

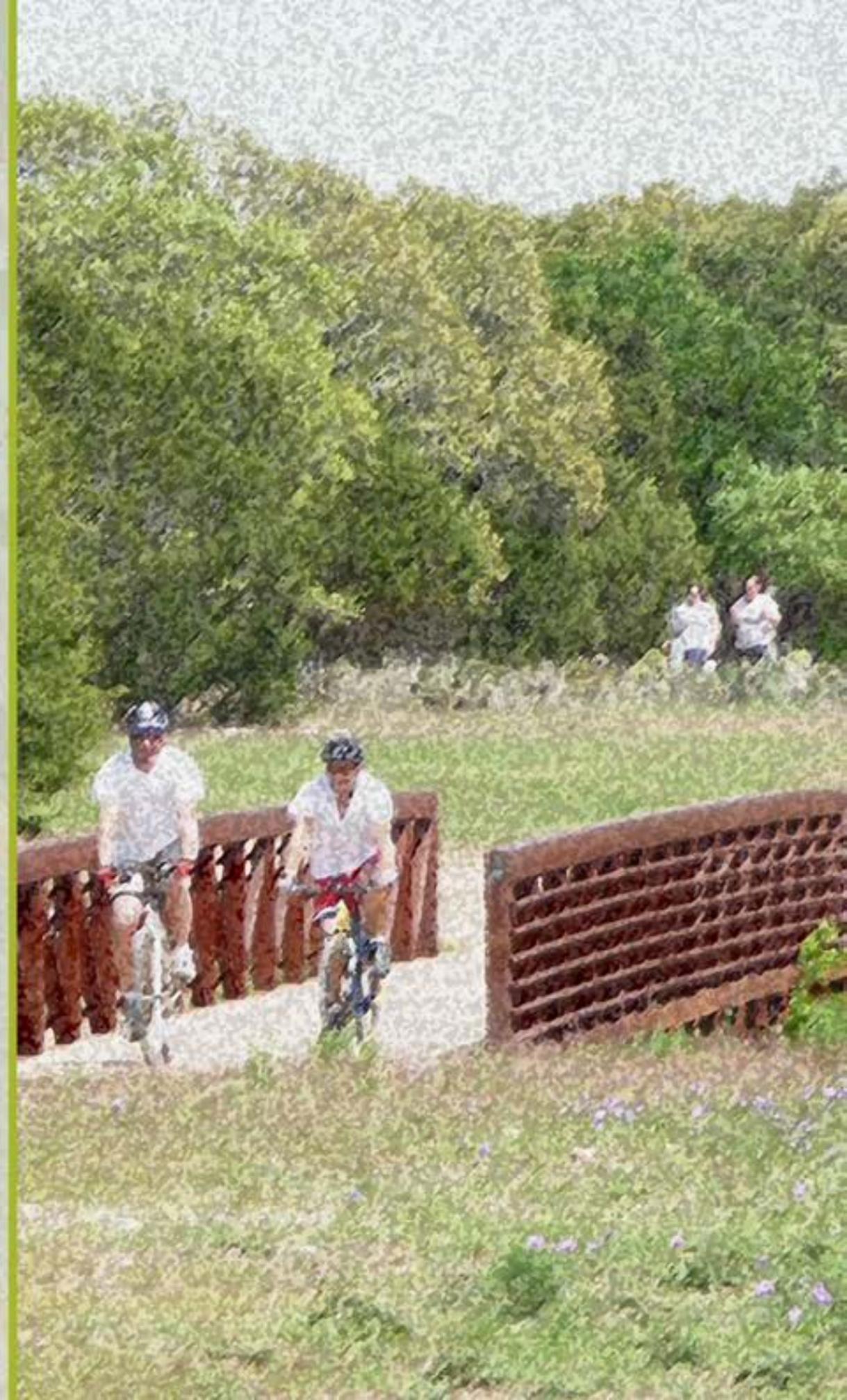
CONNECTING CEDAR PARK



The 2010 Hike and Bike **TRAILS** MASTER PLAN



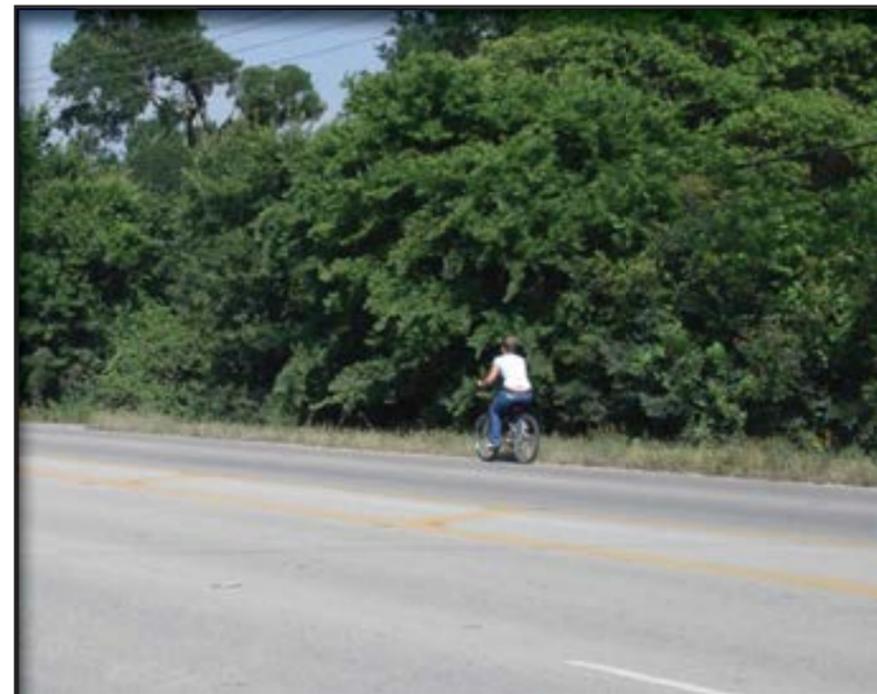
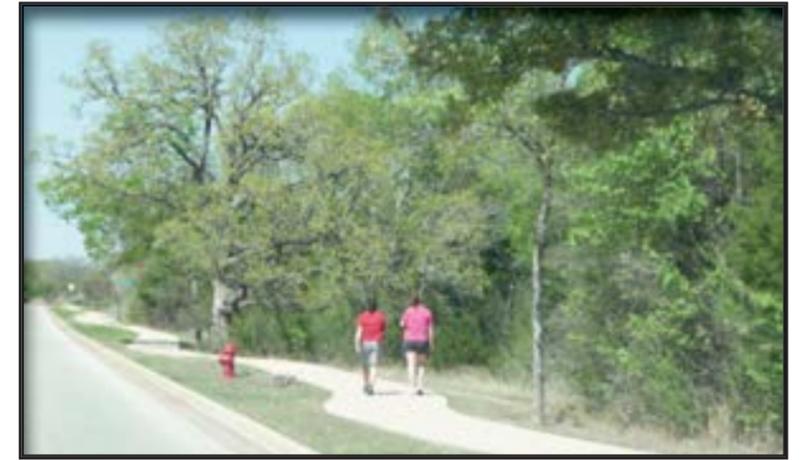
**CEDAR
PARK**





Connecting Cedar Park

The 2010 Hike and Bike Trails Master Plan





July 8, 2010

Curt Randa, Director of Parks and Recreation
City of Cedar Park
1435 Main Street
Cedar Park, TX 78613

Reference: The Cedar Park Hike and Bike Trails Master Plan

Dear Mr. Randa:

Halff Associates, Inc. is pleased to submit the Cedar Park Hike and Bike Trails Master Plan. This report seeks to capture the many observations and findings developed as part of the planning process, and to match those to the desires and expectations of the citizens of Cedar Park. The plan's recommendations encompass a variety of different trail types, seeking first and foremost to create a citywide interconnected system of continuous trails that link all parts of Cedar Park. The ultimate goal of this plan is to truly connect all of Cedar Park.

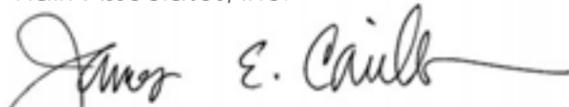
As in any comprehensive analysis, this document contains many recommendations that are prioritized over time. Many of the actions in this plan are immediate in nature and can be developed as funding becomes available. Others can be developed in conjunction with ongoing development in Cedar Park. Finally, some are long term actions that may not be funded for some time, but that are shown to ensure that they remain present in the City's planning for the future and as new funding sources become available.

Ultimately, this plan stresses what the citizens of Cedar Park desire from their trails system. As much as any other type of infrastructure in a city, trails can transform Cedar Park and continue to make it one of the best places to live in Texas.

We greatly appreciate the opportunity to have worked with you, your staff, and the citizens of Cedar Park.

Sincerely,

Halff Associates, Inc.



Jim Carrillo, ASLA, AICP
Vice President, Director of Planning



RESOLUTION NO. R164-10-07-08-F3

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CEDAR PARK, TEXAS, ADOPTING THE 2010 HIKE AND BIKE TRAILS MASTER PLAN FOR THE CITY OF CEDAR PARK; FINDING AND DETERMINING THAT THE MEETING AT WHICH THIS RESOLUTION IS PASSED WAS NOTICED AND IS OPEN TO THE PUBLIC AS REQUIRED BY LAW.

WHEREAS, the City Council of the City of Cedar Park recognizes the need for a Hike and Bike Trails Master Plan to provide goals, assessments, standards, recommendations, and strategies for improving the existing hike and bike trails in the City of Cedar Park; and

WHEREAS, in order to address these trail needs in the future, the City of Cedar Park has sought input from the citizens through surveys, public input meetings, the Cedar Park Parks and Recreation Advisory Board and the Parks and Recreation staff; and that that input has been incorporated into "the Plan"; and

WHEREAS, the City Council, having taken into consideration the results of the in-depth study conducted by Halff Associates for the City of Cedar Park, determines that "the Plan" is reasonable;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR PARK, TEXAS THAT:

SECTION 1. That the 2010 Hike and Bike Trails Master Plan for the City of Cedar Park, Texas, is hereby officially adopted, as attached hereto and incorporated herein for all intents and purposes.

SECTION 2. That it is hereby officially found and determined that the meeting at which this resolution is passed is open to the public and that public notice of the time, place, and purpose of said meeting was given as required by law.

PASSED AND APPROVED this the 8th day of July, 2010.

CITY OF CEDAR PARK, TEXAS

Robert S. Lemon
Robert S. Lemon, Mayor

ATTEST:

LeAnn M. Quinn
LeAnn M. Quinn, TRMC
City Secretary

APPROVED AS TO FORM AND CONTENT:

Charles W. Rowland
Charles W. Rowland, City Attorney





The Cedar Park Hike and Bike Trails Master Plan was developed by the Parks and Recreation Department with the technical assistance and design help of Half Associates. A special thanks goes to the many residents, landowners, and community leaders for their insights, comments and support throughout this planning study.

Cedar Park City Council

Bob Lemon, Mayor
Matt Powell, Place 1 Mayor Pro Tem
Mitch Fuller, Place 2
Scott Mitchell, Place 3
Lowell Moore, Place 4
Tony Dale, Place 5
Cobby Caputo, Place 6

Parks and Recreation Advisory Board

Scott Rogers, Chair
Wayne Ruark, Vice-Chair
Mike Tangorra, Secretary
David Powers
John Greeley
Jesse Holguin
Janet Bartles

Cedar Park City Staff

Brenda Eivens, City Manager
Jose Madrigal, Assistant City Manager
Sam Roberts, Assistant City Manager

Curt Randa, Director of Parks and Recreation
James Hemenes, Assistant Director of Parks and Recreation

Duane Smith, Director of Planning/Community Development



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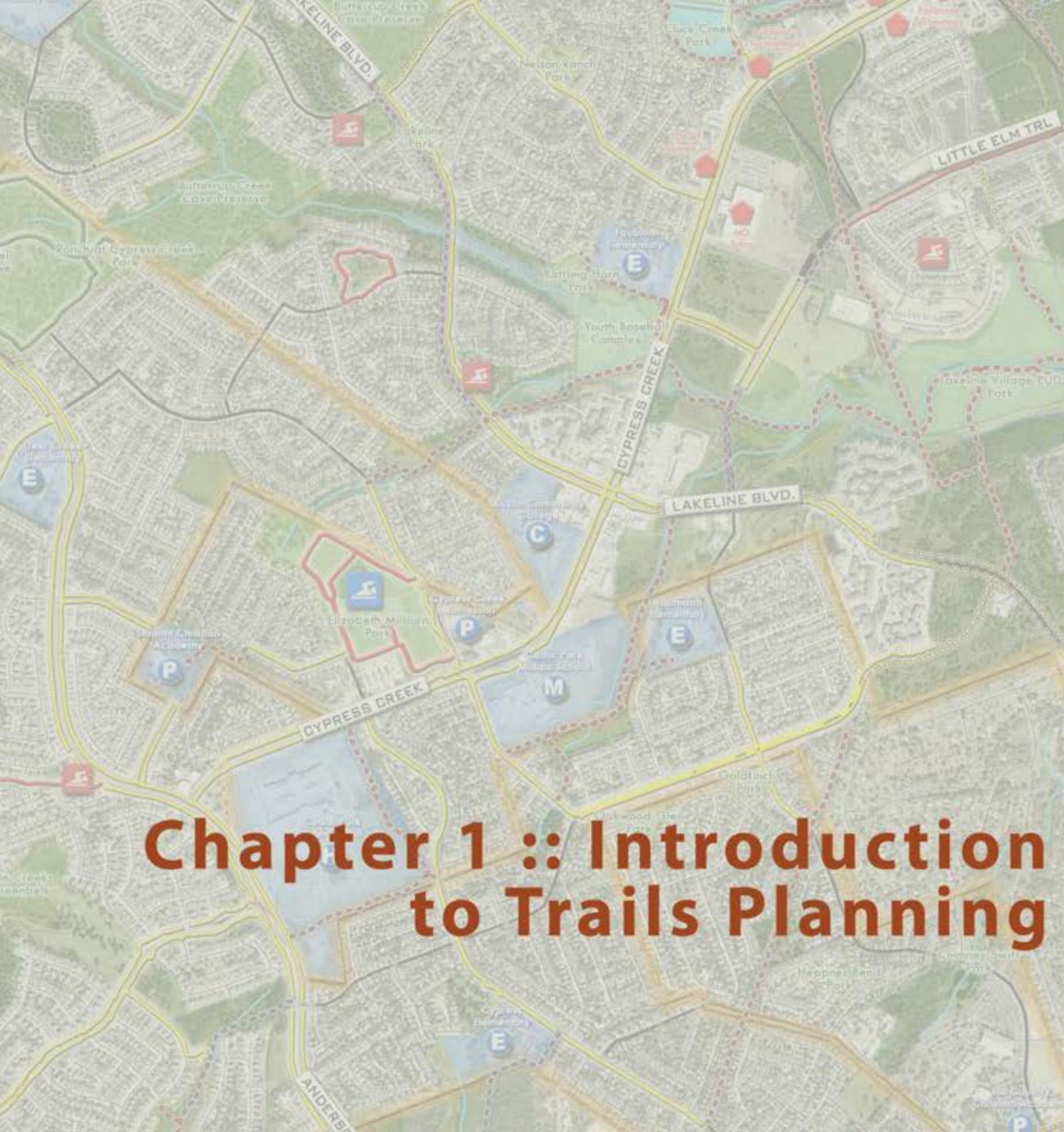
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Chapter 1 :: Introduction to Trails Planning





Why Plan for Hike and Bike Trails in Cedar Park

For many decades, trails have been one of the most popular recreation features that a community can offer. Lately trails have also become more than just recreation. A well planned and interconnected trails system can serve as an alternative mode of transportation. With the high price of gas, a new push to decrease our carbon footprints, and people just wanting to avoid traffic congestion, trails can be an easy way for residents to commute to work or school as well as places to shop, restaurants, and other entertainment venues.

Because of the favorable weather in Texas the majority of the year, trails are often the most frequently requested recreation amenity. Trails offer many benefits:

- ◆ Trails are popular because they offer something for everyone. The very young to the very old can all be active on trails.
- ◆ Trails provide access and opportunities to see beautiful, natural parts of the City. They provide opportunities to see other neighborhoods and newer parts of the City.
- ◆ Trails support economic development by creating attractive greenbelts that can revitalize areas and enhance neighborhoods. Trails provide access to local businesses, and provide tourism opportunities. A great system of places to walk and bike makes Cedar Park an even more attractive place to live and invest in.
- ◆ Trails promote a healthy lifestyle by providing opportunities to engage in exercise whether by walking, running, biking or rollerblading.
- ◆ Trails help preserve and enhance greenbelt areas and can beautify street corridors.
- ◆ Trails teach us about the history and culture of Cedar Park by preserving key historical features and areas, as well as the landscape context around those areas.
- ◆ Trails enhance the transportation system in Cedar Park by providing alternative ways to get to key destinations such as schools, libraries, parks, recreation centers, pools, city hall, places of employment, restaurants and retail shopping areas.
- ◆ Finally and most importantly, the development of a citywide trail system clearly speaks to Cedar Park's commitment to

establish a very high quality of life standard for its citizens. This commitment to quality tells everyone that Cedar Park will always seek to be a premier place to live in and to do business.

Creating Greenways in Cedar Park

A greenway is a long, narrow piece of land for recreational or pedestrian use. A greenway allows for urban commuting via bicycle or foot rather than motorized transportation. Often times a greenway follows a natural, linear corridor such as a riverfront, a stream valley, or a ridgeline. It can also follow a man-made linear corridor such as a railroad right-of-way, a canal, or a scenic road. Trails along many of the natural corridors in Cedar Park can be considered greenways.

Potential greenway corridors in Cedar Park include:

- ◆ Brushy Creek
- ◆ Cave Preserves
- ◆ Spanish Oak Creek
- ◆ Buttercup Creek
- ◆ Cluck Creek

The Purpose of a Citywide Hike and Bike Trails Master Plan

A citywide hike and bike trails plan provides the framework by which the City of Cedar Park and the private sector can work together to jointly create beautiful and meaningful trail corridors and make informed decisions as to how to fund trail development in a satisfactory manner.

This long range plan envisions a system of trails that connects all of Cedar Park by allowing residents to go from one end of the City to the other in a fun and healthy way. This plan will identify key trail corridors and on-street bicycle facilities and will guide the creation of a citywide network. A plan such as this will provide guidance on the preferred location for trail corridors and will help the City acquire lands for trail use.

This Trails Master Plan is intended to be flexible and remain a viable tool as Cedar Park continues to grow and change. The plan will continue to serve for many years, but should be periodically updated to reflect current conditions within the City, the

neighboring communities and the greater Central Texas area as a whole.

Who Will Implement This Plan?

The implementation of the Trails Master Plan will be lead by the City of Cedar Park and its Parks and Recreation Department. However, everyone in Cedar Park has a vested interest in developing a citywide trail system. Other key implementers will include:

- ◆ All area governmental entities, including the City of Cedar Park, Williamson County, Leander ISD, and other entities such as TxDOT.
- ◆ Other departments within the City of Cedar Park, including Public Works, Engineering, and Planning/Transportation should work with the Parks and Recreation Department to implement components of the plan.
- ◆ Property owners, developers, commercial entities, and others in the business community in Cedar Park.
- ◆ Community homeowner associations (HOAs) and other collective groups of neighborhoods.
- ◆ All citizens of Cedar Park, no matter which part of the City they live in.
- ◆ Adjacent residents of Williamson County to help encourage connections to other adjacent systems.

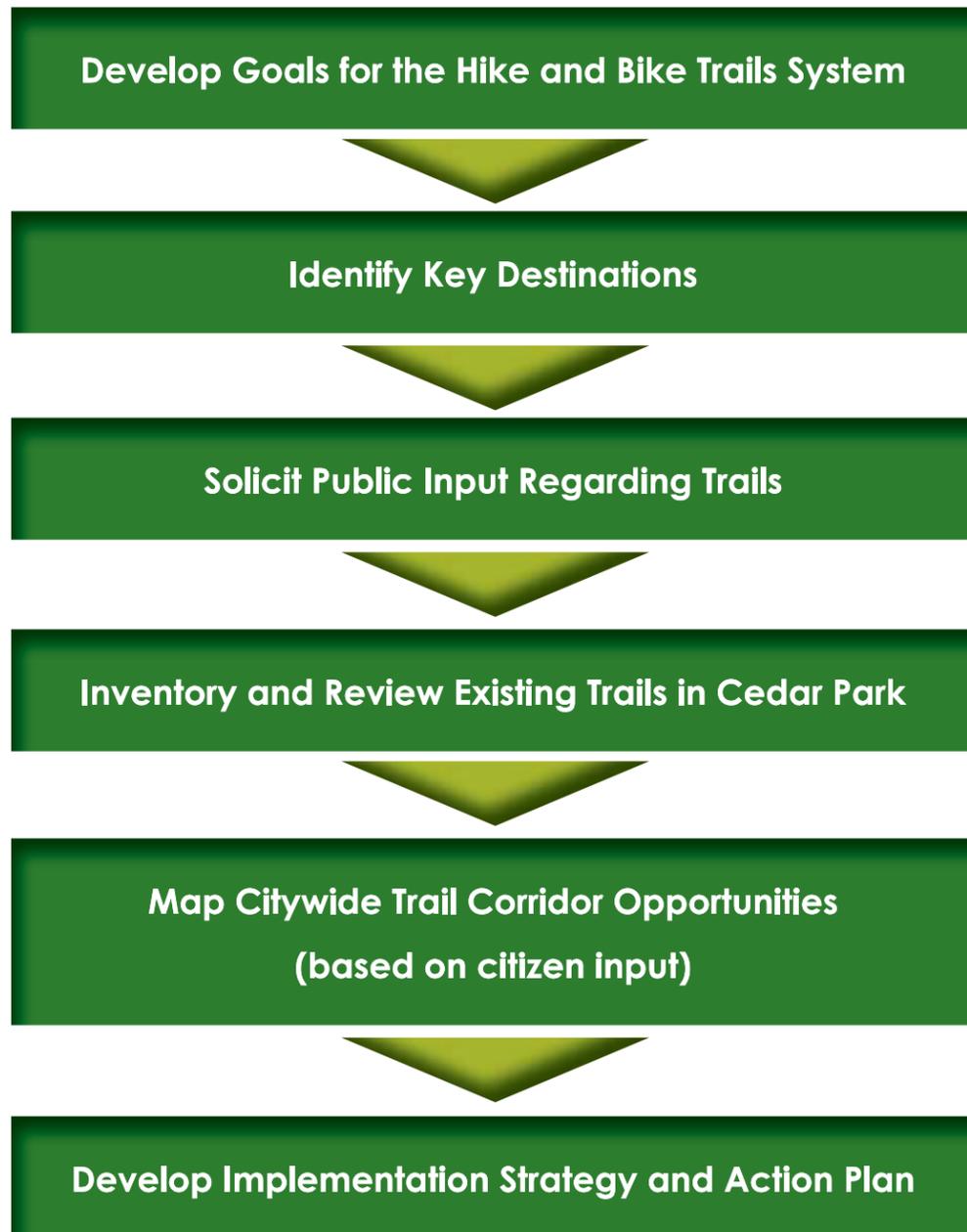
This Hike and Bike Trails Master Plan follows the general guidelines for local area master plans established by the Texas Parks and Wildlife Department (TPWD). This document will be filed with the Texas Parks and Wildlife Department, and allows the City to better qualify for trail grant opportunities as they become available.

The timeframe for this plan is formulated to address the timeframe from 2010 through the year 2020. Periodic review is recommended to provide an opportunity for citizen feedback and to adjust for any major events or occurrences that may significantly alter the recommendations of this plan.



Methodology Used to Develop the Hike and Bike Trails Master Plan

The methodology used to develop this plan is shown graphically below.



1999 Trails Master Plan

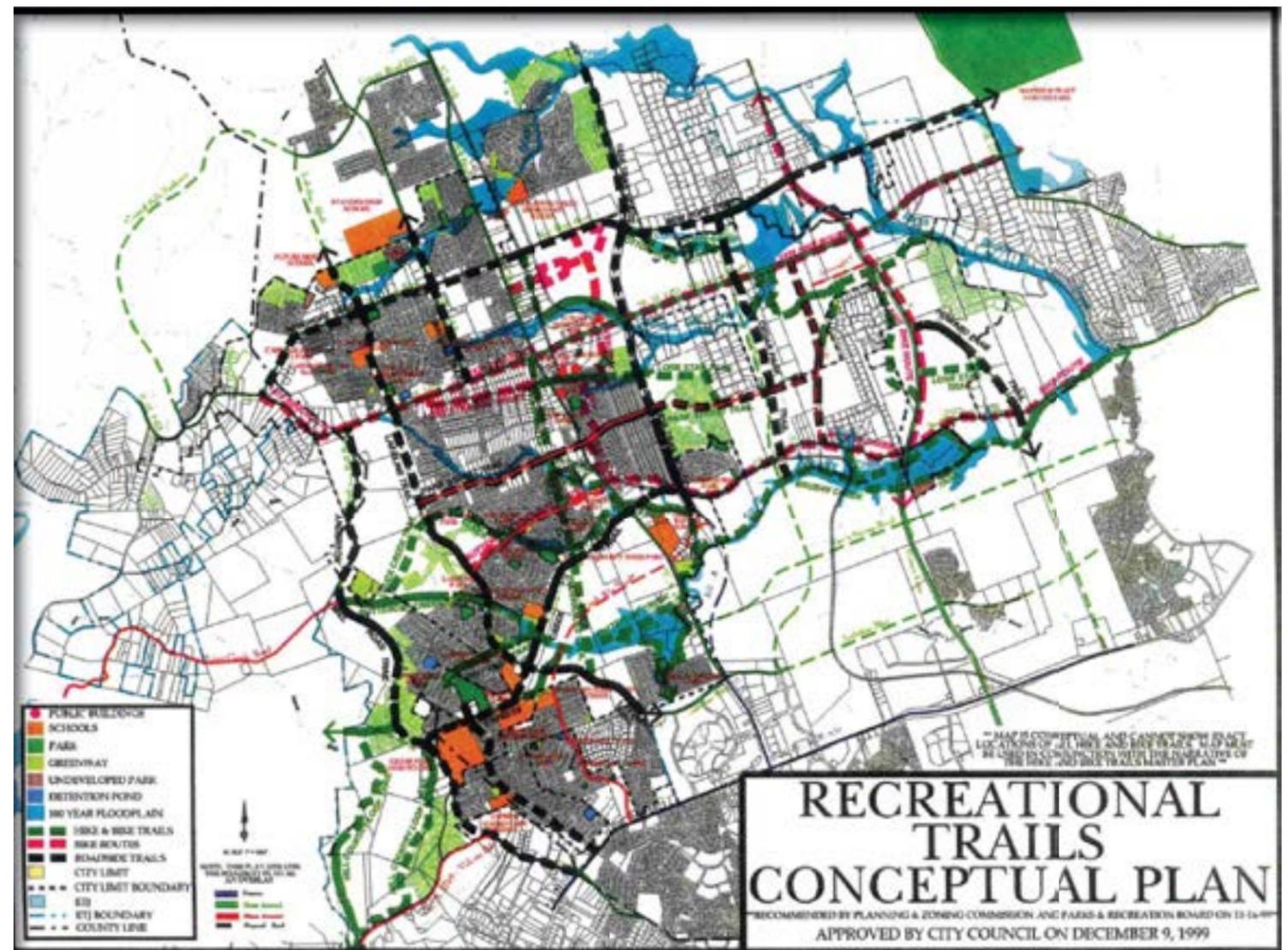
This Master Plan is an update to the 1999 Recreational Trails System Plan - *Pathways to the New Millennium*. The 1999 Trails System Plan was led by City staff, a citizen task force, and residents of Cedar Park. It proposed corridors for bicycle routes, roadside trails, and hike and bike trails. One point that the plan continually emphasized was that eminent domain would not be used for land acquisition for the development of recreational trails. During the planning process in 1999, several property owners mistakenly thought that the City would acquire their land for trails. However, the City has never had any intention of doing this. All proposed trails on private property assumed that if the property were ever sold for development, then the developer would be responsible for building that trail for the many new families that would be living on those sites. This Master Plan also stresses that the City will not use eminent domain for the acquisition of private land to be used for the development of trails. All proposed developer trails shown in the recommendations indicate that any future developer of those sites would be asked to help develop those trails.

The 1999 Plan identified four types of trails that could be built in

Cedar Park. These included:

- ◆ **Recreational** - provides convenient routes that are easily accessible and that traverse scenic areas and views.
- ◆ **Commuting** - provide straight routes through the City to places of work and business.
- ◆ **Neighborhood** - connect parks and schools with residential areas.
- ◆ **Primitive** - less developed and travel through natural areas and are somewhat isolated by design.

The 1999 Trails Plan is shown on this page.





Other Trail Planning Efforts

Several other master plans in Cedar Park make reference to hike and bike trails. The Comprehensive Plan, Transportation Plan, and the Citywide Parks Master Plan all discuss bicycle and pedestrian facilities to some extent. This update follows what is proposed in these other citywide plans to ensure consistency between this Hike and Bike Trails Master Plan and other adopted plans.

City of Cedar Park Comprehensive Plan 2006 Update

The City of Cedar Park updated its Comprehensive Plan in 2006. In the updated plan document, several references are made to the development and importance of a citywide trails network. In the SWOT analysis that was conducted for the Comprehensive Plan, having a Recreational Trails Plan was listed as one of the strengths of the City, and being a green city of open space networks, trails and parks was listed as a key opportunity. The Comprehensive Plan encourages alternative sources of transportation and seeks to provide a variety of ways to travel.

The Comprehensive Plan recommends that an inventory of bicycle routes and sidewalks be prepared, then prioritized major connections needed in the system. The Comprehensive Plan also noted that while the City currently requires sidewalks to be provided along all streets, older neighborhoods and roadways do not have sidewalks. As these areas are renovated and updated, sidewalks will need to be added.

Transportation Master Plan

The City's Transportation Master Plan greatly emphasizes the need for alternative modes of transportation through pedestrian and bicycle facilities. Objective 1.8 of the Goals and Objectives of the Transportation Plan is to "improve connectivity of subdivisions with parks, school campuses and other neighborhoods." Actions to achieve this objective are:

- ◆ Involve neighborhood groups, developers, and local schools in developing a route plan emphasizing pedestrian and bicycle modes.
- ◆ Strongly encourage developers to provide pedestrian and bikeway access.

Objective 4.6 of the Transportation Plan is to "consider non-traditional methods of providing land for alternative travel means. Proposed actions to achieve this objective include:

- ◆ Consider negotiating the usage of utility rights of way for bicycle and pedestrian improvements.

Goal #3 of the Transportation Plan deals entirely with promoting alternative travel modes. This goal states "Cedar Park should offer and encourage the use of travel modes other than the automobile. Citizens should be encouraged to use bicycles, walking, and public transit as alternatives." Objectives of Goal #3 include:

- ◆ Providing convenient and safe bicycle routes.
- ◆ Providing attractive and convenient access routes for pedestrians.
- ◆ Minimizing conflict between travel modes.
- ◆ Supporting the provision of public transportation.

Street design guidelines discussed in the Transportation Plan emphasize the importance of planning for pedestrian and bicycle facilities at the start of a project, since it can be much more difficult to add those facilities to an already existing street. Meandering sidewalks was listed as one of the elements that could increase the aesthetic appeal of a roadway.

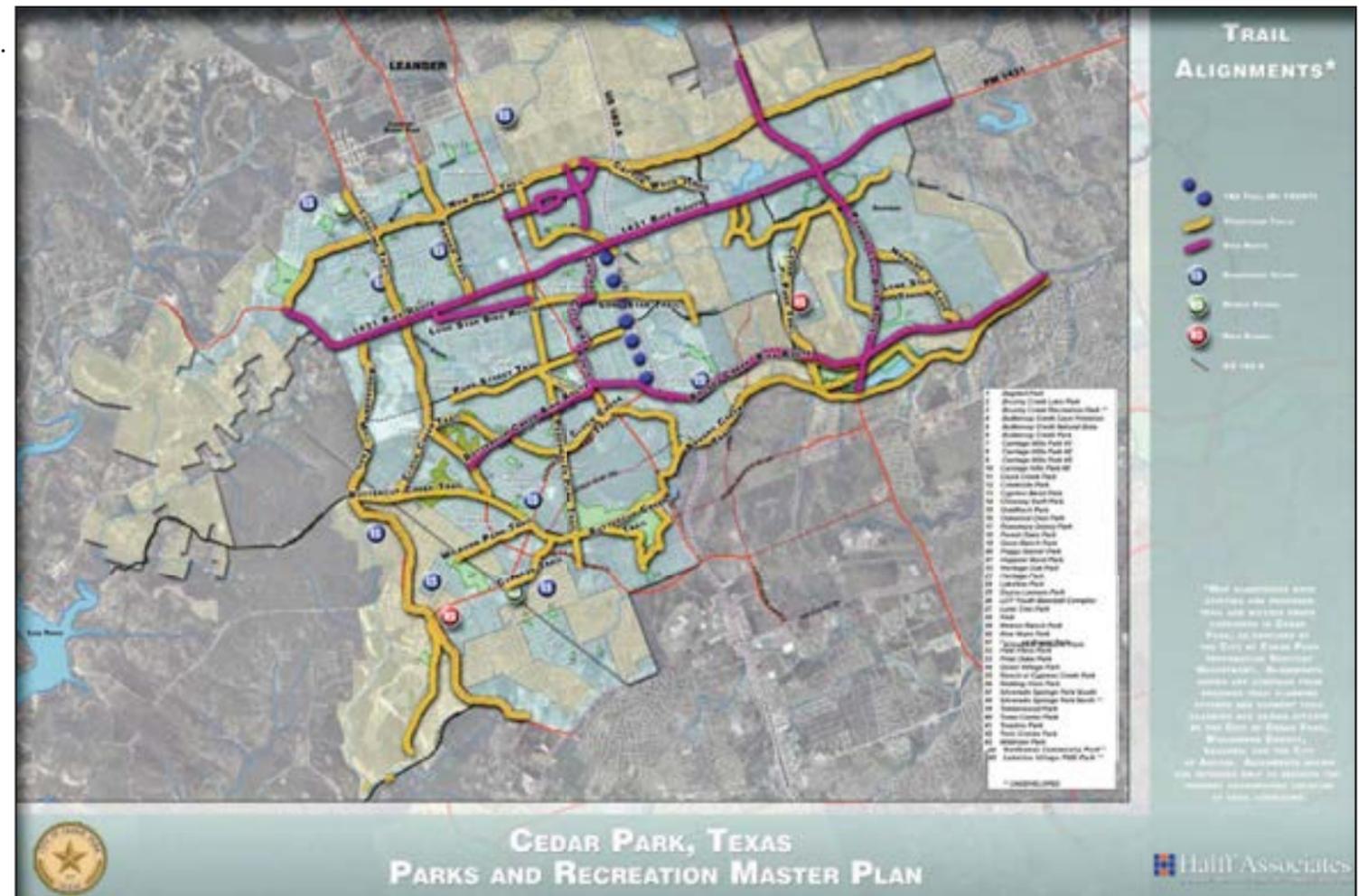
Specific sections of the Transportation Plan are dedicated to bicycle facilities and pedestrian facilities. These sections

discuss standards, improvements, general recommendations, and issues. No specific routes for either type of facilities are given.

Parks and Open Space Master Plan

The Parks and Open Space Master Plan was completed in 2006. This plan recommended one mile of trail for every 3,000 residents. At the time the plan was completed, the City of Cedar Park had a deficit of 6.4 miles of trails; by the year 2016, there was estimated to be a 15.6 mile deficit of trails. The plan illustrates the major corridors proposed in the 1999 Trails Plan for both bicycle and pedestrian facilities.

Trails were ranked as a very high need in the Parks and Open Space Master Plan. It was ranked as one of the key needs by residents during the public input process.



Trail recommendations from the 2006 Parks and Open Space Master Plan



Principles of the Hike and Bike Trails Master Plan

The system of trails, bicycle facilities, and pedestrian connections recommended in this master plan will allow the City to enhance not only recreation opportunities but also to influence the appearance of Cedar Park. This plan is both visionary and practical. The visionary component foresees a network of beautiful corridors that seamlessly allow a user to easily go from one place in Cedar Park to another by walking or riding. The practical side envisions connections to all neighborhoods via readily accessible, wide, safe, and attractive pathways.

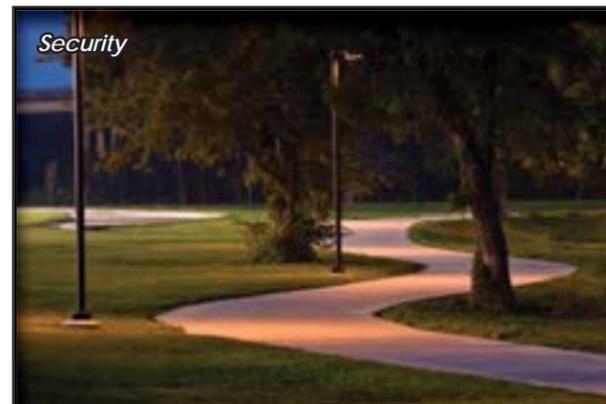
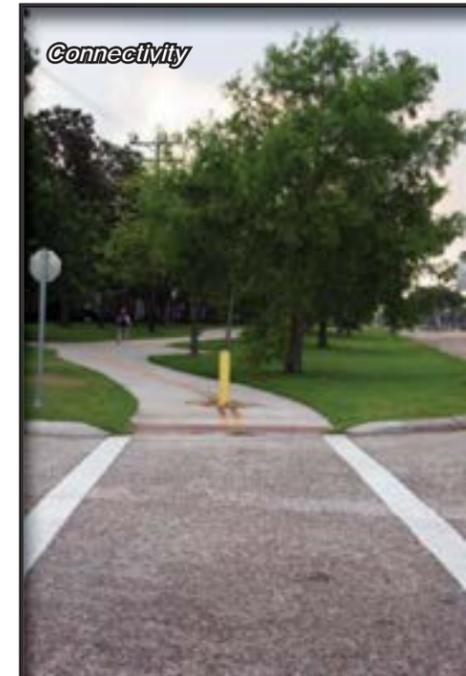
The following principles were developed through the master planning process, and serve to guide the alignment and layout of both the trails proposed in this document, as well as additional pathways proposed in the future.

- ◆ **Create a citywide network of trails** - The ultimate goal is to create an interconnected network that allows travel across all of Cedar Park. Unconnected sections should be united into an overall system of continuous trails. Trails can be used for both transportation and recreation. The City should create facilities that can allow for commuting and short trips to retail and civic destinations.
- ◆ **Promote a feeling of security on all trails** - Trails should provide smooth, walkable corridors that feel safe and are visible.
- ◆ **Access** - Access to the trail system must be maximized as much as possible. This may range from simple sidewalk connections to the trails, to complete trailheads with parking and comfort features such as shade structures and restrooms. The City can encourage the use of the trail system by creating easy access.
- ◆ **Trails should enhance Cedar Park** - Trails should enhance the physical appearance of the City, whether through new pedestrian features, landscaping added to the trail corridors, or simply by revealing natural areas not previously visible to the general public.
- ◆ **Provide a variety of trail opportunity types** - Provide trails that are suitable for a variety of activities including walking, running, cycling, and in-line skating. Provide nature trail opportunities and equestrian facilities where feasible. Consider facilities for paddling trails along Brushy Creek and area lakes.
- ◆ **Character of the City** - Trail segments should be designed

so that they promote the physical and historical character of the City of Cedar Park. They should relate to adjacent neighborhoods. Trail corridors provide unique opportunities to learn about the history, culture, and accomplishments of Cedar Park. Trails provide access to the natural habitat in the City, and should offer ample opportunities to learn about the environment. Include interpretive signs and features that provide opportunities for learning about Cedar Park and its cultural and ecological heritage.

- ◆ **Connectivity** - Where possible, trails corridors and alignments should be designed so as to enhance linkages between parks, neighborhoods, schools, retail, and key civic and community destinations. The citywide trail system is proposed to connect to other surrounding communities and other regional trail systems such as the Brushy Creek Trail through the southern portion of Williamson County.

- ◆ **Create partnerships with other entities** - The citywide trails system should encourage the creation of public and private partnerships that can help build the entire system more quickly.





Target Level of Service for Trails In Cedar Park

The 2006 Parks and Open Space Master Plan recommended a target level of service of one mile of trail for every 3,000 residents of the City. This Plan reinforces that recommendation. This target LOS reflects the high level of interest in trails and the commitment to the quality of life that they represent.

The target level of service should be viewed as a performance goal and as a way to measure progress over previous years. It should not be viewed as the absolute final goal of the City. With this target level of service, the following amounts of trails would be desired as the population of Cedar Park grows.

Current Miles of Trails: 22.1 miles of trails

Estimated Current Population (including ETJ): 76,718

Current Level of Service: 1 mile per 3,470 residents

Recommended Target Level of Service: 1 mile per 3,000 residents

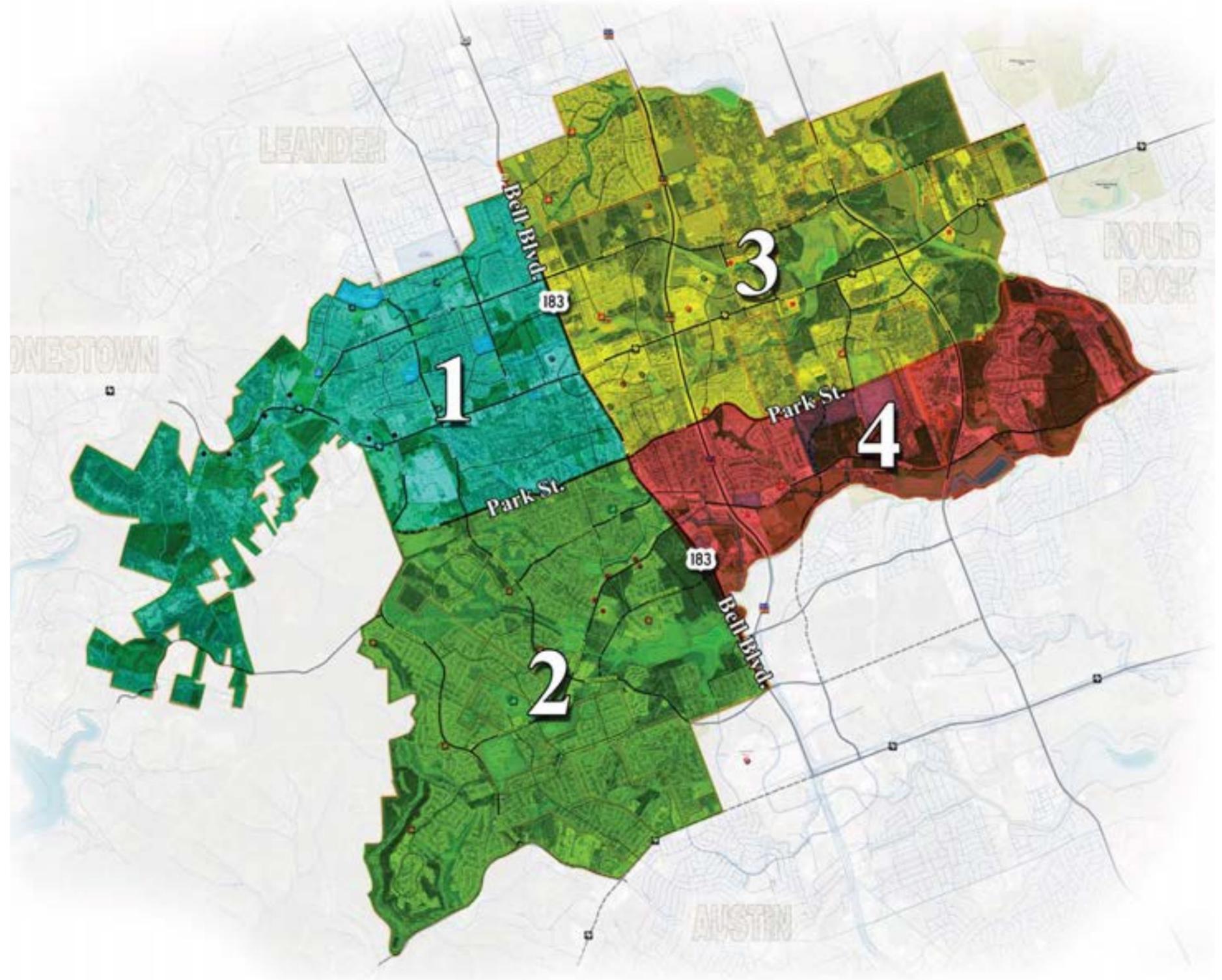
- ◆ Current 2009 need for 76,718 population: 25.6 miles (deficit of 3.5 miles)
- ◆ Year 2010 need for 78,253 population: 26.1 miles (deficit of 4.0 miles)
- ◆ Year 2015 need for 88,100 population: 29.4 miles (deficit of 7.3 miles)

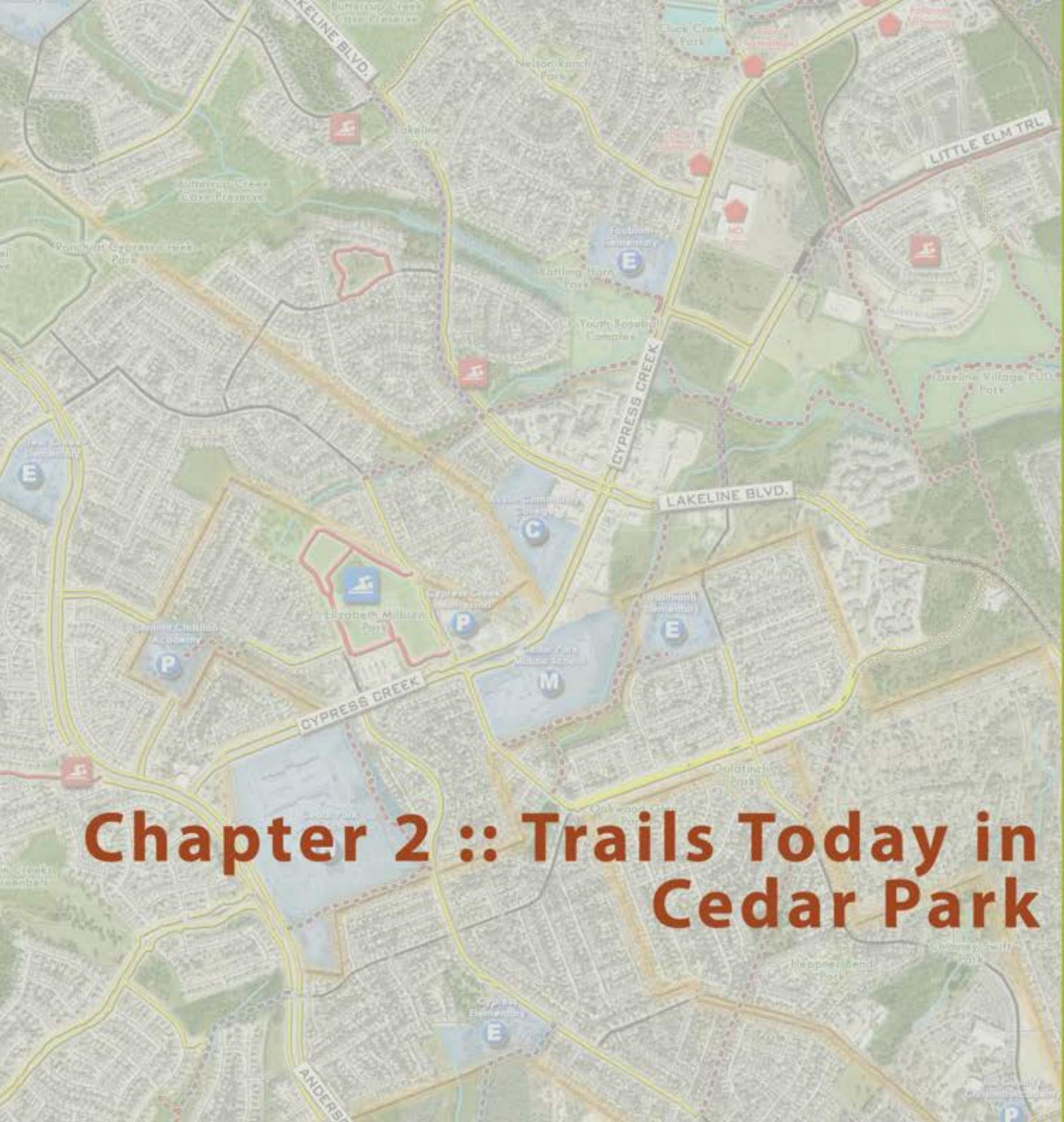


Cedar Park's Trail Planning Sectors

For the purpose of this planning process, the City was divided into four planning sectors. These sectors are shown on the map to the right. For the purpose of this report, they are referred to as follows:

- ◆ Sector 1 - north of Park Street and west of Bell Blvd.
- ◆ Sector 2 - south of Park Street and west of Bell Blvd.
- ◆ Sector 3 - north of Park Street and east of Bell Blvd.
- ◆ Sector 4 - south of Park Street and east of Bell Blvd.





Chapter 2 :: Trails Today in Cedar Park





Planning for the Cedar Park of Today and Tomorrow

When planning for trails, a master plan such as this must consider both the population of today as well as any growth that is expected to occur in the future. It must consider the context of the City today, looking at the many key destinations and attractions that should be accessible by the trails system. This Master Plan must also coordinate with regional trails and bicycle planning efforts in Williamson County and Travis County as well as the Central Texas region.

Population Growth for Cedar Park

Cedar Park has experienced tremendous growth over the past several decades. In the 1970s and again in the 1990s, Cedar Park more than quadrupled its population. Additionally, Cedar Park has more than doubled in size since the year 2000. This high population growth is shown in Table 2.1.

The population of Cedar Park is expected to continue to grow, but at a slower rate. Between 2010 and 2015, growth is expected to be 12.5% which is lower than the growth of the past decades. Projected population growth is shown in Table 2.2.



Table 2.1

Past Population Growth of Cedar Park

Year	Cedar Park City Limits Only	Percent Change	City Limits and ETJ Limits	Percent Change
1970	687	-	Not available	-
1980	3,474	405%	Not available	-
1990	5,161	49%	11,534	-
2000	26,049	405%	37,649	226%
2009	52,893	103%	76,718	104%

Source: Cedar Park Planning Department

Table 2.2

Projected Population Growth for Cedar Park

Year	Cedar Park City Limits Only	Percent Change	City Limits and ETJ Limits	Percent Change
2009	52,893	-	76,718	-
2010	53,951	2%	78,253	2%
2015	60,740	12.5%	88,100	12.5%

Source: Cedar Park Planning Department



Undeveloped Land in Cedar Park for Potential Future Trails

Cedar Park has nearly reached its build-out point. The map in Figure 1 illustrates all the land in Cedar Park that is currently developed as residential, commercial, or industrial. The shaded area in red is land that is developed and where new trails may be difficult to build. The dark green areas are existing parks, while the light green areas are floodplain corridors or other types of open space. Existing trails currently in the city are shown by the red lines.

Figure 2 illustrates the available land that has not been developed in the City. Again parks and open space are in the green colors, while all undeveloped land is shaded gray. It is obvious from these two illustrations that there are limited natural corridors remaining in the City. It is likely that the proposed trail recommendations will follow the natural corridors that are shaded gray, and utilize the parks and floodplain corridors to connect different areas of the City. Existing trails are shown by the red lines.

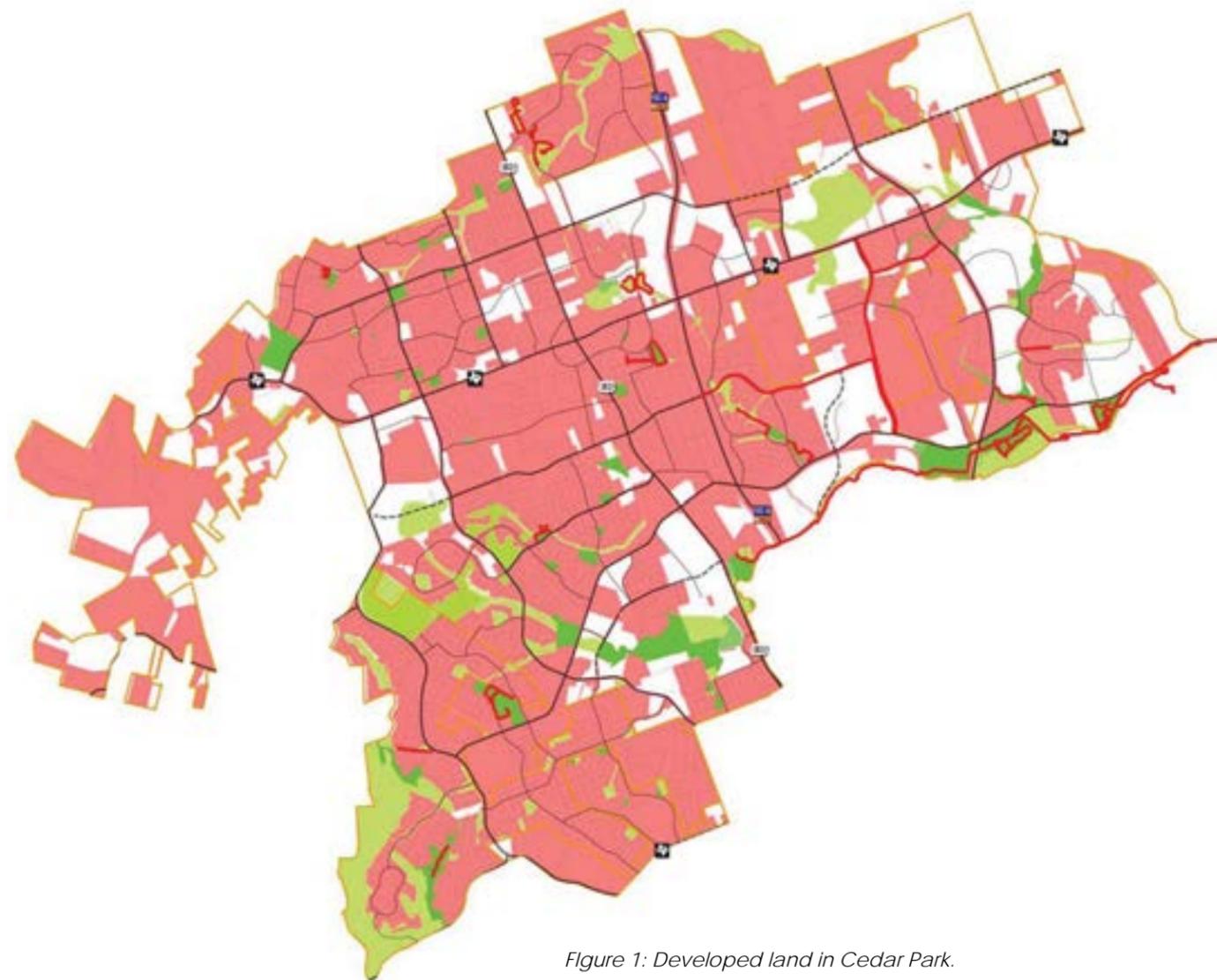


Figure 1: Developed land in Cedar Park.

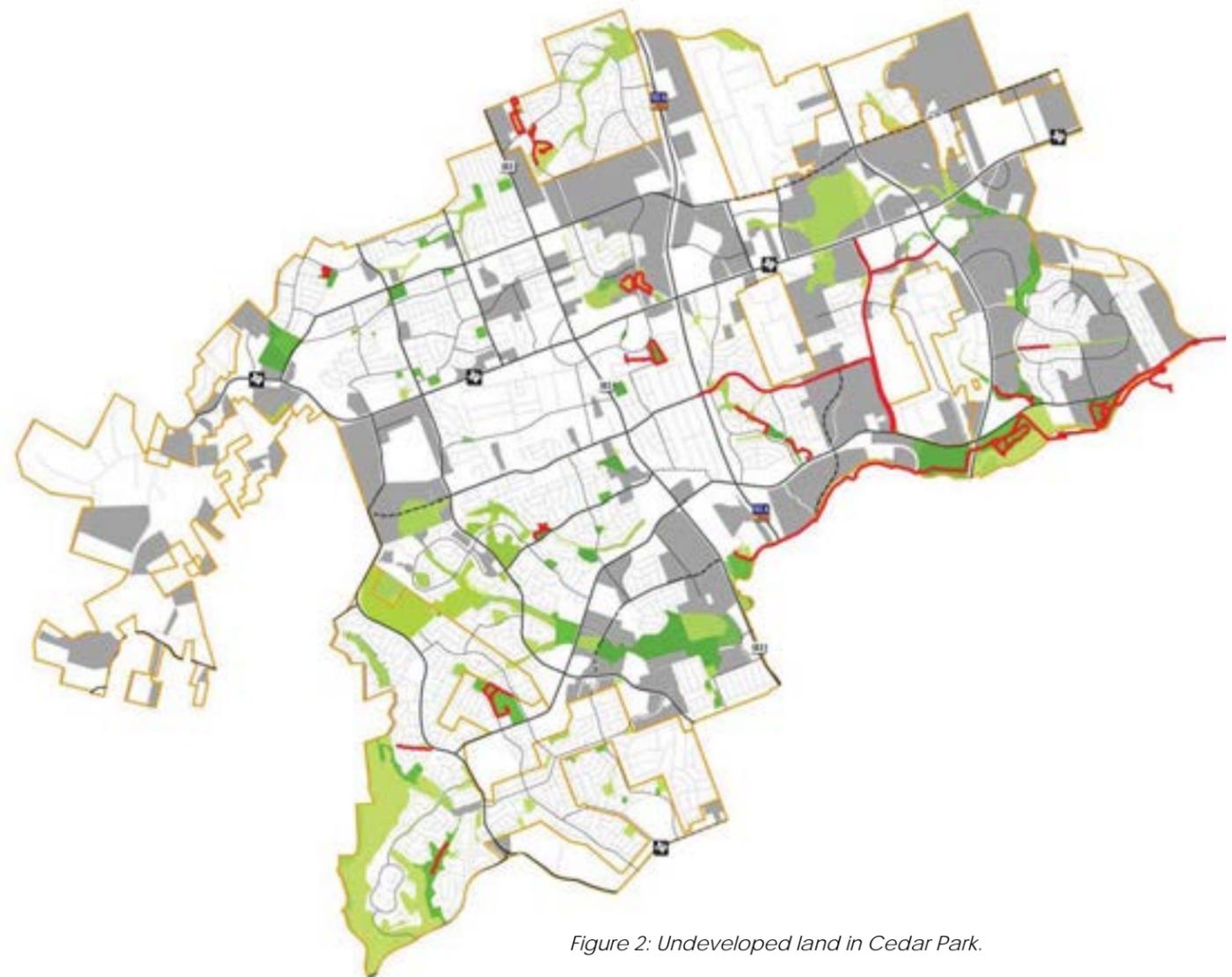


Figure 2: Undeveloped land in Cedar Park.



Existing Trails in Cedar Park

Cedar Park currently has the start of a good trail system. Most of the existing trails are well located and easily accessible. They are heavily used by residents of the City. One concern regarding the existing trails is the width of the trail and whether or not they can accommodate multiple users. Most streets in Cedar Park have sidewalks which offer an off street trail opportunity. However, the narrow widths of many of the sidewalks prevent multiple uses. Also, key gaps in the trail system exist between areas of the City, and addressing these connections could significantly increase the usability of Cedar Park's trail system.

Key concerns include the width of the pavement in some areas where a narrow sidewalk is in place instead of a wider eight-foot or ten-foot pavement.

The map on this page illustrates the overall existing trails in Cedar Park. Existing trails are shown in red. Key existing trail corridors are described on a sector by sector basis in more detail starting on Page 2-6.

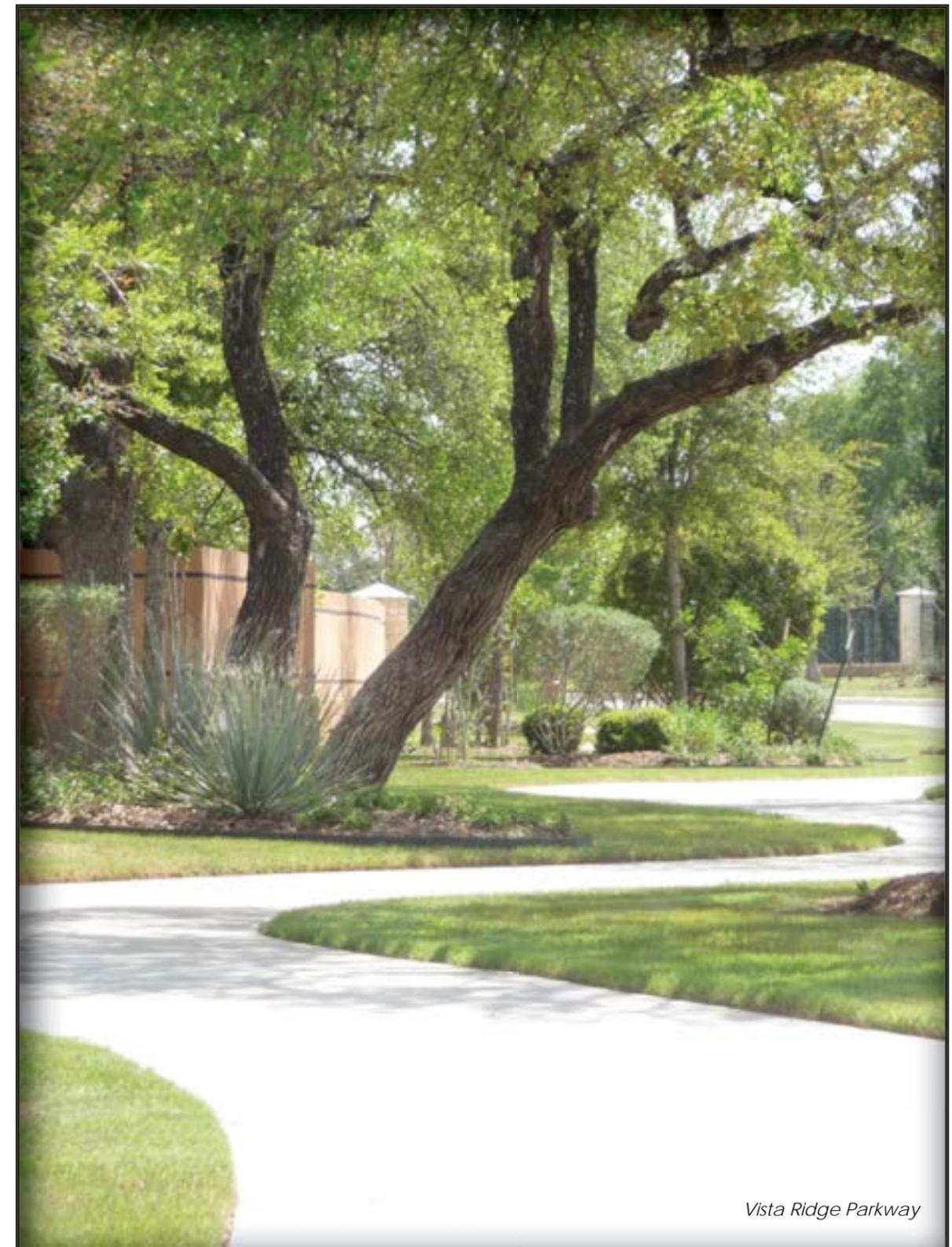




Table 2.3

Existing Trails in Cedar Park

Trail	Sector	Type	Length
Colonial Parkway	3	Concrete	0.6 miles
Little Elm Trail	2	Concrete	0.5 miles
New Hope Drive	3	Concrete	0.9 miles
Park Street	4	Concrete	1.5 miles
Vista Ridge Parkway	3/4	Concrete	2.2 miles
Subtotal of parkway sidewalk trails			5.7 miles
Block House Creek MUD	3	Crushed Granite	1.6 miles
Creekside Park	2	Concrete	0.3 miles
Discovery Well Cave Preserve Nature Trail	2	Nature Trail	2.6 miles
Elizabeth Milburn Park	2	Concrete/Crushed Granite	1.0 miles
Forest Oaks Park Greenbelt	4	Concrete	0.9 miles
Gann Ranch Park	1	Concrete	0.2 miles
Quest Village Park	3	Crushed Granite	0.9 miles
Silverado Springs Park South	4	Concrete	0.5 miles
Twin Creek Historic Park	2	Crushed Granite	0.3 miles
Subtotal of looped trails within parks			8.3 miles
Brushy Creek Regional Trail	4	Concrete/Crushed Granite	6.7 miles
Silverado Springs Gas Line Easment Trail	4	Concrete/Crushed Granite	0.3 miles
Town Center Trails	3	Concrete	0.8 miles
Twin Creeks HOA	2	Crushed Granite	0.3 miles
Subtotal of off-street trails			8.1 miles
Total Trails in Cedar Park			22.1 miles



Vista Ridge Parkway



Sector 1 - Existing Trails and Key Destinations

This sector has a large number of private lots in the far northwest hills. There is also a quarry that is owned and operated by the City of Austin. There are three elementary schools and one middle school in this sector. Also there are several major employers along Whitestone Blvd. The city-owned community park, Veterans Memorial Park, is located in this sector and has a swimming pool and proposed dog park, amphitheater, practice fields, and trails. All these destinations would benefit with trails linking them to nearby neighborhoods. There are several parks and HOA run swimming pools in this sector. Major retail in this sector includes Wal-Mart at Bell Blvd. and Whitestone Blvd.

