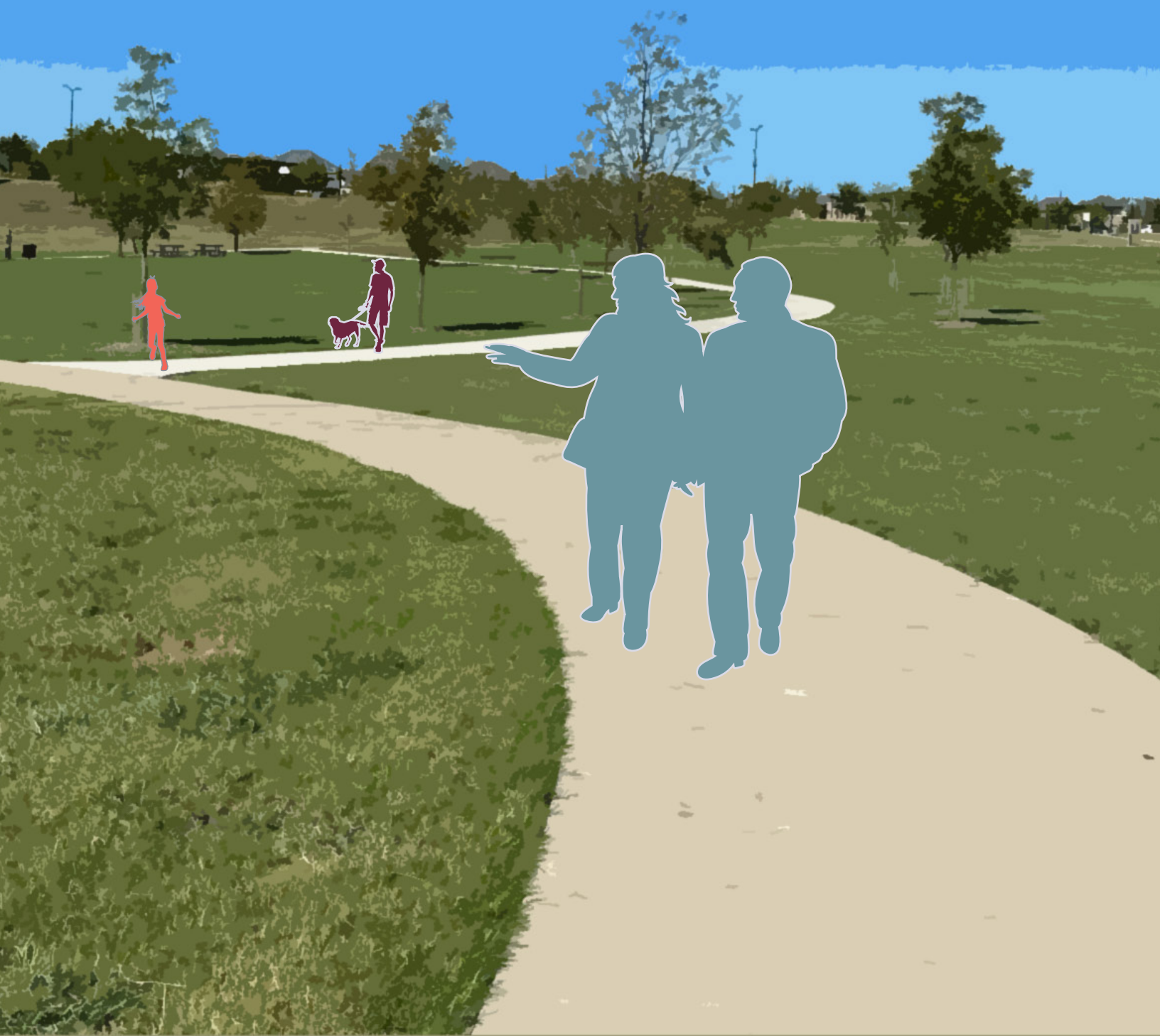
DRAFT 10.22.25

COLLIN COUNTY REGIONAL TRAILS MASTER PLAN APPENDIX



APPENDIX A
ENGAGEMENT SUMMARY

CONTENT

LIST OF ENGAGEMENT OPPORTUNITIES

Date/Timeframe	Meeting/Event	Invited Attendees	Purpose
November 14, 2024	Parks Foundation Advisory Board Briefing #1	Parks Foundation Advisory Board	Introduce the plan process and solicit feedback on initial opportunities and constraints.
December 4, 2024	Technical Advisory Group Meeting #1	Technical Advisory Group	Introduce the plan process and solicit feedback on initial opportunities and constraints.
January 8, 2025 January 9, 2025 January 14, 2025	Agency Coordination Meeting #1	Governmental Agencies, Large, Mid-size, and Small Municipalities*	Introduce the plan process, review existing trails and solicit feedback.
March 19, 2025	Governmental Partner Meeting	North Central Texas Council of Governments	Introduce the plan process and discuss additional data.
November - December 2024	Online Survey	Collin County Residents	Obtain initial public feedback related to Collin County trail usage, existing issues, and future preferences.
April 10, 2025	Parks Foundation Advisory Board Briefing #2	Parks Foundation Advisory Board	Present the updated plan process, findings, assessments, and maps to solicit feedback.
April 16, 2025	Technical Advisory Group Meeting #2	Technical Advisory Group	Present the updated plan process, findings, assessments, and maps to solicit feedback.
April 28, 2025	Public Meeting #1	Community Members	Present trail plans, review findings and conduct engagement sessions to solicit feedback.
May 14, 2025	Governmental Partner Meeting	Dallas Area Rapid Transit (DART)	Review draft opportunities.
May 27, 2025	Governmental Partner Meeting	Texas Department of Transportation	Review draft opportunities.
June 18, 2025	Governmental Partner Meeting	North Central Texas Council of Governments	Review draft recommendations.
July 15, 2025 July 22, 2025	Agency Coordination Meeting #2	Governmental Agencies, Large, Mid-size, and Small Municipalities*	Present draft recommended network map for feedback.
July 10, 2025	Parks Foundation Advisory Board Briefing #3	Parks Foundation Advisory Board	Present draft recommended network map for feedback.
July 16, 2025	Technical Advisory Group Meeting #3	Technical Advisory Group	Present draft recommended network map for feedback.
August 21, 2025	Public Meeting #2	Community Members	Opportunity to review draft recommendations.

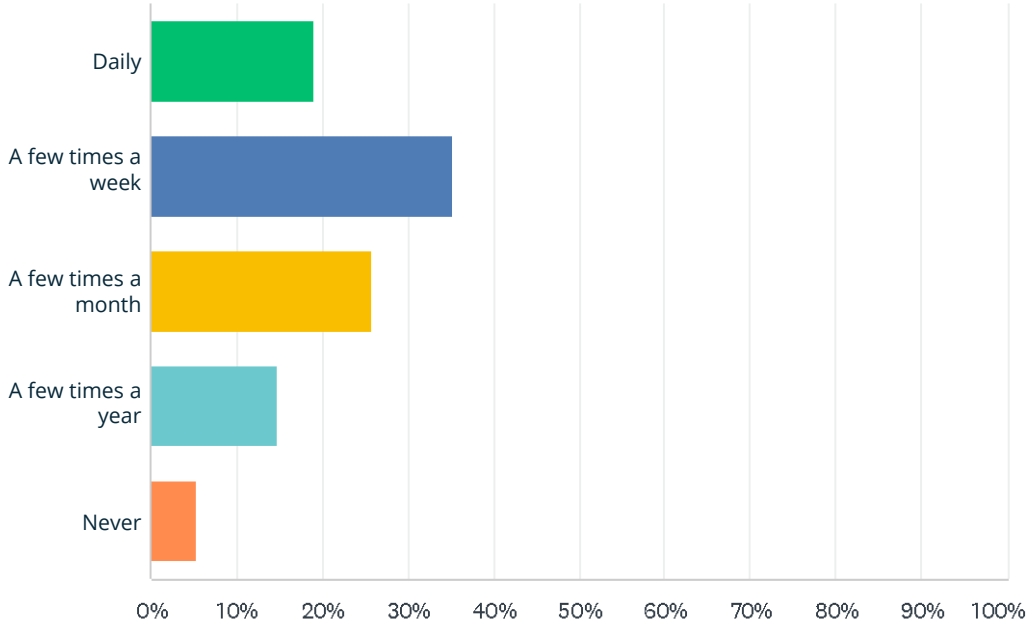
Date/Timeframe	Meeting/Event	Invited Attendees	Purpose
October 9, 2025	Parks Foundation Advisory Board Briefing #4	Parks Foundation Advisory Board	Review final recommendations and implementation program and seek endorsement for Master Plan adoption.
October 15, 2025	Technical Advisory Group Meeting #4	Technical Advisory Group	Review final recommendations and implementation program.
November 10, 2025	Final Adoption Meeting	Collin County Commissioners Court	Present final Master Plan for formal adoption.

* Invited Governmental Agencies include representatives from NCTCOG, NTMWD, USACE, DART, TxDOT, BNSF, CPKC, NTTA, and Oncor. Large Municipalities have over 50,000 in population and include Plano, Frisco, McKinney, Allen, Wylie, and Celina. Mid-Size Municipalities have between 10,000 - 49,999 in population and include Prosper, Princeton, Anna, Melissa, Murphy, Fairview, Sachse, Royse City and Josephine. Small Municipalities have a population less than 10,000 and include Lavon, Lucas, Parker, Farmersville, Lowry Crossing, Nevada, Blue Ridge, Weston, Saint Paul, Van Alstyne and New Hope.

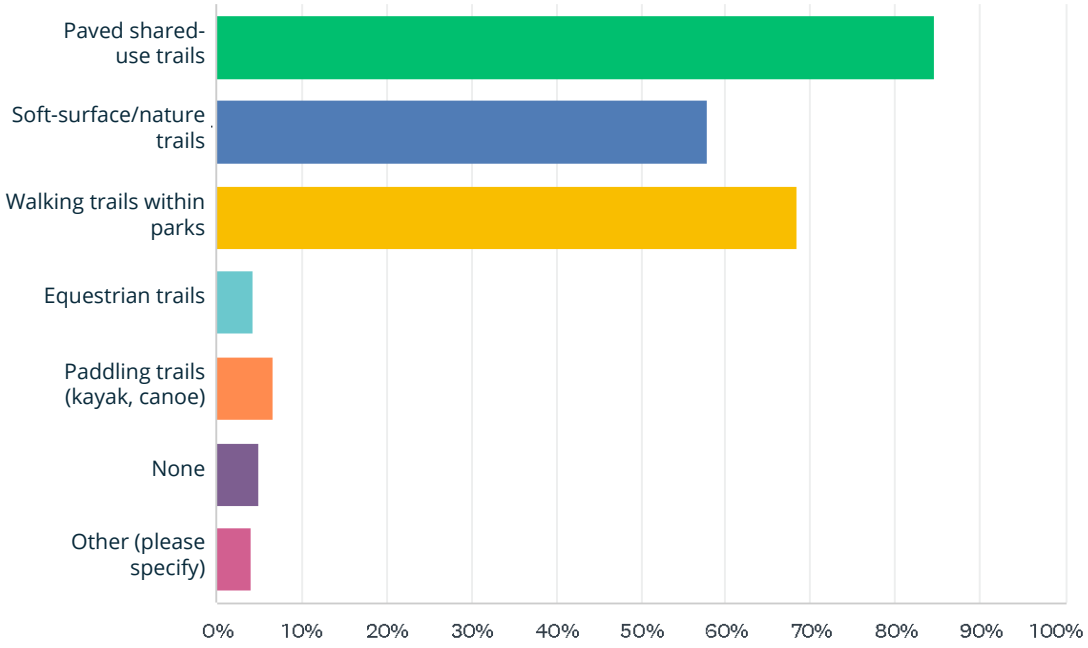
COMMUNITY SURVEY KEY FINDINGS

- A Community Survey was available online from Mid-November to Late December 2024.
- The purpose of the Community Survey was to obtain initial public feedback related to Collin County trail usage, existing issues, and future preferences.
- The survey received 1,014 responses.
- The findings from the online survey informed the Collin County Regional Trails Master Plan recommendations.
- The following pages include the data from the responses to the online survey.

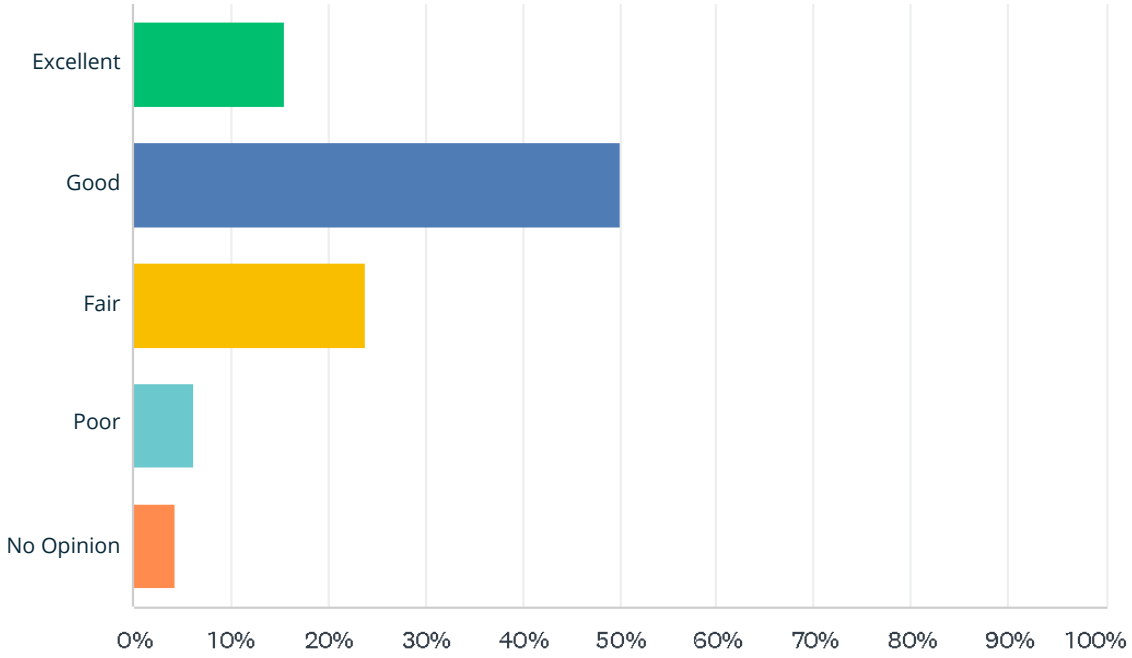
HOW OFTEN DO YOU UTILIZE TRAIL FACILITIES IN COLLIN COUNTY?



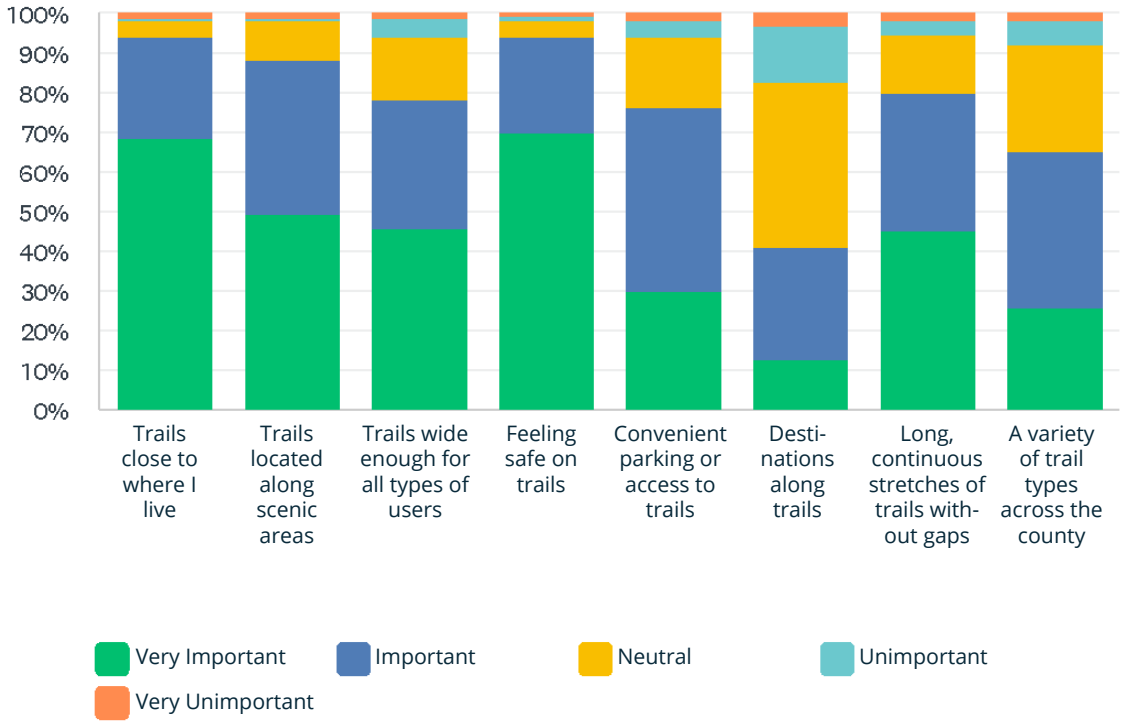
WHAT TYPES OF TRAIL FACILITIES DO YOU USE IN COLLIN COUNTY TODAY? SELECT ALL THAT APPLY.



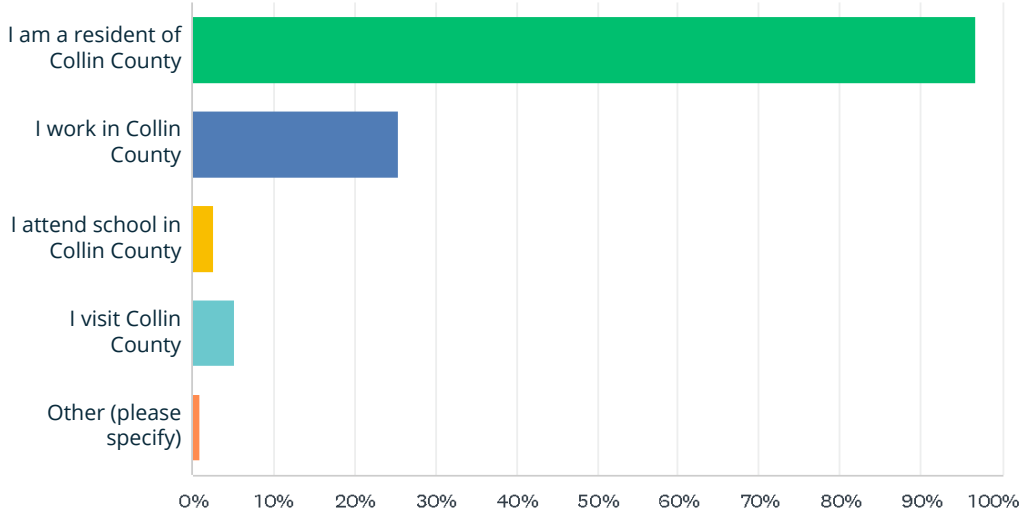
OVERALL, HOW WOULD YOU RATE EXISTING TRAILS WITHIN COLLIN COUNTY?



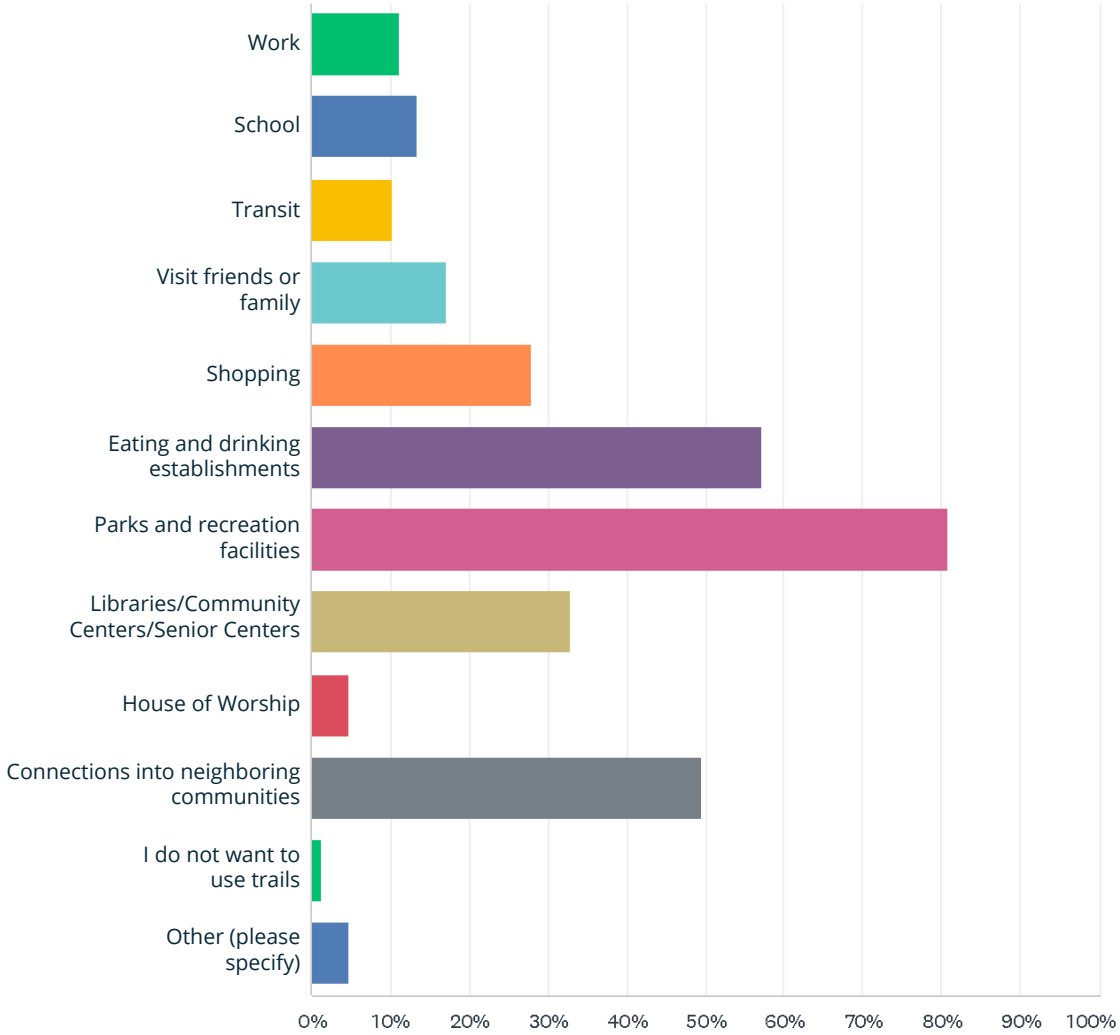
PLEASE INDICATE THE LEVEL OF IMPORTANCE OF EACH OF THE FOLLOWING COMPONENTS OF TRAILS.



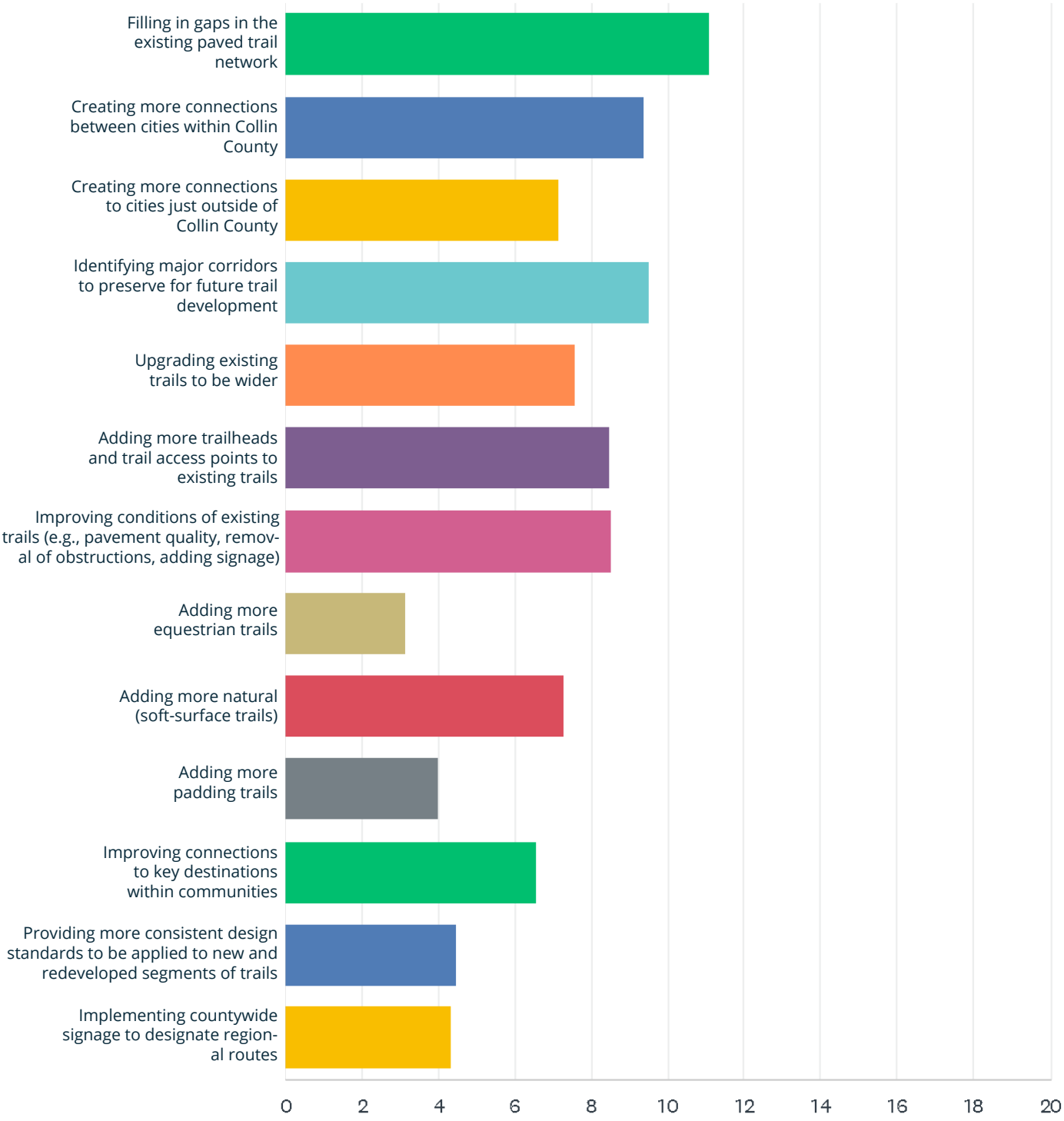
WHAT IS YOUR RELATION TO COLLIN COUNTY?



