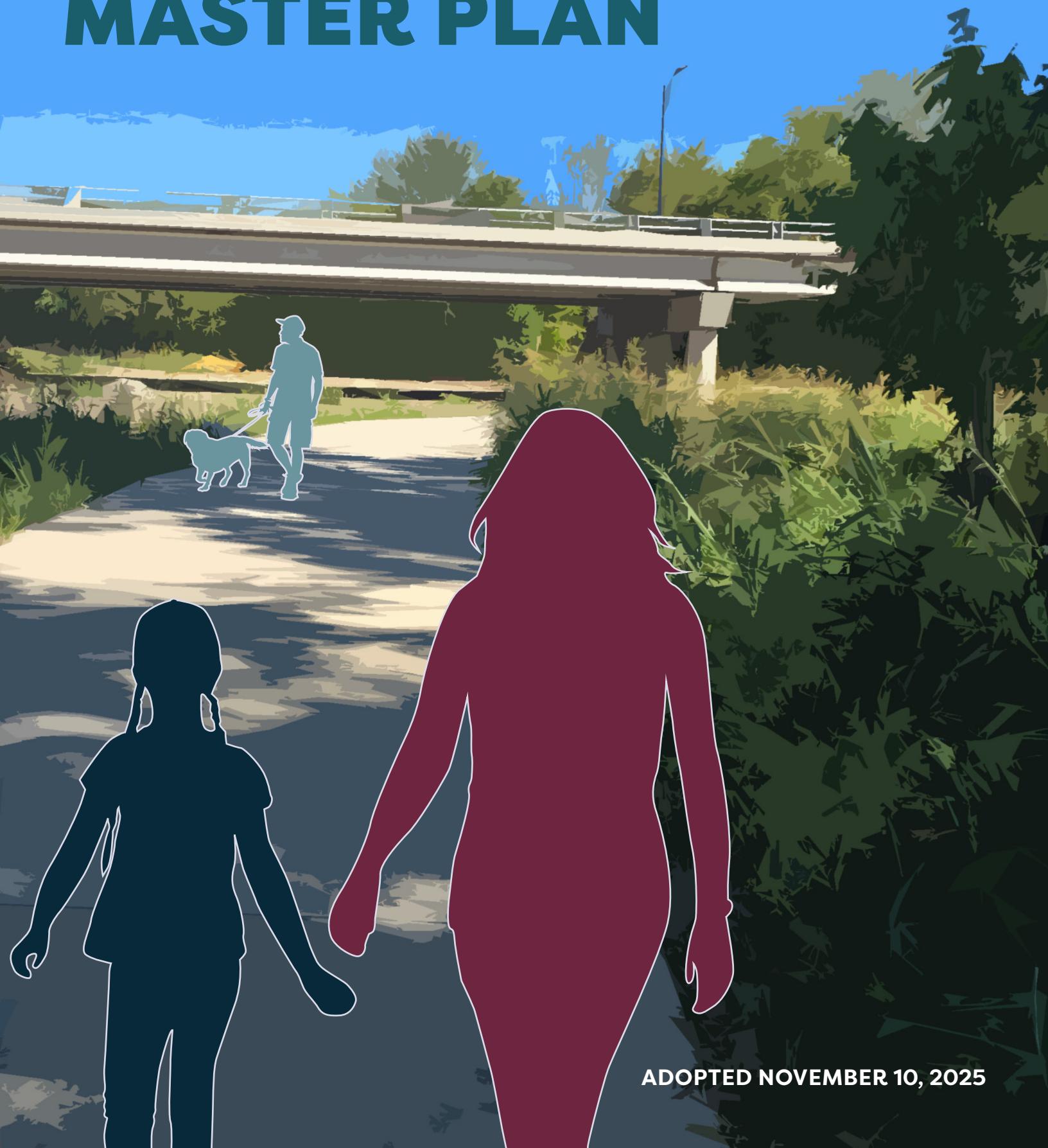


COLLIN COUNTY REGIONAL TRAILS MASTER PLAN



ADOPTED NOVEMBER 10, 2025

ACKNOWLEDGMENTS

COLLIN COUNTY COMMISSIONERS COURT

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Cheryl Williams – Precinct 2
Darrell Hale – Precinct 3
Duncan Webb – Precinct 4

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GOVERNMENTAL AGENCIES

Burlington Northern and Santa Fe Railway (BNSF)
Canadian Pacific Kansas City (CPKC)
Dallas Area Rapid Transit (DART)
North Central Texas Council of Governments (NCTCOG)
North Texas Municipal Water District (NTMWD)
North Texas Tollway Authority (NTTA)
Oncor
Texas Department of Transportation (TxDOT)
United States Army Corps of Engineers (USACE)

COLLIN COUNTY PARTNER COMMUNITIES

City of Allen
City of Anna
City of Blue Ridge
City of Carrollton
City of Celina
City of Dallas
Town of Fairview
City of Farmersville
City of Frisco
City of Garland
City of Josephine
City of Lavon
City of Lowry Crossing
City of Lucas
City of McKinney
City of Melissa
City of Murphy
City of Nevada
Town of New Hope
City of Parker
City of Plano
City of Princeton
Town of Prosper
City of Richardson
City of Royse City
City of Sachse
Town of Saint Paul
City of Van Alstyne
City of Weston
City of Wylie

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LIST OF ACRONYMS

- AASHTO** – American Association of State Highway and Transportation Officials
- ACS** – American Community Survey
- ADAAG** – Americans with Disabilities Act Accessibility Guidelines
- ATIIP** – Active Transportation Infrastructure Investment Program
- BNSF** – Burlington Northern and Santa Fe Railway
- BTTS** – Bicycle Tourism Trails Study
- BUILD** – Better Utilizing Investments to Leverage Development
- CMAQ** – Congestion Mitigation and Air Quality Improvement Program
- CPKC** - Canadian Pacific Kansas City
- DART** – Dallas Area Rapid Transit
- DFW** – Dallas-Fort Worth
- DORBA** – Dallas Off-Road Bicycle Association
- FHWA** – Federal Highway Administration
- HSIP** – Highway Safety Improvement Program
- ITE** – Institute of Transportation Engineers
- NACTO** – National Association of City Transportation Officials
- NCTCOG** – North Central Texas Council of Governments
- NTMWD** – North Texas Municipal Water District
- NTS** – Not to Scale
- NTTA** – North Texas Tollway Authority
- PROWAG** – Public Rights-of-Way Accessibility Guidelines
- TA** – Transportation Alternatives Set-Aside
- TAS** – Texas Accessibility Standards
- TMUTCD** – Texas Manual on Uniform Traffic Control Devices
- TNMP** – Texas-New Mexico Power
- TPWD** – Texas Parks and Wildlife Department
- TTI** – Texas A&M Transportation Institute
- TxDOT** – Texas Department of Transportation
- USACE** – United States Army Corps of Engineers

CHAPTER ONE

CONTEXT



CONTENT

- ◊ **COLLIN COUNTY TRAILS PLAN**
- ◊ **PLANNING FOR A REGIONAL TRAILS SYSTEM**
- ◊ **COUNTY SNAPSHOT**
- ◊ **PLAN VISION**
- ◊ **PLAN GUIDING PRINCIPLES**

COLLIN COUNTY TRAILS PLAN

INTRODUCTION

The Collin County Regional Trails Master Plan is an update to the previous plan that was completed in 2012. Collin County has experienced tremendous growth since the plan was adopted over a decade ago. Fast-paced growth throughout the County is projected to continue over the next several decades, making it critical to plan for new trail development in rapidly developing communities and prioritize connecting existing trail networks between communities.

The history of funding open space and trails in Collin County dates back to 1983, when a bond program was approved to prepare an Open Space Plan and to initiate land acquisition. In 1986, the Commissioners Court established an Open Space Board, the first Open Space Plan was adopted, and subsequently the Open Space Program was established. In 1998, a bond program provided funds that included the development of the Collin County Parks and Open Space Strategic Plan.

As identified in the Open Space Strategic Plan, the purpose of the program is to ***preserve open space, expand access to natural areas, and support municipalities' acquisition of green space and the management of the open space system.*** While the Strategic Plan priorities were developed over two decades ago, they remain relevant for countywide trail planning.

The priorities of the Open Space Strategic Plan are further realized through funding support from the Project Funding Assistance Program, which is administered by the Collin County Parks Foundation Advisory Board. The Project Funding Assistance Program awards grant funding to Collin County communities and non-profits interested in acquiring land for parks and open space, implementing regional trails or trail connections, and improving existing parks and open space facilities. Although trails and increased connectivity has been a priority of the Program since its inception, the adoption of the 2012 Regional Trails Master Plan provided further guidance for awarding funding for future trail projects. Regional trail connectors and trail projects reflecting the recommendations of the master plan are prioritized during the review process for awarding grant funding.

This update to the Regional Trails Plan will better inform the funding review process as it will more accurately capture the planned and proposed trails to be prioritized for implementation. Receiving funding assistance is crucial for many communities to implement trail projects. The Program can assist communities that have few, but more challenging projects left, or those who are just beginning to implement trails in their community.

WHY PLAN NOW?

The Recommended Trails System within Collin County continues to expand with new development, but as growth continues to occur and development occupies more previously undeveloped land it is necessary to plan for continued expansion. This update comes at a time when trail development must consider existing constraints and identify new opportunities. The following are the primary drivers for this coordinated effort to update the Regional Trails Master Plan:

- Collin County remains one of the fastest growing counties in the nation, and with significant growth new trail facilities are necessary to support a larger population with diverse user needs.
- A significant number of trails have been implemented since the adoption of the 2012 plan, impacting future priorities for implementation and changes to the existing inventory.

- Development, especially in the northern and eastern parts of the County, has made some previously planned trail alignments no longer feasible.
- The best time to preserve land for future trail corridors is now before development occurs.
- Documented trail planning efforts provide communities with support for requiring trails in future residential and commercial developments.
- Regional long-range planning efforts of municipal and governmental entities may impact previously planned trail routes.
- An updated Regional Trails Master Plan better informs the selection process for funding priority trail corridors and connections through the Project Funding Assistance Program.

PLAN UPDATE PROCESS



Phase 1 – Discover. The initial phase of the plan update process inventories existing conditions, creating an updated inventory of existing and currently planned trails within Collin County communities, identifying accomplishments since the adoption of the 2012 plan, and obtaining feedback on issues and opportunities from key stakeholders and residents.



Phase 2 – Assess. This phase focuses on the evaluation of the Regional Trails Network to determine opportunities and constraints for the trails network and key intercity connections.



Phase 3 – Recommend. The third phase of the plan update includes an updated Regional Trails Network map that identifies proposed regional trails corridors and key intercity connections in addition to existing currently planned community trails. The phase also includes policy and program recommendations for the entire Regional Trails Network.



Phase 4 – Implement. The final phase of the plan update is to develop an implementation plan, designate priority corridors for investment, and identify potential funding opportunities.



A completed, at-grade trail crossing of a railroad in Murphy.



Completed trails through a nature area in McKinney.

REGIONAL TRAILS SYSTEM SNAPSHOT

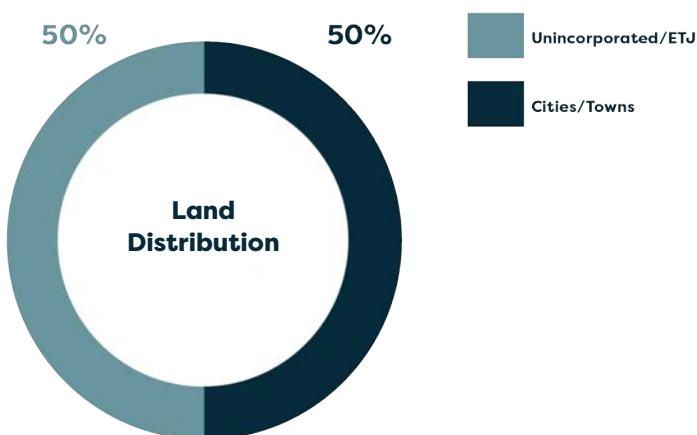
Collin County's extensive trails are implemented and managed predominantly by the 31 municipalities in which they are located. These partner communities work with the County as well as with one another to build and connect trails throughout the County. The County has not constructed any trails nor does it maintain any trails today. For the trails that exist within unincorporated County land, the County relies on trail stewards such as the Trinity Trail Preservation Association and Dallas Off-Road Bicycle Association (DORBA), which are non-profit organizations that contribute to the maintenance and management of trails through volunteers. As 50 percent of the County is unincorporated, shown in **Figure 1.1**, the management by trail stewards and volunteers of future trails corridors that run through these areas may become even more important for the County.

The majority of constructed trails are in the southwestern part of the County where cities are more built out and highly developed. While the southwestern corner has the highest concentration of constructed trails, the northwestern area of the County has been developing rapidly and trail development has happened concurrent with new residential and commercial development. The eastern part of the county has few existing trails though many cities have planned trails networks.

Since 2012, many municipalities in the eastern half of the County have drafted trail master plans and proposed new trails in areas that are otherwise without. Some communities in the southeastern part of the county have constructed trails or trail segments proposed in the 2012 plan. Many municipalities in the northwestern corner of the County have completed planned trails identified in the 2012 plan. While trail implementation has occurred in the southeastern part of the county it has slowed as many of the remaining trail projects are likely more complex to implement.

Figure 1.2 on the facing page depicts the cities and towns located in Collin County by population size.

Figure 1.1: Unincorporated vs. Incorporated Land



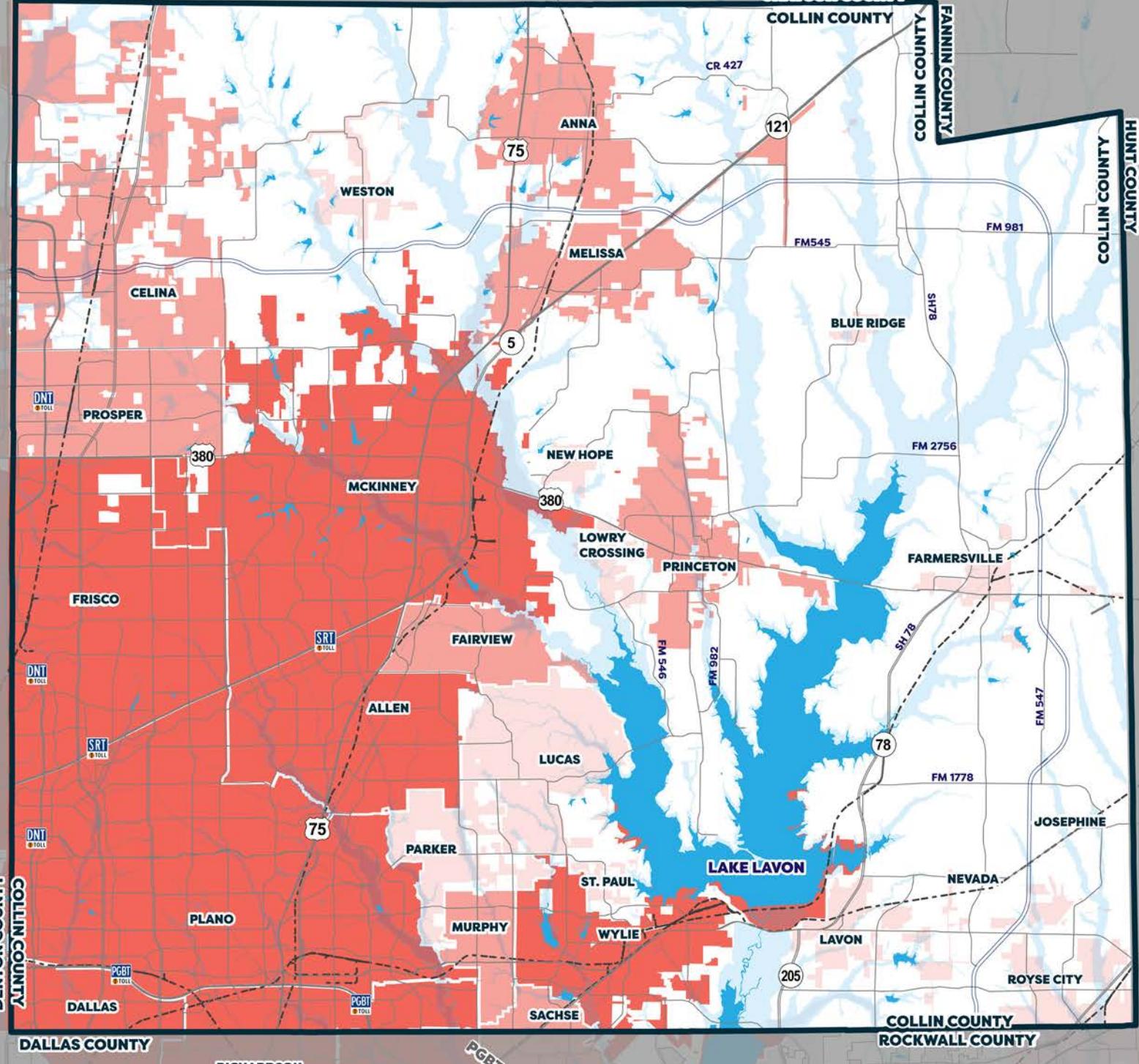
TRAIL STEWARDS

Several trails are maintained by non-profit, volunteer organizations that serve as trail stewards.

The Trinity Trail Preservation Association maintains the 25.5-mile long trail that runs along Lake Lavon on Army Corps of Engineers land from Fairview to Wylie. This trail is for both equestrian and pedestrian use and is funded through donations and grants.

The Dallas Off-Road Bicycle Association (DORBA) builds and maintains trails at the County-owned Sister Grove Park in Princeton, Katie Jackson Park in Dallas, and Erwin Park in McKinney. DORBA advocates for expanding access to trails for mountain bike use.

Figure 1.2: Collin County Municipalities by Population Size



LEGEND

- UNINCORPORATED
COLLIN COUNTY
 - COUNTY BOUNDARY
 - WATERBODIES
 - MUNICIPALITIES WITH POPULATIONS LESS THAN 10,000
 - MUNICIPALITIES WITH POPULATIONS BETWEEN 10,000 AND 49,999
 - MUNICIPALITIES WITH POPULATIONS OF 50,000 AND GREATER

PLANNING FOR A REGIONAL TRAILS SYSTEM

RELATED PLANNING INITIATIVES

Planning for trails within Collin County is not a new initiative of the County nor its municipal and governmental partners. There are many pre-existing planning efforts that have been produced by the County, regional entities, and communities that address trail systems and related long-range mobility infrastructure planning. Successful implementation of this countywide planning effort requires coordination with historic and ongoing efforts for trail planning in Collin County by the agencies who implement, maintain, and fund trails. Some of the relevant municipal and regional plans that were reviewed and considered as part of the update to the Regionals Trails Master Plan include:

- Collin County Parks and Open Space Strategic Plan (2001)
- Collin County Thoroughfare Plan (2019, Update Underway)
- Collin County Future Mobility Study (2024)
- Collin County Outer Loop
- North Central Texas Council of Governments (NCTCOG) Mobility 2045 Plan

Additionally, trail planning at the municipal level has continued to be a priority for many communities. ***In the years since the first countywide trail plan was adopted, 23 Collin County municipalities have adopted or updated either a stand-alone trails master plan or included trails planning as a major component in other long range planning efforts.*** Review of these community-level plans is key to identifying new connections between jurisdictions, opportunities for new corridors, and corridors that may no longer be feasible due to current and planned development.



A trail in Celina utilizes public art on the railroad tunnel entrance.

2012 REGIONAL TRAILS MASTER PLAN

The first countywide trail master plan was adopted in 2012 serving as a single guiding document for regional trail development with Collin County. The major outcomes of the master plan include the designation of the Major Trail Corridors, identification of 32 Key Intercity Connection Points, and policy and design recommendations for the development and maintenance of trail facilities. Creation of a regional trails system that connects all Collin County communities was the driving force for this long-range plan; therefore, the Major Trail Corridors and Intercity Connection Points, which identify priority trail corridors and key linkages for connectivity, respectively, are the focus of this plan update.

2012 Master Plan Overarching Goal:

■■■ *Develop a Collin County Regional Trails Master Plan that provides coordination and connectivity between cities within the County for future Trail Development.* ■■■

The priorities identified in the 2012 master plan are still relevant today and include:

- Building upon the planning efforts of the County's communities and other regional initiatives.
- Identify high priority trail corridors that create connections between communities to preserve these future corridors and encourage interjurisdictional partnerships.
- Identify system gaps and key linkages in the trail system to be addressed in future implementation.
- Create regional connectivity in all Collin County communities.
- Provide design guidelines to assist communities in the implementation of safe, accessible, and consistent trail facilities.
- Provide a tool for evaluating eligible projects to receive funding from the Collin County Funding Assistance Program.

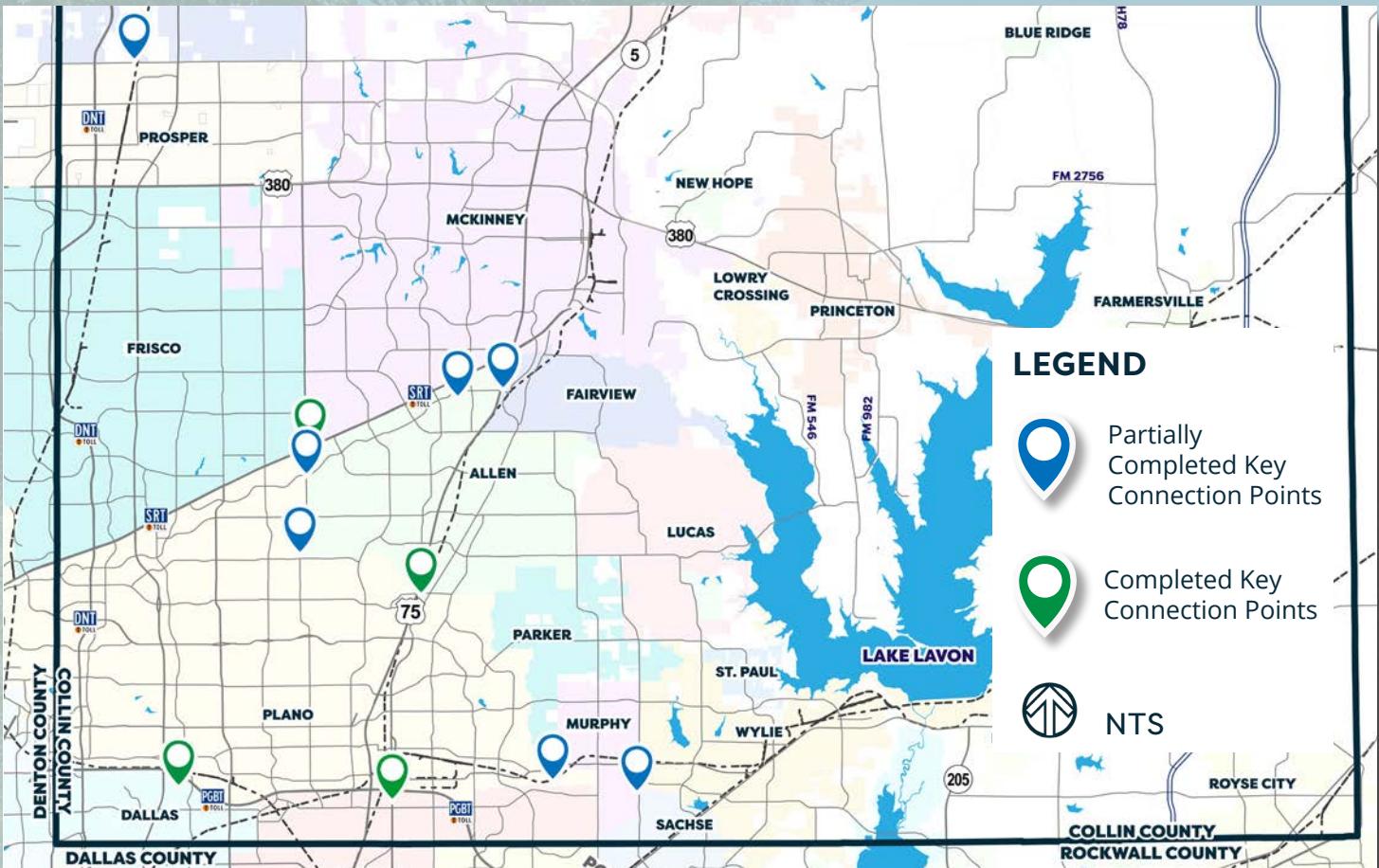
PREVIOUS MASTER PLAN ACCOMPLISHMENTS

Trails and trail planning has continued to grow at a steady pace in Collin County. In the past 13 years the County's communities have proactively planned for and implemented trail projects within and between their jurisdictions. Accomplishments towards increasing trail connectivity since the adoption of the 2012 plan include:

132% Increase of existing trail mileage

4 Key Connection Points have been completed

7 Key Connection Points have been partially completed



The Collin County Project Funding Assistance Program has funded
28 trail projects in 12 communities

23 municipalities have adopted or updated a master plan that addresses trail planning

COUNTY SNAPSHOT

COLLIN COUNTY DEMOGRAPHICS

The immense growth in the County can best be presented through the 636 percent population increase between 1980 and 2020 as shown in **Figure 1.3**. The County grew 56 percent between the adoption of the previous plan and the development of this plan update and forecasts project that sustained growth will continue. Populations that should be considered in the development of trails include the over seven percent of the population that have a disability, as shown in **Figure 1.4** and the 3.1 percent of the population that does not have access to a vehicle. While a majority of the County primarily utilizes trails recreationally, some individuals may use trails in lieu of a vehicle. Expanding trail access for those with disabilities is critical to enhancing quality of life and providing recreation opportunities for all members of the community.

Figure 1.3: Population Growth¹

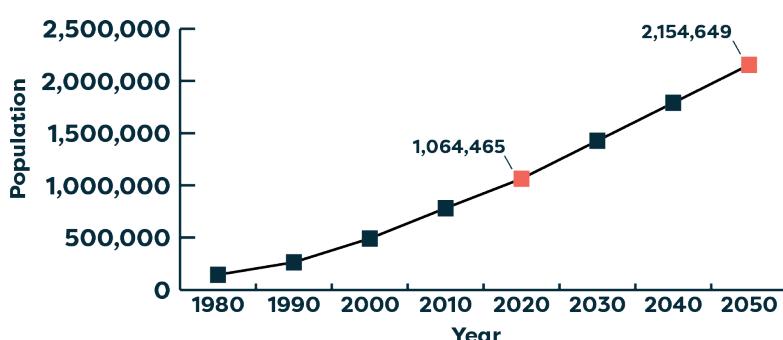


Figure 1.4: Vulnerable Populations Statistics²



Trails can serve as both transportation and recreational facilities and should be accessible in accordance with the Americans with Disabilities Act of 1990. Part of this plan will address equitable access to trails.

As of 2022, Collin County was ranked the healthiest county in Texas by the Population Health Institute, University of Wisconsin-Madison. Measures that are considered include obesity rates, sedentary behavior, and access to a park or recreation facility, as shown in **Figure 1.5**. Living close to a park or recreation facility is defined by living within a half mile of a park, living within one mile of a recreation facility in an urban area, or living within three miles of a recreation facility in a rural area.

Figure 1.5: Health Statistics for Collin County Residents³

94%

LIVE CLOSE TO A PARK OR
RECREATION FACILITY
Compared to 80% for Texas

23%

OF ADULTS REPORT PARTICIPATING
IN NO PHYSICAL ACTIVITY OUTSIDE
OF WORK
Compared to 27% for Texas

30%

OF ADULTS ARE OBESE
Compared to 34% for Texas

1. US Decennial Census, NCTCOG Population Projections

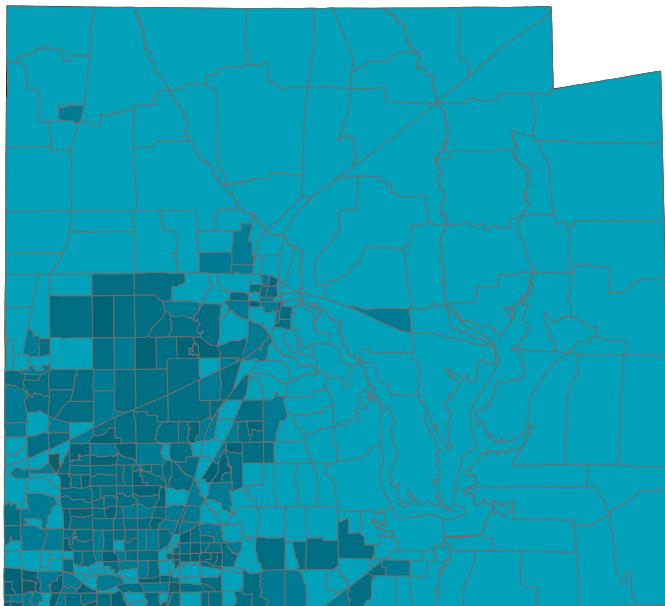
2. US Census ACS 5-year 2008-2012, 2019-2023

3. Population Health Institute, University of Wisconsin-Madison

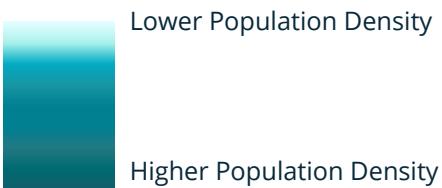
DEVELOPMENT CHANGES

Collin County has had tremendous growth since 2012. Growth patterns have been predominately residential developments with supporting land uses that have been in the northern and eastern parts of the County. The region is home to several urbanized areas. Some urbanized areas, such as McKinney-Frisco, blur together with other urbanized areas forming continuous development. Other urbanized areas, such as Princeton, are more isolated areas of growth. Despite the rapid growth, approximately 50 percent of the County is unincorporated. This land that sits outside of city limits is largely unaccounted for in trails plans.

Figure 1.6: 2026 Population Density⁴



Population Distribution



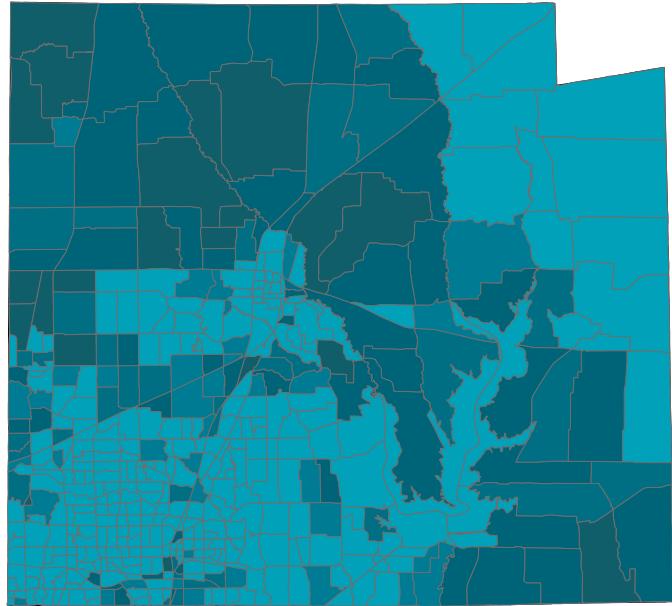
4. NCTCOG Population Estimates, 2026

5. NCTCOG Population Forecasts, 2050

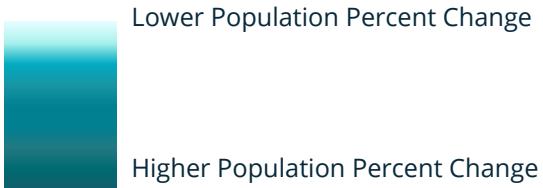
Figure 1.6 shows present population density (2026) and **Figure 1.7** shows the estimated population change between 2026 and 2050. Estimates come from the North Central Texas Council of Governments (NCTCOG) Mobility 2050 data.

The areas of the County with the highest population density (people per square mile) today include the more built-out communities in the southwest portion. Between 2026 and 2050, population growth is expected to be concentrated in parts of Celina, McKinney, Anna, Melissa, and Princeton where residential developments are rapidly occurring.

Figure 1.7: 2026-2050 Projected Population Change⁵



Population Distribution



PLAN VISION

ENGAGEMENT OPPORTUNITIES

The Plan included an extensive public outreach effort designed to collect feedback from a diverse and sizable group of residents in Collin County. Key County and municipality stakeholders were involved in this process to provide local and technical insight and to review this plan development process. Both in-person activities and virtual outreach tools, such as a survey, were utilized to provide a variety of methods in which to engage the public.

