

Appendix C: Updated Trail Plates



*Mobility & Connectivity
Recreation & Culture
Community & Character
Natural Resources & Environment
High Value Governance*

The Brushy Creek Corridor

Extending for over 8 miles through Round Rock, Brushy Creek has been identified as the major spine and regional trail in the area. Two segments are already in place. One is the Brushy Creek Trail to the west, which is outside of the Round Rock city limits but within the City's ETJ, and which connects Round Rock with the Cedar Park trail system with over 4 miles of built and planned trails. The second is the Brushy Creek East Trail, which was funded by grants from both Williamson County and the Texas Parks and Wildlife Department, and which includes 1.25 miles of multi-purpose trail on the eastern side of Round Rock. A third 2 mile long segment will extend the trail from the end of the existing east segment to connect to the just completed Lake Creek Trail, and was funded by Williamson County and the City of Round Rock as well as the Capital CAMPO program which provided \$2.3 million in grant funding.

Brushy Creek crosses through the center of the city, and links to the existing trails in Memorial Park. Key constraints along the corridor include the following areas:

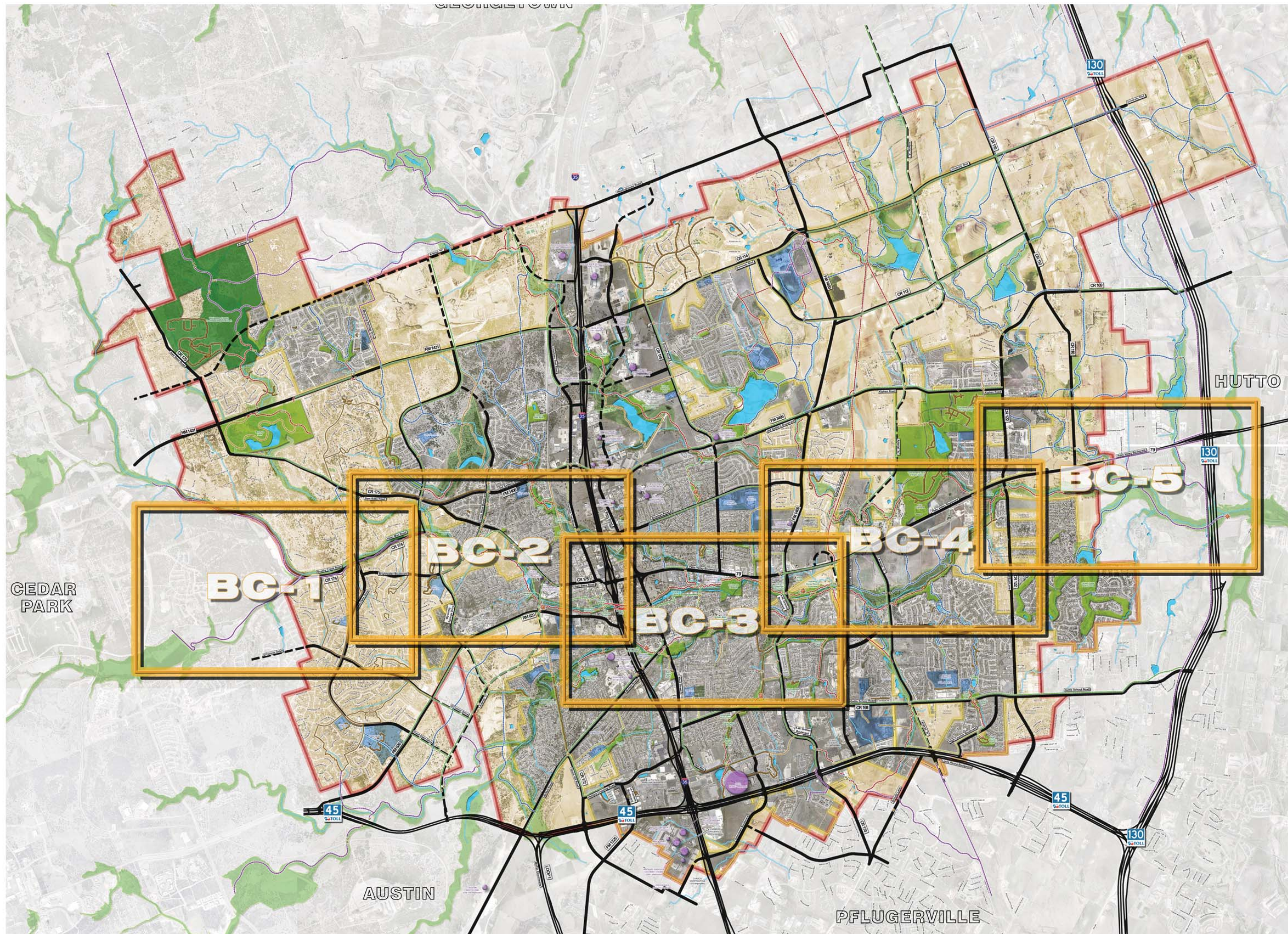
- The corridor between Veterans Park and Memorial Park in the heart of Round Rock – Single family residences occupy both sides of the creek, and two schools are built on the high bluffs overlooking Memorial Park. In this section, much of the trail may have to be built along adjacent low traffic level streets.
- The corridor between Chisholm Crossing Park along County Road 173 and Creek Bend Boulevard – Single family development in the area requires that the trail connection in the area either travel along residential streets with low traffic volumes north of the creek, or in the rear of multi-family and commercial properties on the south side of the creek.
- The corridor in the vicinity of Creekbend Park – In this area, access to privately owned properties along the creek corridor requires that the trail travel on-street until additional parklands along the creek corridor are acquired by the city.

Major thoroughfare crossings:

- North Mays Street
- Chisholm Trail Road
- Wyoming Springs Drive (may be elevated sufficiently to allow an at-grade crossing under the road)
- Great Oaks Drive

The completion of the Brushy Creek trail corridor is the highest trail and park system priority for the entire city.





