

ROUND ROCK

TRAILS PLAN

September 2026

Taking you places



ROUND ROCK
TEXAS

ROUND ROCK
TRAILS

TAKING YOU PLACES



Acknowledgements

The Round Rock Trails Plan was developed by the Round Rock's Parks and Recreation Team with the assistance of RVi Planning + Landscape Architecture. We would like to thank the team members, community members, land and business owners, and leaders for their insights and support.

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CHAPTER 1

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Why Plan for Trails?

An interconnected network of trails serves as a catalyst for environmental stewardship, achieves economic development goals, and supports the physical and mental health of the community by providing a venue for recreation, active transportation, and social interaction. **Trails are critical components of outdoor recreational amenities and greatly contribute to Round Rock's high quality of life and local economy..**

Transportation



Trails serve both recreational and transportation functions and can help shift more trips from private vehicles to walking, biking, and rolling, reducing reliance on cars. Trails can also help manage traffic congestion and ease parking shortages by providing alternatives to driving.

Economic Growth



An interconnected network of trails, pathways, and bicycle infrastructure is a powerful economic development tool. Trails stimulate small business growth and private investment by attracting visitors who spend money at nearby businesses and by encouraging the establishment of new trail oriented businesses, such as bike rentals and recreational retail shops. Trails also boost local tourism, driving economic activity and increasing revenue for restaurants, bars, and hotels.

The economic benefits of destination quality trail systems are well documented. As key components of a city's experience economy, trails have transformed struggling towns into thriving economic and recreational hubs. Investments in quality of life amenities, such as trails and pedestrian friendly infrastructure, significantly contribute to community stability and economic vitality.

Environment



Trails encourage people to walk or bike, reducing reliance on single occupancy vehicles. This reduction in vehicle miles traveled and vehicle trips ultimately reduces roadway congestion, greenhouse gas emissions and other pollutants. Trail corridors present opportunities to manage stormwater, improve water quality, enhance wildlife habitat, and provide space for trees that offer numerous ecosystem benefits.

Health



Trails encourage physical activity by providing a safe, appealing environment for exercise that is accessible to people of all ages and fitness levels. By eliminating common barriers such as cost and inconvenience, trails promote active lifestyles, enhance quality of life, and reduce the risk of chronic disease.

Trails also connect residents with nature, potentially improving physical and mental health and helping prevent conditions such as obesity, anxiety, depression, diabetes, and cardiovascular disease. Studies have shown that proximity to trails strongly promotes physical activity and overall health. Individuals with easy access to natural settings report lower levels of mental distress, anxiety, and depression, along with greater well being and a healthier stress response.

Round Rock Context

Round Rock is primarily located in Williamson County, with its southern portion extending into Travis County. The city covers approximately 37.7 square miles, with an additional 29.6 square miles in its extraterritorial jurisdiction (ETJ). The map below illustrates Round Rock's location in Central Texas relative to surrounding communities. The *Round Rock Trails Plan* aims to enhance connectivity within Round Rock and improve connectivity with neighboring communities such as Pflugerville, Cedar Park, Leander, and Hutto.

Currently, Round Rock has an estimated population of about 134,000 residents, a number projected to increase to approximately 194,000 by 2040. This growth underscores the importance of proactive planning to develop a comprehensive trail system that supports the high quality of life Round Rock residents have come to expect.

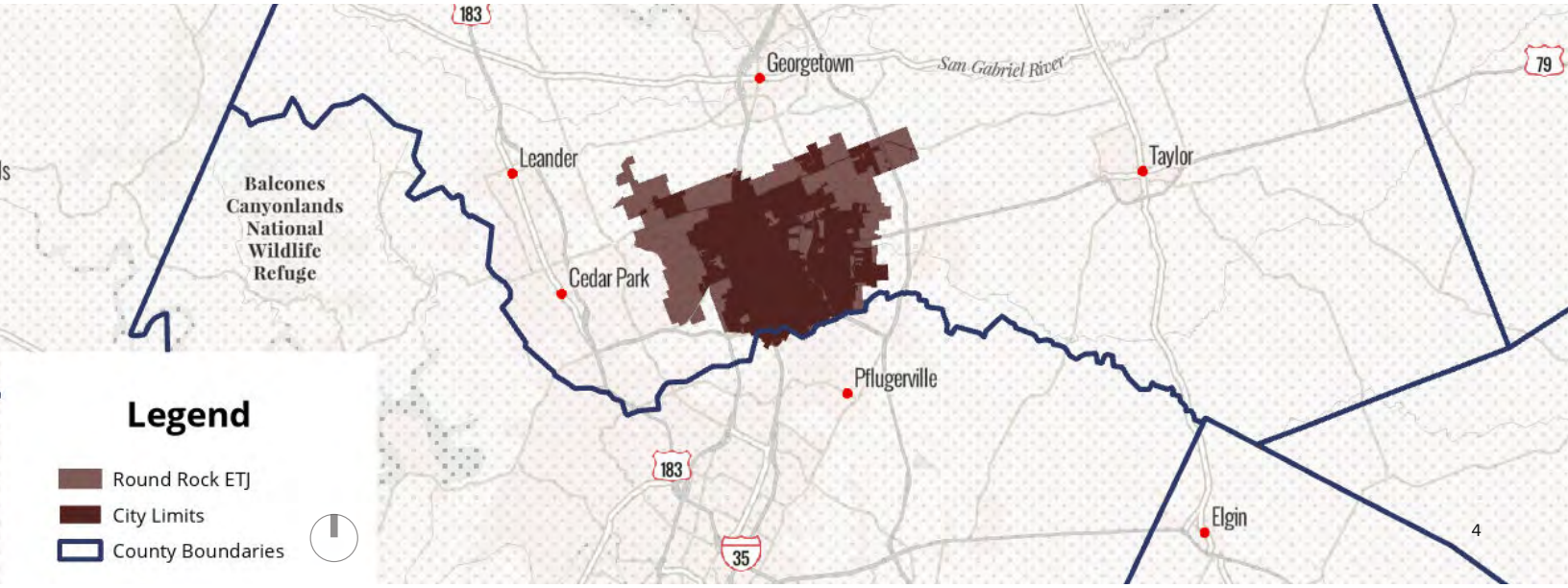
Round Rock has received national recognition for its desirability, significantly attributed to its citywide trail system. In 2025, *Livability.com* ranked Round Rock as the 10th best place to live in America, highlighting the city's safety, recreational opportunities, and cultural amenities.

Economically, Round Rock hosts major global companies like Dell Technologies and Amazon. This vibrant economic environment, combined with high-quality amenities, positions Round Rock as a world-class city and national leader.

Municipal Utility Districts

Municipal Utility Districts (MUDs) are special-purpose districts providing public infrastructure and services such as water, drainage, and pocket parks in areas outside city limits. MUDs operate independently with their own taxing authority. Round Rock's ETJ includes approximately ten MUDs: Brushy Creek MUD, Fern Bluff MUD, Highlands at Mayfield Ranch MUD, Meadows at Chandler Creek MUD, Paloma Lake MUD, Parkside at Mayfield Ranch MUD, Siena MUD, Teravista MUD, Vista Oaks MUD, and Walsh Ranch MUD.

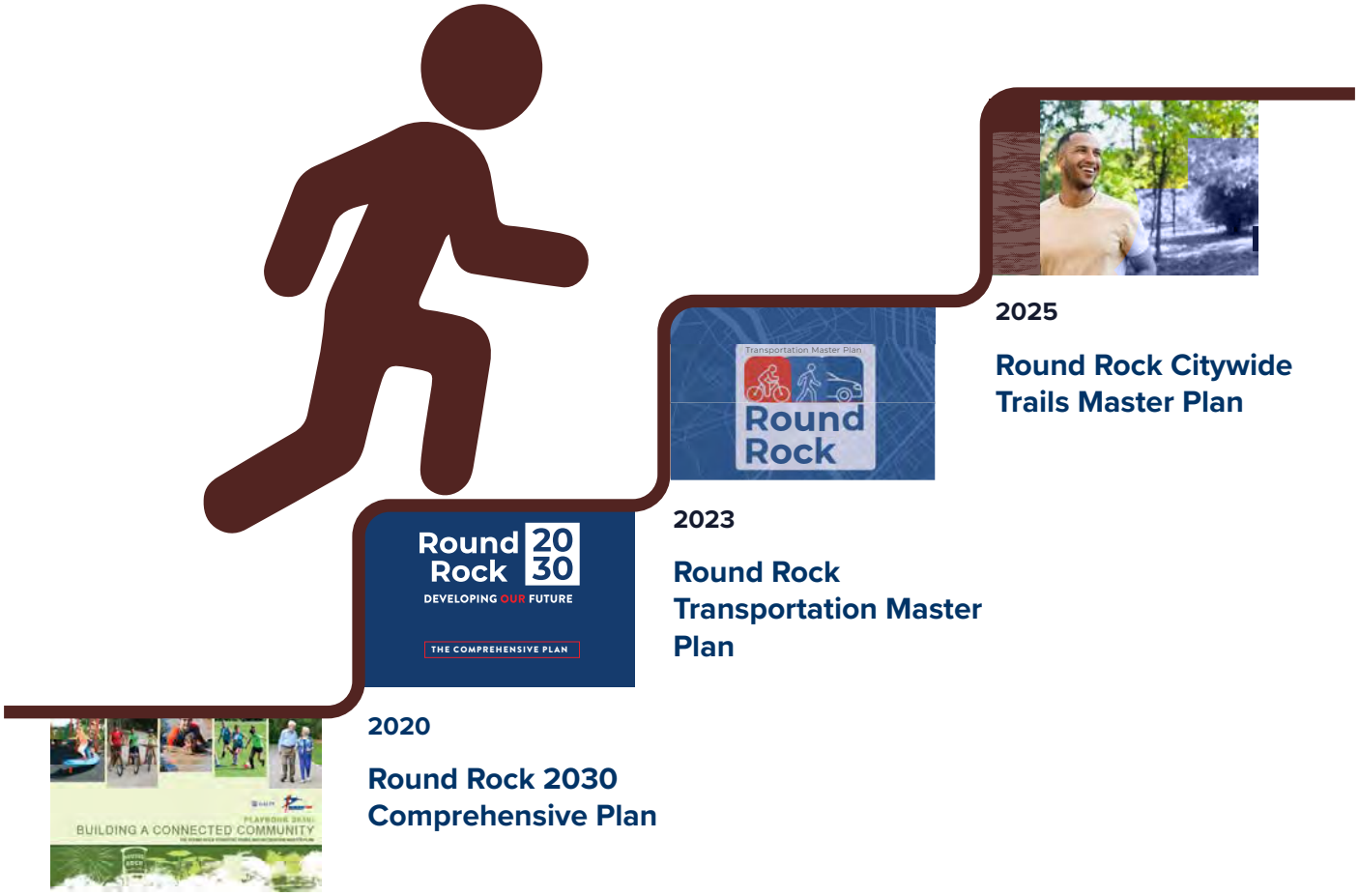
Maintenance responsibilities for trails within MUDs may differ from city-managed trails, such as Brushy Creek. A critical strategy for the city involves establishing agreements to integrate MUD-maintained facilities into the broader trail and park network.



About The Round Rock Trails Plan

The *Round Rock Trails Plan* serves as the guiding vision for trail policy and investment in Round Rock over the next 15 to 20 years. The Plan builds upon *Round Rock 2030, the Transportation Master Plan, and Playbook 2030, the Strategic Parks and Recreation Master Plan*, to outline how the City will achieve a complete, safe, equitable, and sustainable system through implementation of a comprehensive Round Rock trail network.

The ***Round Rock Trails Plan*** guides future trail investments to achieve a connected citywide trail system. *Playbook 2030* identified trails as a top community priority and an integral component of creating an active and livable Round Rock..



2018

Playbook 2030 adopted, Appendix C - Citywide Trails Master Plan

2020

Round Rock 2030 Comprehensive Plan

2023

Round Rock Transportation Master Plan

2025

Round Rock Citywide Trails Master Plan

Round Rock 2030 is Round Rock's Comprehensive Plan, updated in 2020, and reinforces the City's commitment to a high quality of life through policies and implementation strategies related to parks, recreation, mobility, and trails. The Comprehensive Plan's mobility policy, which calls for developing transportation options within and between neighborhoods and local destinations, supports and emphasizes the importance of investing in Round Rock's trail system. Many policies and strategies within the Comprehensive Plan support trail oriented development, such as: "Encourage mixed use development in locations that are compatible with the surrounding area and supported by employment and transportation infrastructure."

Playbook 2030

One of the primary goals of *Playbook 2030*, the *Strategic Parks and Recreation Master Plan*, was to connect the Round Rock community. Resident surveys demonstrated that trail improvements and additions are a top priority.

Transportation Master Plan

The *Transportation Master Plan (TMP)* serves as the guiding vision for transportation investment, policy, and future needs in Round Rock over the next 20 to 30 years. One of the TMP goals is to integrate trails and transit into the overall transportation network. The TMP recommends street cross sections, right of way requirements, and prioritization of identified trail projects. Additionally, the TMP outlines a policy to incorporate shared use paths into arterial project construction, with connections to trails that cross these facilities.



Round Rock Donut Dash (Image source: Round Rock PARD Facebook)



WHAT ROUND ROCK SAID:

"LOVE TO SEE A SAFE TRAIL ALONG CHANDLER. THIS AREA OF TOWN IS UNDESERVED FOR TRAILS."

"I LOOK FORWARD TO EXPERIENCING AN INTERCONNECTED TRAIL SYSTEM ACROSS THE CITY, AND ACROSS OUR REGION, ESPECIALLY TRAILS AWAY FROM ROAD AND SEPARATE FROM ROADS."

"I WANT TO ENJOY NATURE IN ALL ITS GLORY. THE TREES, CRITTERS, RIVER AND ITS SOUNDS, BIRDSONG, WIND IN THE LEAVES."

"I WANT TO BE ABLE TO ACCESS TRAILS FROM MY HOUSE WITHOUT USING MY CAR AND BE ABLE TO USE THEM TO GET TO OTHER PARTS OF TOWN."

"IN THE TEXAS HEAT, HAVING SHADED AREAS ALONG ROUTES, ALONG WITH ACCESSIBLE SEATING OR PLACES TO STOP AND REST, IS IMPORTANT."

"BUILD PROTECTED, SHADED BICYCLE INFRASTRUCTURE AND PEOPLE WILL USE IT."

"I WOULD LIKE TO BE ABLE TO NAVIGATE THE CITY WITHOUT TAKING A CAR."

"MORE TREES TO PROVIDE SHADE IN THE HEAT. MORE WILD FLOWERS AND NATIVE GRASSES AND NOT SUBURBAN LAWN."

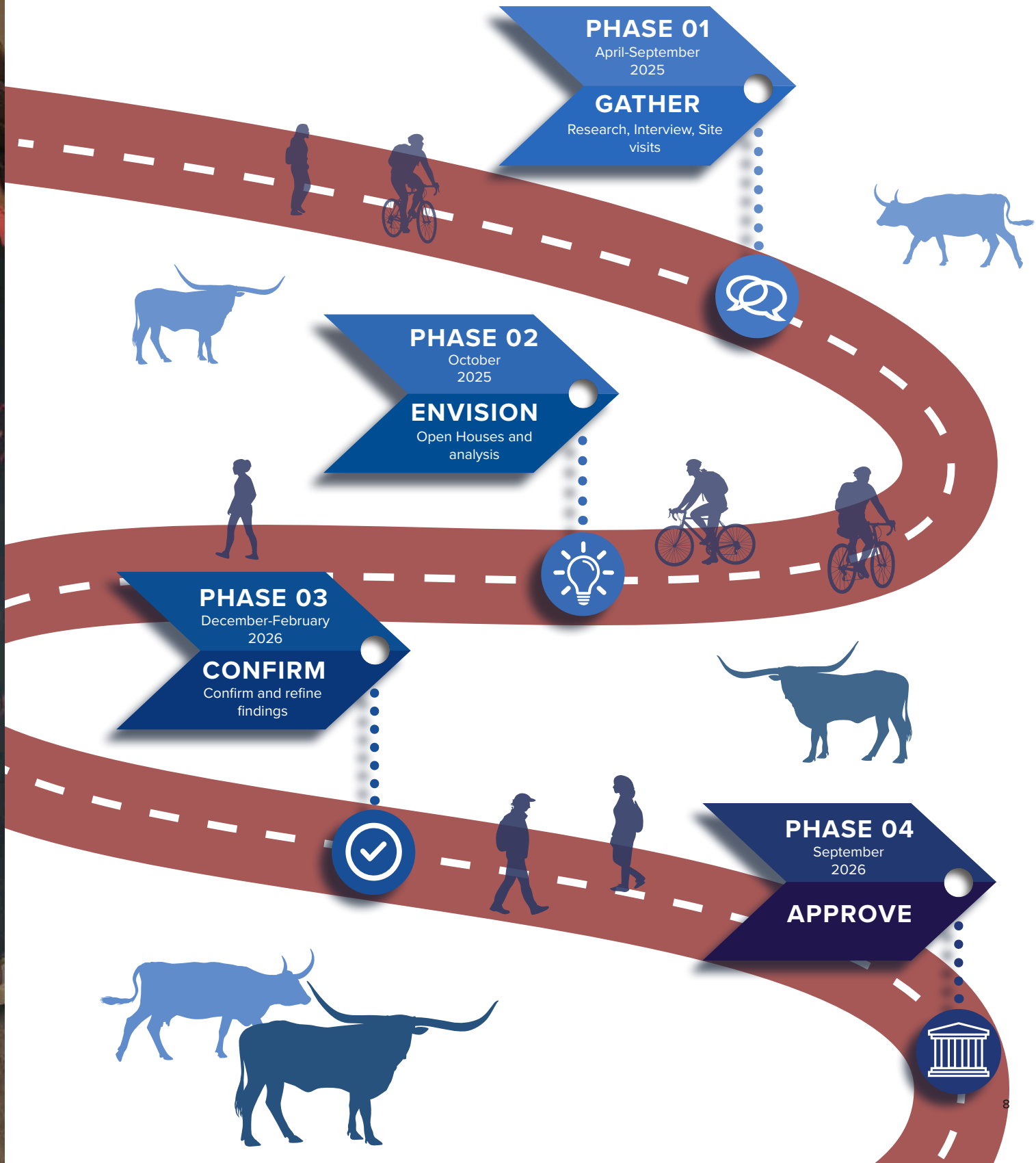
"I WANT THEM TO BE CLEAN, AS NATURAL AS POSSIBLE AND BATHROOM FACILITIES AND WATER AVAILABLE."

"I WOULD LIKE TO SEE CONSISTENT SIGNAGE AT TRAIL INTERSECTIONS AND KEY POINTS ALONG THE ROUTE ABOUT TRAIL CONDITIONS, DISTANCES, AND ACCESSIBILITY FEATURES."

"I FEEL SAFE ON TRAILS WHEN I CAN SEE MY SURROUNDINGS."

Plan Process Overview

The Round Rock Trails Plan project was divided into four phases, detailed in the timeline below. Phase 1 included research and analysis to understand Round Rock's trail system. Phase 2 focused on listening to the community. Phase 3 ensured that the community's voice and key stakeholder perspectives were incorporated into the Plan. Phase 4 confirmed and finalized the Plan.



Community Engagement

Open Houses

Three open houses were held in connection with the Round Rock Trails Plan in October 2025, across multiple areas of the city. At these in-person events, the community was invited to review existing and proposed trail maps and to identify where improvements were needed, barriers to trail use, and important considerations to prioritize for new trail projects.

On-Line Survey

An online survey was used to gather community input on existing trail use, future needs, safety, connectivity, amenities, and trail characteristics. The survey received participation from 567 individuals and generated 5,363 responses and 3,258 written comments. The questionnaire combined multiple-choice questions with open-ended prompts, allowing the project team to capture both measurable preferences and detailed qualitative feedback. Results were reviewed to identify recurring themes and priorities that can inform the Trails Master Plan.

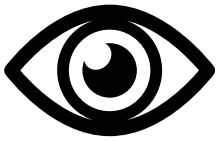
How Community input was Used

Community input from the open house and online survey helped identify key priorities, including trail gaps, difficult crossings, access barriers, safety, and amenities. This feedback informed recommendations and helped prioritize improvements that strengthen connectivity and access across the trail system.

Who Participated?



567 People Shared Input



4,235 Visits to the Project Page



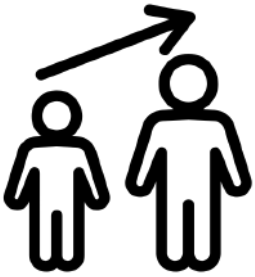
5,363 Total Responses



Of Respondents:
77% Live in Round Rock
21% Live Outside of Round Rock



Gender of Respondents:
50% Female
48% Male



Age of Respondents:
66-75: 10%
56-65: 18%
46-55: 24%
36-45: 28%
26-35: 15%
Other: 6%

What We Heard

The online survey identified several recurring priorities that reflect how the community experiences Round Rock's trail system today and where improvements are most needed. The issues below summarize the most consistent themes raised by participants and helped inform the direction and prioritization of plan recommendations.

1 CONNECTIVITY



Connectivity emerged as the top priority, with respondents seeking a more continuous and integrated trail network. Participants highlighted stronger east to west and north to south connections, completion of the Brushy Creek system, and improved links to key destinations, parks, neighborhoods, and neighboring communities.

2 SAFETY



Respondents emphasized opportunities to improve safety and comfort at major roads and intersections through bridges, underpasses, protected crossings, and greater separation from vehicle traffic.

3 NATURE



Natural character is a strong community priority. 82% prioritized nature areas and walking paths, 67% scenery and views, and 64% safety, with comments also emphasizing shade, creek corridors, native vegetation, and wildlife habitat.

4 USERS



Respondents emphasized opportunities to create a comfortable trail experience for all users through thoughtful design, clear trail etiquette, and appropriate separation or designated spaces for bicycles, e-bikes, scooters, and pedestrians.