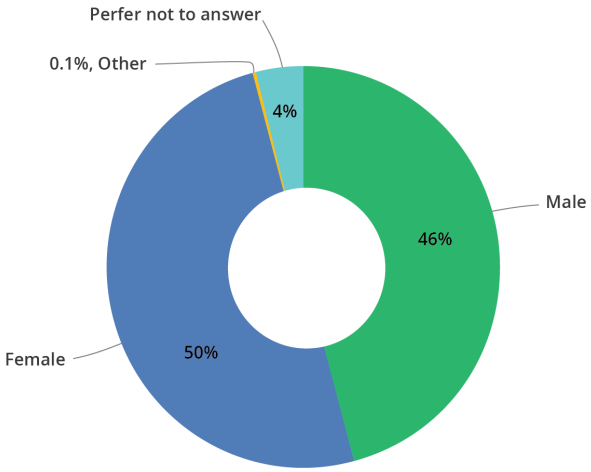
WHAT TYPES OF DESTINATIONS WOULD YOU LIKE TO BE ABLE TO ACCESS BY TRAILS? SELECT ALL THAT APPLY.



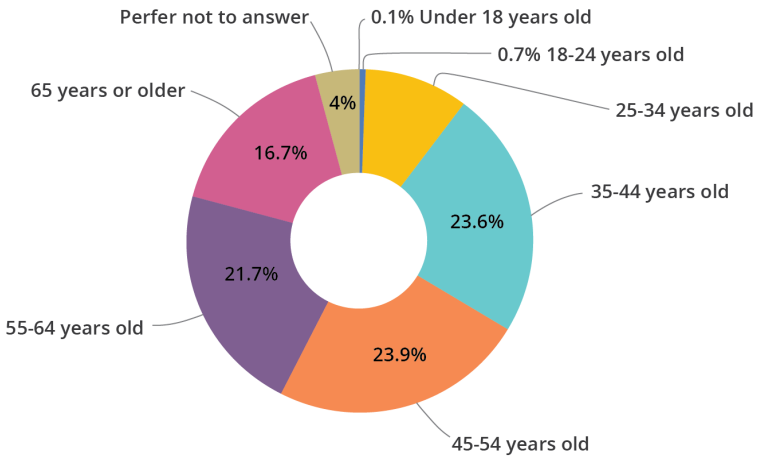
BELOW IS A LIST OF POTENTIAL IMPROVEMENTS TO THE COUNTYWIDE TRAIL NETWORK. PLEASE RANK THE FOLLOWING ITEMS IN ORDER OF IMPORTANCE TO YOU. 1 IS MOST IMPORTANT, 13 IS LEAST IMPORTANT.



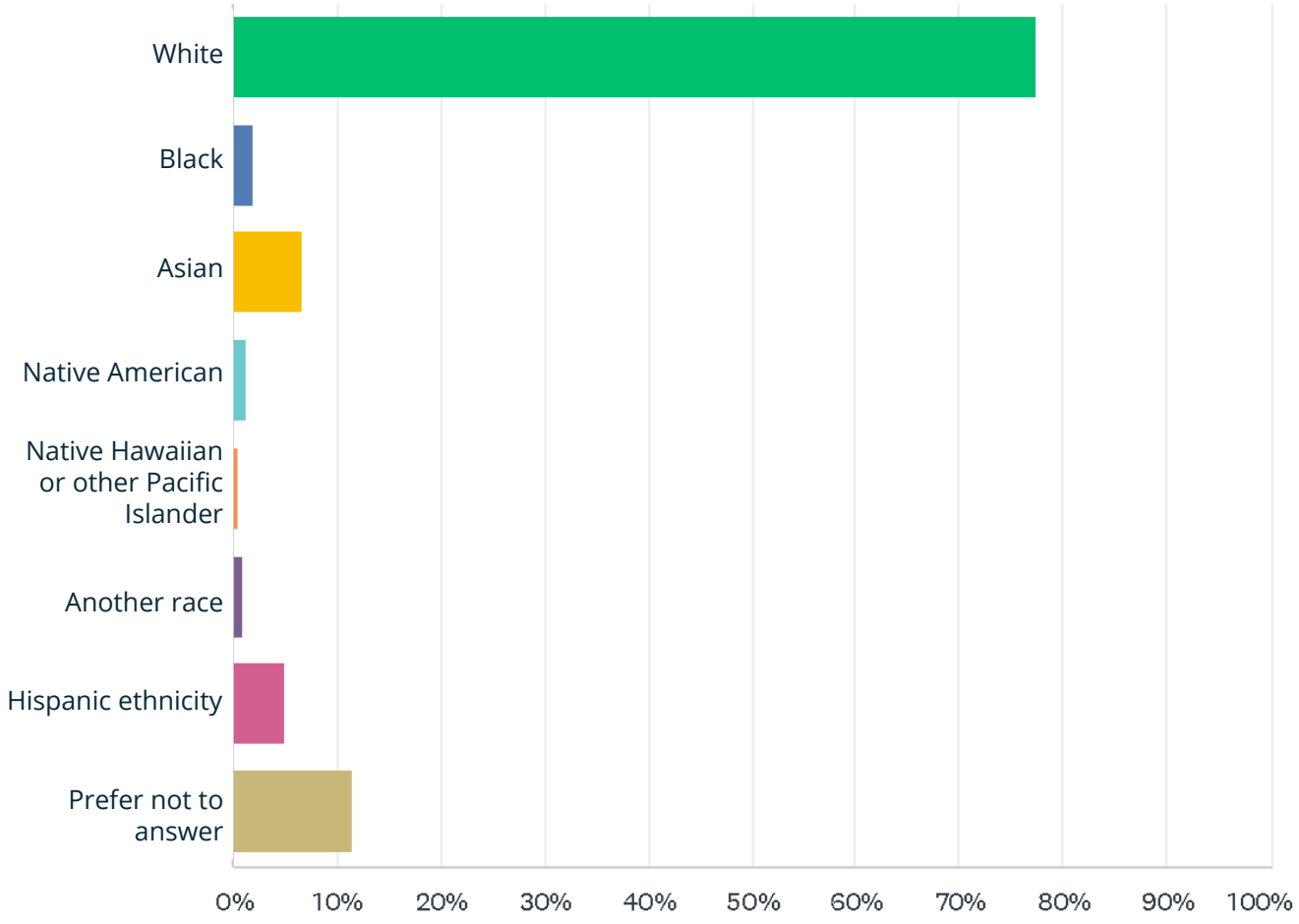
WHICH GENDER DO YOU IDENTIFY WITH?



IN WHAT AGE GROUP DO YOU FALL?



WHAT RACE/ETHNICITY DO YOU IDENTIFY AS? SELECT ALL THAT APPLY?



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PUBLIC MEETING KEY FINDINGS

PUBLIC MEETING #1

During the first public community engagement, community members were presented with information about the planning process, findings from the initial data collection, needs assessments, and a range of opportunities and constraints.

Given the opportunity to participate, attendees were advised to look through the interactive engagement boards to provide feedback on the Key Connection Point locations, additional opportunities and constraints, and their personal preferences for trail usage within Collin County in the future.

MASTER PLAN VISION COMMENTS

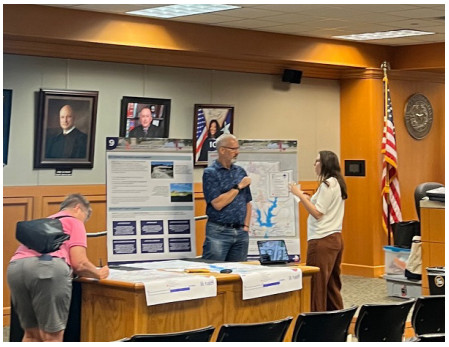
Community members highlighted some of their favorite trails and trails they would like to see in the future. Erwin Park and Oak Point Nature Center were highlighted as people's favorite trails in Collin County, while the community expressed wanting to see more trails in the Lavon area and a connection between the city of Wylie and Lavon.

GUIDING PRINCIPLES COMMENTS

When asked if there was anything they would change or add to the plan guiding principles, there was a consensus on intercity connection and adherence to a cohesive design consistency throughout the trails. Having clear communication and coordination of the trail plan was also strongly recommended.

KEY CONNECTION POINTS MAP

Feedback given by the community on various connection points recommend adding a new connection between Plano and Allen at Watters Creek Trail and Bluebonnet Trail. Another connecting Bluebonnet Trail across US Highway 75 and Legacy Trail in parts of Plano. Additionally, participants also recommended relocating connection point #22 to align with the planned trail between Anna and Melissa.



OPPORTUNITY MAP COMMENTS

Some of the opportunity points raised during the meeting suggested utilizing existing areas such as the DART line and SH 5 plan to possibly create new trails and add additional connection points. However, concern for the community trail corridor was also vocalized as TXDOT is already constructing a path. Additionally, FM 546 was mentioned as a nice road for cycling, hinting at a possible connection route.

GENERAL COMMENTS

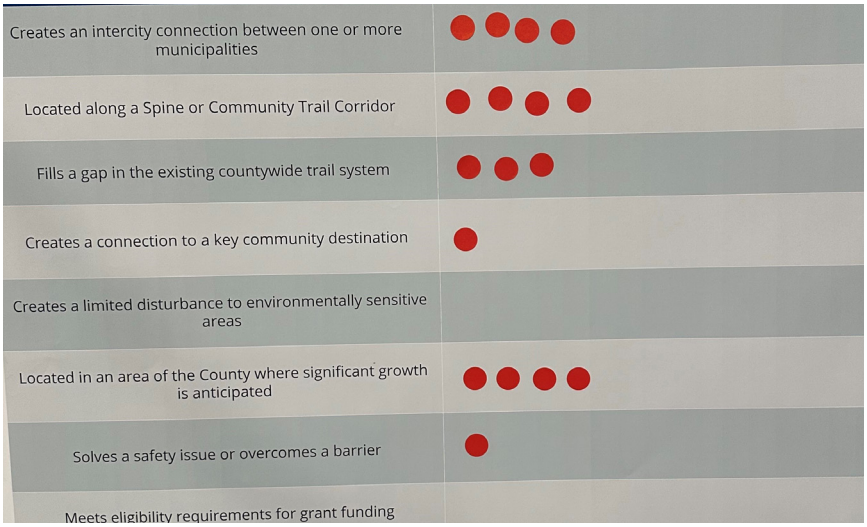
Overall, the community members desire a stronger trail connection between various trails throughout the county. The main ones that were strongly emphasized involve Russell Creek Trail, Hoblitzelle Park Trail, Bluebonnet Trail, and Watters Creek Trail. They also suggested adjusting Key Connection Point #22 and prioritizing #8 for greater opportunities.

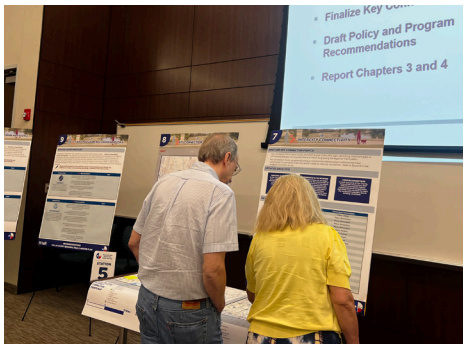
PUBLIC MEETING #2

During the second community engagement meeting, the community members were provided with an opportunity to review the progress and the status of the plan. Boards on the draft recommendations, key connection points, and proposed evaluation criteria were presented for feedback.

EVALUATION CRITERIA COMMENTS

One exercise asked meeting attendees to prioritize evaluation criteria for trails. The top responses were creating an intercity connection, located along a spine or community trail corridor, and located in an area of significant anticipated growth.





PRIORITY CONNECTION POINT COMMENTS

Amongst the community members in attendance, the most prioritized connection points were Connection Point 24 in Wylie and Lavon, Connection Point 13 in Allen and Lucas, Connection Point 5 in Plano and Richardson, Connection Point 6 in Murphy and Wylie, and Connection Point 7 in Wylie and Sache.

GENERAL COMMENTS

In all, community members expressed a desire for an expanded trail system, focusing on connections between communities. Specific mentions included building a trail over Rowlett Creek to connect with Pecan Hollow Golf Course, creating a parallel trail from McCreary Rd to Country Club Rd, and extending trails into Hunt County. Additionally, there were requests to prioritize active transportation, specifically bicycle mobility along trails and roads.

APPENDIX B
NEEDS ASSESSMENT TECHNICAL MEMO

CONTENT

NEEDS ASSESSMENT TECHNICAL MEMO

Collin County Regional Trails Master Plan

for

Collin County, Texas

Prepared by

Halff

Purpose and Introduction

A series of quantitative and qualitative needs assessments were conducted as part of the update to the Collin County Regional Trails Master plan to better understand how trails are serving the community today, assess areas of concern, and identify opportunities for improvement. Each method alone only tells part of the story but collectively the methods inform recommendations for continuing to grow the regional trail network. This memo describes how these assessment methods were applied in Collin County and the detailed findings.

NEEDS ASSESSMENT METHODS

The following methods were utilized to conduct a comprehensive needs assessment for trails 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 county 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 development.

System Opportunities Map. Mapping of key opportunities throughout the county to identify locations for completing planned trail connections, creating new connections between communities, and preserving key corridors for future trail development.

Key Connection Points Map. Mapping of critical connection points between communities that, once implemented, will contribute to increased connectivity of regional trail routes throughout the county.

Trail Network Evaluation

This assessment reviews the existing and currently planned countywide trails network to identify key locations and corridors for further evaluation. Two types of locations were identified: critical points of connection and trail corridors. Critical points of connection focus on creating trail connections between communities. Trail corridors, such as greenbelts and utility easements, have the potential to support future trail facilities. The 24 key connection points and potential trail corridors were either originally identified as opportunities for connectivity in the 2012 plan or are considered new opportunities to be confirmed as part of this plan update. The connection points and corridors were assessed based on five evaluation categories to determine feasibility, constraints, and opportunities for implementation. A connection point or corridor could fall into more than one evaluation category.

EVALUATION CATEGORIES

Updating Alignment

This category looks at intercity connections that will be created based on the existing and currently planned trail alignments of individual communities. In some cases, one community has constructed a portion of the connection, and the other community has not, or the trail alignments remain planned for both communities. The critical points of connection included in this category for evaluation is because existing conditions, recent development changes, or other factors have made the current alignment more difficult to implement or no longer feasible for implementation. Under these conditions, alternative routes or realignment of planned trails should be considered, or in some instances coordinated with anticipated reconstruction of adjacent roadways.

Example: The connection shown above aims to connect segments of the Cottonwood Creek Trail between Allen and Plano. The existing natural landscapes present challenges for creating this connection. As this roadway will likely be widened in the future, there is the potential to include trails along the roadway as part of its reconstruction to facilitate this intercity connection.

Example: Railroad Rights-of-Way (ROW) are often identified as opportunity corridors for future trails. The location identified on the map to the right shows an intercity connection point along planned trails for the Town of Prosper and City of Frisco within the BNSF Railroad ROW. As both communities identify this rail ROW as a location for future trails there should be coordination between Prosper, Frisco, and the railroad to determine which side of the rail line to implement trails to reduce the number of rail crossings.

Additional Connection Opportunity

This category looks specifically at corridors that present an opportunity to be preserved for future trail development. These corridors are typically in areas of the county that are underserved by trails today and would support regional connectivity. These opportunity corridors are generally through greenbelts, floodplains, along creeks, and within utility easements where trail development is permitted. These corridors were either previously identified in the 2012 plan or have been identified as part of this assessment to be considered for this plan update. The corridors were evaluated to determine feasibility of implementing future trail facilities, to determine existing constraints, and to identify the entities that would be involved in future coordination efforts.

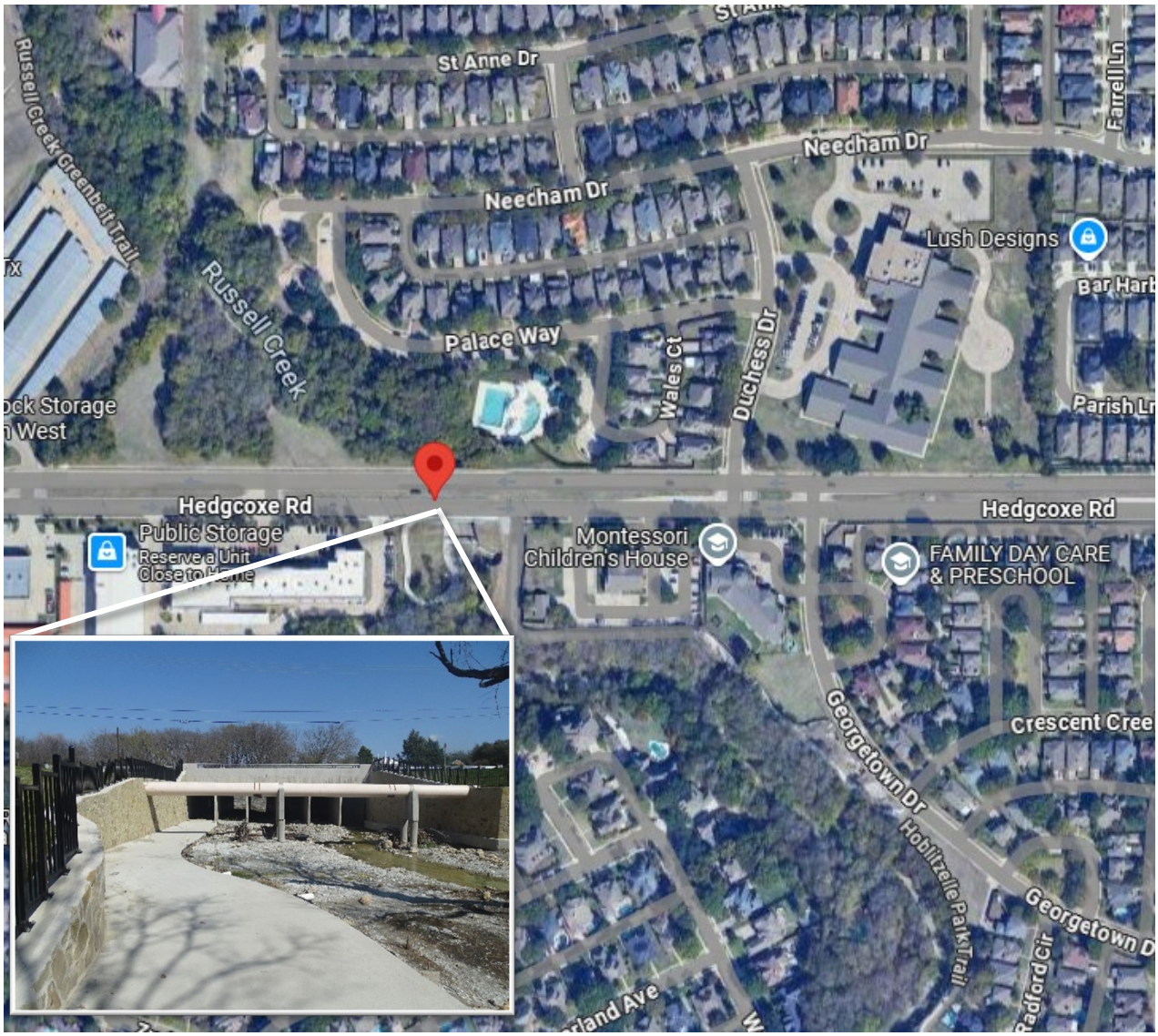
Source: https://boisdarclake.org/wp-content/uploads/2020/06/BDL-What-to-expect-fact-sheet-TREATED-WATER-6-20.pdf

Example: North Texas Municipal Water District (NTMWD) has constructed a 25-mile treated water pipeline that spans from Leonard to McKinney. This easement presents an opportunity for implementing a continuous trail route that creates connections not found in this part of Collin County today.

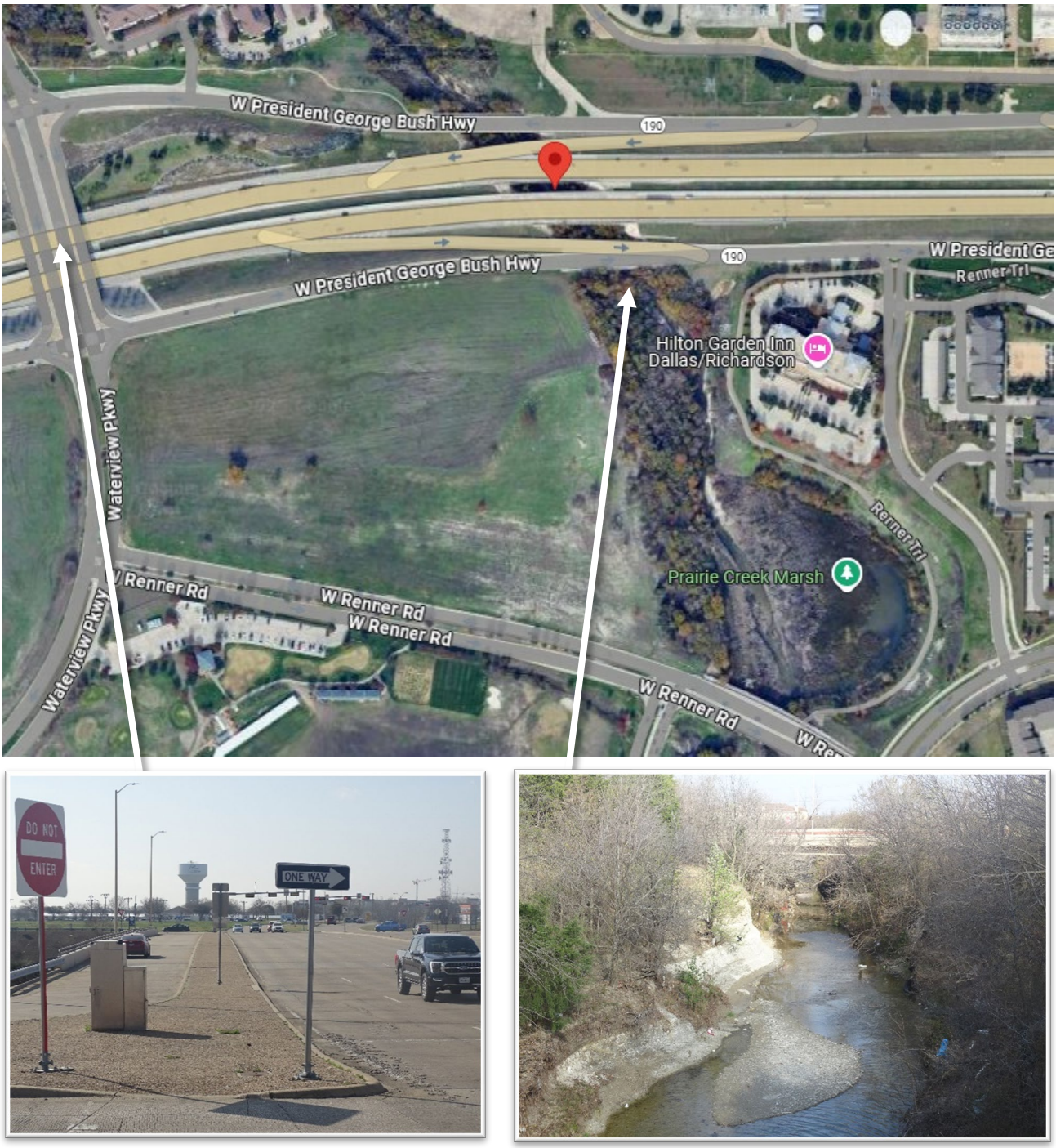
Example: Potential trail corridors have been identified for less developed parts of the county, such as the portion of Sister Grove Creek that runs under SH 121 to the east of Anna, as shown to the left. The Sister Grove Creek Greenbelt corridor presents an opportunity for future trail development to provide trail routes in a part of the county that isn't served by trails today. Many of the greenbelts identified for evaluation are within unincorporated portions of Collin County.

Key Intercity Connection

This category looks at intercity connections that will be created based on the existing and currently planned trail alignments of individual communities. In some cases, one community has constructed a portion of the connection, and the other community has not, or the trail alignments remain planned for both communities. These connection points are a combination of locations identified as part of the 2012 plan and new locations that address new connections identified through updated individual community trail plans. The intercity connection points evaluated in this category were reviewed to determine if they remain feasible, are feasible based on existing conditions, or if alternative alignments should be considered.



Example: One of the remaining intercity connections identified in the 2012 plan is the planned connection of Russell Creek Trail in Allen to the Hoblitzelle Park Trail in Plano (see above). Hedgcoxe Road serves as the dividing line for the two cities at this location and Plano has constructed a segment of trail that goes underneath the roadway ending at the bridge (pictured above). The creek and existing geography in this area make the connection more complex for implementation.



Example: The intercity connection point shown above was identified in the 2012 plan to connect Richardson and Plano. There are currently trails on either side of the President George Bush Turnpike and there are planned connections for both cities to connect across the highway. These connections prove to be more complex and costly for implementation, making this connection a candidate to explore alternative or interim solutions for creating a connection.

Major Crossing

The major crossing category looks at trail connection locations that would require future trails to cross either under or over a roadway, bridge, railroad, body of water, or a combination of these, which require additional feasibility considerations. For a number of the undeveloped connections within and between communities these types of crossings are the primary barrier to completing the connection. The presence of infrastructure such as shelves built under bridges or at grade crossings at railroad tracks were considered when evaluating for feasibility of future implementation. In some cases, alternative routes may need to be considered if the crossing is not possible due to factors like low vertical clearance under bridges, private property constraints, or environmental or topographic challenges.