BRUSHY CREEK CORRIDOR

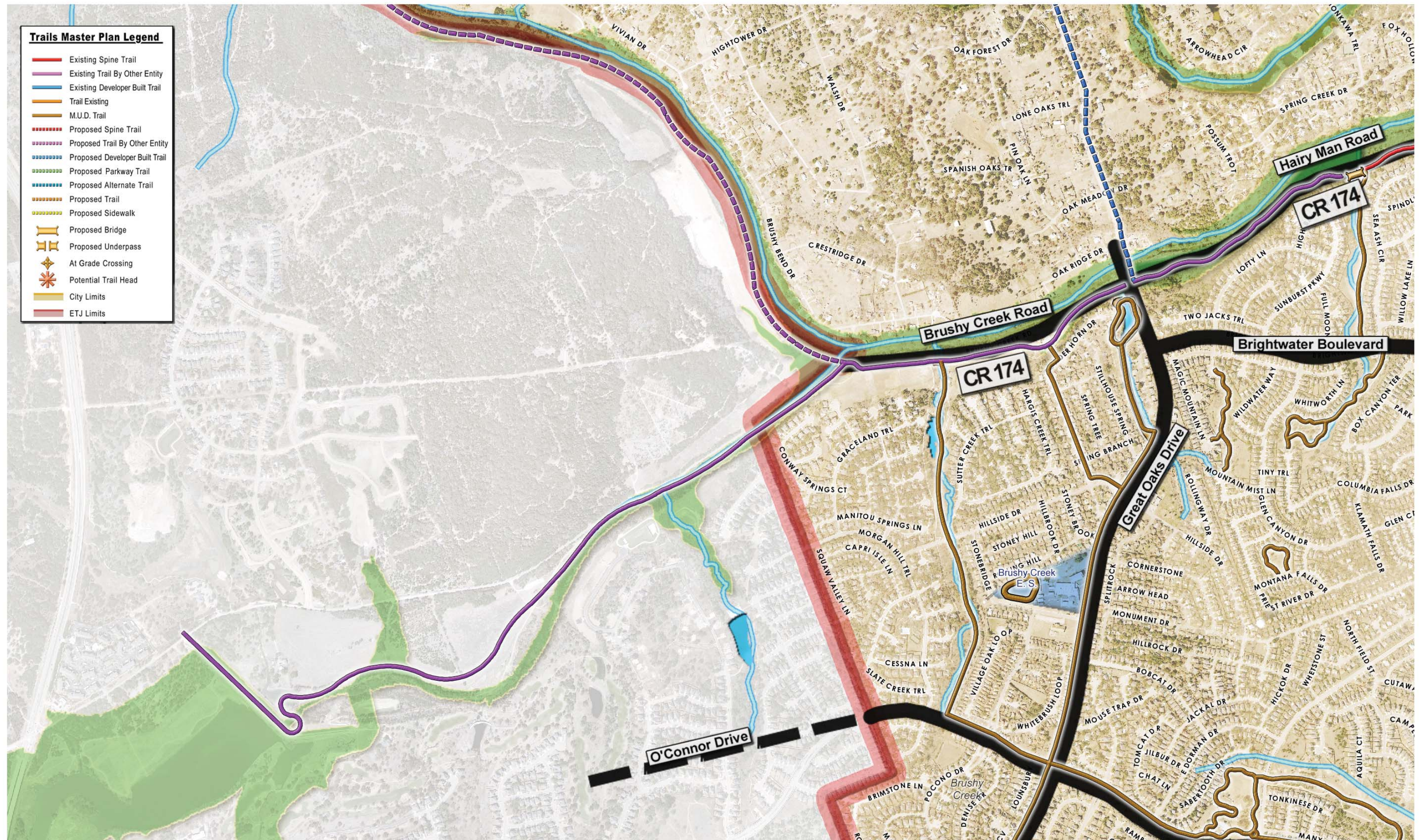


Plan is conceptual in nature. All trail and accompanying element locations are approximate and may vary when more detailed design occurs



Trails Master Plan Legend

- Existing Spine Trail
- Existing Trail By Other Entity
- Existing Developer Built Trail
- Trail Existing
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BRUSHY CREEK CORRIDOR

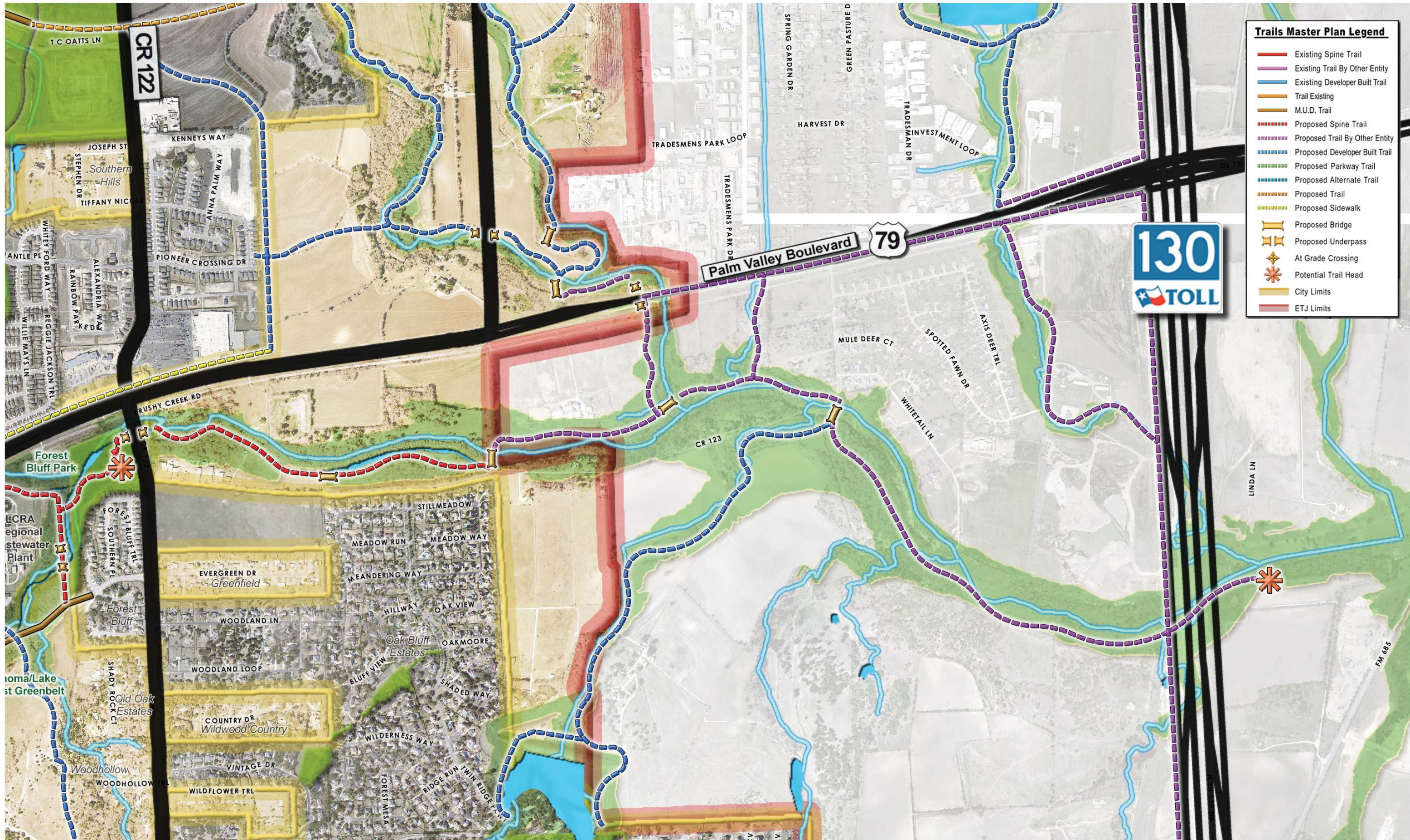
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PLATE
BC-1







BRUSHY CREEK CORRIDOR



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PLATE
BC-5



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Chandler Branch Corridor

The Chandler Branch Corridor extends for almost 6 miles on the east side of Interstate Highway 35, and is adjacent to many of the most heavily populated residential areas in the city. The corridor crosses through Old Settlers Park, passes near the Dell Diamond, and connects the northeastern part of the city to the Brushy Creek corridor.

The Chandler Branch corridor will ultimately have more street crossings than any other trail corridor in the city. It is imperative that below grade crossings be built into as many of the major streets in the area as possible as those thoroughfares are upgraded to increase traffic capacity.