There currently are no major trails in this sector; however, most streets have sidewalks for pedestrian use. New sidewalks are being constructed along Bell Blvd. from Cypress Creek Road to FM 1431.

The map on the following page shows the locations of the following existing trails:

1-1 Bagdad Road: Bagdad Road creates a north/south connection from Cedar Park into Leander. Giddens Elementary is also located along this road. Much of the existing sidewalk is in poor to adequate condition with severe cracks, and is only four feet wide. Also, in several spots the sidewalk ends abruptly and starts again several feet later.

Length: 0.6 miles (on west side of street only)



1-2 Park Street: Park Street is one of the major collector streets in this sector which runs east to west. As this street is expanded and renovated, a ten-foot wide sidewalk is proposed on one side of the street. It is also proposed to have a 15 foot wide outside lane on both sides for on-street bicycle use.

Length: 0.4 miles (Lakeline Blvd. to Sophora Place)



1-3 New Hope Drive: New Hope Drive currently has a four-foot wide sidewalk on the south side of the street in this sector. This road is planned to have a ten-foot wide sidewalk when the expansion and renovation of the roadway occurs. Several sections of New Hope Drive have the ten-foot parkway sidewalk, such as near Veterans Memorial Park. The ten-foot parkways sidewalk is to extend to Gann Ranch Park. The portion of the road from FM 1431 to Gann Ranch Park is also proposed to have a 15 foot wide outside lane on both sides for on-street bicycle use.

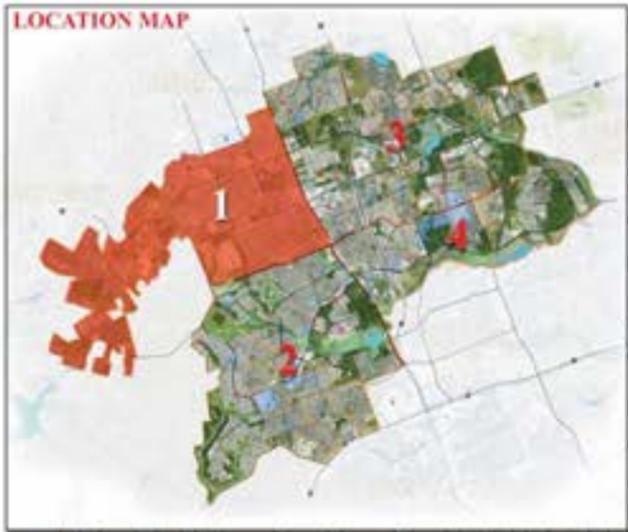
Length: 0.7 miles (segments from Bell Blvd. to Fairweather Way)



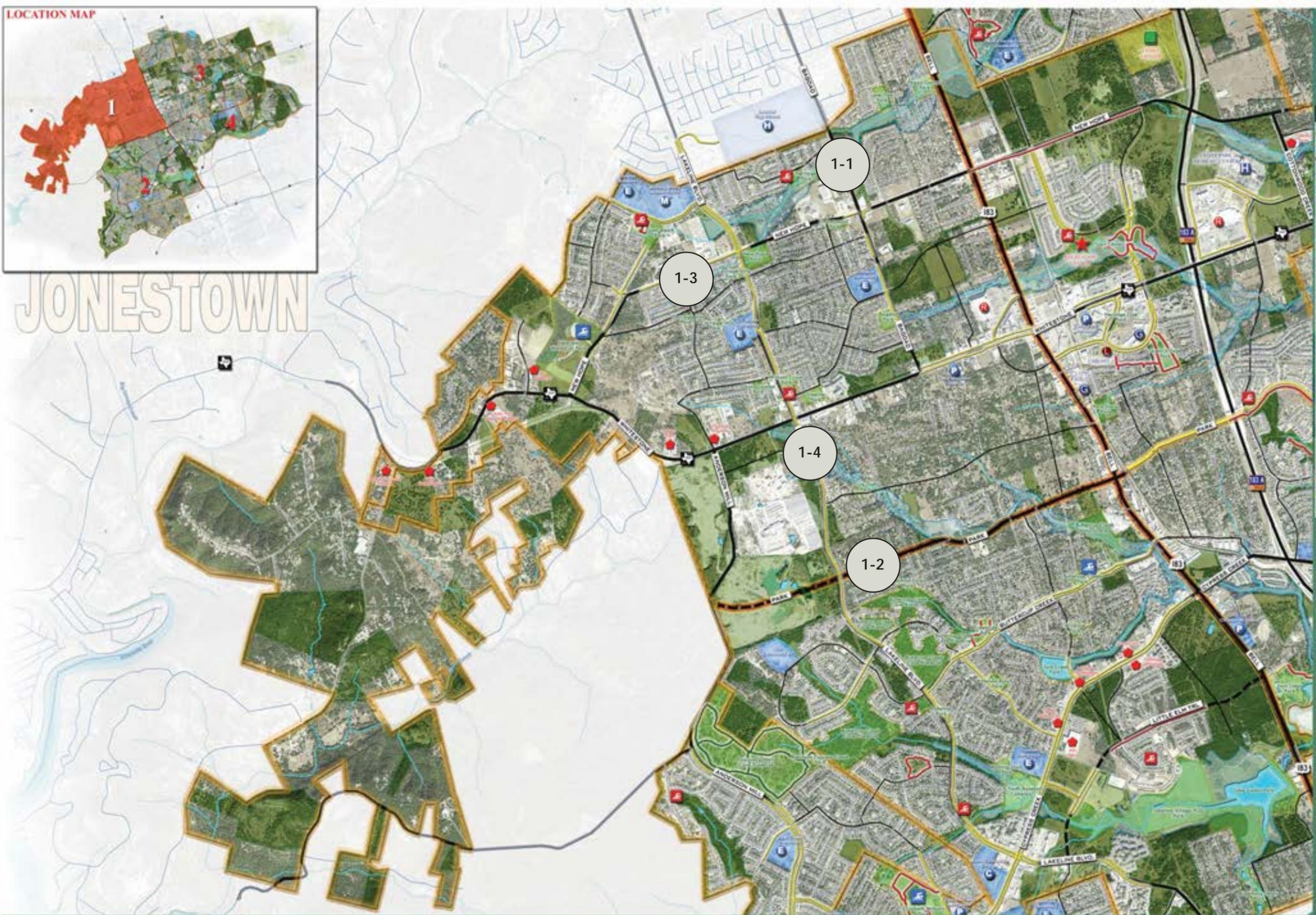
1-4 Lakeline Boulevard: Lakeline Blvd. is one of the most heavily used streets in Cedar Park. Mason Elementary and Running Brushy Middle School are both located on Lakeline Blvd. in this sector. The existing sidewalk is in good condition; however, there are several places where the sidewalk ends and starts again several feet down the street. Throughout most of the area, the sidewalk is only six feet wide.

Length: 2.1 miles (Park St. to Running Brushy Middle School)





JONESTOWN



LEGEND

- City Limit
- ETJ Limit
- Sector Limit
- Park
- School
- Floodplain
- Open Space/Undeveloped Land
- Creek
- Major Employer
- Government
- Library
- Medical
- Recreation
- Retail
- Cap Metro Rail Station
- City Pool
- HOA Pool
- Elementary School
- Middle School
- High School
- Private School
- Community College
- Existing Trails
- Existing Sidewalks
- Existing Nature Trails



chapter 2 :: trails today in Cedar Park

Existing Trail Facilities
 CITYWIDE HIKE AND BIKE TRAILS MASTER PLAN
 CITY OF CEDAR PARK, TEXAS



SECTOR 1





Sector 2 - Existing Trails and Key Destinations

This sector has some existing trails in the city parks and in the far southwest neighborhoods of the Twin Creeks HOA. There are several elementary schools in this sector, as well as one middle school, one high school and two private schools. All these schools serve as destination points for future trails. There are several HOA swimming pools and city owned swimming pools at Milburn Park and Buttercup Creek Park. Major employers in this sector are located off Cypress Creek Road.

There are two cave preserves in this sector: the Discovery Well Cave Preserve and the Buttercup Creek Cave Preserve. While small portions of these preserves are available for hiking and walking along the nature trails, some areas are strictly preserved for research purposes. Because so much of the area is preserved, existing trails within the caves are not shown.

The map on the following page shows the locations of the following existing trails:

2-1 Deer Creek HOA Trails: Deer Creek is a major HOA in Cedar Park's ETJ. There is a crushed granite trail that connects the HOA swimming pool to the back side of the golf course. The trail is well maintained and is well used by the residents in that neighborhood.

Another similar trail is located in the far south end of the neighborhood. This trail is difficult to access and is in the Twin Creeks Historic Park. A master plan for Twin Creeks Historic Park has been approved. Trailheads and additional access points will ensure proper use of this trail.

Length: 0.6 miles (for both existing trails)



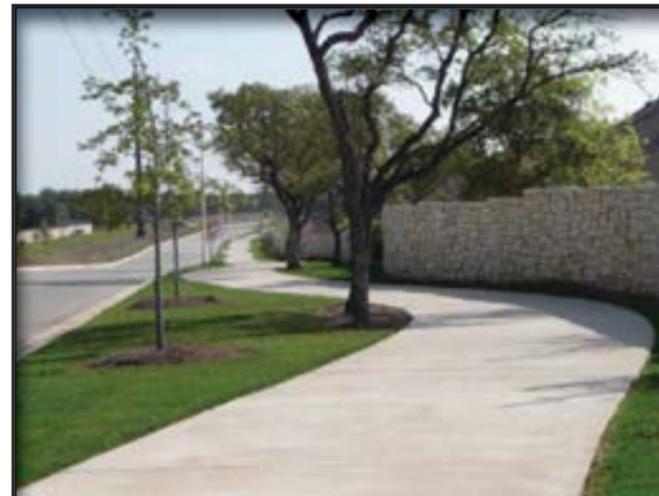
2-2 Anderson Mill Road: Anderson Mill Road is a major north/south arterial street in this sector. Once this road reaches the Deer Creek HOA area, there is a parkway sidewalk on both sides of the street. There is also a wide shoulder on both sides of the road which could easily be designated as a bike lane. The extension of the sidewalk and the wide shoulder should continue south as the street nears FM 620. Currently between FM 620 and Volente, there is only a four-foot wide sidewalk and no shoulder on Anderson Mill Road.

Length: 2.8 miles (from Cypress Creek Rd. to cave preserves, on both sides of the street)



2-3 Little Elm Trail: Little Elm Trail is similar to Park Street and New Hope Drive in that as the street was extended, a ten-foot sidewalk was planned on at least one side. Little Elm Trail is located in the southeast part of this sector and connects Lakeline Blvd. to Bell Blvd. Portions of the ten-foot sidewalk are already in place; however, some extension of the road and trail is still needed as development occurs.

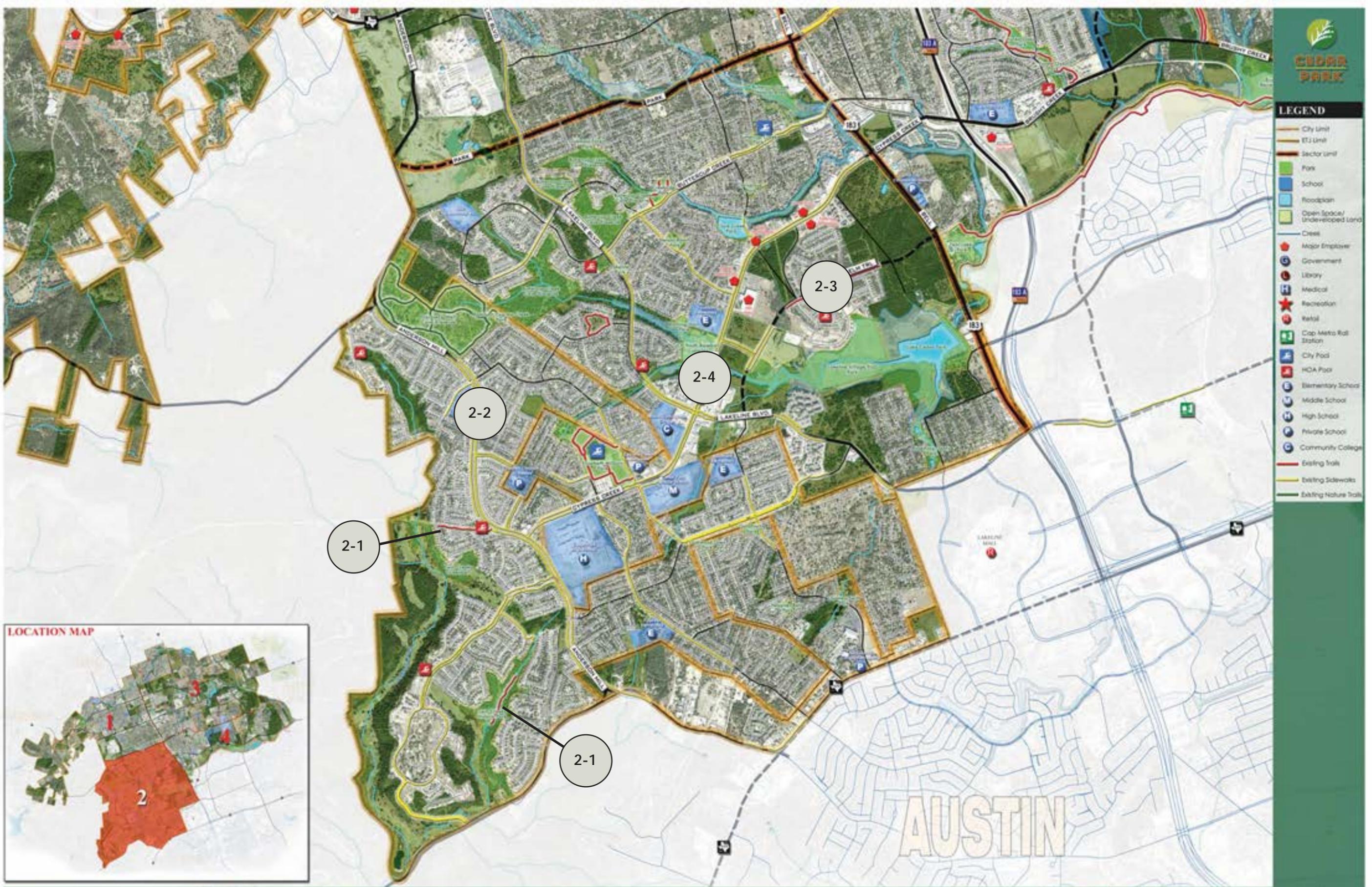
Length: 0.5 miles (in the Red Oaks neighborhood)



2-4 Cypress Creek Road: Because so many major employers in this sector are located off Cypress Creek Road, as well as three Leander ISD schools, this street serves as a major corridor in connecting residents to these destinations. Currently there is a six-foot wide sidewalk on both sides of the street. However, because of the potential for heavy pedestrian traffic, this should be widened to at least eight feet on one side if feasible.

Length: 5.5 miles (on both sides of the street)







Sector 3 - Existing Trails and Key Destinations

There are several key destinations located in this sector. The newly built city recreation center is towards the north. City Hall and other government buildings are towards the western side of this sector. The Cedar Park event center is located towards the center of this sector. Other key destinations include the Cedar Park Regional Medical Center, the Cedar Park Public Library, the newly developed Town Center, and the major retail shopping area 1890 Ranch.

This sector has the largest amount of undeveloped land, and several large lot property owners. Existing trails are located in the Town Center, in the Block House Creek MUD, and leading to the school properties along Park Street, Vista Ridge Parkway and Colonial Parkway.

The map on the following page shows the locations of the following existing trails:

3-1 Town Center: The Cedar Park Town Center is a mix use development. The trails throughout the Town Center connect the neighborhood residents to the newly built city recreation center, the HOA swimming pool, the nearby retail area, and encircle the two lakes that are placed at the entrance of the development. The trails are ten feet wide and are in excellent condition.

Length: 0.8 miles



3-2 Quest Village Park: Quest Village Park has a crushed granite trail that loops throughout the park. The trail also extends along the Lone Star Gas Easement, connecting the park and the surrounding neighborhoods to the Cedar Park Public Library. The trail is in good condition but is not wide enough to allow for multiple users.

Length: 0.8 miles



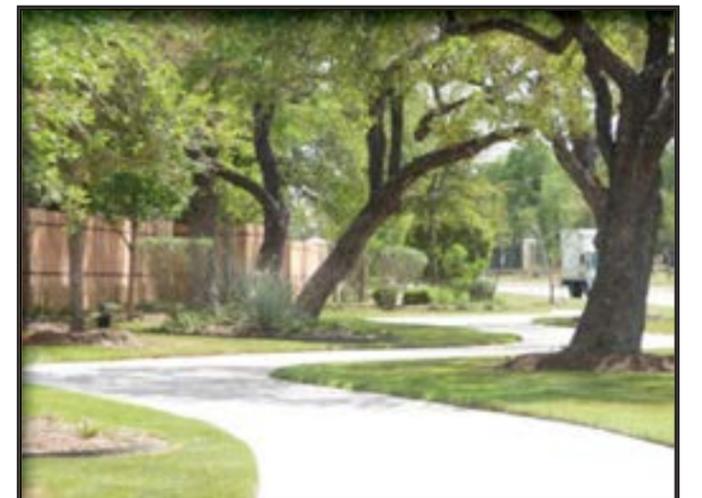
3-3 New Hope Drive: The portion of New Hope Drive that has been built in this sector currently has a ten-foot wide sidewalk on the south side of the street. As this road is extended to the east, the parkway sidewalk is also planned to be extended. This street and parkway sidewalk will eventually lead into Round Rock, connecting Cedar Park residents to the Williamson County Regional Park. This road is planned to have a 15 foot wide outside lane on both sides to allow for on-street bicycle use.

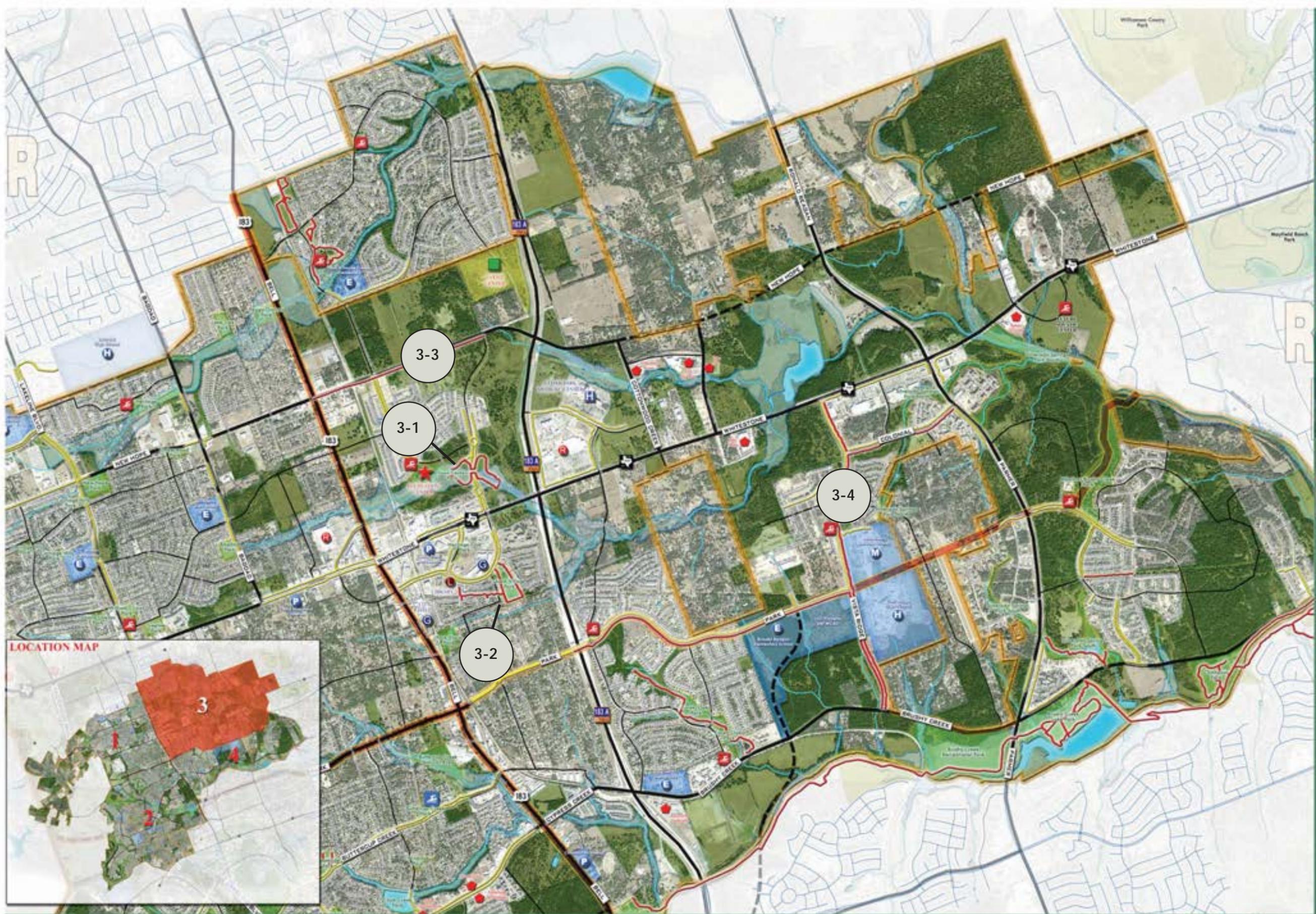
Length: 0.9 miles (Bell Blvd. to Discovery Blvd.)



3-4 Vista Ridge Parkway: This road is a major corridor which connects the surrounding neighborhoods to the high school, middle school and new elementary school. There is currently a ten-foot parkway sidewalk on the east side of the street from Whitestone Blvd. to Brushy Creek Rd. This street is part of the Transportation Master Plan, which requires at least a six-foot wide meandering sidewalk.

Length: 1.0 miles (Park St. to Whitestone Blvd., east side of street only)





LEGEND

- City limit
- ETJ limit
- Sector limit
- Park
- School
- Floodplain
- Open Space/Undeveloped land
- Creek
- Major Employer
- Government
- Library
- Medical
- Recreation
- Retail
- Cap Metro Rail Station
- City Pool
- HOA Pool
- Elementary School
- Middle School
- High School
- Private School
- Community College
- Existing Trail
- Existing Sidewalk
- Existing Nature Trail





Sector 4 - Existing Trails and Key Destinations

The existing Brushy Creek Regional Trail is located in this sector. This trail follows the Brushy Creek corridor, and eventually it will extend from the City of Hutto to Lake Travis. This will connect Cedar Park residents to the surrounding communities and to the lake. Other existing trails in this sector can be found in neighborhood parks and in the new development occurring in the far east. There are parkway sidewalks located along Park Street and Vista Ridge.

Major destinations in this sector of Cedar Park include two elementary schools, one high school, HOA swimming pools, the YMCA, and the Brushy Creek Trail. Most of this sector is either residential or undeveloped land. There is minimal to no commercial or industrial land uses. There are no major employers located in this sector.

The map on the following page shows the locations of the following existing trails:

4-1 Brushy Creek Regional Trail: The Brushy Creek Trail currently follows Brushy Creek from Twin Lakes Park into the City of Round Rock's ETJ. Eventually the trail will extend from Hutto to Lake Travis and pass completely through the City of Cedar Park. Portions of the trail are crushed granite while others are concrete. The trail is in good condition and is heavily used.

Length: 6.7 miles (in Cedar Park)



4-2 Park Street: On the south side of Park Street, from the 183A Toll Road to the Vista Ridge High School, there is a ten-foot wide parkway sidewalk. As the street is redeveloped from the Toll Road to Bell Blvd., the ten-foot wide parkway sidewalk is planned to be built as part of the renovation. This parkway sidewalk connects a significant number of neighborhoods to the nearby schools, thus creating a safe route to the schools. This road is planned to have 15 foot wide lanes in each direction for shared on-street bicycle use. Construction is planned to start early 2010.

Length: 1.6 miles (183A to Vista Ridge Pkwy., south side of street only)



4-3 Silverado Springs Trail: The Silverado Springs HOA has built a trail along the Lone Star Gas easement that runs through the middle of the neighborhood. It also changes intermittently from crushed granite to concrete. Homes back up to the trail; however, the fencing is wrought iron and there are privacy gates for the homeowners to access the trail from their backyards.

Length: 0.3 miles



4-4 Forest Oaks Park Trail: This concrete trail follows a drainage corridor in the Forest Oaks neighborhood. It connects nearby homes to the Forest Oaks Park and the HOA swimming pool. Homes back up to much of the trail; therefore, access is most likely from the park or where the trail crosses over the street at Trail Ridge Drive.

Length: 0.9 miles





LEGEND

- City limit
- E/I Line
- Sector limit
- Park
- School
- Floodplain
- Open Space/Undeveloped land
- Creek
- Major Employer
- Government
- Library
- Medical
- Recreation
- Retail
- Cap Metro Rail Station
- City Pool
- HOA Pool
- Elementary School
- Middle School
- High School
- Private School
- Community College
- Existing Trails
- Existing Sidewalks
- Existing Nature Trails

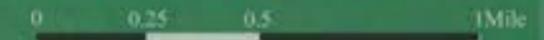


Existing Trail Facilities

CITYWIDE HIKE AND BIKE TRAILS MASTER PLAN
CITY OF CEDAR PARK, TEXAS

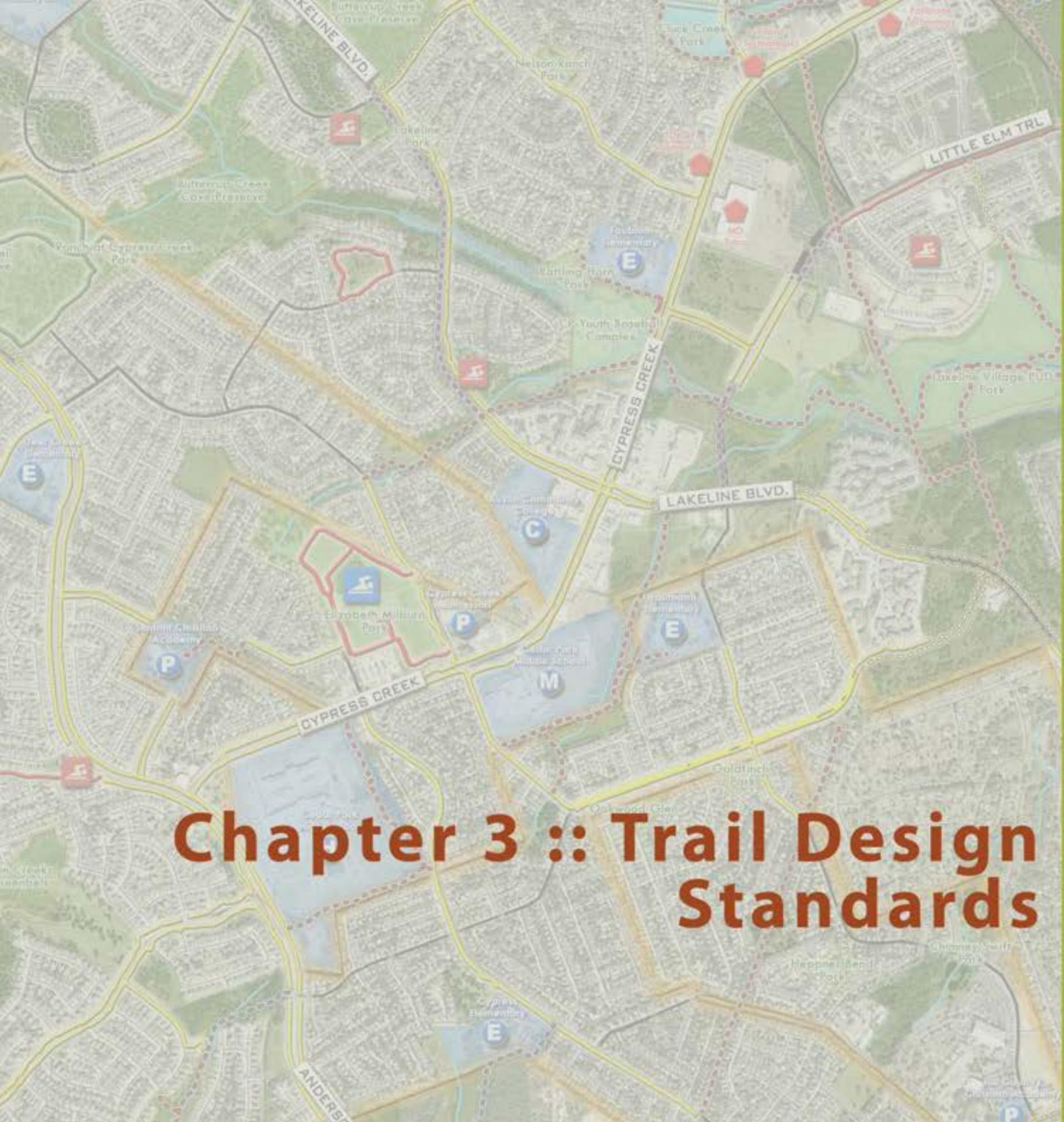


SECTOR 4



GRAPHIC SCALE





Chapter 3 :: Trail Design Standards





Introduction

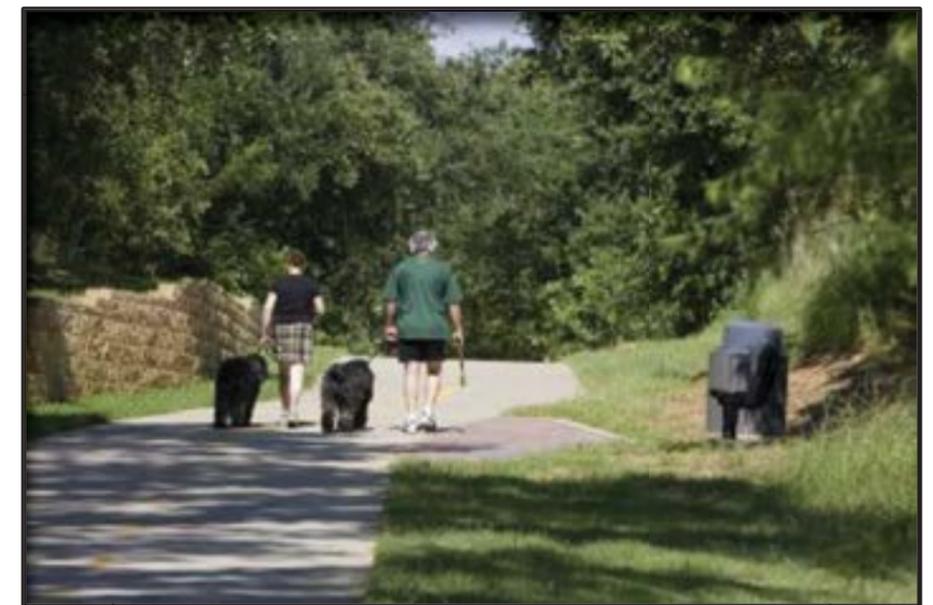
Trails appeal to everyone. Whether young or old, active or wanting no more than a few minutes out in a beautiful area, all of us can find something to do on a trail. This plan recommends a variety of trail types in all areas of Cedar Park so that everyone can easily access and use a trail that appeals to them. This section lays the foundation for trail types to be built in Cedar Park so that a clear picture of what the entire system will be like in the future can be created.



Trail Users

Trails should be designed to accommodate a variety of users. Activity on a trail lends a sense of safety and comfort to a trail and encourages others who are not as active to use the trail. Users of trails may include:

- ◆ **Walkers seeking exercise and recreation** are typically relaxed, walking along a pleasant corridor. These users may include senior citizens, parents with children, or someone walking their dog. Walkers may occupy a significant portion of the trail due to walking side-by-side.
- ◆ **Joggers and runners** use trail corridors for exercise and activity. The higher speed of these users may conflict with slower users of the trails. Softer trail surfaces, such as decomposed granite, are preferred.
- ◆ **In-line skaters** require more space of the trail because of the swinging motion of their arms to increase momentum. Like joggers and runners, the speed of in-line skaters may conflict with slower users of the trails.
- ◆ **Recreational and inexperienced cyclists** use trails for exercise and activity. These users are interested in scenic appeal, connectivity of the trail system, and prefer more interesting trail alignments rather than trails that favor high speeds. This group may also include children going to school.
- ◆ **Mountain biking** users can travel on crushed rock or more natural trail surfaces and prefer trails with challenging terrain.
- ◆ **Higher speed, experienced cyclists and commuters** are typically more interested in higher speeds. These riders often favor roadways over off-street trails for the speed, as well as connectivity to employment centers among commuters. For off-street trails, alignments with shallower curves are favored by these users, and because of the higher speeds, increased trail widths are recommended to reduce conflicts with other trail users.





Categories of Trails

Trails in Cedar Park should encompass several key types of facilities, each with its own size and character requirements. The Cedar Park Trails Master Plan is based on a core system of regional and community trails, supported by neighborhood trails and street enhancements. This trail system will link community destinations with an integrated network of trails designed for users of all ages, skill levels, and environments.

Design standards are an important component for a working trail system because they outline the recommended minimum requirements and additional support items for all types of trails. Recommended trail types are discussed in greater detail below. At a minimum, trails should follow the standards established by the American Association of State Highway Transportation Officials (AASHTO). These standards have been developed and refined over a significant period of time and offer the most comprehensive safety standards.

Where feasible, though, those standards should be exceeded. This is especially true for multi-use trails, signage, lighting, and traffic signals and detectors. In some specific cases, variations from

AASHTO may be acceptable to respect the character or special conditions of an area.

Listed below are some sources for the most commonly used standards for trail design. This plan shall comply with current and up to date standards:

- ◆ AASHTO (American Association of State Highway and Transportation Officials)
- ◆ ADAAG (Americans with Disabilities Act Accessibility Guidelines)
- ◆ TTI (Texas Transportation Institute)
- ◆ TMUTCD (Texas Manual on Uniform Traffic Control Devices)
- ◆ TxDOT (Texas Department of Transportation)
- ◆ TAS (Texas Accessibility Standards)
- ◆ ITE (Institution of Transportation Engineers)

Many necessary trail-related improvements can be incorporated into the regular maintenance schedule of the existing road

system, such as the upgrade of traffic lights, widening of roads and shoulders or addition of lighting with needed repairs.

To facilitate the future development of Cedar Park, it is recommended to develop customized design standards in written and graphic format and make these accessible to all applicable builders and developers. The illustrations that follow indicate typical preferred trail section characteristics and clearances.

Typical Trail Type Cost Estimates

Trail costs vary considerably based on the type of material used for the trail, the number of bridges or drainage crossings that are required, and the type of amenities that are included in each trail segment. Cost projections for a typical one mile length of trail, using different materials, are shown on the following pages. Each projection also includes a contingency amount, since all trails in this plan are at an order of magnitude. Projections also include an allowance for surveying, design, and construction administration associated with the design of each trail, but do not include property acquisition.

Table 3.1

Trail Type Standards

	Recommended Trail Width	Surface Material	Access Points	Minimum Corridor Width	Other Amenities
Community Arterial Trails	10' - 12'	Concrete or asphalt (concrete preferred)	Every 1/4 to 1/2 mile (Minimum 1/2 mile walk or ride to access point)	Varies - 50' width minimum	Parking, locator maps, water fountains, shade shelters, bicycle racks, interpretive / historic signage
Neighborhood Trails	6' to 10' (8' preferred)	Concrete, asphalt, crushed granite	From neighborhood streets, parks, or schools	20' width	
Parkway Trails	8' to 10' (10' preferred)	Concrete, crushed granite (concrete typical)	Adjacent to major arterials and collector streets, parks	15' width (6' min. from back of curb preferred, 1' to property line)	Streetscaping elements, including trees, benches, lighting
Sidewalks	4' to 6' (5' preferred)	Concrete	Adjacent to neighborhood streets and collectors, schools, parks		Crosswalks, signage
Natural Corridor and Greenway Trails	6' to 10' (12' to 15' for better visibility)	Natural surface, crushed granite	Varies	8' to 20' min. width	Interpretive / historic signage, bridges as necessary to pass drainage corridors, creeks, and other natural features

Table 3.2

Summary of Trail Costs per Linear Foot

Trail Type	Cost per Linear Foot
10' to 12' community wide trail, concrete	\$150 to \$175 / linear foot
8' wide neighborhood trail, concrete	\$140 to \$152 / linear foot
8' wide parkway trail, concrete	\$110 to \$135 / linear foot
6' wide sidewalk	\$80 to \$90 / linear foot
8' wide decomposed granite trail	\$70 to \$140 / linear foot
8' wide natural trail	\$65 to \$110 / linear foot

Costs shown are estimates prior to any concept or design; are based on consultant experience with similar efforts; and actual costs will vary as site selection and more detailed design occurs. List is for guidance in planning, and grants or donations may reduce the cost of trail construction.



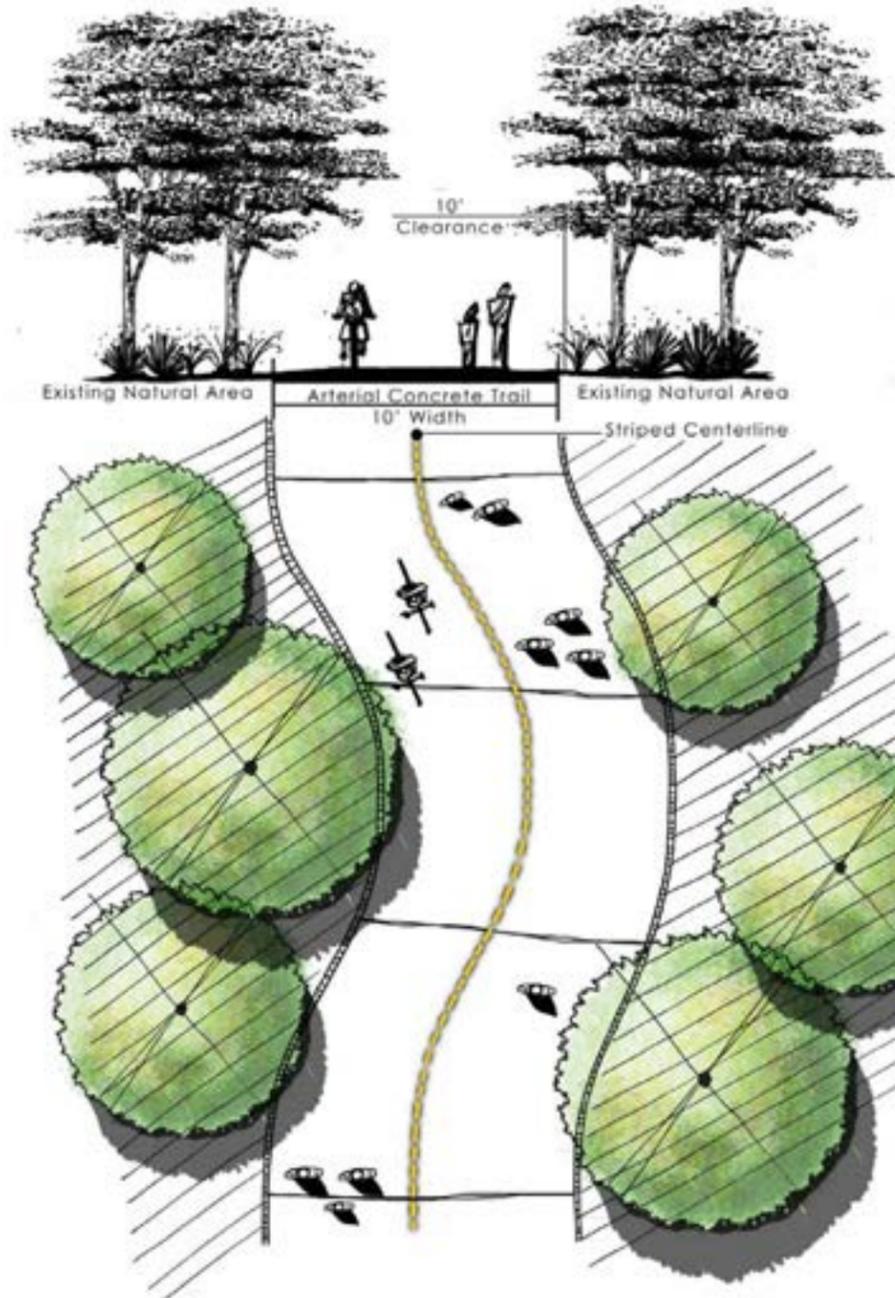
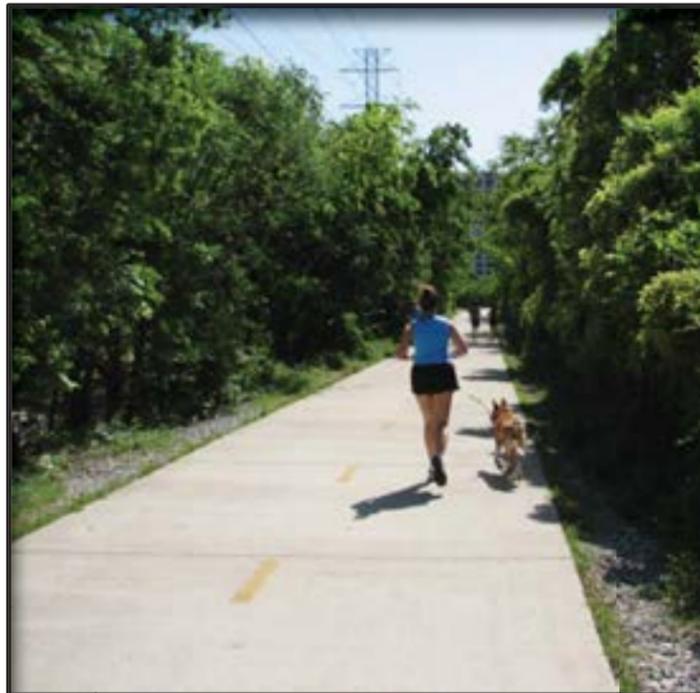
Community Arterial Trails

These community-wide trails are intended to provide access from one part of the city to another. In essence, these trails become the “spine” system for the city, providing an easy route to travel longer distances. This connectivity typically makes them a high priority. Additionally, because they provide connectivity, multiple types of users are expected.

To accommodate the large volume and multiple users expected, community trails are typically designed to accommodate two-way bicycle and pedestrian traffic, have their own right-of-way, and can accommodate maintenance and emergency vehicles. These trails are at least 10’ in width, but in some cases may be up to 12’ in width where a significant volume of users is anticipated. These trails should be constructed using concrete or asphalt, but can also be a surface that provides a smooth surface, as long as it meets ADA requirements. To serve the multiple types of users expected to use a regional trail, a popular option is to provide a soft-surface running trail along one side of the concrete trail.

Access points to the trail should be located every ¼ to ½ mile along the trail, with a minimum ½ mile distance to the access point to the trail. Other facilities offered at or along a regional trail include parking, locator maps, water fountains, shade shelters, bicycle racks, and interpretive/historic signage. While vegetation is encouraged to enhance the trail experience, complete blocking out of the trail by vegetation from neighborhood view is discouraged.

This results in a “tunnel” effect on the trail, creating the impression of decreased safety (as illustrated in the picture).



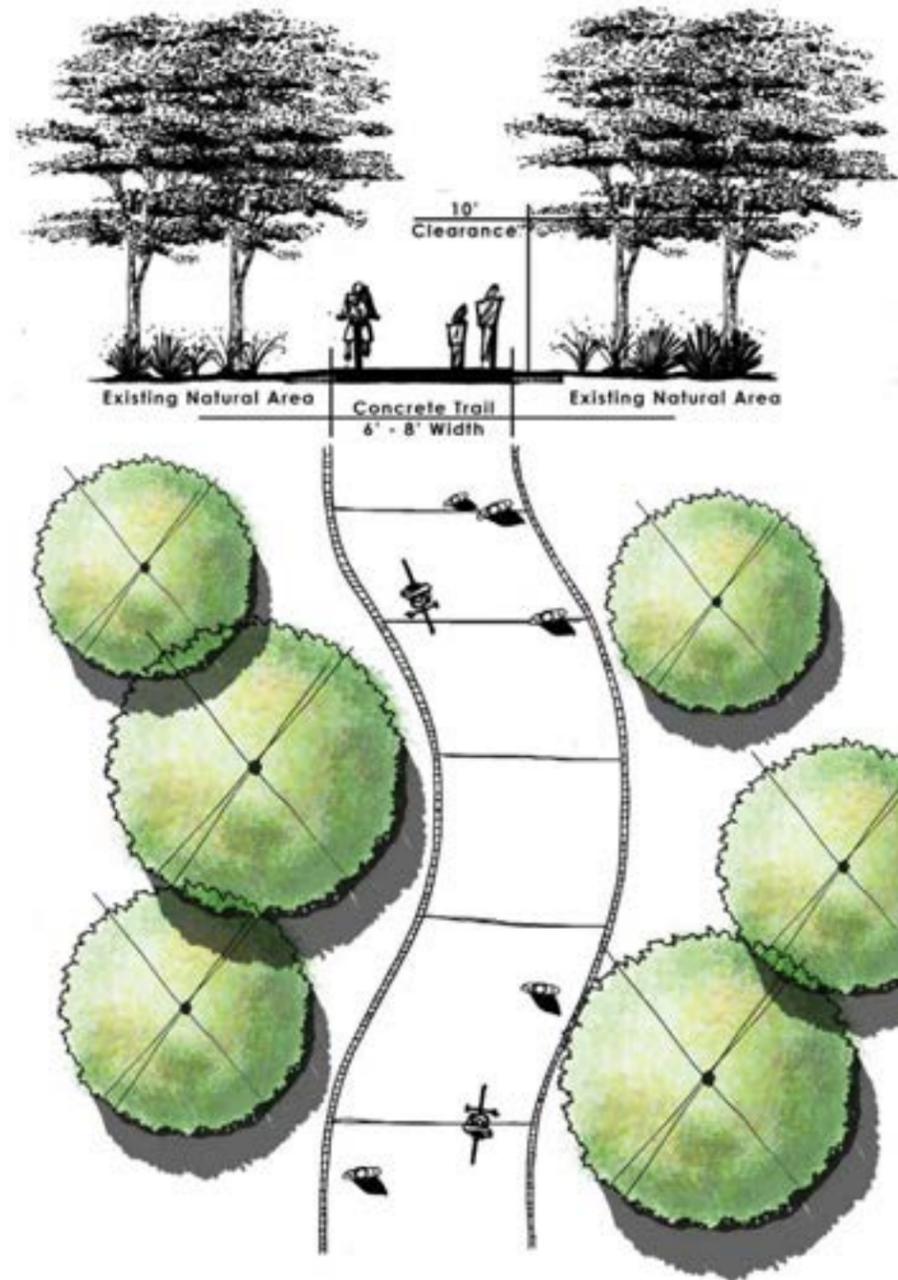
Potential Development Cost					
Community Arterial Trail (Concrete, 10' width)					
Description - Planned as major trail connecting sectors of the City. Ten-foot wide concrete all weather trail, centerline stripe, straight to curvilinear alignment as corridor permits. 4 to 6" thick concrete to allow for some use as maintenance track. Includes some amenities at key intersection or access point nodes. Additional amenities such as shade structures and benches can be added in the future.					
	Item	Quantity	Unit	Unit Price	Amount
Base Cost					
1	Grading Allowance (per linear foot - assumes 0.5 ft depth fine grading under trail to generate allowance amount)	5,280	LF	\$12	\$63,360
2	Concrete Trail, 4 to 6 inch depth, 10' width, includes base material	5,280	LF	\$75	\$396,000
3	Trail Striping	5,280	LF	\$4	\$21,120
4	Culverts (12" diam. Max. for local drainage only). Allowance for one every 250 linear feet	21	EA	\$1,000	\$21,000
5	Major drainage culverts (36" to 48" box culvert, assume two every 2000 linear feet)	3	EA	\$20,000	\$60,000
6	Trail directional/safety signs (assume 1 every 500 linear feet)	10	EA	\$500	\$5,000
7	Intersection crosswalk striping	4	EA	\$1,000	\$4,000
8	Intersection and access point accessible ramps (assumes 8 at every intersection)	8	EA	\$1,000	\$8,000
9	Turf re-establishment (allowance for 5' on either side of trail corridor)	52,800	SF	\$0.5	\$26,400
Subtotal Base Cost					\$604,880
Amenity Cost					
10	Drinking fountain (one per mile, assumes water line is available)	1	EA	\$5,000	\$5,000
11	Information kiosk (assume ratio of one per mile)	1	EA	\$5,000	\$5,000
12	Major trail access point sign (1 every 2500 linear feet)	2	EA	\$3,000	\$6,000
13	Security lighting at access point (1 pole per access point)	4	EA	\$2,500	\$10,000
14	Bench node (2 per every mile, includes bench, trash receptacle, decorative pavement)	2	EA	\$15,000	\$30,000
Subtotal Amenity Cost					\$56,000
Subtotal Construction Cost					\$660,880
Design, Testing, Administration, Misc. Costs (15%)					\$99,132
Contingency at Pre-Design Level (20%)					\$152,002
Total					\$912,014
Estimated Overall Cost per Linear Foot					\$173
Estimated Base Cost per Linear Foot					\$158
<i>Note: Order of Magnitude estimate only, without detailed design. This estimate is intended only to establish a range of potential costs for this construction effort. Costs shown are in 2009 dollars.</i>					



Neighborhood Trails

Like neighborhood streets that connect to larger arterials and boulevard streets, neighborhood trails provide access to and from a regional trail. Neighborhood trails connect the neighborhoods of Cedar Park to the larger “arterial” trails. Access points to these trails are from neighborhoods, streets, parks, or schools.

Neighborhood trails are typically only 6' to 10' in width and should be constructed with concrete for long range durability. Tighter curves are allowed to introduce interest into the trail segments. As in the case of arterial trails, some neighborhood trails can have a crushed granite component for runners directly adjacent to the concrete trail; if no danger of excessive flooding occurs, neighborhood trails may also be built out of decomposed granite.



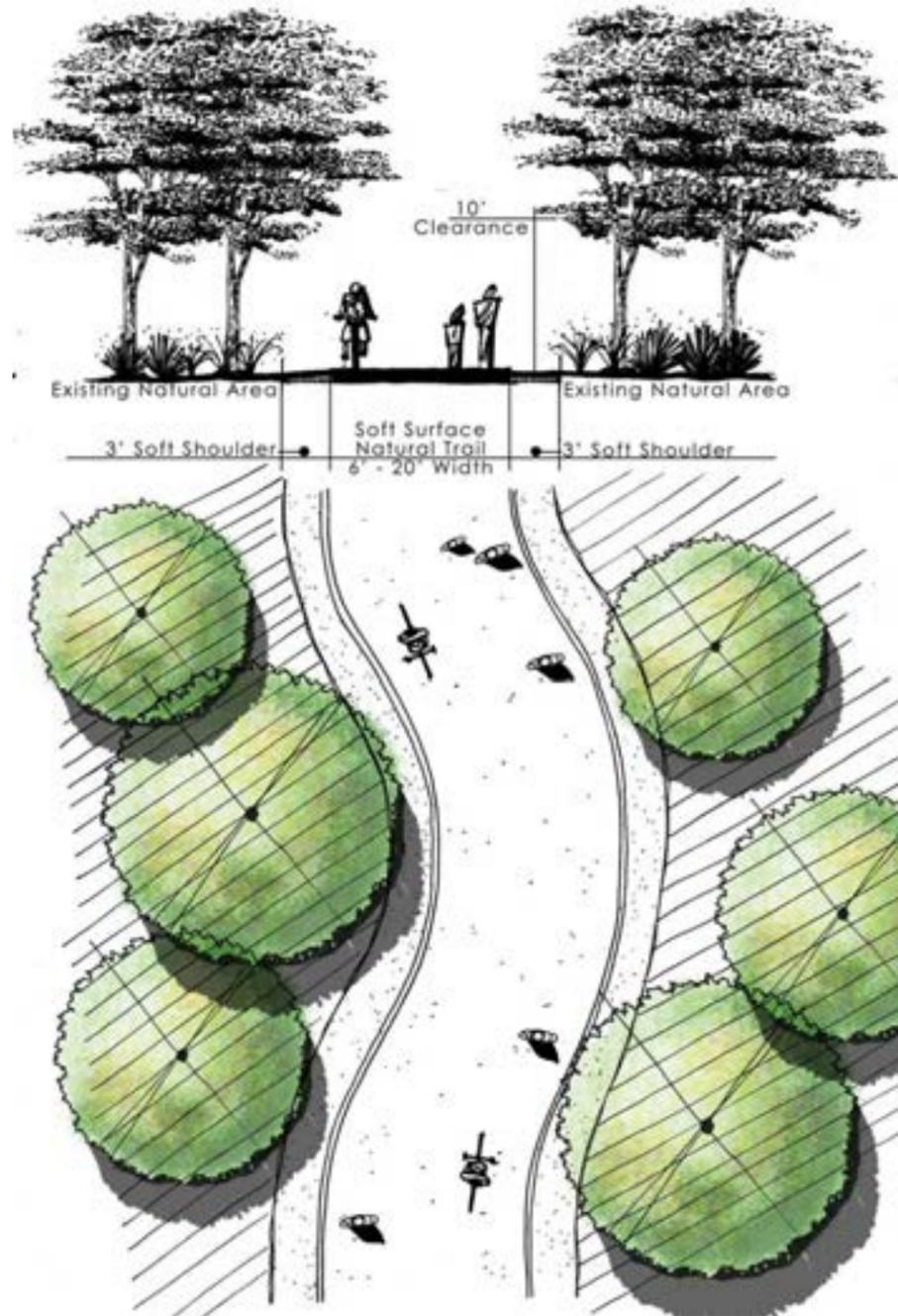
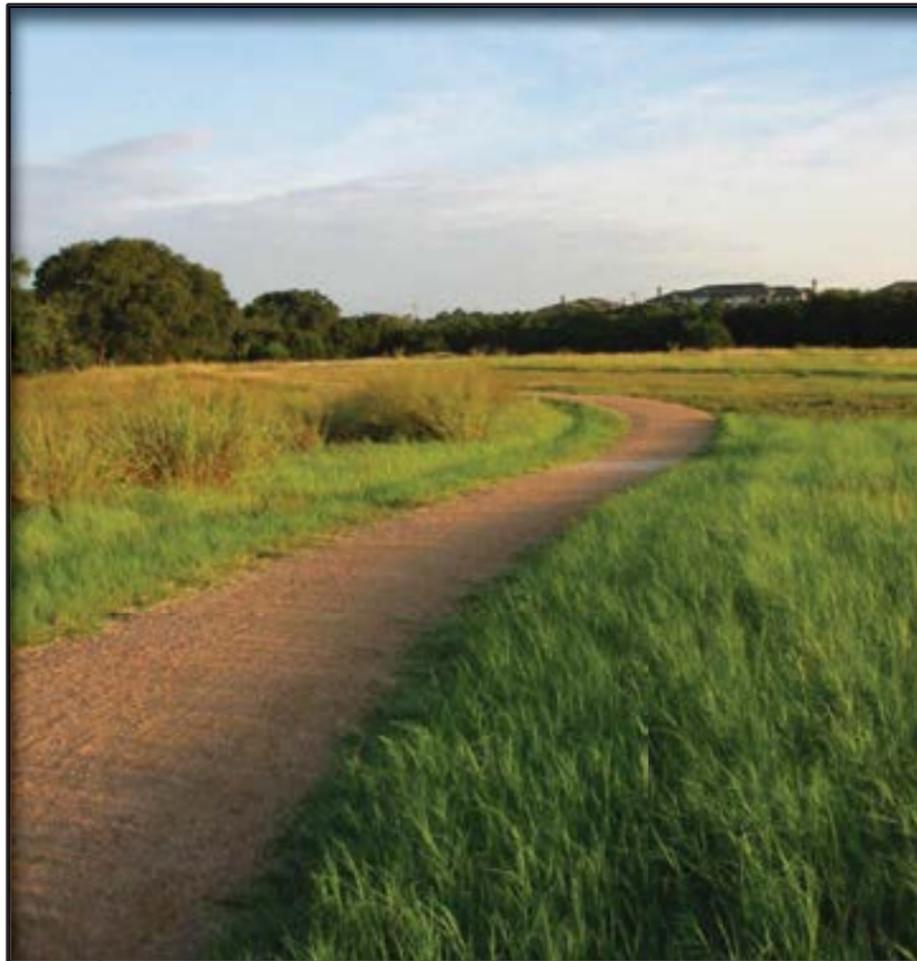
Potential Development Cost					
Neighborhood Trail (Concrete, 8' width)					
Description - Planned as neighborhood trail segments connecting to major arterial trails. 8' wide concrete all weather trail, straight to curvilinear alignment as corridor permits. 4 to 6" thick concrete to allow for some use as maintenance track. Includes some amenities at key intersection or access point nodes. Additional amenities such as shade structures and benches can be added in future.					
Item	Quantity	Unit	Unit Price	Amount	
Base Cost					
1	Grading Allowance (per linear foot - assumes 0.5 ft depth fine grading under trail to generate allowance amount)	5,280	LF	\$9	\$47,520
2	Concrete Trail, 4 to 6 inch depth, 8' width, includes base material	5,280	LF	\$65	\$343,200
3	Trail Striping	5,280	LF	\$4	\$21,120
4	Culverts (12" diam. Max. for local drainage only). Allowance for one every 250 linear feet	21	EA	\$1,000	\$21,000
5	Major drainage culverts (36" to 48" box culvert, assume two every 5000 linear feet)	2	EA	\$20,000	\$40,000
6	Trail directional/safety signs (assume 1 every 500 linear feet)	10	EA	\$500	\$5,000
7	Intersection crosswalk striping	4	EA	\$1,000	\$4,000
8	Intersection and access point accessible ramps (assumes 8 at every intersection)	8	EA	\$1,000	\$8,000
9	Turf re-establishment (allowance for 5' on either side of trail corridor)	52800	SF	\$0.5	\$26,400
Subtotal Base Cost					\$516,240
Amenity Cost					
10	Drinking fountain (one per mile)	1	EA	\$5,000	\$5,000
11	Information kiosk (assume ratio of one per mile)	1	EA	\$5,000	\$5,000
12	Major trail access point sign (1 every 2500 linear feet)	2	EA	\$3,000	\$6,000
13	Security lighting at access point (1 pole per access point)	4	EA	\$5,000	\$20,000
14	Bench node (2 per every mile, includes bench, trash receptacle, decorative pavement)	2	EA	\$3,000	\$6,000
Subtotal Amenity Cost					\$42,000
Subtotal Construction Cost					\$558,240
Design, Testing, Administration, Misc. Costs (15%)					\$83,736
Contingency at Pre-Design Level (20%)					\$128,395
Total					\$770,371
Estimated Overall Cost per Linear Foot					\$146
Estimated Base Cost per Linear Foot					\$135
<i>Note: Order of Magnitude estimate only, without detailed design</i>					
<i>This estimate is intended only to establish a range of potential costs for this construction effort. Costs shown are in 2009 dollars.</i>					



Natural Corridor & Greenway Trails

Natural trails are located mainly in rural or natural resources areas where the natural environment can be emphasized. The surface is typically a compacted earth surface with normal obstructions, such as roots, rocks, and understory vegetation, cleared from the walking pathway. They should be at least 6' to 10' in width but in some cases may be 12' to 15' to allow for greater visibility within the understory. An additional 2' to 4' shoulder zone is desired on either side. Bridges and drainage crossings should be constructed using metal bridge structures, but with a rustic natural appearance if possible.

Potential natural corridors exist along many of the creeks, rivers, and drainage corridors in Cedar Park. In some cases, these corridors may incorporate walking trails, but with only minimal improvements to address street crossings. Like natural corridor trails, trail surfaces should create an atmosphere that is compatible with the natural beauty of the corridor and that results in a very pleasant trail environment.



Potential Development Cost Nature Trail (Natural Surface, 8' width)

Description - natural surface trail through creek corridors and greenbelt corridors. Includes concrete landings and allowance for some fully accessible areas. Includes small bridges to cross drainage swales, and one major bridge every three miles.

Item	Quantity	Unit	Unit Price	Amount	
Base Cost					
1	Grading Allowance (per linear foot - assumes 0.5 ft depth fine grading under trail to generate allowance amount)	5,280	LF	\$3	\$15,840
2	Concrete Trail, 4 to 6 inch depth, 8' width, includes base material	520	LF	\$65	\$33,800
3	Natural trail - includes clearing of 15 to 20' wide corridor, fine grading, construction of some steps to improve access	5,000	LF	\$15	\$75,000
4	Trail Striping (not required for this type of trail)	0	LF	\$4	\$-
5	Culverts (12" diam. Max. for local drainage only). Maximum of 10 per mile assumed	10	EA	\$1,500	\$15,000
6	Major drainage culverts or small bridges (36" to 48" box culvert, assume two every 2000 linear feet)	2.5	EA	\$25,000	\$62,500
7	Major pedestrian bridge - assumes one every three miles	0.33	EA	\$150,000	\$49,500
8	Trail directional/safety signs (assume 1 every 500 linear feet)	5	EA	\$500	\$2,500
9	Intersection and access point accessible ramps (assumes 8 at every intersection)	2	EA	\$1,500	\$3,000
Subtotal Base Cost				\$257,140	
Amenity Cost					
10	Landscape allowance at entrances	5,280	LF	\$8	\$42,240
11	Bench nodes (4 per mile, includes stone benches, table flagstones set in concrete, seating wall)	4	LF	\$15,000	\$60,000
12	Drinking fountain (one per entrance area)	1	EA	\$5,000	\$5,000
13	Information kiosk (assume ratio of one per mile)	1	EA	\$10,000	\$10,000
14	Major trail access point sign (1 every 5000 linear feet)	1	EA	\$5,000	\$5,000
15	Emergency call box - solar powered, one per 1/2 mile	2	EA	\$15,000	\$30,000
16	Security lighting at access point (1 pole per access point)	1	EA	\$5,000	\$5,000
Subtotal Amenity Cost				\$157,240	
Subtotal Construction Cost				\$414,380	
Design, Testing, Administration, Misc. Costs (15%)				\$62,157	
Contingency at Pre-Design Level (20%)				\$95,307	
Total				\$571,844	
Estimated Overall Cost per Linear Foot				\$108	
Estimated Base Cost per Linear Foot				\$67	

*Note: Order of Magnitude estimate only, without detailed design
This estimate is intended only to establish a range of potential costs for this construction effort. Costs shown are in 2009 dollars.*

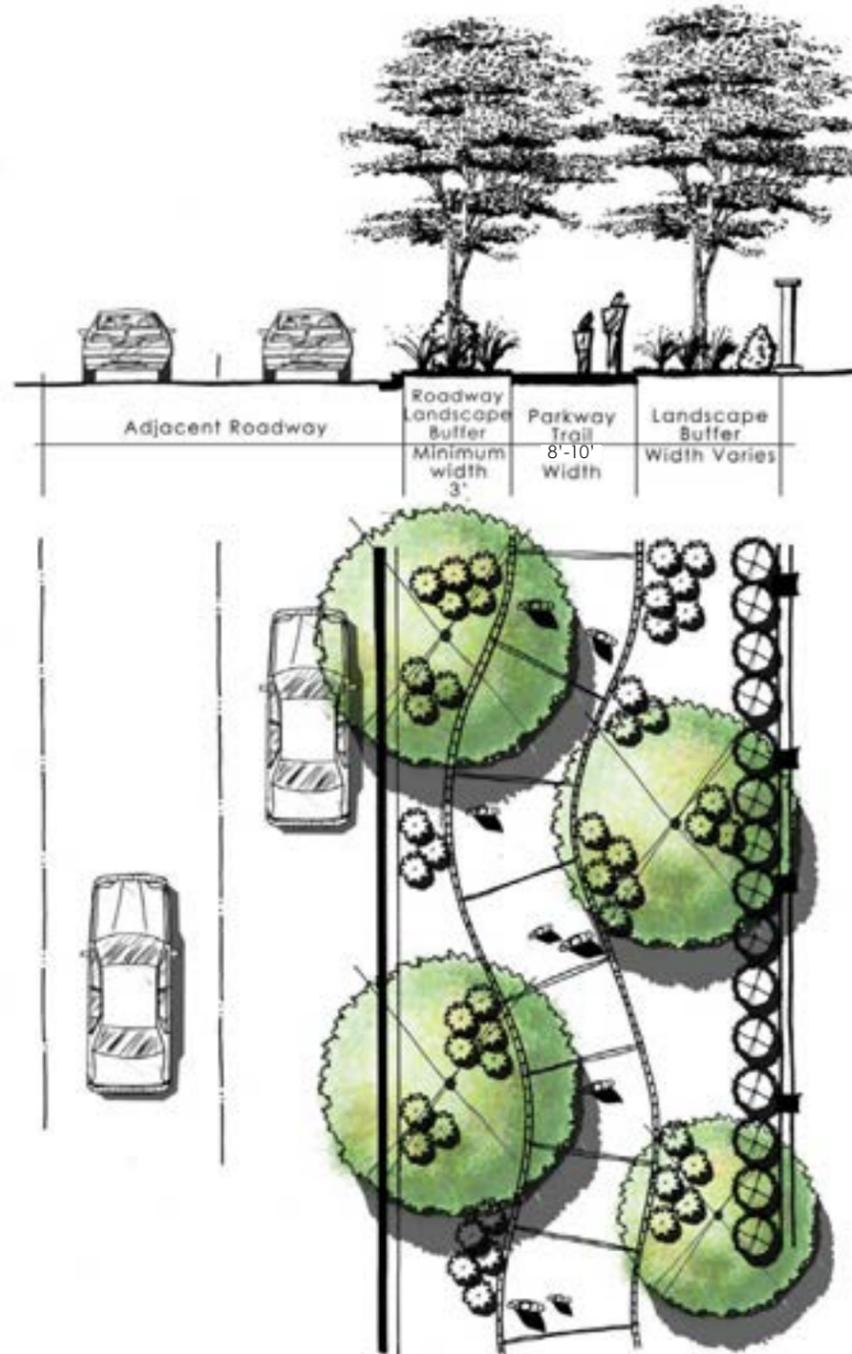
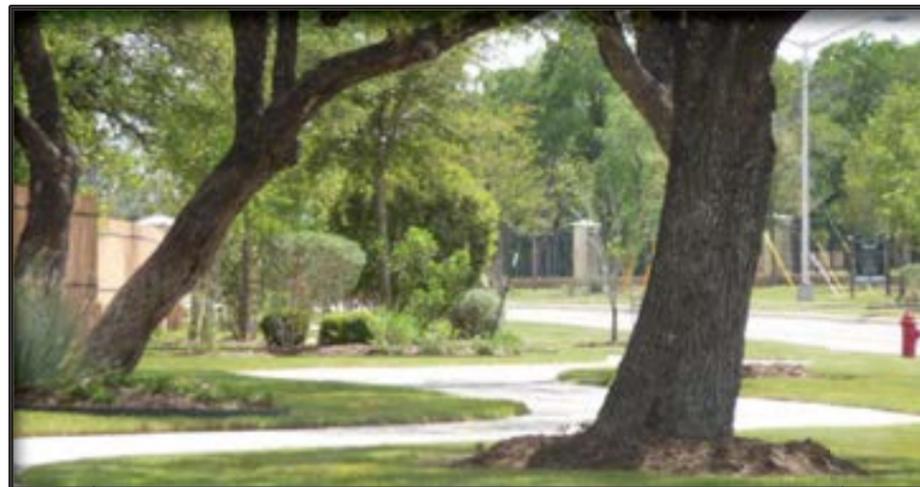


Parkway Trails

Often times the best trail corridors are adjacent to major collector or boulevard streets. Unlike sidewalks, these trails are wider, and a minimum width of 8' to 10' is preferred. A surface of concrete is preferred for durability; however, crushed granite can also be used. Amenities are important to enhance the pedestrian environment along auto-centric streets. Amenities can include decorative light fixtures, landscaping and ground cover, and varying surface treatments at intersections and crosswalks. The overall parkway width should be at least 15' to 20', to allow for at least 6' of clearance between the street curb and the walkway and another 4' +/- between the walkway and the adjacent property line. In many cases additional width may be required to accommodate drainage or other utilities. The picture below shows a parkway trail along a roadway. Parkway trails typically include landscaping that beautifies the road corridor such as a row of large, mature trees in this case. Access to the trail should be adjacent to major arterials and collector streets as well as parks.

