******PUBLIC NOTICE******

PLANNING & ZONING COMMISSION SPECIAL WORKSHOP SESSION

Monday, April 14, 2025 at 6:30 PM

City Hall | 3300 Corinth Parkway

View live stream: www.cityofcorinth.com/remotesession

AGENDA

A. CALL WORKSHOP SESSION TO ORDER AND ANNOUNCE A QUORUM PRESENT

B. PLEDGE OF ALLEGIANCE

C. WORKSHOP AGENDA

1. Conduct a workshop and hold an informal discussion on existing projects and initiatives in the City relating to Corinth Habitat Restoration and Conservation Initiatives.
2. Conduct a workshop and hold an informal discussion on a city-initiated rezoning of the Gibson Heights Subdivision from C-2 Commercial to a Planned Development with a base zoning district of SF-4 Single Family Residential.
3. Conduct a workshop and hold an informal discussion on the draft Active Transportation Plan.

D. ADJOURNMENT

The Planning & Zoning Commission reserves the right to recess into executive or closed session to seek the legal advice of the City's attorney pursuant to Chapter 551 of the Texas Government Code on any matter posted on the agenda. After discussion of any matters in closed session, any final action or vote taken will be public by the Commission.

As a majority of the Council Members of the City of Corinth may attend the above described meeting, this notice is given in accordance with Chapter 551 of the Texas Government Code. No official action will be taken by the City Council at this meeting.

I, the undersigned authority, do hereby certify that the meeting notice was posted on the bulletin board at City Hall of the City of Corinth, Texas, a place convenient and readily accessible to the general public at all times and said Notice was posted on the following date and time: **Friday**, **April 11**, **2025 at 11:00 AM**.

Melissa Dailey, AICP
Director of Planning and Development Services
City of Corinth, Texas

April 11, 2025
Date of Notice

Corinth City Hall is wheelchair accessible. Person with disabilities who plan to attend this meeting and who may need auxiliary aids or services such as interpreters for persons who are deaf, or hearing impaired, or readers of large print, are requested to contact the City Secretary's Office at 940-498-3200, or fax 940-498-7576 at least two (2) working days prior to the meeting so that appropriate arrangements can be made.

BRAILLE IS NOT AVAILABLE

CITY OF CORINTH
Staff Report

Meeting Date:	4/14/2025 **Title:** Corinth Habitat Restoration and Conservation Initiatives
Strategic Goals:	☒ Resident Engagement ☒ Proactive Government ☐ Organizational Development ☐ Health & Safety ☒ Regional Cooperation ☒ Attracting Quality Development

Item/Caption

Conduct a workshop and hold an informal discussion on existing projects and initiatives in the City relating to Corinth Habitat Restoration and Conservation Initiatives.

Item Summary/Background/Prior Action

In collaboration with the University of North Texas (UNT) Advanced Environmental Research Institute, the College of Visual Arts and Design, and the College of Music, Keep Corinth Beautiful and Parks and Recreation have implemented several habitat restoration projects and conservation initiatives. The projects focus on the Corinth Community Park butterfly garden, sand prairie, and pond.

The City of Corinth lies within the Eastern Cross Timbers ecoregion—a narrow, forested corridor stretching from eastern Cooke County to western Hill County, including parts of Denton County. This region features slightly acidic, sandy or sandy loam soils formed from the Woodbine Formation and is historically dominated by post oak and blackjack oak woodlands. However, ongoing urban development has significantly affected local wildlife habitats.

To help restore the sand prairie, the team installed erosion control mesh and planted a mix of native wildflowers. The College of Visual Arts and Design contributed by creating artistic renderings for a butterfly archway and decorative painted benches, both of which are currently in production. Meanwhile, the College of Music composed a nature-inspired soundtrack for visitors to enjoy during their visit. Interpretive signage will also be installed to educate guests about the area's native plants, wildlife, and ecological significance.

In addition to the butterfly garden and sand prairie restoration, the City of Corinth has also initiated efforts to restore the pond at Corinth Community Park. By fall 2024, the pond had become heavily inundated with algae, resulting in poor water clarity and diminished ecological health.

To address these issues, Corinth staff collaborated with students from UNT to implement several restoration measures. Together, they constructed three protective cages within the pond to support the planting of native aquatic vegetation, including species such as Delta Arrowhead, and Pickerelweed. These native plants were selected to improve water quality, provide habitat for wildlife, and help naturally control algae growth.

Additionally, staff stocked the pond with tilapia, a fish species known for its ability to manage algae by feeding on it, further contributing to the pond's ecological balance.

To enhance the surrounding landscape and support long-term habitat health, four bald cypress trees were also planted around the pond's edge. These trees will provide shade, stabilize the soil, and create a more diverse and resilient environment for both aquatic and terrestrial species.

Other initiatives include removal of invasive species such as the savage cabbage and Chinese privet, monarch butterfly conservation, tree plantings, and litter clean-up events.

CITY OF CORINTH
Staff Report

Meeting Date:	4/14/2025 **Title:** Gibson Heights PD Presentation and Discussion
Strategic Goals:	☐ Resident Engagement ☒ Proactive Government ☐ Organizational Development ☐ Health & Safety ☐Regional Cooperation ☒ Attracting Quality Development

Item/Caption

Conduct a workshop and hold an informal discussion on a city-initiated rezoning of the Gibson Heights Subdivision from C-2 Commercial to a Planned Development with a base zoning district of SF-4 Single Family Residential.

Item Summary/Background/Prior Action

The Gibson Heights neighborhood, constructed in 1959, is one of the oldest neighborhoods in the city. The neighborhood consists of one street, Burl St, with 18 lots that are single family in use. In 2000, the City initiated a rezoning for this area to C-2 Commercial. Recently, two homes on Burl Street burned to the point of needing to be rebuilt; however, they are a non-conforming use within the C-2 district and cannot be rebuilt without rezoning. City staff will present the background on this neighborhood and recommendations for discussion on a city-initiated rezoning to SF-4 Single Family Residential.

CITY OF CORINTH
Staff Report

Meeting Date:	4/14/2025 **Title:** Active Transportation Plan Presentation & Discussion
Strategic Goals:	☐ Resident Engagement ☒ Proactive Government ☐ Organizational Development ☒ Health & Safety ☐Regional Cooperation ☒ Attracting Quality Development

Item/Caption

Conduct a workshop and hold an informal discussion on the draft Active Transportation Plan.

Item Summary/Background/Prior Action

Staff will present the Active Transportation Plan recommendations. In an effort to create a multi-modal community that provides for safe routes for all modes of transportation, including bicyclists and pedestrians, a consultant, Freese & Nichols, was retained to work with staff to develop an updated Active Transportation Plan that includes a bicycle and complete streets plan for the city. The plan is focused on creating "complete streets" - an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

The "Envision Corinth" Plan contains the following goals and objectives related to the Active Transportation Plan: 1.

- Enhance and connect existing trails and sidewalks throughout the City. Enhancing connectivity creates more usable open space within itself but also shifts the scale of these parks from individual parks that must be driven to into connected neighborhood sanctuaries that can be used by all ages. This also contributes towards making these connections more functional outside of recreational uses.
- Provide safer routes for citizens on foot or on bike focusing around the Interstate 35E area. I-35E creates a hard barrier between two sides of the City that does not allow for any convenient crossing for non-motorized vehicles or pedestrians. This effectively excludes demographics that are young and old. Creating safer routes will increase the usability of these areas and encourage more citizens of all ages to use multi-modal forms of transportation.

The Corinth Strategic Plan, updated by the City Council in 2024 addresses a multi-modal approach:

- Guiding Elements – There is a good transportation system with connectivity between roads, walkways, trailways and rail
- Goals for 2024 – Improve connectivity within the City. Improve sidewalk design policies, and plan and construct bike paths that cross under I-35. Redesign connections in corridors.

The Park, Recreation and Open Space Master Plan recommends improving and connecting existing trails and sidewalks throughout the City to accommodate different modes of traffic as a priority, and adopting and implementing the Active Transportation Plan in coordination with the Capital Improvement Plans. A combination of on-street bicycle lanes, sidepaths and trails are recommended in the existing Active Transportation Plan in both the Parks and Master Thoroughfare Plans.

The Active Transportation Plan (ATP) contained in "Envision Corinth" identifies areas where infrastructure improvements can be created to generate a safe environment for non-motorized transportation modes throughout

Corinth. The ATP calls for future infrastructure to include on-street infrastructure, such as bicycle lanes, and off-street infrastructure which includes side paths and trails. The plan identifies a complete streets program that is a specific type of improvement for each element of the network, with caveats regarding how the treatment would fit within the existing ROW.

Active Transportation Plan

Adopted Month Day, 2025

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Prepared by | Freese and Nichols, Inc.

Acknowledgments

City of Corinth

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Scott Garber | Councilmember, Place 2

Lindsey Rayl | Councilmember, Place 3

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List of Exhibits

1 Introduction

About the Plan

Plan Purpose

The 2024 Active Transportation Plan ("the Plan") presents a shared vision for the development of a safe and highly functional active transportation network of pedestrian and bicycle facilities and amenities within the City of Corinth, Texas ("Corinth" or "the City").

The Active Transportation Plan provides a comprehensive assessment of current mobility issues, needs, trends and priorities and serves as a framework for Corinth to make informed decisions regarding active transportation infrastructure, policies and investments. The Plan outlines goals and objectives (Exhibit 1 on page 3) that guide the network development, recommendations and implementation strategy that integrate the concepts of Complete Streets and micromobility.

Plan Background

In 2020, the City adopted its Envision 2040 Comprehensive Plan and Park, Recreation & Open Space Plan. The Park, Recreation & Open Space Master Plan provided an Active Transportation Network which was refined in the 2024 Active Transportation Plan. In addition to the updated network, the Plan will build upon these previous efforts to create goals and objectives related to active transportation, updated design standards, review of best practices and guidance for planning for micromobility and Complete Streets.

This Plan serves as a guide for developing active transportation within Corinth and establishes standards for the City's future network.

What's in the Plan

The Active Transportation Plan includes an inventory of existing and planned active transportation facilities, an analysis of existing data and policies, a summary of public engagement, guidance and recommendations on facility design and policy (the Complete Streets Design Manual and Ordinance in Appendix B), recommended priority network, and an implementation plan with project priorities.

Existing pedestrian crossing along the Denton Katy Trail in Corinth.

Vision, Goals and Objectives

A vision statement outlines the overarching aspirations and desired future outcomes upon which goals and objectives are built. It provides high-level guidance on the pragmatic balance between aspirations and current realities. The vision sets the tone and direction for strategic initiatives, fostering alignment and clarity in organizational purpose.

The Envision 2040 Comprehensive Plan contains Guiding Principles, which provide the structural support and the guidance for the vision described in the Plan. These are:

- A Dynamic and Aesthetically Pleasing Community
- Complete, Connected, and Safe Neighborhoods
- Future Infill Development

The vision statement in the Park, Recreation & Open Space Master Plan is also directly related to active transportation. It reads:

> "To support a thriving and connected City through non-motorized transportation infrastructure that enhances overall quality of life and provides an elevated level of functionality by maintaining connections for expansion and surge of development across the City."

Goals serve as outcome-based, broad statements that encapsulate longer-term aspirations. They are concise, straightforward and relatable, guiding efforts toward tangible achievements. Aligned with local and regional objectives, goals provide a clear direction for strategic planning and action, ensuring coherence and synergy across various initiatives.

Objectives outline specific, measurable targets that break down larger goals into manageable components, providing a clear roadmap for implementation and progress tracking. They are characterized by their clarity, specificity and relevance to a plan's overarching goals. Objectives are often designed using the SMART criteria — specific, measurable, attainable, relevant and timely — to ensure they are realistic and actionable. The goals and objectives of this Active Transportation Plan are outlined in Exhibit 1 on page 3.

Exhibit 1. *Goals and Objectives*

Goal: Safety

Eliminate fatalities and reduce serious injuries for active transportation users

Objectives

A. By 2050, eliminate all traffic fatalities and reduce severe injuries by 50% compared to the 2023 baseline.

B. By 2028, secure an increasing proportion of safety funding for active transportation.

C. By 2028, ensure utilization of the National Association of City Transportation Officials (NACTO) Urban Street Design Guide and the Complete Streets Design Manual for all local project designs to support bike/ped projects that create a low-stress network for bike/ped users and use context-sensitive design.

D. By 2028, complete an inventory and conditions assessment of the existing active transportation network, prioritize noted deficiencies, and establish procedures for monitoring conditions and updating the assessed inventory.

Performance Measures

» Fatal and serious injury crashes within the City of Corinth
» Annual funding for safety projects related to active transportation
» Local adoption of Active Transportation Plan and its design guidance elements
» Inventory of active transportation network and conditions, with priorities for improvements

Goal: System Performance

Improve active transportation connectivity and mobility

Objectives

A. Annually create 5 miles of new on-street protected bicycle facilities or off-street bike/ped facilities within the City of Corinth.

B. Annually construct or repair 5 miles of Americans with Disabilities Act (ADA)-compliant sidewalks within the City of Corinth.

C. Increase active transportation activity within the City by implementing improved or new bike/ped connections to residential areas, community facilities, shopping areas, tourist attractions, employment concentrations, greenways and regional parks. Enhance the user experience by providing amenities (physical and visual) and wayfinding along the route.

Performance Measures

» Miles of on- and off-street bicycle facilities/trails
» Miles of ADA-compliant sidewalks
» Active Transportation mode share data (U.S. Census American Community Survey (ACS) dataset)

Goal: Promote Activity

Promote use of active transportation for healthy lifestyle

Objectives

A. Annually promote and actively participate in nationally recognized active transportation events, such as Bike to Work Week and Walk to School Day.

B. Annually promote and actively participate in local events focusing on active transportation such as Bike the Bay.

C. Annually promote the benefits of active transportation.

D. Annually promote driver education and awareness of bicyclists and pedestrians using our roadways.

Performance Measures

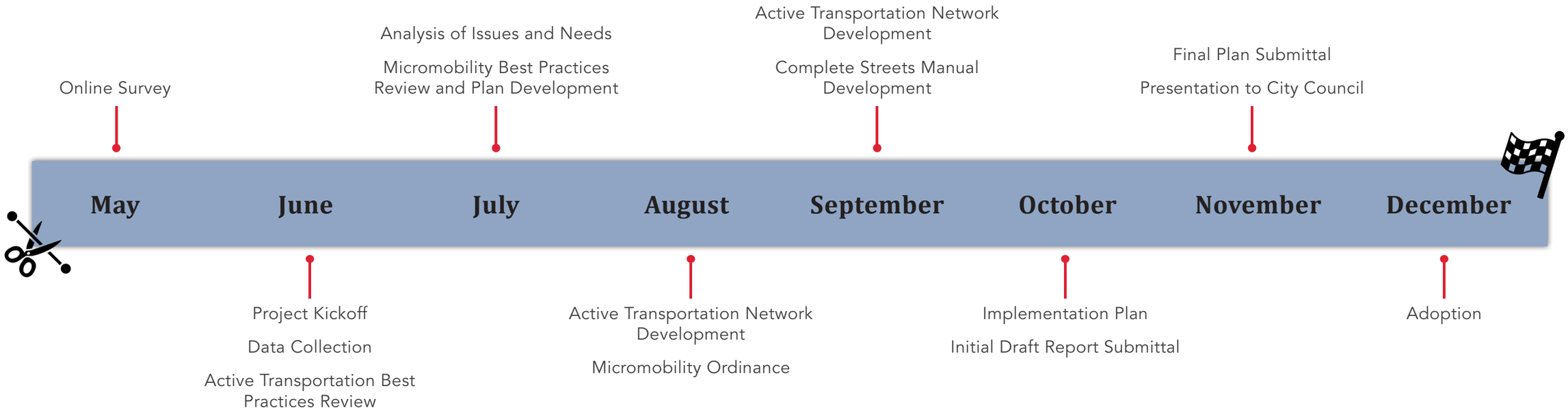
» Number of occasions or events promoted by MPO or member cities
» Number of participants in bike/ped events
» Number of promotional or instructional events regarding bike/ped benefits or safety

Planning Process and Timeline

The development of the Active Transportation Plan was a six-month process involving public and stakeholder involvement to obtain the project's vision, goals and objectives, data collection, analysis and review. Outlining the sequence of activities and key milestones illustrates the thoughtful and systematic approach to ensure the project's success.

The project's timeline ran from June 2024 until December 2024 and served as a roadmap for guiding the project through its various stages and ensuring that all objectives were met within the set time frame. Exhibit 2 outlines each phase in the planning process and its place on the project timeline.

Exhibit 2. *Plan Development Timeline*



2 Existing Conditions and Plans

This section provides a general overview of the area's population, employment and current utilization of its transportation network. As part of the assessment of existing conditions, the City of Corinth collected available data on existing and planned trails, bike lanes, separated bike lanes, shoulders and sidewalks.

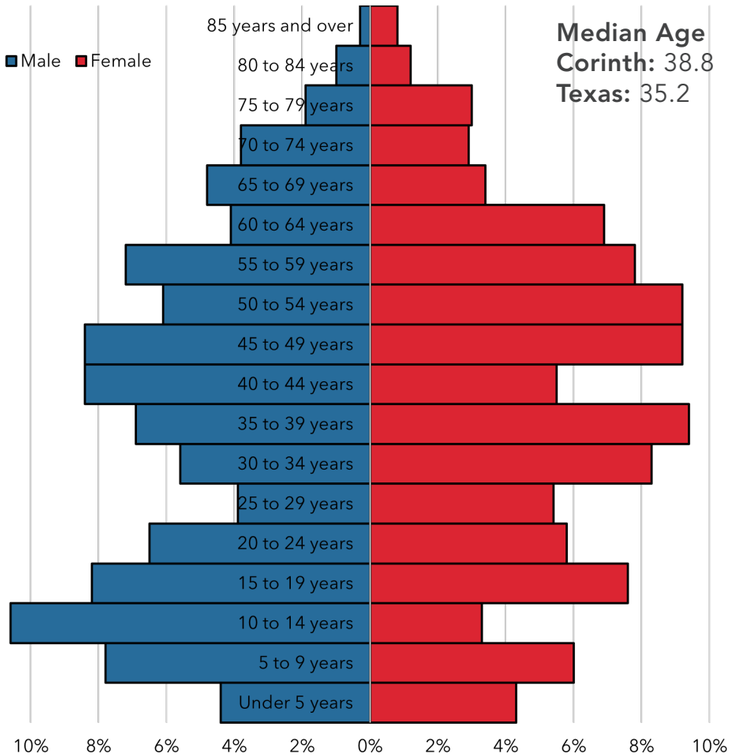
Community Snapshot

Data presented in the Community Snapshot section was sourced from the 2022 American Community Survey (ACS) 5-Year Estimates unless indicated otherwise.

Population and Employment in Corinth

Corinth's population as of 2022 is 22,502. The Texas Water Development Board's demographic forecasts show that Corinth's population will grow to 29,174 by 2030.

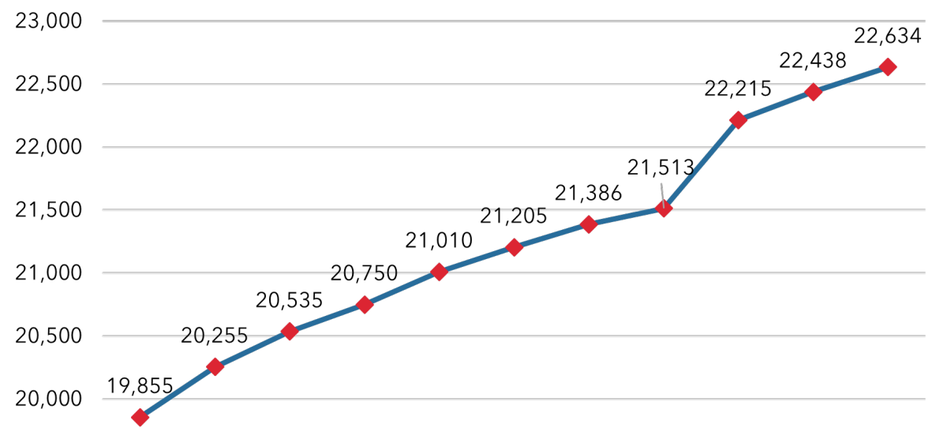
Exhibit 3. *Age Profile in 5-Year Increments*



(ACS Table S0101)

The 2022 ACS indicates that Corinth has a slightly higher median age (Exhibit 3) than the state of Texas. The City's population pyramid indicates a heavy working-age population of people aged 30-59, with a skew toward working-age males and adolescent females.

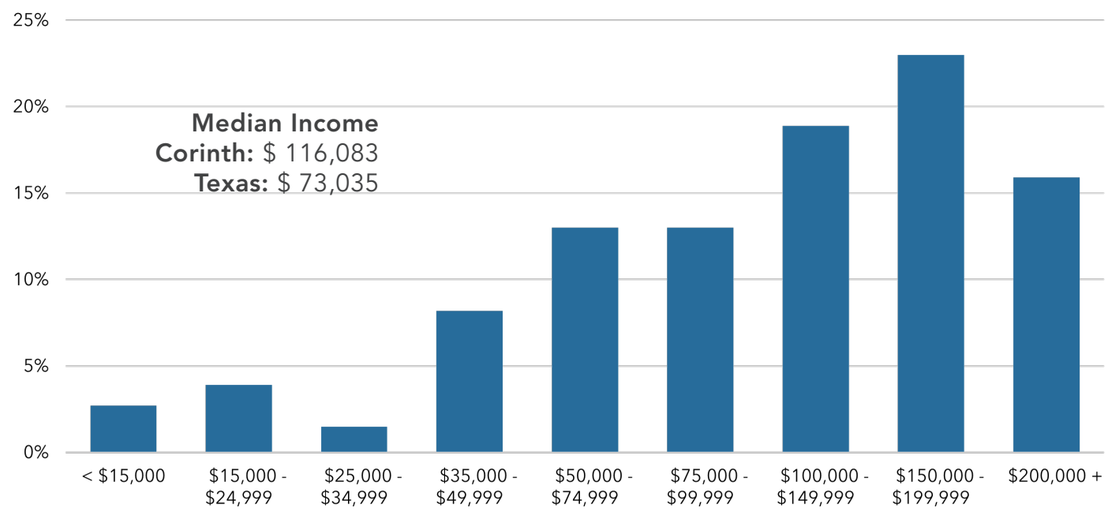
Exhibit 4. *Historical Population Growth*



(Texas Demographic Center, 2010-2020 Intercensal Population Estimates)

According to the Texas Demographic Center, the population in the City of Corinth has been steadily increasing each year, with a significant jump from 2017 to 2018 (Exhibit 4). The increasing population presents opportunities that the project team considered when developing the active transportation network.

Exhibit 5. *Household Income*



(ACS Table S1901)

Compared to the state of Texas, the City of Corinth has a significantly higher median household income (Exhibit 5), a lower concentration of service and blue-collar workers, and fewer households without vehicles and households in poverty (Exhibit 6 on page 7).

Exhibit 6. *Community Overview*

	Total Population (ACS Table S0101)	Zero Car Households (ACS Table S2504)	Households in Poverty (ACS Table S1701)
Corinth	22,502	0.9%	4.8%
Texas	*29,243,342*	*5.3%*	*13.9%*

	Population 65+ (ACS Table S0101)	Language Other than English at Home (ACS Table S1601)
Corinth	11.7%	13.1%
Texas	*12.9%*	*35.1%*

	Services (ACS Table S2401)	Blue Collar (ACS Table S2401)	White Collar (ACS Table S2401)
Corinth	12.0%	17.8%	70.2%
Texas	*16.4%*	*23.3%*	*60.3%*

Inflow and Outflow of Workers

The analysis performed by the 2021 LEHD Origin-Destination Employment Statistics (LODES) dataset in Exhibit 7 reveals that a large number of people (12,496) who live in Corinth travel out of the City for work. A smaller number of workers (3,970) live outside of Corinth and work in the City, and few (395) live and work within Corinth. This indicates that Corinth has a high concentration of commuters to nearby towns.

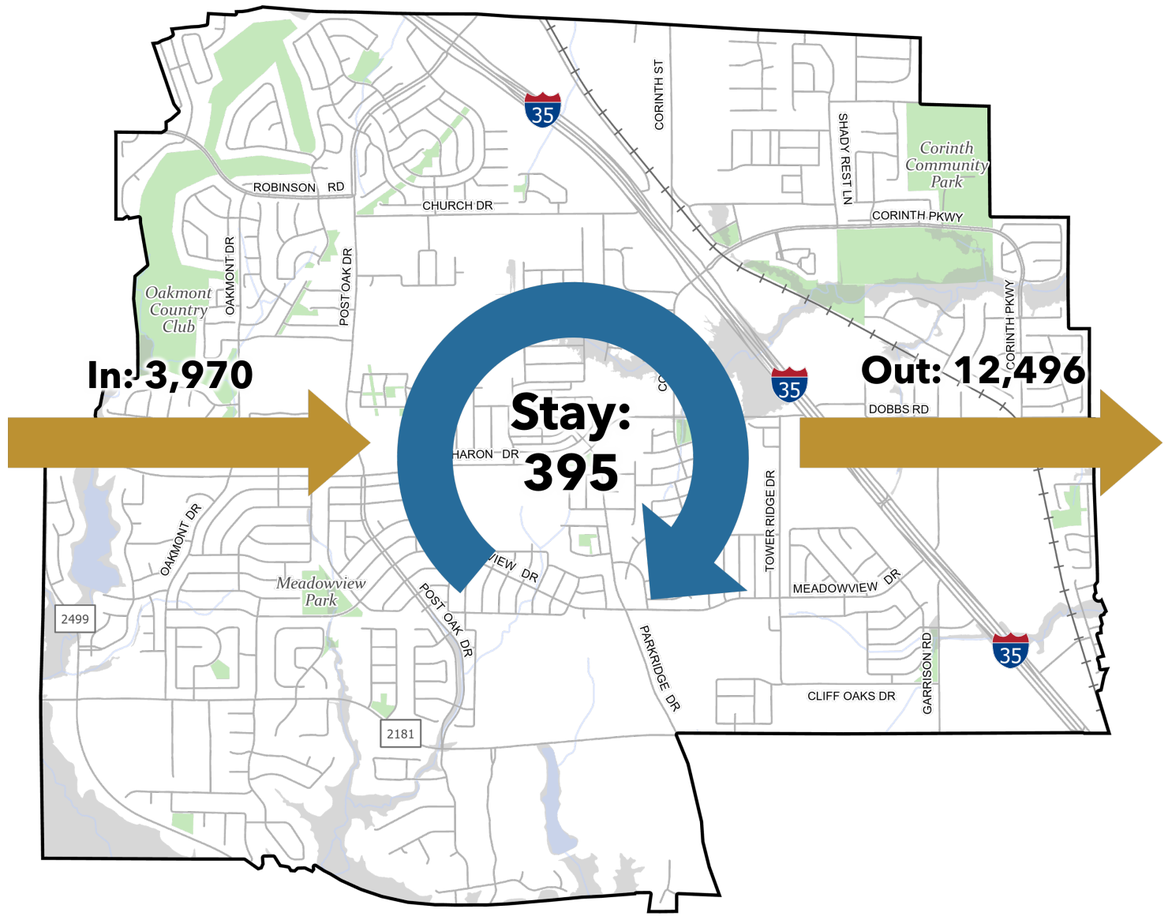
Exhibit 8 lists the top home locations of these 4,365 people employed in Corinth. The City of Denton is the top home city for Corinth workers.

Exhibit 8. *Top Home Cities of Corinth Workers*

Home City	Percent of Workers
Denton	18.6%
Corinth	9.0%
Dallas	5.1%
Fort Worth	4.1%
Lewisville	3.8%
Frisco	2.6%
All Other Locations	56.6%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2021).

Exhibit 7. *Inflow & Outflow Analysis*



Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2021).

Commuting

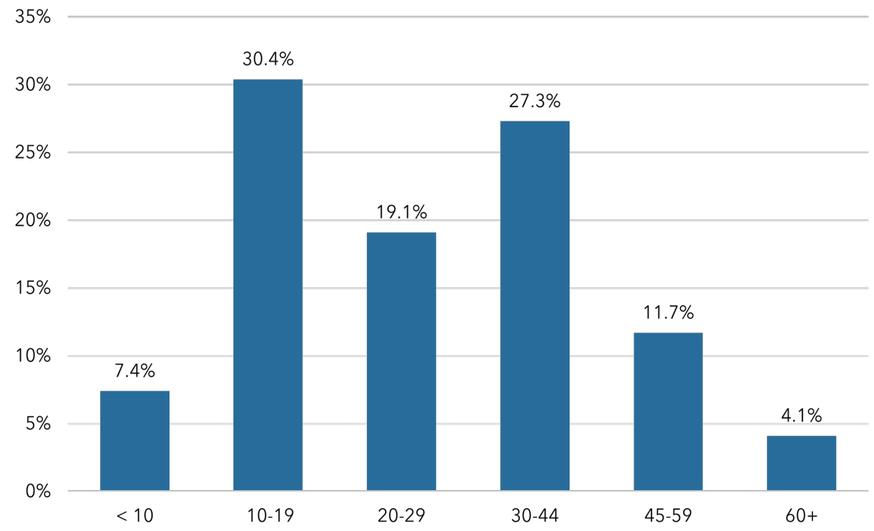
The majority of workers who live in Corinth (56.9%) have a commute of less than 30 minutes.

The most common hour of the day that people leave for work is between 7 a.m. and 8 a.m, as shown in Exhibit 9. Almost 20% of people also leave for work after 9 a.m.

Exhibit 11 reveals that over 85% of people drive alone or carpool to work, and only a small percentage of workers walk, bike, or use transit, following the statewide trend. According to ACS data, 0% of workers in Corinth commute by bike. This could indicate a lack of bicycle infrastructure in and around the City that provides safe and comfortable routes to work. However, this does not indicate that no one in Corinth rides a bicycle for recreation or travels to other destinations like community centers, shopping centers, etc.

Almost 12% of employed people in Corinth work from home and do not have a commute.

Exhibit 10. *Commute Time to Work in Minutes*



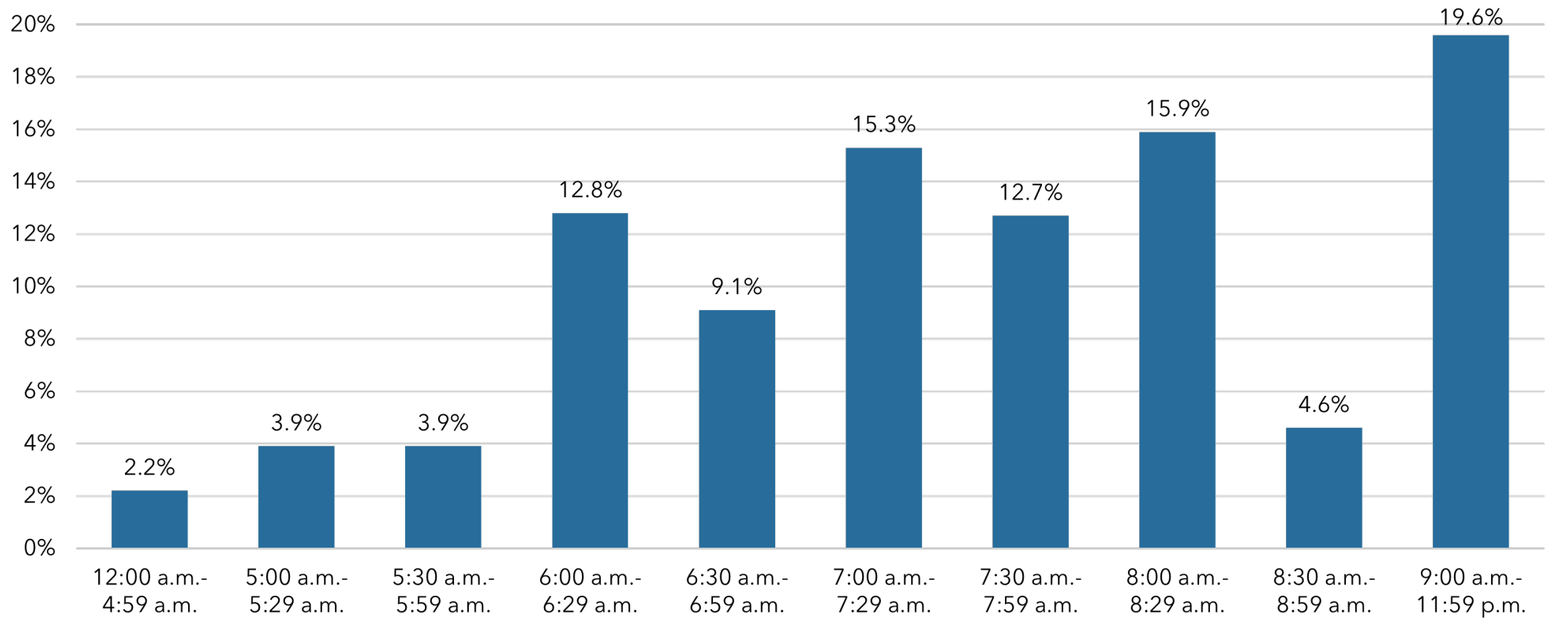
(ACS Table S0802)

Exhibit 11. *Means of Transportation to Work*

	Drive Alone	Carpool	Walk	Bike	Public Transportation	Work from Home
Corinth	78.2%	7.5%	0.7%	0.0%	0.1%	11.8%
Texas	*75.1%*	*9.7%*	*1.5%*	*0.2%*	*1.0%*	*11%*

(ACS Table S0801)

Exhibit 9. *Time of Departure to Go to Work*



(ACS Table S0802)

Review of Existing Plans

Current and previous plans were reviewed to determine existing conditions, document existing efforts, identify opportunities and ensure that proposed recommendations support broader objectives. This integration helps to create a more connected and accessible network.

City of Corinth Plans

Envision Corinth 2040 Comprehensive Plan (2020)

The Envision Corinth 2040 Comprehensive Plan was adopted in 2020 and sets the long-term vision for the City of Corinth. Guiding principles include a dynamic and aesthetically pleasing community; complete, connected, and safe neighborhoods; and future infill development.

The plan notes gaps in the non-motorized transportation system within the City, particularly the lack of on-street bike infrastructure. It is recommended that bike infrastructure be installed in dense and mixed-use areas, starting with Corinth's planned Transit-Oriented Development (TOD) in the northeast (Exhibit 12).

The Comprehensive Plan envisions Corinth as a "Smart City," with Smart Mobility as a key indicator. This aligns with the 2024 Active Transportation Plan's goals of connectivity and efficiency within the multi-modal transportation system. Additionally, sustainability is a part of Corinth's vision for the future.

The Comprehensive Plan also introduces Corinth's New City Center, a transit-oriented development intended as a "cultural, commercial and civic center." Site-specific recommendations accompany strategic focus areas identified in the plan that can guide decision-making concerning the development or rezoning of the areas.

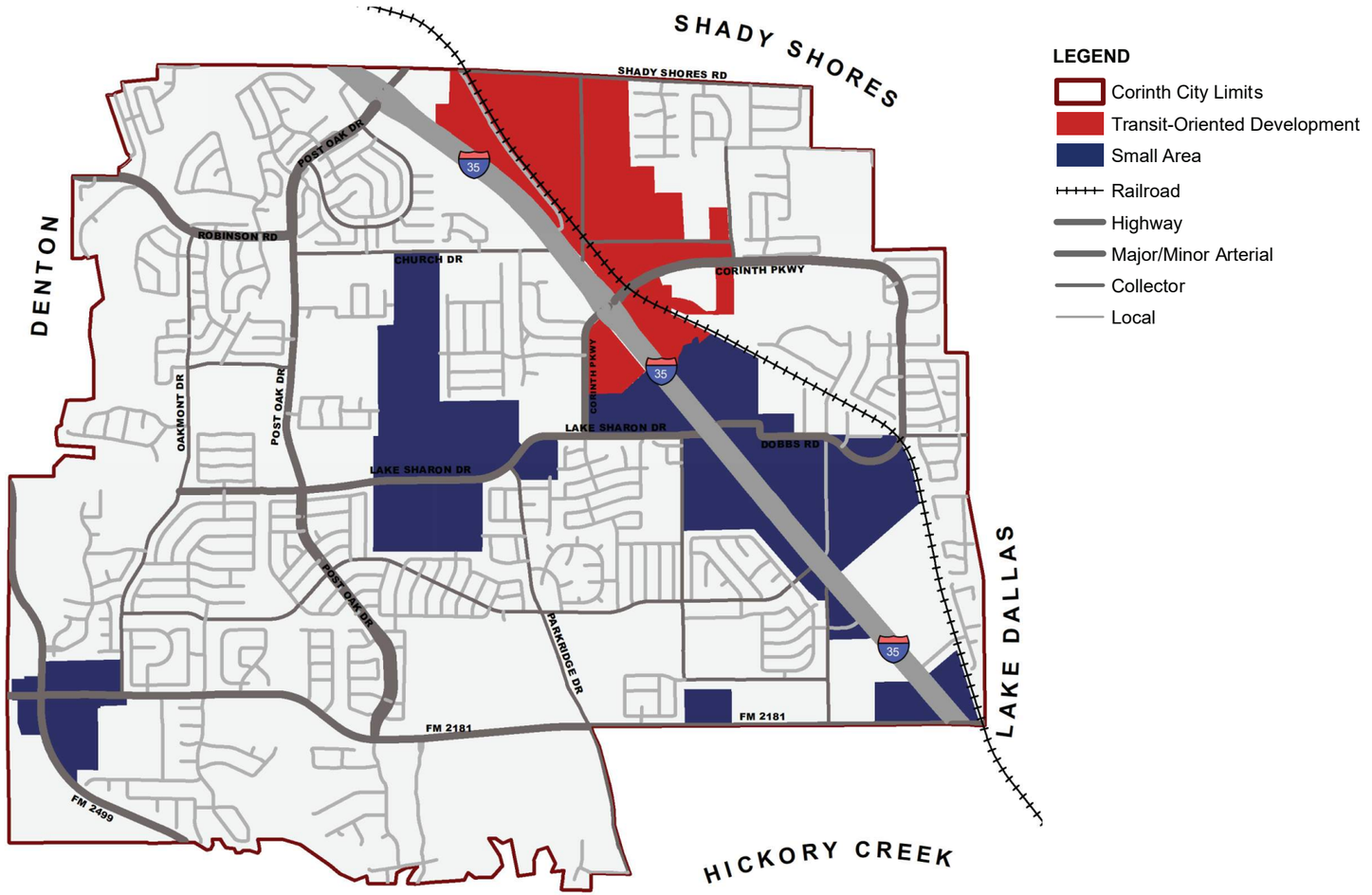
This TOD is being planned in coordination with the Denton County Transit Authority (DCTA). The goal is to have an additional transit stop on the A-train commuter rail line, which currently passes through Corinth.

The Mobility Strategy outlined in the plan is to "Maintain and improve a safe and context-sensitive transportation network that:

- Expands upon Corinth's existing non-motorized transportation network
- Provides a complete network of roads to support Corinth's new residential and economic developments
- Connects the east and west sides of Interstate 35E (I-35E) for all modes of transportation
- Creates a safe bicycle and pedestrian network for all ages and abilities. Improves the street space for these multi-modal uses. Creates an opportunity to connect neighborhoods to public amenities"

The Master Thoroughfare Plan (Exhibit 13 on page 10) is introduced in this plan along with proposed typical cross sections for Future Collector, Future Local, and Future Minor Arterial roadways.

Exhibit 12. *Strategic Focus Areas in Envision Corinth 2040 Comprehensive Plan*



Source: Envision Corinth 2040 Comprehensive Plan

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Master Thoroughfare Plan

SHADY SHORES RD
CORINTH ST
SHADY REST LN
CORINTH PKWY
ROBINSON RD
CHURCH DR
OAKMONT DR
POST OAK DR
Oakmont Country Club
Corinth Community Park
DOBBS RD
LAKE SHARON DR
TOWER RIDGE DR
MEADOWVIEW DR
Meadowview Park
PARKRIDGE DR
CLIFF OAKS DR
GARRISON RD
2499
2181
35

- Highway
- Major Arterial
- Major Arterial - Widening
- Minor Arterial
- Minor Arterial - Widening
- New Collector
- Collector
- Collector - Widening
- Roundabouts
- Parks
- Lakes
- Streams
- City Limits
- Railroads
- Flood Zone
- Streets

N

0 0.25 0.5 Miles

Exhibit 13. *Corinth Master Thoroughfare Plan*

Source: Envision Corinth 2040 Comprehensive Plan

Envision Corinth Park, Recreation & Open Space Master Plan (2020)

Corinth's 2020 Park, Recreation & Open Space Master Plan is meant to be seamlessly integrated with its Comprehensive Plan. The plan is also foundational to this 2024 Active Transportation Plan. The Park, Recreation & Open Space Master Plan's vision statement reads:

> "To support a thriving and connected City through non-motorized transportation infrastructure that enhances overall quality of life and provides an elevated level of functionality by maintaining connections for expansion and surge of development across the City."

This vision statement supports the establishment and expansion of active transportation within Corinth. Goals concerning active transportation include:

- Enhance and connect existing trails and sidewalks throughout the City
- Increase wayfinding and signage for trail users
- Increase shade by capitalizing on natural shade provided by existing or proposed trees, or by constructing new shade such as pavilions or rest areas
- Provide safer routes for citizens on foot or bike, focusing around I-35E area
- Recommend trail design guidelines
- Prioritize recommendations for future park development and trails

The plan contains a full inventory of the parks and trails in the City of Corinth, noting the surface type, use, presence of wayfinding and more (Exhibit 14).

Several public engagement efforts were conducted as part of the plan development process. The results of this engagement informed the 2024 Active Transportation Plan and are discussed further in Public Engagement Summary on page 28.