5 AMENITIES

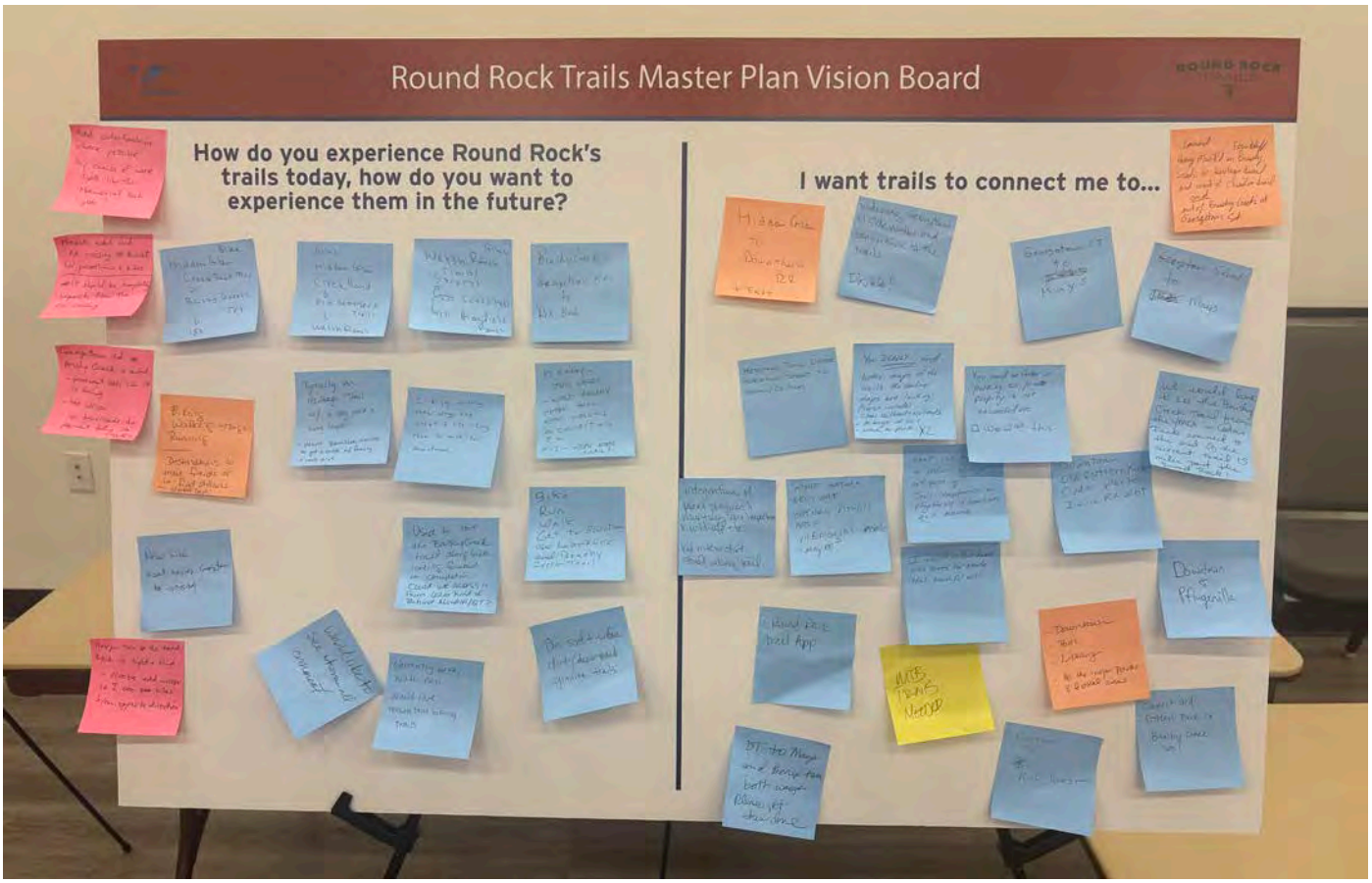


Respondents expressed interest in amenities that make trails more comfortable, convenient, and welcoming, including restrooms, drinking fountains, shade, benches, bicycle parking, trailhead parking, lighting, and emergency call stations. 37% identified trail amenities as an important trail characteristic

6 ACCESSIBILITY



Respondents emphasized accessible, comfortable trails with smooth surfaces, adequate width, convenient parking and unloading areas, rest areas, accessible restrooms, shade, and clear information about trail conditions.



At open houses community members shared their priorities through interactive maps and idea boards.

What Round Rock Said: *Current Use*

Walking, bicycling, and running are the most common trail activities, with many respondents using trails several times each week for exercise, recreation, family outings, dog walking, and time in nature.

Some participants also use trails for everyday trips to downtown, parks, schools, restaurants, and other community destinations.

The Brushy Creek Trail system was referenced most often, along with Heritage Trail, Lake Creek Trail, Old Settlers Park, and neighborhood greenbelt systems.

What Round Rock Said: *Connectivity*

Connectivity emerged as a clear community priority, with respondents seeking a more continuous trail network across Round Rock.

Participants highlighted opportunities to connect east and west Round Rock, Brushy Creek Trail segments, downtown, Old Settlers Park, and neighboring communities.

Many also expressed interest in using trails for everyday transportation, supported by safer connections across major roadways and high traffic facilities.

What Round Rock Said: *Nature*

Respondents place a high value on trails as places to experience nature, with 82% prioritizing nature areas and walking paths, 67% scenery and views, and 64% safety.

Comments frequently emphasized preserving trees, creek corridors, native vegetation, wildlife habitat, shade, and scenic qualities.

Participants also expressed interest in natural surface and soft surface trails, including gravel, decomposed granite, hiking paths, and mountain bike singletrack.

What Round Rock Said: *Safety and Comfort*

Safety priorities focused on creating comfortable trail experiences through safer roadway crossings, good visibility, appropriate lighting, regular maintenance, and separation from vehicle traffic.

Respondents also highlighted wider trails, clear sightlines, visible safety presence, and bridges, underpasses, or protected crossings at major roads.

Views on lighting and electric bicycles varied, pointing to the need for design approaches that balance safety, trail character, wildlife, and different user needs.

What Round Rock Said: *Amenities, Accessibility, and Wayfinding*

Respondents emphasized amenities that improve comfort and convenience, including drinking fountains, restrooms, benches, shade, bicycle parking, trailhead parking, emergency call stations, maps, and signage.

Accessibility priorities included smooth surfaces, adequate trail width, accessible parking and unloading areas, seating, restrooms, and clear information about trail conditions.

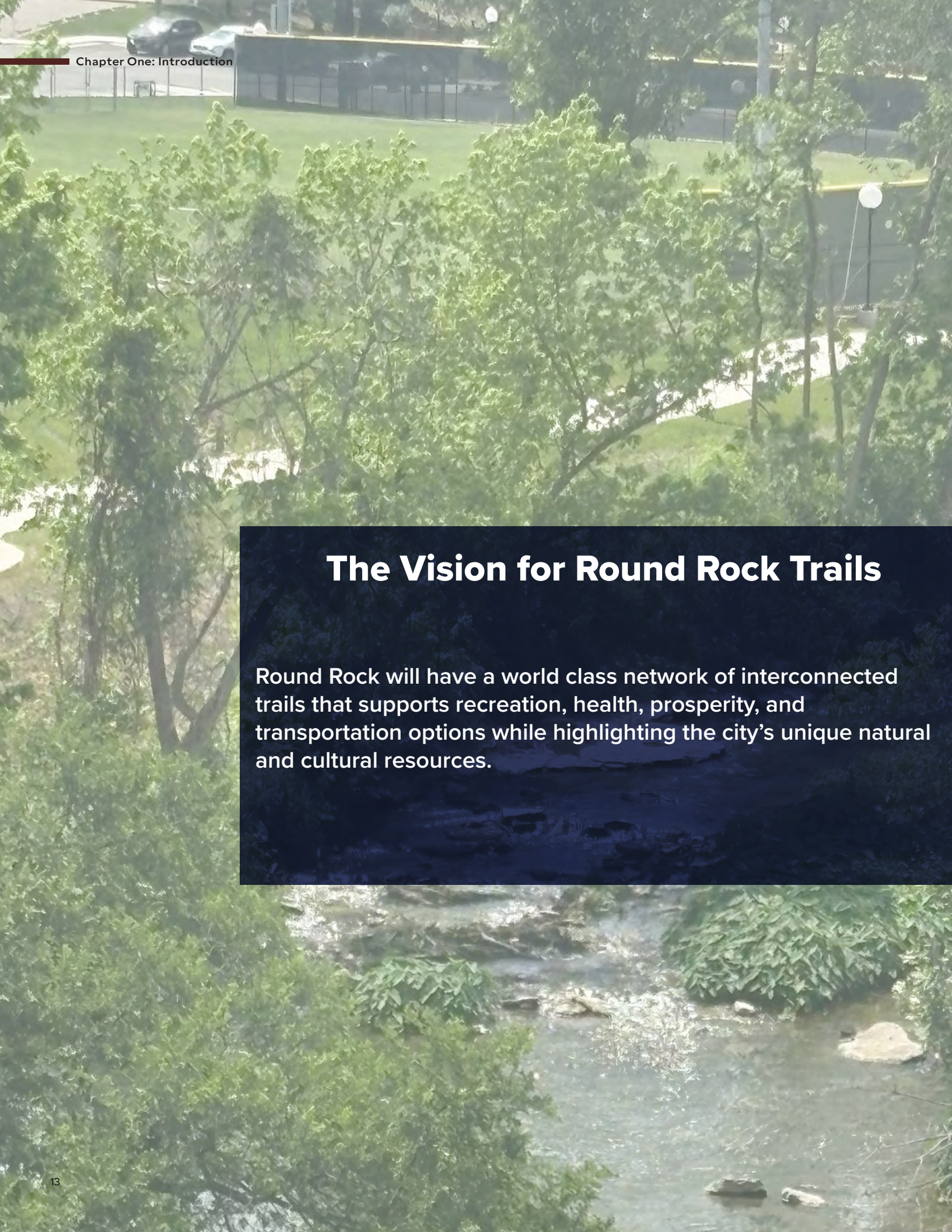
Wayfinding was also a strong priority, with 81% selecting directional signage and 81% trailhead signage, followed by mile markers at 59%, interpretive signage at 50%, and trail etiquette signage at 48%.

What Round Rock Said: *Overall*

The survey supports a trail system that functions as both a recreation network and an active transportation network.

The strongest community direction is to close existing gaps, provide safer roadway crossings, connect neighborhoods and destinations, preserve natural character, offer multiple trail types, and improve amenities and accessibility.

Respondents generally value the trails already in place and see expanded connectivity as the most important opportunity for strengthening Round Rock's overall system.



The Vision for Round Rock Trails

Round Rock will have a world class network of interconnected trails that supports recreation, health, prosperity, and transportation options while highlighting the city's unique natural and cultural resources.

Trail System Guiding Principles

The following are guiding principles used to develop strategies and recommendations for Round Rock's trail system.



Sustainable and Resilient

- Plan and build trails that are durable and resilient to climate and environmental stressors.
- Use sustainable materials and practices that minimize long term environmental impact and are financially sustainable.



Attractive, Safe and Authentic

- Design trails and trail elements that are safe, logical, and cohesive while reflecting Round Rock's culture and unique character.
- Incorporate art and signage to create memorable experiences.



Well-Connected and Accessible

- Develop a continuous, accessible, and interconnected trail network that links Round Rock neighborhoods, parks, schools, and key destinations.



Support Round Rock's Economic Vibrancy

- Utilize trails as a tool to support local business and tourism.
- Promote trail-oriented development that seamlessly and thoughtfully integrates trails with new development projects.



Healthy and Active Recreation

- Promote activity and access to natural settings that encourage walking, rolling, running, and biking to improve community health.

Strengths and Opportunities



(Brushy Creek Trail)

Connectivity and Access

Strengths

- A well connected east west trail system is supported by topography, natural systems, and the transportation network, such as the Brushy Creek Trail.
- The existing trail system provides a strong foundation for continued growth and connectivity.

Opportunities

- Enhance north-south trail connectivity.
- Reimagine on-street trail cross sections, including sidepaths, with future development to prioritize comfort, safety, and consistent design.
- Complete missing trail segments along key corridors, such as Chandler Creek Trail and Brushy Creek, to strengthen connections to Downtown and other Round Rock destinations.
- Work with Williamson County and other entities, such as MUDs, to expand the trail system.
- Improve connections and signage to major destinations, such as Old Settlers Park, for greater accessibility and visibility.



Seamless User Experience

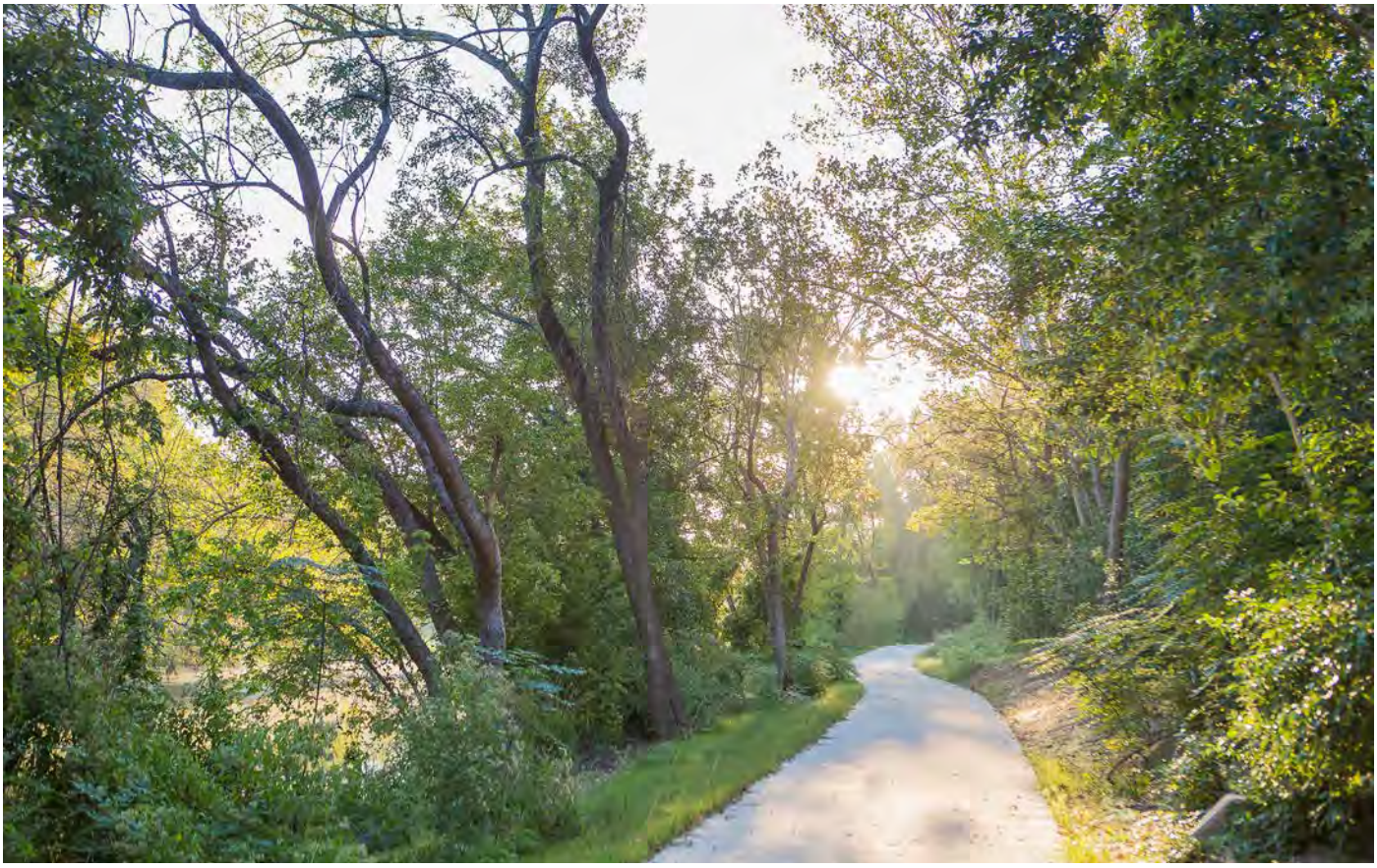
Strengths

- Trails support a diverse set of user types, including cyclists, runners, walkers, families, users with unique mobility needs, and nature enthusiasts.

Opportunities

- Strengthen engagement with MUDs to enhance and maintain key network connections.
- Add signage at key connections points for wayfinding, safety, regulatory, and interpretive information.
- Establish consistent trail nomenclature to improve wayfinding and reduce user confusion (e.g., sub-trails like Heritage Trail within Brushy Creek Trail).

Strengths and Opportunities



Enjoy the Journey

Strengths

- Trails serve as Round Rock's front door to the natural environment.
- Round Rock's strong social media presence and activation programs already promote trail use, facilitate interest and participation, and support healthy lifestyles.

Opportunities

- Provide consistent amenities, maps, and wayfinding elements across trails and trailheads.
- Improve signage for multidirectional travel, such as double sided trail name signs.
- Enhance interpretive experiences with signage or modern tools, such as QR codes, highlighting flora and fauna.
- Activate key trail corridors through community events and diverse programming.



Prioritizing User Experience

Strengths

- Trails support a wide variety of users, including cyclists, runners, walkers, families, users with mobility needs, and nature enthusiasts.

Opportunities

- Plan for diverse and emerging user needs to enhance safety and the overall experience.
- Expand and improve trail mile markers to provide user information and location data for first responders.
- Consider adding amenities such as lighting at trailheads and along heavily used corridors to promote safety and enable late evening use during hot summers.
- Add amenities such as water fountains and pet waste stations at trailheads and key locations.

Strengths and Opportunities



Leverage Round Rock's Significant Recreational Investments

Strengths

- Significant city investment in the trail system provides a strong foundation for future growth.

Opportunities

- Leverage Round Rock's trail system for trail-oriented development at key locations to catalyze local growth and economic resilience.
- Connect world-class sports facilities and attractions to the trail network to encourage visitor use and economic contributions.
- Work with private developers to realize new development along trails that leverages Round Rock's investment in the trail system.
- Identify and create new trail connections to neighboring systems to attract regional visitors.
- Enhance regional connections with gateway elements and wayfinding to improve visibility and access.



Collaboration, Operations, and Maintenance

Strengths

- Maintain an ongoing commitment to optimizing operations and maintenance practices and procedures.
- Integrate stormwater and water quality best practices, like integrated green infrastructure, within trail corridors to support environmental sustainability.

Opportunities

- Expand the use of sustainable materials and innovative practices to further reduce maintenance needs and costs.
- Pursue diverse funding opportunities at the regional, state, and federal levels.
- Evaluate staffing and resources needed to support system administration and maintenance as the trail system grows.
- Develop more robust digital trail data and analytics, including auditing, monitoring, and establishing clear processes for asset management and geolocation of amenities and new connections.

Types of Trail Users and Their Needs

The Plan explores Round Rock trail system through the lens of four user types. User and user needs were a foundation and guide for the development of optimum trail experiences for Round Rock users.



Heritage Trail (Brushy Creek Trail)



Brushy Creek Trail

Walkers

Preferences

- Hard surfacing to accommodate mobility accessories (e.g., strollers, wagons)
- Clear separation or sufficient space from faster users

Complimentary Amenities

- Seating areas
- Dog waste stations
- Water/drinking fountains
- Shade
- Restrooms
- Signage
- Trash receptacle

Unique User Needs

- Safety
- Navigating around faster users

Runners + Joggers

Preferences

- Minimal interruptions (roadway crossings or tight sections)

Complimentary Amenities

- Water/drinking fountains
- Shade
- Restrooms

Unique User Needs

- Maneuvering around slower users
- Limited shade or hydration options

Mobility Modifiers for Every User

- Firm, stable, slip-resistant surfacing
- Consistent surface quality
- Color-coded route markers for difficulty or distance
- Tactile maps or raised reliefs at trailheads showing topography and amenities
- QR codes or NFC tags linking to audio descriptions or spoken trail maps
- Audible pedestrian signals at road crossings
- Include visual flashers at emergency call stations
- Avoid flickering light sources or unnecessary audio prompts





Cyclists

Preferences

- Hard surfacing with options to pass other users
- Connectivity to the greater regional trail system for long rides or commutes

Complimentary Amenities

- Seating areas
- Drinking fountains
- Shade
- Restrooms
- Trash receptacles
- Fix-it stations
- Secure and easy-to-use bike racks

Unique User Needs

- Conflicts with users of different speeds
- Disconnected trails

Skaters + Scooters

Preferences

- Hard surfacing with options to pass users of different pace
- Smooth, continuous pavement with minimal grade change

Complimentary Amenities

- Seating areas
- Drinking fountains
- Shade
- Restrooms
- Trash receptacles
- Benches at key locations for changing in and out of skates
- Storage locations and/or racks

Unique User Needs

- Rough or uneven surfaces
- Unmarked obstacles
- Crowds

Electric Micro-Mobility Options on Trails

As the community's mobility choices evolve, electric bicycles (e-bikes) and other electric powered micromobility devices, such as e-scooters, may become a more common part of the trail user base.

To support the Plan's guiding principle of a safe trail system, the following approach is recommended:

- Low speed electric bicycles and scooters are permitted on trails unless otherwise posted.
- Public use of off road motorized vehicles, including dirt bikes, gas powered scooters, and go carts, should be prohibited on all trails, with the exception of use by the Round Rock Parks and Recreation team.
- Encourage safe speeds that are appropriate for the trail context, visibility, and density of other users. A speed limit of 15 mph is recommended on trails.
- Consistent with Texas state law and regional standards, helmets are encouraged for all users and required for those under 17 years of age.

The following strategies are recommended to implement the guidance above:

- Promote trail etiquette and safe speeds through positive, values driven messaging rather than proactive enforcement.
- Develop a citywide trail safety campaign focused on yielding behavior, safe passing, and shared use expectations, such as "wheels yield to heels."
- Post user friendly safety signage that could include guidance on permitted and prohibited vehicles, trail speed guidance, etiquette reminders, and QR codes for more information.



Trail Typologies

Round Rock's trails feature an organizational network that provides cues for understanding the system as a whole. The trail system hierarchy is divided into functional classes: primary, secondary, and local trails. Additionally, trail segments are located on and maintained by a variety of entities, including the City of Round Rock, various Municipal Utility Districts (MUDs), Homeowner Associations (HOAs), private entities such as Dell, and Williamson County. In some cases, trails cross multiple ownership and maintenance jurisdictions.





Primary Trails

Primary trails act as major linkages from one sector of the city to another. They form the backbone of the broader trail system and exist either as greenways (off street) or as roadways (on street, also known as side paths).

Secondary Trails

Secondary trails extend the reach of primary trails into neighborhoods but do not traverse the entire city in the way the Brushy Creek Trail does. These trails feed into the primary trails, allowing users to connect from their neighborhoods to Round Rock destinations and activity centers.

Local Trails (In-Park Trails)

Local trails are internal walking or jogging loops that remain entirely within a single park or site rather than connecting to different neighborhoods or feeding into a primary trail. Local trails are shorter in length, focused on recreational uses, and are well suited for connecting in park amenities such as playgrounds, picnic pavilions, and courts. The Meadow Lake Park Trail is a three quarter mile loop that connects amenities within the park.

Special Use Trails

Special use trails are purpose built facilities designed to accommodate the recreational interests of specific user groups. These include running tracks, typically found at schools, which are classified for competitive use.