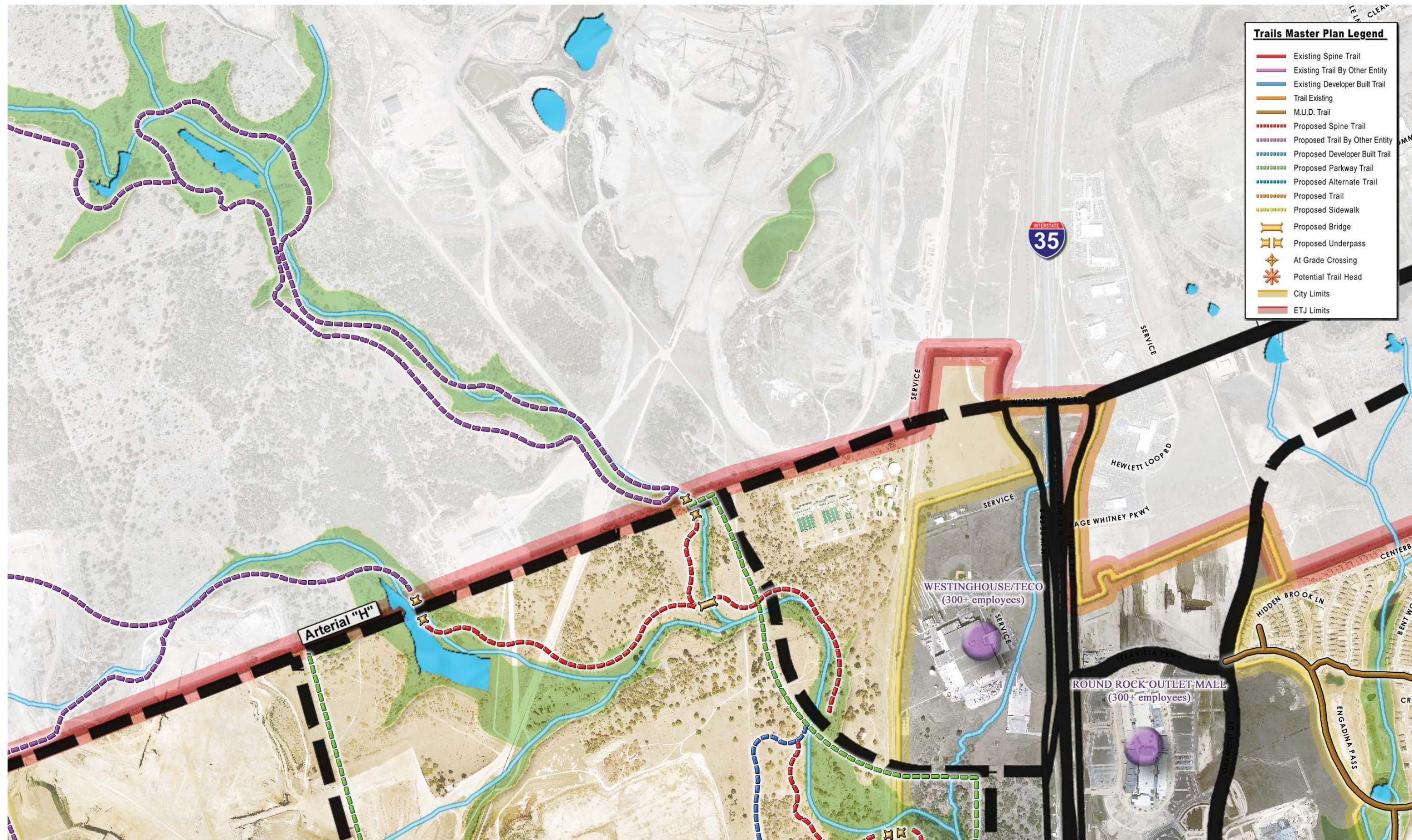
Major constraints include:

- The crossing under US Highway 79 – This will be one of only three crossings below Highway 79, and should be planned for as a below grade culvert crossing.
- Acquisition of access rights west of Old Settlers Park – The corridor passes through larger ranchette sized tracts, and access rights through these areas will need to be acquired.

Major thoroughfare crossings:

- US Highway 79 (should be below grade crossing)
- Future Double Creek Boulevard
- FM 1460 (half built future A.W. Grimes)
- Sunrise Road
- East Old Settlers Road





CHANDLER BRANCH CORRIDOR

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Approximate Scale 1"=1000'

0 500 1,000 2,000 feet



PLATE
CB-1





CHANDLER BRANCH CORRIDOR

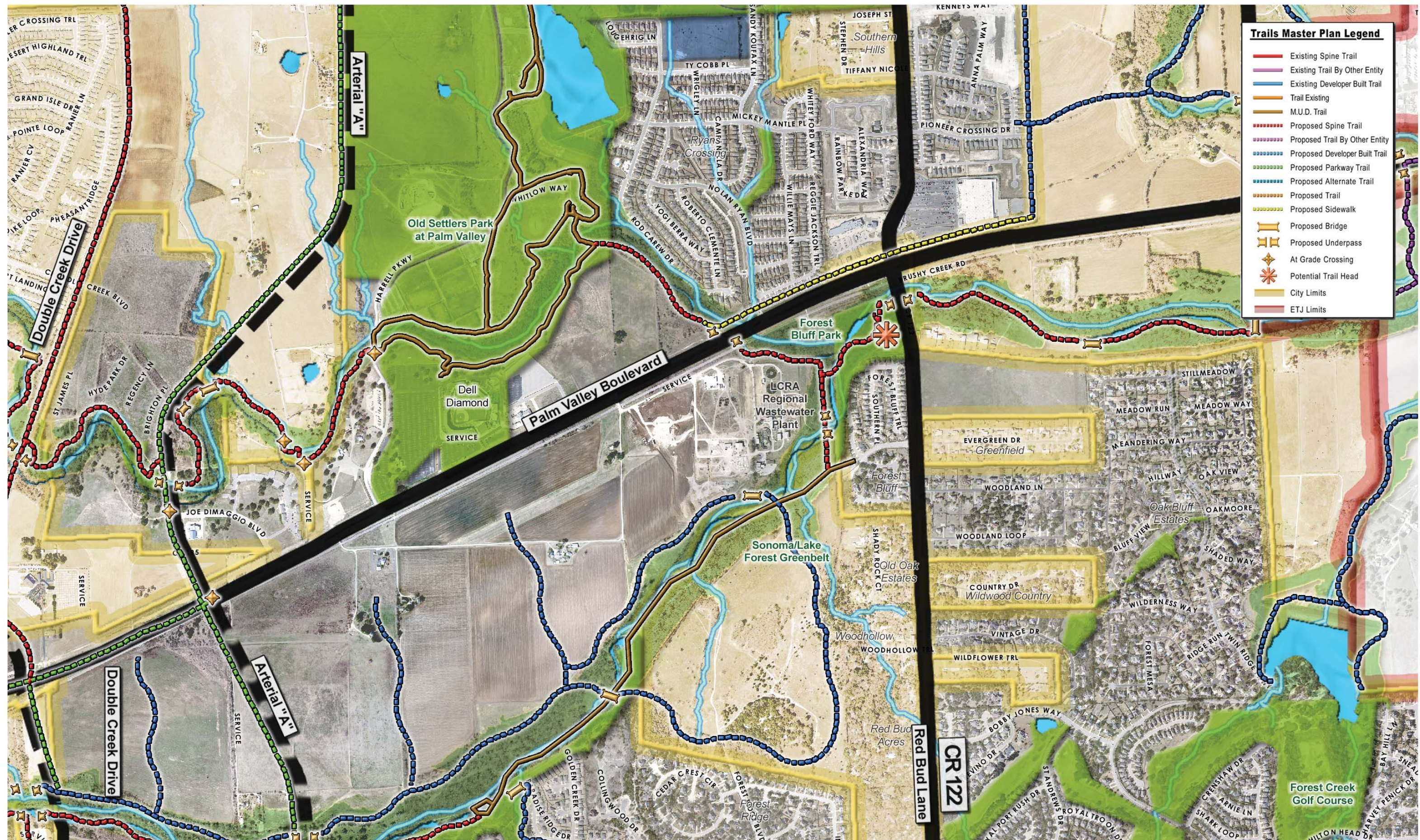
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PLATE
CB-3