A significant contribution of the Park, Recreation & Open Space Master Plan is the Active Transportation Plan which served as the basis for the 2024 Active Transportation Plan. The plan shows a network of on-street bicycle lanes, sidepaths and trails which "identifies areas where infrastructure improvements can be created to generate a safe environment for non-motorized transportation modes throughout Corinth." The network is shown in Exhibit 15 on the following page. The prioritization of needs within the plan lists the adoption and implementation of the Active Transportation Plan in coordination with Capital Improvement Plans as the number one priority.

Exhibit 14. *Trails Inventory from the Park, Recreation & Open Space Master Plan*

	ACCESS POINT ADDRESS	TRAIL SURFACE TYPE	MODES ALLOWED	RECREATIONAL USE	UTILITARIAN USE	SIGNAGE/ WAYFINDING	TRAIL MONUMENTS	PARKING	BENCHES	SHADE STRUCTURE	RESTROOMS
1 KNOLL PARK TRAIL	Post Oak Drive at Church Drive	Concrete	Walking, Biking	✓	✓				✓		
2 HAWK ELEMENTARY AND CROWNOVER MIDDLE SCHOOL TRAILS	Robinson Road at Vintage Drive	Concrete	Walking, Biking	✓	✓				✓		
3 LAKE SHARON TRAILS	Indian Lake Trail at Pottery Trail	Concrete, Dirt or Gravel	Hiking, Biking	✓							
4 ELM FORK AND PILOT KNOLL TRAILS	218 A Orchard Hill Lane, Argyle	Dirt or Gravel	Walking, Equestrian	✓		✓		✓	✓		✓
5 DCTA A-LINE RAIL TRAIL	Many Regional Access Points	Concrete	Walking, Biking	✓	✓	✓		✓			
6 CORINTH COMMUNITY PARK TRAILS	3700 Corinth Parkway	Concrete, Dirt, or Gravel	Walking	✓		✓	✓	✓	✓	✓	✓
7 MOUNTAIN BIKING AREA	3700 Corinth Parkway	Dirt or Gravel	Biking, Equestrian	✓		✓		✓	✓		
8 CORINTH FARMS TRAIL (HOA)	Corinth Farms Trail at Grassy Glenn Drive	Concrete	Walking, Biking, Equestrian	✓	✓						

Source: Envision Corinth Park, Recreation & Open Space Master Plan

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2020 Active Transportation Plan

- Future On-Street Collector
- Future Sidepath
- Existing Trail
- Planned Trail
- Mountain Bicycling Area
- Parks
- Lakes
- Streams
- City Limits
- Railroads
- Streets

N

0 0.25 0.5 Miles

Exhibit 15. *Active Transportation Plan from the Park, Recreation & Open Space Master Plan*
Source: Envision Corinth Park, Recreation & Open Space Master Plan

Corinth Downtown Plan

The City of Corinth is currently in the process of developing a Downtown Plan. The downtown area is a key focus area for future growth within Corinth; the Envision Corinth 2040 Comprehensive Plan identifies it as a future TOD with mixed-use land use and activated streets that are built for all users. A Downtown Visioning Workshop held in February of 2024 included visioning exercises and discussions which yielded ideas for the future downtown.

At a 2024 joint workshop, existing plans for Corinth's Downtown were reviewed, including the Corinth Village Center Concept included in the Envision Corinth 2040 Comprehensive Plan. Key recommendations concerning street design from this workshop are listed on the right.

Corinth Parkway (Exhibit 16)

- Road diet (4 to 2 lane)
- Add on-street parking, bike lanes
- Enhance pedestrian comfort with wide sidewalks, street trees

N. Corinth Street (Exhibit 17)

- Road diet (3 to 2 lane)
- Add on-street parking, shared street markings on traffic lanes
- Enhance pedestrian comfort with wide sidewalks, street trees

Old Highway 77

- Construct a 2-lane street
- Add on-street parking
- Enhance pedestrian comfort with wide sidewalks, street trees

General

- Incorporate on-street and trail connectivity in bicycle study
- Explore opportunities for Katy Trail enhancements
- Work with TxDOT on design/funding options to enhance the I-35 underpass to increase pedestrian access/safety/comfort between the east/west sides of I-35

Exhibit 16. *Vision for Corinth Parkway*

Source: Downtown Corinth Joint Workshop Presentation

Exhibit 17. *Vision for N. Corinth Street*

Source: Downtown Corinth Joint Workshop Presentation

Regional Plans

DCTA Long Range Service Plan (2012)

The Denton County Transit Authority (DCTA) is the regional transit agency in Denton County.

The agency currently has one rail line that travels through Corinth but does not stop in Corinth: the A-train, a 21-mile regional rail system connecting Denton and Dallas Counties. The existing A-train service is shown in Exhibit 18. The planned TOD in northeast Corinth is tied to a proposed A-train station in the area which DCTA and Corinth have discussed.

DCTA uses North Central Texas Council of Government's (NCTCOG) Mobility 2045, along with its 2012 Long Range Service Plan, as the basis for its planning efforts. Mobility 2045 identifies transit and bike/ped facilities as solutions to existing mobility issues like congestion.

NCTCOG 2045 Regional Veloweb

In 2022, the regional planning association, NCTCOG, adopted its Mobility 2045 Update. As a part of this plan update, the Regional Veloweb was adopted. This 2,165-mile network of off-street shared-use paths (trails) is meant to serve as the regional network of active transportation facilities. Corinth's active transportation network can be expanded by connecting into this network to reach NCTCOG's 10-county planning area.

In Corinth, the Regional Veloweb network includes the existing Denton Katy Trail as well as a planned off-street shared-use path (trail) near FM 2499 (Exhibit 19).

TxDOT Bicycle Tourism Trails Study

In response to the 2005 Texas Bicycle Tourism Trails Act, TxDOT collaborated with its Bicycle Advisory Committee to investigate the development of a statewide bicycle tourism trail network. The products resulting from this study serve as an initial high-level network analysis for statewide bicycle tourism and considerations for system implementation and long-term development.

Developing a bicycle tourism network in Texas is envisioned to be a long-term collaborative process built incrementally over many years in partnership with multiple public, private and nonprofit partners.

The example network shows a regional route through Corinth on the Denton Katy Trail but no other proposed facilities in the City.

Exhibit 18. *DCTA A-Train Current Service Map*

Source: DCTA

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2045 Regional Veloweb

Status
- Existing
- Funded
- Planned
- Lakes
- Streams
- City Limits
- Railroads

N

0 0.5 1 2 Miles

Exhibit 19. *2045 Regional Veloweb*
Source: NCTCOG

Accessibility Planning

Public Right-of-Way Accessibility Guidelines (PROWAG)

In August 2023, the U.S. Department of Justice collaborated with the U.S. Department of Transportation (USDOT) and Federal Highway Administration (FHWA) to develop PROWAG to ensure that pedestrian facilities in the public rights-of-way are accessible by people with disabilities at all times - during business as usual, maintenance, or alterations done to the pedestrian facilities as defined by the final rule.

The key features discussed in the guideline included pedestrian access routes and alternate routes, accessible pedestrian signals, crosswalks, transit stops and on-street parking.

PROWAG requires the provision of curb ramps on street-level pedestrian walkways whenever streets, roadways, or highways are altered. Resurfacing, rehabilitation, reconstruction, historic restoration, or changes or rearrangement of structural parts or elements of a facility, among other things, constitute an alteration under the ADA. This means that where resurfacing a street "involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling," the accessibility and usability of the pedestrian walkway for persons with disabilities must be ensured. These standards are enforceable by law, and TxDOT now uses PROWAG as its de facto "standards."

TxDOT ADA Self-Evaluation and Transition Plan

TxDOT updated its 2004 ADA Transition Plan in February 2022. Since 2004, TxDOT has authorized over $280 million in funding to remove identified barriers and plans to spend $500 million between fiscal years 2022 and 2025.

The 2022 update identified barriers to TxDOT's physical assets, services and means of communication. A total of 4,419 miles of sidewalk, 131,920 curb ramps, 4,582 island curb cuts, 6,156 bus stops, and 52,179 pedestrian signal pushbuttons were evaluated, as well as 157 facilities, including TxDOT administrative facilities and safety rest areas.

The plan proposes to construct pedestrian infrastructure on various streets; the majority of the projects focus on improving traffic signals.

The plan included an implementation schedule to eliminate these barriers systematically over continuous four-year planning cycles.

The process, led by the individual district or division, involves using an online tool called the TxDOT Comprehensive Accessibility Program (TCAP) WebApp, which "references an ArcGIS system housing Pedestrian Access Inventory (PAI) data, facility data, notations of locations for grievances, and reporting."

To ensure comprehensive ADA compliance in transportation projects, all planned projects are first reviewed using the TCAP WebApp to validate and incorporate any necessary remediation. TxDOT staff is trained to understand the DOJ/DOT interpretation of "alteration versus maintenance" for ADA compliance inclusion.

Corinth Sidewalk Gap Analysis

Sidewalks are an integral part of an accessible pedestrian network. Existing and planned developments in Corinth were reviewed to inventory planned roads and active transportation facilities. This revealed gaps in the sidewalk network that are not currently planned to be filled. This inventory of Corinth's sidewalk network is shown in Exhibit 20.

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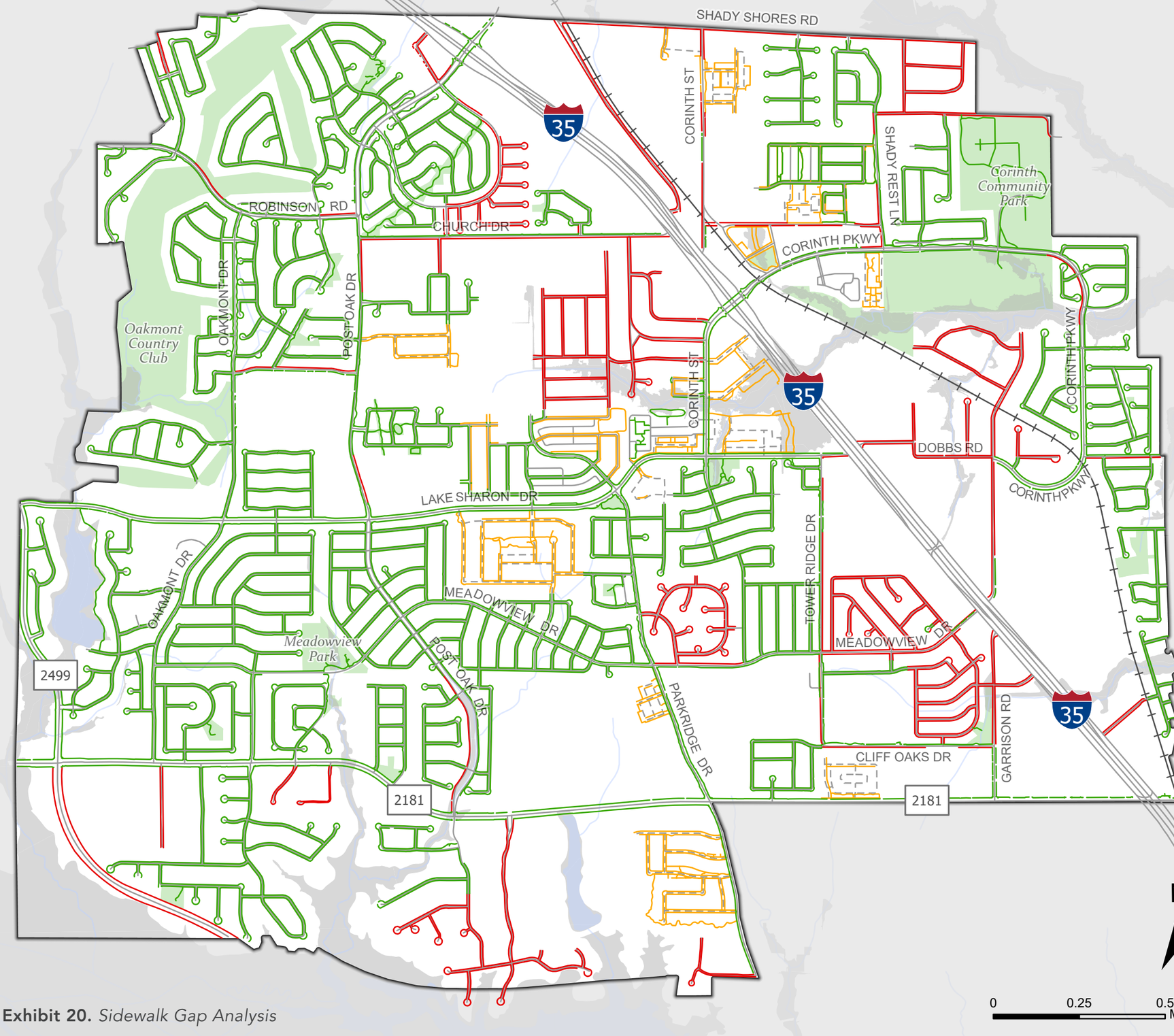
Sidewalk Gap Analysis



- Existing Street
- Planned Street
- Existing Sidewalk
- Planned Sidewalk
- Missing Sidewalk
- Parks
- Lakes
- Streams
- City Limits
- Railroads
- Flood Zone

Exhibit 20. *Sidewalk Gap Analysis*

Review of Current and Planned Capital Improvement (CIP) Projects

The project team also reviewed all current and planned CIP projects in the City of Corinth. All reviewed projects related to active transportation facilities were incorporated into the proposed active transportation network. These projects are shown in Exhibit 21 and Exhibit 22.

Exhibit 21. *List of CIP Projects in Corinth with Active Transportation Elements*

Proj. No.	Title	Description	Type	Status	Target Completion	Potential Active Transportation Element
1	Lake Sharon/Dobbs Realignment	The proposed extension and realignment will connect with the TxDOT proposed underpass at I-35E.	Street	Under Design	January 2027	Buffered bike lane & wide sidewalk connection between east and west of I-35E and continuing through Corinth Parkway
2	NCTC Way	Install new 60' wide collector road connecting I-35E frontage to N. Corinth Street and close RR crossings at N. Corinth Street & Walton Drive.	Street	Under Design	100% Design December 2023, DART Approval Fall 2023 Construction 2025.	Shared-use path(s) to connect into the future downtown area
3	Quail Run Realignment	Working with CoServ and TxDOT it was determined that for the best future use of the land along I-35E Quail Run would need to be re-aligned to meet the Interstate at more of a 90˚ angle	Street	Under Review	TBD	Shared-use path(s)
4	Shady Shores Road and Drainage County Project	Culvert capacity improvement project between Meadows Drive and the eastern City Limits.	Drainage	Under Design	100% design June 2025, Construction Complete Late 2026	Shared-use path(s)
5	Walton Drive Rehabilitation	Reconstruct 2-lane asphalt street to 37' wide collector.	Street	Under Design	Unknown	Shared-use path(s); bike lanes to contribute to pedestrian-friendly environment in future downtown area
6	Lake Sharon at FM 2499 Traffic Signal	Coordinate with TxDOT and City of Denton on installation of a traffic signal.	Street	Under Review	TBD - awaiting funding and coordination with City of Denton	Increased pedestrian protections at signal
7	TxDOT Overpass at I-35/ Lake Sharon	Relocate utilities for widening of I-35E.	Street	Under Design	2026	Buffered bike lane & wide sidewalk connection between east and west of I-35E

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CIP Projects

Status
- Under Design
- Under Review
- Parks
- Lakes
- Streams
- City Limits
- Railroads
- Streets

1
2
3
4
5
6
7

SHADY SHORES RD
CORINTH ST
SHADY REST LN
CORINTH PKWY
DOBBS RD
ROBINSON RD
CHURCH DR
OAKMONT DR
POST OAK DR
LAKE SHARON DR
MEADOWVIEW DR
TOWER RIDGE DR
PARKRIDGE DR
CLIFF OAKS DR
GARRISON RD
2499
2181
35

Corinth Community Park
Oakmont Country Club
Meadowview Park

N

0 0.25 0.5 Miles

Exhibit 22. *Map of CIP Projects in Corinth with Active Transportation Elements*

Existing Active Transportation Network

The City of Corinth's existing network of sidewalks and trails is shown in Exhibit 27. Corinth's active transportation network currently includes 10.8 miles of paved and unpaved trails, including the Denton Katy Trail. Trails that have the primary use of recreation, like most of those near the City of Corinth Fishing Pond, are not included. Corinth is home to 143.6 miles of sidewalks and 0.3 miles of shared-use paths, available for pedestrians and cyclists. There are currently no dedicated bike facilities in the City. Please see Bikeway Typologies section on page 5 for more information on the different facility types.

More important than the quantity of facilities is the appropriateness of each facility and the connections made to destinations and the rest of the broader network. Exhibit 24 through Exhibit 27 show examples of active transportation facilities currently provided in the City of Corinth.

Exhibit 23. *Total Length of Each Bicycle Facility Type in Corinth*

Facility Type	Total Length (miles)	Percent of Total
Regional Trail	3.39	30.5%
Shared-use Sidepath (one side)	0.27	2.4%
Local Trail, paved	3.95	35.5%
Local Trail, unpaved	3.50	31.5%
Total Length (Miles)	**11.10**	**100%**

Regional Trail

Exhibit 24. *Regional Trail, also known as the Denton Katy Trail, in eastern Corinth*

Local Trail, Paved

Exhibit 25. *Local paved trail around Sharon Lake in Corinth*

Local Trail, Unpaved

Exhibit 26. *Local unpaved trail in the mountain biking area south of Corinth Parkway*

Shared-Use Path (one side)

Exhibit 27. *Shared-use path in the Corinth Community Park*

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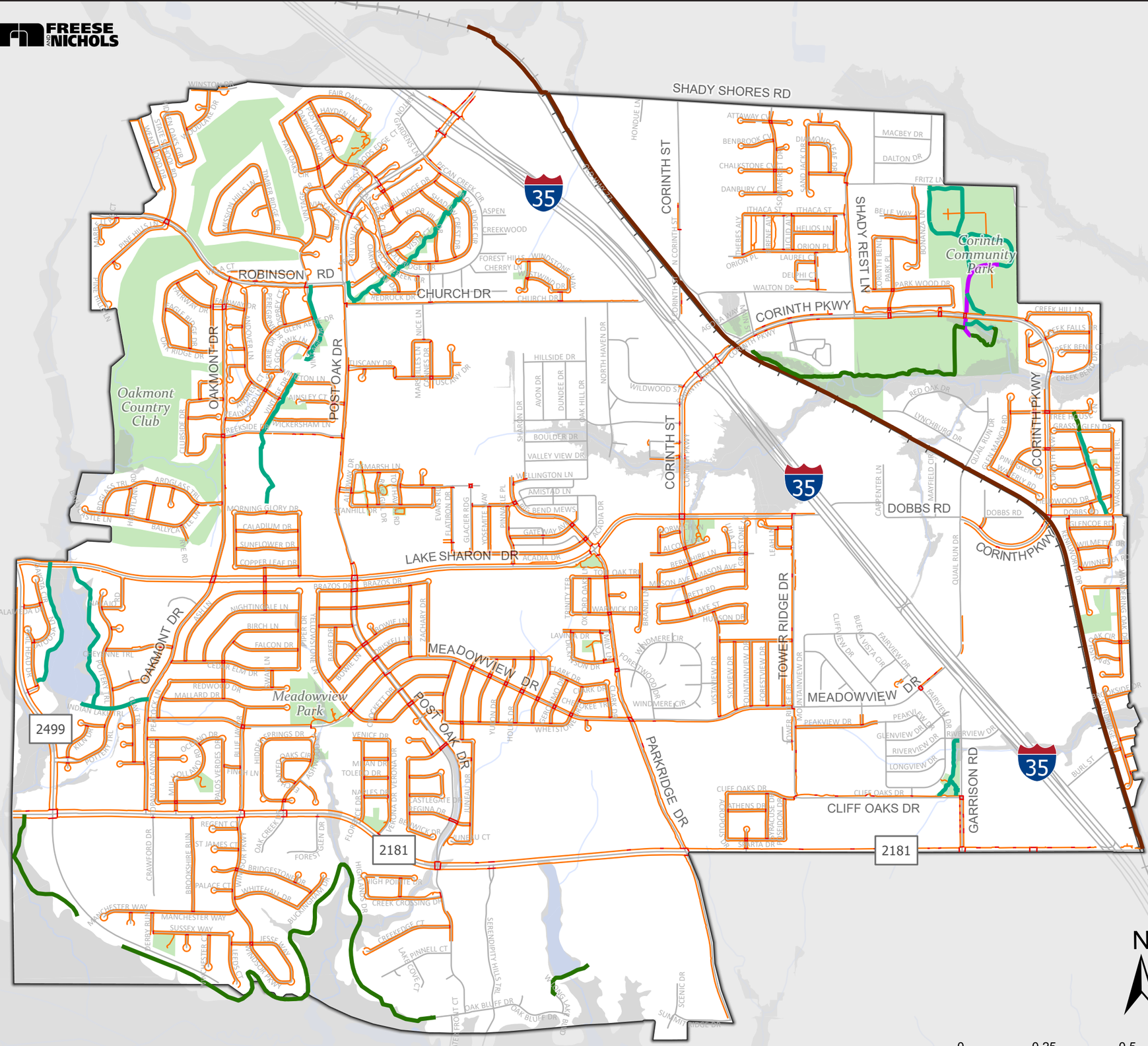
Existing Active Transportation Network



Facility Type

- Shared-Use Path, one side
- Regional Trail
- Local Trail, Paved
- Local Trail, Unpaved
- Sidewalks
- Crosswalks
- Parks
- Lakes
- Streams
- City Limits
- Railroads
- Flood Zone
- Streets

N

0 0.25 0.5 Miles

Exhibit 28. *Existing Active Transportation Network*

Typical Active Transportation User Profile

According to FHWA's 2019 Bikeway Selection Guide, there are three types of general bikeway users:

- Interested but concerned
- Somewhat confident
- Highly confident

Exhibit 29 illustrates and further describes these bikeway user types.

The three types of general bikeway users can be expanded to encompass the following existing and potential active transportation users in Corinth (Exhibit 30 on page 23). This plan is designed to accommodate the specific needs of these and other users.

Exhibit 29. *Bicyclist Design User Types*

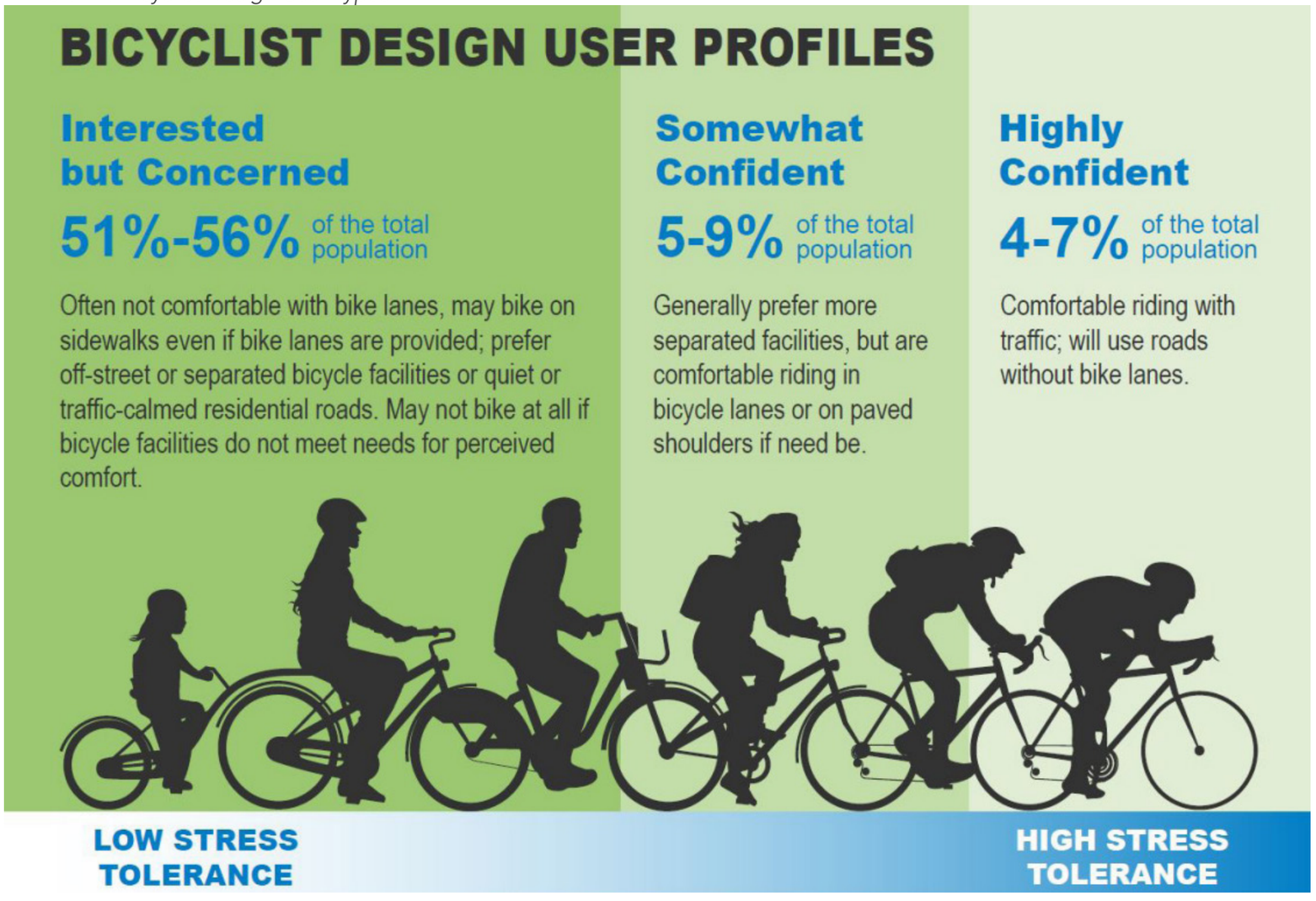


Exhibit 30. *Bicyclist Design User Profiles*

Jose is a retiree living in Denton County. Once a week he needs to run errands and appointments in Corinth. Jose would love it if he could walk to all his destinations on well-maintained and shaded sidewalks.

Ashley and Jake live in Corinth with their two kids. They like going out to walk and bike but have found limited opportunities to take the kids out in places that are safe for them.

Mike is a father of two living in Denton County. His parents live down the street. He doesn't feel safe allowing the kids to walk or bike to their grandparents' house, but wants to keep the family active. Mike would love to see expansion of the existing mountain biking trails and better connectivity and maintenance for sidewalks in the area.

Gabriel is an unhoused person in Denton County. He has limited support and relies on walking to access his daily needs. Occasionally he uses public transit when given a bus pass.

Karen lives in Corinth and uses a wheelchair for getting around. She needs to get across town to work and attend medical appointments. She does not drive or bike, and she relies on public transportation. She hopes there are better sidewalks so she can commute more easily.

Bryan is a serious cyclist living in Corinth who loves to bike for exercise and entertainment. He often rides with a group of cyclists on city streets and trails after work and on weekends.

Elizabeth is a sophomore at the North Central Texas College Corinth Campus. She loves the convenience of biking to class and to run errands, but her bike was stolen last year and she has been nervous parking her bike around town ever since.

Sarah is a fifth grader whose school is a few streets away from her house. This is the first year Sarah has been allowed to walk to school by herself.

Chris is a senior citizen living in Corinth. He does not drive and lives far from public transportation. He's still very active in his community and regularly walks to visit family and friends who live nearby.

Luciana and Alejandro are a young couple living in Corinth. They enjoy riding their bikes on city streets after work and on weekends.

Bike and Pedestrian Crashes

Crash data from the TxDOT Crash Records Information System (CRIS) can reveal patterns of safety issues. In the 5 years of 2019 to 2023, there were a total of 17 crashes that involved cyclists or pedestrians in the City of Corinth. Annually, the number of crashes in the City showed slight fluctuations from year to year, with 2020 having the lowest number of crashes. This might be explained due to the impact of the COVID-19 pandemic that resulted in lower traffic volumes across the country.

Exhibit 31 shows the distribution of the severity of injury among bike/ped crashes. The graph reveals that most crashes involving cyclists or pedestrians resulted in possible or minor injury, which is consistent with the statewide trends (Exhibit 32).

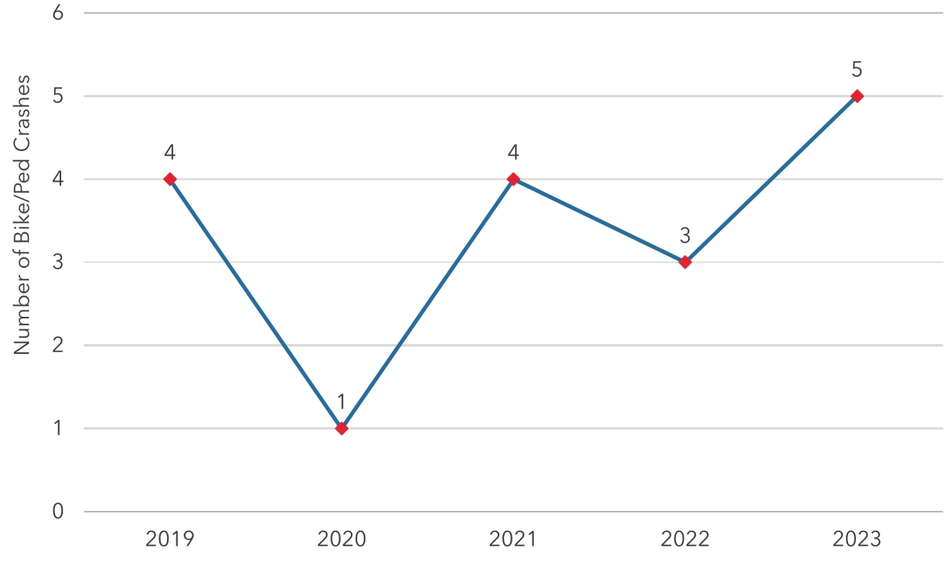
As shown in Exhibit 34, crashes involving cyclists and pedestrians occur disproportionately on FM 2181. Of the seven crashes on FM 2181, five had the primary contributing factor of failure to yield right-of-way to pedestrians, and the primary contributing factor of the one fatal crash on FM 2181 was failure to control speed.

The primary contributing factor of more than half of the bike/ped crashes in Corinth during these 5 years was a failure to yield the right-of-way to pedestrians (Exhibit 35). This trend points to the need for increased awareness of cyclists and pedestrians as transportation network users.

Exhibit 36 on page 26 reveals where bike and pedestrian crashes have occurred between 2019 and 2023. The concentration of all crashes is also shown; IH 35E is the most common location of crashes in Corinth, followed by FM 2181. Note that crashes whose records do not include coordinates are not shown on the map.

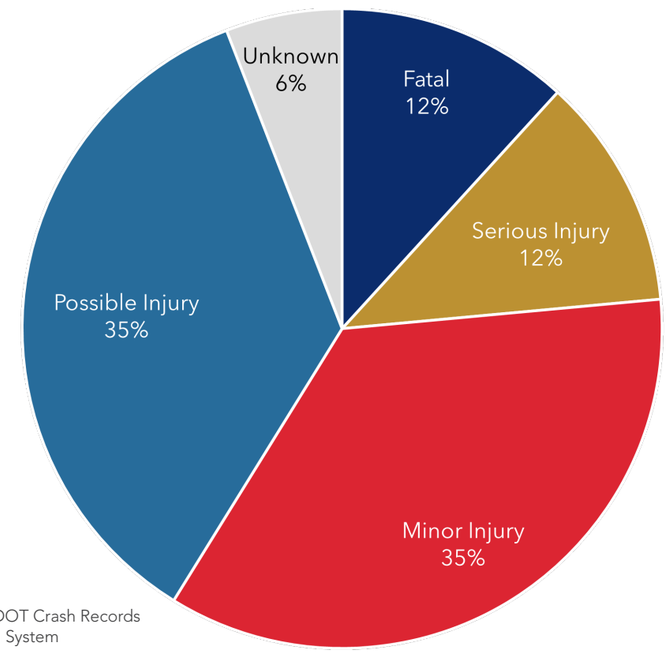
The number of total vehicle crashes is important because it provides a real-life illustration of the impacts of operational and congestion issues in a city. Between 2019 and 2023, there were 2,093 crashes in Corinth, and eight of those crashes (0.4%) resulted in fatalities.

Exhibit 33. *Bike and Pedestrian Crashes in Corinth by Year, 2019-2023*



Source: TxDOT Crash Records Information System

Exhibit 31. *Bike and Pedestrian Crashes in Corinth by Severity, 2019-2023*



Source: TxDOT Crash Records Information System

Exhibit 32. *Statewide Bike and Pedestrian Crashes by Severity, 2019-2023*

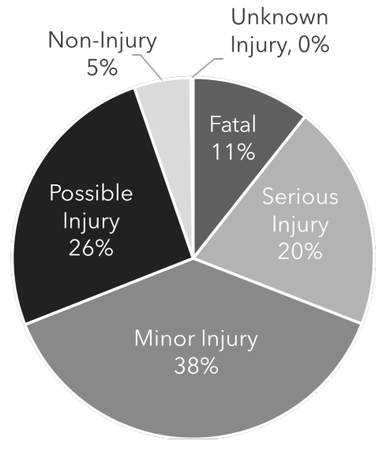
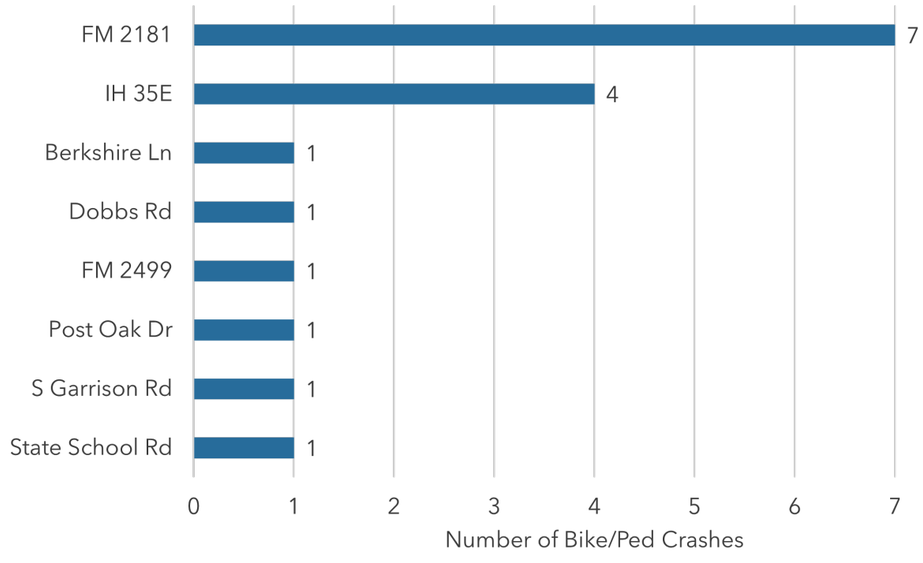


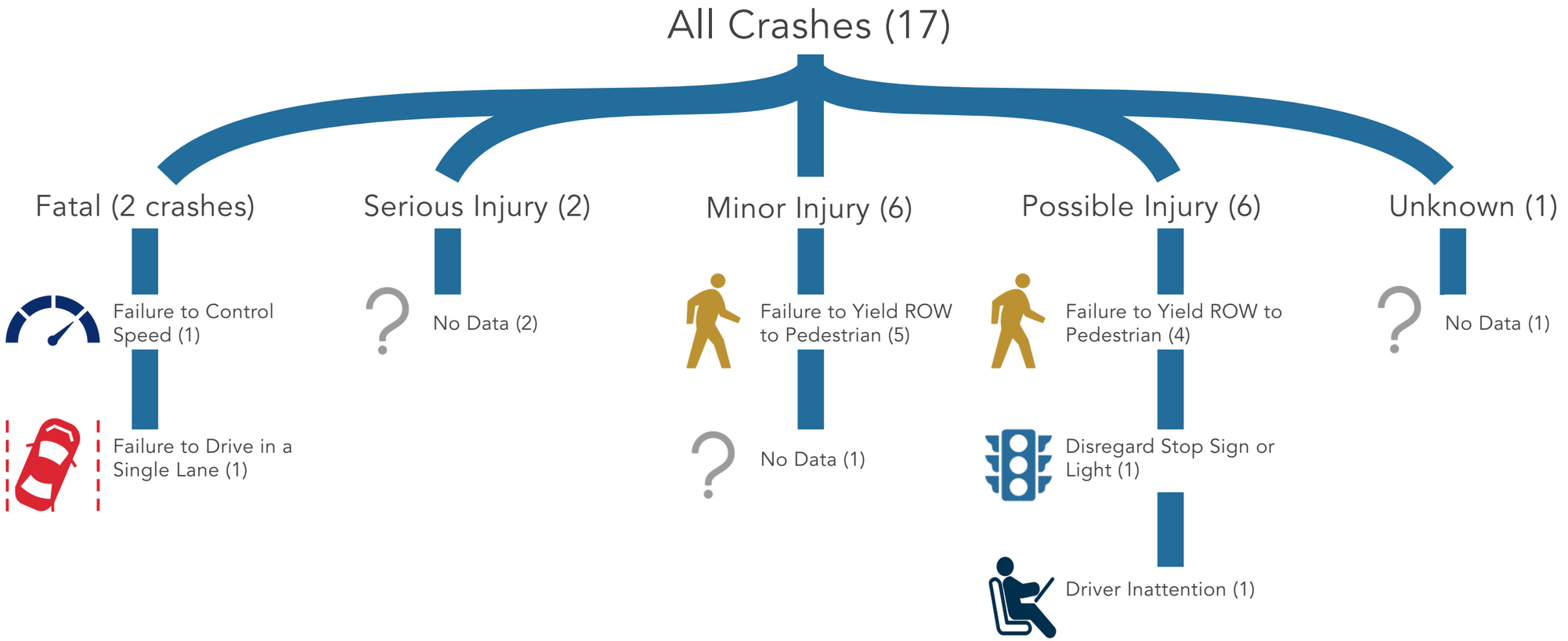
Exhibit 34. *Bike and Pedestrian Crashes in Corinth by Road, 2019-2023*



Source: TxDOT Crash Records Information System

Exhibit 35. *Primary Contributing Factors in Bike and Pedestrian Crashes in Corinth, 2019-2023*

Source: TxDOT Crash Records Information System



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Bike and Pedestrian Crashes in Corinth 2019-2023

Crash Severity (bike/ped crashes)
- Fatal
- Serious Injury
- Minor Injury
- All Other Crashes

Crash Density (all crashes)
- Sparse
- Dense

- Lakes
- Streams
- City Limits
- Railroads
- Streets

N

0 0.25 0.5 Miles

Exhibit 36. *Bike and Pedestrian Crashes in Corinth, 2019-2023*

Source: TxDOT Crash Records Information System

3 Issues, Needs and Opportunities

Public Engagement Summary

The City of Corinth coordinated with the consultant team and developed an online survey to gather input from Corinth's residents on active transportation-related issues, needs and opportunities.

Online Survey

The online survey was open from May 3 to June 11, 2024, and received 375 responses. The entire survey with results and open-ended responses can be viewed in Appendix D. The key takeaways from this survey were the following:

- 64% of respondents travel on a bike for exercise or recreation (Exhibit 39)
- Recurring driver behavior, lack of bicycle facilities and inadequate sidewalks/poor pavement condition were the top four safety concerns for respondents (Exhibit 37)
- 54.4% of respondents will prioritize construction of bike facilities if it means redirecting funds from other transportation needs (Exhibit 39)
- In the open-ended responses, residents indicated:
  - Unsafe crossings on Swisher Road, Corinth Parkway, Post Oak Road and Church Road
  - Lack of sidewalks along Pecan Creek Circle, Fritz Lane and NCTC campus
  - Driver behavior issues on Corinth Parkway, Shady Shores Road and Shady Rest Lane

Park, Recreation and Open Space Master Plan Engagement Summary

The Active Transportation Plan also considered and built on the input received from the extensive public and stakeholder engagement efforts conducted by the City for the 2020 Park, Recreation and Open Space Master Plan.