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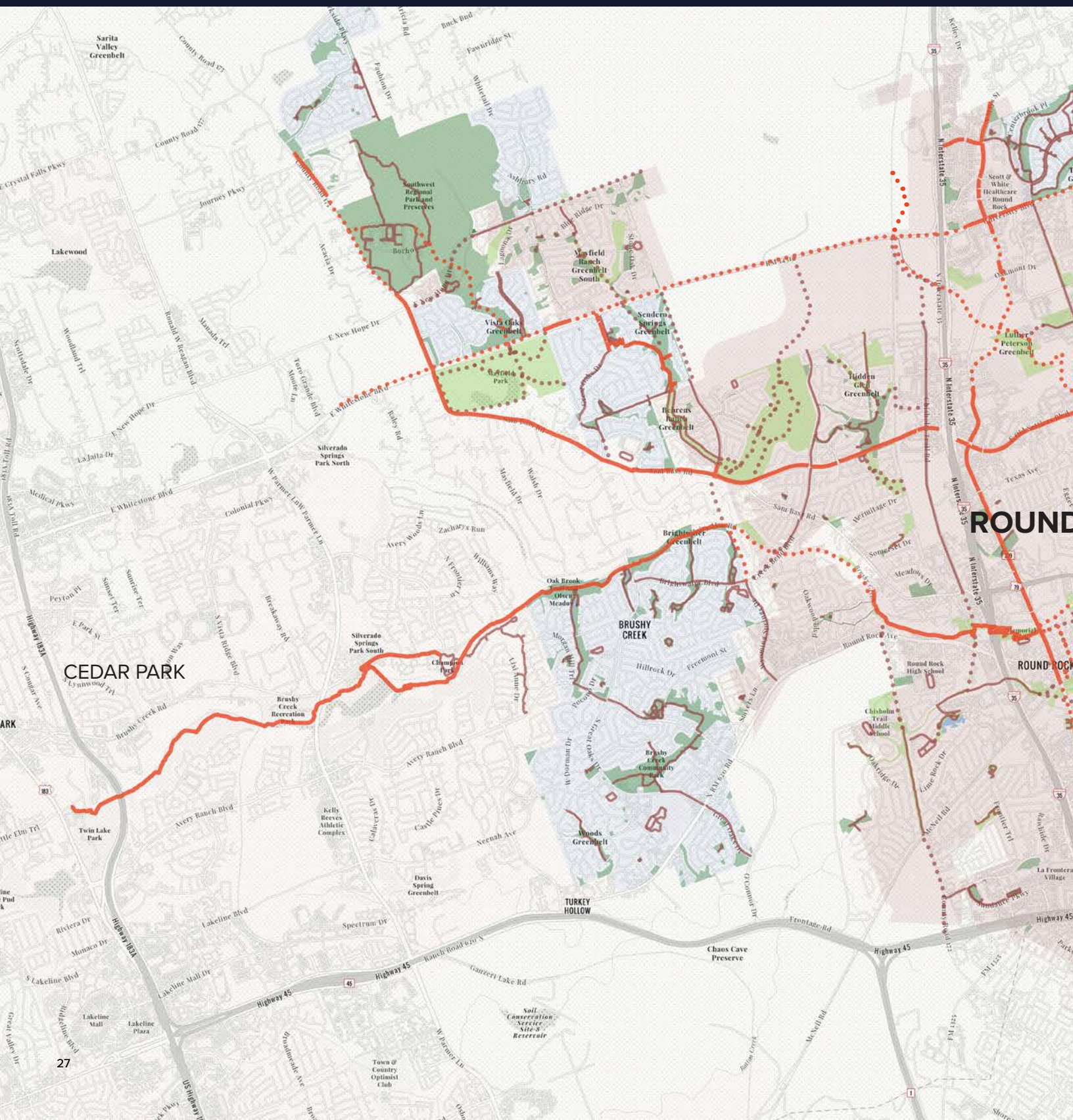
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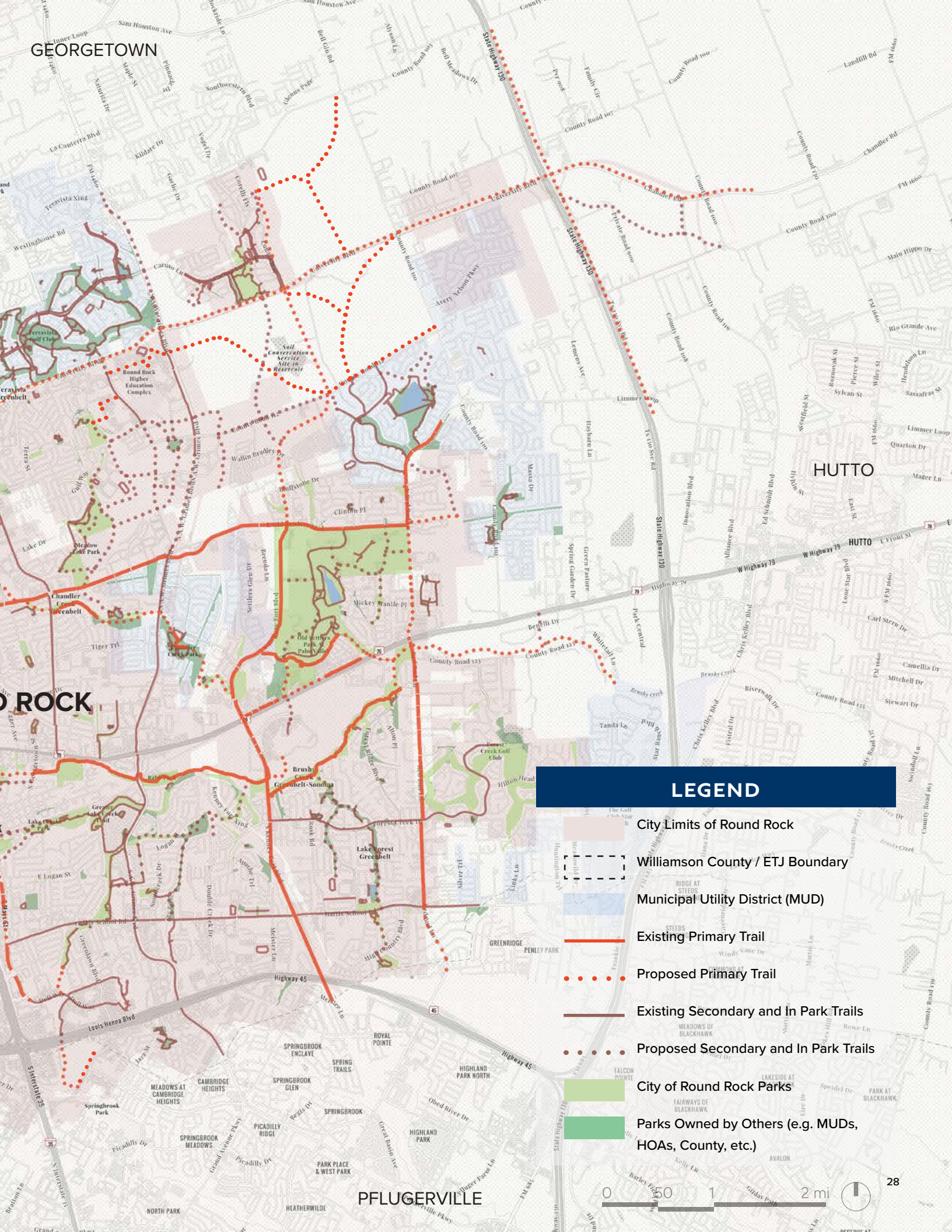
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The Round Rock Trail System

The proposed trail alignments shown are conceptual and may change as future planning and design work is completed. As the City moves forward with land acquisition and trail development, adjustments may be needed based on site conditions and other factors. Construction of these future trails will also depend on environmental regulations, land ownership, and partnerships. While land availability and property ownership were considered throughout this process, this Plan does not evaluate in detail how each proposed trail may affect specific properties.




GEORGETOWN
HUTTO
PFLUGERVILLE
ROCK
LEGEND
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Primary Trail
Proposed Primary Trail
Existing Secondary and In Park Trails
Proposed Secondary and In Park Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
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1
2 mi

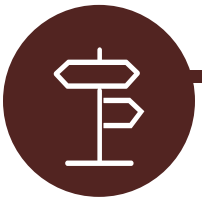
Introduction to the Future Trails Map

In addition to new trails, the future trails map identifies potential locations where new trailheads and signage should be considered. Proposed trail features, such as trailheads, signage, and activity centers, are conceptual and subject to change. Further study and more detailed evaluations are needed to determine final alignments for amenities.



Trailheads

Trailheads are an essential element of a trail system that serve as public access points and support the trail experience. Trailheads provide information and wayfinding, offer amenities that enhance comfort and convenience, support safety and emergency access when needed, and cultivate social interaction as gathering places for trail users. Few stand alone primary trailheads exist as part of Round Rock's trail network. Instead, the role and function of trailheads are primarily served within park facilities.



Signage

Signage is a critical component of creating exceptional user experiences on Round Rock's trail system. A well organized and logical system of signage allows users to understand where they are and where they want to go. It also adds interest and opportunities for exploration through interpretive signage that highlights Round Rock's cultural, historic, and natural features along the trails.



Activity Centers

Activity centers are existing or emerging locations that serve as community focal points or primary destinations that people want to visit. Activity centers include locations where community parks, recreational amenities, civic services, educational uses, commercial uses, residential density, and entertainment land uses work together to generate energy and activity. They are places where trails do or should intersect, enabling high access and visibility that contribute to the center's activity and provide convenient trail access from all areas of Round Rock.



Safe Crossing

These are areas where the trail system interacts with the vehicular network. Interactions are typically found at street crossings or where trails meet major interstates and highways. These locations may warrant new or enhanced crossings to facilitate both real and perceived safety for trail users and drivers, significantly improving user experience and encouraging trail use by a wider range of users. Solutions should be considered in coordination with Round Rock's transportation team and in consultation with the Round Rock community.

Methodology

Trail connections, trailheads, safe crossing improvements, and signage needs were identified through community input at the open houses, guidance from the Transportation Master Plan, and an assessment of where additional links to key destinations were necessary. When evaluating potential new safe crossings, key factors included railroad locations, street classifications, traffic volumes, and topographic constraints.

Mapping Elements

The following information is presented on each map in this section

EXISTING

- PRIMARY TRAILHEAD
- SECONDARY TRAILHEAD
- ACTIVITY CENTER
- LANDMARK

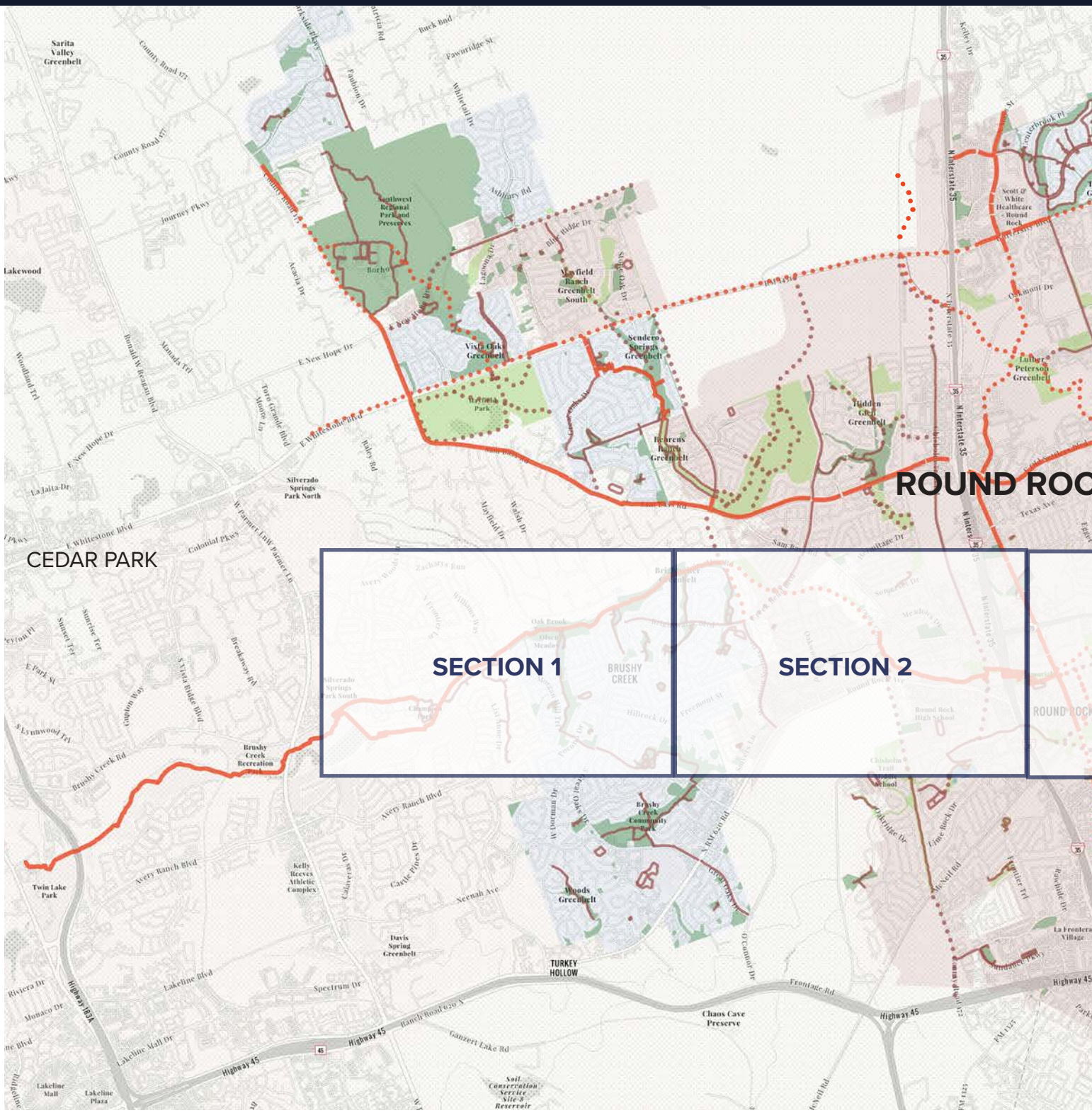
PROPOSED

- PROPOSED PRIMARY TRAILHEAD
- PROPOSED SECONDARY TRAILHEAD
- PROPOSED SAFE CROSSING
- POTENTIAL NEW SIGNAGE LOCATION
- EMERGING ACTIVITY CENTER/ TRAIL ORIENTED DEVELOPMENT

The Brushy Creek Trail

The Brushy Creek Trail is one of Round Rock's most valuable assets, both as a natural feature and as a key component of the city's trail network, serving as the primary corridor of the overall trail system. Running east to west through the community, it provides a continuous scenic greenway that connects people to parks, neighborhoods, and public destinations while preserving a slice of the natural Texas landscape.

The Brushy Creek Trail has been divided into sections based on existing physical boundaries, such as roads and natural features. Each segment is approximately 1 to 2 miles in length.



EXISTING

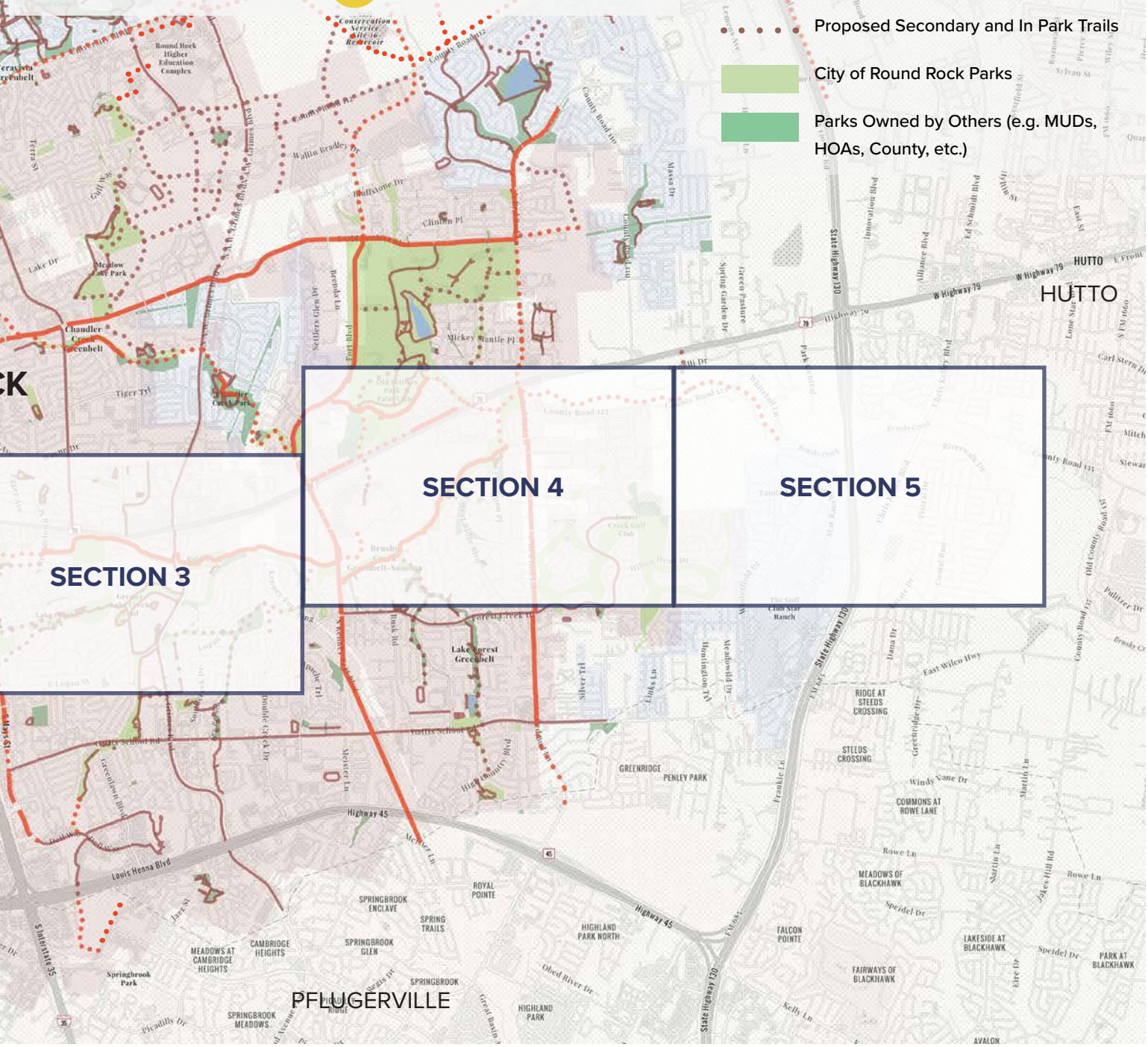
- Primary Trailhead
- Secondary Trailhead
- Activity Center
- Landmark

PROPOSED

- Proposed Primary Trailhead
- Proposed Secondary Trailhead
- Proposed Safe Crossing
- Potential New Signage Location
- Emerging Activity Center/ Trail Oriented Development

LEGEND

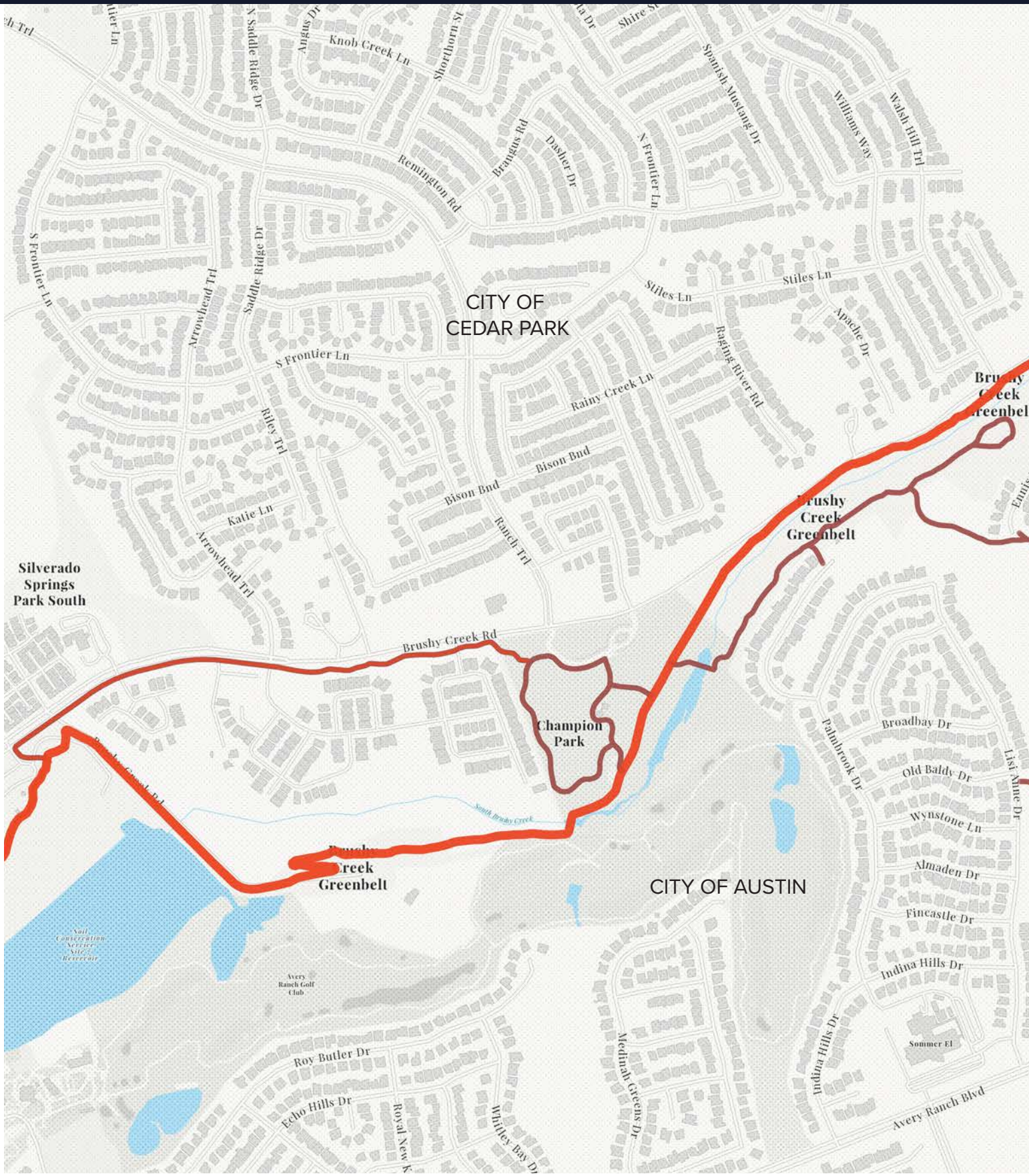
- City Limits of Round Rock
- Williamson County / ETJ Boundary
- Municipal Utility District (MUD)
- Existing Primary Trail
- Proposed Primary Trail
- Existing Secondary and In Park Trails
- Proposed Secondary and In Park Trails
- City of Round Rock Parks
- Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)



0 .50 1 2 Mi

Brushy Creek Trail: Section One

Section One of the Brushy Creek Trail lies outside the Round Rock city limits and is located primarily in Williamson County, extending through the Brushy Creek MUD and the Fern Bluff MUD.