Kensington Park Corridor

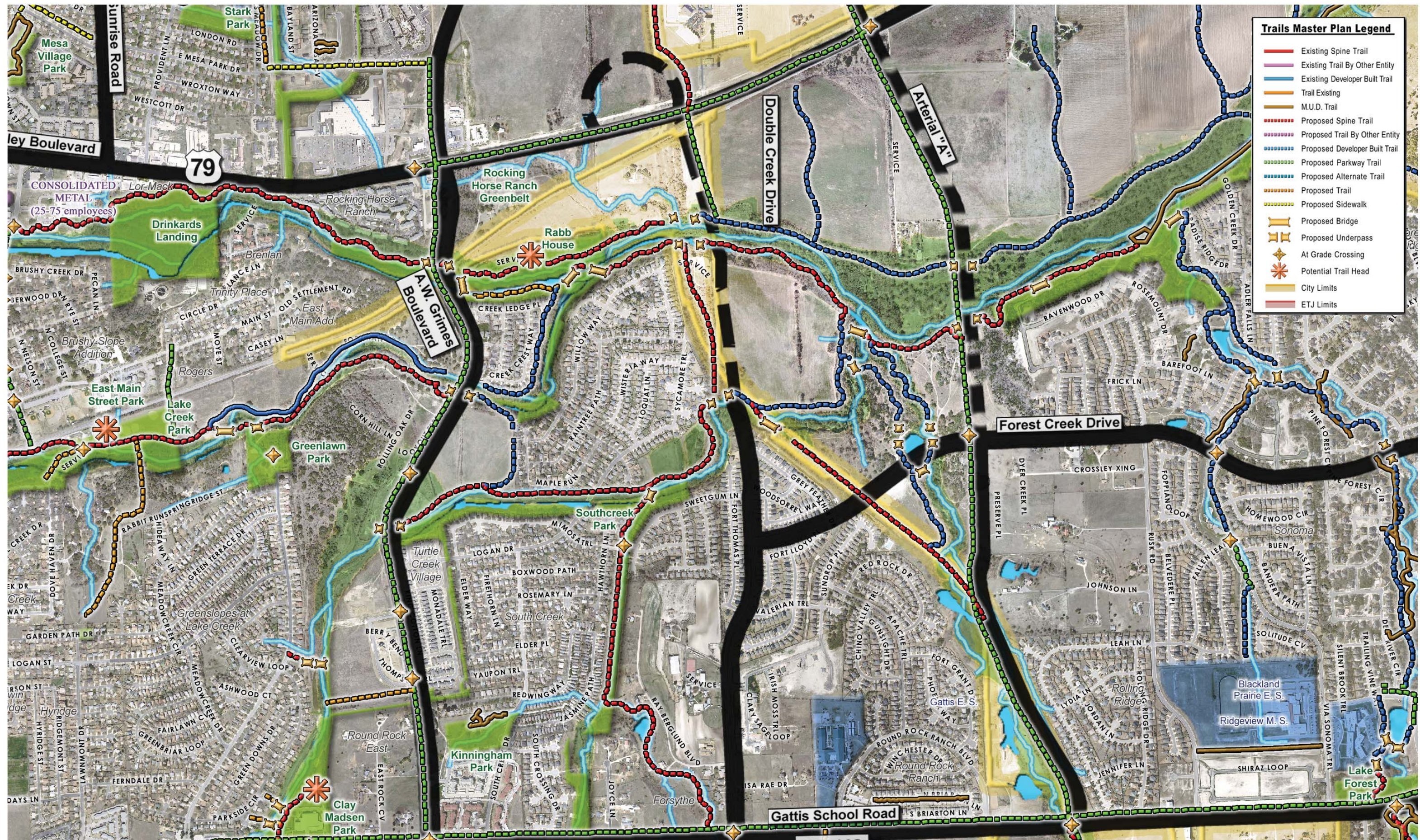
Kensington Park Corridor

The heavily populated southeastern portion of the city is home to the city's largest employer, Dell Computer, and has great potential for trails. Planned trail corridors in the area include:

- Upgrading the Kensington Park Trail to create a major cycling and walking trail connection between Dell and the Clay Madsen Center.
- Continuing a boulevard trail along A.W. Grimes Boulevard south to near SH 45.
- Creating a trail corridor along the former MoKan right of way that ultimately will link Round Rock and Pflugerville.

These corridors add up to an additional five miles of trails. Trail corridors in this area are generally still available, and are critical links to connect neighborhoods in the area to the spine trails along Brushy and Lake Creeks. A key roadway crossing will occur at Gattis School Road.





KENSINGTON PARK

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PLATE
KP-1



Northeast Corridor

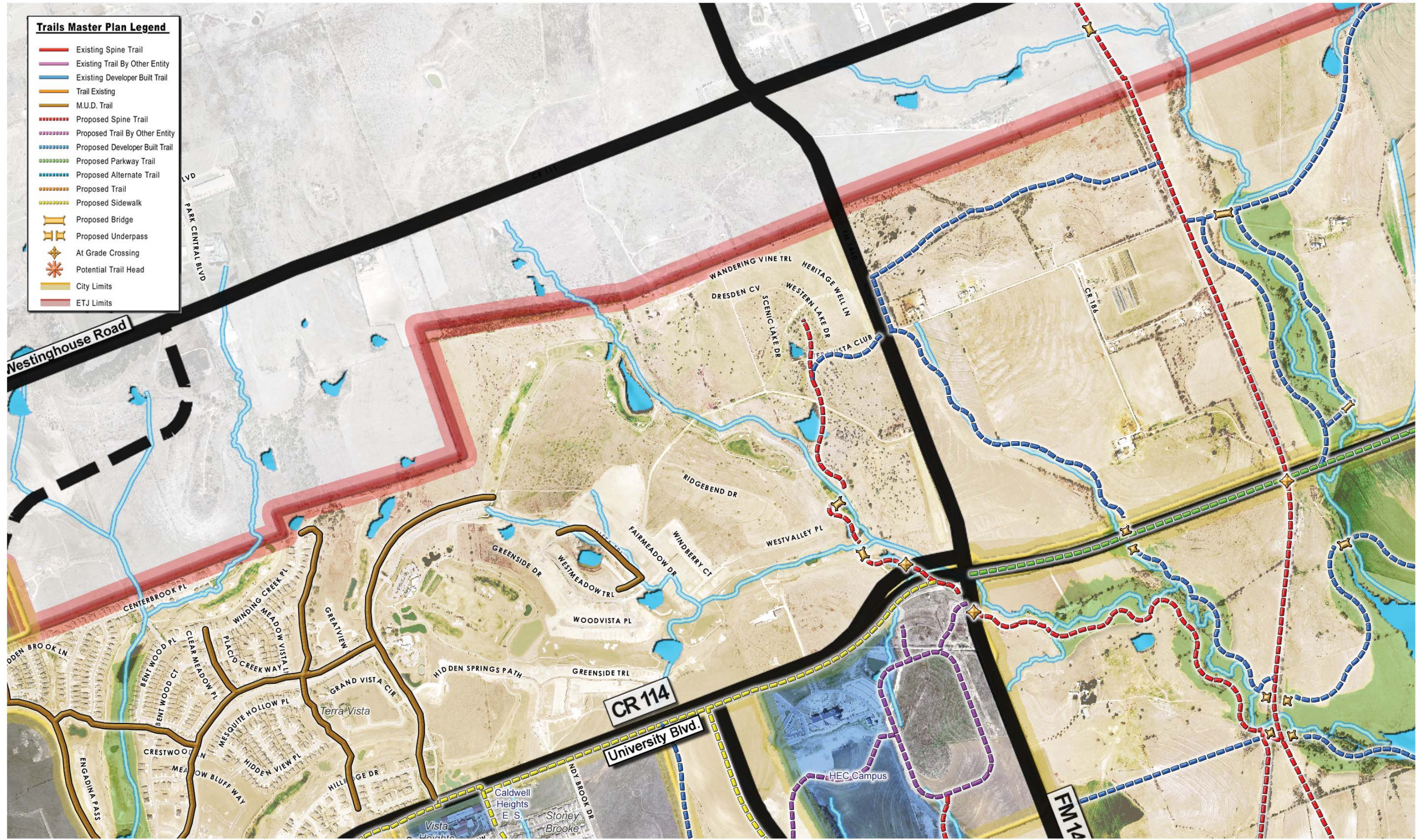
Growth in the northeastern portion of the city is increasing and several drainage creek corridors in the area should be reserved for future trail corridors. It is anticipated that much of the trail development in this area will be implemented by new residential communities. This area has the potential to have some of the finest and most interconnected trails in the entire city, and could rival the trail systems found in the municipal utility districts on the western side of the city.

