
| <b>Other Intersection improvements</b>                   | Along existing or planned DCTA fixed routes/on-demand response zones                     |
| <b>Street Improvements</b>                               | Along existing or planned DCTA fixed routes/ on-demand response zones                    |
| <b>Shared Parking, Kiss &amp; Ride/Drop-off Zones</b>    | Within 500 feet of DCTA stations or facilities   |
| <b>Transit Oriented Development</b>                      | Planning and site development activities   |
| <b>Transit Adjacent Development</b>                      | Planning and site development activities   |
| <b>Wayfinding/Placemaking signage</b>                    | N/A  |

*Note: all improvements should be consistent with approved local and regional plans, including DCTA's Long Range Service Plan*