HICKORY CREEK
ON THE LAKE

PARK PLAN

2008

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INTRODUCTION

As with many things in life, 'change' is the only constant. It will come regardless of what we do. The time point for outlining the future is always now, and the desires we have for the future must be addressed by preparing for them today. Municipalities are constantly challenged to provide and maintain affordable, high quality basic services and amenities for their citizens. In addition to water, sanitary sewer, streets, police and fire services, most Cities also provide parks, recreational opportunities and areas for leisure and passive activities.

The plan outlined in this document attempts to identify items that Hickory Creek should address today in order for future generations to benefit. Adequate natural and developed open space and recreational facilities are more than desirable; they are essential to the overall social and economic well-being of a community. A well-planned and managed parks and trails system that provides active and passive recreational opportunities for all is considered an indispensable community infrastructure feature. Such a system should be available to all ages on a year-round basis in the Town of Hickory Creek.

This Plan is intended to help community planners and leaders preserve natural resources, ensure the economic viability of working landscapes and orient development in a way that is compatible with the resources and character of the Town. Hickory Creek's parks, recreational facilities and outdoor amenities must be conserved and improved to serve current and future generations. Likewise, the Town of Hickory Creek should continue to be involved in recreational opportunities that meet the needs of special populations - including children, seniors and people with disabilities.

Users of this document should expect to find herein general guideline information for future park development and a guide for what should be included. Specific detailed information identifying program elements, quantities, time frames, costs and financial planning is not part of this report.

PARKS AND TRAILS DEFINITIONS

There are a variety of categories of parks including Neighborhood Parks, Community Parks, Regional Parks and Trails. The individual park system elements may vary as their surroundings change. Multi-use trails and open space corridors are also important elements for connectivity and design components of the community parks and recreation system.

The Hickory Creek Parks and Trails Master Plan is based on the following definitions for parks and recreation standards and facilities serving the town. The National Recreation and Parks Association guidelines for park and open space planning provide the initial beginning for recommendations for sufficient and appropriate standards for any community. Such standards typically recommend three basic classes of parks to be provided: neighborhood parks, community parks and regional parks. Projected population forecasts are used to determine existing park deficiencies as well as future needs and locations. A growing community will continually need to make provision for land and facilities for any park system remain up to date and viable. The three basic parks and trail components of a parks and recreation system are generally defined as follows:

Neighborhood Scale Parks

The neighborhood park category generally provides activities for all age groups. Facilities may include open areas for a variety of informal field sports, pocket parks, playgrounds, picnic tables and/or shelters, drinking fountains, restrooms, horseshoe pits, sand volleyball courts, benches and possibly tennis or hard-surfaced play areas for basketball. These parks are designed as walk-to facilities and do not include large parking lots or any on-site parking if the site is small.

Purpose: Provide primary recreation services and facilities that are easily accessible and available to local residents.

Park size: 5 to 12 acres

Area served: A single neighborhood or several neighborhoods, depending on the location of the park.

Location: Preferably adjacent to elementary schools, neighborhood centers, or other gathering places and near the center of the service area, with

good pedestrian, bicycle and vehicular access.

Access: Principally pedestrian and bike. When located next to schools, may have drive-in traffic due to availability of youth sport fields for leagues.

Pocket Parks.

Purpose: Provide primary recreation services and facilities that are easily accessible and available to local residents.

Park size: .1 to 5 acres

Area served: A single neighborhood, depending on the location of the park.

Location: Preferably adjacent to elementary schools, neighborhood centers, or other gathering places and near the center of the service area, with good pedestrian, bicycle and vehicular access.

Access: Principally pedestrian and bike. When located next to schools, may have drive-in traffic due to availability of youth sport fields for leagues.

Community Parks

The community parks, trails/special use parks category is generally designed to serve all age groups as well as persons with disabilities while providing a wide variety of recreation opportunities. In addition to facilities found in pocket parks and neighborhood parks, the community park may include regulation baseball, football, and soccer fields, multiple tennis courts, multiple picnic pavilions, amphitheaters and parking lots. Specialty parks and facilities consist of unique services and locations to the wider community such as swimming pools, art museums, and amphitheaters together with hiking, jogging and bicycle trails.

Purpose: Centralize a full range of recreational activities for major portions of the City with the capacity for accommodating large group reservations. Community parks may feature a community center building designed to meet multi-generational recreation needs, and lighted recreational amenities and lighted sports fields.

Park size: 40-80 acres

Area served: Several neighborhoods or total City within a 3-mile user radius.

Location: Preferably central to a group of neighborhoods, where possible, adjacent to a Middle School, High School or natural feature, such as a stream. Parks should be within reasonable driving time of all households in the service area.

Access: Principally auto and bike. Park should have direct access from a collector street (or larger) and not through a residential area.

Specialty Parks

Purpose: To provide specialized facilities and to preserve significant unique features of the community, including environmentally sensitive areas.

Park size: Variable

Area served: The entire City and beyond

Location: Where necessary to capitalize on an existing facility or feature, or where a specialized activity can best be provided to serve interested persons.

Access: Variable - may require high degree of access, e.g. baseball stadium or may require controlled limited access, e.g. wildlife preserve.

TRAILS

Trail systems support an interconnecting network of linear paths to provide valuable recreation and transportation opportunities for City residents and visitors. Trails can function as transportation and/or recreation links between schools, residential areas, parks, employment centers, shopping areas, mass transit centers/stations and other areas of interest. Trails also provide cyclists, hikers, walkers, joggers, equestrians and mountain biker's opportunities to improve health and fitness, spend time with family and friends, enjoy the natural environment and escape the stresses of everyday life. Where possible, trails will connect to neighborhoods

or serve as destinations. Where practical, parks may be used as staging areas for trails with inter-connections into mountain or shoreline preservation areas.

Purpose: To provide a community wide system of interconnectivity of trails, corridors and path facilities, and to preserve significant unique features of the community, including environmentally sensitive areas.

Park size: Variable

Area served: The entire City and beyond

Location: When necessary to capitalize on an existing facility or feature, or where a specialized activity can best be provided to serve interested persons.

Access: Variable - may require a high degree of access or controlled limited access, e.g. wildlife preserve. Trails should interconnect where possible with other system-wide open space parks and features.

LEVEL OF SERVICE STANDARDS

Park and recreation service standards are general in nature and should not be absolutely, rigidly applied. They are, at best, a measure of desired community goals and objectives.

The National Recreation and Parks Association guidelines recommend ten acres of parks for every 1,000 persons. These service level standards are subdivided into three basic categories: Neighborhood Parks, Community Parks and Regional Parks. Communities with federally or state held lands such as Forest Service, or national or state parks often include those in developing an overall acreage per 1,000 standard. Hickory Creek is very fortunate to have this type of land within its Town limits, along with additional facilities in its neighboring communities. For example, Lake Lewisville and the land immediately adjacent to it is under the jurisdictional control of the US Army Corps of Engineers. Table 1.1 illustrates generally accepted national standards for the three categories of parks as a beginning point.

TABLE 1.1 - PARKLAND DEMAND AND STANDARDS

PARK TYPE	DEMAND IN ACRES/1000 POPULATION
Pocket Parks & Neighborhood Parks	2.5 Acres
Community Parks	3.5 Acres
Regional Parks	4.0 Acres
Totals	10 Acres

Based upon the Town of Hickory Creek estimated 2007 population of 3,700, this general standard would represent a need for 37 acres of total Town-controlled parkland today. As the Town continues to grow, this need will increase proportionally with new population growth. Table 1.1 illustrates the typical parkland level of service standards by the three types of park categories listed above when measured by generally recognized national standards.

If existing improved park facilities are deficient with respect to facility standards, the needed capital dollars necessary for such improvements constitute the basis for a Capital Improvements Program (CIP) to bring current park services to these standards.

SERVICE AREA DELINEATION

The provision of a pocket park ideally services an area within a 1/8 to 1/4 mile radius, depending on residential densities, with an array of toddler and elementary school age equipment and facilities. The neighborhood park is ideally located within walking distance of residents, no greater than one-half mile. A greater service area of up to one mile may be necessary to justify a neighborhood park in areas with very low residential densities. These parks typically include picnic areas, play fields, play lot and sports courts areas, drinking fountains and lighting.