The key takeaways related to active transportation included:

- Trails need better signage and wayfinding, shade structures, landscaping and paving
- Existing trails should be enhanced and expanded upon
- Corinth Community Park trails and Rail Trail are the two most used trail locations in the City

Exhibit 37. *What are top 3 safety concerns when you travel on a bike?*

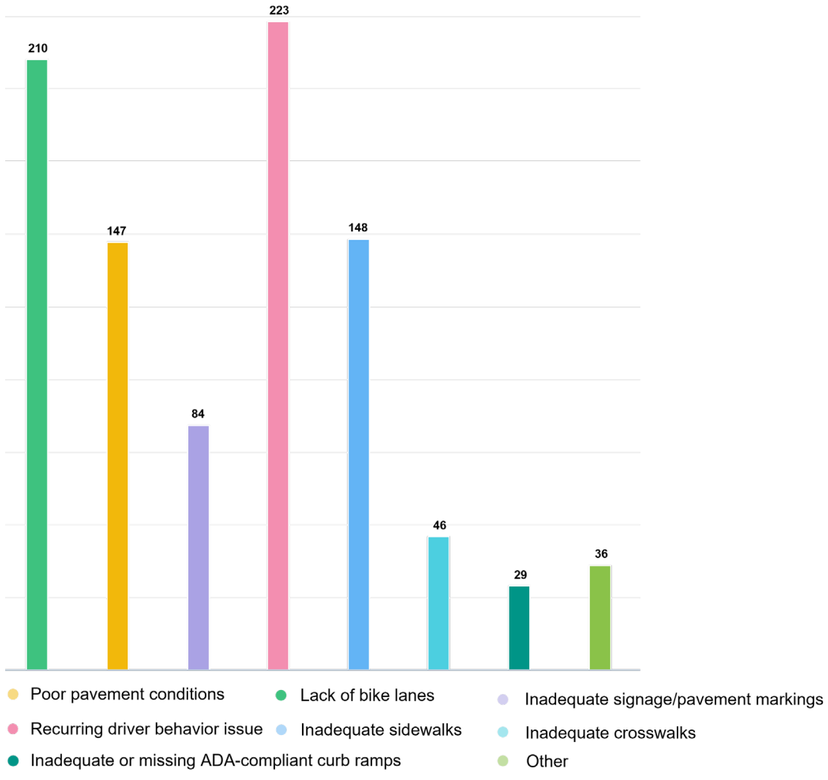


Exhibit 39. *Where do you travel to on a bike?*

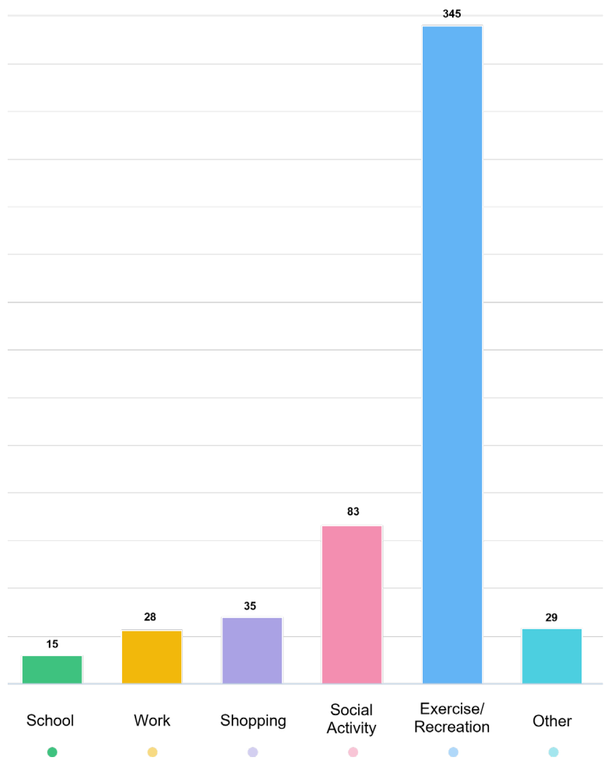
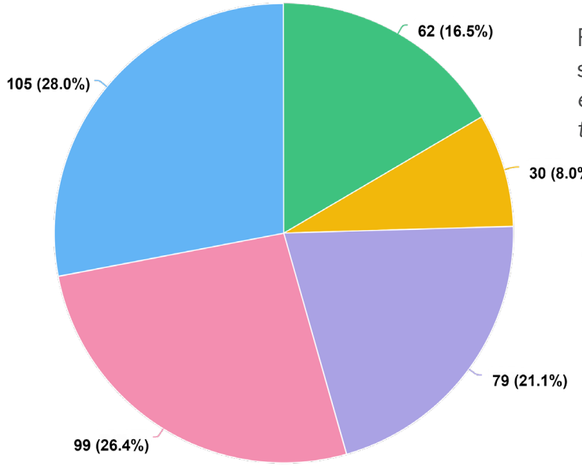


Exhibit 38. *Resource Prioritization Preference*



Please indicate your level of agreement with the following statement: *"The City needs to prioritize bicycle transportation even if that means redirecting resources/funds from other transportation needs."*

Identified Issues, Needs and Opportunities Summary

During Plan development, input from the general public, City staff, and Parks, Recreation and Open Space Master Plan identified several key issues regarding active transportation within the City of Corinth. As seen in Exhibit 40 on page 30, common themes were unsafe routes for bike/ped users along major east-west corridors, unsafe railroad crossings and expansion of bike/ped facilities to connect local destinations.

1. Mobility

The Issue:

The City of Corinth currently does not have a comprehensive bicycle network with designated bicycle facilities. Some neighborhoods and areas of the City also lack sidewalks and crosswalks for pedestrian access.

The Need:

Expanding on the existing trail system and constructing new bike/ped connections would encourage more residents to choose cycling and walking as safe and convenient modes of transportation. Additionally, providing safe pathways and bike lanes would enable better access for vulnerable populations, including children, older adults and those with disabilities.

Addressing this infrastructure gap is crucial for promoting healthier lifestyles, reducing congestion, enhancing community connectivity and fostering a more resilient urban environment.

Railroad crossing at Swisher Road was identified as one of the problematic crossings for bike/ped users.

2. Connectivity

The Issue:

The lack of connectivity within Corinth's existing network presents another challenge. Currently, the bicycle and/or trail facilities are scattered in small, isolated pockets throughout the City, and there is no designated bicycle facility connecting the east and west portions of the City across IH 35E. Public input also revealed an issue with pedestrian connectivity across the railroad and IH 35E due to a lack of safe crossing options.

The Opportunity:

Improving the current network by connecting trails between parks and recreation areas and ensuring that sidewalks are connected with crosswalks and are ADA-compliant will close gaps in the existing network. A continuous and well-connected network is essential for providing direct, uninterrupted routes to key destinations, enhancing overall accessibility and mobility for all residents, and making walking and cycling more practical and appealing transportation options.

Inadequate crossing and sidewalk connection at the intersection of Meadowview Drive and Vistaview Drive.

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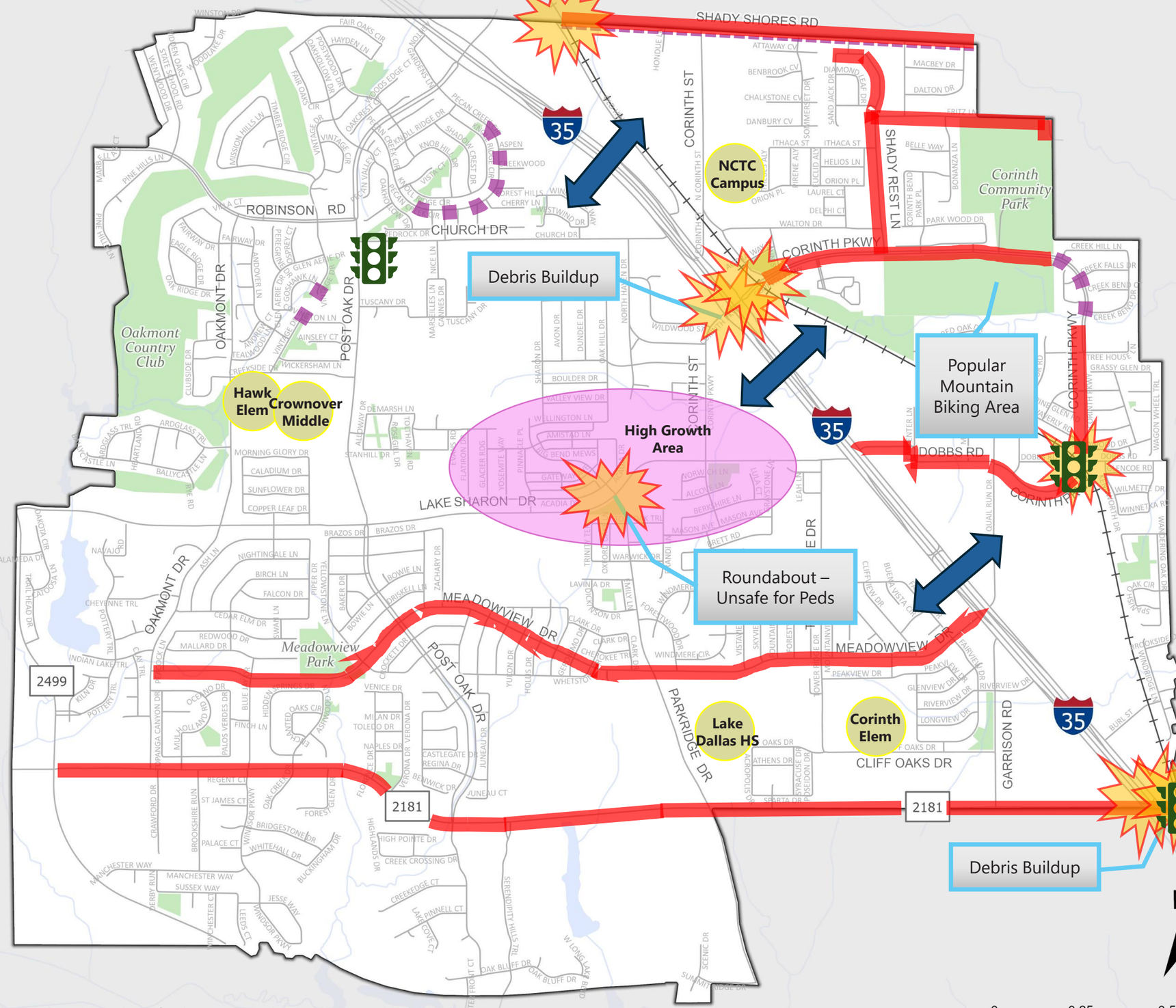
Issues and Needs



Parks
Lakes
Streams
City Limits
Railroads
Streets
Unsafe Crossing
Trail/Sidewalk Needed
Unsafe Route
Connectivity Issue
Lights/Signs Needed

Exhibit 40. *Identified Issues and Needs Based on Public Input*

3. Safety

The Issue:

Speed is the main factor in a majority of pedestrian and bicyclist deaths. As vulnerable road users, bicyclists and pedestrians are very sensitive to the relative safety of their journey along and crossing roadways. Providing some degree of separation for the user groups and managing traffic speeds should be considered in the planning and design of the active transportation network. It is still common for agencies to establish design speeds 10 mph higher than the anticipated posted speed as a "safety factor". This practice leads to roadways operating at speeds that degrade safety performance.

The failure to yield the right-of-way to a pedestrian or cyclist was the most common contributing factor in minor or no-injury bike/ped crashes.

The Need:

In addition to providing safer bike/ped facilities, educating drivers about the rights and vulnerabilities of cyclists and pedestrians helps promote safer driving behaviors, such as yielding at crosswalks, maintaining safe distances, and being vigilant in areas with heavy foot and bike traffic. This will ultimately create a safer environment for all street users.

4. Continued Growth

The Issue:

According to the NCTCOG 2045 Population Projections, the City of Corinth's permanent population is estimated to grow from 23,815 in 2024 to 26,978 in 2045, a growth rate of 0.6% annually. This number is likely underestimated, considering that more than 500 single-family units were built in 2024, and more than 1,000 additional residential units are currently underway.

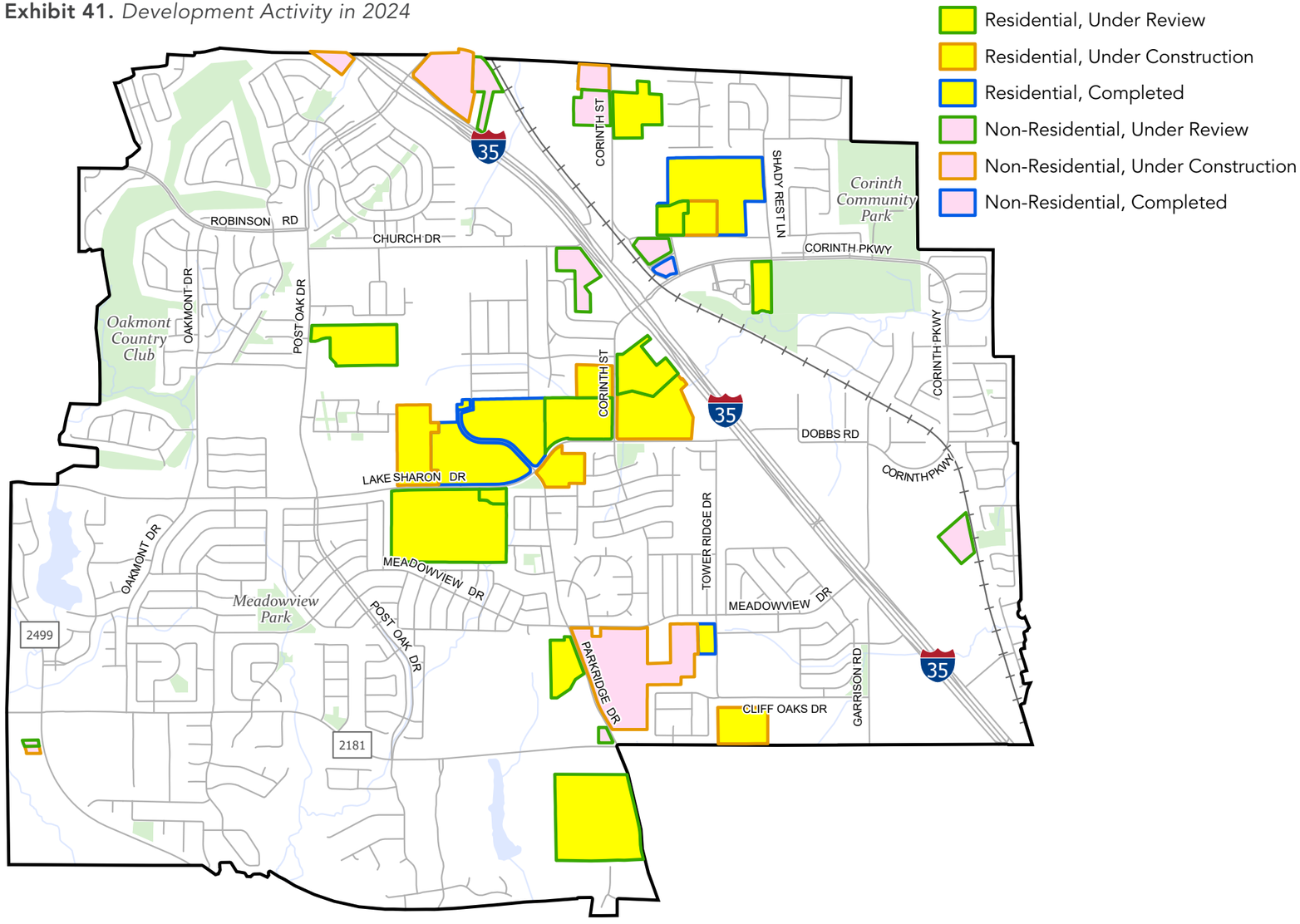
The City is also reviewing potential developments that could add over 600 single-family units, 160 townhome units, 80 duplexes and 1,200 multifamily units. If approved,this would result in higher population growth by 2045 than initially estimated. Exhibit 41 illustrates all the developments under construction or review, and developments completed in 2024.

With increasing population comes greater traffic volumes and congestion rates, highlighting the need to provide adequate infrastructure for alternative modes of transportation.

The Opportunity:

New residential developments present a unique opportunity to enhance the City's bike/ped infrastructure by integrating these amenities into their design from the planning stage. The City should have established clear guidelines and requirements for developers, emphasizing the importance of incorporating bicycle lanes, sidewalks, shared-use paths and multi-use trails.

Exhibit 41. *Development Activity in 2024*



5. Promotion of Cycling and Walking

The Issue:

The residents of Corinth currently use biking and walking only for recreational and exercise purposes but not for their daily transportation needs. The majority of the residents do not walk or bike at all in the City. Promoting regular cycling and walking in the City is important because it enhances public health through increased physical activity and reduces traffic congestion, among other benefits.

The Opportunity:

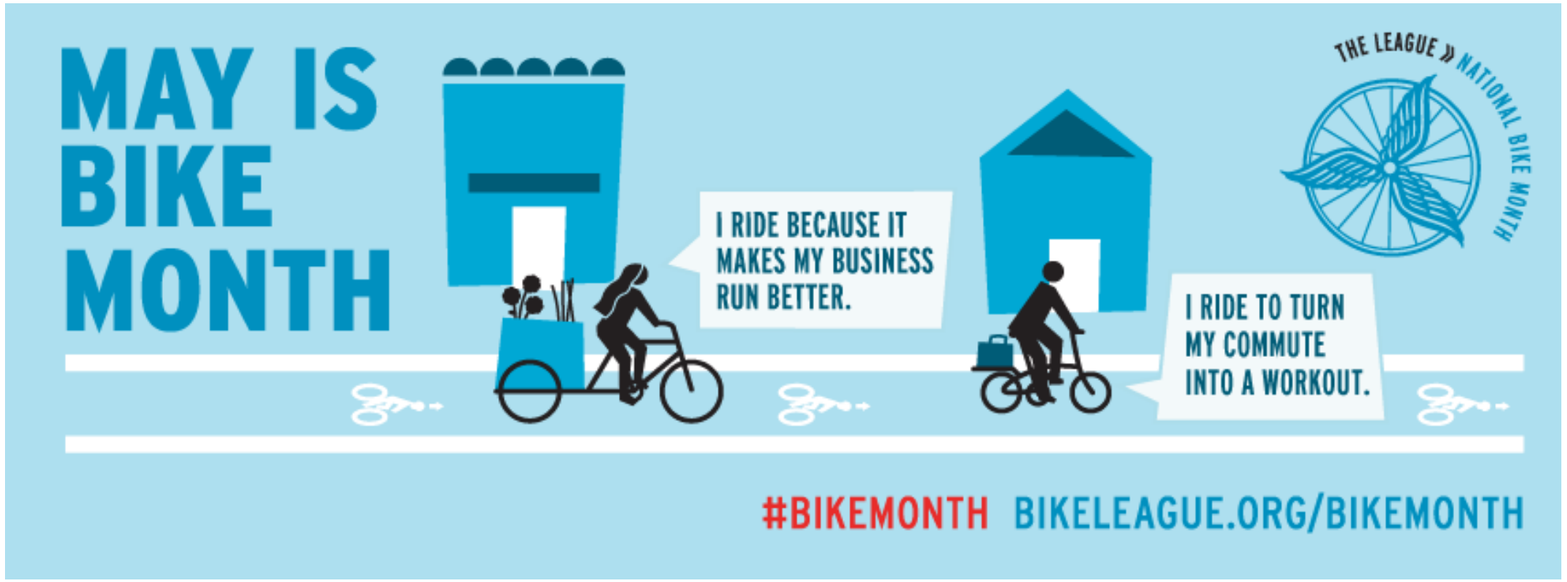
Concurrently with expanding the bike/ped network, the City can partner with local schools, bike groups (e.g., Corinth Cycling and Denton County Cycling), running groups (e.g., Lake Cities Run Walk Group), and local activists to promote bike/ped initiatives such as:

- Participation in Safe Routes to School programs
- Hosting outreach events to promote bike/ped transportation such as Bike to Work/School/Park and other citywide celebrations and modal promotions, including, but not limited to:
  - National Night Out
  - Earth Day activities
  - National Walk/Bike Week, Month or Day
- Supplemental support to City staff on grant writing, identification of maintenance issues, and monitoring of bicycle and pedestrian facility conditions
- Participation in the formal and informal review of facility development or decommissioning
- Increasing awareness of and accommodation for the needs of the mobility-challenged populations

(Source: Valley Transportation Authority)

DCTA offers free rides to riders with bikes on board on National Bike to Work Day.

(Source: DCTA)



NCTCOG encourages residents to commute to work on bike or other sustainable transportation modes, in support of the national event initiated by the League of American Bicyclist.
(Source: NCTCOG)

4 Network Development

Network Development Process

Several factors were considered in the development of the active transportation network. These included consideration of the intended outcomes for an Active Transportation Plan as outlined in the City's Comprehensive Plan (Exhibit 42), expansion of existing facilities, inclusion of development site plans, and other identified needs to create a citywide network and to propose active transportation projects.

Exhibit 42. *Envision Corinth Mobility Strategy Intended Outcomes*

- Expands upon Corinth's existing non-motorized transportation network.
- Provides a complete network of roads to support Corinth's new residential and economic developments.
- Connects the east and west sides of Interstate 35E for all modes of transportation.
- Creates a safe bicycle and pedestrian network for all ages and abilities. Improves the street space for these multi-modal uses. Creates an opportunity to connect neighborhoods to public amenities.

The Active Transportation Network

An active transportation network is a seamless interconnected system of sidewalks, hike and bike trails, shared-use paths and bikeways. The purpose and quality of the network depends on the assumptions, goals and decisions made during the planning process. Networks should be thoughtfully planned to provide necessary and desired connections and access. The most successful bike/ped networks enable people of all ages and abilities to safely and conveniently get where they want to go.

Network Principles

Effective bike/ped networks lead to more people bicycling and walking by creating active transportation facilities that are efficient, safe, seamless and easy to use. Seven key principles for network design, shown in Exhibit 43, are described in the Bikeway Selection Guide published by FHWA in 2019. Of these seven principles, three have particular importance in guiding bike/ped facility selection:

Safety: Bike/ped facility designs should be selected to reduce the frequency and severity of crashes and minimize conflicts between users.

Comfort: Bike/ped facilities should be selected to minimize stress, anxiety and safety concerns for the target design user. Comfort and safety are closely related.

Connectivity: Trips within a bicycle network should be direct and convenient and offer access to all destinations served by the roadway network. Transitions between active transportation facilities should be seamless and clear.

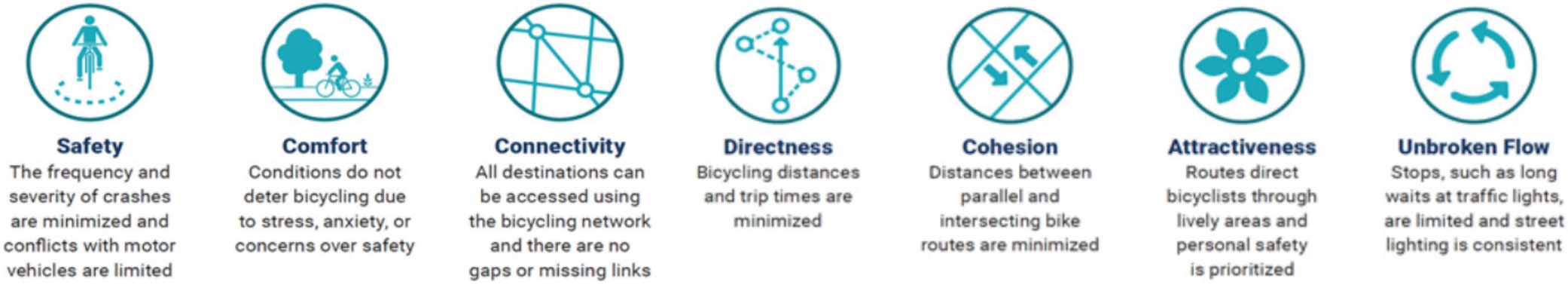
Network Formulation

The active transportation network development process for Corinth considered the following steps:

- Expanding upon what works – extend existing trails, add more on- and off-road SUPs, and protected bikeways
- Enhancing what exists – transitions, ADA-compliance
- Adding local connections – parks, schools, local site plans
- Accommodating multiple user groups - local trips as well as longer-distance travel

The proposed active transportation network can be viewed in Exhibit 44 on page 35.

Exhibit 43. *Seven Principles of Bike/Ped Network Design*



Source: FHWA 2019 Bicycle Selection Guide

FREESE AND NICHOLS

CORINTH TEXAS

2025 Active Transportation Plan

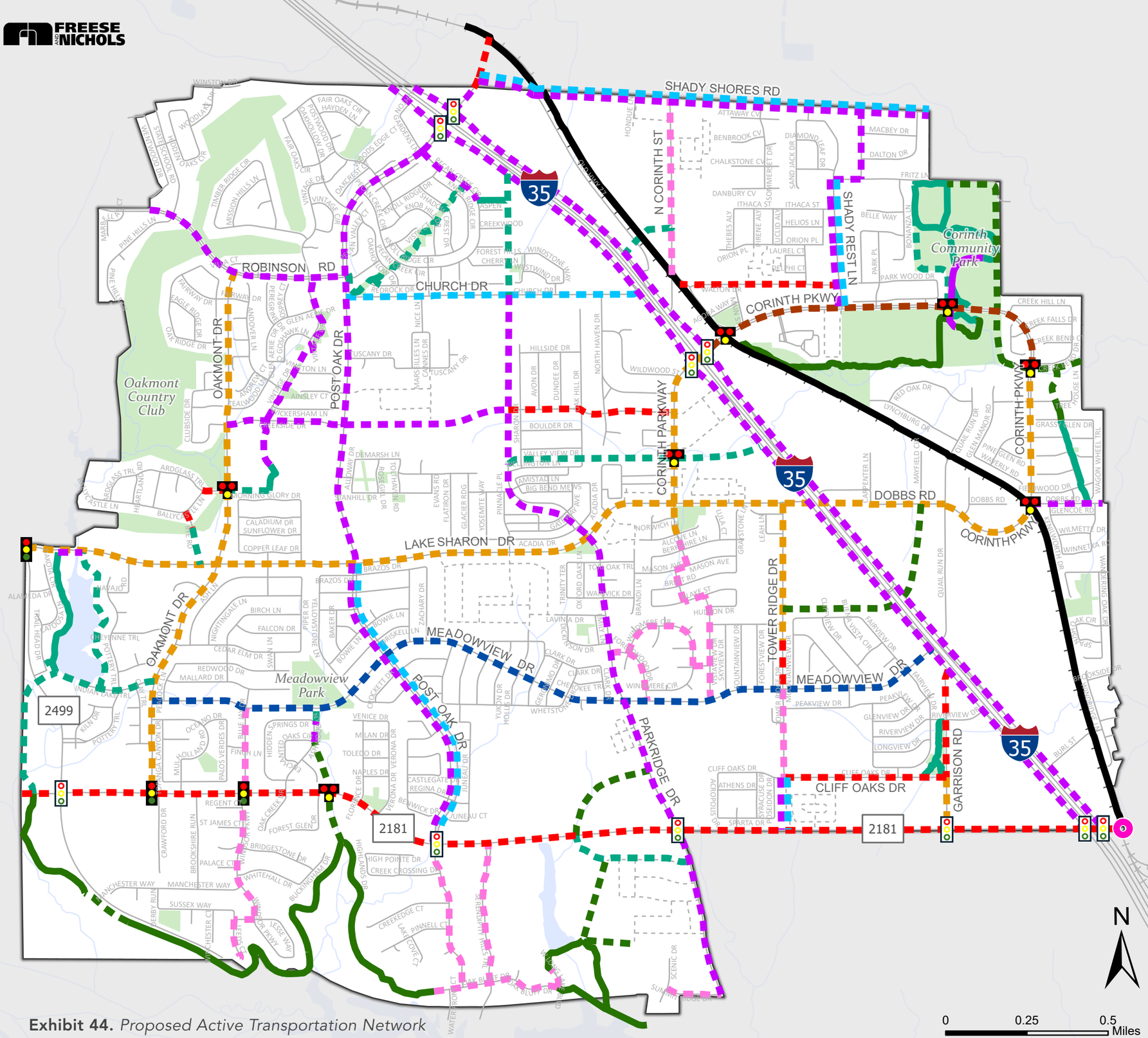


Exhibit 44. *Proposed Active Transportation Network*

Facility Status
- Existing
- Planned

Facility Type
- Shared-Use Path, both sides
- Shared-Use Path, one side
- Shared Street/Parking Lanes + Sidewalks
- Buffered Bike Lanes + Sidewalks
- Bike Lanes + Sidewalks
- Parking-Protected Bike Lane + Sidewalks
- Regional Trail
- Local Trail, Paved
- Local Trail, Unpaved
- Bike Lanes + Shared-Use Path
- Shared Street

- Existing Signal
- Proposed Signal
- Pedestrian Hybrid Beacon
- Trail Grade Separation
- Existing Street
- Planned Street
- City Limits
- Railroads
- Lakes
- Streams
- Parks

N

0 0.25 0.5 Miles

Facility Typologies

There are some general principles that should guide the applications of active transportation facility types. For instance, as traffic volumes and speeds increase, greater separation of a bikeway from motor vehicle traffic is desirable. Other factors to consider are users, adjacent land uses, available right-of-way and costs.

Exhibit 45 to Exhibit 52 on the following pages describe the active transportation facility typologies that currently exist in Corinth, and additional typologies that are being proposed to accommodate cyclists of different comfort levels and in different contexts. The proposed typologies in the Active Transportation Plan include:

- Shared-Use Path on both sides
- Shared-Use Path on one side, sidewalk on other side
- Buffered Bike Lane with Wide Sidewalks
- Buffered Bike Lane/Parking Lane with Wide Sidewalks
- Regional Trail
- Local Paved Trail
- Local Unpaved Trail
- Shared Street

Shared-Use Path on Both Sides

A shared-use path is a designated, off-street pathway designed to accommodate multiple non-motorized users, such as pedestrians, cyclists, skaters, eScooter, eBike or wheelchair users. They are usually 8-12 feet wide. In this typology, the shared-use path is provided on both sides of the street.

Exhibit 45. *Shared-Use Path on Both Sides*

Shared-use path on both sides of Williams Drive in Corpus Christi, Texas

Pros

- Serves multiple types of users – cyclists, pedestrians, inline skaters, wheelchair users, joggers, and other non-motorized users
- Adjacent and parallel to a street
- Accommodates two-way traffic on one side of the street

Cons

- Can experience user conflicts due to the two-way traffic with users at different speeds
- Finding sufficient right-of-way for a shared-use path can be challenging

Shared-Use Path on One Side

When the right-of-way is not wide enough and does not allow shared-use path on both sides, it will be provided on only one side.

Exhibit 46. *Shared-Use Path on One Side*

Shared-use path on one side of E. Park Street in Cedar Park, Texas

Pros

- Serves multiple types of users – cyclists, pedestrians, inline skaters, wheelchair users, joggers, and other non-motorized users
- Adjacent and parallel to a street
- Accommodates two-way traffic on one side of the street
- Easier to implement with limited right-of-way

Cons

- Can experience user conflicts due to the two-way traffic with users at different speeds
- May increase crossings as users on the opposite side must cross the road to access the path

Buffered Bike Lane (with Wide Sidewalks)

A buffered bike lane is a dedicated on-street cycling lane separated from vehicle traffic by painted buffer zones in a form of white lines, with or without a diagonal cross hatching. With available right-of-way, the buffered bike lane can be accompanied by a wide sidewalk of minimum of 8 feet.

Exhibit 47. *Buffered Bike Lane*

Buffered bike lane on Doddridge Street in Corpus Christi, Texas

Pros

- Provides extra space between cyclists and motor vehicles, reducing the risk of collisions and creating a safer environment for cyclists
- Allows cyclists more room without appearing as a car travel/parking lane
- Using paint to create separation makes them less expensive to implement than physically separated bike lanes

Cons

- The painted buffer offers no physical barrier, so vehicles can still encroach on the bike lane

Shared Buffered Bike Lane and Parking Lane (with Wide Sidewalks)

A buffered bike shared with a parking lane uses edge lines to provide curbside space for bikers and on-street parking. It is appropriate on streets with lower volumes and on-street parking needs. With available right-of-way, the buffered bike lane can be accompanied by a wide sidewalk of minimum of 8 feet.

Exhibit 48. *Shared Buffered Bike Lane and Parking Lane*

Shared bike lane and parking lane on Mescalero Road in Roswell, New Mexico

Pros

- Maximizes existing pavement width, making it easier to incorporate bike lanes on narrow streets
- Using paint to create separation makes them less expensive to implement than physically separated bike lanes
- Integrating buffered bike lanes with parking allows cities can to promote active transportation without fully removing car parking, which may be important in mixed-use, commercial and/or residential areas

Cons

- The painted buffer offers no physical barrier, so traveling and parking vehicles can still encroach on the bike lane/ parking lane
- Bicyclists may have to encroach on the buffer zone to avoid a parked vehicle

Regional Trail

A regional trail is an off-street, long-distance, multi-use pathway that connects multiple communities or regions, providing continuous routes for recreation and active transportation across broader areas. It usually takes a form of a shared-use path.

Exhibit 49. *Regional Trail*

Denton Katy Trail in Corinth

Pros

- Allows users to travel between communities and access a broader network of destinations, parks, and recreational sites
- Accommodates two-way traffic on one side of the street

Cons

- Can experience user conflicts due to the two-way traffic with users at different speeds
- Long, sometimes remote stretches of trails may lack sufficient lighting or surveillance

Local Paved Trail

A local paved trail, sometimes also referred to as "Hike and Bike" trail, is a designated, off-street pathway designed to accommodate multiple non-motorized users. It usually passes through a greenway, park or an open space and provides a connection within communities or short-distance recreational activities. It usually takes a form of a shared-use path.

Exhibit 50. *Local Paved Trail*

Local paved trail along Sharon Lake in Corinth

Pros

- It is completely separated from traffic
- Paved surface provides a smooth, stable path for users of all ages and abilities
- Paved surface is more durable and will stay usable during adverse weather conditions

Cons

- Can experience user conflicts due to the two-way traffic with users at different speeds
- Higher initial construction cost
- May disrupt local ecosystems and wildlife habitats during construction, particularly in natural or undeveloped areas

Local Unpaved Trail

A local unpaved trail is a natural pathway designed for recreational activities such as hiking, biking, or horseback riding, typically made of dirt, gravel, or other natural materials, and located within a specific community, park or open space.

Exhibit 51. *Local Unpaved Trail*

Local unpaved trail in the Corinth Community Park

Pros

- It is completely separated from traffic
- Lower initial construction cost
- Preserves natural terrain and drainage patterns, promoting better water management and reducing soil erosion
- Provide a more immersive experience in nature, scenic landscapes, wildlife, and diverse ecosystems

Cons

- Requires more frequent maintenance to address issues such as erosion, overgrowth, and trail damage caused by weather or heavy use
- Can be less accessible for individuals with mobility challenges or those using strollers or bikes with narrow tires
- Limited usability during or right after adverse weather events

Shared Street

Shared street refers to a designated roadway segment marked with shared lane symbols or "Share the Road" signage that indicates a shared space for both cyclists and motor vehicles. It is appropriate on streets with low volumes and low speed limits.

Exhibit 52. *Shared Street*

Proposed shared street on Vistaview Drive in Corinth

Pros

- Provides basic bicycle access on roads where no space for a designated bicycle facility is available
- Helps to maintain connectivity between destinations and streets with designated bicycle facilities
- IS low cost and requires minimal changes to infrastructure

Cons

- Does not provide any physical separation from motor vehicle traffic
- Can experience user conflicts due to the shared lane with users of different size and at different speeds

Proposed Street Cross-Sections

Corinth Parkway, west of IH 35

Existing Cross-Section

Corinth Parkway has 84 feet or more of right-of-way available. The current configuration, as shown in Exhibit 53, includes an 16.5-foot-wide median, four 12-foot-wide travel lanes, parkways of minimum of 5 feet and sidewalks on each side of minimum of 4 feet.

Proposed Cross-Section

The proposed reconfiguration would reduce the number of lanes from four to two and add 7- and 5-foot bike lanes with 7- and 5-foot buffers. The existing sidewalks would be widened to 5 feet at minimum.

Benefits of the Proposed Improvement

- Lane reduction from four to two lanes helps to calm traffic and lowers vehicle speeds, and reduces the likelihood and severity of a collision
- Dedicated bike lanes with buffers provide a safer space for cyclists and encourage cycling by providing a designated area separate from vehicle traffic
- 5-foot-wide sidewalks increase pedestrian safety and accessibility while supporting walkability and foot traffic in the area
- 4-foot parkway separates the roadway from the sidewalk, enhancing pedestrian safety, and provides space for landscaping, improving aesthetic and environmental appeal

Exhibit 53. *Typical Existing Cross-Section on Corinth Parkway, west of IH 35 (84' ROW)*

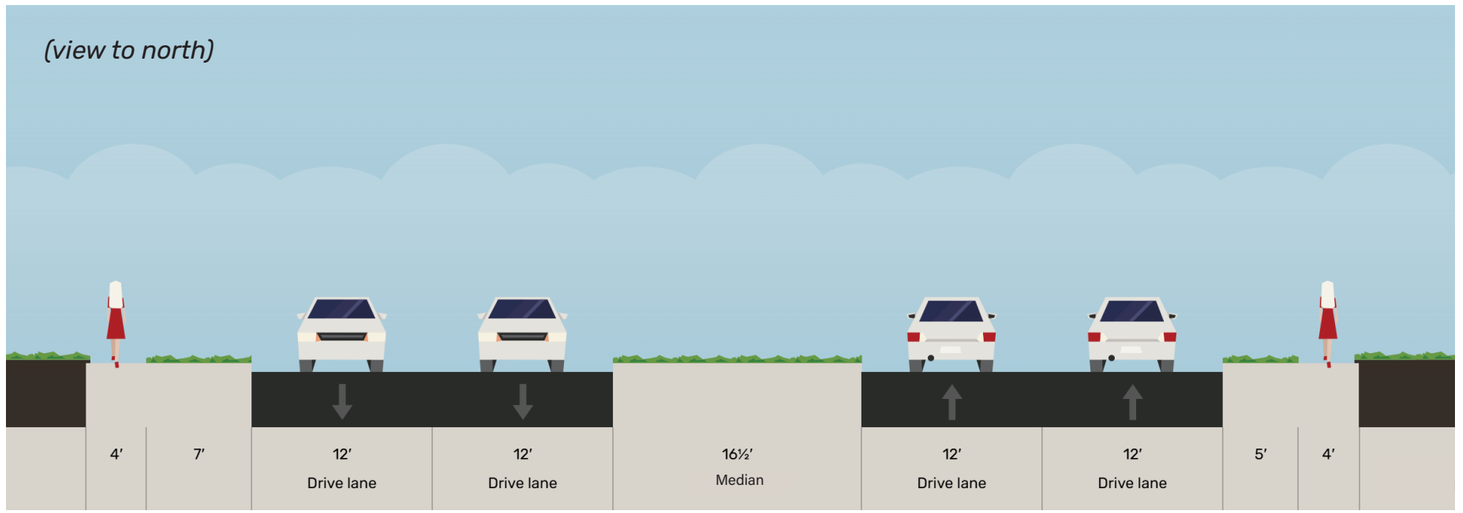
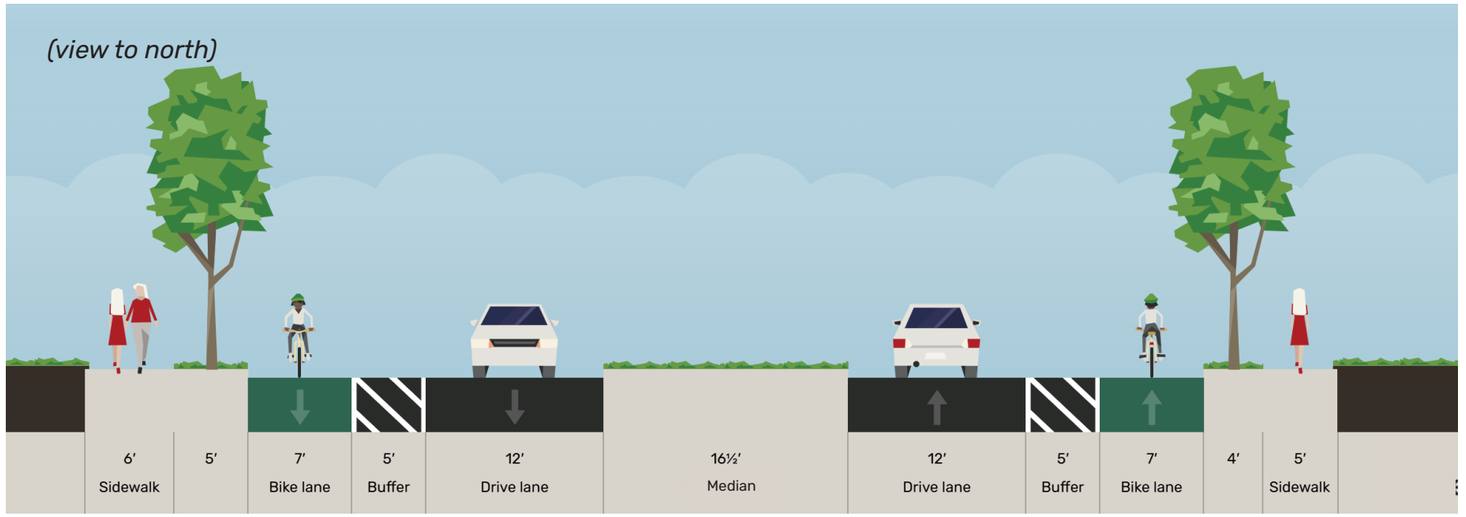


Exhibit 54. *Proposed Typical Cross-Section on Corinth Parkway, west of IH 35 (84' ROW)*



Corinth Parkway (IH 35 to Creek Bend Drive)

Existing Cross-Section

Corinth Parkway from IH 35 to Creek Bend Drive typically has 84 feet or more of right-of-way. The current configuration of Corinth Parkway in this segment, as shown in Exhibit 55, is a four-lane divided roadway that includes a 15' landscaped median, 12-foot-wide travel lanes in each direction, sidewalks on each side of the street with minimum of 4-feet, and a landscaped buffer between the sidewalk and roadway.

Proposed Cross-Section

The proposed reconfiguration of Corinth Parkway in this segment would involve restriping the existing two lanes in each direction to one 11-foot-wide travel lane with an on-street parking lane, 5-foot-wide bike lane and 6-foot-wide sidewalk on each side of the street.

Benefits of the Proposed Improvement

- Lane reduction from four to two lanes helps to calm traffic and lowers vehicle speeds, and reduces the likelihood and severity of a collision
- Dedicated 5-foot bike lanes buffered by a parking lane provide a safer space for cyclists, separate from vehicle traffic, and encourage cycling by providing a designated, physically-protected area
- 6-foot-wide sidewalks increase pedestrian safety and accessibility, and support walkability and foot traffic
- On-street parking lane provides direct access to local destinations and increases foot traffic, boosting local economy while contributing to calmer traffic
- Enhanced connectivity supports a more balanced, multimodal corridor while increasing accessibility for drivers, cyclists, and pedestrians

Traffic Volume Analysis

Traffic data collected between September 24 and October 2, 2024, show weekday AM and PM peak volumes of 400-850 vehicles per direction per hour, with Tuesday and Wednesday being the highest. The peak hourly volumes reach 857 vehicles eastbound and 602 westbound.