LEGEND

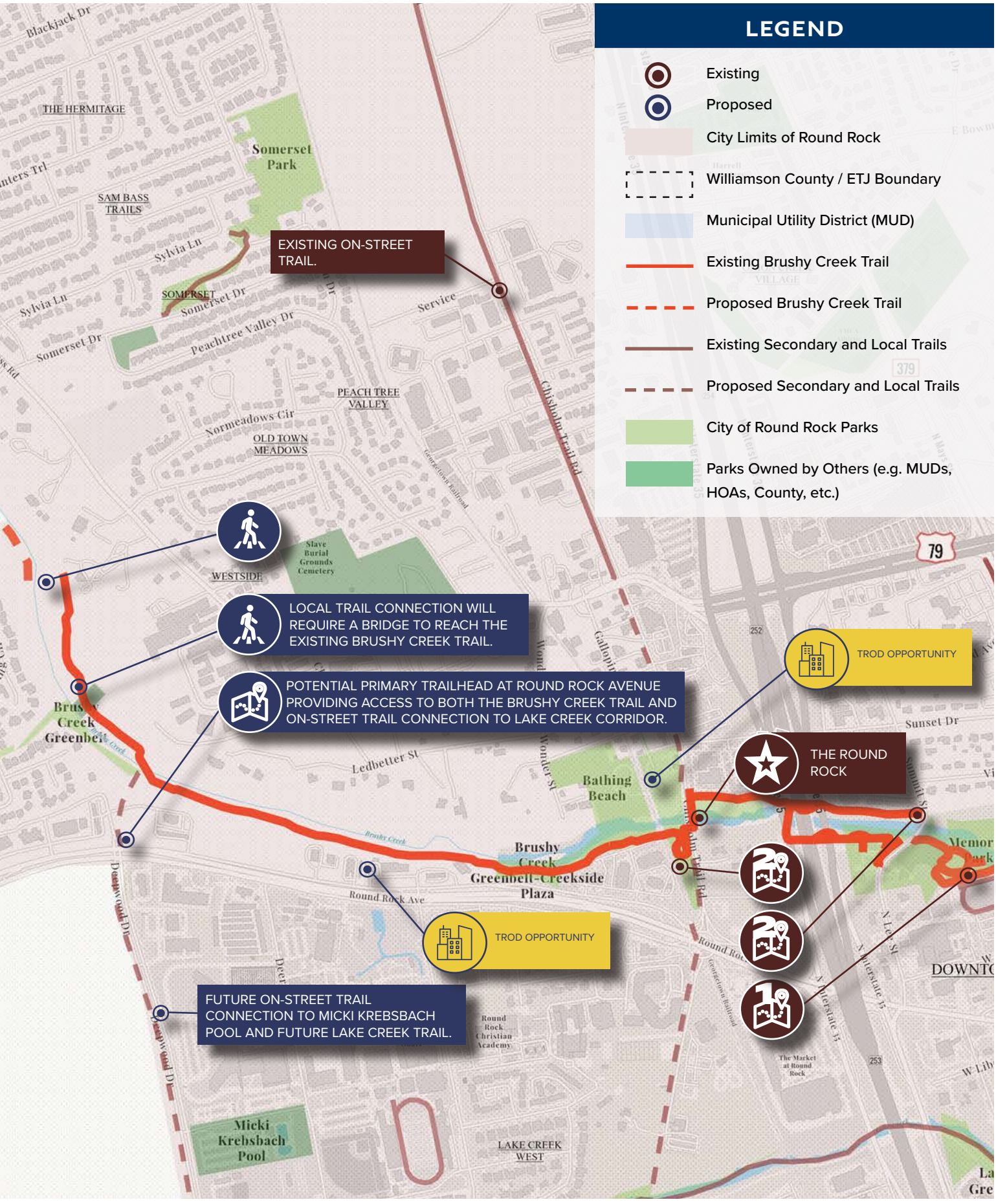
- Existing
- Proposed
- City Limits of Round Rock
- Williamson County / ETJ Boundary
- Municipal Utility District (MUD)
- Existing Brushy Creek Trail
- Proposed Brushy Creek Trail
- Existing Secondary and Local Trails
- Proposed Secondary and Local Trails
- City of Round Rock Parks
- Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)

0 .13 .25 .50Mi

Brushy Creek Trail: Section Two

Section Two of the Brushy Creek Trail is proposed to reenter the city just east of the Fern Bluff MUD. In 2024, the Heritage Trail West project completed a one mile section of the Brushy Creek Trail from just west of Chisholm Trail Road to Mays Street, connecting “Old Town” to Downtown.

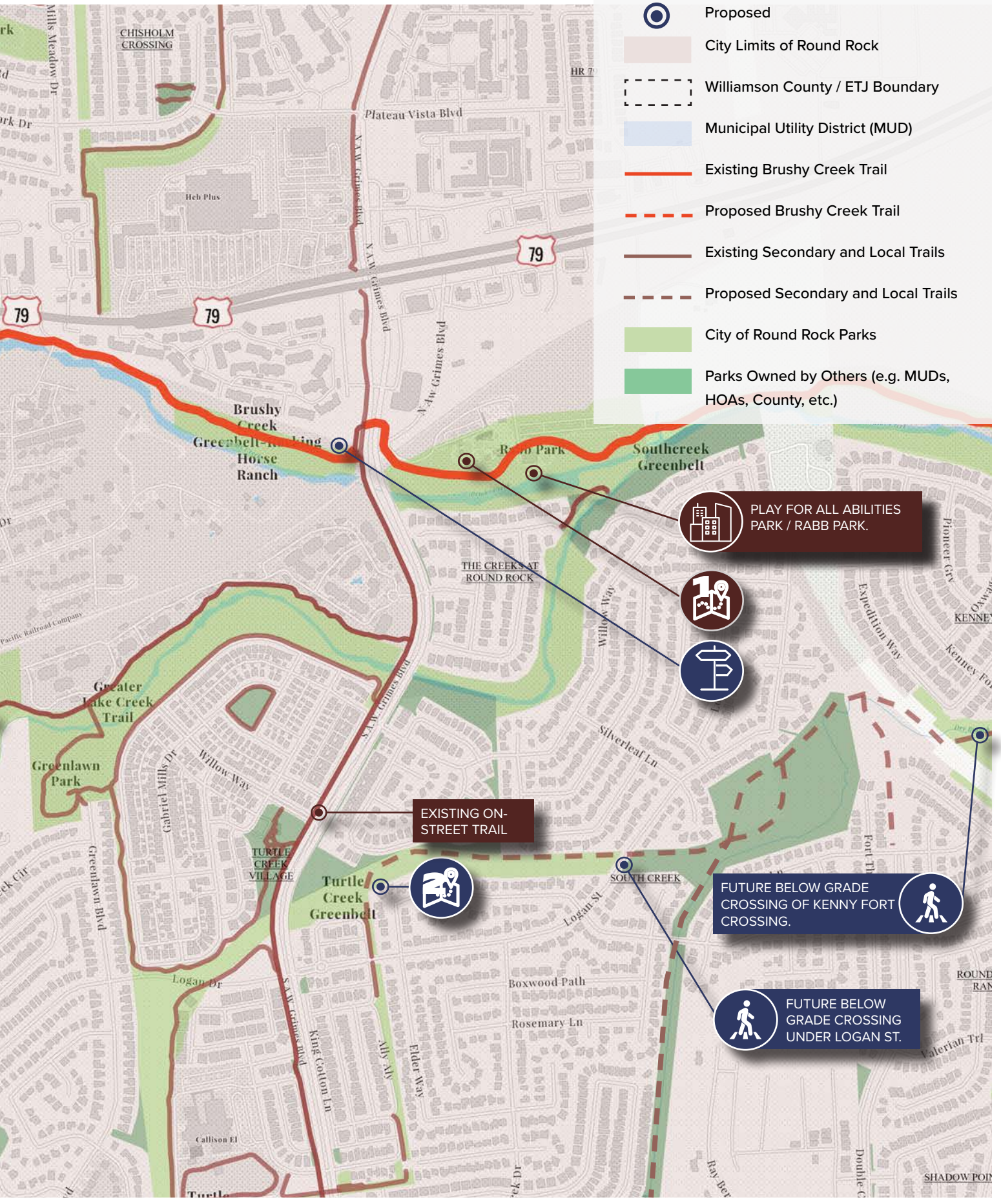



LEGEND
Existing
Proposed
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Brushy Creek Trail
Proposed Brushy Creek Trail
Existing Secondary and Local Trails
Proposed Secondary and Local Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
EXISTING ON-STREET TRAIL.
LOCAL TRAIL CONNECTION WILL REQUIRE A BRIDGE TO REACH THE EXISTING BRUSHY CREEK TRAIL.
POTENTIAL PRIMARY TRAILHEAD AT ROUND ROCK AVENUE PROVIDING ACCESS TO BOTH THE BRUSHY CREEK TRAIL AND ON-STREET TRAIL CONNECTION TO LAKE CREEK CORRIDOR.
TROD OPPORTUNITY
THE ROUND ROCK
TROD OPPORTUNITY
FUTURE ON-STREET TRAIL CONNECTION TO MICKI KREBSBACH POOL AND FUTURE LAKE CREEK TRAIL.
THE HERMITAGE
Somerset Park
SAM BASS TRAILS
SOMERSET
Sylvia Ln
Somerset Dr
Peachtree Valley Dr
Service
Chisholm Trail Rd
PEACH TREE VALLEY
Normeadows Cir
OLD TOWN MEADOWS
WESTSIDE
Slave Burial Grounds Cemetery
Brushy Creek Greenbelt
Ledbetter St
Wonder St
Bathing Beach
Brushy Creek Greenbelt-Creekside Plaza
Round Rock Ave
Deerwood Dr
Micki Krebsbach Pool
LAKE CREEK WEST
Round Rock Christian Academy
Sunset Dr
Summit St
Memorial Park
DOWNTOWN
N Interstate 35
The Market at Round Rock
79
252
253
379
0
.13
.25
.50Mi

Brushy Creek Trail: Section Three

There are significant trail oriented development opportunities along the north side of Brushy Creek, as well as a need for an off-street trail connection between N. Mays Street and Georgetown Street. Signage that provides interpretive information, wayfinding to Downtown, Play for All Abilities Park, Rabb Park, and safety and regulatory reminders should be included at key locations.




LEGEND
Existing
Proposed
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Brushy Creek Trail
Proposed Brushy Creek Trail
Existing Secondary and Local Trails
Proposed Secondary and Local Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
PLAY FOR ALL ABILITIES PARK / RABB PARK.
EXISTING ON-STREET TRAIL
FUTURE BELOW GRADE CROSSING OF KENNY FORT CROSSING.
FUTURE BELOW GRADE CROSSING UNDER LOGAN ST.
CHISHOLM CROSSING
Plateau Vista Blvd
N A W Grimes Blvd
Heb Plus
79
Brushy Creek Greenbelt-Ranching Horse Ranch
Rabb Park
Southcreek Greenbelt
THE CREEKS AT ROUND ROCK
Willow Way
Expedition Way
Pioneer Grv
Greater Lake Creek Trail
Greenlawn Park
Gabriel Mills Dr
Silverleaf Ln
TURTLE CREEK VILLAGE
Turtle Creek Greenbelt
SOUTH CREEK
Logan St
Logan Dr
Boxwood Path
Rosemary Ln
King Cotton Ln
Ally Aly
Elder Way
Valerian Trl
Callison El
SHADOW POIN
0 .13 .25 .50Mi

Brushy Creek Trail: Section Four

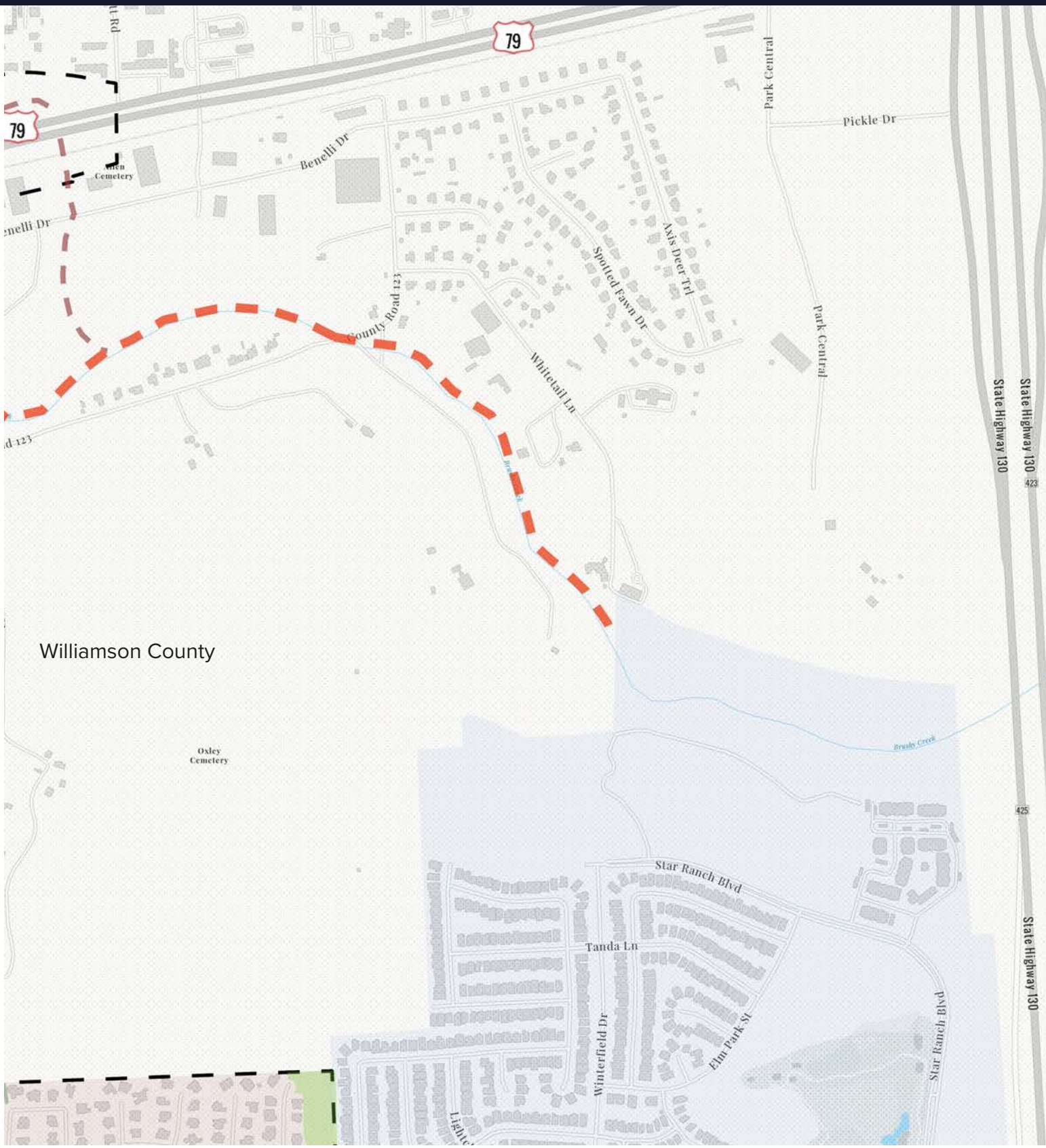
Old Settlers Park, Dell Diamond, and Kalahari Resort are key local, regional, and national destinations. Trail connectivity between Old Settlers Park, Kalahari Resort, and the Brushy Creek Trail should be prioritized, with attention to trail and street separation for safety and comfort, including increased landscaped buffer widths with trees between the curb and the trail. Trail-oriented developments, along with improvements to both on-street and off-street trails, should work together to maximize the functionality of the trail network and fully leverage the economic potential of this key Round Rock activity center.

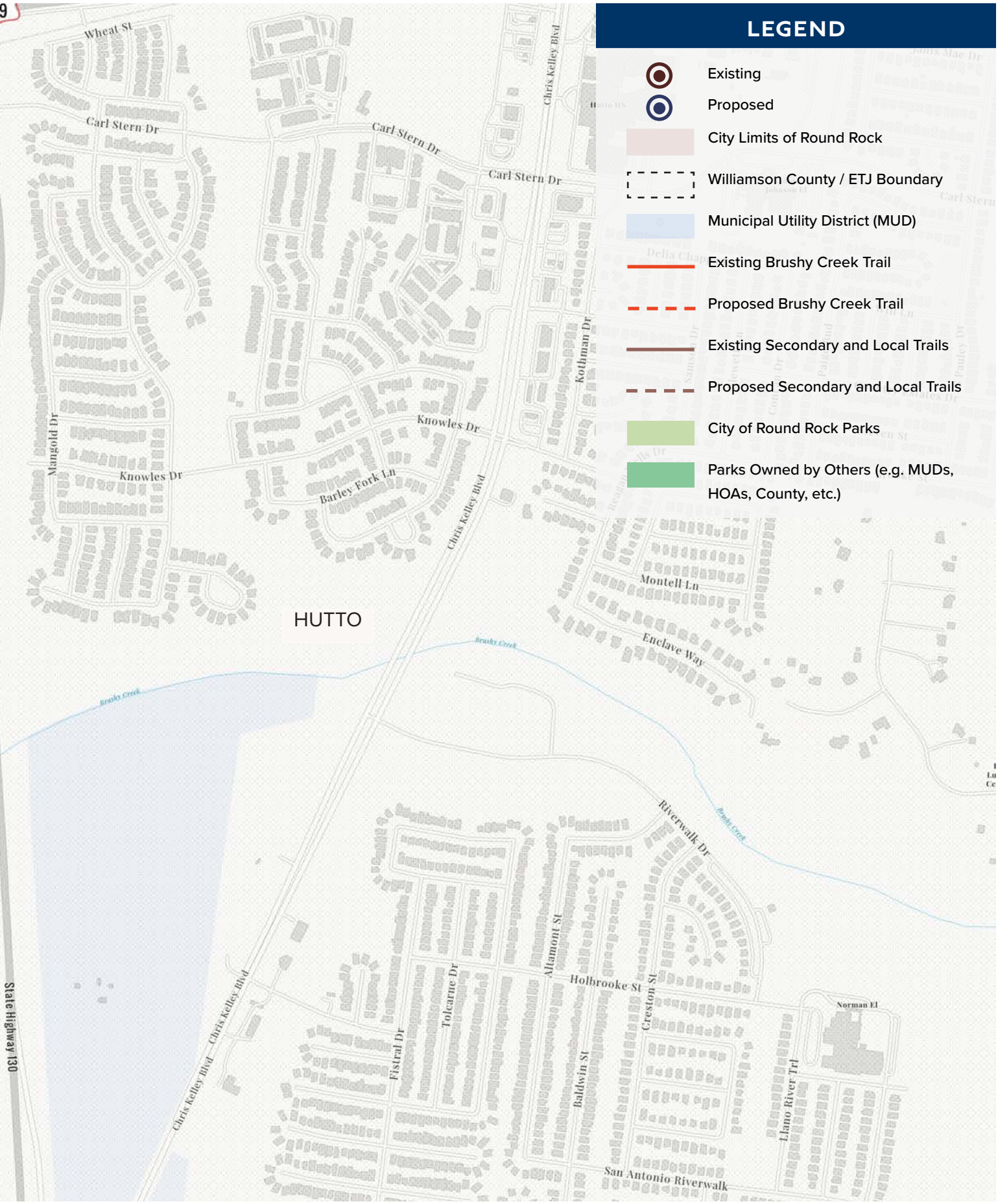



FUTURE BRUSHY CREEK TRAIL CONNECTION (WILLIAMSON COUNTY).
Forest Bluff Park
Red Bud Ln
Southern Pl
FOREST BLUFF
Forest Bluff Trl
Forest Ridge Blvd
Evergreen Dr
Woodland Ln
Woodland Loop
Country Dr
Vintage Dr
Wildflower Trl
Twin Ridge Pkwy
Oak Vw
OAK BLUFF ESTATES
Bobby Jones Way
Trevino Dr
Royal Port Rush Dr
Saint Andrews Dr
Alton Pl
Indigo Trl
EST RIDGE
LEGEND
Existing
Proposed
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Brushy Creek Trail
Proposed Brushy Creek Trail
Existing Secondary and Local Trails
Proposed Secondary and Local Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
0
.13
.25
.50Mi

Brushy Creek Trail: Section Five

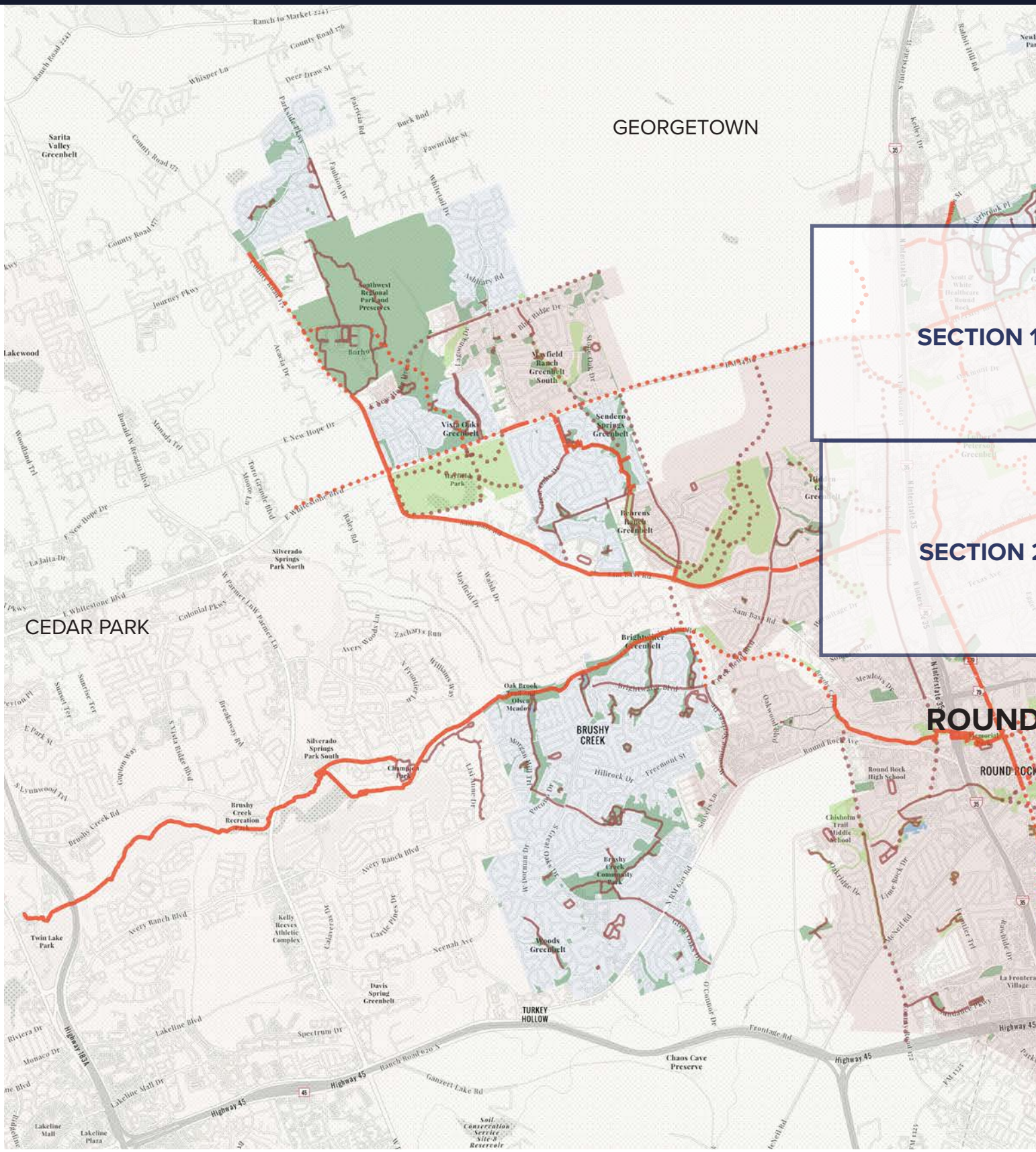
This section of the trail lies outside the current Round Rock city limits and within Williamson County. These properties may fall within the City of Round Rock in the future if property owners consent or if the City acquires them. Ongoing coordination with private developers and jurisdictional partners will be important in guiding future trail development in this area.