Street enhancement is appropriate for trails along roadways and thoroughfares in Cedar Park to improve the pedestrian environment. The setback from the roadway should be based on the classification of the adjacent roadway, as shown in Table 3.3 below.

Roadway Classification	Recommended Minimum Trail Setback
Residential	Minimum 2 feet without trees
Collector	Fifteen Feet
Arterials and Highways	Twenty-five Feet

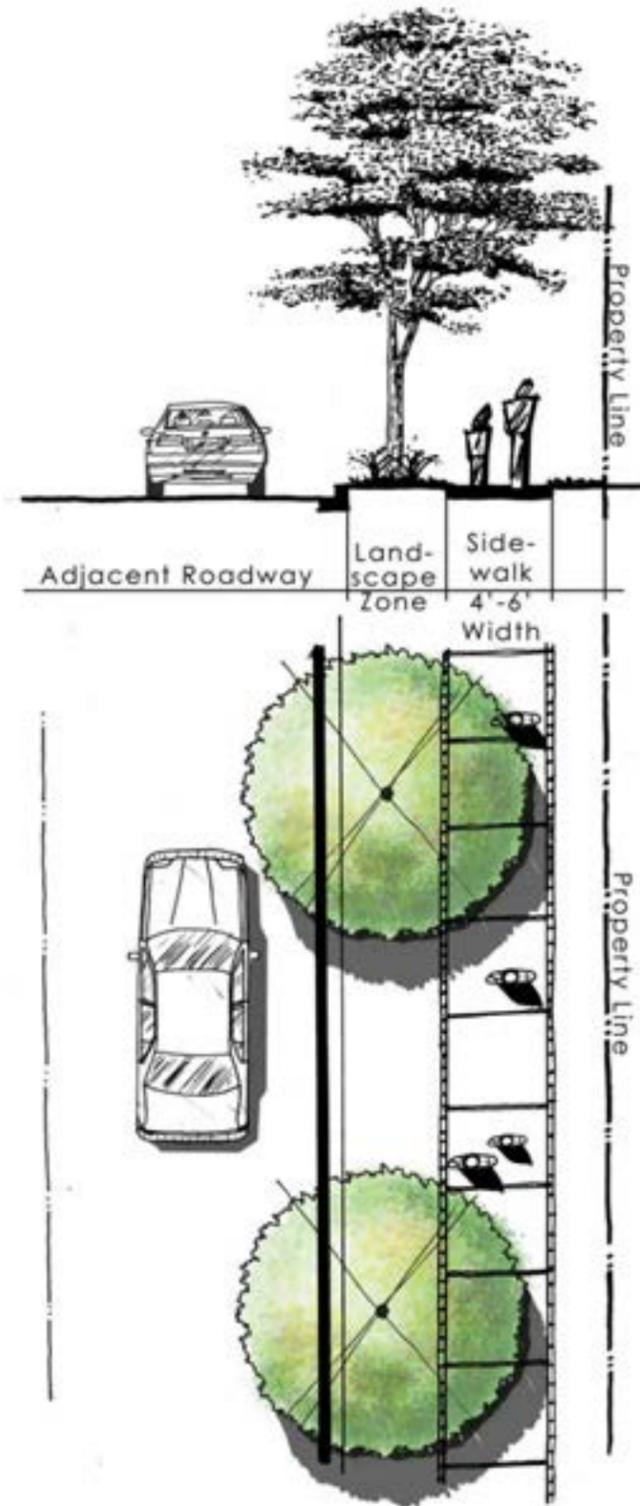


Potential Development Cost					
Parkway Trail (Concrete, 8' width)					
Description - Straight to semi-curved alignment where possible, constructed adjacent to major boulevards. 8' width, 4+ thickness. Because these trails are in highly visible locations, they must include landscaping and decorative features such as benches, groundcover, and signs at key node areas.					
Item	Quantity	Unit	Unit Price	Amount	
Base Cost					
1	Grading Allowance (per linear foot - assumes 0.5 ft depth fine grading under trail to generate allowance amount)	5,280	LF	\$3	\$15,840
2	Concrete Trail, 4 to 6 inch depth, 10' width, includes base material	5,280	LF	\$65	\$343,200
3	Trail Striping (not required)	0	LF	\$4	\$-
4	Culverts (not required)	21	EA	\$1,000	\$21,000
5	Major drainage culverts (36" to 48" box culvert, assume two every 2000 linear feet)	0	EA	\$20,000	\$-
6	Trail directional/safety signs (assume 1 every 500 linear feet)	10	EA	\$500	\$5,000
7	Intersection crosswalk striping	4	EA	\$3,000	\$12,000
8	Intersection and access point accessible ramps (assumes 8 at every intersection)	8	EA	\$1,500	\$12,000
9	Turf re-establishment (allowance for 5' on either side of trail corridor)	40,000	SF	\$0.5	\$20,000
Subtotal Base Cost					\$429,040
Amenity Cost					
10	Landscape allowance	5,280	LF	\$10	\$52,800
11	Benches (8 per mile)	8	LF	\$1,200	\$9,600
12	Drinking fountain (one per mile - not provided with this type of trail)	0	EA	\$5,000	\$-
13	Information kiosk (assume ratio of one per mile)	1	EA	\$5,000	\$5,000
14	Major trail access point sign (1 every 2500 linear feet)	2	EA	\$3,000	\$6,000
15	Security lighting at access point (1 pole per access point - assumed to be already in place along streets)	0	EA	\$2,500	\$-
Subtotal Amenity Cost					\$73,400
Subtotal Construction Cost					\$502,440
Design, Testing, Administration, Misc. Costs (15%)					\$75,366
Contingency at Pre-Design Level (20%)					\$115,561
Total					\$693,367
Estimated Overall Cost per Linear Foot					\$131
Estimated Base Cost per Linear Foot					\$112
<i>Note: Order of Magnitude estimate only, without detailed design</i>					
<i>This estimate is intended only to establish a range of potential costs for this construction effort. Costs shown are in 2009 dollars.</i>					



Sidewalks

Sidewalks are an important component of an overall plan to improve walkability. Sidewalks that are a minimum of 5' wide are recommended along collectors and arterial roads. Sidewalks invite walking, and wider sidewalks tell pedestrians that they can walk side by side and that the walkway can accommodate significant volumes of walkers. Similarly, streets with no sidewalks convey the message very clearly "don't walk here." Sidewalks also provide safe routes for children to travel to school.



Potential Development Cost					
Sidewalk (Concrete, 6' width)					
Description - Major sidewalk connection through neighborhoods and commercial areas.					
	Item	Quantity	Unit	Unit Price	Amount
Base Cost					
1	Grading Allowance (per linear foot - assumes 0.5 ft depth fine grading under trail to generate allowance amount)	5,280	LF	\$9	\$47,520
2	Concrete Trail, 4 to 6 inch depth, 6' width, includes base material	5,280	LF	\$50	\$264,000
3	Trail Striping	0	LF	\$4	\$-
4	Culverts (12" diam. Max. for local drainage only). Allowance for one every 250 linear feet	0	EA	\$1,000	\$-
5	Major drainage culverts (36" to 48" box culvert, assume two every 5000 linear feet)	0	EA	\$20,000	\$-
6	Trail directional/safety signs (assume 1 every 500 linear feet)	0	EA	\$500	\$-
7	Intersection crosswalk striping	0	EA	\$1,000	\$-
8	Intersection and access point accessible ramps (assumes 8 at every intersection)	0	EA	\$1,000	\$-
9	Turf re-establishment (allowance for 5' on either side of trail corridor)	52,800	SF	\$0.5	\$26,400
Subtotal Base Cost					\$337,920
Amenity Cost					
10	Drinking fountain (one per mile)	0	EA	\$5,000	\$-
11	Information kiosk (assume ratio of one per mile)	0	EA	\$5,000	\$-
12	Major trail access point sign (1 every 2500 linear feet)	0	EA	\$3,000	\$-
13	Security lighting at access point (1 pole per access point - assumed to be already in place along streets)	0	EA	\$5,000	\$-
14	Bench node (2 per every mile, includes bench, trash receptacle, decorative pavement)	0	EA	\$3,000	\$-
Subtotal Amenity Cost					\$-
Subtotal Construction Cost					\$337,920
Design, Testing, Administration, Misc. Costs (15%)					\$50,688
Contingency at Pre-Design Level (20%)					\$77,722
Total					\$466,330
Estimated Overall Cost per Linear Foot					\$88
Estimated Base Cost per Linear Foot					\$88
<i>Note: Order of Magnitude estimate only, without detailed design</i>					
<i>This estimate is intended only to establish a range of potential costs for this construction effort. Costs shown are in 2009 dollars.</i>					



Other Specialized Types of Trails

Paddling Trails

Paddling trails allow access to water features in a community that could open doors to and promote a variety of activities in Cedar Park. Cedar Park has several creeks that present an opportunity for a paddling trail that can become an attraction. A casual trip in a canoe along Brushy Creek allows a much different perspective of the water. Canoes or kayaks could be an amenity for these paddling trails, and marker poles with information could be added to create interest. Boat launches will be necessary for those paddling trails.

Equestrian Trails

Locations to ride horses are rare so close to cities and offer an opportunity for a unique recreational venue in Cedar Park. Equestrian trails require additional clearance, and parking for trailers is required at the trailhead. A close permanent stabling operation could greatly increase the use of these trails.

On-Street or Striped Bicycle Lanes

Off street trails that are intended to accommodate bicycles are referred to as shared use paths. Most trails should be designed to readily accommodate bicycles.

On-street bicycle facilities are equally important. Neighborhood routes should be identified that permit relatively easy riding. Specific facilities for cyclists include striped bicycle lanes that are a minimum 4' (5' is preferred for inexperienced rider comfort) in width from the street edge of the gutter pan, or in some cases the use of the "sharrow" which indicates a shared use lane (SLM). The sharrow is in the final stages of approval for inclusion in the Manual of Uniform Traffic Control Devices (MUTCD), but municipalities may apply for permission to use this new symbol prior to its formal adoption.

Bicycle facilities are discussed further in Chapter 5.





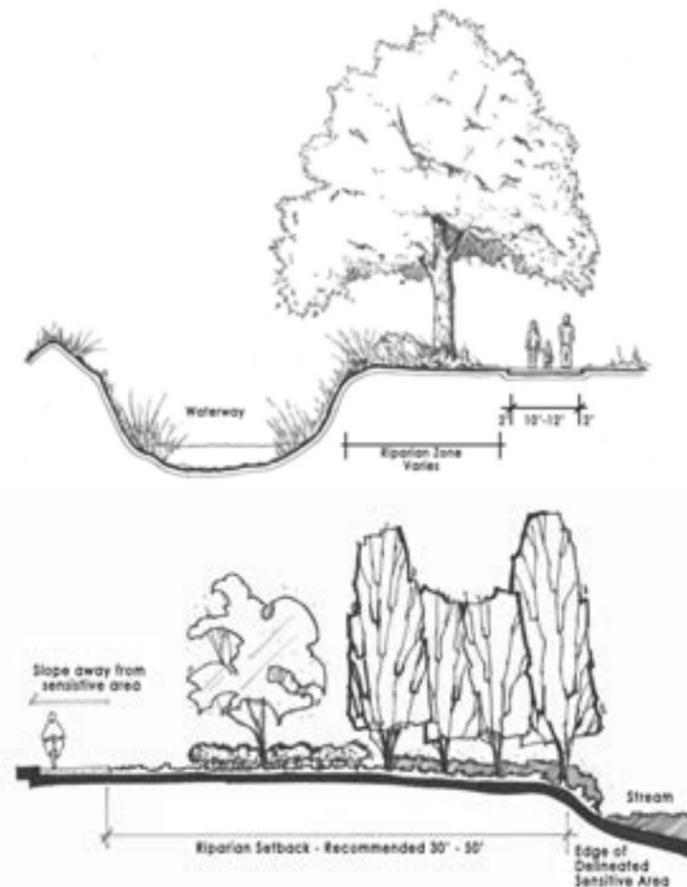
Other Design Considerations

Trails in Sensitive Areas

For community trails that will be located in environmentally sensitive areas, several measures are recommended to lessen the impact of the trail and trail users on the area:

- ◆ The riparian setback should be as wide as possible: 30-50' recommended.
- ◆ Slope the trail away from the waterway or pre-treat trail runoff with a trailside swale.
- ◆ Limit vegetation removal.
- ◆ Locate the trail outside the 100-year floodplain wherever possible.
- ◆ Remove invasive plant species.

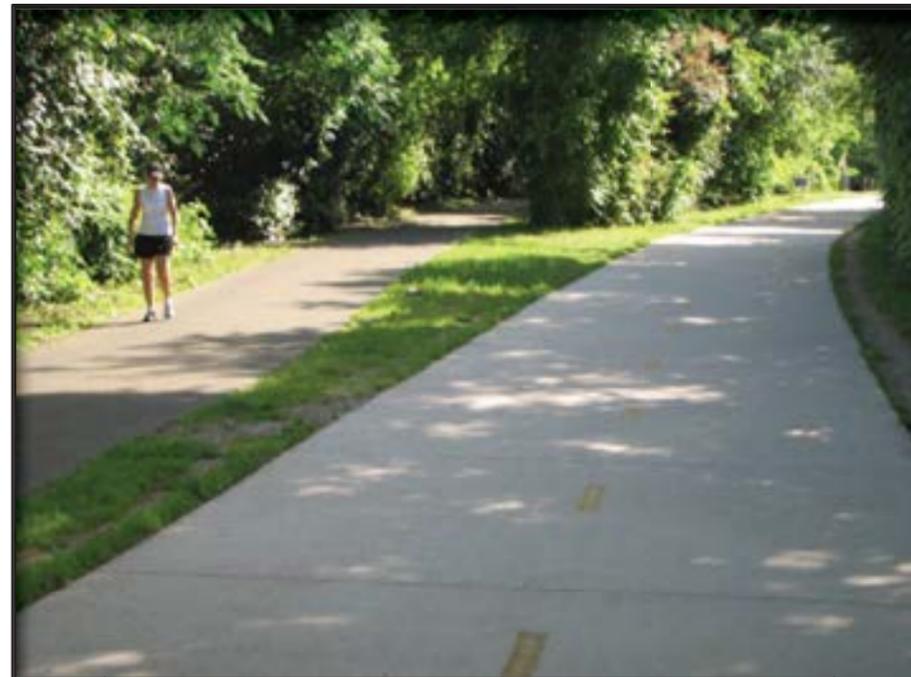
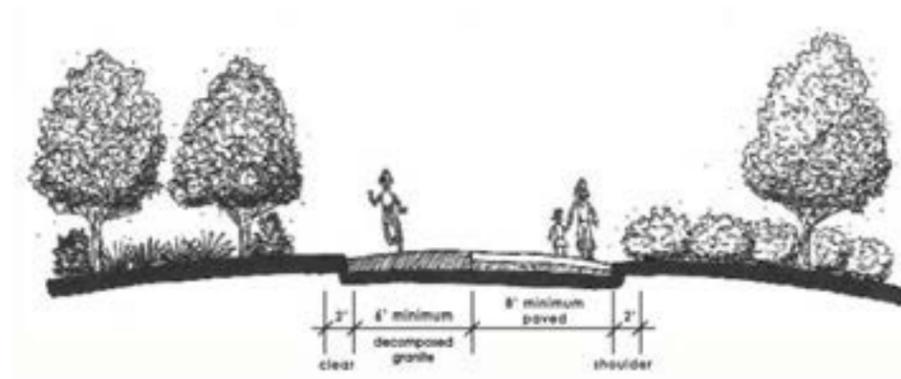
Use the trail as an opportunity to restore and enhance the waterway or environmentally sensitive area.



Trails with Accommodation for Runners and Joggers

Community trails that accommodate runners and joggers have a concrete trail and a decomposed granite or asphalt trail next to the concrete one. For community trails designed to accommodate runners and joggers, as well as other users, several measures are recommended to ensure a quality trail experience for both runners and other community trail users:

- ◆ The concrete community trail still needs to be designed to the standards of a community trail with 10' to 12' preferred widths and 10' vertical clearance.
- ◆ This type of trail is not recommended in sensitive stream corridors.





Pedestrian Bridges and Underpasses

Pedestrian bridges and underpasses provide access across barriers that would otherwise hinder connectivity of a trail system. Pedestrian bridges are required in locations where typical drainage channel crossings spans anywhere from 50' to 200'. These bridges may be typical pre-fabricated designs, but should always strive to be a step above the customary steel bridge design.

From a user's perspective, bridges should be at least as wide as the trail; preferably one to two feet wider on each side. This is so pedestrians can stop and view the adjacent scenery without obstructing the trail. Any bridge that is specifically designated for bicycle traffic must have appropriate railing for bicyclists. Texas has adopted the AASHTO Bridge Design Specifications requirement that railing of bridges that are designated for bicycle traffic should be a minimum of 54 inches high with the same restrictions on openings as for pedestrian railing. Pedestrian railing openings between horizontal or vertical members must be small enough that a 4-inch sphere cannot pass through them in the lower 27 inches. For the portion of pedestrian railing that is higher than 27 inches, openings may be spaced such that an 8-inch sphere cannot pass through them. Decking material should be firm and stable. Bridge approaches and span should not exceed 5% slope for ADA access.

Bridges should accommodate maintenance vehicles if necessary. Bridge structures should be out of the 100-year floodplain. Footings should be located on the outside of the stream channel at the top of the stream bank. The bridge should not constrict the floodway. All bridges and footings in the stream corridor will need to be designed by a registered geotechnical or structural engineer. Cost, design and environmental compatibility will dictate which structure is best for the trail corridor.

Underpasses provide a more direct route to go under a busy street. From the standpoint of a user, underpasses should be well lit and attractive, and most of all project a sense of security. A minimum clearance of 8' is recommended, but 10' is preferred. All vehicular bridges added in Cedar Park in the future that cross an identified potential trail corridor should be designed to accommodate a "shelf" for a trail.





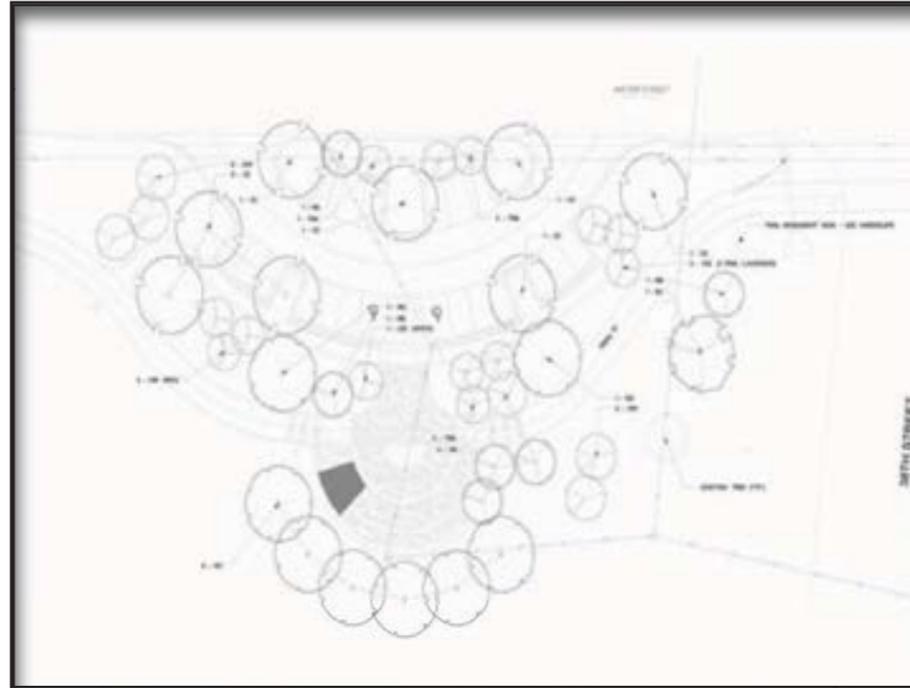
Trailheads and Access Points

A very high level of accessibility is desired for municipal trail corridors. More access points increase a sense of security, since they encourage ready use of the trail by area residents. A well used trailhead will most likely be at parks. Access points should be as little as 1/8th of a mile apart for neighborhood trails, and typically no more than a 1/4 mile to a 1/2 mile for all other trail types. Major trailheads can be spaced 1/2 mile or further apart. Two types of neighborhood trail access points include:

- ◆ Access from adjacent neighborhood streets
- ◆ Access from specific trailheads in parks

Typical Trailhead Features

- Parking for 10+/- cars
- Small Shade Pavilion
- Drinking Fountain
- Optional Safety Call Box
- Kiosk with Trail Map and Information
- Bicycle Parking Stand
- Optional Fitness Stations or Warm-Up Stations
- Landscaping and Optional Seasonal Color
- Major Trail Identification Sign
- Optional restrooms (in park locations)





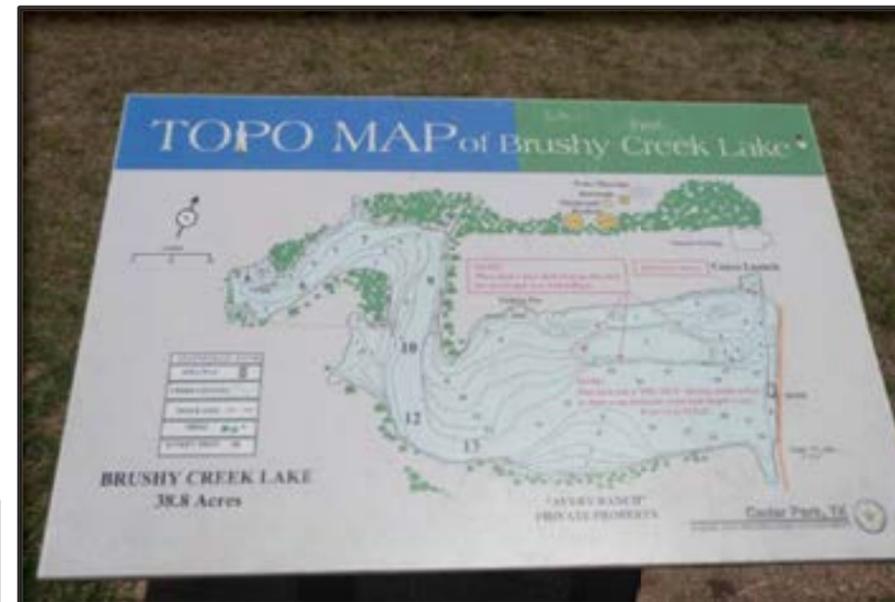
Features and Amenities

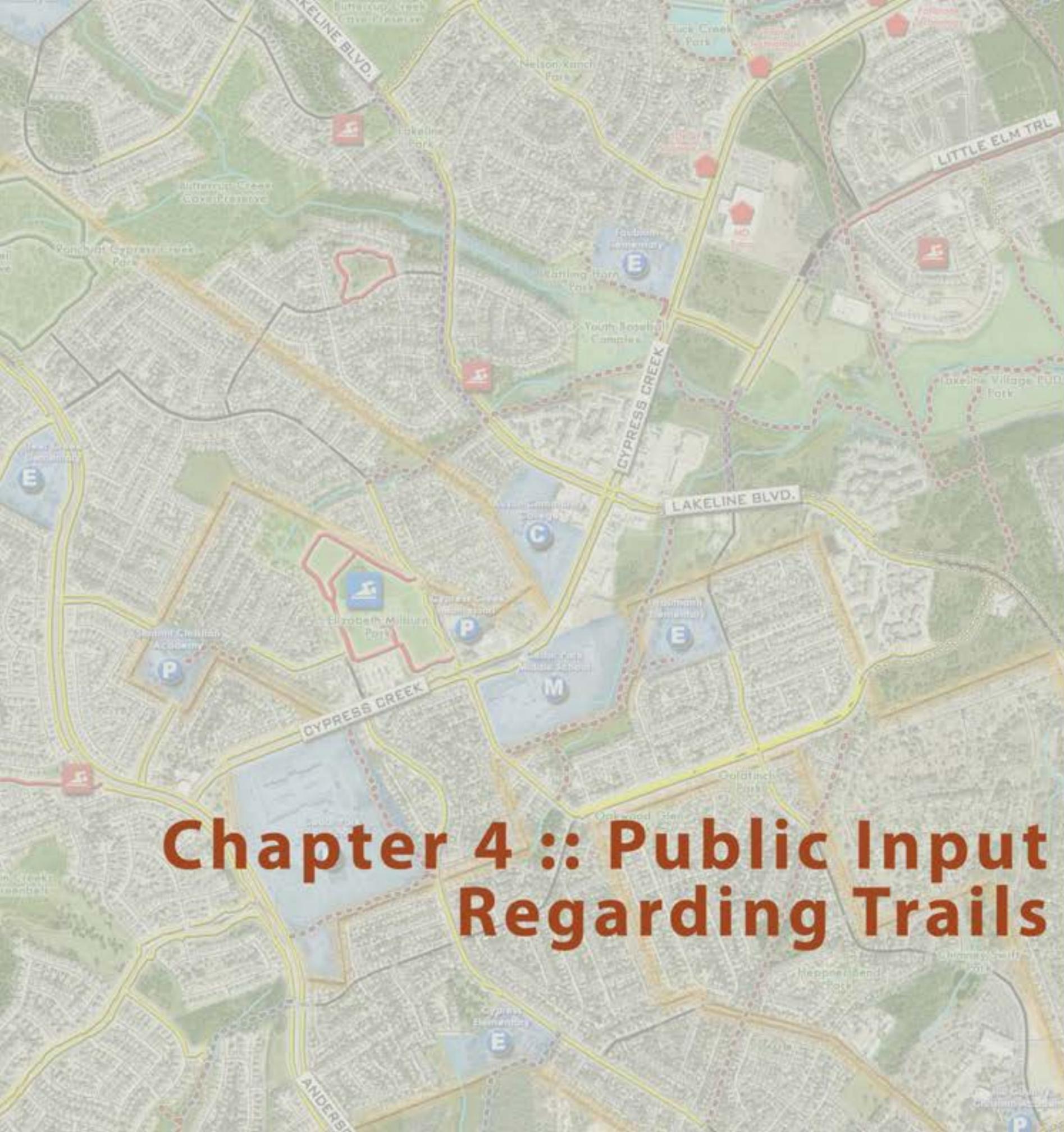
In order for the trails system to be a successful community amenity, the trails should appeal to a wide variety of users. To achieve this, the trails should be designed to provide a high level of user conveniences. The demographics of the community include both elderly and young users. These groups will use the trail more often if amenities are provided. Recommended trail amenities include:

- ◆ **Water Fountains** provide drinking water for people (and pets in some cases).
- ◆ **Bicycle Parking Racks** allow trail users to safely park their bikes if they wish to stop along the way, particularly at parks and other desirable destinations.
- ◆ **Interpretive Installations** and signs can enhance the trail experience by providing information about the history of Cedar Park. Installations can also discuss local ecology, environmental concerns, and other educational information.
- ◆ **Art Installations** make a trail system uniquely distinct. Local artists can be commissioned to provide art for the trail system. Many trail art installations are functional as well as aesthetic, as they may provide places to sit and play on.
- ◆ **Restrooms** are appropriate at major trailheads or as previously existing in City parks along the trail route.
- ◆ **Pedestrian-Scale Lighting** improves safety and enables the trail to be used year-round. It also enhances the aesthetic beauty of the trail. Lighting fixtures should be consistent with other light fixtures in the City, possibly emulating a historic theme.
- ◆ **Trail Furniture**, such as benches at key rest areas and viewpoints, encourages people of all ages to use the trail by ensuring that they have a place to rest along the way. Benches can be simple (e.g. wood slats) or more ornate (e.g. stone, wrought iron, concrete).
- ◆ **Maps and Directional Signage** provide information so that users can navigate the trail system. A comprehensive signing system makes a trail system stand out. Information kiosks with maps at trailheads and other pedestrian generators can provide enough information for someone to use the trail system with little introduction - perfect for areas with high out-of-area visitation rates as well as the local citizens. The directional signage should impart a unique theme so trail users know which trail they are following and where it goes. The theme can be conveyed in a variety of ways: engraved

stone, medallions, bollards, and mile markers. A central information installation at trailheads and major crossroads also helps users find their way and acknowledge the rules of the trail. They are also useful for interpretive education about plant and animal life, ecosystems, and local history.

- ◆ **Information Kiosks** provide trail users with information and the rules and regulations of the trail. Often an overall trail system map is posted at a kiosk. Involving school children, university students and civic organizations in the research, design and construction of these kiosks would be an excellent community activity.
- ◆ **Trash Receptacles and Dog Waste Pick-up Stations** are important trail features that can help keep the trails maintained. Periodic containers at access points should be provided. Additionally, dog waste pick-up bag dispensers should be placed at trailheads and key neighborhood access points along the route. Signs should be placed along the trail notifying dog owners to pick up after their dogs.





Chapter 4 :: Public Input Regarding Trails





Introduction

Public input is a critical component of any planning process. A long range plan such as this must represent the long range goals of the citizens and residents who are going to fund the planned facilities, support them, and ultimately use them.

The City of Cedar Park has always had a commitment to include citizen feedback in its planning and design processes. In light of the widespread interest in trails in all parts of the City, staff undertook an intensive process to obtain feedback, opinions, and ideas. **Even more importantly, much of this feedback was received prior to beginning to designate priorities and locations for trail corridors.** The public input process included three major levels:

- ◆ Online survey available to all residents of the City;
- ◆ 4 sector public meetings to discuss potential corridors and citizens' concerns;
- ◆ Citywide public meeting to review proposed trails.

The questions asked during the online survey were also asked at the sector meetings in the form of a questionnaire. The results from the online survey and the sector meetings can then be compared to give a more accurate account of residents' desires and concerns regarding trails in Cedar Park. The results from the surveys are discussed on the following pages.

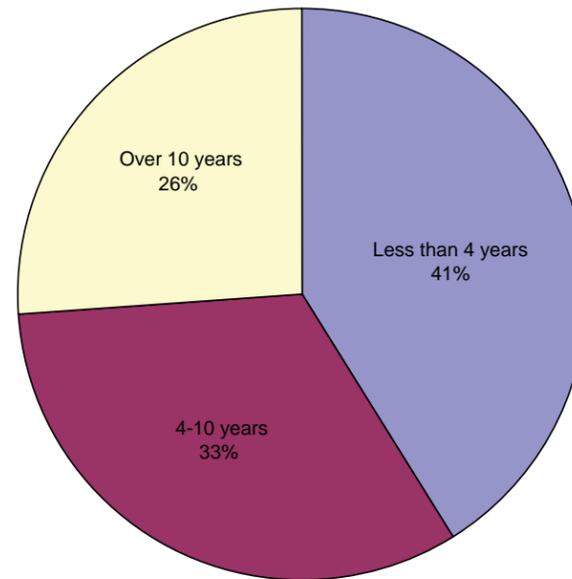
Citizens' Opinions Regarding Trails

Approximately 629 people responded to the online survey, and 44 residents filled out a questionnaire at the sector meetings. Of the online survey participants, 87% indicated they were residents of Cedar Park, while all sector meeting attendees indicated they were residents of Cedar Park.

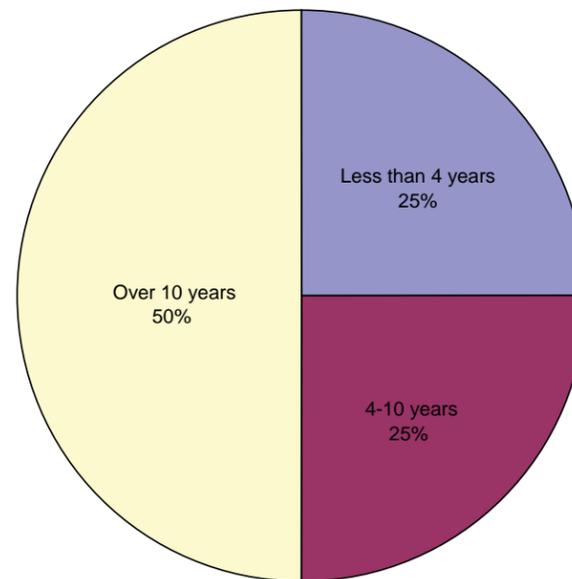
67% of the online survey participants and 32% of the sector meeting attendees indicated they have children under the age of 18 living at home.

Residents were also asked how long they have lived in the City of Cedar Park. Their responses are shown in charts below.

How Long Have You Lived in Cedar Park? (online survey)



How Long Have You Lived in Cedar Park? (sector meetings)



Residents who participated in the online survey and who attended the sector meetings were asked whether or not they have utilized a trail or bicycle facility in Cedar Park, Williamson County, or elsewhere in Central Texas within the past 12 months. The responses are shown below. For both the online survey and the sector meetings questionnaire, 77% of residents indicated they have utilized a trail in Cedar Park in the past 12 months.

Utilized Trail Within The Past 12 Months? (online survey)

Cedar Park	77%
Austin	58%
Williamson County	53%
Round Rock	23%
Georgetown	15%
Haven't utilized trail facility	8%
Other	7%

Utilized Trail Within The Past 12 Months? (sector meetings questionnaire)

Cedar Park	77%
Williamson County	70%
Austin	50%
Round Rock	27%
Georgetown	18%
Other	9%
Haven't utilized trail facility	9%

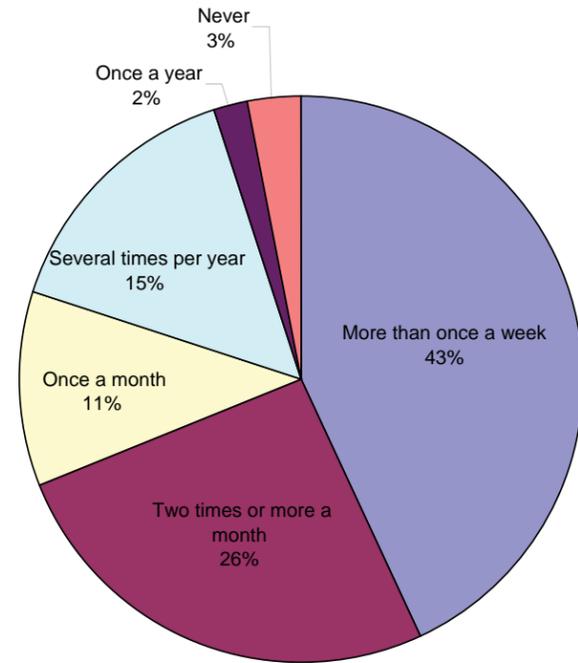


Residents were also asked how often they utilize trails. The responses are shown below. Over half of all the survey participants (69% for the online survey and 59% for the sector meetings questionnaire) indicated they use trails several times a month.

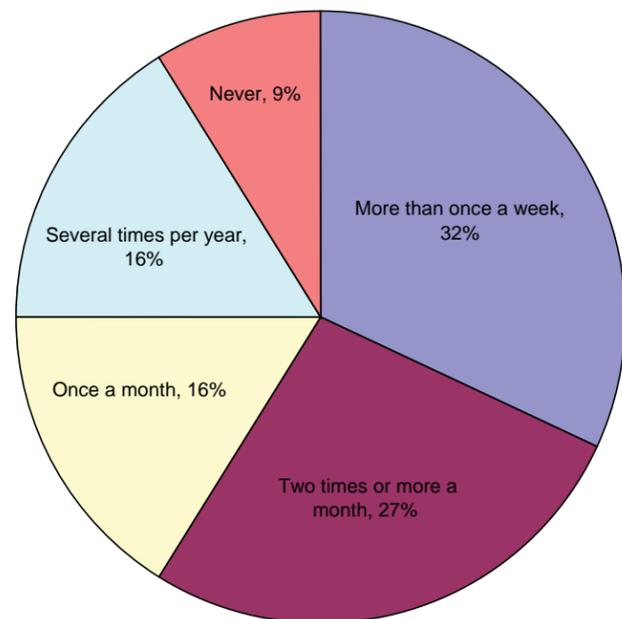
When residents were asked what they would like trails in Cedar Park to connect to, the number one response was parks, followed by surrounding neighborhoods. The responses are shown below with the percent of respondents who indicated they wanted trails to connect to those facilities.

Residents were given a list of possible activities to do while using a trail. They were then asked for what activities they use trails. It is important to know what activities people use trails for so that those types of activities can be incorporated into future trails. The majority of survey respondents use trails for walking and running for either leisure or exercise. However, a large portion also use trails for bike riding, indicating that major trails should be built wide enough to accommodate a variety of activities.

How Often Do You Use Trails? (online survey)



How Often Do You Use Trails? (sector meetings)



What Do You Want Trails To Connect To? (online survey)

Parks	91%
Surrounding Neighborhoods	77%
Recreation Center	59%
Schools	45%
Retail Shopping	36%
Restaurants	36%
Library	34%
Places of Employment	19%
Civic/Government Buildings	18%

What Do You Want Trails To Connect To? (sector meetings questionnaire)

Parks	95%
Surrounding Neighborhoods	56%
Recreation Center	44%
Library	31%
Schools	18%
Retail Shopping	18%
Restaurants	13%
Places of Employment	10%
Civic/Government Buildings	5%

What Activities Do You Use Trails For? (online survey)

Walking/Running for Exercise	83%
Walking for Leisure	77%
Bike Riding	76%
Mountain Bike Riding	44%
Wildlife Viewing	34%
Photography	20%
Bird Watching	17%
Other	12%

What Activities Do You Use Trails For? (sector meetings questionnaire)

Walking for Leisure	86%
Walking/Running for Exercise	71%
Bike Riding	62%
Wildlife Viewing	52%
Mountain Bike Riding	36%
Canoeing/Kayaking	21%
Bird Watching	19%
Other	14%
Photography	10%

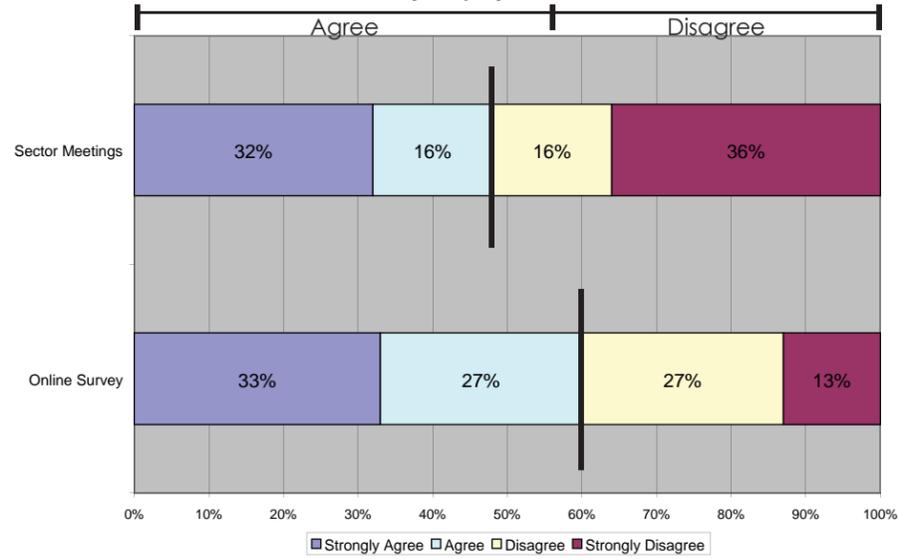


Residents were asked specific questions regarding the use of bicycle facilities. When asked if they **would use their bike to get to work if trails were more accessible to their employment area**, 48% of those who filled out a sector meeting questionnaire and 60% of those who participated in the online survey indicated they would ride their bike. This demonstrates a desire among residents in Cedar Park to have more trails so that they can bike to areas around the community, especially work.

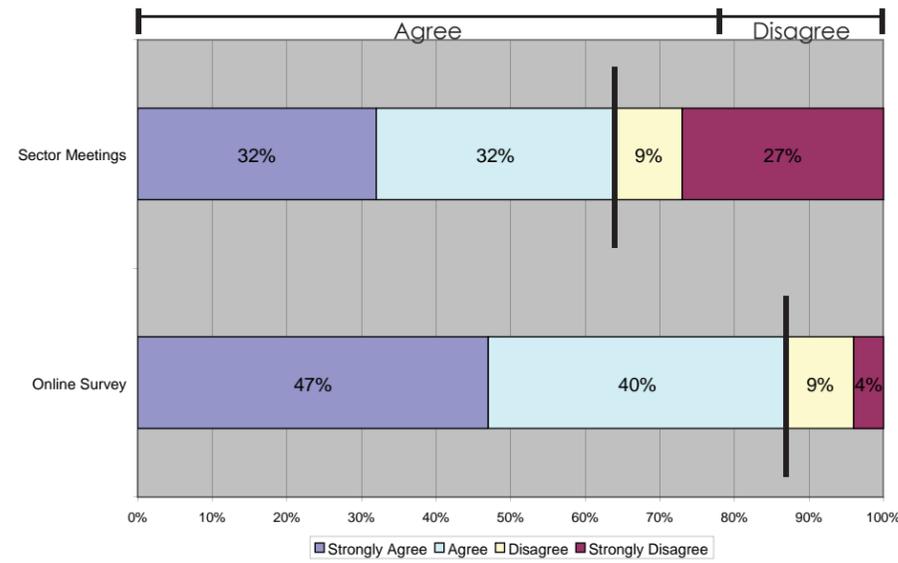
Similarly, residents were asked if **they would ride their bikes or allow their kids to ride their bikes to school if trails were more accessible in their neighborhood**. 64% of the sector meeting questionnaire respondents and 87% of the online survey respondents agreed. Because schools are often located in close proximity to neighborhoods, students usually do not have to travel a great distance from their home. Providing trails that link neighborhoods and schools can increase the probability of students using their bikes to get to school, which can in turn reduce the amount of traffic that schools create by having fewer parents driving their children.

In order to provide more bicycle facilities to the residents of Cedar Park, some roadways may have to be widened to allow for bicycle lanes. Residents were asked whether or not they would support this. 83% of those who responded to the sector meeting questionnaire and 87% of those who responded to the online survey indicated they would **support widening some roadways where feasible to allow for bicycle lanes**. Again this demonstrates the desire that residents want to be able to travel by bicycle from one area of the community to another.

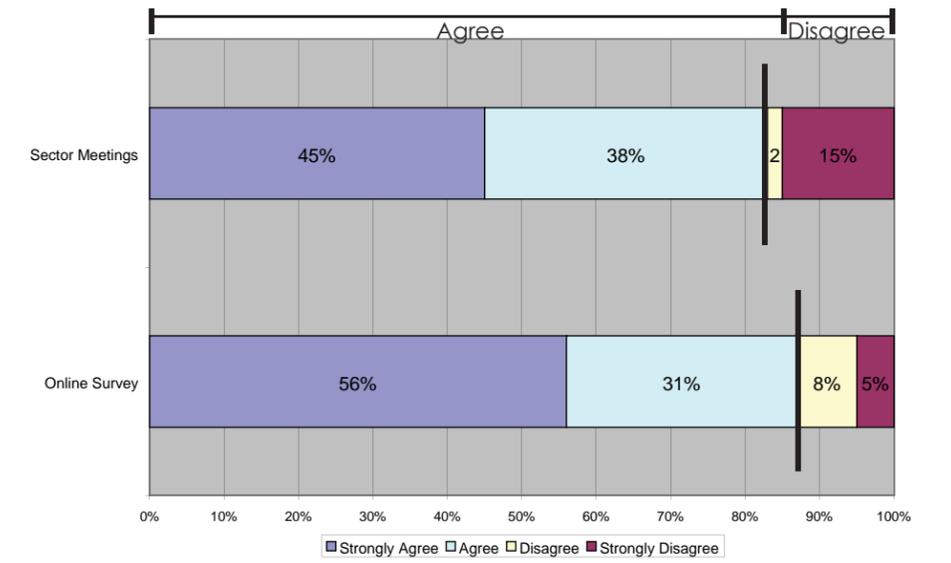
I Would Use My Bike to Get to Work if Trails Were More Accessible to My Employment Area



I Would Use My Bike or Allow My Kids to Use Their Bike to Get to School if Trails Were Accessible in My Neighborhood



I Would Support Widening Some Roadways Where Feasible to Allow for Bicycle Lanes

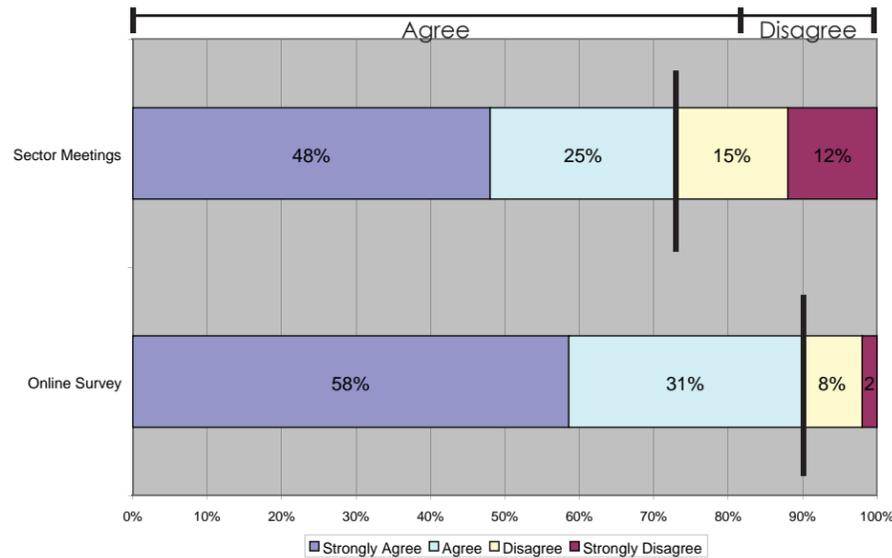




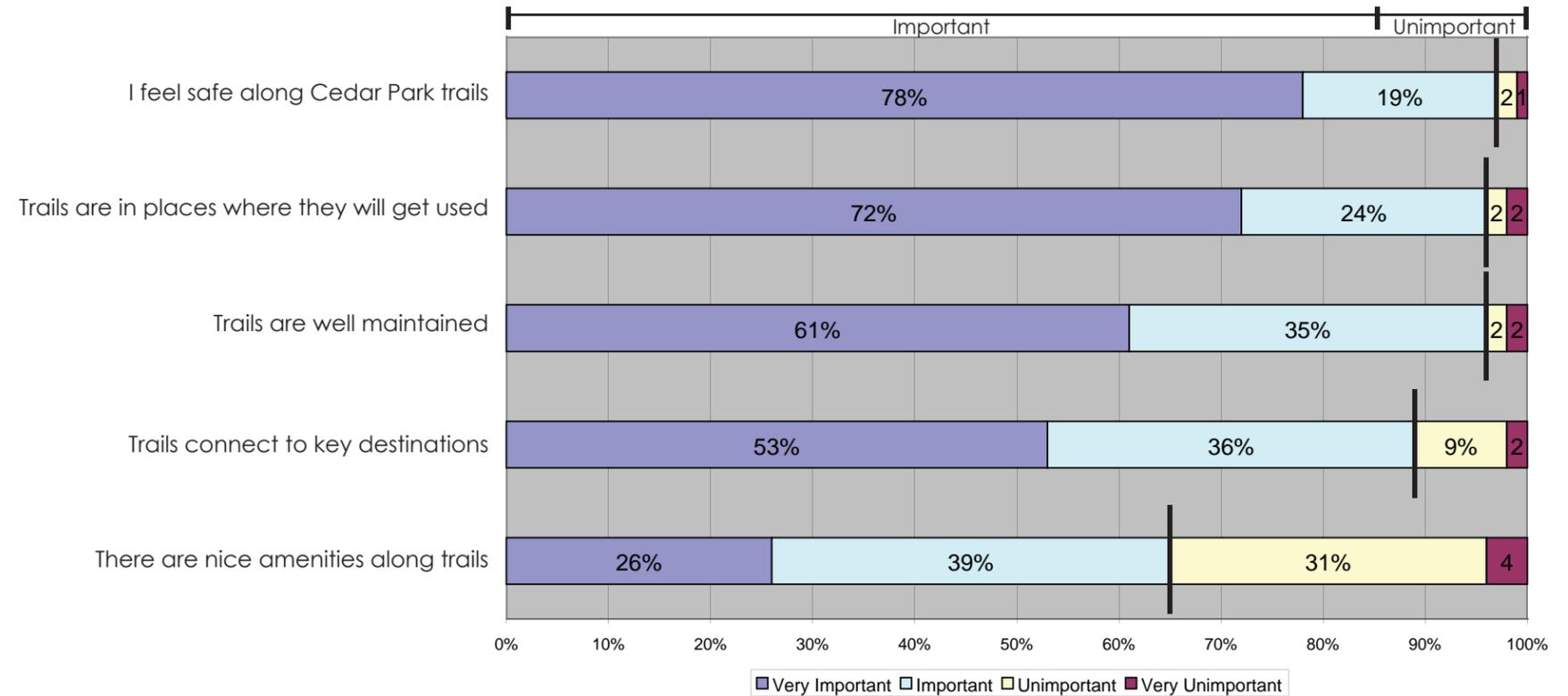
Trails are now being recognized across the country as an alternative form of transportation. An interconnected trail system can provide people with the choice to commute from one side of a city to another either by foot or on a bicycle. Residents in Cedar Park were asked if they would like to see trails developed as an alternative way to commute. **73% of those who responded to the sector meeting questionnaire and 89% of those who responded to the online survey agreed that they would like to see trails developed as an alternative way to commute or get around the City.**

Residents were given a list of different issues that could arise from developing trails and they were asked how important or unimportant each issue was to them. The results from the online survey are shown below and results from the sector meetings questionnaire are shown on the following page. **97% indicated that the most important issue was that they feel safe along trails.** Having trails that are in places where they will get used and having trails that are well maintained were ranked next in terms of importance with 96% of respondents indicating these two as important.

Trails Developed as an Alternative Way to Commute or Get Around Cedar Park



Importance of Issues Regarding Trails (online survey)

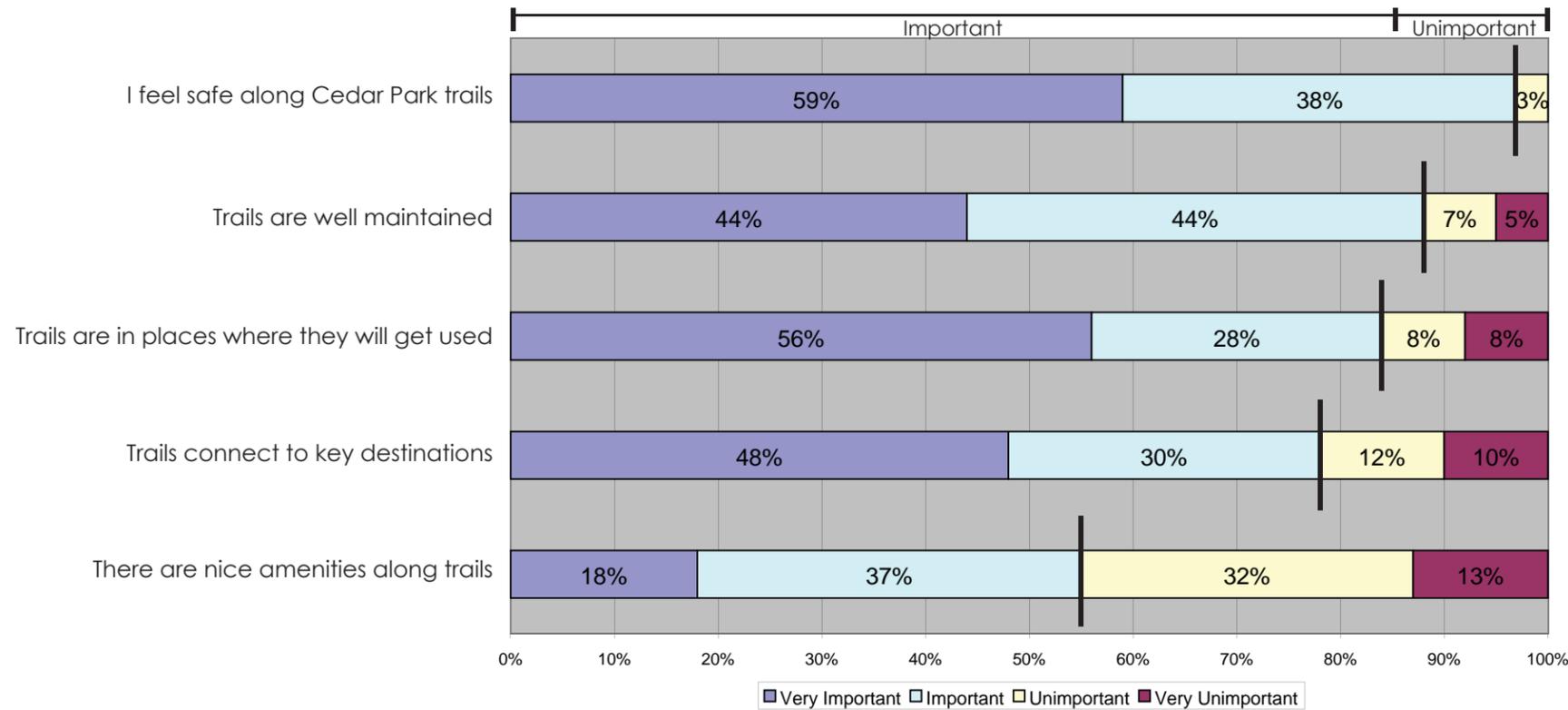




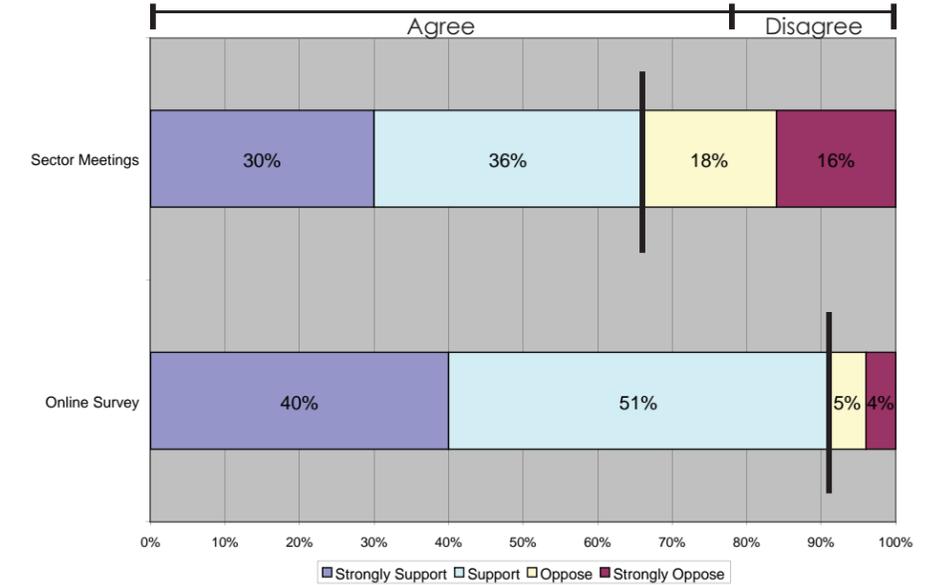
The results from the sector meetings questionnaire were similar to the results from the online survey. **Again 97% indicated the most important issue was that residents feel safe when using a trail in Cedar Park.** The second most important issue was that trails are well maintained, followed by trails being in places where they will get used. The results are shown below.

The most probable form of funding for the construction of trails is through bonds. Residents were asked how strongly they would support or oppose a future bond election. **66% of those who responded to the public meeting questionnaire indicated they would support a bond for trails, while 91% of those who responded to the online survey indicated they would support a bond.** Without knowing exact details of how much a bond would be for and where the trails would be constructed, there is still a great deal of support for financing the construction of trails through a bond election.

Importance of Issues Regarding Trails (sector meetings)



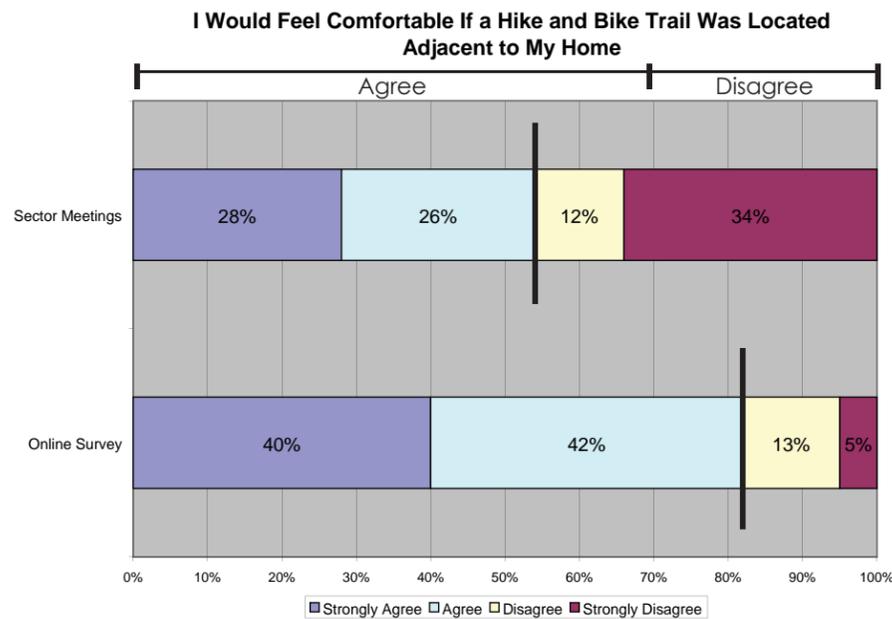
Support a Future Bond Election to Finance Trail Construction





As shown previously in this report, much of the land in Cedar Park is developed and there are few natural corridors available for trail development. Therefore, it was important to know whether or not the residents of the City would feel comfortable having a trail built adjacent to their home. Of those who responded to the sector meeting questionnaire, 54% indicated they would be comfortable with this. Conversely, 82% of those who participated in the online survey indicated they would feel comfortable with trails being placed adjacent to their home.

After asking whether or not residents would feel comfortable with a trail being adjacent to their home, they were then asked what would be their primary concern with it. If they had no issue with the trail, then they were asked to write no issue. The results are listed below.



What Would Be Your Primary Concern with Trails Adjacent to Your Home? (sector meetings questionnaire)

Safety/Crime	26%
No Issue	24%
Barking Dogs/Noise	10%
Strangers/Undesirables	10%
Miscellaneous	10%
Litter/Maintenance Issues	7%
Parking Issues/Traffic	7%
Loss of Privacy	6%

What Would Be Your Primary Concern with Trails Adjacent to Your Home? (online survey)

No Issue	45%
Safety/Crime	25%
Litter/Maintenance Issues	13%
Loss of Privacy	6%
Barking Dogs/Noise	3%
Miscellaneous	3%
Strangers/Undesirables	2%
Parking Issues/Traffic	2%



During the sector meetings and on the online survey, residents were given pictures of different types of trails, locations of trails, and trail amenities then asked which they prefer. Establishing citizen preferences helps ensure that the City constructs trails where residents want them as well as of the type of materials that residents enjoy. The following pages detail the results of resident preferences.

Online Survey Results

Brushy Creek Trail (crushed granite)	27%
Town Lake Trail	25%
Barton Creek Greenbelt	22%
Brushy Creek Trail (concrete)	15%
Lake Creek Trail	6%
San Gabriel River Trail	5%

Sector Meeting Questionnaire Results

Brushy Creek Trail (crushed granite)	31%
Town Lake Trail	29%
Barton Creek Greenbelt	19%
Brushy Creek Trail (concrete)	17%
San Gabriel River Trail	4%
Lake Creek Trail	0%

What is Your Favorite Trail in This Area?

(please place a sticker on your favorite trail)



Brushy Creek Trail - Crushed Granite



Brushy Creek Trail - Concrete



Lake Creek Trail in Round Rock



San Gabriel River Trail in Georgetown



Town Lake Trail in Austin



Barton Creek Greenbelt Trail in Austin



Online Survey Results

Crushed Granite Trail	71%
Multi Purpose/Concrete	53%
Soft Surface Nature Trail	32%
On-street Bicycle Lane	32%
Parkway Sidewalk	25%
Neighborhood Sidewalk	20%

Sector Meeting Questionnaire Results

Crushed Granite Trail	38%
Soft Surface Nature Trail	24%
Multi Purpose/Concrete	20%
On-street Bicycle Lane	13%
Neighborhood Sidewalk	5%
Parkway Sidewalk	1%

What Type of Trail Do You Prefer in Your Neighborhood?

(please place a sticker on your favorite type of trail)



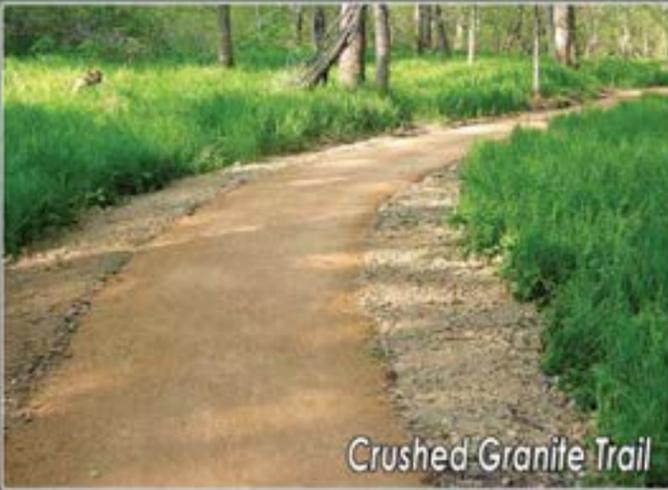
Multi Purpose/Concrete



Soft Surface Nature Trail



Parkway Sidewalk Trail



Crushed Granite Trail



On-street Bicycle Lane



Neighborhood Sidewalk Trail



Online Survey Results

Along natural areas/creeks	80%
Along utility corridors	50%
Along man-made drainage	49%
On street for bicycles	37%
Along major roads	36%
Along neighborhood streets	32%

Sector Meeting Questionnaire Results

Along natural areas/creeks	42%
On street for bicycles	19%
Along man-made drainage	13%
Along utility corridors	10%
Along major roads	10%
Along neighborhood streets	6%



Where Would You Prefer Trails To Go In Your Neighborhood?