The proposed road diet, reducing the street from four lanes to two, can accommodate off-peak and weekend traffic but will reach capacity during peak periods, especially the PM peak hour.

Exhibit 55. *Typical Existing Cross-Section on Corinth Parkway (IH 35 to Creek Bend Drive) (84' ROW)*

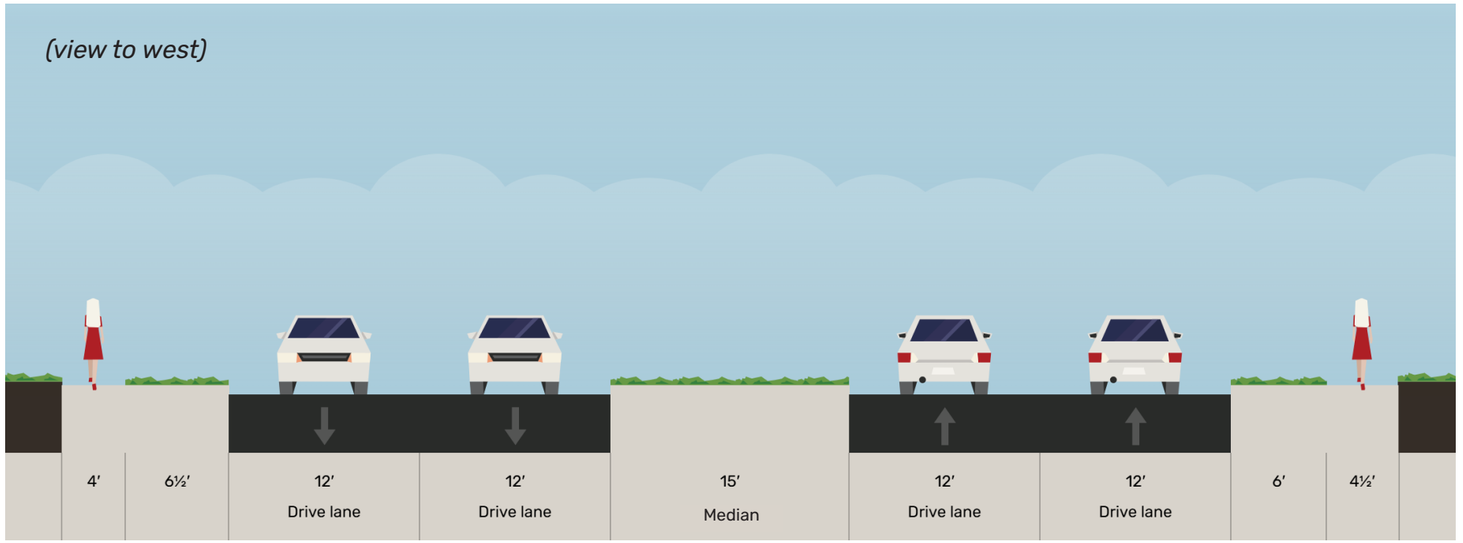
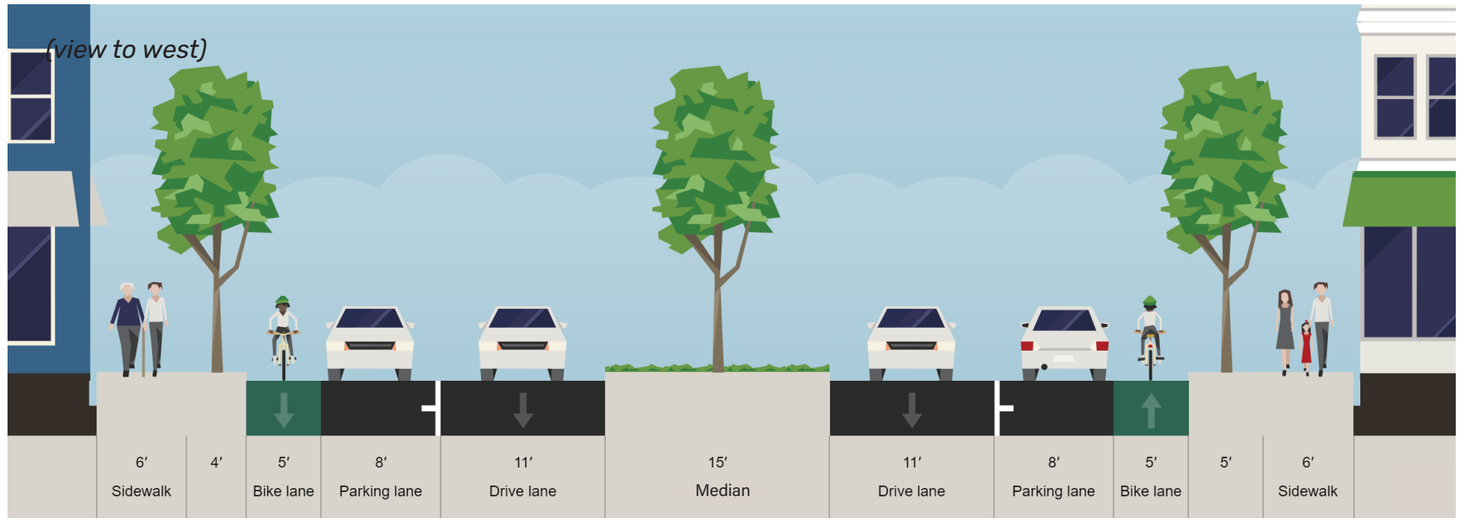


Exhibit 56. *Proposed Typical Cross-Section on Corinth Parkway (IH 35 to Creek Bend Drive) (84' ROW)*



Corinth Parkway (Creek Bend Drive to IH 35 @ Lake Sharon Drive)

Existing Cross-Section

Corinth Parkway south of Creek Bend Drive typically has around 84 feet of right-of-way. The current configuration of this segment of Corinth Parkway, as shown in Exhibit 57, includes a 15-foot median, two 12-foot-wide travel lanes in each direction, a landscaped buffer of 4 to 5 feet, and 4-foot-wide sidewalks on each side of the street.

Between Quail Run Drive and IH 35, the existing 2-lane roadway (Dobbs Road) will be replaced with a 4-lane divided roadway.

Proposed Cross-Section

The proposed reconfiguration of this segment of Corinth Parkway would involve restriping the existing four lanes to two 12-foot-wide travel lanes with 5-foot-wide buffers, 7-foot-wide bike lanes and sidewalks that are at least 5 feet wide on each side of the street.

This typical section would continue all the way to IH 35 and the new interchange with service roads at Lake Sharon Road.

Benefits of the Proposed Improvement

- Lane reduction from four to two lanes helps to calm traffic and lowers vehicle speeds, and reduces the likelihood and severity of a collision
- Dedicated bike lanes with buffers provide a safer space for cyclists and encourage cycling by providing a designated area separate from vehicle traffic
- 5-foot-wide sidewalks increase pedestrian safety and accessibility while supporting walkability and foot traffic in the area
- 4-foot parkway separates the roadway from the sidewalk, enhancing pedestrian safety, and provides space for landscaping, improving aesthetic and environmental appeal

Traffic Growth Consideration

The planned creation of the underpass of Corinth Parkway/ Lake Sharon Drive at IH 35 will attract additional traffic to this roadway. That tendency, coupled with anticipated new development along the new segment of Corinth Parkway between Quail Run Drive and IH 35 service road will increase the need for traffic capacity near the IH 35 interchange. Design of the new segment of Corinth Parkway between Quail Run Drive and IH 35 should consider transition of the buffered bike lane into 10- to 12-foot-wide shared-use paths along both sides of Corinth Parkway. See page 68 for further information.

Exhibit 57. *Typical Existing Cross-Section on Corinth Parkway (Creek Bend Drive to IH 35 @ Lake Sharon Drive) (84' ROW)*

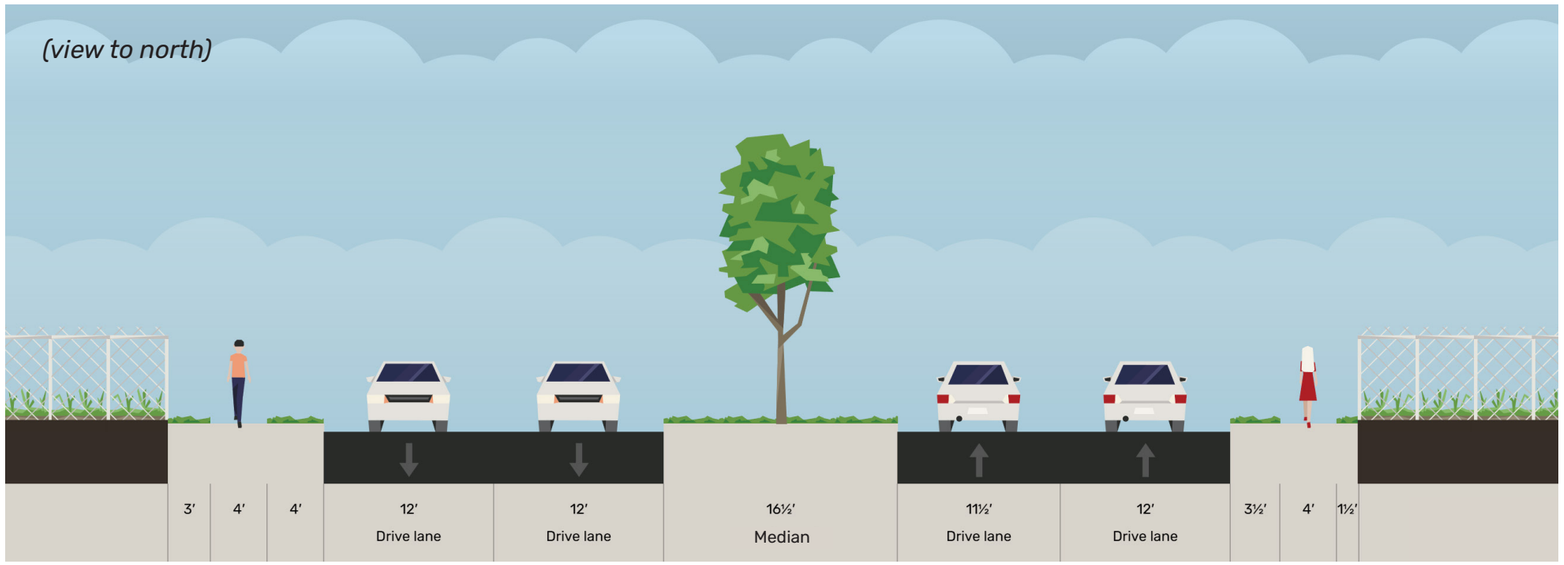
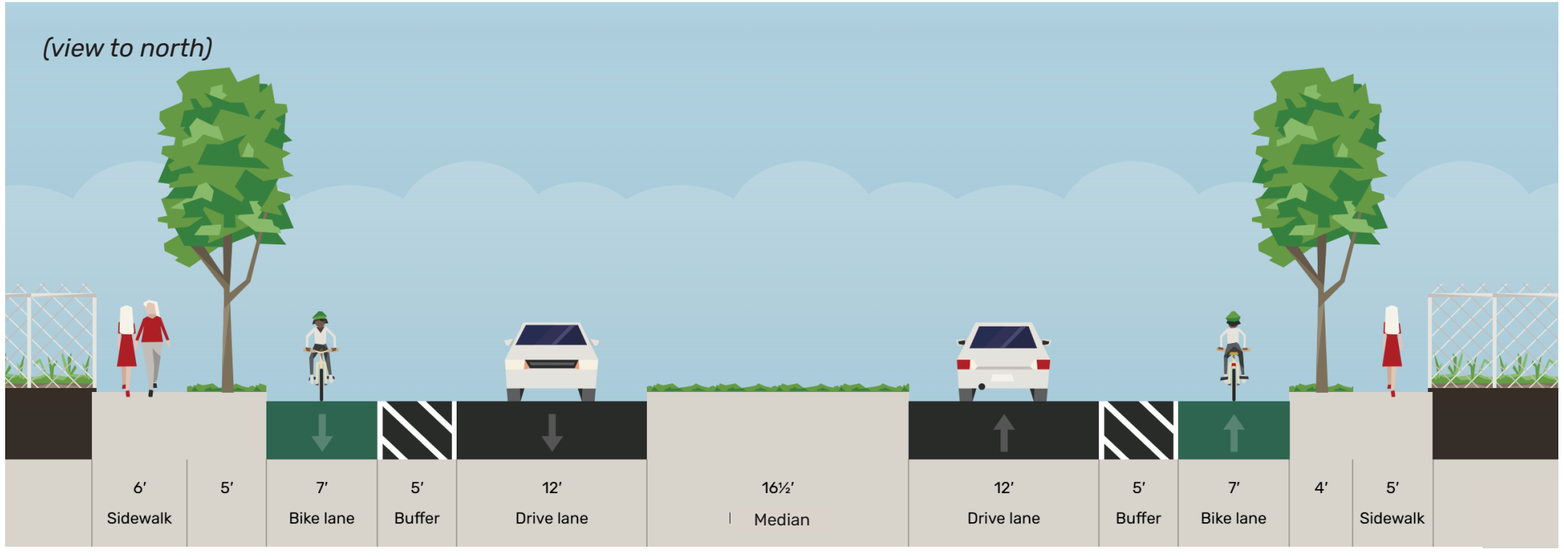


Exhibit 58. *Proposed Typical Cross-Section on Corinth Parkway (Creek Bend Drive to IH 35 @ Lake Sharon Drive) (84' ROW)*



Lake Sharon Drive

Existing Cross-Section

Lake Sharon Drive typically has 84 feet of right-of-way. The current configuration of Lake Sharon Drive, as shown in Exhibit 59, includes a median, four 12-foot-wide travel lanes, parkways, and sidewalks on each side of the street with a minimum width of 4 feet.

Proposed Cross-Section

The proposed reconfiguration of Lake Sharon Drive would reduce the four existing travel lanes to two 12-foot-wide travel lanes. A 7-foot-wide bike lane with a 5-foot-wide buffer, 5-foot-wide sidewalk, and parkway would be featured on each side.

Benefits of the Proposed Improvement

- Lane reduction from four to two lanes helps to calm traffic and lowers vehicle speeds, and reduces the likelihood and severity of a collision
- Wide dedicated buffered bike lanes provide a safer space for cyclists separate from vehicle traffic, and encourage cycling by providing a comfortable riding area
- Wide sidewalks increase pedestrian safety and accessibility, and support higher foot traffic than standard sidewalks
- The multimodal design balances connectivity for vehicles, cyclists and pedestrians, and creates a safer, more attractive corridor for community use

Traffic Volume Analysis

Traffic data collected between January 2 and January 17, 2024, show weekday AM and PM peak volumes ranging from 300 to 500 vehicles per direction per hour, with Tuesday and Wednesday exhibiting the highest traffic volumes. The peak hourly volume recorded was 633 vehicles eastbound and 382 vehicles westbound.

The proposed road diet, which reduces the roadway from four lanes to two lanes, is capable of accommodating the daily traffic demand. However, there may be instances where peak hour volumes approach capacity during peak periods.

Exhibit 59. *Typical Existing Cross-Section on Lake Sharon Drive (84' ROW)*

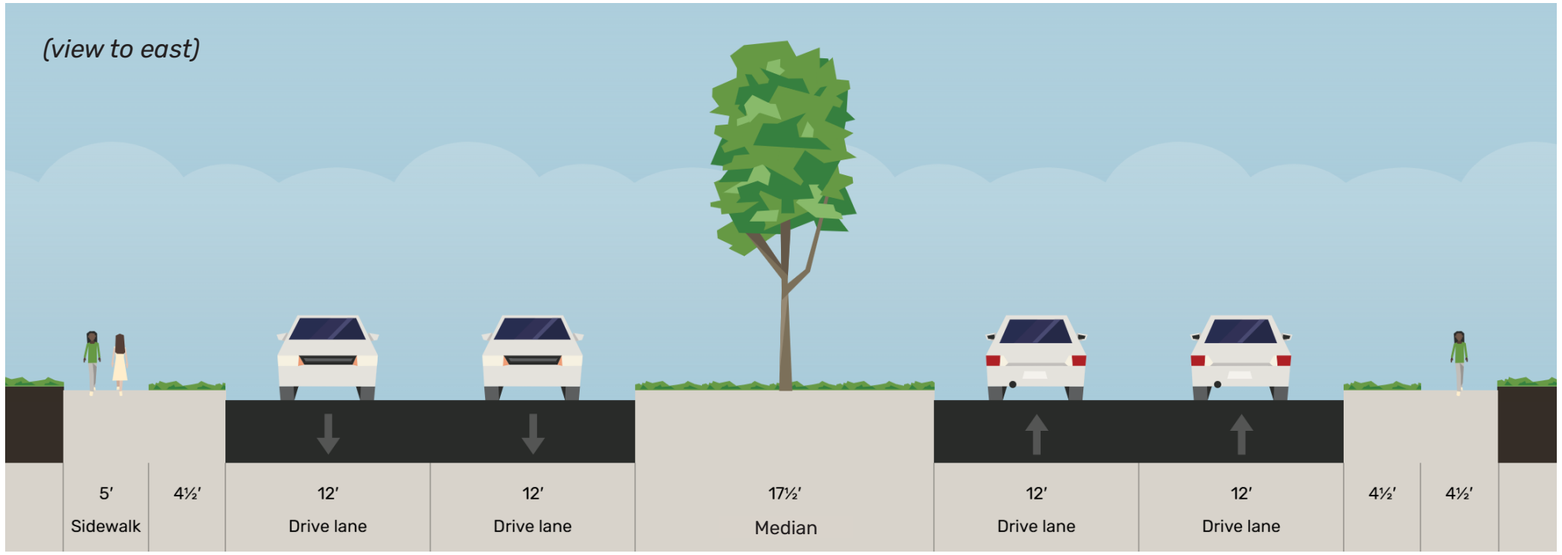
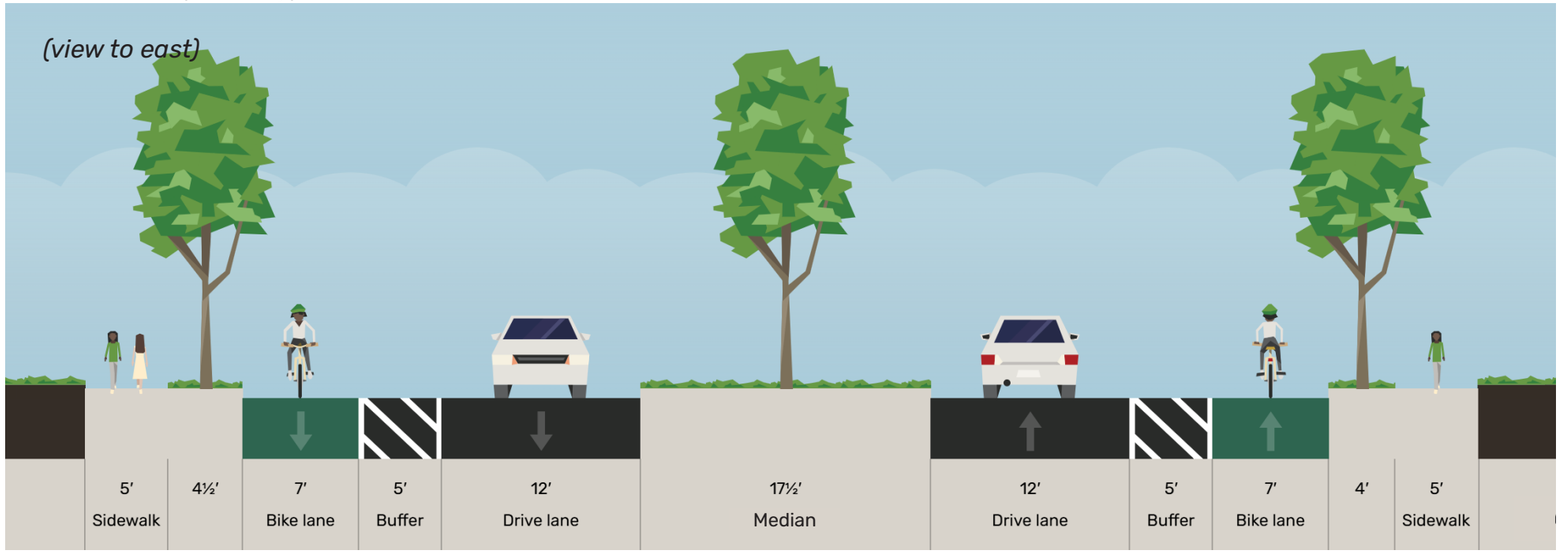


Exhibit 60. *Proposed Typical Cross-Section on Lake Sharon Drive (84' ROW)*



Future Conditions

The planned extension of Lake Sharon Drive/Corinth Parkway will create a concentration of new development and added traffic volumes on the approaches to the new IH 35E interchange. When that interchange is created, the segment of Lake Sharon Drive and Corinth Parkway on either side of the interchange will need to have the buffered bike lanes merge into a 12-foot-wide shared-use path along each side of the roadway for a distance of about 1,000 feet or more to accommodate the increased traffic demand on the approaches and the conflicts with right- turning traffic.

Oakmont Drive

Existing Cross-Section

Oakmont Drive has around 60 feet of right-of-way. The current configuration of Oakmont Drive, as shown in Exhibit 61 includes two 18-foot-wide travel lanes, 4-foot-wide sidewalks, parkways on each side of the street with a minimum of 4 feet, and green spaces.

Proposed Cross-Section

The proposed reconfiguration of Oakmont Drive would incorporate reducing the two 18-foot-wide travel lanes to 11 feet, adding a 5-foot-wide bike lane with a 2-foot-wide buffer, 5.5-foot-wide parkway, 6-foot-wide sidewalk and green space.

Benefits of the Proposed Improvement

- Lane narrowing from 18 to 11 feet lanes helps to calm traffic and lowers vehicle speeds, and reduces the likelihood and severity of a collision
- Dedicated buffered bike lanes provide a safer space for cyclists, separate from vehicle traffic, and encourage cycling by providing a comfortable riding area
- Wide sidewalks increase walkability and accessibility on both sides of the street
- The multimodal design balances connectivity for vehicles, cyclists and pedestrians, and creates a safer, more attractive corridor for community use

Traffic Volume Analysis

Traffic volumes on Oakmont Drive are relatively low, with peak hourly volumes ranging from 200 to 300 vehicles per direction per hour. A two-lane cross-section will operate smoothly throughout all weekdays and weekends.

Exhibit 61. *Typical Existing Cross-Section on Oakmont Drive (60′ ROW)*

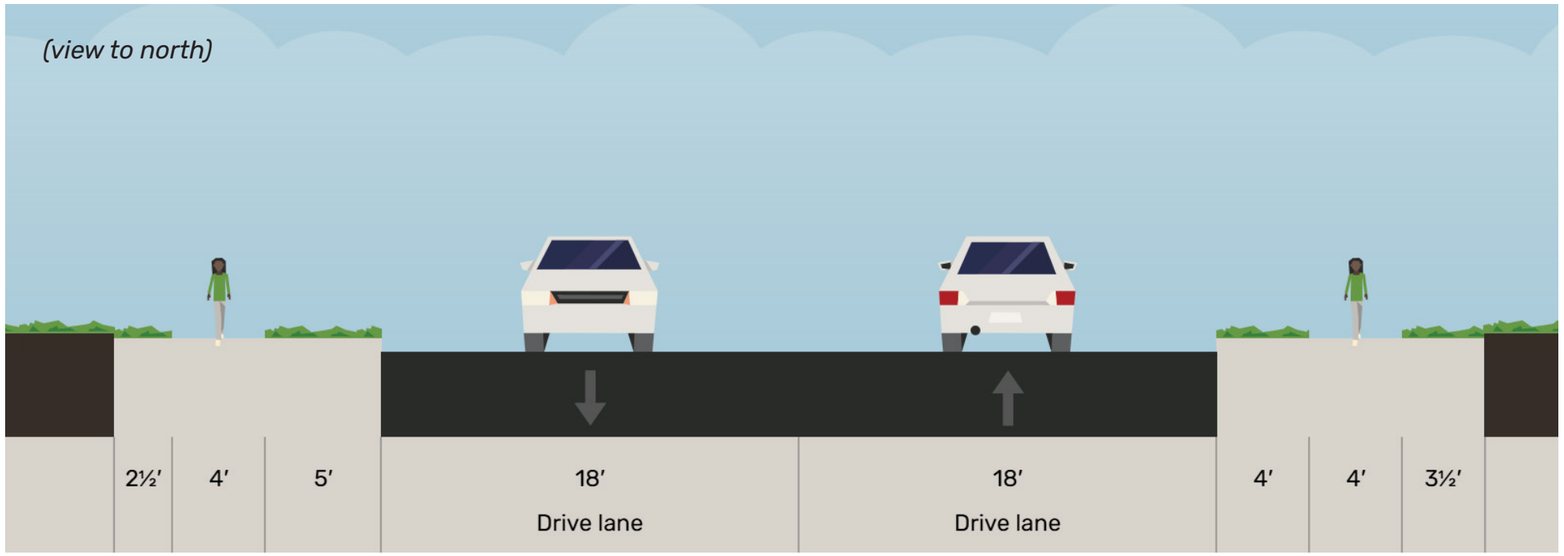
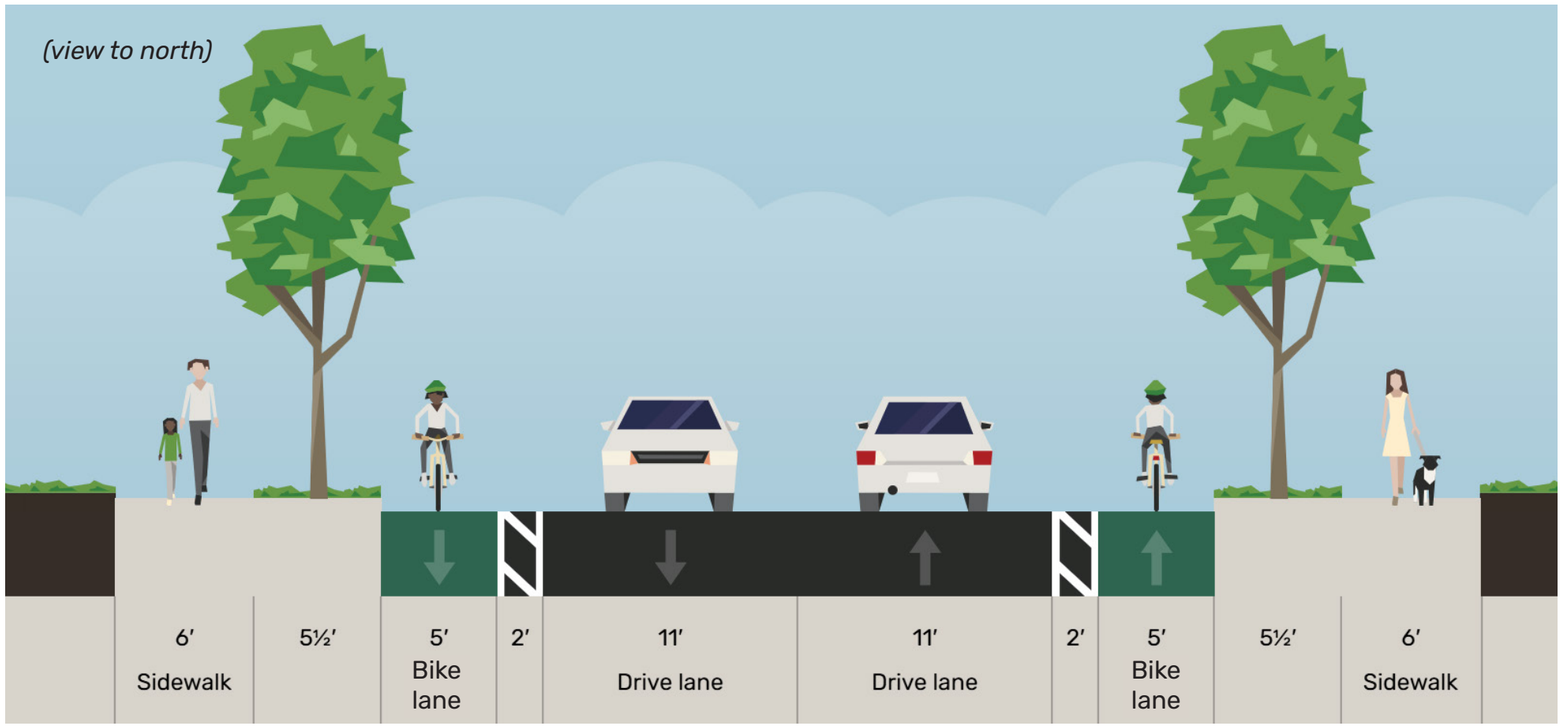


Exhibit 62. *Proposed Typical Cross-Section on Oakmont Drive (60′ ROW)*



Shady Shores Road

Existing Cross-Section

Shady Shores Road has 60 feet of right-of-way available. The current configuration of Shady Shores Road, as shown in Exhibit 63, includes two 10.5-foot-wide travel lanes, a 12.5-foot-wide greenspace on its northern side and a 25-foot-wide greens space on the street's southern side, accommodating open ditch drainage.

Proposed Cross-Section

The proposed reconfiguration of Shady Shores Road would incorporate increasing the two 10.5-foot-wide travel lanes to 12 feet, adding 5-foot-wide parkways, a 10-foot-wide shared-use path on the street's southern part, a 6-foot-wide bike lane with a 4-foot-wide buffer, and a 6-foot-wide sidewalk on the northern side.

Benefits of the Proposed Improvement

- The street's right-of-way will be utilized to its fullest potential
- Lane widening from 10.5 to 12 feet on a street with higher volumes and speed limits than a residential street will improve safety by accommodating larger vehicles more comfortably
- A shared-use path can support higher pedestrian traffic and other modes of transportation serving as the active transportation element in this corridor
- Standard sidewalk on northern side increases walkability and accessibility on both sides of the street
- Dedicated buffered bike lane will provide a safer space for cyclists, separate from vehicle traffic, and encourage cycling by providing a comfortable riding area on the northern side
- 5-foot parkway separates the roadway from the sidewalk, enhancing pedestrian safety, and provides space for landscaping, improving aesthetic and environmental appeal

Traffic Volume Analysis

Traffic data collected from September 24 to October 2, 2024, show weekday AM and PM peak volumes ranging from 600 to 950 vehicles per direction per hour. The peak hourly volume recorded was 974 vehicles eastbound and 891 vehicles westbound.

The proposed cross-section does not suggest lane reduction. The new cross-section with added buffered bike lane and shared-use path can accommodate traffic demand during weekday off-peak and weekend periods. However, during weekday peak hours, the traffic volumes would exceed the roadway's capacity.

Exhibit 63. *Typical Existing Cross-Section on Shady Shores Road (60' ROW)*

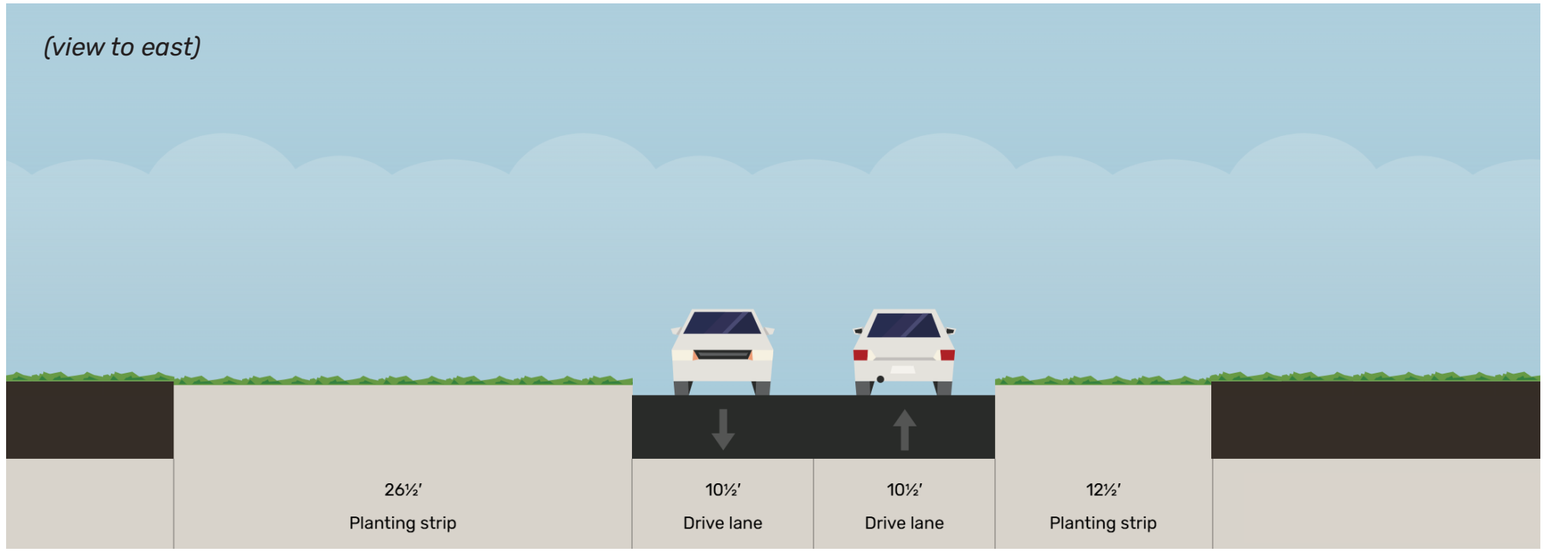
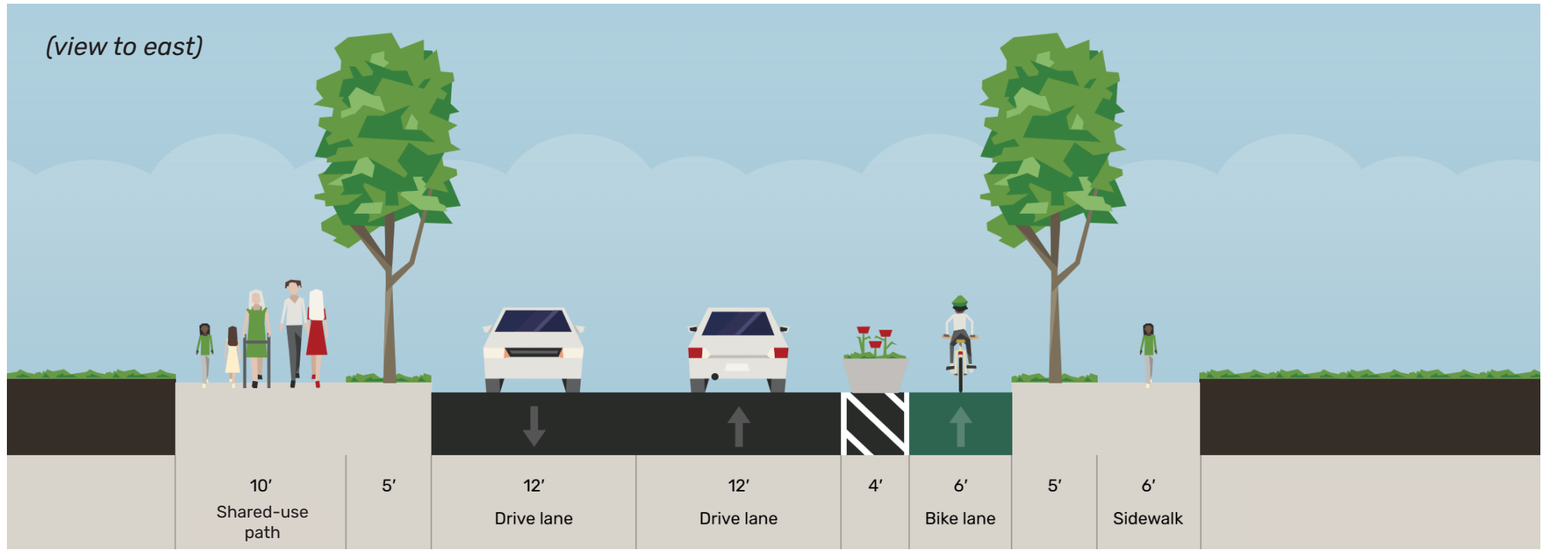


Exhibit 64. *Proposed Typical Cross-Section on Shady Shores Road (60' ROW)*



Robinson Road

Existing Cross-Section

Robinson Road has 84 feet of right-of-way available. The current configuration of Robinson Road, as shown in Exhibit 65, includes four 11-foot-wide travel lanes, a 15-foot-wide median, 4-foot-wide sidewalks, and green spaces on each side of the street.

Proposed Cross-Section

The proposed reconfiguration of Robinson Road would involve replacing the existing 4-foot sidewalks with an 5-foot-wide sidewalk on the south side and a 10-foot-wide shared-use path on the street's north side with parkways on both sides.

Benefits of the Proposed Improvement

- 10-foot-wide shared-use paths increase pedestrian and cyclist safety and accessibility, and support walkability and foot traffic in the area
- The multimodal design balances connectivity for vehicles, cyclists and pedestrians, and creates a safer, more attractive corridor for community use
- Shared-use paths create active transportation connection into Denton

Exhibit 65. *Typical Existing Cross-Section on Robinson Road (84' ROW)*

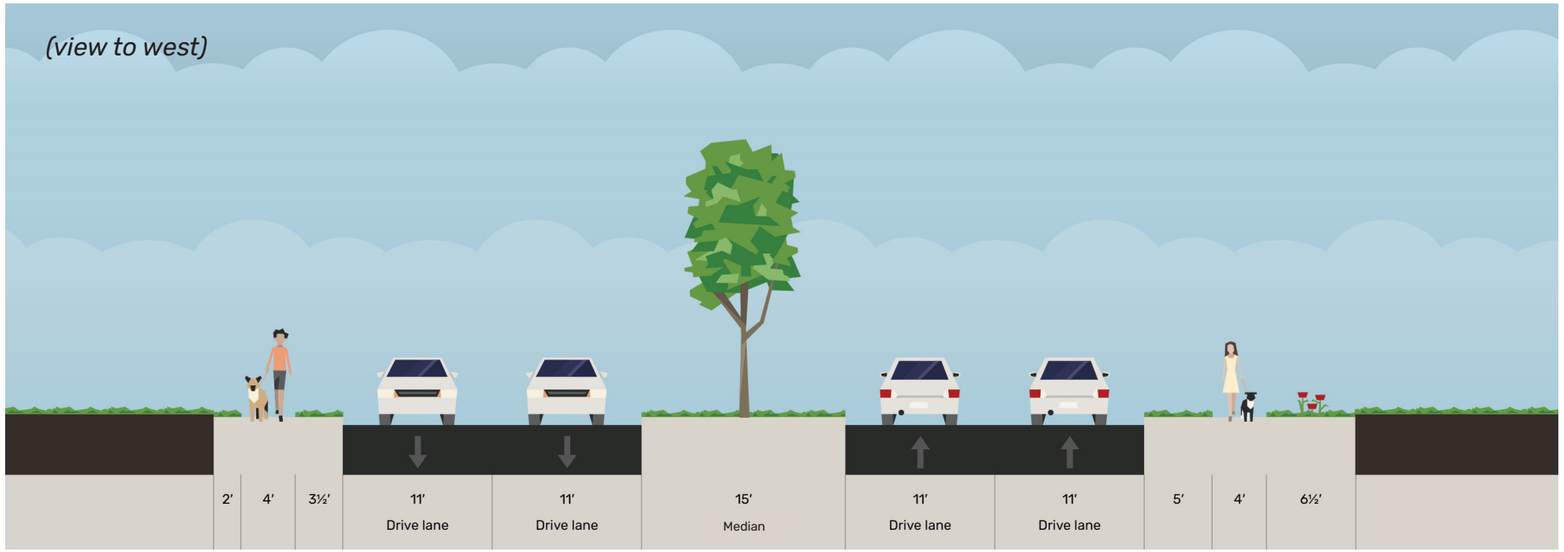


Exhibit 66. *Proposed Typical Cross-Section on Robinson Road (84' ROW)*

Meadowview Drive

Existing Cross-Section

Meadowview Drive has 62 feet of right-of-way available. The current configuration of Meadowview Drive, as shown in Exhibit 67, includes two approximately 11-foot-wide travel lanes, an approximately 9-foot-wide on-street parking lane on each side, 4-foot-wide sidewalks, and parkways of different widths.

Proposed Cross-Section

The proposed reconfiguration of Meadowview Drive would maintain the existing 9-foot wide parking lane and install shared street markings to indicate shared space between vehicles and cyclists. The existing sidewalks would be expanded to 6 feet on the street's southern side and an 8-foot-wide sidewalk on the street's northern side.