The community parks serve larger portions of the entire community providing not only play lot and neighborhood park facilities, but also specialized facilities such as lighted ballparks, swim centers, recreation centers, soccer and athletic fields, stadiums, amphitheaters, trails and open spaces, skateboard venues or tennis centers. The best measure of park and recreation services is not service radius guidelines, but general proximity, quantity and quality of land/facilities actually available and improved.

Over the past decade, due to rising public service costs and the desire of taxpayers to realize more efficient governmental services, a rethinking of park and recreation standards has led to more effective patterns of use. Traditional, simplistic service radius standards have been blurred by current park trends, which point to multi-purpose recreation sites and centers providing an array of play lot, neighborhood and community level facilities that provide the most effective use of available resources. Climate, location, service/operational costs and community goals play a larger role in Park location, availability and the localized variety of recreation services to be provided.

Standards leading to the provision of a sufficient quantity of parkland, together with an appropriate mix of activity and facility areas, have taken a larger role in park development and have diminished the rigid demands imposed by simplistic service radius standards. Desirable service area standards serve as guidelines but are not totally attainable in many locations. However, total parkland area and facilities standards may very well be attained without adhering, in all cases, to desirable service radius standards.

The Planning Process

The key to successful planning is a *shared community vision*. People support what they help create. Therefore, the project team encouraged community involvement in the park planning process as a component of the comprehensive planning process. Several members of the Hickory Creek Park Board participated in the Vision Committee and the Stakeholder Meetings during the Comprehensive Planning Process. The Town of Hickory Creek held a series of workshops to gather community input into the Comprehensive Planning process. Eight stakeholder meetings were held, comprised of residents, property owners and people that hold a "stake" in the community. The meeting topics came from an earlier Strategic Planning effort and included the following discussion items: Population Growth, Planning, Zoning and Land Use, Parks and Trails, Natural Preservation, Economic Development, Mixed-Use Development, Municipal Facilities, and Housing and Neighborhoods.

Representatives from the consultant team attended the regularly scheduled Hickory Creek Park and Recreation Board meeting on March 10, 2008 to gain input directly from the board members and to review the information gathered in the Comprehensive Planning process. Specifically, the project team sought citizens' comments on the park and recreational needs for Hickory Creek. A compilation of the comments and desires expressed in these meetings and by the Park Board are listed below:

- The Town desires accessibility within and access to all of its parks.
- Members desired a trail system designed to include the COE land and to connect the community, and allowing a variety of user groups including walkers, runners, bicyclists, rollerbladers and horseback riders. This system should utilize a variety of surfaces to accommodate this varied user group. The system should be configured to take advantage of all existing trails within the community and to connect to future systems that will extend and link to neighboring trails including the Elm Fork Trail and components of the North Central Texas Council of Governments Velo Web. Wherever dedicated trails are not practical, members would like to utilize designated on-street routes and expanded sidewalks to provide for a community-wide interconnected system.
- Provide park opportunities equally on both the east and west sides of Hickory Creek.
- The Town has recently purchased a lot on the East side of town south of Main Street for municipal use. Analyze the possibility of obtaining two parcels adjacent to this land to use

for a park.

- The area south of, and adjacent to, the Town Hall, which includes the regional storm water detention basin, was originally intended to be a park with a historic bridge. Because of drainage issues and the ultimate configuration of the detention basin, access to this area has been limited. Until the drainage issues in this location are fully resolved, the Town cannot determine the potential for a park at this site.

- Require all new residential developments in the town to include area for parks within their proposed development. Town leaders must determine how much interior park land they want to require for residential developers or, as an option, require developers to make improvements to existing parks.

- Include a "Town Green" as part of the Proposed Mixed-Use Development currently under design.

- The Park Board took interest in the possible acquisition or use of land on the west side of the town to build a future soccer, skate-park, and other field venue.

Hickory Creek Today (From the Comprehensive Plan)

Hickory Creek was incorporated in 1963. The Town is general law, which means that it is governed by State Laws. The Town is run by a Mayor and five Council Members. Hickory Creek is located along I-35E between Dallas and Denton. To be exact, the Town is 30 miles from downtown Dallas, 17 miles from DFW Airport, 26 miles from Love Field Airport, 39 miles from downtown Fort Worth, 30 miles from Alliance Airport and 10 miles from Denton. Hickory Creek is bordered by Lake Dallas and Corinth to the north. Lewisville Lake borders the Town to the south, east and west. Though not touching the Town's borders, the following cities are in very close proximity to Hickory Creek: Copper Canyon, Double Oak, Highland Village, Flower Mound, Lewisville, Denton, Shady Shores, Oak Point and Lakewood Village.

Hickory Creek is best characterized as a suburban community. The growth of Hickory Creek began in the 1970's and has continued to increase steadily to its current population of 3,700 people. Much of Hickory Creek's growth is due to the general growth of the D/FW Metroplex. Hickory Creek's population has increased over time as growth has moved from the center cities such as Dallas, Fort Worth and Denton outwards towards more suburban communities. However, although Hickory Creek has experienced substantial growth over the last couple decades, the community is always expected to remain small. This is mostly due to planning & zoning policies that will limit growth to just over 5,000 people.

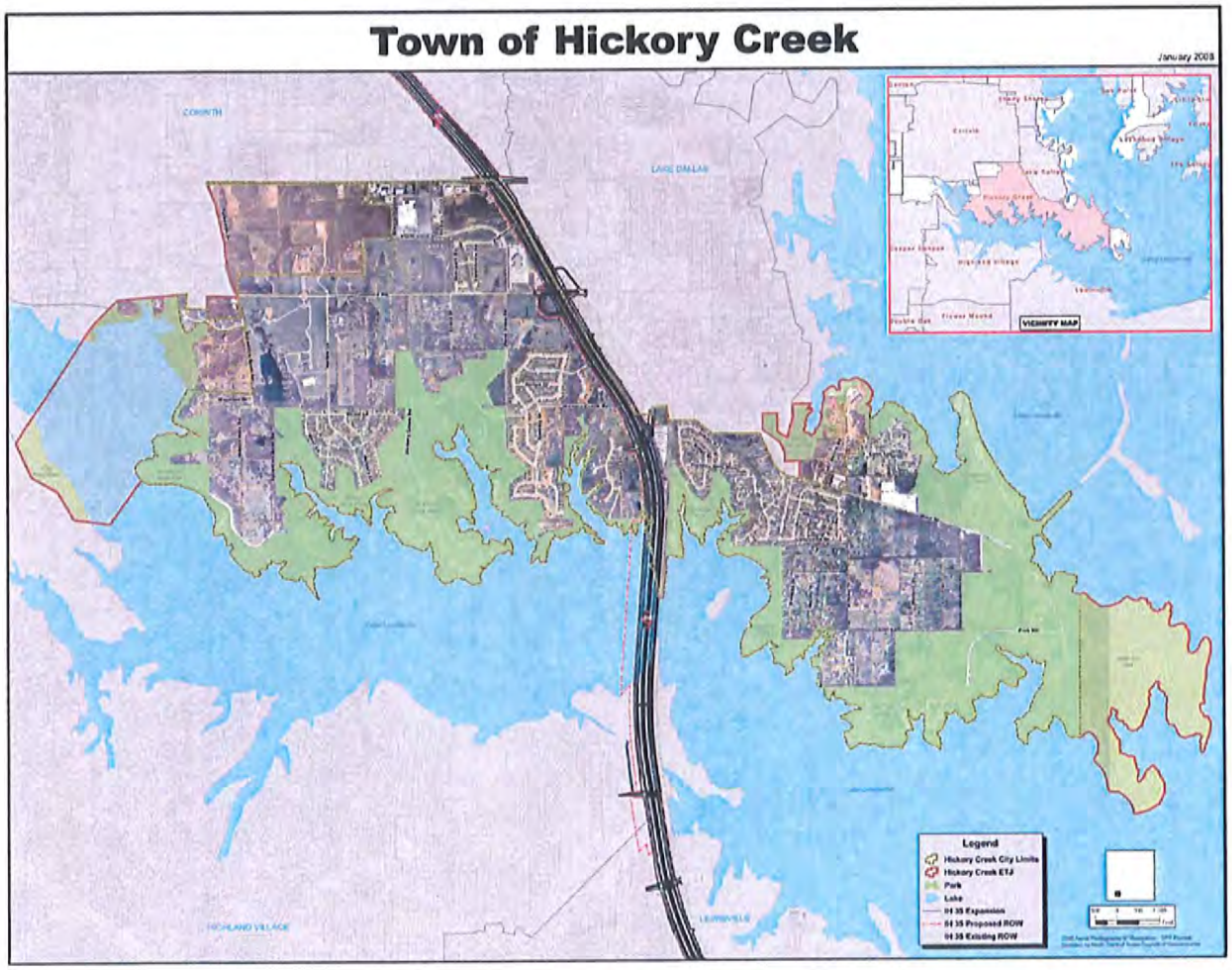
In the 1990's, Hickory Creek experienced a tremendous amount of commercial growth for its size. Residents from the Town, as well as neighboring Cities, began shopping at Wal-Mart and other new businesses that have opened along Swisher Road. In the 1990's, sales taxes increased from $20,000 to just over $1.2 million. More business growth is expected with the upcoming expansion of I-35E and a new bridge across Lewisville Lake, which will make Hickory Creek even more visible and accessible by its neighbors.