Example: The planned trail connection, shown above, between the Town of Prosper and City of McKinney where Wilson Creek flows under Custer Road was evaluated to determine if it would be feasible to implement a trail under the existing roadway bridge. At this location a pre-existing shelf was constructed when the bridge was installed and could support trail facilities; however, other factors such as the topography, particularly near the creek, make trail implementation more challenging and alternative routes should be considered.

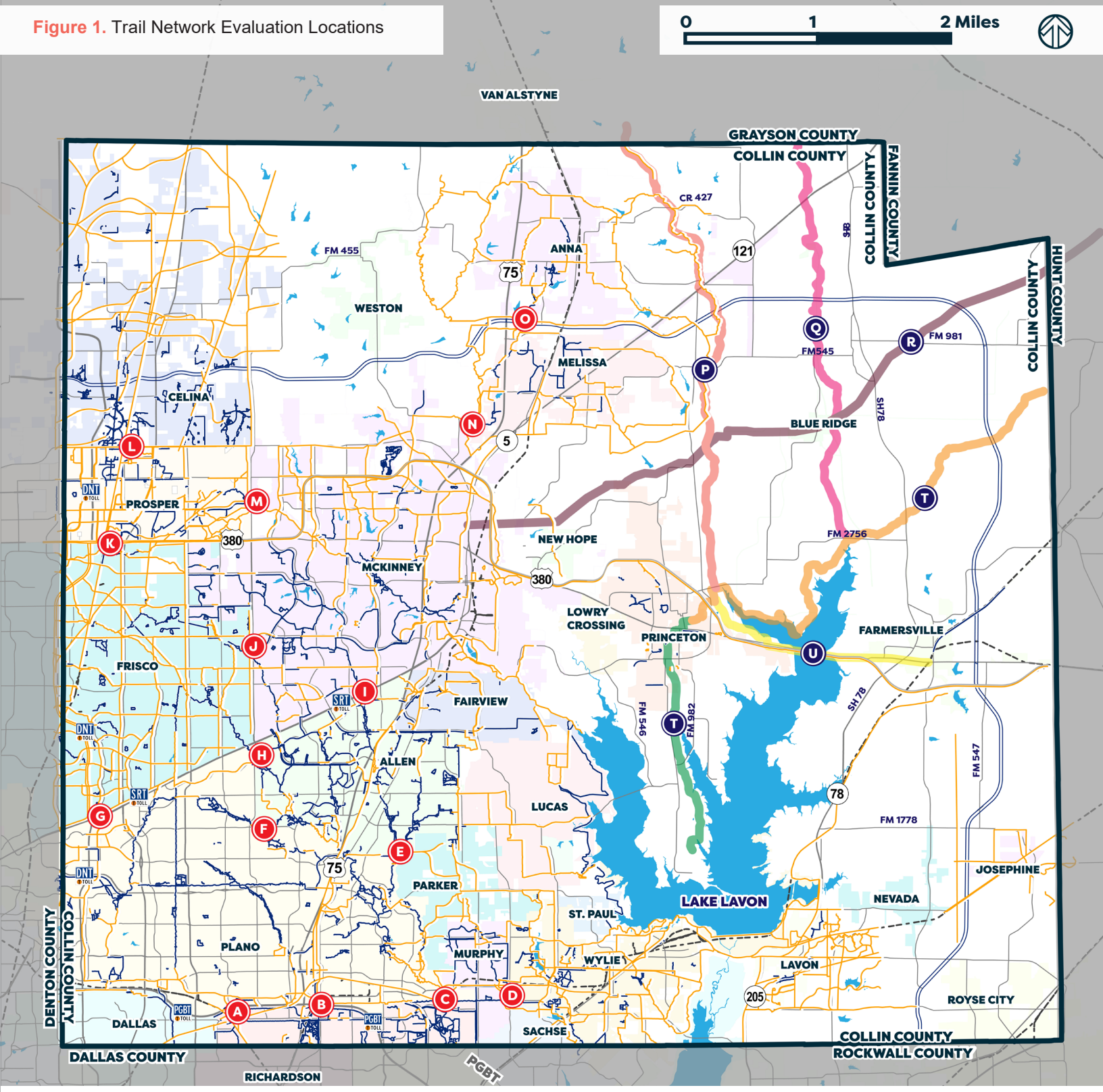
Example: The future connection point shown above will connect the City of Celina and Town of Prosper crossing underneath a major roadway corridor bridge. There are existing trails in Celina along the west side of the BNSF railroad tracks but trails in Prosper remain planned. This connection under the bridge would be feasible for implementation but the adjacent private property in Prosper on the west side of the railroad could be a potential constraint on development.

Addressing Key Safety Issue

This category for evaluation examined planned and existing trail connections and routes that, if constructed or improved in the future, would address critical safety issues for pedestrians and may require the inclusion of additional safety countermeasure in some instances. The locations that are generally identified for this category are those that solve a roadway crossing issue, separate pedestrian traffic from roadways, or would have additional safety infrastructure included to increase user comfort. Typically, these connections can be found in more built out areas of the county.

Example: This location is an existing connection that was identified in the 2012 plan and has since been constructed. Pedestrian infrastructure was implemented underneath President George Bush Turnpike (PGBT) to connect the Preston Ridge Trail in Dallas to the existing trail segment in Plano. As a roadway that experiences substantial vehicle traffic volumes, this infrastructure is necessary to create a safer environment for trail users. Safety could be further increased with the implementation of a physical barrier between the travel lanes and the sidewalk facilities that connect the two cities' trail segments.

Figure 1. Trail Network Evaluation Locations



LEGEND

- WATERBODIES
- FLOODPLAIN
- UNINCORPORATED COLLIN COUNTY
- COUNTY BOUNDARY
- ROADS
- PROPOSED ROADS
- RAILROADS
- PROPOSED OUTER LOOP
- EXISTING TRAILS
- LOCALLY PLANNED TRAILS
- NETWORK EVALUATION LOCATIONS
- OPPORTUNITY CORRIDORS

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

Figure 2. Trail Network Evaluation Matrix

ID	Type	Connection	Evaluation Category	Considerations
A	Connection Point	Plano/Richardson	Key Intercity Connections, Major Crossing	Existing topography and environmental conditions make crossing under PGBT difficult. Consider alternative routes along Renner Road, connecting to existing pedestrian facilities and crossing PGBT at Waterview Road with separated trail facilities and additional safety countermeasures.
B	Connection Point	Plano/Richardson	Key Intercity Connection, Addressing Key Safety Issue	This connection is mostly complete; however, recent construction of the DART Silver Line has removed a portion of the trail. It is anticipated that this connection will be reestablished in coordination with the rail line construction. This connection provides a safe route for trail users crossing under PGBT along the DART Rail Line.
C	Connection Point	Plano/Richardson	Key Intercity Connection, Major Crossing	This connection will require the City of Plano to coordinate with Canadian Pacific Kansas City Railway to connect a planned trail in Plano into the Richardson portion of Breckinridge Trail. Ensuring there is adequate vertical and lateral clearance under the railroad bridge will be important. Additionally, the planned alignment runs along Rowlett Creek which poses additional environmental considerations such as flooding and erosion.
D	Connection Point	Murphy/Wylie	Key Intercity Connection, Major Crossing	This partially complete connection requires the Maxwell Creek Trail in Murphy to cross Maxwell Creek to connect to the portion of the trail in Wylie. To complete this crossing a bridge would be required and as the connection is within the floodplain future flooding would be a concern.

ID	Type	Connection	Evaluation Category	Considerations
E	Connection Point	Allen/Plano	Key Intercity Connection Point, Update Alignment	The current proposed alignment for connecting Cottonwood Creek Trail in Allen to the newly constructed portion in Plano requires traversing a topographically challenging area along the creek. An alternative alignment should be considered, where the trail is moved to be along Chaparral Road and be constructed with future widening of the roadway that is likely to occur in the future.
F	Connection Point	Allen/Plano	Key Intercity Connection, Major Crossing, Updating Alignment	The current proposed alignment for connecting Russell Creek Trail in Allen to the newly constructed segment in Plano under Hedgcoxe Road would require navigating complex terrain along Russell Creek where flooding and topography are primary concerns. An alternative alignment would be to construct a trail along Hedgecoxe Road, cross at Duchess Drive, which is signalized but may need additional safety countermeasures, and continue the trail along Georgetown Drive to connect into the existing Hoblitzelle Park Trail.
G	Connection Point	Frisco/Plano	Key Intercity Connection, Major Crossing, Additional Connection Opportunity	A new connection point has been identified between Frisco and Plano along Parkwood Boulevard through updated city planning efforts. Neither city has constructed trail facilities in this area. This connection requires crossing under SH 121, where additional safety countermeasures should be considered. There should be considerations for potential private property constraints.

ID	Type	Connection	Evaluation Category	Considerations
H	Connection Point	Allen/Plano	Key Intercity Connection, Additional Connection Opportunity, Addressing Key Safety Issues	A new connection point has been identified between Allen and Plano along Ridgeview Drive through updated city planning efforts. Allen has constructed some trail facilities but at the connection point neither city has facilities. This connection would cross at grade at the Ridgeview Drive/Custer Road intersection. There are ROW constraints in some areas on the north side of Ridgeview Drive that need to be considered. Existing facilities and signage would need to be relocated.
I	Connection Point	McKinney/Allen	Key Intercity Connection, Major Crossing	The current proposed alignment for connecting Cottonwood Creek Trail in McKinney to segments of the trail in Allen requires crossing under the ongoing construction of Collin McKinney Parkway and SH 121. The crossing at Collin McKinney Parkway includes clearance for the trail to continue under the new roadway. SH 121 has greater vertical clearance on the east side of the creek and can accommodate trail facilities. The planned trail alignments follow Cottonwood Creek and are within the floodplain; therefore, future flooding is a concern.
J	Connection Point	Frisco/McKinney	Key Intercity Connection, Major Crossing, Update Alignment, Addressing Key Safety Issues	The planned trail facilities that connect Frisco and McKinney along a branch of Rowlett Creek crossing Custer Road may be impacted by recent development. Additionally, the creek bank has a steep slope which may not be conducive to trail construction. An alternative route could include connecting planned trails along Stonebridge Drive across Custer Road, utilizing existing sidewalks to then create a trail connection behind the existing residential neighborhood, eventually connecting into existing trails at Stephen's Green Park.

ID	Type	Connection	Evaluation Category	Considerations
K	Connection Point	Prosper/Frisco	Key Intercity Connection, Major Crossing, Update Alignment	The planned trail facilities that connect Prosper and Frisco are planned within the BNSF Railroad ROW and cross under US 380. There is adequate vertical and lateral clearance for trail facilities. A major consideration is coordination with the railroad company. Beyond coordination for utilizing ROW the cities should confirm the feasibility of the east side of the railroad for trail construction to reduce the number of crossings.
L	Connection Point	Prosper/Celina	Key Intercity Connection, Major Crossing, Update Alignment	At this connection point there are existing trail facilities in Celina that end at the city limits. The portion of the planned connection in Prosper crosses under Frontier Parkway along the BNSF Railroad ROW. Due to existing private property, utility lines, and ROW constraints an alternative alignment may need to be considered. Future trails may need to utilize existing pedestrian facilities along roadways at this part of the planned trail alignment along the BNSF Railroad.
M	Connection Point	Prosper/McKinney	Key Intercity Connection, Major Crossing, Update Alignment	The planned trail alignment along Wilson Creek connecting Prosper and McKinney at Custer Road must consider a major under or over crossing. While the Custer Road bridge included a shelf with adequate vertical clearance for trail facilities to cross under the bridge, the topography and other environmental factors create feasibility concerns. Alternative alignment should be considered where existing trails in Prosper cross Custer Road at grade at Wilson Creek Trail connecting back into the Wilson Creek corridor behind newer residential development. This crossing would require additional pedestrian safety countermeasures.

ID	Type	Connection	Evaluation Category	Considerations
N	Connection Point	McKinney/Melissa	Key Connection Point, Major Crossing, Update Alignment	This connection point has been adjusted to reflect changes to individual community trail plans. The City of McKinney proposes trails along FM 543/Weston Road connecting to the City of Melissa proposed greenbelt trail along the East Fork Trinity River. This connection would require navigating the existing natural landscape and considerations should be given to flooding concerns and infrastructure needed to cross the river.
O	Connection Point	Anna/Melissa	Key Connection Point, Major Crossing	The planned trail alignment along Slayter Creek connects Anna and Melissa. Neither city has constructed trail facilities and the future connection would need to cross the Outer Loop. Consideration will need to be given to the existing natural environment. During the construction of the Outer Loop frontage roads the bridge was designed to accommodate trail facilities under the roadway bridge.
P	Opportunity Corridor	Sister Grove Creek Greenbelt Corridor	Additional Connection Opportunity	This potential trail corridor is largely unincorporated County land and crosses SH 121 east of Anna. At this crossing, the greenbelt corridor is surrounded by private property which will need to be considered for future implementation of trails. The greenbelt connects Lake Lavon north into Grayson County.
Q	Opportunity Corridor	Pilot Grove Creek Greenbelt	Additional Connection Opportunity	This potential trail corridor is largely in unincorporated County land and connects Grayson County to Blue Ridge and to Lake Lavon. Future trail facilities will have to cross several roadways, particularly the Outer Loop.
R	Opportunity Corridor	NTMWD Pipeline Easement	Additional Connection Opportunity	The recently implemented pipeline easement connecting Leonard and McKinney presents an opportunity for future trail facilities. Coordination with North Texas Municipal Water District will be necessary and roadway crossings will need to be considered.

ID	Type	Connection	Evaluation Category	Considerations
S	Opportunity Corridor	Indian Creek/Arnold Creek Greenbelt	Additional Connection Opportunity	This potential trail corridor connects Princeton around the northern end of Lake Lavon, following the creek to the eastern edge of the county. Future trails should utilize the existing Lavon Lake United States Army Corps of Engineers Pilot Grove Creek Access point. The environmentally sensitive land around the lake is a major consideration. Additionally, the corridor crosses major roadways that may require under or over crossing infrastructure.
T	Opportunity Corridor	Princeton Spine Trail Corridor	Additional Connection Opportunity	Recently constructed trails along Myrick Lane and FM 398 present an opportunity to connect existing residential areas to a future greenbelt trail corridor that is within the Lavon Lake watershed.
U	Opportunity Corridor	Princeton/Farmersville Trail Corridor	Additional Connection Opportunity	This potential trail corridor utilizes the existing US 380 bridge to connect the Cities of Princeton and Farmersville. Coordination with TxDOT will be necessary as there are plans for reconstruction in the future. ROW and private property constraints will also need to be considered in the areas of the roadway corridor outside of the bridge within the respective cities.

Crash Data Analysis

Pedestrian and bicycle safety is a critical component when planning for trails. Areas with high concentrations of bicycle and pedestrian crashes with motor vehicles need to be evaluated for safety and whether or not pedestrian and bicycle infrastructure needs to be installed or improved. Data pulled from TxDOT's Crash Records Information System (CRIS) database provides insights on where most crashes occur. It is important to note that the data reflects only reported crashes and actual numbers may be higher. The following locations have the highest concentration of crashes:

Central McKinney – A significant number of crashes have been reported at major intersections within or in close proximity to US 75, US 380, and SH 5. The crashes are clustered near downtown. There are planned trails close to several crash locations which would create safer crossings.

Central Allen – There is a concentration of pedestrian and bicycle crashes along some of the major throughfares in the northeast part of Allen. In particular, a significant number of crashes have been reported along Main Street close to where it intersects with US 75 and Greenville Avenue. Another hot spot for crashes is along Exchange Parkway near the US 75 and Greenville intersection. Lastly, another hot spot location is along Stacy Road close to the intersection with US 75.

Plano Along/Near US 75 - Locations within this identified area have the densest concentration of crashes within the county. This can be attributed to the built-out nature of Plano and the concentration of major roadways in the area. Major intersections are those east-west roads such as Park Boulevard, Parker Road, Spring Creek Parkway, 14th Street, and 15th Street with US 75. Additionally, these east-west roads also have significant reported crashes with major north-south throughfares including K Ave, Jupiter Road, Custer Road, and Alma Drive.

Central Plano – Major intersections with Independence Parkway are hot spots for crash instances. Legacy Drive, Spring Creek Boulevard, Parker Road, and Park Boulevard are roadways in this area where there is a high concentration of reported crashes. Many of the key intersections where crashes are an issue along US 75 are also an issue in the central part of Plano.

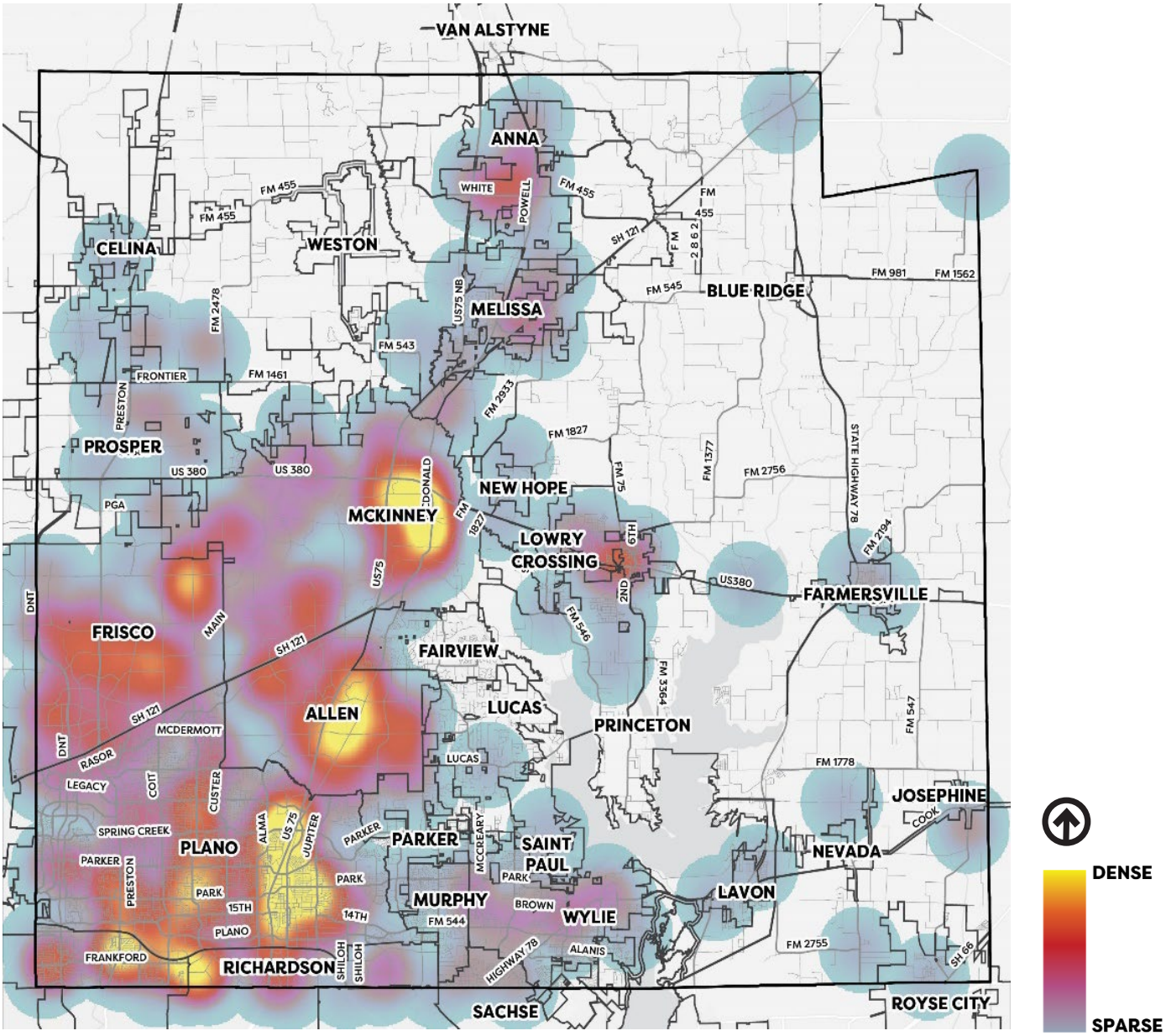
Dallas Along PGBT – Preston Road and Coit Road just north and south of PGBT have high instances of bicycle and pedestrian crashes at key intersections.

Central Frisco – There is a concentration of reported crashes along major east-west thoroughfares, specifically along Stonebrook Parkways/Rolater Road and Main Street. Where these roadways intersect with Preston Road, Hillcrest Road, and Coit Road, there seem to be an increased number of incidents.

Northeast Corner of Frisco – The intersection of Eldorado Parkway and Independence Parkway feature a higher concentration of crashes which continues to occur further south along Independence Parkway.

Many of these key crash locations are in areas of high traffic where many people and vehicles are concentrated at high speeds with many points of conflict. Major intersections with highways and busy roads may prove to be dangerous hot spots for pedestrians and bicyclists, have inadequate infrastructure, and should be considered when making bicycle and pedestrian infrastructure improvements.

Figure 3. Bicycle and Pedestrian Crash Heat Map (2022-2024)[1]



1. *Texas Department of Transportation (TxDOT) Crash Records Information System (CRIS)*

Figure 4. Bicycle and Pedestrian Crashes (2022-2024) [1]

	2022	2023	2024
Pedestrian Crashes	**94**	**117**	**97**
Bicycle Crashes	**66**	**102**	**81**
Pedestrian Fatalities	**8**	**15**	**7**
Bicycle Fatalities	**2**	**3**	**1**

1. Texas Department of Transportation (TxDOT) Crash Records Information System (CRIS)

Trail Level of Service (LOS) Analysis

The Trail Level of Service Analysis (LOS) examines how existing trails serve the county in the past, present, and future. In 2012, there were 251.8 miles of trails throughout the county, providing 1 mile of trail for every 3,106 people. For the purpose of this analysis, equestrian trails were not included due to their specialized nature. Trails statistics include soft surface, paved, and multi-surface trails. Since 2012, there has been a 133.8 percent increase in existing trails amounting to 588.6 miles, or 1 mile for every 2,089 people. This is the result of many communities funding and implementing their planned trails. To maintain this level of service and adapt to a rapidly growing population, the county will need an additional 442.8 miles of trails to accommodate a population increase of more than 925,000 people.

Figure 5. Collin County Trails Level of Service (LOS)

	2012 Trail Mileage	2012 Trail LOS[2]	2025 Trail Mileage	2025 Trail LOS[3]	Trail Mileage Needed to Maintain Current LOS in 2050[4]
Trails[1]	251.8	1 mile per 3,106 people	588.6	1 mile per 2,089 people	1,031.4 Miles Needed (442.8-mile deficit)

1. Includes both paved and soft surface trails
2. Based on a 2010 Census Redistricting Data population of 782,341
3. Based on 2024 North Central Texas Council of Governments Estimate of 1,229,632
4. Based on North Central Texas Council of Governments 2050 Forecast 2,154,649

Trail Usage and Demand Analysis

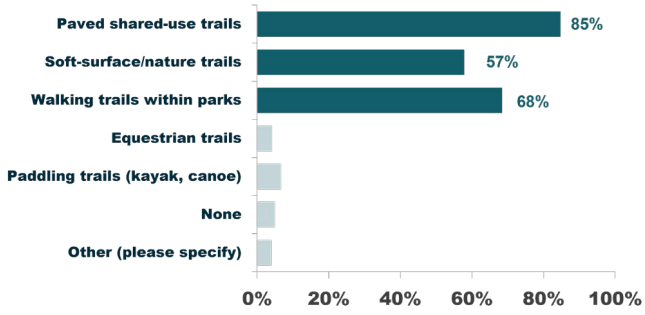
To assess demand for various facilities and enhance current trail use, this analysis included a review of survey results, trail counter data, and Strava data. For this analysis three separate metrics were reviewed to capture a comprehensive understanding of trail usage and demand in Collin County today and in the future.

Key Survey Findings

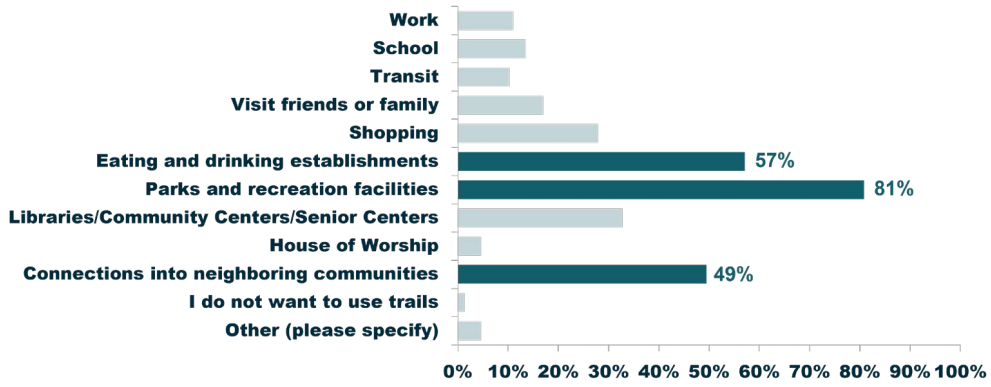
An online survey for the master plan update was administered from mid-November to late December 2024, receiving 1,014 responses. The survey provided an opportunity for Collin County residents to provide initial feedback on topics related to trails such as trail usage, preference for trail locations, and areas for improvement. The survey is included in the overall needs assessment as it assesses demand for trails today and in the future, as well as identifying areas that, if improved, have the potential to encourage more trail usage. Some of the key findings from the survey include:

- The majority of trail users in Collin County today utilize paved trails or walking trails within parks.
- The primary reason people use trails in Collin County today is for exercise or recreational activities.
- Trail users would like to be able to use trails to access destinations such as parks and recreation facilities, surrounding communities, and eating and drinking establishments.
- The main reason people aren't utilizing trails is because there is a lack of trails in their area or lack of connections to key destinations.
- Having future trails that are close to where residents live is a top priority.
- Feeling safe while using trails is a top priority.