Benefits of the Proposed Improvement

- Shared street provides a space for cyclists while maintaining the existing parking and travel lanes; cyclists can utilize the parking lane when it is empty
- Standard sidewalk on southern side increases walkability and accessibility on both sides of the street, and supports higher foot traffic than standard sidewalks
- Sharrows encourage lower vehicle speeds
- The addition of striping for parking lanes designates separate spaces for moving and parked vehicles and narrows travel lanes, encouraging lower speeds
- 4-foot parkway separates the roadway from the sidewalk, enhancing pedestrian safety, and provides space for landscaping, improving aesthetic and environmental appeal

Exhibit 67. *Typical Existing Cross-Section on Meadowview Drive (62' ROW)*

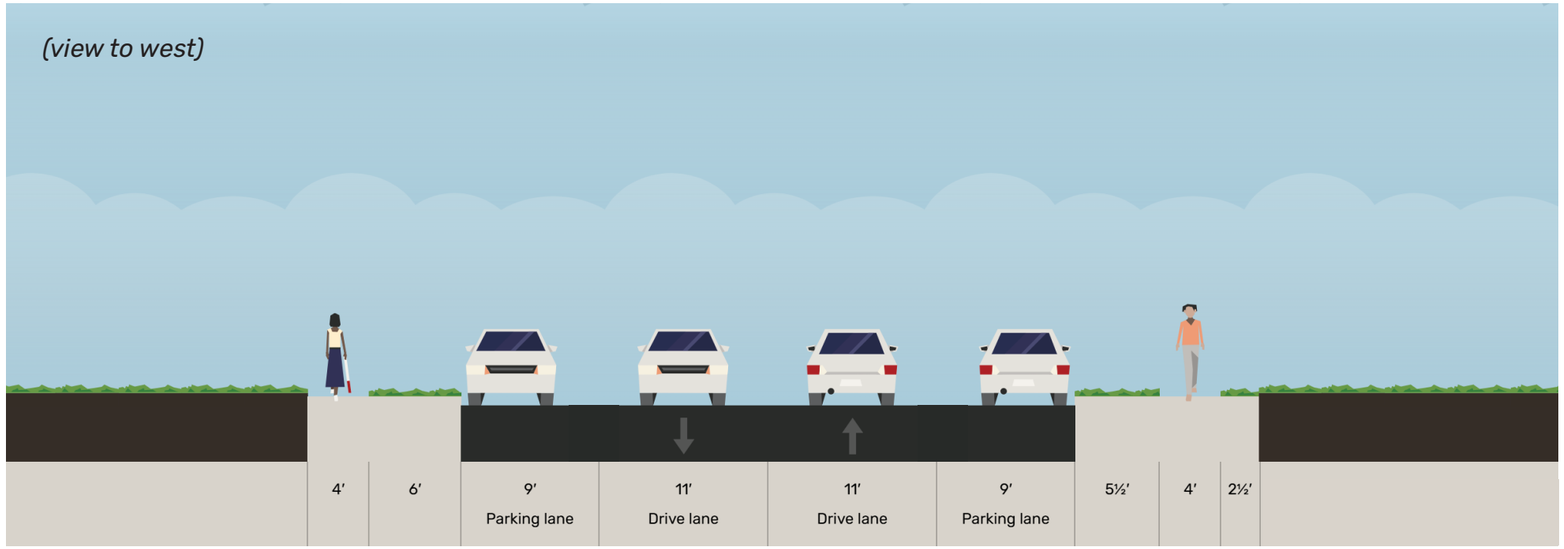
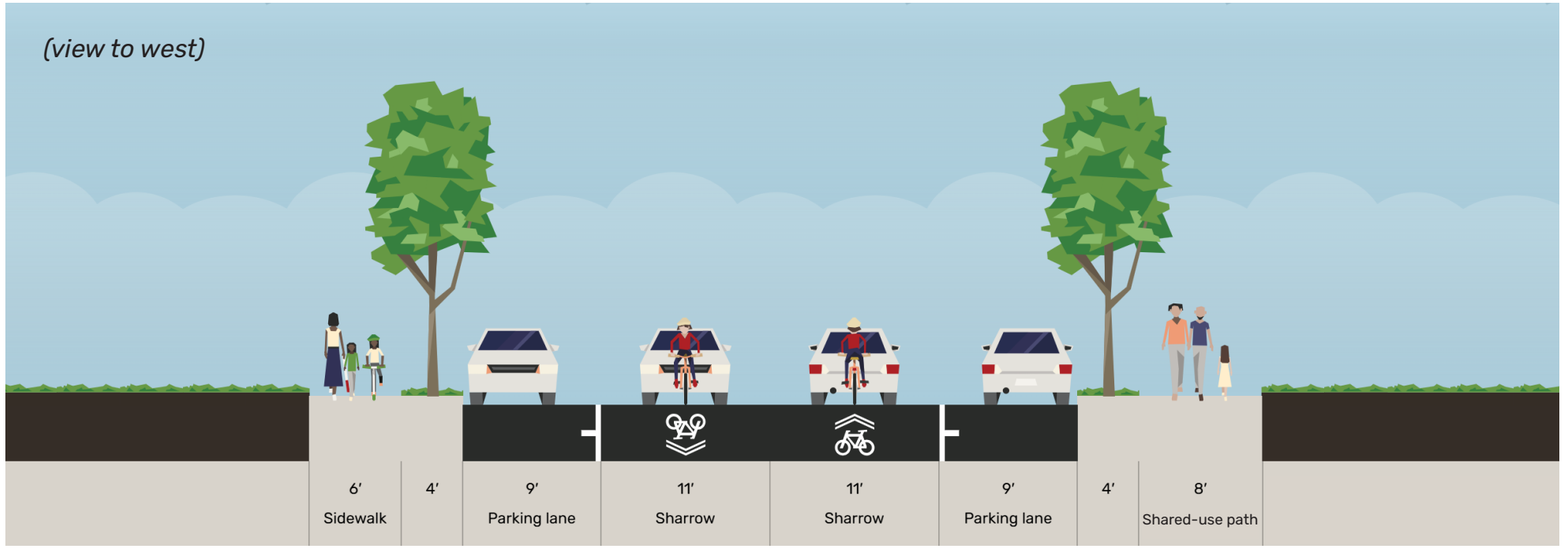


Exhibit 68. *Proposed Typical Cross-Section on Meadowview Drive (62' ROW)*



Parkridge Drive

Existing Cross-Section

Parkridge Drive has approximately 60 feet of right-of-way available. The current configuration of Parkridge Drive, as shown in Exhibit 69, includes two 13-foot-wide travel lanes and a 12-foot-wide center turn lane with sidewalks on each side of the street. Sidewalks vary from 4 to 8 feet, and 3- to 5-foot parkways are between the sidewalks and the street.

Proposed Cross-Section

The proposed reconfiguration of Parkridge Drive would incorporate an 8-foot-wide shared-use path on one side of the road and a 5-foot-wide sidewalk on the other.

The flush center turn lane would be converted to a raised median along the length of the road for added safety and traffic management. Median openings would be provided at intersections and strategic locations.

Benefits of the Proposed Improvement

- Shared-use path provides space for both pedestrians and cyclists, promoting active transportation and enhancing safety by offering a dedicated, wide path separate from vehicle lanes
- The sidewalk on the opposite side increases pedestrian safety and accessibility in both directions
- The multimodal design balances connectivity for vehicles, cyclists and pedestrians, and creates a safer, more attractive corridor for community use

Exhibit 69. *Typical Existing Cross-Section on Parkridge Drive (60' ROW)*

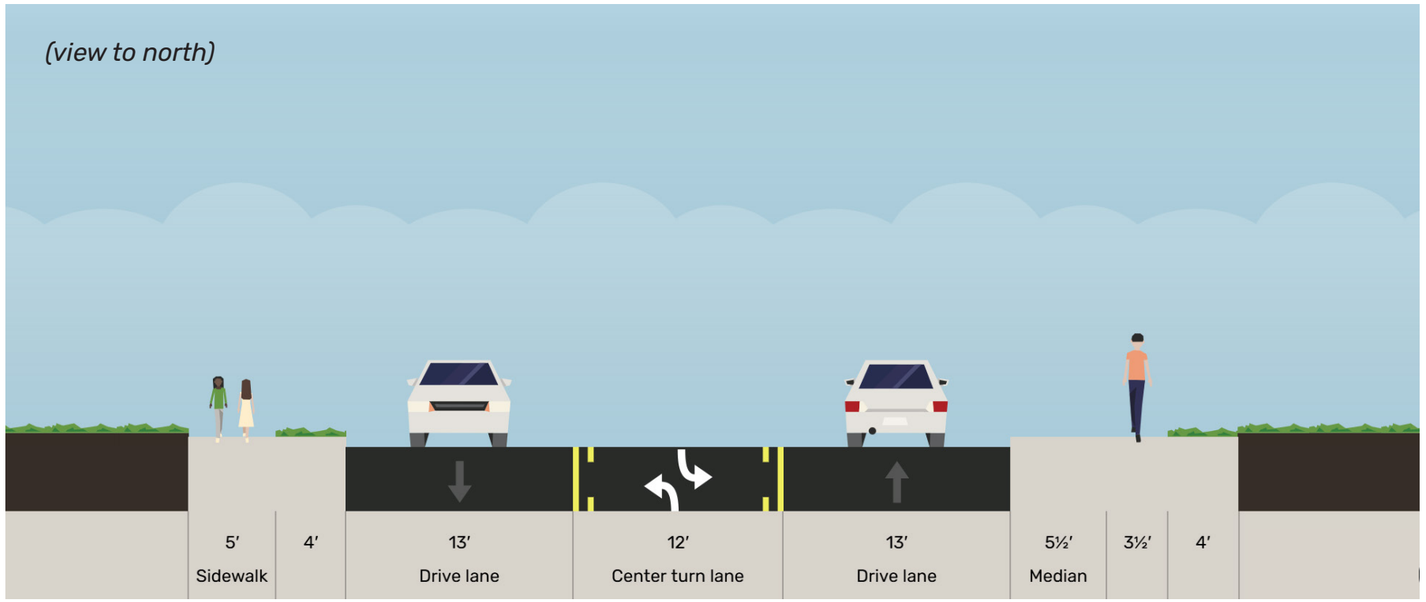
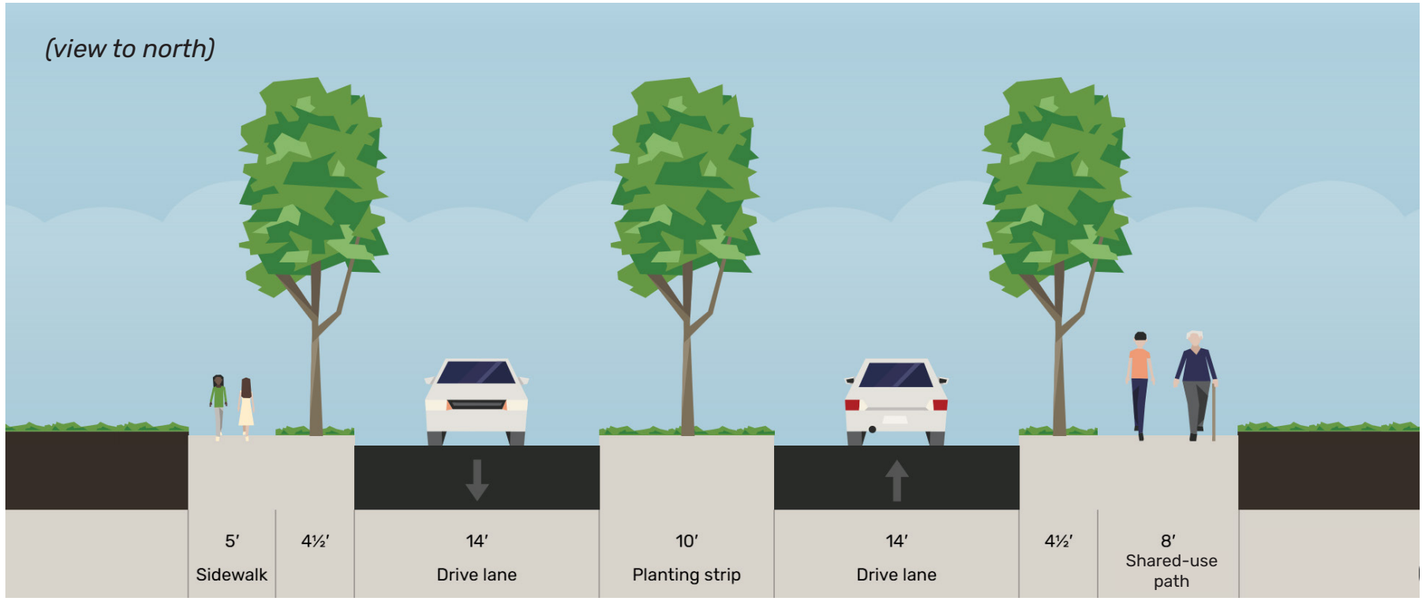


Exhibit 70. *Proposed Typical Cross-Section on Parkridge Drive (60' ROW)*



FM 2181 / Teasley Drive

Existing Cross-Section

FM 2181/Teasley Drive has 118 feet of right-of-way. The current configuration of FM 2181, as shown in Exhibit 71, includes a 16.5-foot-wide median, six 11-foot-wide travel lanes, 2-foot-wide inside and outside shoulders, sidewalks on each side of the street with minimum of 5.5-feet, and green spaces of different widths.

Proposed Cross-Section

The proposed reconfiguration of FM 2181/Teasley Drive would incorporate increasing the width of the sidewalks to create 8- and 10-foot-wide shared-use paths on the north and south side of the street, respectively.

Benefits of the Proposed Improvement

- The street's right-of-way will be utilized to its fullest potential
- Shared-use paths on each side provide ample space for both pedestrians and cyclists, promoting active transportation and enhancing safety by offering a dedicated, wide path separate from vehicle lanes
- The multimodal design balances connectivity for vehicles, cyclists and pedestrians, and creates a safer, more attractive corridor for community use

Exhibit 71. *Typical Existing Cross-Section on FM 2181/Teasley Drive (118' ROW)*

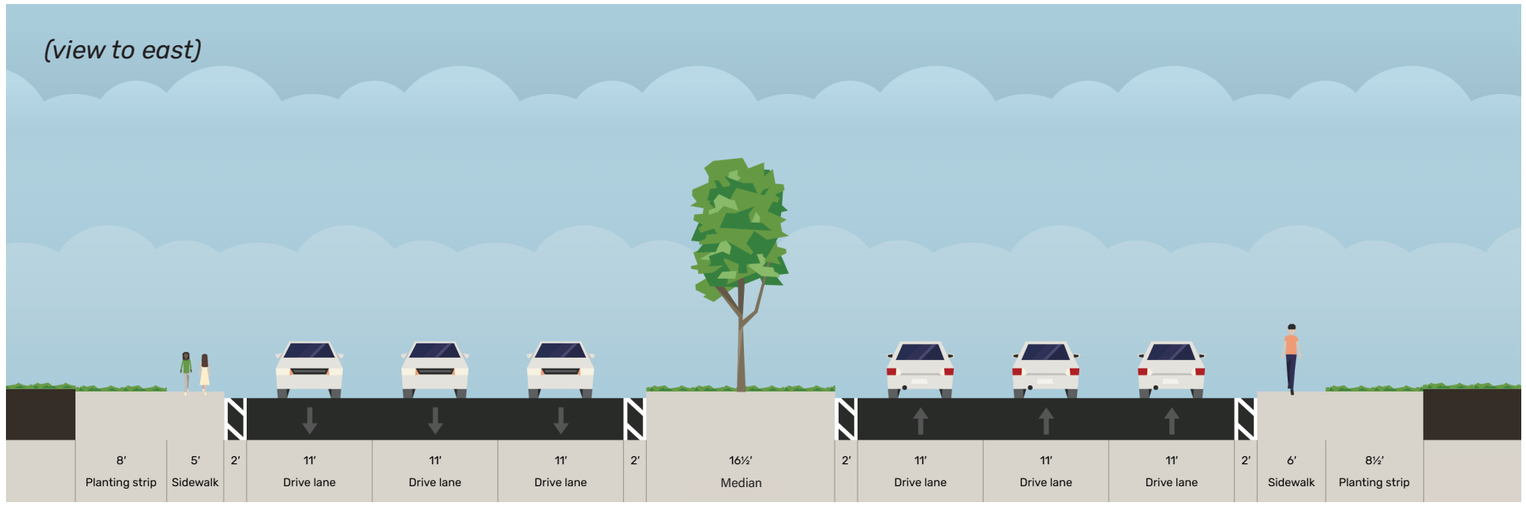
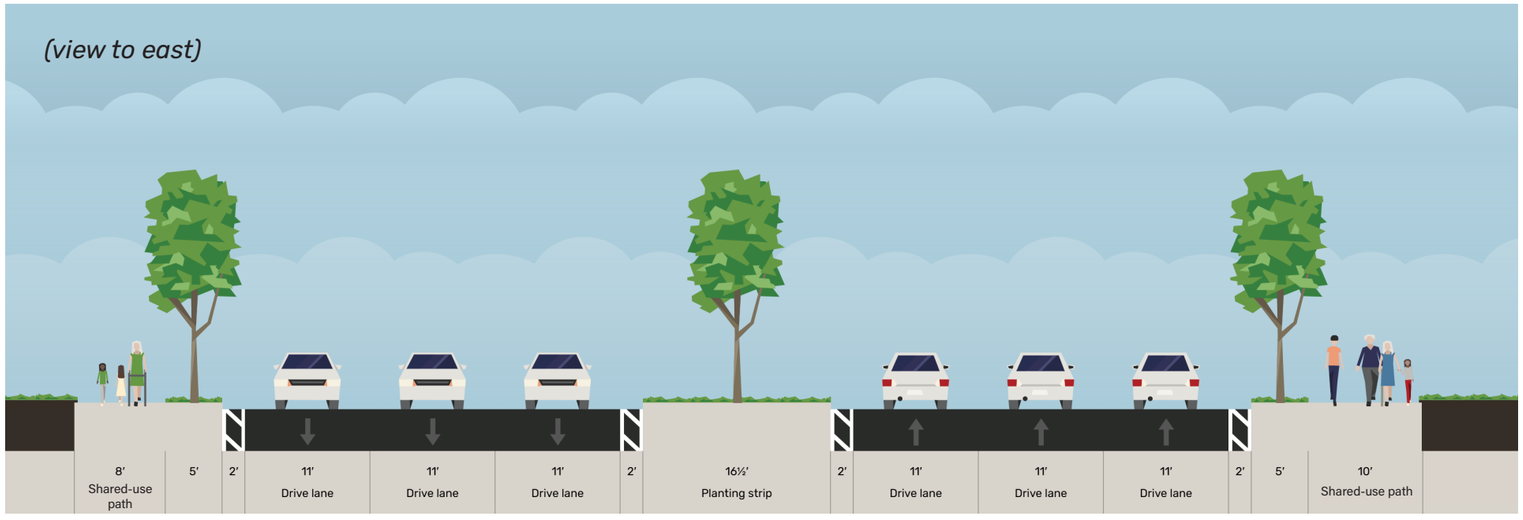


Exhibit 72. *Proposed Typical Cross-Section on FM 2181/Teasley Drive (118' ROW)*



Post Oak Drive (North of Lake Sharon Drive)

Existing Cross-Section

Post Oak Drive (north of Lake Sharon Drive) has up to 80 feet of right-of-way available. The current configuration of the corridor, as shown in Exhibit 73, includes two 11-foot-wide travel lanes, parkways, and intermittent sidewalks on each side of the street of 4 to 5 feet in width. Green spaces are of different widths, but are at least 5 feet.

Proposed Cross-Section

The proposed reconfiguration of this corridor segment would incorporate a 10-foot-wide shared-use path on the east side and a 6-foot-wide sidewalk on the west side of the street and retain the two 11-foot-wide travel lanes with parkways on both sides.

Benefits of the Proposed Improvement

- The street's right-of-way will be utilized to a fuller potential
- A shared-use path can support higher pedestrian traffic and other modes of transportation serving as the active transportation element in this corridor
- The multimodal design balances connectivity for vehicles, cyclists and pedestrians, and creates a safer, more attractive corridor for community use
- Parkways separate the roadway from the sidewalk, enhancing pedestrian safety, and provide space for landscaping, improving aesthetic and environmental appeal

Special Considerations

Along the east side of the roadway, the back of curb conditions vary and need to consider such factors as drainage swales, terrain, trees, and other elements that may constrain the width of the shared use paths that can be provided. On either side of the roadway, preservation of existing specimen trees would require design exceptions from the typical.

Exhibit 73. *Typical Existing Cross-Section on Post Oak Drive North of Lake Sharon Drive (up to 80' ROW)*

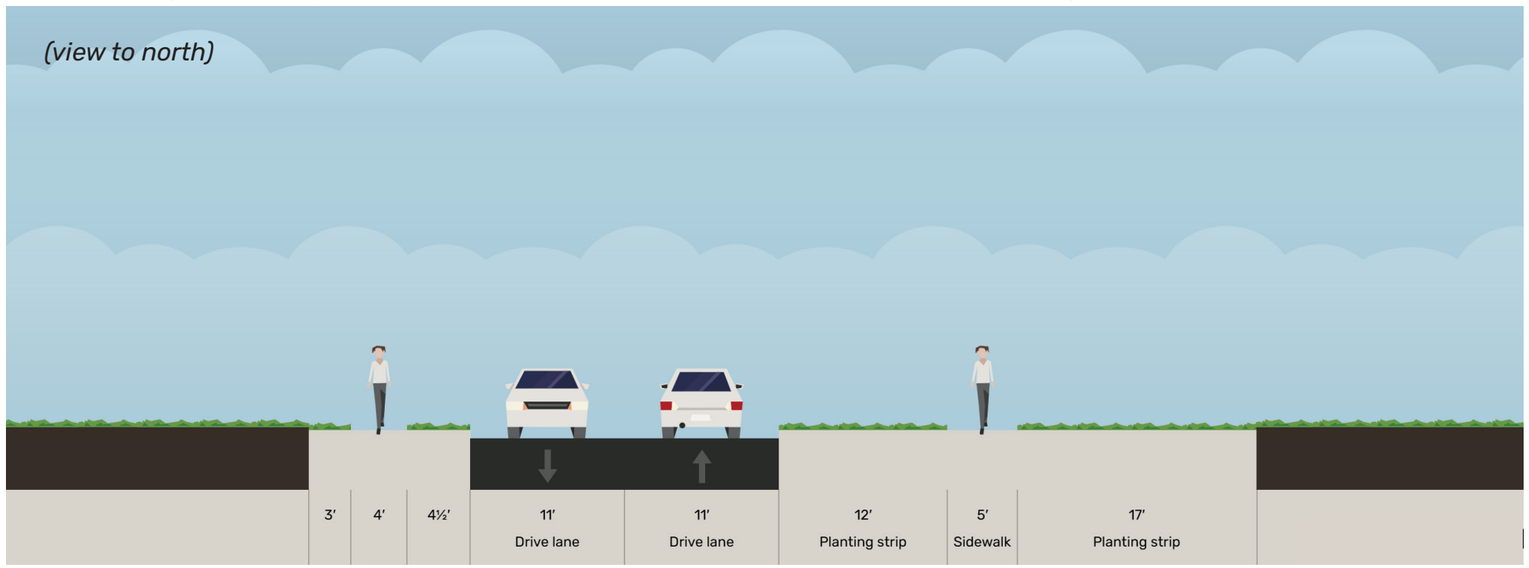
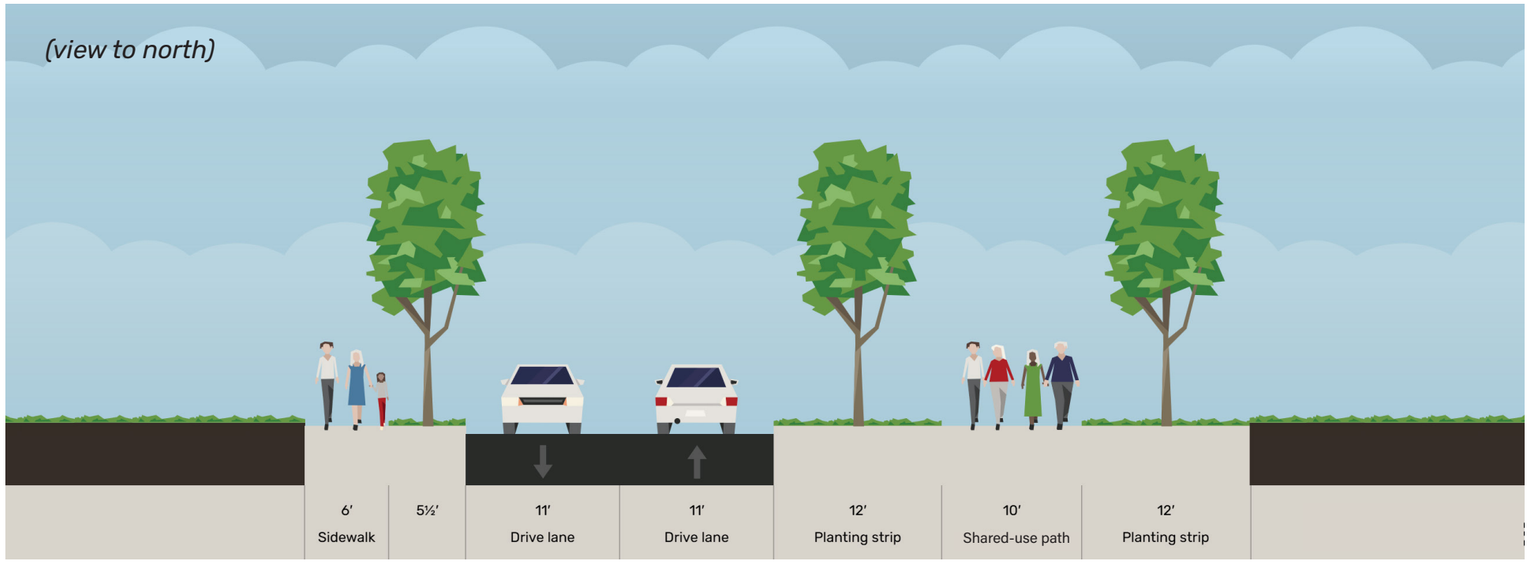


Exhibit 74. *Proposed Typical Cross-Section on Post Oak Drive North of Lake Sharon Drive (up to 80' ROW)*



Post Oak Drive (South of Lake Sharon Drive)

Existing Cross-Section

Post Oak Drive (south of Lake Sharon Drive) has around 107 feet of right-of-way. The current configuration, as shown in Exhibit 75, includes a 37-foot-wide median, four 11-foot-wide travel lanes, 4-foot-wide sidewalks, parkways on each side of the street with minimum of 4.5-feet and green spaces.

Proposed Cross-Section

The proposed reconfiguration of this segment of Post Oak Drive would incorporate reducing four lanes to two 11-foot-wide travel lanes, restriping the road to a 6-foot-wide bike lane with a 5-foot-wide buffer, and adding a 5-foot-wide parkway and 8-foot-wide shared-use path on each side of the street.

Benefits of the Proposed Improvement

- Lane reduction from four to two lanes helps to calm traffic and lowers vehicle speeds, and reduces the likelihood and severity of a collision
- Wide dedicated buffered bike lanes provide a safer space for cyclists, separate from vehicle traffic, and encourage cycling by providing a comfortable riding area
- 8-foot-wide sidewalks increase pedestrian safety and accessibility, and support walkability and foot traffic in the area
- 5-foot-wide parkways separate the roadway from the sidewalk, enhancing pedestrian safety, and provides space for landscaping, improving aesthetic and environmental appeal
- Enhanced connectivity supports a more balanced, multimodal corridor, and accessibility for drivers, cyclists, and pedestrians

Exhibit 75. *Typical Existing Cross-Section on Post Oak Drive South of Lake Sharon Drive (107' ROW)*

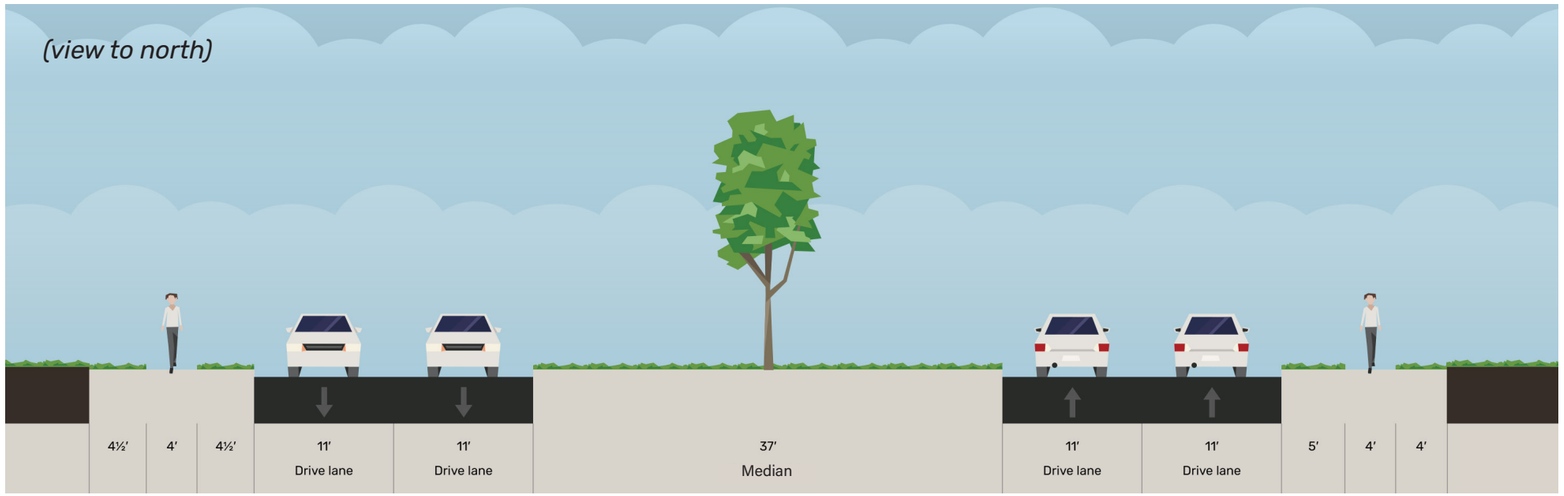
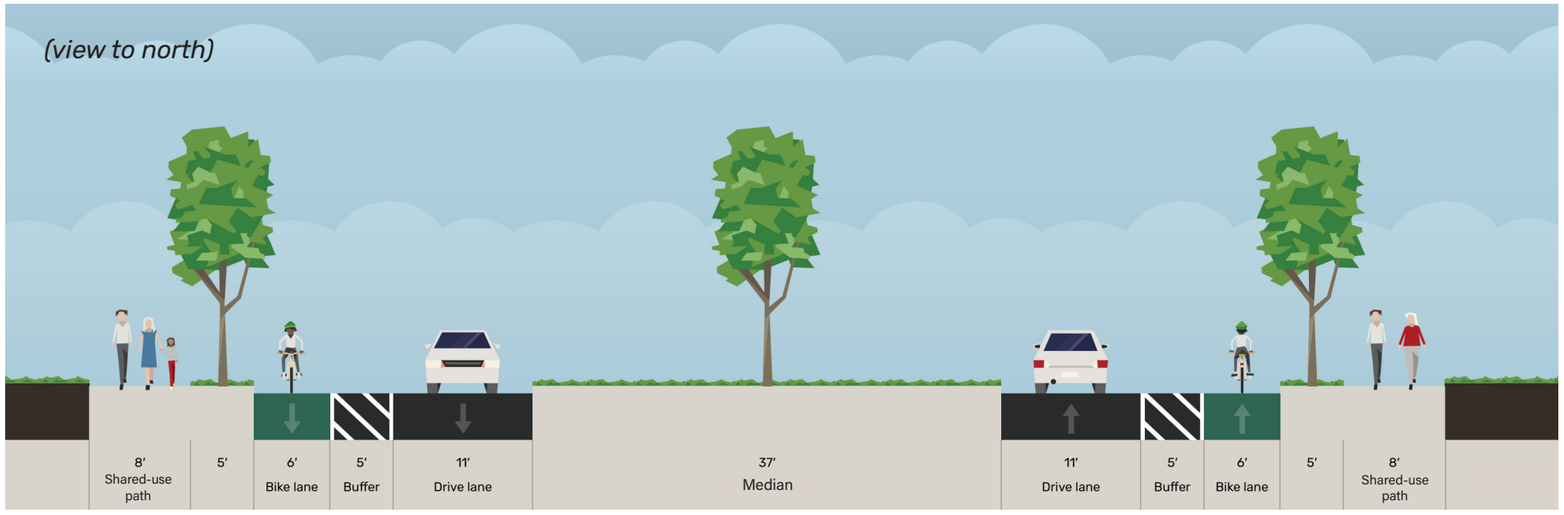


Exhibit 76. *Proposed Typical Cross-Section on Post Oak Drive South of Lake Sharon Drive (107' ROW)*



Church Drive

Existing Cross-Section

Church Drive's right-of-way ranges from 50 to 55 feet. The current configuration of Church Drive, as shown in Exhibit 77, includes two 12-foot-wide travel lanes, a 12-foot-wide center turn lane, 5-foot-wide sidewalk on the street's northern side, and planting strips of different widths.

Proposed Cross-Section

The proposed reconfiguration of Church Drive would restripe the three-lane road to two 12-foot-wide travel lanes and 6-foot-wide bike lanes on each side. A 6-foot sidewalk would be added on the southern side of the street.

Benefits of the Proposed Improvement

- Lane reduction from three to two lanes helps to calm traffic and lowers vehicle speeds, and reduces the likelihood and severity of a collision
- Dedicated bike lanes, even without a buffer, provide a safer space for cyclists, separate from vehicle traffic, and serve as the active transportation element on this corridor with limited right-of-way
- Standard sidewalk on both sides provide a safe space and accessibility for pedestrians along the corridor

Exhibit 77. *Typical Existing Cross-Section on Church Drive (50'-55' ROW)*

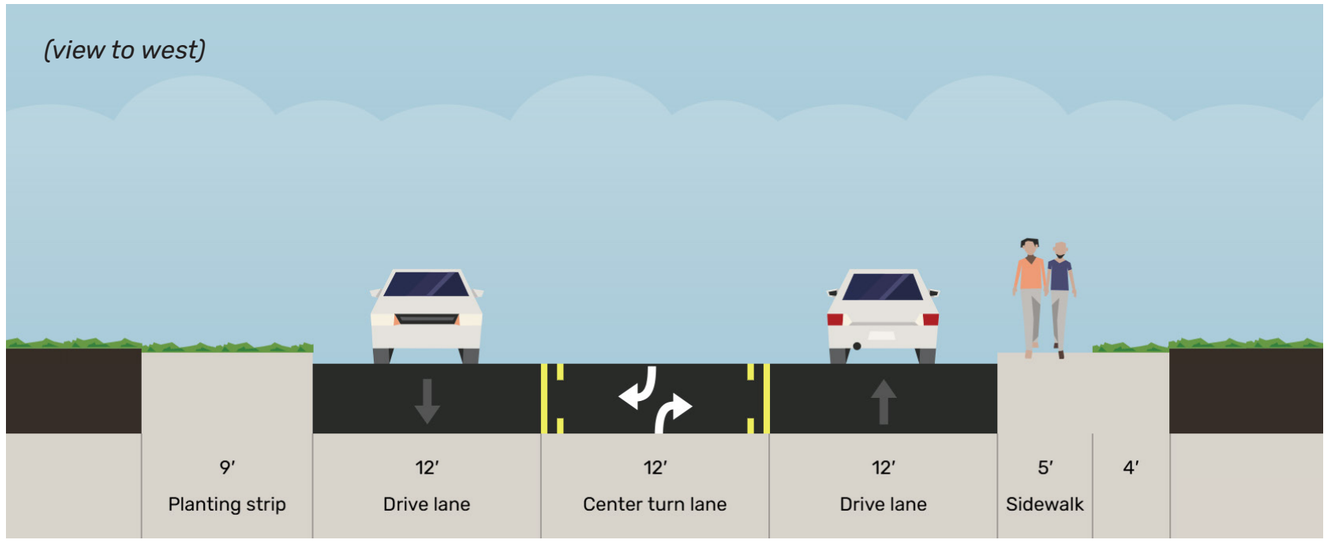
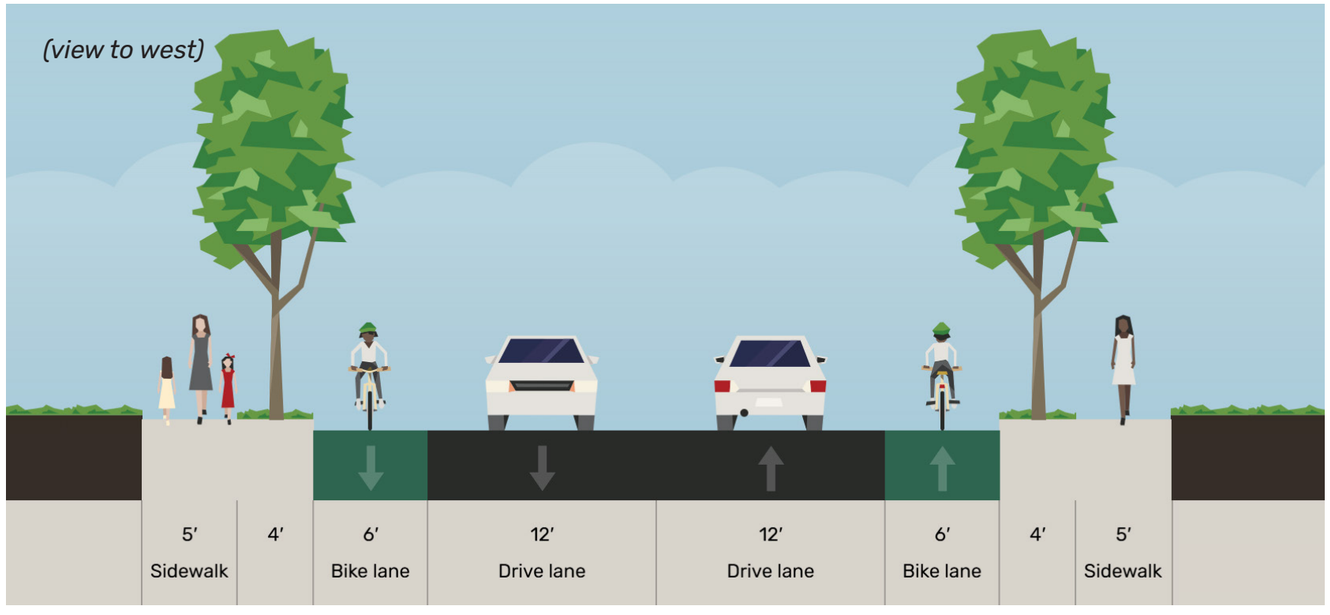


Exhibit 78. *Proposed Typical Cross-Section on Church Drive (50'-55' ROW)*



North Corinth Street

Existing Cross-Section

North Corinth Street has 53 feet of right-of-way available. The current configuration, as shown in Exhibit 79, includes a 12.5-foot-wide center turn lane, two 11.5-foot-wide travel lanes and green space on both sides.

Proposed Cross-Section

The proposed reconfiguration would incorporate reducing three lanes to two 10-foot-wide shared bike and vehicle lanes and two 8-foot parking lanes. Additionally, an 8-foot-wide sidewalk would be provided on each side. This configuration would require the acquisition of additional right-of-way.

Benefits of the Proposed Improvement

- Expanded right-of-way allows for multimodal facilities to serve the surrounding mixed-use land uses
- Lane reduction from three to two lanes helps to calm traffic, lowers vehicle speeds, and reduces the likelihood and severity of a collision
- Shared bike and travel lanes allow for bike travel on the low-speed roadway
- The 8-foot-wide sidewalks provide a safe space and accessibility for pedestrians along the corridor
- Enhanced connectivity supports a more balanced, multimodal corridor as well as increased accessibility for drivers, cyclists, and pedestrians

Exhibit 79. *Typical Existing Cross-Section on North Corinth Street (53' ROW)*

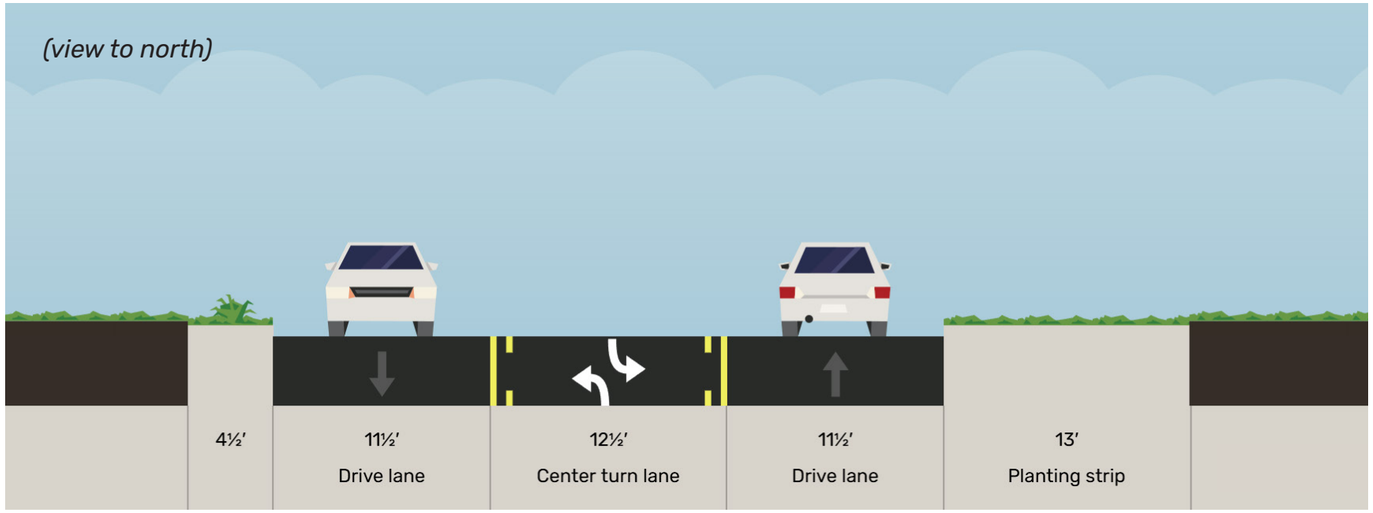
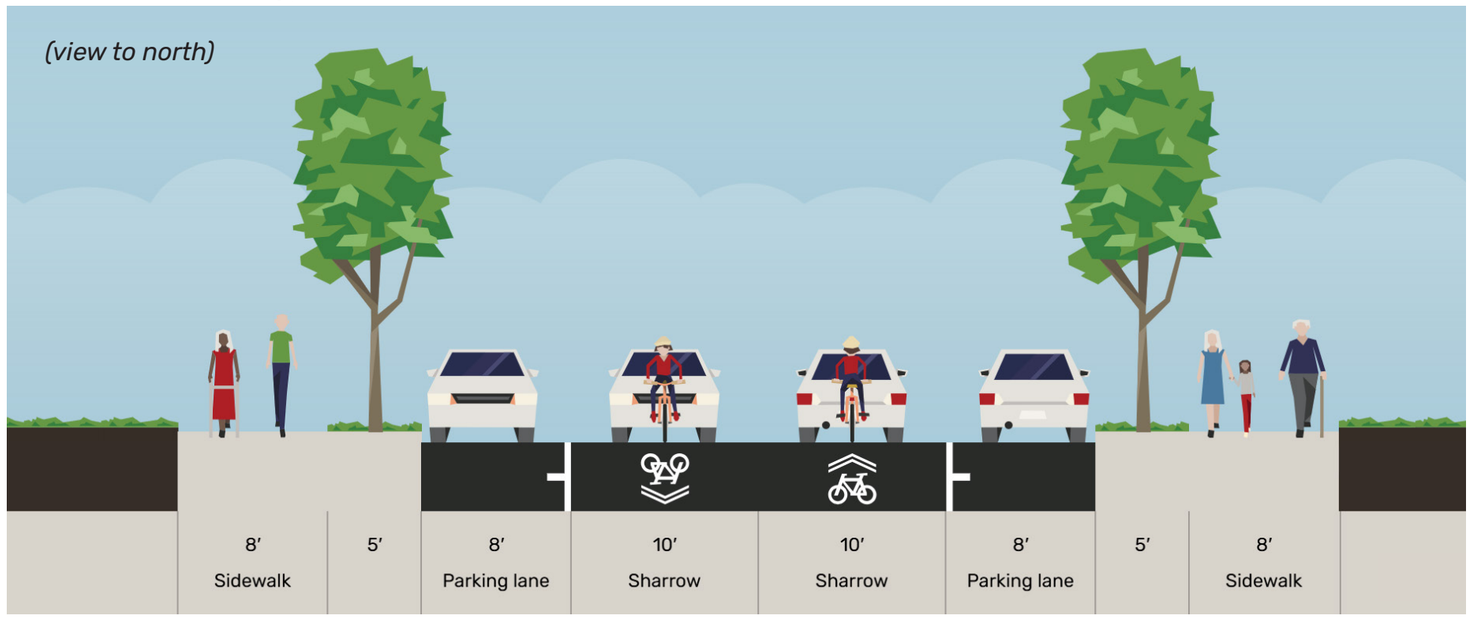


Exhibit 80. *Proposed Typical Cross-Section on North Corinth Street (62' ROW)*



Shady Rest Lane (From Corinth Parkway to Fritz Lane)

Existing Cross-Section

Shady Rest Lane has a around 55 feet of right-of-way. The configuration shown in Exhibit 81 includes two 15-foot-wide travel lanes, a 5-foot-wide sidewalk on the eastern side, parkways on each side of the street with a minimum of 5.5 feet, and some green space. Shady Rest Lane currently has a short segment with a 10-foot-wide shared-use path on its western side which presents an opportunity for connection.