Technical Advisory Group

The Technical Advisory Group (TAG) is made up of representatives from the County, partner communities, and agencies within the county. This group served as the primary advisory body for plan development and met throughout the process to gain input and critical feedback. The initial meeting with the TAG served as an introduction to the project, review of existing conditions and constraints within the trails system, and discussion of key issues and future opportunities. The second meeting with the group involved a review of the needs assessment findings and the draft opportunity and constraints map. The final meeting was centered around reviewing the draft network map and getting feedback to make refinements.

Parks Foundation Advisory Board

The Parks Foundation Advisory Board supports Collin County's Open Space Program, by reviewing funding requests, establishing direction and policies for acquisition, development, and management of park and open space areas and facilities. The project team met with the Parks Foundation Advisory Board twice during the plan process to brief the board on plan progress, seek feedback on draft recommendations, and confirm the updated master plan aligns with the County's vision.

Agency Coordination Meetings

Two series of agency coordination meetings were held to seek input from governmental and community stakeholders. These stakeholders were divided into four groups – Governmental Agencies, Large Municipalities (population greater than 50,000), Mid-Size Municipalities (populations between 49,999-10,000), and Small Municipalities (population less than 10,000). These stakeholders were key to tapping into knowledge about trail planning at the local level, understanding challenges and opportunities communities are facing, and aligning with planning efforts and projects underway by government agencies. Meeting with the community partners helped to inform accuracy of the inventory and identify constraints for trail development, opportunities for new corridors and connections, and ways to make the plan accessible and usable for individual communities.

Public Open House Meetings

Public Open House Meetings were held at two key milestones during the plan development process. These in-person meetings were as much an effort to inform the public of the long-range planning effort as they are opportunities to hear important feedback from residents and County trail users. The initial open house was held during the visioning phase of the process to gain input about issues, opportunities, and preferences residents have for the Regional Trails System. The second open house was held to allow the public to review the draft plan recommendations and provide feedback.

Online Survey

A countywide online survey was conducted to collect feedback from residents throughout the county. The survey sought to garner input from residents about how they use existing trails facilities, where trails are needed, and how the trail system can better serve the community.

4

Technical
Advisory
Group
Meetings

4

Parks
Foundation
Advisory
Board
Meetings

8

Agency
Coordination
Meetings

2

Public Open
House
Meetings

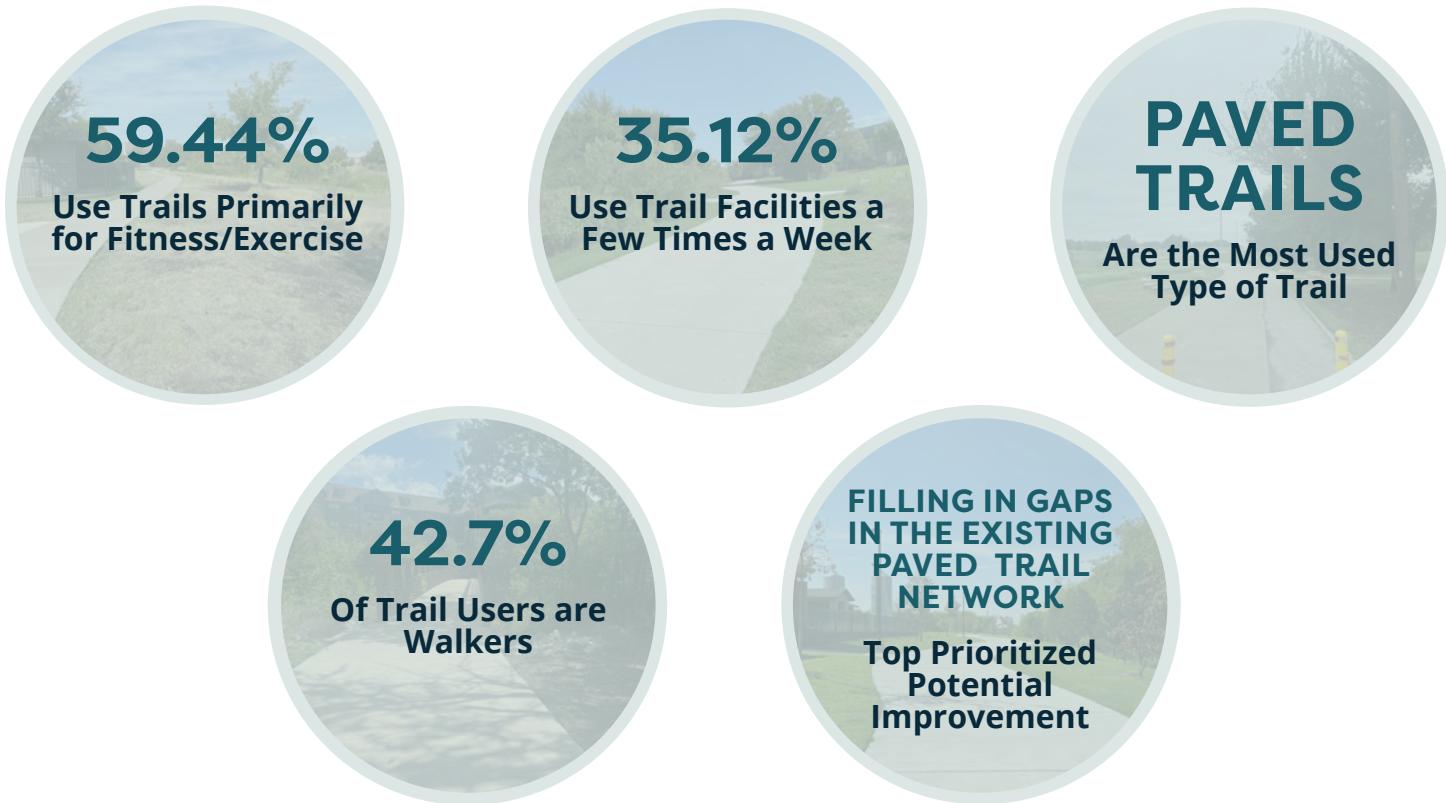
1,014

Online Survey
Responses

ENGAGEMENT KEY FINDINGS

ONLINE SURVEY

The online survey was made available to residents in late 2024 and sought input on preferences for trail facilities and usage in the County. The full survey results can be found in **Appendix A**.



PUBLIC MEETING INPUT

At the first public meeting, a draft opportunities map was presented with new and adjusted key connection points, corridors with the potential for future trails development, and key destinations that may be desirable to reach via trails. Meeting attendees provided feedback on where they would like to see new trail connections and additional facility improvements.

During the second public meeting, the draft recommendation network and proposed evaluation criteria were presented for feedback. Attendees gave feedback on the proposed spine and community trails as well as noted their preference for the evaluation criteria.



Meeting attendees provide feedback at the first public meeting.

PLAN GUIDING PRINCIPLES

The plan guiding principles serve as overarching goals to address major themes expressed by the public and stakeholders throughout the engagement process. These guiding principles inform the recommendations of the plan and are woven in throughout the plan process, found in **Chapter 4**.



CONNECT

Promote a regional trail system that creates key connections between communities throughout Collin County by identifying critical gaps and key corridors for future trail development.



COORDINATE

Work with municipalities to build upon existing trail planning efforts to continue to grow the regional trail system and incorporate the recommendations of the countywide master plan into future trail planning and implementation.



INVEST

Utilize the priorities identified in the Collin County Regional Trails Master Plan to guide investment in municipal trail projects.



PRIORITIZE

Prioritize the implementation of key trail connections that provide intercity connections, preserve key corridors, and introduce new trails into underserved areas of the County.



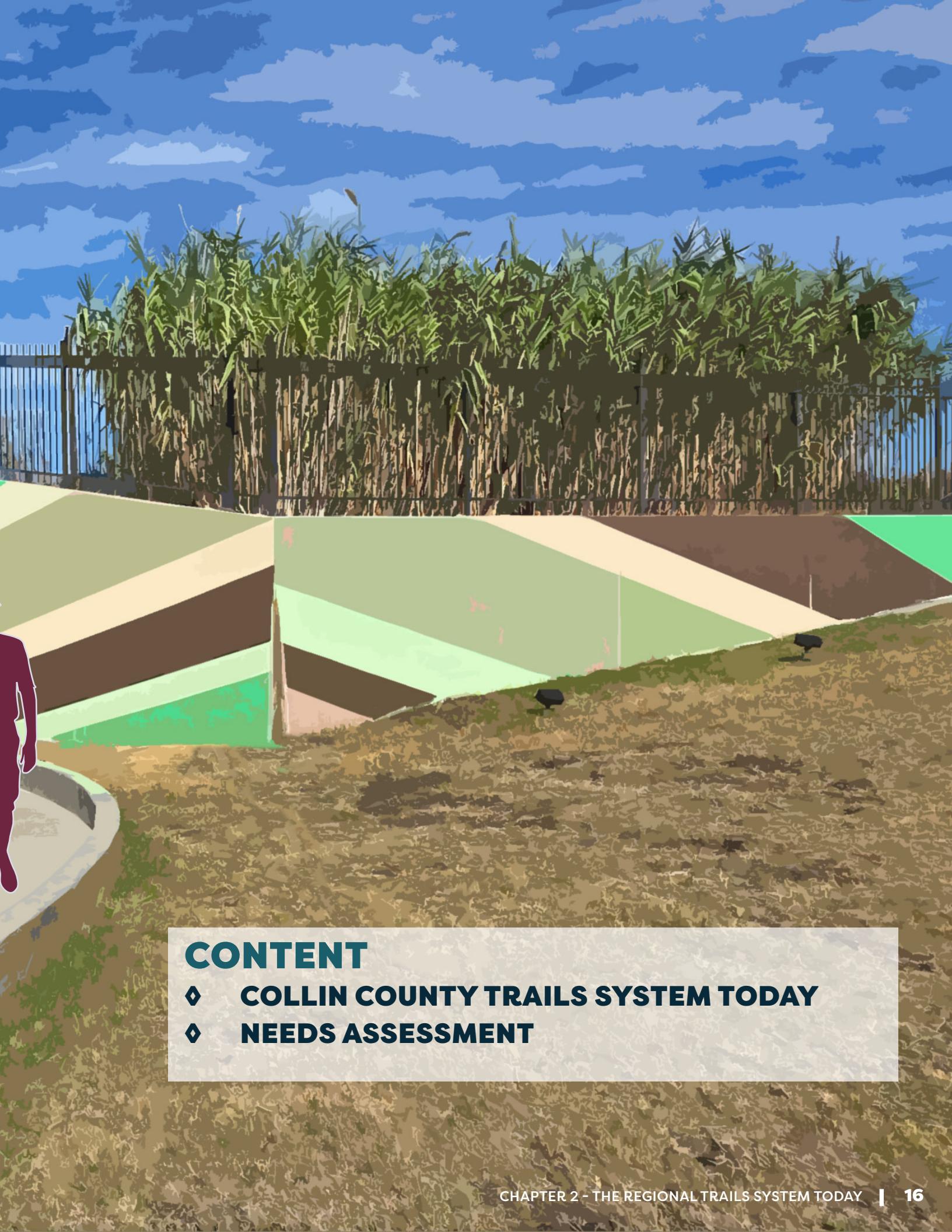
CHAPTER TWO

THE REGIONAL

TRAILS SYSTEM

TODAY





CONTENT

- ❖ **COLLIN COUNTY TRAILS SYSTEM TODAY**
- ❖ **NEEDS ASSESSMENT**

COLLIN COUNTY TRAILS SYSTEM TODAY

INTRODUCTION

The County's Regional Trails System builds off the constructed and planned efforts of the municipalities. This section looks at the current system's inventory, the types of trails that are found regionally, and the users that this trail system is built to support.

The trail system within Collin County today is composed of the existing and planned trails of individual municipalities, as they have historically been the implementing agencies for trails. The trail systems of communities within Collin County have been growing for many years and over time trail design standards have changed. For this update existing **trails that are eight feet wide or greater** are being considered as part of the Regional Trails System, however trails moving forward should be at least 10 feet in width to be consistent with AASHTO standards for shared-use facilities. Additionally, loop trails found within parks and open spaces are not included as part of the Regional Trails System as they do not contribute to regional connectivity. Information about national and regional trail standards that should be followed for future trail implementation can be found in **Chapter 4**.

TRAIL CLASSIFICATIONS

There are three types of trails found within the existing Regional Trails System. Each trail type supports the needs and interests of different trail users and all contribute to regional connectivity.

PAVED SHARED-USE PATHS

Paved shared-use paths make up the majority of the existing and currently planned system of trails in the County. Shared-use paths can take the form of either sidepaths located adjacent to roadways or off-street trails within utility easements, greenbelts, and other open spaces away from roadways. These trails are typically constructed of durable materials such as concrete, which support the accessibility of users of all ages and abilities and is more suitable for all weather conditions. Shared-use paths are wide enough to comfortably accommodate multiple user groups and are a preferred facility of pedestrians and novice bicyclists. These trails can be used for commuting and recreational purposes and tend to make key connections to community destinations.



A paved shared-use path in Fairview.



A soft surface trail in Sister Grove Park.



Horseback riders utilizing an equestrian trail.

SOFT SURFACE TRAILS

Soft surface trails are made of natural materials such as decomposed granite or other organic materials that blend in with the surrounding natural environment. These trails are implemented in areas where environmental sensitivity is a high priority, as interim trail solutions due to their lower construction and maintenance costs, or as a way to more easily navigate existing terrain. Many soft surface trails in the County are in areas where hiking is the intended use, connecting people to the natural environment, or in areas that are environmentally sensitive. These trails provide limited access to users as they are not accessible to those utilizing mobility assistance devices and significant weather events can significantly reduce usability.

EQUESTRIAN TRAILS

Equestrian trails are primarily used by people on horseback. They are made of natural materials and found in more scenic areas to support recreational use. There are several areas in the County where these specialized trails can be found and while they are designated for horseback riding pedestrians have access to these soft surface trails creating connections to other trail facilities.

TRAIL USERS

A trail system should successfully serve communities and address the needs and interests of various user groups. Each trail user group comes with their own needs, preferences, and limitations to be considered when implementing trails. The types of trail users in Collin County today are diverse, which is reflective of the variety of trail types available throughout County communities. Trails provide opportunities for both recreation and commuting, which continue to be of great importance to County residents.



PEDESTRIANS

A pedestrian is identified as someone walking, utilizing mobility assistance devices (i.e., wheelchairs), pushing strollers, or engaged in similar activities. This group of trail users is representative of a large number of people utilizing trails for recreation and commuting purposes. Pedestrians include users of all ages and abilities; therefore, paved trail routes are preferable. The primary consideration when designing trails for this user group is providing safe, accessible, and well-connected routes.



RUNNERS/JOGGERS

Trail systems are preferred by runners and joggers as they are separated from motor vehicle traffic, providing a safe route for users. Wide paved shared-use paths are the types of trails sought out by runners and joggers as they provide adequate space for passing, which reduces potential conflict with other users and allows for larger running groups to comfortably exercise together. Soft-surface trails are also popular with this user group and offer a different user experience.



HIKERS

Soft-surface trails are generally preferred by hikers who utilize these routes for exercise and recreation. Hiking in more natural and scenic areas is a priority for hikers and in these locations soft-surface trails are a more context sensitive trail facility and they allow the natural terrain to be utilized to create more challenging routes for advanced hikers.



EQUESTRIAN RIDERS

Equestrian riders are limited to specialized trail routes that are specifically designated for equestrian use. These trails are typically made of natural materials and found in scenic areas where the natural landscape is utilized in the development of the trail route. In cases where trails allow multiple user groups, trail etiquette information on sharing the trail with all users should be easily accessible.



BICYCLISTS

Bicyclists are a typical trail user group that can be further divided into three categories, occasional riders, recreational riders, and experienced riders. All of these types of bicyclists will use trails for recreation and commuting, particularly when they are wide, paved, and shared use.



Occasional Rider – The occasional rider is largely comprised of children and seniors who are vulnerable demographic groups and represent a range of ability and accessibility needs. This user group favors off-street, shared-use trails that remove riders from motor vehicle traffic and are easy to navigate.



Recreational Riders – Bicyclists within this category are typically those that ride for recreation or leisure activities. This user group is likely to prefer riding on off-street, shared-use paths but may feel comfortable to ride short distances on-street within residential neighborhoods where there are lower traffic speeds and volumes.



Experienced Riders – These bicyclists are confident riders that use cycling as a mode of transportation and for recreation. This user group generally prefers on-street bicycle facilities as there is less potential for conflict with slower trail users but will utilize trails when this is the most convenient option.

SYSTEM INVENTORY

Existing trails in Collin County are found within the jurisdictional boundaries of the individual County communities. Today, there are **623.2 miles of existing trails**, a large portion of which are in the more built out communities in the southwestern part of the County. Since 2012, trail planning has occurred within many communities and there are **currently 950.0 miles of planned trails** as shown in **Figure 2.1** below. As previously stated, the planning and implementation efforts of individual communities is the foundation for the Regional Trails System. The existing and currently planned trail system, illustrated in **Figure 2.2** shows opportunities for growth and connectivity between communities.

Initial Trail System Observations

- Existing trails within communities are well used amenities that support current recreation and active transportation needs.
- Diverse trail types can be found across the county supporting a variety of trail user interests.
- Trail implementation within new development has been more common in many communities.¹
- There are instances where innovative crossings at railroads, roadways, and other major barriers have been implemented to create a more comfortable and interesting user experience.²
- Gaps within the trail system are a consistent concern from many communities when growing their trail system.³
- There are areas within the County where comfortable trail facilities are not available today.
- Incomplete trail connections between communities are a major factor limiting regional connectivity.⁴

Figure 2.1: Trail Mileage Inventory

	Existing Trail Mileage	Planned Trail Mileage
2012 Trail Mileage	268.7	890.0
2025 Trail Mileage ¹	623.2	950.0
Difference Between 2012 and 2025 Trails Mileage	Increased by 354.5 miles (132%)	Increased by 60.0 miles (7%)

1. Existing and locally planned trail mileage are current as of data provided on August 1, 2025.



1. A trail in a new development in McKinney.



2. An innovative trail crossing under a railway in Celina.

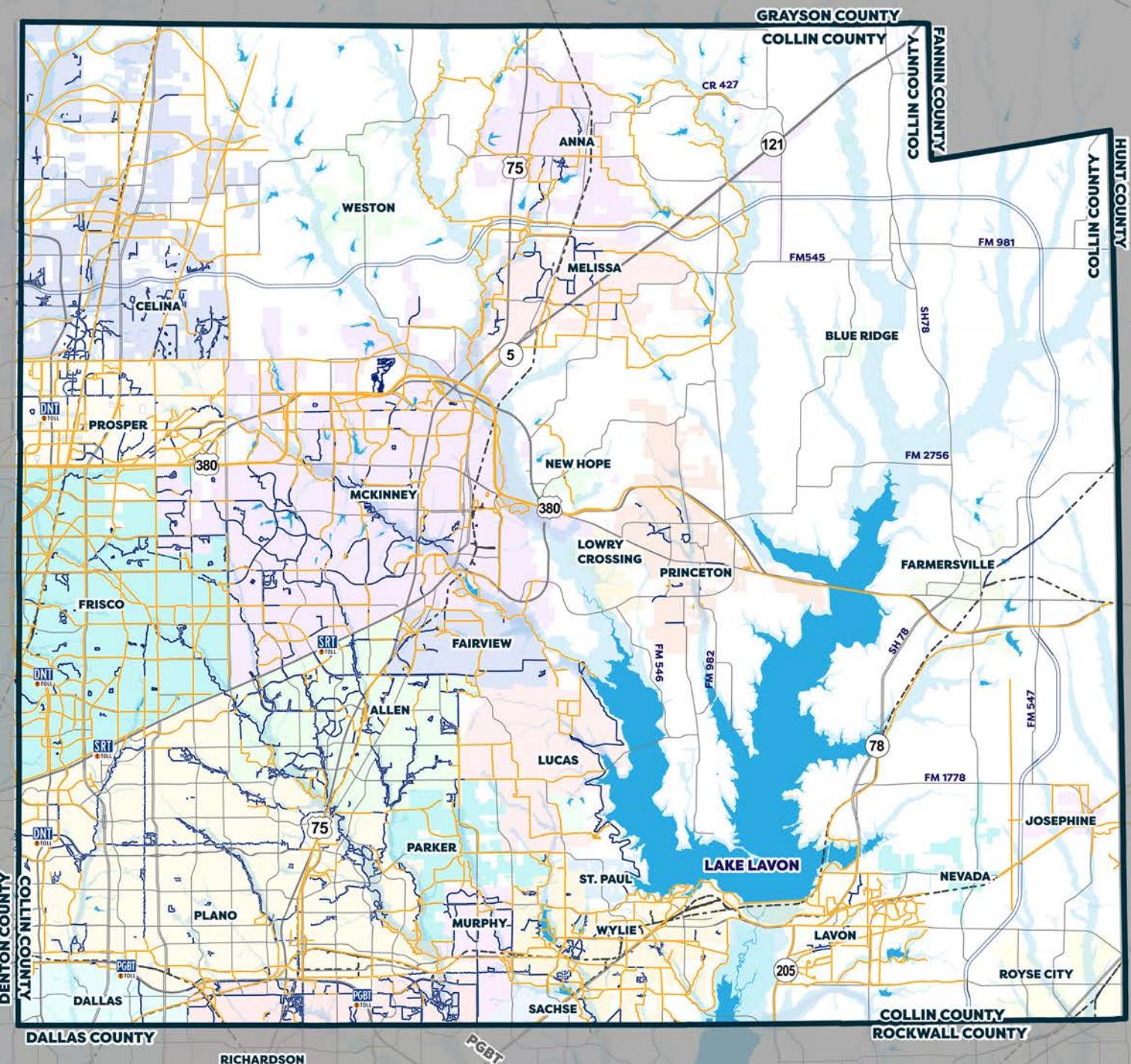


3. The abrupt end of a trail in Anna forces a cyclist onto the roadway.



4. Trail ending at the Prosper/Celina border.

Figure 2.2: Existing and Planned Trails Map



LEGEND

- The legend is organized into two columns. The left column lists symbols for Waterbodies (blue square), Floodplain (light blue square), Unincorporated Collin County (light gray square), County Boundary (purple square), Roads (solid gray line), Proposed Roads (dashed gray line), Railroads (dash-dot gray line), and Proposed Outer Loop (solid blue line). The right column lists symbols for Existing Trails (dark blue line) and Locally Planned Trails (orange line).

Existing and locally planned trails shown are current as of data provided on August 1, 2025.

NEEDS ASSESSMENT

ASSESSMENT METHODS

Various quantitative and qualitative needs assessments were conducted as part of this master plan update to better understand how trails are serving the community today and identifying key issues and opportunities in the existing and planned Regional Trails System. On their own, each assessment method informs one piece of the needs and opportunities of the trail network but collectively form the bigger picture for guiding continued growth of the regional system. The details of the individual assessment can be found in **Appendix B**.

The following assessment methods were utilized to conduct a comprehensive analysis of trail needs within Collin County:

Trail Network Evaluation

Assessment of key future trail corridors and critical connection points between communities based on categories for evaluation to determine feasibility, constraints, and opportunities for implementation.

Crash Data Analysis

Review of TxDOT reported bicycle and pedestrian crash data throughout Collin County to determine areas with high concentrations of crash instances.

Trail Level of Service (LOS) Analysis

Calculation of existing trail mileage per capita for trails within Collin County to determine the future need for maintaining the current level of service as the County continues to grow.

Trail Usage and Demand Analysis

Review of community survey findings, available trail counter data for individual communities, and Strava data to help determine demand for different types of facilities and to continue to build upon current trail usage.

Trip Potential Analysis

Evaluate the level of future trip generation potential of a community destination to determine key locations for future trail implementation.

ASSESSMENT KEY FINDINGS

The following are general statements regarding the findings found during the various needs assessments and identify opportunities for addressing safety, connectivity, and accessibility challenges that are present today.



Challenging trail connection at Russell Creek between Allen and Plano

Many of the remaining intercity connections require more complex and cost intensive solutions.



Consideration for an alternative trail route that utilizes existing roadway infrastructure

Alternative routes should be considered to achieve connectivity in locations where conditions are more challenging based on currently planned alignments.



Busy intersections are areas of conflict between different roadway users

Areas that experience a high number of crash incidents between non-motorized users (i.e., pedestrians and bicyclists) and motor vehicles would benefit from trail facilities to remove non-motorized users from roadways.



Few trails are found in unincorporated Collin County

To continue to provide the same level of service to Collin County residents in the future, additional trail mileage will need to be constructed to keep up with anticipated population growth.



Trails connecting community destinations will likely see a significant number of trail users

Community destinations are major generators for trail usage and implementation of trail facilities in close proximity to key destinations should be prioritized.



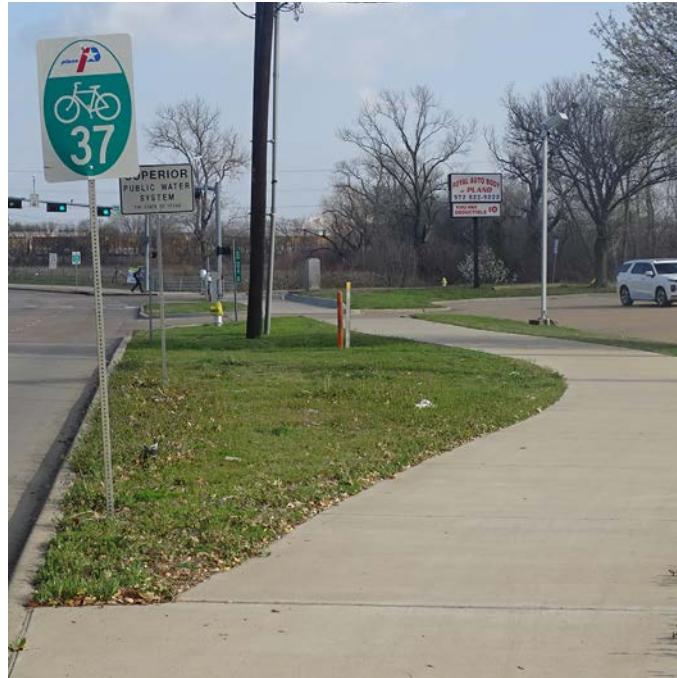
Roadway corridors present opportunities for future trail connections

Additional opportunities for regional trail connections exist in undeveloped areas of the county and areas to be preserved from future development such as greenbelts and utility easements.

SYSTEM OPPORTUNITIES

Systemwide opportunities have been identified by looking at a variety of existing conditions, local and regional planning initiatives, and potential partnerships with local entities to further expand the Regional Trails System and create critical connections. Existing conditions consider - **what can trails connect to?** This question, when posed to the public and stakeholders during the plan's engagement activities, identified key community destinations as opportunities within the system for prioritizing connections. Areas of the County where growth is anticipated were considered as opportunities as these are generally parts of the region where existing and planned trails have historically been limited and should be prioritized to support demands for future populations.

Trail planning is happening at all levels within Collin County, and more granularly at the community level. Community trail plans are the foundation for informing regional connectivity as they provide insight to where municipalities are interested in investing in trail facilities. In addition to the individual community trail planning done by municipalities within Collin County, there are regional and statewide planning efforts conducted by the North Central Texas Council of Governments (NCTCOG) and the Texas Department of Transportation (TxDOT) who conduct their own studies related to future trails in the County. The System Opportunities Map, illustrated in **Figure 2.3**, informs the recommendations detailed in **Chapter 3**.



Recently implemented critical trail connection, contributing to regional connectivity, between Dallas and Plano.

The following elements were considered as part of the development of the Systems Opportunity Map:

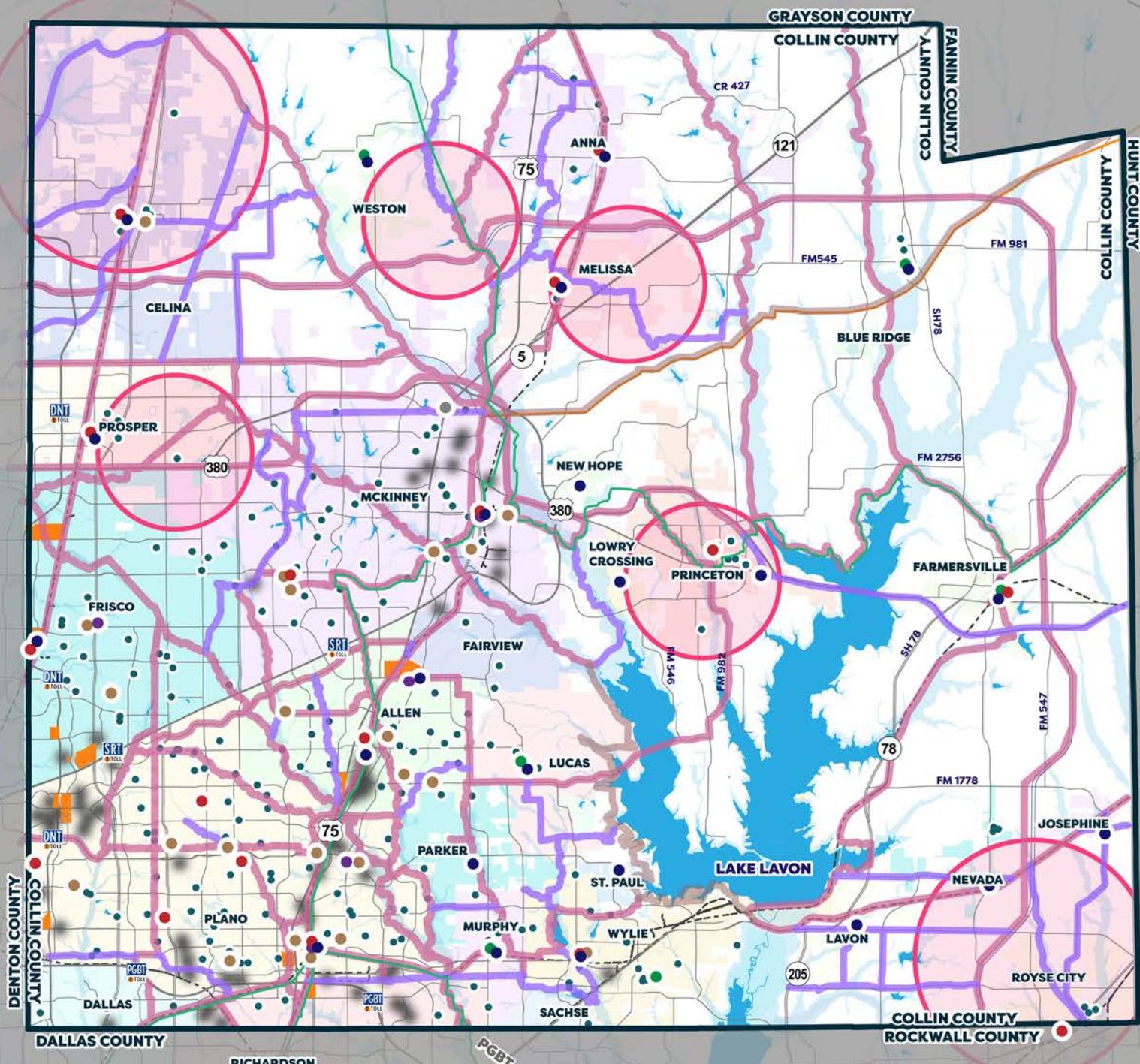
- **Key Destinations** - Locations throughout the County that provide community, recreation, or employment services. These points are destinations that people may desire to connect to via trails.
- **Growth Areas** - Areas of the County where significant population growth is projected to occur between 2026 and 2050, based on NCTCOG's population forecasts. See the Development Changes section in **Chapter 1** for additional information.
- **NCTCOG Regional Veloweb** - Network of existing and planned off-street shared-use paths in the region that align with community plans and promote active transportation.
- **Bicycle Tourism Study Routes** - An initiative by TxDOT to identify a statewide bicycle network to highlight unique natural and historical areas in the state.
- **Spine Trail Corridors** - Represent existing and proposed corridors that create major trail connections between multiple communities. Typically, these are paved trails that are at least ten feet wide.
- **Community Trail Corridors** - Represent existing and proposed corridors that create significant connections within a single community or shorter connections between multiple communities.



Municipalities like Prosper are projected to continue growing rapidly and trail facilities should be implemented to keep up with future demand.