What type of trail facilities do you use in Collin County today?



What types of destinations would you like to be able to access by trail?



NCTCOG Trail Counter Data

The North Texas Council of Governments (NCTCOG) in partnership with municipalities collects regional bicycle and pedestrian traffic data on trails that create significant regional connections as part of the planning process for active transportation. While NCTCOG owns some of the trail counters within the region, four other agencies, Irving Plano, Dallas, and DCTA, also own counter equipment. NCTCOG has a Mobile County Equipment Loan program that communities can utilize for the installation of counter stations along trails for a defined timeframe. Throughout the Dallas-Fort Worth region there are 40 count stations, nine of which are in Collin County. Currently, Allen and Plano are the only cities within Collin County that have count stations actively monitoring and reporting traffic counts to NCTCOG.

Trails in the City of Allen that have trail counter stations include:

- Cottonwood Creek Trail at US 75*
- Watters Creek Trail*

Trails in the City of Plano that have trail counter stations include:

- Bluebonnet Trail at US 75
- Chisholm Trail at Orlando Dr.*
- Oak Point Park & Nature Preserve Trail
- Russell Creek Trail
- Chisholm Trail at Jack Carter Park*
- Legacy Trail
- Rowlett Creek Trail

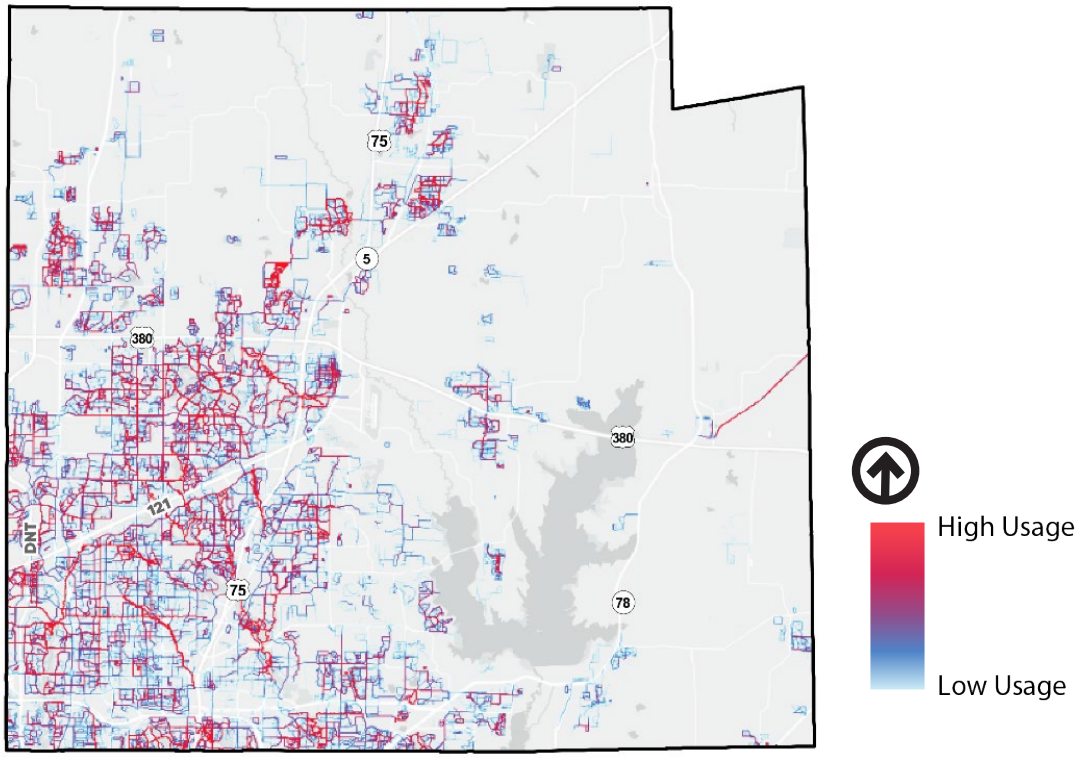
*Indicate the locations where NCTCOG owns the trail counter equipment.

NCTCOG produces annual traffic count reports that are publicly available. These reports help to analyze trends, provide actual usage and travel patterns on existing facilities to inform future planning decisions, and monitor the impact of pedestrian and bicycle infrastructure projects. The reports provide a high-level summary of trail usage over time identifying changes in use patterns, note increase or decrease in average users, the type of users captured on the facility, and peak days of the weeks or months within a year. The trail counter locations in Allen and Plano are along popular and frequently utilized trail routes, which is confirmed by the available trail counter data. This data draws a connection between trail usage and appropriate placement and connectivity of trails within communities. Additionally, it can be inferred from this data that if additional connections are made to these existing trails, it is likely that those trail connections would also be heavily utilized and further support demand.

Strava Data

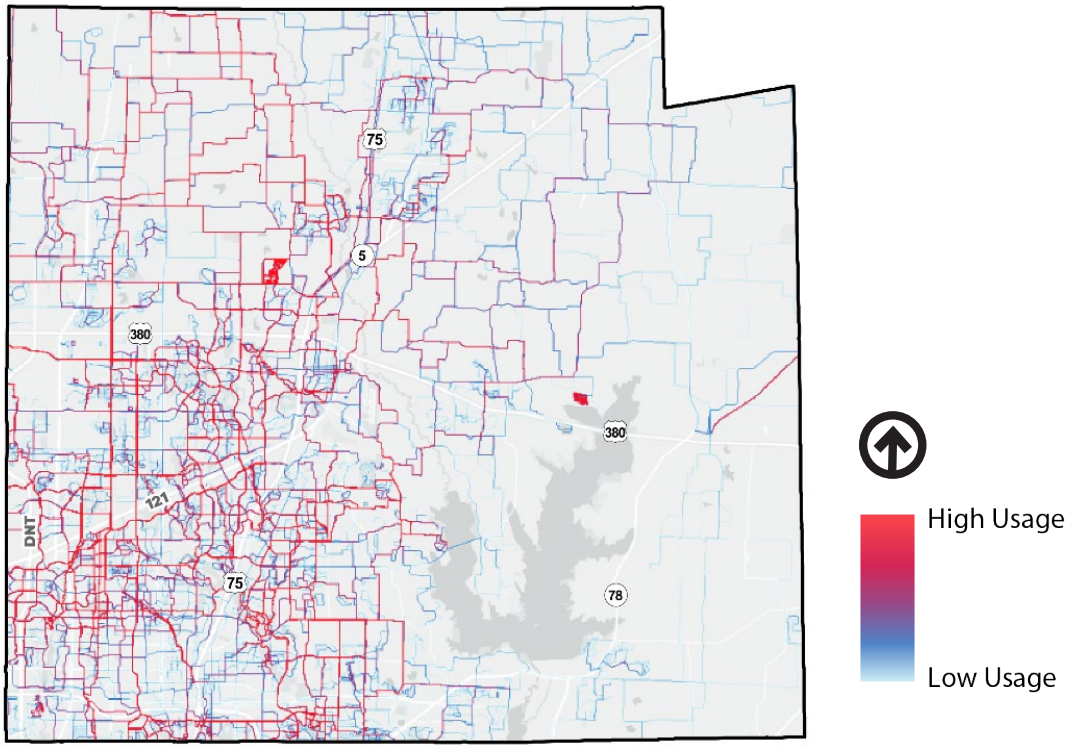
Strava is a location-based application that utilizes Global Positioning System (GPS) that allows users to track and log metrics related to activities such as running, walking, and biking. One of the primary functions of Strava is the app allows users to record preferred routes or discover popular routes frequented by users in the area. Recent data pulled for Collin County shows where people are actively walking, running, and cycling in the county today. **Figure 6** depicts routes frequented by pedestrians. Existing and well-known trail facilities, particularly in Plano, Allen, McKinney, and Frisco, show up as high usage routes. This indicates that facilities that are continuous and well connected to surrounding neighborhoods are a preferred choice amongst walkers and runners. **Figure 7** depicts routes regularly used by bicyclists. Compared to pedestrian routes, more experienced bicyclists tend to use major roadway corridors as preferred routes. Additionally, routes begin to appear in the developing areas of the county, primarily the northwest quadrant where traffic volumes are likely smaller. These routes are used by pedestrians and bicyclists, indicating areas where existing facilities are adequate. They also show gaps in the current network where future facilities may be required and opportunities to create new connections or provide safer facility options for users.

Figure 6. Pedestrian Routes Heat Map[1]



1. *Strava, data collected April 2025*

Figure 7. Bicycle Routes Heat Map[1]



1. *Strava, data collected April 2025*

Trip Potential Analysis

Purpose

The Trip Potential Analysis identifies destinations likely to generate trips from residential areas if non-motorized routes are present. It aims to prioritize locations for future trail facilities by highlighting areas where investments would increase trail usage for transportation or recreation. Areas with low trip potential should be a lower priority for infrastructure investments due to their limited impact on trips utilizing trail and areas of higher potential prioritized as they are more likely to contribute to an increase in trail usage.

Methodology

The Trip Potential Analysis assesses the projected capacity for future trip generations by examining the connection between residential origins and significant community destinations. This analysis utilizes areas identified as residential land uses as the points of origin. To determine the "potential," it considers the intersections of origin and destination walksheds. These walksheds have been established as quarter-mile buffers, which is the estimated distance that most individuals are willing to walk to reach various destinations or recreational opportunities. By overlaying the walksheds of origins and destinations, the intersections indicate potential locations for trip generation, with multiple intersections at a single location suggesting a higher trip potential.

This analysis does not take into account the existing infrastructure network and the conditions of the built environment. The identified areas of concentrated trail activity present viable opportunities for enhancing or developing additional facilities.

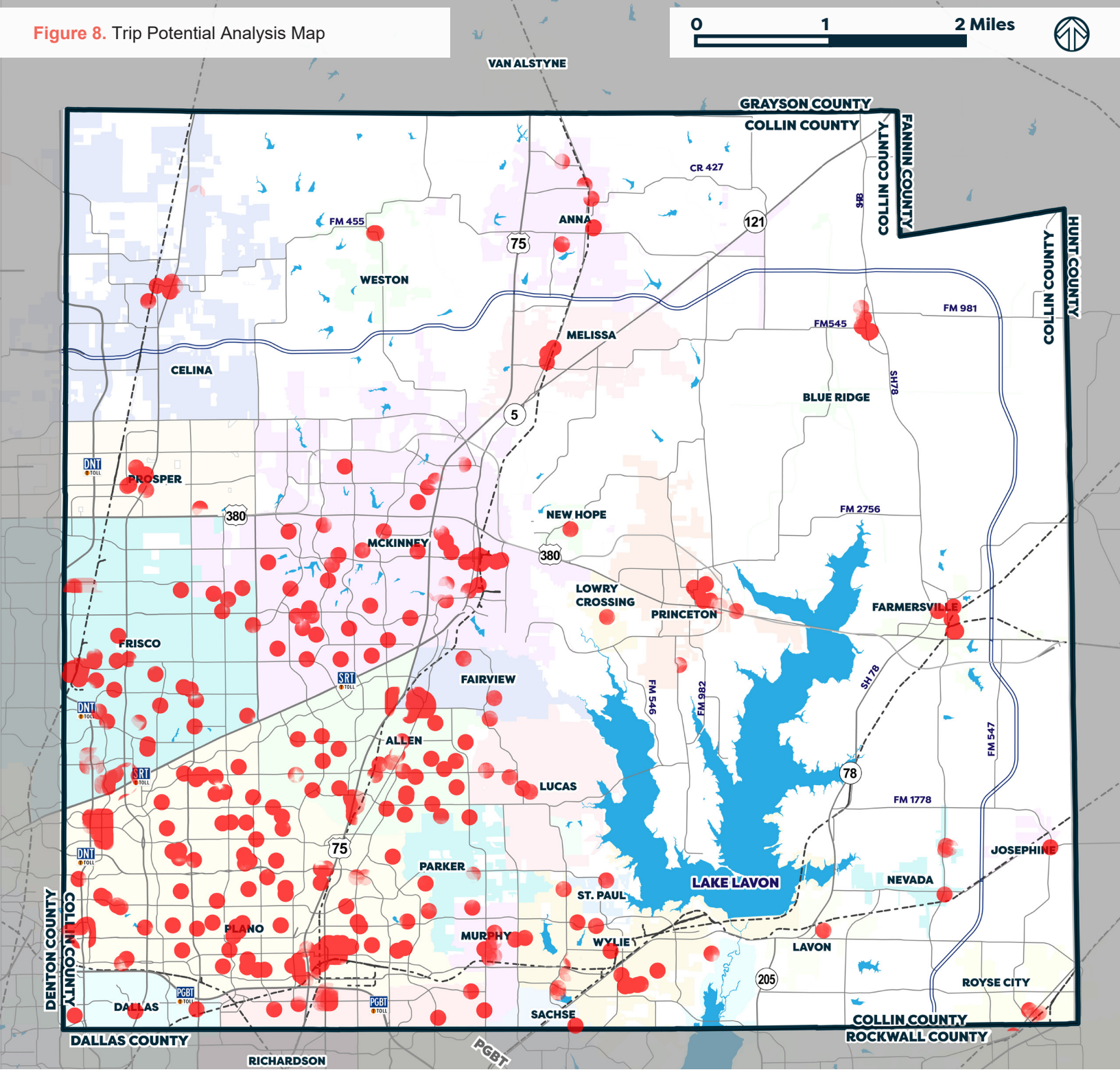
The destinations selected for this analysis were chosen based on the locations that survey participants indicate they may want to visit by using trails. The Trip Potential Analysis for Collin County uses the following destinations:

- Civic/Recreation Centers (City/Town Halls, the County Courthouse, Community Centers, Libraries, Performing Arts Centers, Rec Centers)
- Major Retail and Entertainment Centers such as Stonebriar Mall, Legacy West, and Watters Creek
- Elementary, Middle, and High Schools

Outcomes

The results, shown in **Figure 8**, show a number of areas of high trip potential, most commonly found around town centers and dense retail/entertainment hubs. This analysis shows that desirable destinations and residential areas are concentrated in the City/Town centers. Creating access to the City/Town centers is crucial due to its many public amenities and services. Additionally, there are many smaller areas of high potential around schools throughout the county which are smaller scale opportunities for investment in trail facilities. To increase walking and biking for short trips, communities should prioritize facilities in highlighted areas. Low trip potential areas may still be suitable for infrastructure investments, depending on future land use changes.

Figure 8. Trip Potential Analysis Map



LEGEND

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

Trip Potential Generation

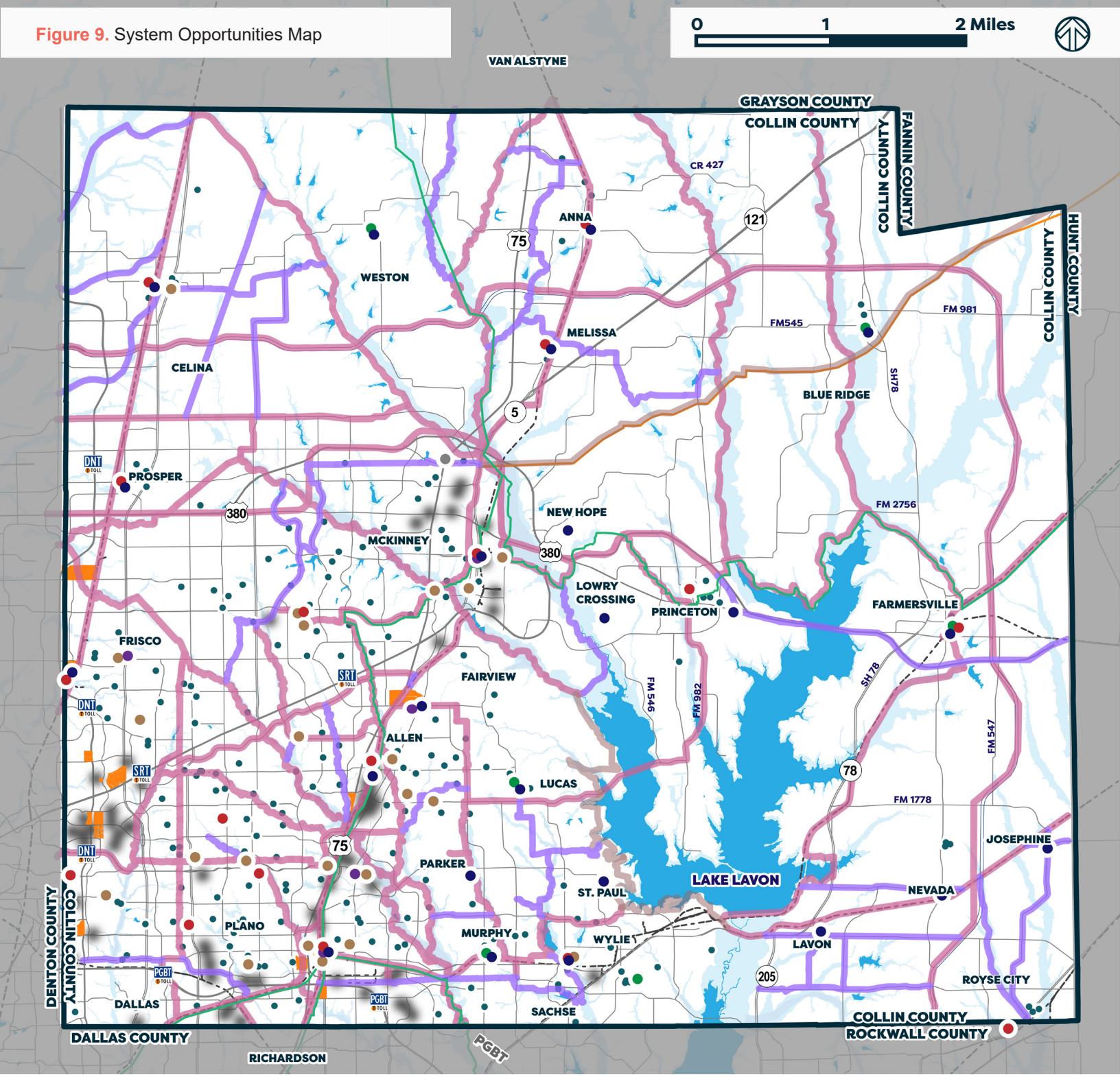
- Low Trip Potential
- High Trip Potential

System Opportunities Map

The System Opportunities Map details both existing trail corridors and opportunities for new corridors in the future. The purpose of this map is to set the foundation for prioritizing investment in completing critical intercity connections and preserving corridors for future trail development, collectively creating a network of regional trails. This map informs the plan recommendations and final network map, which are presented in **Chapter 3** of the Collin County Regional Trails Master Plan. A combination of existing conditions and local and statewide studies have been utilized to develop this map. The elements included in the analysis are found below; however, not all are illustrated in the map in **Figure 9**:

- **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.
- **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 the Texas Department of Transportation (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.

Figure 9. System Opportunities Map



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

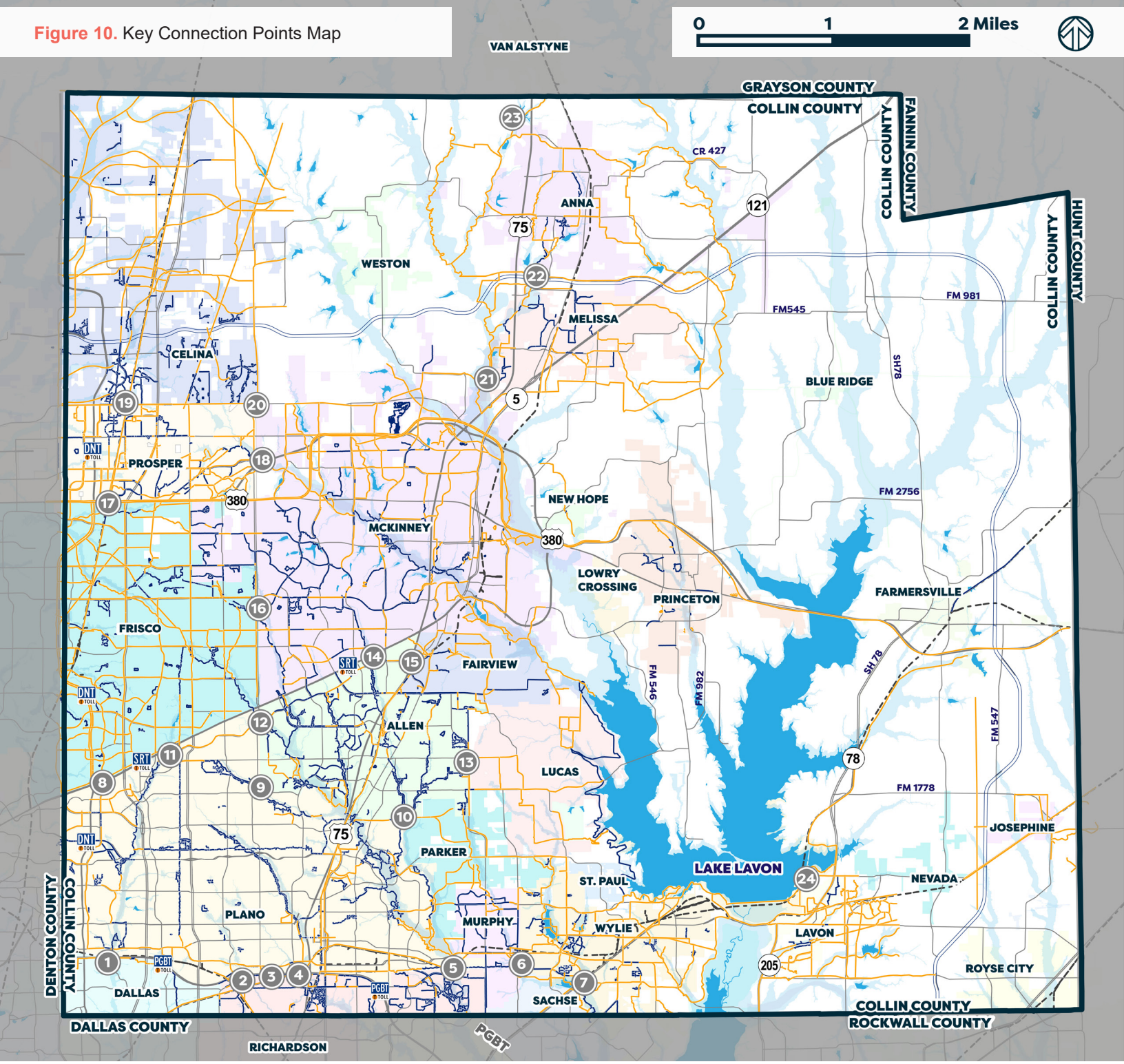
KEY DESTINATIONS

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

Key Connection Points

As part of the master plan update the Key Connection Points initially identified in the 2012 plan have been refined through this assessment process. Key Connection Points represent locations of critical intercity connectivity that, once implemented, create trail links between communities and contribute to regional trail connectivity. The 2012 plan identified 32 connections, four of which have been completed and seven that are partially completed. This plan update identifies 24 of those connections reflecting those that have been modified or removed as well as some added in based on 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 community input. The Key Connection Map, illustrated in **Figure 10**, is a crucial step to identifying priority projects in the county. The connection points between communities will serve as a tool for the County and the Parks Foundation Advisory Board to identify priority projects to receive future funding through the Collin County Project Funding Assistance Program.

Figure 10. Key Connection Points Map



LEGEND

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

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

APPENDIX C
KEY CONNECTION POINT PROFILES

INTRODUCTION & ASSUMPTIONS

KEY CONNECTION POINT PROFILES

Appendix C contains detailed profiles of the 24 Key Connection Points identified in this master plan update. The individual profiles provide background on the considerations presented in the 2012 plan for the connections that have been carried over in this update and new considerations identified to account for changes in existing conditions, new development, and additional opportunities. The existing and locally planned trail data was derived from data shared by individual municipalities as part of the plan update process or was publicly available. The following assumptions have been made for local trail data:

- Paved trails less than 8 feet wide are not included
- Private and HOA trails are not included
- Trails exclusively internal to parks and open spaces are not included
- Soft surface trails, with the exception of the Trinity Trail, are not included
- Trail data is current as of August 1, 2025
- On-street bikeways are not included

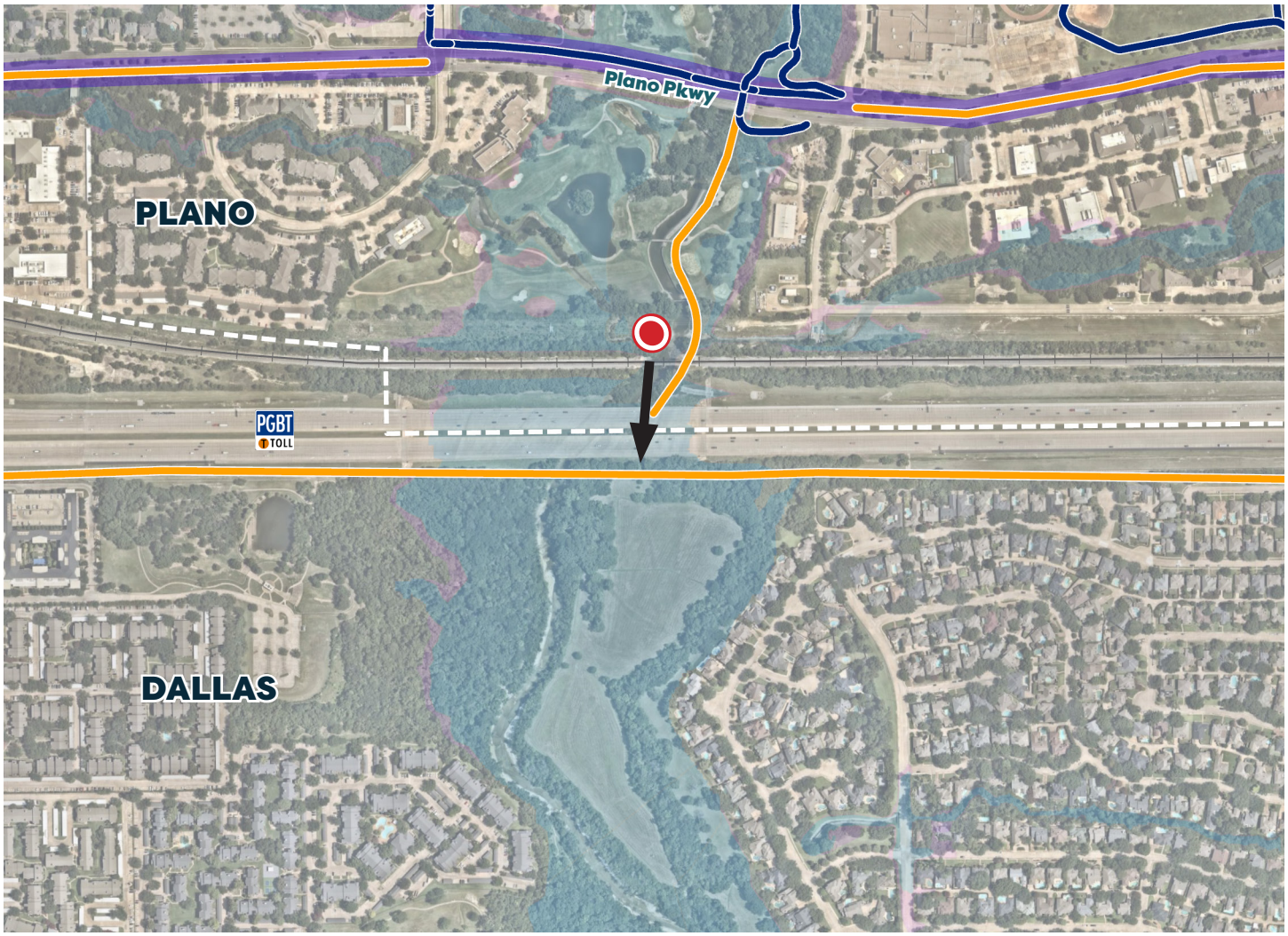
KEY CONNECTION POINT #01

CONNECTED CITIES

Dallas and Plano

2025 PLAN CONSIDERATIONS

The City of Plano's 2023 Parks and Trails System Map identifies a planned trail connection extending the existing White Rock Park Trail south to connect into planned trails in the City of Dallas along the south side of the President George Bush Turnpike. The currently planned alignment for this trail extension follows the east side of White Rock Creek and is within the golf course of Gleneagles Country Club. The planned alignment will also have to navigate crossing under a railroad and President George Bush Turnpike (PGBT) to connect into Dallas. Additional feasibility studies and coordination between the cities and several agencies including Gleneagles Country Club, railroad operator, and NTTA would likely need to occur in the future before implementation of the trail can take place.