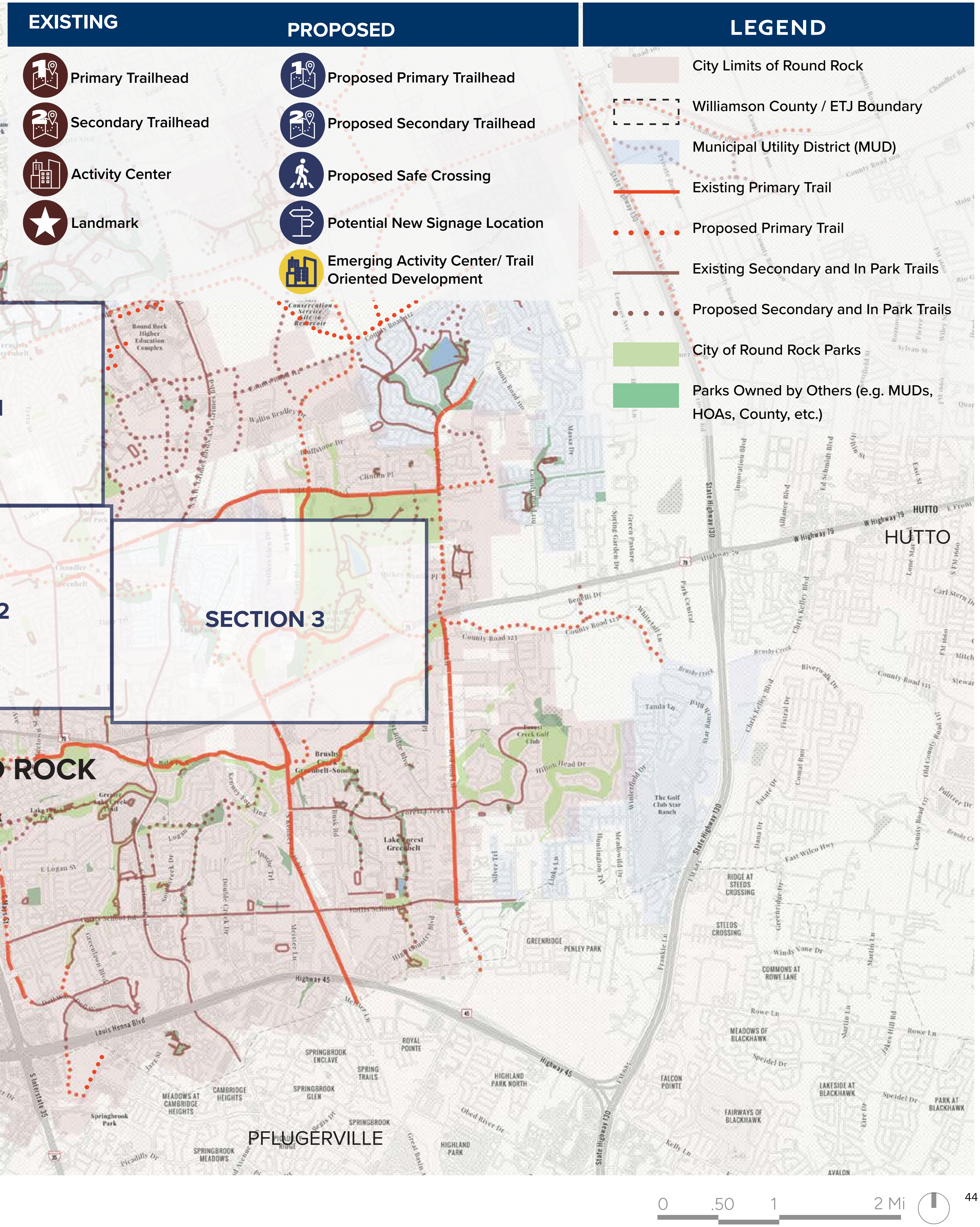



LEGEND
Existing
Proposed
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Brushy Creek Trail
Proposed Brushy Creek Trail
Existing Secondary and Local Trails
Proposed Secondary and Local Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
HUTTO
Wheat St
Carl Stern Dr
Carl Stern Dr
Carl Stern Dr
Chris Kelley Blvd
Kothman Dr
Mangold Dr
Knowles Dr
Knowles Dr
Barley Fork Ln
Chris Kelley Blvd
Montell Ln
Enclave Way
Brushy Creek
Brushy Creek
Brushy Creek
Riverwalk Dr
Altamont St
Holbrooke St
Creston St
Norman El
Fistral Dr
Tolcarne Dr
Baldwin St
Llano River Trl
Chris Kelley Blvd
Chris Kelley Blvd
San Antonio Riverwalk
State Highway 130
0
.13
.25
.50Mi

Chandler Creek Trail Corridor

The Chandler Creek Trail is a key corridor for northeast to southwest connectivity in Round Rock. The corridor connects Teravista to Old Settlers Park, Dell Diamond, and Kalahari Resort. Approximately one half mile of the Chandler Creek Trail lies within the Meadows at Chandler Creek MUD.

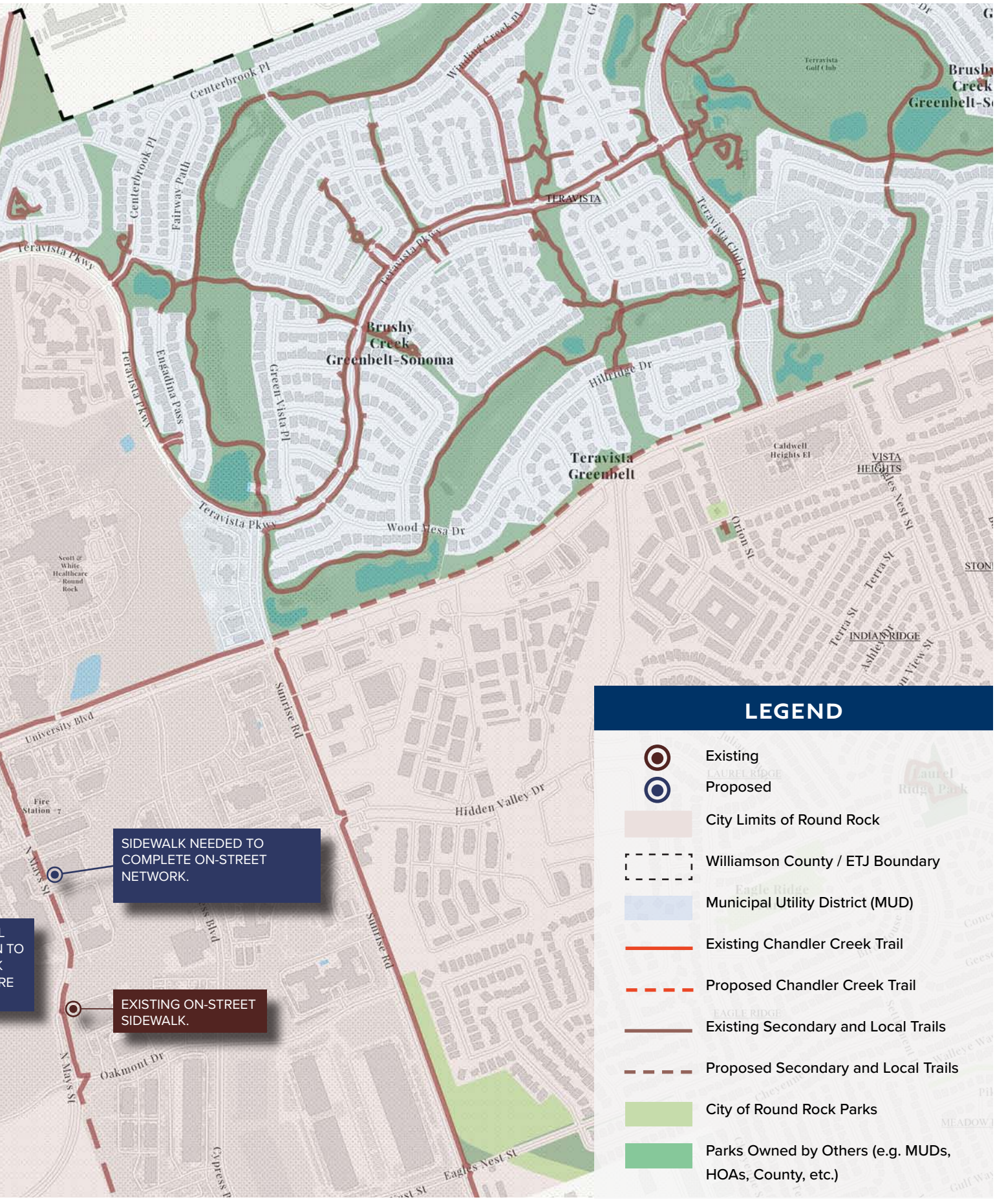



EXISTING
Primary Trailhead
Secondary Trailhead
Activity Center
Landmark
PROPOSED
Proposed Primary Trailhead
Proposed Secondary Trailhead
Proposed Safe Crossing
Potential New Signage Location
Emerging Activity Center/ Trail Oriented Development
LEGEND
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Primary Trail
Proposed Primary Trail
Existing Secondary and In Park Trails
Proposed Secondary and In Park Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
SECTION 3
ROCK
HUTTO
PFLUGERVILLE
0
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1
2 Mi

Chandler Creek Trail: Section One

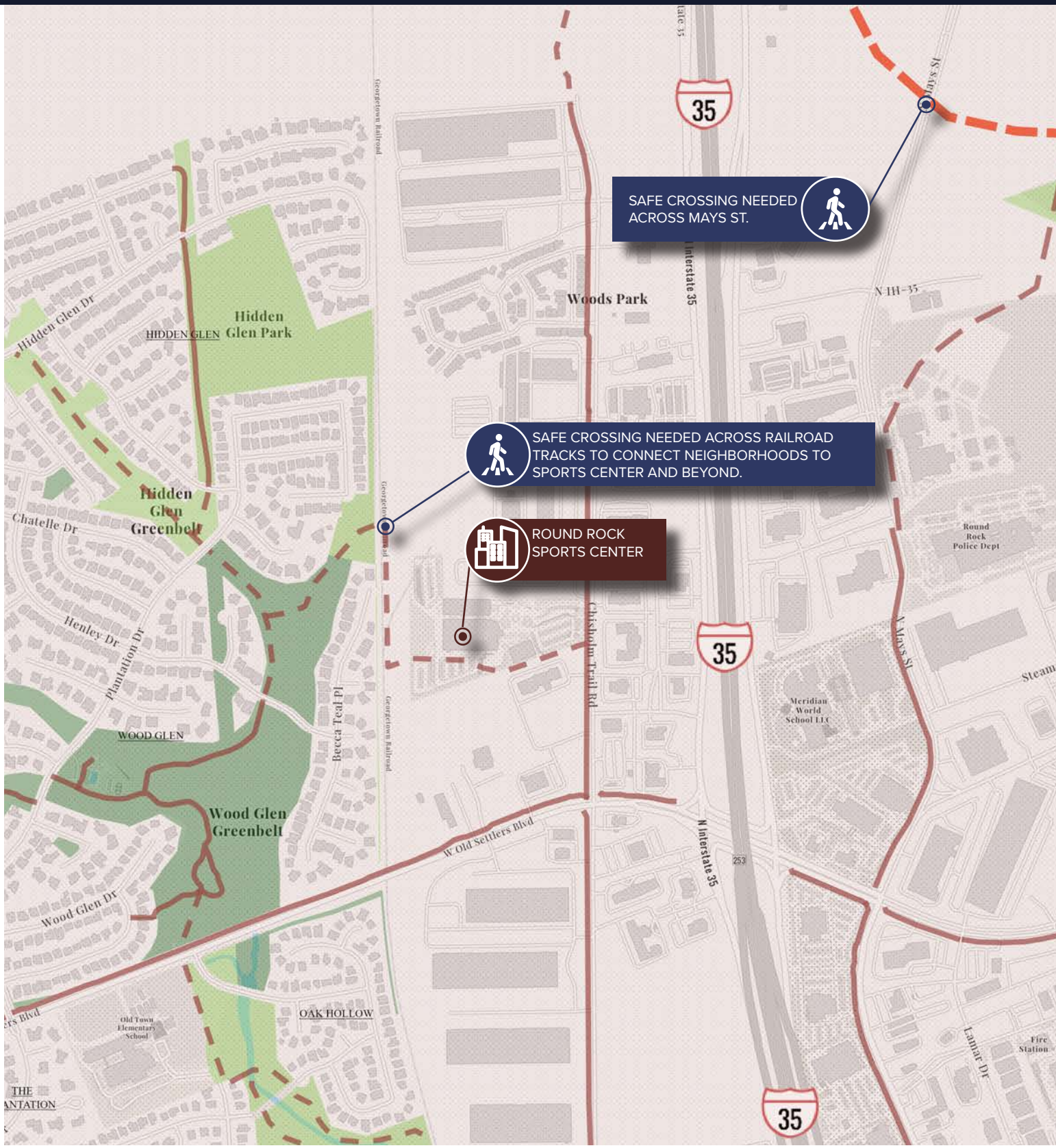
The Chandler Creek Trail is proposed to begin south of RM 1431 and extend west under I-35, providing connections to The Amp. This segment should be an off-street primary trail connection that prioritizes safety.




Centerbrook Pl
Windling Creek Pl
Terravista Golf Club
Brushy Creek Greenbelt-S
Centerbrook Pl
Fairway Path
TERAVISTA
Teravista Pkwy
Teravista Pkwy
Teravista Club Dr
Brushy Creek Greenbelt-Sonoma
Teravista Pkwy
Engadina Pass
Green Vista Pl
Hillridge Dr
Teravista Greenbelt
Caldwell Heights El
VISTA HEIGHTS
Teravista Pkwy
Wood Mesa Dr
Orion St
Eagles Nest St
Scott & White Healthcare Round Rock
Terra St
Terra St
INDIAN RIDGE
Ashley Dr
STON
University Blvd
Sunrise Rd
Fire Station #7
Hidden Valley Dr
N Mays St
SIDEWALK NEEDED TO COMPLETE ON-STREET NETWORK.
Sunrise Rd
EXISTING ON-STREET SIDEWALK.
N Mays St
Oakmont Dr
Cypress
Eagles Nest St
LAUREL RIDGE
Laurel Ridge Park
Eagle Ridge
EAGLE RIDGE
MEADOW
LEGEND
Existing
Proposed
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Chandler Creek Trail
Proposed Chandler Creek Trail
Existing Secondary and Local Trails
Proposed Secondary and Local Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
0
.13
.25
.50Mi

Chandler Creek Trail: Section Two

The proposed off-street primary trail continues south, with a future crossing needed at Mays Street and a future trailhead at Luther Peterson Greenbelt. The Chandler Creek Trail should be brought up to standard with a 10 foot wide concrete trail extending south to Old Settlers Boulevard. Additionally, a future trail connection is proposed across the railroad tracks to connect Woodglen to the Round Rock Sports Center.




LEGEND
Existing
Proposed
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Chandler Creek Trail
Proposed Chandler Creek Trail
Existing Secondary and Local Trails
Proposed Secondary and Local Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
ROUND ROCK CITY FACILITY
NEW PROPOSED TRAIL CONNECTION FROM FUTURE CHANDLER CREEK TRAIL TO SUNRISE ROAD.
FUTURE TRAILHEAD AND CONNECTION AT SETTLEMENT PARK.
Luther Peterson Greenbelt
Luther Peterson Greenbelt
Chandler Creek Greenbelt
Settlement Park
Bowman Park
Sunrise Rd
E Old Settlers Blvd
Greenhill Dr
David Curry Dr
Saunders Dr
Country Aire Dr
Hallie Ln
Ada Ln
Jester Farms Rd
Texas Ave
SETTLEMENT
GARDEN VILLAS AT CURRY LOOP
SUNRISE PARK
SUNRISE VISTA
CHAPEL HILL NORTH
WILLOWBEND ESTATES
Illuminated Academy of Texas
Hernandez MS
Applegate SDA School
Public Works Shop Yard Wash
Indian Meadow
0 .13 .25 .50Mi

Chandler Creek Trail: Section Three

There is an opportunity for the City of Round Rock to work with the Meadows at Chandler Creek and Williamson County to implement the proposed Chandler Creek Trail connections to the Brushy Creek Greenbelt.



LEGEND

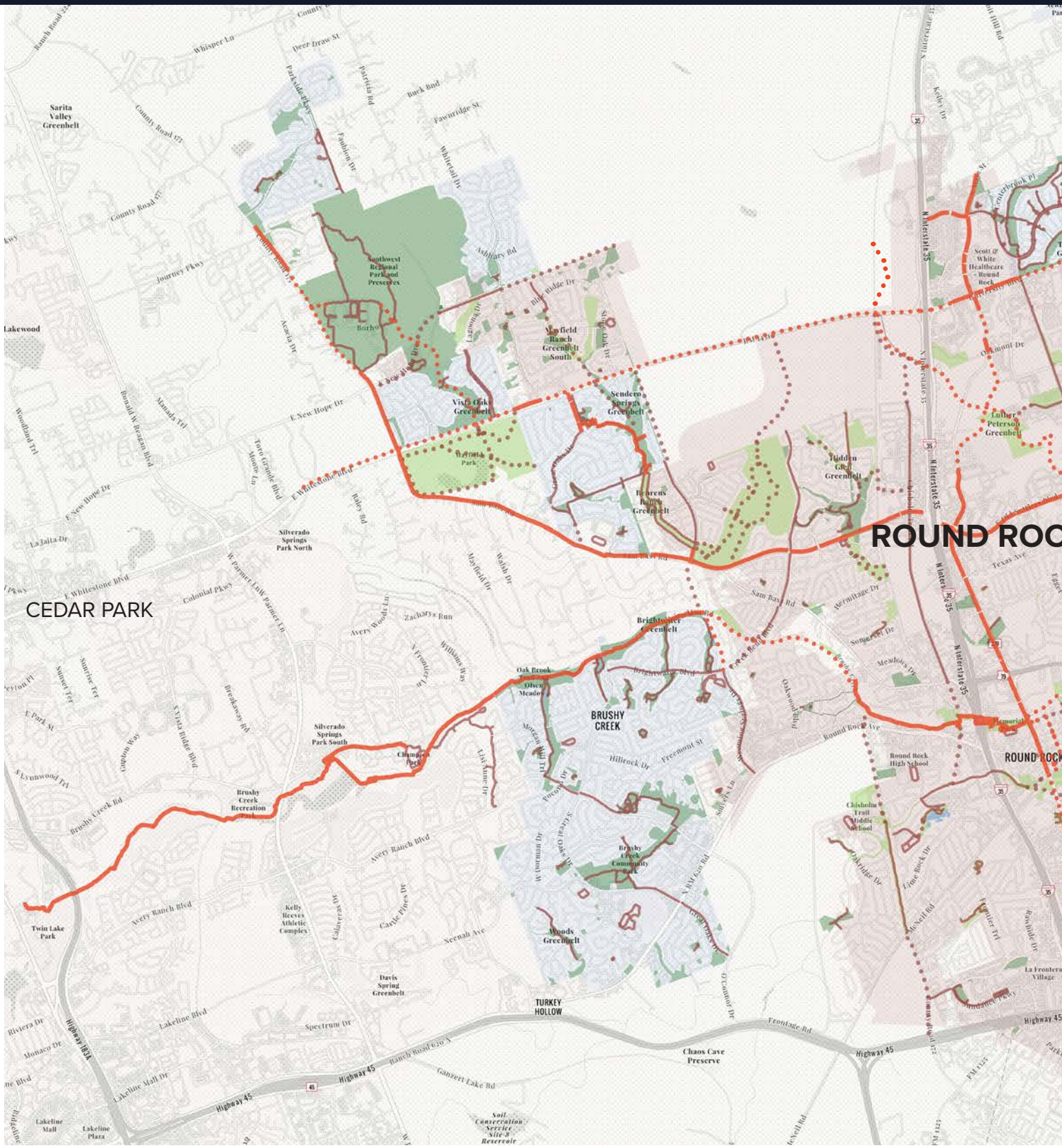
- Existing
- Proposed
- City Limits of Round Rock
- Williamson County / ETJ Boundary
- Municipal Utility District (MUD)
- Existing Chandler Creek Trail
- Proposed Chandler Creek Trail
- Existing Secondary and Local Trails
- Proposed Secondary and Local Trails
- City of Round Rock Parks
- Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)


FUTURE TRAILHEAD AT OLD SETTLERS PARK SOCCER FIELDS.
Brenda Ln
Sports Capital Xing
N Kenney Fort Blvd
Harrell Pkwy
Ty Cobb Pl
Rod Carew Dr
Sandy Koufax Ln
Willie Mays Ln
RYANS CROSSING
Nolan Ryan
Yogi Berra Way
Private St
Moyer Ln
Old Settlers Park At Palm Valley
79
DELL DIAMOND
NEW TRAILHEAD AT DELL DIAMOND.
PRIORITY: NEW PEDESTRIAN CONNECTION ACROSS 79.
KALAHARI RESORT
Kalahari Blvd
FREEMAN PARK SUBDIVISION

0 .13 .25 .50Mi

Dry Creek Trail Corridor

The Dry Creek Trail Corridor, located in southeast Round Rock, is also known as the Greater Lake Creek Trail and the Kensington Trail. It serves as a north to south connector with several off-street segments, linking surrounding areas to the broader trail system. The corridor enhances access to local recreational destinations such as the Clay Madsen Recreation Center and is planned to extend farther south to the Dell campus and, ultimately, to the District development.