Hickory Creek has a number of identifying features that make the town stand out from other communities in the Metroplex. Many of these features relate to the Town's rural nature. Upon driving the community, one does not get the sense that they are in the center of the Metroplex; instead, it is easy to feel that one is deep in the country somewhere far removed from everyday urban life. The natural state of the Town can be found throughout the community. Native trees

and plants are abundant. The Corps of Engineers has kept the natural shoreline of Lake Lewisville. Rural roads remain. Many homes have not been built to look the same but are unique to each other. In a Metropolitan area where everything appears to repeat itself from City to City, Hickory Creek has maintained its rural nature and as such, its authenticity.

The existing population of Hickory Creek is just under 3,700 and it is expected to grow to a targeted built-out population of just over 5,000. The geographical size of the Town is approximately 4.211 square miles. When the complete ETJ is annexed into the Town the maximum area of the town will be 4.636 square miles.

Hickory Creek owns one park and leases land for three other from the US Army Corps of Engineers. Activities currently accommodated within the parks system include walking, children's playgrounds, picnicking, fishing and boating, half-court basketball, small open fields for play, limited nature trails and an abundance of lake front property for water related activities. Resident youth active in organized team sports currently participate in athletics organized in the neighboring Cities and Towns since there are not any facilities within Hickory Creek.



US Army Corps of Engineers Property

On August 6, 2007 Hickory Creek and the COE entered into a five year lease of three parks that total approximately 80 acres. Most of the acreage is undeveloped land that provides an abundance of water-related recreational opportunities. This lease agreement outlines specific maintenance and improvement goals for each park based on a yearly schedule. (See Exhibit 'A') Hickory Creek officials anticipate that they will continually update this agreement on a five-year renewal basis. In addition to the items in the current agreement, several others have been identified for these areas. The project team will identify and elaborate on these additional items and objectives within this plan.

Presently the existing leased COE parks do not conform to the definitions and or descriptions of parks by the NRPA.

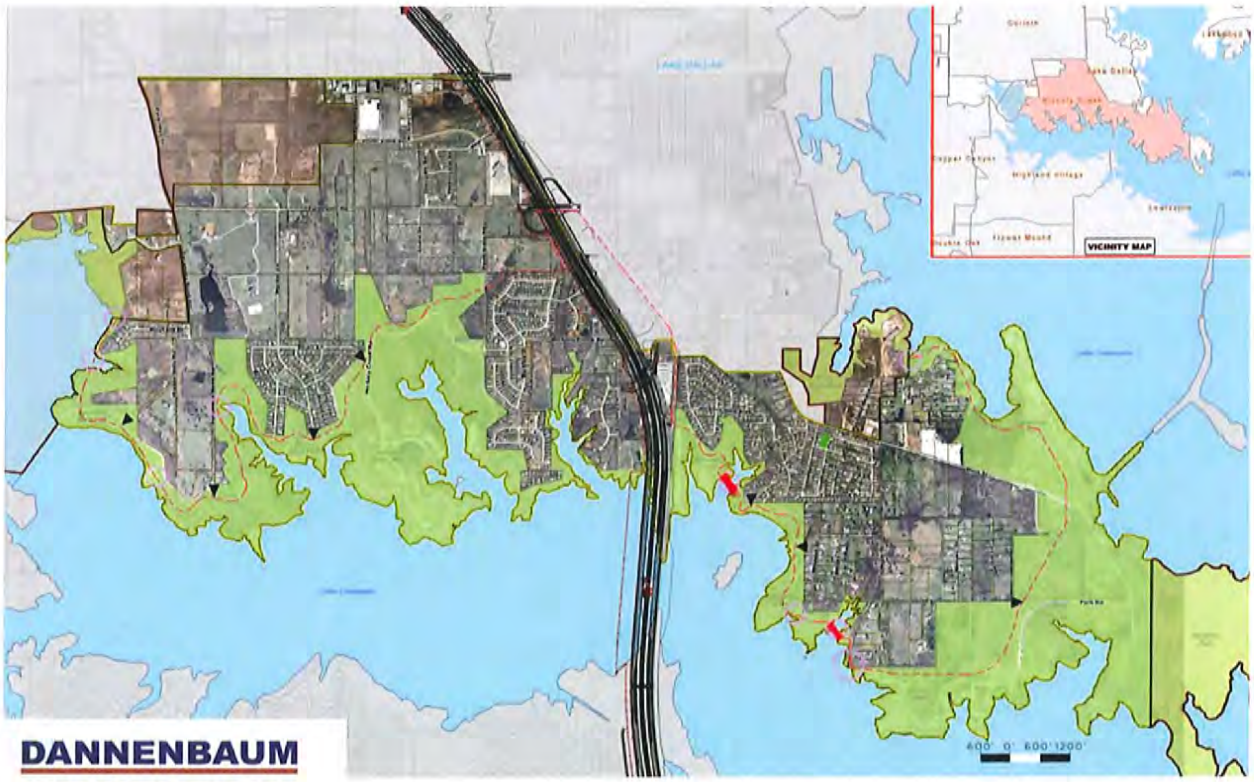


Exhibit A

PARKS AND RECREATION BOARD
TOWN OF HICKORY CREEK
AUGUST 6, 2007

5 YEAR PLAN
FOR CORPS PARKS LEASED WITHIN THE TOWN

Year 1 = 2007-2008
Year 2 = 2008-2009
Year 3 = 2009-2010
Year 4 = 2010-2011
Year 5 = 2011-2012

ARROWHEAD PARK

Year 1
1. general maintenance and upkeep
2. extension of boat dock
3. upgrade lighting
4. plant replacement trees
5. flood clean-up and restoration

Year 2
1. general maintenance and upkeep
2. bathrooms – convert/upgrade
3. upgrade lighting

Year 3
1. general maintenance and upkeep
2. trail head development
3. playground

Year 4
1. general maintenance and upkeep
2. fishing pier

Year 5
1. general maintenance and upkeep

HARBOR LANE PARK

Year 1
1. general maintenance and upkeep: includes mulch 2X per year
2. children at play signs for road and parking lot
3. playground: move, replace or cover seating
4. picnic tables: replace or rehab 1/3 of tables

Year 2
1. general maintenance and upkeep: includes mulch 2X per year
2. parking lot and playground lighting
3. rehab playground
4. picnic tables: replace or rehab 1/3 of tables
5. lakeshore equestrian/hiking trail

Year 3
1. general maintenance and upkeep: includes mulch 2X per year
2. rehab playground
3. picnic tables: replace or rehab 1/3 of tables
4. revamp existing athletic field/dog park

Exhibit A continued

TOWN OF HICKORY CREEK
PARKS AND RECREATION BOARD
5 YEAR PLAN FOR CORPS PARKS
AUGUST 6, 2007
PAGE 2

Year 4
1. general maintenance and upkeep: includes mulch 2X per year
2. picnic tables: replace or rehab 1/3 of tables
3. pavilion

Year 5
1. general maintenance and upkeep: includes mulch 2X per year
2. rehab playground
3. picnic tables: replace or rehab 1/3 of tables
4. replace grills

POINT VISTA

Year 1
1. general maintenance and upkeep: includes periodic checking of post and cable fences
2. stripe parking lot
3. plant trees
4. new restroom
5. extend docks
6. lights on pier
7. flood clean-up and restoration

Year 2
1. general maintenance and upkeep: includes periodic checking of post and cable fences
2. replace or add new park benches/picnic tables/grills
3. lakeshore equestrian/hiking trail

Year 3
1. general maintenance and upkeep: includes periodic checking of post and cable fences
2. replace or add new park benches/picnic tables/grills

Year 4
1. general maintenance and upkeep: includes periodic checking of post and cable fences
2. fishing pier
3. basketball/volleyball court
4. further development on point

Year 5
1. general maintenance and upkeep: includes periodic checking of post and cable fences
2. fishing pier
3. basketball/volleyball court
4. further development on point

Inventory of Existing Parks

Listed below are the park and recreation amenities that presently exist in the Hickory Creek Parks. This accounting is intended to identify the primary assets of each of the four existing facilities and to give a general overview of the current system.