Legend

NTS

- City Limits
- Railroads
- Key Connection Point (KCP)

KCP Coordinates
33°00'44.4"N 96°48'55.4"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Community Trail Corridors

Trails
- Existing
- Locally Planned

KEY CONNECTION POINT #02

CONNECTED CITIES

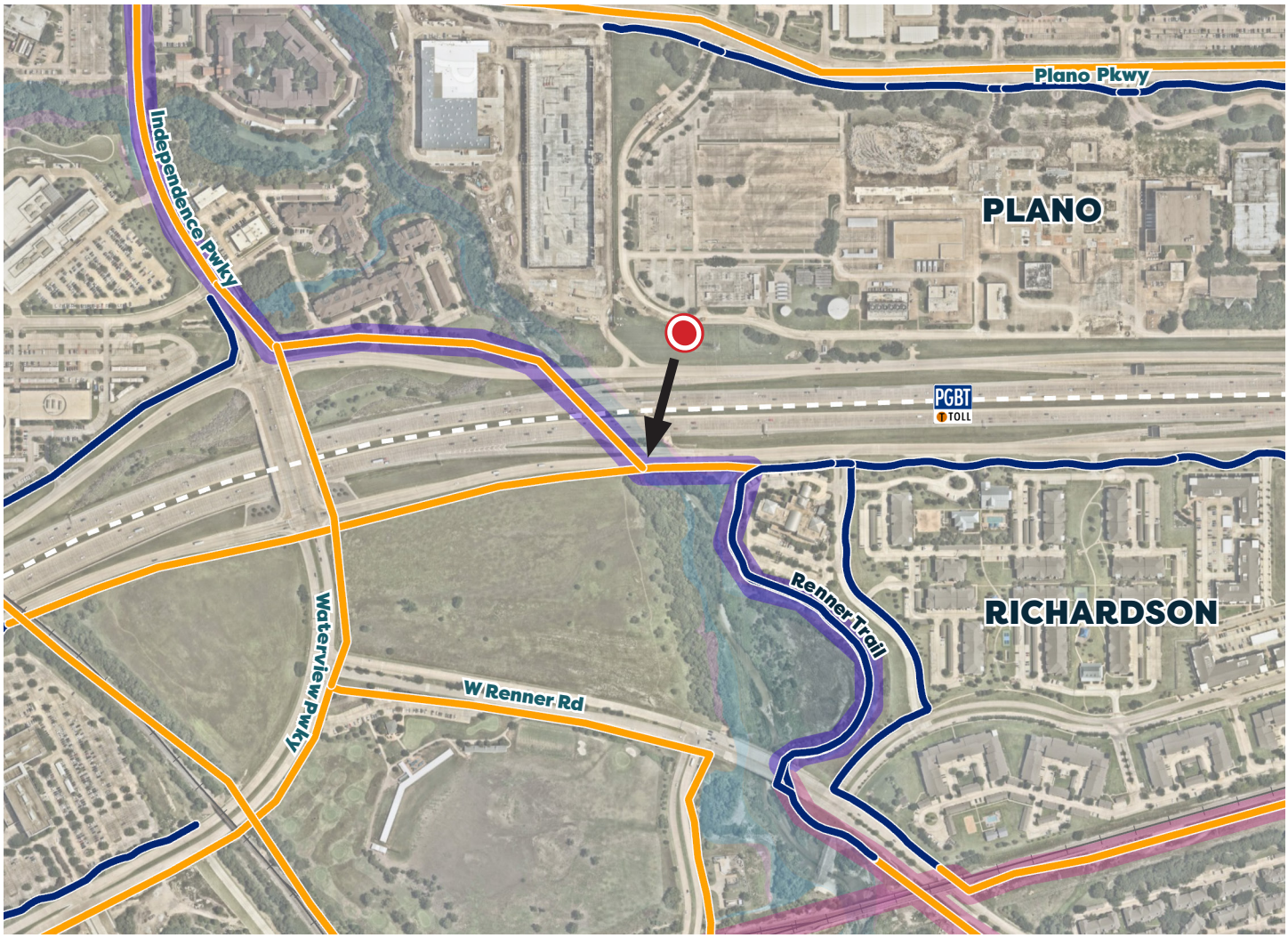
Plano and Richardson

2012 PLAN UNCHANGED CONSIDERATIONS

The preferred connection alignment follows the creek under the President George Bush Turnpike bridge. There is adequate vertical and lateral clearance for a trail in this location. A bench or shelf for a trail should be constructed to keep the trail above the waterline during minor rain events.

2025 PLAN CONSIDERATIONS

In 2022/2023, the City of Plano conducted a feasibility study to assess different conceptual alignments for making this connection under PGBT to the Renner Trail in Richardson. Three concepts show a pedestrian bridge over Canyon Creek either north or south of PGBT to then connect into the existing Renner Trail. The fourth concept stays to the west of the creek and connects down to Renner Road.



Legend

NTS

- City Limits
- Railroads
- Key Connection Point (KCP)

KCP Coordinates
33°00'11.7"N 96°44'34.5"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Community Trail Corridors
- Spine Trail Corridors

Trails
- Existing
- Locally Planned

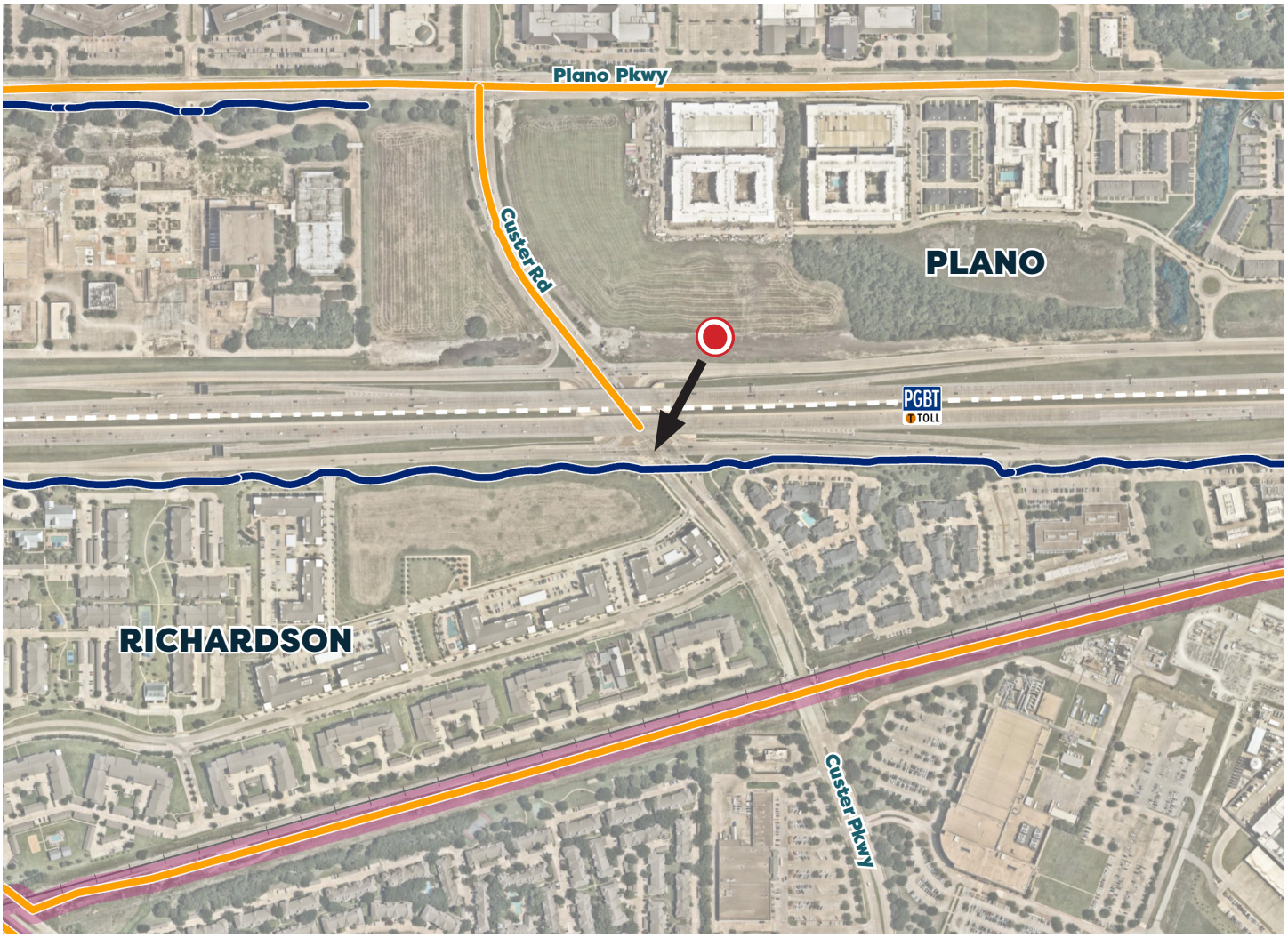
KEY CONNECTION POINT #03

CONNECTED CITIES

Plano and Richardson

2025 PLAN CONSIDERATIONS

A new connection point has been identified connecting the Cities of Plano and Richardson at the intersection of Custer Road and President George Bush Turnpike (PGBT). The City of Plano has plans for a trail along the west side of Custer Road connecting to the existing Renner Trail in Richardson. This future connection would require more intentional trail facilities within the underpass of the highway to create a more comfortable route that could be utilized by multiple trail users. Today, there are crossing features in Richardson that promote safe crossings of users at the intersection of Custer Road and the south frontage road of PGBT, similar crossing elements would be recommended in Plano upon implementation of trail facilities.



Legend

NTS

- City Limits
- Railroads
- Key Connection Point (KCP)

KCP Coordinates
33°00'12.0"N 96°43'52.8"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Spine Trail Corridors

Trails
- Existing
- Locally Planned

KEY CONNECTION POINT #04

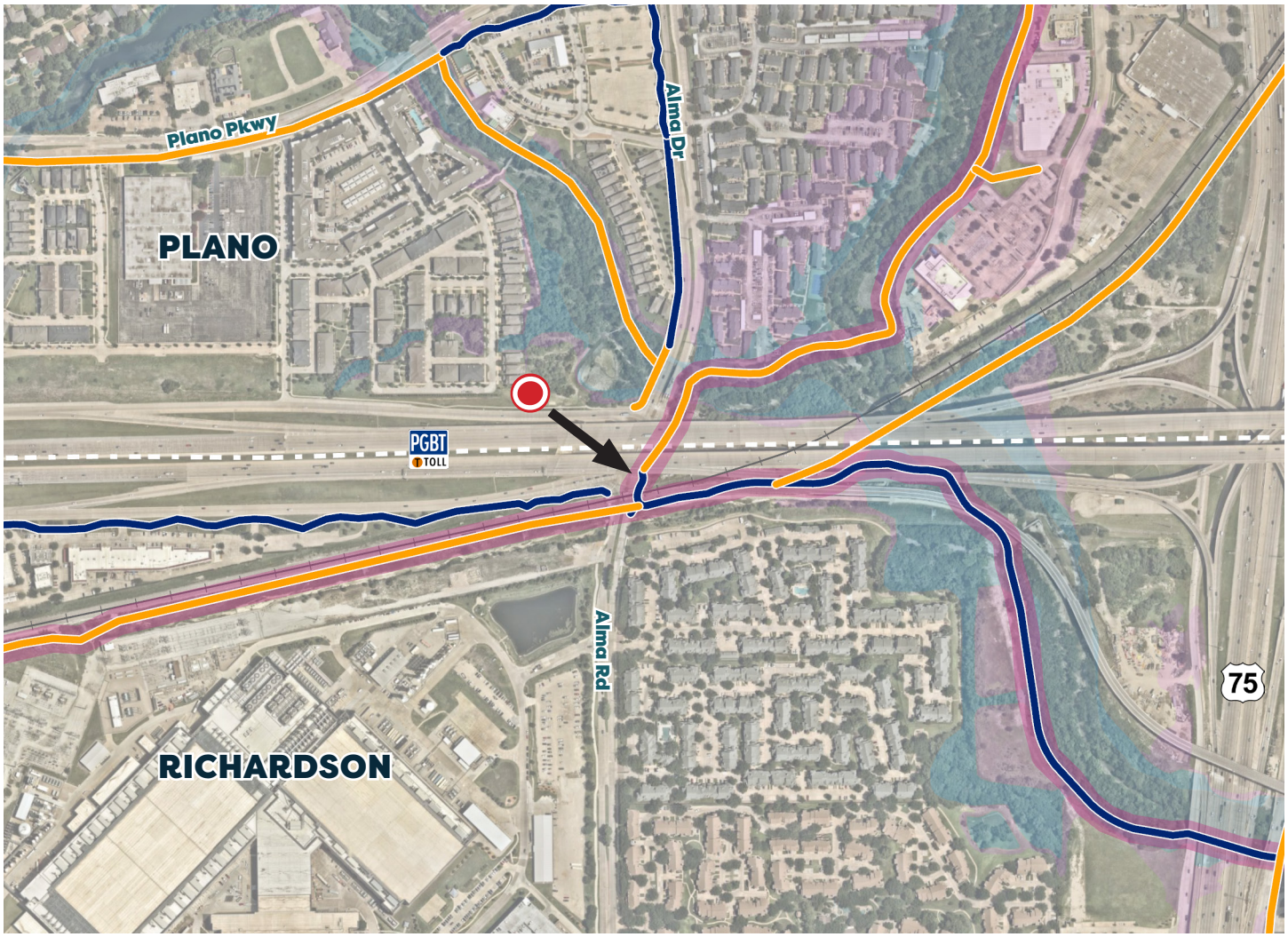
CONNECTED CITIES

Plano and Richardson

2025 PLAN CONSIDERATIONS

In June 2025 the City of Plano conducted a feasibility study for the extension of the Chisholm Trail, which will connect into Richardson's Spring Creek Trail at the intersection of Alma Road and President George Bush Turnpike. The feasibility study concluded that expanding the Alma Road bridge to accommodate a 12-foot-wide trail would be the best solution for crossing Pittman Creek and connecting into the existing at grade DART crossing that connects to the Spring Creek Trail in Richardson. The City of Plano will need to receive permission from NTTA to upgrade existing sidewalks to continue the 12-foot trail and coordinate with the City of Richardson to connect to existing facilities.

Alternatively, the feasibility study proposes a wide span pedestrian bridge to the east of the Alma Road crossing to connect the trail across Pittman Creek that would then connect into the existing facilities in Richardson. However, this alternative is not preferred due to existing grade and costs associated with a freestanding bridge.



Legend

NTS

- City Limits
- Railroads
- Key Connection Point (KCP)

KCP Coordinates
33°00'13.9"N 96°42'58.2"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Community Trail Corridors
- Spine Trail Corridors

Trails
- Existing
- Locally Planned

KEY CONNECTION POINT #05

CONNECTED CITIES

Plano and Richardson

2012 PLAN UNCHANGED CONSIDERATIONS

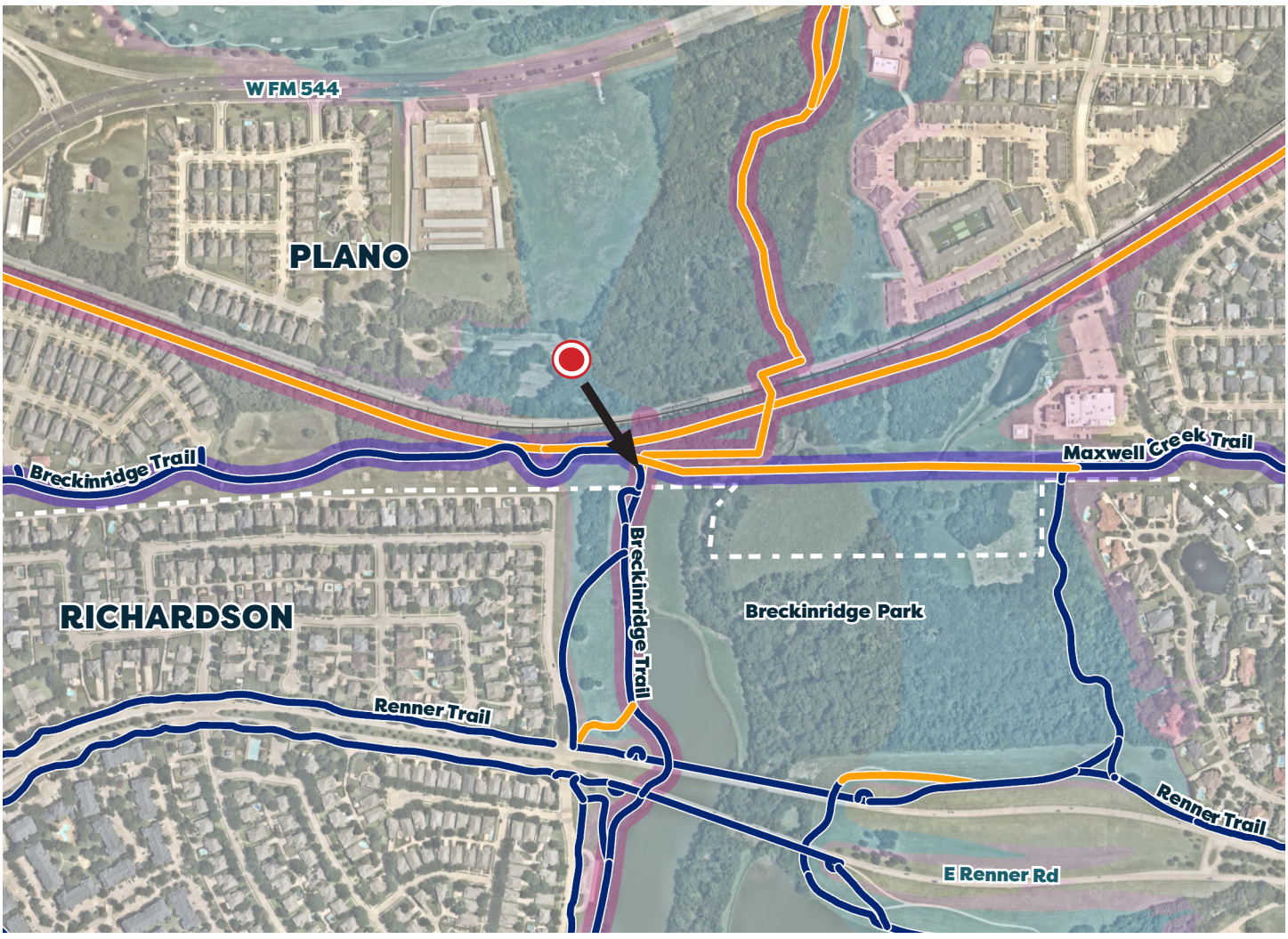
General issues with this connection point is that the entire alignment is within the floodplain, which may cause challenges regarding erosion and inundation.

The railroad truss bridge has adequate vertical clearance, but there is likely to be lateral clearance issues due to the steep banks and the bridge footings that are located very close to the creek edge.

There is a second railroad bridge (a wooden bridge just west of the steel truss) that should provide enough vertical and lateral clearance. However, it appears that there could be sedimentation maintenance issues at this location.

2025 PLAN CONSIDERATIONS

This connection will require the City of Plano to coordinate with CPKC (formerly KCS) Railroad to connect the planned trail in Plano into the Richardson portion of Breckinridge Trail. Ensuring there is adequate vertical and lateral clearance under the railroad bridge will be important. Additionally, the planned alignment runs along Rowlett Creek which poses additional environmental considerations such as flooding.



Legend

- City Limits
- Railroads
- Key Connection Point (KCP)

KCP Coordinates
33°00'18.7"N 96°38'03.8"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Community Trail Corridors
- Spine Trail Corridors

Trails
- Existing
- Locally Planned

NTS

KEY CONNECTION POINT #06

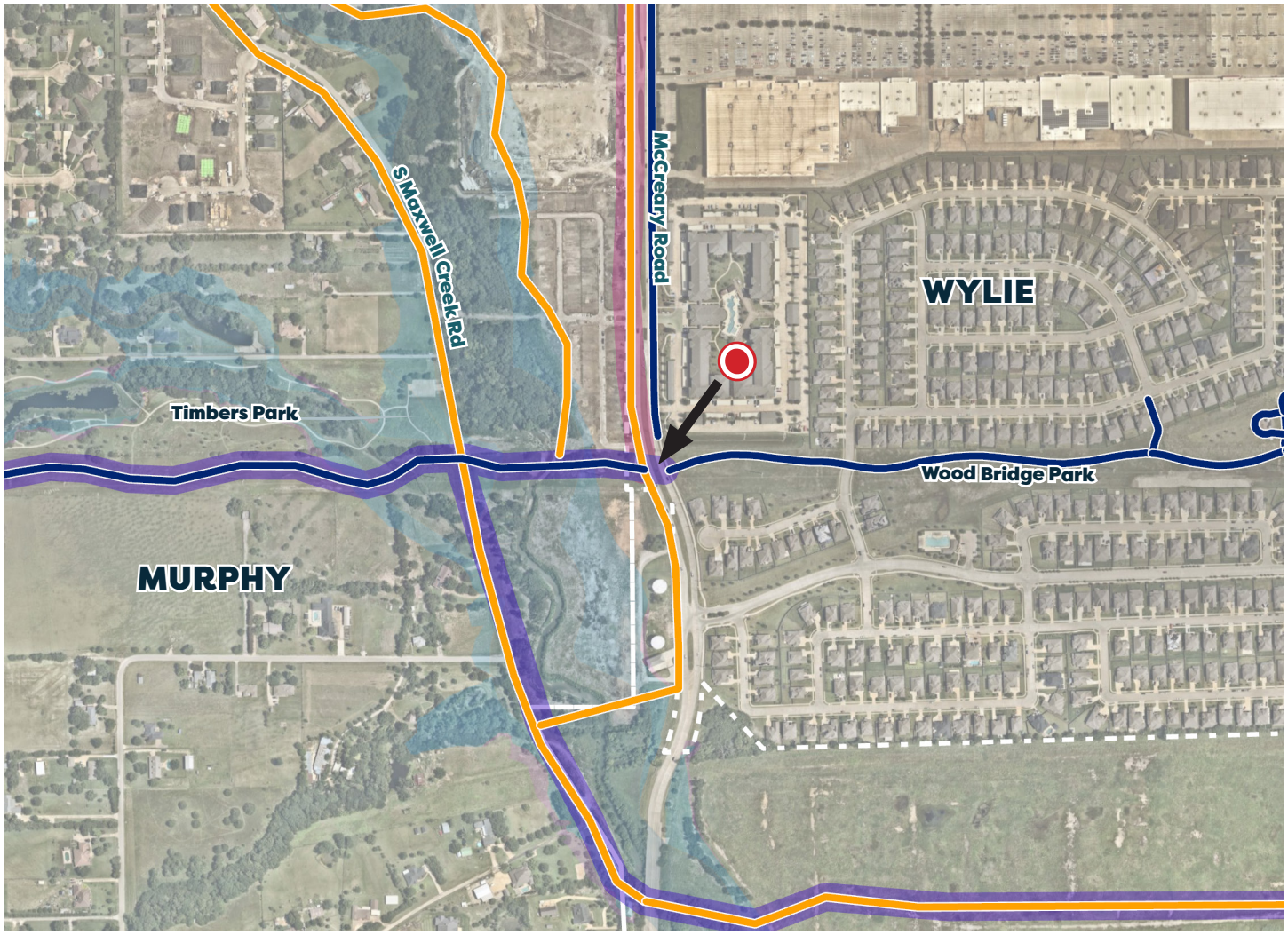
CONNECTED CITIES

Murphy and Wylie

2025 PLAN CONSIDERATIONS

As development has occurred, trails have been built in this area. There are now trails running along the utility easement on either side of McCreary Rd, but there is a lack of connection across McCreary. A direct connection could be made by adding a mid-block crossing and accompanying warning signage as well as trail within the median to connect the two portions of existing trail. Regional examples of this include the Preston Ridge Trail in Plano where it crosses roadways such as Park, Parker, Spring Creek, and Legacy.