EXISTING

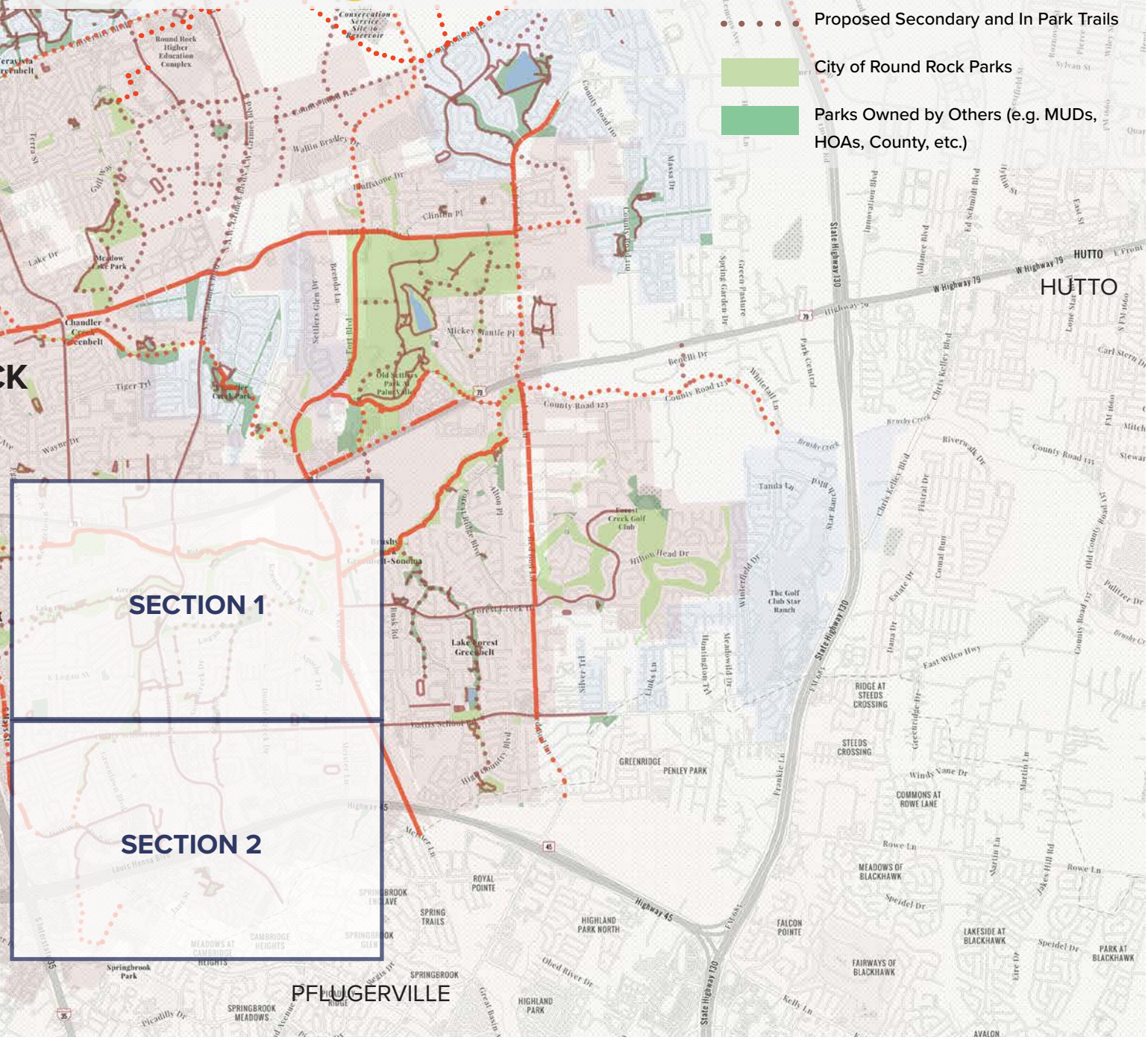
- Primary Trailhead
- Secondary Trailhead
- Activity Center
- Landmark

PROPOSED

- Proposed Primary Trailhead
- Proposed Secondary Trailhead
- Proposed Safe Crossing
- Potential New Signage Location
- Emerging Activity Center/ Trail Oriented Development

LEGEND

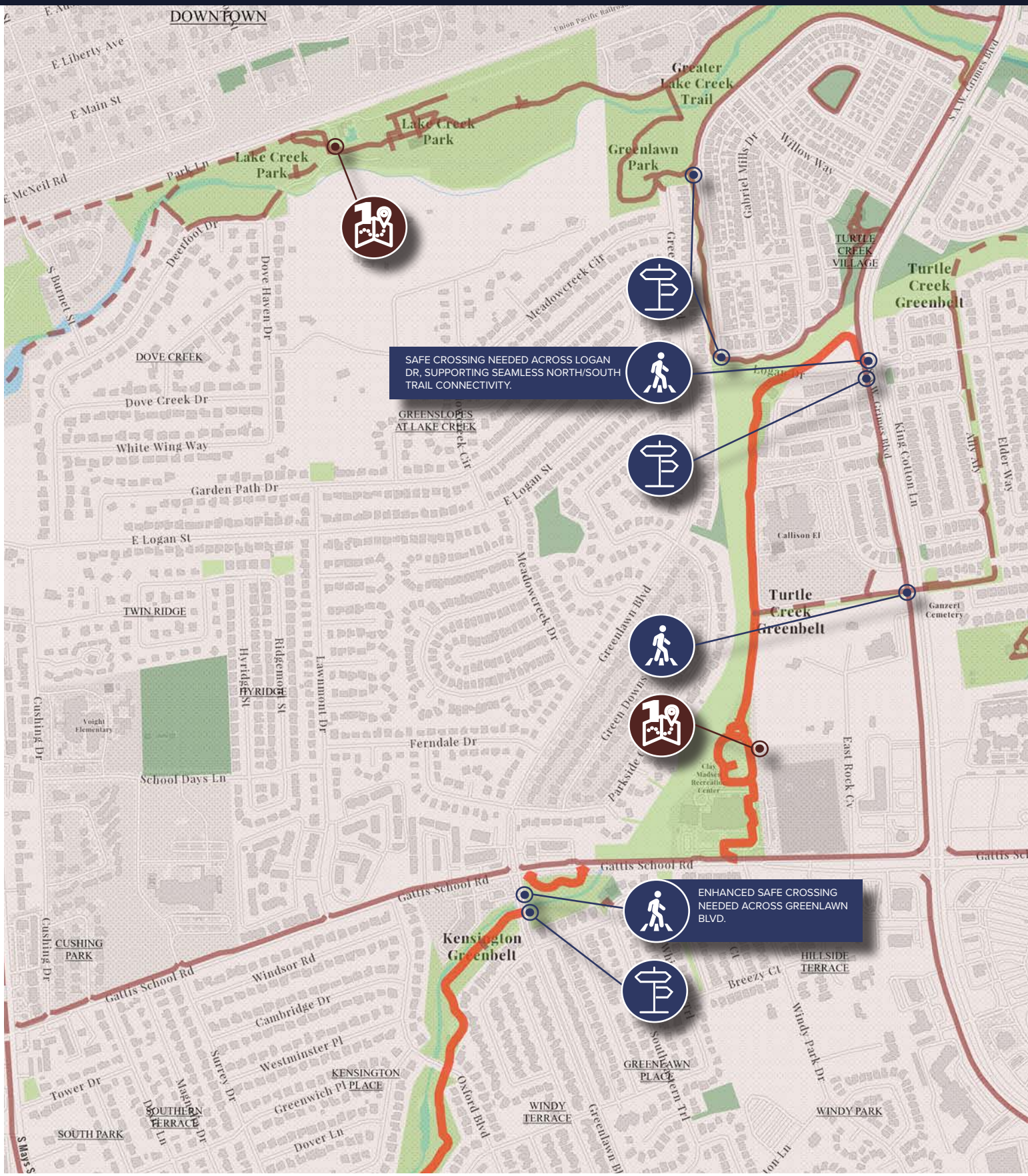
- City Limits of Round Rock
- Williamson County / ETJ Boundary
- Municipal Utility District (MUD)
- Existing Primary Trail
- Proposed Primary Trail
- Existing Secondary and In Park Trails
- Proposed Secondary and In Park Trails
- City of Round Rock Parks
- Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)



0 .50 1 2 Mi

Dry Creek Trail Corridor: Section One

Since 2020, progress has been made on improvements to the Dry Creek Trail Corridor, including connections to Lake Creek Park and south toward the Clay Madsen Recreation Center.




THE CREEKS AT ROUND ROCK
Willow Way
Expedition Way
KENNEY FORT
Kenney Fort Xing
S Kenney Fort Blvd
Silverleaf Ln
Forest Creek Dr
Dyer Creek Pl
THE PRES AT DYER C
Fort Thomas
Logan St
SOUTH CREEK
FUTURE SAFE CROSSING NEEDED UNDER KENNY FORT CROSSING TO CONNECT NORTH TO BRUSHY CREEK.
Boxwood Path
Rosemary Ln
Red Rock Dr
Sundrop Pl
Valerian Trl
ROUND ROCK RANCH
Apache Trl
Fort Grant Dr
Southlcreek Dr
Ray Berglund Blvd
Double Creek Dr
SHADOW POINTE
Fire Station 4
S Crossing Dr
Joyce Ln
Gattis School Rd
ENCLAVE AT TOWN CENTRE
Rachel Ln
Bryant Dr
S A.W. Grimes Blvd
LEGEND
Existing
Proposed
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Dry Creek Trail
Proposed Dry Creek Trail
Existing Secondary and Local Trails
Proposed Secondary and Local Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
0 .13 .25 .50Mi


DELL
FUTURE SAFE CROSSING NEEDED UNDER FREEWAY.
THE DISTRICT
IDEA ROUND ROCK TECH
EXISTING LOCAL TRAILS WITHIN WARNER RANCH HOA.
PFLUGERVILLE
Dell Way
Louis Henna Blvd
Highway 45
Greenlawn Blvd
Thibodeaux Dr
Jazz St
W Pflugerville Pkwy
Interstate 35
KENSINGTON PLACE
GREENLAWN PLACE
WINDY PARK
REMINGTON HEIGHTS
MEADOWS AT CAMBRIDGE HEIGHTS
Walmart Supercenter

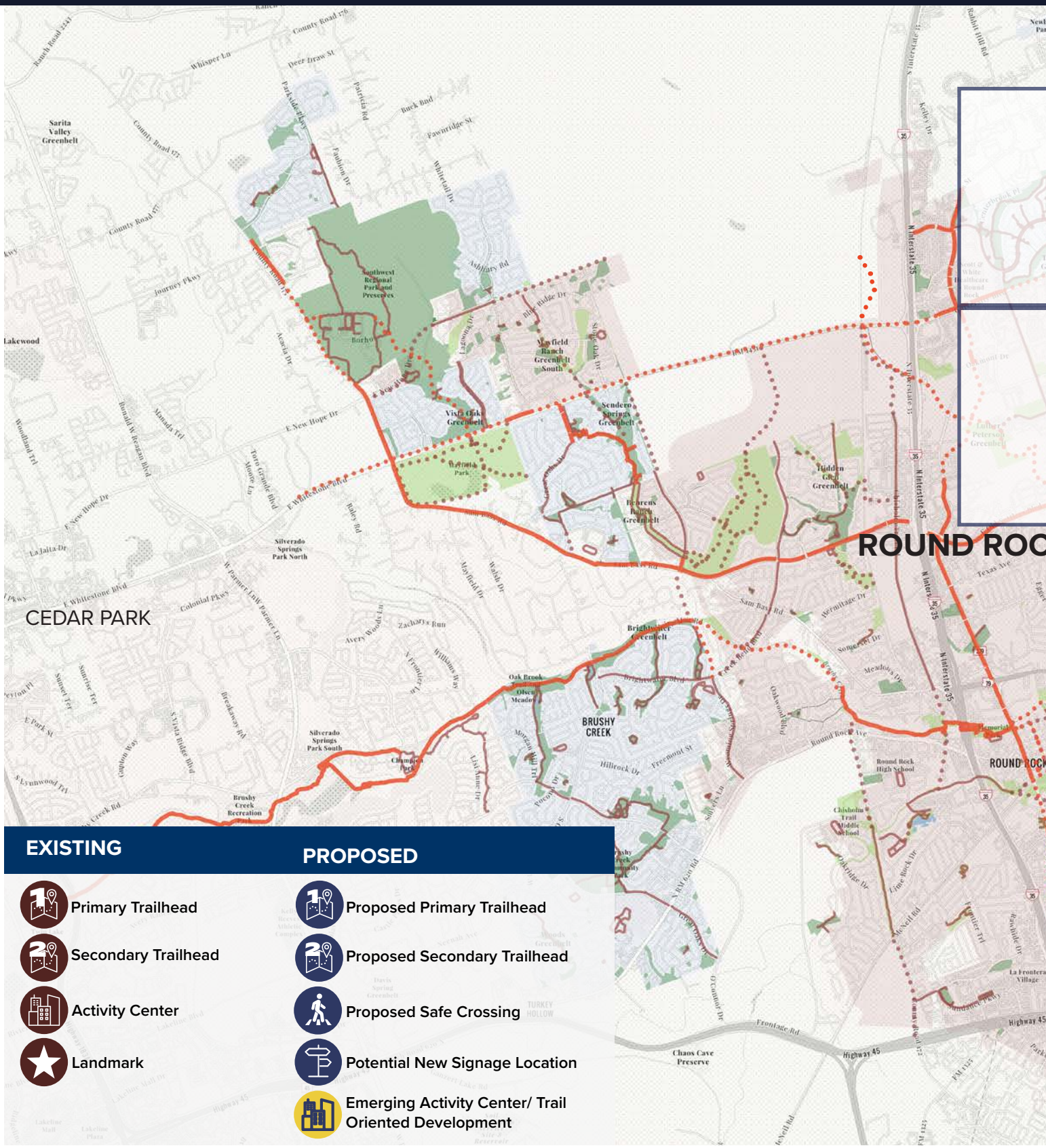
Dry Creek Trail Corridor: Section Two

The Dry Creek Trail is proposed to extend south along the east side of the Dell campus, continuing farther south to connect with future development at The District.



Northeast Round Rock Trails

The northeast section of the city presents significant opportunities for growth and additional trails. As new development occurs, the inclusion of off-street trails that follow natural drainage corridors should be a top priority for the City when considering future development. Key destinations in northeast Round Rock include Texas State University, Austin Community College, Meadow Lake Park, and Old Settlers Park.

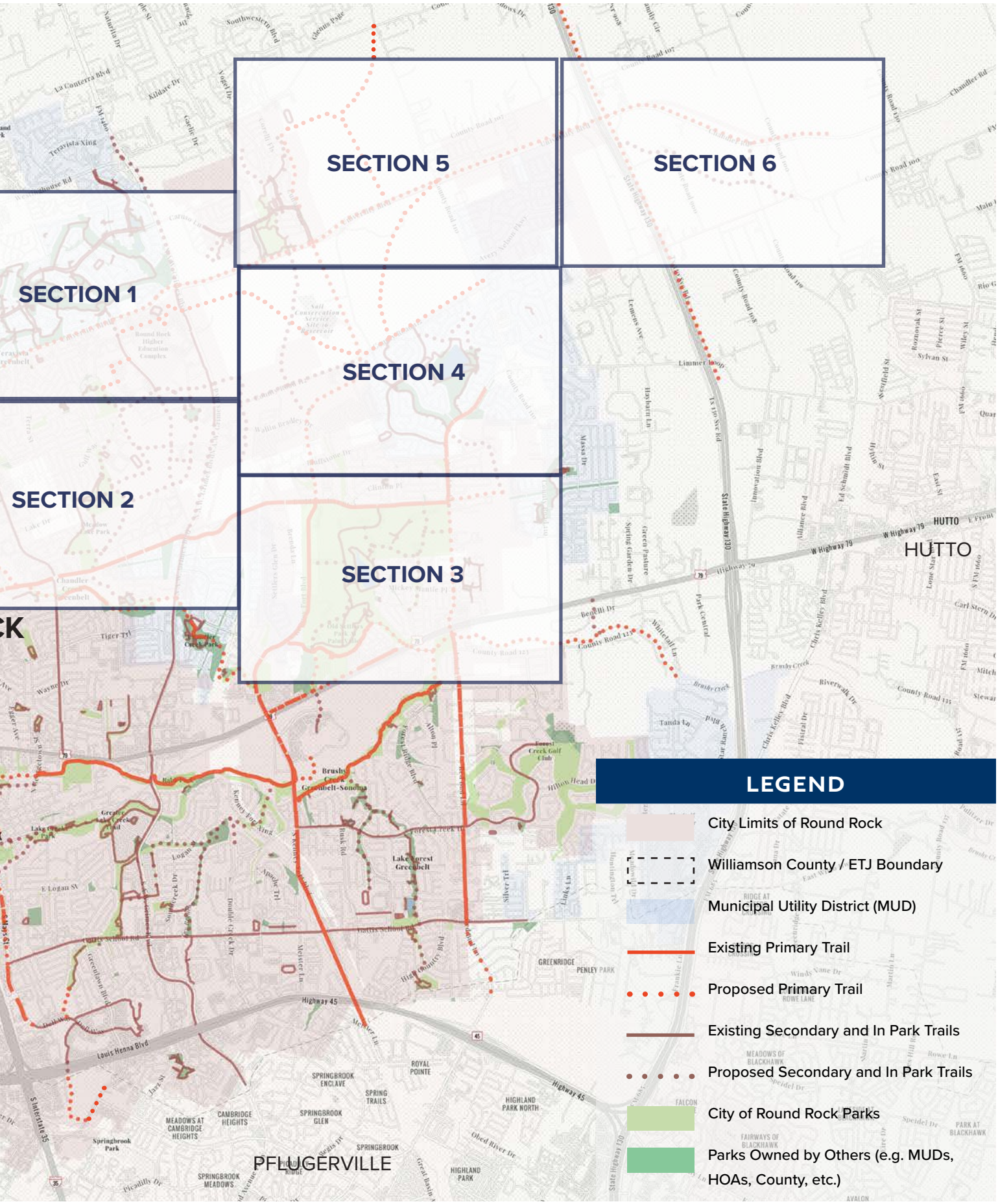


EXISTING

- Primary Trailhead
- Secondary Trailhead
- Activity Center
- Landmark

PROPOSED

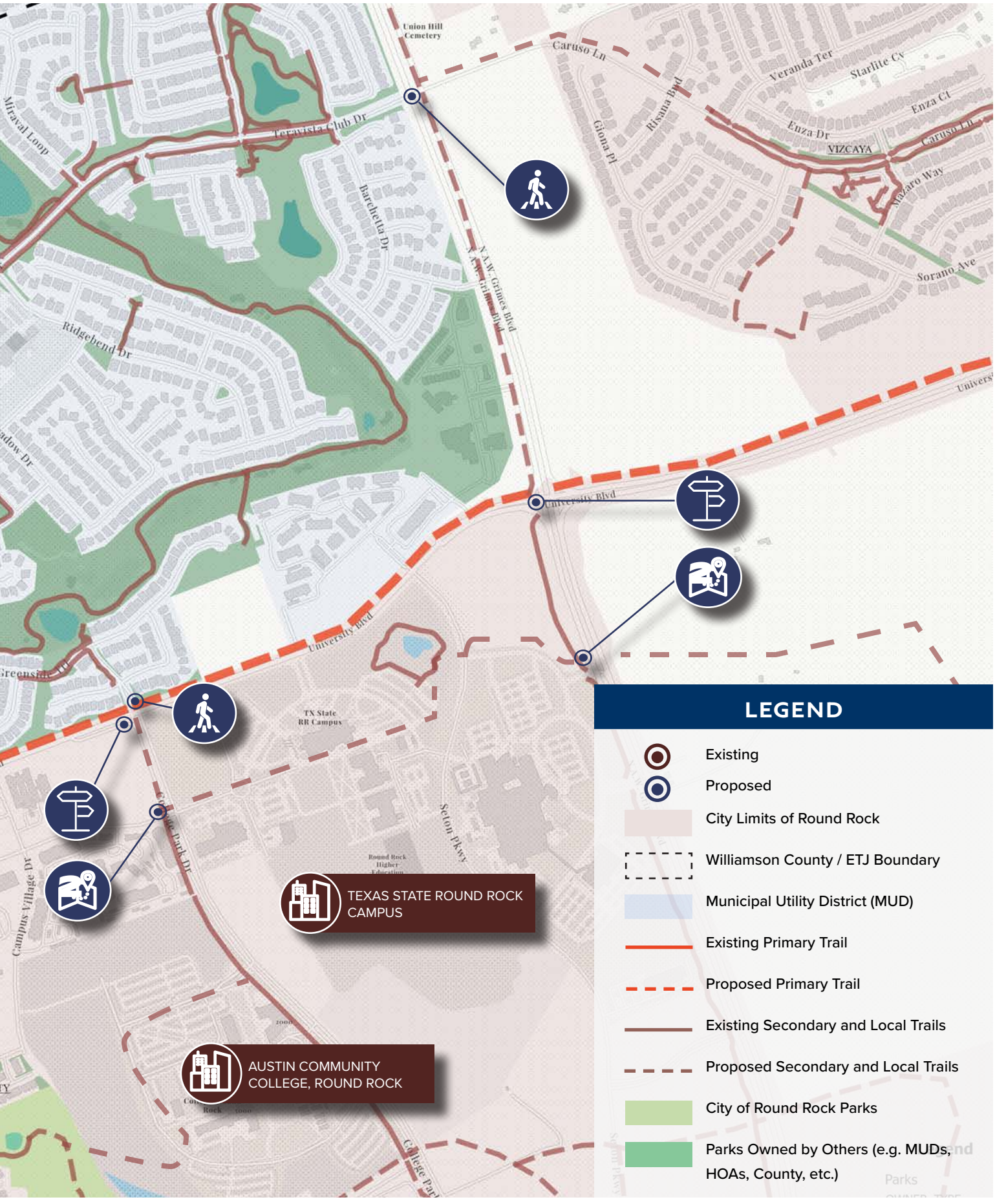
- Proposed Primary Trailhead
- Proposed Secondary Trailhead
- Proposed Safe Crossing
- Potential New Signage Location
- Emerging Activity Center/ Trail Oriented Development