Tanglewood Park (Town-owned Park)

This park is located in a residential neighborhood at the corner of Tanglewood Drive and Robin's Nest Drive. Access to the park is from these streets. It encompasses approximately 0.7 acres. The park is bordered by public streets on two sides, an alley on one side and is adjacent to one residence. The two street frontages include curb side sidewalks.

Existing Amenities:

- Gated playground area with wood fiber mulch ground cover
  - Multifunction play structure including slide, transfer platforms, and various climbing apparatus
  - Six swings of various heights for a variety of ages,
  - Three spring riders
  - One bench
- Concrete Sports court
- Bike rack
- Single level drinking fountain
- One bench with back
- Two picnic tables
- Several trash receptacles
- Irrigation system for the turf
- Open mowed turf area
- Several large trees
- Parallel parking on the streets

Arrowhead Park (leased from the US Army Corps of Engineers)

This park is located on US Army Corps of Engineers property at the corner of the East Service Road of Stemmons Freeway and Kelton Drive, and is accessed from the Service Road. It is approximately 81.2 acres in area. It has been selected as the trail head location of the pedestrian walkway included in the I-35 bridge expansion. It is bounded by the Railroad and Lake Lewisville, and is adjacent COE land and residential properties. This park has posted hours of operation from 5:00 am to 10:00 pm. Fees are collected by the Town to launch boats.

Existing Amenities

- Boat ramps, piers and trailer parking
- Parallel parking on the streets
- Covered picnic pavilion
- Bathroom facilities
- Lighting and electricity
- Private floating boat docks
- Single level drinking fountain
- Picnic tables
- Day use sites with grilling stations
- Trash receptacles
- Nature trails
- Numerous large trees and wooded areas
- A large amount of shoreline for fishing

Point Vista (leased from the US Army Corps of Engineers)

This park is located on US Army Corps of Engineers property at the south end of Point Vista Road and is accessed from the same road. It is approximately 17.7 acres in area. It is bounded by Lake Lewisville, adjacent COE land and residential properties. Fees are collected by the Town to launch boats at this park also.

Existing Amenities

- Boat ramp, pier and trailer parking
- Portable toilet

- Picnic tables
- Day use sites with grilling stations
- Trash receptacles
- Numerous large trees and wooded areas
- A large amount of shoreline for fishing

Harbor Lane (leased from the US Army Corps of Engineers)

This park is located on US Army Corps of Engineers property along Highland Road at the end of Lone Tree Lane, Harbor Lane, Hickory Lane and Oak Tree Lane. Access is all along Highland Road but parking is closest to Harbor Lane. It encompasses approximately 24.6 acres. It is bounded by Lake Lewisville, adjacent COE land and residential properties.

Existing Amenities

- Plastic edged playground area with wood fiber mulch ground cover
  - Multifunction play structure including slide, transfer platforms, and various climbing apparatus
  - Six swings of various heights for a variety of ages,
  - Merry-go-round
  - One bench
- Bike rack
- Head in parking from Highland Road
- Graveled pathway from parking area to the playground
- Picnic tables
- Trash receptacles
- Numerous large trees and wooded areas
- Open native turf areas
- A large amount of shoreline for fishing

Four other US Army Corps of Engineers Parks exist within the Town limits or within the Town's Extra Territorial Jurisdictional (ETJ) area. These four parks total approximately 835 acres. They are all fee-use areas and are not open to general public access. The Town ETJ includes an additional 285 acres of COE land.

TABLE 1.2 – EXISTING PARKS AND AREA

PARK NAME	AREA
Tanglewood Park	0.7 Acres
Arrowhead Park	81.2 Acres
Point Vista Park	17.7 Acres
Harbor Lane Park	24.6 Acres
TOTAL AREA OF HICKORY CREEK PARKS	124.2 Acres

FACILITY RECREATION STANDARDS

The National Recreation and Park Association (NRPA) has functioned as a source of guidance for park standards and development for a number of years. The NRPA's standards are suggested to be a guide for determining park and open space needs. From community to community, differences will be found in the socio-economic and cultural characteristics, along with climatic conditions. Therefore, the range of demands and preferences for recreational activities will vary depending on the specific needs of the community. Obviously, these variations will directly influence a uniform standard for all locations. NRPA is very specific to point out that their data is to be used only as a guide to the development of local standards. Therefore, the NRPA provides input for the formation of local needs.

DEMAND — BASED RECREATION ANALYSIS

An important component of the updating process was the analysis of existing parkland and recreational programs. Youth sport participants in Hickory Creek currently participate in athletics organized in the neighboring Cities since there are not any facilities within the Town.

A demand-based analysis compares existing participation numbers in specific recreational programs or activities to specific fields/facilities. The Town of Hickory Creek is a small municipality and is expected to grow to just over 5,000. Based on experience in the park and recreation field, the Town's population will not provide adequate participants to organize their own leagues. Therefore the citizens in Hickory Creek will need to participate with other communities that have the appropriate facilities for competitive leagues.

NEEDS ANALYSIS SUMMARY

Multi-Use Trails

The input gained through the public meetings, along with discussions during the Comprehensive Planning process, and the past work performed by the Hickory Creek Park Board, decisively determined that development of an interconnected trail system for recreational use is a top priority in the Town. The trail would provide public access to the shoreline of Lake Lewisville, link all of the Town's leased COE parks and connect the citizens of Hickory Creek to neighboring communities, greenbelts and mass transit facilities. This is currently the highest user group for any recreation activity in the State of Texas according to the 2005-2007 user data survey by the US Forest Service. According to the survey for this time period, 84% of the recreation users in Texas walk for pleasure, 38% bicycle and 4% horseback ride.

Park Land Acquisition

There is a desire to obtain land for one (1) additional Town Park on the west side of Town. Parkland acquisition will be necessary within the next ten (10) years. The total acquisition should be between 18 to 25 acres to provide land for a soccer complex and other amenities.

The priorities listed above were developed as a result of public hearing input and analysis of existing facilities. Additional parkland will be acquired as land develops on the west side of Town, fulfilling the Town's needs when the population approaches 5,000. These are listed as top priorities due to the lack of interconnected trails, and the desire to provide a suitable location for community festivals.

ACCESSIBILITY

The Town of Hickory Creek should complete an accessibility assessment for all of its existing parks, both owned and leased, to document and verify compliance with all Texas Accessibility Standards (TAS) and the Americans with Disabilities Act (ADA) requirements. It is anticipated that in the coming years the US State Department will enact new standards for trails, beach access, picnic and camping facilities. Currently there are only guidelines for these activities and they are not enforceable. When these guidelines become standards, the Town will be required to be in compliance. This park plan will need to be re-evaluated at that time and updated as needed.

ADDITION OPTIONS TO EXISTING PARKS

Tanglewood Park (Town owned Park)

This park falls under the **pocket park** definition by the NRPA as listed in the PARKS AND TRAILS DEFINITIONS in this report.

In general, the amenities and facilities within this neighborhood park are sufficient to meet the needs for the primary users of the park. There are several accessibility issues, including connecting the playground to the existing sidewalk and maintaining the proper finish elevation of the fall zone material, that need to be addressed in order for the park to be at peak functionality. These can be fully identified in the recommended Accessibility assessment. There is a desire to improve the lighting, both for safety purposes and to accommodate evening activities. The tree plantings in the park should be evaluated more closely to provide for additional shaded areas for passive uses.