An alternative alignment would be to utilize the signalized intersection at FM 544 to cross McCreary, however that is a great distance away and trails on the west side of McCreary will only be built as development occurs.



Legend

NTS

City Limits

Key Connection Point (KCP)

KCP Coordinates
33°00'18.2"N 96°35'43.8"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Community Trail Corridors
- Spine Trail Corridors

Trails
- Existing
- Locally Planned

KEY CONNECTION POINT #07

CONNECTED CITIES

Sachse and Wylie

2012 PLAN UNCHANGED CONSIDERATIONS

The SH 78 Bridge has adequate vertical and lateral clearance for a trail connection. However, there is significant channeling of earth under the bridge (potentially from bridge drainage) and a very shallow channel (which likely results in regular inundation). The railroad bridge just north of SH 78 also has adequate clearance.

Though not part of the intercity connection, the Sanden Boulevard bridge and SH 78 bridge over Muddy Creek were both field inspected and found to have adequate clearance for a trail.

2025 PLAN CONSIDERATIONS

Development proposals have been submitted along the southeastern side of SH 78. Considerations for trails within these properties should align with the community trail recommendations.

Legend

- City Limits
- Railroads
- Key Connection Point (KCP)

KCP Coordinates
32°59'44.4"N 96°33'54.0"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Community Trail Corridors
- Spine Trail Corridors

Trails
- Existing
- Locally Planned

NTS

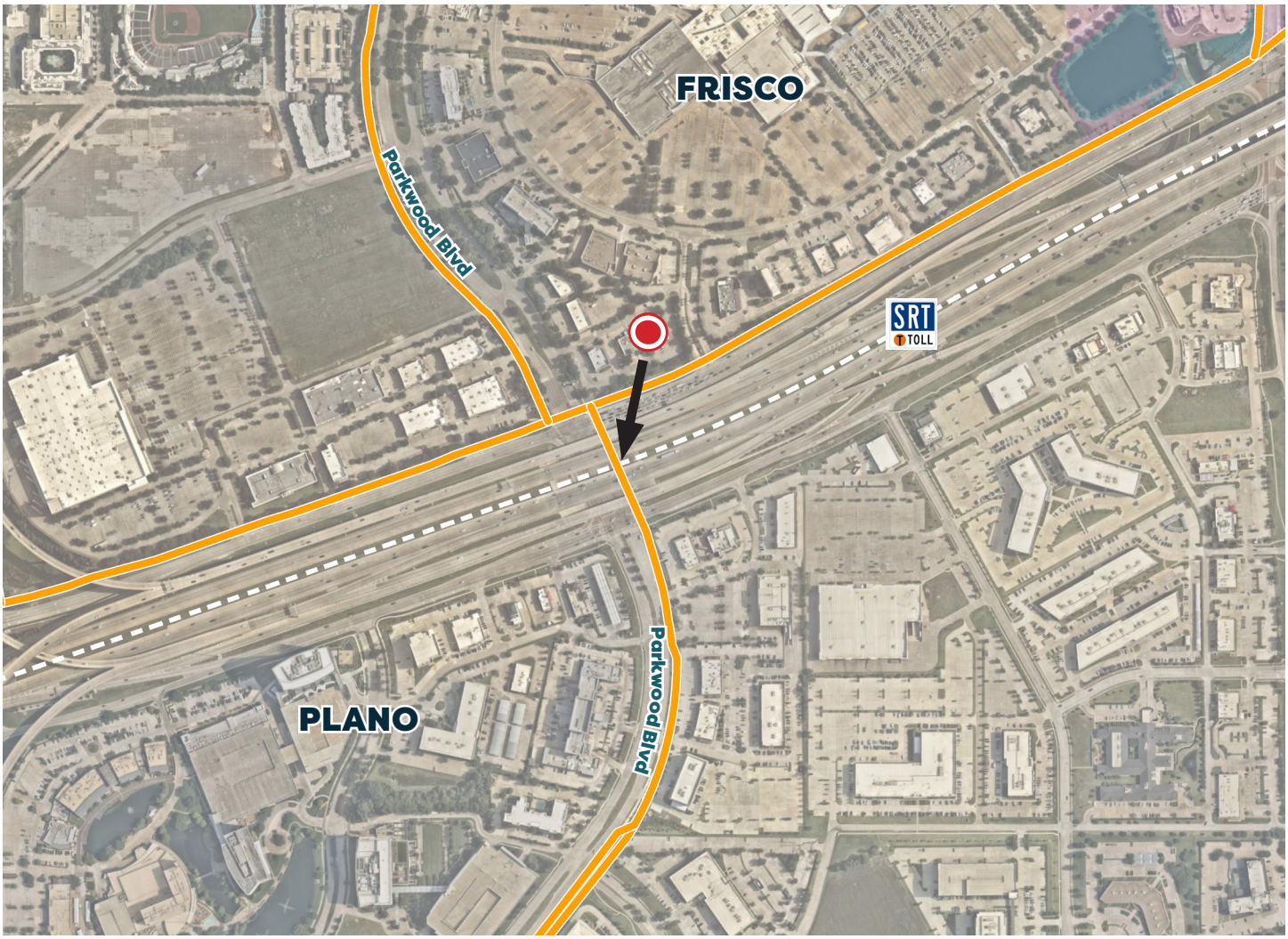
KEY CONNECTION POINT #08

CONNECTED CITIES

Frisco and Plano

2025 PLAN CONSIDERATIONS

A new connection point has been identified between Frisco and Plano along Parkwood Boulevard through updated city planning efforts. Neither city has constructed trail facilities in this area. This connection requires crossing under the Sam Rayburn Tollway, where additional safety countermeasures should be considered. There should be considerations for potential private property constraints and coordination with NTTA is needed.



Legend

NTS

City Limits

Key Connection Point (KCP)

KCP Coordinates
33°05'37.9"N 96°48'53.2"W

Floodplain
500-year Floodplain
100-year Floodplain
Floodway

Trails
Locally Planned

KEY CONNECTION POINT #09

CONNECTED CITIES

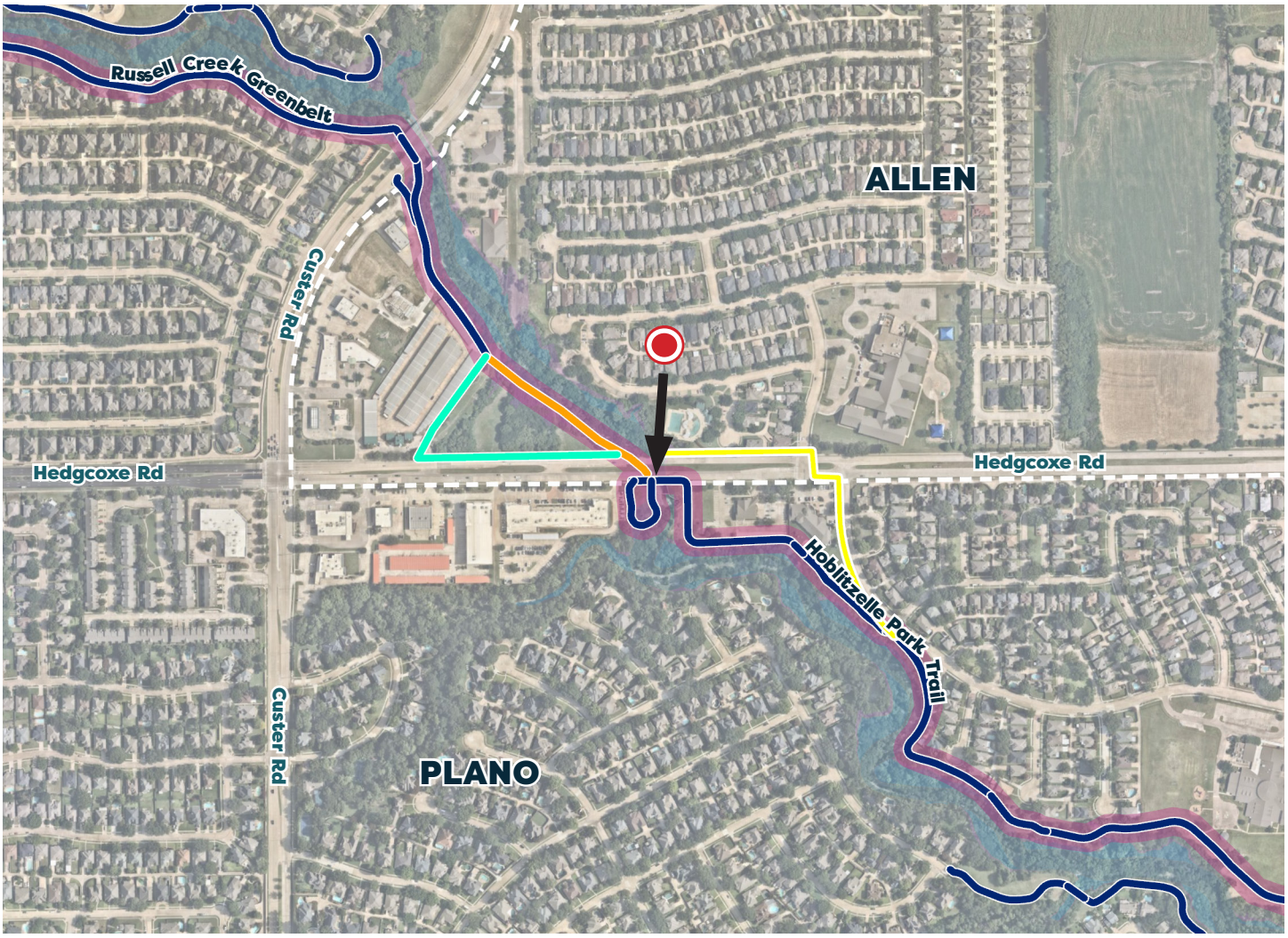
Allen and Plano

2012 PLAN UNCHANGED CONSIDERATIONS

The existing trail connection between Plano and Allen across Custer Parkway partially addresses the connectivity issue. However, the connection across Hedgcoxe Road, where the creek passes underneath it through a culvert, is the greatest limiting challenge at this location.

2025 PLAN CONSIDERATIONS

The current proposed alignment for connecting Russell Creek Trail in Allen to the newly constructed segment in Plano under Hedgcoxe Road would require navigating complex terrain along Russell Creek where flooding and topography are primary concerns. An alternative alignment to consider would be to construct a trail along Hedgecoxe Road, cross at Duchess Drive, which is signalized but may need additional safety countermeasures, and continue the trail along Georgetown Drive to connect into the existing Hoblitzelle Park Trail.



Legend

NTS

City Limits

Key Connection Point (KCP)

KCP Coordinates
33°05'09.4"N 96°43'54.9"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Spine Trail Corridors

Trails
- Existing
- Locally Planned
- Alternative Trail Alignment 1
- Alternative Trail Alignment 2

KEY CONNECTION POINT #10

CONNECTED CITIES

Allen, Parker, and Plano

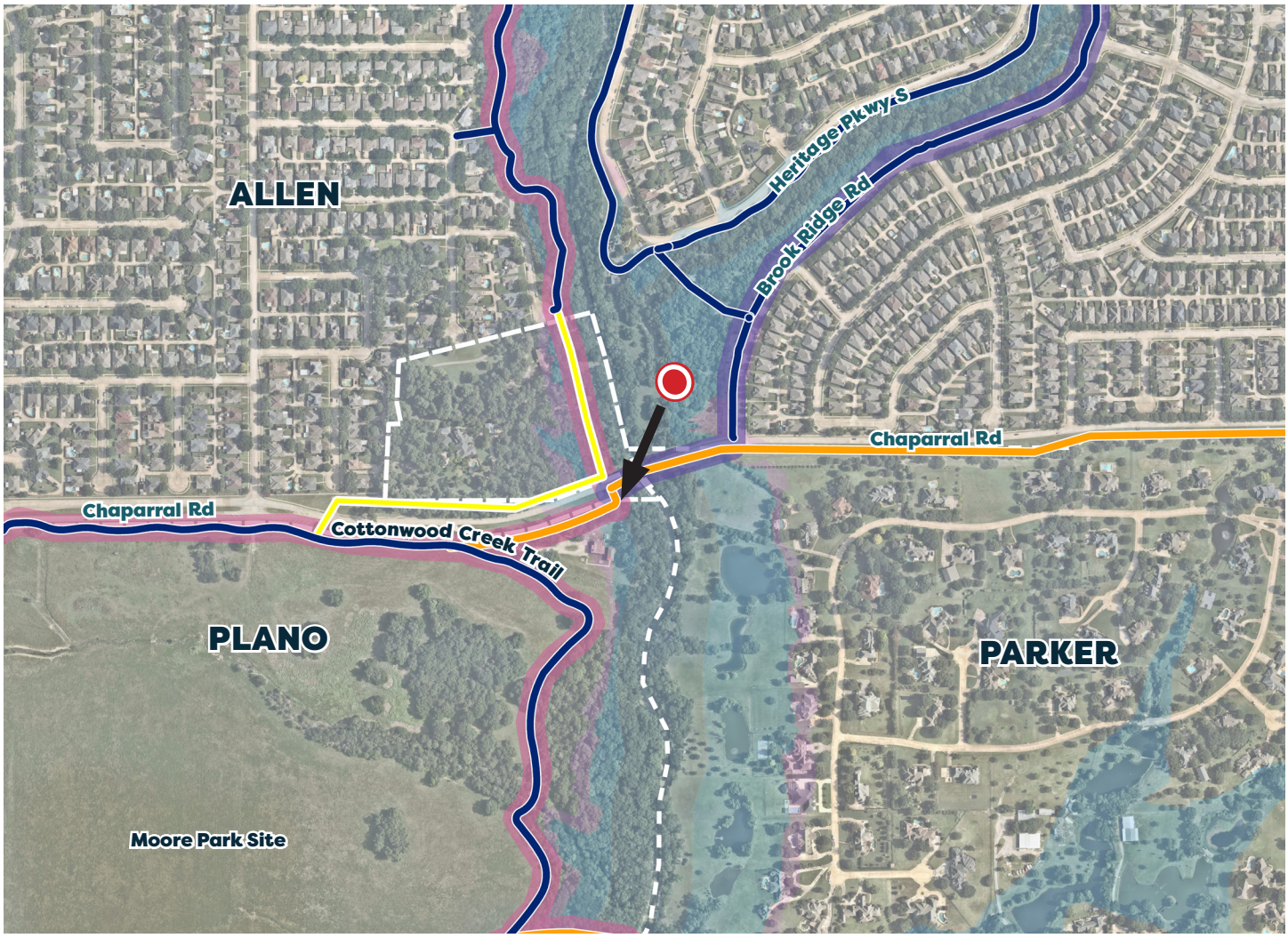
2012 PLAN UNCHANGED CONSIDERATIONS

The City of Plano owns land for a park south of the Chapparral Road extension and there are existing trails in Allen to the north. However, the connection from the south and the east passes through private property (two ~7 acre residential lots) between the Chapparral Road extension and the Plano / Allen border.

2025 PLAN CONSIDERATIONS

Since the 2012 plan, the City of Plano has constructed the 12' wide Cottonwood Creek Trail along the periphery of the Moore Park site, which is intended to have lighted athletic fields in the future.

The City of Plano no longer shows a planned trail going north, instead there could be an opportunity to construct a trail in association with the Chaparral Road bridge widening. When the bridge is reconstructed, the accompanying trail could be at grade with the bridge or underneath to connect to the exiting trail on Brook Ridge Road. The previous, more direct alignment from 2012 is still shown as an alternative alignment but would require an access easement from property owners.



Legend

NTS

City Limits

Key Connection Point (KCP)

KCP Coordinates
33°04'22.9"N 96°39'19.1"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Community Trail Corridors
- Spine Trail Corridors

Trails
- Existing
- Locally Planned
- Alternative Trail Alignment

KEY CONNECTION POINT #11

CONNECTED CITIES

Frisco and Plano

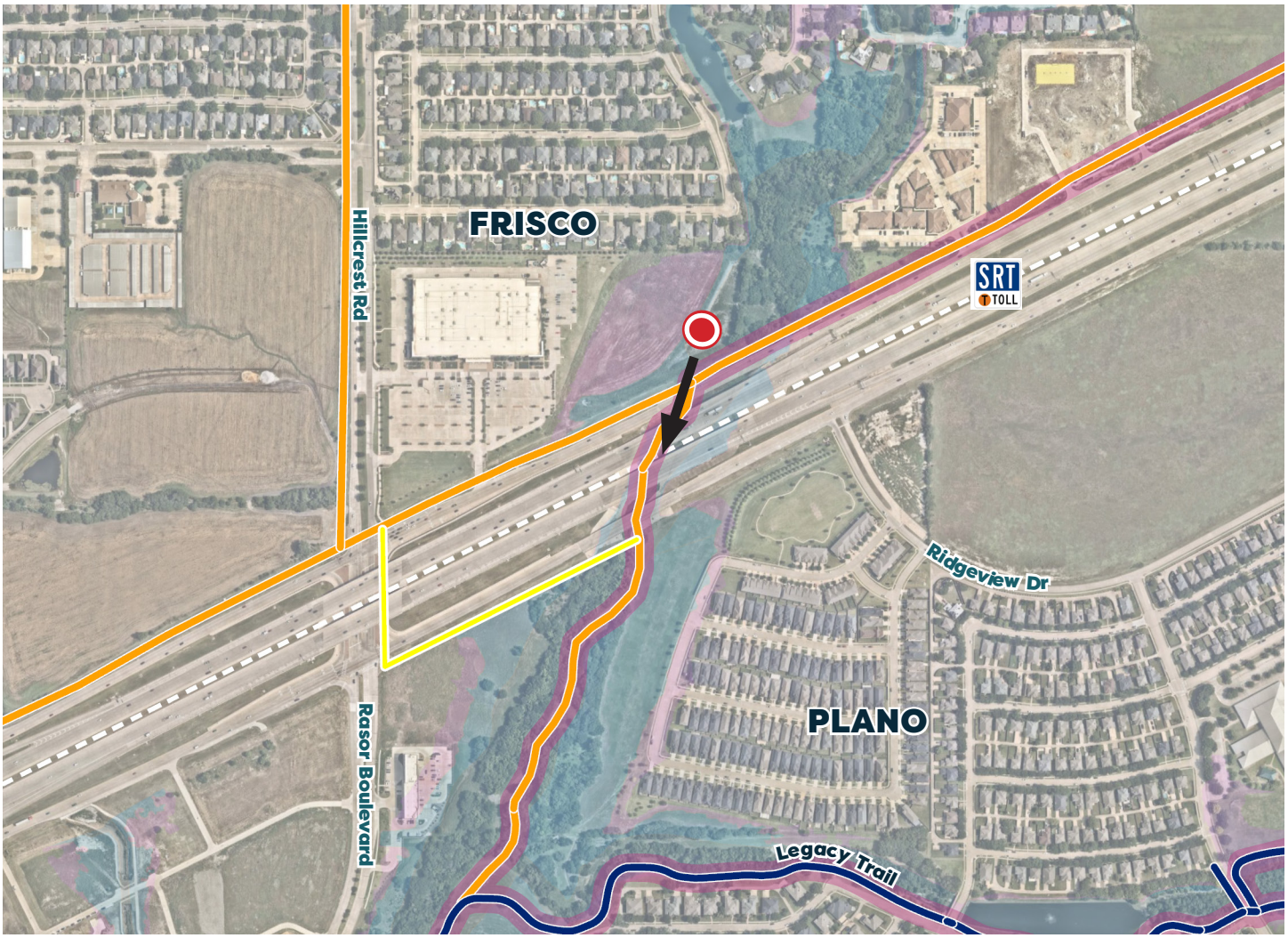
2012 PLAN UNCHANGED CONSIDERATIONS

This crossing has few major challenges other than dealing with the hydrologic issues inherent in building a trail in the floodplain. As such, erosion and sedimentation may be maintenance concerns.

This connection might require a bridge or low water crossing under or just north of the SH 121 bridge due to the limited distance between the bridge piers and the creek bank.

2025 PLAN CONSIDERATIONS

In 2023, the City of Plano conducted a feasibility study to explore options to extend the Legacy Trail north to connect into Frisco. The feasibility study assessed three options within Plano before crossing under the SRT Tollway and connecting into Frisco as shown. The feasibility study also included an alternative alignment along the SH 121 frontage road to connect to Ohio Dr./Hillcrest Rd.



Legend

NTS

City Limits

Key Connection Point (KCP)

KCP Coordinates
33°06'20.6"N 96°47'05.2"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Spine Trail Corridors

Trails
- Existing
- Locally Planned
- Alternative Trail Alignment

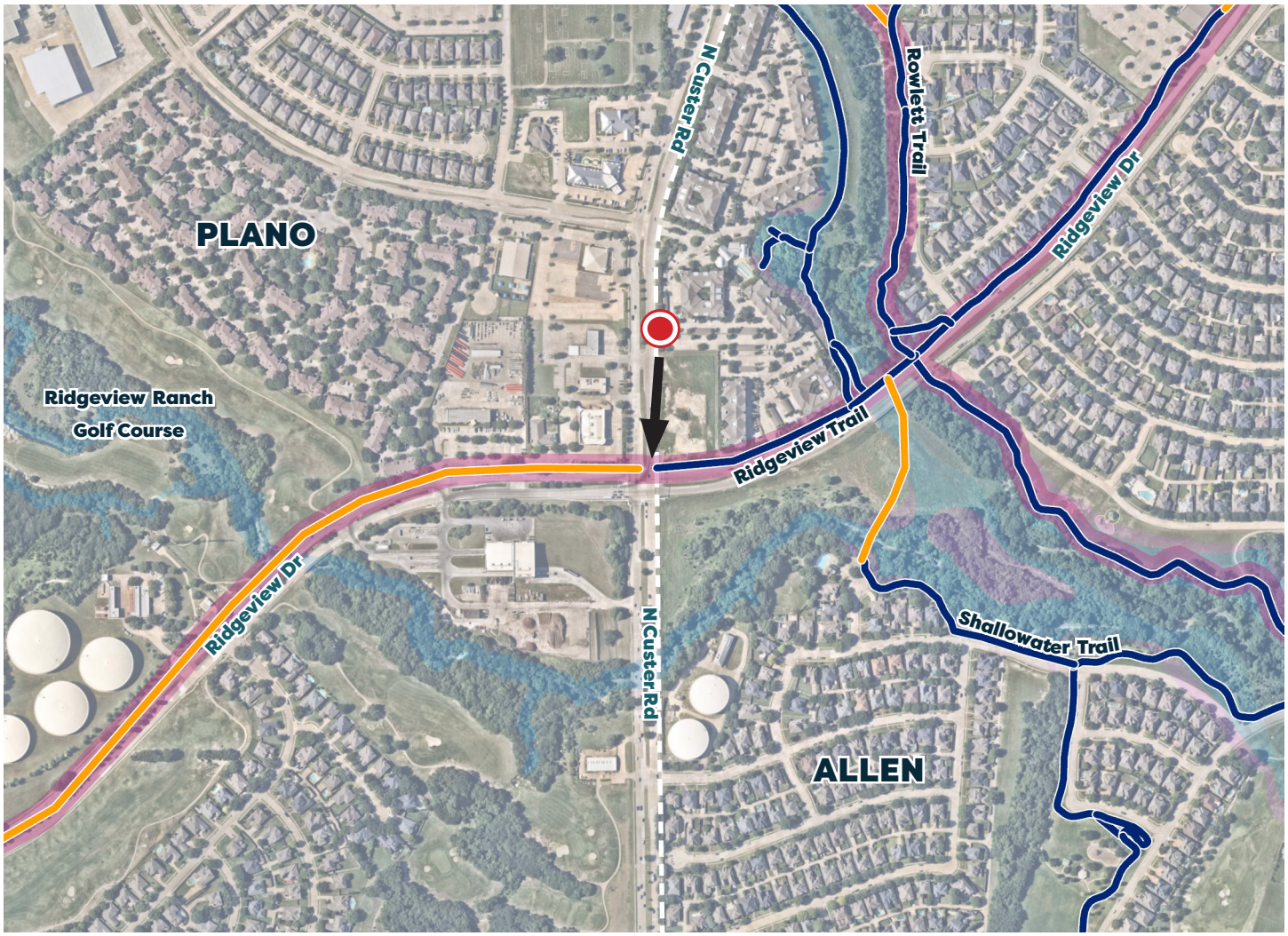
KEY CONNECTION POINT #12

CONNECTED CITIES

Allen and Plano

2025 PLAN CONSIDERATIONS

A new connection point has been identified between Allen and Plano along Ridgeview Drive through updated city planning efforts. Allen has constructed some trail facilities but at the connection point neither cities have facilities. This connection would cross at grade at the Ridgeview Drive/Custer Road intersection. There are ROW constraints in some areas on the northside of Ridgeview Drive that would need to be considered. Existing facilities and signage would need to be relocated.