SECTION 5
SECTION 6
SECTION 1
SECTION 4
SECTION 2
SECTION 3
HUTTO
PFLUGERVILLE
LEGEND
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Primary Trail
Proposed Primary Trail
Existing Secondary and In Park Trails
Proposed Secondary and In Park Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
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1
2 Mi

Northeast Round Rock Trails: Section One

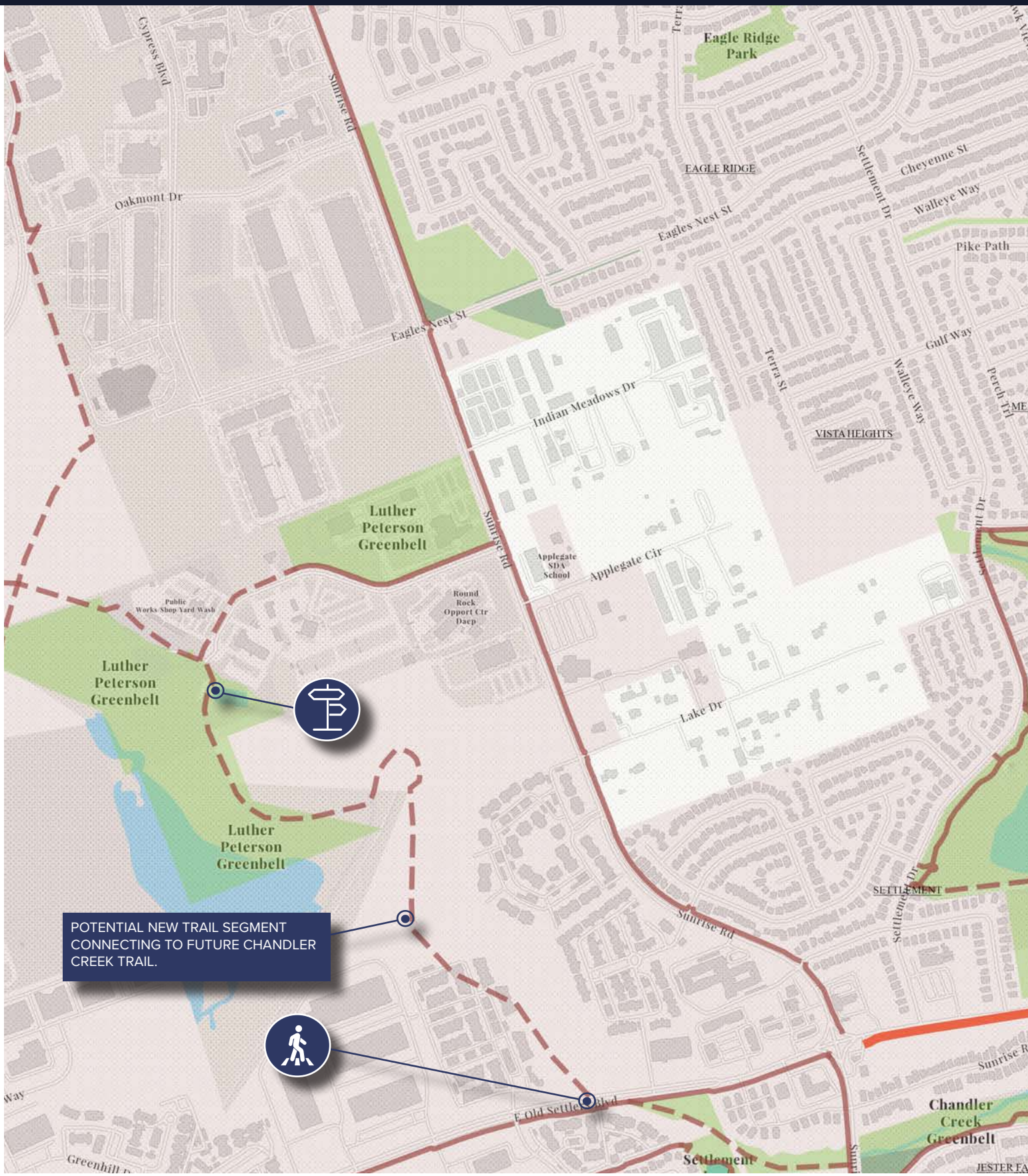
Teravista is home to an 18 hole public golf course and includes miles of trails throughout the community. An enhanced safe crossing at University Boulevard and College Park Drive should be considered. Future implementation may be public or private.




Union Hill Cemetery
Caruso Ln
Veranda Ter
Starlite Cv
Enza Ct
Enza Dr
VIZCAYA
Caruso Ln
Mazaro Way
Sorano Ave
Miraval Loop
Teravista Club Dr
Barchetta Dr
Giona Pl
Risana Blvd
N A.W. Grimes Blvd
Ridgebend Dr
University Blvd
TX State RR Campus
Round Rock Higher Education
Setton Pkwy
College Park Dr
Campus Village Dr
TEXAS STATE ROUND ROCK CAMPUS
AUSTIN COMMUNITY COLLEGE, ROUND ROCK
LEGEND
Existing
Proposed
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Primary Trail
Proposed Primary Trail
Existing Secondary and Local Trails
Proposed Secondary and Local Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
0 .13 .25 .50Mi

Northeast Round Rock Trails: Section Two

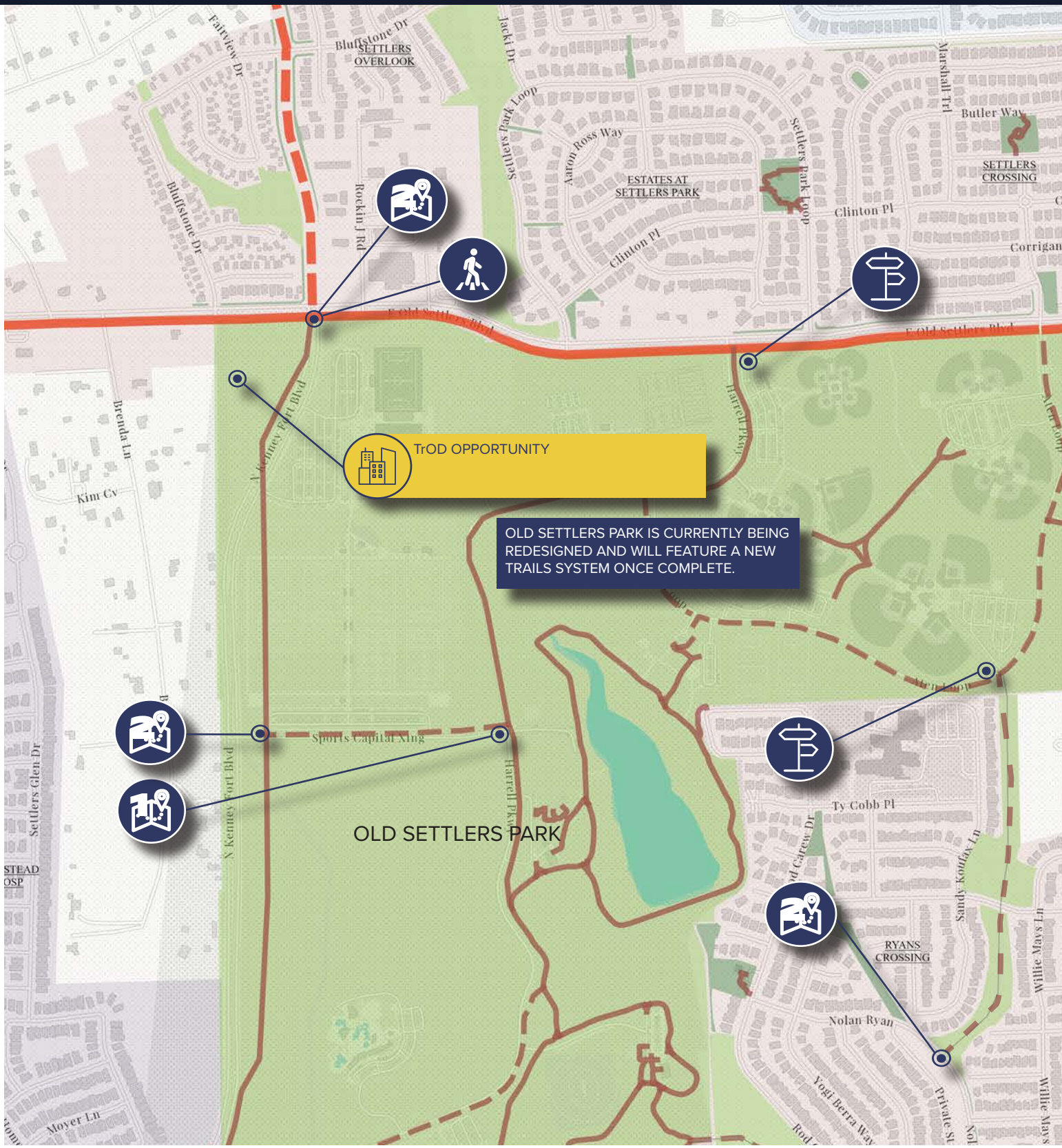
There is an opportunity to connect the Luther Peterson Greenbelt to the Chandler Creek Trail. Additionally, trail connectivity around Meadow Lake Park and across Old Settlers Boulevard should be explored.



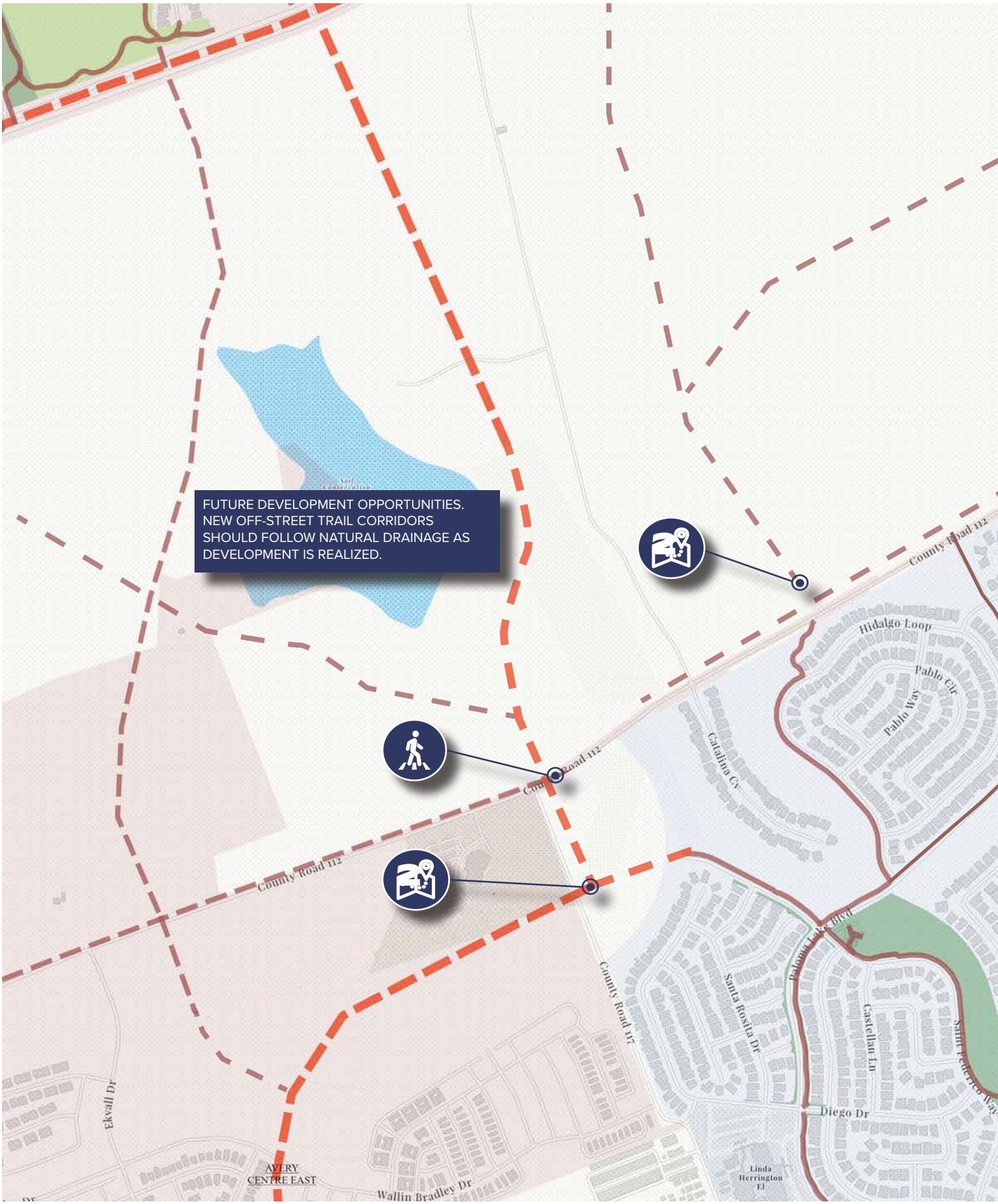

LEGEND
Existing
Proposed
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Primary Trail
Proposed Primary Trail
Existing Secondary and Local Trails
Proposed Secondary and Local Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
UNION HILL ELEMENTARY SCHOOL
HOPEWELL MIDDLE SCHOOL
Meadow Lake Greenbelt
Meadow Lake Park
POTENTIAL NEW TRAIL SEGMENT CONNECTING TO FUTURE CHANDLER CREEK TRAIL.
Gulf Way
E Old Settlers Blvd
Sheltie Ln
N A.W. Grimes Blvd
MEADOWS AT CHANDLER CREEK
Chandler Creek Blvd
Ranier Ln
Bradley Ln
ROCK HOLLOW
Apollo Cir
0
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.25
.50Mi

Northeast Round Rock Trails: Section Three

There are major opportunities for trail oriented development and trail connectivity around Old Settlers Park. As proposed, new off-street trails that follow drainage corridors are shown, including an east to west trail connection from the future trail corridor to Old Settlers Park. Additionally, wayfinding signage should be added within Old Settlers Park.




Mozart St
Arbia Ln
Novaro Pl
Mozart St
Otiello Pl
SIENA
County Road 110
Paola St
Parma St
Pescia S
Sardinia Dr
Sacco St
Sambuco St
Reggio St
Sofia Pl
Sofia Pl
Sofia Pl
Chad Dr
Lauren Nicole Ln
Chad Dr
MADSEN RANCH
Matt Ln
N Red Bud Ln
Dawson Rd
Joseph St
N Red Bud Ln
Kenneys Way
Kenneys Way
PIONEER CROSSING
Pioneer Crossing Park
RAINBOW PARKE
79
LEGEND
Existing
Proposed
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Primary Trail
Proposed Primary Trail
Existing Secondary and Local Trails
Proposed Secondary and Local Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
0 .13 .25 .50Mi


FUTURE DEVELOPMENT OPPORTUNITIES. NEW OFF-STREET TRAIL CORRIDORS SHOULD FOLLOW NATURAL DRAINAGE AS DEVELOPMENT IS REALIZED.
County Road 112
Hidalgo Loop
Pablo Cir
Pablo Way
Catalina Cv
County Road 112
County Road 112
County Road 117
Paloma Lake Blvd
Santa Rosita Dr
Castellan Ln
Diego Dr
Ekvall Dr
AVERY CENTRE EAST
Wallin Bradley Dr
Linda Herrington El

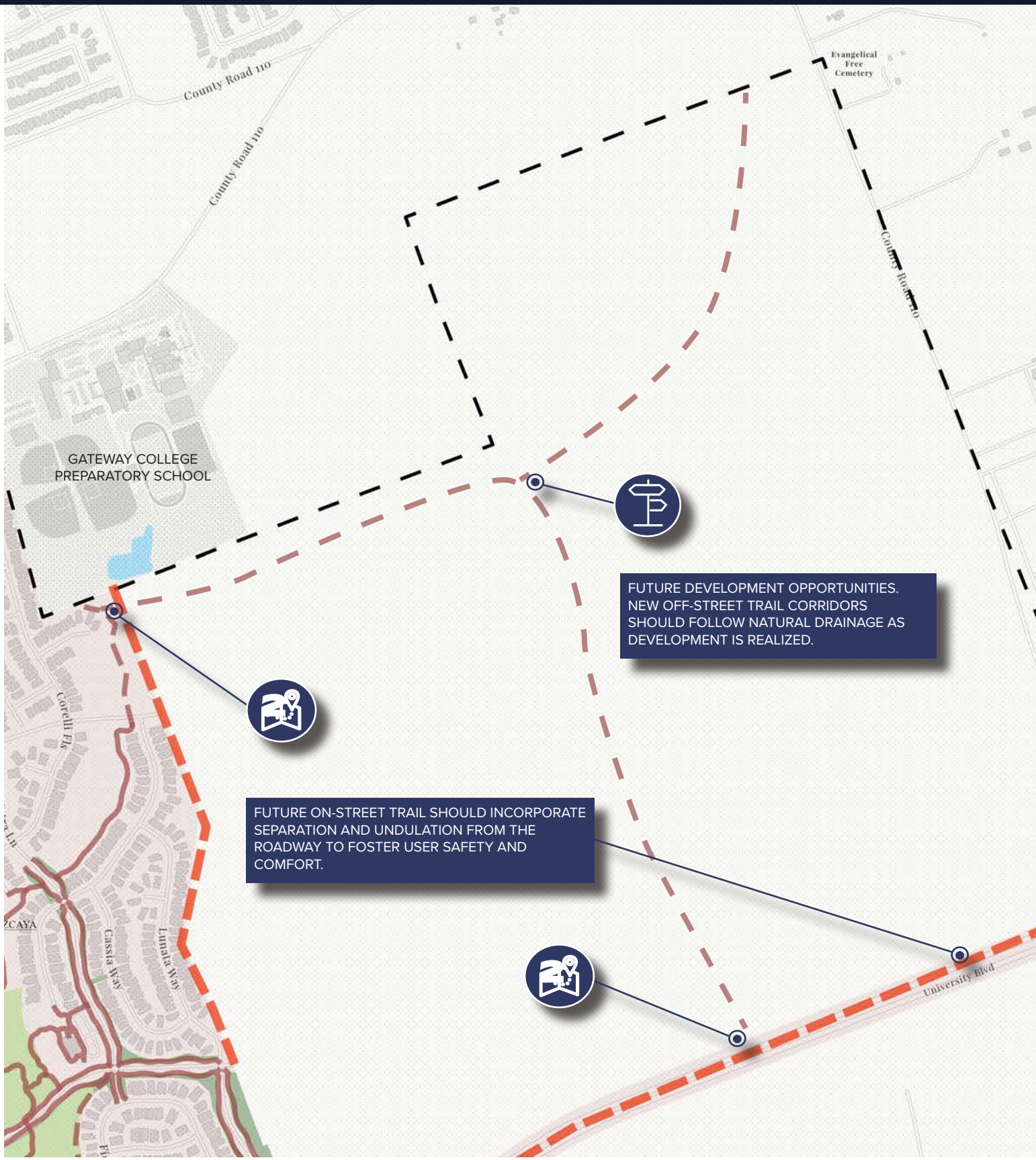
Northeast Round Rock Trails: Section Four

As properties develop in this area, the design and layout of new development should prioritize off-street trails within greenbelts that follow natural drainage ways. Prioritizing greenbelt trails in new developments is key to supporting pedestrian connectivity and recreation, even when future neighborhoods are within a MUD or HOA.



Northeast Round Rock Trails: Section Five

As properties develop in this area and are potentially annexed into the City of Round Rock, the design and layout of new development should prioritize off-street trails within greenbelts that follow natural drainage ways and connect future residents to recreational amenities and nature.



