



City of Keller, Texas Parks Master Plan Assessment

- 21** Ottinger Road:
Ottinger is one of the most scenic roads in Keller with the narrow winding lanes and the older tree canopy lining the corridor. Preserving this quality should be a priority and weighed against any requests to add trails or bike lanes. When Keller citizens talk about the rural feel, this road is one example that comes up and is an important example to preserve.
- 22** The Florence Greenwalk and the Eastern Trail northward from Florence connecting to Ottinger are challenging paths to get consensus on but the City needs to get a trail loop system in this area.
- 23** One option is to re-instate the Eastern Trail north of Johnson Road following the Creek to Firehouse #2 and continuing north to Robin Drive. From there the trail or greenwalk can proceed east to the small tract of land that the City already owns fronting on Ottinger that can be developed into a small trailhead. A path needs to be determined that moves north to connect to Melody Lane and the Northeast Greenwalk without disrupting the scenic quality of Ottinger Road.
- 24** North of Melody, Ottinger Road has offering conditions, some areas seem to have broader ROW than others, the road remains narrow with open drainage on both sides and no sidewalks. Occasionally places for trails or sidewalks exist but in others seems too challenging. From Firehouse Lane northward to the City limit, the road is designated as a greenwalk or trail ROW. The connection northward is important for completing a northeastern loop and connecting the Northeast Park to the greater trail system. The section north of Melody is characterized by a more significant stand of post oak forest called out as being environmentally significant in the region. The City of VistaWorks may be willing to contribute to trail improvements and allow a better connection to the North East Park.
- 25** Vista believes that conducting a neighborhood forum to discuss potential routes may help the City and residents decide on the best path to pursue. The forum should be limited to those streets and residents directly affected.
- Keller Smithfield Road:**
- 26** From Johnson Road northward, the road is a narrow ROW, 2 lane section with open drainage, forested and no sidewalks. Halfway to Ottinger is Fire Station #2 owned by the City and being considered for a trailhead. The trail where it is deep and can accommodate a new trailhead with a small park and parking. The trail has a creek on the back edge but there is no designation of a trail currently on the master plan although there is the proposed Eastern Trail east of the tract that is part of a major planned loop connection as it develops out.
- 27** On the current Master Plan, the corridor from Bancroft Road to the Big Bear Creek Greenbelt is listed as an equestrian corridor but due to conversations with the equestrian groups leadership, this corridor may no longer be useful to the equestrian community. This being the case, this segment of corridor should be converted to a trail section for connecting the Ottinger Greenwalk with the Greenbelt.
- 28** South of Johnson, Keller Smithfield Road widens out to a 4 lane undivided section with sidewalks, curb and gutter. The ROW appears to be broad and further south the ROW is lined with brick walls along both sides. The ROW has standard sidewalks on both sides until they reach the commercial tracts at the intersection of Keller Parkway where there are undeveloped commercial tracts. As stated above, this would make a good north-south trail corridor for connecting trails and greenwalks.
- 29** The tract on the northeast corner of Bear Creek Parkway and Keller Smithfield should be acquired by the city to prevent a small commercial development. The City should look at what kind of development is actually possible on this tract and proactively find a user to develop a complementary use for the trail system.
- 30** South of Big Bear Creek Greenbelt, the road is designated as a proposed greenwalk. This appears to be a critical connection (along with other segments) to begin completion of a major loop in the southern part of the City. Likewise it can connect regionally through North Rich Hills. The road changes to a 2 lane section with some sidewalks and open drainage on both sides.
- 31** Further south near Lost Lake Drive, the ROW seems wider with a narrow road. South of Rosewood is a short median section. Review of this whole segment of the road is warranted to consider a full trail upgrade from the designated greenwalk so that better north-south connectivity can be achieved. This may be a high priority section of trail development to build significant loops in the southern part of the City.
- Bourland Road:**
- 32** Going north from Johnson Road, the first few hundred feet of the road is a 4 lane section with standard sidewalks up to Santa Barbara Dr. The road section between Santa Barbara Dr. and Santa Cruz Dr. appears to be ROW reserve planned for a road expansion in the future. There may be an opportunity to enhance that portion of the corridor at that time though not planned as a greenwalk but if the road section between Bancroft and Mt. Gilead is converted from an equestrian to a greenwalk then the whole length of Bourland may convert to a greenwalk and accompanied with bike lanes in the street leading to Ridgeview Elementary School in support of Safe Routes to Schools. Indian Trail is nearby and serves this area already with an off-road trail. A short trail section could be worked in midway connecting Bourland Road with Indian Trail, maybe along Norma Lane.
- Bancroft Road:**
- 33** Bancroft Road connects east and west. Bourland and Keller Smithfield roads. Currently it is designated as an equestrian trail. Given the comments on equestrian trails being less used, this corridor may be converted to a greenwalk contributing to the hierarchy of trail and greenwalk loops in this part of the city. The ROW appears to be narrow with older oaks inside the ROW. This corridor character contributes to the more rural feel of Keller so improvements need to be sensitive to maintaining this appeal. With the larger lots present, the City may consider reviewing development codes to better protect the corridor from development that could detract from this character.
- 34** Bleeding Bancroft Road is the Ridge Trail which is a critical north-south linkage currently proposed. Sidewalks are constructed along the developed residential portion but a large undeveloped tract remains.
- Rapp Road & Shady Grove Trail, Meandering Trail:**
- 35** The western end of Rapp Rd. terminates at Whitley Rd. The section of road between Willis and Whitley is designated as greenwalk or ROW. At the intersection with Willis a Villa Cove Preserve where the Meandering Trail intersects with the trail on Rapp. The map label says greenwalk and the graphic shows an existing trail. Meandering Trail is significant by linking to Little Bear Creek Trail which will connect regionally. Rapp Greenwalk is critical linking the proposed Shady Grove Trail that follows the powerline easement. This section is forested by mostly developed parcels which may not respond very soon. Utilizing the drainage channel may provide a good connection even if not a full trail section.
- 36** A potential trail linkage not identified is the drainage easement just east of the Shady Grove Drive connecting Shady Grove Trail with the south border of Keller and the potential 100 acre park in North Rich Hills. The south end of the Southern Greenwalk is aligned to take advantage of the future private development of these parcels which may not respond very soon. Utilizing the drainage channel may provide a good connection even if not a full trail section.