(please place a sticker on your preference)



Along Utility Corridors



Along Major Roads



Along Man-Made Drainage Areas



Along Neighborhood Streets



On Street for Bicycles



Along Natural Areas/Creeks



Online Survey Results

Rails to Trails	60%
Mountain Biking Trails	58%
Paddling Trails	55%
Esplanade	53%
Boardwalk Trails or Piers	45%
Equestrian Trails	17%

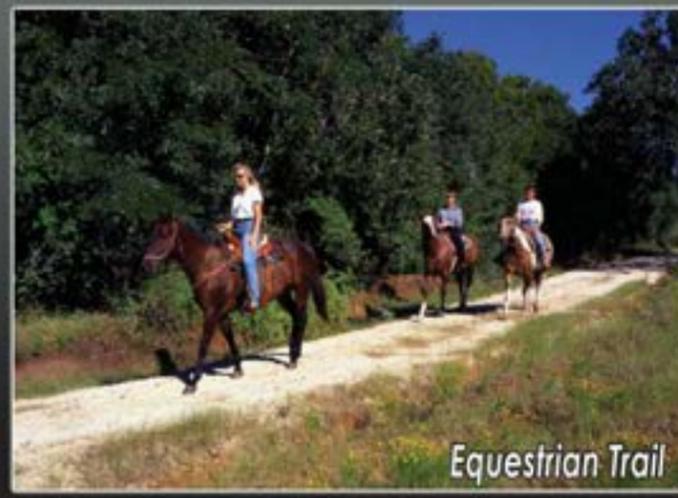
Sector Meeting Questionnaire Results

Rails to Trails	27%
Mountain Biking Trails	27%
Esplanade	20%
Paddling Trails	13%
Boardwalk Trails or Piers	9%
Equestrian Trails	5%



What Other Types of Trails Would You Like to See in Cedar Park?

(please place a sticker on your favorite type of trail)





Online Survey Results

Soft Surface Multi Use Trail	76%
Off Street Bikeway	71%
Paved Multi Use Path	51%
On Street Bike Lane	44%
Lane with Shared Use Marking	20%
Wide Curb Bike Route	18%

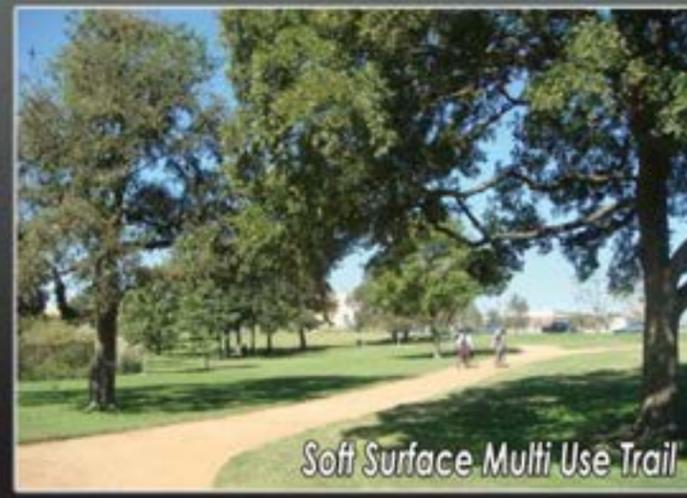
Sector Meeting Questionnaire Results

Soft Surface Multi Use Trail	30%
On Street Bike Lane	25%
Paved Multi Use Path	24%
Off Street Bikeway	20%
Lane with Shared Use Marking	1%
Wide Curb Bike Route	0%



What Type of Bicycle Facilities Would You Like to See in Cedar Park?

(please place a sticker on your favorite type of bicycle facility)





Online Survey Results

Trees/Shade	87%
Signage	69%
Emergency Call Box	66%
Drinking Fountains	64%
Lighting	61%
Pet Waste Pick Up Stand	61%
Benches	59%
Overlooks or Nodes	28%
Interpretive Kiosks	25%
Bike Racks	21%
Public Art	20%
Other	11%

Sector Meeting Questionnaire Results

Trees/Shade	32%
Signage	14%
Drinking Fountains	14%
Benches	11%
Pet Waste Pick Up Stand	8%
Interpretive Kiosks	5%
Overlooks or Nodes	4%
Emergency Call Box	4%
Public Art	3%
Lighting	3%
Bike Racks	3%
Other	0%

What Type of Trail Amenities Would You Like to See Along Trails in Cedar Park?

(please place a sticker on the trail amenity you feel is most important)

Benches

Bike Racks

Drinking Fountains

Shade & Trees

Signage

Interpretive Kiosks

Lighting

Overlooks or Nodes

Emergency Call Box

Public Art
(along trail corridor)

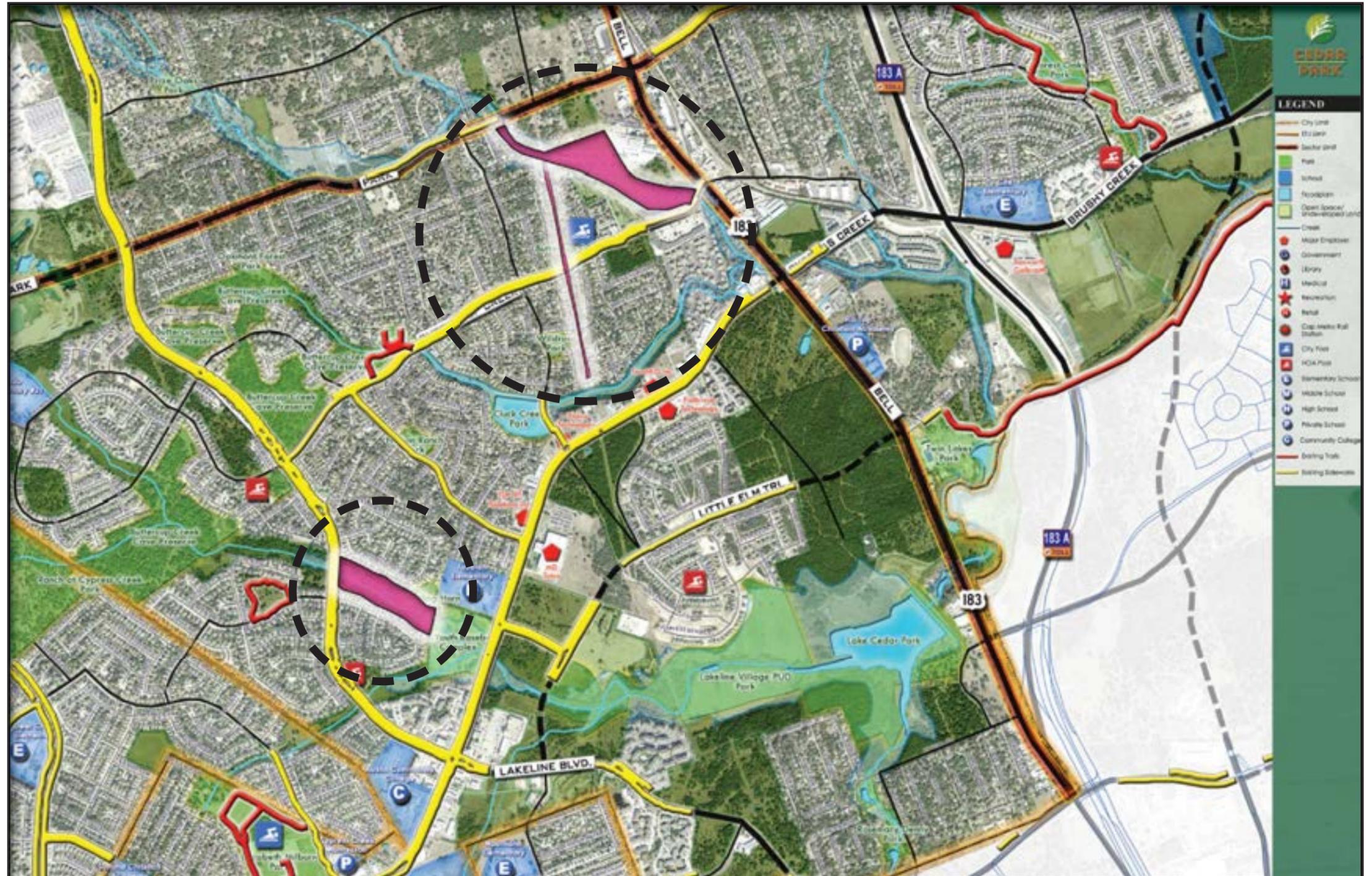
Pet Waste Pick Up Stand

Others? Please list below

Areas Where Residents Have Concerns About Trails

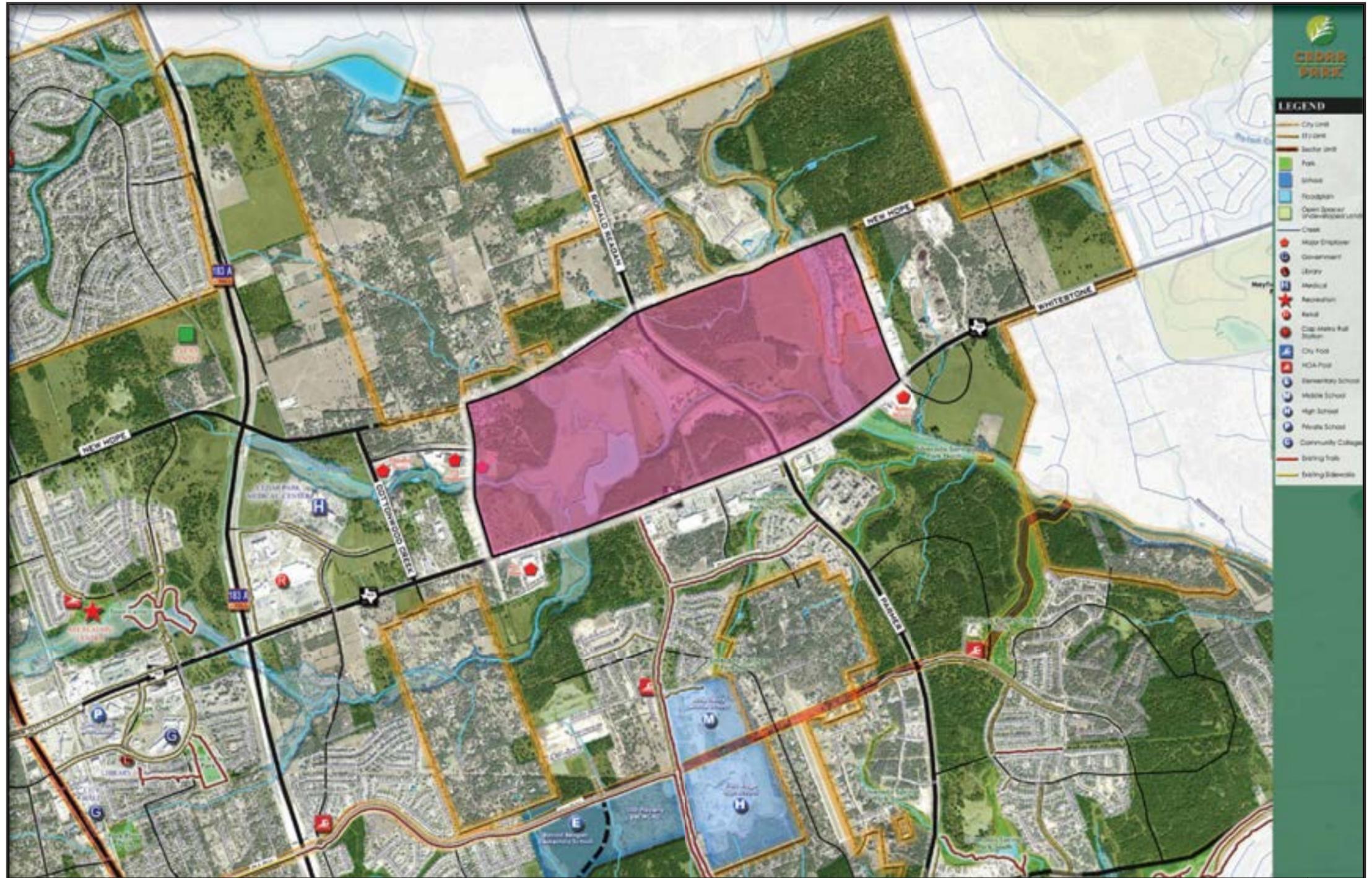
There are some areas in Sector 2 where residents were concerned about having trails located close their homes. The highlighted areas on the map illustrate where there is opposition for trails to be developed by the adjacent property owners.

It is important to note that these areas can serve as key corridors, and trails in these areas would provide significant connections to the overall trail system network. However, because of the large amount of opposition from adjacent property owners, trails are not proposed along these corridors at this time. Alternate routes are shown in subsequent sections of this report.





Similar to properties in Sector 2, there are several large private property owners in Sector 3 that do not want future proposed trails crossing over their property. To meet the current property owners' wishes, no proposed trails are shown on these properties in this Master Plan. However, the current property owners do acknowledge that trails could be added as a result of future development if the properties were sold for development. These areas have unique vistas, views and features such as large lakes and creeks which should be preserved if future development were to occur. The construction of trails along these natural features will help ensure preservation of those features.





Additional Comments from the Sector Public Meetings

On the questionnaire that was distributed at each of the four sector meetings, residents were given space to add any additional comments they had about trails and the planning process. Their comments are listed below.

- ◆ Collaborate with TXDOT to develop comprehensive plan utilizing both state/city/county roads and property. Keep us informed of future activities.
- ◆ We live on Fall Creek Loop and we definitely do not want any kind of trail on the greenbelt behind our home. I have spoken to most of our neighbors and they feel the same. We are very nervous about the city not listening to us and building a trail when we don't want one behind our homes. Please don't force this on us the way the baseball fields were forced on us.
- ◆ Need more rough terrain trails (exploration) and exercise stations along trails.
- ◆ Please build a hike and bike trail to Lake Cedar Park from Twin Lakes Park, and further west along Buttercup Creek.
- ◆ Work with surrounding cities, Leander, Liberty Hill, Round Rock, etc. to work with Cedar Park on a master plan that connects.
- ◆ I would like to see a trail map for Williamson County. Austin has a bike map that shows good bike lanes which I use extensively. Apparently there was one available but no longer. I would commute more often if I had a better idea where it was some what safe to ride.
- ◆ We want a paved sidewalk/bike use path from the existing path from Fall Creek Loop to Faubion Elementary. They get so muddy. Most of the homeowners on Fall Creek Loop oppose any disturbance or trail behind our homes. Want an indoor pool before trails – but don't want taxes to go up with the economy the way it is.
- ◆ How many people in the trails decision making process will live adjacent to a trail?
- ◆ I do not want a trail along Buttercup Creek in Sector 2.
- ◆ I have no desire to have strangers so close to my backyard. Also I have concerns about vandalism, trash left behind and dog detritus.
- ◆ The scope of any further development of trails in Cedar Park should be: very limited; targeted to connections to existing trails; low usage; and explicitly for solitude in a natural setting. I am not aware of any locale (Austin, Denver, Portland, Seattle, San Diego, DC area) where trails are a means of commuting, as implied by this survey. Planners should look at the socioeconomic demographics of Cedar Park again.
- ◆ Please consider allowing mountain bike clubs to utilize/improve or establish trails in any city property that might support a nice off-road trail system. Examples: Austin Barton Creek Greenbelt Trails or Walnut Creek Park on N. Lamar. Great "trails system."
- ◆ Please do what you can to make bicycle commuting possible.
- ◆ Site distance for biker safety requires distance 3x that of speed limit (30 mph) which would require 300 feet visual distance (not possible in subdivision). Why would a trail be "scenic" with privacy fences on either side?
- ◆ Please do not build a trail on CR 272 at 1431/Parmer/CR 272 area.
- ◆ Really would like to see off-street bike paths connecting Brushy Creek trail to central Cedar Park, and bike trail along 183 up to Leander metro and down to Lakeline mall. Paths along railroad right of way with fence barrier would be fine.
- ◆ Pet waste dispensers should be a non-issue. Every park/trail should have them. Water fountains need to be a type that won't get clogged up (drains) with pebbles/debris and should be located in shaded areas so the water isn't boiling hot. Need small dog fountain bowls as well.
- ◆ Where the trails are located is less important to me as to what the trail is constructed of and how long the trail is. Running on concrete/asphalt is murder on the joints and the cause of many running injuries i.e. shin splints, tendonitis, and stress fractures. We have enough sidewalks and roads in Cedar Park – we need actual trails and trails longer than a quarter mile! Try doing a 20 mile training run on a one mile trail – not fun!
- ◆ A way to promote business development is services close/ along trails (food, meals and treats, shopping). I use trails myself for exercise but with family for fun. Just walking a trail isn't fun for kids. Multi-use concrete helps with wheeled items (strollers, rollerblades, road bikes).
- ◆ Make Cedar Park bike friendly. I'm 67 and love to ride but only a few safe areas for bikers.
- ◆ Trails would cause numerous problems. If we had a trail across our land, our cattle and our bull could possibly get out of the gates that would have to be built. If someone left a gate open and our cattle would get of on RM 1431 and Ronald Reagan who would be responsible. It better not be us and of course the one who left the gate open would never admit it.
- ◆ Love the Brushy Creek Lake Park and Trail, and the new sports park and trail to YMCA.
- ◆ I would love to see trails going to the Brushy Creek Regional Trail at BMC Drive and along all creeks leading into Brushy Creek.
- ◆ We live on a ranch and raise cattle, farm the land, and our children and their families live there. I would be concerned for the safety of my family and my livestock. Trails could cut off access to water and feed, and the possibility of the livestock being let out. Building trails along roadways seems to be the best because it would in the right-of-way, making it more visible (for safety) and better access to maintain. Also it should be cheaper.
- ◆ Preserve a wide swath around all waterways (100 year floodplain plus) and build crushed granite trails and create natural areas so we can enjoy nature's beauty.



Comments From Citywide Proposed Corridor Public Meeting

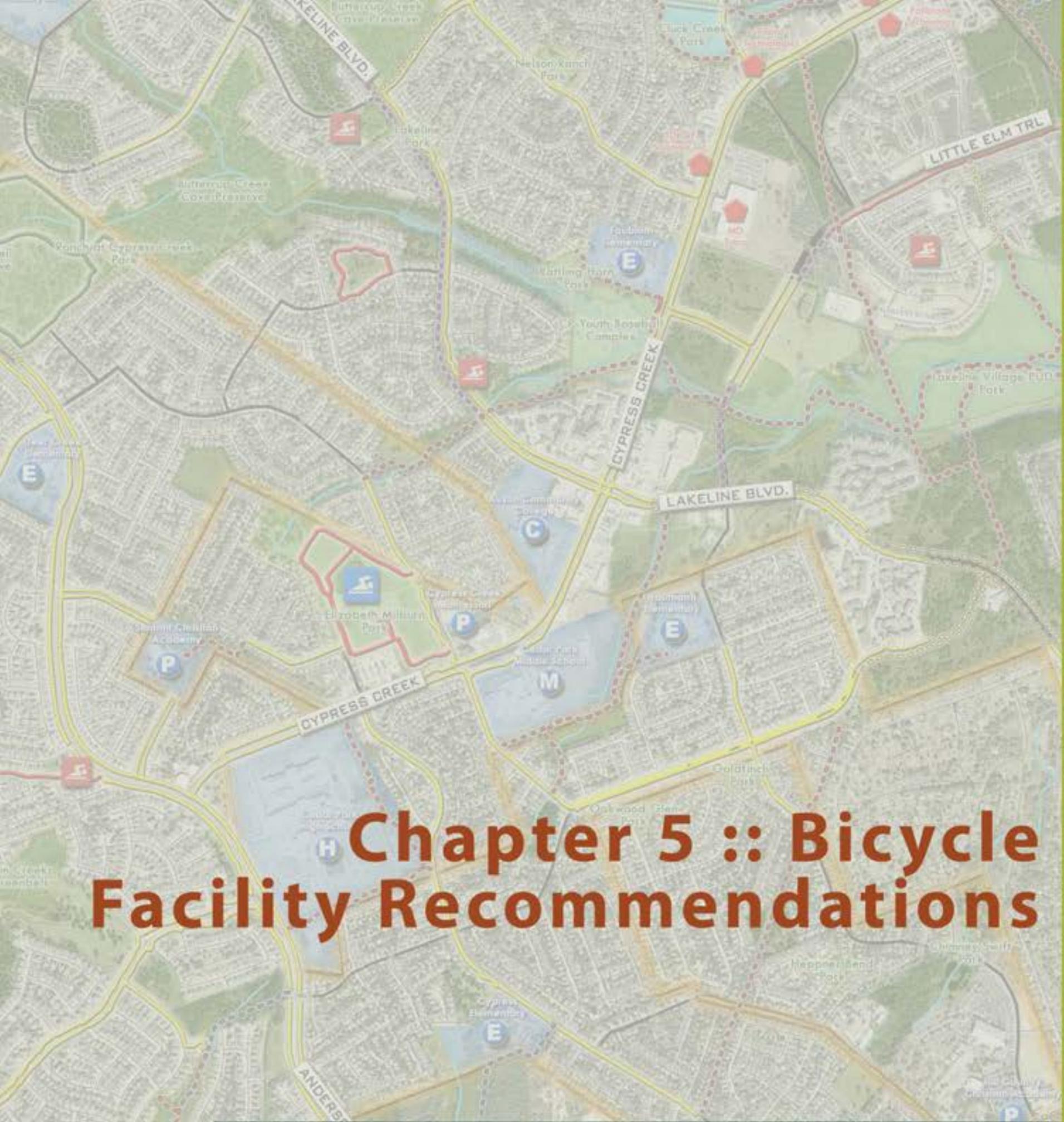
The following are comments that were received from the citywide public meeting presenting the proposed trail and bicycle facility corridors. The meeting attendees were given the option to leave their name, address, email and phone number on the comment sheets if they chose. Where the street was provided, those are added behind the comments to give a reference of the area the residents are referring to and the area where they live.

- ◆ I like the plan. It needs to include a trail and bridge from BMC Drive to the Brushy Creek Regional Trail. It needs to be wide enough to accommodate hikers and cyclists. I think the #1 priority should be to connect to the Brushy Creek Regional Trail via BMC Drive. I think that when Brushy Creek Road is widened it should have striped bike lanes on either side. (Jagged Rock Road)
- ◆ The area adjacent to Faubion Elementary/youth baseball complex does not need a trail (already designated as controversial). You can put in trails to accommodate development south of that area along Lakeline corridor.
- ◆ Cedar Park proposed trails look nice. I just do not want the trail in any form to run behind my house. I have many neighbors that also live on the greenbelt that were not here tonight that do not want any type of trail behind their home. Leave the natural area natural. (Fall Creek Loop)
- ◆ Please consider removing controversial trails from the plan. There is a lot of opposition to trails in the Fall Creek, Drop Tine, Preserve areas for many reasons which have been discussed at length. The plan would have a lot of overall support if we felt like our areas would be left as is. Also, I feel the plan was presented in a very biased, one-sided manner with only positive attributes presented. (Fall Creek Loop)
- ◆ I object to the proposed trail behind Drop Tine Dr. from Buck Pass and Colton Way. I don't want the natural character behind me to be lost. It supports all kinds of wildlife. (Drop Tine Dr.)
- ◆ Should make a safe connection between Cedar Park (i.e. BMC area) and Brushy Creek Trail a first priority. (North Kings Canyon)
- ◆ Please add Buttercup Creek Cave Preserve (11 caves) to the objection list. The federal 10A permit restricts access to

research and guided tours only. Unlimited public access is not allowed. I can provide a copy of the 10A permit if needed. Thanks for your efforts to remove this contentious issue before city council receives public comment on the trails master plan. On the positive side, the proposed trail around the future park at the lake (between Red Oaks and Riviera neighborhoods) is very desirable. It should allow connection to Twin Lakes Park and the Brushy Creek trail system. I am looking forward to a 30 mile roundtrip bike ride. Good luck with prioritizing and funding the elements of the plan. (Burnie Bishop Place)

- ◆ I think a #1 priority should be a large sidewalk along south side of Lakeline Blvd. from Cypress Creek Rod. to the city limit; with the City of Austin continuing that 10 foot sidewalk to train station and to Lakeline Mall. #2 priority some sidewalks along 1431 to allow to and from shopping to neighborhoods north and south.
- ◆ I actually like the idea of a trail by Fall Creek Loop. It would make an ugly area that has been a trash dumping ground and a place criminals have been using as a way to steal from the neighborhood and elude people and police. I like the idea of an integrated way to connect the Faubion Elementary School from South Lakeline to Cypress Creek and a system that will connect all the way to Brushy Creek. A trail will beautify that area as well. I would like to see a safer area for access to Faubion Elementary. I would not want lights or any change in easements, zoning or floodplain/hydrology that a trail could affect to the residents on Fall Creek Loop. If an alternative can be made I am ok as well. (Fall Creek Loop)
- ◆ The proposed trails sound wonderful. I would be interested in bike lanes or trails leading to the grocery store. Safety is a big issue if trails are made through or around busy intersections. Respecting home owners' privacy that do not want a walking trail with lights and added garbage should be a priority. (Glenwood Trail)
- ◆ I like the way the trail has been re-routed around the pink area between Red Ranch Circle and Fall Creek Loop. Please don't put it back. We have beautiful sidewalks in front of our houses and along Lakeline Blvd. that are shaded and have gazebos provided by our HOA. Make use of these existing trails as much as possible. (Red Ranch Circle)
- ◆ The overall plan looks good but the city should avoid the small number of areas that are currently under protest. These areas (Faubion and Red Ranch Circle) are not required for the city to meet its master plan goal.

- ◆ I would like to see better coordination with the zoning board and parts of the city council dealing with zoning. In general, many people support parks and trails. The specifics for some people is that land that was preserved or unbuildable greenbelt was expected to remain as such. (Fall Creek Loop)
- ◆ Cool. Would love to see footbridges over some of the creeks and ultimately to be able to jump on my bike and ride to HEB (from Park Place neighborhood), rail yard, CPRC, and 1890 Ranch among others.
- ◆ I would prefer to see as many access points to Brushy Creek Trail as possible and to join other existing trails. Please finish the loop of trail near the Rec Center as well. Bike lanes and routes are also high priority in my opinion. Crushed granite is nice for trails as long as it's maintained. I would prefer concrete for trails though. (Paso Fina Trail)



Chapter 5 :: Bicycle Facility Recommendations





Types of Bicycle Facilities

Bicycle facilities include the infrastructure on which bicyclists travel. There are several types of bicycle facilities that could be offered in Cedar Park on appropriate streets, and other types that exist but may not be appropriate for Cedar Park. Each bicycle facility type is described below.

Bicycle Lanes - Bicycle lanes are an on-street right-of-way assigned to bicyclists and are designated by a lane stripe, pavement markings, and signage. Striped bicycle lanes are intended to promote an orderly flow of traffic by establishing specific areas reserved for bicyclists. Typically, the solid stripe of the bicycle lane is either dropped or dashed prior to and through intersections, to allow for both cyclists and motorist turning movements.

Sidewalks - Sidewalks may be useful as bicycle facilities when: bicycle access is needed and bicycle volumes and/or pedestrian volumes are expected to be low; right-of-way is constrained; or there are traffic safety concerns such as high speeds, high volumes, or heavy truck traffic. Bicyclists should not travel faster than the design speed of the sidewalk, approximately 5-10 mph. Bicyclists should not ride in the opposite direction of vehicle traffic, even when using a sidewalk bicycle route.

Multi-use Path - Multi-use paths are paths that are physically separated from motorized vehicle traffic by an open space or barrier. Multi-use paths can be located within the road right-of-way, within an independent right-of-way, or accommodated in another way such as within parkland. They are shared by multiple users including, but not limited to, pedestrians, skaters, wheel chair users, and bicyclists.

The surface type is a critical component of multi-use paths. Generally, two types of surface treatments are used: crushed granite or hard surface pavement. Although decomposed or crushed granite can make a reasonable surface in good conditions, it is not suitable for all applications and can be hazardous or difficult for narrow bicycle tires. Depending on the anticipated use and its location, one surface treatment may prove to be preferred over the other.

Bicycle Boulevard - These are streets where preference is given to bicyclists over cars; these streets are designed to effectively divert motorized traffic. Design elements could include diverters, reconfiguration of stop signs to favor the bicycle boulevard,

traffic calming devices, shared lane markings, and crossing improvements at high traffic crossings. Motorized vehicle traffic still has access to the residences or businesses, but traffic control devices are used to control vehicle traffic speeds and access while supporting thru bicycle traffic.

Bikeway - This is a road or path way that is specifically designated for the exclusive use of bicycles. It does not necessarily have to be within the roadway.

Protected Bike Lane - This is a bike lane that is separated from motorized vehicle traffic by a row of parked cars, a curb, or some other physical separation.

Bicycle/Bus/Taxi Shared Lane - A travel lane that is restricted to the use of bicycles, buses, and/or taxis.

Climbing Bicycle Lane - A climbing bicycle lane is marked on one side of the road and benefits cyclists going up steep hills at slower speeds.

Shoulder - A shoulder is a continuous portion of the roadway which can accommodate stopped vehicles, emergency vehicles and bicyclists. A shoulder can accommodate bicyclists if it is adequate in width and pavement surface as well as has few crossings or driveways. Texas legal code allows continuous use of the shoulder by bicycles, emergency vehicles, and maintenance crews.

Shared Lane - Shared lanes are the right-most thru traffic lanes that are 14 feet wide or less, measured from the lane stripe to the edge of the gutter pan. The lanes are used by both bicyclists and motorized vehicle traffic, and have pavement markings which indicate it is a shared lane. Shared lane markings are discussed on the following page.

Wide Curb Lane - These are the right-most thru traffic lanes that are greater than 14 feet wide, measured from the lane stripe to the edge of the gutter pan. These lanes are used by both bicyclists and motorized vehicle traffic; however, they do not always have pavement markings.

Shared Roadway - This is any roadway upon which a bicycle lane is not designated, is not a bicycle boulevard, and that may be legally used by bicyclists regardless of whether such a facility is specifically designated as a bicycle route. Shared roadways can be described in three ways: shared lane, wide curb lane, and paved shoulder.





The Preferred Shared Lane Pavement Marking



Source: FHWA, 2006, p. 234

Proper Use of Shared Lane Markings

Shared lanes, wide curb lanes, and paved shoulders have limited pavement or right-of-way widths which prevent the feasibility of installing a bicycle lane.

To address this issue, several cities across the United States are using shared lane markings, or "sharrows" to indicate where within the shared lane a bicyclist should be positioned. Sharrows encourage

bicyclists to not ride on sidewalks and to ride away from parked cars. Similar to signs, they also notify motorists that bicyclists may be present.

The National Manual on Uniform Traffic Control Devices has not yet adopted sharrows as an accepted traffic control device. The Federal Highway Administration is anticipated to approve the use of the shared lane marking in 2009. Currently, cities and states are allowed to use them experimentally; standards for their use are described below.

National Committee on Uniform Traffic Control Devices (NCUTCD)

- The Bicycle Technical Committee of the NCUTCD suggests the following guidelines for use of shared lane markings: "If used in a shared lane with on-street parallel parking, shared lane markings shall be placed so that the centers of the markings are a minimum of 11 feet (3.3 meters) from the curb face, or from the edge of the pavement where there is no curb.

"Shared lane markings shall not be used on shoulders or in designated bicycle lanes.

"The shared lane marking should not be placed on roadways with a speed limit above 35 mph (55km/h).

"When used, the shared lane marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet (75 meters) thereafter."

California Manual of Uniform Traffic Control Devices - According to the California MUTCD, "shared roadway bicycle markings shall only

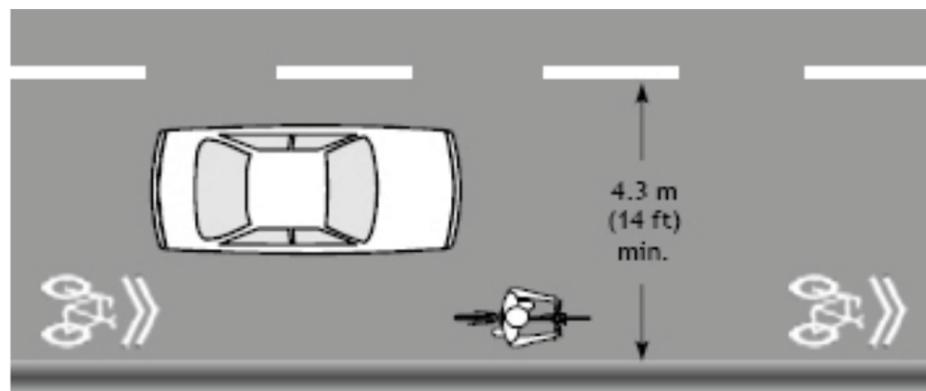
be used on a roadway (bike route) or shared roadway (no bike route designation) which has on-street parallel parking. If used, shared roadway bicycle markings shall be placed so that the centers of the markings are a minimum of 11 feet (3.3 meters) from the curb face or edge of paved shoulder. On state highways, the shared roadway bicycle marking shall be used only in urban areas.

"If used, the shared roadway bicycle marking should be placed immediately after an intersection and spaced at intervals of 250 feet (75 meters) thereafter.

"If used, the shared roadway bicycle marking should not be placed on roadways with a speed limit at or above 40 mph (60km/h).

"Where a shared roadway bicycle marking is used, the distance from the curb or edge of paved shoulder may be increased beyond 11 feet (3.3 meters). The longitudinal spacing of the markings may be increased or reduced as needed for roadway and traffic conditions."

Most of the City's arterial roads are greater than 40 mph, and are proposed to have wide curb lanes for bicycle use. These roads do not necessarily require shared lane markings.



Shared-lane markings



Share the Road signs are often used to inform vehicle drivers that the lane is also used by bicyclists.

Tools for Improving Bicycle Facilities

In conjunction with installing bicycle facilities, road diets and traffic calming are two techniques that can be utilized to install and/or improve bicycle facilities.

Road Diets - A road diet is a type of roadway conversion where travel lanes are removed from a roadway and the space is utilized for other uses and travel modes, including bicycle lanes. Road diets have other benefits beyond improving the bicycling environment of a street. According to the *Road Diet Handbook: Setting Trends for Livable Streets*, "the resulting benefits [of a road diet] include reduced vehicle speeds; improved mobility and access; reduced collisions and injuries; and improved livability and quality of life." (Rosales, 2006, p. 3).

Potential road diet conversion projects should be evaluated on a case-by-case basis. Criteria for best model projects are identified as:

- ◆ Moderate motor vehicle volumes (approximately 20,000 ADT)
- ◆ Roads with existing safety issues
- ◆ Streets with residential frontage
- ◆ Commercial reinvestment areas
- ◆ Streets without frequent bus traffic
- ◆ Economic enterprise zones
- ◆ Entertainment districts
- ◆ Historic streets
- ◆ Scenic roads
- ◆ Main streets

Recent research identifies other factors that affect the success of a road diet project. Literature and case study research has established guidelines for selecting road diet conversion projects. These factors include:

- ◆ **Roadway function and environment.** What is the existing and intended function of the roadway? What are the roadway constraints (e.g. right-of-way)?
- ◆ **Overall traffic volumes and flow.** Evaluate peak hour and average daily traffic volumes. Ideal locations should have four

lanes and 12,000 to 18,000 daily trips, however up to 25,000 trips can be acceptable. An acceptable level of change in operations should be determined locally.

- ◆ **Turning volumes and patterns.** Turn volumes and patterns can affect operational and safety characteristics of a road and should be evaluated.
- ◆ **Frequent stops and slow-moving vehicles.** The presence of slow-moving vehicles, such as buses, trucks or delivery vehicles, can significantly slow traffic and impact traffic flow of a roadway.
- ◆ **Weaving, speed, and queues.** The need to decrease the weaving (lane changing) and speed of a roadway can affect the decision to implement a road diet project. Additionally, the operational impact a conversion has on vehicle delay may also impact this decision and should be reviewed.
- ◆ **Crash types and patterns.** Several studies have found that "road diets can reduce crash rates and the number and severity of crashes." (Rosales, 2006, p. 106) Therefore, a road diet conversion could be a potential solution for roads that have high crash rates.
- ◆ **Pedestrian and bicycle activity.** By decreasing motor vehicle speed and reducing the number of lanes, the roadway environment is improved for pedestrian activity. The potential for road diets to result in the installation of bicycle lanes improves the bicycle environment as well. The effects of a roadway conversion on pedestrian and bicycle activity may influence a road diet's feasibility.
- ◆ **Right of way availability, cost and acquisition impacts.** When right-of-way, costs, and acquisition are constraints for a roadway project, a road diet could be a more feasible solution since road diet projects can be designed and implemented by simple re-striping.
- ◆ **Presence of parallel routes.** Road diets have the potential to divert traffic onto alternative routes and streets. The impact that a road diet project may have on parallel routes should be evaluated.
- ◆ **Traffic impact analysis.** A detailed traffic impact analysis should be preformed to prove that roadway capacity and level of service would not be reduced.

Graphical Representation of a Road Diet



Street before a road diet



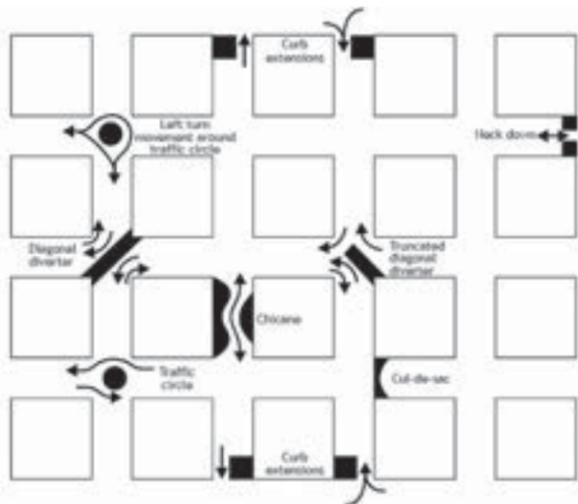
Converted street after a road diet



Traffic Calming - When it is not possible to install a bicycle lane, traffic calming may improve the bicycling environment. Traffic calming devices are used to reduce motorized vehicle speeds, improve the environment and livability of a street, and provide real and perceived safety for non-motorized users of a roadway. Traffic calming devices could include speed cushions, traffic circles, chicanes, semi-diverters, and curb extensions. The Federal Highway Administration (FHWA) identifies other traffic calming devices, such as roundabouts, bulb-outs, center islands, and median barriers. Bicycle boulevards may also serve as a traffic calming device.

It is questionable whether traffic calming benefits bicyclists or causes more problems. According to the Pedestrian and Bicycle Information Center, bicyclists are concerned that some traditional traffic calming techniques (narrowing streets and speed cushions) have a negative impact on bicyclists. Narrowing streets force motorists to drive closer to bicyclists when passing, and speed humps are uncomfortable to bicyclists and may cause drivers to swerve around to the edges (possibly into a bicyclists) to avoid the speed hump.

However, if designed and implemented properly, with consideration for the impacts on bicyclists, traffic calming devices can have beneficial impacts for bicyclists and pedestrians.



An FHWA illustration of traffic calming devices. Source: FHWA, 2006, p. 325

Lane Diets - Lane diets occur through the narrowing of existing lanes to accommodate a bicycle facility. Essentially all the lanes of a roadway are narrowed so that bicycle lane can be installed.

Selecting On-street Bicycle Facilities

Bicycle facility selection for the recommendations in this plan was done using a combination of methodologies. Field analysis, alternate routes, potential roadway changes, and public input influenced facility recommendations.

First, roadway cross sections were evaluated to determine how the existing roadway could be modified to provide space for the bicycle facility. Secondly, if an existing roadway could not feasibly accommodate a bicycle facility, potential alternates were identified and evaluated. Future road projects were also considered, including the prospect of widening a road where growth might require roadway expansion. Lastly, public input received during the planning process was also considered and incorporated into the recommendations of this plan.

FHWA Design Bicyclist Facility Recommendation Methodology - The FHWA methodology suggest a two-tiered approach:

What types of bicyclists is the route most likely to serve? As discussed, preferred facility recommendations will vary depending on the type of bicyclists.

Group A riders are experienced adult riders. Group A riders are best served by making every street bicycle friendly and adopting roadway design standards that include wide curb lanes and paved shoulders to accommodate shared use by bicycles and motor vehicles.

Group B/C riders are beginner adult riders and children riders. Group B/C riders are best served by identifying key travel corridors and by providing designated bicycle facilities on selected routes through these corridors.

To determine the appropriate roadway design treatment to accommodate bicyclists, several factors associated with the specific route or project must be assessed:

What type of roadway project is involved (new construction, reconstruction, or retrofit)? Bicycle facilities are most easily installed with new construction or reconstruction of roadways. Retrofitting an existing roadway typically involves re-striping the existing lanes to accommodate bicycles. When working with existing roadways, planners should investigate the opportunity to make at least minor or marginal improvements. However, where the need is to serve group B/C bicyclists, it is essential to

commit the resources necessary to provide facilities that meet the recommended design treatments. Only then can facilities be designated for bicyclists to provide the desired access, increased use, and benefit to the community.

What are the current and anticipated traffic operations and design characteristics of the route that will affect the choice of a bicycle design treatment? There are six traffic characteristic factors that affect bicycle use and preferred facility:

- 1. Traffic volume.** Higher motor vehicle traffic volumes represent greater potential risk for bicyclists, and more frequent overtaking situations are less comfortable for group B/C bicyclists unless special design treatments are provided.
- 2. Average motor vehicle operating speed.** Average operating speed is more important than the posted speed limit, and better reflects local conditions. Motor vehicle speed can have a negative impact on risk and comfort unless mitigated by special design treatments (traffic calming).
- 3. Traffic mix.** The regular presence of trucks, buses, and/or recreational vehicles can increase risk and have a negative impact on comfort for bicyclists. All types of bicyclists prefer extra roadway width to accommodate greater separation from such vehicles. The recommendations suggest different design treatments and widths depending on whether or not the volume of trucks, buses, and/or recreational vehicles is likely to have a negative impact on bicycle use.
- 4. On-street parking.** The presence of on-street parking increases the width needed in adjacent travel lane or bike lane to accommodate bicycles. This is primarily a concern associated with streets and roadways built with an urban section.
- 5. Sight distance.** Inadequate sight distance relates to situations where bicycles are being overtaken by motor vehicles and where the sight distance is likely less than that needed for a motor vehicle operator to either change lane positions or slow to the bicyclists speed. This problem is primarily associated with rural highways, although some urban streets have sight distance problems due to poor design and/or sight obstructions.
- 6. Number of intersections.** Intersections pose special challenges to bicycle and motor vehicle operators, especially when bicycle lanes or separated multi-use paths are introduced. The number and/or frequency of intersections



should be considered when addressing the use of bicycle lanes, sidewalks, or multi-use paths.

End-of-Trip Facilities

The availability of end-of-trip facilities has the power to influence an individual's decision of whether or not to commute by bicycle. A review of best practices indicates that, among other things, lack of facilities including bicycle parking, showers, and locker rooms at work significantly deter bicycle commuting. While bikeways and bicycle lanes tend to be a stronger factor to bicycling, the end-of-trip facilities are also a major requirement.

End-of-trip facilities include bicycle parking, showers and changing facilities, car-sharing, and repair services. These components of the bicycle system are important elements that improve the system and make bicycling easier and safer. The City should provide bicycle end-use facilities where appropriate.

Bicycle Parking - Bicycle parking is an integral part of comprehensive bicycle planning. It is not enough to develop and maintain a bicycle friendly road system. People cannot be expected to use their bicycles for transportation unless secure bicycle parking facilities exist at their destinations, similar to a motor vehicle system. This benefits not only current bicyclists, but can also encourage newcomers to use bicycles for transportation. Bicycle parking facilities can help reduce bicycle thefts, legitimize bicycle use, and often times provide protection from the weather.

There are three types of bicycle parking facilities. The appropriate class of bicycle parking depends on the typical expected length of use. If the bicycle is to be parked all day or overnight, at a park-and-ride station or office complex for example, security and protection from the weather are the main concerns. A class I or class II rack is preferred, and a class III may be used in certain circumstances (such as in a covered and secure area). If the bicycle is to be parked briefly at a grocery store for example, high security is secondary to convenience and a class III rack is adequate.

- ◆ **Class I**, the highest security type of parking, is a completely enclosed parking space which protects the bicycle from inclement weather and is designed so an unauthorized person cannot remove a bicycle from it. Examples include bicycle lockers or locked storage rooms, bicycle check-in systems

under control of an attendant, and bicycle storage facilities in a parking garage under constant personal or electronic surveillance.

- ◆ **Class II** bicycle parking provides a medium level of security. Class II bicycle parking is a rack designed so that both wheels and the frame can be secured with only a user supplied padlock or U-lock without removing a wheel. These racks support the bicycle securely in a stable position and some models provide protection of the lock from vandalism or breakage.
- ◆ **Class III** bicycle racks are standard, short term use, utility racks. A class III rack provides the user with the ability to lock one wheel and the frame to the rack.

Long Term Parking is meant to accommodate cyclists who are expected to park for longer than two hours, such as employees, students, residents, and commuters. Long term parking is typically located at schools, high density residential areas, employment centers, airports, and transit hubs.

Safety from theft and vandalism, protection from the weather, and accessibility are key issues for long term parking. A place to store accessories is also highly desired. Employers should consider providing showers and changing rooms in addition to secure parking.

The best type of parking facilities for long term parking are either inside a building, office, guarded enclosure, or bicycle lockers. Bicycle lockers can be installed indoors or out. They are best provided on a user-application or lease basis to ensure appropriate use. Bicycle rooms are another solution, and can be created from any locker room. In locations without available indoor storage areas, or room for lockers, bicycle cages may be constructed by enclosing bicycle racks and aisle space with heavy grade chain-link fencing and controlling access with locks.

Short Term Parking is meant to accommodate visitors who are expected to depart within two hours. Short term parking is typically found at retail shops and public buildings such as libraries, clinics, etc. Visibility and accessibility are key issues.

Short term parking racks should support the bicycle at two or more points above and on either side of the bicycles' center of gravity. The best types of parking facilities for short term storage are simple inverted-U racks. The inverted-U rack is a single piece of heavy gauge steel bent to form a U. Pipe ends are either installed in a

concrete base or have welded mounting flanges bolted directly to a solid, flat surface. Each of these racks holds 2 bicycles and are available commercially or easily manufactured by fence shops. Areas without space for racks can provide parking through rings holding a bicycle against a vertical wall. These rings should be attached at a height of 20 inches above ground. Alternatively, bars may be bolted to a secure wall where conflicts with pedestrian traffic can be avoided.

Shower and Changing Facilities in employment centers are important for bicycle transportation. These facilities benefit not only commuting cyclists, but other fitness minded employees who can exercise during lunch hours. The combination of shower and bicycle parking facilities is usually less expensive than construction and maintenance of automobile parking, and therefore, should be considered during project planning.

There are very few publicly accessible (even for a fee) shower and changing facilities for bicyclists. Gyms currently offer the most common and flexible option to bicyclists, as they are located throughout the city. However, membership costs typically cover many more services than a bicyclist simply looking for a shower and a place to change is willing to pay for. The City should consider communication with area gyms and other work-out types of facilities in an effort to create bicycle commuter memberships.

Wayfinding Signs and Markings provide an important role in wayfinding along a route, as well as alerting motorists to the presence of bicyclists. Signage such as "Share the Road" helps alert motorists of the presence of bicyclists and the laws preserving the integrity of bicycle facilities. Also, just as cars rely on notifications of upcoming streets or exit ramps, so do bicyclists rely on being informed of routes.

The use of signage and pavement markings can be installed in the City of Cedar Park. Signs and markings can play a role in alerting bicyclists and motorists to gaps in the system, as well as leading them to and through alternate routes. With proper care and utilization, signs and markings can enhance the bicycle system by contributing to affording bicyclists the same information and preference as provided for vehicular traffic.



Typical Costs for On-Street Bicycle Facilities

The costs shown on this page are for reference purposes only. Actual costs when implementation of bicycle facilities occurs may vary.

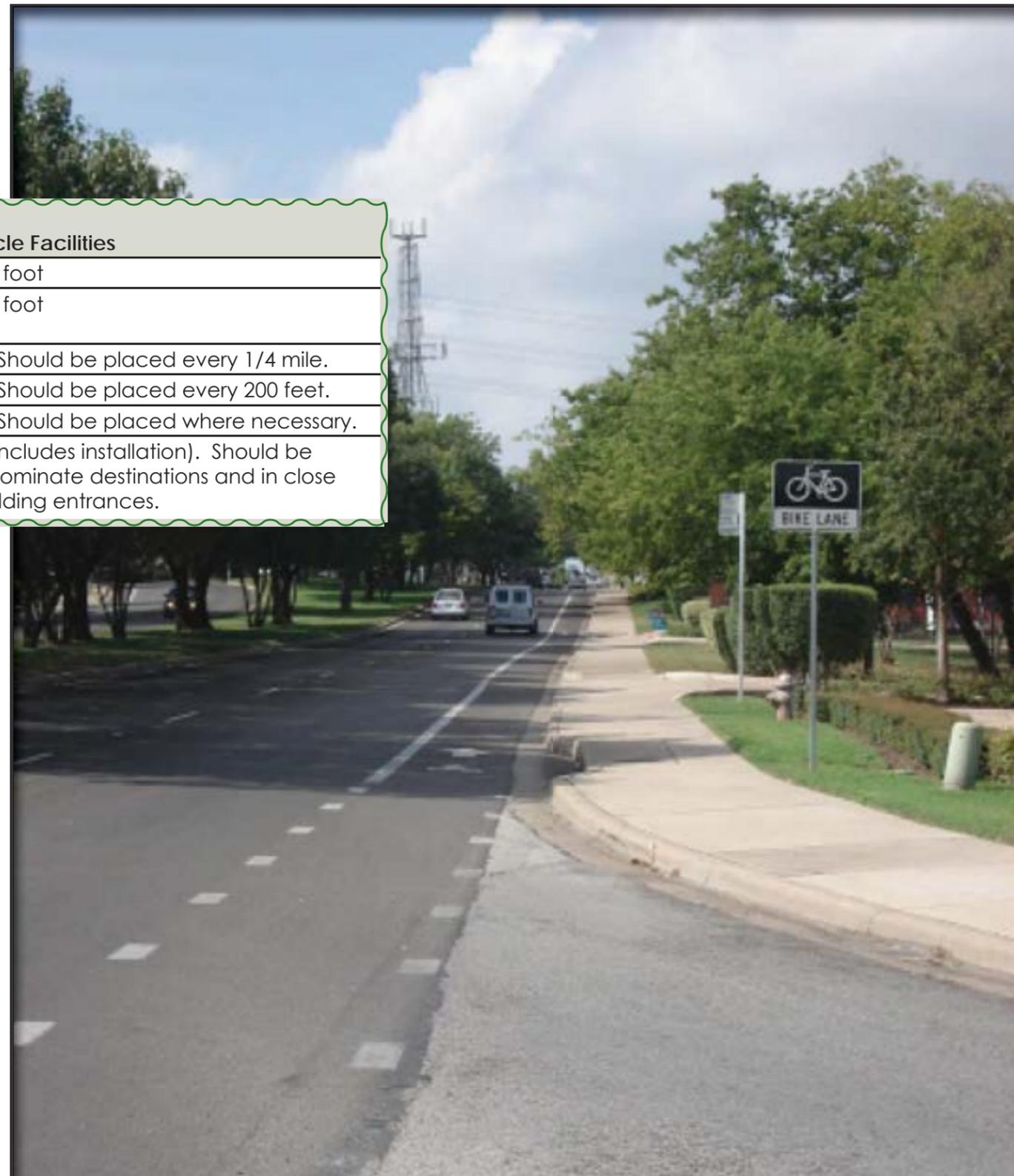


Table 5 - 1
Typical Costs for On-Street Bicycle Facilities

Removal of Existing Lane Striping	\$1.75 per linear foot
New Lane Striping (both outside lanes and bicycle lanes)	\$3.00 per linear foot
New Bike Route Signs	\$500.00 each. Should be placed every 1/4 mile.
New Bike Lane/Shared Lane Markings	\$250.00 each. Should be placed every 200 feet.
No Parking/Restricted Parking Sign	\$500.00 each. Should be placed where necessary.
Class III Bicycle Parking Rack (accommodates 4 bicycles on average)	\$500.00 each (includes installation). Should be placed at predominate destinations and in close proximity to building entrances.

The prices shown are reflective of facilities on one side of a street; however, bicycle facilities should be provided going the same directions as all vehicle traffic. If a street is one-way, bicycle facilities should be placed on the right side; if a street is two-way, then bicycle facilities should be placed on both sides. Essentially, the overall cost of bicycle facilities should be doubled to reflect facilities placed on both sides of a street.

Maintenance of Bicycle Facilities

Maintenance of on-street bicycle facilities should be incorporated with typical street maintenance. The most common forms of maintenance are re-surfacing the road and street sweeping. Sweeping of bicycle lanes and routes should be incorporated into all scheduled thoroughfare and residential street sweeping. Off-street facilities should be maintained in a similar manner to any trail or sidewalk in the City.

Alternatives / Options for On-Street Bicycle Facilities

The proposed bicycle facilities are divided into three categories:

- ◆ Proposed bicycle lane. These are intended to be on-street, striped, designated bicycle lanes with the appropriate on-street markings and signage.
- ◆ Proposed bicycle route. These are designated routes with way finding signage and share the road signs. They are not intended to be striped bicycle lanes; rather, bicyclists and motor vehicles are intended to share a wide outside lane.
- ◆ Proposed multi-use path/sidewalk. These are intended to be off-street facilities where a wide sidewalk can accommodate both pedestrians and bicyclists. These are in high traffic areas where it is not feasible or too dangerous to add an on-street bicycle facility to the roadway.

Both the proposed bicycle lanes and the proposed bicycle routes are intended to be placed on the street going in both directions. This is so that bicyclists can use the bicycle network regardless of which direction they are traveling.

For the purpose of this Master Plan, on-street bicycle facilities are not prioritized. Bicycle facilities are installed or added when a roadway is repaved or widened. It is up to the discretion of the City's Engineering Department to decide when such projects are needed. On-street bicycle facilities should be installed at that time.

**Table 5 - 2
Alternatives/Options for On-Street Bicycle Facilities**

Route #	Street	Type	Starting Point	Ending Point	Notes	Potential Cost to Implement	
						Low	High
1	Anderson Mill Road	Lane/Route	FM 620	Parksville Way	Bike lane until it reaches the cave preserve then becomes bike route. Connection to Cedar Park High School and Deer Creek Elementary.	\$110,000 to \$125,000	
2	Old Mill Road	Route	Anderson Mill Rd.	Little Elm Trail	Connection to Oakwood Glen Park and Goldfind Park.	\$4,000 to \$5,000	
3	El Salido Parkway	Lane/Route	FM 620	Heather Dr.	Bike lane until it reaches Cypress Creek Rd. then becomes bike route. Connection to Milburn Park.	\$15,000 to \$25,000	
4	Fall Creek Drive/Barrilla Street	Route	Sun Chase Blvd.	Lakeline Blvd.		\$2,000 to \$3,000	
5	Little Elm Trail	Lane	FM 620	Bell Blvd.	Potential connection to Brushy Creek Regional Trail and future Lakeline Village PUD Park.	\$140,000 to \$170,000	
6	Buttercup Creek Boulevard	Lane	Nelson Ranch Rd.	Bell Blvd.	Connection to Buttercup Creek Park & Pool, and to cave preserves.	\$20,000 to \$35,000	
7	Sun Chase Boulevard	Lane/Route	Old Mill Rd.	Rambler Valley Dr.	Bike route from Old Mill Rd. to Milburn Park then becomes bike lane. Connection to Milburn Park and Deer Creek Elementary.	\$30,000 to \$45,000	
8	Lime Creek Road	Lane	Anderson Mill Rd.	Cedar Park ETJ Limit	Much of this road is not in Cedar Park's jurisdiction.	\$135,000 to \$165,000 (does not include widening of roadway)	
9	Cluck Creek Trail	Route	Little Elm Trail	Buttercup Creek Blvd.	Connection to Cluck Creek Park and major employers.	\$4,000 to \$6,000	
10	Lynnwood Trail/Darkwoods Dr.	Route	Park St.	Brushy Creek Rd.	Connection to Cox Elementary, Forest Oaks Park and HOA pool.	\$5,000 to \$7,000	
11	Nelson Ranch Road	Route	Buttercup Creek Blvd.	Cypress Creek Rd.	Connection to cave preserves, Nelson Ranch Park and major employers.	\$5,000 to \$7,500	
12	Cedar Hills Blvd/Parksville Way	Route	New Hope Dr.	Bagdad Rd.	Connection to Veterans Memorial Park and Carriage Hills Park.	\$5,000 to \$7,000	
13	Cedar Park Dr./Monarch Ave.	Route	Royal Lane	Prize Oaks Dr.	Connection to Good Shepherd Lutheran School.	\$5,500 to \$7,500	
14	Continental Pass/Brashear Ln.	Route	Anderson Mill Rd.	Bagdad Rd.	Connection to William Laws Park and HOA pool.	\$5,000 to \$7,000	
15	Blue Ridge Parkway	Route	Brushy Creek Rd.	Discovery Blvd.	Connection to Quest Village Park.	\$4,000 to \$6,000	
16	Heritage Park Dr./Hawk Dr.	Route	Lakeline Blvd.	Bagdad Rd.	Connection to Running Brushy Middle School, Heritage Park and HOA pool.	\$3,000 to \$4,000	
17	Lynnwood Trail/Spanish Oak St.	Route	Whitestone Blvd.	Park St.		\$2,000 to \$3,000	
18	Blockhouse Dr./Creek Run Dr.	Route	Blockhouse MUD Park	Blockhouse MUD Park	Connection to Block House Creek Elementary and HOA pools. Encircles the major collector within the MUD.	\$10,000 to \$15,000	
19	Trailridge Drive	Route	Lynnwood Trail	Park St.	Connection to Forest Oaks Park.	\$1,500 to \$2,500	
20	New Hope Drive	Lane	Main St.	Sam Bass Rd.	Connection to Cedar Park Center, Cedar Park Regional Medical Center, and other major employers.	\$200,000 to \$250,000	
21	Parmer Lane	Lane	City limits	City limits	Connection to major employers and retail.	\$60,000 to \$75,000	
22	Kenai Dr./Adventure Lane	Route	Parmer Lane	Brushy Creek Rd.	Connection to Silverado Springs Park South and Vista Ridge High School.	\$6,000 to \$8,000	
23	West New Hope/Wheaton Trail	Lane/Route	Whitestone Blvd.	Knowles Elementary	Bike Lane while along New Hope Dr. Bike route along West New Hope Dr. and Wheaton Trail. Connection to Knowles Elementary and Veterans Memorial Park.	\$15,000 to \$23,000	
24	Frontier Lane	Route	Saddle Ridge Dr.	Saddle Ridge Dr.	Encircles Ranch at Brushy Creek neighborhood. Connection to Ranch at Brushy Creek Park and HOA pool.	\$3,000 to \$5,000	
25	Bagdad Road	Lane	Whitestone Blvd.	City limits	Connection to Giddens Elementary, Bagdad Park and Heritage Park.	\$80,000 to \$110,000	
26	Timberwood Dr./Highland Dr.	Route	New Hope Dr.	Brashear Lane	Connection to Giddens Elementary.	\$4,000 to \$5,000	
27	Main Street	Route	Discovery Blvd.	Blockhouse Dr.	Connection to Recreation Center, Block House Creek Elementary, HOA pools, and Town Center.	\$4,500 to \$6,000	
28	Saddle Ridge Drive	Route	Parmer Lane	Brushy Creek Rd.	Connection to Champion Park and Ranch at Brushy Creek Park.	\$4,500 to \$6,000	
29	Discovery Blvd.	Route	Whitestone Blvd.	Cedar Park Library	Connection to Library, Quest Village Park, Town Center, and Cedar Park Center.	\$5,000 to \$7,000	
30	Park Street	Route	Lakeline Blvd.	Vista Ridge Parkway	Connects to Leander ISD school property. Major route to connect east to west.	\$20,000 to \$60,000	
31	Brushy Creek Road	Route	Darkwoods Dr.	Saddle Ridge Dr.	Connects to Cox Elementary, Champion Park, Brushy Creek Park and regional trail.	\$30,000 to \$70,000	

**Table 5 - 3
Suggested Multi-use Sidewalks**

Route	Street
A	Lakeline Boulevard
B	Cypress Creek Road
C	Little Elm Trail
D	Buttercup Creek Road
E	FM 620
F	Whitestone Boulevard



LEGEND

- City limit
- ETJ limit
- Sector limit
- Park
- School
- Floodplain
- Open Space/Undeveloped Land
- Creek
- Major Employer
- Government
- Library
- Medical
- Recreation
- Retail
- Cap Metro Rail Station
- City Pool
- HOA Pool
- Elementary School
- Middle School
- High School
- Private School
- Community College
- Existing Trail
- Proposed Bike Lane
- Proposed Bike Route
- Proposed Multi-use Sidewalk





Sector 1 - Proposed Bicycle Facilities

The most significant bicycle facility in this sector of the City will be the construction of a multi-use sidewalk along Whitestone Blvd. This multi-use sidewalk will be intended for both bicyclists and pedestrians. This sidewalk should be 10 feet wide, at a minimum, with 12 to 15 feet being the recommended width if feasible. Whitestone Blvd. is a major arterial connection through the northern portion of the City. There are several neighborhoods, retail businesses, and major employers located along this corridor. Currently the road is too narrow, and in some places does not have a shoulder to safely accommodate B and C cyclists. As a result, an off-street multi-use sidewalk is recommended.

A bicycle lane is proposed along Bagdad Road. Because of the connection from surrounding neighborhoods to Leander High School, this bicycle lane should be six feet in width. Bagdad Road also provides a connection to the Whitestone Blvd. proposed multi-use sidewalk. The current design of this road has a 15 foot wide outside lane which can be shared by both bicyclists and motor vehicles.

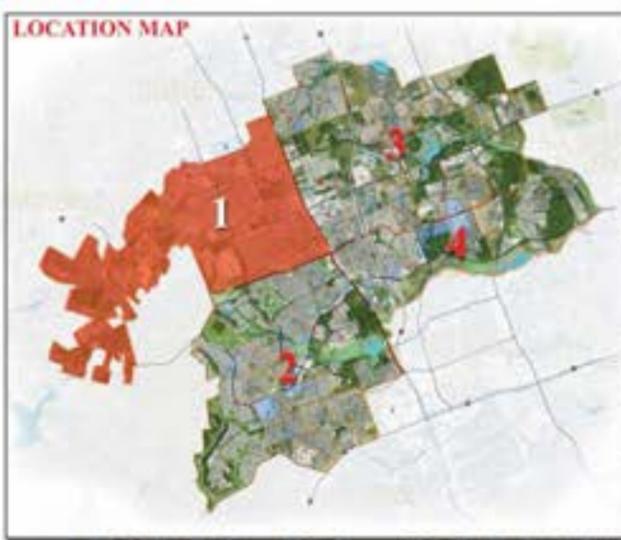
There are several proposed bicycle routes throughout the neighborhoods in this sector. The goal is connect the neighborhood residents to area destinations, such as schools, parks, and employers.