Proposed options:

1. Accessibility Upgrades
2. Lighting upgrades
3. Shade Trees

Arrowhead Park (leased from the US Army Corps of Engineers)

This park falls under both the **community park and the specialty park** definitions by the NRPA as listed in the PARKS AND TRAILS DEFINITIONS in this report.

There is a strong perception that this park is used predominately by out-of-town boaters. The town collects fees to launch boats, and summer time and weekend use of this facility is very high. Citizens desire a means to control access to this park via an automatic gate system to more closely monitor the collection of boat launch fees. The restroom facilities are in need of replacement and/or a substantial upgrade. Investigation and implementation of lighting upgrades for this park by means of solar powered lighting for the parking areas is well underway by the Park Board. However, lighting needs for security purposes require further assessment. Citizens also expressed a desire for a floating fishing pier.

A small community festival used to be held annually in this park. The Town's ultimate goal should be to reinstate this festival, holding it at Harbor Lane Park.

Proposed options:

1. Automated gate access
2. Replace/upgrade restroom
3. Safety lighting
4. Fishing pier
5. Extension of boat dock
6. Fish Cleaning Station
7. Swimming Beach

Point Vista (leased from the US Army Corps of Engineers)

This park falls under both the **community park and the specialty park** definitions by the NRPA as listed in the PARKS AND TRAILS DEFINITIONS in this report.

The amenities and facilities within this park are sufficient to meet the needs for the primary users of the park. There is no domestic water service at this park and none is planned for the foreseeable future. There are other improvements planned and identified in the current lease agreement with the COE including new restroom facilities, basketball/volleyball court and an extension to the docks.

There is a desire for a fishing pier with a fish cleaning station that uses a pump jack to access water from the lake.

Proposed options:

1. Fishing pier & Fish Cleaning Station

Harbor Lane (leased from the US Army Corps of Engineers)

This park falls under both the **community park and the specialty park** definitions by the NRPA as listed in the PARKS AND TRAILS DEFINITIONS in this report.

Presently, there is no domestic water, sewer or electricity service to this park. Park development at this site would be targeted to provide maximum use of the lake and the natural setting. New amenities should be positioned to maximize the lake vistas and views. The targeted festivals will be neighborhood-based for the citizens in close proximity, with the potential to expand to Town-wide and/or regional events in the future. A large covered pavilion capable of accommodating groups of up to 100 should be included in the additions to accommodate these special events. The pavilion should also include restrooms, concessions and a seating area.

This park location is not easy to find and is accessed through a residential neighborhood. Identification and directional signage should be designed both for on-site amenities and for off-site access to the park. As the Town explores the options for this park and attempts to minimize and mitigate any impacts to the existing residential properties an alternant route for primary access should be explored. This may also necessitate an update in the Town's Thoroughfare Plan.

The playground area and play equipment should be enhanced to provide age-appropriate activities for toddlers through pre-teens. Parking facilities should also be added to the existing street side head-in spaces. A thorough analysis of the proposed park amenities should be conducted to identify the adequate amount of parking and its best location.

Other additions include an interactive splash pad area to provide an aquatic component for visual attraction and water recreation. An observation platform linking to the Town's trail system should be included to take advantage of the visual impact of the lake and the abundance of resident wildlife. The project team suggests a nautical theme for the architectural style of the proposed elements in this park. This includes the pavilion, play structures and the splash pad elements.

Proposed options:

1. Pavilion with restrooms & concessions
2. Directional and identifying signage
3. Domestic water service
4. Playground
5. Parking area
6. Splash pad
7. Wildlife observation platform

Open Space South of the Town Hall

This area was originally intended to be a park focused around a drainage retention basin that held a permanent body of water. A pedestrian walkway around the pond and a historic bridge were to provide the primary site features along with various plantings. Because of drainage issues and the ultimate configuration of the detention basin, access to this area has been limited. Until the drainage issues in this location are fully resolved, the park potentials for this site cannot be determined.

There are presently no planned additions to this area.

Hike and Bike Trails

This amenity falls under the **trails** definition by the NRPA as listed in the PARKS AND TRAILS DEFINITIONS in this report.

The community desires a system of interconnected trails for walking, bike riding and horseback riding. This system will include land that is owned by the Town, as well as public land controlled by the US Army Corps of Engineers and some private land. The Hickory Creek Parks and Recreation Board and other concerned citizens have done a great deal of ground work for major components of this system. The desire is for this system to link all municipal parks and primary public facilities in Hickory Creek with accessible shorelines of Lake Lewisville through the COE parks and the community, providing recreational and transportation opportunities for a variety of user groups including walkers, runners, bicyclists, rollerbladers and horseback riders.

This system will require a variety of surfaces to accommodate this varied user group. It is not anticipated that all user groups will be able to utilize all sections of the trails. There are some locations on the COE land where a trail will not be practical due to the terrain and proximity to the lake. Some sections may only exist as branches off the primary route. Efforts should be taken to provide for alternate routes in times of lake flooding. The system should be configured to take advantage of all existing trails within the community, and to connect to systems that will extend and link neighboring trails including the Elm Fork Trail, components of the North Central Texas Council of Governments Velo Web and the Rails to Trails planned for the existing railroad corridor that is adjacent to I-35E.

The trail should also provide for a pedestrian connection for the east and west sides of Town. This can be accomplished by design allowances by the Texas Department of Transportation in the planned expansion and redesign of I-35E at the Turbeville Road crossing. Care and consideration should be taken to minimize the conflicts between vehicle and trail users through the use of a variety of facilities such as pedestrian traffic signals, crosswalks, etc.

There will be some locations in this system where dedicated off-street trails will not be practical. In these locations, designated on-street routes and expanded sidewalks can provide any needed links to parks or other trails. This will also be needed to provide links to Tanglewood Park, Town Hall and the proposed Mixed-Use Development south of Swisher Road.

It is intended that the trail system be compliant with all ADA (American Disabilities Act) and TAS (Texas Accessible Standards) requirements. A thorough elevation survey of the intended routes must be made during the formal detailed design to ensure this is accomplished. There may be some locations that cannot meet these standards without considerable infrastructure investment. The specifics of this element of the design will require extensive effort during the design and preparation of construction documents.

Proposed options:

1. Trail Routes
2. COE Park Trails
3. Nature Trail
4. Equestrian Trail
5. On Street Trail

New Soccer Park (Location to be determined)

There is an express desire to provide a new Community Park that includes a soccer facility for the community. This venue would have the capacity to support teams beyond residences of Hickory Creek, and will require 20 to 25 acres of land for a complex of fields to serve children through adults with a mix of field sizes. The following mix of fields and sizes is recommended:

TABLE 1.3 - Soccer Field Standards

Target Age Group	# of Fields	Field Size
5 – 7	6	60' x 90'
8 – 11	4	90' x 150'
12 – 14	4	120' x 180'
15 & up	3	160' x 320'

The fields should be illuminated to allow for maximum utilization and flexibility of game times. Due to the typical high use, the fields should be irrigated to provide optimal conditions for turf growth. Paved parking and service areas including restrooms and concessions are also recommended. Because of the wide range of ages and the desire to provide for all age groups in the community, a variety of other elements should be included in this park including playground equipment, a skate park to accommodate skate boarders and inline skaters, walking paths linked to the Town trail system and picnic areas.

FUTURE EXPENSES AND FUNDING

There will be expenses associated with the development of this park system. These costs will cover, but not be limited to the items listed below:

- Programming
- Architectural and Engineering Design Fees
- Preparation of Grant Applications
- Grant Administration Fees
- Land and Land Use Costs- i.e. Purchase, Lease / Use Agreements
- Publicity / Public Relations (Trail Maps, Brochures, Advertisement, etc.)
- Geotechnical Engineering
- Construction Expenses
- Construction Testing & Monitoring
- Maintenance / Upkeep
- Security / Monitoring
- Risk Management
- Insurance

Until additional decisions are made by the Town related to priorities, identification of funds and procedural issues, these items cannot be accurately assessed in a dollar amount.