Key destinations in this include the future Higher Education Center campus along University, Meadow Lake, and the northern portions of Old Settlers Park.

Key constraints in this area include:

- Existing and future crossings of major arterial roads - since the majority of this area is currently undeveloped, all future trails will need to have appropriate at-grade crossings or bridge crossings at arterial road intersections.







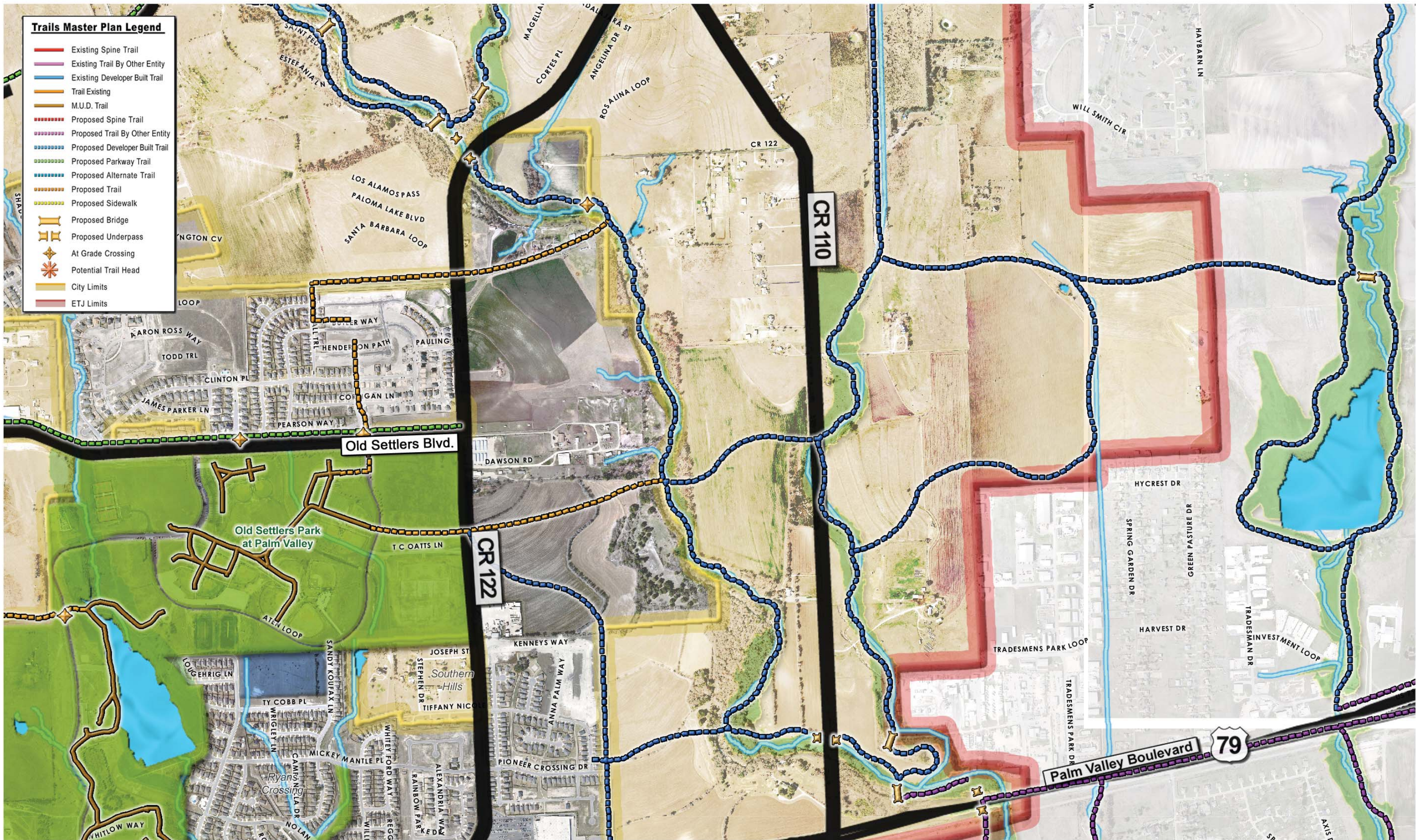
NORTHEAST CORRIDORS

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PLATE
NE-2





NORTHEAST CORRIDORS

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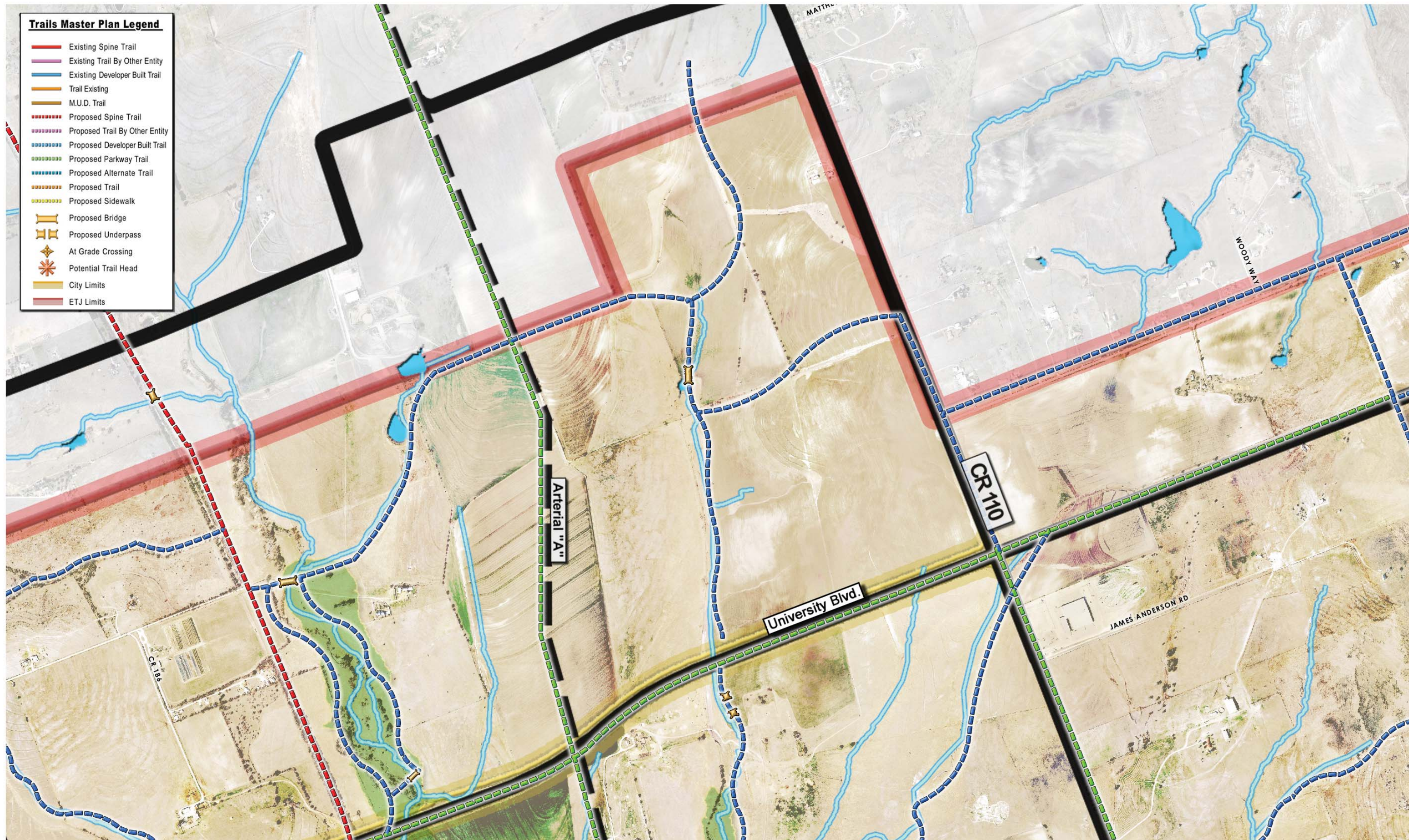