The Keller assessment was part of the Parks and Recreation Master Plan. Therefore it was focused on the quality of parks and trails in the City.

Existing conditions + new strategies for a better parks system!

Overall Update Priorities:

- Connect trail sections to complete a basic overall city linkages, priorities given to underserved areas and connecting major loops.
- Improvements to specific parks.
- Connect to regional system through adjacent cities.
- Wayfinding and map signs for local and regional orientation, mile markers, interpretive signage.
- New land acquisition for future parkland.

Johnson Road

- 1 On the eastern edge of the city, the Southlake trail connections are not far away. Florence Elementary School and Royal Anne Smith Park are nearby. New sidewalks are in place in front of the Elementary School.
- 2 The eastern section of Johnson are characterized by an older post oak forest significant to the region.
- 3 East of Hallelujah Trail, the road changes to a two lane, open ditch, narrow section with no sidewalks, joggers run in the street, post oaks in the ROW, very scenic. Older homes. Appears to be adequate ROW on the sides with open drainage. East of Keller Smithfield the ROW is more plentiful on the south side.

- 4 West of Hallelujah there are sidewalks mostly on both sides that are 6' ending at Bourland Road.

- 5 Strategy: Drainage can be piped and trail sections built that move around trees in the eastern sections of Johnson Road for a major connection not previously on the master plan east of Bourland Road.

- 6 Appropriate trail connections will need to be made north and south.

- 7 In front of the high school and athletic complex the street section is 3 lanes with striped out bike lanes and sidewalks on both sides. Moving east, the section narrows and the south side sidewalk ends and a little further east no sidewalks exist. Review Safe Routes to Schools program to see how these connections can be improved. The east-west connection links the Johnson Road Park, the Senior Center, library, the high school and the Athletic Complex by the high school, all along destination points.
- 8 Toward the intersection with Dana, the street becomes more narrow with open drainage on both sides. Trees are closer to the edge of pavement and jogging or walking takes place in the street.