Funding Sources

The Hickory Creek Parks System will most likely be funded by multiple sources, including funds from the Town, grants and private donations. Each of these sources will have different development time frames. Three specific grant funding sources have been identified to assist Hickory Creek in implementing their desires. Two of these are related to transportation improvement programs; one is related to parks. In conversations with the North Central Texas Council of Governments (NCTCOG), representatives have stressed that "future funds for trail projects must be directly related to the enhancement of transportation issues within this region".

Listed below are the specific grants recommended for the Town to pursue:

- **CMAQ** – Congestion Mitigation Air Quality Improvement Program
- **STEP** – Statewide Transportation Enhancement Program
- **TPWD** – Texas Parks & Wildlife Department

Historically, these grants have provided matching funds for this type of project. Their match will range between 50% and 80% of the total cost for construction and design. If successful in receiving any of these grants, the Town would be financially responsible for between 20% and 50% of the total construction and design cost.

Each of these grants have their own schedule for submission and frequency of award.

- **CMAQ** – Congestion Mitigation Air Quality Improvement Program
  - Frequency of award – Once every five years

- **STEP** -- Statewide Transportation Enhancement Program
  - Frequency of award – Once every two years

- **TPWD** – Texas Parks & Wildlife Department
  - Frequency of award – Twice per year

The following information is printed from the publicly available data on the north the North Central Texas Council of Governments Web Page. http://www.nctcog.org/trans/tip/faq.asp

Frequently Asked Questions About the Transportation Improvement Program

What is the TIP?

The Transportation Improvement Program or TIP is both a funding process and a funding document. Federal regulations, along with regional policies and practices, establish the process by which transportation projects are selected, modified, and implemented. The TIP serves as a short-term planning document that lists approximately three years of funded transportation projects designed to carryout the recommendations of the long-range metropolitan plan. More formally, the TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. A new TIP is developed every two to three years in accordance with the metropolitan planning requirements set forth in the Statewide and Metropolitan Planning Final Rule (23 CFR Part 450, 49 CFP Part 613).

It is important to note that the TIP is the last place that federal and State administrators can review a project before construction or implementation is initiated. For this reason, the TIP can be thought of as a clearinghouse of sorts. It is at this point in the project development process that a project is reviewed to ensure that it conforms to the metropolitan transportation plan, the air quality regulations, environmental clearance documents, and the original intent of policy makers (including the funding and scope of a project). Therefore, individual project managers should make sure that these elements of a project are consistent prior to the desired construction/implementation date.

Who produces the TIP?

The TIP is developed through a cooperative effort of the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), local

governments, and transportation authorities. NCTCOG and the Regional Transportation Council (RTC) serve as the Metropolitan Planning Organization or MPO for the Dallas-Fort Worth Area. The MPO is charged with the planning and implementation of the regional transportation system; accordingly, the TIP falls under the purview of the MPO. The RTC (mentioned above) is the transportation policy board for the MPO. This policy body consists of elected officials from local governments, TxDOT District Engineers, transit authority board members, a representative of the North Texas Tollway Authority, and a maximum of three citizen representatives. The RTC provides policy guidance and overall coordination of multi-modal planning and programming within the Dallas-Fort Worth area.

The Surface Transportation Technical Committee (STTC) is a subcommittee of the RTC that reviews policy, program, and project proposals for technical merit, and recommends policy action to the RTC. Members of this committee include senior transportation staff from local governments, TxDOT, and other transportation agencies. Along with multiple other responsibilities, this committee aids in the development and application of evaluation criteria to select transportation projects, and it guides the refinement of projects for recommendation to the RTC.

The major responsibilities of the MPO and its committees include the development of a transportation plan that spans approximately 25 years, the subsequent funding of projects that realize the goals of that plan through the TIP, and ensuring that the plan and its associated projects meet air quality improvement goals. When programming (i.e., selecting and funding) transportation projects in the TIP, the MPO ensures that plan recommendations are achieved and air quality rules are respected.

What types of projects are funded by the MPO and what are their funding sources?

As the Metropolitan Planning Organization for the region, NCTCOG and the Regional Transportation Council are responsible for programming projects in the following federal funding categories: Surface Transportation Program-Metropolitan Mobility (STP-MM), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Urbanized Area Formula Program (UAFP).

STP-MM funds are designed to fund surface transportation projects (as opposed to aviation or waterway projects) that improve the transportation system. The types of projects typically funded with STP-MM funds include interchange projects, roadway widenings, construction of new arterials, bottleneck removal projects, construction of high occupancy vehicle lanes, and installation of intelligent transportation system infrastructure. This funding category is designed to fund mobility improvements within the transportation system.

CMAQ funds, on the other hand, serve to fund projects that contribute to improved air quality. Examples of projects funded under the CMAQ program, include intersection and signal system improvements, park-and-ride lots, high occupancy vehicle lanes, vanpool and rideshare

programs, incident detection and response programs, bicycle and pedestrian facilities, conversion of transit buses and other public vehicles to alternative fuels, and transit system improvements. For all CMAQ-funded projects, the MPO must demonstrate that the project creates an air quality improvement or emissions benefit.

The Dallas-Fort Worth Metropolitan Area continues to receive Section 5307 - Urbanized Area Formula Program funding for transit projects. The MPO selects projects funded under the Section 5307 Program. Eligible project costs include capital, planning, administrative, and operating costs (the operating costs are only available for areas with less that 200,000 population). Examples of transit projects funded under this program include bus replacement, vehicle acquisition, park-and-ride facilities, and transit stations.

In addition to MPO-selected transit projects, the Texas Department of Transportation (TxDOT) selects and funds transit projects under the Section 5310 - Elderly and Persons with Disabilities Program and the Section 5311 - Non-Urbanized Area Program. Only capital costs are eligible under the Section 5310 Program, while capital, planning, administrative, and operating costs are eligible expenses under the Section 5311 Program. The final transit funding program, commonly referred to as the Section 5309 - Discretionary Capital Grants Program, is a capital program that funds new rail systems, improvements on existing rail systems, and bus system improvements.

The United States Congress earmarks funding for projects under the Section 5309 Program. Within the State of Texas, transportation system improvements are funded under ten other funding categories, which include:

- Preventive Maintenance and Rehabilitation
- Metropolitan Area Corridor Projects
- Urban Area Corridor Projects
- Statewide Connectivity Corridor Projects
- Structures Replacement and Rehabilitation
- Safety
- Transportation Enhancements
- Miscellaneous Supplemental Transportation
- District Discretionary
- Strategic Priority

TxDOT is responsible for selecting projects for these funding programs. While the two local TxDOT Districts in the region (the Dallas and Fort Worth Districts) are responsible for selecting projects with various funding sources at the district level, the Texas Transportation Commission (TTC), which serves as the policy-making body for TxDOT, the selects all other projects on a statewide competitive basis. The projects selected under each of these funding categories are listed in the TIP.

How are projects selected for the TIP?

For TxDOT-selected projects, local governments and transportation agencies may submit projects directly for consideration by TxDOT. A set of projects is then selected either through a competitive call for projects or more strategically, at the discretion of the TTC or at the discretion of its individual District Offices. For MPO-selected projects, on the other hand, local governments must submit project proposals during a RTC funding initiative. Funding initiatives are the method through which the RTC allocates federal transportation dollars to local governments and transportation agencies for specific programs and projects.

As federal funds are made available through transportation funding bills, the MPO staff must decide how much of this funding should be programmed through the next funding initiative and how much should be held back in a cost overrun/future needs pool. Simultaneously, the MPO staff works with the Regional Transportation Council to determine the desired nature and timeline of the next funding initiative.

Since the enactment of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and its renewal in 1998 with the Transportation Equity Act of the 21st Century (TEA-21), the RTC has issued several funding initiatives. The two main types of funding initiatives mentioned above are competitive calls for projects and strategic project selection programs, which make up the two "extreme" ends of the project selection spectrum - from more technical to more subjective and political.

A call for projects is a competitive, technically based project selection process. When a call for projects is announced, NCTCOG staff works with the Surface Transportation Technical Committee and the Regional Transportation Council to establish a set of evaluation criteria and the evaluation methodology by which all project proposals will be judged. Once submitted, project applications are screened to ensure that they are eligible for available funding categories. Then, they are scored against the evaluation criteria. Overall, transportation professionals tend to be most comfortable with this project selection method, because projects are measured and compared against one another in a scientific and technically-defensible manner.