PLATE
NE-3



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NORTHEAST CORRIDORS

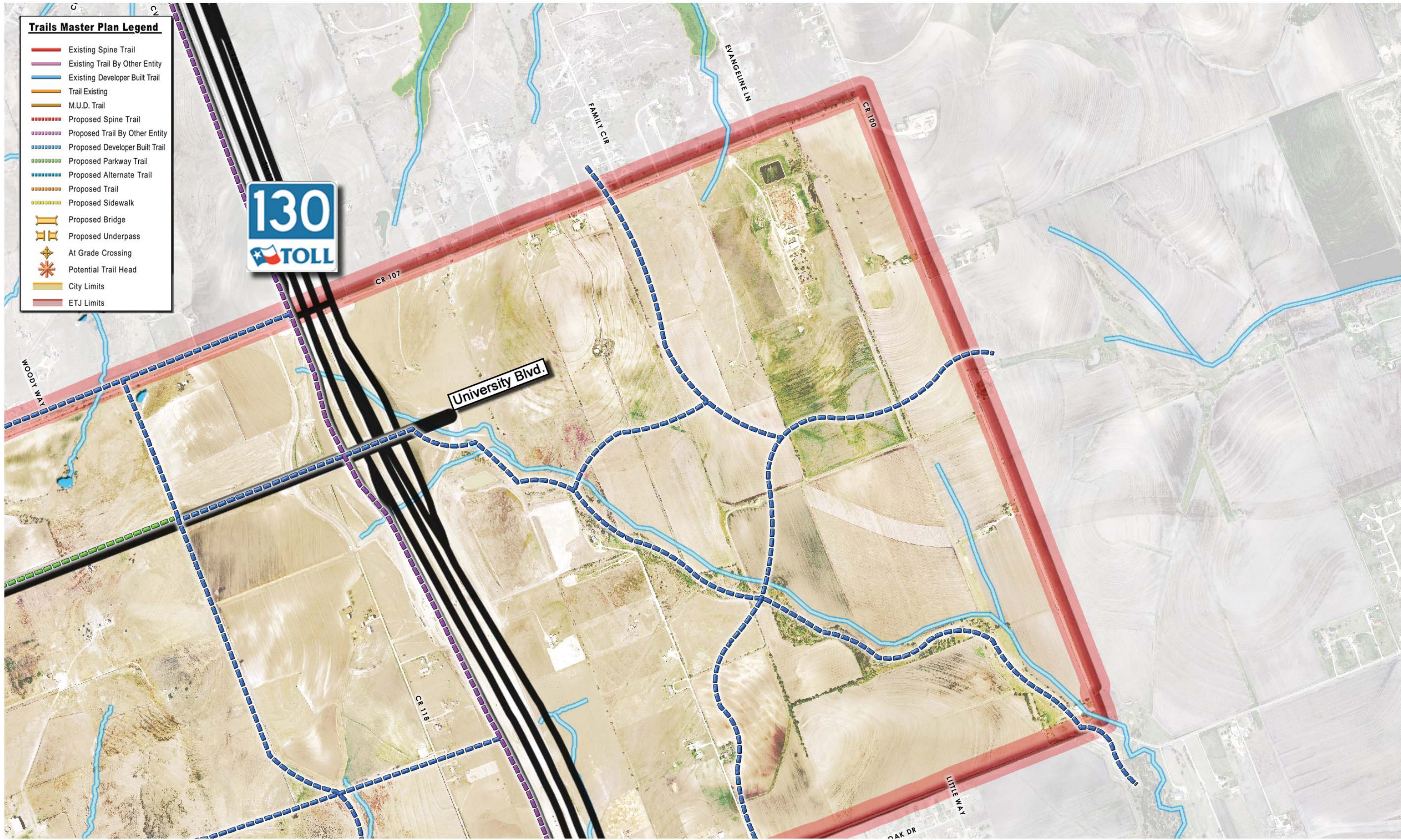
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NE-5