Figure 2.3: System Opportunities Map

0 1 2 Miles



LEGEND

- WATERBODIES
- FLOODPLAIN
- UNINCORPORATED COLLIN COUNTY
- COUNTY BOUNDARY
- ROADS
- PROPOSED ROADS
- RAILROADS
- PROPOSED OUTER LOOP
- PROPOSED SPINE TRAIL CORRIDORS
- PROPOSED COMMUNITY TRAIL CORRIDORS
- PROPOSED SOFT SURFACE TRAIL CORRIDORS
- NTMWD PIPELINE
- TxDOT BICYCLE TOURISM TRAILS STUDY NETWORK
- KEY GROWTH AREAS*

KEY DESTINATIONS

- CITY/TOWN HALL
- LIBRARY
- COMMUNITY CENTER
- RECREATION CENTER
- PERFORMING ARTS CENTER
- COUNTY COURTHOUSE
- SCHOOLS
- MAJOR EMPLOYMENT CENTER

RETAIL/ENTERTAINMENT DESTINATIONS

*Growth Areas are based on NCTCOG Traffic Analysis Zones where significant growth is projected to occur over the next 20 years.

KEY CONNECTION POINTS

Key Connection Points were initially identified as part of the 2012 plan, identifying important gaps in connectivity between communities that are critical for growing the Regional Trails System. Generally, the locations of the Key Connection Points are along jurisdiction boundaries where communities have constructed or planned for trails that would create an intercity connection.

As part of the master plan update, these intercity connections were reviewed and refined for relevance. The 2012 plan identified 32 connections, four of which have been completed and seven that are partially completed. This plan update identifies 24 total connections, reflecting those that have been removed, modified, or added through additional analysis. Several connections have been removed because they are not identified in individual community trail master plans or are no longer feasible due to recent development. Several connections were adjusted to align with present-day community existing and planned trail alignments. Other connections have been built or carried over from the 2012 plan. Additional points have been identified and added based on analysis and community input. **Figure 2.4** lists the connecting communities and **Figure 2.5** illustrates the locations of the Key Connection Points. This will be an essential tool for determining priority projects for implementation in the future, as these connections satisfy the objective of growing regional trail connectivity.

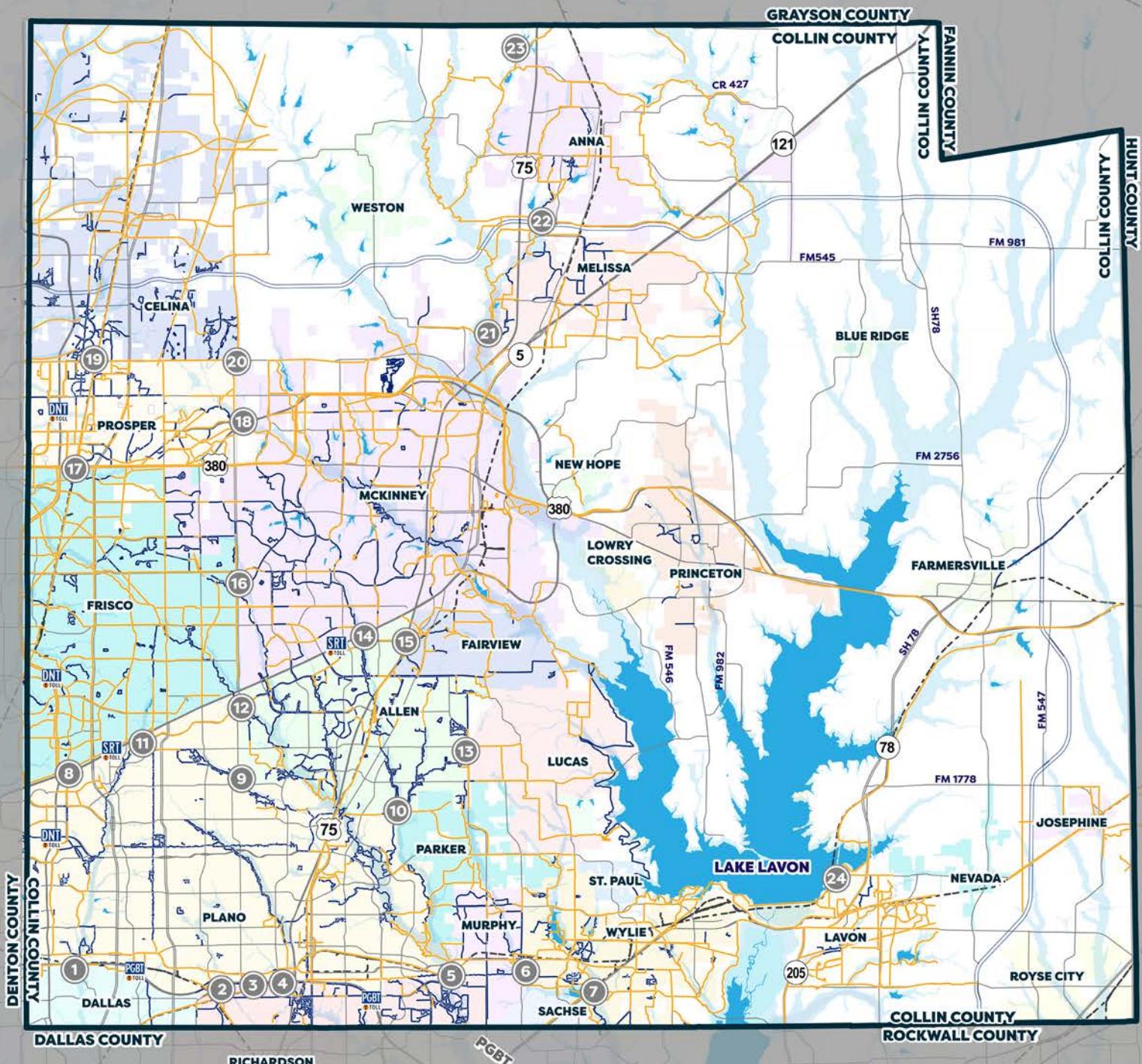
Individual profiles of the Key Connection Points can be found in **Appendix C** and go into further detail on the existing conditions, type of connection, and considerations for implementation.

Figure 2.4: Key Connection Points Status

ID	Status	Connected Communities
1	Not Complete	Dallas, Plano
2	Not Complete	Plano, Richardson
3	Not Complete	Plano, Richardson
4	Not Complete	Plano, Richardson
5	Partially Complete	Plano, Richardson
6	Partially Complete	Murphy, Wylie
7	Not Complete	Sachse, Wylie
8	Not Complete	Frisco, Plano
9	Partially Complete	Allen, Plano
10	Not Complete	Allen, Parker, Plano
11	Not Complete	Frisco, Plano
12	Partially Complete	Allen, Plano
13	Not Complete	Allen, Lucas
14	Partially Complete	Allen, McKinney
15	Partially Complete	Allen, Fairview
16	Not Complete	Frisco, McKinney
17	Not Complete	Frisco, Prosper
18	Not Complete	McKinney, Prosper
19	Partially Complete	Celina, Prosper
20	Not Complete	Celina, Prosper
21	Not Complete	McKinney, Melissa
22	Not Complete	Anna, Melissa
23	Not Complete	Anna, Van Alstyne
24	Not Complete	Lavon, Wylie

Figure 2.5: Key Connection Points Map

0 1 2 Miles



LEGEND

- WATERBODIES
- FLOODPLAIN
- UNINCORPORATED COLLIN COUNTY
- COUNTY BOUNDARY
- ROADS
- PROPOSED ROADS
- RAILROADS
- PROPOSED OUTER LOOP
- EXISTING TRAILS
- LOCALLY PLANNED TRAILS
- ① PLANNED KEY INTERCITY CONNECTION

Existing and locally planned trails shown are current as of data provided on August 1, 2025.

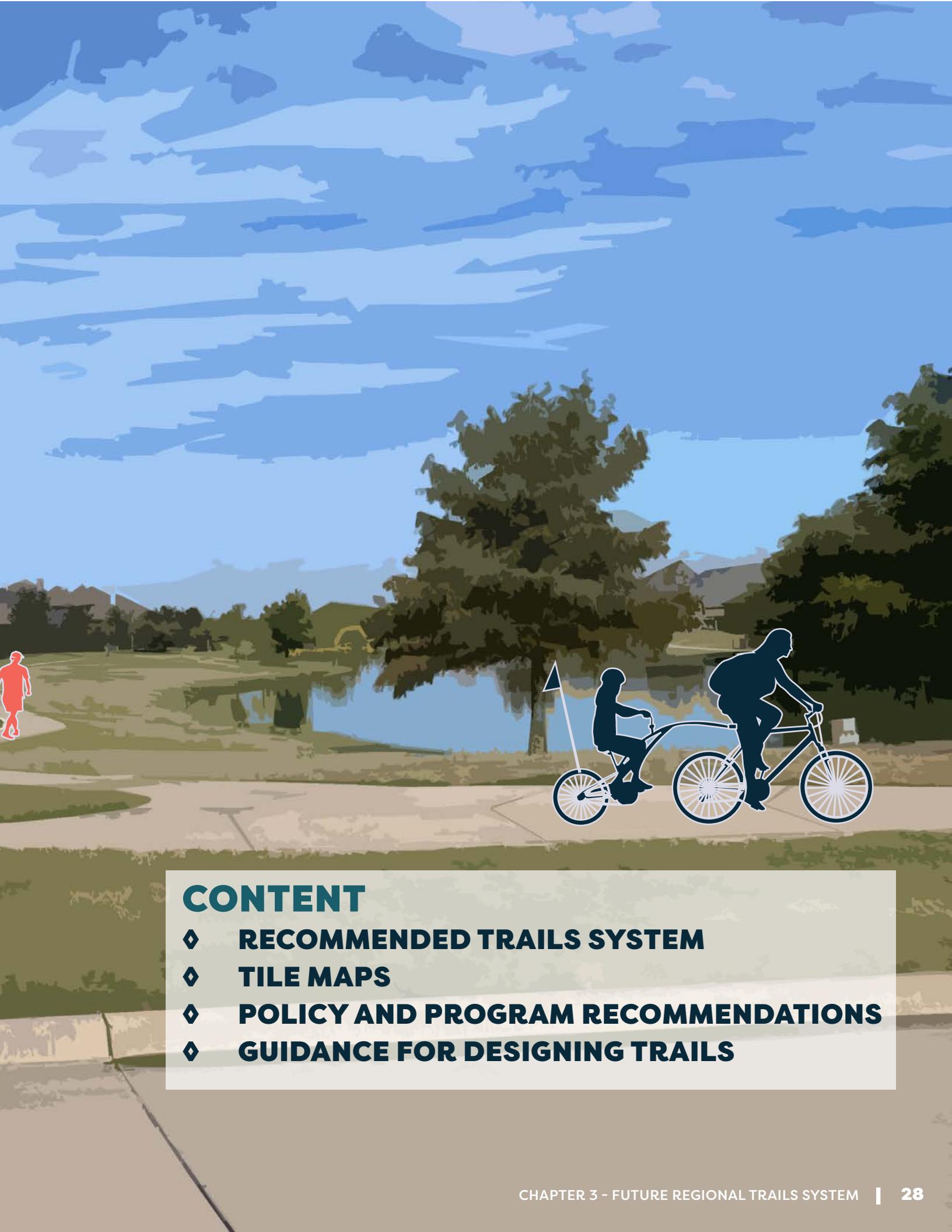
CHAPTER THREE

FUTURE

REGIONAL

TRAILS SYSTEM





CONTENT

- ◊ **RECOMMENDED TRAILS SYSTEM**
- ◊ **TILE MAPS**
- ◊ **POLICY AND PROGRAM RECOMMENDATIONS**
- ◊ **GUIDANCE FOR DESIGNING TRAILS**

RECOMMENDED TRAILS SYSTEM

INTRODUCTION

Since the Recommended Trails System was originally identified in 2012, the County has grown and developed tremendously. The new regional trails system presented in this plan considers both changes to the built environment and the evolving long-term plans of each municipality. The western part of the County is largely developed or experiencing rapid development where opportunities remain with plans laid out for future trails, land use, utility, and roadway development. Recommendations for the western part of the County are largely built on the existing plans of these communities. The southwestern quadrant of the County is mostly built out and trail development is primarily focused on filling in gaps in the trail system and completing remaining connections that are complex due to the surrounding development or natural barriers. The northwestern quadrant of the County is one of the fastest growing areas in the region, as well as the nation, and with development municipalities have been actively planning and building trails. The eastern part of the County is beginning to experience faster paced development and more of these communities are adopting trails plans. That being said, much of eastern Collin County is unincorporated, creating challenges for trail implementation because currently that responsibility lies with individual communities. The southeastern quadrant of the County is more built out than in the northeast and has municipalities that are actively drafting trails plans and considering trails as they develop. Many of the recommended trail corridors in this part of the County leverage existing opportunities such as railways, utility easements, greenbelts, and future roadways.

The growth throughout the County has created an ever-changing landscape that required the removal or realignment of Spine and Community Trail Corridors from the 2012 plan. In some cases, roadways or structures were built where trails were originally planned. Community and Spine Trails were also removed or reconsidered in areas deemed duplicative or where logical connections no longer exist. As the County continues to grow, trail corridor alignments may shift in areas that are less developed at the time of this plan's adoption.

REGIONAL NETWORK

The Recommended Trails System Map, illustrated in **Figure 3.1**, represents the updated system of regional trails for Collin County. This mapped system should serve as a tool for the county, municipalities, and regional agencies for identifying and prioritizing key corridors for trail implementation in the future to advance the goals of a coordinated and regional connected system of trails. The map includes several elements such as Spine Trails Corridors, Community Trail Corridors, and other key mapping elements. The details of these elements are found in the subsequent text.

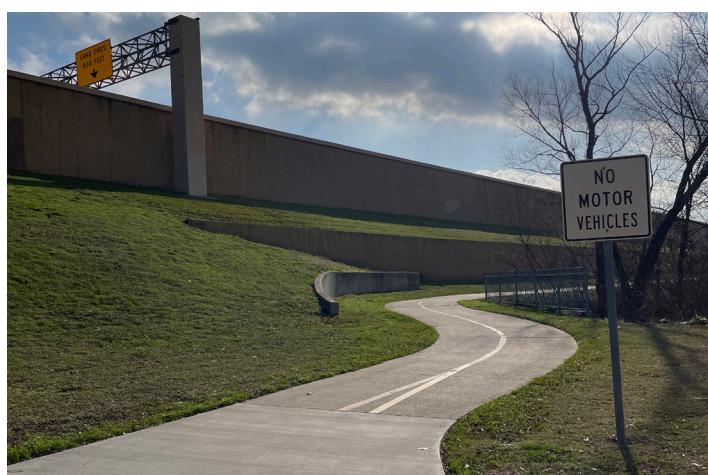
SPINE TRAIL CORRIDORS

Spine Trail Corridors represent trail corridors that create connections between multiple communities and typically extend far distances. These corridors are intended to weave the County together as a whole and serve as the “backbone” of the trail network. In total there are 442 miles of Spine Trail Corridors identified in Collin County. The Preston Ridge Trail serves as an example of a spine trail in a built-out part of the County, starting near Spring Valley Road and Coit Road and ending just south of the President George Bush Turnpike making a connection between the City of Dallas and the City of Plano. Another example of a mostly complete Spine Trail is the Chisholm Trail which runs entirely in Plano but will connect to planned trails in Richardson and Parker once complete. Spine Trails in undeveloped parts of the County where there are no existing or locally planned trails typically leverage existing assets such as future roadways, greenbelts, and easements. An example of this includes the proposed Spine Trails that follow the future Collin County Outer Loop.

COMMUNITY TRAIL CORRIDORS

Community Trail Corridors represent corridors that create significant connections within a single community or shorter connections between multiple communities. Community Trail Corridors often create links in the Spine Trail network by connecting to Spine Trail Corridors creating connections that cover shorter distances and contribute to connectivity gaps. Many of these trails leverage the new TxDOT standard of 10' sidepaths on both sides of roadways that they build or rebuild.

Examples of community trails include The Watters Trail and Bethany Lakes Trail in Allen which connect to spine trails to make intercity connections. In total there are 168.6 miles of Community Trail Corridors.



The Preston Ridge Trail serves as a Spine Trail connecting Dallas and Plano.

OTHER MAP ELEMENTS

Other map elements that inform the Recommended Trails System and create regional connectivity include locally planned and existing trails. These trails are part of the local planning and implementation efforts of individual municipalities that make up the entire County. The Trinity Trail is included in the system as a major soft surface trail network. Key connections represent areas where trails can connect across municipalities to increase overall intercity connectivity.

Existing trails include built paved trails, as of August 1st, 2025. Only trails 8' or wider have been included in the network as these are able to support multi-use trail needs.

Locally planned trails consist of trails that are included in community trails plans, as of August 1st, 2025. The exact location of these trails are subject to change according to development.

There are two **major soft-surface trail** corridors identified as part of the Recommended Trails System. One of the corridors is located within Army Corps of Engineers land along Lake Lavon. The existing portion of this trail corridor is the Trinity Trail, which is over 20 miles and currently supports equestrians and hikers. This corridor continues as part of locally planned soft-surface trail facilities identified in the City of Wylie's 2012 Trails Master Plan and in the Town of Fairview's 2021 Future Park, Open Space, and Trail Master Plan.

The second corridor is along the North Texas Municipal Water District's (NTMWD) water pipeline easement that connects McKinney to Leonard. The easement is largely within unincorporated land and is seen as a corridor of opportunity to be preserved for future soft-surface trail facilities to provide trail access to this part of the County. Although this master plan is primarily focused on paved facilities these corridors have been included in the regional trails system because of the existing and future connectivity they provide to this part of the County while considering the environmental sensitivity of the context in which they are located.

Key connection points represent locations where there are opportunities for trails to connect individual communities and the larger regional trails system as discussed in **Chapter 2**. Detailed profiles of each key connection point can be found in the appendix.

NCTCOG REGIONAL VELOWEB

The Regional Veloweb is an expansive network of off-street shared-use paths identified in NCTCOG's Mobility 2050 plan. This Recommended Trails System includes both existing and planned routes throughout the DFW Metroplex and accommodates a variety of user groups including pedestrians, bicyclists, and other non-motorized modes of transportation. Routes included in the Veloweb have been established through collaborative efforts between NCTCOG and local jurisdictions.

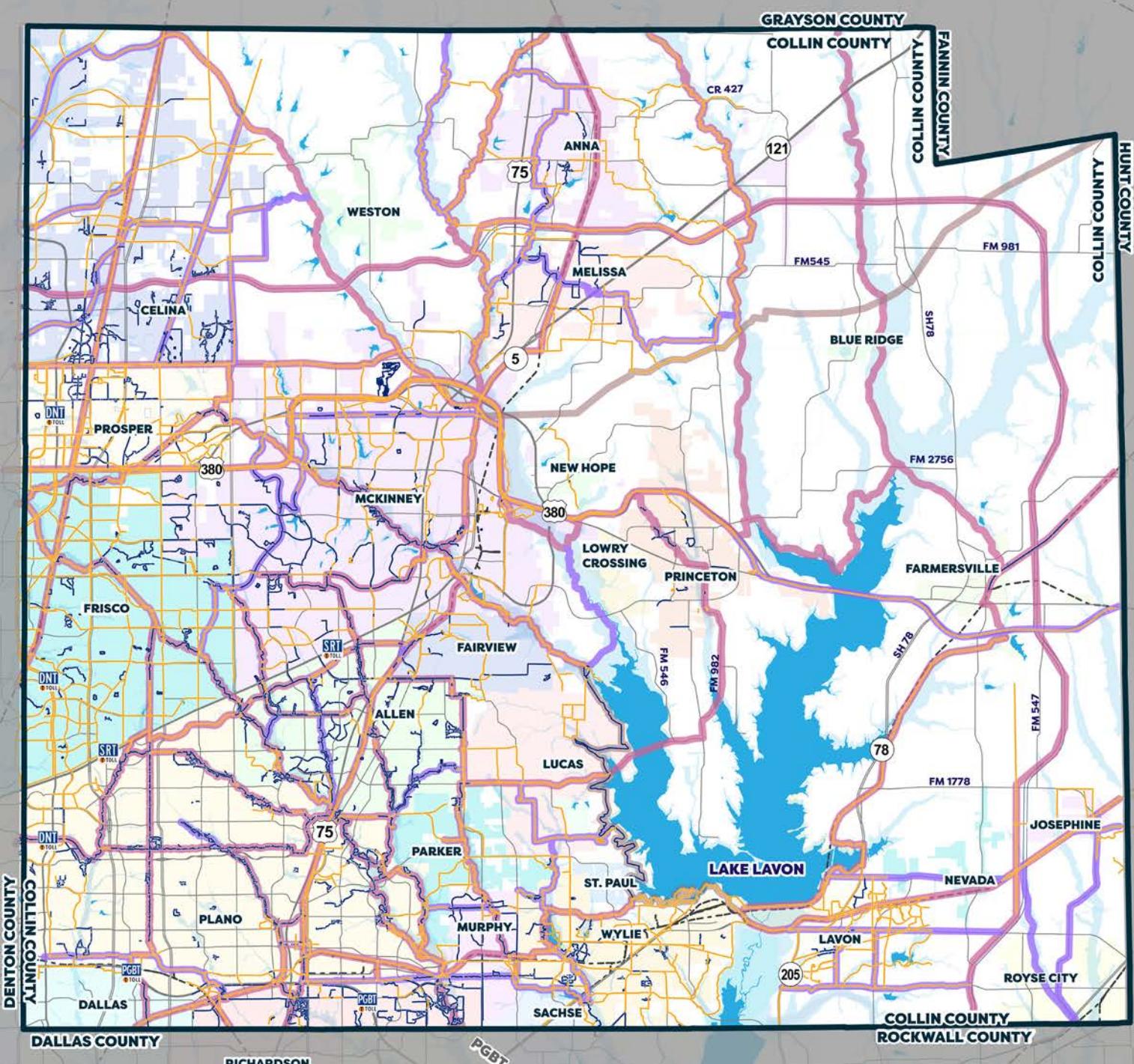
The County's Regional Trails Master Plan aligns recommendations for the regional network with the trail alignments included in NCTCOG's Veloweb. This allows for coordinated efforts between the County, individual municipalities, and an important regional planning agency in the future implementation and continued planning for trail connectivity within and outside of Collin County.



The Brockdale Equestrian Trail Head along one of the major soft surface trail corridor, the Trinity Trail.

Figure 3.1: Recommended Trails System Map

0 1 2 Miles 



LEGEND

■ WATERBODIES	— ROADS
■ FLOODPLAIN	— PROPOSED ROADS
□ UNINCORPORATED COLLIN COUNTY	— RAILROADS
□ COUNTY BOUNDARY	— PROPOSED OUTER LOOP
	— EXISTING TRAILS
	— LOCALLY PLANNED TRAILS

RECOMMENDED TRAIL SYSTEM
— SPINE TRAIL CORRIDORS
— COMMUNITY TRAIL CORRIDORS
— MAJOR SOFT SURFACE TRAIL CORRIDORS

Existing and locally planned trails shown are current as of data provided on August 1, 2025.

CHANGES SINCE 2012 PLAN

As the County has grown and developed since 2012, many trails have been planned, constructed, or become no longer feasible. The Spine and Community Trail Corridors identified in the regional system have been updated accordingly to reflect these changes.

The Recommended Trails System has been realigned in many places to reflect the trails that have been constructed and may be located in a different location than originally proposed. Individual community master trail plans that have been updated or adopted since 2012 have been reflected in this update, as many communities have newly planned trails.

Segments of the system have been removed where deemed redundant, no longer feasible, or where a significant alignment adjustment was needed.

Additions to the network have been made where newly planned trails require connections and where new opportunities have been identified along greenbelts, easements, and planned roadways. These include TxDOT roadways such as the Collin County Outer Loop and the 380 bypass and easements such as the NTMWD pipeline.

TILE MAPS

Pages 33-56 provide detailed views of the entire County in 24 total tile maps. These maps depict the Spine and Community Trail Corridors, existing and locally planned trails and key connection points. **Figure 3.2** below is an example of the location maps included on each tile map to reference where the tile falls in the County. Each tile is labeled according to the quadrant it is located in and the position, such as A1. **Figure 3.3** serves as a map key for communities to identify which maps contains portions of their City.

Figure 3.2: Tile Map Reference Map

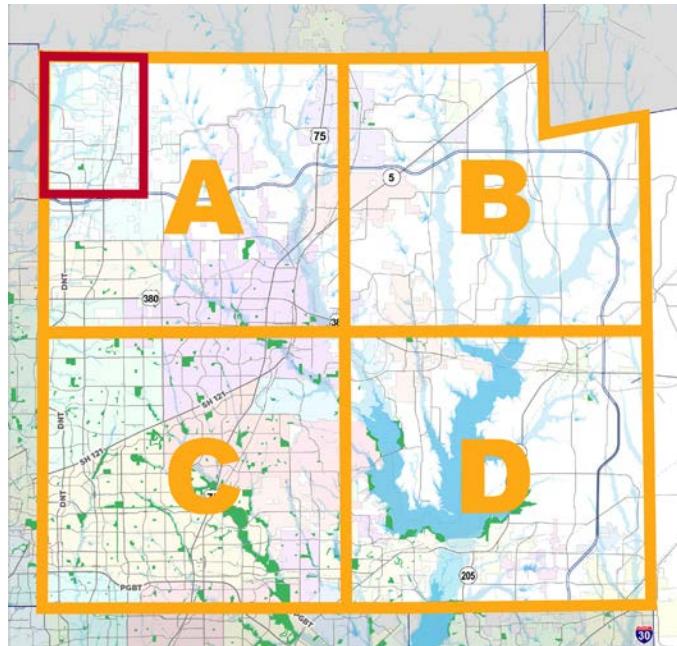
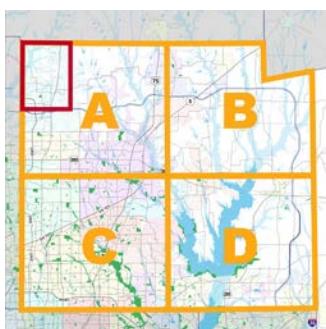
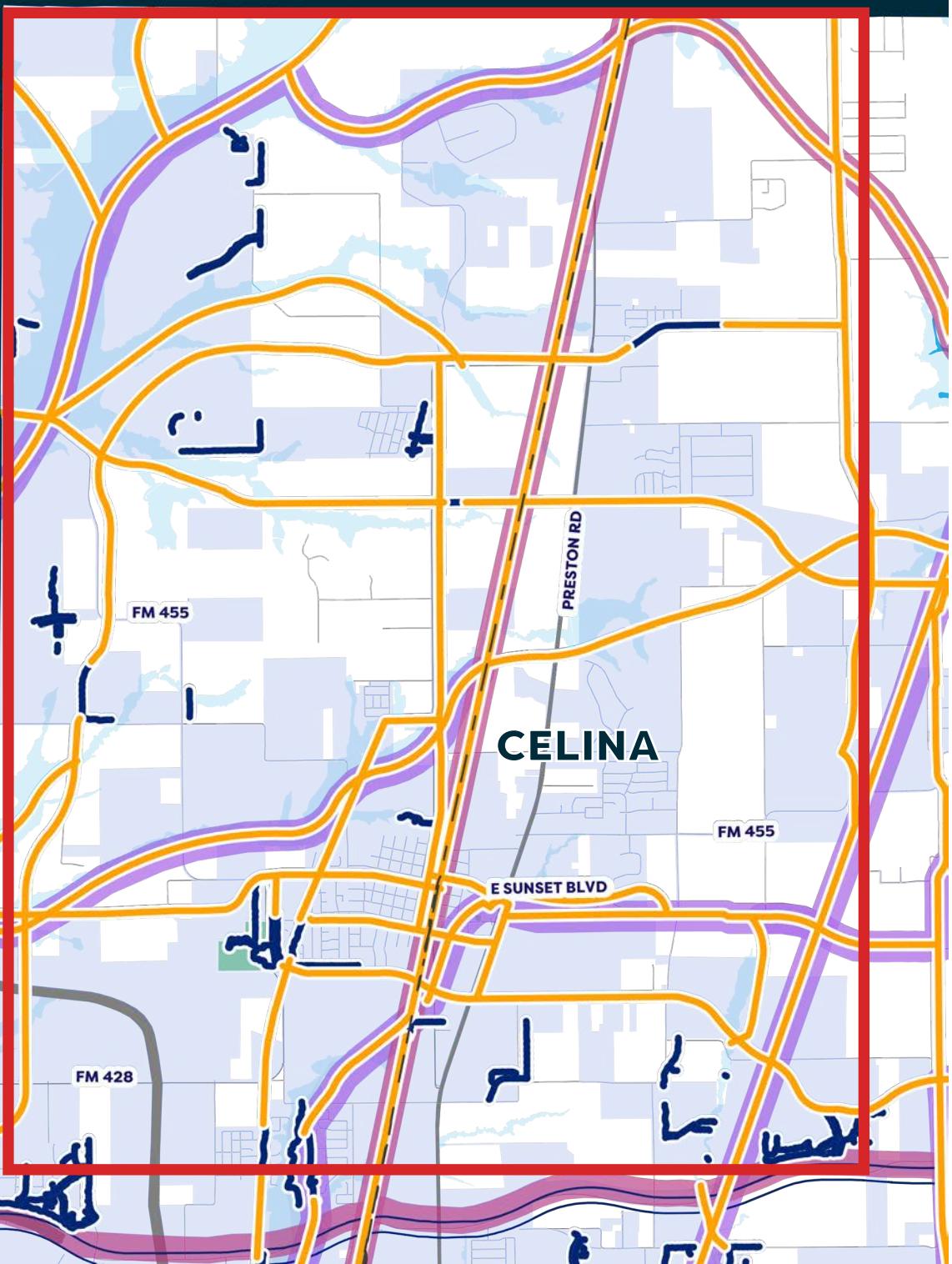


Figure 3.3: Tile Map Key

City	Tile Maps	Page #s
Allen	C2, C3, C5, C6	45, 47, 49, 50
Anna	A3, B1, B2	35, 39, 40
Blue Ridge	B2, B3, B5	40, 41, 43
Celina	A1, A2, A4, A5,	33, 34, 36, 37
Fairview	C3	47
Farmersville	D2, D3	52, 53
Frisco	A4, C1, C2, C4	36, 45, 46
Josephine	D6	56
Lavon	D5	55
Lowry Crossing	D1	51
Lucas	C3, C6, D1, D4	47, 50, 51, 54
McKinney	A4, A5, A6, C1, C2, C3,	36, 37, 38, 45, 46, 47
Melissa	A3, A6, B1, B4,	35, 38, 39, 42
Murphy	C6	50
Nevada	D5, D6	55, 56
New Hope	A6, B4	38, 42
Parker	C6	50
Plano	C1, C2, C4, C5, C6	45, 46, 48, 49, 50
Princeton	B4, D1, D2	42, 51, 52
Prosper	A4, A5	36, 37
Royse City	D6	56
Sachse	C6	50
Saint Paul	C6	54
Van Alstyne	A3	35
Weston	A2, A3	34, 35
Wylie	C6, D4	50, 54

GRAYSON COUNTY

DENTON COUNTY



LEGEND

- WATERBODIES
- FLOODPLAIN
- PARKS
- UNINCORPORATED COLLIN COUNTY
- COUNTY BOUNDARY
- ROADS
- PROPOSED ROADS
- RAILROADS
- PROPOSED OUTER LOOP
- EXISTING TRAILS
- LOCALLY PLANNED TRAILS

RECOMMENDED TRAIL SYSTEM

- SPINE TRAIL CORRIDORS
- COMMUNITY TRAIL CORRIDORS
- TILE BOUNDARY

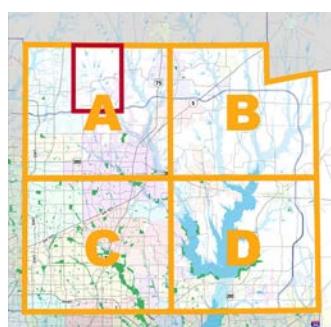
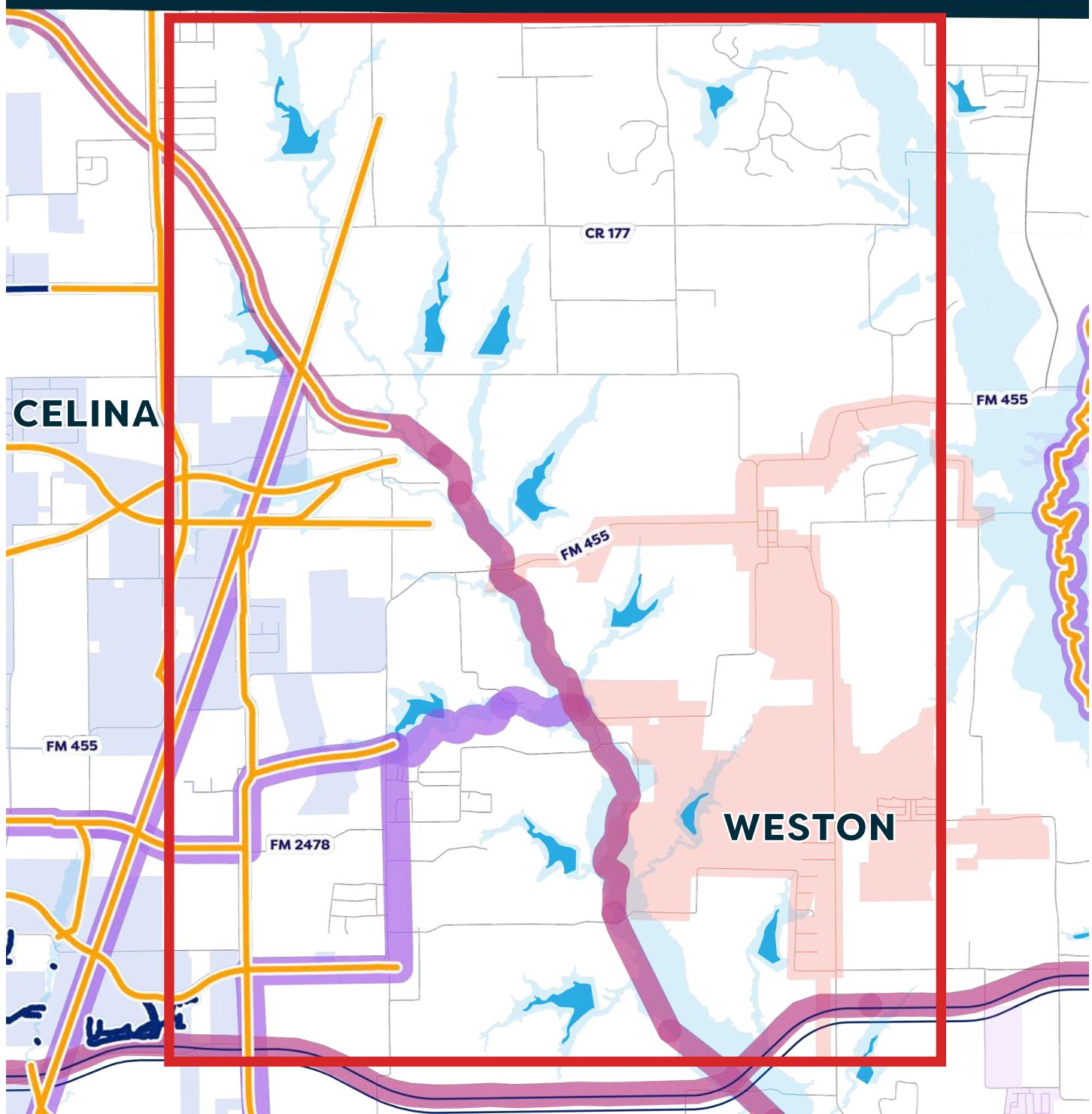
Existing and locally planned trails shown are current as of data provided on August 1, 2025.