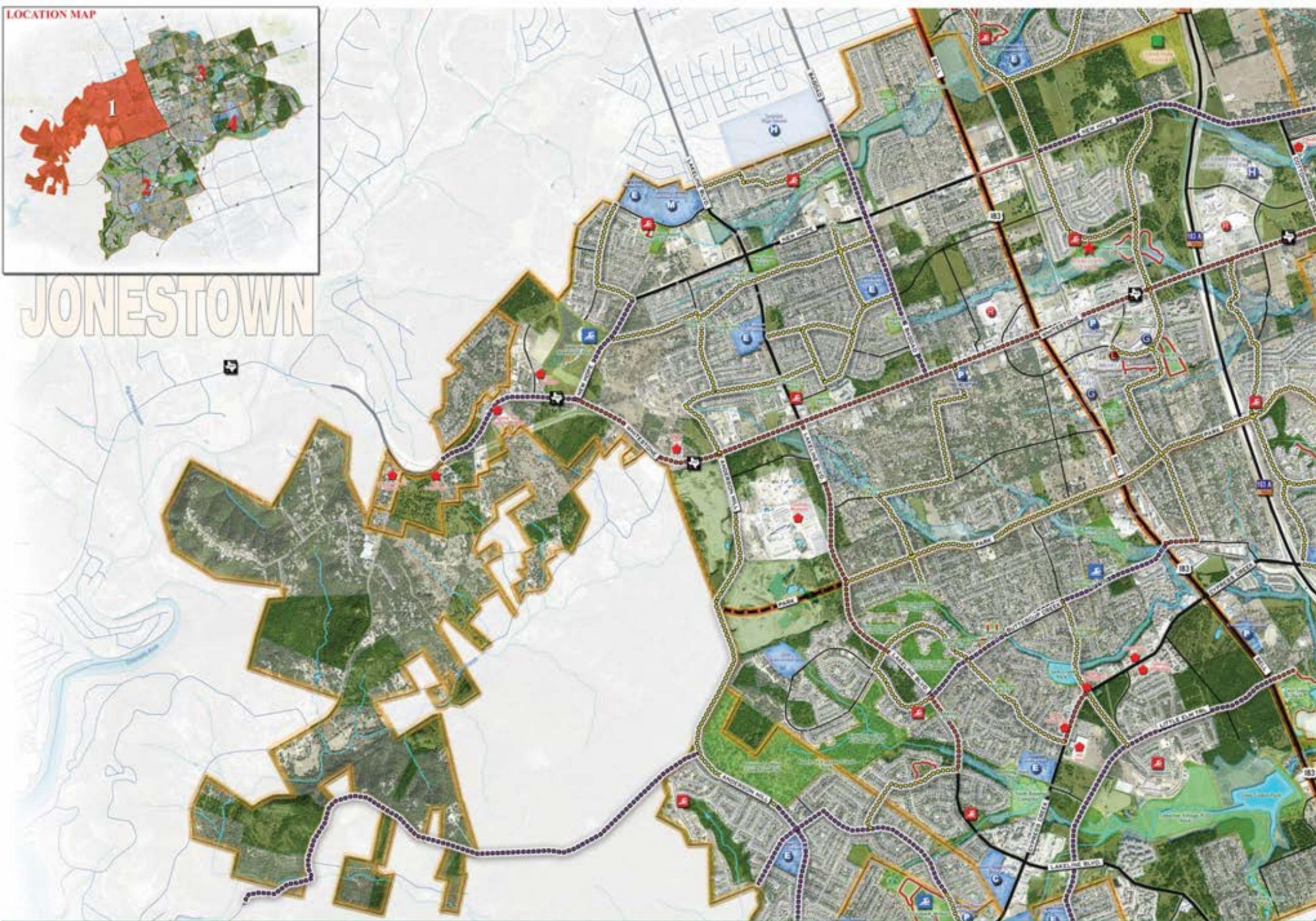
Whitestone Blvd. - Much of this road through Cedar Park's city limits is too narrow to add on-street bicycle lanes, and there is no existing shoulder to convert into a bicycle lane. It is proposed that the safest alternative is to construct a 12 to 15 foot wide multi-use sidewalk in the right of way on one side.



Bagdad Road - When Bagdad Road is expanded or improved, bicycle lanes should be added. With the current configuration of the road, it is not likely that bicycle lanes can be added without removing an existing vehicle lane. Instead, the bicycle lanes need to be factored into any reconfiguration or improvement to the road in the future.



JONESTOWN



CEDAR PARK

LEGEND

- City Limit
- ETL Limit
- Sector Limit
- Park
- School
- Floodplain
- Open Space/Undeveloped Land
- Creek
- Major Employer
- Government
- Library
- Medical
- Recreation
- Retail
- Cap Metro Rail Station
- City Pool
- HOA Pool
- Elementary School
- Middle School
- High School
- Private School
- Community College
- Existing Trail
- Proposed Bike Lane
- Proposed Bike Route
- Proposed Multi-Use Sidewalk



chapter 5 :: bicycle facility recommendations

Proposed On-Street Bicycle Facilities
 CITYWIDE HIKE AND BIKE TRAILS MASTER PLAN
 CITY OF CEDAR PARK, TEXAS



SECTOR 1

0 0.25 0.5 1 Mile

GRAPHIC SCALE





Sector 2 - Proposed Bicycle Facilities

This sector has great potential for bicycle facilities. There are several streets that have an existing wide curb, which can easily be converted into a designated bicycle lane with the appropriate signage and pavement markings. Anderson Mill Road, El Salido Parkway, Sun Chase Blvd. and Buttercup Creek Blvd. are all streets where an existing wide curb can be designated as a bicycle lane.

Bicycle lanes are also proposed along Little Elm Trail. Little Elm Trail is a major corridor because of the potential it has to connect the existing Brushy Creek Regional Trail to the future Lakeline Village PUD Park trails, and eventually to RM 620. Once Little Elm Trail is completed, it will serve as the primary connection from the southwest neighborhoods to the center of the City and the Brushy Creek Regional Trail.

A multi-use sidewalk is proposed along segments of Lakeline Blvd. and Cypress Creek Road. Both of these streets are too narrow to add a bicycle lane without expanding the width of the road and paving more right of way. Therefore, a multi-use sidewalk is proposed along segments of these streets to provide a safe connection from one bicycle lane or route to another. These sidewalks are discussed in Chapter 6 of this Master Plan.



Anderson Mill Road



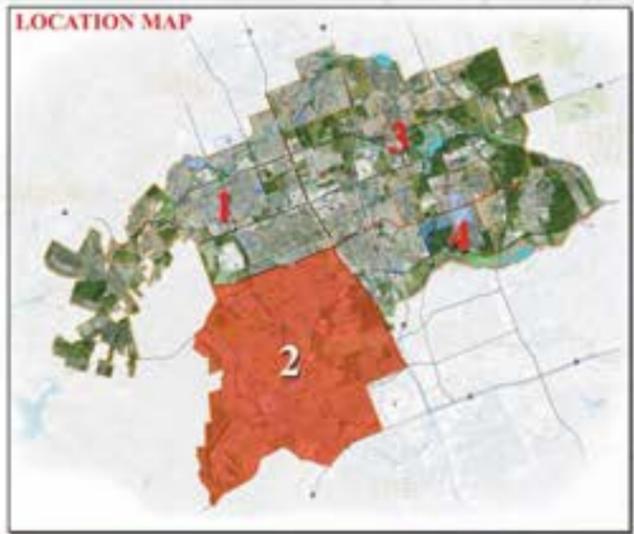
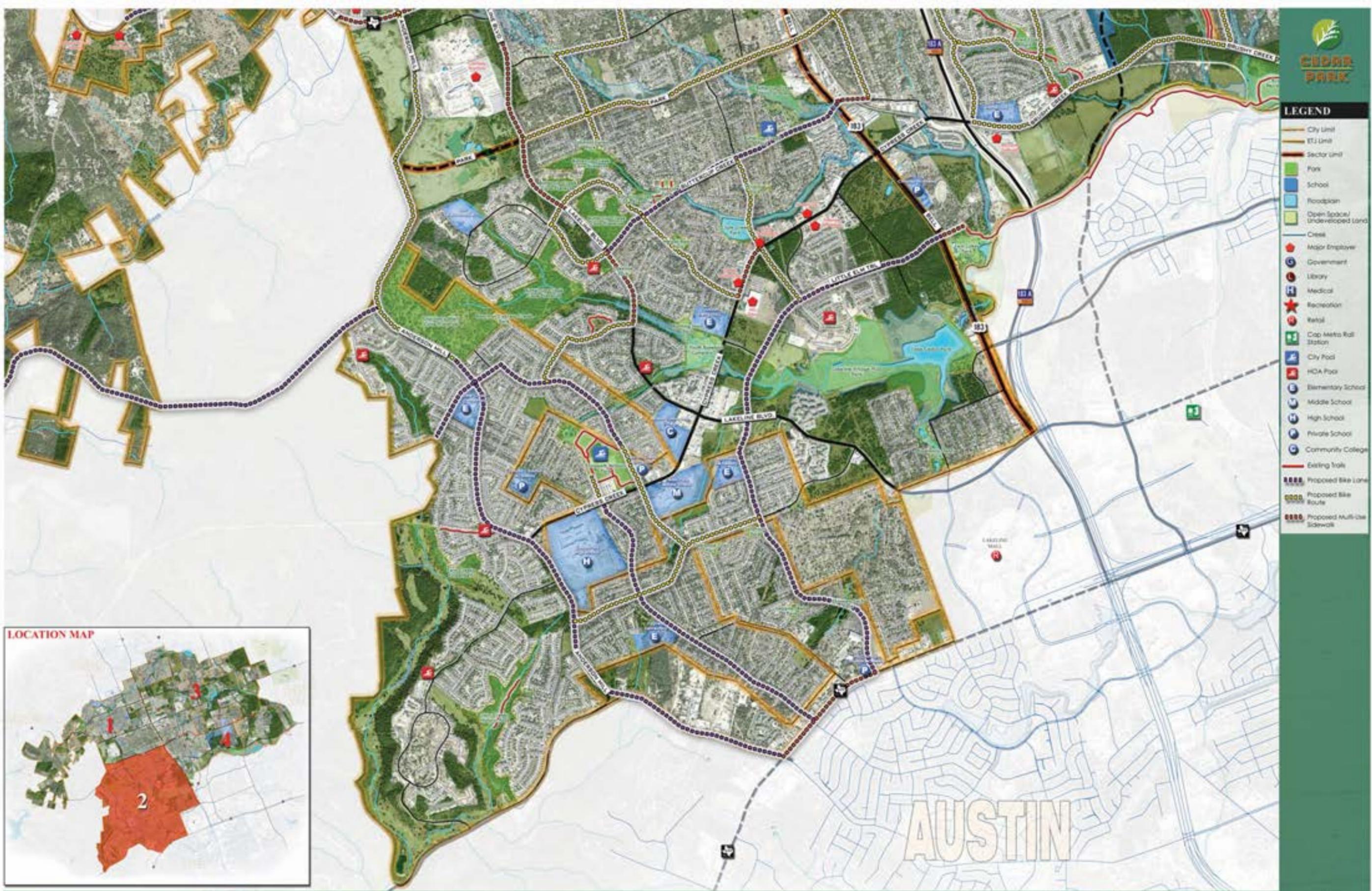
El Salido Parkway



Buttercup Creek Blvd.



Nelson Ranch Road





Sector 3 - Proposed Bicycle Facilities

The continuation of the multi-use sidewalk along Whitestone Blvd. is also proposed for this sector which is discussed in more detail in Chapter 6.

A bicycle lane is proposed along New Hope Dr. east of Main St. This bicycle lane will provide significant connections to the Cedar Park Center, the Recreation Center, the Medical Center, and the surrounding neighborhoods in the northeast area of the City.

Bicycle lanes are also proposed along Parmer Lane. Although the existing wide shoulder is currently used by many people as a bicycle facility, this Master Plan recommends that the shoulder be formally designated as a bicycle lane with signage and pavement markings. In order to complete, the City must cooperate with TxDOT. Any future widening of this road by TxDOT should not replace the bicycle lanes.

Bicycle routes are proposed throughout the Block House Creek neighborhood, Town Center residential areas, and Park Place neighborhood. These bicycle routes will connect the neighborhoods to the Recreation Center, the Library and the Cedar Park Center.



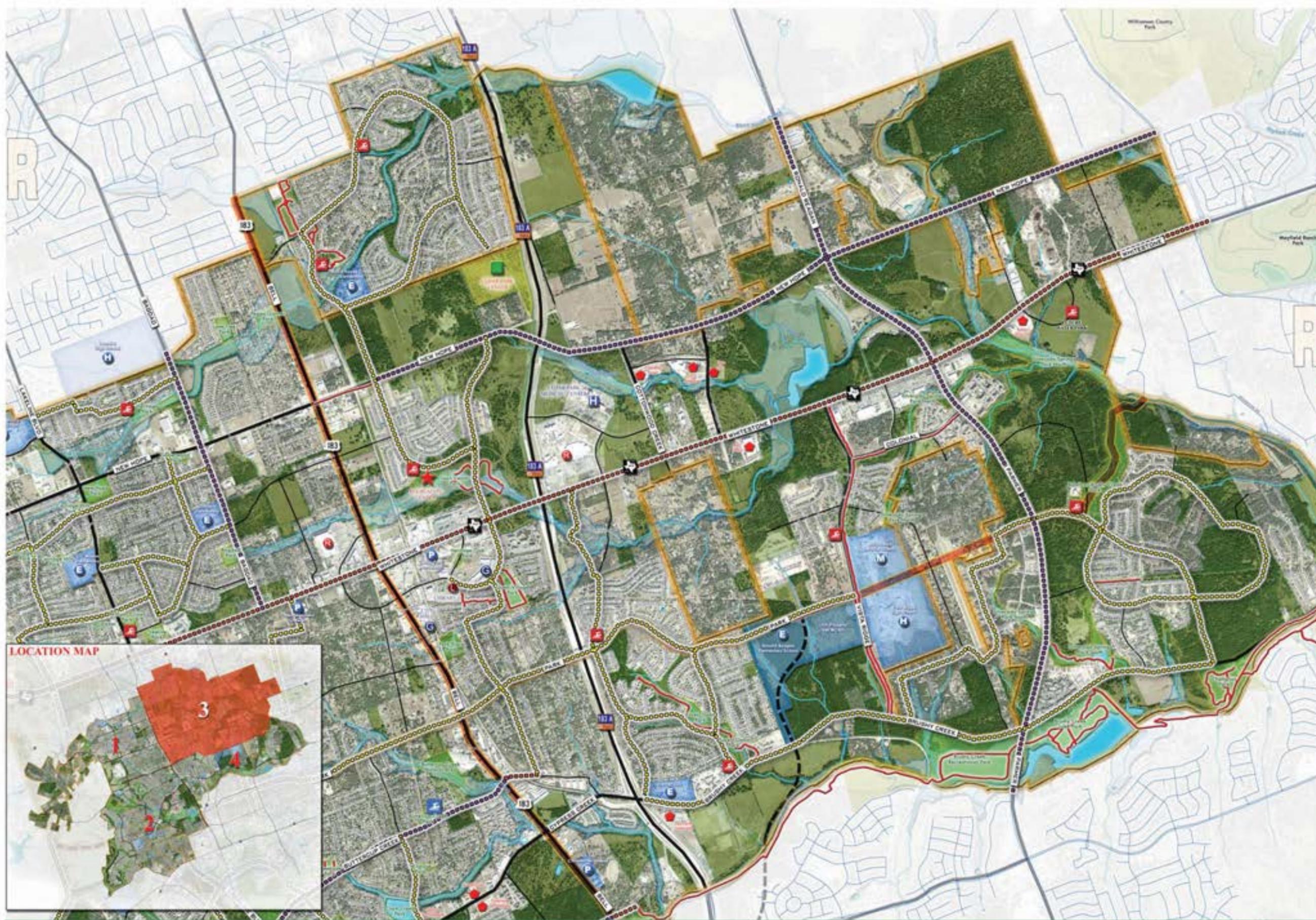
Whitestone Blvd. - Whitestone Blvd. is a major corridor with limited ability for on-street bicycle facilities. Therefore, a multi-use sidewalk is proposed in the right of way.



New Hope Drive - A bicycle lane should be added along New Hope Drive when it is expanded. Even though this street will have a wide meandering sidewalk as designated by the Transportation Master Plan, a separate on-street facility should still be available for bicyclists.



Town Center - Bicycle routes are proposed through the Town Center to connect surrounding residents to nearby destinations.



LEGEND

- City limit
- ETJ limit
- Sector limit
- Park
- School
- Floodplain
- Open Space/Undeveloped land
- Creek
- Major Employer
- Government
- Library
- Medical
- Recreation
- Retail
- Cap Metro Rail Station
- City Pool
- HOA Pool
- Elementary School
- Middle School
- High School
- Private School
- Community College
- Existing Trail
- Proposed Bike Lane
- Proposed Bike Route
- Proposed Multi-Use Sidewalk



Proposed On-Street Bicycle Facilities
 CITYWIDE HIKE AND BIKE TRAILS MASTER PLAN
 CITY OF CEDAR PARK, TEXAS

SECTOR 3

0 0.25 0.5 1 Mile

GRAPHIC SCALE



Sector 4 - Proposed Bicycle Facilities

Bicycle routes are proposed along Brushy Creek Road and Park Street. These are vital in creating a connection to the overall bicycle network; therefore, routes are recommended as these roads are improved or widened.

Similar to Sector 3, Parmer Lane should be formally designated as an arterial with bicycle lanes, signage and pavement markings.

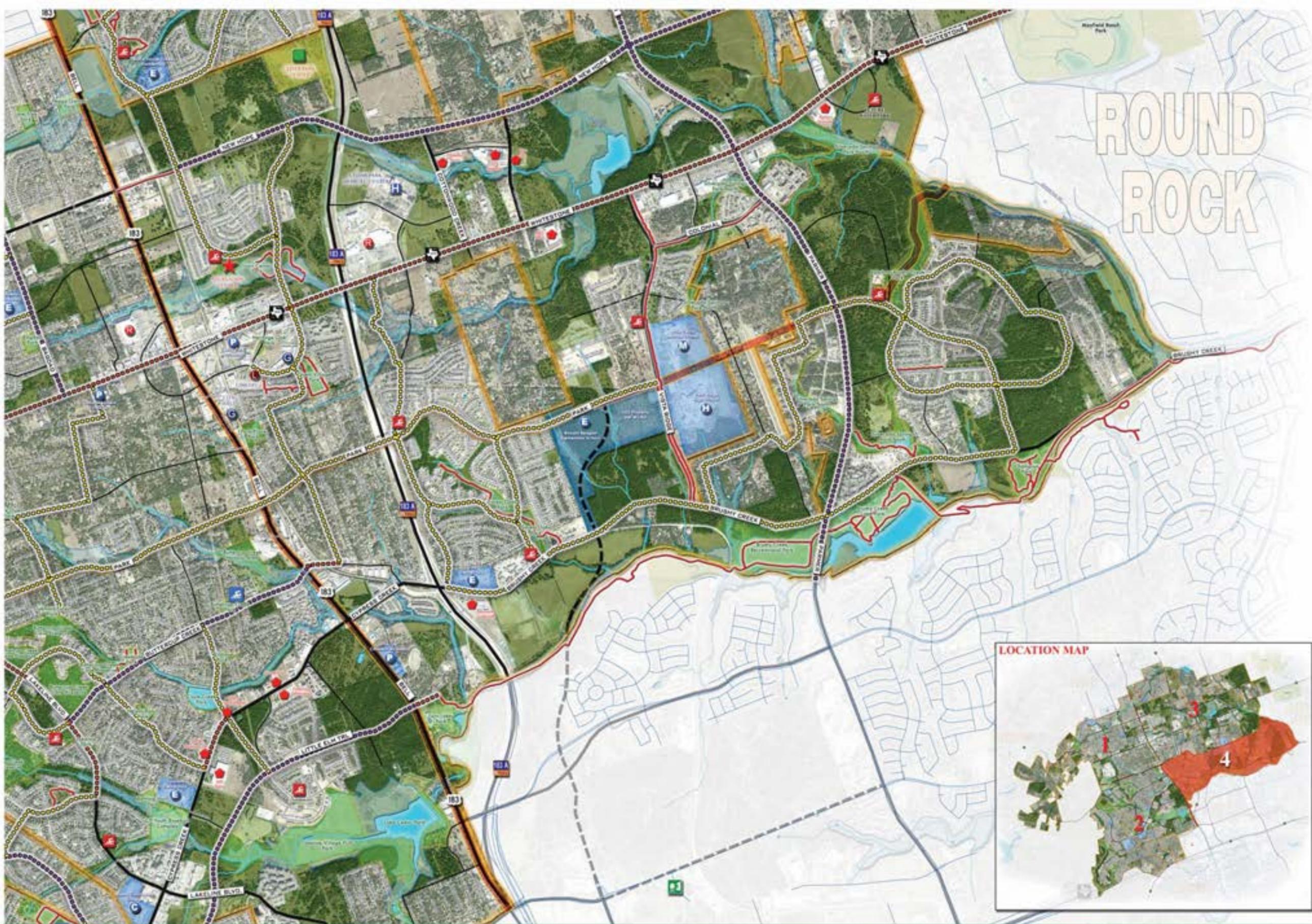
Bicycle routes are proposed along Lynnwood Trail and Darkwoods Drive. These are both streets that already have a striped wide curb which could easily serve as a bicycle facility. The City should formally designate these streets with bicycle routes by adding signage. On-street parking should continue to be allowed because of the residential homes that face the street. However, "share the road" signs would be appropriate to inform vehicles of potential bicycle riders.

Bicycle routes are proposed throughout the Silverado Springs neighborhood and the ETJ neighborhood of Breakaway Park. Bicycle routes in these neighborhoods will connect residents to the Leander ISD school properties, and the bicycle lane along Parmer Lane.

The existing Brushy Creek Regional Trail is located in this sector. A key goal should be to connect the bicycle network to the existing trail. The most probable connection is along Parmer Lane or Brushy Creek Road.



Brushy Creek Regional Trail - A goal of the bicycle network should be to connect to the existing Brushy Creek Regional Trail. The most feasible bicycle connection in Sector 4 is via Parmer Lane or Brushy Creek Road.



CEEDAR PARK

LEGEND

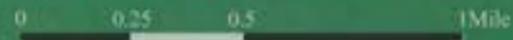
- City Limit
- ETJ Limit
- Sector Limit
- Park
- School
- Floodplain
- Open Space/Undeveloped Land
- Creek
- Major Employer
- Government
- Library
- Medical
- Recreation
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- Cap Metro Rail Station
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- Elementary School
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- Proposed Bike Route
- Proposed Multi-Use Sidewalk



Proposed On-Street Bicycle Facilities
 CITYWIDE HIKE AND BIKE TRAILS MASTER PLAN
 CITY OF CEDAR PARK, TEXAS

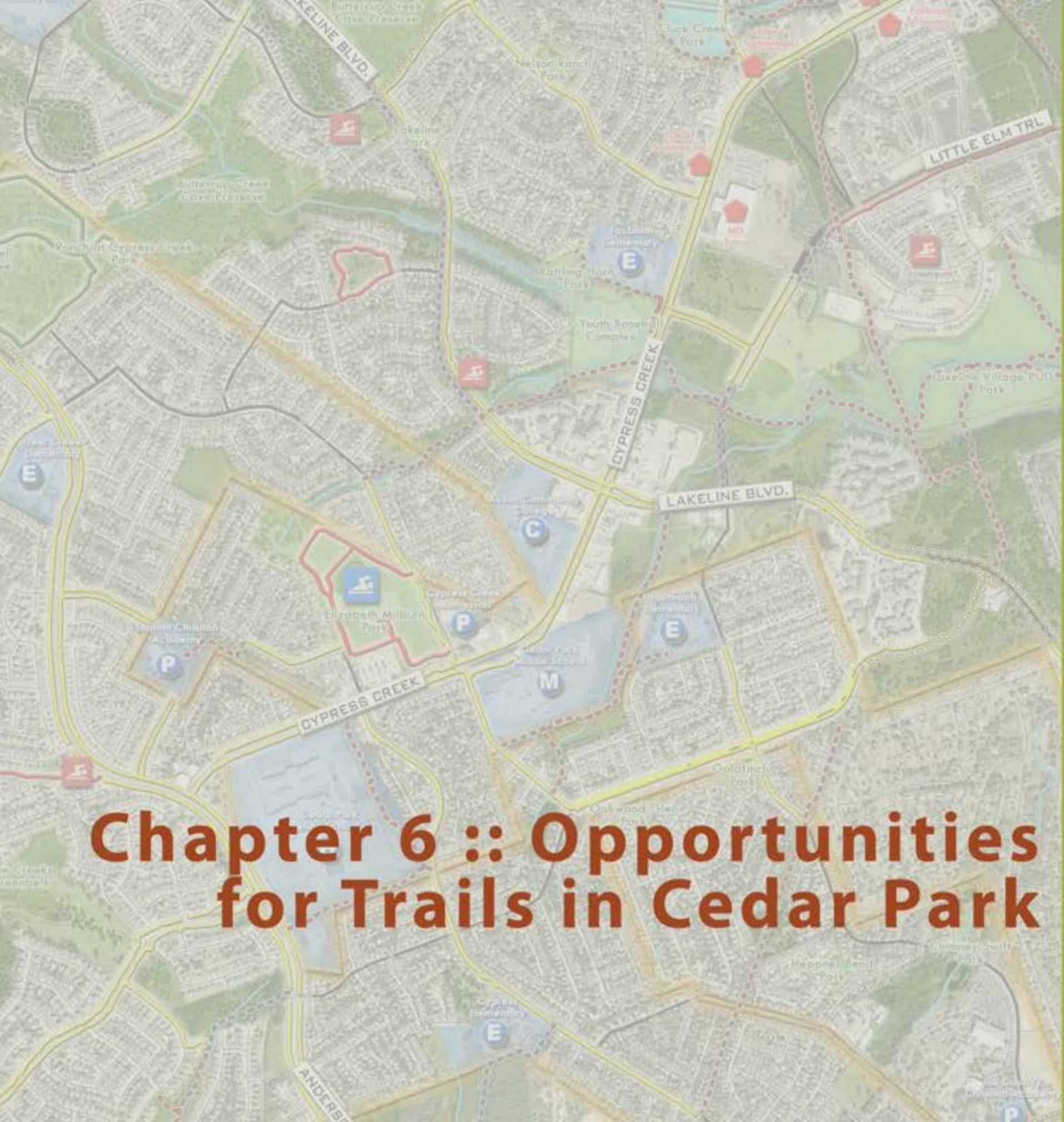


SECTOR 4

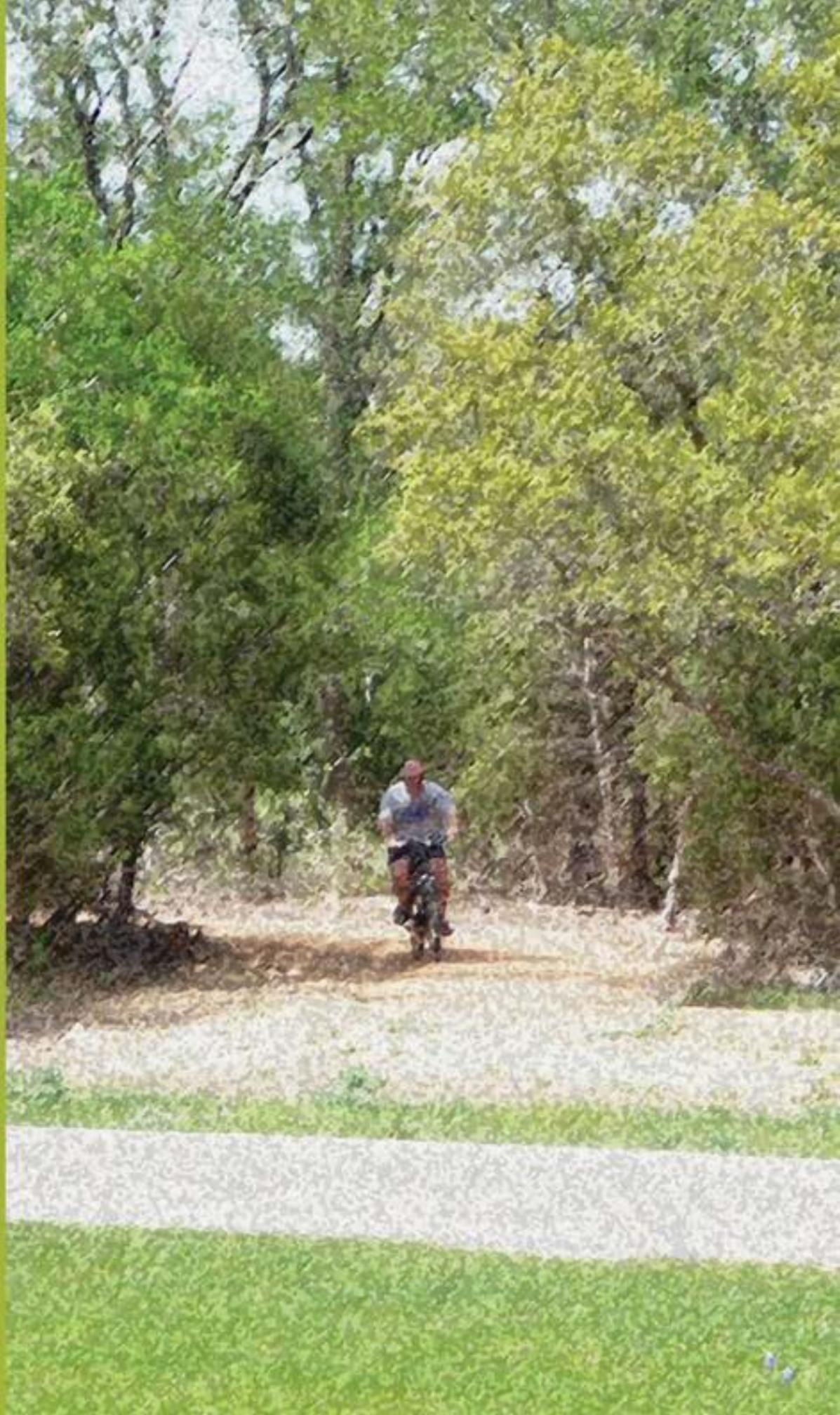


GRAPHIC SCALE





Chapter 6 :: Opportunities for Trails in Cedar Park



Evaluation of Potential Corridors and Trail Opportunities

Opportunities for pedestrian and bicycle facilities are abundant in Cedar Park. At the neighborhood level, area developments have initiated excellent trails and sidewalks along many tree lined streets. Other opportunities exist along drainage channels, powerline corridors, street right of ways, and greenbelts.

Corridors were evaluated in each sector of the City. Each potential corridor was evaluated using compatibility and accessibility criteria. Key evaluation areas include:

- ◆ **Citizen feedback** - Neighborhood desires for trails or concerns over specific trail corridors is considered as a key component of the evaluation, accounting for 25% of the overall score.
- ◆ **Relationship to area homes** - Many of the preferred corridors are along easements adjacent to residential backyards. Preference is given to corridors that allow greater separation from fences, and where the trail would be level with backyards to maintain the existing degree of privacy. The relationship to homes accounts for 20% of the overall score.
- ◆ **Connectivity** - Potential corridors are evaluated as to their potential to connect to schools, area parks, employers, retail destinations, civic buildings, and other trails. Connectivity accounts for 20% of the overall score.
- ◆ **Availability of the corridor** - Most of the corridors are controlled by the City. This ensures that acquisition or permission to use the corridor is at least possible.
- ◆ **Scenic qualities** - Scenic features are considered as one of the evaluating issues, such as along creeks, greenbelts, unique views, wildlife, or native vegetation.
- ◆ **Potential use** - Actual current use of the corridor, even without any facilities in place, is considered as a factor in determining whether to consider a corridor or not. If a corridor is currently used, or can be used with minimal improvement, then it receives a higher score because potential development of a trail is easier.

Overall scores are assigned as follows - corridors with a score of 81 or more are ranked as an A; corridors with a score between 61 and 80 are ranked as a B; corridors with a score between 41 and 60 are ranked as a C; corridors with a score of less than 40 are ranked as a D or F. Corridors receiving an A are considered the most compatible corridors.

It is important to note that this section evaluates for compatibility and usefulness. Some corridors that ranked high in compatibility may not necessarily be the most highly used corridors. Criteria in Chapter 7 are used to determine the prioritization and level of importance of each of the higher scoring trail corridors.

The map on the following page illustrates all potential trail opportunities in Cedar Park. Specific trail opportunities in each sector follow.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS

Corridor Name: _____ Score: F
 Type: _____ Length: _____

Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	0
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	
Major Retail		2	
Major Employers		2	
Availability	15%	15	0
City Owned		15	
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	0
Width of Corridor - Separation		15	
Elevation - Visibility from Above		-5	
Buffers		10	0
- Visual		6	0
- Vegetation		1.75	
- Fencing		1.75	
- Berms		2.5	
- Noise		4	0
- Vegetation		1.25	
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	0
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	0
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	0
In City		5	
In ETJ		3	
Total	100%	100	0

* Single Family Residential Property ** Adjacent Property Owners

Sample evaluation table



LEGEND

- City limit
- ETJ limit
- Sector limit
- Park
- School
- Floodplain
- Open Space/Undeveloped land
- Creek
- Major Employer
- Government
- Library
- Medical
- Recreation
- Retail
- Rail Station
- City Pool
- HOA Pool
- Elementary School
- Middle School
- High School
- Private School
- Community College
- Existing trail
- Existing Sidewalk
- Existing Nature Trail
- Proposed Trail
- Proposed Sidewalk
- Proposed Developer Built Trail
- Proposed Parkway Sidewalk
- Proposed Canal/feature Trail



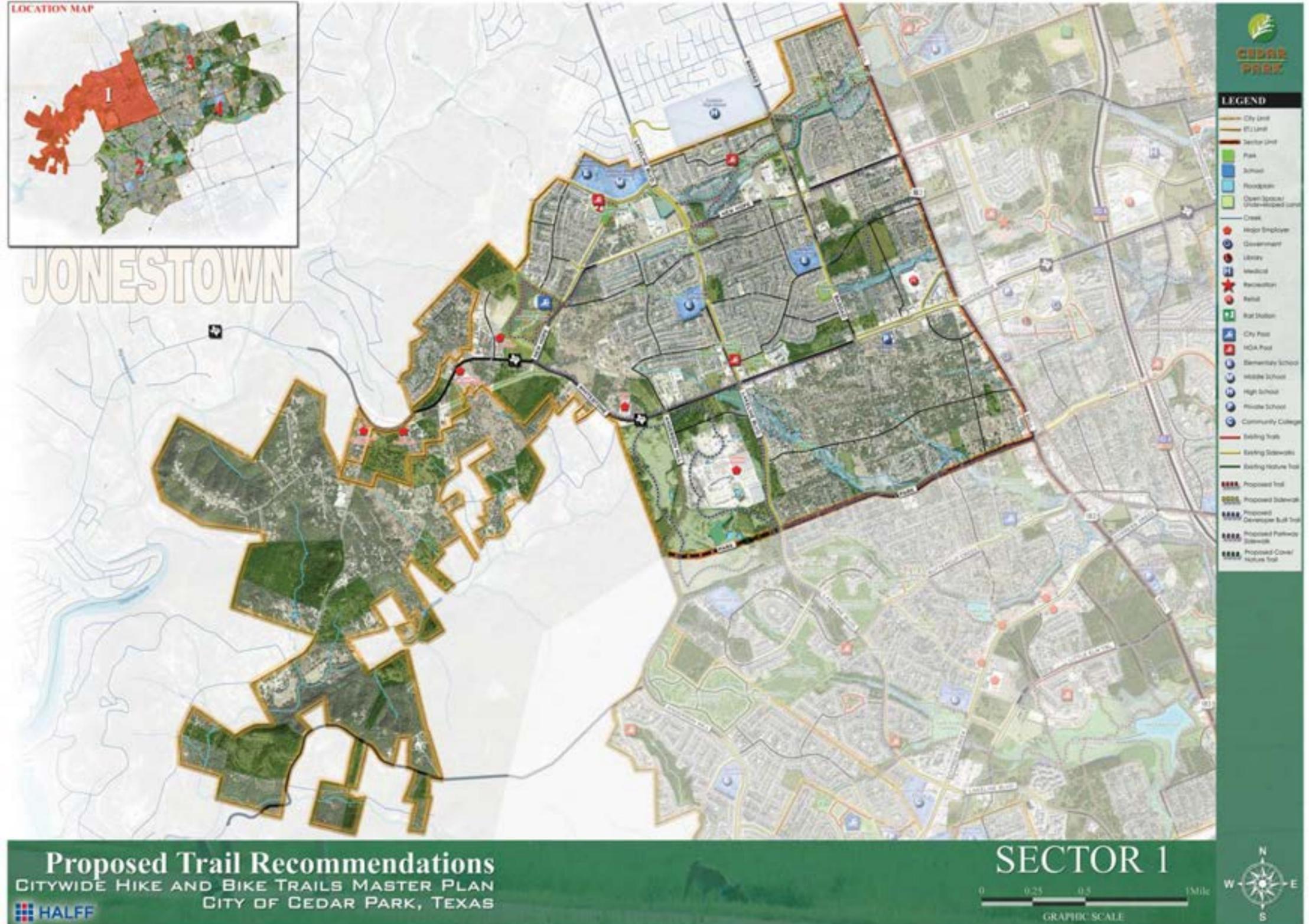
Sector 1 Trail Opportunities

This sector of the City is a mix of large property owners, new development, and older neighborhoods.

In the far western portion of this sector, there are large lot property owners whose property extends throughout the hill country. Future development will be very limited in this area.

Towards the northern portion of this sector, there are newer neighborhoods with several parks and schools.

An existing quarry is also in this sector. In the long term future, the City should remain apprised of future redevelopment plans for the quarry property once it has closed. Abandoned quarries have great potential as park sites, golf courses, or retail shopping districts. Regardless of the future use, it will most likely be a future destination that trails should connect to.



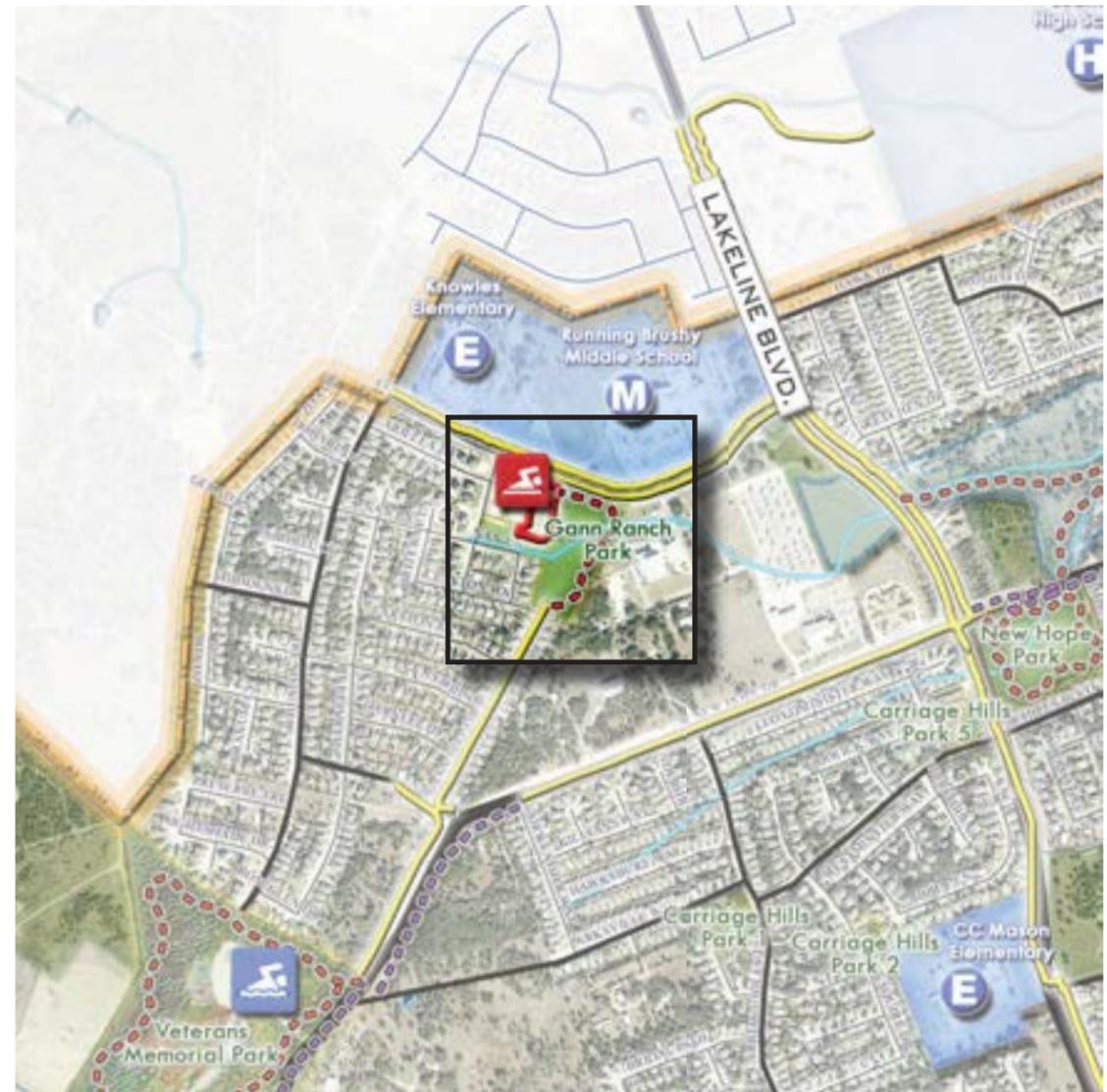


Gann Ranch Park Trail

This proposed trail loops through Gann Ranch Park. It provides a connection from nearby neighborhood to the elementary and middle schools. It also connects the existing trail in the park and to the HOA swimming pool. The completion of this trail will provide access off West New Hope Drive, and connect to the destinations without having to walk through the northeast portion of the neighborhood.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Gann Ranch Park Trail		Score: A	
Type: Trail		Length: 1,070 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	16
Schools		6	6
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	13
Width of Corridor - Separation		15	10
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	20
Support (75%+)		25	20
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	81

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Veterans Memorial Park Trail		Score: A	
Type: Trail		Length: 5,740 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	12
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	2
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	82

* Single Family Residential Property ** Adjacent Property Owners

Veterans Memorial Park Trail

Veterans Memorial Park has proposed nature trails, decomposed granite trails, and concrete trails that are to loop around the entire park. These trails are an important part of the infrastructure of the park since they will connect all the features to one another. As construction of the park is continued, trails should be one of the top priorities.



Quarry Trails

The quarry has long term potential and trails should be factored in as a key part of the future use. Quarries have been converted into parks, golf courses, and retail shopping areas once they are abandoned. Whatever its future use may be, trails should be developed throughout the site.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Quarry Trails		Score: B	
Type: Developer Trail		Length: 17,635 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	0
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	
Major Retail		2	
Major Employers		2	
Availability	15%	15	10
City Owned		15	
Entity Owned		10	10
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	22
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	7
- Visual		6	4.25
- Vegetation		1.75	
- Fencing		1.75	1.75
- Berms		2.5	2.5
- Noise		4	2.75
- Vegetation		1.25	
- Fencing		1.25	1.25
- Berms		1.5	1.5
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	69

* Single Family Residential Property ** Adjacent Property Owners



Trail alignments shown are conceptual and intended only to indicate desire for a looped system. Future alignments are subject to property owners' redevelopment strategy. Quarry is currently owned by the City of Austin.



CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Anderson Mill Rd. (Park St to 1431)		Score: B	
Type: Sidewalk		Length: 8,765 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	2
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	
Major Retail		2	
Major Employers		2	2
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	22
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	7
- Visual		6	4.25
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	2.5
- Noise		4	2.75
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	1.5
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	76

* Single Family Residential Property ** Adjacent Property Owners

Anderson Mill Road (Park St. to FM 1431)

Currently the sidewalks along Anderson Mill Road stop once it reaches the cave preserve areas. It is proposed that the sidewalks be extended on both sides of the street until it reaches FM 1431. This extension should occur when Anderson Mill Road is expanded and widened. Currently, the street goes from being four lanes to only two lanes when it reaches the quarry. Long term plans for Anderson Mill Road should be to expand it to four lanes the entire length. As this happens, the sidewalks should also be extended.

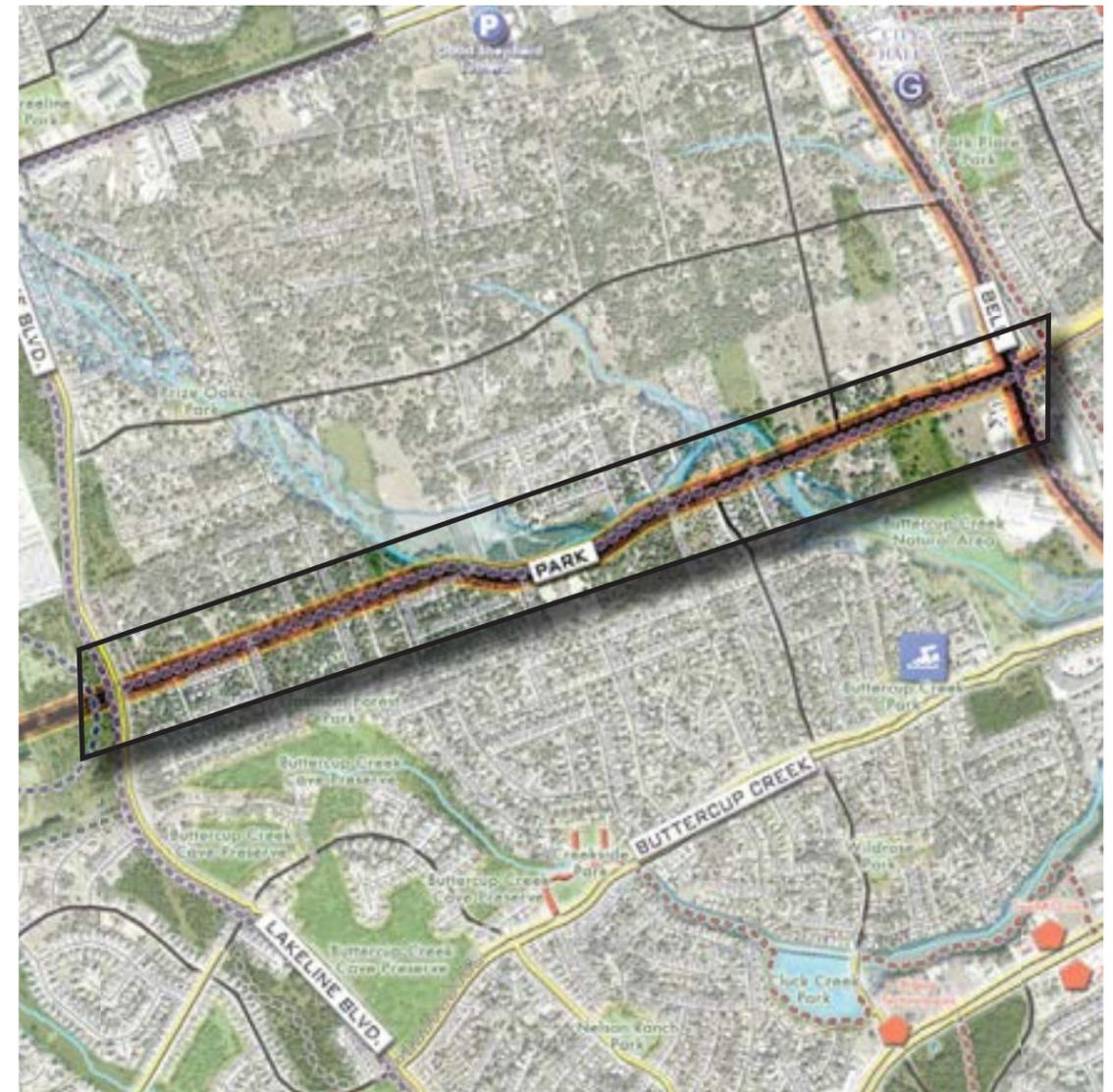


Park Street (Lakeline Blvd. to Bell St.)

Park Street is part of the Transportation Master Plan. This means that when Park Street is renovated or expanded, a six foot meandering sidewalk is required on at least one side of the street. It is proposed that the sidewalk be a parkway sidewalk and that the City try to make it at least eight feet wide. 15 foot wide outside lanes are planned when reconstruction of the road occurs. This will allow for a wide curb lane to be shared with on-street bicycle use.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Park Street (Lakeline Blvd. to Bell St.)		Score: B	
Type: Parkway Sidewalk		Length: 8,415 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	4
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	
Major Retail		2	2
Major Employers		2	2
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	6
Width of Corridor - Separation		15	
Elevation - Visibility from Above		-5	
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	10
Ex. Trail or Sidewalk & Used		10	10
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	70

* Single Family Residential Property ** Adjacent Property Owners



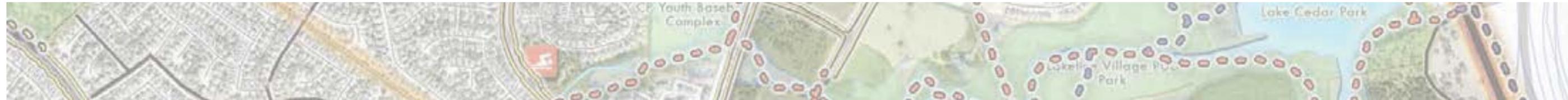


CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Whitestone Blvd. (New Hope to Bagdad)		Score: B	
Type: Parkway Sidewalk		Length: 10,430 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	6
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	2
Availability	15%	15	10
City Owned		15	
Entity Owned		10	10
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	71

* Single Family Residential Property ** Adjacent Property Owners

Whitestone Blvd. (West New Hope Dr. to Bagdad Rd.)

Whitestone Blvd. is a major arterial road that traverses the entire City east to west. Because of the significance of the connection to other parts of the City, it proposed that parkway sidewalk be built on at least one side of the street. This parkway sidewalk needs to be wide enough to accommodate both pedestrians and bicyclists.

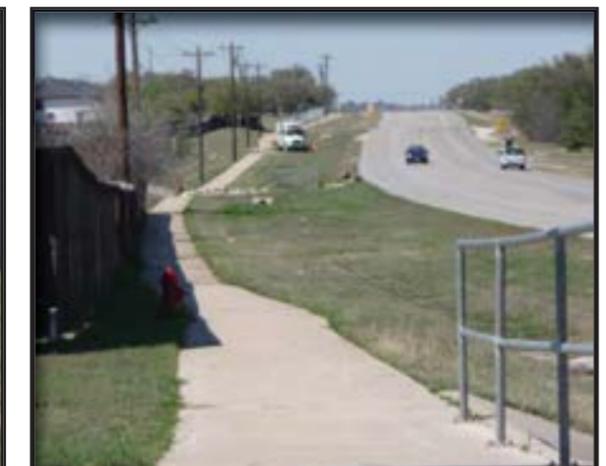
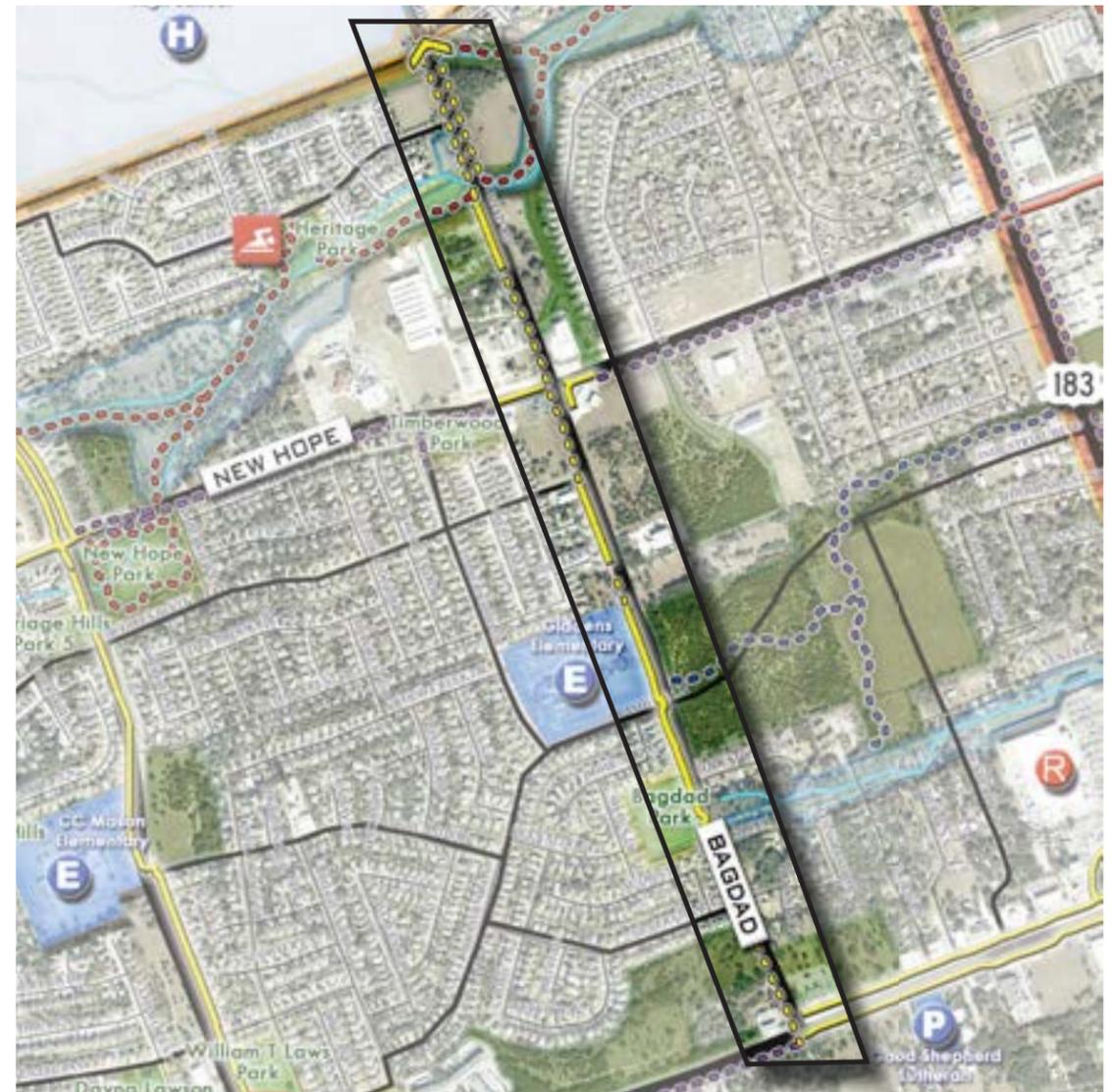


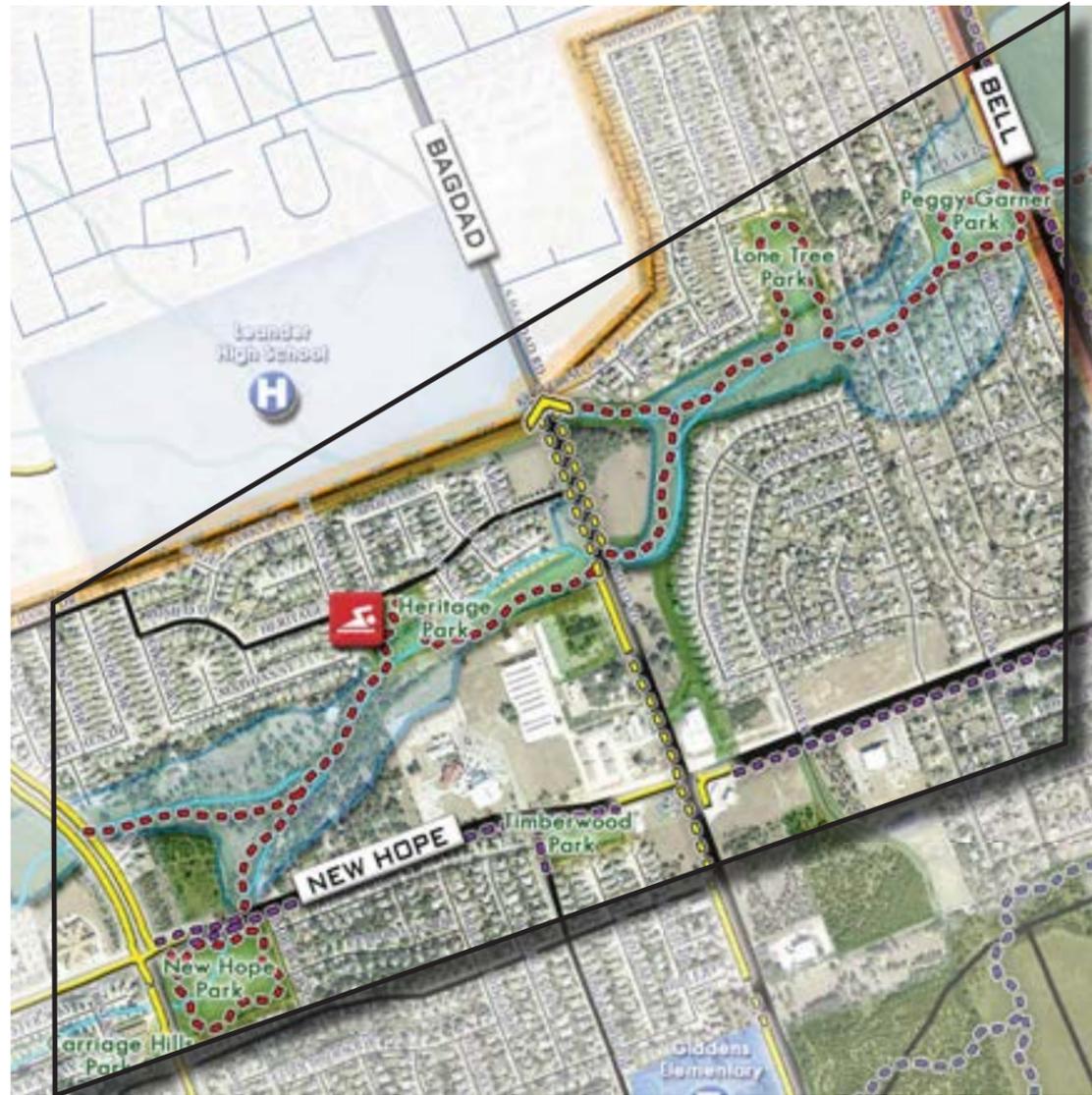
Bagdad Road

Bagdad Road is a major arterial in the northern portion of the City. There is an existing sidewalk; however, in several places it stops for several feet then starts again. The gaps in the sidewalk should be filled so that it is a continuous sidewalk along the entire length of the street. 15 foot wide outside lanes are planned for this road which can be used as on-street bicycle facilities.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Bagdad Road		Score: B	
Type: Sidewalk		Length: 4,860 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	16
Schools		6	6
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	21
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	10
Ex. Trail or Sidewalk & Used		10	10
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	72

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS
 Corridor Name: Block House Creek & New Hope Park
 Type: Trail
 Score: B
 Length: 14,130 ft.

Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			2
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	2
Proximity to SFR*	20%	20	21
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	15
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	15
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	73

* Single Family Residential Property ** Adjacent Property Owners

Block House Creek and New Hope Park

Block House Creek is a major creek corridor that extends through the northern portion of the City. There is potential to connect several parks by developing a trail along this creek corridor. There are several private property owners towards the western portion of the creek, which will make construction more difficult. However, the creek corridor is already designated as its own parcel between Heritage Park and Lone Tree Park which will make construction of a trail easier. There is a possibility of coordinating the use of the concrete channels as bike and trail paths.

New Hope Park, Heritage Park, Lone Tree Park, and Peggy Garner Park should have an inner looped trail throughout them.



Industrial Blvd. (Bagdad Rd. to Bell St.)

The proposed developer trails along Industrial Blvd. are meant to be long term. If the existing private properties were to be developed, then trails should be constructed to connect Bagdad Rd. to Bell St.

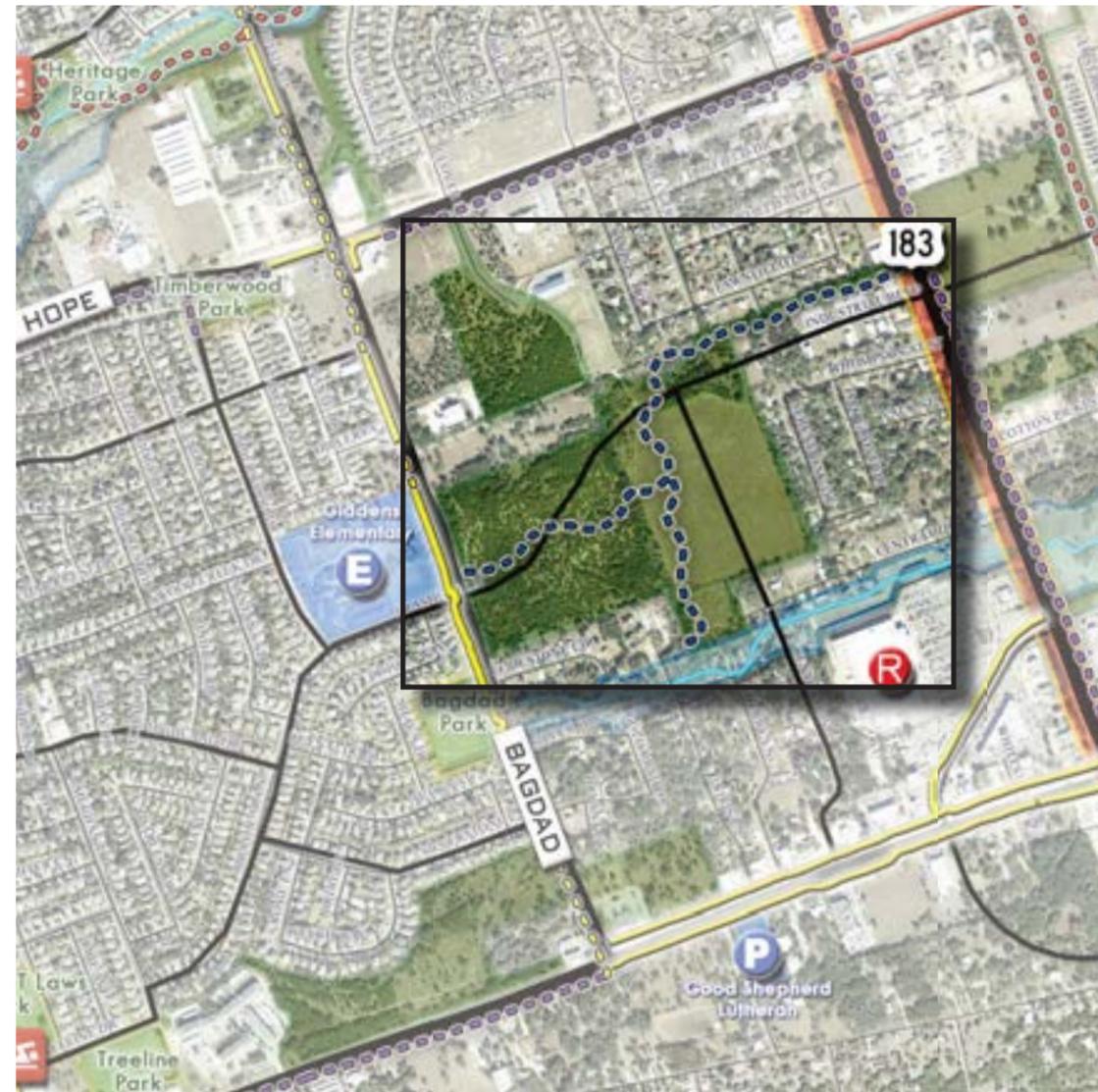
CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS

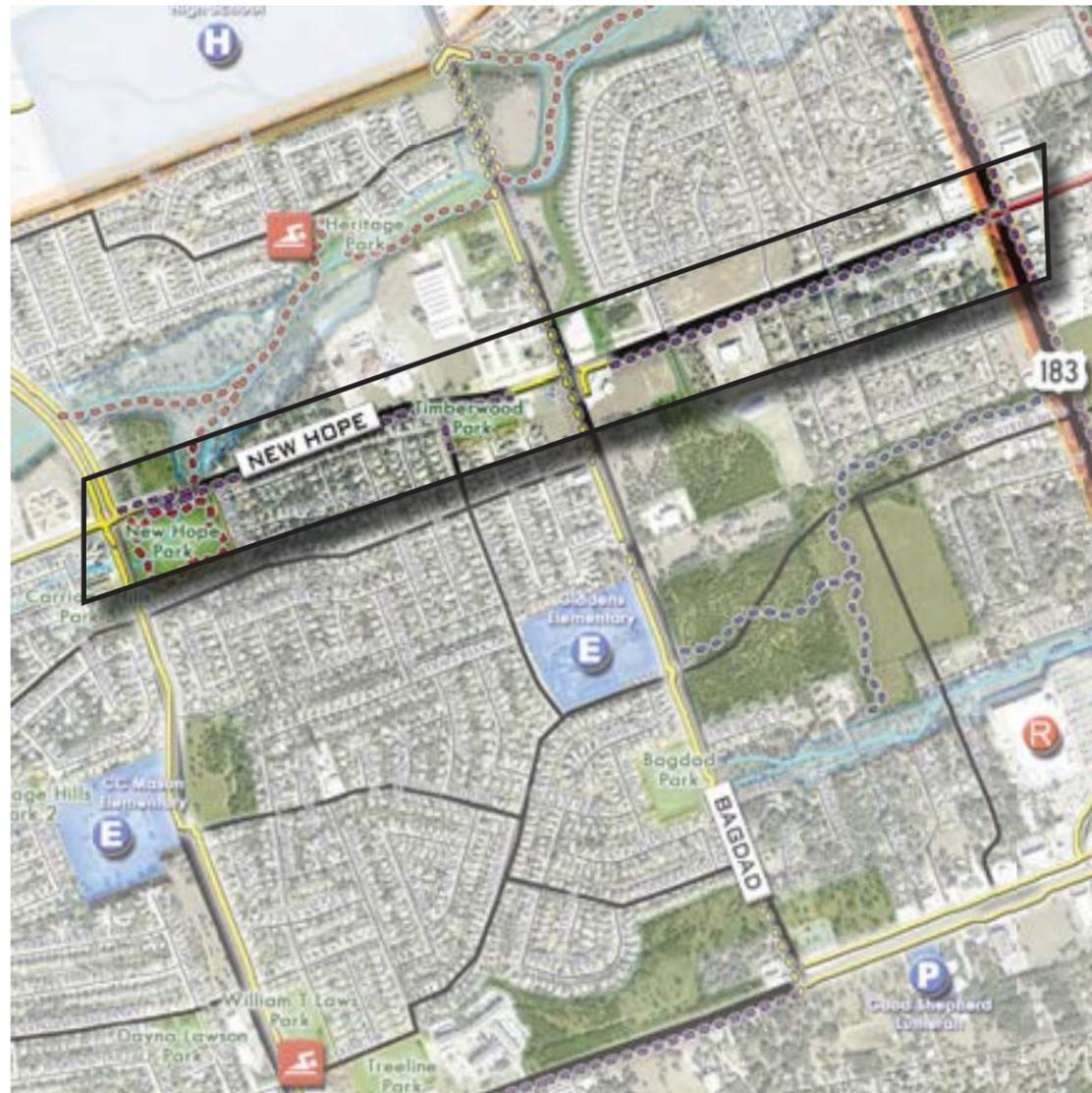
Corridor Name: Industrial Blvd. (Bagdad Rd. to Bell St.) Score: F

Type: Developer Trail Length: 1,990 ft.

Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	0
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	
Major Retail		2	
Major Employers		2	
Availability	15%	15	2
City Owned		15	
Entity Owned		10	
Privately Owned			2
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	2
Proximity to SFR*	20%	20	1
Width of Corridor - Separation		15	
Elevation - Visibility from Above		-5	-5
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	15

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: New Hope Dr. (Lakeline Blvd. to Bell St.)		Score: A	
Type: Parkway Sidewalk		Length: 6,700 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	10
City Owned		15	
Entity Owned		10	10
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	21
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	10
Ex. Trail or Sidewalk & Used		10	10
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	83

* Single Family Residential Property ** Adjacent Property Owners

New Hope Drive (Bell St. to Lakeline Blvd.)

New Hope Drive is also part of the City's Transportation Master Plan. As the street is widened or expanded, a six foot meandering sidewalk is required on one side.

Currently, there are gaps in the sidewalk along this portion of New Hope Dr. Also, the sidewalk to the west of Lakeline Blvd. is only in adequate condition, is too narrow for multiple users, and needs replacement. Again, because of the Transportation Master Plan, when New Hope Drive is expanded, the sidewalk will be renovated to at least six feet. However, this Plan recommends the sidewalk be at least eight feet in width to accommodate multiple users.

15 foot wide outside lanes are planned for this road which can be used as on-street bicycle facilities.



New Hope Drive (FM 1431 to West New Hope Dr.)

This section of New Hope Drive connects the surrounding neighborhoods to Veterans Memorial Park. Again, as the road is improved and expanded, at least a six foot meandering sidewalk is required on one side. This Plan strongly encourages the sidewalk be at least eight feet in width so that multiple users can use it. Because of popular destination of Veterans Memorial Park, it can be expected that there will be multiple user types accessing the sidewalk.

Much of the sidewalk on the west side of the road is already in place.

15 foot wide outside lanes are planned for this road which can be used as on-street bicycle facilities.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: New Hope Dr. (1431 to W. New Hope Dr.)		Score: A	
Type: Parkway Sidewalk		Length: 3,515 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	15
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	0
- Visual		6	0
- Vegetation		1.75	0
- Fencing		1.75	
- Berms		2.5	
- Noise		4	0
- Vegetation		1.25	0
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	10
Ex. Trail or Sidewalk & Used		10	10
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	85

* Single Family Residential Property ** Adjacent Property Owners



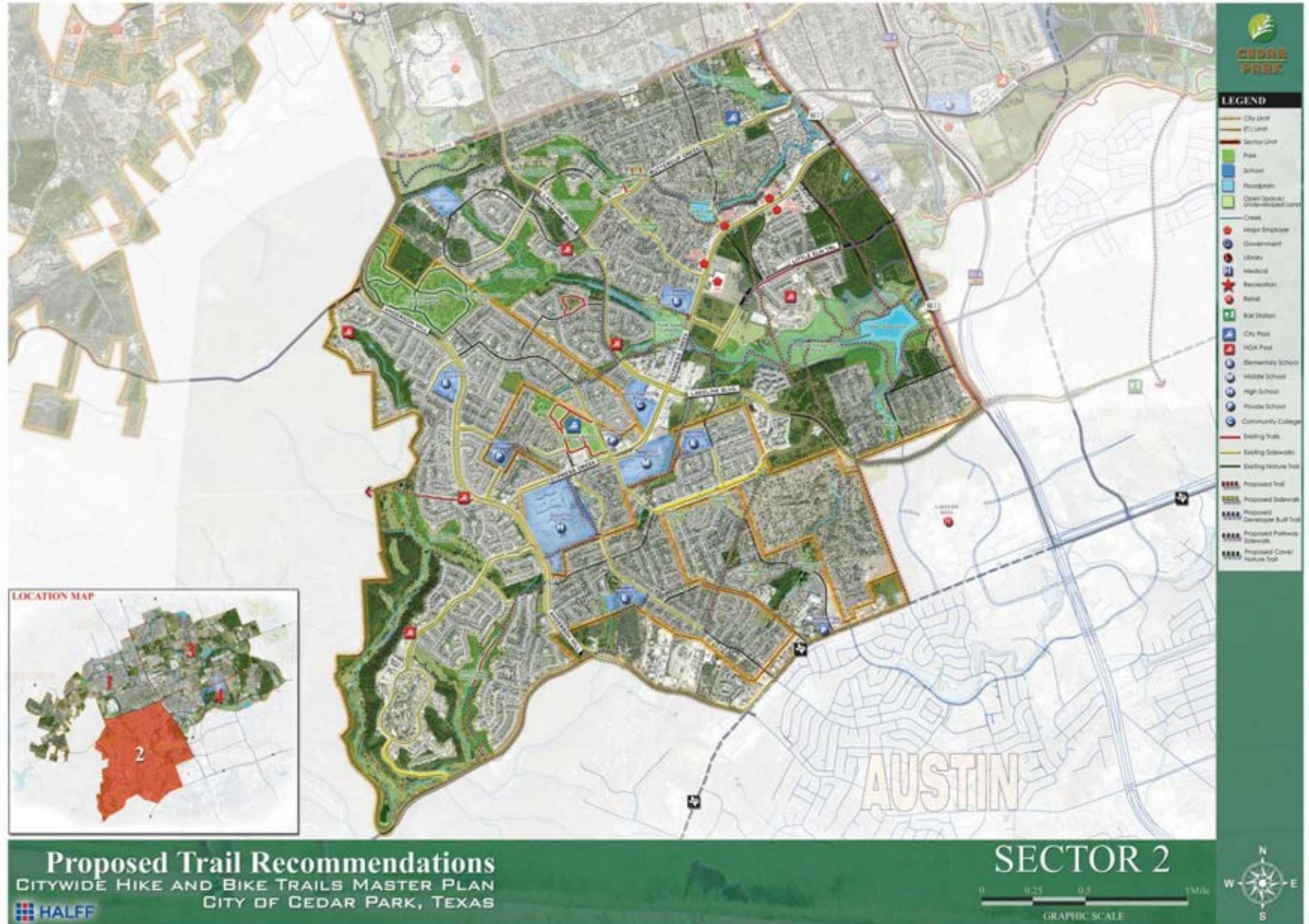
Sector 2 Trail Opportunities

This sector is almost entirely built out. There are also several major arterial roads that connect this sector to the remainder of the City. Because of the significant amount of existing development, many of the trails in this sector will be along streets.

As part of the City's Transportation Master Plan, several streets are required to have a six foot meandering sidewalk on at least one side of the road. The streets in Sector 2 included in this ordinance are Park Street and Little Elm Trail. Therefore a parkway sidewalk is proposed along these streets, along with Lakeline Blvd.

The cave preserves are located in this sector. Several caves are designated as research and guided tour only. Therefore, proposed cave nature trails are only shown in portions of the cave preserves where public access is allowed.

Also in this sector is a large undeveloped city park called Lakeline Village PUD Park. This park has a lake feature which would make for an ideal setting for future trails. Trails and the development of this park is a top priority, and was also considered a high priority in the Citywide Parks Master Plan.





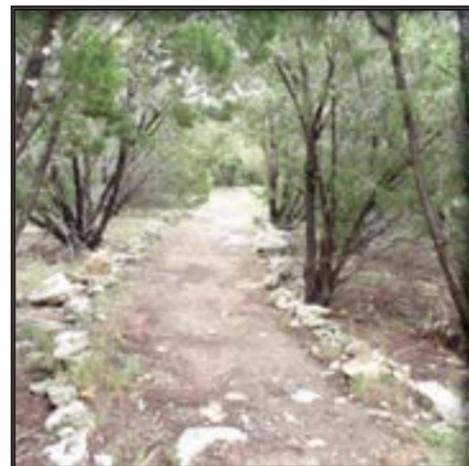
Anderson Mill Road (existing sidewalk to Park St.)

Anderson Mill Road currently has a wide trail corridor on both sides of the street until it reaches the cave preserve areas. From this point there is no existing sidewalk. The sidewalk should be extended on both sides of the street at least eight feet wide.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Anderson Mill Road		Score: B	
Type: Sidewalk		Length: 11,690 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	21
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	15
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	15
Jurisdiction	5%	5	3
In City		5	
In ETJ		3	3
Total	100%	100	71

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Cave Preserve Trails			
Type: Nature Trail			
		Score: A	
		Length: 8,810 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	6
Trail-to-Trail		6	
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	10
City Owned		15	
Entity Owned		10	10
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	20
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	-5
Buffers		10	10
- Visual		6	6
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	2.5
- Noise		4	4
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	1.5
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	82

* Single Family Residential Property ** Adjacent Property Owners

Cave Preserve Trails

Many of the caves are designated as research only, and do not allow public access. Therefore, proposed cave nature trails shown in this Plan are derived from the Texas Cave Conservancy. The proposed cave nature trails are intended to remain in a natural state. Very minimal improvement will be done to the trails. The intention is to allow the caves to remain natural and preserved, while providing the opportunity to experience natural areas.



Cluck Creek Trail

Cluck Creek is one of two major creek corridors in this sector of the City. Placing a trail along this drainage corridor will connect several neighborhoods to each other, as well as to Creekside Park, Cluck Creek Park and several major employers in the City. This corridor makes for an excellent off street trail opportunity. The corridor is wide enough to easily accommodate a trail.

One way to construct a trail along this corridor would be to construct a concrete drainage channel down the middle of the easement. This would ensure that the trail users are lower than the surrounding homes' fences, and will not be immediately behind privacy fences.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Cluck Creek Trail		Score: B	
Type: Trail		Length: 5,670 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	12
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	2
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	13
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	-5
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	15
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	15
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	72

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS

Corridor Name: Buttercup Creek Blvd. Score: A

Type: Sidewalk Length: 2,345 ft.

Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	12
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	2
Major Employers		2	
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	84

* Single Family Residential Property ** Adjacent Property Owners

Buttercup Creek Blvd.

There are two segments along Buttercup Creek Blvd. where the sidewalk stops abruptly. The sidewalk on the south side of the street, towards Bell St. needs to be expanded. Also the sidewalk on the north side of the street ends once it reaches the cave preserves. Because of the restrictions of the cave preserves, it might not be possible to place a concrete sidewalk path along this area of Buttercup Creek Blvd. The City should work with the Texas Cave Conservancy to make sure that the caves are preserved, and that any future sidewalk expansion does not disrupt any protected species.



South Buttercup Creek Trail (Sun Chase Blvd. to Faubion Elementary School)

This drainage corridor connects Faubion Elementary School, the Cedar Park Youth Baseball Complex, an HOA swimming pool, and a multi-family apartment complex. A trail along this drainage corridor will provide a natural setting for people to experience the outdoors. The corridor is wide enough to accommodate a trail while not disturbing the surrounding neighborhoods. This was one of the most highly supported trail opportunities discussed during the public input process.

One way to construct a trail along this corridor would be to construct a concrete drainage channel down the middle of the easement. This would ensure that the trail users are lower than the surrounding homes' fences, and will not be immediately behind privacy fences.

CITY of CEDAR PARK - SELECTION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: South Buttercup Creek Trail		Grade: A	
Type: Trail		Length: 5,693 ft.	
Selection Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	6
Trail-to-Trail		6	
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	21
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	85

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Lakeline Village PUD Park		Score: A	
Type: Trail		Length: 15,455 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	16
Schools		6	6
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	26
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	11
- Visual		6	6
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	2.5
- Noise		4	5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	2.5
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	94

* Single Family Residential Property ** Adjacent Property Owners

Lakeline Village PUD Park

One of the most highly desired trail corridors that came out of the public input process was the development of the Lakeline Village PUD Park and trails that encircle the lake. Buttercup Creek connects to Lake Cedar Park, and proposed trails are recommended along the creek from the lake to Cypress Creek Road.

Once this park is developed, it will likely be a major attraction in the City. Trails from the surrounding neighborhoods should connect to it. Also, there is potential to connect the trails around the lake to the existing Brushy Creek Regional Trail system by crossing over Bell St. at either Little Elm Trail or Avery Ranch Blvd.

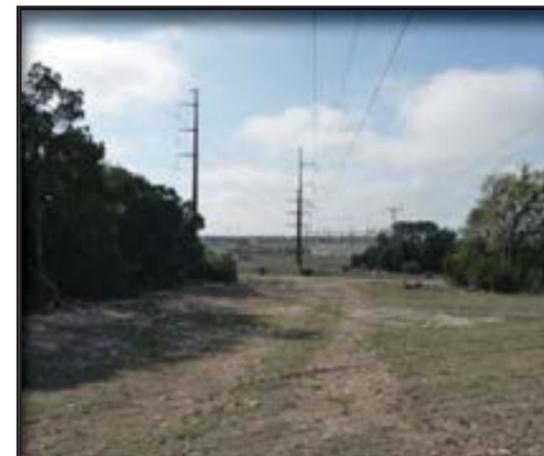


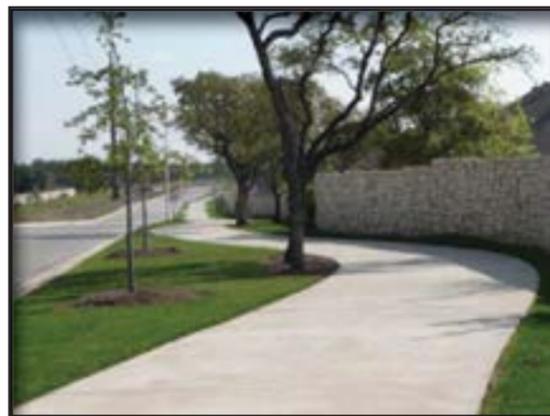
Lakeline Village Powerline Corridor

There is a powerline corridor that connects from Cypress Creek Rd. to Lakeline Blvd. The powerline passes through the future Lakeline Village PUD Park. Constructing a trail along this powerline corridor will connect the two major arterial roads as well as the future park. Powerline corridors are generally wide enough to construct a trail for multiple users, and are already mowed so the maintenance of the trail has relatively little impact.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Lakeline Village Powerline Corridor		Score: B	
Type: Trail		Length: 6,775 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	6
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	2
Availability	15%	15	10
City Owned		15	
Entity Owned		10	10
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	21
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	15
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	15
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	64

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Little Elm Trail		Score: B	
Type: Parkway Sidewalk		Length: 3,815 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	6
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	
Major Retail		2	
Major Employers		2	
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	76

* Single Family Residential Property ** Adjacent Property Owners

Little Elm Trail

Little Elm Trail is another street that is part of the City's Transportation Master Plan. The currently is a ten foot meandering parkway sidewalk in the newly developed neighborhood. As the street is expanded, the ten foot parkway sidewalk should continue and maintain its current width.

Little Elm Trail provides a significant crossing into Twin Lakes Park and the existing Brushy Creek Regional Trail. When Little Elm Trail is extended to Bell Street, it is highly important that a safe pedestrian crossing be built that crosses Bell Street. This is one of the few intersections that will allow a connection from the existing Brushy Creek Regional Trail to the future trail system around Lakeline Village PUD Park.

Other gaps in the Little Elm Trail parkway sidewalk should be filled as the street is extended.



Orchard Falls Drive

This is a proposed sidewalk along Orchard Falls Drive which will connect the neighborhood to future Lakeline Village PUD Park. It is likely that this sidewalk will be constructed as a result of the development of this neighborhood.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Orchard Falls Drive		Score: B	
Type: Sidewalk		Length: 950 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	10
Ex. Trail or Sidewalk & Used		10	10
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	63

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS

Corridor Name: Eastern Developer Trails Score: C

Type: Developer Trails Length: 2,715 ft.

Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	16
Schools		6	6
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	2
City Owned		15	
Entity Owned		10	
Privately Owned			2
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	2
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	48

* Single Family Residential Property ** Adjacent Property Owners

Eastern Developer Trails

Developer trails are proposed in the eastern portion of this sector to connect the proposed collector street to Bell St. As future development occurs in this area, trails should be built to ensure an interconnected system.

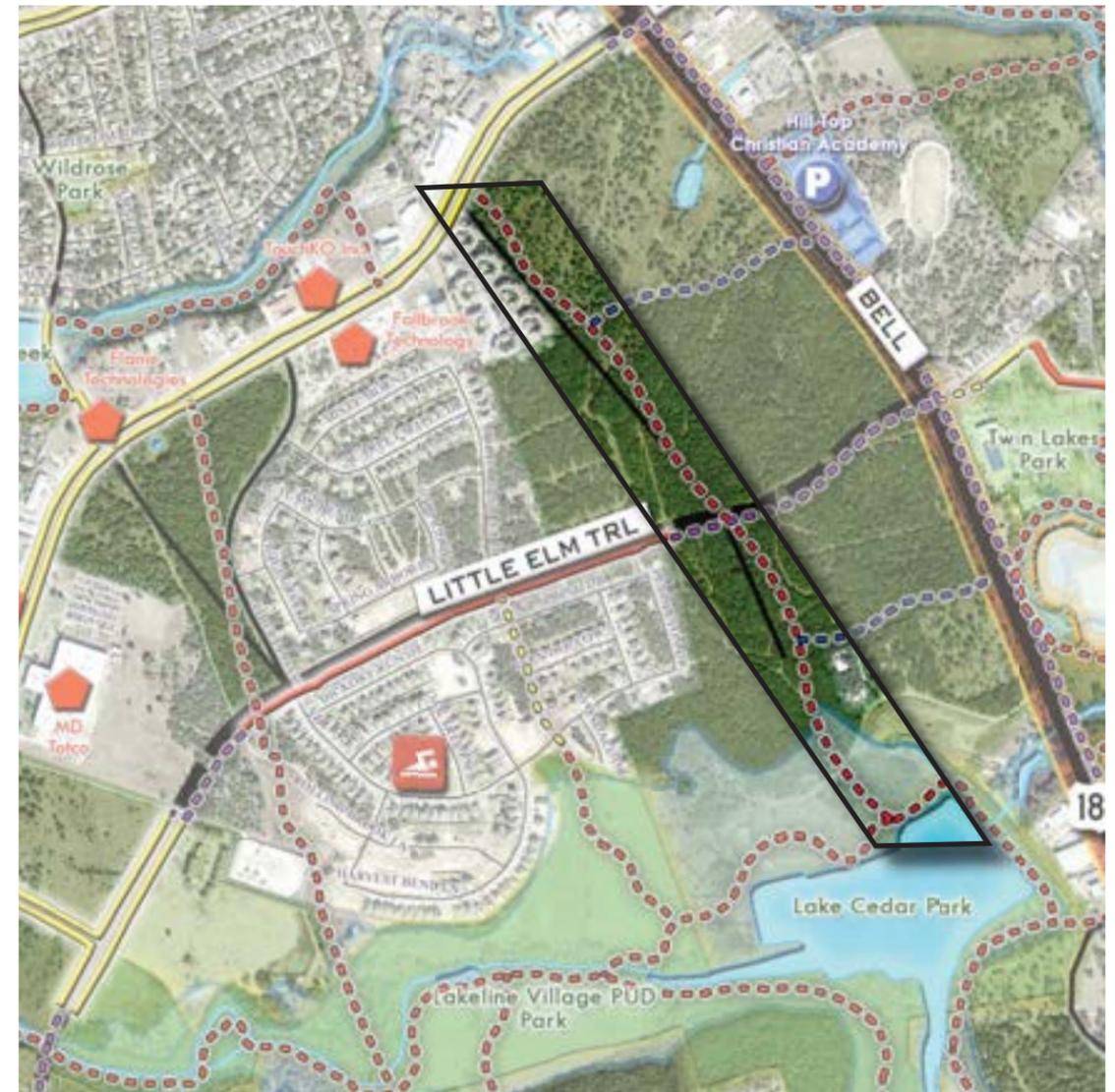


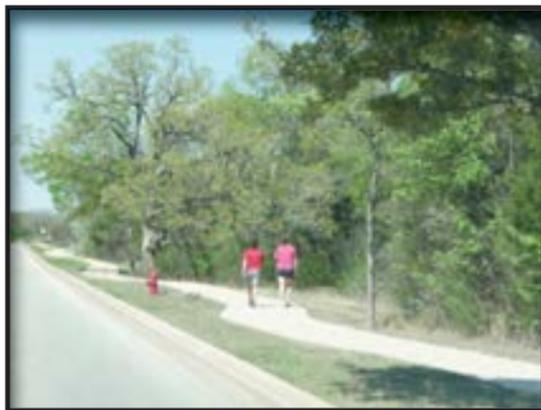
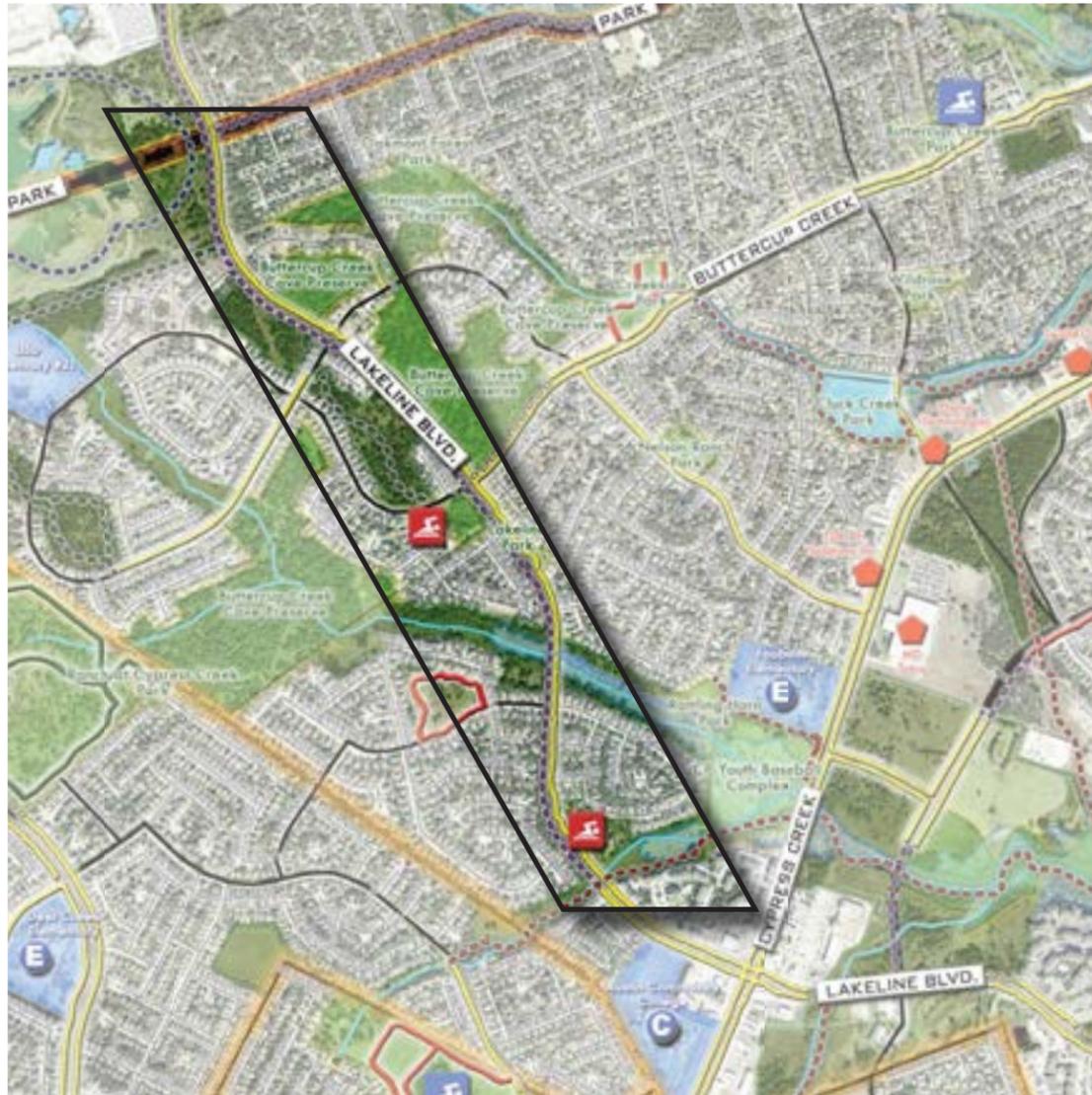
Proposed Collector Trail

There is a proposed collector street in the City's future transportation plan that will connect Cypress Creek Road to Lake Cedar Park. A trail should be built along side this proposed street because of the great connection it makes. This trail will have the potential to connect the neighborhoods and multi-family apartment complexes north of Cypress Creek Road to the Lakeline Village PUD Park and possibly to the existing Brushy Creek Regional Trail via Little Elm Trail.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Proposed Collector Trail		Score: C	
Type: Trail		Length: 2,535 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	2
City Owned		15	
Entity Owned		10	
Privately Owned			2
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	2
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	42

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Lakeline Blvd. Score: A			
Type: Parkway Sidewalk Length: 8,160 ft.			
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	4
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	10
Ex. Trail or Sidewalk & Used		10	10
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	82

* Single Family Residential Property ** Adjacent Property Owners

Lakeline Blvd.

This plan proposes that one of the sidewalks along Lakeline Blvd. be widened into a parkway sidewalk of at least eight feet. Lakeline Blvd. is a major arterial that connects a significant portion of the City. The sidewalk along the street currently has a nice trail setting with a meandering sidewalk and gazebos every few hundred feet in some sections. However, it should be widened so that it is recognized as a trail corridor, and is able to be used by multiple users.

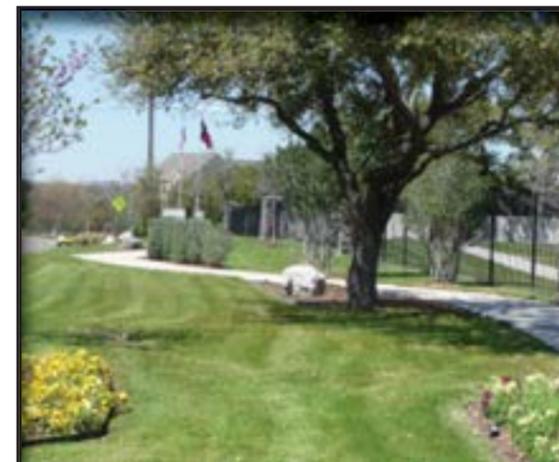
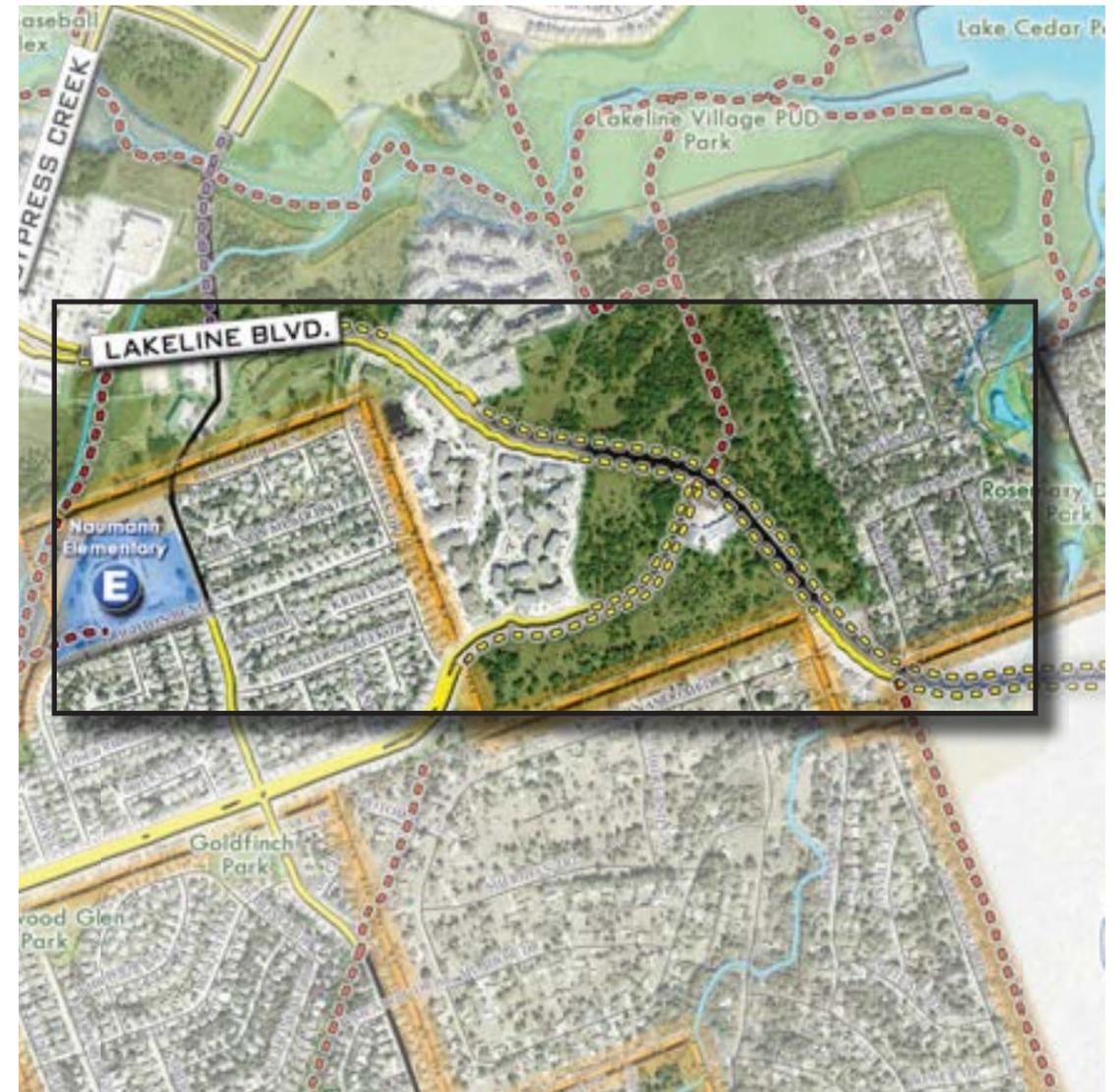


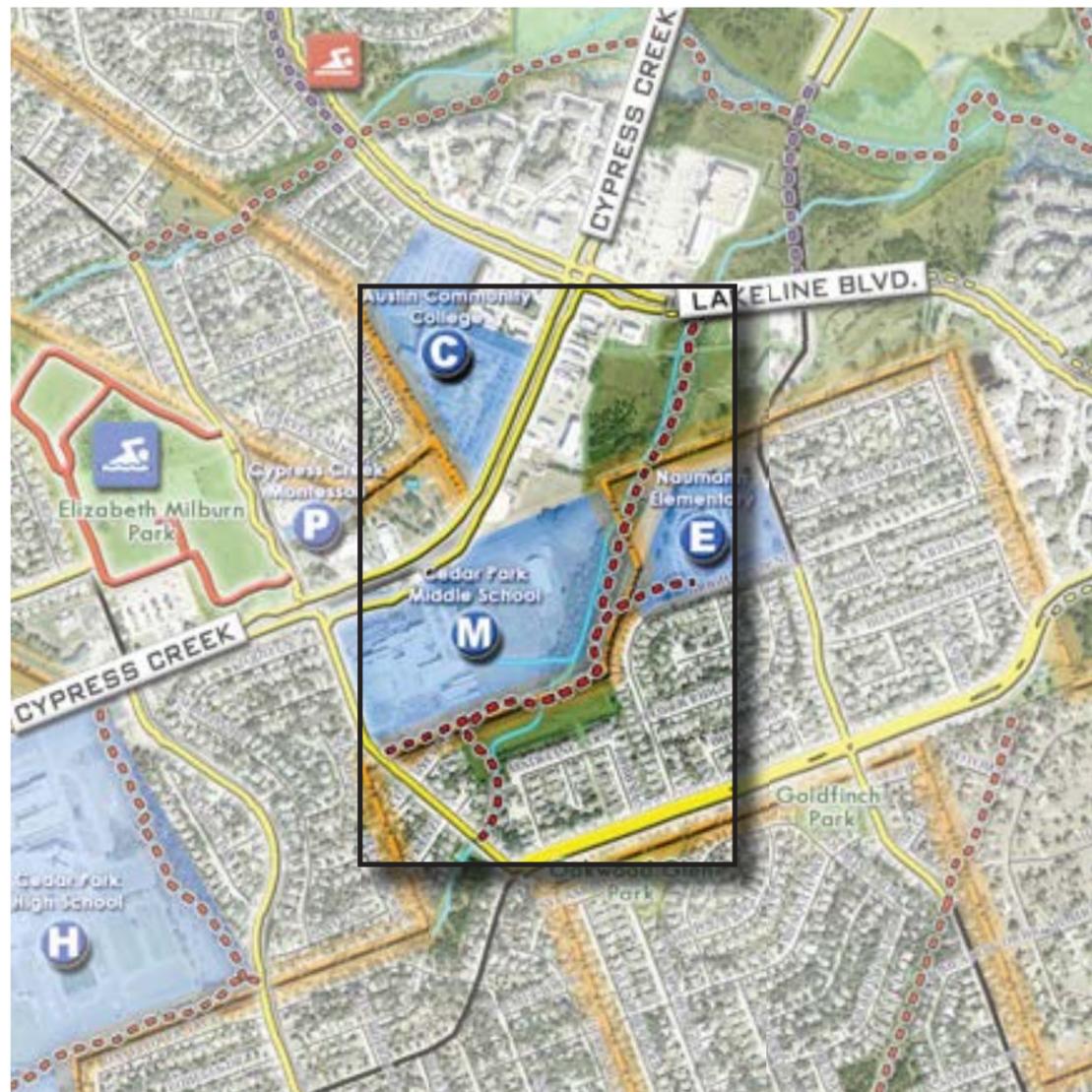
South Lakeline Blvd.

The sidewalks along Lakeline Blvd. south of Cypress Creek Road are sporadic. The sidewalk should be expanded on both sides of the street so that it is continuous. The City of Cedar Park should work with the City of Austin to extend the sidewalks along Lakeline Blvd. until it reaches the Cap Metro Rail Station. Lakeline Blvd. provides a significant connection to this public transit destination.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: South Lakeline Blvd.		Score: A	
Type: Sidewalk		Length: 8,500 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	6
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	4
Major Retail		2	2
Major Employers		2	
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	81

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS
 Corridor Name: School Drainage
 Type: Trail
 Score: B
 Length: 5,660 ft.

Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	6
Trail-to-Trail		6	
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	10
City Owned		15	
Entity Owned		10	10
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	15
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	15
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	65

* Single Family Residential Property ** Adjacent Property Owners

School Drainage

There is a drainage corridor that runs behind Cedar Park Middle School and Naumann Elementary School. This drainage corridor connects Sun Chase Blvd. to Lakeline Blvd. Developing a trail along this corridor will provide direct access to the schools from the neighborhoods surrounding them. Currently, the only access point to the elementary school is off of Little Elm Trail. If a trail were developed along the drainage corridor, then students and their parents could walk or bike to the school without being routed through the neighborhood.



Old Mill Road (ETJ Limit to Lakeline Blvd.)

The sidewalk along the south side of Old Mill Road currently ends once it reaches the ETJ limit. The sidewalk should be extended along the street until it reaches Lakeline Blvd.

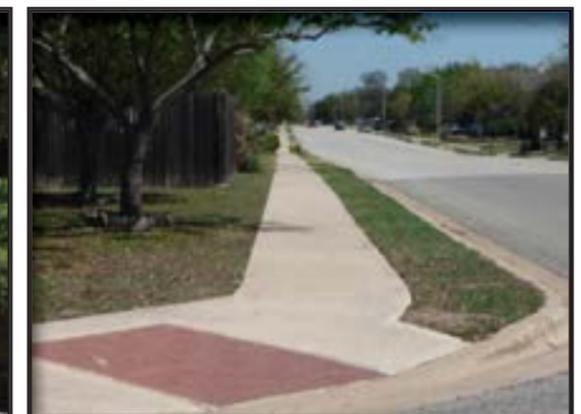
CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS

Corridor Name: Old Mill Road (ETJ Limit to Lakeline Blvd.) Score: C

Type: Sidewalk Length: 3,000 ft.

Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	0
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	
Major Retail		2	
Major Employers		2	
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	48

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Powerline Corridor (El Salido to Old Mill)		Score: D	
Type: Trail		Length: 4,675 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	4
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	2
City Owned		15	
Entity Owned		10	
Privately Owned			2
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	2
Proximity to SFR*	20%	20	16
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	-5
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	4
In City		5	4
In ETJ		3	
Total	100%	100	38

* Single Family Residential Property ** Adjacent Property Owners

Powerline Corridor (El Salido to Old Mill Rd.)

The powerline corridor in the far southwestern portion of the City has great potential for a future trail. One foreseeable problem is that the home owners' property extends to the centerline of the easement. This will make construction difficult because an agreement must be reached with every property owner.

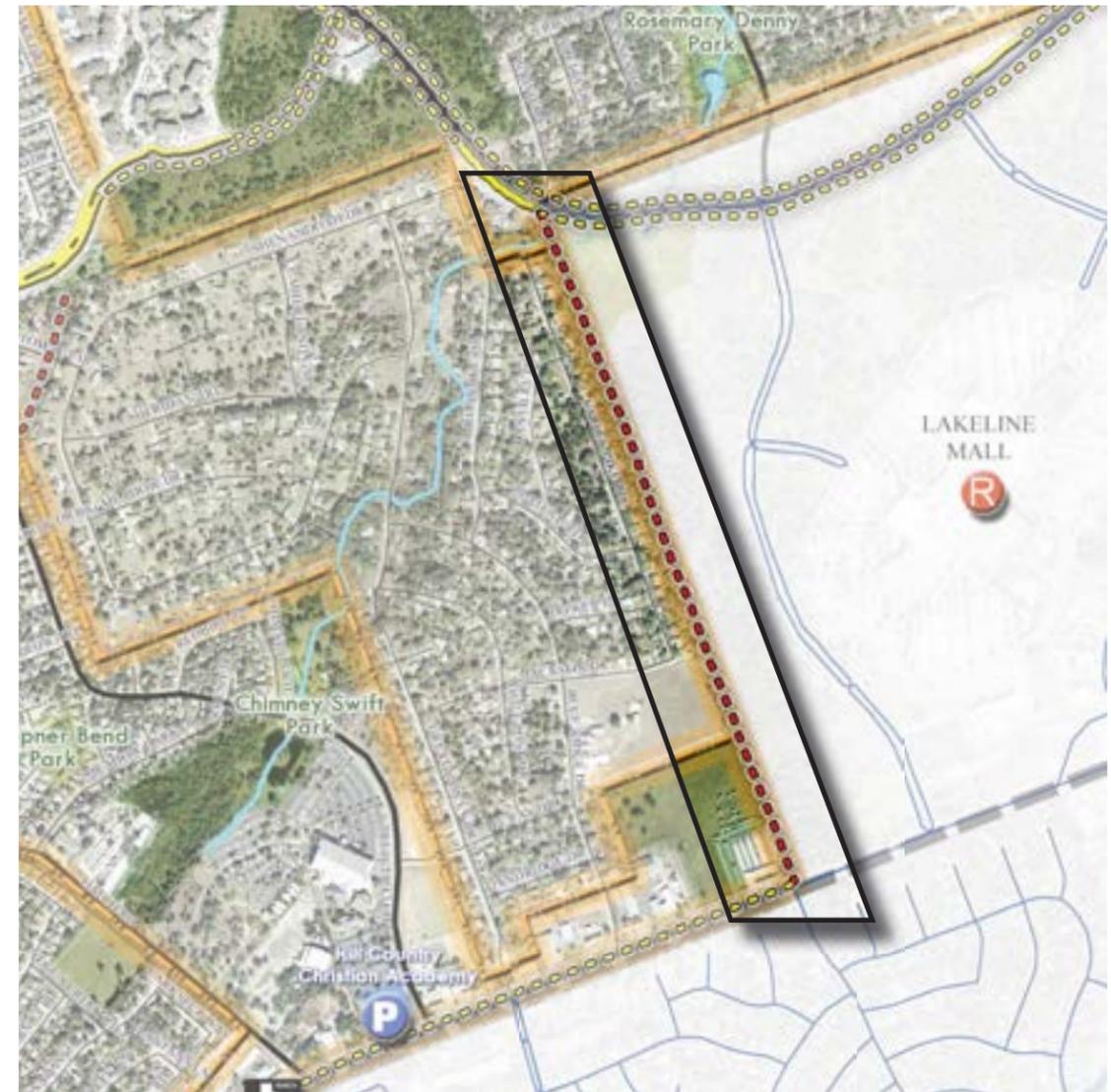


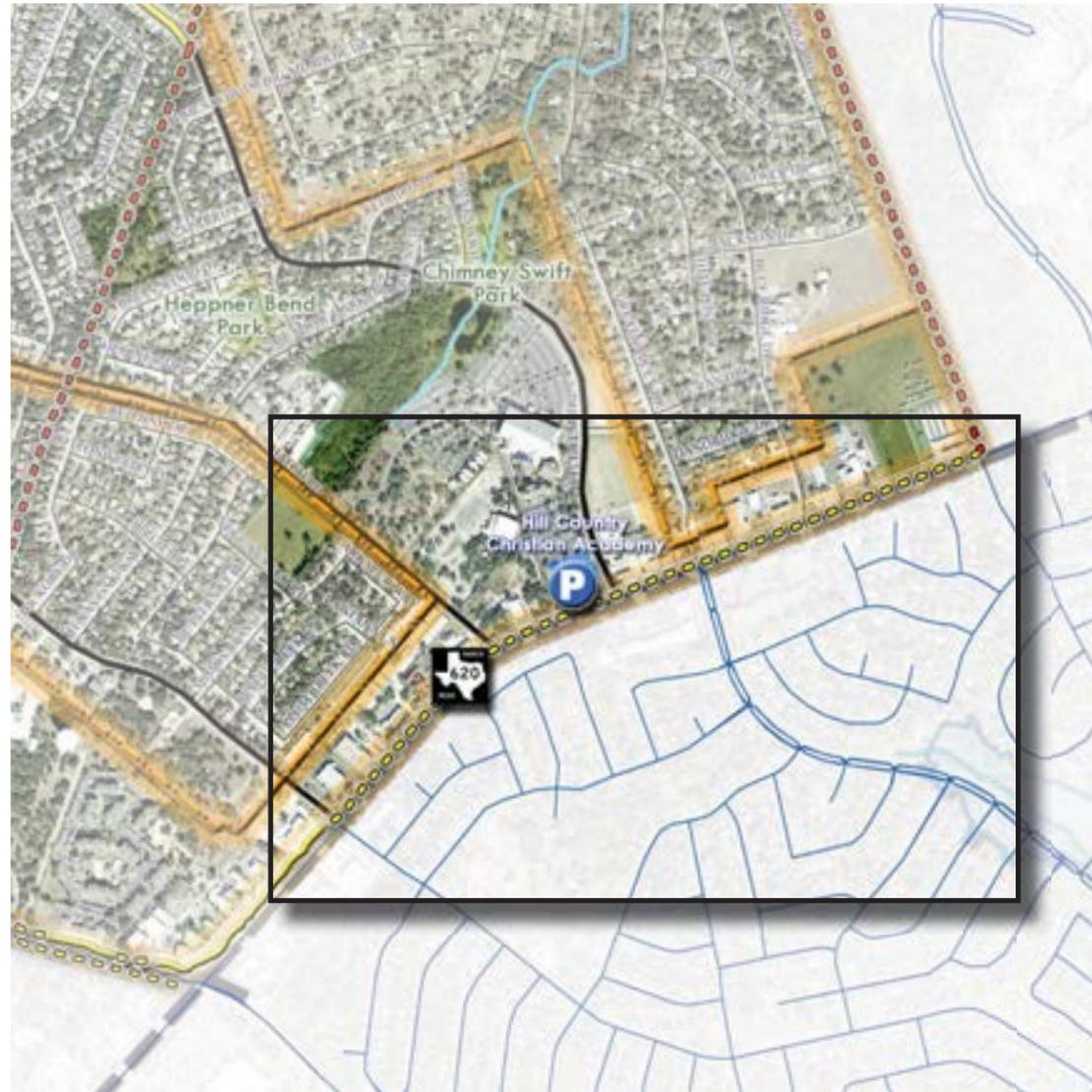
ETJ Limit Trail

A trail is proposed along the ETJ limit near Lakeline Mall. This trail may be difficult because it appears that the home owners' property comes all the way to Cedar Park's ETJ. If that is the case, then there is not space to develop a trail. Therefore, the City should work with the City of Austin to construct a trail which can connect to the mall and RM 620 to Lakeline Blvd.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: ETJ Limit Trail		Score: D	
Type: Trail		Length: 4,355 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	4
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	
Major Retail		2	2
Major Employers		2	2
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	6
Width of Corridor - Separation		15	
Elevation - Visibility from Above		-5	
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	3
In City		5	
In ETJ		3	3
Total	100%	100	35

* Single Family Residential Property ** Adjacent Property Owners



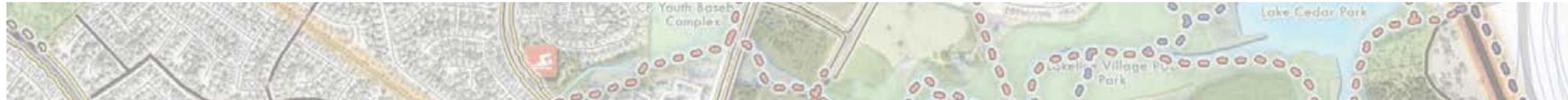


CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: RM 620 Trail		Score: B	
Type: Sidewalk		Length: 4,665 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	6
Trail-to-Trail		6	
Parks & Other Amenities		4	
Major Retail		2	2
Major Employers		2	2
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	3
Width of Corridor - Separation		15	
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	65

* Single Family Residential Property ** Adjacent Property Owners

RM 620 Trail

RM 620 is a major corridor and a busy vehicular street. A continuous sidewalk should be built on the north side of the street, in Cedar Park's jurisdiction. This sidewalk should be wide enough to accommodate both pedestrians and bicyclists. It will provide a strong connection from the Twin Creeks neighborhood to the Lakeline Mall.



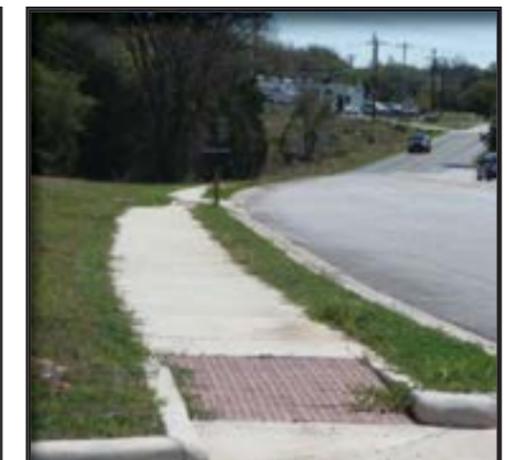
Volente Road

The construction of a sidewalk along Volente Road will connect the Twin Creeks neighborhood and golf course to RM 620 and eventually Lakeline Mall. The sidewalk should extend from RM 620 to Twin Creeks Club Dr. The sidewalk should also connect to the Twin Creeks Historic Park Trail.

This section is currently under design by TxDOT. Any future sidewalk development will need to be coordinated with TxDOT to ensure sidewalk design is consistent.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Volente Road		Score: C	
Type: Sidewalk		Length: 13,495 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	6
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	2
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	21
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	4
In City		5	4
In ETJ		3	
Total	100%	100	56

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Twin Creeks Historic Park Trail		Score: C	
Type: Trail		Length: 5,900 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	16
Schools		6	6
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	4
City Owned		15	
Entity Owned		10	
Privately Owned			4
- Single Owner		6	
- Common Ownership (HOA)		4	4
- Multiple Owners		2	
Proximity to SFR*	20%	20	25
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	10
- Visual		6	6
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	2.5
- Noise		4	4
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	1.5
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	3
In City		5	
In ETJ		3	3
Total	100%	100	60

* Single Family Residential Property ** Adjacent Property Owners

Twin Creeks Historic Park Trail

The master plan completed for Twin Creeks Historic Park proposes trails throughout the park, from Volente Rd. to Zennor Ct. It is proposed to connect to the existing sidewalk once the trail reaches Zennor Ct. It will then connect to Twin Creeks Club Dr. If the trail were to continue off street, then it would be required to cross over private property until it reaches Anderson Mill Rd. Therefore, the segment of the trail that would be on private property is a proposed developer trail.

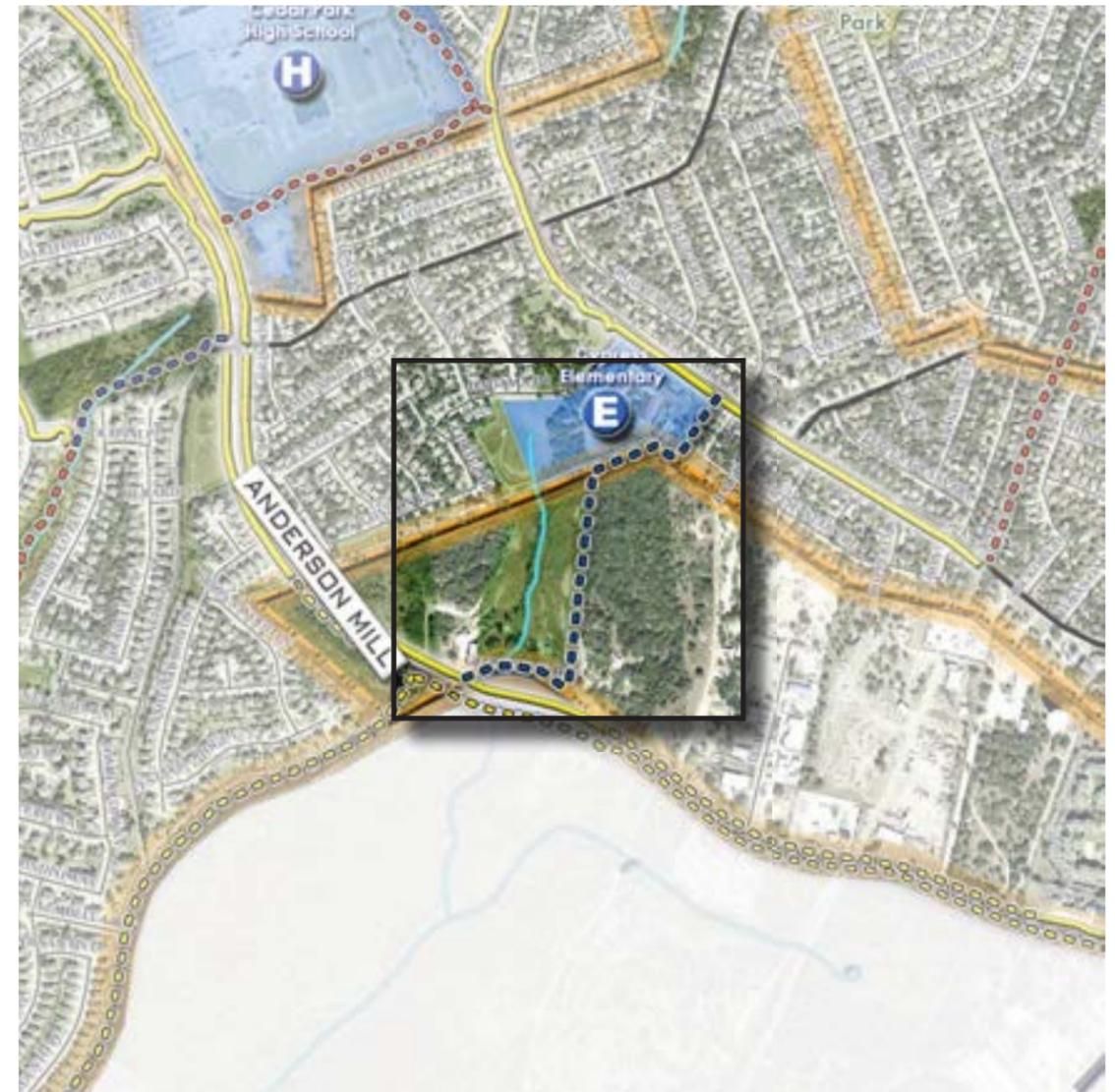


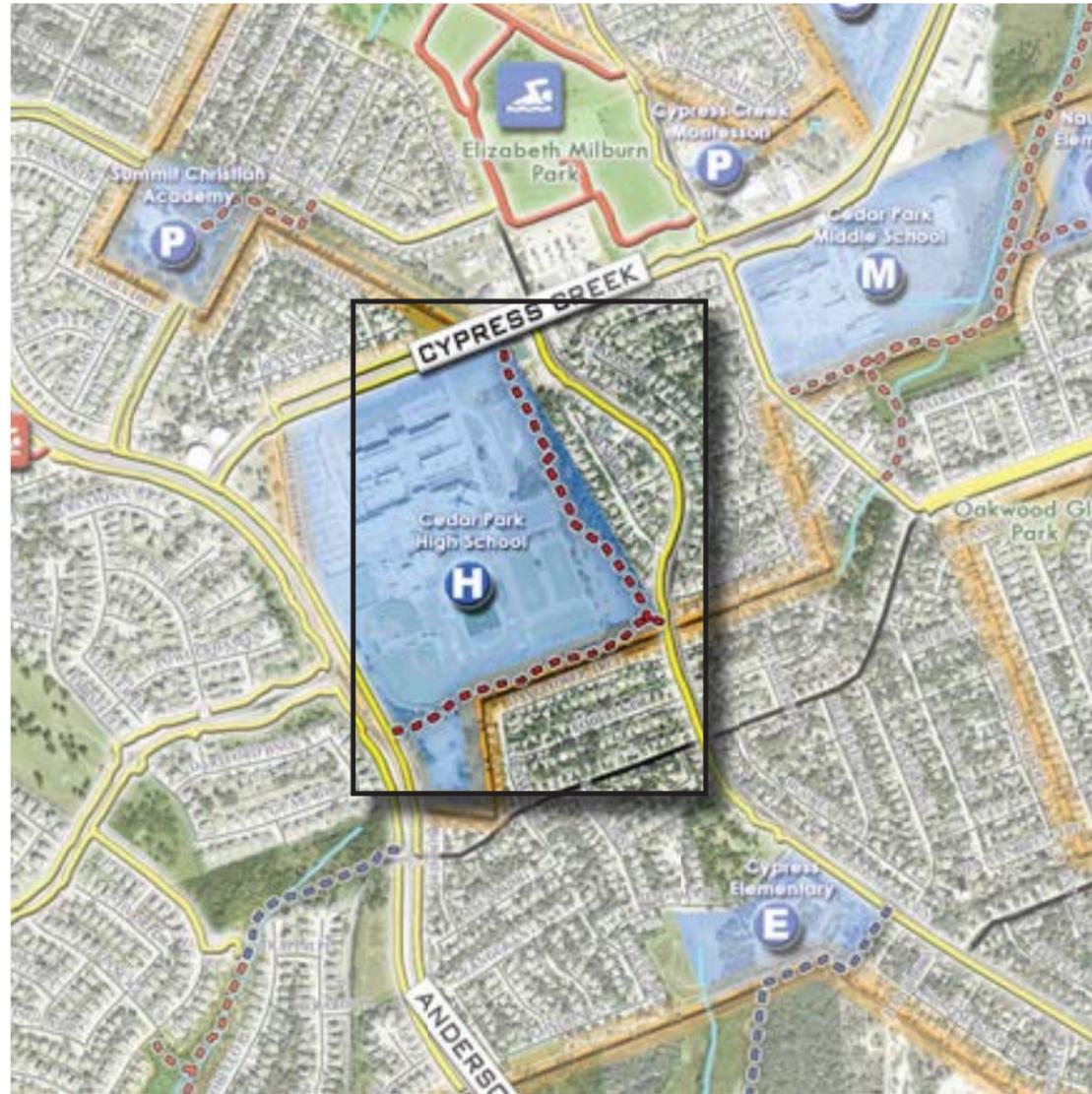
Sewer Main Corridor

A trail is proposed over the sewer main easement which connects El Salido Pkwy. to Anderson Mill Rd. The proposed trail connects to Cypress Elementary School.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS				
Corridor Name: Sewer Main Corridor		Score: C		
Type: Developer Trail		Length: 11,690 ft.		
Evaluation Criterion	Importance	Total Pts Available	Points	
Connectivity	20%	20	8	
Schools		6	6	
Trail-to-Trail		6		
Parks & Other Amenities		4		
Major Retail		2		
Major Employers		2	2	
Availability	15%	15	6	
City Owned		15		
Entity Owned		10		
Privately Owned			6	
- Single Owner		6	6	
- Common Ownership (HOA)		4		
- Multiple Owners		2		
Proximity to SFR*	20%	20	18	
Width of Corridor - Separation		15	15	
Elevation - Visibility from Above		-5		
Buffers		10	3	
- Visual		6	1.75	
- Vegetation		1.75	1.75	
- Fencing		1.75		
- Berms		2.5		
- Noise		4	1.25	
- Vegetation		1.25	1.25	
- Fencing		1.25		
- Berms		1.5		
Current Conditions	10%	10	5	
Ex. Trail or Sidewalk & Used		10		
No Trail or Sidewalk, but Used		7		
No Trail or Sidewalk & Un-Used		5	5	
Site Details	5%	5	2	
Usable w/out Improvement		5		
Un-Usable w/ out Improvement		2	2	
Public Opinion of APO**	25%	25	0	
Support (75%+)		25		
Oppose (<25%)		0		
Mix - For vs. Against		10 - 15		
Jurisdiction	5%	5	5	
In City		5	5	
In ETJ		3		
Total	100%	100	44	

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Cedar Park High School Trail		Score: C	
Type: Trail		Length: 3,830 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	12
Schools		6	6
Trail-to-Trail		6	6
Parks & Other Amenities		4	
Major Retail		2	
Major Employers		2	
Availability	15%	15	10
City Owned		15	
Entity Owned		10	10
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	21
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	58

* Single Family Residential Property ** Adjacent Property Owners

Cedar Park High School Trail

This proposed trail runs along the outside property line of Cedar Park High School. This trail can connect the high school to the surrounding neighborhoods without the students having to walk along the busy arterial streets of Cypress Creek Rd. and Anderson Mill Rd.

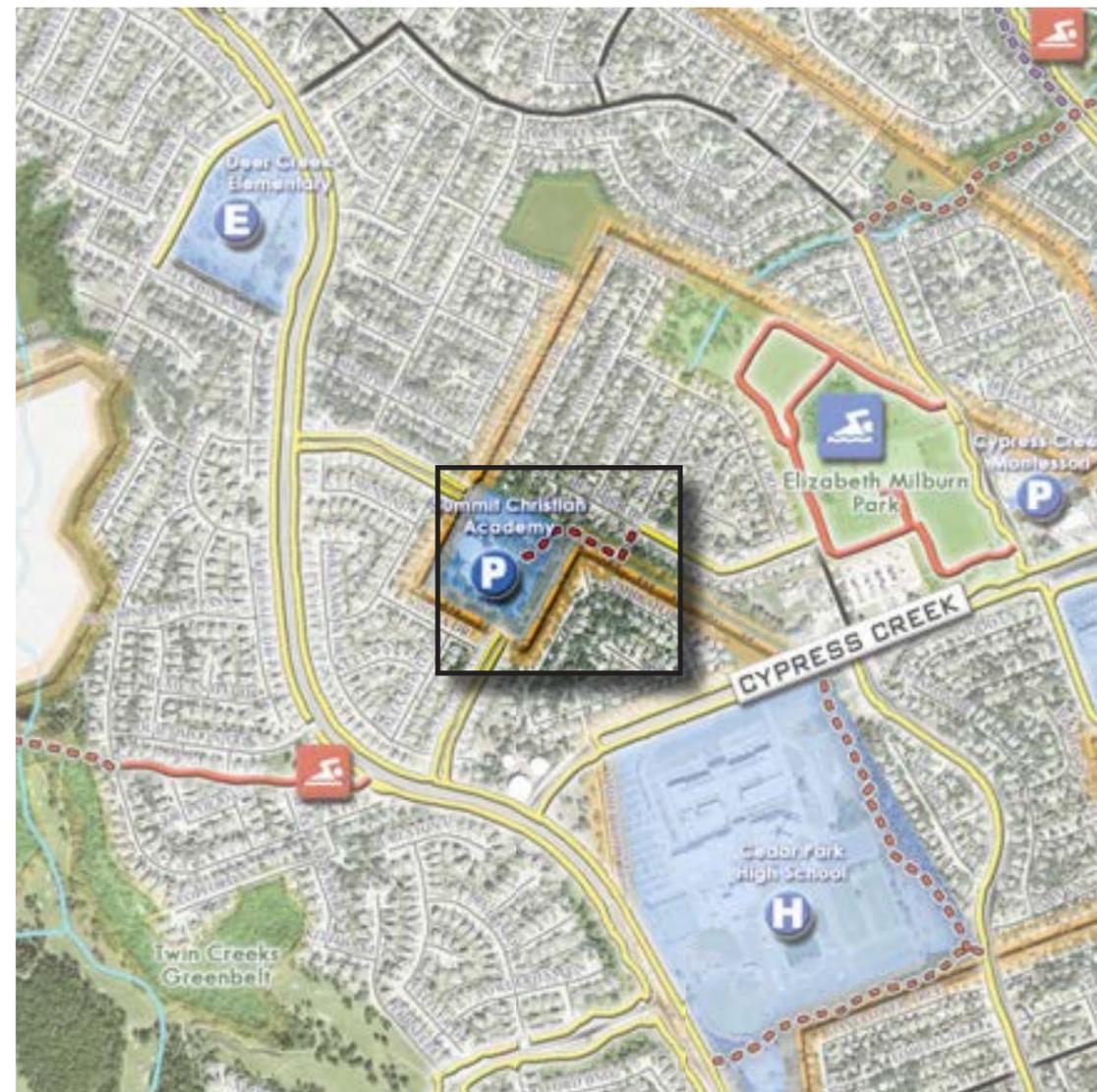


Summit Christian Academy Trail

A trail is proposed to connect Summit Christian Academy to Heather Dr. and Elizabeth Milburn Park. Currently the only access point to the private school is a long driveway off Cypress Creek Rd. This proposed trail connects to the school driveway so there is pedestrian access for the students and school employees to the community park.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Summit Christian Academy Trail		Score: C	
Type: Trail		Length: 890 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	6
Schools		6	6
Trail-to-Trail		6	
Parks & Other Amenities		4	
Major Retail		2	
Major Employers		2	
Availability	15%	15	10
City Owned		15	
Entity Owned		10	10
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	21
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	49

* Single Family Residential Property ** Adjacent Property Owners

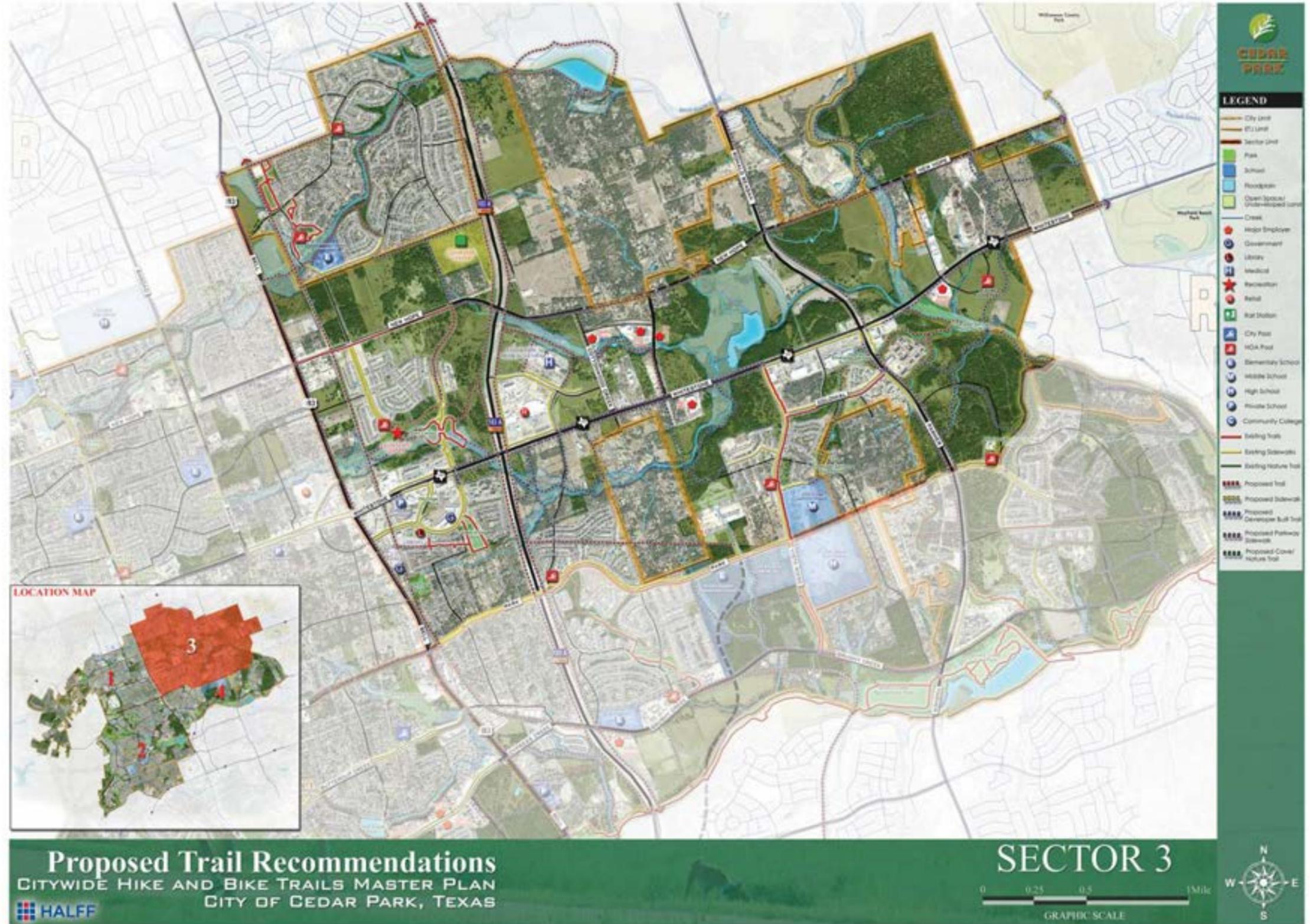


Sector 3 Trail Opportunities

This sector is probably the most undeveloped sector in the City. There are several large lot property owners in this sector. Trails are not proposed on some of the large lot properties, and reasons for this were discussed in Chapter 4.