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NORTHEAST CORRIDORS

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PLATE
NE-6



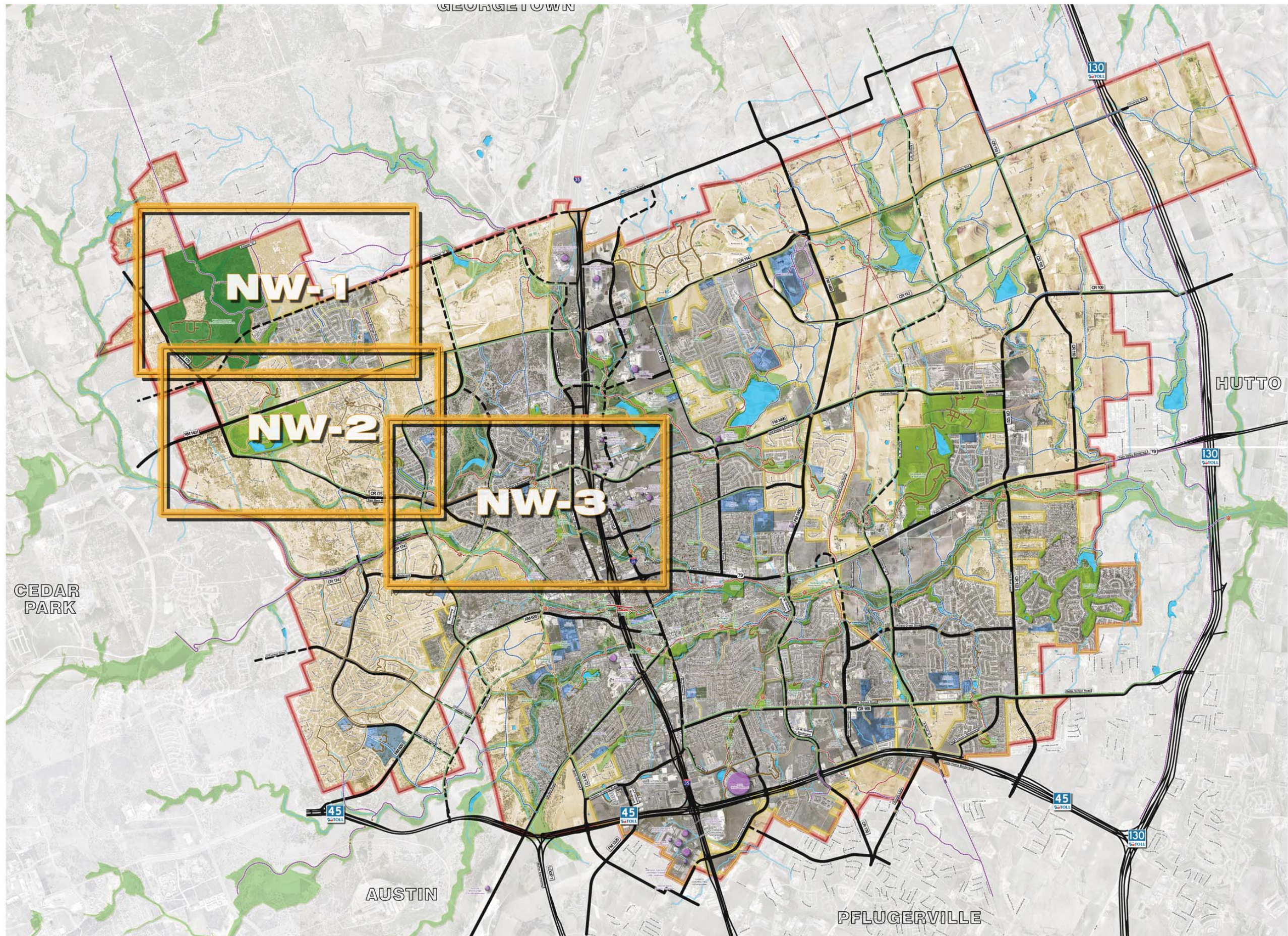
Northwest Corridor

Trails built in this portion of the city will provide the opportunity of connecting downtown Round Rock to the future developments of Behrens Ranch Park and Mayfield Park. Trail connections can then continue north to link the Williamson County Regional Park to the rest of the city. A long term connection can also be made to the cities of Georgetown and Leander.

Key constraints in this area include:

- Major crossing will be needed at IH 35
- A north/south connection across Sam Bass Road is required.