- 9 Johnson Road Park is in need of a significant reconditioning of the open areas. The playground is a recent construction and is in good condition and along with the library and senior center, comprise an important cluster of facilities. The dynamics of this cluster are such that with its key location, can and does serve a significant segment of the community in what could be a vibrant cross-section of seniors and younger generations. Finding ways to build closer connections between seniors and kids playing is a powerful relationship.

- 10 Establish a direct connection to the Indian Trail southwest of the park would be a significant connection serving the user cluster and in particular the seniors. The distance is not too great and provides a direct connection to the park system to the south.

- 11 The trail section connecting Indian Trail to Johnson Road to Bourland Road needs to be updated on the map.
- 12 West of Bourland the road is a three lane section, undivided with bike lanes and sidewalks on both sides. This effectively takes the place of a trail section in terms of function and convenience but lacks the aesthetics. As stated, Johnson Road is an important East-west corridor and for multiple reasons, should have its own aesthetic enhancement strategy in place that would coincide with a trail strategy. West of Indian Trail, the road has sidewalks on both sides.

- 13 Critical connections are needed. With a few critical connections, a very large trail loop can be complete. West of Johnson Road and just south of Johnson Road are small segments. Two segments of Johnson Road and the gas pipeline easement north of Mt. Gilead. These segments along with the green walk development create a large northwest loop. Three connectors connecting highway 377 may have less value and therefore have less priority. The northwest loop also creates connection points for a northeast loop which has proven to be a little more challenging.

- 14 Upgrade the trail connections between the two Indian Trail intersections on Mt. Gilead. The Mt. Gilead Greenwalk is in place, maybe upgrading to trail.
- 15 Complete the trail segments where the City already has the trail ROW south of My Gilead near Valley Ridge Drive and connecting the existing trail where it ends.

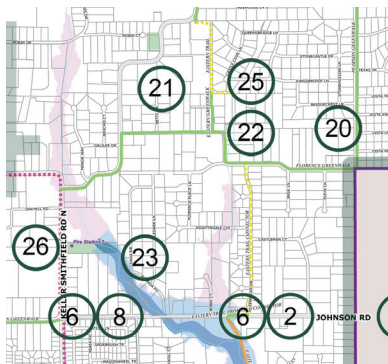
- 16 North of Mt. Gilead the trail is on the master plan but the development needs to happen for the linkages needed to be secured to complete a major loop.
- 17 Where Indian Trail intersects Keller Parkway, improve the wayfinding, street markings, and signage so that trail users know where the trail continues.

- 18 South of Keller Parkway is a needed connection along Pat Orr and the drainage channel. This connection joins the southern east-west major trail with the northwest trail loop.
- 19 The trail connection north between Johnson Road and Keller Parkway is planned to go along the drainage channel. An alternative to consider would be to take the trail on Johnson Road eastward and then south along the continuation of Bourland Trail until it reaches the existing multifamily. This is a closer route than taking the trail west avoiding wayfinding confusion. At this point it can route along the north side of the multifamily to connect with the existing trail. With this alignment, the Senior Center and library can have a more direct trail connection with the Big Bear Creek Greenbelt.

Pearson Road

- 20 North of Florence, Pearson Road is a narrow two-lane, undivided road with open drainage. Trees in the ROW may make a challenging for a trail even though there appears to be plenty of ROW. Widening some to allow a bike lane may be more effective. There is a tract of land that is owned between Pearson Crossing and Johnson Road. Maybe this land was purchased for a potential trailhead. Nearby is the proposed Eastern Trail. It has been stated that this is still a desirable trail alignment and would enable northeast Keller residents to access an off-road trail connecting to the Big Bear Greenbelt. Connecting this Pearson may allow connection points with the trail system in Southlake depending on the future of Pearson Lane and any potential trail or bike accommodations.

Street and Trail Corridor Assessment



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