
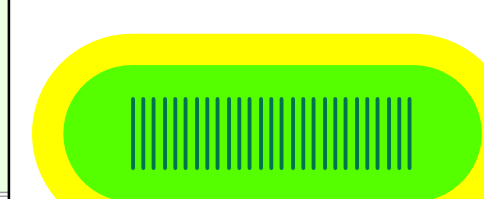
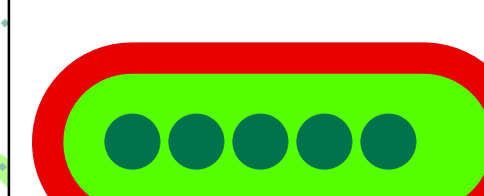


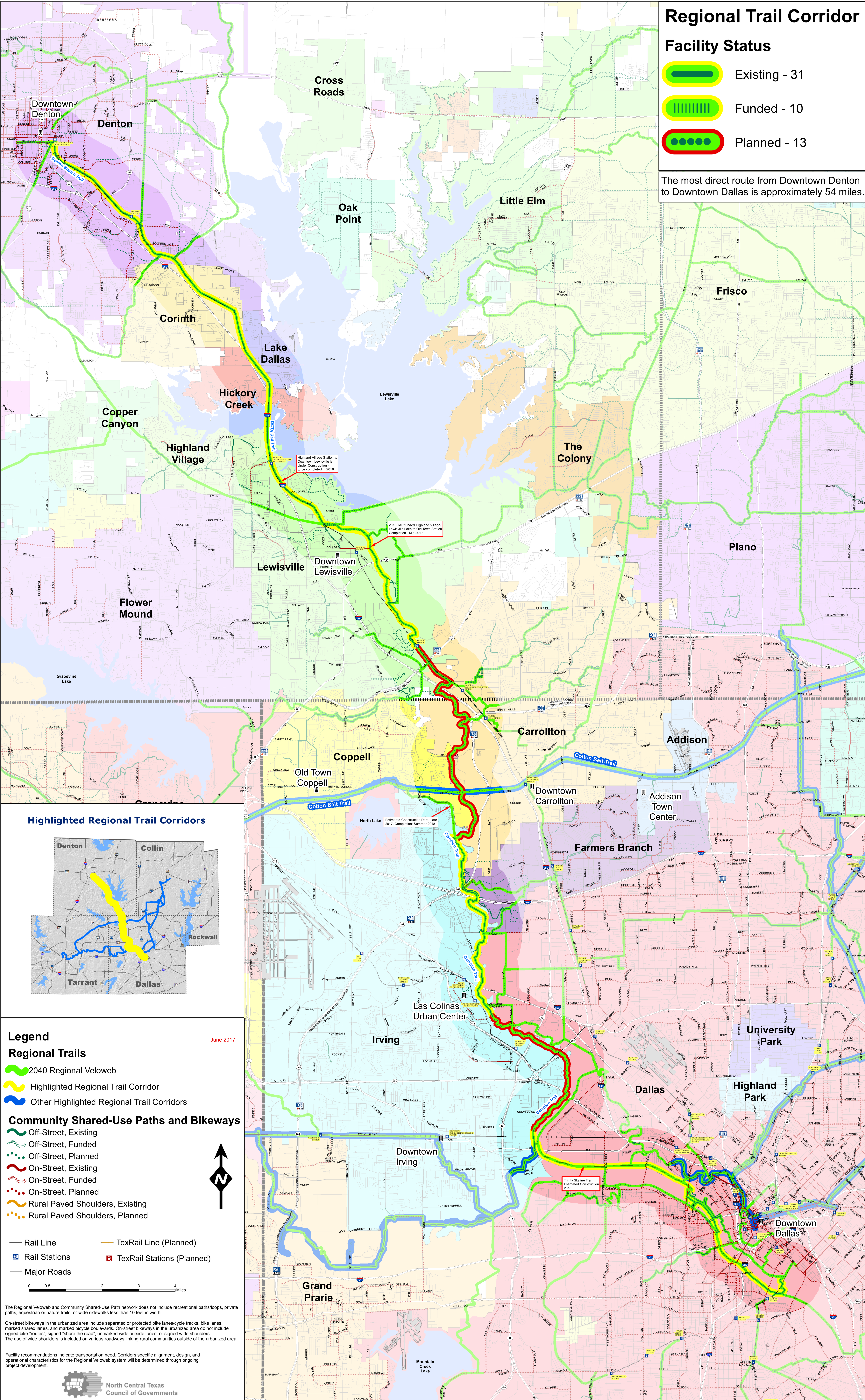
Regional Trail: Denton to Dallas

Regional Trail Corridor

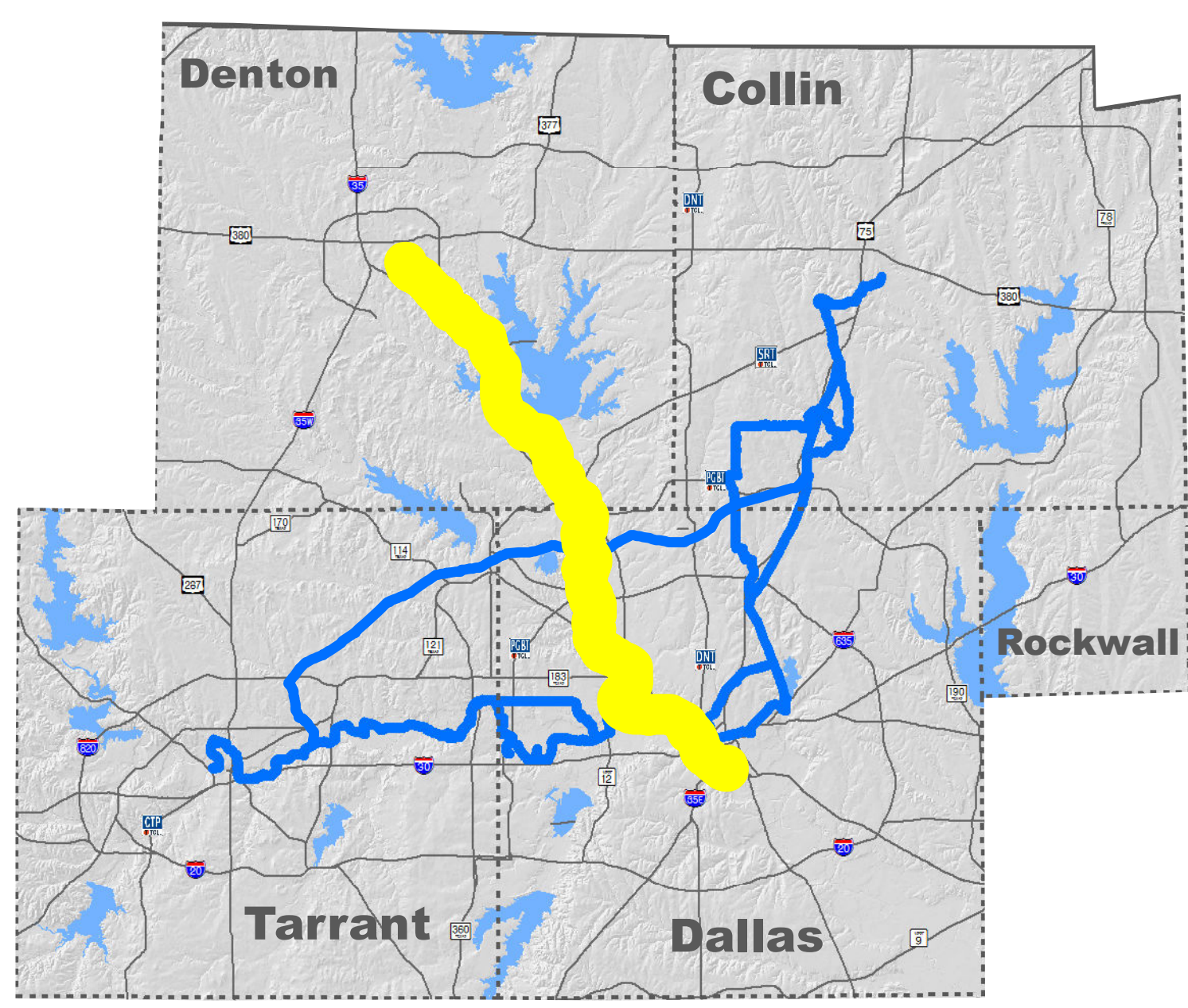
Facility Status

-  Existing - 31
-  Funded - 10
-  Planned - 13









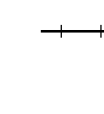


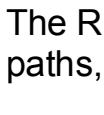
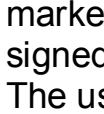
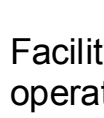

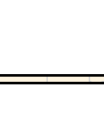
The most direct route from Downtown Denton to Downtown Dallas is approximately 54 miles.



Highlighted Regional Trail Corridors



Legend

- June 2017
- Regional Trails**
-  2040 Regional Velweb
 -  Highlighted Regional Trail Corridor
 -  Other Highlighted Regional Trail Corridors
- Community Shared-Use Paths and Bikeways**
-  Off-Street, Existing
 -  Off-Street, Funded
 -  Off-Street, Planned
 -  On-Street, Existing
 -  On-Street, Funded
 -  On-Street, Planned
 -  Rural Paved Shoulders, Existing
 -  Rural Paved Shoulders, Planned
- Rail**
-  Rail Line
 -  TexRail Line (Planned)
 -  Rail Stations
 -  TexRail Stations (Planned)
 -  Major Roads
- 0 0.5 1 2 3 4 Miles

The Regional Velweb and Community Shared-Use Path network does not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width.

On-street bikeways in the urbanized area include separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards. On-street bikeways in the urbanized area do not include signed bike "routes", signed "share the road", unmarked wide outside lanes, or signed wide shoulders. The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area.

Facility recommendations indicate transportation need. Corridors specific alignment, design, and operational characteristics for the Regional Velweb system will be determined through ongoing project development.