Legend

NTS

City Limits

Key Connection Point (KCP)

KCP Coordinates
33°06'57.1"N 96°44'00.2"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Community Trail Corridors
- Spine Trail Corridors

Trails
- Existing
- Locally Planned

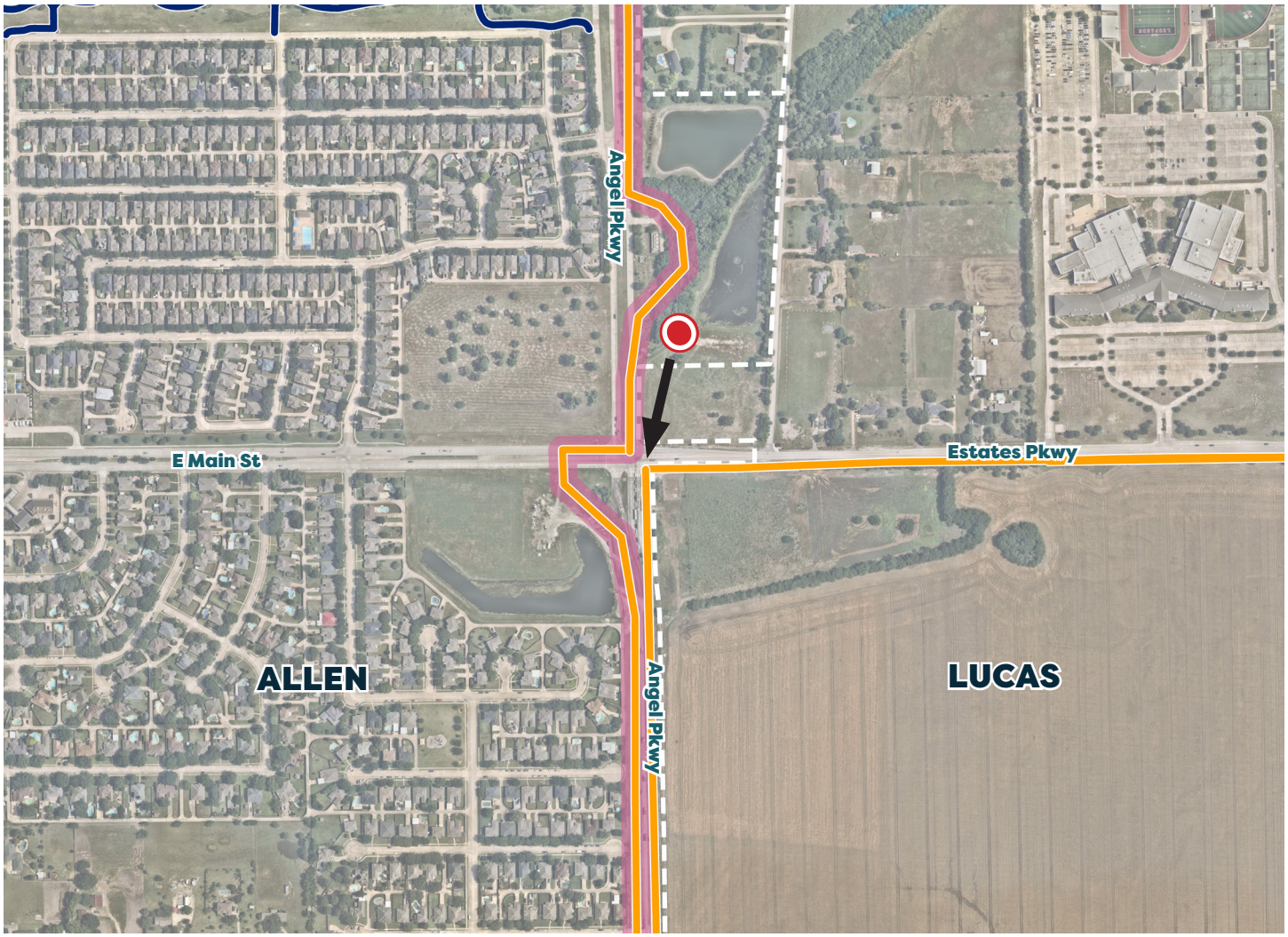
KEY CONNECTION POINT #13

CONNECTED CITIES

Allen and Lucas

2025 PLAN CONSIDERATIONS

The Cities of Allen and Lucas have planned trail facilities that create a connection at the intersection of Angel Parkway and Main Street/Estates Pkwy. Neither city has constructed facilities leading to this intercity connection. The future connection would be an at grade crossing at the intersection. In Lucas future trail facilities are likely to occur in coordination with future development at the intersection. Future coordination between the cities and TxDOT should include discussion about creating safe intersection crossings and connecting facilities.



Legend

NTS

City Limits

Key Connection Point (KCP)

KCP Coordinates
33°06'00.1"N 96°37'12.2"W

Recommended Trails System

Spine Trail Corridors

Trails

Existing

Locally Planned

KEY CONNECTION POINT #14

CONNECTED CITIES

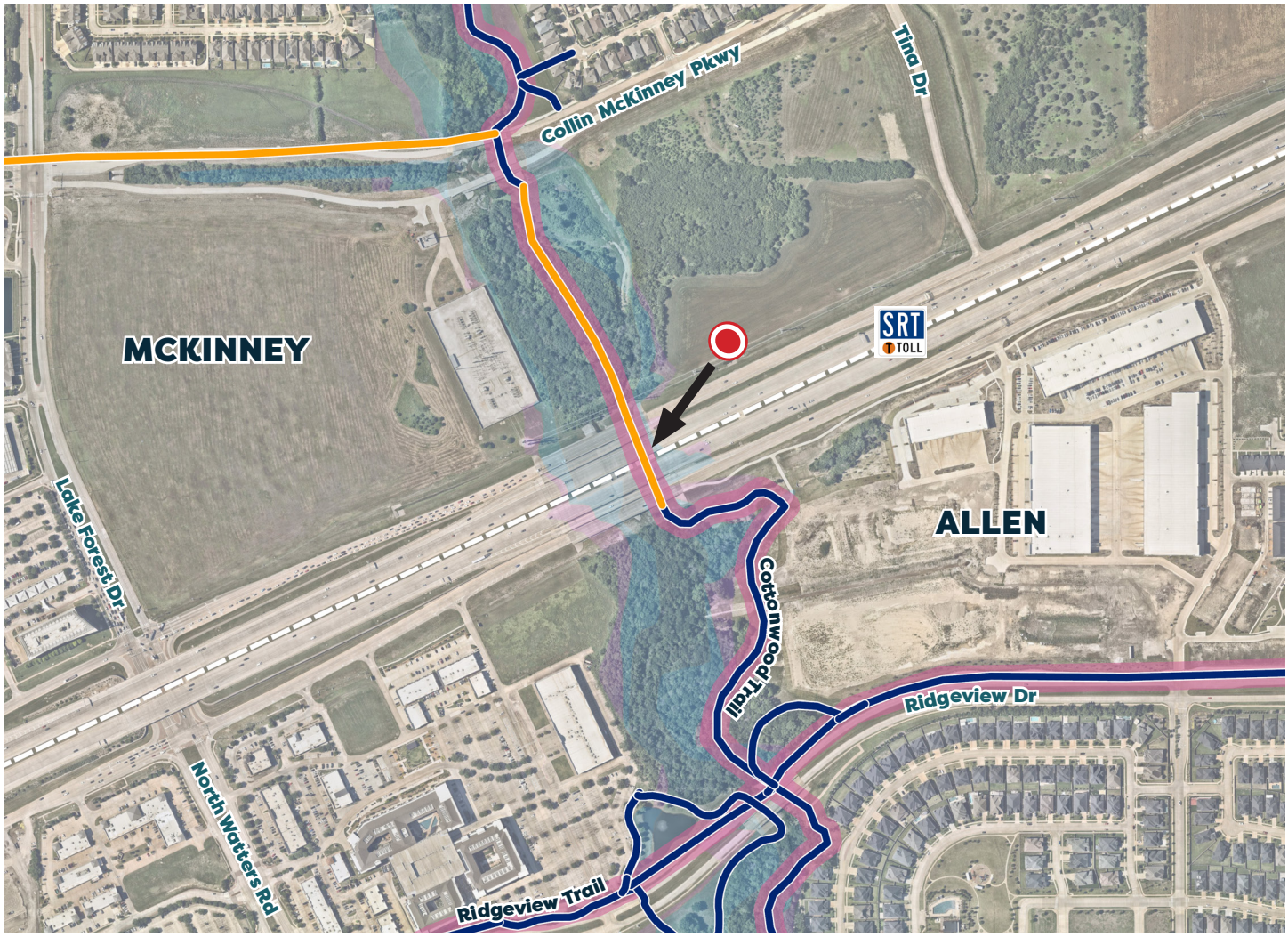
Allen and McKinney

2012 PLAN UNCHANGED CONSIDERATIONS

The SH 121 bridge has greater clearance on the east side of the creek, though it appears that either side could accommodate a trail crossing.

2025 PLAN CONSIDERATIONS

The current proposed alignment for connecting Cottonwood Creek Trail in McKinney to segments of the trail in Allen requires crossing under the ongoing construction of Collin McKinney Parkway as well as SH 121. The crossing at Collin McKinney Parkway includes clearance for the trail to continue under the new roadway. SH 121 has greater vertical clearance on the east side of the creek and can accommodate trail facilities. The planned trail alignments follow Cottonwood Creek and within the floodplain; therefore, future flooding is a concern.



Legend

NTS

City Limits

Key Connection Point (KCP)

KCP Coordinates
33°08'49.2"N 96°40'22.6"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Spine Trail Corridors

Trails
- Existing
- Locally Planned

KEY CONNECTION POINT #15

CONNECTED CITIES

Allen and Fairview

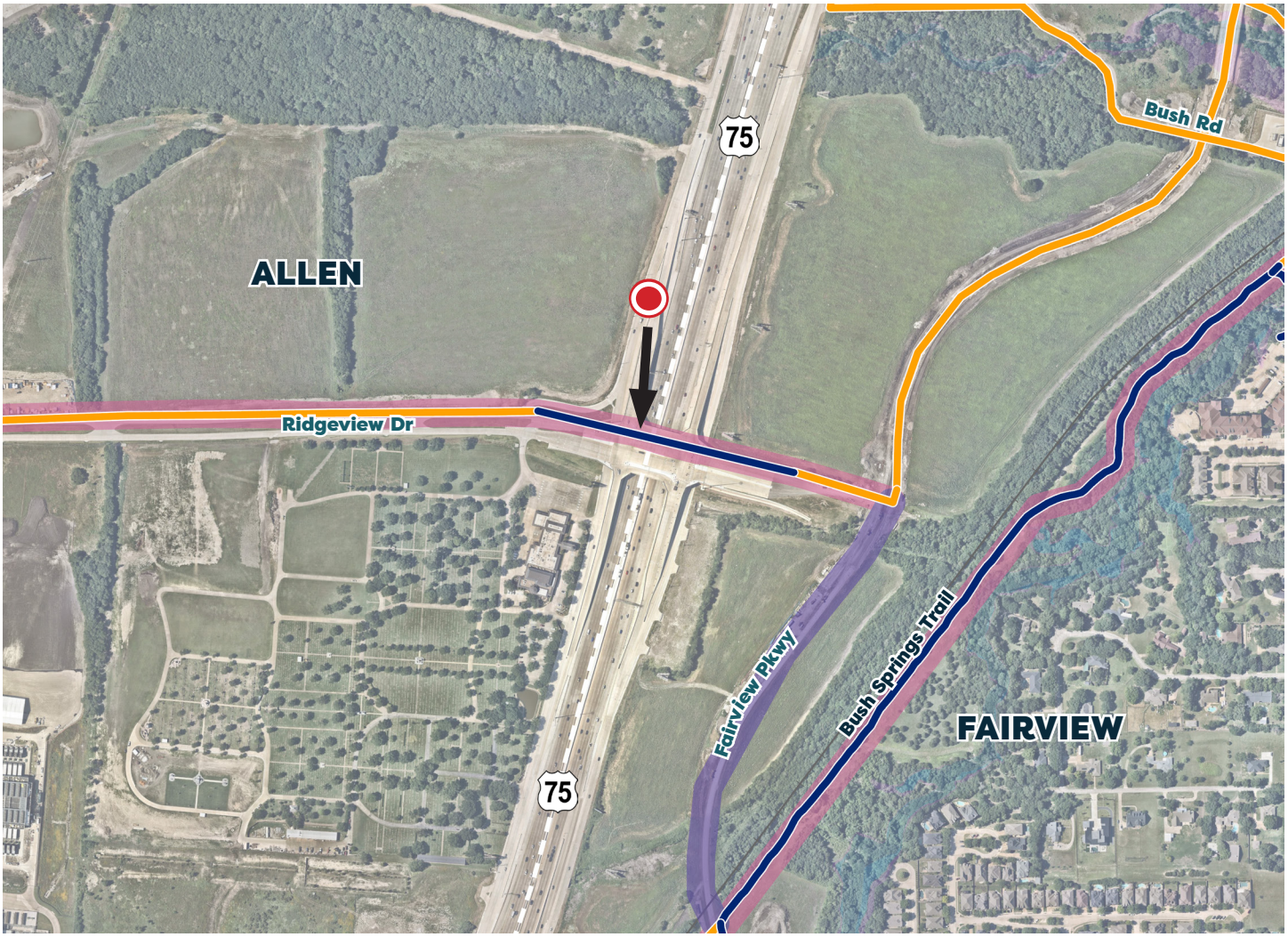
2012 PLAN UNCHANGED CONSIDERATIONS

The new Ridgeview Drive bridge should be of adequate width to provide sidepaths for cyclists and pedestrians on one or both sides of the roadway.

In order to cross the railroad track, a trail will need to follow Fairview Parkway south, cross the railroad track, then continue north along the east side of the track.

2025 PLAN CONSIDERATIONS

TxDOT has completed the Ridgeview Dr. overpass and it provides a 10' sidepath connection on the north side of Ridgeview Dr. across US 75. However, there needs to be trail connection to the bridge from Fairview and Allen.



Legend

- City Limits
- Railroads
- Key Connection Point (KCP)

KCP Coordinates
33°08'38.4"N 96°39'02.7"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Community Trail Corridors
- Spine Trail Corridors

Trails
- Existing
- Locally Planned

NTS

KEY CONNECTION POINT #16

CONNECTED CITIES

Frisco and McKinney

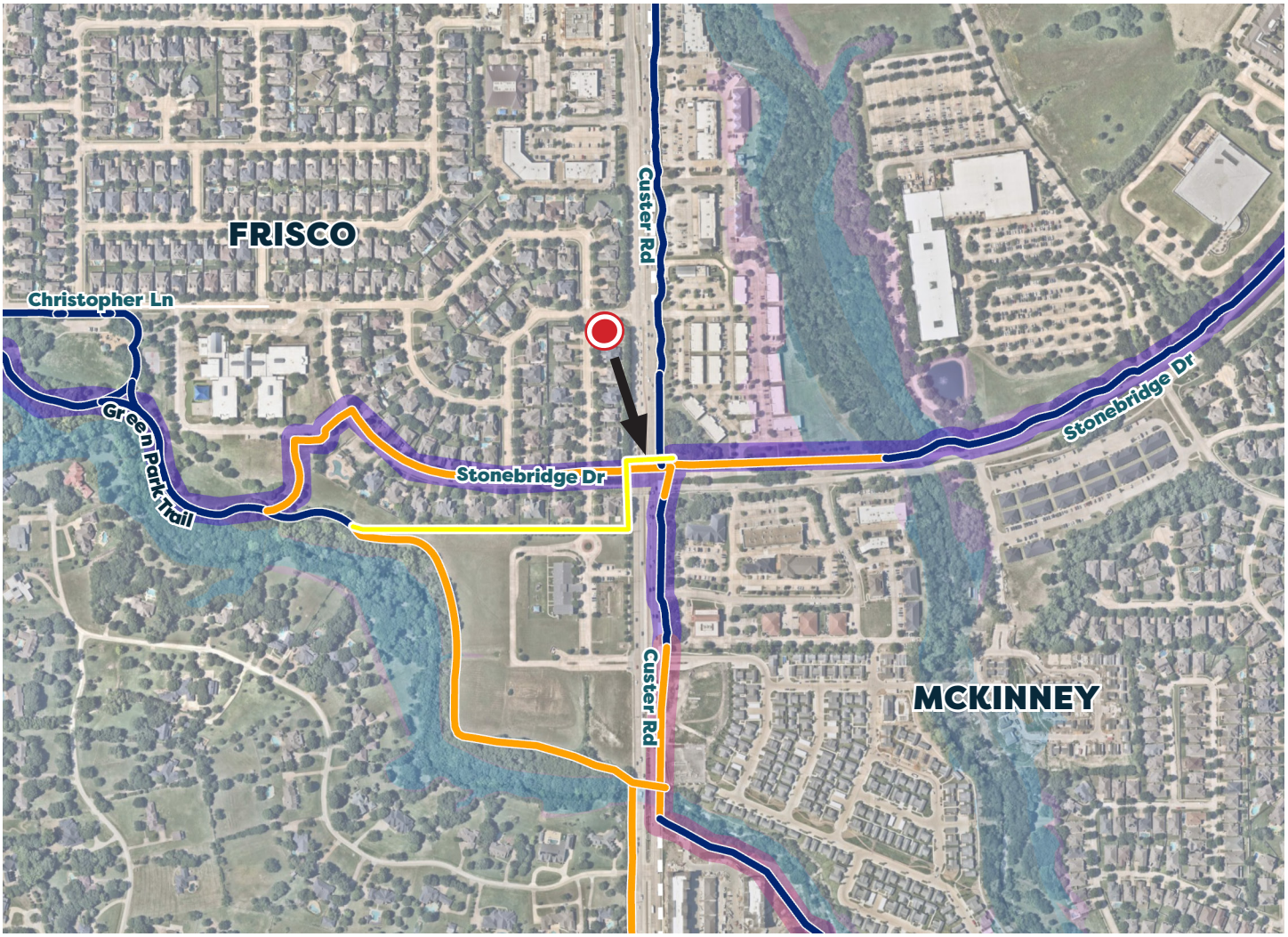
2012 PLAN UNCHANGED CONSIDERATIONS

Due to the steep slopes of the creek banks, it is questionable whether there is adequate clearance for a trail crossing under Custer Road at this location.

As an alternative, trail users can cross Custer Road at Stonebridge Drive. A sidepath along Custer Road for a short distance and a trail along the backside of the existing neighborhood would complete the connection to the existing trails at Stephen's Green Park.

2025 PLAN CONSIDERATIONS

The planned trail facilities that connect Frisco and McKinney along a branch of Rowlett Creek crossing Custer Road may be impacted by recent development. Additionally, the creek bank has a steep slope which may not be conducive to trail construction. An alternative route could include connecting planned trails along Stonebridge Drive across Custer Road, utilizing existing sidewalks to then create a trail connection behind the existing residential neighborhood, eventually connecting into existing trails at Stephen's Green Park.



Legend

NTS

City Limits

Key Connection Point (KCP)

KCP Coordinates
33°10'07.7"N 96°43'58.6"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Community Trail Corridors
- Spine Trail Corridors

Trails
- Existing
- Locally Planned
- Alternative Trail Alignment

KEY CONNECTION POINT #17

CONNECTED CITIES

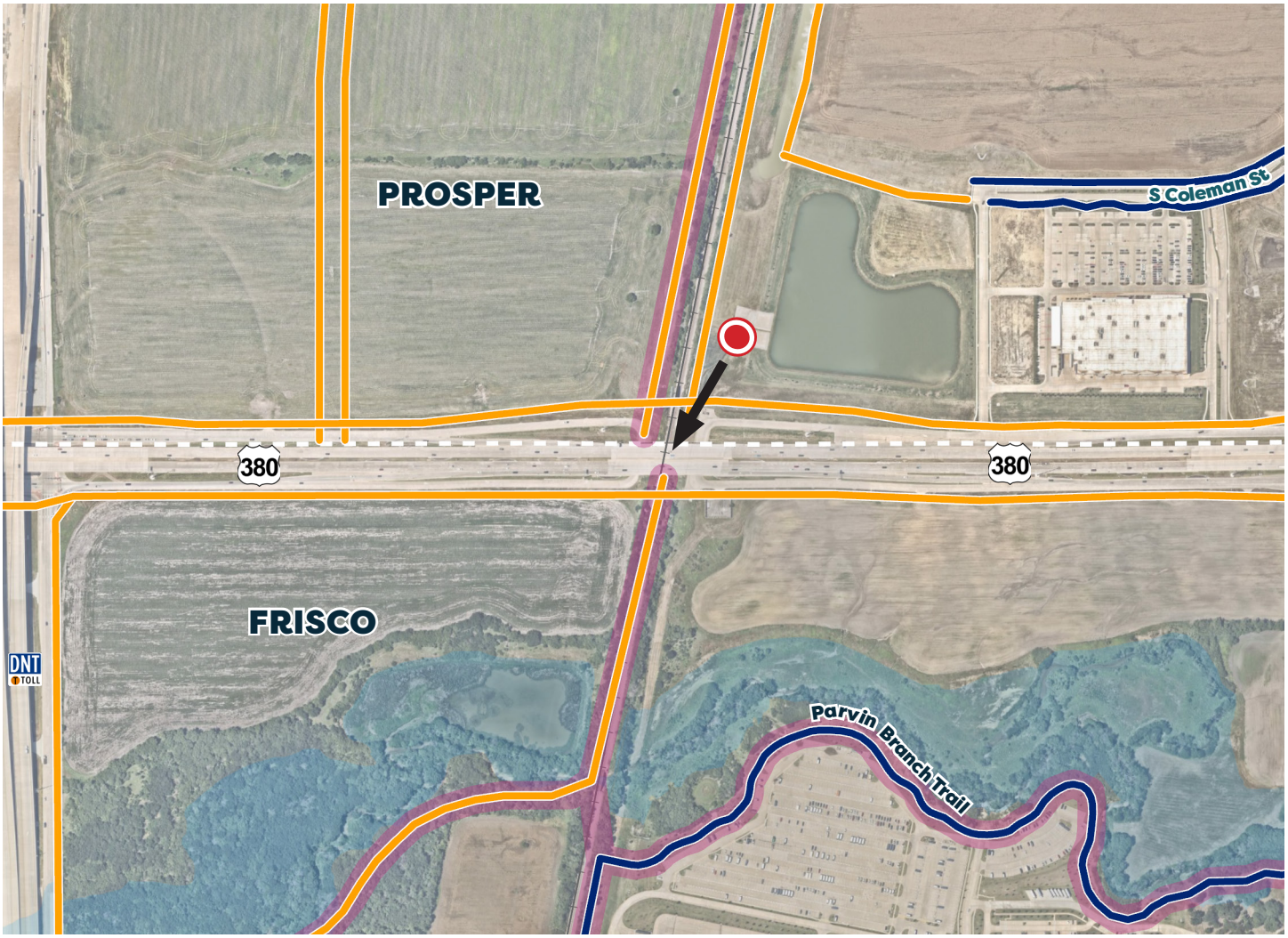
Frisco and Prosper

2012 PLAN UNCHANGED CONSIDERATIONS

The U.S. 380 bridge over the railroad tracks provides ample vertical clearance. There is currently ample lateral clearance as well. Coordination with the railroad company is important to reduce conflicts.

2025 PLAN CONSIDERATIONS

Beyond coordination for utilizing ROW the cities should coordinate the side of the railroad for trail construction to reduce the number of crossings. Further to the south in Frisco, there are existing trails on the east side of the railroad.



Legend

NTS

City Limits

Key Connection Point (KCP)

KCP Coordinates
33°13'07.7"N 96°48'41.9"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Spine Trail Corridors

Trails
- Existing
- Locally Planned

KEY CONNECTION POINT #18

CONNECTED CITIES

McKinney and Prosper

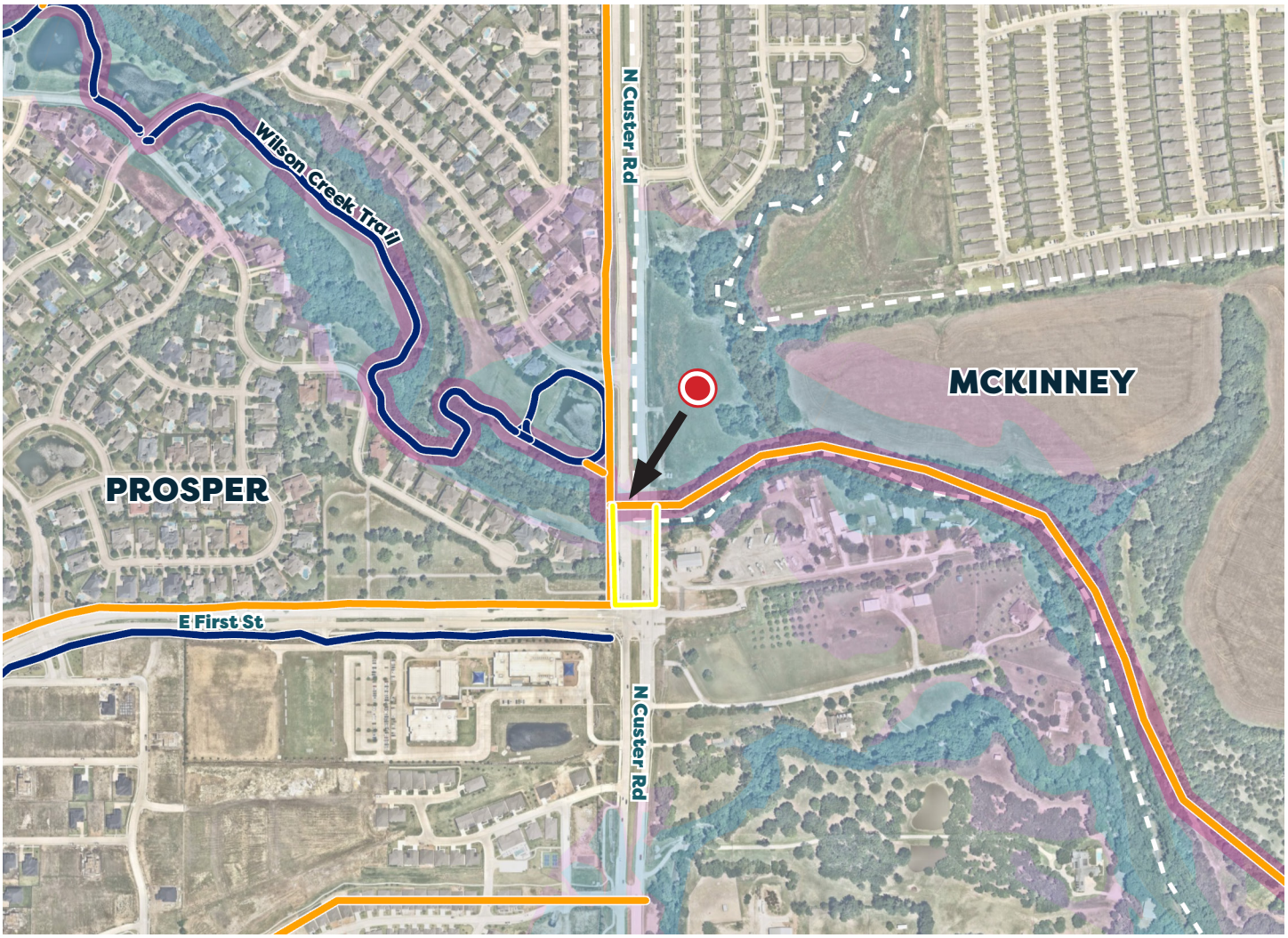
2012 PLAN UNCHANGED CONSIDERATIONS

This alignment follows Wilson Creek along its north side from McKinney, crosses under Custer Road, and ties into existing and planned trails in Prosper.