Proposed Cross-Section

The proposed reconfiguration of Shady Rest Lane would increase the width of the existing sidewalk on the western side to 10 feet, and leaving a 7-foot-wide parkway. The existing travel lanes would be restriped to include 5-foot-wide bike lanes.

Benefits of the Proposed Improvement

- A shared-use path can support higher pedestrian traffic and other modes of transportation serving as the active transportation element in this corridor
- Parkways separate the roadway from the sidewalk, enhancing pedestrian safety, and provide space for landscaping, improving aesthetic and environmental appeal
- Dedicated bike lanes, even without a buffer, provide a safer space for cyclists, separate from vehicle traffic, and serve as the active transportation element on this corridor with limited right-of-way

Exhibit 81. *Typical Existing Cross-Section on Shady Rest Lane (55' ROW)*

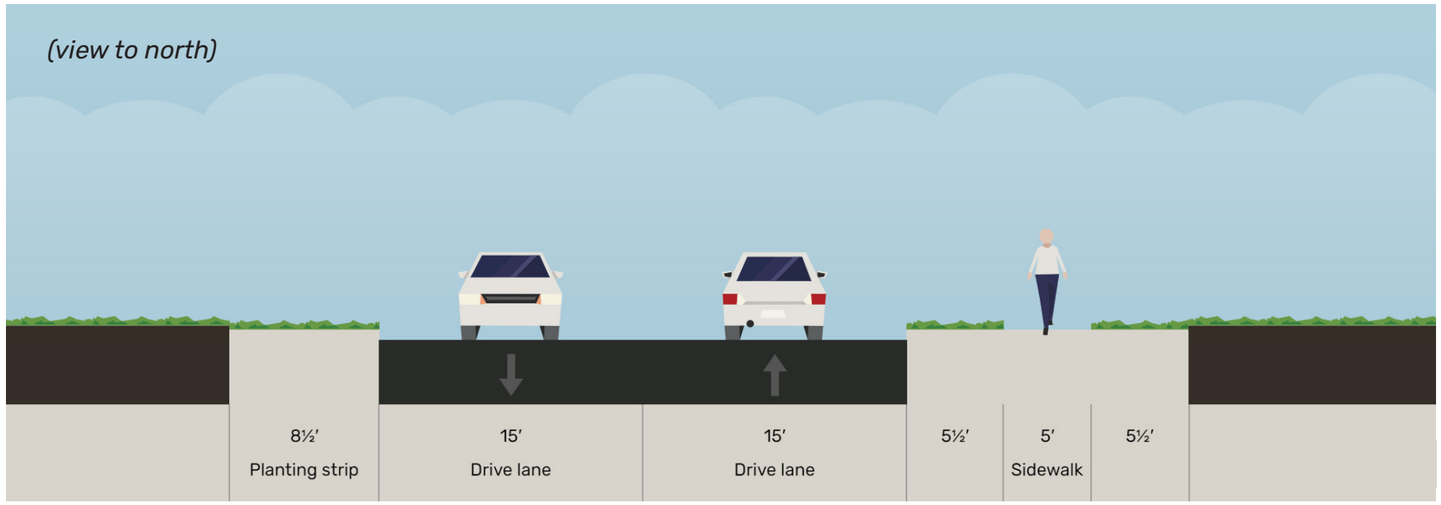
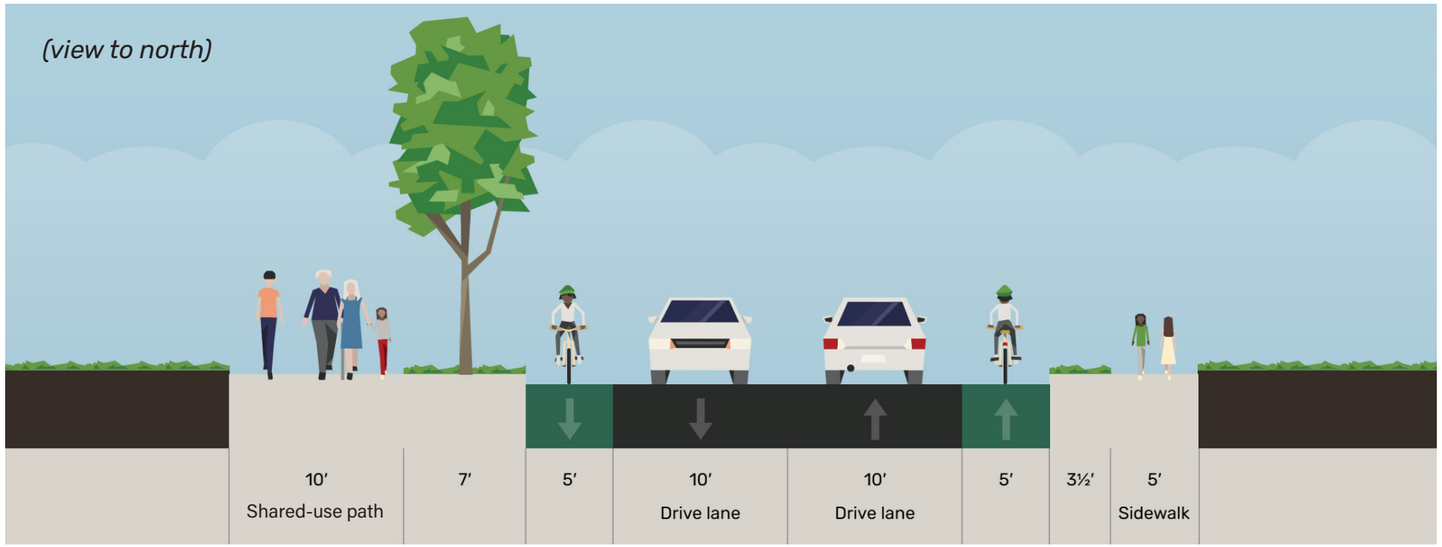


Exhibit 82. *Proposed Typical Cross-Section on Shady Rest Lane (55' ROW)*



Fritz Lane

Existing Cross-Section

Fritz Lane has 48 feet of right-of-way available. The current configuration, as shown in Exhibit 83, includes two 10-foot-wide travel lanes, and at least 12-foot-wide green space on each side of the street.

Proposed Cross-Section

The proposed reconfiguration would incorporate a 10-foot-wide shared-use path on the street's south side, 6-foot-side sidewalk on the north side and 6-foot-wide parkways on both sides.

Benefits of the Proposed Improvement

- Shared-use path will support higher pedestrian traffic and other modes of transportation serving as the active transportation element in this corridor
- The multimodal design balances connectivity for vehicles, cyclists and pedestrians, and creates a safer, more attractive corridor for community use
- Parkway buffer separate the roadway from the path, enhancing pedestrian safety, and provide space for landscaping, improving aesthetic and environmental appeal

Exhibit 83. *Typical Existing Cross-Section on Fritz Lane (48' ROW)*

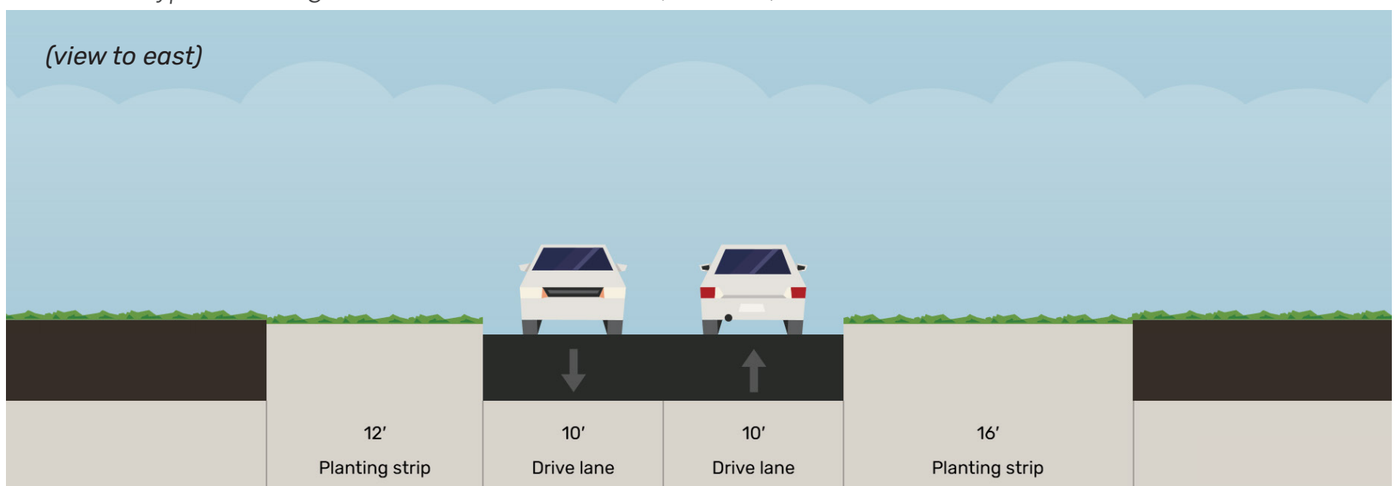
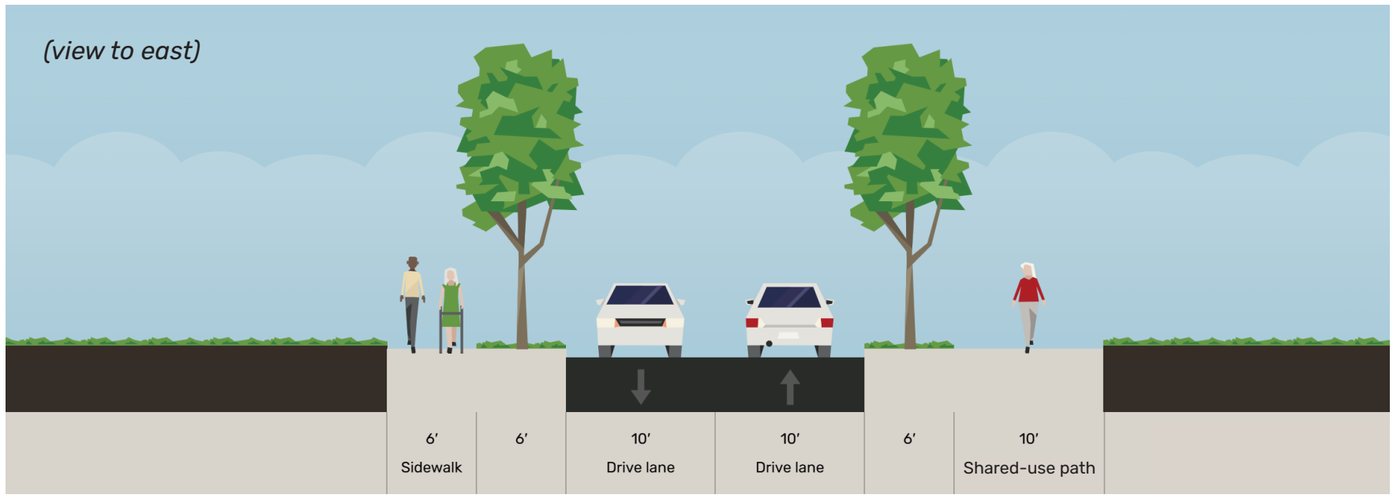


Exhibit 84. *Proposed Typical Cross-Section on Fritz Lane (48' ROW)*



Meadows Drive

Existing Cross-Section

Meadows Drive has around 50 feet of right-of-way available. The current configuration, as shown in Exhibit 85, includes two 13-foot-wide travel lanes, and at least 10.5-foot-wide green space on each side of the street.

Proposed Cross-Section

The proposed reconfiguration would add an 8-foot-wide shared-use path and a 5-foot-wide sidewalk on the west side with 5.5-foot landscaped buffers. This corridor, along with Fritz Lane and Shady Rest Lane, would provide bike and pedestrian connections to Corinth Parkway and Shady Shores Road.

Benefits of the Proposed Improvement

- Shared-use path will support higher pedestrian traffic and other modes of transportation serving as the active transportation element in this corridor
- The multimodal design balances connectivity for vehicles, cyclists and pedestrians, and creates a safer, more attractive corridor for community use
- Parkway buffer separate the roadway from the path, enhancing pedestrian safety, and provide space for landscaping, improving aesthetic and environmental appeal

Exhibit 85. *Typical Existing Cross-Section on Meadows Drive (50' ROW)*

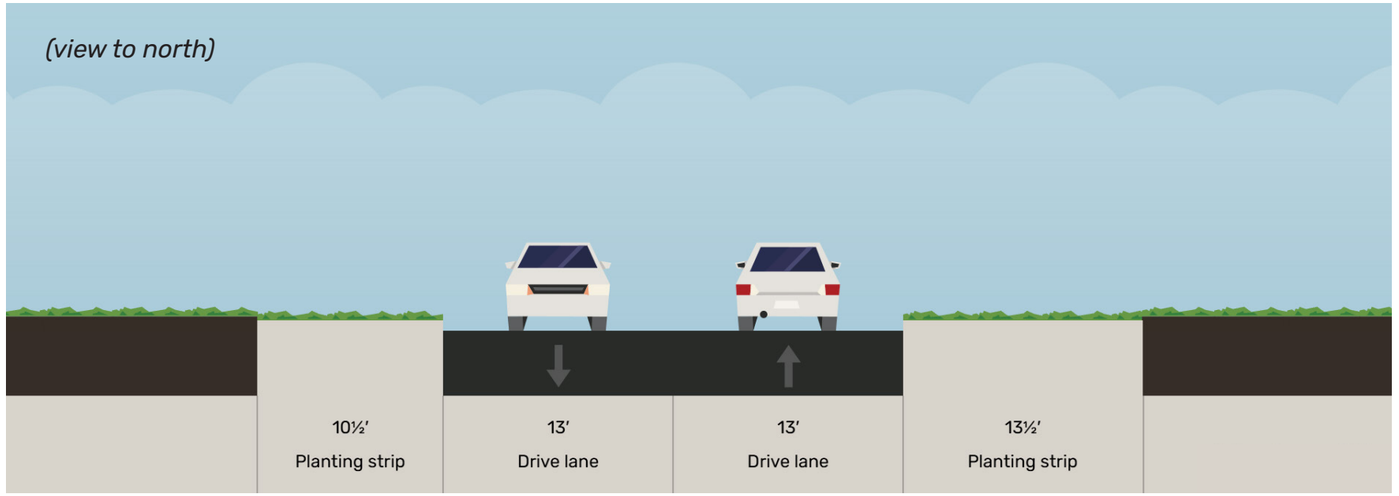
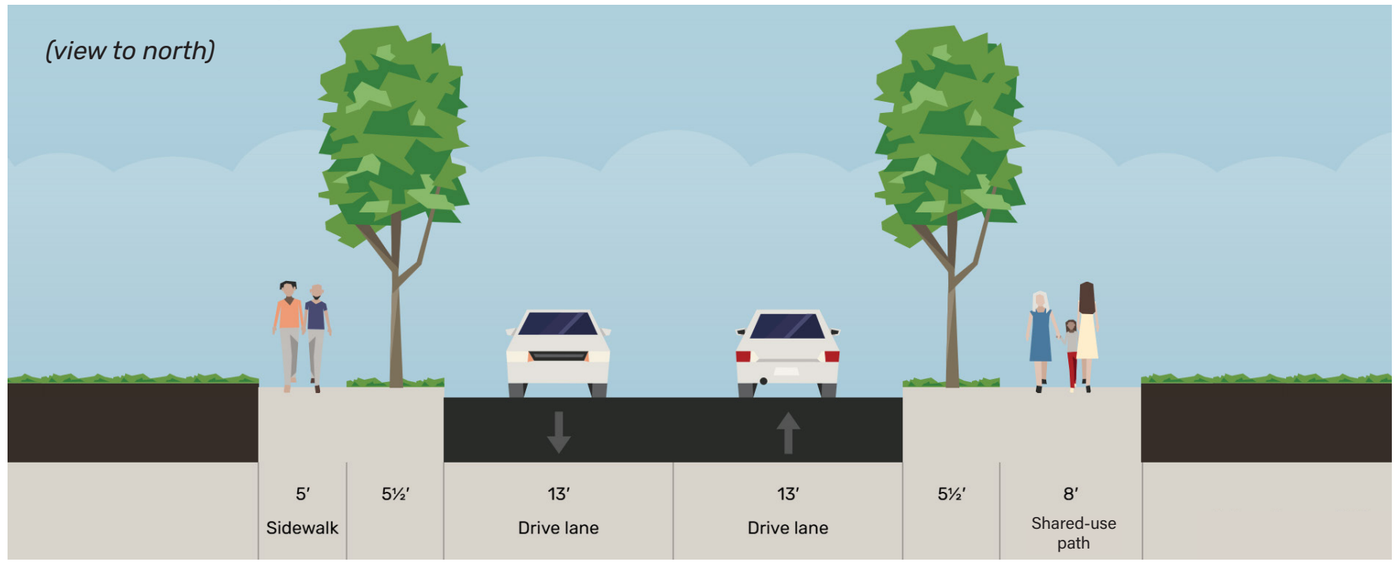


Exhibit 86. *Proposed Typical Cross-Section on Meadows Drive (50' ROW)*



Vintage Drive

Existing Cross-Section

Vintage Drive typically has 50 feet of right-of-way. The current configuration, as shown in Exhibit 87, includes a two 13-foot-wide travel lanes, 7-foot-wide parkways, sidewalks on each side of the street with a minimum of 4 feet, and green space.

Proposed Cross-Section

The proposed reconfiguration of Vintage Drive would widen the existing meandering sidewalk on the road's eastern side to an 8-foot-wide shared-use path with a parkway of varying size. The existing 4.5-foot-wide sidewalk on the west side would be widened to meet the standard of 5 feet for sidewalks.

Benefits of the Proposed Improvement

- A shared-use path on the eastern side can support higher pedestrian traffic and other modes of transportation, serving as the active transportation element in this corridor and connecting through Eagle Pass Park and down to Hawk Elementary School
- Standard sidewalk on western side maintains walkability and accessibility on both sides of the street
- Parkways separate the roadway from the sidewalk, enhancing pedestrian safety, and provide space for landscaping, improving aesthetic and environmental appeal

Exhibit 87. *Typical Existing Cross-Section on Vintage Drive (50' ROW)*

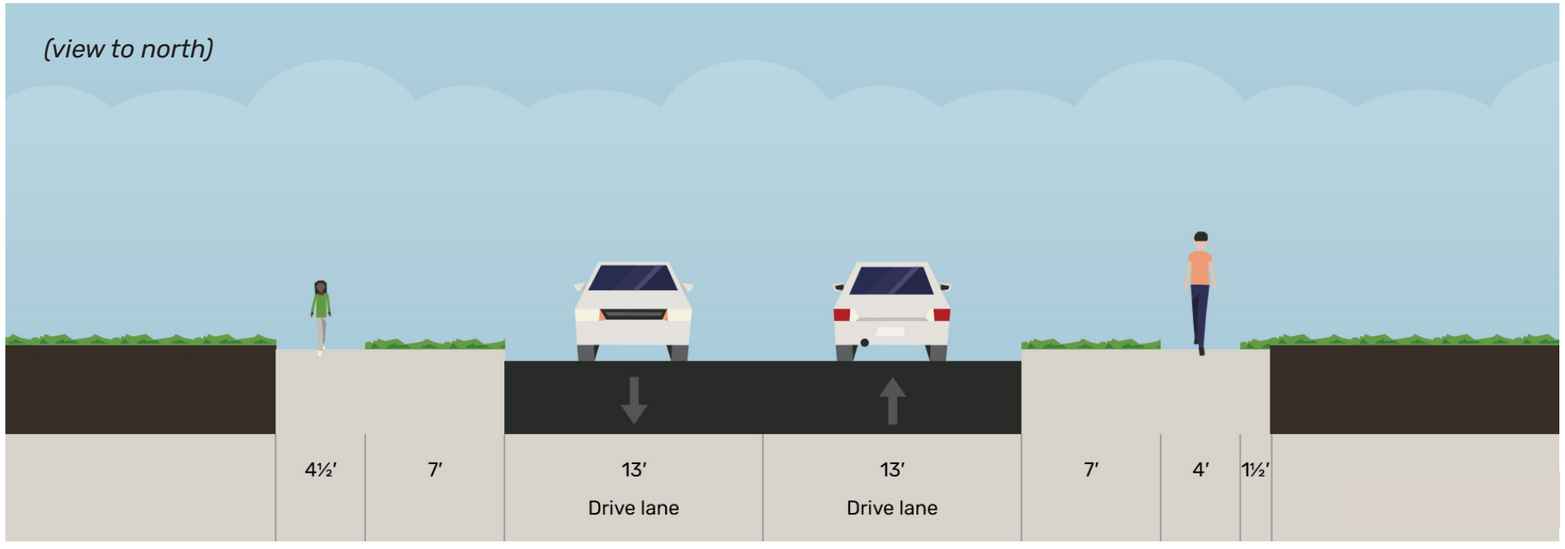
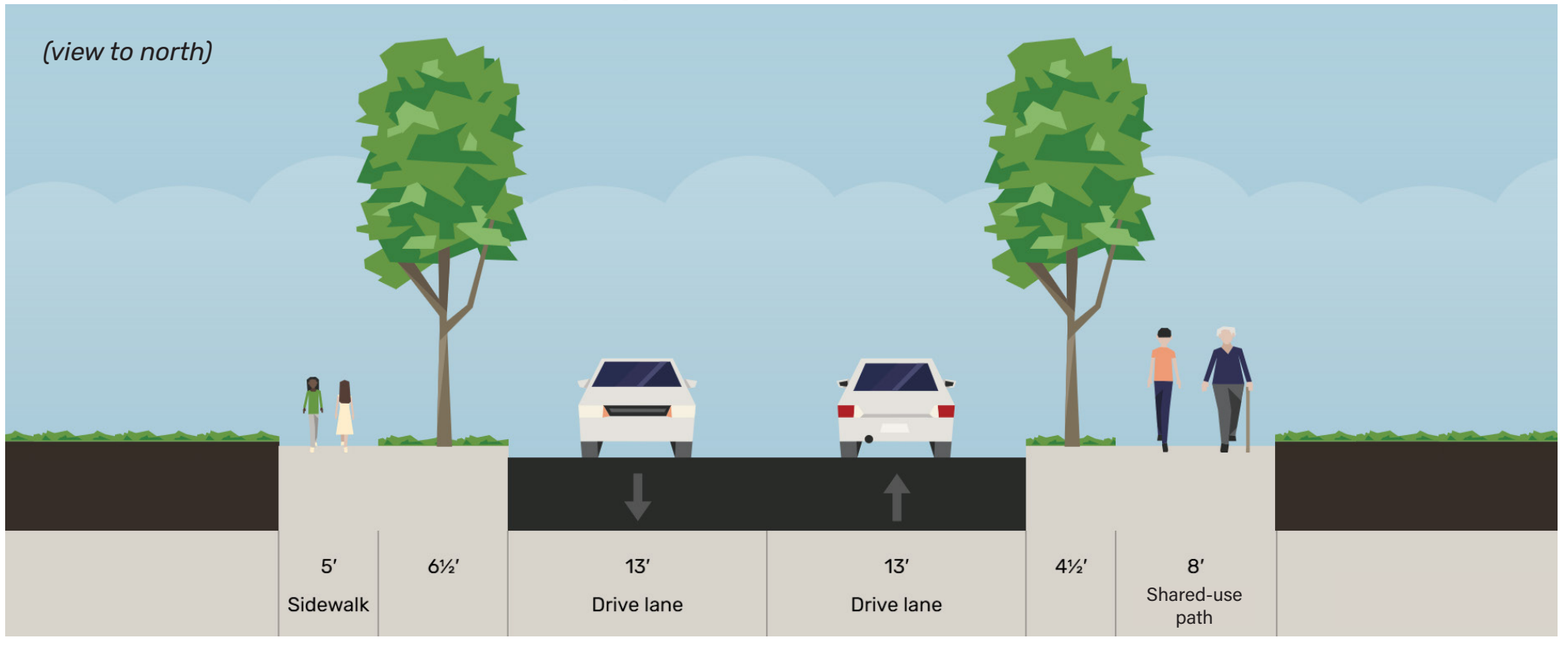


Exhibit 88. *Proposed Typical Cross-Section on Vintage Drive (50' ROW)*



Creekside Drive

Existing Cross-Section

Creekside Drive has around 65 feet of right-of-way available. The current configuration of Creekside Drive, as shown in Exhibit 89, includes two 19.5-foot-wide travel lanes, a 4-foot-wide sidewalk on the street's southern side, parkway and green space of different widths.

Proposed Cross-Section

The proposed reconfiguration of Creekside Drive would incorporate widening the existing sidewalk to 6 feet on the street's north side and adding a 10-foot shared-use path on the south side, with parkways on both side. The existing 19.5-foot-wide travel lanes would be narrowed to 11-foot-wide while adding a 8.5-foot-wide parking lane on both directions.

Benefits of the Proposed Improvement

- A shared-use path can support higher pedestrian traffic and other modes of transportation serving as the active transportation element in this corridor
- A shared-use path can safely accommodate students walking and biking to school
- The multimodal design balances connectivity for vehicles, cyclists and pedestrians, and creates a safer, more attractive corridor for community use
- Designated curbside parking is provided near the adjacent school

Exhibit 89. *Typical Existing Cross-Section on Creekside Drive (65' ROW)*

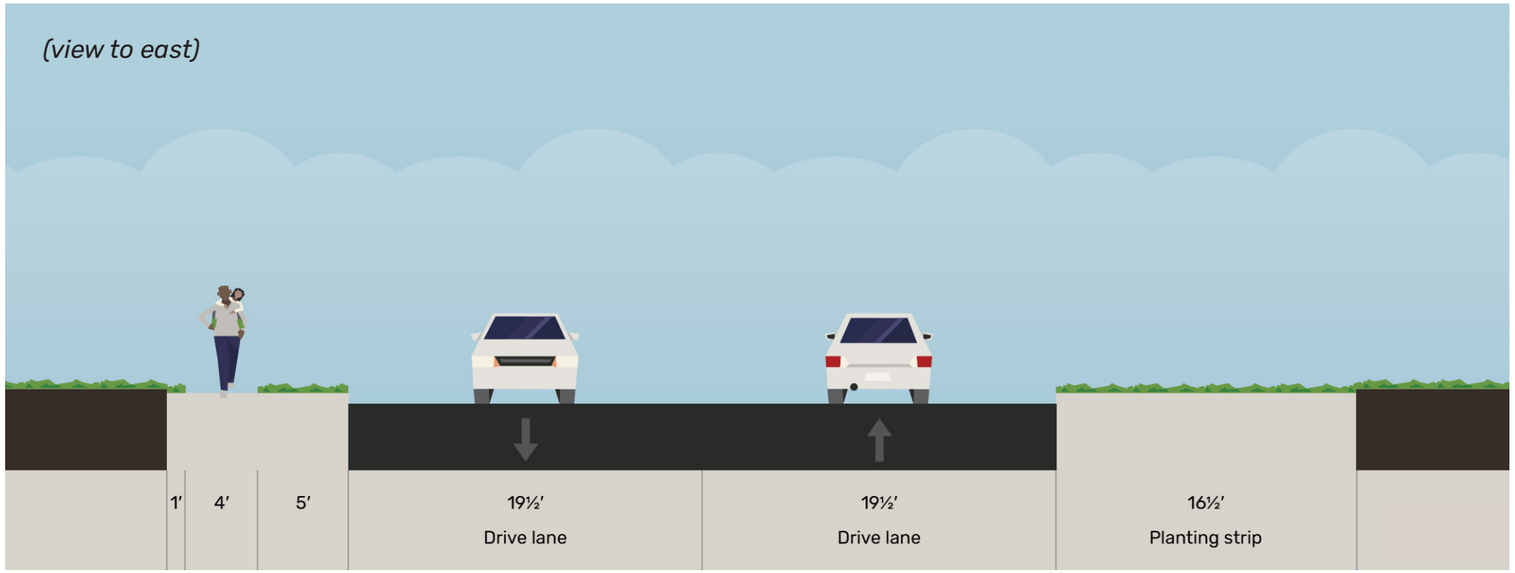
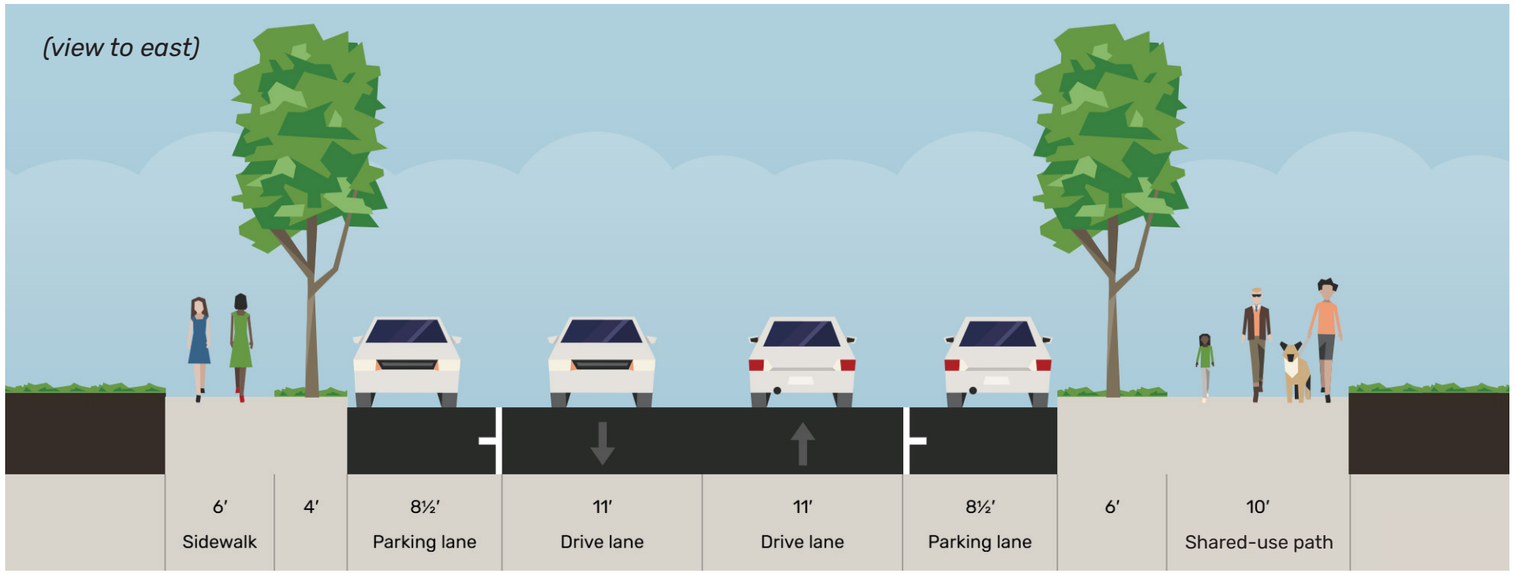


Exhibit 90. *Proposed Typical Cross-Section on Creekside Drive (65' ROW)*



Tower Ridge Drive (Lake Sharon Drive to Brookview Drive)

Existing Cross-Section

This segment of Tower Ridge Drive has around 60 feet of right-of-way available. The current configuration of the segment, as shown in Exhibit 91, includes two 12-foot-wide travel lanes and a 12-foot-wide two-way left turn lane. The surrounding right-of-way varies but most commonly includes an 8-foot-wide sidewalk directly adjacent to the roadway on the street's western side and around 9 feet of green space on the eastern side. This segment also features a discontinuous 6-foot-wide sidewalk on its eastern side.

Proposed Cross-Section

The proposed reconfiguration of this segment would incorporate replacing the existing 8-foot-wide sidewalk with 6-foot-wide sidewalks on both sides, separated from the roadway by a 6-foot-wide buffer. The number of lanes would be reduced from three to two, and 5-foot-wide bike lanes with 2-foot-wide buffers would be added.

Benefits of the Proposed Improvement

- Lane reduction from three to two lanes helps to calm traffic, lowers vehicle speeds, and reduces the likelihood and severity of a collision
- Wide dedicated buffered bike lanes provide a safer space for cyclists, separate from vehicle traffic, and encourage cycling by providing a comfortable riding area
- The multimodal design balances connectivity for vehicles, cyclists and pedestrians, and creates a safer, more attractive corridor for community use
- A green space buffer on both sides side of the street separates the roadway from the path, enhancing pedestrian safety, and provides space for landscaping, improving aesthetic and environmental appeal. These buffers can be adjusted throughout the corridor depending on the specific context within the right-of-way.

Exhibit 91. *Typical Existing Cross-Section on Tower Ridge Drive from Lake Sharon Drive to Brookview Drive (60' ROW)*

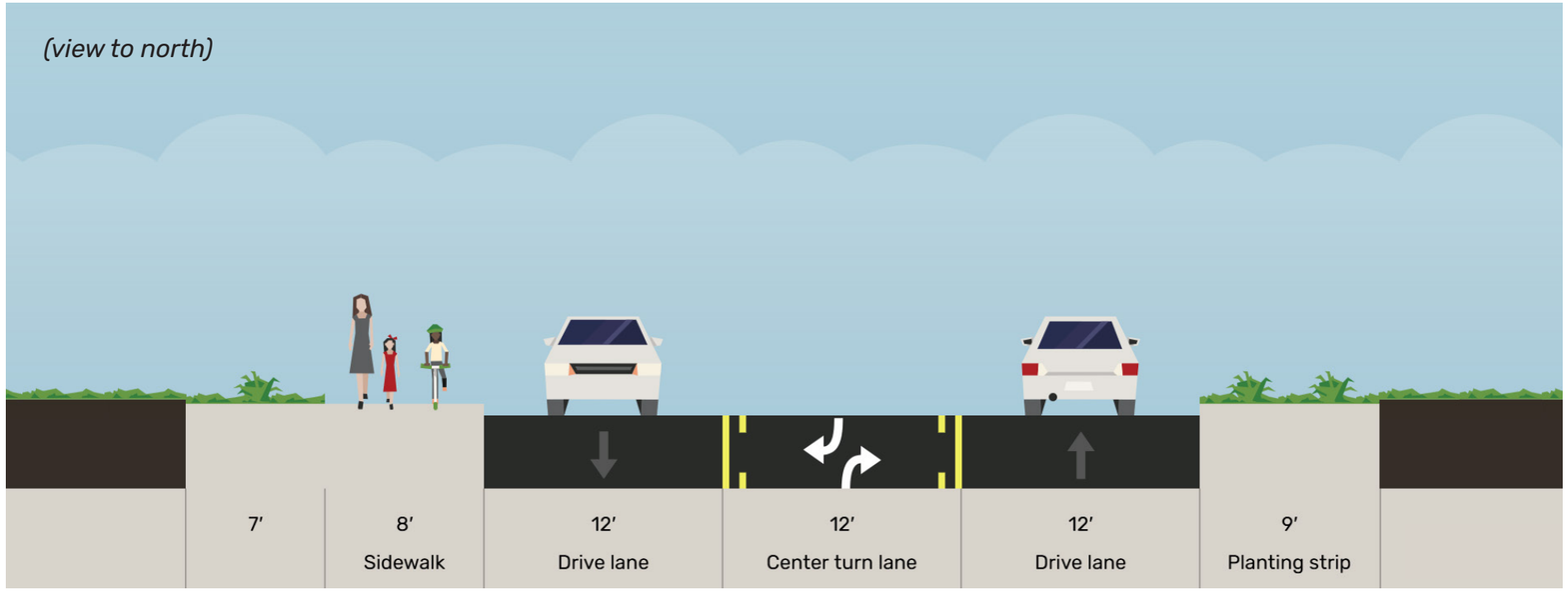
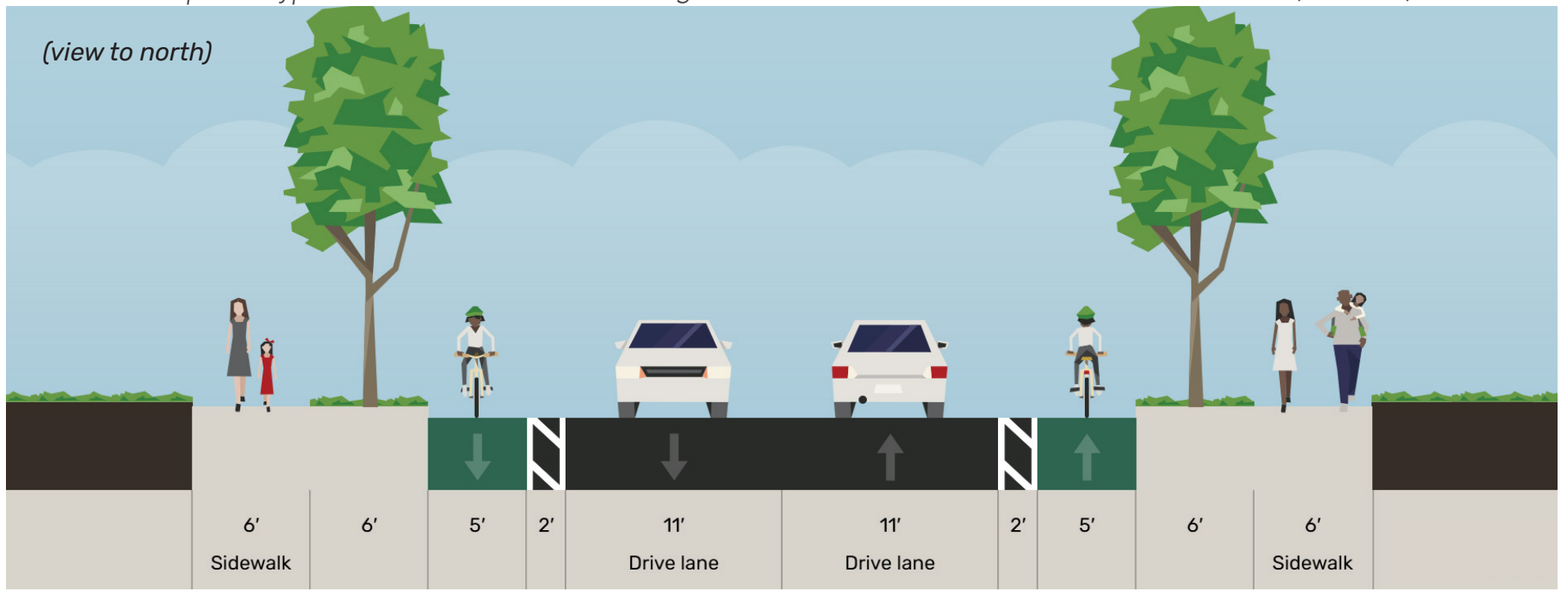


Exhibit 92. *Proposed Typical Cross-Section on Tower Ridge Drive from Lake Sharon Drive to Brookview Drive (60' ROW)*



Tower Ridge Drive (Brookview Drive to Meadowview Drive)

Existing Cross-Section

South of Brookview Drive, Tower Ridge Drive narrows from three to two lanes. This segment of Tower Ridge Drive, between Brookview Drive to Meadowview Drive, has around 60 feet of right-of-way available. The current configuration of the segment, as shown in Exhibit 93, includes two 11.5-foot-wide travel lanes, a 4-foot-wide sidewalk and 11-foot-wide buffer on the western side, and a 22-foot-wide green space on the eastern side.