0 1 2 Miles



A1

GRAYSON COUNTY



LEGEND

- WATERBODIES
- FLOODPLAIN
- PARKS
- UNINCORPORATED COLLIN COUNTY
- COUNTY BOUNDARY
- ROADS
- PROPOSED ROADS
- RAILROADS
- PROPOSED OUTER LOOP
- EXISTING TRAILS
- LOCALLY PLANNED TRAILS

RECOMMENDED TRAIL SYSTEM

- SPINE TRAIL CORRIDORS
- COMMUNITY TRAIL CORRIDORS
- TILE BOUNDARY

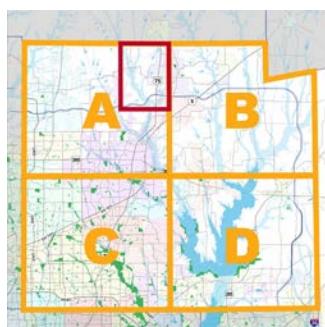
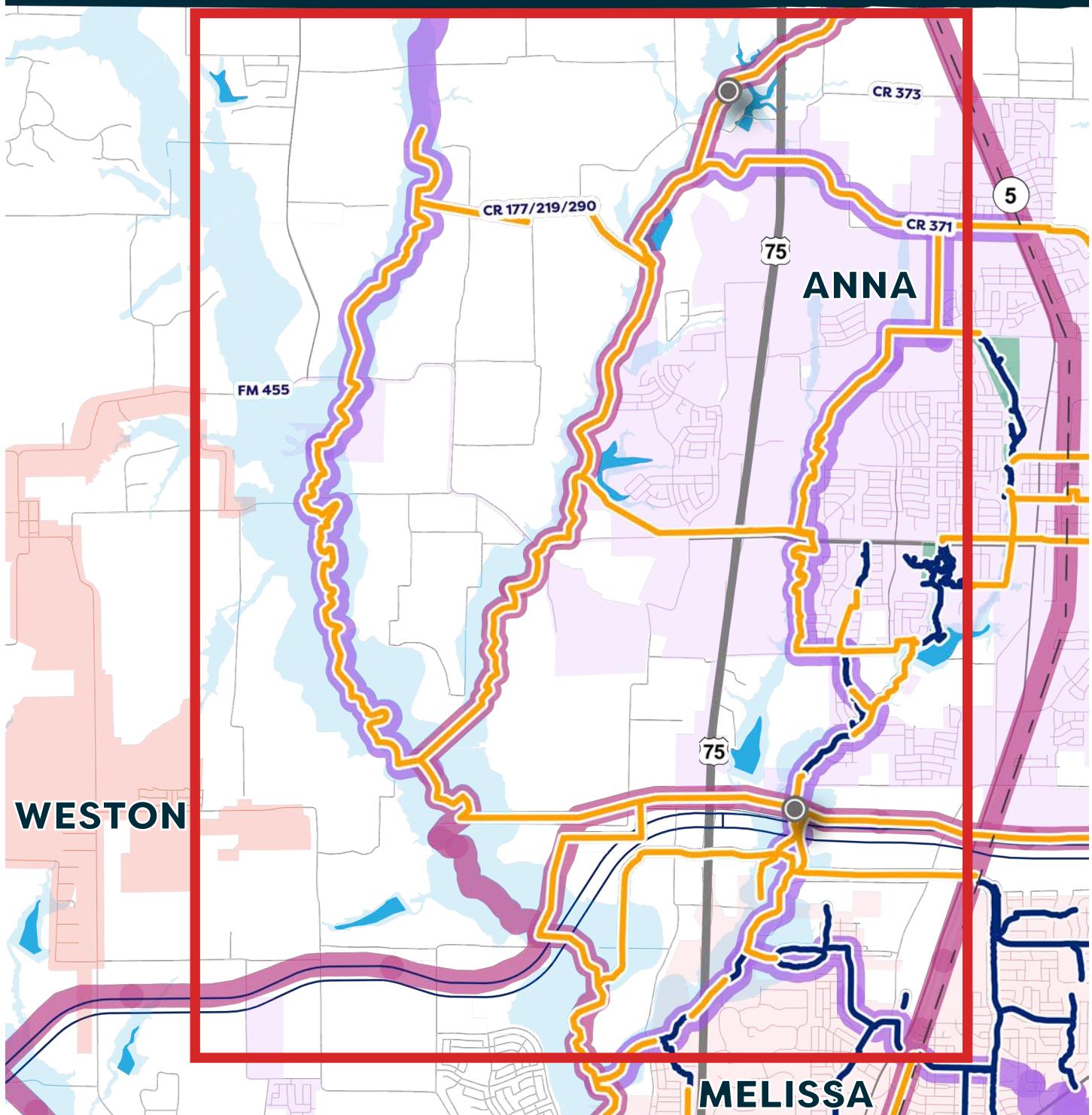
Existing and locally planned trails shown are current as of data provided on August 1, 2025.

0 1 2 Miles



A2

GRAYSON COUNTY

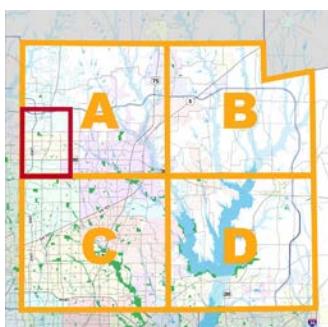
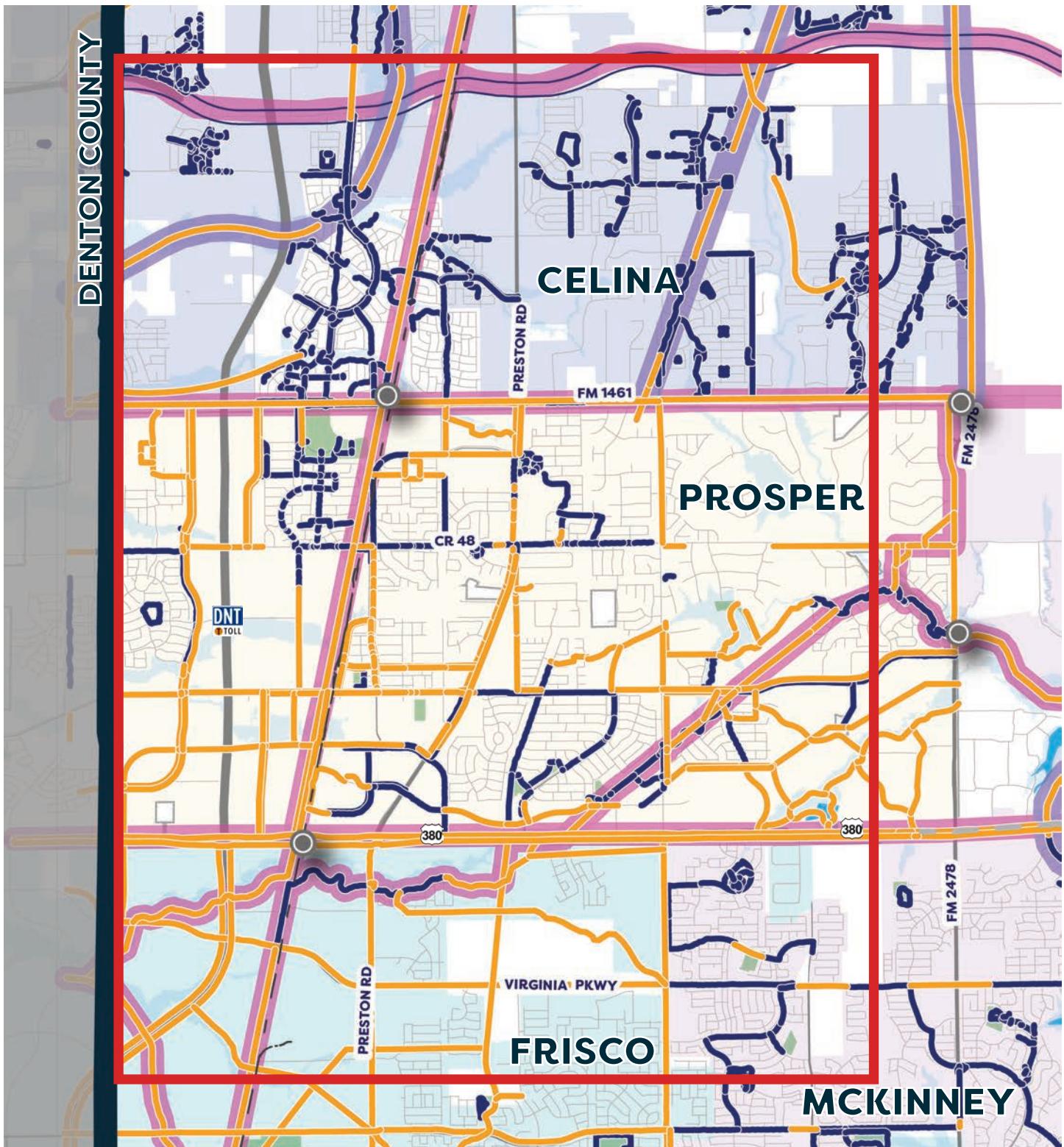


LEGEND	RECOMMENDED TRAIL SYSTEM
WATERBODIES	SPINE TRAIL CORRIDORS
FLOODPLAIN	COMMUNITY TRAIL CORRIDORS
PARKS	
UNINCORPORATED COLLIN COUNTY	
COUNTY BOUNDARY	
ROADS	
PROPOSED ROADS	
RAILROADS	
PROPOSED OUTER LOOP	
EXISTING TRAILS	
LOCALLY PLANNED TRAILS	
	KEY CONNECTION POINTS
	TILE BOUNDARY

Existing and locally planned trails shown are current as of data provided on August 1, 2025.

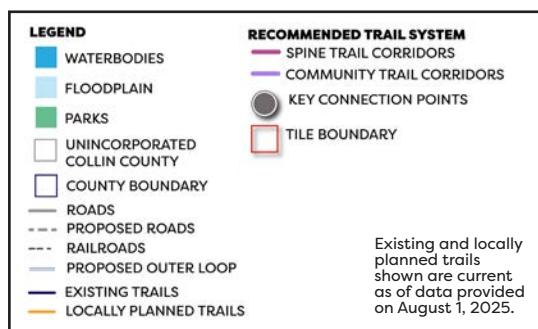
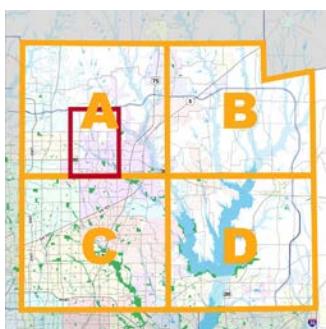
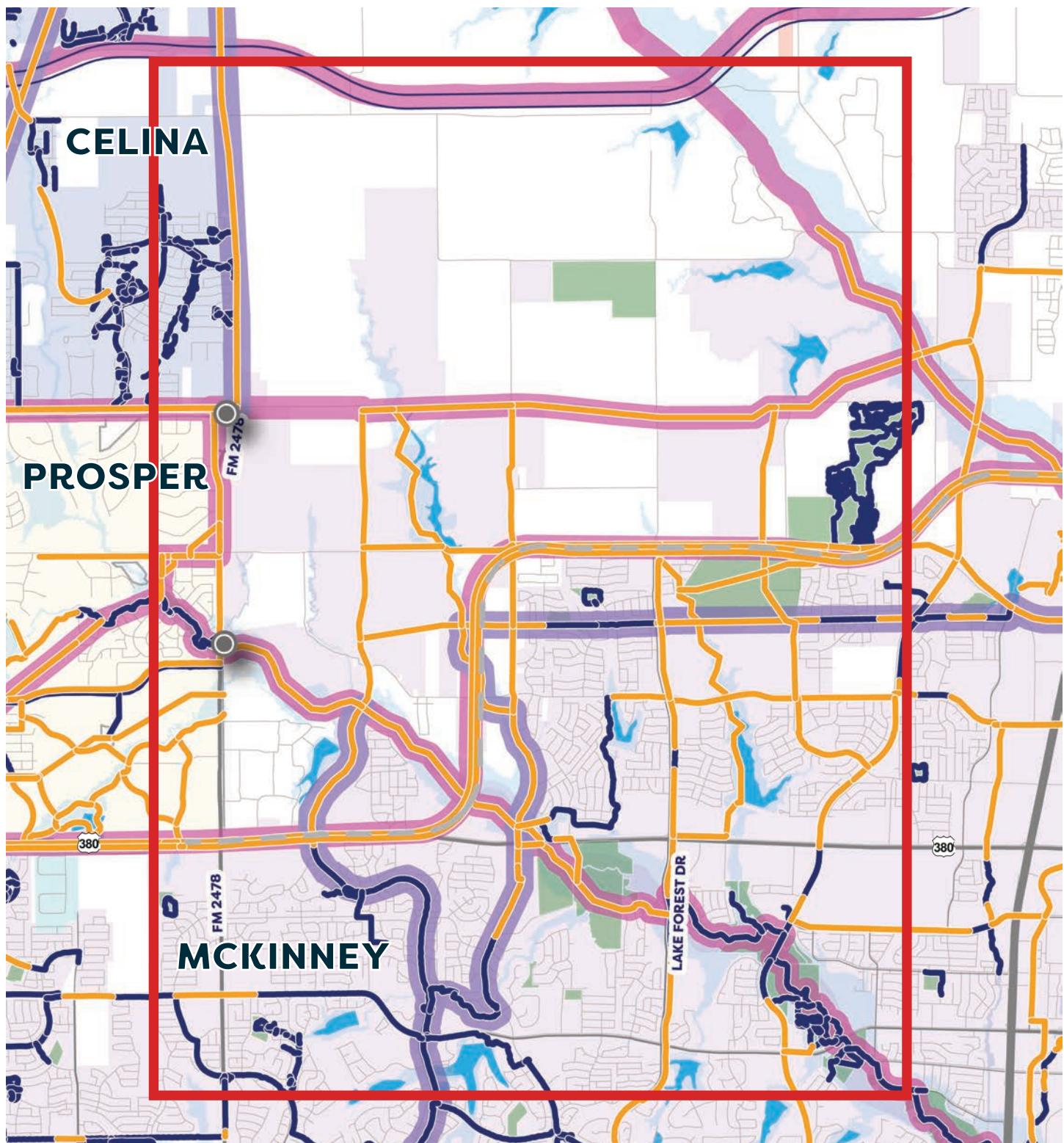
0 1 2 Miles

A3

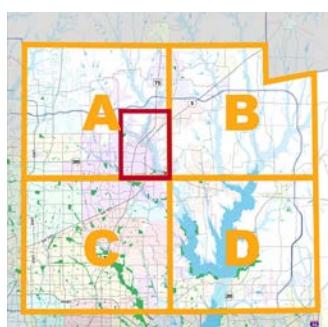
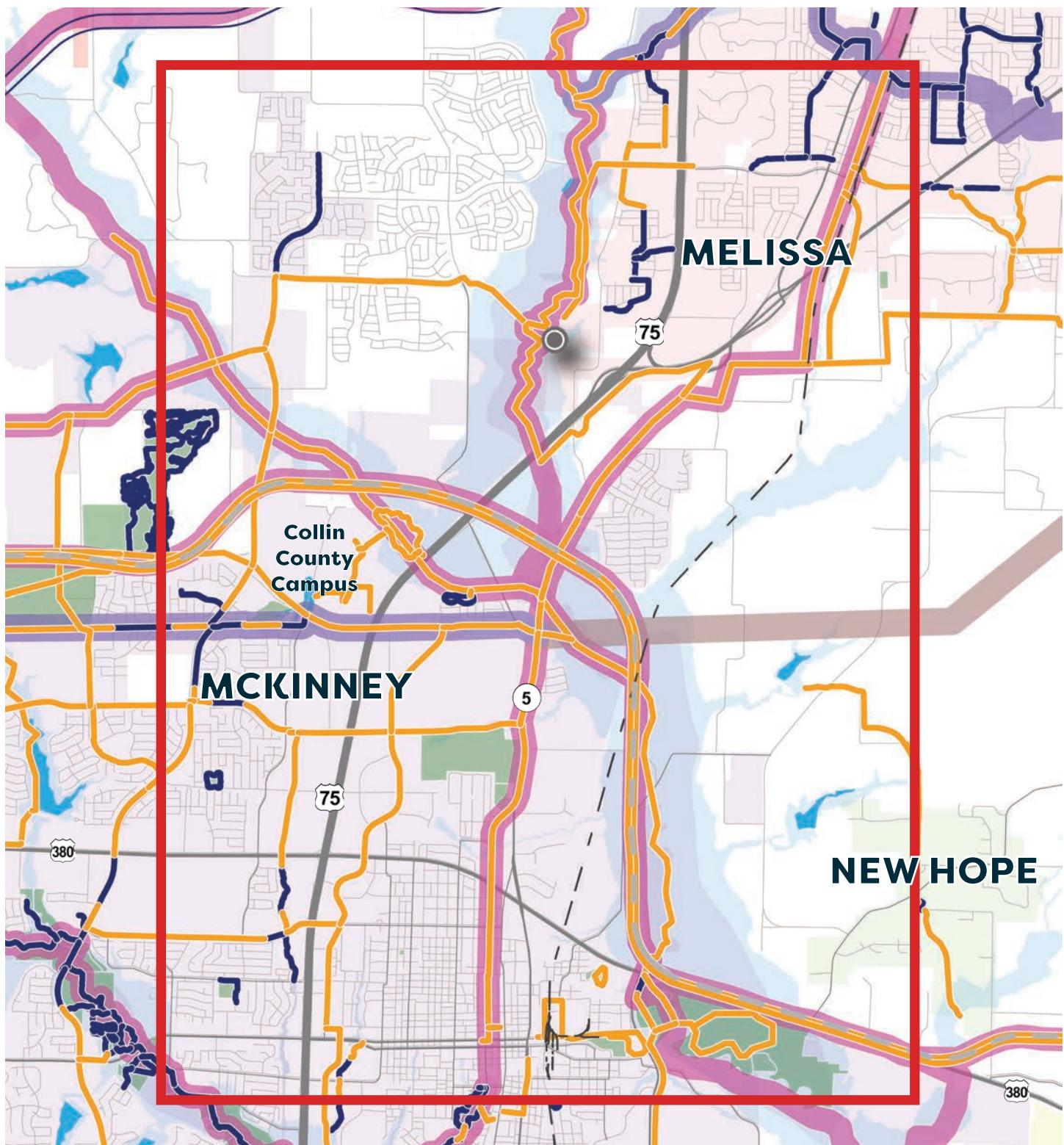


LEGEND		RECOMMENDED TRAIL SYSTEM	
■	WATERBODIES	■	SPINE TRAIL CORRIDORS
■	FLOODPLAIN	■	COMMUNITY TRAIL CORRIDORS
■	PARKS	●	KEY CONNECTION POINTS
■	UNINCORPORATED COLLIN COUNTY	□	TILE BOUNDARY
■	COUNTY BOUNDARY		
—	ROADS		
---	PROPOSED ROADS		
---	RAILROADS		
—	PROPOSED OUTER LOOP		
—	EXISTING TRAILS		
—	LOCALLY PLANNED TRAILS		

Existing and locally planned trails shown are current as of data provided on August 1, 2025.



A5



LEGEND

- WATERBODIES
- FLOODPLAIN
- PARKS
- UNINCORPORATED COLLIN COUNTY
- COUNTY BOUNDARY
- ROADS
- PROPOSED ROADS
- RAILROADS
- PROPOSED OUTER LOOP
- EXISTING TRAILS
- LOCALLY PLANNED TRAILS

RECOMMENDED TRAIL SYSTEM

- SPINE TRAIL CORRIDORS
- COMMUNITY TRAIL CORRIDORS
- MAJOR SOFT SURFACE TRAIL CORRIDOR
- KEY CONNECTION POINTS
- TILE BOUNDARY

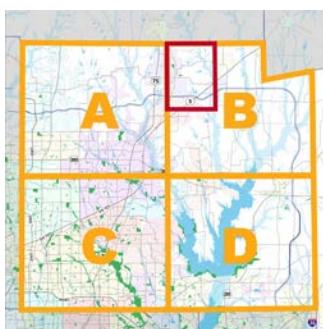
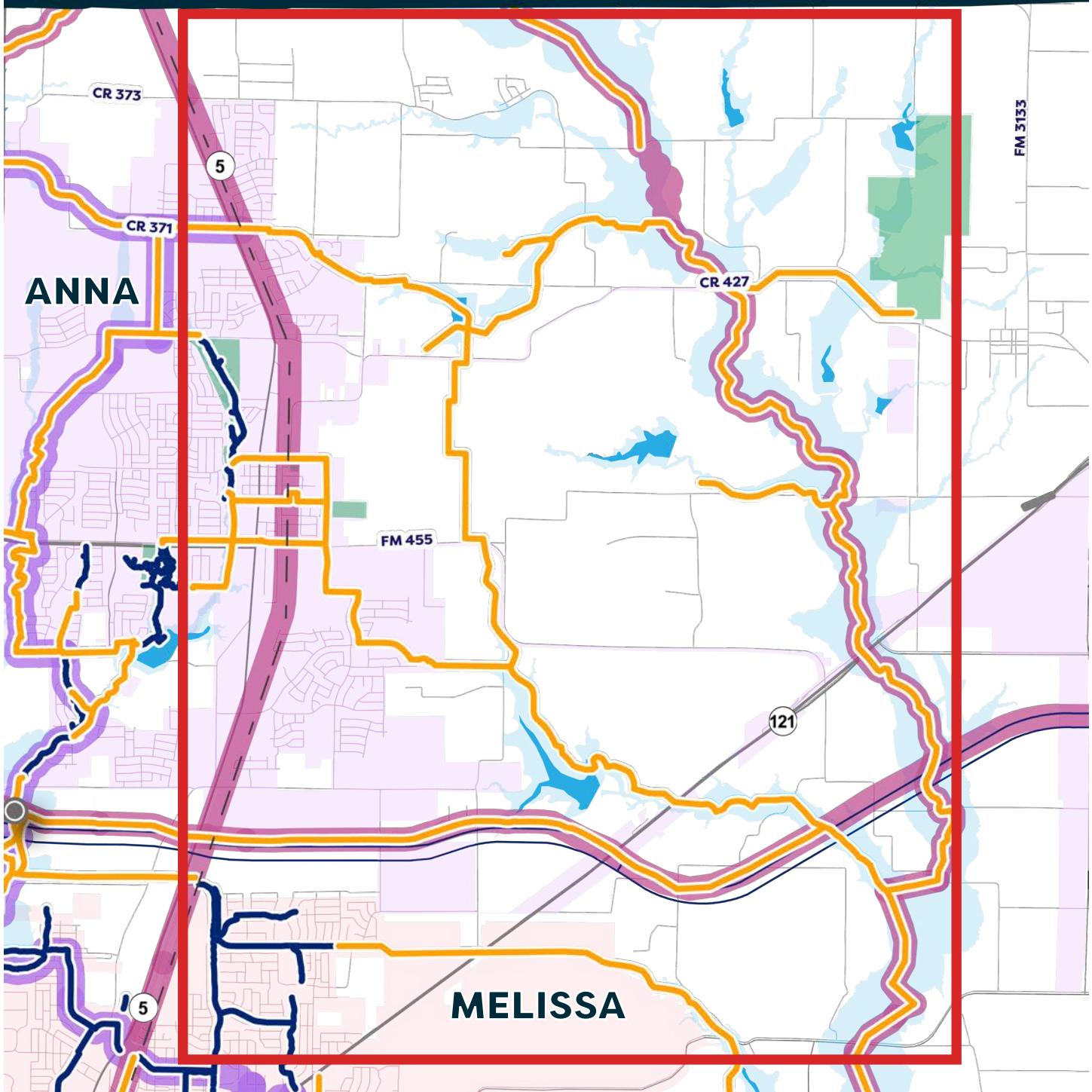
Existing and locally planned trails shown are current as of data provided on August 1, 2025.

0 1 2 Miles

A6



GRAYSON COUNTY



LEGEND	RECOMMENDED TRAIL SYSTEM
WATERBODIES	SPINE TRAIL CORRIDORS
FLOODPLAIN	COMMUNITY TRAIL CORRIDORS
PARKS	
UNINCORPORATED COLLIN COUNTY	
COUNTY BOUNDARY	
ROADS	
PROPOSED ROADS	
RAILROADS	
PROPOSED OUTER LOOP	
EXISTING TRAILS	
LOCALLY PLANNED TRAILS	
	KEY CONNECTION POINTS
	TILE BOUNDARY

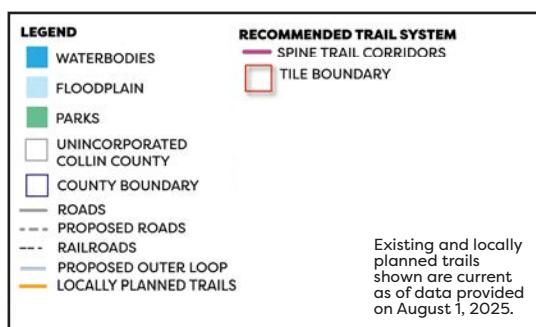
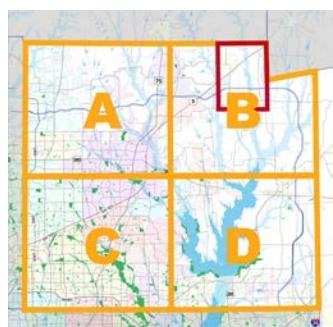
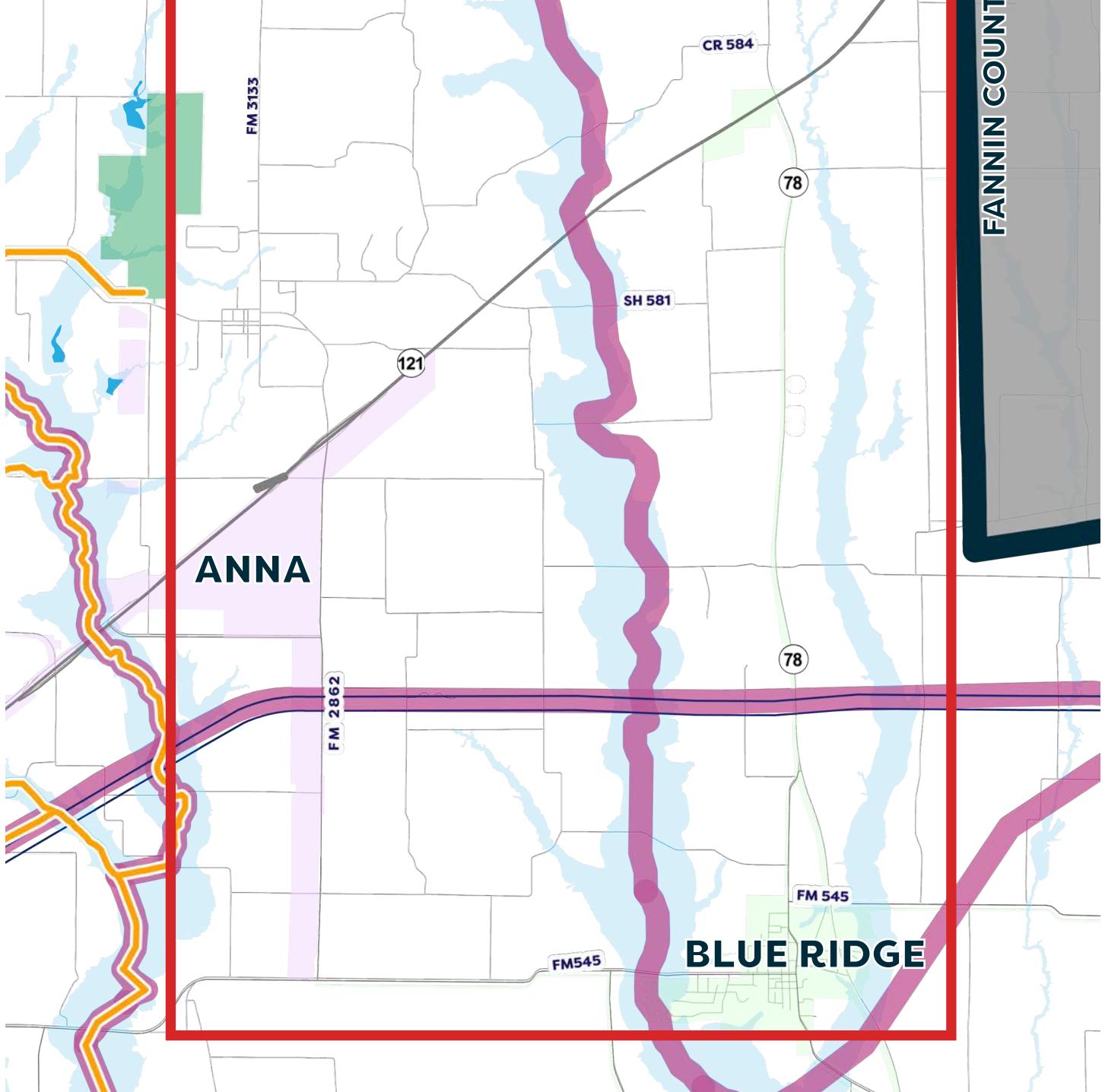
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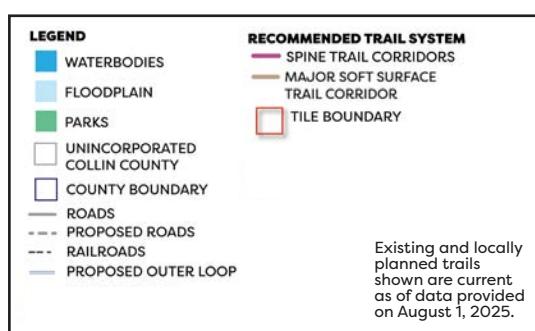
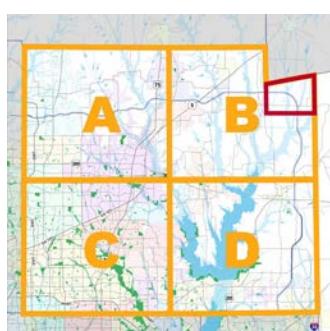
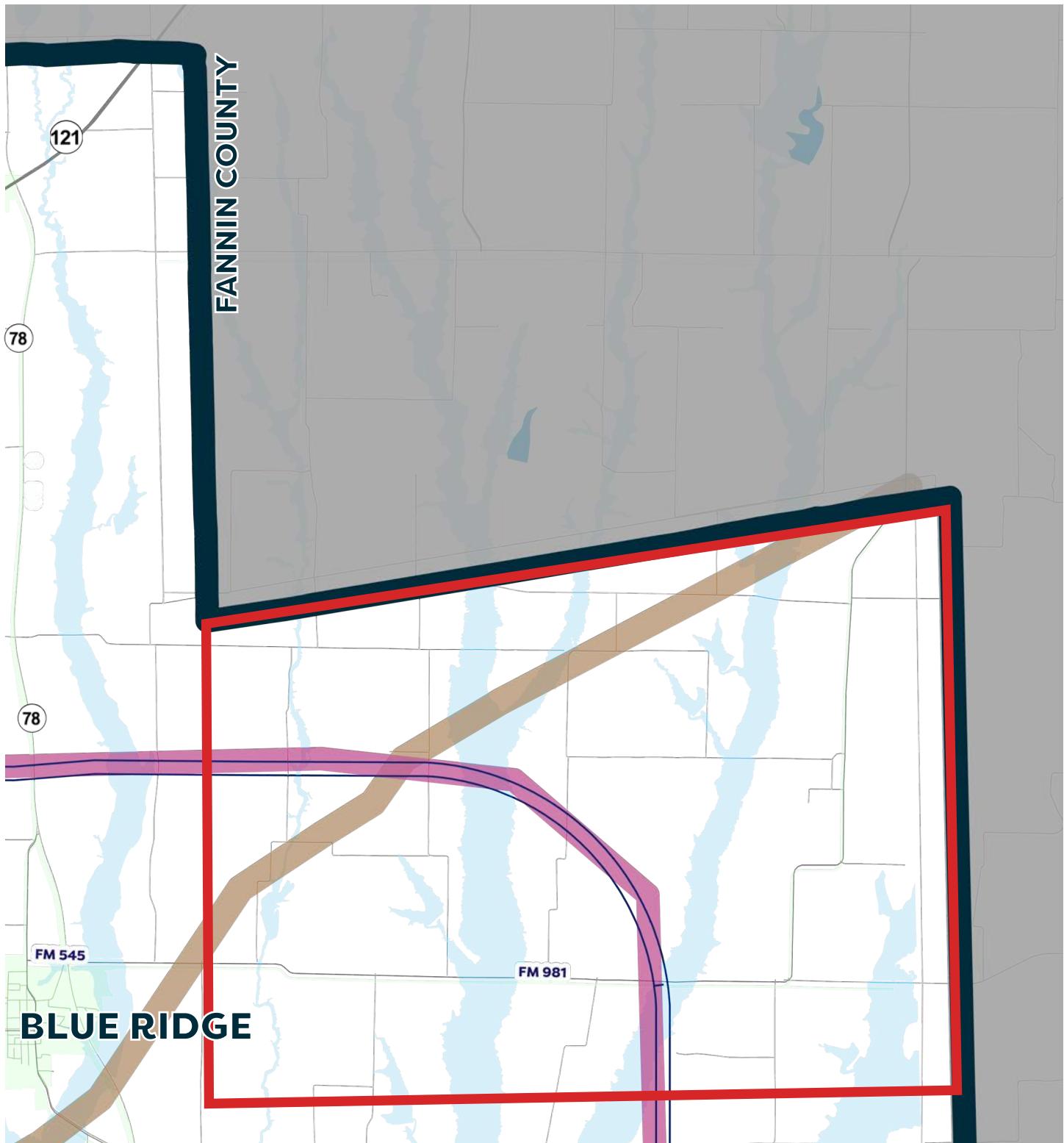
0 1 2 Miles