Many of the proposed trails in the northern and eastern portion of the sector will be developer built. As the undeveloped areas are built out, the developer can connect to the existing trail system by constructing segments of the proposed trails.

There are several major destinations in this sector that the trail system should connect to. The new Cedar Park Center, the Town Center, the Recreation Center, 1890 Ranch shopping area, the Cedar Park Regional Medical Center, and a proposed future water park are all located in this sector.





Bell Blvd. (Park St. north to City Limits)

Bell Blvd. is part of the City's Transportation Master Plan. Currently, the road is under construction, and 10 foot wide sidewalks are being developed. Bell Blvd. is a major arterial and connects the entire City by running north to south. There are several major destinations along the street such as retail, restaurants, and City Hall. The 10 foot wide parkway sidewalk is more practical for this type of street. Wider, parkway sidewalks allow for multiple users to be on the sidewalk comfortably.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Bell St. (Park St. to city limits)		Score: B	
Type: Parkway Sidewalk		Length: 15,185 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	4
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	
Major Retail		2	2
Major Employers		2	2
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	15
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	0
- Visual		6	0
- Vegetation		1.75	
- Fencing		1.75	
- Berms		2.5	
- Noise		4	0
- Vegetation		1.25	
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	10
Ex. Trail or Sidewalk & Used		10	10
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	76

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Cap Metro Rail Trail (Park St to city limits)		Score: A	
Type: Trail		Length: 15,075 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	14
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	2
Major Employers		2	2
Availability	15%	15	10
City Owned		15	
Entity Owned		10	10
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	22
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	7
- Visual		6	4.25
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	2.5
- Noise		4	2.75
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	1.5
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	83

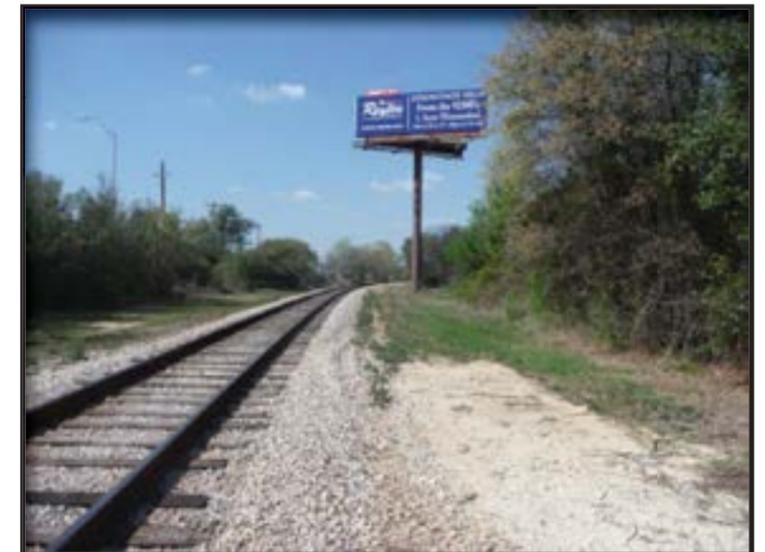
* Single Family Residential Property ** Adjacent Property Owners

Cap Metro Rail Trail (Park St. north to City Limits)

During the public input process, residents expressed an interest in a trail along the Cap Metro Rail Line. The railroad extends through the entire City, and passes by several destinations. The Library, City Hall, and the existing Brushy Creek Regional Trail are all adjacent to the railroad.

The trail might prove to be difficult in some areas. The distance between the trail and the rail tracks needs to be at least 10 feet for low speed trails, and 35 feet for high speed trails (25 feet is allow if there is protective landscaping or fencing). The entire right-of-way width must be 50 feet for high speed trains. In many places, the corridor is too narrow to accommodate both the railroad tracks and a trail.

The proposed trail is included in this Master Plan in the chance that the railroad tracks are ever abandoned by Cap Metro. Abandoned railroad corridors have great potential to be converted into trails. If at any point in the future the tracks are abandoned, then the City should seek to build a trail on the rail property.





Block House Creek (ETJ)

The Block House Creek passes through the Block House Creek MUD. Developing trails along this greenbelt can connect the entire MUD to the park, HOA swimming pool, and existing trails at the entrance of the neighborhood. It can also connect residents to Block House Creek Elementary school and provide a safe route to the school.

Block House Creek collects into a lake west of 183A. The creek crosses through several private properties, and the lake is half in Cedar Park's jurisdiction and half in Leander's jurisdiction. Developing trails along Block House Creek greenbelt west of 183A could be difficult and requires cooperation of several landowners. The west half of the proposed trails should then be considered as a long term potential.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Block House Creek		Score: B	
Type: Trail		Length: 25,685 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	16
Schools		6	6
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	4
City Owned		15	
Entity Owned		10	
Privately Owned			4
- Single Owner		6	
- Common Ownership (HOA)		4	4
- Multiple Owners		2	
Proximity to SFR*	20%	20	16
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	-5
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	3
In City		5	
In ETJ		3	3
Total	100%	100	76

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Cedar Park Center Trails		Score: B	
Type: Developer Trails		Length: 5,365 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	12
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	2
Availability	15%	15	6
City Owned		15	
Entity Owned		10	
Privately Owned			6
- Single Owner		6	6
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	21
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	78

* Single Family Residential Property ** Adjacent Property Owners

Event Center Trails

Developer trails are proposed around the Cedar Park Center property. This is to ensure connectivity to the Block House Creek neighborhood and the Town Center neighborhood. The Cedar Park Center is a major destination in the City, so residents should be given the option to either walk or bike to it instead of being forced to drive. These trails will give them that opportunity.



Town Center Sidewalks

As development of the Town Center residential properties is continued, sidewalks should be added to all streets. The developer of the Town Center has placed sidewalks on all existing streets, so the City should monitor to make sure sidewalks are added along Discovery Blvd. and Main St.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Town Center Sidewalks		Score: A	
Type: Sidewalk		Length: 7,900 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	12
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	2
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	87

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Town Center Trails			
Type: Trail	Score: A		
Length: 9,885 ft.			
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	12
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	2
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	25
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	10
- Visual		6	6
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	2.5
- Noise		4	4
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	1.5
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	91

* Single Family Residential Property ** Adjacent Property Owners

Town Center Trails

Trails are proposed throughout the Town Center development to connect to the Cedar Park Center, Recreation Center, and the future retail that is proposed along 183A. A trail is proposed through the wide median along Discovery Blvd.



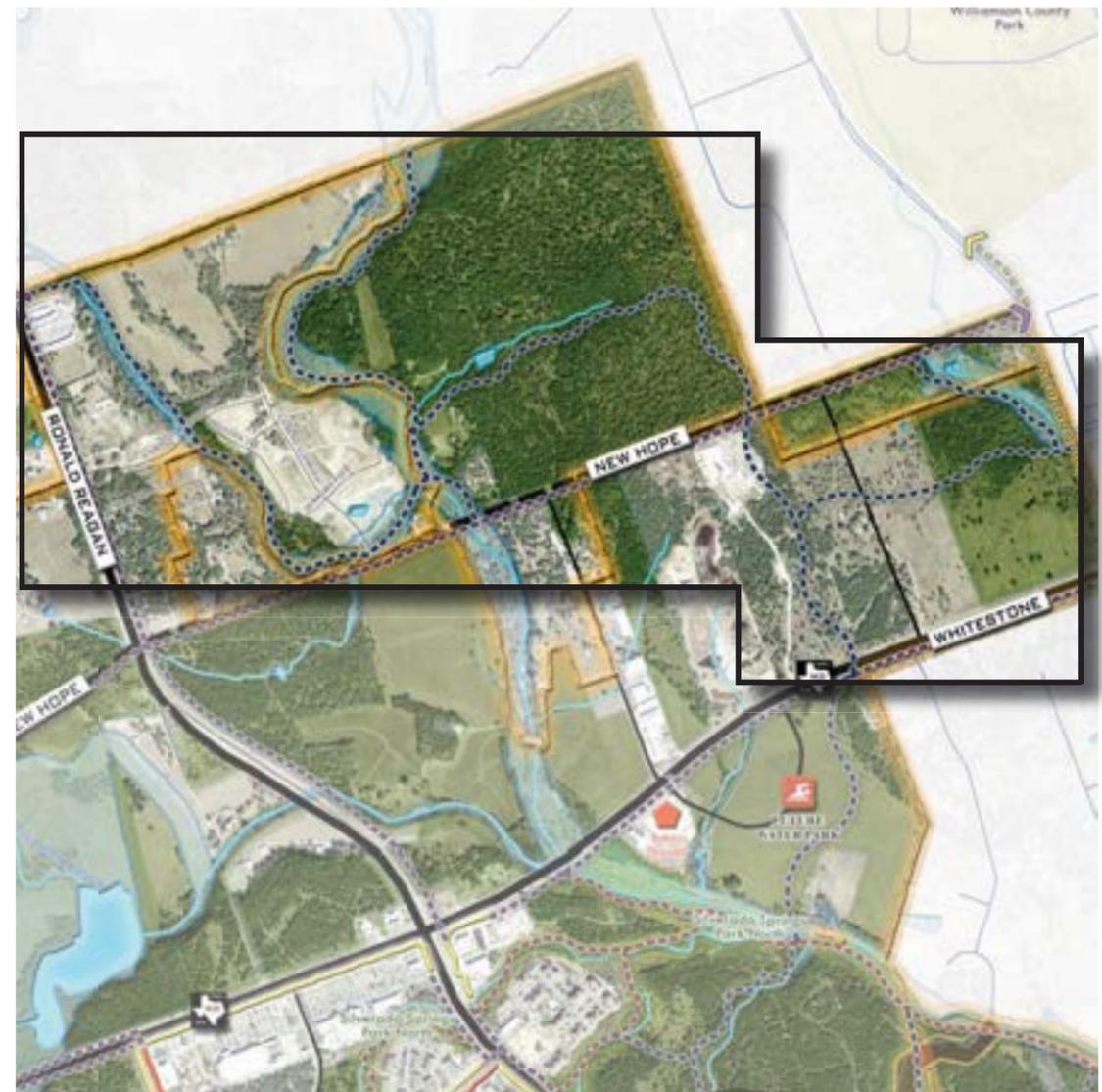
Northeast Developer Trails

There are several large undeveloped lots in the far northeast portion of City. If future development were to occur on these properties, then trails should be constructed to provide connectivity to those future homes or future commercial areas.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS
 Corridor Name: Northeast Developer Trails Score: D
 Type: Developer Trails Length: 24,110 ft.

Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	0
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	
Major Retail		2	
Major Employers		2	
Availability	15%	15	2
City Owned		15	
Entity Owned		10	
Privately Owned			2
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	2
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	4
In City		5	4
In ETJ		3	
Total	100%	100	31

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: New Hope Dr. (Discovery to Sam Bass Rd)		Score: B	
Type: Parkway Sidewalk		Length: 19,110 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	6
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	2
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	76

* Single Family Residential Property ** Adjacent Property Owners

New Hope Drive (Discovery Blvd. to Sam Bass Rd.)

As mentioned in Sector 1, New Hope Drive is part of the City's Transportation Master Plan. A proposed ten-foot wide parkway sidewalk should be built alongside the street as New Hope Drive is extended.



Medical Center Area Trails

Trails are proposed along Cottonwood Creek to connect to the Cedar Park Regional Medical Center and other major employers. The hospital has built some trails around a small pond towards the back of their property. Any constructed trails should connect to these.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Medical Center Area Trails		Score: D	
Type: Trails		Length: 8,750 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	4
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	
Major Retail		2	2
Major Employers		2	2
Availability	15%	15	2
City Owned		15	
Entity Owned		10	
Privately Owned			2
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	2
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	38

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Cottonwood Creek Sidewalk		Score: C	
Type: Sidewalk		Length: 3,645 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	4
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	
Major Retail		2	2
Major Employers		2	2
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	54

* Single Family Residential Property ** Adjacent Property Owners

Cottonwood Creek Sidewalk

A sidewalk is proposed along Cottonwood Creek Trail. This sidewalk will create a connection to the Cottonwood Creek trails around the Cedar Park Regional Medical Center, as well as to Whitestone Blvd. There are several major employers off of Cottonwood Creek Trail, so this sidewalk will provide them access to the Medical Center and the 1890 Ranch retail shopping area.

15 foot wide outside lanes are planned for this road which can be used as on-street bicycle facilities.

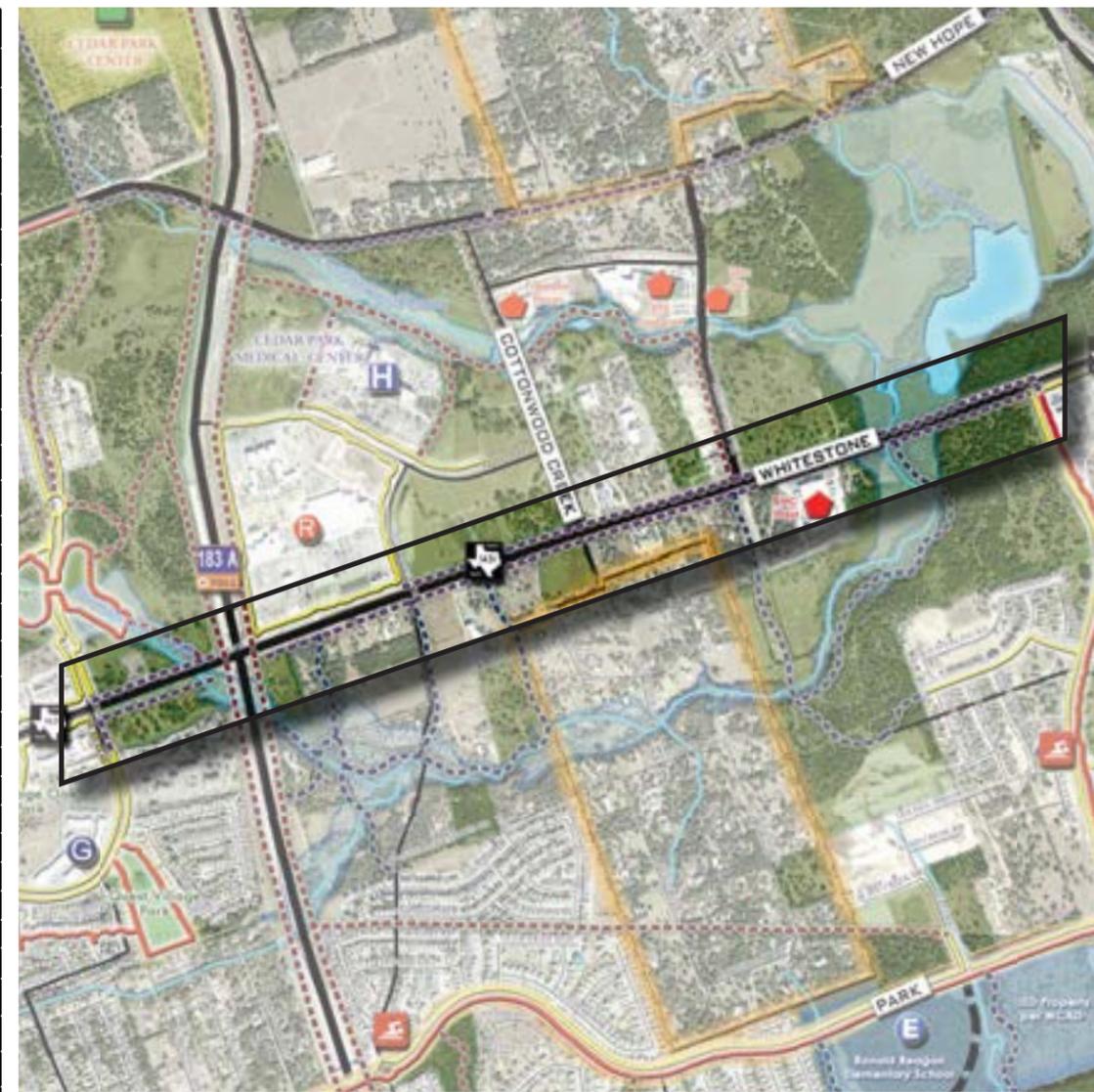


Whitestone Blvd. (Discovery Blvd. to Vista Ridge Pkwy.)

Although Whitestone Blvd. is a TxDOT road, a ten to fifteen foot multi-use parkway sidewalk should be constructed on one side of the street. Whitestone Blvd. serves as a major corridor by connecting the entire City from east to west. Providing a safe, off-street facility for both pedestrians and bicyclists should be a priority. This connection will give access to several destinations and serve as a major spine corridor in the trail system.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Whitestone Blvd (Discovery to Vista Ridge)		Score: B	
Type: Parkway Sidewalk		Length: 16,955 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	4
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	
Major Retail		2	2
Major Employers		2	2
Availability	15%	15	10
City Owned		15	
Entity Owned		10	10
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	74

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Eastern Developer Trails		Score: D	
Type: Developer Trails		Length: 10,535 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	6
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	2
Availability	15%	15	2
City Owned		15	
Entity Owned		10	
Privately Owned			2
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	2
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	38

* Single Family Residential Property ** Adjacent Property Owners

Eastern Developer Trails

Similar to properties in the northeast, there are some currently undeveloped large properties in the far eastern portion of the City. If these properties were ever sold for future development, such as residential or commercial use, then trails should be an important part of the infrastructure to connect to other areas of the community. One major destination in this area is the proposed water park. Trails that connect to this future destination are a high priority.

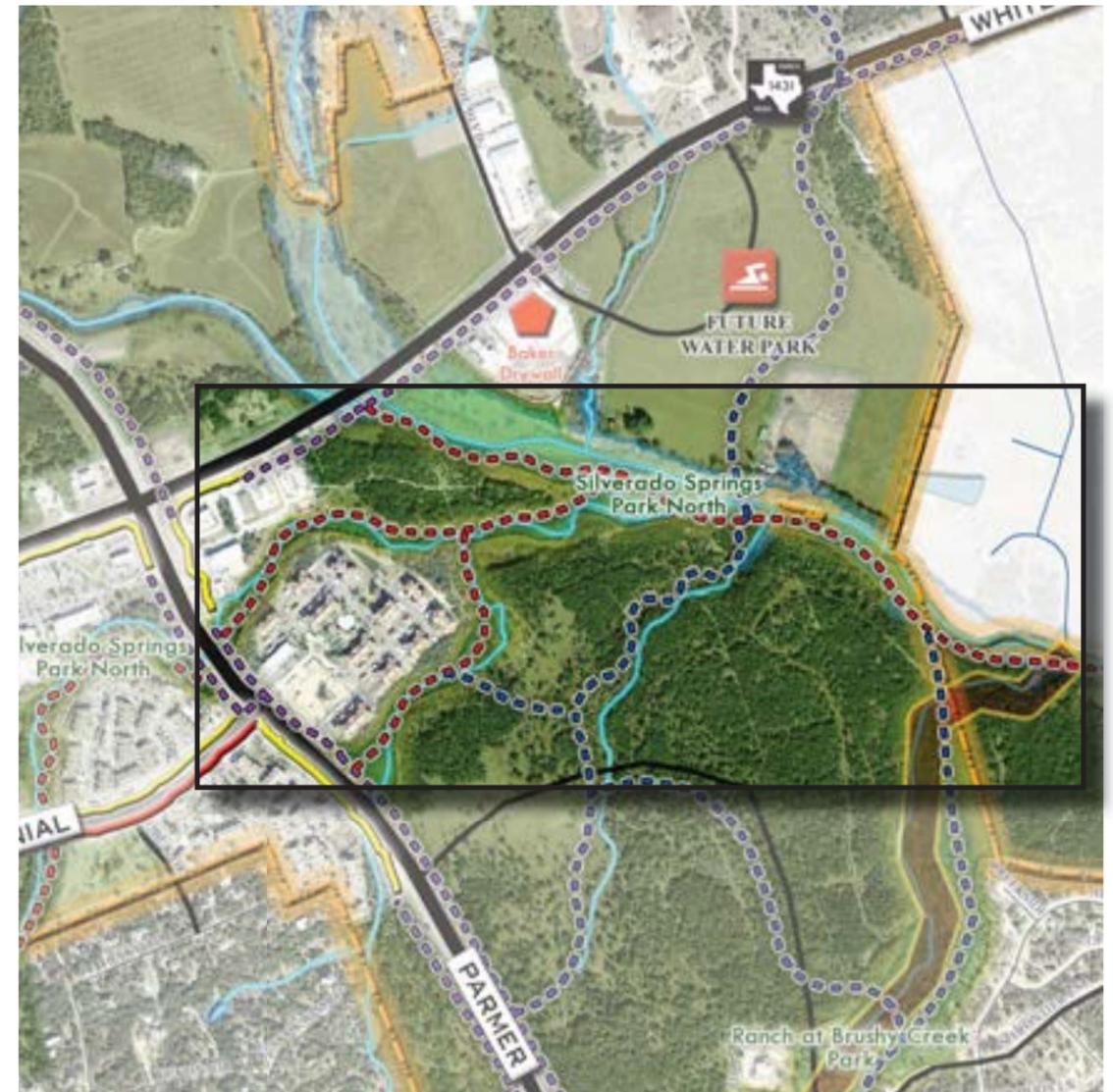


Silverado Springs Park North

Trails are proposed along the north fork of Brushy Creek and Silverado Springs Park North. This corridor will provide connections to the existing Brushy Creek Regional Trail and to the proposed water park.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Silverado Springs Park North		Score: B	
Type: Trail		Length: 9,270 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	12
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	2
Availability	15%	15	0
City Owned		15	
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	2
Proximity to SFR*	20%	20	21
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	70

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Silverado Springs Drainage Corridor		Score: A	
Type: Trail		Length: 4,875 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	18
Schools		6	6
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	2
Major Employers		2	
Availability	15%	15	6
City Owned		15	
Entity Owned		10	
Privately Owned			6
- Single Owner		6	6
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	21
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	4
In City		5	4
In ETJ		3	
Total	100%	100	81

* Single Family Residential Property ** Adjacent Property Owners

Silverado Springs Drainage Corridor

This trail corridor was proposed by residents in the public input process. It provides a safe, off-street connection from the apartment complexes and the surrounding neighborhood to the Leander ISD school properties.

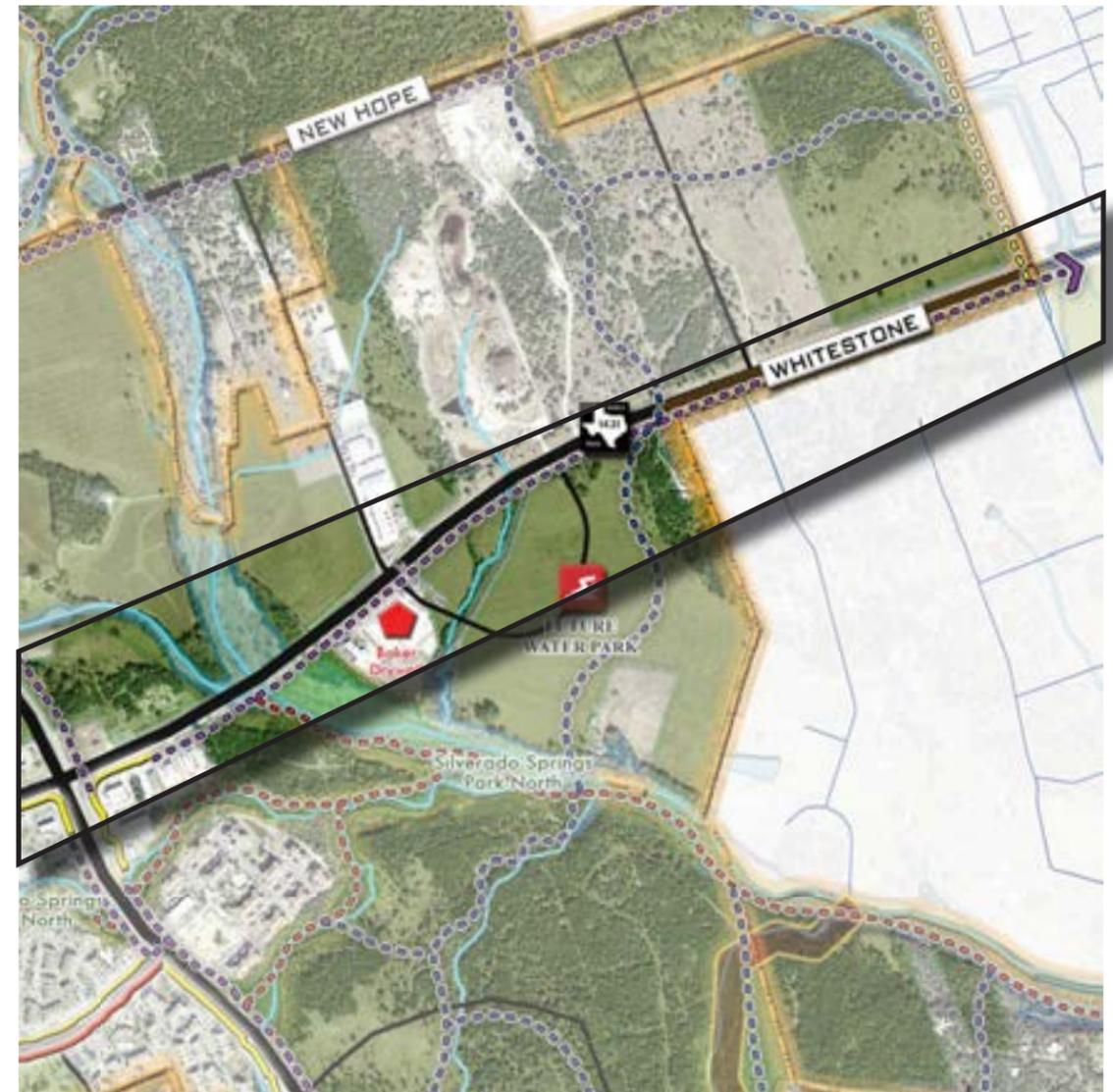


Whitestone Blvd. (Parmer Lane to Sam Bass Rd.)

The parkway sidewalk along Whitestone Blvd. should continue to the eastern limits of the City. This will provide a long term connection into Round Rock and other destinations such as Williamson County Regional Park off Sam Bass Rd.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Whitestone Blvd. (Parmer to Sam Bass Rd)		Score: B	
Type: Parkway Sidewalk		Length: 7,480 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	6
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	2
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	15
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	0
- Visual		6	0
- Vegetation		1.75	
- Fencing		1.75	
- Berms		2.5	
- Noise		4	0
- Vegetation		1.25	
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	75

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Parmer Lane (sector limit to city limits)		Score: B	
Type: Parkway Sidewalk		Length: 15,360 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	
Major Retail		2	2
Major Employers		2	2
Availability	15%	15	10
City Owned		15	
Entity Owned		10	10
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	15
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	0
- Visual		6	0
- Vegetation		1.75	
- Fencing		1.75	
- Berms		2.5	
- Noise		4	0
- Vegetation		1.25	
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	77

* Single Family Residential Property ** Adjacent Property Owners

Parmer Lane

This Master Plan proposes that a parkway sidewalk be built along at least one side of Parmer Lane north of Whitestone Blvd., and along both sides south of Whitestone Blvd.

This is a major arterial road which connects the eastern portion of the City to several destinations and other surrounding communities. Parmer Lane also connects to the existing Brushy Creek Regional Trail.



Central Developer Trails

Developer trails are proposed through the central portion of this sector, if future development were to occur. These future developer trails will connect the residential areas to destinations such as 1890 Ranch shopping area and the Cedar Park Medical Center.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Central Developer Trails		Score: D	
Type: Developer Trails		Length: 16,700 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	4
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	
Major Retail		2	2
Major Employers		2	2
Availability	15%	15	2
City Owned		15	
Entity Owned		10	
Privately Owned			2
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	2
Proximity to SFR*	20%	20	13
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	-5
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	31

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS
 Corridor Name: Gas Line Easement Trail
 Type: Trail
 Score: A
 Length: 6,075 ft.

Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	6
Schools		6	6
Trail-to-Trail		6	
Parks & Other Amenities		4	
Major Retail		2	
Major Employers		2	
Availability	15%	15	10
City Owned		15	
Entity Owned		10	10
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	21
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	10
Ex. Trail or Sidewalk & Used		10	10
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	4
In City		5	4
In ETJ		3	
Total	100%	100	81

* Single Family Residential Property ** Adjacent Property Owners

Gas Line Easement Trail

The Lone Star Gas Line Easement passes through much of central Cedar Park. This section of the easement trail will connect from 183A to Creek Vista Blvd. This trail will provided a safe, off-street connection from the surrounding neighborhoods to the Leander ISD school properties.



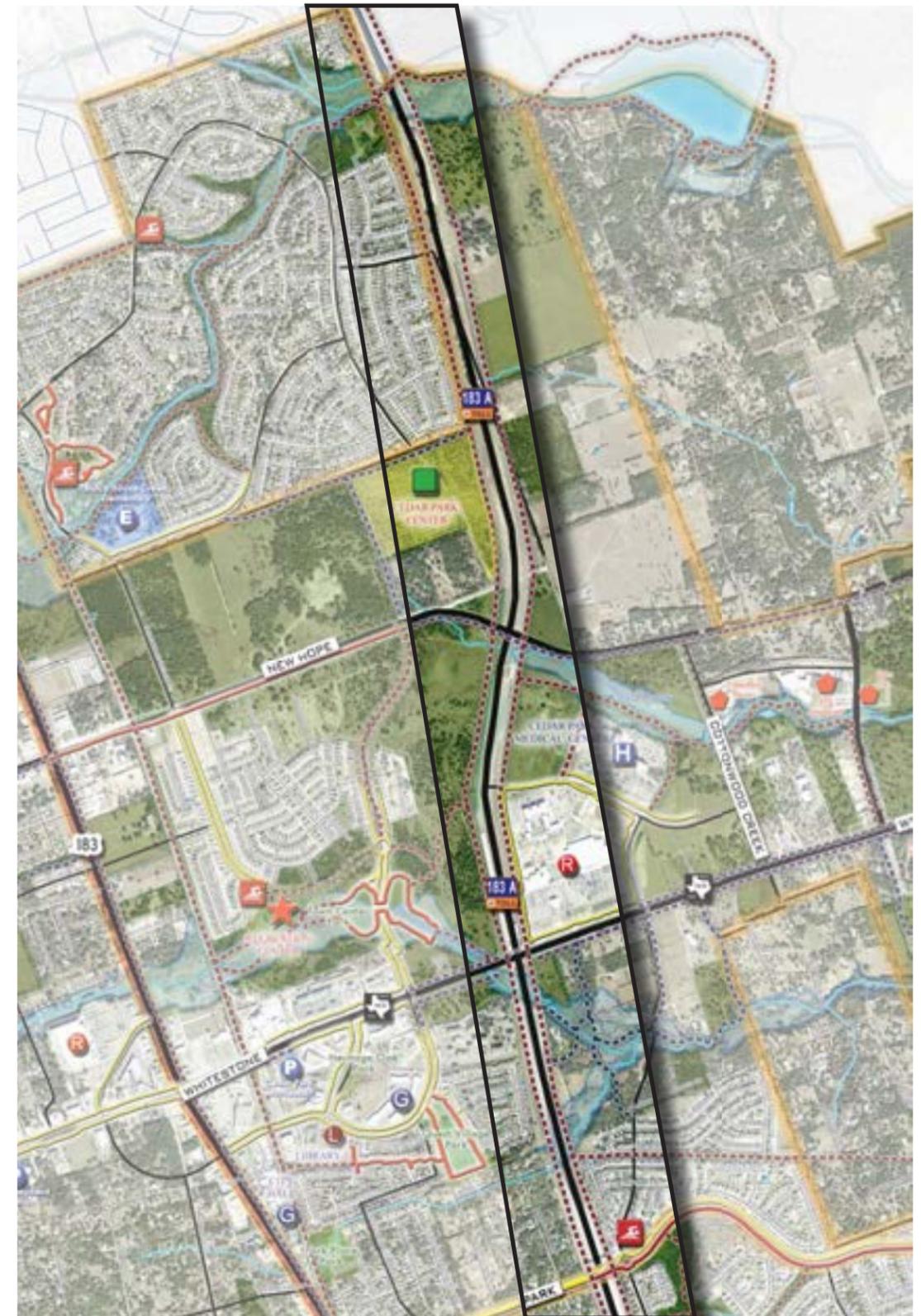
183A (Park St. north to City Limits)

A multi-use hike and bike trail is proposed to follow along the 183A toll road. This trail will provide a safe, off-street facility for commuting purposes. Bicyclists and pedestrians can use the trail to travel through Cedar Park and connect to the many destinations along 183A.

The Central Texas Regional Mobility Authority currently has designs for a trail along 183A from New Hope Drive north to the City Limits, and from Whitestone Blvd. south to Brushy Creek.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: 183A (Park St. to city limits)		Score: A	
Type: Trail		Length: 36,580 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	14
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	2
Major Employers		2	2
Availability	15%	15	10
City Owned		15	
Entity Owned		10	10
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	25
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	10
- Visual		6	6
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	2.5
- Noise		4	4
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	1.5
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	86

* Single Family Residential Property ** Adjacent Property Owners

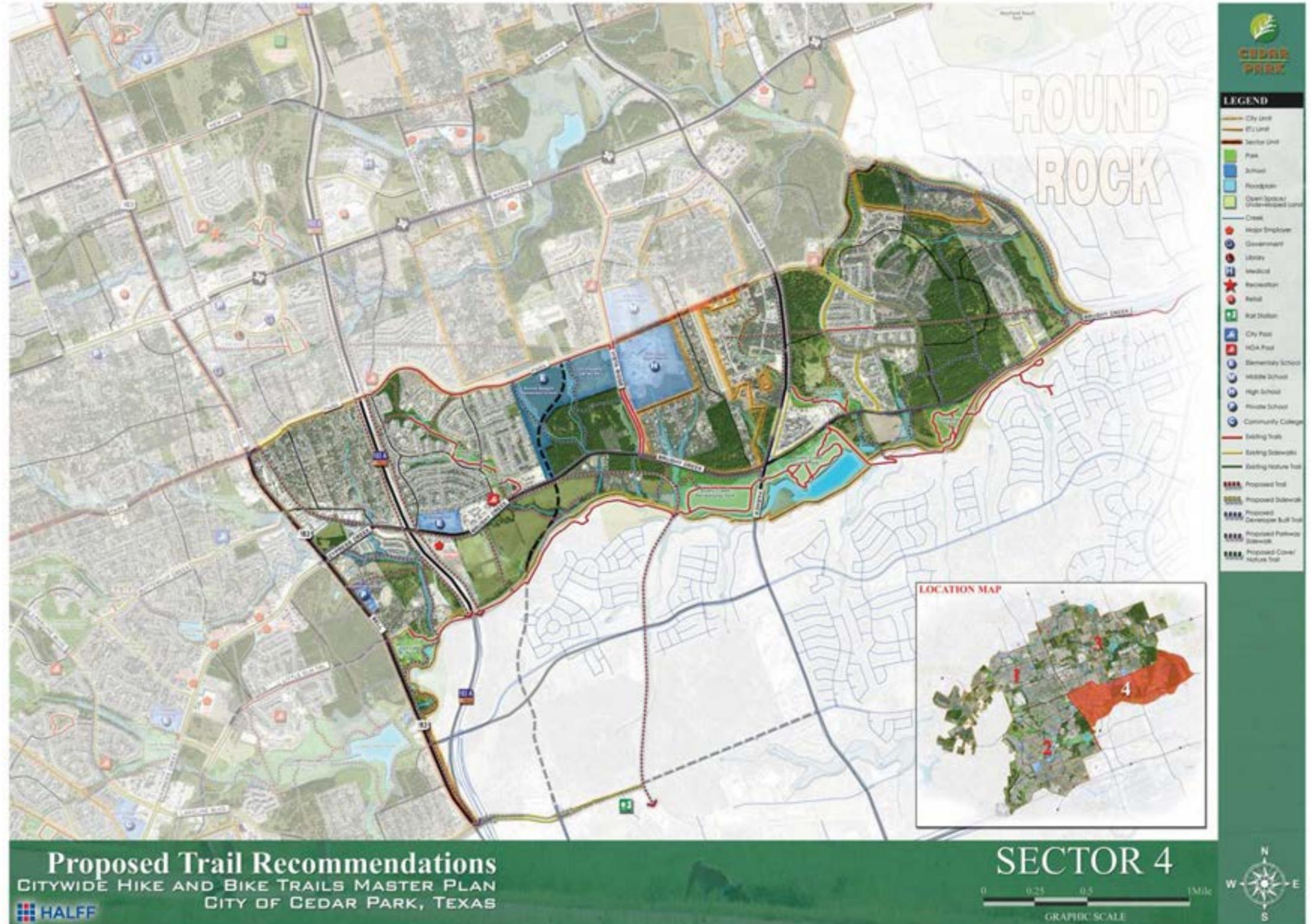


Sector 4 Trail Opportunities

The existing Brushy Creek Regional Trail is located along the southern boundary of this sector. This is a major destination that the proposed trails should connect to. Residents in the Forest Oaks and Silverado Springs neighborhoods expressed interest and desire to connect their neighborhoods to the Brushy Creek Regional Trail.

Other major destinations in this sector include the Leander ISD properties of Vista Ridge High School, Artie Henry Middle School, the newly opened Ronald Reagan Elementary School, and the future LISD football stadium.

The eastern portion of this sector is largely undeveloped. Similar to Sector 3, as these areas develop, the developers should contribute to the citywide trails network by constructing segments of the proposed trails.





Twin Lakes Park Trail

This Master Plan proposes that the existing Brushy Creek Regional Trail be extended through Twin Lakes Park, around the lakes. This extension has the possibility of connecting to the trails around Lake Cedar Park and the Lakeline Village PUD Park. Crossing the trail along the creek, under Bell St. may be difficult because it may be too shallow for an adequate underpass. If that is the case, then a safe pedestrian crossing over Bell St. is needed with traffic lights, cross walks, and pedestrian signals.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Twin Lakes Park Trail		Score: A	
Type: Trail		Length: 3,895 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	12
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	2
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	22
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	7
- Visual		6	4.25
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	2.5
- Noise		4	2.75
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	1.5
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	91

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Cluck Creek Trail		Score: B	
Type: Trail		Length: 6,930 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	18
Schools		6	6
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	2
Availability	15%	15	2
City Owned		15	
Entity Owned		10	
Privately Owned			2
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	2
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	75

* Single Family Residential Property ** Adjacent Property Owners

Cluck Creek Trail

Cluck Creek extends through the southwest portion of this sector, and empties into Brushy Creek. This provides a connection from the existing Brushy Creek Regional Trail to Cypress Creek Rd. These proposed trails also connect Hill Top Christian Academy to the existing regional trail network.

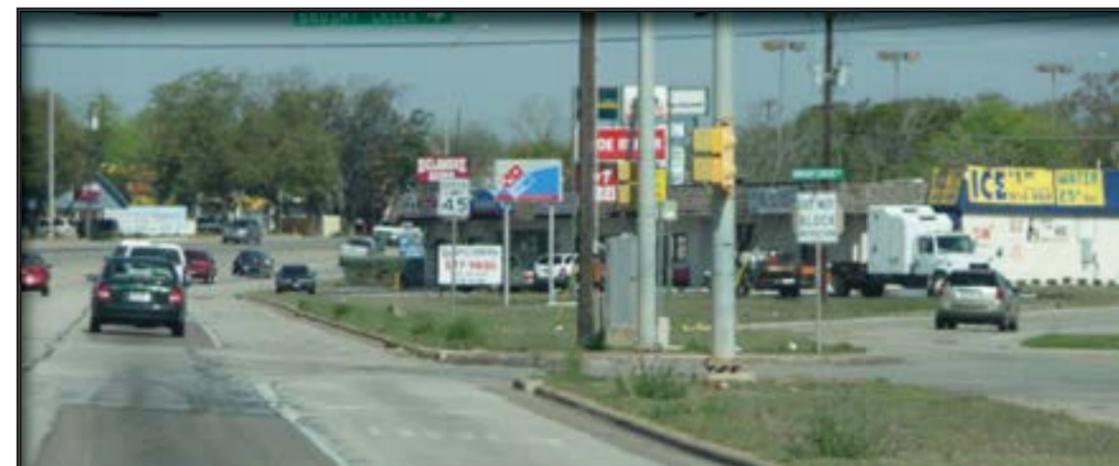


Bell Blvd. (Park St. to Lakeline Blvd.)

As mentioned previously, Bell Blvd. is part of the City's Transportation Master Plan and is identified to have a ten-foot wide meandering sidewalk added when it is improved. This Master Plan again recommends the sidewalk be a parkway sidewalk. This parkway sidewalk will serve as a key spine corridor and connect to the existing Brushy Creek Regional Trail. TxDOT is to install sidewalks for a large section of Bell Blvd.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Bell Street (Park St. to Lakeline Blvd.)		Score: A	
Type: Parkway Sidewalk		Length: 12,645 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	20
Schools		6	6
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	2
Major Employers		2	2
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	15
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	0
- Visual		6	0
- Vegetation		1.75	
- Fencing		1.75	
- Berms		2.5	
- Noise		4	0
- Vegetation		1.25	
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	89

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Cap Metro Rail Trail		Score: B	
Type: Trail		Length: 14,700 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	18
Schools		6	6
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	2
Availability	15%	15	10
City Owned		15	
Entity Owned		10	10
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	8
Width of Corridor - Separation		15	
Elevation - Visibility from Above		-5	
Buffers		10	8
- Visual		6	4.25
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	2.5
- Noise		4	3.75
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	2.5
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	76

* Single Family Residential Property ** Adjacent Property Owners

Cap Metro Rail Trail

As mentioned earlier in this Chapter, the Cap Metro Rail corridor is likely too narrow to accommodate a trail alongside the tracks. However, because of the great potential the corridor has, a trail is proposed if the rail is ever abandoned at any point in the future.

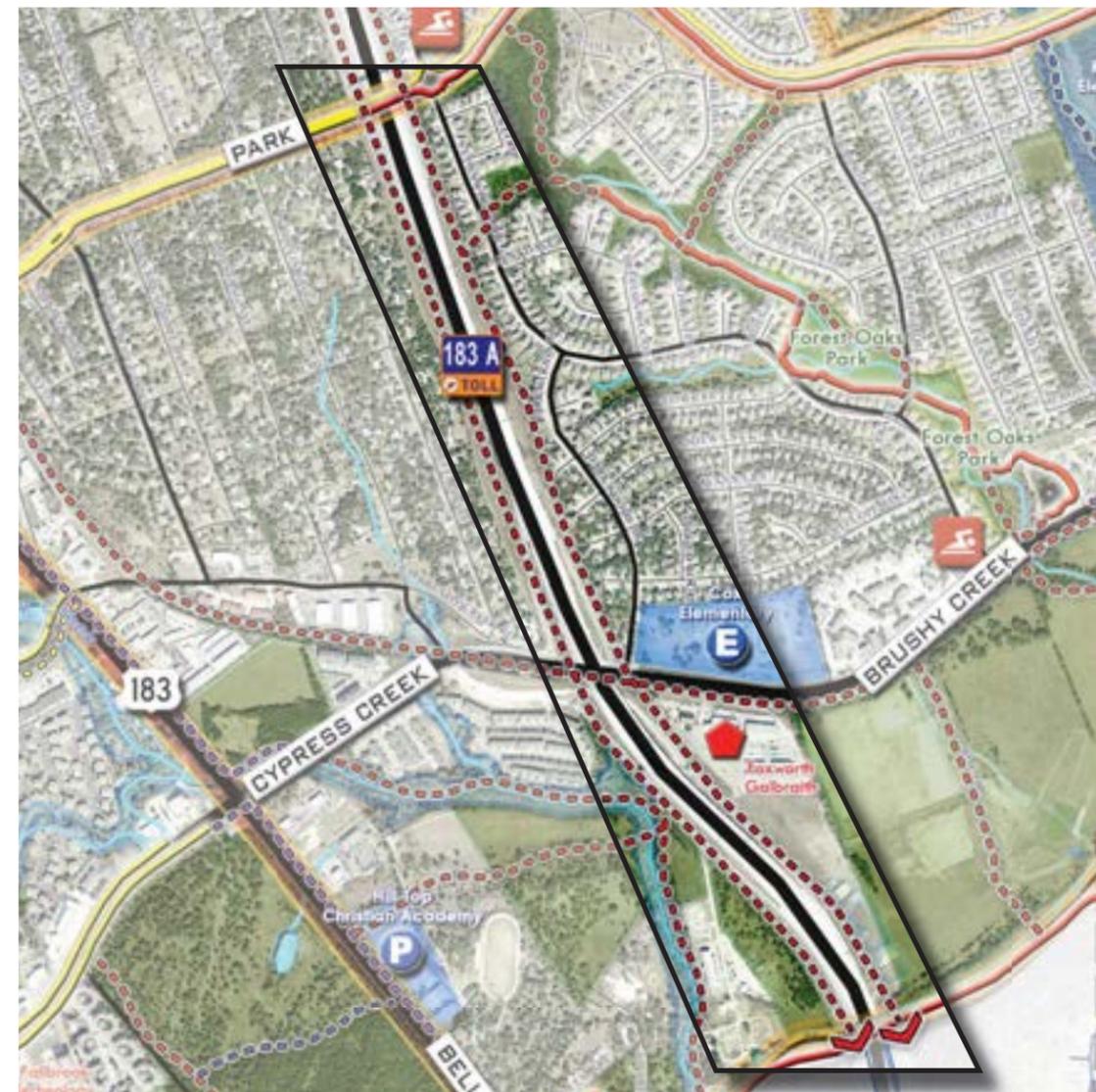


183A Trail (Park St. south to Brushy Creek)

The 183A hike and bike trail is proposed to connect to the existing Brushy Creek Regional Trail. This hike and bike trail will then travel through the entire City of Cedar Park, connecting to several destinations. The first phase of this trail is expected to be construction in 2010. The trail is funded and will be constructed by the Central Texas Regional Mobility Authority.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: 183A Trail (Park St. to Brushy Creek)		Score: A	
Type: Trail		Length: 14,305 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	14
Schools		6	6
Trail-to-Trail		6	6
Parks & Other Amenities		4	
Major Retail		2	
Major Employers		2	2
Availability	15%	15	10
City Owned		15	
Entity Owned		10	10
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	20
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	5
- Visual		6	2.5
- Vegetation		1.75	
- Fencing		1.75	
- Berms		2.5	2.5
- Noise		4	2.5
- Vegetation		1.25	
- Fencing		1.25	
- Berms		1.5	2.5
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	81

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Forest Oaks Park Greenbelt		Score: A	
Type: Trail		Length: 5,615 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	4
City Owned		15	
Entity Owned		10	
Privately Owned			4
- Single Owner		6	
- Common Ownership (HOA)		4	4
- Multiple Owners		2	
Proximity to SFR*	20%	20	25
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	10
- Visual		6	6
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	2.5
- Noise		4	4
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	1.5
Current Conditions	10%	10	10
Ex. Trail or Sidewalk & Used		10	10
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	81

* Single Family Residential Property ** Adjacent Property Owners

Forest Oaks Park Greenbelt

This section of trails received the highest amount of support during the public input process. The residents in these neighborhoods wanted the trails to continue throughout the entire greenbelt, and most importantly they want to connect their neighborhood trail system to the Brushy Creek Regional Trail just to the south. Because of this, the development of these trails and providing a connection over Brushy Creek Rd. to the Brushy Creek Regional Trail is a high priority.



Forest Oaks to Brushy Creek Trails

Trails are proposed in the south portion of the City. These trails are significantly important because they will provide connections from the neighborhoods north of Brushy Creek Rd. to the Brushy Creek Regional Trail. All residents who attended the public meetings were supportive of developing trails somewhere in this area or along BMC Dr. to create this vital connection. The City should actively seek acquisition or easements to build a trail connection. Once the initial connection is built, any future development should construct trails to connect to the overall system.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Forest Oak to Brushy Creek Trails		Score: B	
Type: Trail		Length: 5,710 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	6
City Owned		15	
Entity Owned		10	
Privately Owned			6
- Single Owner		6	6
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	71

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Brushy Creek Road (east of Parmer Lane)		Score: A	
Type: Parkway Sidewalk		Length: 6,105 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	22
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	7
- Visual		6	4.25
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	2.5
- Noise		4	2.75
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	1.5
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	84

* Single Family Residential Property ** Adjacent Property Owners

Brushy Creek Road (east of Parmer Lane)

Brushy Creek Road in this section of the City is mostly a rural two lane road. A parkway sidewalk should be added if the road were ever expanded or improved. Because this road serves a major corridor to Brushy Creek Lake Park and Champion Park, as well as into Round Rock, it is unlikely that it will remain a two lane rural road.

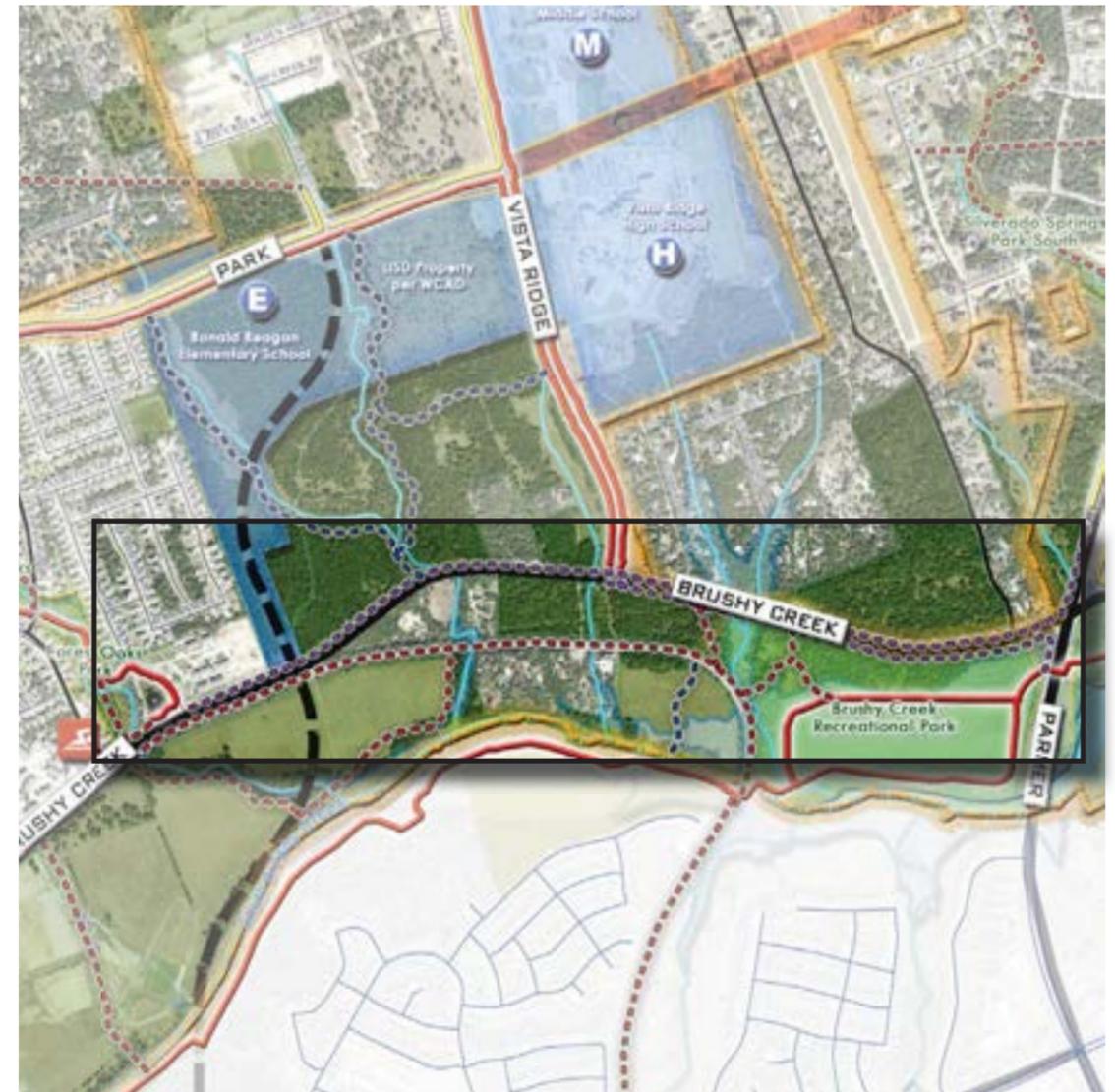


Brushy Creek Road (west of Parmer Lane)

Again, this serves as a major corridor to the existing Brushy Creek Regional Trail. This segment of Brushy Creek Road is a wider four lane road. It connects to the Vista Ridge Pkwy. trail and the Leander ISD school properties. A parkway sidewalk should be built on at least one side of the street. This Master Plan recommends the parkway sidewalk be place on the north side since it will provide greater connectivity to the schools and the surrounding neighborhoods. A safe pedestrian crossing will then be needed at Parmer Lane to allow access to the Brushy Creek Regional Trail and the Brushy Creek Sports Park.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Brushy Creek Road (west of Parmer Lane)		Score: B	
Type: Parkway Sidewalk		Length: 11,715 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	4
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	74

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Brushy Creek Recreation Park Trails		Score: B	
Type: Trail		Length: 4,370 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	22
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	7
- Visual		6	4.25
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	2.5
- Noise		4	2.75
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	1.5
Current Conditions	10%	10	10
Ex. Trail or Sidewalk & Used		10	10
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	67

* Single Family Residential Property ** Adjacent Property Owners

Brushy Creek Sports Park Trails

Although the existing Brushy Creek Regional Trail passes through the southern portion of this park, trails are recommended in the northern part to connect to the potential Cap Metro Rail Trail, Parmer Lane and Brushy Creek Road.



School Trails

Developer trails are proposed through the Leander ISD school properties and two private property lots. These trails will provide safe, off-street, scenic routes between Park Street and Brushy Creek Road.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: School Trails		Score: C	
Type: Developer Trails		Length: 7,945 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	12
Schools		6	6
Trail-to-Trail		6	6
Parks & Other Amenities		4	
Major Retail		2	
Major Employers		2	
Availability	15%	15	10
City Owned		15	
Entity Owned		10	10
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	52

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Parmer Lane (Park St to Brushy Creek Rd)		Score: A	
Type: Parkway Sidewalk		Length: 7,500 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	10
City Owned		15	
Entity Owned		10	10
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	25
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	10
- Visual		6	6
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	2.5
- Noise		4	4
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	1.5
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	84

* Single Family Residential Property ** Adjacent Property Owners

Parmer Lane (Park St. to Brushy Creek Rd.)

A parkway sidewalk is proposed for both sides of Parmer Lane from Park St. to Brushy Creek Rd. This will provide a connection from the north part of the City to the existing Brushy Creek Regional Trail.



Gas Line Trail (west of Parmer Lane)

As mentioned previously, the Lone Star Gas Line easement extends through the western half of the City. This section of the gas line trail will provide a connection from Parmer Lane to the neighborhoods to the west. Although the trail passes along the gas line easement, the actual home owners' property goes to the centerline of the easement. This section of the gas line easement trail will then be difficult to construct because an agreement will be needed by all the homeowners.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Gas Line Trail (west of Parmer Lane)		Score: D	
Type: Trail		Length: 5,435 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	4
Schools		6	
Trail-to-Trail		6	
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	2
City Owned		15	
Entity Owned		10	
Privately Owned			2
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	2
Proximity to SFR*	20%	20	13
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	-5
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	31

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Silverado Springs Park South		Score: A	
Type: Trail		Length: 2,615 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	21
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	85

* Single Family Residential Property ** Adjacent Property Owners

Silverado Springs Park South

Silverado Springs Park South currently has trails through half of the park site. This Master Plan proposes looping the trail through the park and connecting it north along the greenbelt to Turkey Path Bend. This will provide a connection from the Silverado Springs neighborhood to the park.

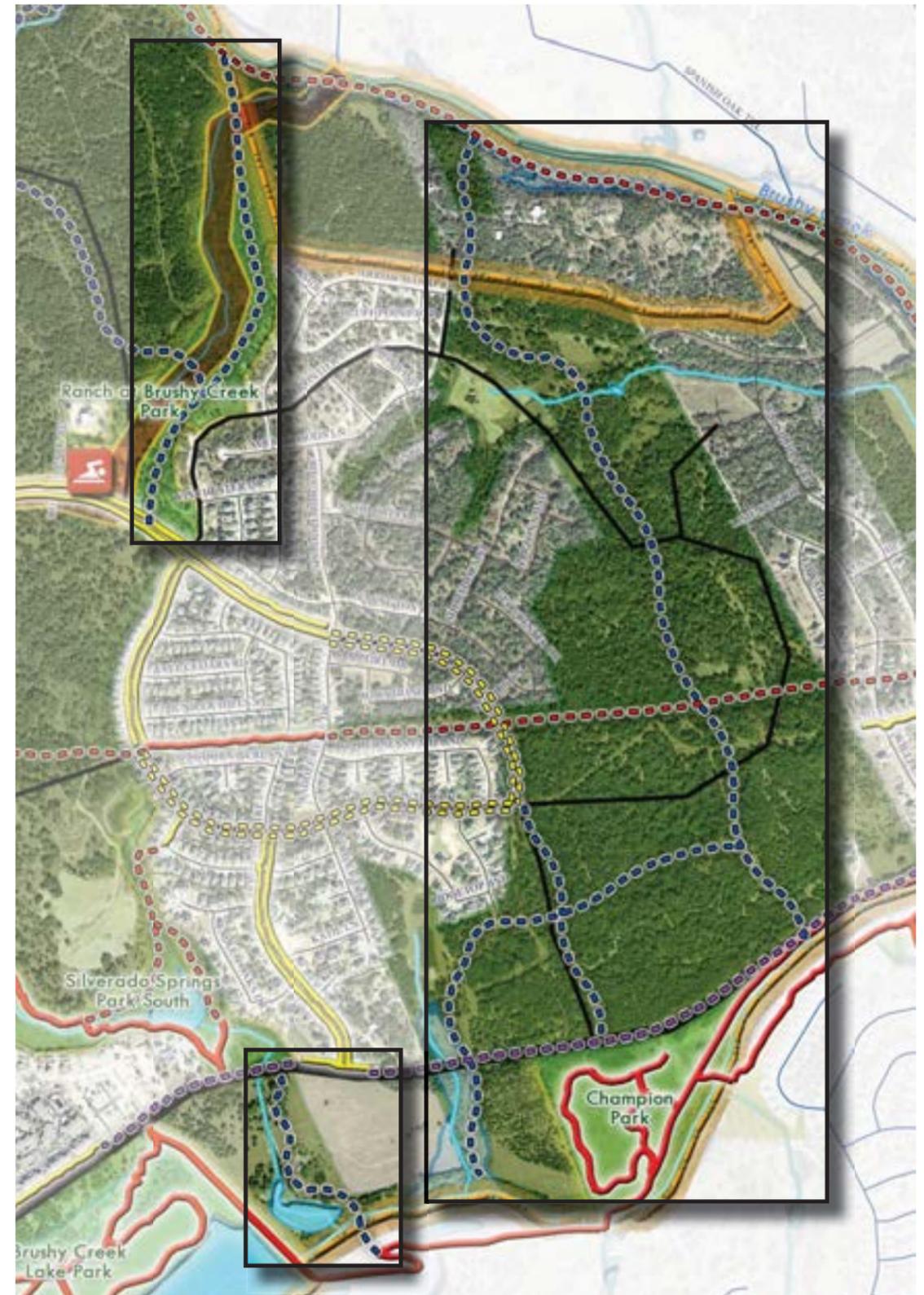


Eastside Developer Trails

Similar to areas in Sector 3, there are several undeveloped lands in eastern portion of the City. As these areas are developed in the future, developer trails are proposed to connect those residential homes to the overall trail system. One significant trail connection will be providing a safe pedestrian crossing over Brushy Creek Road to connect to the existing Brushy Creek Regional Trail. A pedestrian underpass is proposed as part of the Brushy Creek Road plan.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Eastside Developer Trails		Score: D	
Type: Developer Trails		Length: 18,060 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	0
City Owned		15	
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	2
Proximity to SFR*	20%	20	18
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	3
- Visual		6	1.75
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	
- Noise		4	1.25
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	40

* Single Family Residential Property ** Adjacent Property Owners





CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Silverado Springs Neighborhood		Score: C	
Type: Sidewalk		Length: 10,230 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	6
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	
Major Retail		2	
Major Employers		2	
Availability	15%	15	15
City Owned		15	15
Entity Owned		10	
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	21
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	54

* Single Family Residential Property ** Adjacent Property Owners

Silverado Springs Neighborhood

Sidewalks are proposed along the major collector streets throughout the Silverado Springs neighborhood. The majority of streets in the City have sidewalks, so it is likely the developer will construct these sidewalks as new homes are built.