Proposed Cross-Section

The proposed reconfiguration of this segment would involve expanding the roadway from two to three lanes to continue the configuration of Tower Ridge Drive north of Brookview Drive. The existing 4-foot-wide sidewalk would be replaced with a 10-foot-wide shared-use path, and a 6-foot-wide sidewalk would be installed on the eastern side.

Benefits of the Proposed Improvement

- Shared-use paths provide a space for both pedestrians and cyclists. Shared-use paths are especially appropriate considering the presence of high-density land uses adjacent to the corridor.
- The multimodal design balances connectivity for vehicles, cyclists and pedestrians, and creates a safer, more attractive corridor for community use
- A green space buffer on both sides side of the street separates the roadway from the path, enhancing pedestrian safety, and provides space for landscaping, improving aesthetic and environmental appeal. These buffers can be adjusted throughout the corridor depending on the specific context within the right-of-way.

Exhibit 93. *Typical Existing Cross-Section on Tower Ridge Drive from Brookview Drive to Meadowview Drive (60' ROW)*

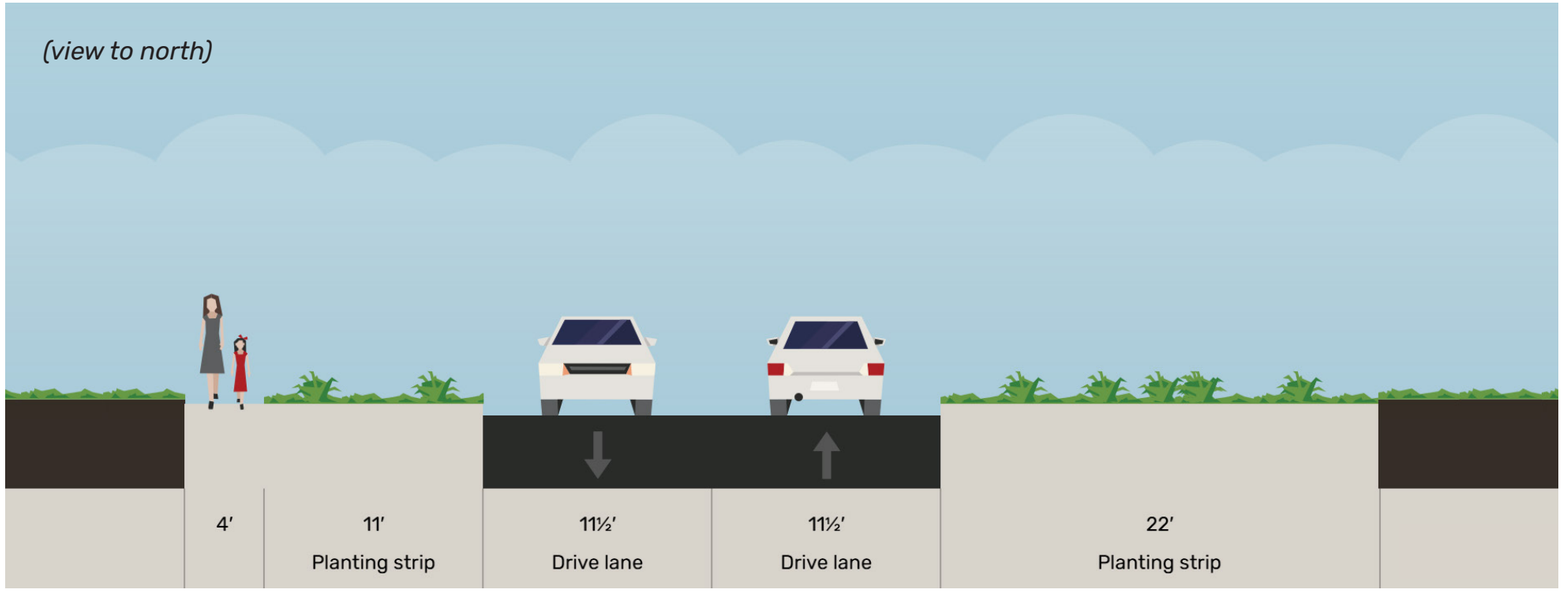
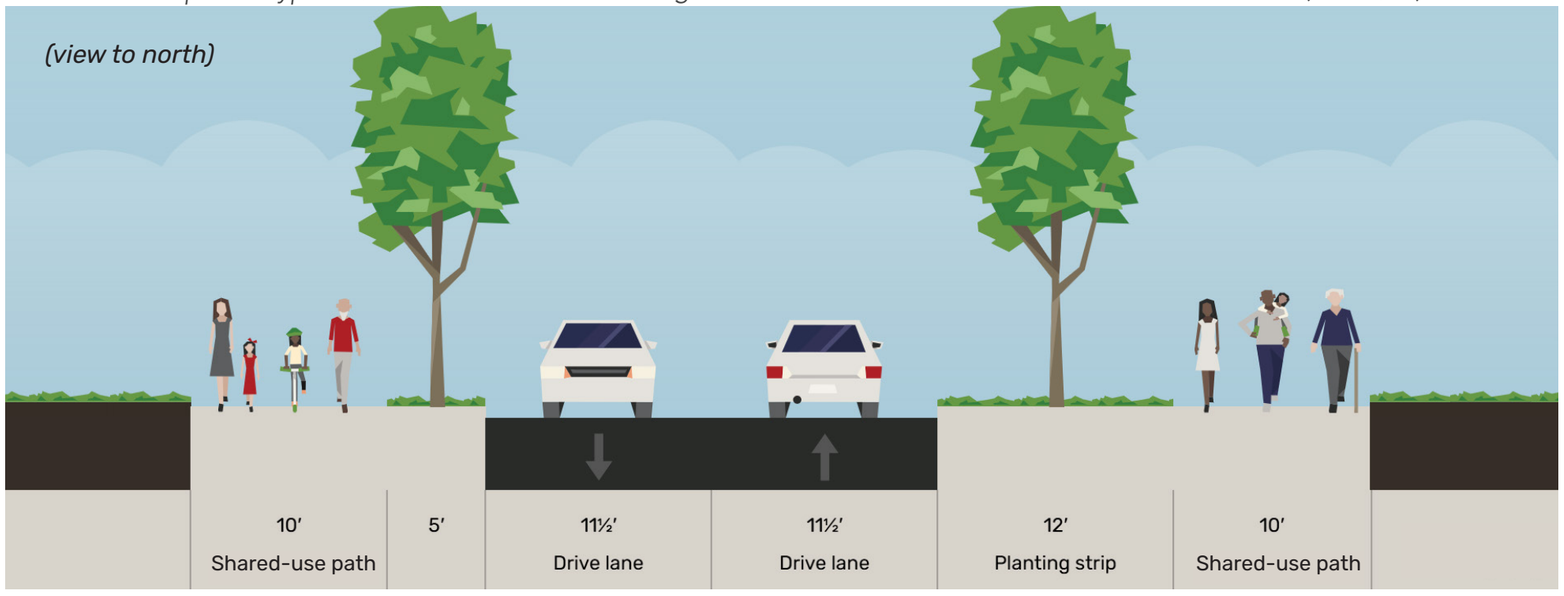


Exhibit 94. *Proposed Typical Cross-Section on Tower Ridge Drive from Brookview Drive to Meadowview Drive (60' ROW)*



Tower Ridge Drive (Meadowview Drive to Cliff Oaks Drive)

Existing Cross-Section

The right-of-way available on the segment of Tower Ridge Drive between Meadowview Drive and Cliff Oaks Drive varies from 54 to 60 feet. The current configuration of the segment, as shown in Exhibit 95, includes two 10.5-foot-wide travel lanes; an 18-foot-wide green space on the street's western side; and an 8-foot-wide buffer, 5-foot-wide sidewalk and 8-foot-wide green space on the street's northern side.

Proposed Cross-Section

The proposed reconfiguration of this segment would involve expanding the roadway from two to three lanes to continue the configuration of Tower Ridge Drive north of Brookview Drive. The existing 5-foot-wide sidewalk would be reestablished on the eastern side, and a 10-foot-wide shared-use path would be installed on the western side.

Benefits of the Proposed Improvement

- Shared bike and travel lanes allow for bike travel on the low-speed roadway
- Continuous 5-foot-wide sidewalks on both sides of the street provide dedicated space for pedestrians and connect with the pedestrian infrastructure on the other sections of Tower Ridge Drive
- A green space buffer on both sides side of the street separates the roadway from the path, enhancing pedestrian safety, and provides space for landscaping, improving aesthetic and environmental appeal. These buffers can be adjusted throughout the corridor depending on the specific context within the right-of-way

Exhibit 95. *Typical Existing Cross-Section on Tower Ridge Drive from Meadowview Drive to Cliff Oaks Drive (60' ROW)*

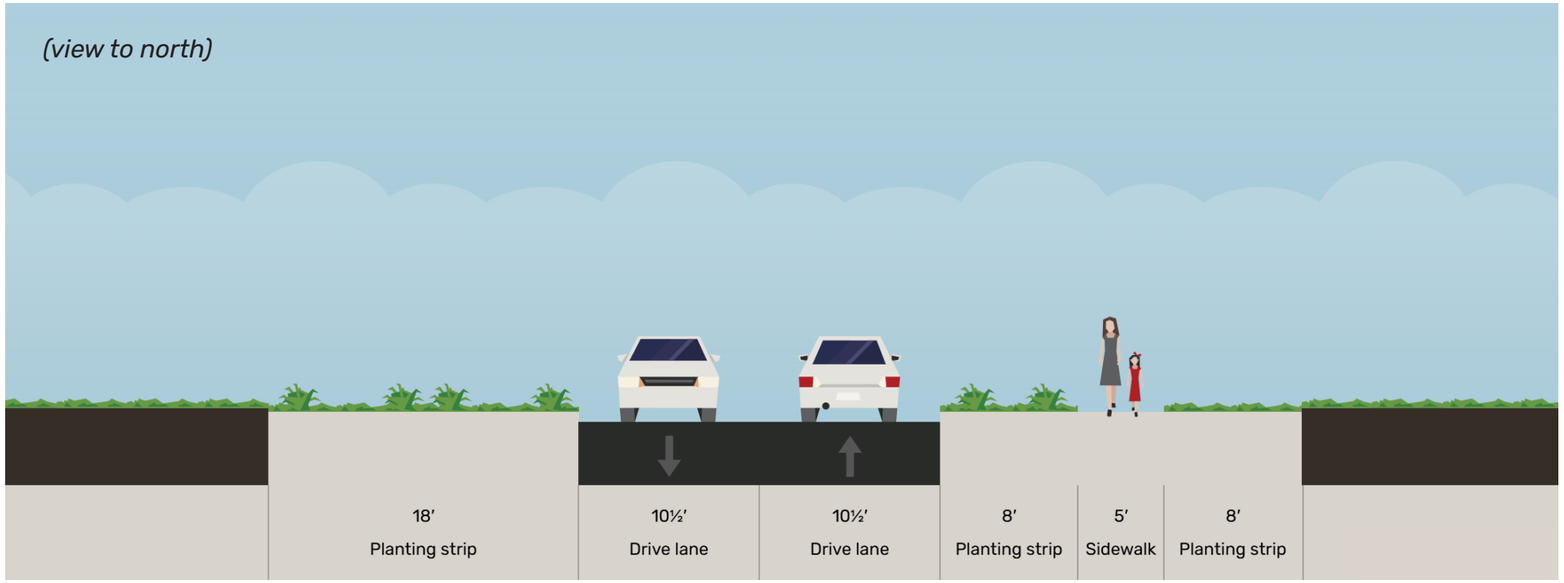
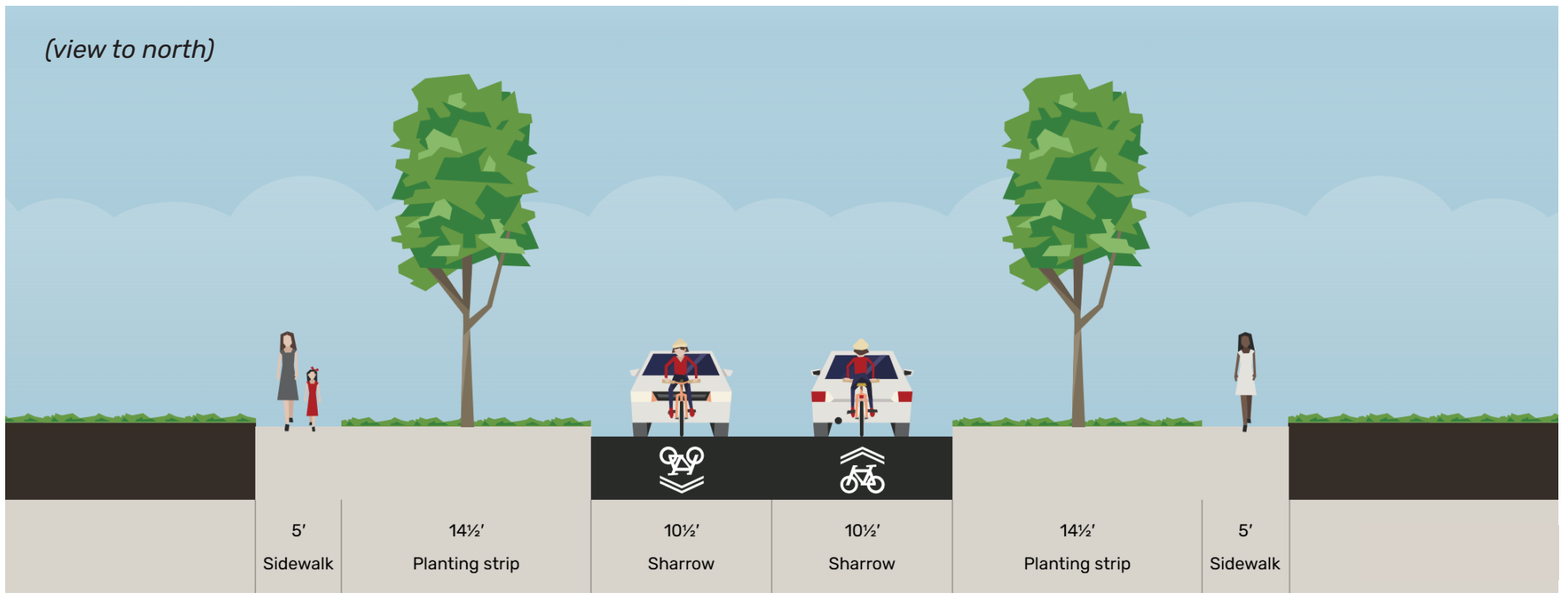


Exhibit 96. *Proposed Typical Cross-Section on Tower Ridge Drive from Meadowview Drive to Cliff Oaks Drive (60' ROW)*



Tower Ridge Drive (Cliff Oaks Drive to FM 2181)

Existing Cross-Section

The planned extension of Tower Ridge Drive south of Cliff Oaks Drive is has not yet been built.

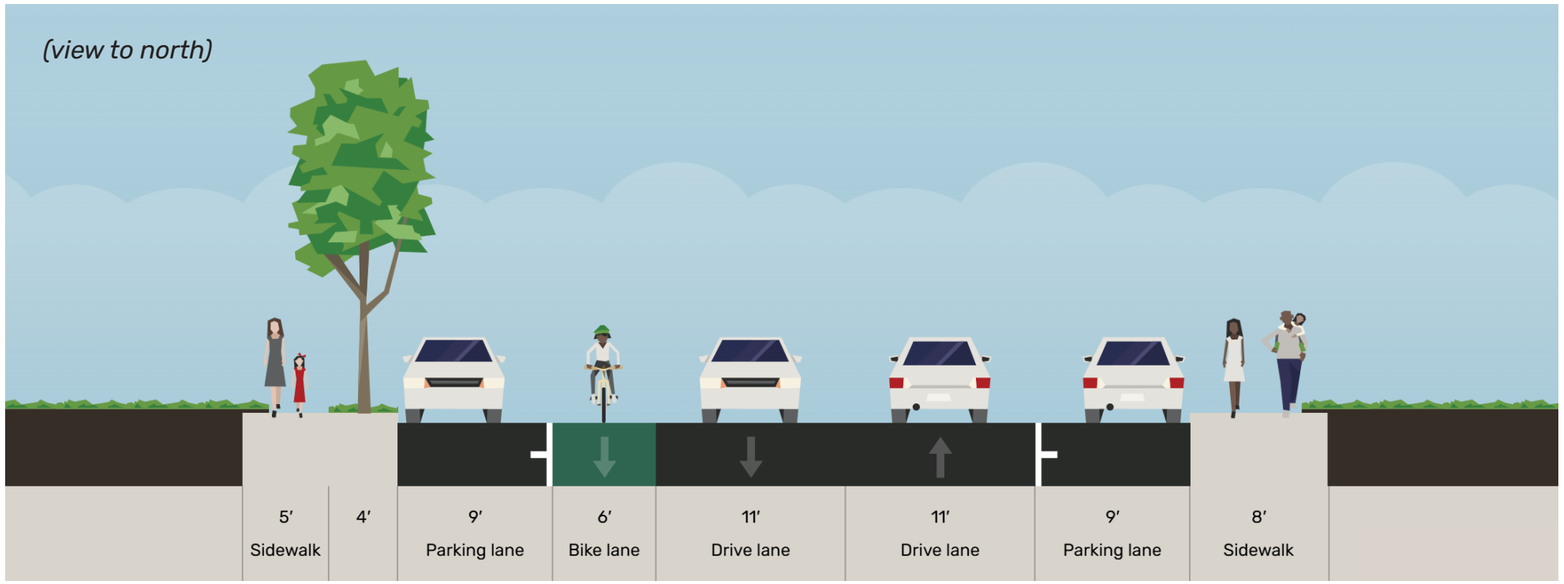
Proposed Cross-Section

The configuration of this segment, which is currently under construction, has two 11-foot travel lanes, two 9-foot parking lanes, and one 6-foot bike lane. Additionally, a 5-foot-wide sidewalk on the west side of the road and 8-foot-wide shared-use path on the east side provide pedestrian accommodations. The shared-use path is located outside of the existing right-of-way in an easement and can be adjusted depending on the available right-of-way.

Benefits of the Proposed Improvement

- Dedicated bike lanes, even without a buffer, provide a safer space for cyclists, separate from vehicle traffic. Cyclists traveling north can utilize the shared-use path on the east side of the road
- Continuous 5-foot-wide sidewalk provides a dedicated space for pedestrians, and the 8-foot-wide shared-use path serves both pedestrians and cyclists
- Parking lanes add a buffer between pedestrians and vehicles, creating a safer and more comfortable environment for active transportation. Street parking also contributes to lower vehicle speeds along the corridor

Exhibit 97. *Proposed Typical Cross-Section on Tower Ridge Drive from Cliff Oaks Drive to FM 2181 (60' ROW)*



Cliff Oaks Drive

Existing Cross-Section

Cliff Oaks Drive has approximately 57 feet of right-of-way available. The current configuration of Cliff Oaks Drive, as shown in Exhibit 98, includes two 11.5-foot-wide travel lanes, a 13-foot-wide green space on the street's southern side, and an 11-foot-wide parkway, 6-foot-wide sidewalk and 4-foot-wide green space on the street's northern side.

Proposed Cross-Section

The proposed reconfiguration of Cliff Oaks Drive would incorporate replacing the green spaces with 10-foot-wide shared-use paths on the street's south and adding a 8-foot-wide sidewalk to the north side with parkways on both sides, and keeping the pavement and travel lane width.

Benefits of the Proposed Improvement

» Shared-use paths on both sides support higher pedestrian traffic and other modes of transportation serving as the active transportation element in this corridor
  - Shared-use paths on both sides are especially appropriate considering the presence of the Corinth Elementary School and high-density land use adjacent to the corridor, and with another multifamily development underway

» The multimodal design balances connectivity for vehicles, cyclists and pedestrians, and creates a safer, more attractive corridor for community use

» A parkway buffer separates the roadway from the path, enhancing pedestrian safety, and provides space for landscaping, improving aesthetic and environmental appeal

Exhibit 98. *Typical Existing Cross-Section on Cliff Oaks Drive (57' ROW)*

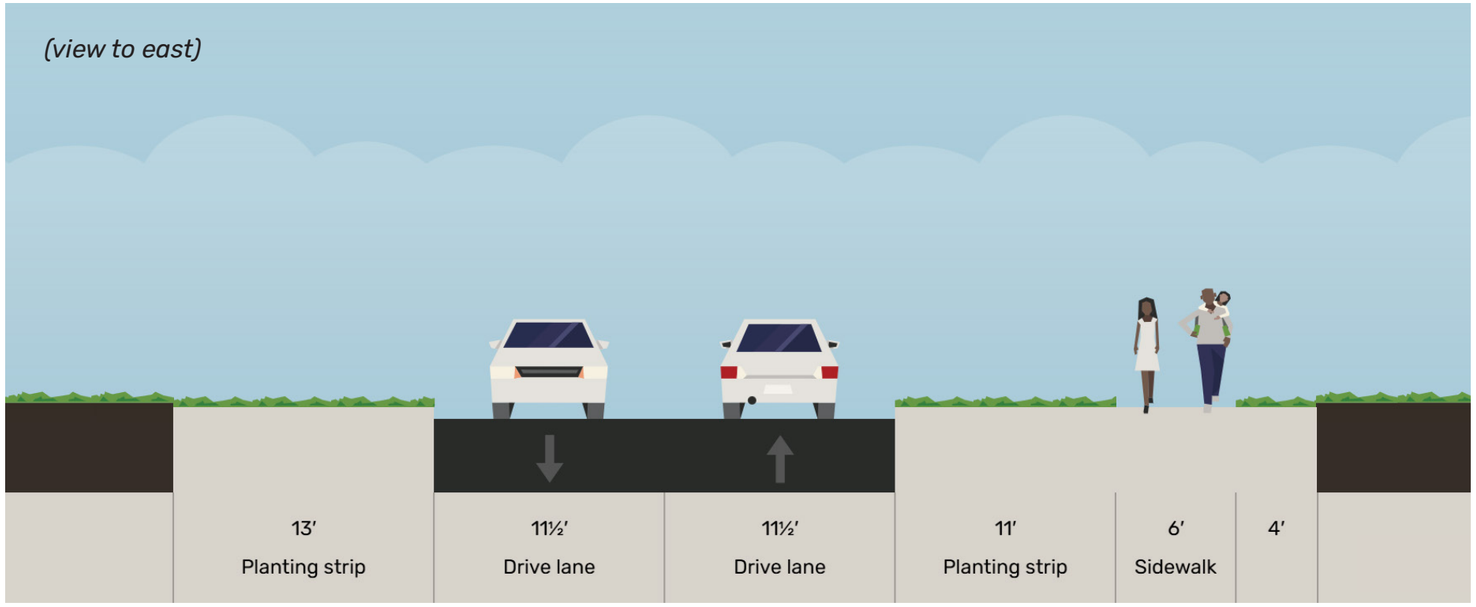
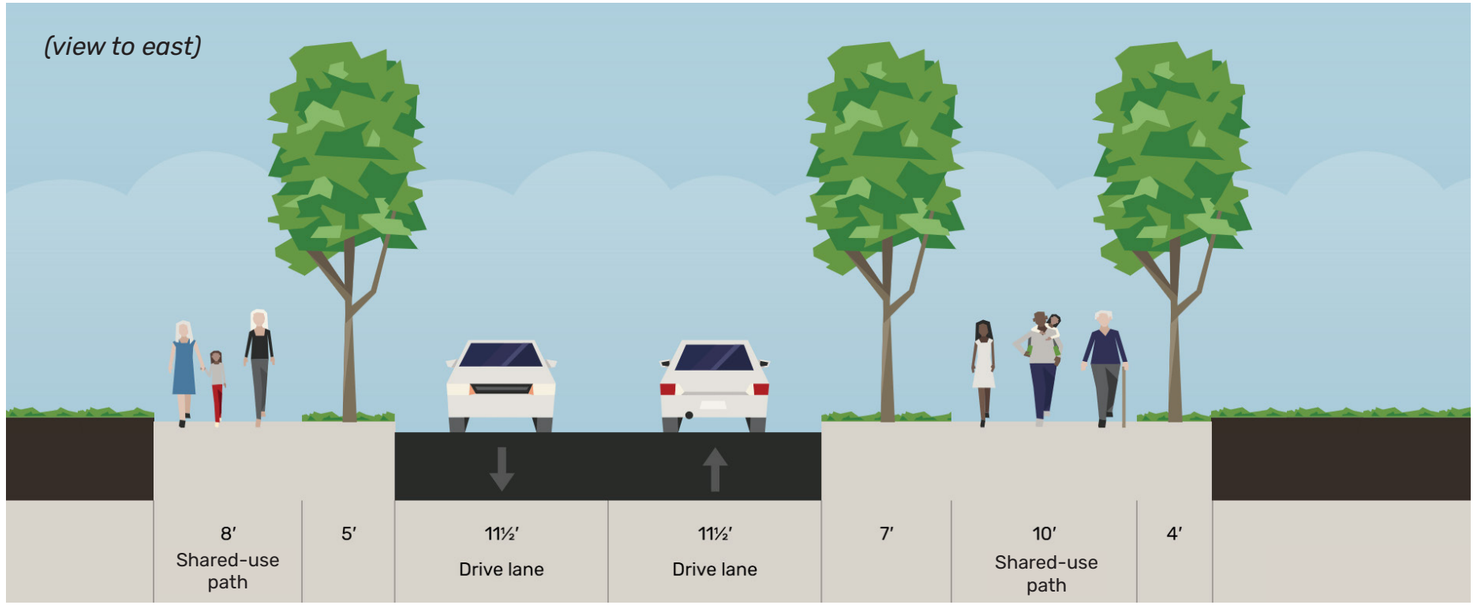


Exhibit 99. *Proposed Typical Cross-Section on Cliff Oaks Drive (57' ROW)*



Garrison Road (North of Cliff Oaks Drive)

Existing Cross-Section

Garrison Road (north of Cliff Oaks Drive) has approximately 60 feet to over 100 feet of right-of-way available. The current configuration, as shown in Exhibit 100, includes two 11-foot-wide travel lanes and green space on each side of the street with a minimum of 13 feet. A 5-foot-wide sidewalk has been installed along the west side of Garrison Road, ending just before the IH 35 service road.

Proposed Cross-Section

The proposed treatment increase the sidewalk on the western side to an 8-foot-wide shared-use path add an 8-foot shared-use path along the east side while keeping the pavement and travel lane width consistent.

Benefits of the Proposed Improvement

- Shared-use path on the western side supports both pedestrian and bike traffic, serving as the active transportation element in this corridor
- The multimodal design balances connectivity for vehicles, cyclists and pedestrians, and creates a safer, more attractive corridor for community use

Exhibit 100. *Typical Existing Cross-Section on Garrison Road (North of Cliff Oaks Drive) (60' ROW min)*

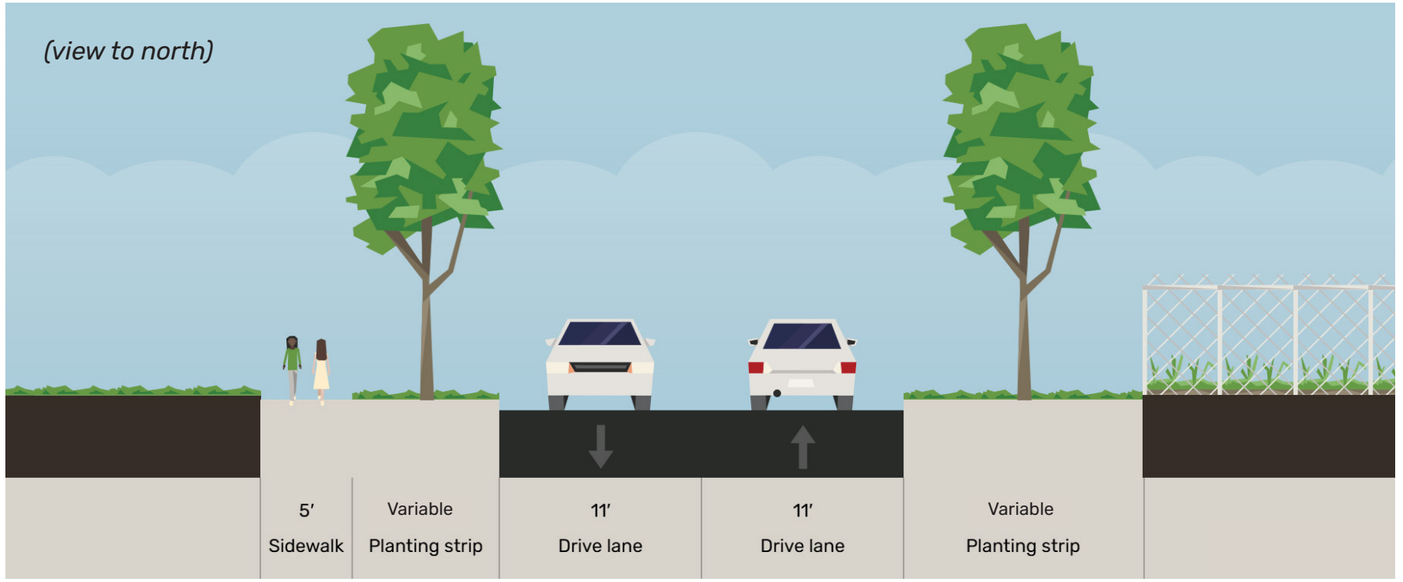
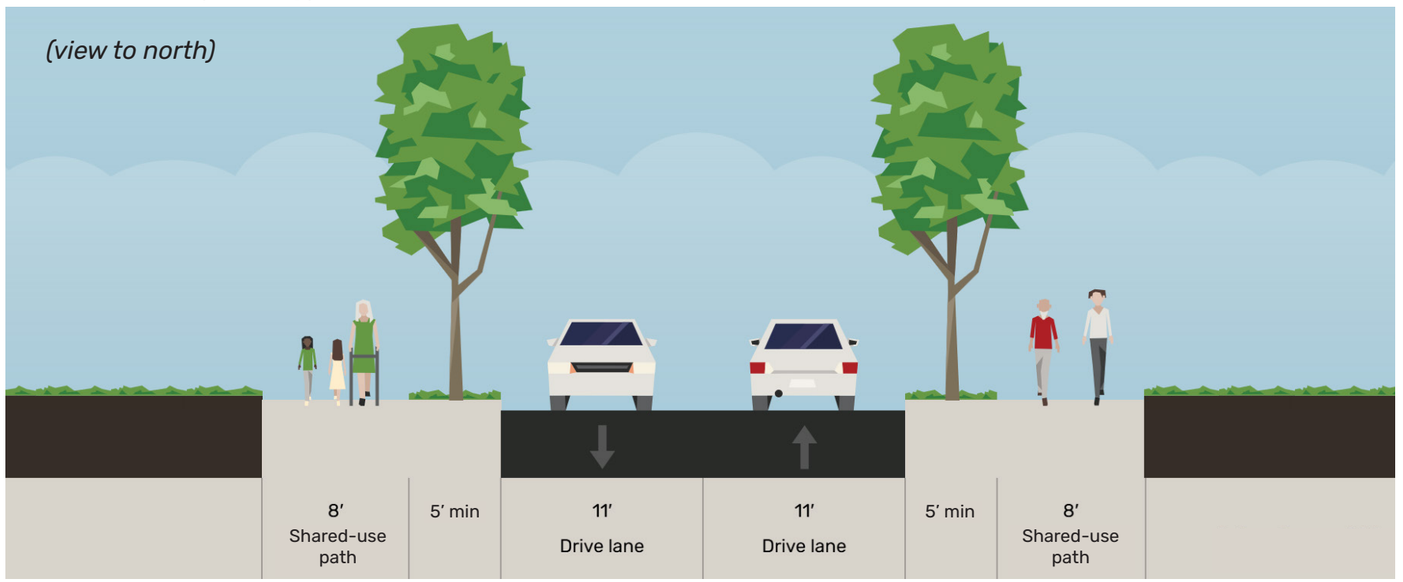


Exhibit 101. *Proposed Typical Cross-Section on Garrison Road (North of Cliff Oaks Drive) (60' ROW min)*



Garrison Road (South of Cliff Oaks Drive)

Existing Cross-Section

Garrison Road (south of Cliff Oaks Drive) has approximately 60 feet of right-of-way available. The current configuration, as shown in Exhibit 102, includes two 19.5-foot-wide travel lanes, 4-foot-wide sidewalks, 5-foot-wide parkways and green space on each side of the street.

Proposed Cross-Section

The proposed reconfiguration would incorporate reducing the width of the travel lanes from 19 feet to 11.5 feet, adding a 5-foot wide bike lane with a 3-foot-wide buffer on each side of the street, and increasing the sidewalk width to 8 feet and reducing the parkway width to 3 feet on each side of the street.

Benefits of the Proposed Improvement

- Lane narrowing from 19 to 11 feet helps to calm traffic and lowers vehicle speeds, and reduces the likelihood and severity of a collision
- Wide dedicated buffered bike lanes provide a safer space for cyclists, separate from vehicle traffic, and encourage cycling by providing a comfortable riding area
- Sidewalks increase pedestrian safety and accessibility
- The multimodal design balances connectivity for vehicles, cyclists and pedestrians, and creates a safer, more attractive corridor for community use
- Parkway buffer separate the roadway from the path, enhancing pedestrian safety, and provide space for landscaping, improving aesthetic and environmental appeal

Exhibit 102. *Typical Existing Cross-Section on Garrison Road (South of Cliff Oaks Drive) (60' ROW)*

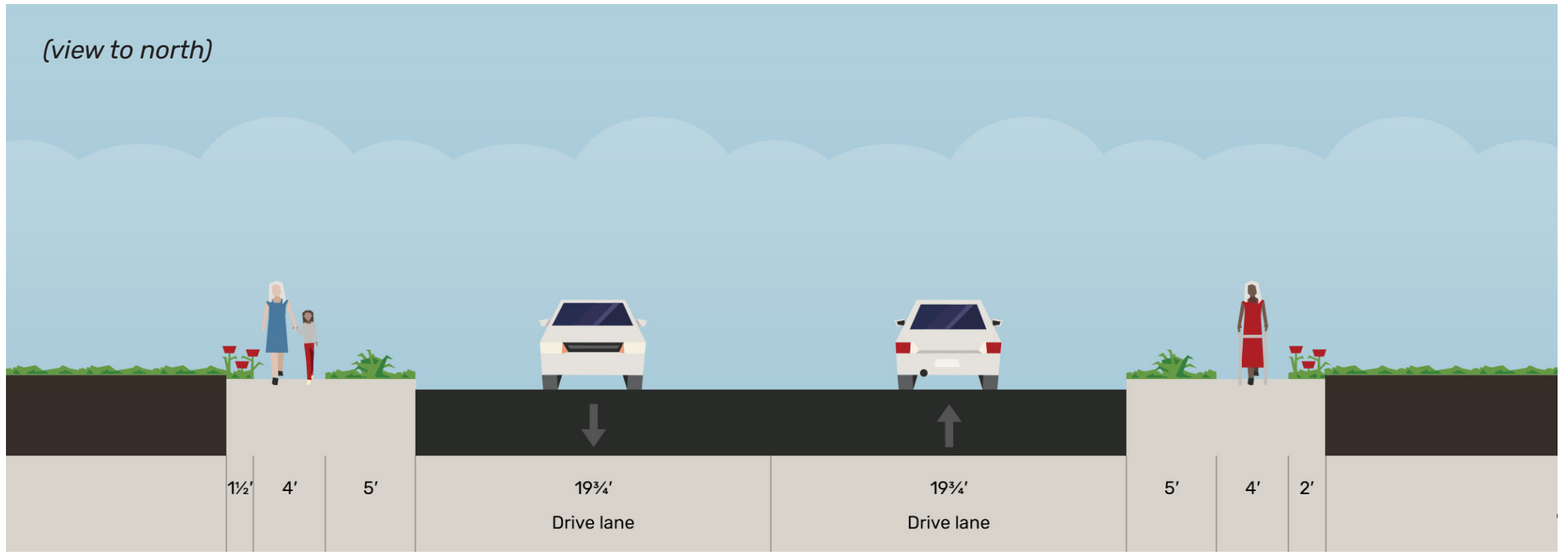
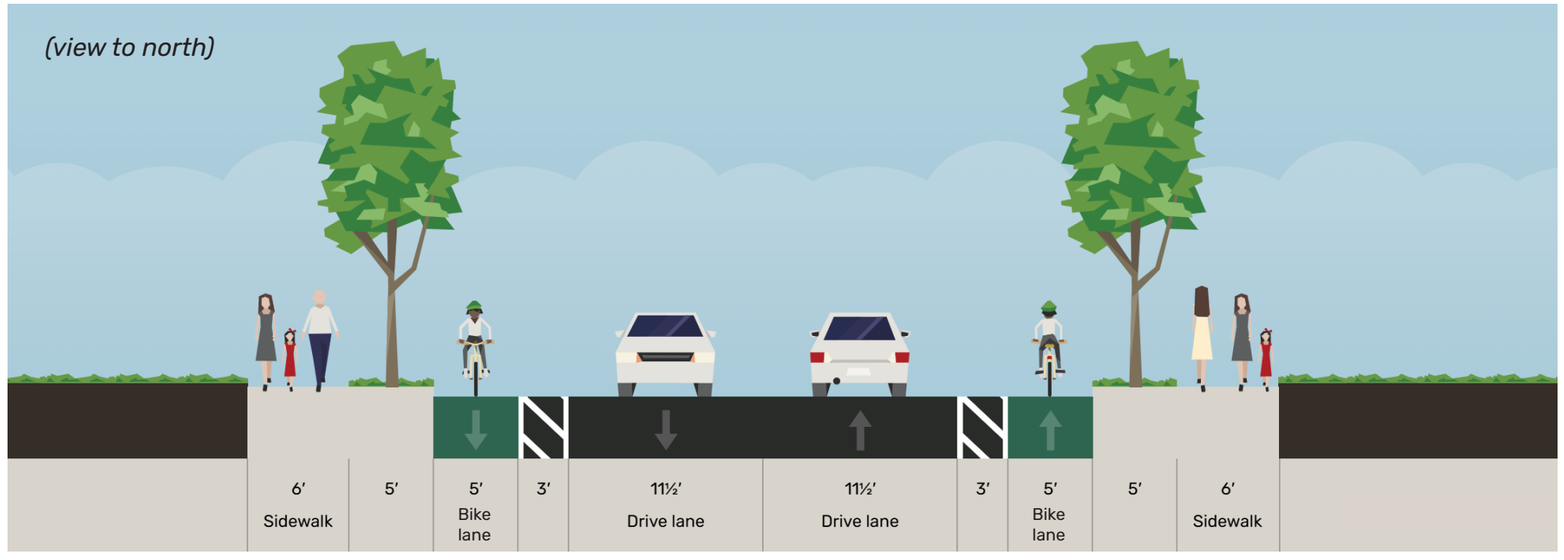


Exhibit 103. *Proposed Typical Cross-Section on Garrison Road (South of Cliff Oaks Drive) (60' ROW)*



Silver Meadow Lane

Existing Cross-Section

Silver Meadow Lane has 60 feet of right-of-way available. The current configuration, as shown in Exhibit 104, includes two 9.5-foot-wide travel lanes, and at least 19.5-foot-wide green space on each side.

Proposed Cross-Section

The proposed reconfiguration would incorporate replacing the wide green space with 10-foot-wide shared-use paths and 6-foot-wide parkways on each side of the street.