B1

GRAYSON COUNTY

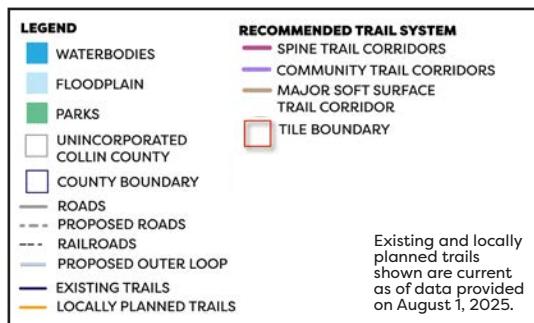
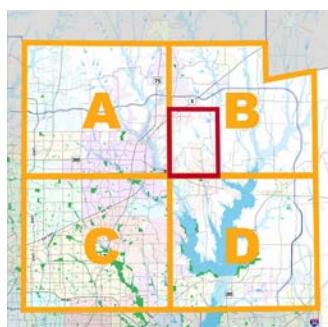
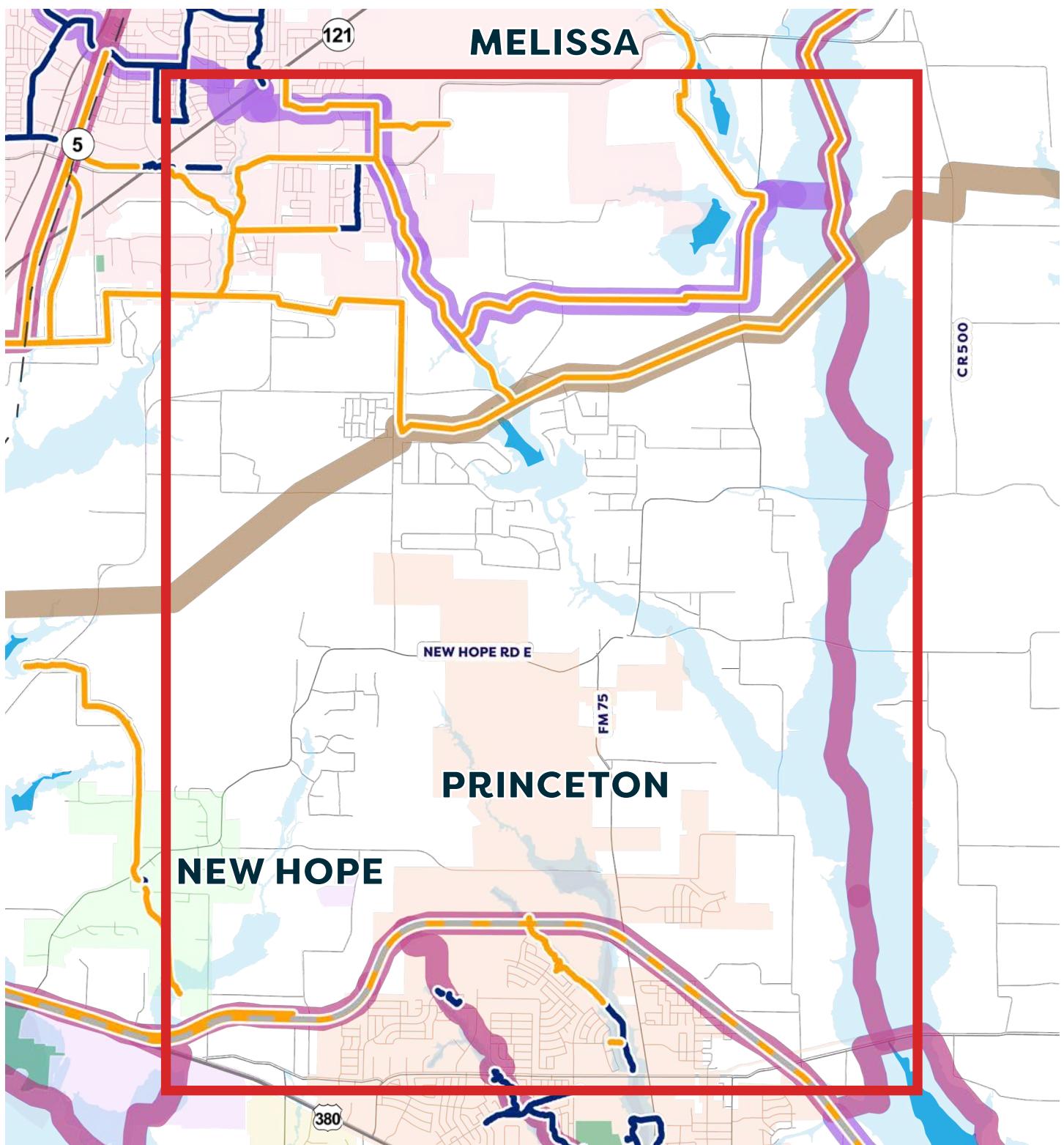
FANNIN COUNTY





0 1 2 Miles

B3

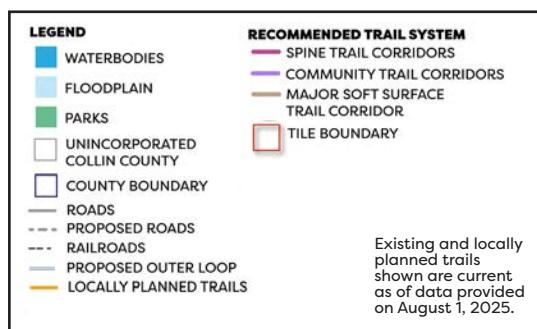
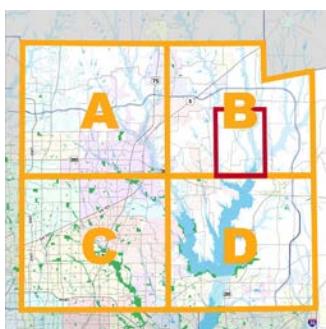
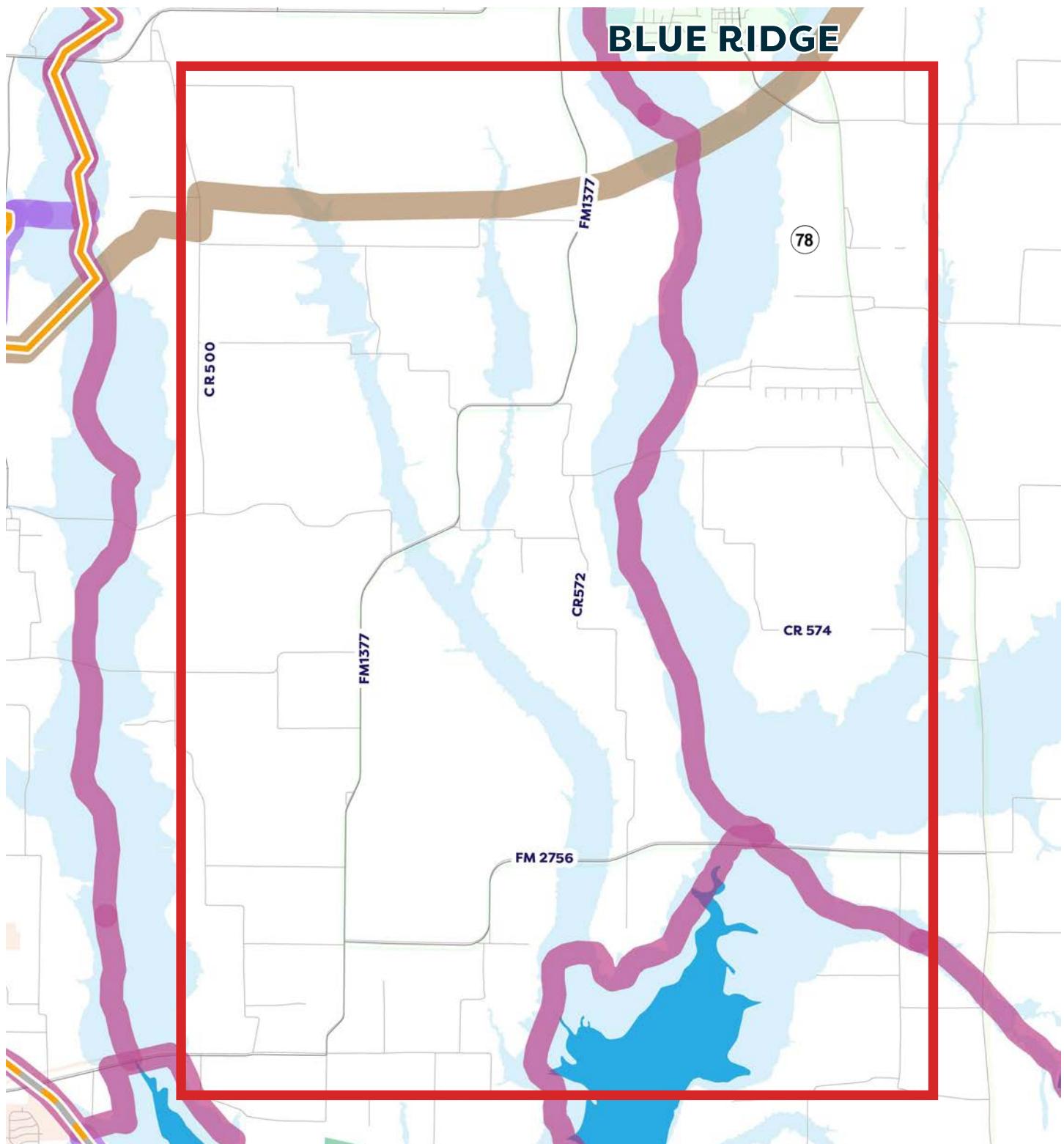


0 1 2 Miles

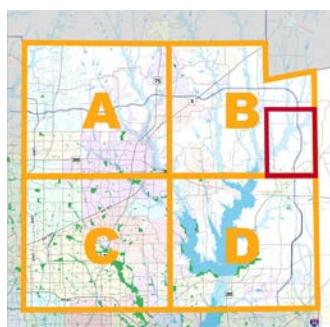
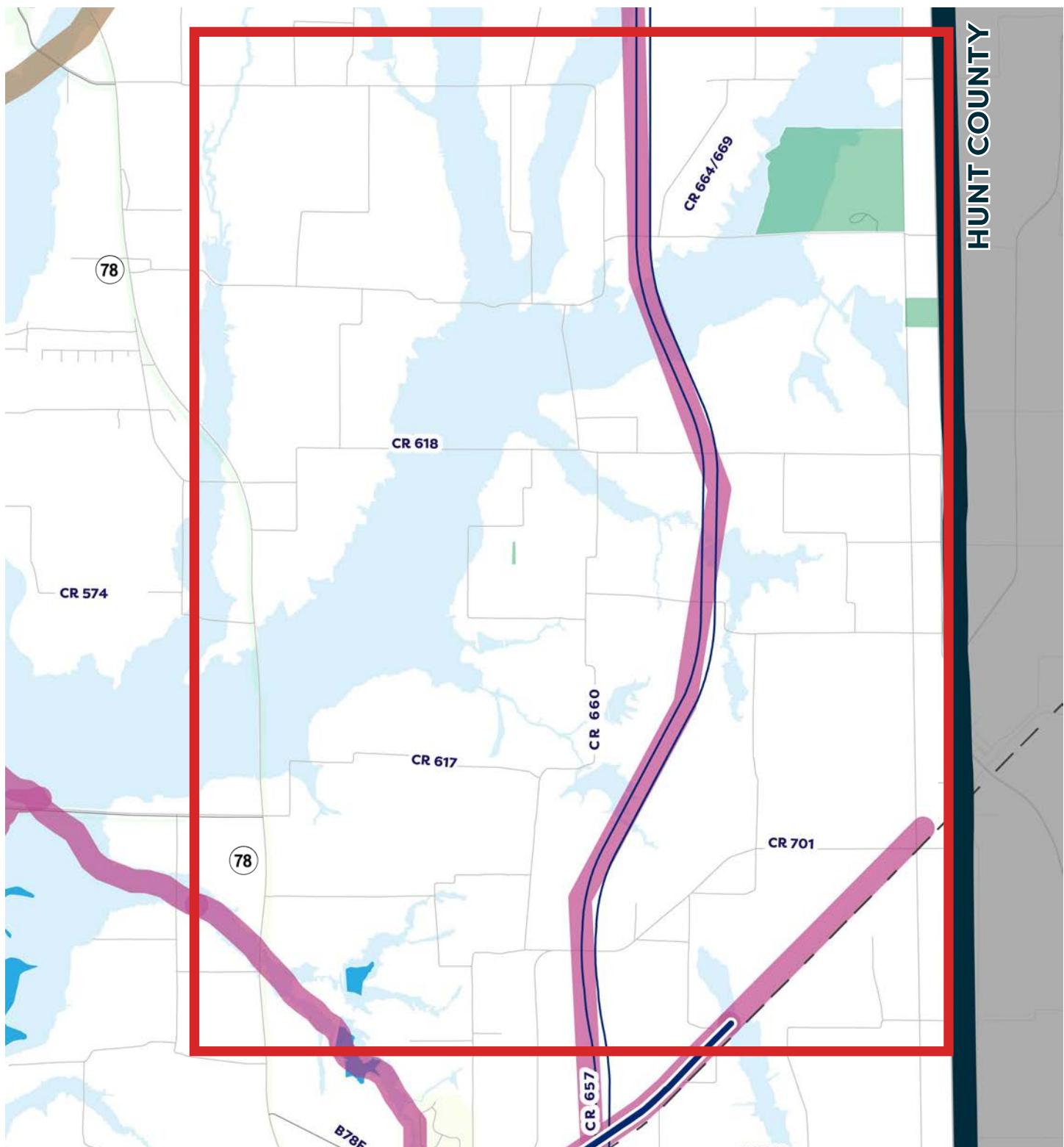


B4

BLUE RIDGE



B5



LEGEND

- WATERBODIES
- FLOODPLAIN
- PARKS
- UNINCORPORATED COLLIN COUNTY
- COUNTY BOUNDARY
- ROADS
- PROPOSED ROADS
- RAILROADS
- PROPOSED OUTER LOOP
- EXISTING TRAILS

RECOMMENDED TRAIL SYSTEM

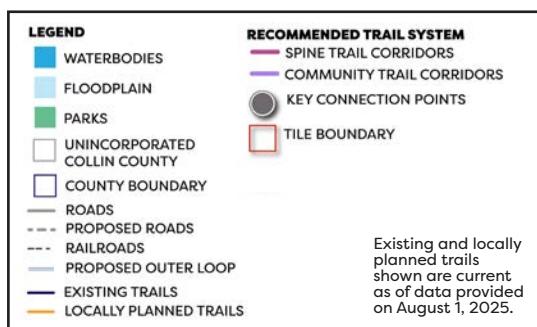
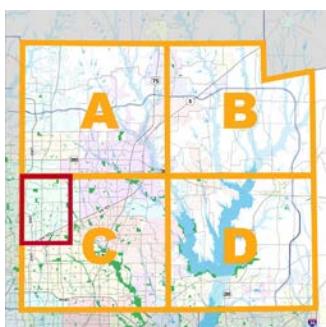
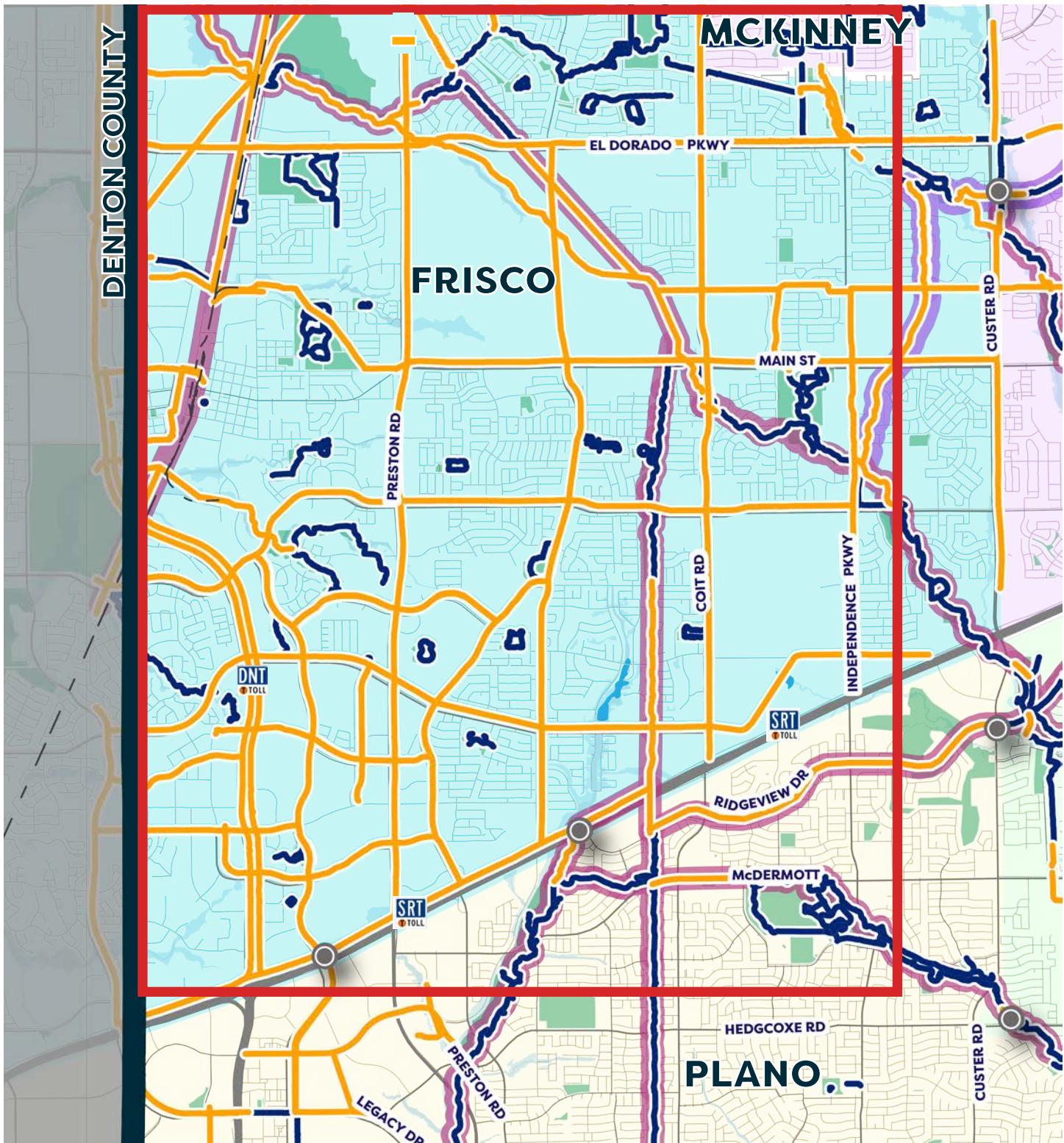
- SPINE TRAIL CORRIDORS
- MAJOR SOFT SURFACE TRAIL CORRIDOR
- TILE BOUNDARY

Existing and locally planned trails shown are current as of data provided on August 1, 2025.

0 1 2 Miles

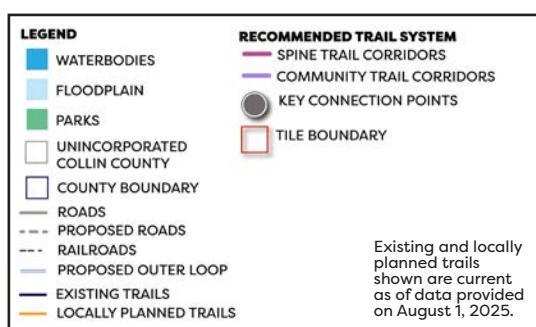
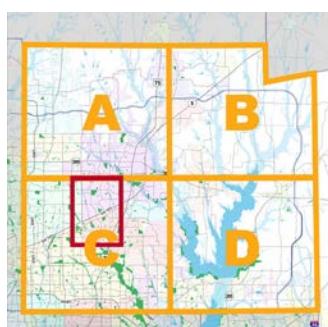
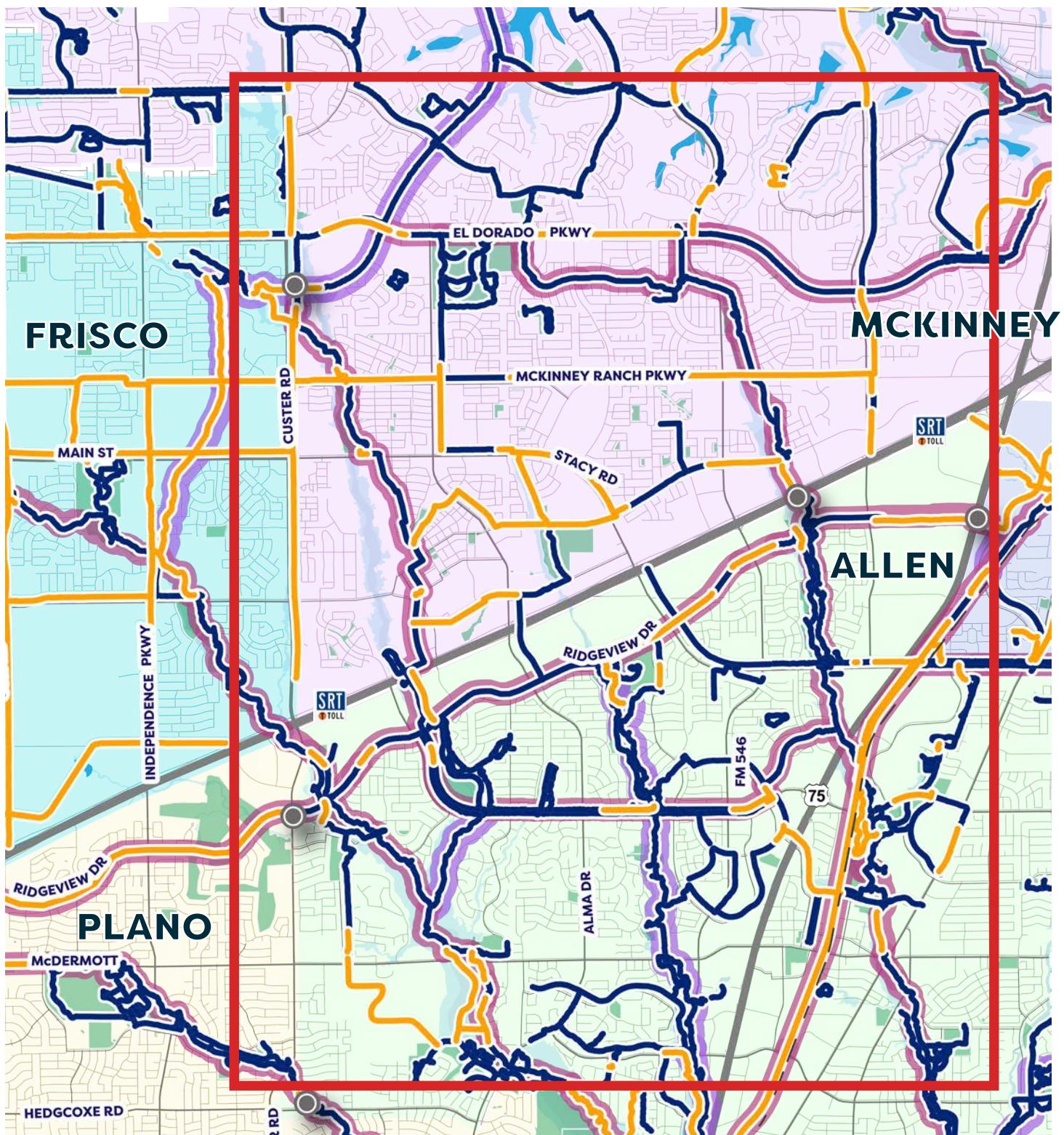


B6

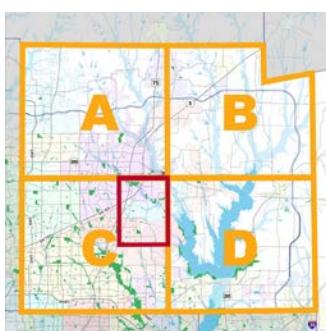
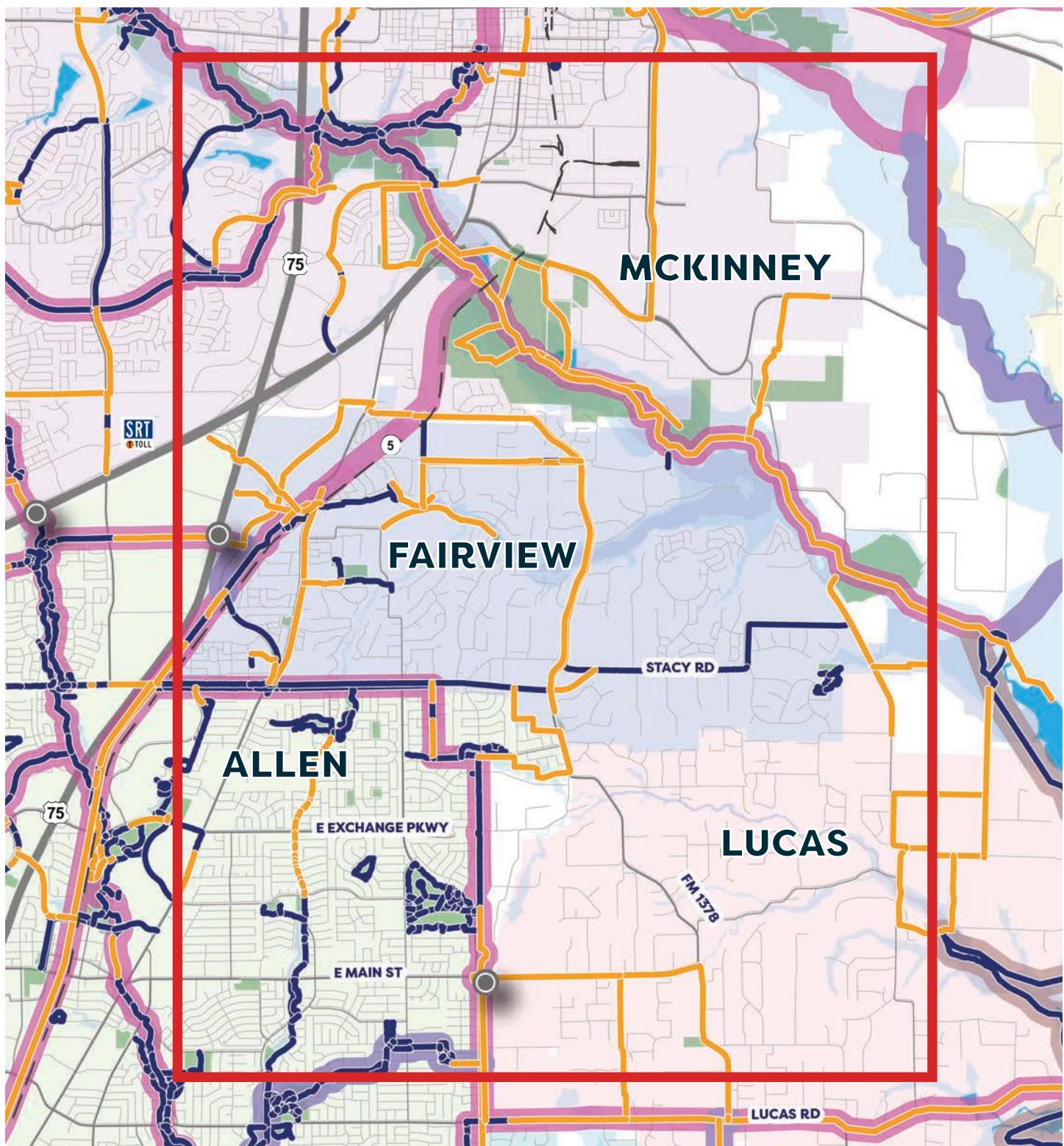