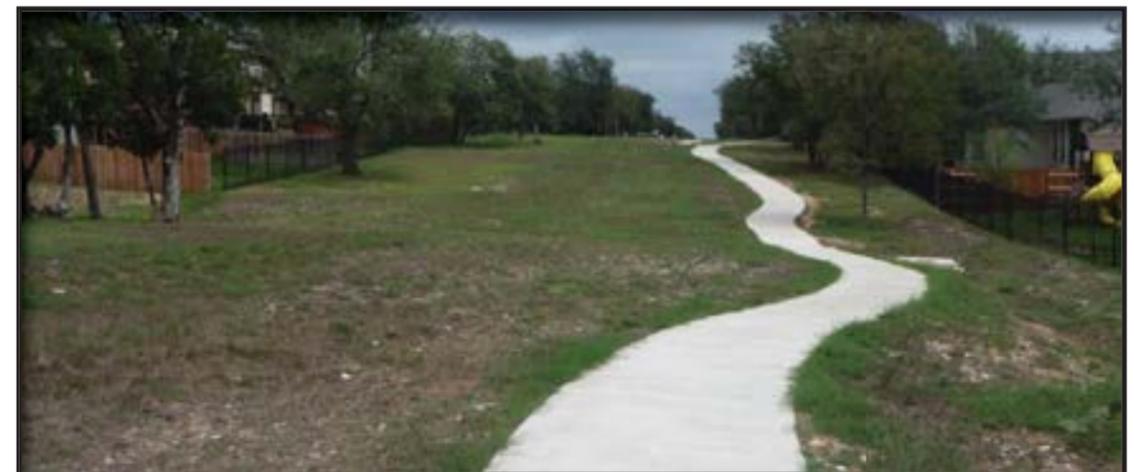


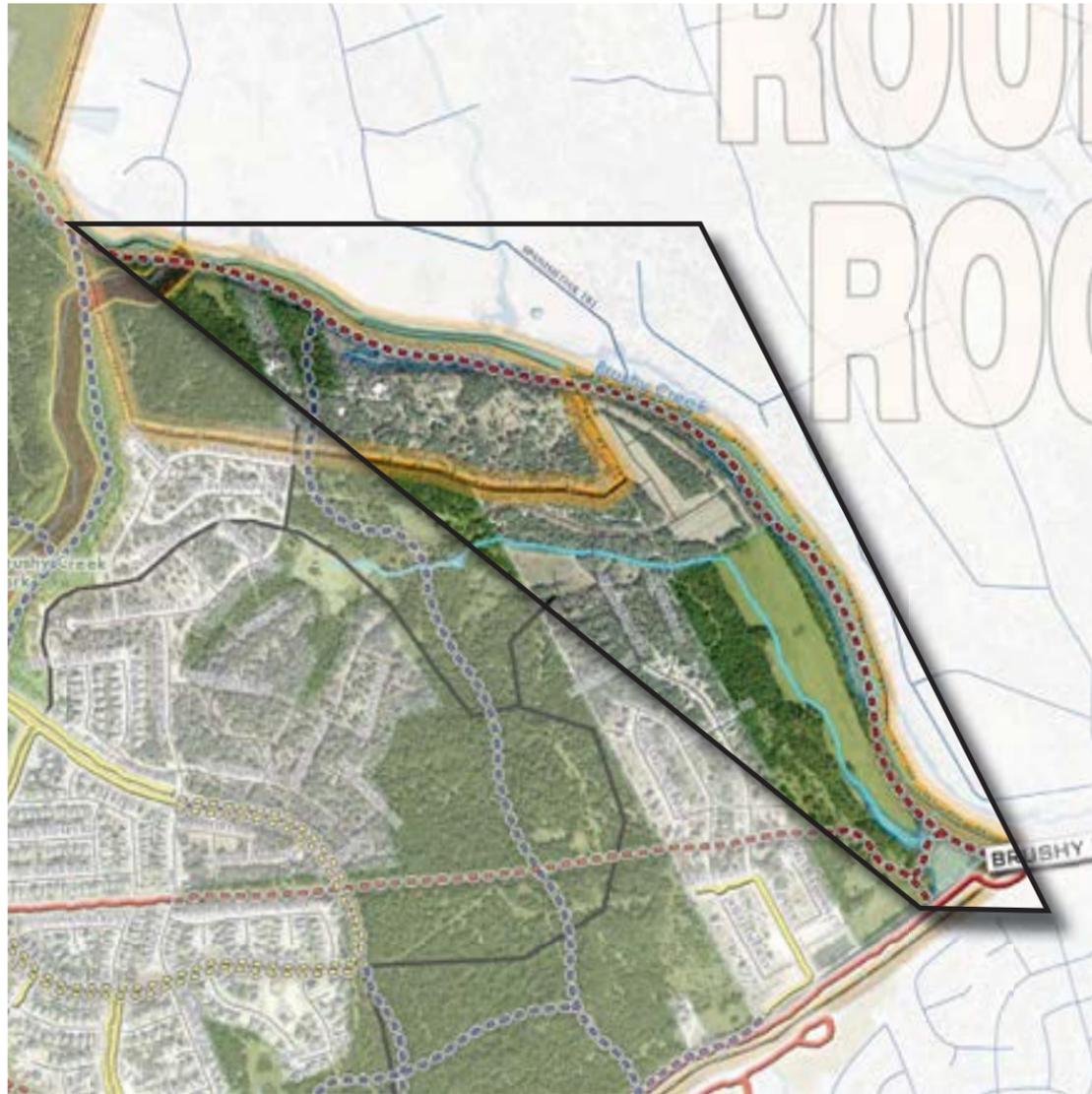
Gas Line Trail (east of Parmer Lane)

This segment of the gas line easement trail will be much easier to construct because the easement is designated as its own parcel; therefore, there is not the difficulty of getting an agreement from various property owners. A portion of this trail is already in place and was built by the neighborhood developer.

CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: Gas Line Trail (east of Parmer Lane)		Score: B	
Type: Trail		Length: 7,095 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	6
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	
Major Retail		2	
Major Employers		2	
Availability	15%	15	10
City Owned		15	
Entity Owned		10	10
Privately Owned			0
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	
Proximity to SFR*	20%	20	16
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	-5
Buffers		10	6
- Visual		6	3.5
- Vegetation		1.75	1.75
- Fencing		1.75	1.75
- Berms		2.5	
- Noise		4	2.5
- Vegetation		1.25	1.25
- Fencing		1.25	1.25
- Berms		1.5	
Current Conditions	10%	10	7
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	7
No Trail or Sidewalk & Un-Used		5	
Site Details	5%	5	5
Usable w/out Improvement		5	5
Un-Usable w/ out Improvement		2	
Public Opinion of APO**	25%	25	25
Support (75%+)		25	25
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	5
In City		5	5
In ETJ		3	
Total	100%	100	74

* Single Family Residential Property ** Adjacent Property Owners



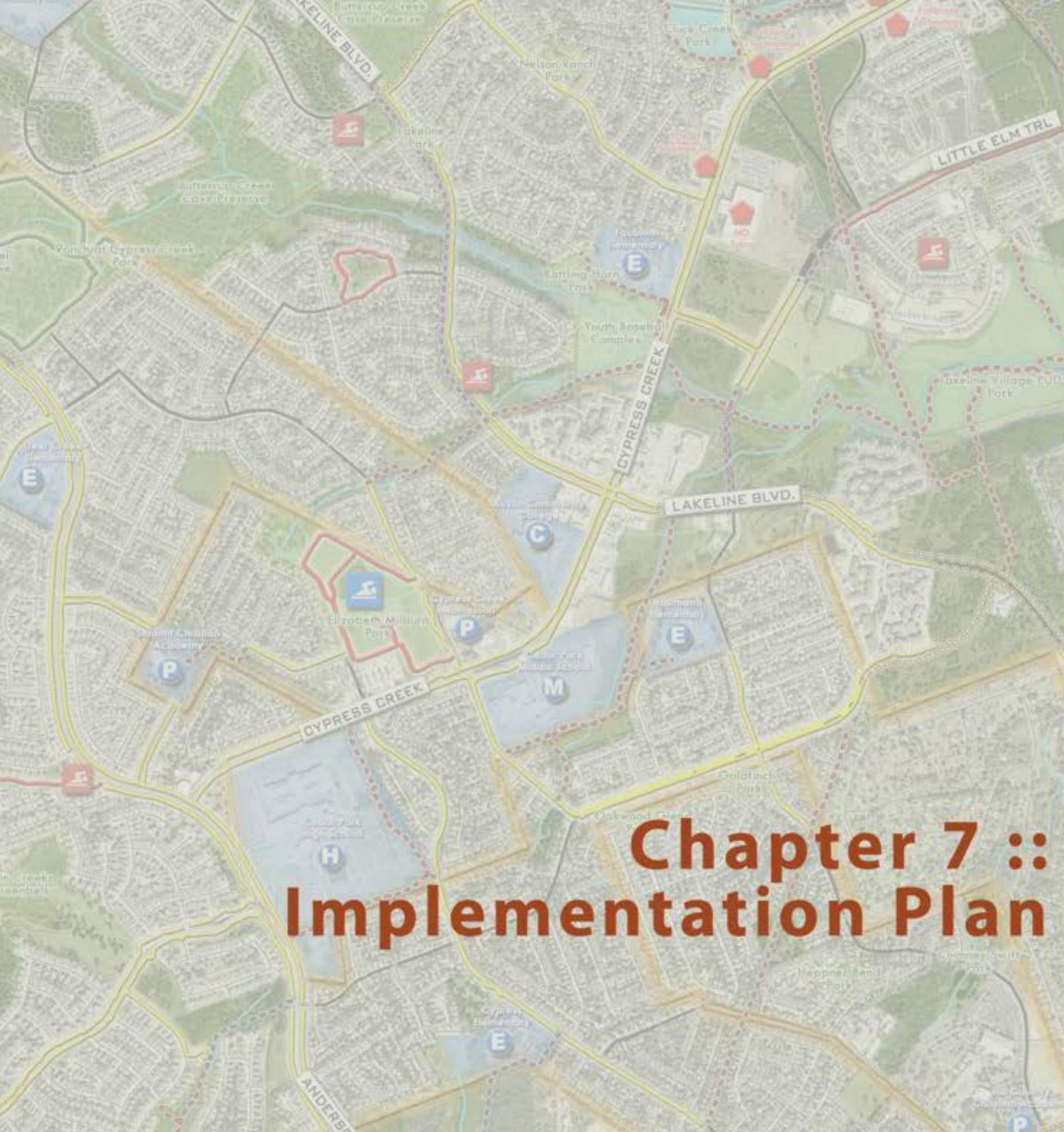


CITY of CEDAR PARK - EVALUATION CRITERIA for HIKE & BIKE CORRIDORS			
Corridor Name: North Fork Brushy Creek		Score: C	
Type: Trail		Length: 9,555 ft.	
Evaluation Criterion	Importance	Total Pts Available	Points
Connectivity	20%	20	10
Schools		6	
Trail-to-Trail		6	6
Parks & Other Amenities		4	4
Major Retail		2	
Major Employers		2	
Availability	15%	15	2
City Owned		15	
Entity Owned		10	
Privately Owned			2
- Single Owner		6	
- Common Ownership (HOA)		4	
- Multiple Owners		2	2
Proximity to SFR*	20%	20	22
Width of Corridor - Separation		15	15
Elevation - Visibility from Above		-5	
Buffers		10	7
- Visual		6	4.25
- Vegetation		1.75	1.75
- Fencing		1.75	
- Berms		2.5	2.5
- Noise		4	2.75
- Vegetation		1.25	1.25
- Fencing		1.25	
- Berms		1.5	1.5
Current Conditions	10%	10	5
Ex. Trail or Sidewalk & Used		10	
No Trail or Sidewalk, but Used		7	
No Trail or Sidewalk & Un-Used		5	5
Site Details	5%	5	2
Usable w/out Improvement		5	
Un-Usable w/ out Improvement		2	2
Public Opinion of APO**	25%	25	0
Support (75%+)		25	
Oppose (<25%)		0	
Mix - For vs. Against		10 - 15	
Jurisdiction	5%	5	4
In City		5	4
In ETJ		3	
Total	100%	100	45

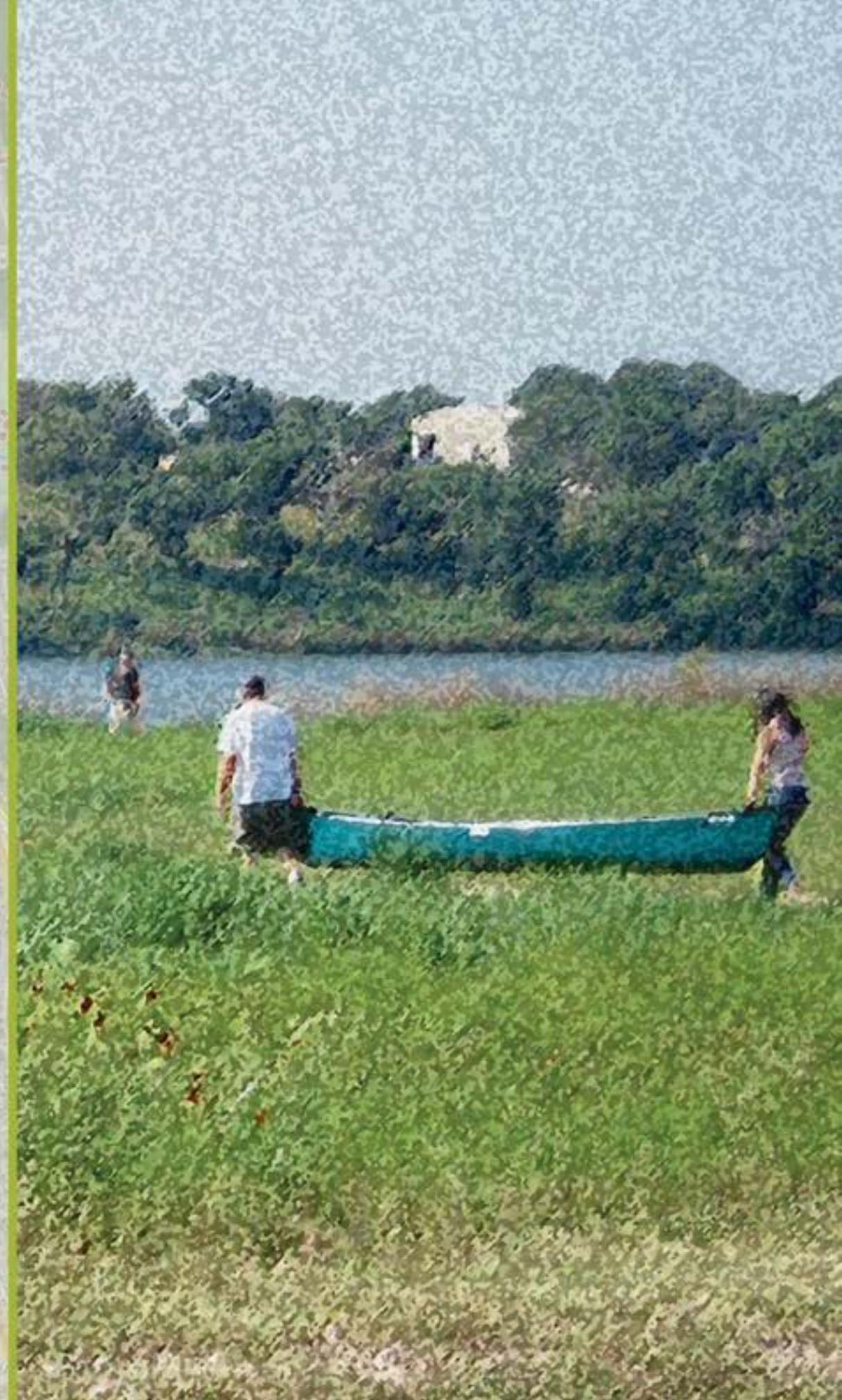
* Single Family Residential Property ** Adjacent Property Owners

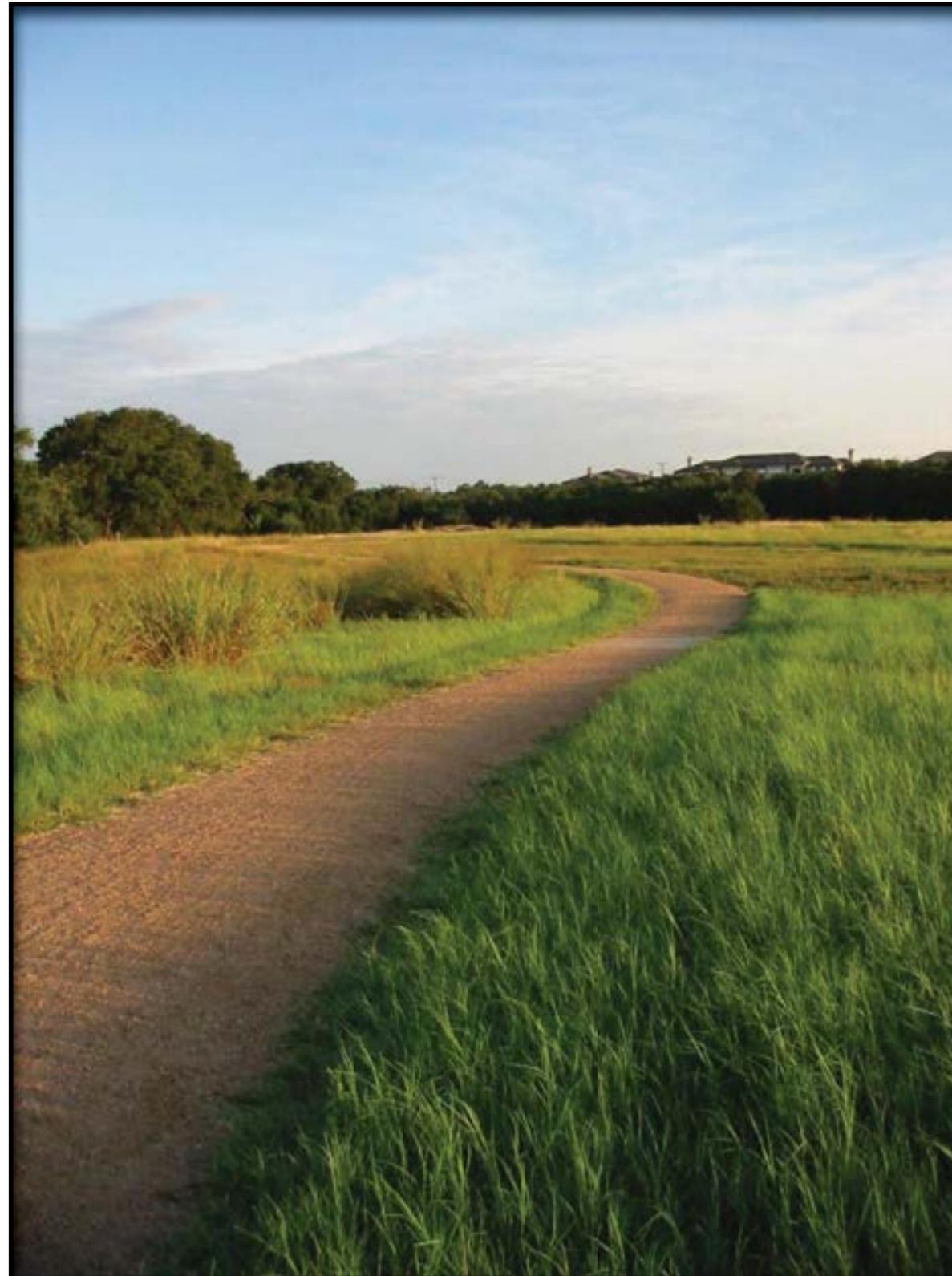
North Fork Brushy Creek

A trail is proposed along the north fork of Brushy Creek. There are several private, large lot property owners along this corridor, which could make construction of a trail difficult. It is important that if these properties were ever sold for future development, that the City maintain ownership of the creek and floodplain. Future parcels should not end at the centerline of the creek. This is already being demonstrated by the Walsh Trails neighborhood. These parcels stop before the floodplain. This practice will make it easier for the City to develop a trail in the future.



Chapter 7 :: Implementation Plan





Key Trail Corridor Recommendations

As shown in the previous chapter, there are many opportunities for trails in Cedar Park. Over the next two to three decades, it is anticipated that many of those opportunities can actually be converted into trails. However, the City's efforts should be focused on those corridors that provide the most significant beneficial impact, and that truly begin to create a major citywide network. In effect, the City's efforts should be focused on creating the "spine" network first.

This chapter presents a citywide network of trails, representing the most important trails to be built using prioritization criteria developed for Cedar Park. Cost projections were prepared for each of the recommended trail corridors, allowing for the preparation of an action plan for trail implementation.

These corridors were selected to meet the goals established by the planning effort, and to reflect citizen comments and desires received during the extensive public input process. Those goals included:

- ◆ Linking all parts of the City
- ◆ Providing a variety of trail types
- ◆ Being compatible with adjacent private properties
- ◆ Creating multiple neighborhood access points
- ◆ Including interpretive facilities
- ◆ Considering trails as both transportation and recreation uses
- ◆ Creating aesthetically pleasing trail corridors that enhance Cedar Park

The high priority proposed trails system network is shown on Page 7-5.



Table 7 - 1
Proposed Parkway Sidewalks that are Part of the City's Transportation Master Plan

Priority	Name	Length (priority portion only)	Type	Recommended Material	Recommended Width
A	New Hope Drive	6,710 linear feet	Parkway Sidewalk	Concrete	10 feet, minimum
B	Lakeline Blvd.	17,535 linear feet	Parkway Sidewalk	Concrete	10 feet, minimum
C	Little Elm Trail	2,885 linear feet	Parkway Sidewalk	Concrete	10 feet, minimum
D	Park Street	11,580 linear feet	Parkway Sidewalk	Concrete	10 feet, minimum
E	Whitestone Blvd.	7,710 linear feet	Parkway Sidewalk	Concrete	10 feet, minimum
F	Brushy Creek Road	2,140 linear feet	Parkway Sidewalk	Concrete	10 feet, minimum

Table 7 - 2
Proposed Priority Sidewalks Built as Part of Neighborhoods (by development)

Priority	Name	Length (priority portion only)	Type	Recommended Material	Recommended Width
G	Discovery Blvd.	7,900 linear feet	Sidewalk	Concrete	8 to 10 feet preferred
H	Silverado Springs Neighborhood	4,230 linear feet	Sidewalk	Concrete	8 to 10 feet preferred
I	Proposed Collector Trail	4,665 linear feet	Sidewalk	Concrete	8 to 10 feet preferred

Table 7 - 3
Proposed Funded Trails

Priority	Name	Length (priority portion only)	Type	Recommended Material	Recommended Width
J	183A Toll Road	8,350 linear feet	Parkway Sidewalk	Concrete	10 feet

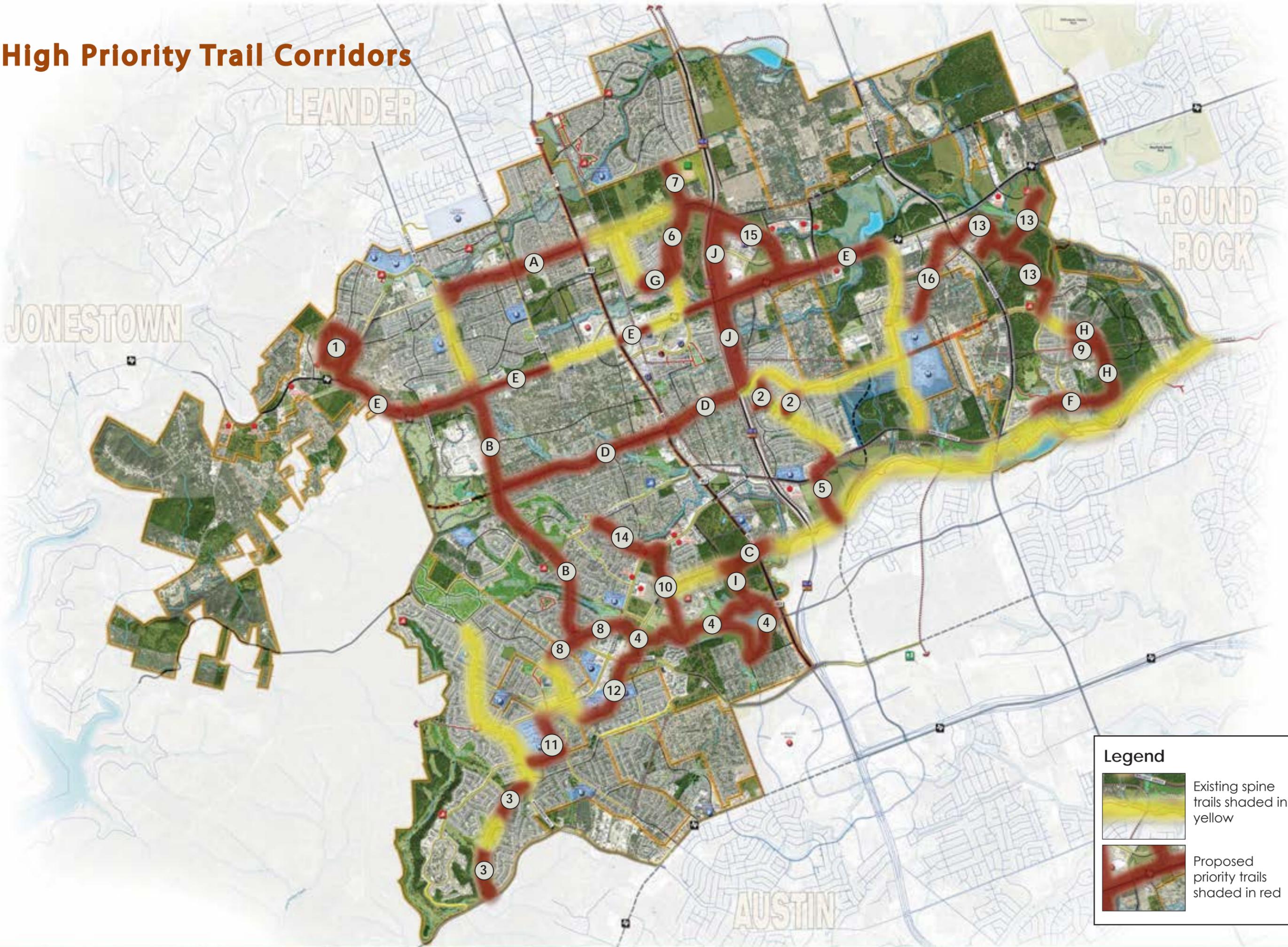


**Table 7 - 4
High Priority Trails**

Priority #	Name	Sector	Length (priority portion only)	Type	Primary Responsibility	Recommended Material	Recom. Width	Potential Cost Range (Low - High)	Timeframe
1	Veterans Memorial Park	1	5,742 linear feet	Trail	City of Cedar Park	Decomposed Granite, Concrete, Nature Trails	10 feet	\$400,000 - \$800,000	2010 - 2015
2	Forest Oaks Park Greenbelt	4	5,617 linear feet	Trail	City of Cedar Park	Concrete	10 feet	\$725,000 - \$1,100,000	2010 - 2015
3	Twin Creeks Historic Park Trail	2	5,902 linear feet	Trail	City of Cedar Park	Decomposed Granite, Concrete, Nature Trails	10 feet	\$400,000 - \$825,000	2010 - 2015
4	Lakeline Village PUD Park	2	15,453 linear feet	Trail	City of Cedar Park	Decomposed Granite	10 feet	\$1,100,000 - \$2,100,000	2010 - 2015
5	Forest Oaks to Brushy Creek Trail	4	5,712 linear feet	Trail	City of Cedar Park	Concrete	10 feet	\$750,000 - \$1,200,000	2010 - 2015
6	Town Center Median Trail	3	2,905 linear feet	Trail	City of Cedar Park	Decomposed Granite	10 feet	\$200,000 - \$400,000	2010 - 2015
7	Event Center Trails	3	1,967 linear feet	Developer Trail	Developer	Concrete	10 feet	\$250,000 - \$350,000	2010 - 2015
8	South Buttercup Creek Trail	2	5,693 linear feet	Trail	City of Cedar Park	Concrete	10 feet	\$750,000 - \$1,200,000	2016 - 2020
9	East Gas Line Trail	4	1,245 linear feet	Trail/Developer	City of Cedar Park	Decomposed Granite	10 feet	\$90,000 - \$175,000	2016 - 2020
10	Lakeline Village Powerline Corridor	2	6,774 linear feet	Trail	City of Cedar Park	Concrete	10 feet	\$880,000 - \$1,400,000	2016 - 2020
11	Cedar Park High School Trail	2	3,832 linear feet	Trail	City of Cedar Park/LISD	Concrete	10 feet	\$500,000 - \$750,000	2016 - 2020
12	School Drainage	2	5,658 linear feet	Trail	City of Cedar Park/LISD	Concrete	10 feet	\$725,000 - \$1,000,000	2016 - 2020
13	Eastern Developer Trails	3	12,350 linear feet	Developer Trail	Developer	Decomposed Granite	10 feet	\$850,000 - \$1,700,000	Beyond 2020
14	Cluck Creek Trail	2	5,670 linear feet	Trail	City of Cedar Park	Concrete	10 feet	\$750,000 - \$1,100,000	Beyond 2020
15	Medical Center Area Trails	3	4,474 linear feet	Trail	City of Cedar Park	Decomposed Granite	10 feet	\$300,000 - \$625,000	Beyond 2020
16	Silverado Springs Drainage Corridor	3	4,875 linear feet	Trail	City of Cedar Park	Concrete	10 feet	\$625,000 - \$925,000	Beyond 2020

In providing opinions of probable construction cost, the Client understands that the Design Professional has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing, and that the opinions of probable construction costs provided herein are to be made on the basis of the Design Professional's qualifications and experience. The Design Professional makes no warrant, expressed or implied, as to the accuracy of such opinions as compared to bid or actual costs.

High Priority Trail Corridors



Legend

	Existing spine trails shaded in yellow
	Proposed priority trails shaded in red



Implementation Process

An action plan designated for the implementation of each specific trail corridor should coordinate all of the following steps:

- ◆ **Preliminary items** - Environmental analysis, property easement or right of way needs analysis, preliminary concept design, possible feasibility study, allocation of general budget - all these should be obtained before proceeding.
- ◆ **Permits** - By City of Cedar Park, possibly Williamson County, and all involved trail corridor owners, e.g. TxDOT, utility companies and pipeline companies. Responsibility for the project construction lies primarily with the City of Cedar Park.
- ◆ **Funding** - Research for necessary grant qualification, Council approval to apply for grants or other funding sources, and ROW issues should be settled at this point.
- ◆ **Design** - Preparation of construction documents, specifications and cost estimates, followed by bid documents and bidding procedures after permits and funding are clarified.
- ◆ **Physical construction** of the project.

Coordination with Ongoing and Future Transportation and Drainage Improvements

Major public works improvements such as new street development or drainage facilities can provide an opportunity for trail development. The resurfacing of roads can be used to consider adding bicycle lanes. New roads can be sized to include bicycle lanes or to have side paths built as the road is built. When large new public facilities are being built, trail opportunities along their edges should be considered. Drainage channels can be planned in such a manner that they include trails along one or both sides, and can be oriented so that adjacent homes are not impacted.

Every effort in the City, whether private or public, whether funded by the City or by another agency such as Williamson County, should be considered early on as a potential bicycle facility or shared use path candidate. Adequate right of way should be acquired early so as to provide corridors for trails. It is extremely difficult to retrofit trails once development around it has occurred.

Private sector developments should be carefully reviewed to determine if key trail corridors shown in this plan can be integrated into the proposed development. In some cases, the City may consider funding portions of the recommended trails over and above the developer portion so as to expedite construction of the overall trail system.

Trail Type-Related Costs

General costs are included for use in planning for trail corridors. However, general costs are always subject to change and will vary as more detailed design occurs.

General estimated construction costs, for use in preliminary project feasibility determinations:

◆ Construction of a new concrete trail, 10 feet wide	\$400,000 to \$600,000 per mile (trail and subsurface only)
◆ On-street trails, striping and signage	\$15,000 per mile
◆ On-street trails, striping only	\$3,500 per mile
◆ Widening of ROW/shoulder (asphalt)	\$220,000 per mile
◆ Soft-surface trail (mulch, sand, gravel)	\$170,000 per mile
◆ At-grade crossing	\$5,000 to \$10,000 each
◆ At-grade crossing, lighted	\$20,000 to \$30,000 each
◆ At-grade crossing, traffic light modification	\$20,000 to \$30,000 each
◆ Below grade crossing	\$100,000 to \$130,000 each
◆ Bridge crossing	\$200,000 to \$250,000 each





Issues Associated with Trail Funding

Funding for trail and greenway corridor development in Cedar Park can come from a variety of sources such as generated locally, from State of Texas, and federal sources. Private development of trails will also aid in the establishment of much of the future trails throughout the City.

Each trail segment will have unique funding opportunities, based on the neighborhoods around the trail and the specific characteristics of the corridor. Key issues associated with funding are as follows:

- ◆ If possible, funding should be continuous and steady. Annual designation of funds for trail development will result in a steady growth in the City's trail system, and allow the citizens of Cedar Park to see a continuous flow of new trail segments every year, rather than in sporadic bursts.
- ◆ Construction of major trail corridors should be the focus of public expenditures. Major "spine" segments that connect neighborhood to neighborhood should be the primary focus of public expenditures for trails. Trails within and primarily serving private developments and individual neighborhoods should be paid for with private sector funds.
- ◆ Funds designated for trail development should not be taken from park development. Both parks and trails are extremely important to the future quality of life in Cedar Park, and funding one should not imply that the other need not be funded.

Sources of Funding

Trails are considered by Cedar Park residents as one of the things they like the most about the City, and as one of their highest priorities. Therefore, funding for trails should be treated as a key item in both annual and longer term budgeting. Regular steady funding is recommended so that the trail system is added to on a continuous basis. A broad range of funding mechanisms, from both the public and private sectors should be considered. These include:

Capital improvement or bond funds - Bond funds are typically the primary source of significant trail development efforts. Larger capacity of these funding sources allows for more development to occur.

Funding as part of other projects - Trails can be efficiently funded as part of other larger city projects, such as new roads. However, separate trail funding should not be added to road projects to help supplement roadway funding that is inadequate to begin with.

Parkland dedication funds - Funds generated by new development can be used to help develop nearby trails. These funds are accrued in lieu of parkland.

Special district funding - Funding from special districts such as the Town Center, other new public improvement areas, or tax increment financing areas can be used to help develop trails.

4B Tax - The Development Corporation Act of 1979, as amended in 1991, allows all cities to adopt the 4B tax, a voter-approved special, dedicated tax that cities can use for economic development purposes. Voters approve the dedication of a portion of the sales tax and the creation of a 4B Corporation to administer the spending of 4B tax funds. The economic development sales tax rate may be 1/8, 1/4, 3/8, or 1/2 of 1 percent if the new total rate of all sales and use taxes would not exceed 2%. 4B Sales Tax may use funds for a wide range of uses intended to give communities an opportunity to undertake a project for quality of life improvements, including economic development that will attract and retain primary employers. Money raised by this tax may be used to acquire or pay for land, buildings, equipment, facilities, expenditures, infrastructure and improvements for purposes related to:

- ◆ Manufacturing and industrial facilities, recycling facilities, distribution centers, small warehouse facilities;
- ◆ Research and development facilities, regional or national corporate headquarters facilities, primary job training facilities for use by institutions of higher education, job training classes; telephone call centers; and career centers that are not located within a junior college taxing district;
- ◆ A general aviation business service airport that is an integral part of an industrial park;
- ◆ Certain infrastructure improvements, which promote or develop new or expanded business enterprises;
- ◆ Port-related facilities to support waterborne commerce;
- ◆ Maintenance and operating costs associated with projects;

◆ Projects that improve a community's quality of life, including parks, professional and amateur sport and athletic facilities, tourism and entertainment facilities, affordable housing, and other improvements or expenditures that promote new or expanded business activity that create or retain primary jobs.

Private residential or commercial development - Many of the trails noted in this master plan are located within residential communities or adjacent to commercial or business areas. As such, trail segments associated with either existing or new development can be partially or entirely built by the private development community. Specific mechanisms to require trail development which can be adopted by the City Council are further discussed in this chapter.

Grants from a variety of sources - Grants that can be used for trail development are available from a variety of sources. The existing remaining bond funds provide an ideal match for grant applications. Given the compelling local issues of traffic congestion and air quality, as well as a large local population that supports alternative transportation methods, local pursuit of grants could be successful and should be aggressively pursued. Major grant types include:

- ◆ **Texas Parks and Wildlife Department grants** - Through its outdoor recreation and community trail development grants, these matching grants can provide from \$50,000 to \$500,000 in grant assistance.
- ◆ **Federal Enhancement funds** - Federal transportation dollars specifically allocated to pay for transportation enhancements have led to the creation of over 100 miles of trails throughout Texas over the past 10 years, and were the primary funding source for trail development in the State of Texas. These funds are administered by the Texas Department of Transportation, and as such must conform to federal guidelines for safety and construction procurement. The locally required match is a minimum of 20%, but communities may overmatch to increase their competitive position. Funds must be reauthorized periodically by the United States Congress, and are currently waiting for re-authorization in the next few years.
- ◆ **Williamson County park and trail development funds** - Williamson County has participated in the development of much of the Brushy Creek regional trail along Brushy Creek. For trail corridors that have regional benefits, Williamson County will continue to be a significant future partner.



- ◆ **Congestion Mitigation and Air Quality (CMAQ) grant funds** - Federal dollars that assist in relieving traffic mitigation may also be used to develop trails corridors that can carry commuters to work or serve as an alternative transportation route to recreation or commercial areas.
- ◆ **Regional Surface Transportation Program (RSTP)** - This is a block grant program that makes money available statewide for roads, bridges, transit capital, bicycle and pedestrian projects. Metropolitan Planning Organizations (MPOs) can transfer money from other federal transportation funding sources to the RSTP program if they want more flexibility in how they allocate their funds. SAFETEA requires states to set aside 10% of the RSTP funds for safety construction activities and another 10% for the Transportation Enhancement Activities (TEA) Program. Applicants eligible for RSTP funds include cities, counties, metropolitan planning organizations (MPOs), transit operators, and the Texas Department of Transportation. Non-profit organizations and special districts also may apply for funds, but they must have a city, county or transit operator sponsor and in some cases administer the project.
- ◆ **Safe Routes to School Program (SR2S)** - The overall purpose of this program is to improve safety in and around school areas. While Safe Routes to School is an overall concept that includes education, enforcements and safety construction improvements, TxDOT's Safe Routes to School Program implemented by HB 2204 will only address safety construction improvements. The rules that established the SR2S Program were adopted by the TxDOT Commission and became effective on July 18, 2002. The following guidelines determine what projects can be submitted: the projects may be located on or off the state highway system, but must be located on public property; must be located within a two mile radius of a school; federal funds requested will be limited to \$500,000; projects can cover multiple school sites if similar work is performed at each site; local project funding match of 20% is required unless the project is located on the state highway system in which case TxDOT will provide the match; a project on the state highway system will not be eligible if the district finds that the project interferes with or disrupts any planned improvements or existing infrastructure. The six categories of work that are eligible for the funding are: sidewalk improvements; pedestrian/bicycle crossing improvements; on-street bicycle facilities; traffic diversion improvements; off-street bicycle and pedestrian facilities; and traffic calming measures for off-system roads.

- ◆ **Hazard Elimination Safety (HES) Program** - This is a federal safety program that provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at locations selected for improvement. The amount of funds allocated to the local HES Program each Federal Fiscal Year may range from \$10 million to \$16 million. Each year, local agencies compete for HES funds by submitting candidate safety projects to TxDOT for review and analysis. TxDOT prioritizes these projects, statewide, and releases an annual HES Program Plan that identifies the projects that are approved for funding.
- ◆ **Foundation and Company Grants** - Some assist in direct funding for trail projects, and some support efforts of non-profit or citizen organizations. Further info can be found at "The Foundation Directory" and at "The Foundation Grants Index" www.fdncenter.org

- ◆ **"Grants for Greenways"** is a national listing that provides descriptions and links to groups who provide technical and financial support for greenway interests.
- Partnering** - Partnering with regional volunteer groups can also be helpful when constructing new trail projects. Their efforts can be used as part of the required match for some grants. Partnerships with Utility Companies can often be established for the proposed utility and pipeline easement trails.
- ◆ Cedar Park volunteer programs, for example through schools or community groups, may substantially reduce the cost of implementing some of the proposed trail segments. Local construction companies might donate or offer discounted services, or local corporations might adopt bikeways, like it is already practiced with highways throughout the area.

**Table 7 - 5
Potential Funding Source Scenario for Trail Development
(Over the next 10 years)**

Funding Type	Potential Funding Range*		Additional Information
	Low	High	
Currently Available Bond Funds	\$600,000	\$600,000	\$600,000 available from 2007 bond election.
Potential Future Bond Funds (Over 10 year timeframe)	\$2,500,000	\$5,000,000	Timing of and inclusion in future bond elections to be determined.
Grants (Potential)			
TPWD	\$250,000	\$1,000,000	Anticipates one trail grant award every five years.
TxDOT Enhancement Funds	\$500,000	\$1,000,000	Requires federal reauthorization of funding.
Other local grant sources	\$500,000	\$750,000	Local public or semi-public entities.
Potential assistance from private non-profit entities	\$100,000	\$400,000	From organizations such as Lions, Kiwanis, Rotary, Junior League, and others.
Potential private non-residential business assistance	\$500,000	\$1,000,000	From a variety of large employers and commercial entities in the City.
Private sector residential trail development	\$1,500,000	\$2,500,000	For major trail segments adjacent to communities.
Total Potential Trail Funding	\$6,450,000	\$12,150,000	

**Amounts shown are used to illustrate a potential trail funding scenario, and do not represent any actual commitment to funds.*



Trail Ordinances

Successful implementation of the Trails Master Plan will require the protection of existing trail connections and the reservation of planned trail connections throughout the City. Although many of the trail corridors are intended to utilize public lands consistent with the goals and policies of the Trails Master Plan, acquisition of trail corridors on private lands will be necessary with future development to successfully implement this plan.

The City of Cedar Park's goal is to fund and build the spine of the network as outlined in Chapter 6 while working with private developers and landowners; and encouraging the private sector to develop and build additional parts of the trail system as Cedar Park continues to grow.

Many options are available to the City, public agencies, non-profit groups, and private landowners to ensure the protection/reservation of these critical trail corridors. The objective of the Trails Master Plan is to provide a menu of available options to both public agencies and private landowners, promoting flexibility and creativity in the negotiation process. Careful crafting of transactions between private landowners and public agencies can and should produce mutually beneficial results.

Trail Development Ordinance - Consideration of a trail development ordinance is recommended by the Trails Master Plan. Similar ordinances have been enacted in other cities in Texas, and have proven successful in helping to get trails constructed. The ordinance model used in Allen, Texas requires complete developer construction of key trail segments that fall within their property limits, without city participation. City funding in that city is used for other regional trails or for trailhead development. Often, the required trails replace adjacent sidewalks, and therefore, do not add significantly to the cost of the development. Credits for landscaping, pavement, or other infrastructure elements can be given in return for trail construction. A central point to consider is that most developments will add trails automatically; therefore, such a mandatory trail development ordinance only serves to create a level playing field between the many developments that include trails and those that will build them only if required to do so.

Develop Trail Cost Sharing Ordinance - An alternative type of ordinance is patterned after sidewalk requirements, in which adjacent property owners fund a portion of the trail installation cost, with the City of Cedar Park covering the remainder of the

cost.

New Development Reservations and Dedications - The preservation of trail corridors in conjunction with or independent of the open space areas required to be created with new residential development could be required in the City Code. Right of way reservations for pedestrian paths, bikeways, and multiple use trails could be required of new residential developments consistent with the Engineering Standards and/or this Trails Master Plan. An offer of dedication is required when a reasonable relationship is demonstrated between the need for the dedication and the characteristics and impacts of the proposed development.

The City Code could also provide incentives to new development to encourage implementation of the Trails Master Plan. Reduction in required open space areas and fee waivers are two specific incentives for public trail reservations and dedications beyond that required of any new development. Additional flexibility could be provided for new development, promoting the highest quality development in concert with the public need and benefit derived from creative and innovative development proposals. This flexibility might come by allowing reductions in required off-street parking and flexibility in internal project circulation layout, which is justified with the reservation/dedication of lands in support of the planned recreation trail network.

Existing Development - In cases where trail corridors shown on the Trails Master Plan intersect with existing developed areas, the acquisition of lands will be necessary to create connectivity with adjoining trail corridors. Acquisition can be accomplished through a variety of forms: outright purchase of property, purchase of easements, or donations. These varieties of acquisition may be employed, while always seeking the most cost effective method to secure appropriate public interest when necessary and warranted. Public/private negotiations for outright purchase of private property will be necessary in some instances; however, the purchase of easement or partial/restricted property right at less cost to the public will be encouraged.

Greenway and Trail Setback Recommendations - The purpose of this recommendation is to address the protection and preservation of greenways, trails, and easements for future trail corridors. This will ease the implementation of the Trails Master Plan by protecting, conserving, and maintaining the abundant qualities of the lands along creeks, rivers and waterways within Cedar Park while increasing transportation and recreation opportunities.

Preservation and Access to Creek Corridors

Creek and drainage corridors will be one of the major trail connections within the City, and as such should be developed with access along at least one side of the creek for small drainage tributaries and along both sides of the creek for major creeks such as Brushy Creek. Because they are flood prone areas, these corridors are largely undevelopable, and can preserve much of the remaining natural space in Cedar Park. Steps should be taken to require that natural creek corridors be preserved and trail access be allowed. In most cases, streets paralleling the drainage or creek corridor are preferred, rather than lots that back up to the creek and that effectively seal off the creek from public view or access.



This drainage corridor has a road adjacent to it and is the preferred method of trail development.



This drainage corridor has homes backing up to it and creates a less attractive corridor for trail development. This city added extensive trees and landscaping to make the corridor more attractive along the trail.



Trail Maintenance

Effective trail maintenance is critical to the overall success and safety of trails in Cedar Park. Maintenance activities typically include pavement stabilization, facility upkeep, sign replacement, mowing, litter removal, and painting. A successful maintenance program requires continuity and often involves a high level of citizen participation. Routine maintenance on a year-round basis will not only improve trail safety, but will also prolong the life of the trail. The benefits of good maintenance program are far-reaching, including:

- ◆ A high standard of maintenance is an effective advertisement to promote the trail as a regional and state recreational resource.
- ◆ Good maintenance can be an effective deterrent to vandalism, litter, and encroachments.
- ◆ Good maintenance is necessary to preserve positive public relations between the adjacent land owners and managing agency.
- ◆ Good maintenance can make enforcement of regulations on the trail more efficient. Local clubs and interest groups will take pride in “their” trail and will be more apt to assist in protection of the trail.
- ◆ A proactive maintenance policy will help improve safety along the trail.

Ongoing trail maintenance likely includes some, if not all, of the following activities:

Vegetation - In general, plantings should be placed far enough apart to maintain good visibility and avoid creating the feeling of an enclosed space. This will also give trail users good, clear views of their surroundings, which enhances the aesthetic experience of the trail. Under-story vegetation within most trail right of way should not be allowed to grow higher than 36 inches, except in cases where the under-story vegetation is natural, desirable, and part of the habitat required for wildlife. Trees species selection and placement should be made that minimizes vegetative litter on the trail and root uplifting of pavement. Vertical clearance along the trail should be periodically checked, and any branches hanging over the trail should be pruned to a minimum vertical clearance of 10 feet.

Some basic measures should be taken to protect the trail investment. This includes at a minimum bi-annual mowing along both sides of the trail to prevent invasion of plants into the pavement area. The recommended times of year for minimum mowing are fall and spring. Higher levels of maintenance may be necessary.

Wherever possible, vegetation control should be accomplished by mechanical means, organic means, or hand labor. Some species may require spot application of state-approved herbicide.

Surfacing - Where concrete is the recommended surface material, cracks, ruts, and water damage will need to be repaired periodically.

Where drainage problems exist along the trail, ditches and drainage structures will need to be kept clear of debris to prevent washouts along the trail and maintain positive drainage flow. Checks for erosion along the trail should be made during the wet season, and immediately after any storm that brings flooding to the local area. The use of trails with natural soft surfaces should be minimized and/or prohibited during wet conditions.

The trail surface should be kept free of debris, especially broken glass and other sharp objects, loose gravel, leaves, and stray branches. Trail surfaces should be swept periodically. Soft shoulders should be well maintained to maximize their usability.

Litter and Illegal Dumping - Staff or volunteers should remove litter along the trail. Litter receptacles should be placed at access points such as trailheads.

Illegal dumping should be controlled by vehicle barriers, regulatory signage, and fines as much as possible. When it does occur, it should be removed as soon as possible in order to prevent further dumping. Neighborhood volunteers, friends groups, alternative community service crews, and inmate labor should be considered in addition to maintenance staff.

Signage - Signage should be replaced along the trail on an as-needed basis.

The following table summarizes the recommended maintenance schedule for the proposed trails in Cedar Park. These guidelines address maintenance for the off-street trails. On-street facilities such as sidewalks and bicycle lanes should be maintained per the standards of the City of Cedar Park.

Item	Frequency
Inspections	Seasonal - at both beginning and end of summer
Signage replacement	1 - 3 years
Pavement markings replacement	1 - 3 years
Major damage response (fallen trees, washouts, flooding)	Schedule based on priorities
Pavement sealing, potholes	5 - 15 years
Introduced tree and shrub plantings, trimming	Every 1 - 3 years
Culvert inspection	Before winter and after major storms
Cleaning ditches	As needed
Trash disposal/litter pick up	Weekly during high use, twice monthly during low use
Mowing (corridor parallel to trail only)	14 to 21 times per year
Lighting luminaire repair	As needed
Pavement sweeping/blowing	As needed, before high use season; weekly in fall
Maintaining culvert inlets	Inspect before the onset of the wet season, then again in early fall
Shoulder plant trimming (weeds, trees, brambles)	Twice a year, middle of growing season and early fall
Waterbar maintenance (earthen trails)	Annually
Site furnishings, replace damaged components	As needed
Graffiti removal	Weekly, as needed
Fencing repair	Inspect monthly for holes and damage, repair immediately
Shrub/tree irrigation for introduced planting areas	Weekly during summer months until plants are established

On-street bicycle facilities will require frequent sweeping to prevent and remove debris that collects.



Implementation Timeframe 2010 - 2020

The overall recommendations of this Trails Master Plan are estimated to take up to 20 years to complete. The following sequence or hierarchy of actions is recommended to implement the Trails Master Plan.

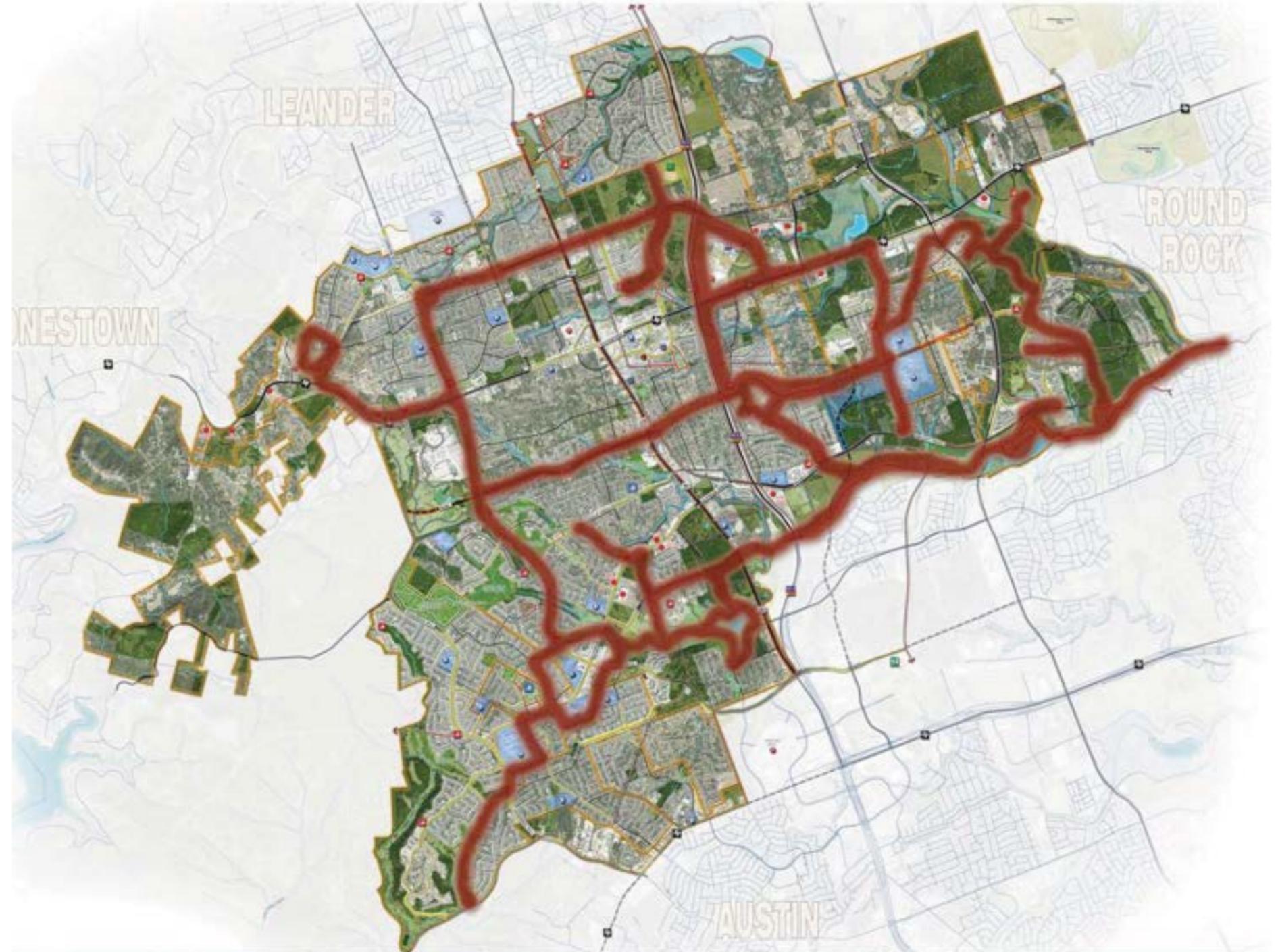
Consider acquisition of trail corridors as the highest priority - Connectivity across the City remains the highest priority of the trails plan, and to accomplish that access trail corridors must be acquired. Creek corridors can be acquired through outright purchase or through access easements. Once a tract of land is developed, it is extraordinarily difficult to acquire land or easements for trail corridors.

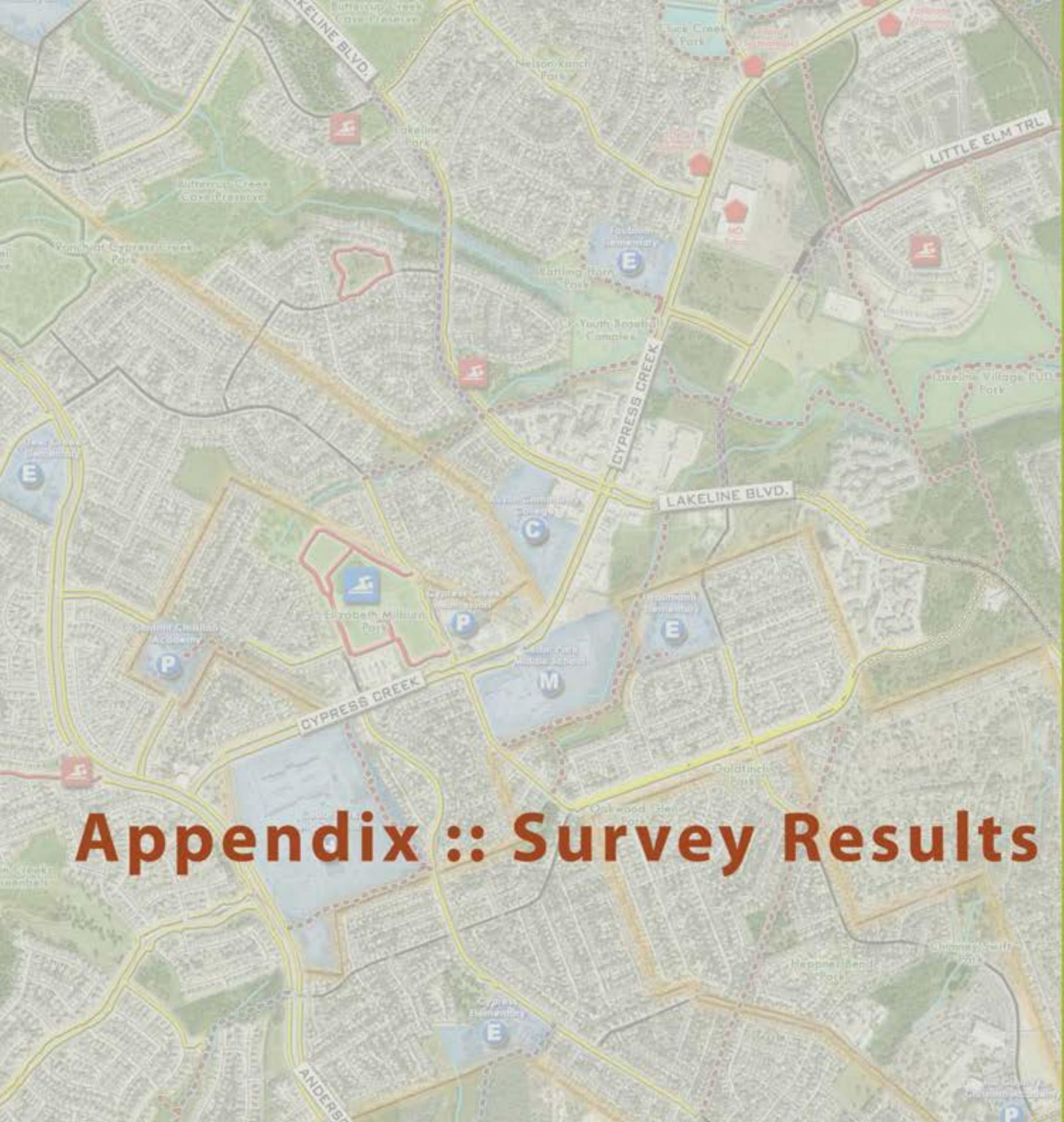
Consider embarking on an extensive trail development schedule over the next 10 years - Cedar Park continues to grow at an unprecedented rate, and demand for quality of life features such as trails will only grow. It is while the City is growing that it becomes the easiest time in which to build trails.

Average the construction of one to two miles of trails per year for the next ten years - Maintain a steady funding channel so that trail development can remain a high priority over the next decade.

Develop strategies to work with private sector development - Voluntary and mandatory processes to work with private development should be put in place immediately, so as to not miss any opportunity to implement segments of trails.

Review and update the citywide Trails Master Plan annually - This Trails Master Plan is a living document, and should be reviewed and updated periodically. This review should occur at the same time that the overall Parks and Recreation Master Plan is being reviewed, so that continuity between the two plans is maintained.





Appendix :: Survey Results





CEDAR PARK 2009 TRAILS MASTER PLAN ATTITUDINAL SURVEY CUMULATIVE RESULTS

RAYMOND TURCO & ASSOCIATES

SEPTEMBER 2009

Cedar Park is currently involved in creating a trails master plan. When completed, this plan will help the city set priorities for trail facilities for the next 5-10 years. Plans of this nature are critical as City leaders strive to improve the quality of life in Cedar Park.

This online survey has been created to allow you and other residents of Cedar Park to comment about trails in the City. The questions are designed to gather your opinions about trails, are completely confidential, and only cumulative results will be used in the master planning effort. Please choose only one answer for each question unless asked to check all that apply. Once all questions on the page have been answered, please click on "Continue" at the bottom of the screen. Choosing to "reset these answers" will clear your answers on that screen only. At any time you may click on the back arrow to go to the previous screen. Thank you for taking the time to answer this survey. The information it provides is invaluable to the City of Cedar Park.

1. Do you live in Cedar Park? (If no, discontinue survey)

Yes	87%
No	13%

2. What area of the city do you live in? (Please refer to the map below)

Area 1	13%
Area 2	57%
Area 3	18%
Area 4	12%

3. What is the name of your neighborhood or subdivision?

Anderson Mill West	1%
Bella Vista	0%
Brushy/Brush Creek	0%
Butter Cup/Butter Cup Creek	11%
Carriage Hills	0%
Cedar Park Town Center	5%
Coventry Crossing	1%
Crossing @ Carriage Hills	1%
Cypress Bend	0%
Cypress Canyon Preserve	1%
Cypress Creek	1%
Cypress Mill	4%
Dear Creek Ranch/Dear Creek	15%
Emerald Oaks	1%
Forest Oaks	8%
Gann Ranch/Preserve at Gann Ranch	1%
Heritage Park	1%
Hunters Glenn	0%
Lakeline Oaks/Lakeline	1%
Miscellaneous	5%
Oakmont Forest/Oakmont	2%

(Question #3 continued)

Oakwood Glen	1%
Park Place I, II, & III	3%
Quarry Oaks	1%
Quest Village/Quest	3%
Ranch at Brushy Creek	3%
Ranch at Cypress Creek	2%
Red Oak/Red Oaks	1%
Rivera Springs	2%
Silver Oak/Silver Oaks	2%
Silverado Ranch	3%
Silverado West	1%
Twin Creeks	2%
Villages at Carriage Hills	1%
Volente Hills	0%
West Park Oaks/West Park Estates	1%
Westside at Buttercup Creek	5%
Westside Preserve	5%
Whitestone Oaks/Whitestone	1%
Willow Oak/Willow Oaks	1%
The Place	0%

4. How long have you lived in Cedar Park?

Less than 4 years	41%
4 to 10 years	33%
Over 10 years	26%

5. Do you live in a household with children under the age of 18?

Yes	67%
No	33%

6. In the past 12 months, have you or anyone in your household utilized a trail/bicycle facility in Cedar Park, Williamson County, or elsewhere in Central Texas? (Circle all that apply)

Cedar Park	77%
Williamson County	53%
Austin	58%
Round Rock	23%
Georgetown	15%
Other	7%
Haven't utilized a trail/ bicycle facility	8%

7. What would you like trails in Cedar Park to connect to? (Check all that apply)

Surrounding neighborhoods	77%
Schools	45%
Retail shopping	36%
Restaurants	36%
Civic facilities/government buildings	18%
Parks	91%
Places of employment	19%
Library	34%
Recreation center	59%
Other	11%



8. How often do you or your family use trails?

More than once a week	43%
Two times or more a month	26%
Once a month	11%
Several times a year	15%
Once a year	2%
Never	3%

9. When currently using trails, in which of the following activities are you involved? (Check all that apply)

Walking for leisure	66%
Walking/running for exercise	74%
Bike riding	65%
Photography	14%
Bird watching	12%
Wildlife viewing	25%
Mountain bike riding	37%
Other	10%

10. How strongly do you agree or disagree with the following statements:

10a. I would use my bike to get to work if trails were more accessible to my employment area.

Strongly agree	33%
Agree	27%
Disagree	27%
Strongly disagree	13%

10b. I would use my bike (or allow my kids to use their bikes) to get to school if trails were accessible in my neighborhood.

Strongly agree	47%
Agree	40%
Disagree	9%
Strongly disagree	4%

10c. I would support widening some roadways where feasible to allow for bicycle lanes.

Strongly agree	56%
Agree	31%
Disagree	8%
Strongly disagree	5%

10d. I would like to see trails developed as an alternative way to commute or get around Cedar Park.

Strongly agree	58%
Agree	31%
Disagree	8%
Strongly disagree	2%

11. Please tell us how important each of these issues are to you.

	VI	I	U	VU
A) Trails connect to key neighborhood destinations	53%	36%	9%	1%
B) Trails are well-maintained	61%	35%	2%	2%
C) Trails are in places where they will get used	72%	24%	2%	1%
D) There are nice amenities along trails	26%	39%	31%	40%
E) I feel safe along Cedar Park Trails	78%	19%	2%	1%

12. How strongly do you agree or disagree with the following statement: "I would feel comfortable if a hike and bike trail was located adjacent to my home."

Strongly agree	40%
Agree	42%
Disagree	13%
Strongly disagree	5%

13. If a hike and bike trail was built adjacent to your home, what would be your primary concern with it? If you have no issue with a trail being adjacent to your home, write "no issue" in the box below.

No issue	45%
Safety issues/crime	25%
Litter/maintenance issues	13%
Loss of privacy	6%
Miscellaneous	3%
Barking dogs/noise	3%
Strangers/undesirables	2%
Parking issues/traffic	2%
Light pollution	0%

14. Construction of a trail system may also require additional funding. How strongly would you support or oppose a future bond election to finance the construction of trails in Cedar Park?

Strongly support	40%
Support	51%
Oppose	5%
Strongly oppose	4%

15. What is your favorite trail in this area? Please choose your favorite trail from the selections below:

Brushy Creek Trail - crushed granite	27%
Brushy Creek Trail - concrete	15%
Lake Creek Trail in Round Rock	6%
San Gabriel River Trail in Georgetown	5%
Town Lake Trail in Austin	25%
Barton Creek Greenbelt Trail in Austin	22%

16. What are your other favorite trails in this area? Please list them in the space below:

Brushy Creek	28%
Barton Creek Greenbelt	3%
Cave Preserve Trails	1%
Cedar Elm Trail	1%
Lakeway Trail	2%
Milburn Park	4%
Miscellaneous	16%
San Gabriel Trail	2%
St. Edwards Trail	1%
Steiner Ranch Trails	1%
Town Lake	15%
Turkey Creek Nature Trail	2%
(Emma Long Park)	
Walnut Creek	18%
Westside	2%
Willaimson County Park Trail	4%



17. Which types of trails do you prefer in your neighborhood? (Check all that apply)

Multi Purpose/Concrete	53%
Soft Surface Nature Trail	32%
Parkway Sidewalk Trail	25%
Crushed Granite Trail	71%
On-street Bicycle Lane	32%
Neighborhood Sidewalk	20%

18. Where would you prefer trails go in your neighborhood? (Check all that apply)

Along Utility Corridors	50%
Along Major Roads	36%
Along Man-Made Drainage Areas	49%
Along Neighborhood Streets	32%
On Street for Bicycles	37%
Alongside Natural Areas/Creeks	80%

19. What type of activities would you like to use trails in Cedar Park for? (Check all that apply)

Walking for leisure	77%
Walking/running for exercise	83%
Bike riding	76%
Photography	20%
Bird watching	17%
Wildlife viewing	34%
Mountain bike riding	44%
Other	12%

20. Which types of trail amenities would you like to see along trails in Cedar Park? (Check all that apply)

Benches	59%
Bike Racks	21%
Drinking Fountains	64%
Shade	87%
Signage	69%
Kiosks	25%
Lighting	61%
Overlooks or Nodes	28%
Emergency Call Box	66%
Public Art	20%
(along trail corridors)	
Pet Waste Pick Up Stand	61%
Other	11%

21. Which types of bicycle facilities would you like to see in Cedar Park? (Check all that apply)

Off Street Bikeway	71%
Paved Multi Use Path	51%
Lane with Shared Use Marking	20%
(Sharrow, on appropriate streets)	
On Street Bike Lane	44%
(on appropriate streets)	
Soft Surface Multi Use Trail	76%
Wide Curb Bike Route	18%
(with no striped bike lane)	
(on appropriate streets)	

22. Which other types of trails would you like to see in Cedar Park? (Check all that apply)

Esplanade	53%
Paddling trail (for canoeing/	55%
kayaking on Brushy Creek Lake)	
Rails to Trails	60%
(Along the Cap Metro Line)	
Equestrian Trail	17%
Boardwalk Trail or Piers	45%
Mountain Biking Trail	58%

Thank you for completing the survey. Please click the link below to return to the department's home page.



CONNECTING CEDAR PARK

The 2010 Hike and Bike

TRAILS MASTER PLAN