Benefits of the Proposed Improvement

- Shared-use paths on both sides support higher pedestrian traffic and other modes of transportation serving as the active transportation element in this corridor
- The multimodal design balances connectivity for vehicles, cyclists and pedestrians, and creates a safer, more attractive corridor for community use
- Parkway buffer separate the roadway from the path, enhancing pedestrian safety, and provide space for landscaping, improving aesthetic and environmental appeal

Exhibit 104. *Typical Existing Cross-Section on Silver Meadow Lane (60' ROW)*

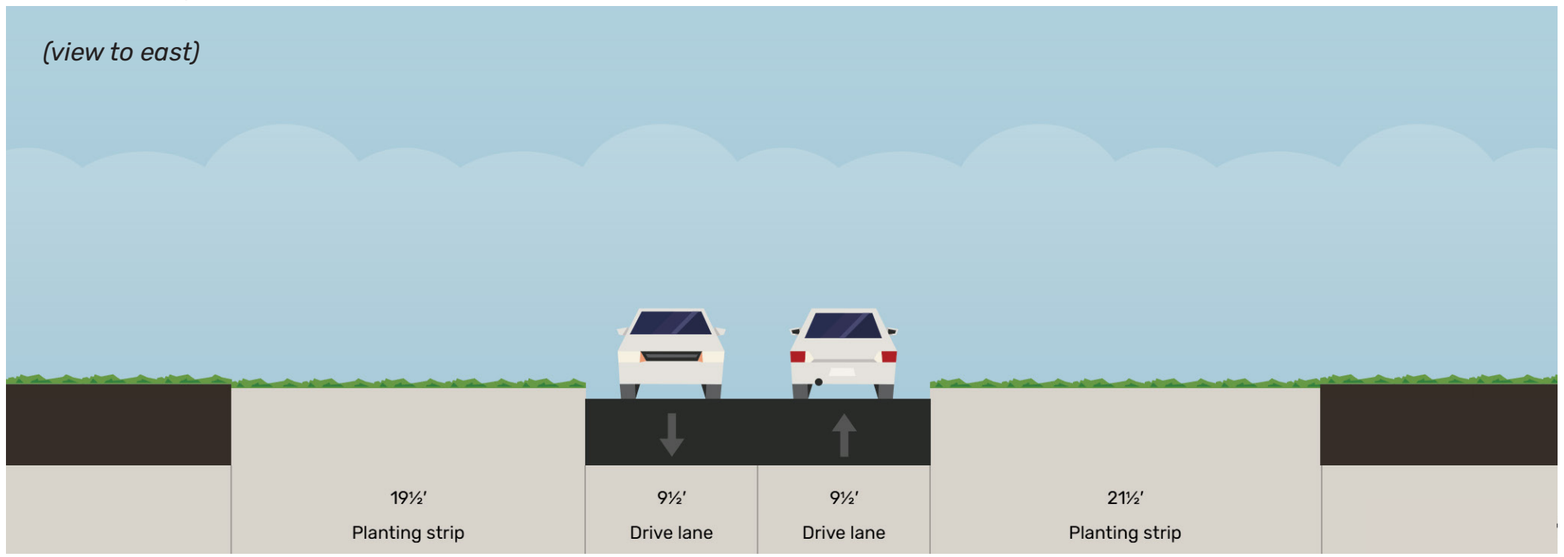
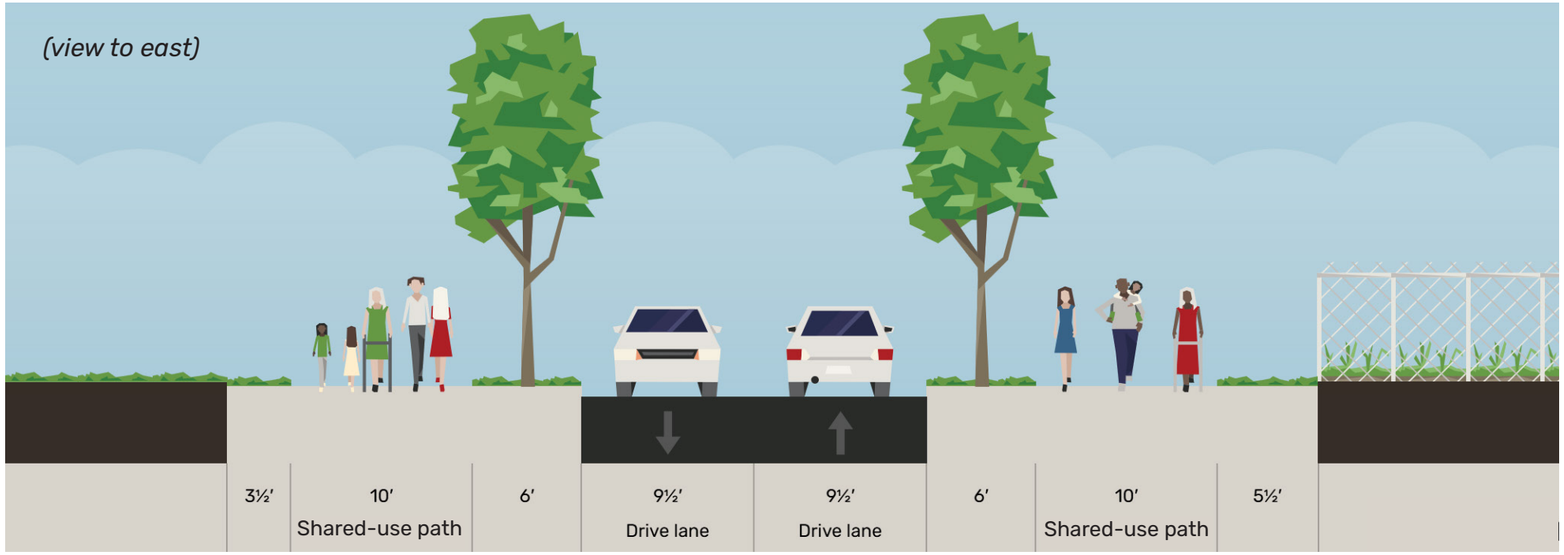


Exhibit 105. *Proposed Typical Cross-Section on Silver Meadow Lane (60' ROW)*



S. Stemmons Freeway

Existing Cross-Section

S. Stemmons Freeway has 290 feet of right-of-way, as shown in Exhibit 106; however, the proposed improvement will only take place within 22 feet of right-of-way next to each side of the service road. The current configuration, as shown in Exhibit 106, includes two 11-foot-wide travel lanes and green spaces on both Northbound and Southbound.

Proposed Cross-Section

The proposed reconfiguration would incorporate a 10-foot-wide shared-use path and a 10-foot-wide parkway between the shared-use path and travel lanes.

Benefits of the Proposed Improvement

- Shared-use paths on both sides support higher pedestrian traffic and other modes of transportation serving as the active transportation element in this corridor
- Parkway separate the roadway from the path, enhancing pedestrian safety, and provide space for landscaping, improving aesthetic and environmental appeal

Exhibit 106. *Typical Existing Cross-Section on S. Stemmons Freeway (290' ROW)*

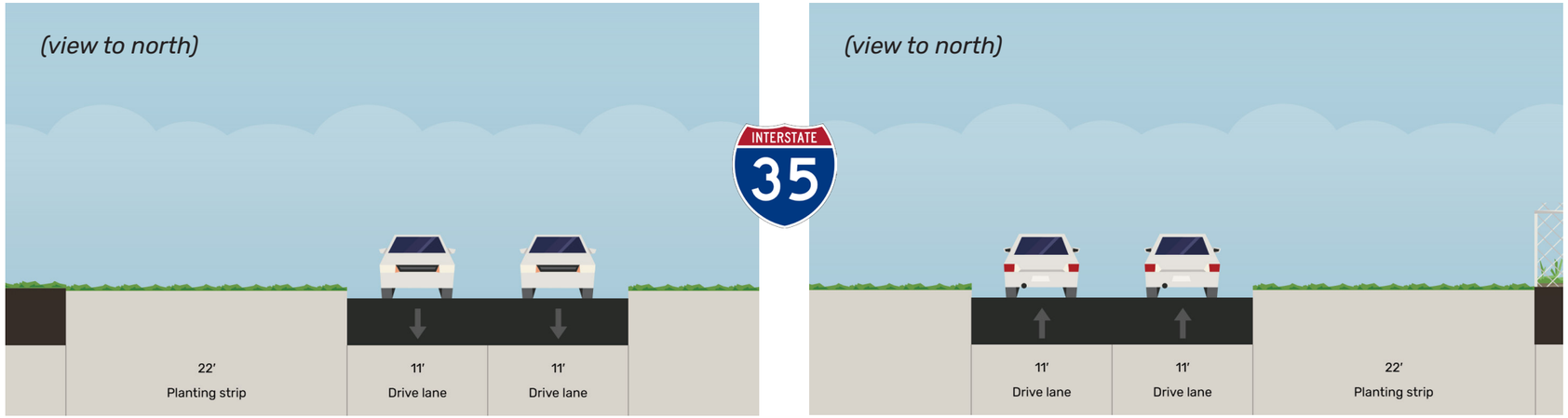


Exhibit 107. *Proposed Typical Cross-Section on S. Stemmons Freeway (290' ROW)*

Shared Streets

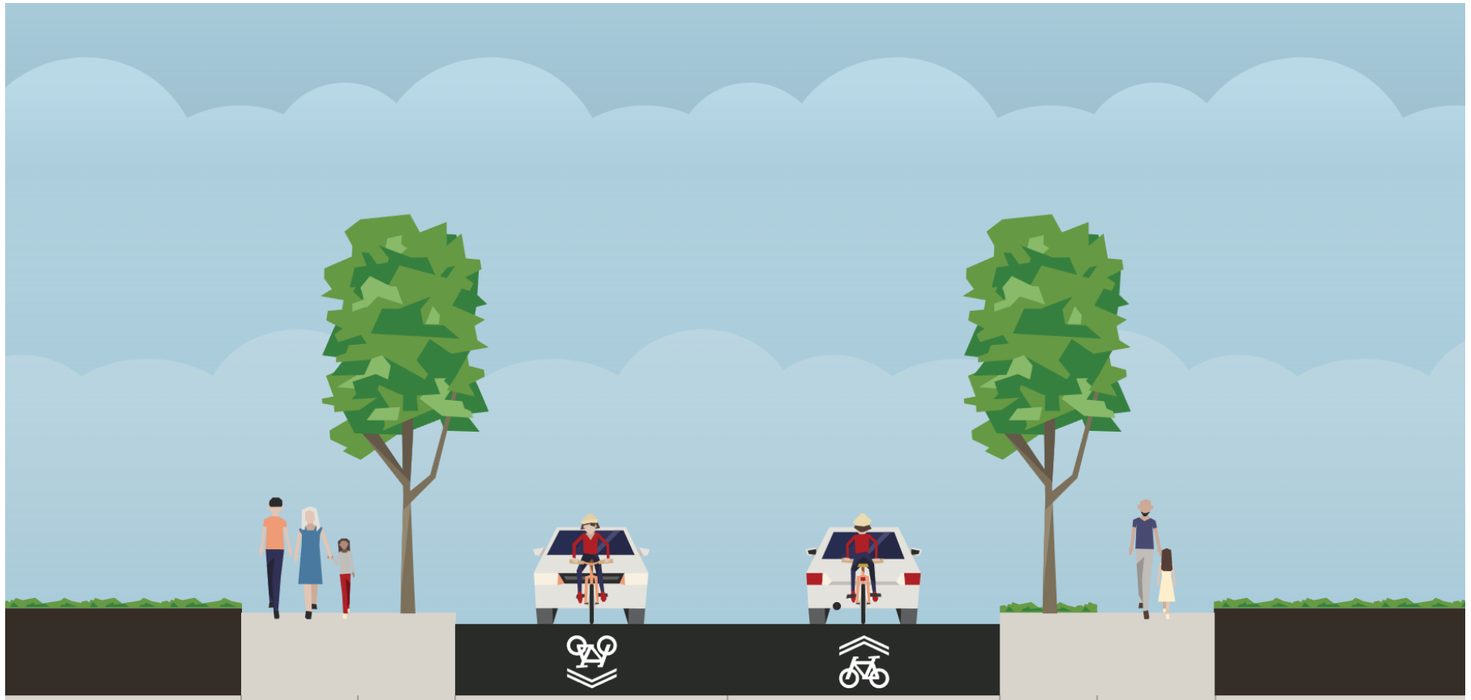
Proposed Cross-Section

The proposed cross-section for a shared street, as shown in Exhibit 108, would incorporate shared roads, parkways, and sidewalks on each side of the street.

Benefits of the Proposed Improvement

- Standard sidewalks provide pedestrian safety and accessibility on both sides of the street
- The shared roads allow for continuity of the active transportation network on streets with limited right-of-way
- Parkway buffer separate the roadway from the path, enhancing pedestrian safety, and provide space for landscaping, improving aesthetic and environmental appeal

Exhibit 108. *Proposed Concept of a Cross-Section on Shared Streets*



	6′ Sidewalk	5′	14′ Sharrow	14′ Sharrow	5′	6′ Sidewalk	

Intersections and Transitions

Typical sections define the functionality along a length of street, but specific treatments for passage of a typical intersection through an intersection need to be addressed based upon the conditions at each intersection. Similarly, transitioning from one bike/ped facility type to another (e.g. bike lanes to shared use paths) require careful consideration of the prevailing conditions and the user groups intended for use of the facilities.

The Urban Bikeway Design Guide, Third Edition, published by the National Association of City Transportation Officials in 2025, contains many examples of various conditions and potential treatments for intersection and transition treatments. One example of a transitional treatment is what has been installed by the City of Austin on a side street (Peyton Gin Road) with bike lanes approaching a major arterial street (N. Lamar Boulevard) that has shared use paths (Exhibit 109).

Exhibit 109. *Bike Lanes along Peyton Gin Road approaching N. Lamar Boulevard, Austin, TX*

5 Recommendations and Implementation

Project Recommendations

Based upon a synthesis of the review of existing conditions, addressing of public and stakeholder comments, application of best practices and leveraging of ongoing transportation initiatives, an active transportation network and a set of supporting policies and programs have been developed.

Active Transportation Network

Exhibit 109 summarizes the existing and proposed length of each bike/ped facility in the City of Corinth. The network map in Exhibit 110 on page 71 and table in Exhibit 112 on page 73 list the network recommendations described in Chapter 4. The proposed projects are assigned as Tier I, Tier II or Tier III to guide their relative priority of implementation.

Project Implementation

The following strategy is recommended to advance the projects and programs of the Active Transportation Plan.

1. The elements of the Tier I network should be continuously advanced for funding and implementation of the enhanced and completed high quality network.
2. The elements of the Tier II network may advance short segments of the larger network and should be brought to a logical terminus while awaiting completion of the network.
3. The network elements in the Tier III network would be implemented as opportunities arise in conjunction with development and as special funding is available such as might be dedicated for safe routes for schools and parks under the Transportation Alternatives program.

Exhibit 110. *Length of Existing and Proposed Active Transportation Facilities*

Facility Type	Existing Miles	Proposed Miles	Total Future Miles
Shared-use Path, both sides	-	12.68	12.68
Shared-use Path, one side	0.41	9.83	10.25
Shared Bike Lanes/Parking Lanes + Wide Sidewalks, Planned	-	2.57	2.57
Buffered Bike Lanes + Wide Sidewalks	-	7.09	7.09
Bike Lanes + Wide Sidewalks	-	0.40	0.40
Parking-Protected Bike Lane + Wide Sidewalks	-	1.16	1.16
Regional Trail	3.39	-	3.39
Local Trail, Paved	2.12	4.41	6.53
Local Trail, Unpaved	4.05	2.92	6.97
Shared Street	-	3.63	3.63
Total	**9.97**	**44.70**	54.67

Tier I

The priority network of trails, SUPs and bike lanes that provide connectivity to the high profile destinations in the City.

Tier II

The second tier of projects, which will be completed in conjunction with ongoing or planned projects.

Tier III

The remaining trails, bike lanes and bike routes that connect to the various neighborhoods, schools and parks that are not in the priority network nor in an ongoing or planned project.

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TEXAS

2025 Active Transportation Plan

Facility Status
- Existing
- Planned

Facility Type
- Shared-Use Path, both sides
- Shared-Use Path, one side
- Shared Street/Parking Lanes + Sidewalks
- Buffered Bike Lanes + Sidewalks
- Bike Lanes + Sidewalks
- Parking-Protected Bike Lane + Sidewalks
- Regional Trail
- Local Trail, Paved
- Local Trail, Unpaved
- Bike Lanes + Shared-Use Path
- Shared Street

- Existing Signal
- Proposed Signal
- Pedestrian Hybrid Beacon
- Trail Grade Separation
- Existing Street
- Planned Street
- City Limits
- Railroads
- Lakes
- Streams
- Parks

N

0 0.25 0.5 Miles

Exhibit 111. *2024 Active Transportation Plan*

Prioritization

In addition to the three-tier priority project framework, advancement of highly desired active transportation projects should focus on providing easily implementable and high-value active transportation projects emphasizing ADA compliance, safety, network connectivity, and promoting walking and cycling activity within the City.

An example of a screening methodology for advancing projects is shown in Exhibit 111. As the network grows and becomes more established, many of these criteria can be altered to support the maintenance and expansion of a more comprehensive and defined network.

Exhibit 112. *Proposed Prioritization Methodology for Bike/Ped Projects*

Criteria	Metric
Multi-Modal Opportunity	How many bus routes are within ½ mile of the project?
	Does the project involve a strong ADA compliance component?
	Is this project within ½ mile of an identified scooter corral?
Access/Place-Based Connections	How many high-value civic/health (clinics/pharmacies/hospitals) destinations are within ½ mile?
	How many high-value recreational amenities (community centers/pools) are within ½ mile?
	How many high-value tourist attractions are within ½ mile?
Network Connectivity	Does the project provide a key connection between bike/ped facilities or to a major bike path or attraction?
	Does the project remove a barrier to overall bike/ped network development?
Target Populations	Does the project support access to known key service points for at-risk disadvantaged groups?
Public Safety	How many annual fatal or severe crashes involved bike/ped users (last 5 years)?
	Would the proposed improvement resolve/mitigate contributing factors associated with the crash?
	Will the improvement include lighting or shading improvements?
Imminent Funding	Is the project on the roadway that is part of the bond program, CIP project listing, Rapid Replacement Program, or TxDOT project?
Schools	Is the project within ¼ mile of a school? Does the school participate in a Safe Routes to School Program? Is the improvement consistent with its program?
Activity Promotion	Will this activity directly help promote walking and cycling? Is it adjacent to or provide access to major walking/cycling events or known area bike/ped activity?

Exhibit 113. *List of Proposed Bike/Ped Network Improvements*

Proj. No.	Road	From	To	Project	Tier
1	FM 2181	W City Limit	E City Limit	Install 10' SUP on south side of road and 8' SUP on north side of road	Tier III
2	Oakmont Dr	FM 2181	Robinson Rd	Install 6' sidewalk on both sides of road; restripe road to have two 11' lanes; stripe 5' bike lane and 2' buffer	Tier I
3	Meadowview Dr	Oakmont Dr	IH 35 Service Road	Install shared street signage; restripe road to have two 11’ lanes; stripe 9’ parking lane on both sides; install 8' SUP on north side of road and 6' sidewalk on east side of road	Tier I
4	Robinson Rd	W City Limit	Post Oak Dr	Install 10' SUP on north side of road; install 5' sidewalk on south side of road	Tier III
5	Church Dr	Post Oak Dr	IH 35 Service Road South	Restripe road to have two 12' lanes; stripe 6' bike lane on both sides; install 5' sidewalk on south side	Tier III
6	Post Oak Dr	N City Limit	Lake Sharon Dr	Install 10' SUP on east side of road; install 6' sidewalk on west side of road	Tier III
7	Post Oak Dr	Lake Sharon Dr	FM 2181	Install 8' SUP on both sides of road; restripe road to have two 11' lanes; stripe 5' buffer and 6' bike lane	Tier III
8	Shady Shores Rd	Old Texas 77	E City Limit	Install 10' SUP on north side of road; install 6' sidewalk on south side of road; reconstruct road to have two 12' lanes, 4' buffer and 6' bike lane	Tier I
9	IH 35 Service Road North	N City Limit	S City Limit	Install 10' SUP on east side of road	Tier III
10	IH 35 Service Road South	S City Limit	N City Limit	Install 10' SUP on west side of road	Tier III
11	N Corinth St	Denton Katy Trail	Shady Shores Rd	Restripe road to have shared 10' lanes and two 8' parking lanes; install 8' sidewalk on both sides	Tier II
12	Shady Rest Ln	Corinth Pkwy	End of existing SUP	Install 10' SUP on west side of road; stripe 5' bike lanes on both sides	Tier I
13	Fritz Ln	Shady Rest Ln	Meadows Rd	Install 10' SUP on south side of road and 6' sidewalk on north side of road	Tier II
14	Meadows Rd	Fritz Ln	Shady Shores Rd	Install 8' SUP on east side of road and 5' sidewalk on west side of road	Tier II
15	Corinth Pkwy	IH 35 Service Road North	Creek Bend Ct	Restripe road to have two 11' lanes; stripe 8' parking lane and 5' bike lane on both sides; install 6' sidewalk on both sides	Tier I
16	Dobbs Rd	Corinth Pkwy	IH 35 Service Road North	Realign road; reconstruct road to have two 12' lanes; stripe 5' buffer and 7' bike lane on both sides; install 6' sidewalk on west side	Tier I
17	Tower Ridge Dr	Lake Sharon Dr	200' south of Brookview Dr	Restripe road to have two 11’ lanes; stripe 2’ buffer and 5’ bike lane on both sides; install 6' sidewalk on both sides	Tier I
18	Tower Ridge Dr	Meadowview Dr	Cliff Oaks Dr	Install 5' sidewalk on west side of road; install shared street signage	Tier I
19	Future Tower Ridge Dr Ext.	Cliff Oaks Dr	FM 2181	Restripe road to have two 11’ lanes; stripe 9’ parking lanes on both sides and 6’ bike lane on west side; install 5’ sidewalk on west side of road and 8’ SUP on east side of road	Tier I
20	Cliff Oaks Dr	Tower Ridge Dr	Garrison Rd	Install 10' SUP on south side of road and 8' SUP on north side of road	Tier III
21	Garrison Rd	FM 2181	Cliff Oaks Dr	Install 8' sidewalk on both sides	Tier III
22	Garrison Rd	Cliff Oaks Dr	IH 35 Service Road South	Restripe road to have two 11.5' lanes; stripe 3' buffer and 5' bike lane on both sides; install 6' sidewalk on both sides	Tier III

Proj. No.	Road	From	To	Project	Tier
23	Lake Sharon Dr	W City Limit	IH 35 Service Road South	Restripe road to have two 12' lanes; stripe 5' buffer and 7' bike lane on both sides; install 5' sidewalk on both sides	Tier I
24	Creekside Dr	Oakmont Dr	Post Oak Dr	Install 10' SUP on south side of road; install 6' sidewalk on north side of road	Tier II
25	Future Creekside Dr Ext	Post Oak Dr	Future Parkridge Dr Ext	Install 10' SUP on south side of road; install 6' sidewalk on north side of road	Tier II
26	Silver Meadow Dr	Future Parkridge Dr Ext	S Corinth St	Install 10' SUP on north side of road	Tier II
27	Corinth Pkwy	Lake Sharon Dr	IH 35 Service Road North	Restripe road to have two 12' lanes; stripe 7' bike lane and 5' buffer on both sides; install 6' sidewalk on west side of road and 5' sidewalk on east side of road	Tier III
28	Pecan Creek Cir	Post Oak Dr	End of existing trail north of Aspen St	Install 10' SUP on east side of road	Tier III
29	New Trail A	IH 35 Service Road South	Church Dr	Install 8' paved trail	Tier I
30	Parkridge Dr	Summit Ridge Dr	End of Parkridge Dr	Install 10' median; install 8' SUP on east side of road	Tier I
31	Future Parkridge Dr Ext	End of Parkridge Dr	Church Dr	Install 10' median; install 8' SUP on east side of road	Tier I
32	New Trail B	Future Parkridge Dr Ext	IH 35 Service Road South	Install 8' paved trail	Tier III
33	New Trail C	Existing paved trail	Corinth Pkwy	Install 10' paved trail	Tier III
34	New Trail D	Existing paved trail	E City Limit	Install 8' unpaved trail	Tier III
35	New Trail E	Tree House Ln	New Trail D	Install 8' unpaved trail	Tier III
36	New Trail F	Tower Ridge Dr	Dobbs Rd	Install 8' unpaved trail	Tier III
37	Corinth Pkwy	Creek Bend Ct	Quail Run Dr	Restripe road to have two 12' lanes; stripe 7' bike lane and 5' buffer on both sides; install 6' sidewalk on west side of road and 5' sidewalk on east side of road	Tier I
38	New Trail H	IH 35 Service Road North	Corinth St	Install 10' paved trail	Tier II
39	Vintage Dr	Robinson Rd	900' S of Creekside Dr	Install 8' SUP on east side of road and 5' sidewalk on west side of road	Tier III
40	New Trail I	Oakmont Dr	650' E of Oakmont Dr	Install 10' paved trail	Tier III
41	Ardglass Trail	Ballycastle Ln	Oakmont Dr	Install 10' SUP on north side of road	Tier III
42	Rye Rd	Ballycastle Ln	End of Rye Rd	Install 10' SUP on south side of road	Tier III
43	New Trail J	End of Rye Rd	Lake Sharon Dr	Install 10' paved trail	Tier III
44	New Trail K	FM 2181	Oakmont Dr	Install 10' paved trail	Tier III

Proj. No.	Road	From	To	Project	Tier
45	New Trail L	Meadowview Dr	Hidden Springs Dr	Install 10' paved trail	Tier III
46	New Trail M	Enchanted Oaks Cir	Existing unpaved trail	Install 8' unpaved trail	Tier III
47	New Trail N	End of existing trail	Old Alton Bridge Trail	Install 8' unpaved trail	Tier I
48	Blue Jay Dr	Meadowview Dr	FM 2181	Install shared street signage	Tier III
49	Windsor Pkwy	FM 2181	Jesse Way	Install shared street signage	Tier III
50	Jesse Way	Windsor Pkwy	Leeds Ct	Install shared street signage	Tier III
51	Leeds Ct	Jesse Way	End of Leeds Ct	Install shared street signage	Tier III
52	Post Oak Trl	FM 2181	Oak Bluff Dr	Install shared street signage	Tier III
53	Oak Bluff Dr	End of Oak Bluff Dr	W Long Lake Blvd	Install shared street signage	Tier III
54	Serendipity Hills Trl	FM 2181	Oak Bluff Dr	Install shared street signage	Tier III
55	Long Lake Blvd	Oak Bluff Dr	End of Long Lake Blvd	Install shared street signage	Tier III
56	New Trail O	FM 2181	Parkridge Dr	Install 8' paved trail	Tier II
57	New Trail P	New Trail O	End of Future Street G	Install 8' unpaved trail	Tier II
58	New Trail Q	FM 2181	Parkridge Dr	Install 8' unpaved trail	Tier III
59	Meadow Oaks Dr	Lake Sharon Dr	Alcove Ln	Restripe road to have two 12' lanes; stripe 4' buffer and 6' bike lane on both sides; install 6' sidewalk on both sides	Tier III
60	Meadow Oaks Dr	Alcove Ln	Mason Ave	Install shared street signage	Tier III
61	Mason Ave	Meadow Oaks Dr	York Ln	Install shared street signage	Tier III
62	York Ln	Mason Ave	Blake St	Install shared street signage	Tier III
63	Blake St	York Ln	Vistaview Dr	Install shared street signage	Tier III
64	Vistaview Dr	Blake St	Meadowview Dr	Install shared street signage	Tier III
65	Forestwood Dr	Parkridge Dr	Meadowview Dr	Install shared street signage	Tier III
66	Windmere Cir	Forestwood Dr	Balladeer	Install shared street signage	Tier III

Proj. No.	Road	From	To	Project	Tier
67	Balladeer	Windmere Cir	Vistaview Dr	Install shared street signage	Tier III
68	Summit Ridge Dr	End of Summit Ridge Dr	Parkridge Dr	Install shared street signage	Tier III
69	New Trail R	Post Oak Dr	Pecan Creek Cir	Install 10' paved trail	Tier III
70	Shady Rest Ln	End of existing SUP	Fritz Ln	Install 10' SUP on west side of road	Tier I
71	Ashwood Ln	Hidden Springs Dr	Enchanted Oaks Cir	Install 10' SUP on east side of road	Tier III
72	New Trail R	Lake Sharon Dr	Indian Lake Trl	Install 10' paved trail	Tier III
73	Lake Sharon Dr	Existing 10' Lake Sharon Trail	New Trail R	Install 10' SUP on south side of road	Tier III
74	Walton Drive	Existing Regional Trail	Shady Rest Ln	Install 10' SUP on both sides of road	Tier II
75	Dobbs Rd	Corinth Pkwy	E City Limit	Install 10' SUP on south side of road	Tier II
76	Tower Ridge Drive	200' south of Brookview Dr	Meadowview Drive	Install 10’ SUP on both sides of road	Tier I

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CORINTH TEXAS

2025 Active Transportation Plan

SHADY SHORES RD
N CORINTH ST
SHADY REST LN
CORINTH PKWY
ROBINSON RD
CHURCH DR
OAKMONT DR
POST OAK DR
LAKE SHARON DR
DOBBS RD
MEADOWVIEW DR
PARKRIDGE DR
CLIFF OAKS DR
GARRISON RD
Corinth Community Park
Oakmont Country Club
Meadowview Park
2499
2181

Facility Status
- Existing
- Planned

Facility Type
- Shared-Use Path, both sides
- Shared-Use Path, one side
- Shared Street/Parking Lanes + Sidewalks
- Buffered Bike Lanes + Sidewalks
- Bike Lanes + Sidewalks
- Parking-Protected Bike Lane + Sidewalks
- Regional Trail
- Local Trail, Paved
- Local Trail, Unpaved
- Bike Lanes + Shared-Use Path
- Shared Street
- Existing Signal
- Proposed Signal
- Pedestrian Hybrid Beacon
- Trail Grade Separation
- Existing Street
- Planned Street
- City Limits
- Railroads
- Lakes
- Streams
- Parks

Tier I Project
Tier II Project
Tier III Project

N

0 0.25 0.5 Miles

Exhibit 114. *Proposed Bike/Ped Network Improvements*

Code, Policy and Program Recommendations

Code Recommendations

The existing foundation for active transportation in Corinth could be enhanced by amending the current Unified Development Code. Example language for sidewalks, bicycle facilities and bicycle parking is outlined in Exhibit 114. Example ordinances for micromobility users and providers can be seen in Appendix C: Micromobility Plan.

Exhibit 115. *Active Transportation Code Language Recommendations*

Code Topic	Example Language
Sidewalks and Bicycle Facilities – General Requirements	a) Where required, sidewalks shall be installed on both sides of the local residential, collector and arterial streets right-of-way and adjacent to the property line and parallel to the curb line. All major and minor arterials, collectors and other thoroughfares appearing on the City's Active Transportation Plan shall have bike facilities installed in accordance with its Street Design Manual or equivalent as determined by the City Engineer and/or the Planning Department.
	b) Sidewalks shall be 5-feet-wide if separated from the curb and be separated from the adjacent travel lane by at least 3 feet; if tied to the back of a curb or edge of roadway, the sidewalk should be at least 7-feet wide.
	c) The sidewalk must be wide enough to provide a minimum clear width of 4 feet at encroachments, including street lights, traffic signs, traffic control devices, utility installations, or other facilities.
	d) All new sidewalks must adhere to the City Design Manual's technical standards and design requirements and applicable state and federal disability rights laws.
	e) Sidewalks determined to be in high pedestrian traffic areas, or pedestrian-oriented developments determined by the City Planning Department may be required to be wider than the minimum widths.
	f) A SUP shall be required within the street right-of-way if the street is within a 2-mile radius of a public school. A SUP may be substituted for one of the required sidewalks.
Bicycle Facilities	a) Bicycle parking facilities shall be provided for new buildings or facilities, additions to or enlargements of existing buildings, or for changes in the use of buildings or facilities that result in the need for additional auto parking facilities in accordance with City parking requirements.
	b) One bicycle space shall be required for every 20 dwelling units in a multifamily (apartment-style) building, with fractions rounded to the next highest whole number.
	c) Individual bicycle parking spaces shall be a minimum of 75 inches by 24 inches wide for each space. Where double-sided multi-racks are utilized in overlapping of bicycle parking spaces, the minimum bicycle parking space shall be 100 inches long by 36 inches wide.
	d) Bicycle parking racks shall be located in areas visible from the public right-of-way and shall be provided with adequate lighting if intended for use after dark.
	e) Bicycle parking racks shall be placed a minimum of 24 inches away from walls and other elements that may create an obstacle to accessing the bike parking spaces.
	f) The City may authorize a reduction in the number of required off-street parking spaces for development uses that make special provisions to accommodate bicyclists, such as bicycle lockers, employee showers, and changing areas for employees.
	g) Bicycle parking spaces may be installed to alleviate vehicle parking space requirements if the development is located adjacent to a bike lane or an off-road bike path or adjacent to a street with an existing bike lane or off-road path. The provision of bicycle parking spaces can be used to reduce the number of required vehicle parking spaces by up to 10%. Up to six bicycle parking spaces (bike racks) can be used for every vehicle parking space.

Policy and Program Recommendations

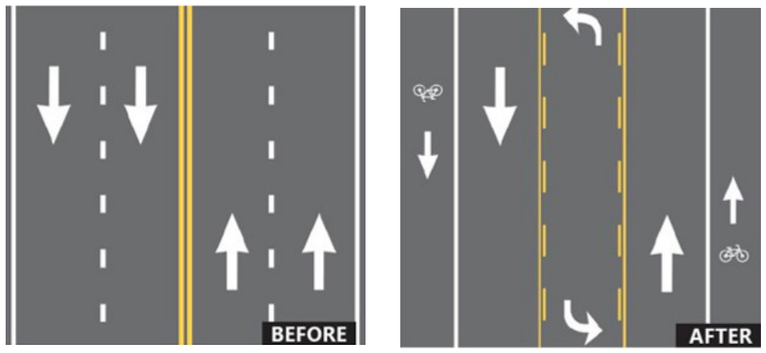
Integrate street infrastructure that provides balanced transportation options and design features into street design and construction to create safe and inviting environments for all users to walk, bicycle and use public transportation.

» Ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right-of-way are ADA-compliant and meet the needs of people with different types of disabilities, including mobility, vision, and hearing impairments.

It is recommended that a code review workshop be conducted to review existing codes and provide recommendations to ensure ADA compliance and adequate provision of bicycle and pedestrian facilities in city codes and ordinances.

» Prioritize incorporating street design features and techniques that promote safe and comfortable travel by pedestrians, bicyclists, and public transportation riders, such as roundabouts, road diets, high street connectivity, and physical buffers and separations between vehicular traffic and users.

Exhibit 116. *Illustration of a Road Diet*



Road diets are a roadway reconfiguration which reduces the number of lanes on an existing road, usually from 4 lanes to 3 lanes (Exhibit 115) or from 5 lanes to 3 lanes to create buffered bike lanes. According to the FHWA, benefits include traffic calming; reduction of rear-end and left-turn crashes due to the dedicated left-turn lane (4 lane road diet); and the addition of dedicated or protected bike lanes to encourage bicycling by basic and advanced cyclists. Average daily traffic (ADT) can be an indicator of if a road diet is appropriate on a given road. Guidance for feasibility of a 4-to-3-lane road diet is shown in Exhibit 116. For further information about road diets, see Appendix A: Complete Streets Design Manual.

Exhibit 117. *Thresholds for Road Diet to One Thru Lane Each Way*

Average Daily Traffic Volumes	Feasibility
<10,000	Great candidate for Road Diets in most instances. Operations will most likely not be affected.
10,00-15,000	Good candidate for Road Diets in many instances. Agencies should conduct intersection analysis and consider signal retiming to determine any effect on operations.
15,000-20,000	Good candidate for Road Diets in some instances. Agencies should conduct a corridor analysis. Operations may be affected at this volume depending on the "before" condition.
20,000+	Agencies should complete a feasibility study to determine whether this is a good location for a Road Diet. There are several examples across the country where Road Diets have been successful with ADTs as high as 26,000. Operations may be affected at this volume.

Source: FHWA, Road Diet FAQ

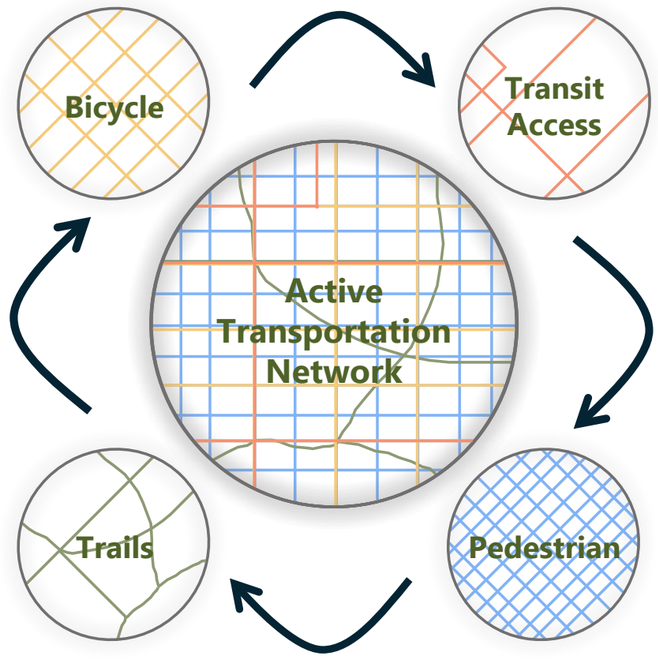
Make practices that balance transportation options a routine part of everyday operations.

» As necessary, restructure and revise the zoning and subdivision codes and other plans, laws, procedures, rules, regulations, guidelines, programs, templates, and design manuals, including the Unified Development Code, to integrate, accommodate, and balance the needs of all users in all street projects on public and private streets.

» Develop or revise street and trail standards and design manuals, including cross-section templates and design treatment details, to ensure that standards support and do not impede Complete Streets.

Coordinate with related policy documents, including the Park, Recreation & Open Space Master Plan, Downtown Plan, Comprehensive Plan and the Active Transportation Plan.

» Encourage targeted outreach and public participation in community decisions concerning street design and use, targeting those who do not currently travel by bike or foot but desire to.



Make public transportation an interconnected part of the transportation network.

» Partner with DCTA to enhance and expand public transportation services and infrastructure throughout the City of Corinth, beginning with the planned TOD in the downtown area.

Encourage the development of a public transportation system that increases personal mobility and travel choices, conserves energy resources, preserves air quality, and fosters economic growth.

» Work with DCTA to provide destinations and activities that can be reached by public transportation and are of interest to public transportation-dependent populations, including youth, older adults, and people with disabilities.

» Collaborate with DCTA to incorporate infrastructure to assist users in employing multiple means of transportation in a single trip in order to increase transportation access and flexibility.

Examples include, but are not limited to:

- Seamless bicycle access to the transit system
- Secure bicycle storage at transit stops
- Connections to trails and recreational destinations

» Ensure safe and accessible pedestrian routes to transit stops.

» Work with the DCTA to ensure that public transportation facilities and vehicles are fully accessible to persons with disabilities.

Promote safety of all users.

» Identify intersections and other locations where collisions have occurred or that present safety challenges for pedestrians, bicyclists, or other users; consider gathering additional data through methods such as walkability/ bikeability solutions to safety issues.

» Collaborate with schools, senior centers, advocacy groups and public safety departments to provide community education about safe travel for pedestrians, bicyclists, and other users.

Sidewalk Network Enhancements and Expansion Recommendations

Provide children with safe and appealing opportunities for walking and bicycling to school to decrease rush-hour traffic and fossil fuel consumption, encourage exercise and healthy living habits in children, and reduce the risk of injury to children by vehicle traffic near schools.

1. Support Safe Routes to School Programs.
    - Work with local public and private school districts to pursue encouragement programs such as Walk and Bike to School Days, as well as Walking School Bus/ Bike Train programs at elementary schools, where parents take turns accompanying groups of children to school on foot or via bicycle.
    - Gather baseline data on attitudes about and levels of walking and bicycling to school through student tallies and parent surveys; gather additional data each spring and fall to measure progress.
    - Work with local public and private school districts and advocates to obtain Safe Routes to School funding to implement education programs.
    - Work with local and private school districts to encourage education programs that teach students walking and bicycling behaviors, and educate parents and drivers in the community about the importance of safe driving.
    - Work with law enforcement to enforce speed limits and traffic laws, assist in ensuring safe crossings, and promote safe travel behavior within the schools.
    - Encourage parents to get children to school through active travel such as walking or bicycling.
2. Prioritize safety and roadway improvements around our schools.
    - Conduct walkability and bikeability audits along routes to schools to identify opportunities and needs for infrastructure improvements.
    - Ensure that speed limits in areas within 1,000 feet of schools are no greater than 15 mph below the posted speed limit.
    - Assess traffic speeds, volumes, and vehicle types around schools; implement traffic calming in areas immediately around schools where indicated by speed and volume; consider closing streets to through traffic during school hours if other methods cannot reduce the threat to safety.
    - Pursue Safe Routes to School funding to implement infrastructure improvements.

Create safe routes to parks and open spaces.

1. Encourage the development of parks and open space with a network of safe and convenient walking and bicycle routes, including routes that access other popular destinations, such as schools.
2. Implement traffic calming measures near parks where advisable due to vehicle speeds and volumes.
3. Improve intersections at park access points to create greater visibility for all users and provide accessible curb ramps and additional time to cross the street.
4. Improve public transportation connections to trails, parks, and other recreational locations.
5. Ensure that all parks and open spaces are accessible by safe bicycling, walking, micromobility, and public transit routes.
6. Ensure that trails, parks, and open spaces have secure bicycle parking facilities.

Ensure that residents of all ages and income levels can walk and bicycle to meet their daily needs.

1. Improve bicycle, pedestrian, and public transportation access to residential areas, educational and child care facilities, employment centers, grocery stores, retail centers, recreational areas, historic sites, hospitals and clinics, and other destination points.

Source: Seattle Public Schools

Funding Recommendations

Appendix G provides a list of the funding sources that could be pursued to implement the active transportation, Complete Streets, and micromobility projects. Corinth may leverage their local resources by tapping into state, federal and other resources to enhance their active transportation network and programs.

As can be seen in the tables in the appendix, there are numerous funding opportunities available for project and program development from sources at the local, state and federal level. Some funding sources require significant efforts to prepare an application, and some funding sources are highly competitive and/or over-subscribed. There should be careful consideration of the competitive strength of the projects and the inter-agency support needed for the pursuit.

Grant Matching Fund Assistance

The City of Corinth should establish a Matching Funds Program that could be utilized as matching funds for state and federal grant pursuits.

Local Support to Implement Active Transportation Plan Recommendations

There are many individuals in the communities that have skills that can be utilized by the City of Corinth to assist with grant writing, project conceptual designs, illustrative graphics and other grant writing support. Many are willing to offer their assistance at little or no cost for the betterment of their community. The City of Corinth should utilize the local talent of its active citizens and consulting community to develop and promote the Active Transportation Plan.

Source: TxDOT

SafeRoutes

Source: Valley Transportation Authority

S | S
4 | A

Source:USDOT

Active Transportation Plan

City of Corinth, Texas
Adopted Month Day, 2025

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