0 1 2 Miles

C1



C2

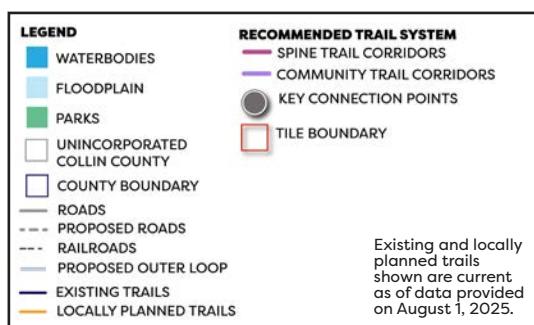
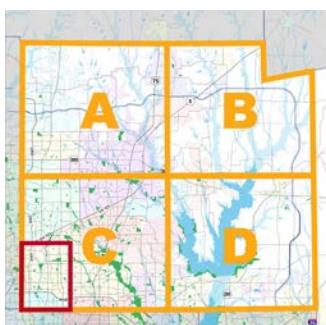
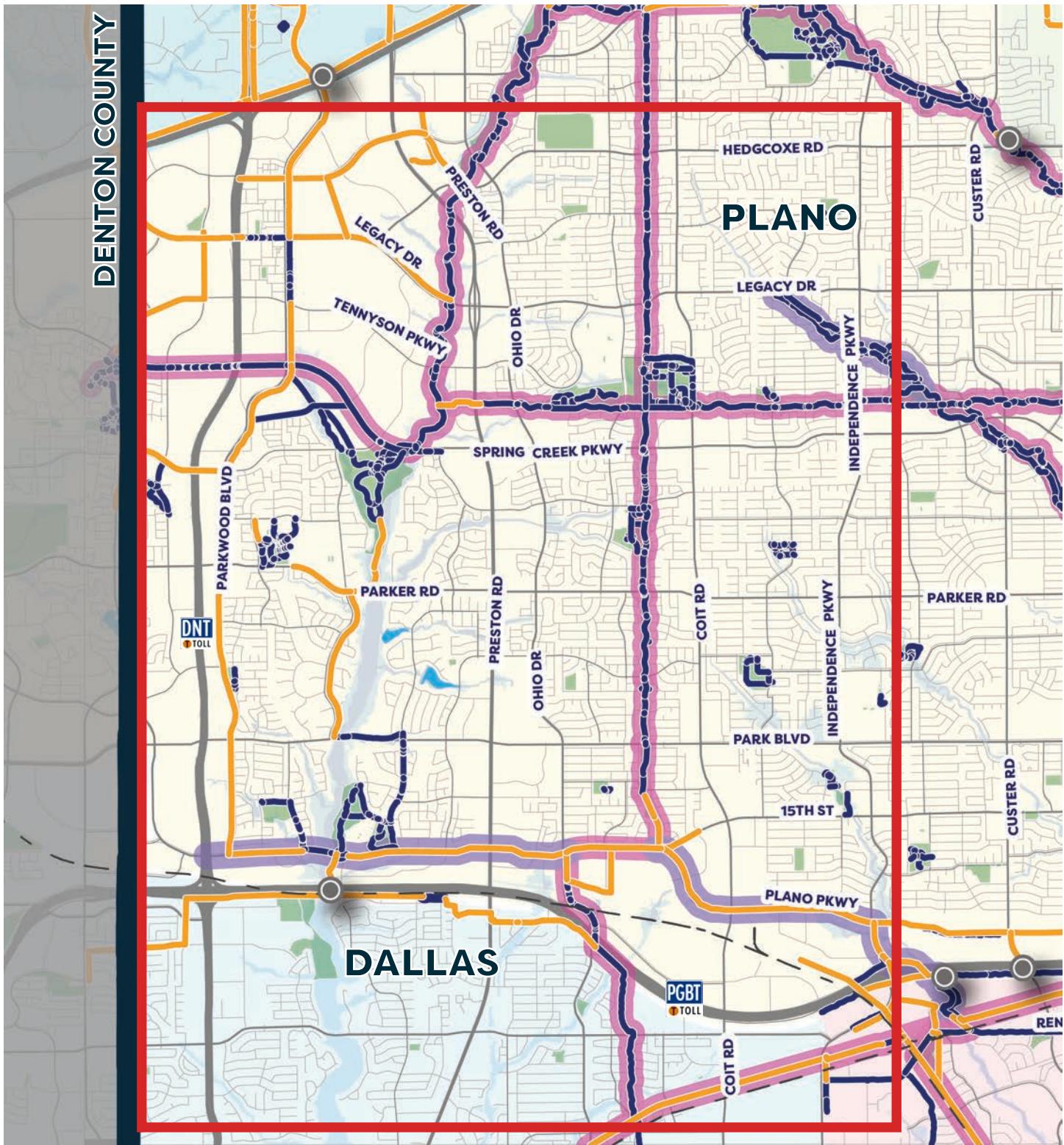


LEGEND		RECOMMENDED TRAIL SYSTEM
■	WATERBODIES	■ SPINE TRAIL CORRIDORS
■	FLOODPLAIN	■ COMMUNITY TRAIL CORRIDORS
■	PARKS	■ MAJOR SOFT SURFACE TRAIL CORRIDOR
■	UNINCORPORATED COLLIN COUNTY	● KEY CONNECTION POINTS
■	COUNTY BOUNDARY	□ TILE BOUNDARY
—	ROADS	
---	PROPOSED ROADS	
---	RAILROADS	
—	PROPOSED OUTER LOOP	
—	EXISTING TRAILS	
—	LOCALLY PLANNED TRAILS	

Existing and locally planned trails shown are current as of data provided on August 1, 2025.

0 1 2 Miles

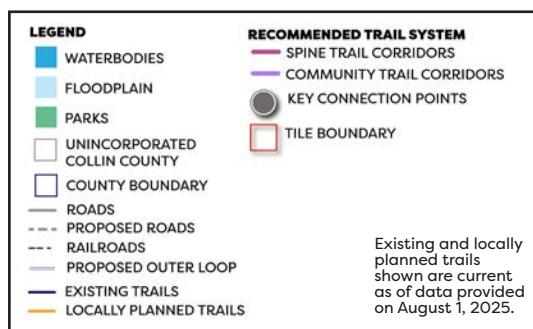
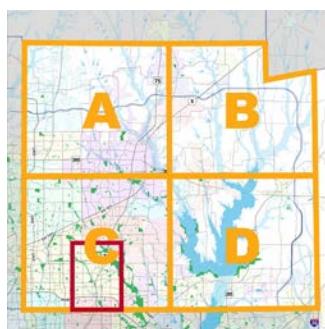
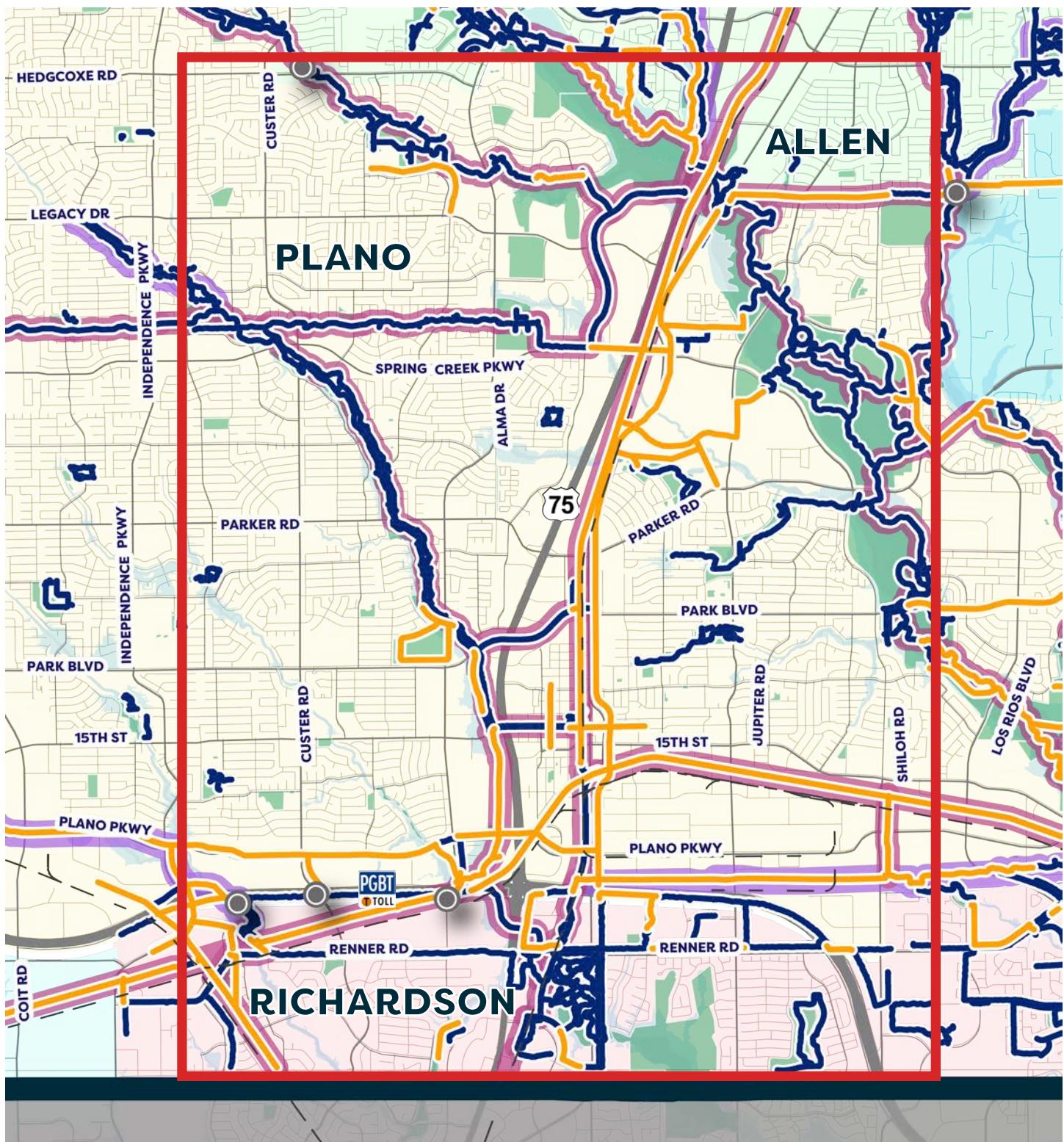
C3



0 1 2 Miles

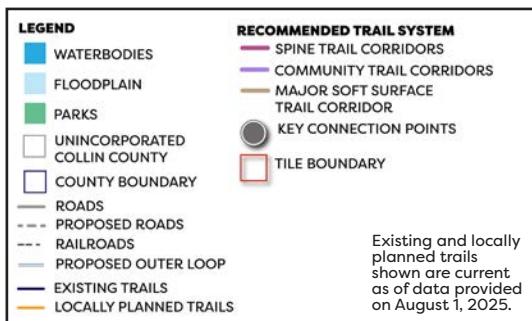
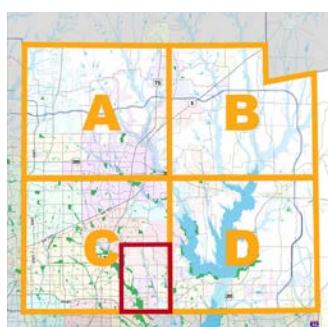
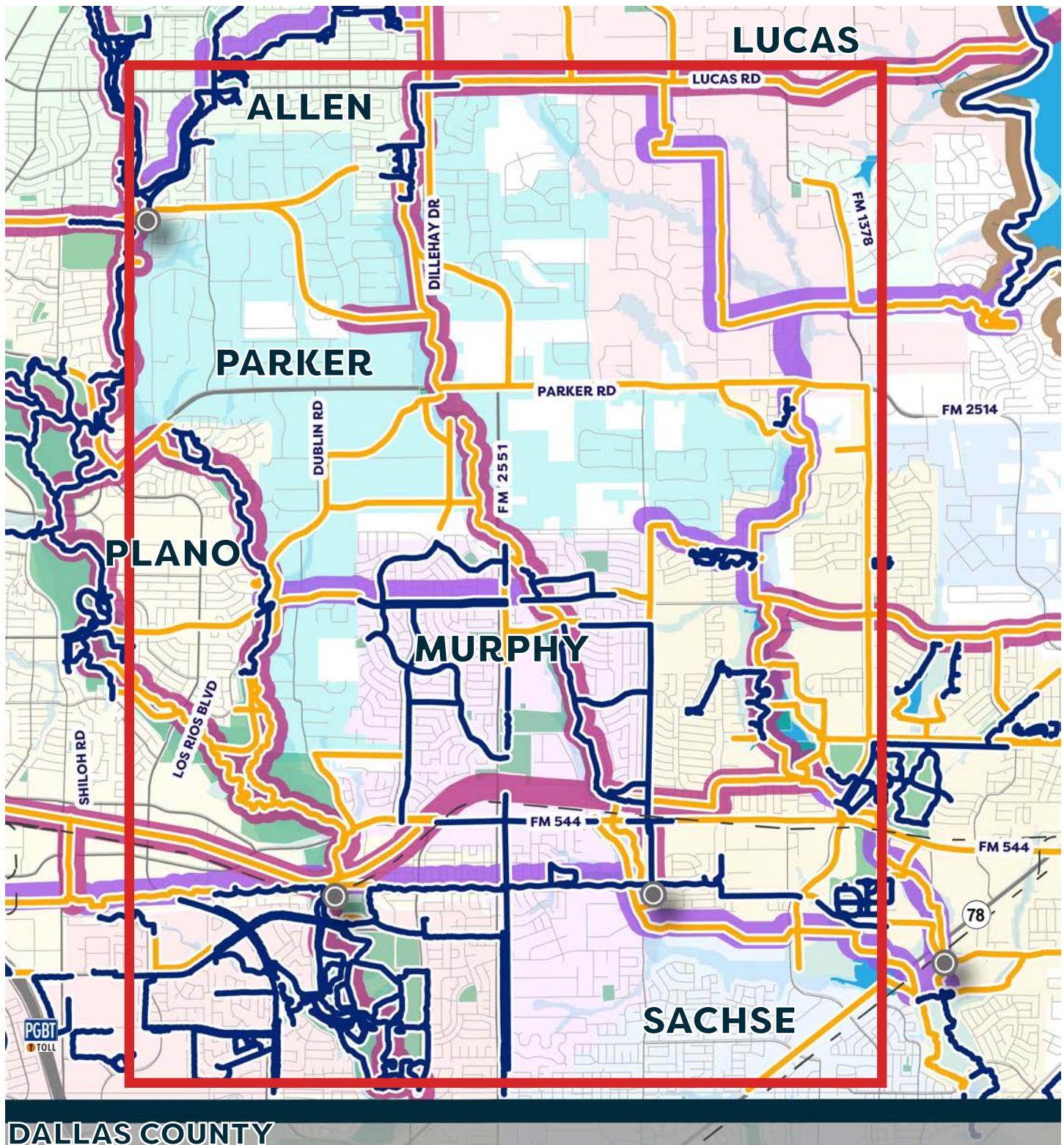


C4



0 1 2 Miles

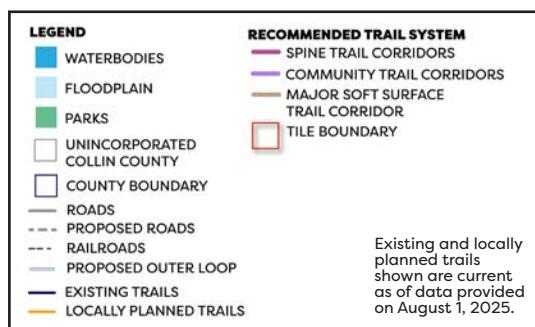
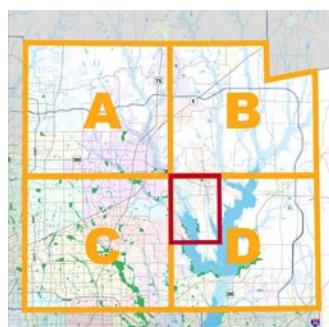
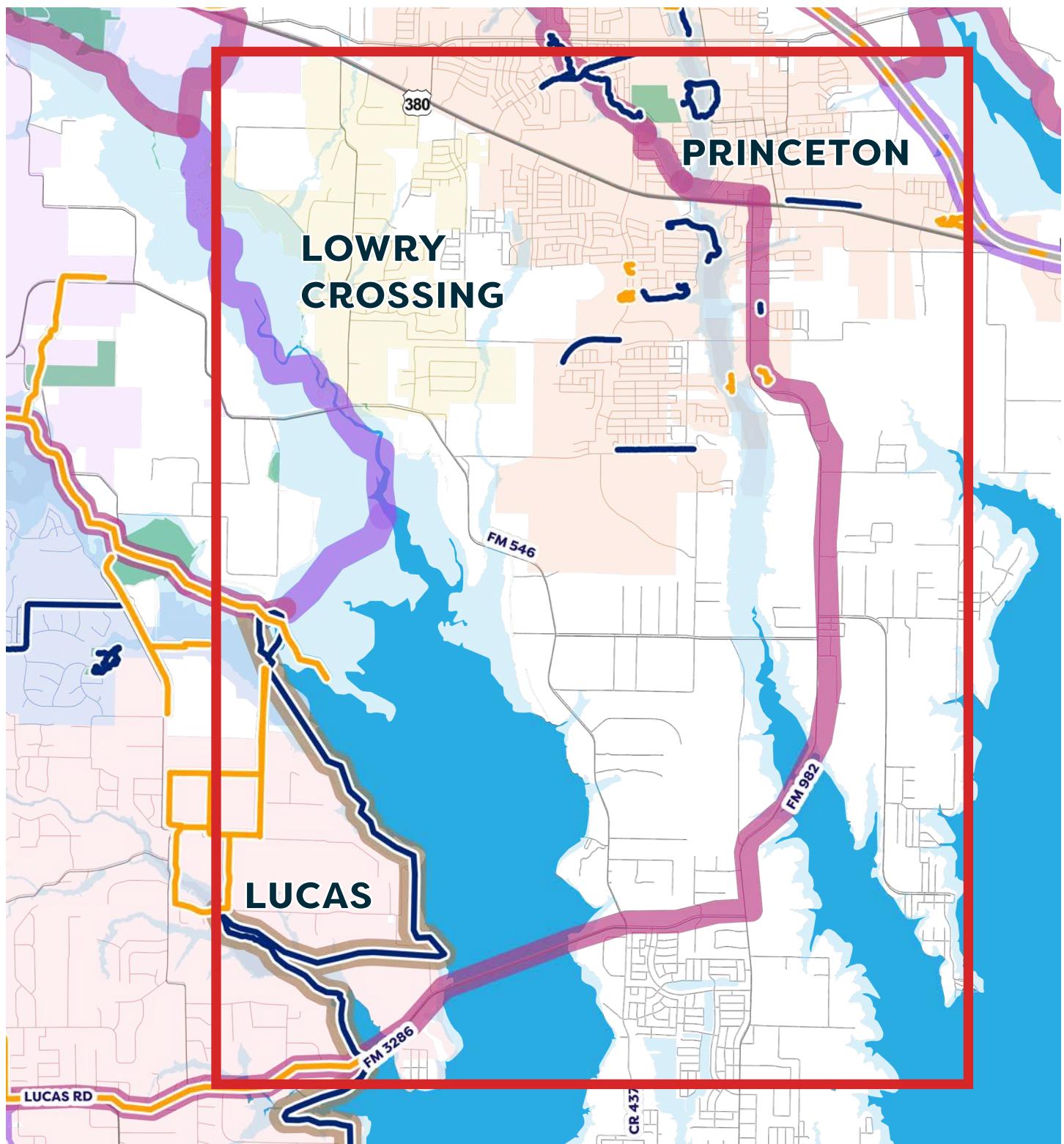
C5



0 1 2 Miles

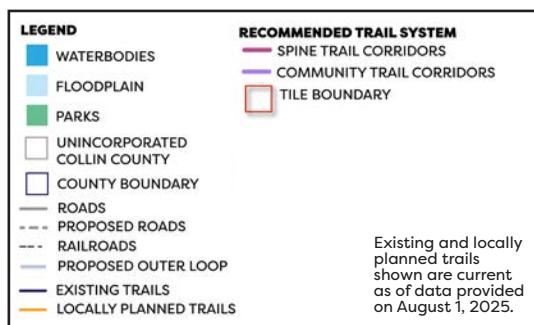
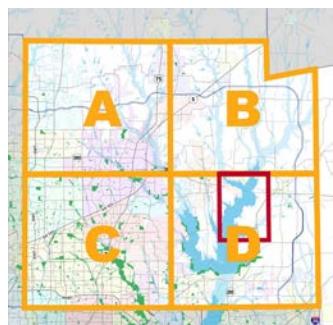
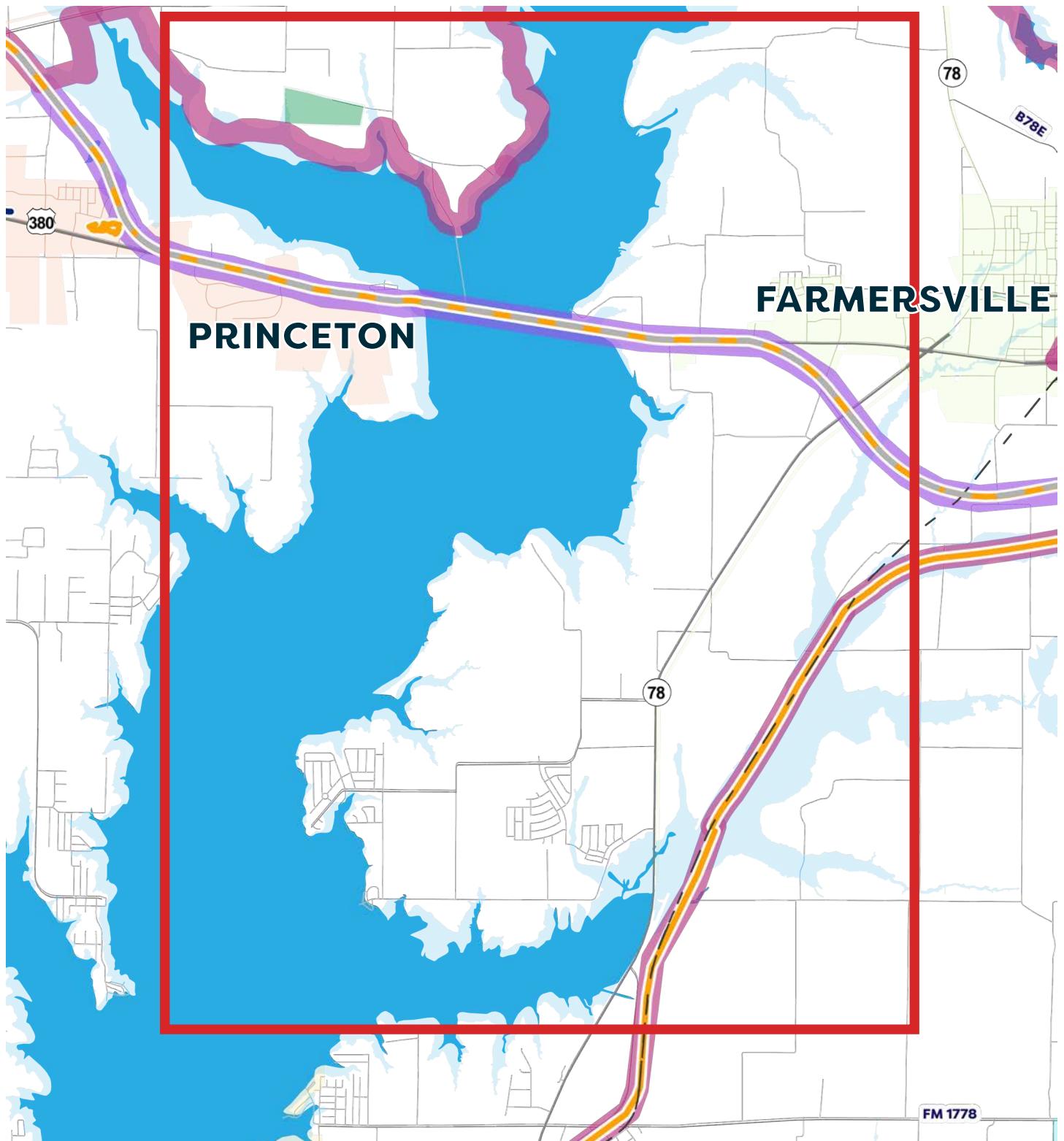


C6



2 Miles

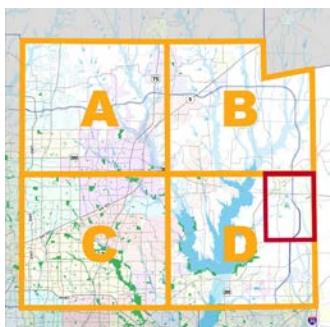
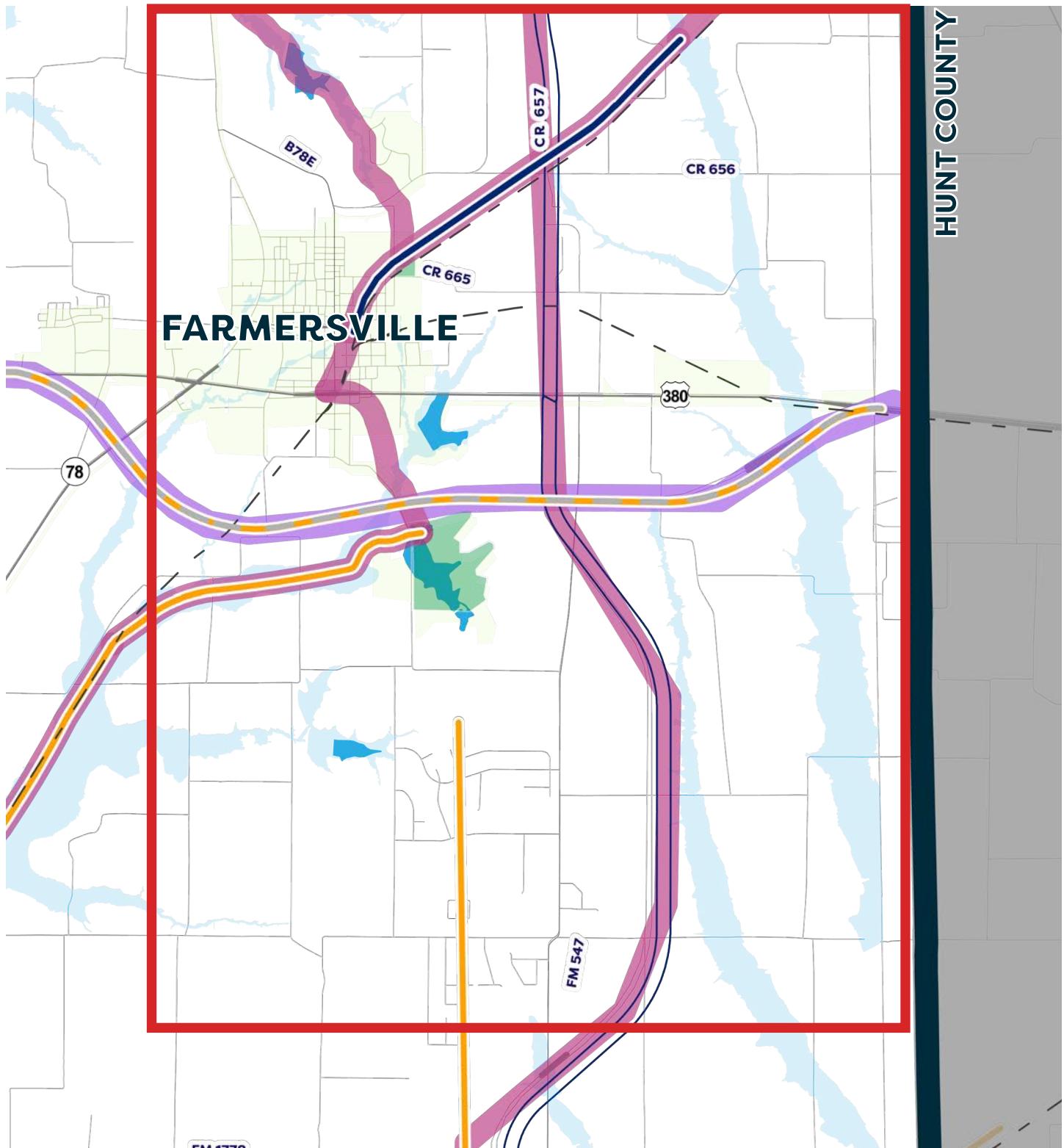
D1



0 1 2 Miles



D2



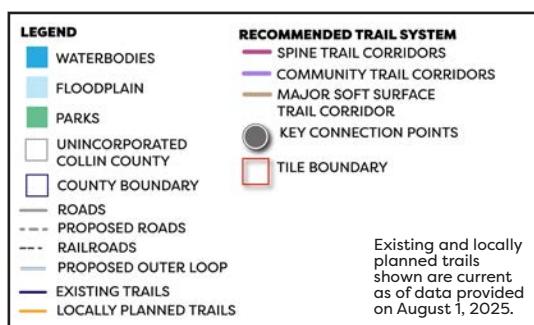
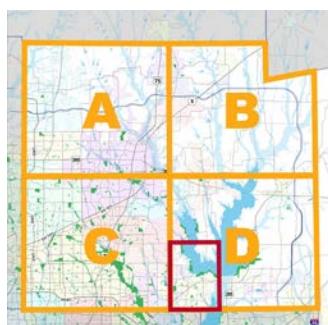
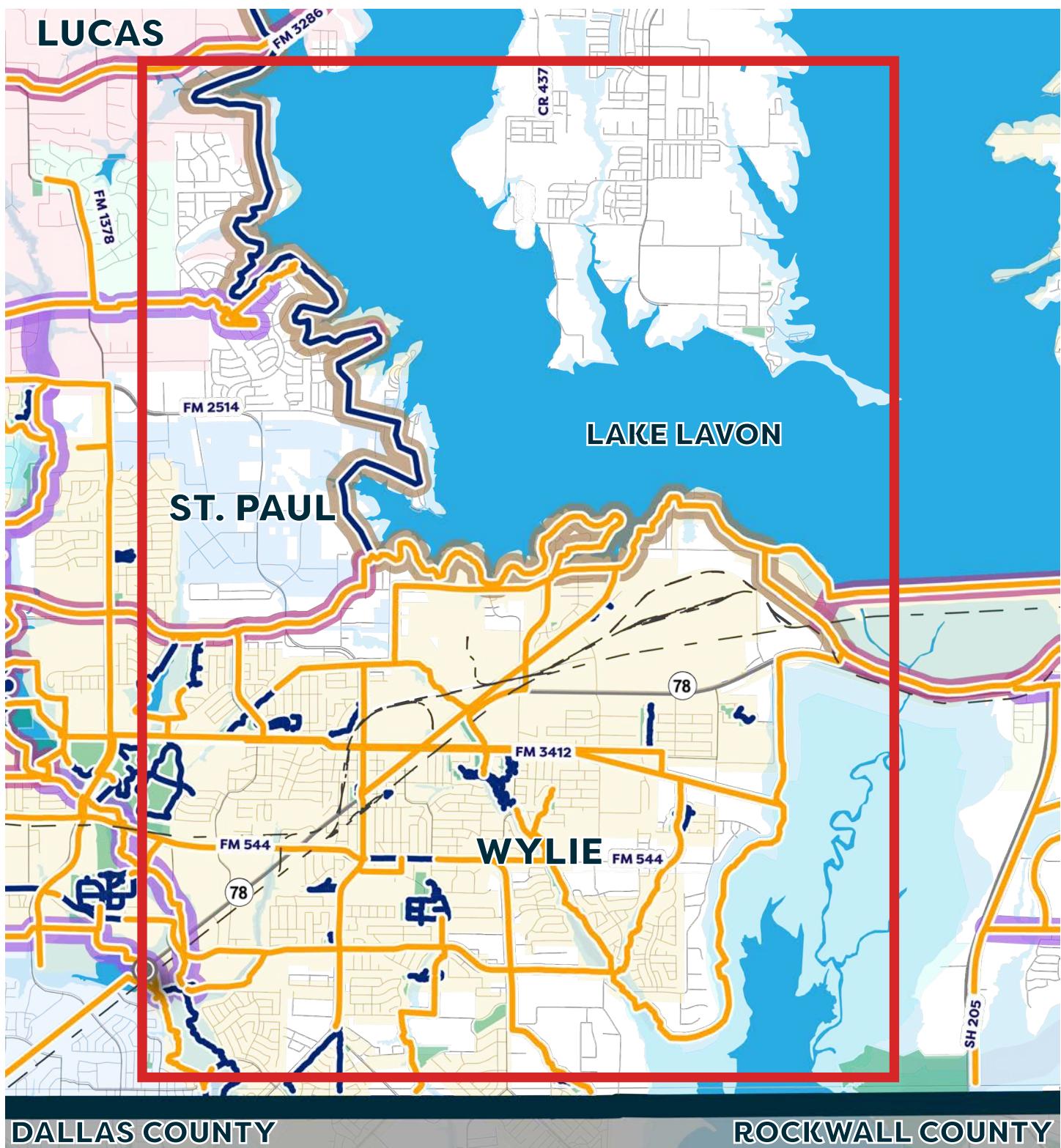
LEGEND		RECOMMENDED TRAIL SYSTEM	
WATERBODIES		SPINE TRAIL CORRIDORS	
FLOODPLAIN		COMMUNITY TRAIL CORRIDORS	
PARKS		LOCALLY PLANNED TRAILS	
UNINCORPORATED COLLIN COUNTY			
COUNTY BOUNDARY			
ROADS			
PROPOSED ROADS			
RAILROADS			
PROPOSED OUTER LOOP			
EXISTING TRAILS			
LOCALLY PLANNED TRAILS			