NCTCOG first developed project selection and evaluation criteria for the 1992 Call for Projects. Similar evaluation methods have been used in the 1994 and 1999 Calls for Projects. Selection criteria generally address cost-effectiveness (both current and future), air quality benefits, local commitment, congestion reduction, and the level of multi-modal and social mobility benefits afforded by a project. A comprehensive project rating system with diverse rating criteria, linked to the type of funding category being requested, is an efficient and equitable way to rank projects.

At the other end of the spectrum, a strategic funding initiative is a more subjective method of selecting and funding transportation projects. Through this type of initiative, NCTCOG staff works cooperatively with STTC, RTC, and our regional partners to select projects that further regional priorities. Projects are evaluated based on their individual merits and their impact on the

regional transportation system. Then, the set of recommended projects is evaluated to ensure an equal distribution of selected projects throughout the region. The RTC has issued several such funding initiatives, including the 2002 Strategic Programming Initiative, Partnership Program 1, Partnership Program 2 (Transit Strategic Funding Program), and Partnership Program 3--the joint TxDOT/RTC Freeway Interchange/Bottleneck program.

Of course, the RTC has led other types of funding initiatives that fall somewhere in the middle of the project selection spectrum. Examples of these funding programs include the 2001 Park-and-Ride Call for Projects and the 2001 Land Use/Transportation Joint Venture Program Call For Projects. These two funding initiatives were similar to the "calls for projects" outlined above, in that they involved evaluation criteria, however, the evaluation methodology they employed was more rational, than technical. In both cases, a set of evaluation criteria were created, then projects were screened or filtered through the criteria. The projects that made it through all the criteria or screens were recommended for funding. Therefore, this methodology is more analytical than a strategic funding initiative, but less rigorous than a typical call for projects.

As the MPO has evolved and matured, the funding initiatives used to evaluate project applications have changed as well. Moreover, different types of funding initiatives are used for different programs and federal funding categories as appropriate. As regional needs and desires change, so do the project selection and funding methodologies employed by the Regional Transportation Council.

What happens when a TIP project changes?

From time to time, TIP projects must be modified due to comments from the public, design issues, cost constraints, new federal or state laws, or any number of other reasons. The most common project changes include scope changes (i.e., work to be performed), cost increases, changes in the implementing agency (i.e., the agency responsible for constructing or implementing a project), and changes in federal funding year. Projects are altered, added, and deleted through modification to the TIP.

NCTCOG staff processes TIP modifications in accordance with the TIP Modification Policy approved by the Regional Transportation Council. This policy defines two types of TIP modifications: 1) revisions that require RTC action, and 2) administrative amendments that can be processed administratively by NCTCOG staff. In general, revisions are required to change a project scope, add a project, delete a project, or to authorize a cost increase of more than 20 percent of the total project cost. Administrative amendments, on the other hand, are allowed when a project has a cost increase of less than 20 percent; when projects that do not add roadway capacity, such as landscaping, preventive maintenance, and environmental mitigation projects are added to the TIP; for minor changes to intersection and signal projects; and for other such changes that do not impact RTC-selected funding, such as phase changes or updates to the TxDOT project tracking system.

When a TIP modification is processed, it must sometimes be forwarded to TxDOT for inclusion in the Statewide Transportation Improvement Program or STIP. It is important to note that the rules are different for the TIP and the STIP. The STIP is only modified when a project is added or deleted, when the scope of an existing project changes, or when there is a 50 percent or greater cost increase on a project with a total project cost of greater than $1.5 million. Therefore, a project may require a TIP modification and a STIP Revision or just a TIP modification. NCTCOG staff can assist implementing agencies in determining how modifications to their TIP projects should be processed.

During the planning and engineering phase of a project, if the project scope changes in such a way that it differs from that which is included in the TIP and STIP, the project manager should contact NCTCOG staff as soon as possible. TIP modifications can be approved within one to two months, but it takes approximately six months to process and receive approval for STIP Revisions.

It is important to note that TIP/STIP action should be identified approximately six to seven months before a desired or anticipated let date, so that modifications can be drafted and processed for consideration by the Surface Transportation Technical Committee and the Regional Transportation Council. Discussion about potential project changes should be initiated early to ensure that the project modification can be processed by the desired date. For example, if a project is scheduled to let in August 2004 and TIP action is required to meet that let date, then the project manager should work with TxDOT and/or NCTCOG staff to provide all information needed to process a modification by February 2004, which means that these discussions should have begun several months earlier to ensure that all issues are resolved by the February 2004 timeframe. Once the issues are resolved, TxDOT and NCTCOG programming staff will process needed project modifications for local, state, and federal approval.

What is the difference between the TIP and STIP?

The Statewide Transportation Improvement Program (STIP) includes the TIP documents for the 24 Metropolitan Planning Organizations in Texas, plus all the rural transportation projects that are not included in metropolitan TIP documents. Projects must be consistent with the state and metropolitan long-range plans, and in non-attainment areas such as the Dallas-Fort Worth area, projects must conform to State Implementation Plan. The STIP can only include projects for which full funding is reasonably anticipated to be available in order to complete the project. As is the case with the Dallas-Fort Worth TIP, the STIP is a short-term (generally three-year) planning and funding document.

The major difference between these two documents is that the TIP details transportation funding decisions in the Dallas-Fort Worth area, while the STIP covers the entire State of Texas. The TIP is a stand-alone document at the metropolitan level, but it fits within the STIP at the State level. Although there are some exceptions, projects must generally be included in the TIP and STIP in order to move forward into the construction and implementation stages.

A second statewide transportation funding document is the Unified Transportation Program (UTP), which is a ten-year financial program that guides transportation project development and construction. The Texas Transportation Commission of TxDOT selects and prioritizes projects in the UTP. According to State law, TxDOT may over-program the UTP by as much as 30 percent. Hence, the UTP may contain additional projects beyond those included in the TIP and STIP. This situation occurs because projects are listed in the UTP while they are in the development stages. Once a project is ready to move forward and has received full funding, it is added to the TIP and STIP. Together, the UTP and the STIP function as the basis for project implementation on the State transportation system. The main distinction between the two is that the UTP authorizes project development, while the STIP authorizes project construction.

Is there a limit to the amount of funding in the TIP?

Yes. The TIP is limited to the amount of federal funding allocated to the Dallas-Fort Worth area. As required by the Transportation Equity Act for the 21st Century (TEA-21), the TIP must not exceed available funding resources, meaning that projects can only be included in the TIP if sufficient funding is identified to cover its project costs. Thus, it is important that the highest ranked and most cost-effective projects are selected for inclusion in the TIP.

Chapter Eight of the 2006-2008 TIP details the financial status of the TIP. Project funding is generally divided by TxDOT District and funding category. As new projects are added to the TIP or existing project costs rise, new funds must be identified to cover increased funding needs. The Transportation Improvement Program contains over $8 billion to design and construct both highway and transit projects in fiscal years 2006-2008.

Can I get a copy of the 2006-2008 TIP?

The full TIP document is available from NCTCOG as a printed document (3-ring binder), on CD-ROM, and as an electronic file on the internet. The full 2006-2008 TIP document is an 371-page document that includes information about the public involvement process, project selection and prioritization, progress on current projects, air quality regulations, and several supporting appendices, in addition to the approved project listings. You can search the online document by using TIP project codes, Control-Section-Job (CSJ) numbers, or other project-specific keywords. In addition, specific project information is available on the TIPINS interactive website. This web page allows users to obtain detailed information about funded transportation projects, including the project location, committed funding levels, and the responsible agency. TIPINS can be accessed online at www.nctcog.org/trans/tipins/index.html.

Contact the NCTCOG Regional Information Center for more information about paper copies or CD-ROM's. Paper copies of the TIP cost $30 for NCTCOG member governments and $40 for non-members. In addition, CDs are available at a cost of $10 for member governments and $20 for non-members. You may contact Alice Webster (817/695-9140) in the Regional Information Center to purchase these items.

Who can I contact with questions about transportation funding?