The Custer Road bridge over Wilson Creek has adequate clearance for a trail undercrossing. This crossing will require benching under the bridge to provide a level area for the trail.

2025 PLAN CONSIDERATIONS

The planned trail alignment along Wilson Creek connecting Prosper and McKinney at Custer Road must consider a major under or over crossing. While the Custer Road bridge includes a shelf with adequate vertical clearance for trail facilities to cross under the bridge, the topography and other environmental factors create feasibility concerns. Alternative alignments should be considered where existing trails in Prosper cross Custer Road at grade at Wilson Creek Trail connecting back into the Wilson Creek corridor behind newer residential development. This crossing would require additional pedestrian safety countermeasures.



Legend

NTS

City Limits

Key Connection Point (KCP)

KCP Coordinates
33°14'17.2"N 96°43'56.6"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Spine Trail Corridors

Trails
- Existing
- Locally Planned
- Alternative Trail Alignment

KEY CONNECTION POINT #19

CONNECTED CITIES

Celina and Prosper

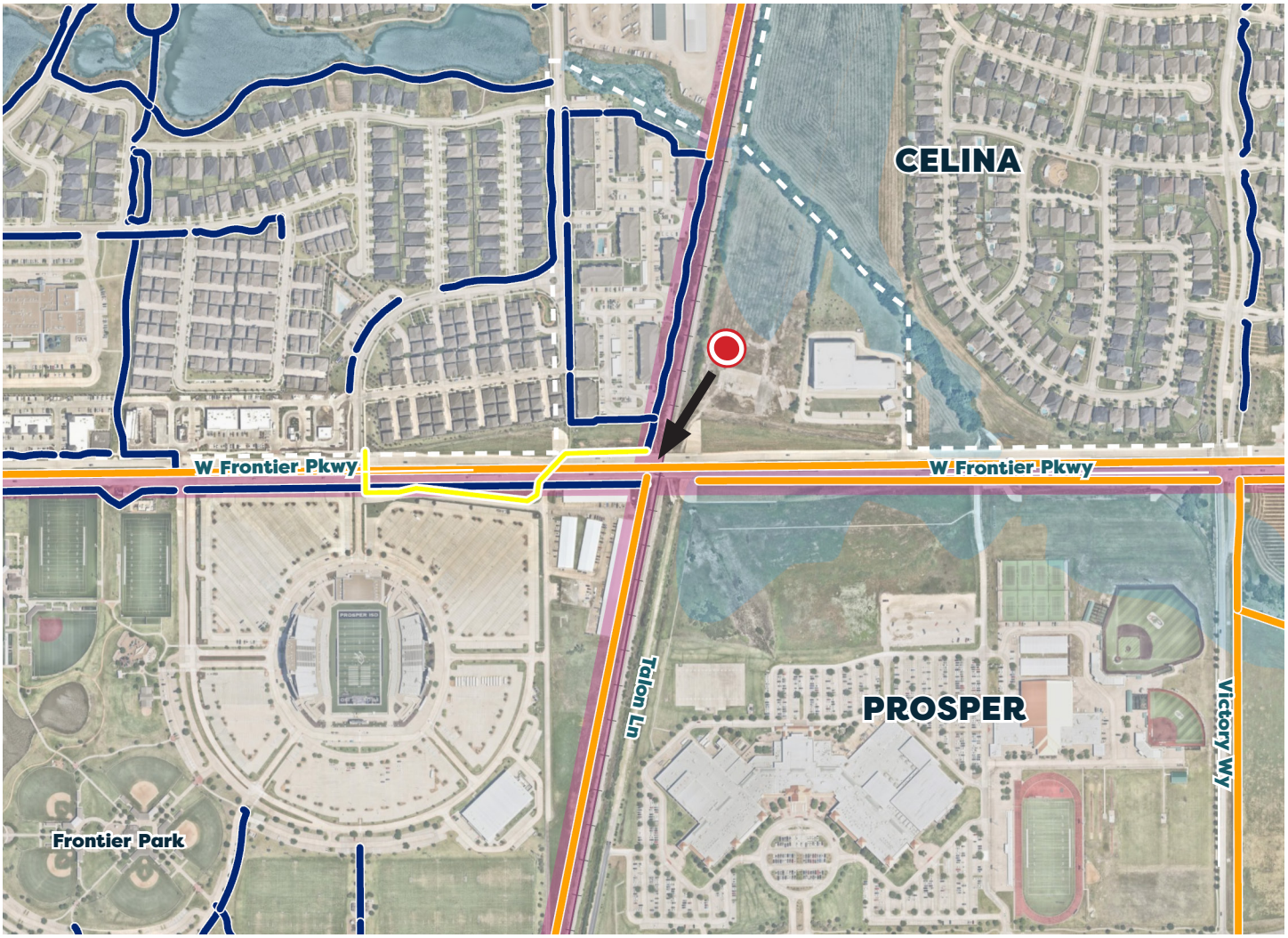
2012 PLAN UNCHANGED CONSIDERATIONS

There is a potential lack of right-of-way north of Frontier Parkway due to existing development, specifically on the east side of the railroad tracks.

North of Frontier Parkway, this alignment crosses several creeks. Trail bridges or low water crossings will be necessary in these locations.

2025 PLAN CONSIDERATIONS

At this connection point there are existing trail facilities in Celina that end at the city limits. The portion of the planned connection in Prosper crosses under Frontier Parkway along the BNSF Railroad ROW. Due to existing private property, utility lines, and ROW constraints, an alternative alignment may need to be considered. Future trails may need to utilize existing pedestrian facilities along roadways at this part of the planned trail alignment along the BNSF Railroad.



Legend

NTS

- City Limits
- Railroads
- Key Connection Point (KCP)

KCP Coordinates
33°15'45.5"N 96°48'02.0"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Community Trail Corridors
- Spine Trail Corridors

Trails
- Existing
- Locally Planned
- Alternative Trail Alignment

KEY CONNECTION POINT #20

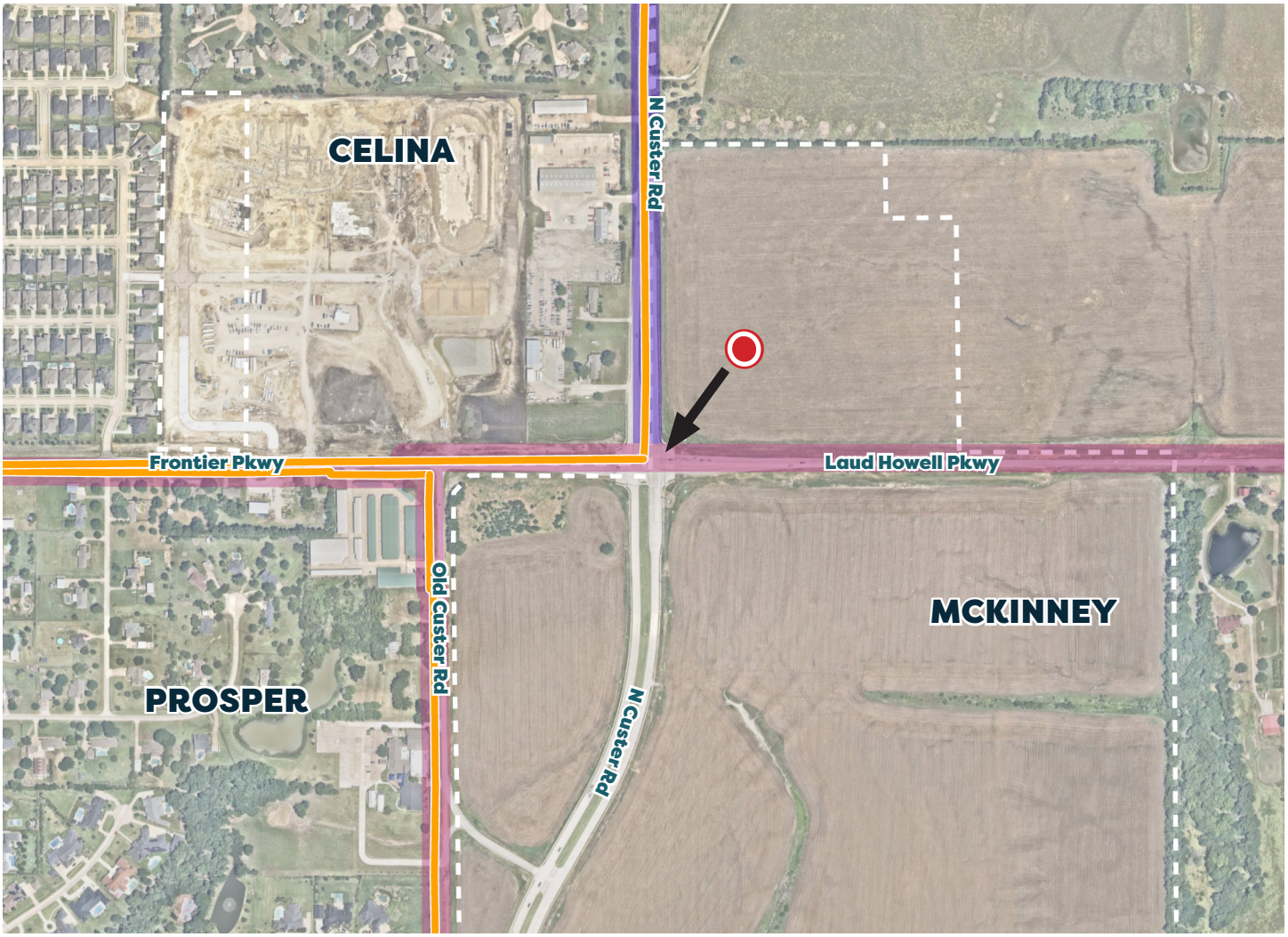
CONNECTED CITIES

Celina, McKinney and Prosper

2025 PLAN CONSIDERATIONS

A new connection point has been identified, connecting three communities – Celina, Prosper, and McKinney. This future connection would occur at the intersection of Custer Road and Frontier Parkway/Laud Howell Parkway. It is anticipated by these communities that future trail facilities will be implemented to connect existing and future development along these major roadways. This connection would involve an at grade crossing at the intersection.

There are existing sidewalk facilities at the corners of the intersection that would likely be upgraded with the implementation of trails. Future planned trails in McKinney should align with currently planned trails along Frontier Parkway/Laud Howell Parkway to create a continuous connection along one side of the roadway.



Legend

NTS

City Limits

Key Connection Point (KCP)

KCP Coordinates
33°15'44.0"N 96°43'49.1"W

Recommended Trails System

Community Trail Corridors

Spine Trail Corridors

Trails

Locally Planned

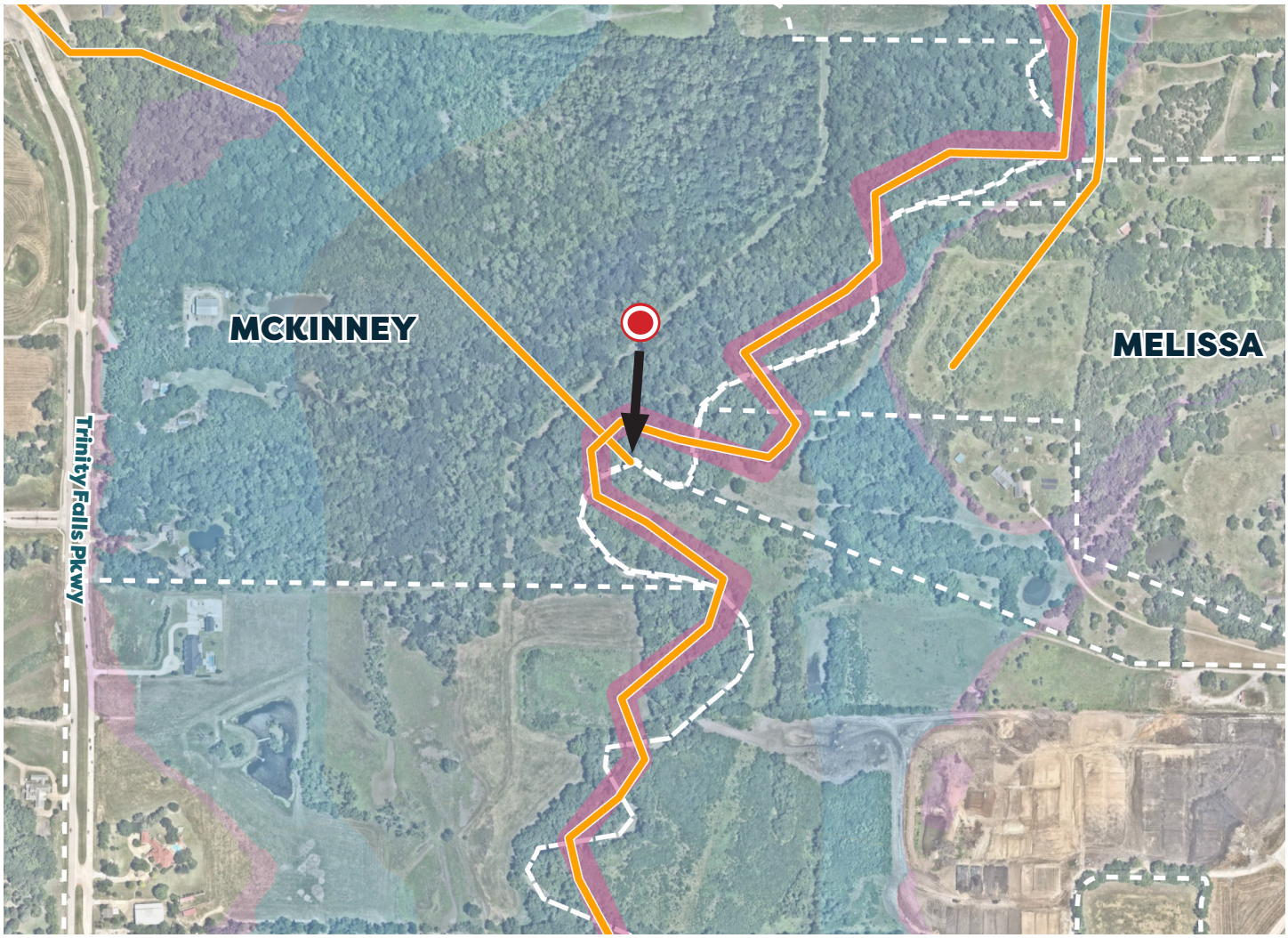
KEY CONNECTION POINT #21

CONNECTED CITIES

McKinney and Melissa

2025 PLAN CONSIDERATIONS

A new connection point has been identified between the Cities of McKinney and Melissa. The City of McKinney has currently planned trails that extend from FM 543 into undeveloped land east of Trinity Falls Parkway. This planned trail connects into a planned greenbelt trail along the East Fork Trinity River in Melissa. Future trails will have to navigate the natural environment and river upon implementation. This connection will tie current residential development in McKinney to the western edge of Melissa.



Legend

NTS

City Limits

Key Connection Point (KCP)

KCP Coordinates
33°16'24.9"N 96°36'30.0"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Spine Trail Corridors

Trails
- Locally Planned

KEY CONNECTION POINT #22

CONNECTED CITIES

Anna and Melissa

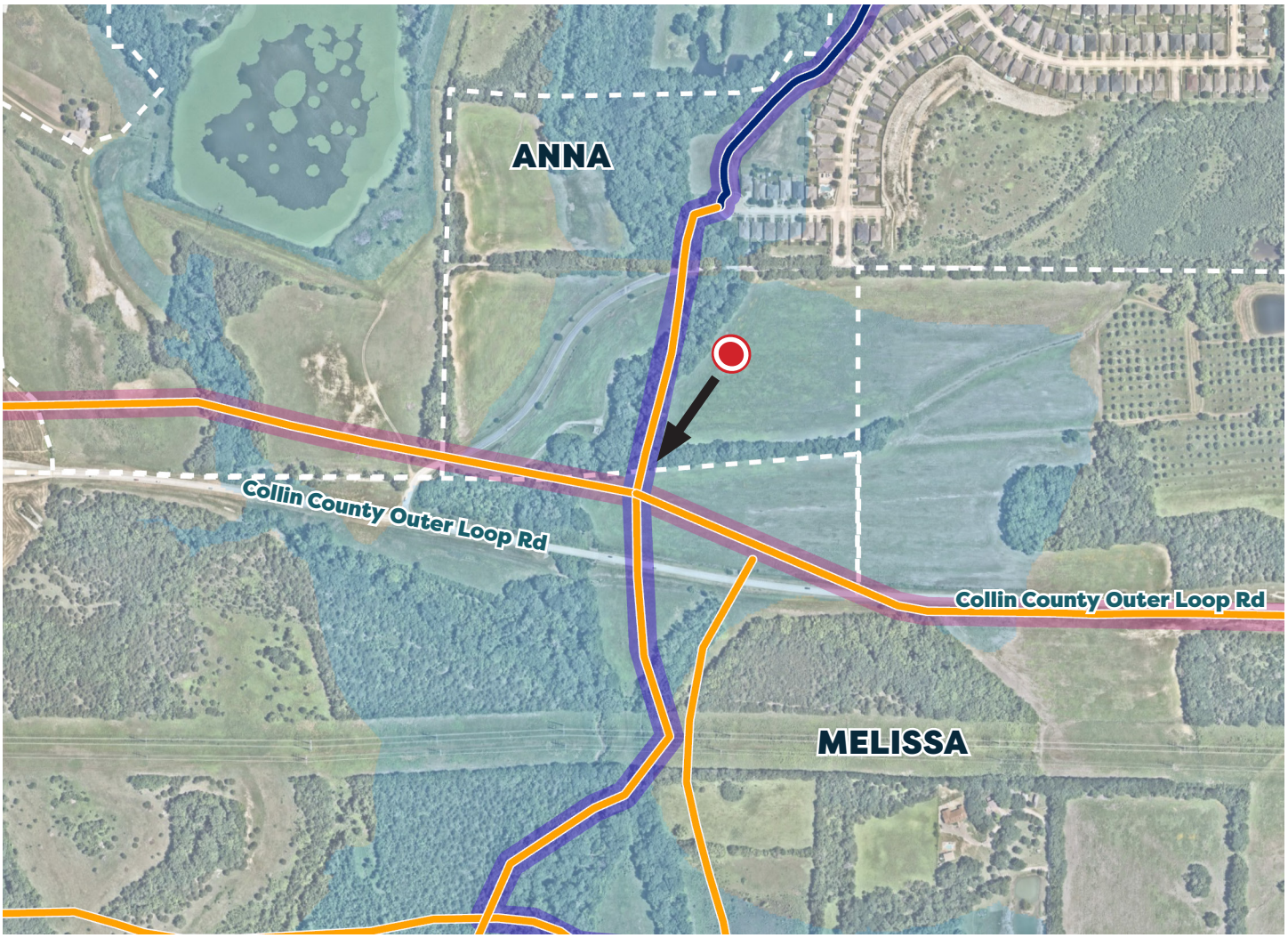
2012 PLAN UNCHANGED CONSIDERATIONS

The area around this connection is generally undeveloped. The construction of a trail along Slayter Creek may depend on new development and should be encouraged by both cities.

The bridge for the Outer Loop has been designed to accommodate a trail crossing underneath it along the creek. The construction of the future components of the Outer Loop must also accommodate a trail crossing in this location along the creek.

2025 PLAN CONSIDERATIONS

Neither city has constructed trail facilities and the future connection would need to cross the Outer Loop. Consideration will need to be given to the existing natural environment. Coordination with Collin County as design and construction of the Outer Loop progresses is important.



Legend

NTS

City Limits

Key Connection Point (KCP)

KCP Coordinates
33°19'05.3"N 96°34'57.1"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Community Trail Corridors
- Spine Trail Corridors

Trails
- Existing
- Locally Planned

KEY CONNECTION POINT #23

CONNECTED CITIES

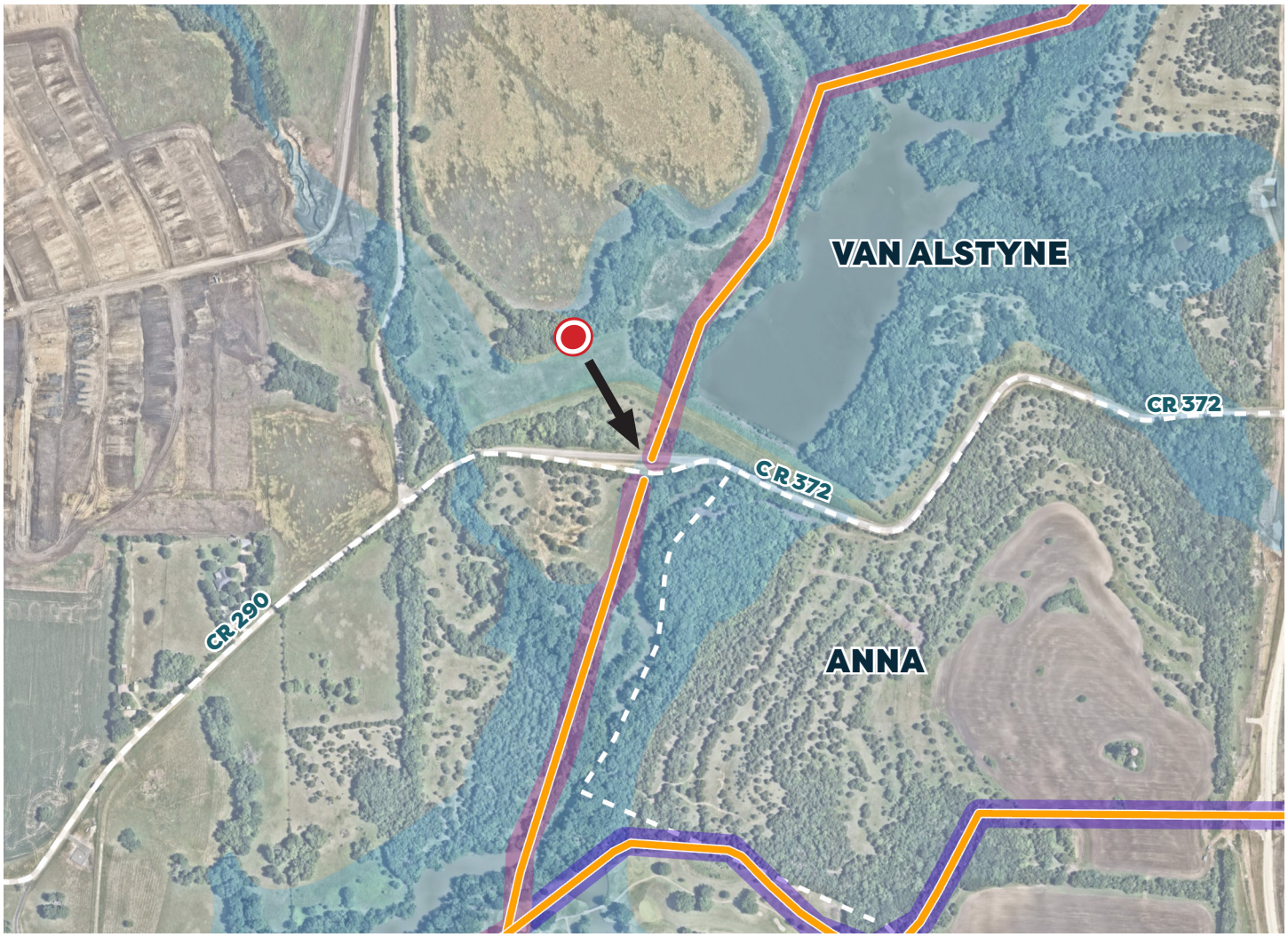
Anna and Van Alstyne

2012 PLAN UNCHANGED CONSIDERATIONS

The primary challenge with this connection point is the US 75 crossing over the creek, which flows through a culvert. Unless this section of US 75 is to be reconstructed before this trail is constructed, alternatives will have to be considered.

2025 PLAN CONSIDERATIONS

The 2012 Plan explored a key connection underneath US 75 at Hurricane Creek, which flows through a culvert. Another key connection point is underneath CR 372 at Hurricane Creek; if that roadway is rebuilt in the future, the bridge must be built with adequate horizontal and vertical clearance for a trail.



Legend

NTS

City Limits

Key Connection Point (KCP)

KCP Coordinates
33°23'09.3"N 96°35'23.8"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Community Trail Corridors
- Spine Trail Corridors

Trails
- Locally Planned

KEY CONNECTION POINT #24

CONNECTED CITIES

Lavon and Wylie

2025 PLAN CONSIDERATIONS

This connection point would provide connectivity between Lavon and Wylie near Lake Lavon. The 2012 Plan explored a spine connection along the dam, but concerns about security of allowing people on dams means that other areas should be considered.

Legend

NTS

- City Limits
- Railroads
- Key Connection Point (KCP)

KCP Coordinates
33°02'30.6"N 96°26'31.2"W

Floodplain
- 500-year Floodplain
- 100-year Floodplain
- Floodway

Recommended Trails System
- Community Trail Corridors
- Spine Trail Corridors

Trails
- Locally Planned

DRAFT 10.22.25

COLLIN COUNTY REGIONAL TRAILS MASTER PLAN APPENDIX

ADOPTION PENDING