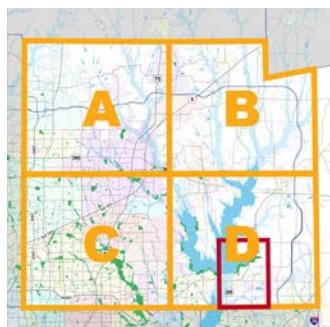
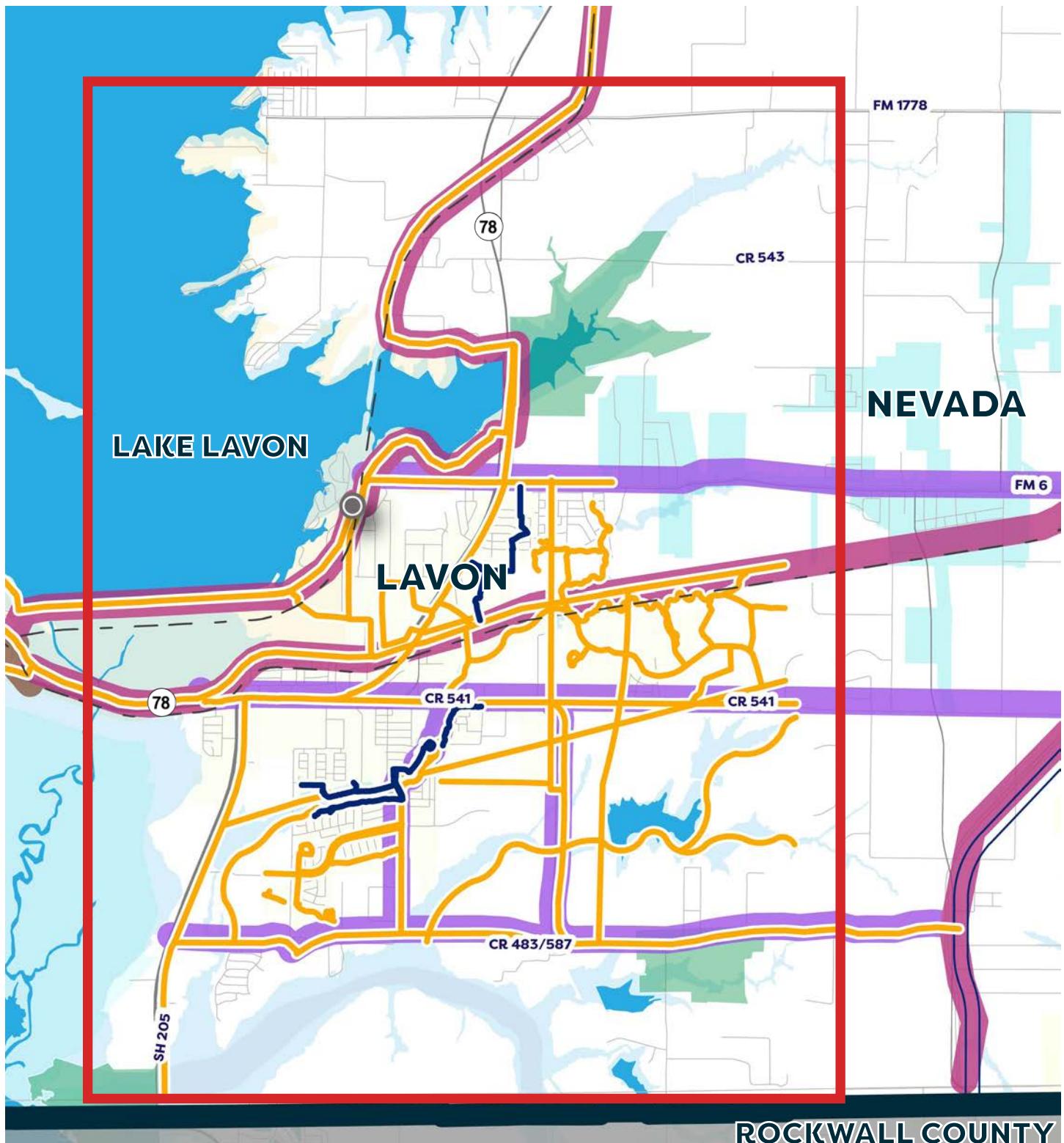
Existing and locally planned trails shown are current as of data provided on August 1, 2025.

0 1 2 Miles



D3





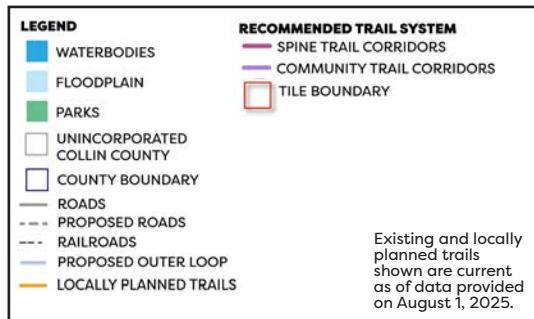
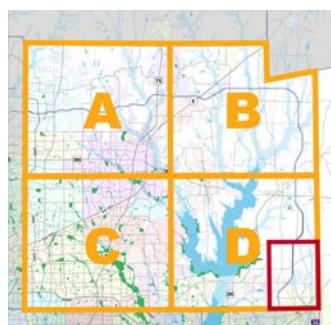
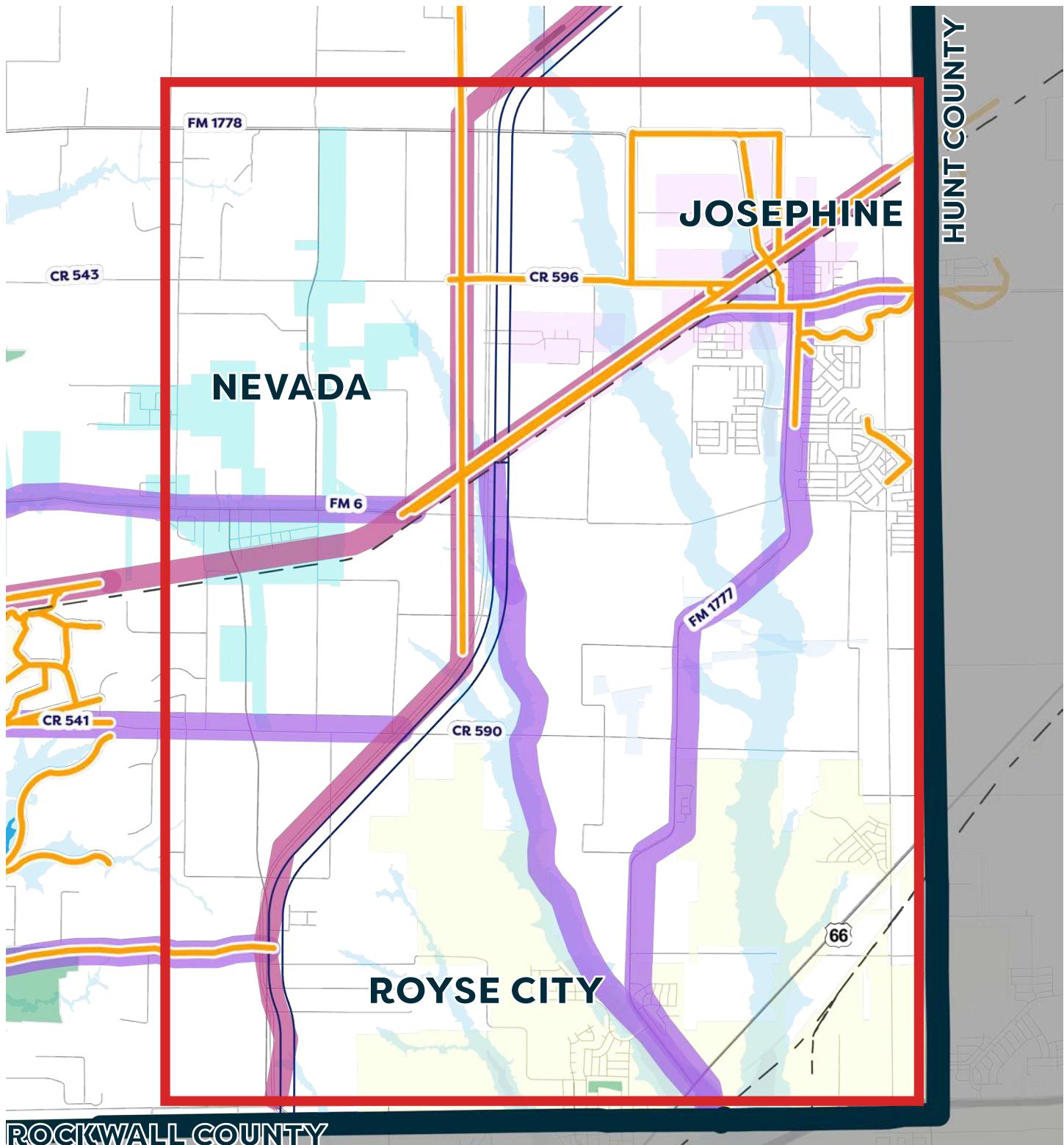
LEGEND		RECOMMENDED TRAIL SYSTEM	
■	WATERBODIES	■	SPINE TRAIL CORRIDORS
■	FLOODPLAIN	■	COMMUNITY TRAIL CORRIDORS
■	PARKS	●	KEY CONNECTION POINTS
■	UNINCORPORATED COLLIN COUNTY	■	TILE BOUNDARY
■	COUNTY BOUNDARY		
—	ROADS		
---	PROPOSED ROADS		
---	RAILROADS		
—	PROPOSED OUTER LOOP		
—	EXISTING TRAILS		
—	LOCALLY PLANNED TRAILS		

Existing and locally planned trails shown are current as of data provided on August 1, 2025.

0 1 2 Miles



D5



0 1 2 Miles

D6

POLICY AND PROGRAM RECOMMENDATIONS

Policies and programs identified in this plan are critical to supporting the implementation of physical trail infrastructure and are intended to provide guidance for the County, individual municipalities, and regional agencies. The policies identified in this plan provide guidance for advancing the long-term goals and informing the decision-making process involved in implementing the Regional Trails System. Program recommendations are focused on establishing guidelines for maintaining high quality facilities that continue to address the needs of users and achieve the goals of the Collin County Regional Trails Master Plan.

The series of policies and programs identified in this chapter support the countywide vision for a regional trails system as established by the Plan's guiding principles. The recommendations contained in this chapter are relevant and essential to the implementation of the Regional Trails System and are not listed in order of priority. **Chapter 4** of the master plan document provides information on implementation, responsible entities, and associated time frames for these recommendations.



CONNECT

Promote a regional trails system that creates key connections between communities throughout Collin County by identifying critical gaps and key corridors for future trail development.

RECOMMENDATION CN1

Municipalities should maintain and update individual community trail plans to track local progress and plan for future implementation.

RECOMMENDATION CN2

The Recommended Trails System identified in the Collin County Regional Trails Master Plan should be integrated into local planning efforts.

To support the continued growth and connectivity of trail systems across Collin County, municipalities should regularly update and adopt individual community trail plans. These local planning efforts are essential for tracking progress, identifying future opportunities, and aligning with broader goals related to mobility and recreation. Importantly, updated local trail plans contribute directly to the County's Regional Trails Master Plan by supplying current data, reflecting community priorities, and guiding coordinated implementation across jurisdictions. As the region continues to grow, this collaborative planning approach helps foster a comprehensive, accessible trail network that provides quality of life amenities to residents and strengthens interjurisdictional connectivity. Where feasible, the municipality should involve surrounding jurisdictions and the County in the planning effort.

Integrating the Recommended Trails System established in this master plan into local trail planning efforts is critical for advancing a unified Recommended Trails System. When local trail plans are aligned with the County's vision, it becomes easier to identify high-priority projects that serve both community needs and regional goals for increasing access. Alignment across these planned efforts strengthen individual communities' applications for funding through the County's Funding Assistance Program by demonstrating coordinated priorities for completing critical system gaps and implementing facilities serving regional connectivity. Furthermore, it helps communities recognize where their local trail segments can serve as key connectors within the broader countywide system, perpetuating regional connectivity and maximizing the impact of individual projects. As Collin County communities continue to experience growth, this coordinated approach will be essential for maintaining aligned priorities, communicating priorities for receiving funding, and tracking progress for contributing to the completion of the Recommended Trails System at the local level.

RECOMMENDATION CN3

Feasibility studies should be conducted to determine suitable alignments for completing intercity trails connections.

This master plan has identified 24 incomplete or partially complete intercity connections based on trail planning efforts conducted by individual municipalities. Completion of these connection points is essential to the advancement of a regionally connected trail system and requires evaluation of a range of factors to determine overall feasibility and preferred trail alignments. Feasibility studies should be coordinated between communities that share the trail connection when possible and evaluations may include, but are not limited to, the following factors:

- Physical and environmental constraints
- Land ownership and right-of-way availability
- Connectivity and accessibility
- Cost estimates
- Funding opportunities
- Safety considerations and user experience

Conducting feasibility studies for future trail alignments allows for better informed implementation practices, contributes to coordinated budget planning, and creates priority projects that are great candidates for funding programs.

RECOMMENDATION CN4

Municipalities should adopt trail development regulations and trail design standards to support the implementation and maintenance of high-quality facilities.

Adopting formal trail development regulations and design standards is essential to the implementation of trail facilities that are safe, durable, and usable for all. Establishing policies and regulations will serve as tools for communicating the desired construction and maintenance standards for trails in communities and create consistency in quality across jurisdictions. Comprehensive trail development standards should address physical design elements such as width, pavement surface, safety elements such as signage, and prioritizing accessibility for users of all types, ages, and abilities. Additionally, there should be provisions for long-term maintenance responsibilities and planning for improvements throughout the lifecycle of the trail infrastructure.

Incorporating these standards into local codes is necessary to inform development of trails across city departments, developers, and design professionals. This master plan provides general guidance later in the chapter for trail design standards recognizing that aligning with national best practices should be the minimum requirements.



Some trail connections have been partially completed by one municipality, reaching city limits, but will require a feasibility study to connect into the neighboring community.



COORDINATE

Work with municipalities to build upon existing trail planning efforts to continue to grow the regional trails system and incorporate the recommendations of the countywide master plan into future trail planning and implementation.

RECOMMENDATION CO1

The Recommended Trails System identified in this master plan should be shared with NCTCOG to inform updates to the Regional Veloweb.

RECOMMENDATION CO2

The County and municipalities should regularly coordinate with regional governmental agencies to stay up to date on trail opportunities and updates to individual policies and guidelines.

To facilitate regional coordination and maximize the impact of trail planning efforts across various agencies, the Recommended Trails System identified in this master plan should be formally shared with NCTCOG. Coordinating the efforts at the county level with those taking place across the broader region will inform the accuracy of future updates of the Regional Veloweb. Additionally, sharing the recommendations of this master plan with NCTCOG communicates the County's priorities to be reflected in regional mobility planning and potential candidates for funding. Alignment of Collin County's regional trails with the NCTCOG Veloweb identifies crucial locations to prioritize trail investments in this part of the region as they advance regional trail access and connectivity goals. Specifically, aligning these trail planning efforts confirm critical gaps, trail segments that satisfy key connectivity needs, and cross jurisdictional implementation opportunities, which strengthen candidacy for receiving investment in the future.

Collin County and its municipalities should routinely coordinate with regional governmental agencies to align goals for trail implementation and to remain informed about evolving trail-related opportunities, policies, and funding mechanisms. Governmental agencies that would be important to coordinate with regularly include NCTCOG, TxDOT, DART, USACE, railroad and utility services operators and other relevant entities. This coordination will help local jurisdictions and the County stay current on updates to guidelines, design standards, and implementation strategies related to trails that may impact local and regional trail development and could lead to refinements in the planned network. The master plan process established a line of communication between the County and relevant regional agencies that should be continued moving forward. This proactive approach will strengthen trail planning efforts, improve access to resources, and support the development of an accessible and connected trail system across Collin County.



Many recommended Spine Trails align with those identified on NCTCOG's Regional Veloweb, such as this trail near US-75 in Fairview.

RECOMMENDATION CO3

Municipalities should continue to coordinate on the completion of intercity trail connections.

To continue to grow the regionally connected trail system, municipalities within Collin County should continue to actively coordinate on the planning, design, and implementation of interjurisdictional trail connections. This ongoing collaboration is essential to aligning trail segments across jurisdictional boundaries, supporting consistent design standards, and providing uninterrupted access for users traveling between communities. Regular coordination allows cities to share data, align priorities, and identify opportunities for joint funding or phased development of shared trail corridors. Additionally, addressing challenges such as right-of-way acquisition, environmental constraints, and infrastructure integration can occur in a coordinated manner.

RECOMMENDATION CO4

The County should continue to coordinate with trail stewards for the ongoing management and maintenance of trails.

Collin County does not currently manage or maintain trails on its own; therefore, continued coordination with local trail stewards, such as the Dallas Off-Road Bicycle Association (DORBA) and the Trinity Trails Association, is essential to support the ongoing oversight of trail facilities, particularly in unincorporated parts of the County. These organizations play a critical role in maintaining trail conditions, organizing volunteer efforts, and promoting responsible trail use. By working collaboratively with these stewards, the County can help facilitate routine maintenance, address safety and accessibility concerns, and support community-driven stewardship initiatives. This partnership-based approach strengthens the regional trails system, enhances user experience, and promotes long-term sustainability without requiring direct County management. Additionally, actively partnering with stewardship organizations opens the door for implementing trails in unincorporated areas in the future as this is currently outside of the County's responsibilities.



The Maxwell Creek Trail will create a connection between the Cities of Murphy and Wylie once completed.



Some trails are maintained by non-profit organizations and volunteers, such as the Trinity Trails Association.



INVEST

Utilize the priorities identified in the Collin County Regional Trails Master Plan to guide investment in municipal trail projects.

RECOMMENDATION I1

The Collin County Funding Assistance Program should remain a County-driven tool for supporting trail implementation.

As a dedicated funding mechanism, this program plays a critical role in advancing the development of a connected and accessible trail network by providing funding support to municipalities for the implementation of priority trail projects. Maintaining the program as a County-led initiative ensures that funding decisions remain aligned with regional goals outlined in this master plan. This centralized approach allows the County to guide investments toward projects that enhance interjurisdictional connectivity, address key network gaps, and support access to trail facilities. By continuing to administer the program at the County level, it promotes consistency in project evaluation, collaboration among municipalities, and alignment at the local, County, and regional levels for trail priorities.

RECOMMENDATION I2

The Collin County Funding Assistance Program should continue to be leveraged by municipalities as an opportunity to receive funding support.

As a County-administered initiative, the program provides essential funding that enables local governments to advance trail projects that align with both community priorities and regional connectivity goals. By participating in the program, municipalities can strengthen their capacity to construct trail segments that contribute to a cohesive and accessible regional network. The program also encourages alignment with the Regional Trails Master Plan and supports projects that address Key Connection Points and priority corridors. Continued municipal engagement with the Funding Assistance Program promotes collaboration across jurisdictions, efficiently uses public resources, and accelerates the delivery of impactful trail infrastructure. Leveraging this program remains a critical strategy for advancing shared objectives throughout Collin County.



Example of an incomplete trail within a community that could apply for funding through the Funding Assistance Program to complete the trail connections.

RECOMMENDATION I3

The Parks Foundation Advisory Board should be the designated champion for implementing the goals of the Regional Trails Master Plan and supporting community efforts for trail implementation.

As a County-appointed body with a longstanding commitment to parks and open space, the Parks Foundation Advisory Board is uniquely positioned to advocate for regional trail connectivity through partnerships that advance both local and regional trail priorities.

In addition to its advocacy role, the Parks Board is responsible for determining the allocation of funding to communities through the Collin County Project Funding Assistance Program. The Board reviews applications submitted by eligible entities, evaluates them against established criteria, and makes funding recommendations to the Commissioners Court. By continuing to serve in this dual role, both as a regional trails champion and as the steward of trail funding, the Collin County Parks Foundation Advisory Board will play a central role in advancing the goals and priorities of this master plan and growing the regional trails system.

RECOMMENDATION I4

Regional and statewide grant programs should be pursued by the communities to further support the implementation of trail facilities.

To support the successful implementation of trail facilities across the region, communities should actively pursue regional and statewide grant programs as a key funding strategy. These programs offered through agencies such as TxDOT, NCTCOG, and other state, regional, and national entities provide critical funding resources that can accelerate trail development, enhance connectivity, and promote access to trail facilities. By leveraging these grant opportunities, municipalities and the County can supplement local funding and advance priority projects identified in both local plans and the Regional Trails Master Plan. Pursuing grant opportunities also enables communities to implement trails that address critical gaps, incorporate innovative design that overcomes connectivity barriers, and expedite project implementation. Ultimately, tapping into regional and statewide grant programs will help realize the long-term vision for a connected and accessible regional trail network.



Grant funding can help all communities to fill in gaps in pedestrian facilities to better serve the growing population and the regional trails system network.



PRIORITIZE

Prioritize the implementation of key trail connections that provide intercity connections, preserve key corridors, and introduce new trails into underserved areas of the County.

RECOMMENDATION P1

The evaluation criteria established in the Regional Trails Master Plan should be utilized by the County and municipalities to identify priority trail projects.

To strengthen regional coordination and support strategic trail development, it is recommended that the evaluation criteria established in **Chapter 4** of this document be used to complement the County's existing prioritization framework for investing in trails and open space. These criteria established in this Master Plan focus on additional priority elements such as filling in critical system gaps, ease of implementation, and environmental stewardship. Integrating the Master Plan's evaluation criteria with the County's current priorities will enhance project selection processes, promote equitable investment across communities, and ensure alignment with regional goals.

As complementary to existing County priorities, the evaluation criteria provide an additional layer of review that can help distinguish between projects that may be equally competitive and supports more nuanced decision-making. These criteria serve as an important communication tool for communicating which projects are best positioned to receive funding through the Collin County Funding Assistance Program, helping to guide local jurisdictions in preparing competitive applications, and advancing high-impact trail segments.

RECOMMENDATION P2

The Recommended Trails System should be a tool for the County and municipalities in determining priority corridors for increasing regional connectivity.

The Recommended Trails System established in the Regional Trails Master Plan should serve as a guiding tool for both the County and its municipalities in identifying priority corridors that advance regional connectivity. This mapped system reflects the vision for a comprehensive trail network, designed to connect communities, destinations, and existing infrastructure across jurisdictional boundaries. At the local level, municipalities are encouraged to reference the Recommended Trails System when determining their own priority trail corridors. By aligning local trail planning efforts with the County's mapped recommendations, communities can align investments to contribute to a connected and accessible regional network. This approach supports strategic decision-making, promotes interjurisdictional collaboration, and helps leverage funding opportunities by demonstrating alignment with broader regional goals.

RECOMMENDATION P3

The Key Connection Points should be a tool for the County and municipalities in determining priority gaps in the intercity connections.

The Key Connection Points identified in the Regional Trails Master Plan should serve as a strategic tool for the County and its municipalities in identifying and addressing priority gaps in interjurisdictional trail connections. The Key Connection Points reflect current trail planning efforts at the local level and have been identified through coordination with individual communities. These points highlight critical locations for investing in trail infrastructure to advance regional trail connectivity. Key Connection Points are a major consideration in the evaluation of projects submitted for funding through the Collin County Project Funding Assistance Program. Projects that address completion of connection points are well-positioned for funding as they align with the County's priorities for growing the regional trails system.

It is recommended that Key Connection Points are incorporated into project planning at the local level to not only contribute to regional connectivity but to increase a community's competitiveness when pursuing funding. Using the Key Connection Points as a guide will also support interjurisdictional collaboration, alignment with broader trail priorities, and promote access to trail facilities, ultimately advancing the shared vision for a connected and quality trail system across the region.



Utilizing railroad corridors, such as this identified connection between Celina and Prosper, appears as several Key Connection Point locations in the County.



The Collin County Funding Assistance Program should additionally review eligible trail projects to consider factors like connecting to key community destinations.

GUIDANCE FOR DESIGNING TRAILS

The trail facilities that are recommended for the Recommended Trails System are primarily intended to be wide, paved trails that support multiple user types as defined in **Chapter 2**. To achieve this, clear guidelines for trail design are essential for implementing consistent and quality trail infrastructure countywide. The trail design guidance found in this section serves as a foundation for trail implementation as they are derived from national best practices. In addition to the standards found in this plan the following resources for standards and guidelines should be considered by entities and professionals involved in designing and constructing trail facilities within Collin County.

- **AASHTO:** American Association of State Highway and Transportation Officials
- **ADAAG:** American with Disabilities Act Accessibility Guidelines
- **ITE:** Institute of Transportation Engineers
- **NACTO:** National Association of City Transportation Officials
- **PROWAG:** Public Rights-of-Way Accessibility Guidelines
- **TAS:** Texas Accessibility Standards
- **TMUTCD:** Texas Manual on Uniform Traffic Control Devices
- **TTI:** Texas A&M Transportation Institute
- **TxDOT:** Texas Department of Transportation
- **NCTCOG:** North Central Texas Council of Governments
- **ONCOR:** Electric Delivery

Individual municipalities may have established trail design standards, which at a minimum should align with national standards and where possible, exceed those standards. When updating or adopting trail design standards communities should reference the guidance of this master plan to ensure consistency.

KEY DESIGN COMPONENTS

The following design components are key elements for constructing paved trails that support multi-use activities, are consistent between communities and throughout the duration of a connection, and prioritize safety and accessibility for users of all ages and abilities.

TRAIL SITING

Trail facilities can be found either removed from roadways in off-street corridors or adjacent to roadways with a minimum buffer space between the trail facility and the street. Wherever trail facilities are sited they should clearly support pedestrian and bicycle use without conflict and accommodate two-way traffic.

For trail facilities adjacent to roadways, in some cases, they can be indistinguishable from sidewalks. This can create confusion in determining if these facilities are designed to support multiple user groups. The design of trails along roadways should clearly signify that they support pedestrians and bicyclists through incorporation of elements such as signage and pavement markings.

TRAIL WIDTH

All newly constructed paved trail facilities within the Recommended Trails System should be a minimum of 10 feet wide. Where feasible, particularly with off-street corridors, trails should be a minimum of 12 feet wide to align with regional standards established by NCTCOG for the Regional Veloweb. In areas of constrained right-of-way trail width may be reduced for short distances. **Figure 3.4** depicts a typical trail cross sections of 10 to 12 feet in width.

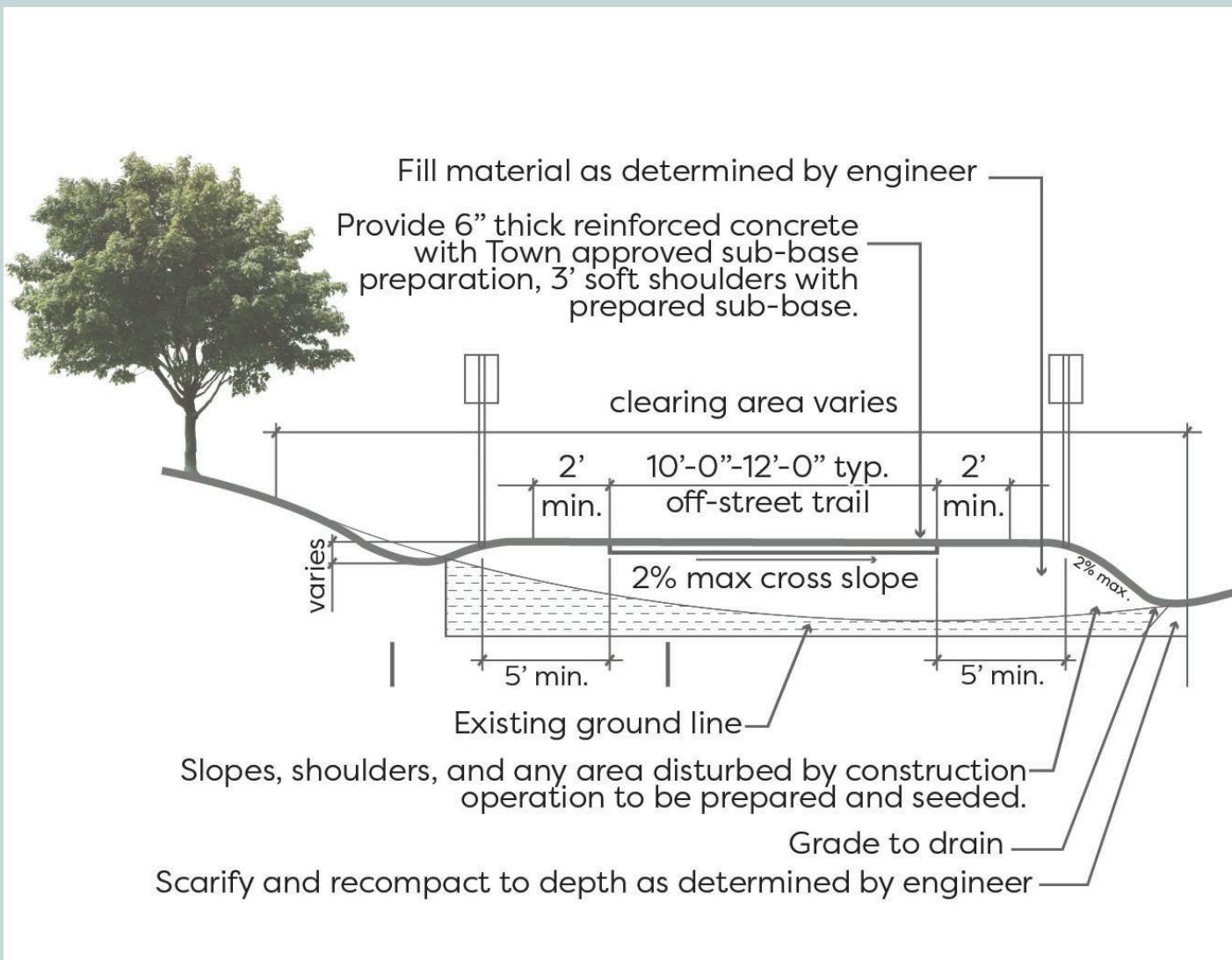


Wide trails support multiple user groups and reduce conflict between trail users.

PAVEMENT STRUCTURE

Trail pavements should be six-inch-thick reinforced concrete with a traverse light broom finish. Expansion joints should be placed in the trail at an interval of 40 feet for 10-foot-wide trails and 50 feet for 12-foot-wide trails. The expansion joint should be topped and sealed with self-leveling elastomeric joint compound and should be flush with the top surface of pavement on both sides of the joint. Control joints should be placed at intervals equal to the trail width and the depth should be one-fourth of the pavements thickness. The joints should be saw-cut and a quarter of an inch wide. For optimal user comfort, the finished surface of the trail should not vary more than a quarter of an inch from the lower edge of an eight-foot-long straight edge when laid on the surface in any direction.