Please feel free to contact a member of the TIP Team with any questions about the contents of the 2006-2008 TIP, processes associated with the TIP, and other transportation funding questions:

- Christie Jestis, Senior Transportation Planner, cjestis@nctcog.org, 817/608-2338
- Omar Barrios, Transportation Planner, obarrios@nctcog.org, 817/608-2337
- Wendy Evans, Transportation Planner, wevans@nctcog.org, 817/608-2344
- Marcos Narvaez, Transportation Planner, mnarvaez@nctcog.org, 817/695-9288
- LaDonna Smith, Transportation Planner, lsmith@nctcog.org, 817/695-9254

The following information is printed from the publicly available data on the north the North Central Texas Council of Governments Web Page: http://www.nctcog.org/trans/sustdev/bikeped/

Bicycle and Pedestrian Transportation

Bicycle and pedestrian modes of travel are recognized nation-wide as cost-efficient ways to address mobility and air quality concerns while improving physical health and quality of life. The passage of the *1991 Intermodal Surface Transportation Efficiency Act* prompted NCTCOG to include non-motorized transportation network improvements in regional planning efforts. NCTCOG established the Bicycle and Pedestrian program in 1992 to address the various activities related to implementing bicycle and pedestrian facilities as an alternative mode of regional transportation.

The tasks of the Bicycle and Pedestrian program include:

- Coordinating regional planning events
- Promoting multi-modal planning at the local level
- Assisting with the prioritization of federal and local funds allocated for facilities
- Creating safety programs and outreach materials
- Mapping existing and planned multi-use trails and on-street bicycle routes
- Sponsoring workshops and conferences
- Collecting and compiling facility user numbers
- Calculating the air quality benefits accrued after constructing facilities in the region

The region's long-range plan, Mobility 2030, details the goals, responsibilities, and activities of the Bicycle and Pedestrian program by setting strategies for providing "effective, cost efficient, safe intermodal access for bicyclists and pedestrians." In addition, the Bicycle and Pedestrian Transportation Task Force (BPTTF), established in 1993 and serving as a subcommittee of the Regional Transportation Council, spearheads regional efforts to ensure safety and efficiency in bicycle and pedestrian transportation planning and implementation. The Task Force is made up of representatives from local governments, the Texas Department of Transportation (TxDOT), local transit providers, and community groups.

ADDITIONAL ITEMS TO CONSIDER

The following are items the Town should consider in terms of additions, renovations and revisions to Hickory Creek's parks and trail systems. These recommendations are listed in no particular order, and it is incumbent upon the Town Council and the Park Board to prioritize these recommendations according to the Town's current and future needs.

1. Hickory Creek should continue with the discussions with the COE about leasing Sycamore Bend Park and possibly Westlake Park.

2. Hickory Creek should investigate the potential of leasing Hickory Creek Park from the COE. Given that this is the Town's namesake park and serves as a vital link for the trail system, leasing the park merits careful consideration. The City of Grapevine has been successful in this type of venture with their leased park called The Vineyard Campground on Lake Grapevine. In the 2006-2007 fiscal year, they were able to turn an operational profit even though the park was shut down for three months due to lake flooding. If the Town is successful in obtaining an agreement with the COE for this park, the proposed options listed for Harbor Lane Park could be relocated to this facility. Access to this park is much easier via the southern end of Point Vista Road.

3. As the Lake Dallas Independent School Districts plans and potentially expands to include new school sites in Hickory Creek, the Town should consider locating future Neighborhood Parks adjacent to these school sites.

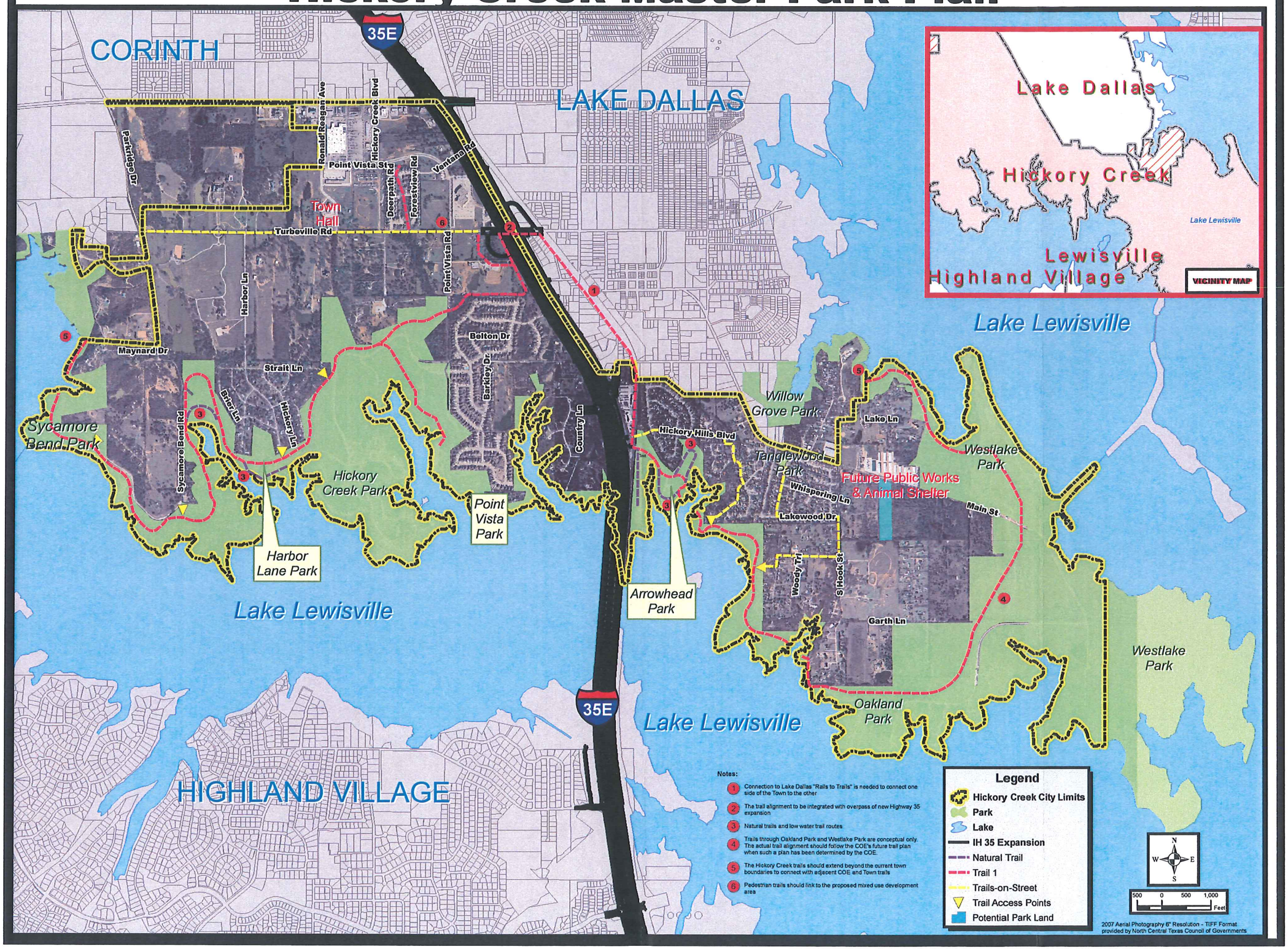
4. Hickory Creek should explore the potential of longer term lease options with the COE for all Town leased parks.

5. The impacts to the road system will need to be considered as the Town explores the options for new park and for service expansions at existing facilities. There should be an attempt to mitigate and minimize impacts to the existing residential properties. The Town may also need to investigate the need for alternate routes and make necessary amendments to the Thoroughfare Plan.

6. As Hickory Creek explores the possibilities of a soccer complex, they should evaluate the site and service offerings in the design layout of the potential park and how they will relate to any adjacent residential properties. The potential impacts of lighting, drainage, noise and any other encroachment beyond the property bounds should be evaluated and minimized where possible.

7. The concept layout information related to the trail alignment proposed in this report has been provided to TXDOT's design consultant for consideration in the design of the I-35E expansion at Turbeville Road. Continuous dialogue should be maintained to ensure the ultimate design includes accommodation for the trail system.

EXHIBIT A – MASTER PARK PLAN

Hickory Creek Master Park Plan

September 2008