NORTHWEST CORRIDORS

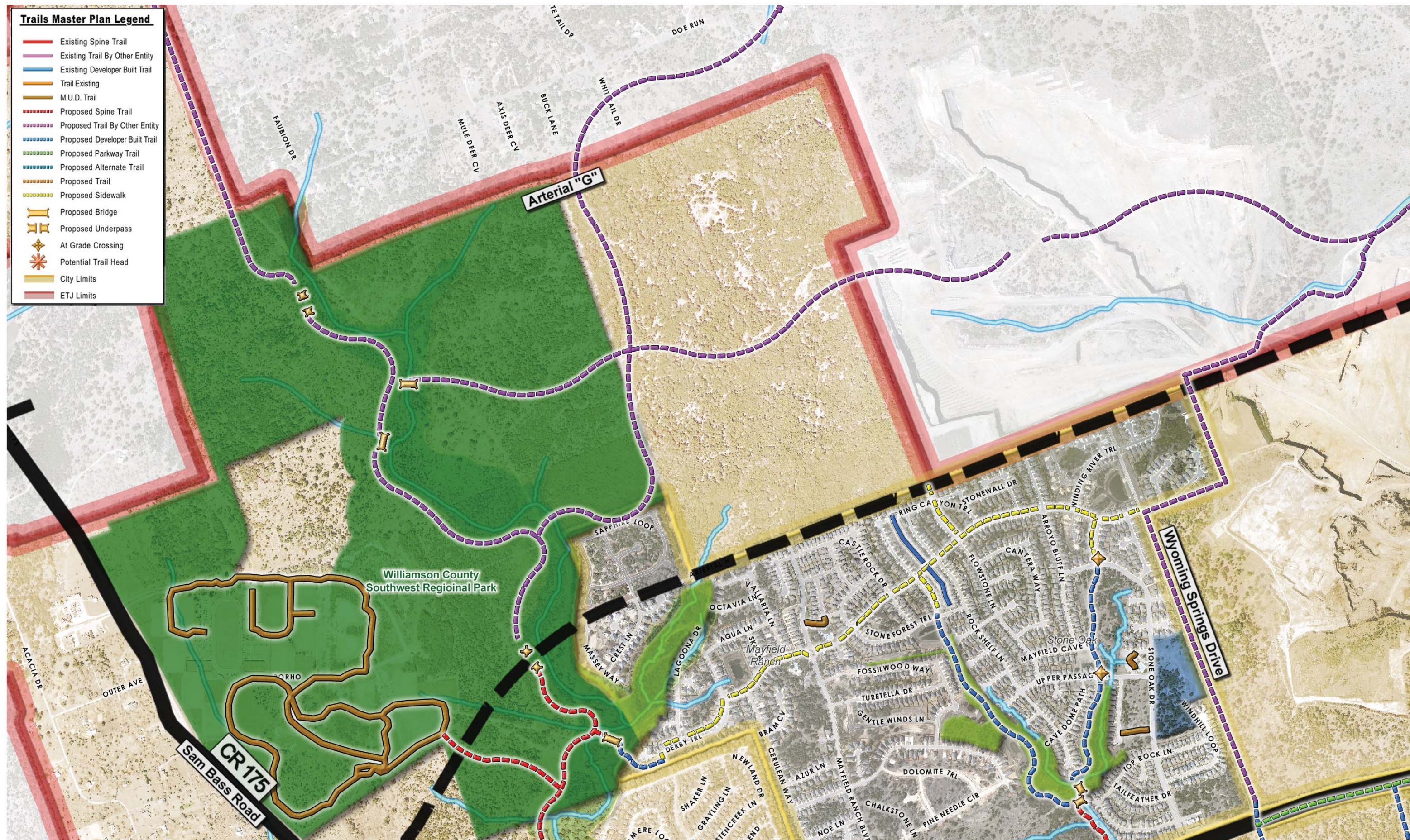


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NORTHWEST CORRIDORS

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PLATE
NW-1





NORTHWEST CORRIDORS

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PLATE
NW-2



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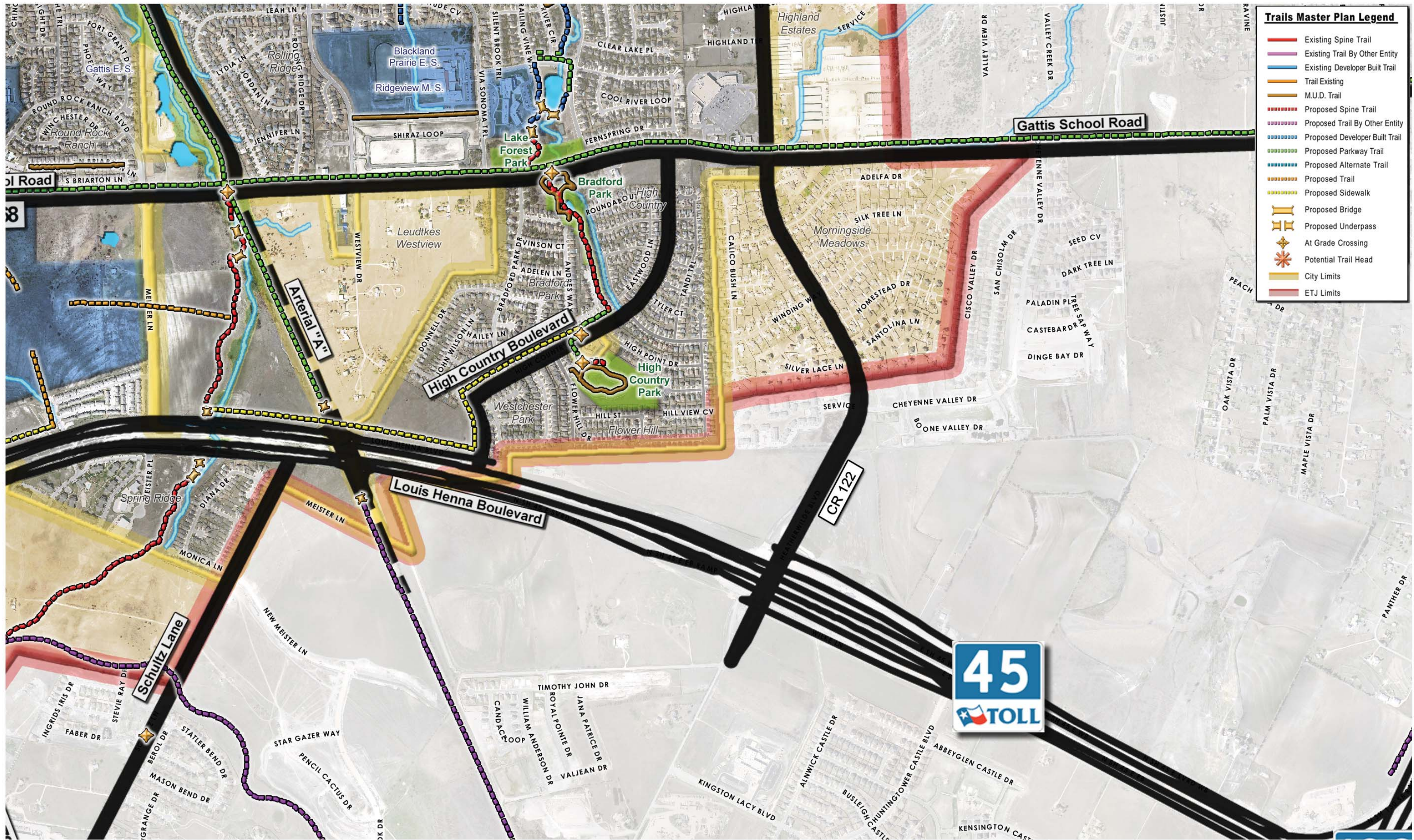
Southeast Corridor

A system of trails in this section of Round Rock will connect much of the community to the Forest Creek Golf Course. Also, there are two elementary schools, a middle school and a high school in this area of town. Having trails in the nearby neighborhoods will provide an alternative and safe route to school for those children.

Key constraints in this area include:

- Gattis School Road is a major arterial. Children crossing from the south to get to the schools on the north side of the road will need a major cross walk intersection for added safety.





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SOUTHEAST CORRIDORS

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PLATE
SE-1



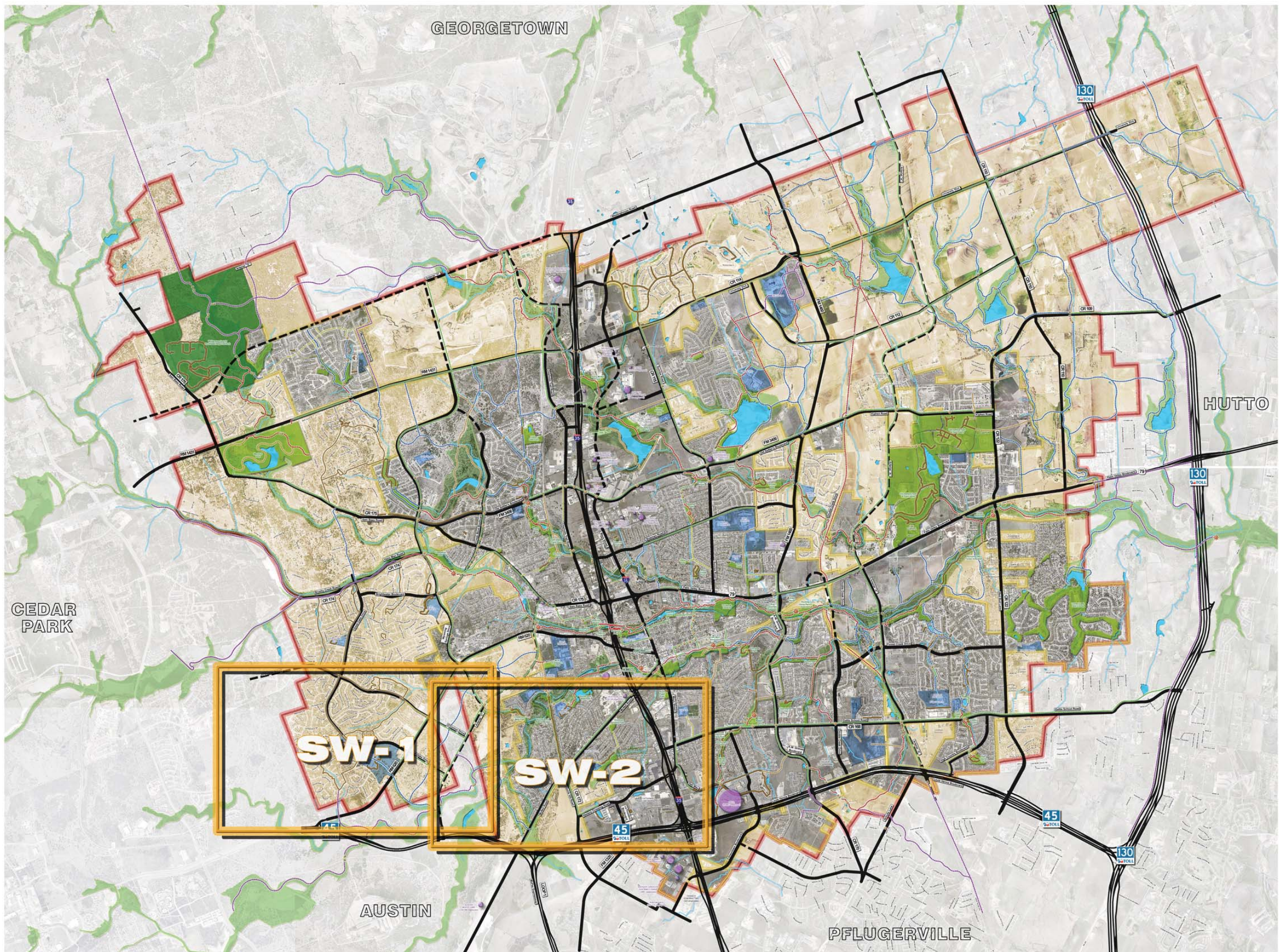
Southwest Corridor

City trails can be developed to connect to the Brushy Creek MUD trail system. Also, trails in this portion of the city can connect Round Rock to Cedar Park and north Austin, creating regional system with other cities.

Key constraints in this area include:

- Trails going south into Austin will need a significant crossing under SH 45.





SOUTHWEST CORRIDORS

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