Figure 3.4: Typical Trail Cross Section

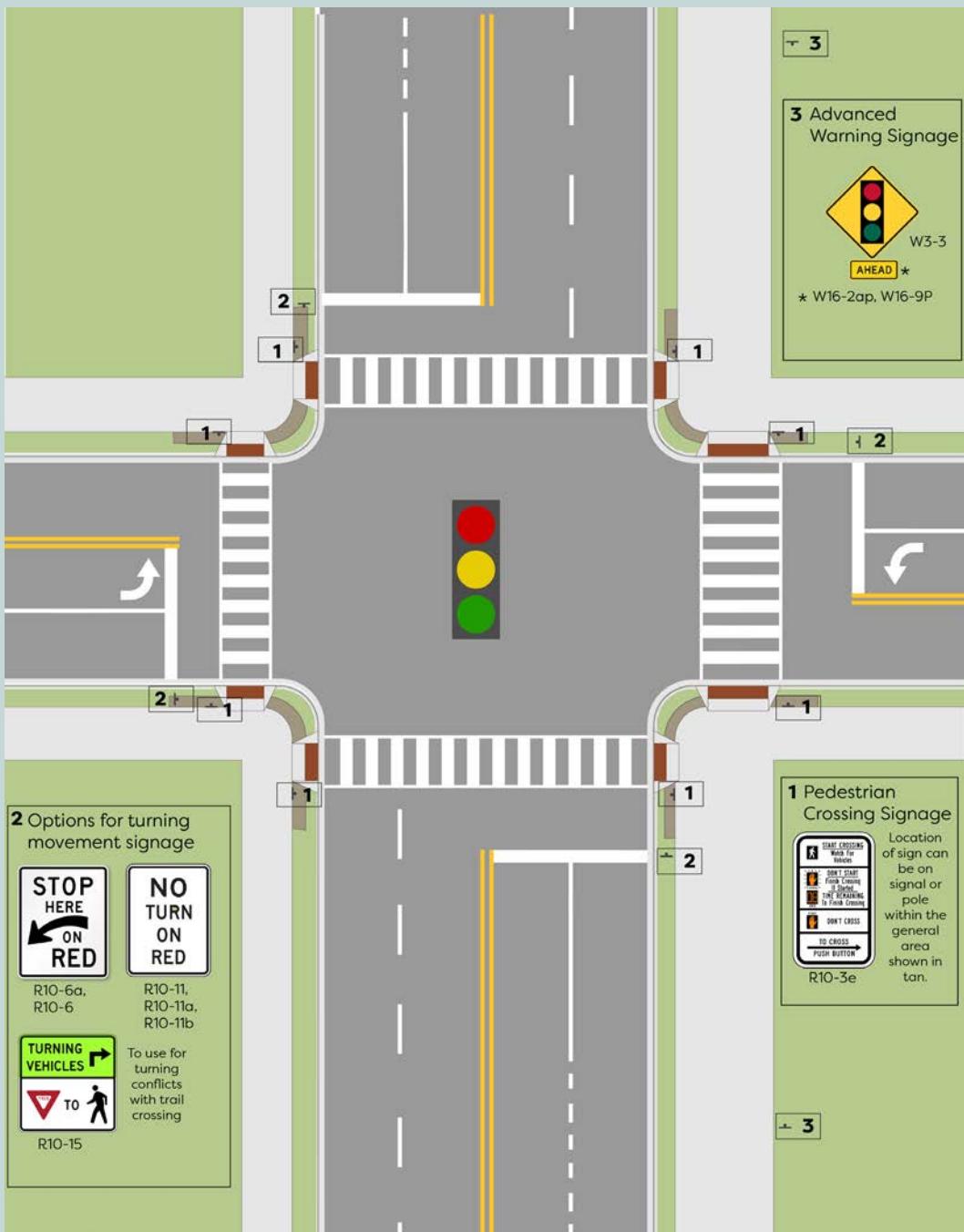


INTERSECTION TREATMENTS

Proper intersection treatments are important to reduce potential conflicts between trail users and motorists. In order to reduce crossing distances, improve visibility, and properly align curb ramps, the turning radii should be designed as tightly as possible.

Trail crossings occurring at roadway intersections with the appropriate signage, crosswalk markings, and pedestrian signals are depicted in **Figure 3.5**. An alternative, more expensive option for crossing roadways is to construct a pedestrian bridge or tunnel. This provides a completely separated experience for the trail users away from the roadway.

Figure 3.5: Typical Signalized Intersection Treatment



BRIDGE STRUCTURES

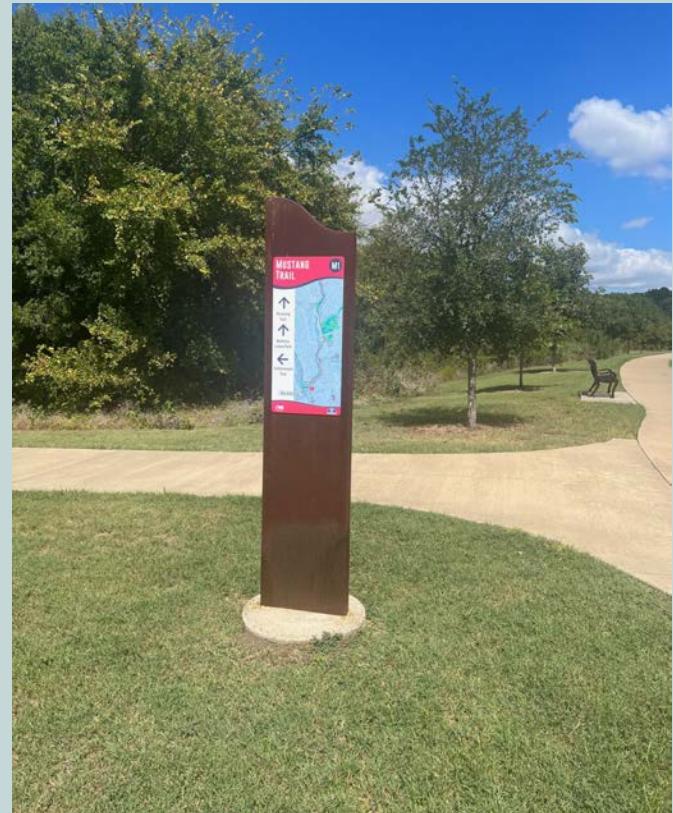
Bridges and low water crossings should be designed by a Texas Professional Engineer and meet all individual municipality, where applicable, and State established engineering standards. Low water crossings should not exceed four feet from the path to the waterway flowline unless otherwise approved by the Local Engineer. Any crossing exceeding this separation will require a bridge to ensure the trail meets all accessibility requirements. For creek crossings that require a short span, box culverts can be used with handrails.

SIGNAGE

Wayfinding signage should be implemented where feasible along trails. Appropriate locations for signage include trailheads, trail access points, and intersections. This signage improves navigation and legibility of the trail network and informs users and potential users of the countywide trail system. Placement of signage, information displayed, and overall branding should be a coordinated effort between the individual municipality.

Trail markers are additional signage elements used to designate trail distances as a point of demarcation for safety and emergency situations. When implemented along a trail system, they should be found at trailheads, trail access points, major intersections, and ideally every quarter mile along a trail.

Where trails intersect with roadways traffic control signage is crucial to preserving safety and alerting motorists and trail users of each other's presence. Signage should be highly visible, capture the attention of all users to alert an approaching crossing area, and rely on the criteria provided by Texas Manual on Uniform Traffic Control Devices (TMUTCD) as the minimal requirements. Signage type and placement should be clear and informative without overwhelming users.



Wayfinding signage may include maps which help trail users have a sense of place.



Trail mile markers contribute to a sense of safety and allow users to easily identify where they are along a trail when requesting emergency services.

OTHER FACILITY TYPES

SOFT SURFACE TRAILS

The Recommended Trails System includes some soft-surface trail facilities in locations where this trail type is complementary to the surrounding environment and more context-sensitive in locations where preservation of the existing environment is a priority. Soft-surface trail widths should be at minimum to 6' and preferred 8' where possible and composed of natural materials depending on the context they are designed for, environmental constraints, and the intended user groups. Materials that can be considered include decomposed granite, organic materials, or compacted dirt.

ON-STREET BIKEWAYS

Bicyclists are a significant user group of the Recommended Trails System and often utilize a combination of on-street and off-street facilities. While on-street bikeways are not included in this master plan effort they are complementary accommodations that support local and regional connectivity. On-street bikeways can serve as alternative non-motorized facilities on roadways where there is constrained ROW and trails cannot be accommodated. State and local agencies actively plan for bikeway routes within Collin County along major roadway corridors. These efforts should be considered when planning and implementing trails at the local and countywide level to identify opportunities for creating additional connectivity to the Regional Trails System.



Clear signage and pavement marking to indicate the portion of the roadway that bicyclists can utilize alerts motorists of the potential presence of bicycles.

BIKEWAYS IN RURAL AREAS

The TxDOT Bicycle Tourism Trails Study (BTTS) aims to enhance bicycle travel across Texas by identifying and promoting routes that connect communities and key destinations. Rural communities can participate by utilizing the existing wide shoulders on their roadways. Many roadways in Texas have wide paved shoulders that provide opportunities for bicyclists in communities where more intensive facilities may not be possible. Rural roadways are typically favored by experienced long-distance cyclists due to their greater mileage potential and reduced traffic congestion. Using wide paved shoulders on rural roads is a cost-effective way to boost community connectivity.

The cost estimates for constructing wide shoulder bicycle facilities range from \$950,000 to \$1,250,000 per mile, which includes materials, labor, and additional project costs such as plans, specifications, and engineering. Suitable roads must be at least 8 feet wide to be included in the TxDOT Bicycle Tourism Trails Study and should consider the presence of parked cars and rumble strips. If there are rumble strips, a 10- to 12-foot-wide gap every 40 to 60 feet to provide bicyclists with better access. Traffic volume and posted speed should also be considered. Signage is recommended and can be integrated into the larger BTTS route numbering. Other challenges include:

- Utilities, drainage, or stormwater facilities may need to be relocated
- Bridges may not have enough width, causing bicyclists to share the travel lane with motor vehicles
- Natural environmental constraints such as wildlife or parkland encroachment
- Regular removal of debris will be required to keep bicyclists safe

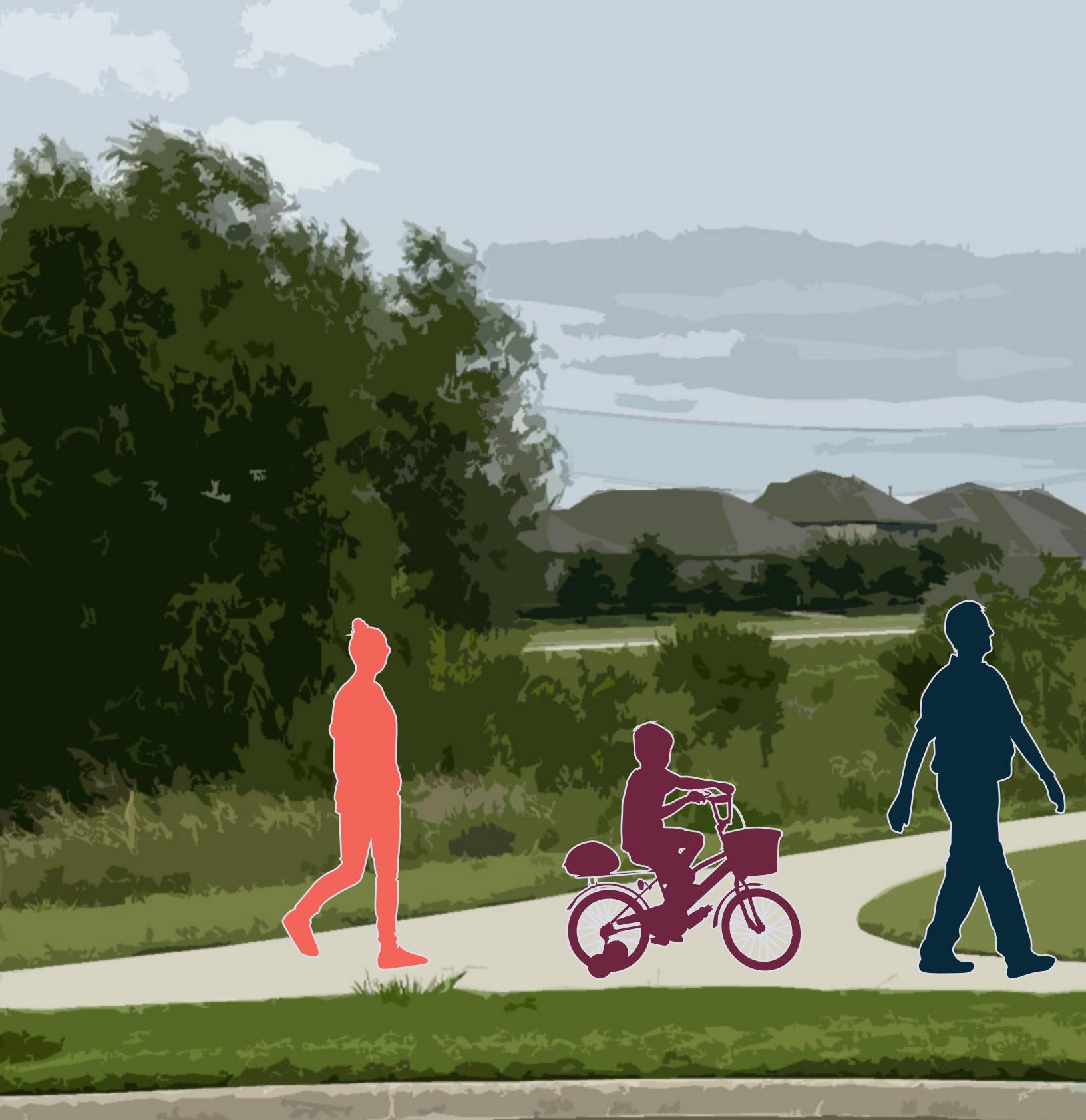


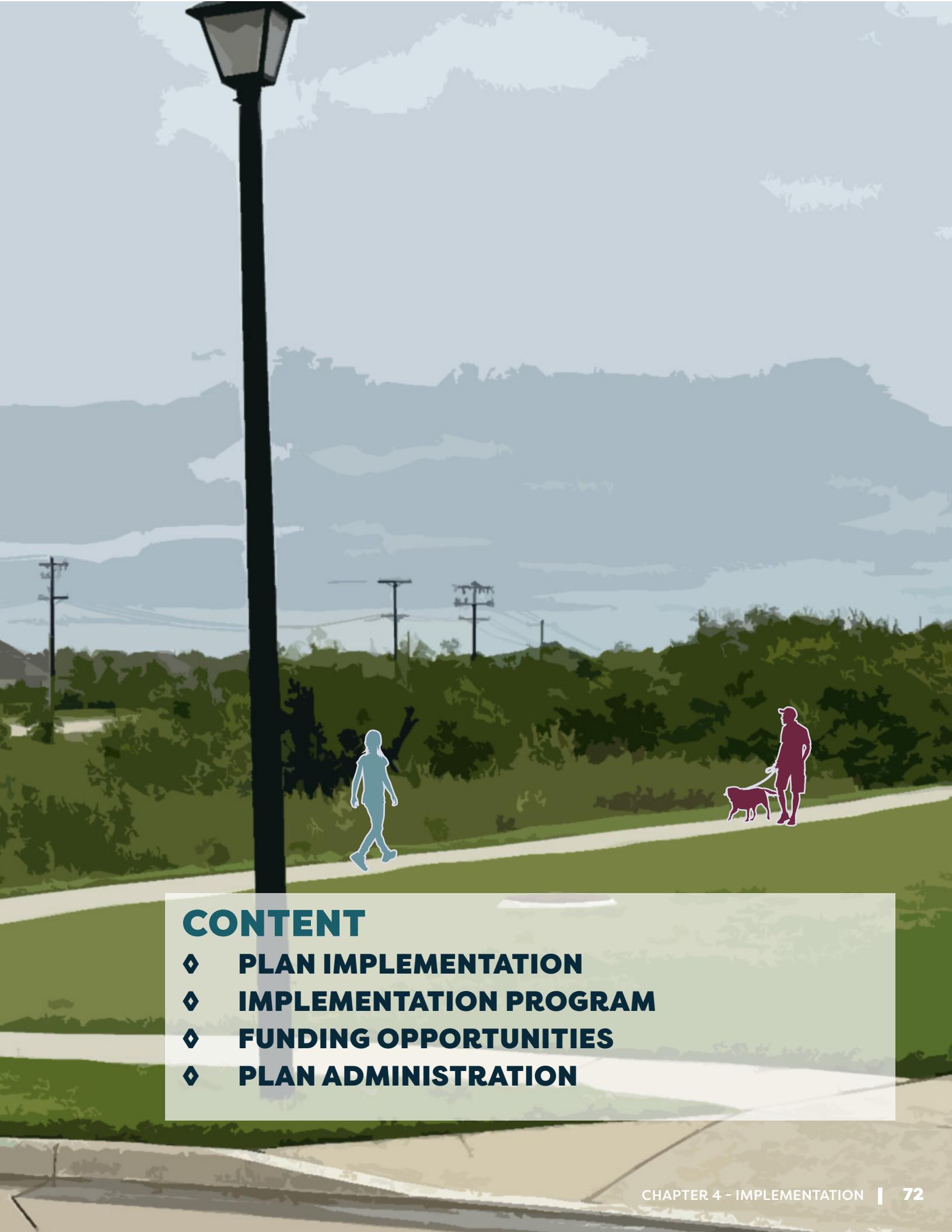
A cyclist using existing infrastructure in Melissa.



CHAPTER FOUR

IMPLEMENTATION





CONTENT

- ❖ **PLAN IMPLEMENTATION**
- ❖ **IMPLEMENTATION PROGRAM**
- ❖ **FUNDING OPPORTUNITIES**
- ❖ **PLAN ADMINISTRATION**

PLAN IMPLEMENTATION

INTRODUCTION

Implementation of trails within Collin County remains a collaborative effort between the County, municipalities, and regional agencies as the County itself does not currently construct or maintain trail infrastructure. Implementation of the Recommended Trails System will result in trail connectivity within the County and beyond and will happen over time through partnership, coordination, and investment by various entities. As the County's role remains firmly as a coordinator, advocate, and investor in trail facilities, this chapter provides guidance for how the County should administer the master plan, strategically invest in trail projects, and continue to coordinate long range planning efforts with partner agencies in the future.

TRAIL SYSTEM PRIORITIES

Trail implementation occurs over time as it not only requires various stages of development, but projects are competing for finite community resources to be allocated towards each year. Setting priorities for determining how trail projects are funded over time and identifying those that are competitive candidates for funding opportunities is a great way to advance the growth of a community's trail system. At the County level, priorities from the County's Parks and Open Space Strategic Plan have guided the allocation of grant funding through the Project Funding Assistance Program, which is administered by the Parks Foundation Advisory Board. The Funding Assistance Program funds a variety of projects related to parks, open space, and trails and the following priorities currently guide decision making in the application review process:

- 1. Land acquisition for parks and open space**
- 2. Regional trail connectors or trail projects**
- 3. Facilities (capital) improvements for parks and open space**

The Strategic Plan priorities remain an important framework for guiding funding allocation across a broad range of projects that communities and other entities submit for funding; however, additional criteria for distinguishing between trail projects that are equally competitive would create a more informed decision-making process. Through this master plan update, a series of criteria has been created to provide the Parks Foundation Advisory Board with an additional tool for reviewing trail specific projects submitted through the application program. This additional layer of review provides a consistent approach in project selection especially as the Parks Foundation Advisory Board membership changes over time and projects of a similar nature are submitted by different communities.

The criteria also serve as a communication tool for letting communities and other eligible entities know what additional factors are considered by the Board when determining which project will receive funding.

Transparency of the review process enables applicants to be well informed when developing their application and selecting candidate projects that are impactful to the regional system and highly competitive.



The Collin County Funding Assistance Program funds projects such as completing critical gaps in the existing system.

EVALUATION CRITERIA

The following evaluation criteria outlined in **Figure 4.1** should be used by the Parks Foundation Advisory Board as an additional review of trail specific projects submitted as part of the County's Project Funding Assistance Program. The criteria are weighted as high, medium, or low to reflect relative importance in determining how strongly the project meets considerations beyond the Strategic Plan's core priorities.

Figure 4.1: Evaluation Criteria for Prioritizing Projects

Criteria	Description	Assigned Weight
Completes or significantly contributes to the completion of a Key Connection Point	The trail segment specifically addresses one of the 24 Key Connection points identified in the master plan, and if constructed, would complete the intercity connection or contribute to partial completion.	High Priority
Located on the Recommended Trails System Network	The trails segment is part of the identified Recommended Trails System as either a Spine or Community Trail Corridor contributing to a regional trail route.	High Priority
Located in an area of Collin County where significant growth is anticipated	The construction of the trail segment would provide new or additional trail facilities to the area, create opportunities for trail access and connectivity, and expand regional trails system into rapidly growing parts of the County.	High Priority
Creates a connection to a community destination	The trail segment directly connects to a destination within a community such as park or recreation facilities, schools, libraries, city/town halls, performing arts centers, community centers, retail/entertainment centers and employment centers.	Medium Priority
Fills a gap in the countywide trail system	The trail segment fills a critical gap in existing trails within a community and/or creates a connection between local trails and the trails identified as either a Spine or Community Trail Corridor.	Medium Priority
Solves a safety issue or overcomes a barrier	A major safety issue or barrier is addressed by the implementation of the trail segment as it would create a safe route, enhance a crossing, or involves other solutions that enhance connectivity, access, and safety through trails.	Medium Priority
Creates limited disturbance to environmentally sensitive areas	There is minimal disturbance of natural areas along the trail due to the planned alignment of the trail and the surrounding context.	Low Priority
Encounters fewer barriers during implementation based on existing conditions	The ability to easily implement the trail segment considers factors such as property ownership, natural and infrastructure barriers, and cost.	Low Priority
Meets eligibility requirements for additional grant funding opportunities	The trail segment is also a candidate to receive additional funding from other sources (e.g., NCTCOG, TxDOT), which would increase the likelihood of implementation of costly and complicated projects.	Low Priority

APPLICATION OF EVALUATION CRITERIA

The evaluation criteria should be applied to trail projects submitted as part of the County's call for projects utilizing a scoring methodology to create an overall weighted score for the project. The assigned weights for the individual criterion identified in **Figure 4.1** should have the following point system applied:

High Priority Criteria - 3 points

Medium Priority Criteria - 2 points

Low Priority Criteria - 1 point

If a project does not meet the criterion, the score for the category would be zero. The weighted score a project receives as part of this additional evaluation will help distinguish between equally competitive projects by providing quantitative metrics to qualitative considerations.

IMPLEMENTATION PROGRAM

The policy and program recommendations identified in **Chapter 3** have been organized into an implementation program, which provides additional guidance on the lead entity responsible for initiating recommendations, potential partners, and appropriate timeframes for implementation. Many of the recommendations have one or more partner identified to support implementation as many of the actions require collaborative efforts that are supported by various entities. **Figure 4.2** summarizes the implementation program for this master plan.

Figure 4.2: Regional Trails Master Plan Implementation Program

Recommendation		Entities	Timeframe
 CONNECT	CN1	Leads: Cities and Towns Partners: County and NCTCOG	Every five (05) years
	CN2	Leads: Cities and Towns Partners: County and NCTCOG	Varies (as trail plans are updated or as feasibility studies are conducted)
	CN3	Leads: Cities and Towns	As needed, as funding is available
	CN4	Leads: Cities and Towns	Ongoing, design standards should be regularly reviewed and updated



COORDINATE

Recommendation		Entities	Timeframe
CO1	<p>The Recommended Trails System identified in this master plan should be shared with NCTCOG to inform updates to the Regional Veloweb.</p>	<p>Leads: Cities and Towns</p> <p>Partners: NCTCOG</p>	<p>Ongoing, as trails are implemented, locally planned alignments change, and new trail plans are adopted this information should be shared with the County and NCTCOG</p>
CO2	<p>The County, municipalities, and regional transportation agencies should continue to coordinate on ongoing and future roadway projects.</p>	<p>Leads: County</p> <p>Partners: Cities and Towns, TxDOT, NCTCOG, DART</p>	<p>Annually, or as specific projects necessitate</p>
CO3	<p>The County and municipalities should regularly coordinate with regional governmental agencies to stay up to date on trail opportunities and updates to individual policies and guidelines.</p>	<p>Leads: County, Cities and Towns</p> <p>Partners: Oncor, NTMWD, TNMP</p>	<p>Annually, or as specific projects necessitate</p>
CO4	<p>Municipalities should continue to coordinate on the completion of intercity trail connections.</p>	<p>Leads: Cities and Towns</p>	<p>As needed, when funding is available, or when feasibility studies are conducted</p>
CO5	<p>The County and municipalities should actively participate in regional and statewide trail planning efforts to stay informed and align related efforts to those of Collin County.</p>	<p>Leads: County, Cities and Towns</p> <p>Partners: TxDOT, NCTCOG</p>	<p>As opportunities arise</p>
CO6	<p>The County should continue to coordinate with trail stewards for the ongoing management and maintenance of trails.</p>	<p>Leads: County</p> <p>Partners: Trinity Trails Association</p>	<p>Quarterly</p>



INVEST

Recommendation		Entities	Timeframe
I1	The Collin County Funding Assistance Program should remain a County-driven tool for supporting trail implementation.	Leads: County Partners: Parks Foundation Advisory Board	Ongoing
I2	The Collin County Funding Assistance Program should continue to be leveraged by municipalities as an opportunity to receive funding support.	Leads: County Partners: Cities and Towns	Ongoing
I3	The Parks Foundation Advisory Board should be the designated champion for implementing the goals of the Regional Trails Master Plan and supporting community efforts for trail implementation.	Leads: Parks Foundation Advisory Board Partners: County	Ongoing
I4	Regional and statewide grant programs should be pursued by the communities to further support the implementation of trail facilities.	Leads: Cities and Towns Partners: County, NCTCOG, TxDOT, TPWD	Ongoing



PRIORITIZE

Recommendation		Entities	Timeframe
P1	The evaluation criteria established in the Regional Trails Master Plan should be utilized by the County and municipalities to identify priority trail projects.	Leads: County, Cities and Towns	Ongoing, the criteria should be reviewed prior to each project call to ensure it remains relevant
P2	The Recommended Trails System should be a tool for the County and municipalities in determining priority corridors for increasing regional connectivity.	Leads: County, Cities and Towns	Ongoing, the Recommended Trails System should be updated as new information becomes available to ensure data is accurate
P3	The Key Connection Points should be a tool for the County and municipalities in determining priority gaps in the intercity connections.	Leads: Cities and Towns Partners: County	Ongoing, the Key Connection Points should be updated as new information becomes available to ensure data is accurate

FUNDING OPPORTUNITIES

There are a variety of federal, state, regional, and local funding resources that communities can access for the implementation of trail infrastructure. The following are some of the available resources but is not an exhaustive list.

FEDERAL FUNDING RESOURCES

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

Active Transportation Infrastructure Investment Program (ATIIP):

Program (ATIIP): Provides funding for projects that aim to expand infrastructure for walking, biking, and other non-motorized modes of transportation. The focus of the program is on connecting active transportation networks between communities, improving safety, enhancing access to destinations and public transportation, and reducing emissions and vehicular travel.

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/

Better Utilizing Investments to Leverage Development (BUILD) Grant Program:

(BUILD) Grant Program: Provides funding for significant road, rail, transit, and port projects that achieve national economic objectives. Trail projects can be included with other major transportation improvement efforts.

<https://www.transportation.gov/BUILDgrants>

Congestion Mitigation and Air Quality Improvement Program (CMAQ):

Program (CMAQ): Provides funding for projects that improve air quality and reduces congestion, such as bicycle lanes, separated bicycle lanes, sidewalks, shared-use paths, and signage.

https://www.fhwa.dot.gov/environment/air_quality/cmaq/

Highway Safety Improvement Program (HSIP):

Provides funding for improving safety along public roadways to reduce conflicts between pedestrians/cyclists and automobiles.

<https://highways.dot.gov/safety/hsip>

Railway Highway Crossing Program:

Provides funding for projects that eliminate hazards at railway-highway grade crossings. Funds are provided to projects focused on safety improvements such as active warning devices, grade separation, and crossing approach improvements along pedestrian and bicycle facilities.

<https://highways.dot.gov/safety/hsip/xings/railway-highway-crossing-program-overview>

Recreational Trails Program: Provides funds to entities to develop and maintain trails for both motorized and non-motorized users. Funds are administered through the states.

<https://recreationaltrailsinfo.org/>

STATE FUNDING RESOURCES

TEXAS PARKS AND WILDLIFE DEPARTMENT (TPWD)

Recreational Trails Grant:

TPWD administers the National Recreational Trails Fund in Texas under the approval of the Federal Highway Administration (FHWA). This federally funded program receives its funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles. Funds can be spent on both motorized and non-motorized recreational trail projects such as the construction of new recreational trails, to improve existing trails, to develop trailheads or trailside facilities, and to acquire trail corridors.

<https://tpwd.texas.gov/business/grants/recreation-grants/recreational-trails-grants>

TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT)

Transportation Alternatives Set-Aside (TA) Program:

Support locally sponsored projects that enhance bicycle and pedestrian infrastructure, improve safety and mobility for non-motorized users, and provide alternatives to motor vehicle travel. The program funds planning and construction of active transportation projects such as sidewalks, shared-use paths, bikeways, and ADA-compliant facilities. This funding program has different categories of eligibility for construction projects. The Community-Based Category is available for communities of less than 50,000 in population within Urbanized Areas and the Large Scale Category is for communities of any population. Communities of any population are eligible to receive funding for non-infrastructure planning projects.

<https://www.txdot.gov/business/grants-and-funding/bicycle-pedestrian-local-federal-funding-programs.html>

REGIONAL AND LOCAL FUNDING RESOURCES

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG)

Transportation Alternative Set-Aside Call for Projects: Provides federal funding to support active transportation infrastructure in the Dallas-Fort Worth region. Projects must enhance safety, connectivity, and access for non-motorized users to be considered eligible. Funding can be utilized for construction of active transportation facilities and planning efforts related to safe routes to schools. Projects must be located within one of the three Urbanized Areas exceeding 200,000 in population in the NCTCOG region. Smaller communities or rural areas outside these designated Urbanized Areas are not eligible under this specific program but can submit under the TxDOT program.

<https://www.nctcog.org/trans/plan/bikeped/active-transportation-funding-opportunities>

COLLIN COUNTY

Collin County Project Funding Assistance Program: A reimbursement-based grant initiative administered by the Collin County Parks Foundation Advisory Board. It provides financial support for projects that align with the county's Parks and Open Space Strategic Plan, focusing on land acquisition for parks and open spaces, regional trail connections, and capital improvements to park facilities.

<https://www.collincountytx.gov/Business-and-Living/Parks-and-Open-Spaces/parks-foundation-advisory-board/project-funding-assistance-program>



Trail facilities implemented within a master planned development in McKinney.

PLAN ADMINISTRATION

Collin County's Engineering Department, in partnership with the County's Parks Foundation Advisory Board, is responsible for administering the Collin County Regional Trails Master Plan. The County's administrative role is to oversee the coordination of the plan recommendations and goals with local and regional partners and maintain accurate and consistent trail data as implementation and changes in local trail planning occur. Specific responsibilities for the County entail the following:

- **Partner Coordination.** This requires the County to work with local and regional partners identified in this plan update as key entities for planning and implementation. Regular coordination should occur with these partners to ensure that progress, changes in long-range planning efforts, and needs at the local and regional level are considered as the trail system grows.
- **Plan Monitoring.** The County is responsible for obtaining updated information from municipalities and governmental agencies as trails are implemented, planned trail alignments change or are added, and new opportunities for implementing trails arise.
- **Amendments.** To account for changes within the County over time, this is the potential that the master plan will need to be amended in the future to remain aligned with the countywide vision for a regional system of trails.

The Parks Foundation Advisory Board's administrative role is to champion the trail priorities for the County as established in this master plan and to determine future trail facilities investments.

- **Education.** As the primary champion of this master plan, it is important that the Parks Board continue to inform municipalities, governmental agencies, and other regional entities critical to trail planning and implementation about the goals, priorities, and funding opportunities of the County.
- **Trail Facility Investments.** As the review body for projects submitted for funding through the County's Project Funding Assistance Program, it is important that the Board utilize the master plan as a tool for reviewing projects consistently over time and across similar projects.

FIVE-YEAR UPDATE

Five years after plan adoption the County should conduct a comprehensive review of the plan. This review should include updates to the existing and locally planned trail inventory, adjust the Recommended Trails System to reflect changes at the local level, and recognize accomplishments since plan adoption. This update serves as an opportunity for a touchpoint with the community to obtain more recent public input on trail access, intercity connectivity, and preferences.

TEN-YEAR UPDATE

Ten years after adoption, the County should expect significant changes and updates to have occurred in the region as general growth and development is anticipated. It is best practice to conduct a full update to the master plan every 10 years to stay up to date with countywide needs, regional and statewide planning efforts, and additional opportunities. If a revised master plan is not feasible at the time, a comprehensive summary of accomplishments achieved in previous years, updated systemwide inventory, additional public touchpoints, and updated system maps should be conducted.



COLLIN COUNTY REGIONAL TRAILS MASTER PLAN