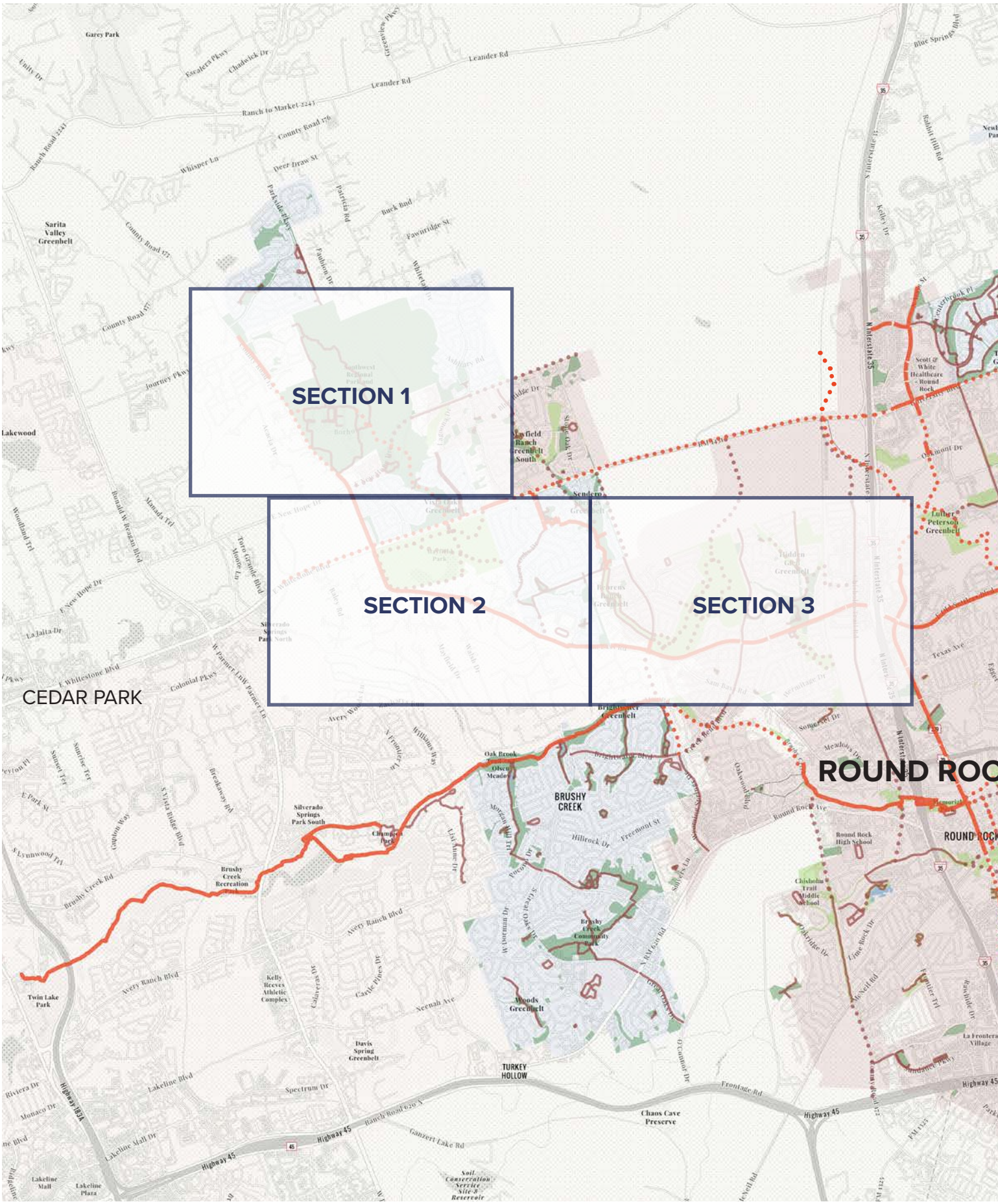

EXISTING
Primary Trailhead
Secondary Trailhead
Activity Center
Landmark
PROPOSED
Proposed Primary Trailhead
Proposed Secondary Trailhead
Proposed Safe Crossing
Potential New Signage Location
Emerging Activity Center/ Trail Oriented Development
GEORGETOWN
County Road 107
County Road 107
County Road 107
Pleasant Pl
UNIVERSITY HEIGHTS
Port Hope St
University Blvd
University Blvd
University Blvd
County Road 110
Acerno St
Venticano Pl
Arzano Ln
SALERNO
Avery Nelson Pkwy
LEGEND
Existing
Proposed
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Primary Trail
Proposed Primary Trail
Existing Secondary and Local Trails
Proposed Secondary and Local Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
0
.13
.25
.50Mi


GEORGETOWN
Private Road 908
County Road 107
State Highway 130
State Highway 130
County Road 107
County Road 107 Spur
Chandler Rd
University Blvd
University Blvd
State Highway 130
State Highway 130
State Highway 130
FUTURE ON-STREET TRAIL SHOULD INCORPORATE SEPARATION AND UNDULATION FROM THE ROADWAY TO FOSTER USER SAFETY AND COMFORT.
FUTURE ON-STREET TRAIL SHOULD INCORPORATE SEPARATION AND UNDULATION FROM THE ROADWAY TO FOSTER USER SAFETY AND COMFORT.
Private Road 900
FUTURE DEVELOPMENT OPPORTUNITIES. NEW OFF-STREET TRAIL CORRIDORS SHOULD FOLLOW NATURAL DRAINAGE AS DEVELOPMENT IS REALIZED.
County Road 118
Private Road 900
Pinto Ln
Cerino Ln
Liberi Ln

Northeast Round Rock Trails: Section Six

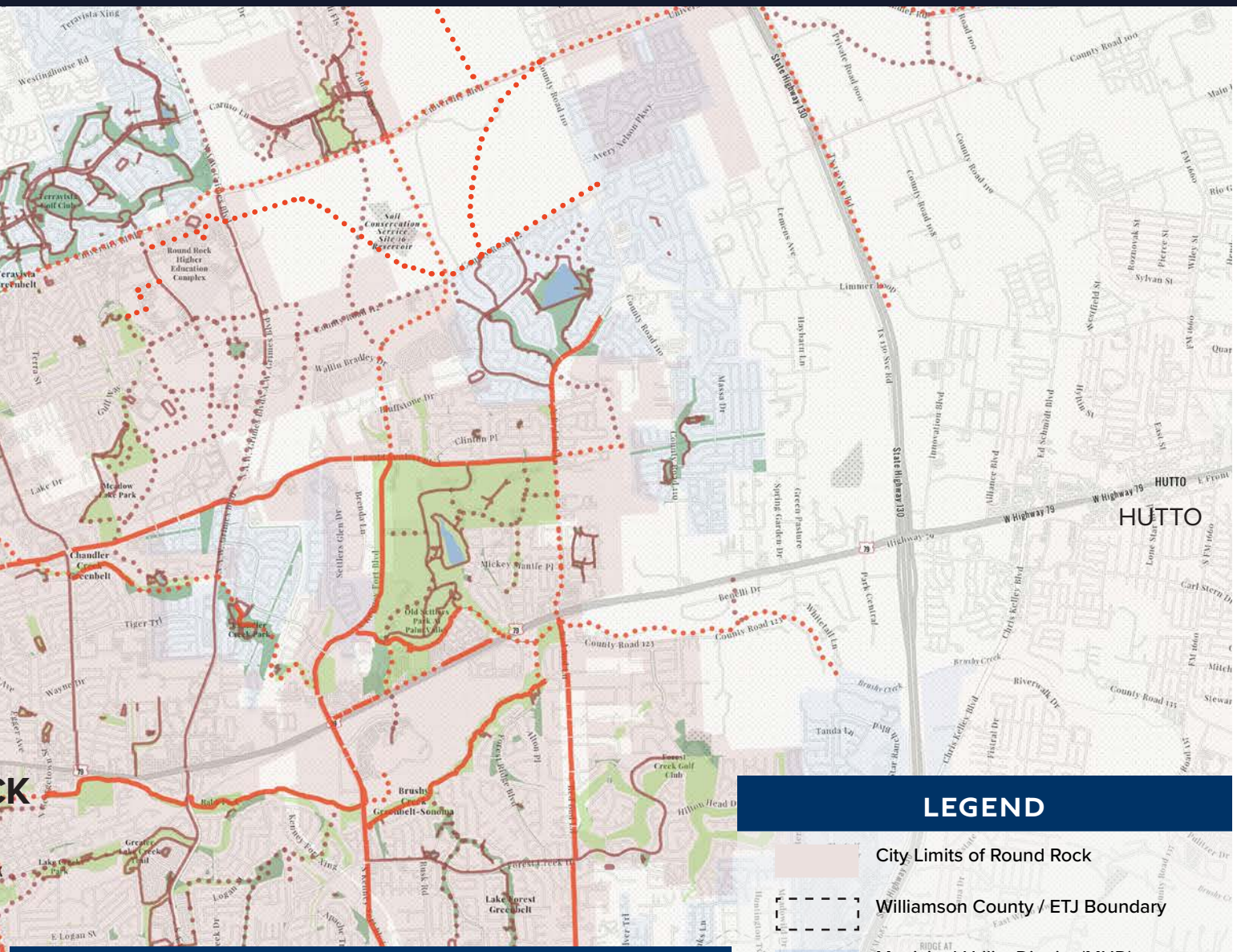
As Round Rock continues to grow and additional areas are annexed from Williamson County, incorporating trails within greenways that follow natural drainage corridors is encouraged, particularly near residential areas. Future employment uses are anticipated north of Chandler Road, where on-street sidepath trails should be integrated into new development. Additionally, new on-street primary trails proposed along CR 120, adjacent to future commercial uses, should include buffers or setbacks from traffic to enhance pedestrian comfort and safety.




SECTION 1
SECTION 2
SECTION 3
CEDAR PARK
ROUND ROC
BRUSHY CREEK
TURKEY HOLLOW
Garey Park
Sarita Valley Greenbelt
Lakewood
Twin Lake Park
Brushy Creek Recreation Park
Silverado Springs Park South
Chamber Park
Kelly Reeves Athletic Complex
Davis Spring Greenbelt
Woods Greenbelt
Brushy Creek Community Park
Olson Meadow
Round Rock High School
Chisholm Trail Middle School
Scott & White Healthcare - Round Rock
Luther Peterson Greenbelt
Chaos Cave Preserve
Lakeline Mall
Lakeline Plaza
Soil Conservation Service Site 8 Reservoir
Leander Rd
Ranch to Market 2243
County Road 176
Whisper Ln
Deer Draw St
Journey Pkwy
E New Hope Dr
E Whitestone Blvd
La Jaita Dr
Colonial Pkwy
W Parmer Ln
Avery Ranch Blvd
Brushy Creek Rd
Lakeline Blvd
Spectrum Dr
Ranch Road 620 N
Highway 45
Highway 183A
Ganzert Lake Rd
Frontage Rd
Interstate 35
Round Rock Ave
Texas Ave
Meadow Dr
Freemont St
Hillrock Dr
Lime Rock Dr
McNeil Rd
Oakmont Dr
Blue Springs Blvd
Rabbit Hill Rd
Kelley Dr
Centerbrook Pl
Sendero Greenbelt
Trailhead Park
Hidden Oak Greenbelt
Brightwater Greenbelt
Oak Brook Trail
Creek Bend Blvd
Somerset Dr
Oakwood Blvd
Memorial
La Frontera Village
Windance Pkwy
Ronald W Reagan Blvd
Toro Grande Blvd
Moore Ln
Woodland Trl
Manada Trl
Sunset Ter
Sunrise Ter
E Park St
Gapton Way
S Vista Ridge Blvd
E Lynnwood Trl
Brookhaven Rd
Williams Way
N Frontier Ln
Avery Woods Ln
Colorado Bend Dr
Carle Pines Dr
Neenah Ave
Calaveras Dr
W Lorraine Dr
S Creek Oaks Dr
Sullivan Ln
Last Anne Dr
Rivera Dr
Monaco Dr
Lakeline Mall Dr
Ranch Road 2243
Escalera Pkwy
Chadwick Dr
Units Dr
Patricia Rd
Buck Bnd
Fawnridge St
Parkside Pkwy
Fashion Dr
Whitetail Trl
County Road 177
Acacia Dr
Oak Dr
Ridge Dr
Lofield Ranch Greenbelt South
Southwest Regional Park
Ashbury Rd
Bolas Rd
Bridle Path
Sam Bass Rd
Avenue A
Interstate 35

Northwest Round Rock Trails

Trail connectivity in Northwest Round Rock will create opportunities to connect to Williamson County's Southwest Regional Parkland and Preserves through the Vista Oaks Greenbelt, crossing RM 1431 to reach Mayfield Park. Sidewalk improvements along RM 1431 can further enhance connectivity by linking the Sendaro Springs Greenbelt to the Behrens Ranch Greenbelt, ultimately extending south along Wyoming Springs Drive to the Brushy Creek Trail.



EXISTING

- Primary Trailhead
- Secondary Trailhead
- Activity Center
- Landmark

PROPOSED

- Proposed Primary Trailhead
- Proposed Secondary Trailhead
- Proposed Safe Crossing
- Potential New Signage Location
- Emerging Activity Center/ Trail Oriented Development

LEGEND

- City Limits of Round Rock
- Williamson County / ETJ Boundary
- Municipal Utility District (MUD)
- Existing Primary Trail
- Proposed Primary Trail
- Existing Secondary and In Park Trails
- Proposed Secondary and In Park Trails
- City of Round Rock Parks
- Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)

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Northwest Round Rock Trails: Section One

Williamson County's Southwest Regional Parkland and Preserves contains county-maintained trails for the broader community to enjoy. Connectivity via the Mayfield Ranch Greenbelt and on-street connections along New Hope Drive will provide access.




LEGEND
Existing
Proposed
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Primary Trail
Proposed Primary Trail
Existing Secondary and Local Trails
Proposed Secondary and Local Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
GEORGETOWN
Doe Run
Buck Ln
Whitetail Dr
Mayfield Ranch Blvd
HIGHLANDS-MAYFIELD RANCH
Glen Rd
Van Ness Ave
Haight St
Ashbury Rd
Cole Valley Ln
Geary St
Flowstone Ln
E New Hope Dr
Blue Ridge Dr
Stone Oak Trail Corridor
PRESERVE AT STONE OAK
Arroyo Bluff Ln
Rock Shelf Ln
Fort Cobb Way
Crest Ln
Aqua Ln
MAYFIELD RANCH
Lagoon Dr
Mayfield Ranch Greenbelt North
Turetella Dr
VILLAGE AT MAYFIELD RANCH
Upper Pass
Mayfield Ranch
0
.13
.25
.50Mi

Northwest Round Rock Trails: Section Two

Develop partnerships with Vista Oaks MUD for the proposed trail throughout the greenbelt connecting to Mayfield Park, as well as for proposed trail connections along the Sendaro Springs Greenbelt.




FUTURE ON-STREET TRAIL SHOULD INCORPORATE SEPARATION AND UNDULATION FROM THE ROADWAY TO FOSTER USER SAFETY AND COMFORT.
CITY OF AUSTIN
WALSH MIDDLE SCHOOL
Mayfield Ranch Greenbelt South
Stone Oak Greenbelt
Top Rock Park
Mayfield Ranch Park South
Sendero Springs Greenbelt
Sendero Springs Park
North Park
Brushy Creek Greenbelt-Sonoma
Behrens Ranch Greenbelt
RM 1431
Mayfield Ranch Blvd
Great Oaks Dr
Quail Run
Pasada Ln
Cascata Ln
Angelico Ln
Curtis Dr
Eagle Way
Walsh Ranch Blvd
Behrens Pkwy
Marcasite Dr
Citrine Pl
Deer Trail Cir
Live Oak Cir
Walsh Dr
Live Oak St
Oak Bend Dr
Elm Trl
Emerald Hill Dr
Carmel Dr
Valley Vw
Chert Dr
Double Tree St
Park Dr
Pointe
0 .13 .25 .50Mi

Northwest Round Rock Trails: Section Three

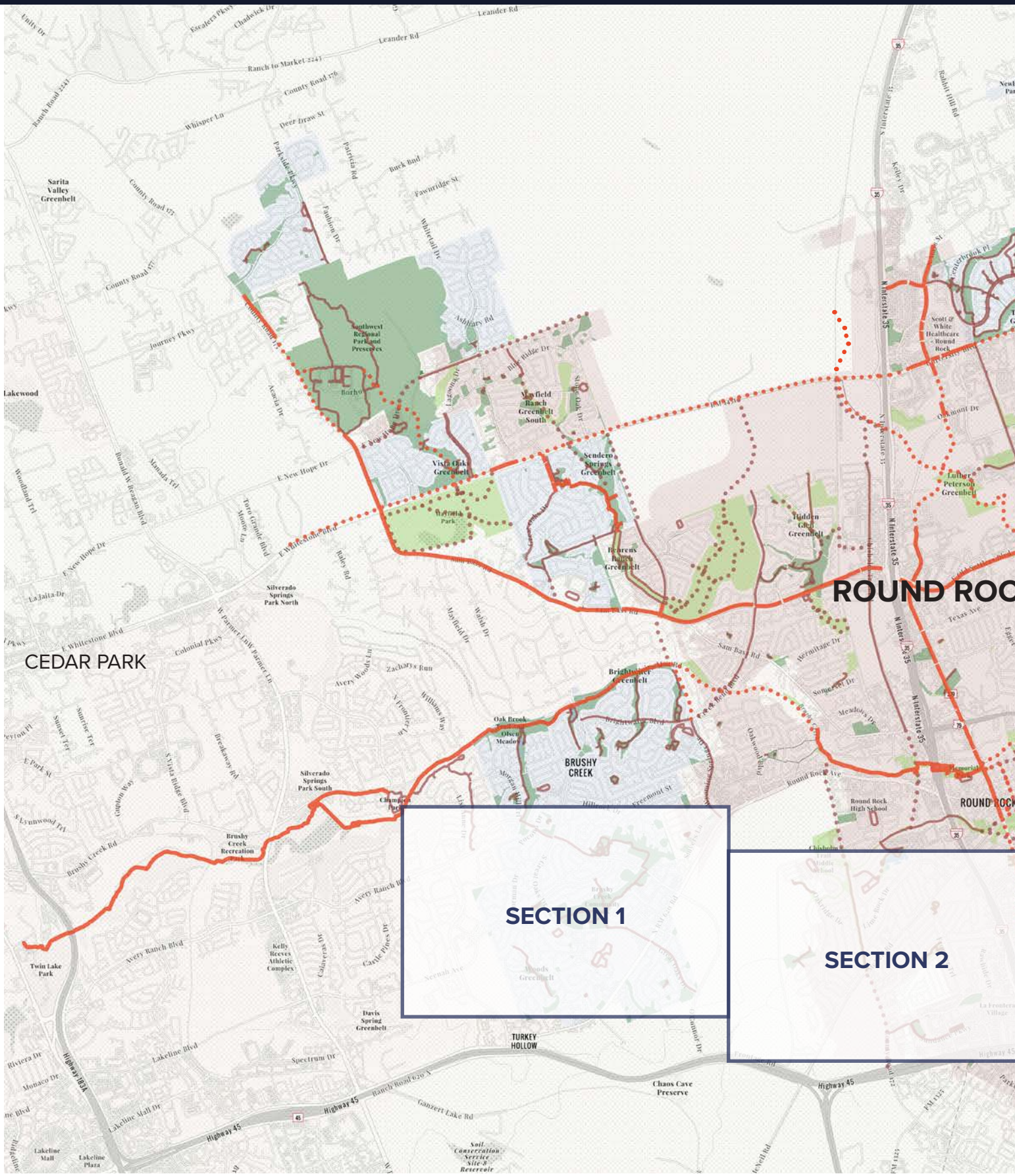
A 2.75 mile local trail is proposed within Behrens Ranch Park. As the mixed use property to the north develops, this proposed trail connection should be incorporated into the site's overall design to enhance connectivity and user experiences.




FUTURE TRAIL NORTH TOWARDS 1431.
Hidden Glen Park
HIDDEN GLEN
Hidden Glen Dr
Hidden Glen Greenbelt
Chatelle Dr
Henley Dr
Plantation Dr
Berwick Dr
Creek Bend Blvd
WOOD GLEN
Falkirk Dr
Wood Glen Greenbelt
Becca Teal Pl
OLD TOWN ELEMENTARY SCHOOL
OAK HOLLOW
N Old Settlers Blvd
THE PLANTATION
Plantation Dr
Woods Blvd
THE WOODS
Chaparral Dr
Woods Park
Woods Park
N Interstate 35
Interstate 35
35
Georgetown Railroad
Chisholm Trail
LEGEND
Existing
Proposed
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Primary Trail
Proposed Primary Trail
Existing Secondary and Local Trails
Proposed Secondary and Local Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
0
.13
.25
.50Mi

Southwest Round Rock Trails

Trails in Southwest Round Rock are primarily located within the Brushy Creek MUD and West Greenbelt.



EXISTING

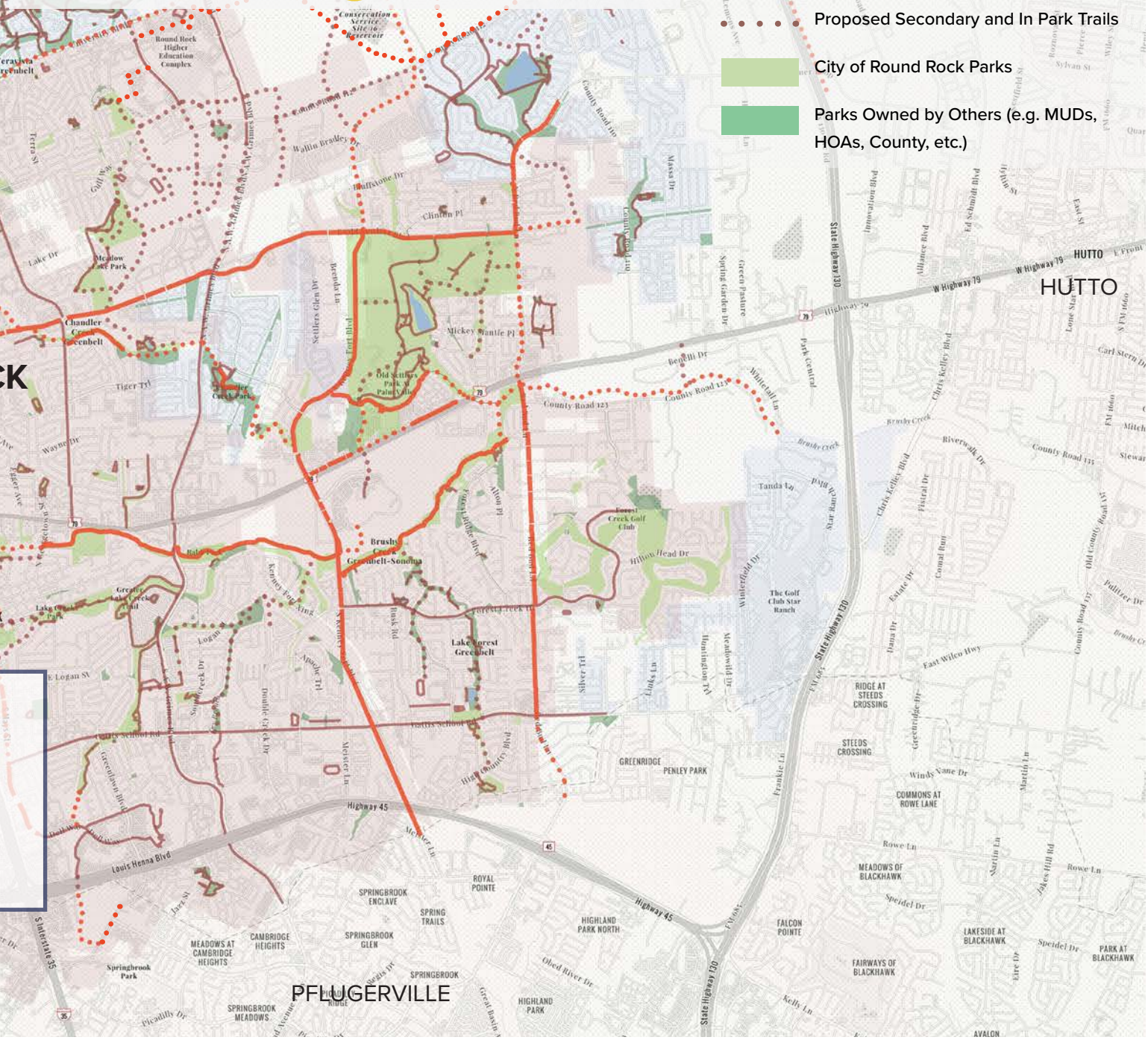
- Primary Trailhead
- Secondary Trailhead
- Activity Center
- Landmark

PROPOSED

- Proposed Primary Trailhead
- Proposed Secondary Trailhead
- Proposed Safe Crossing
- Potential New Signage Location
- Emerging Activity Center/ Trail Oriented Development

LEGEND

- City Limits of Round Rock
- Williamson County / ETJ Boundary
- Municipal Utility District (MUD)
- Existing Primary Trail
- Proposed Primary Trail
- Existing Secondary and In Park Trails
- Proposed Secondary and In Park Trails
- City of Round Rock Parks
- Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)

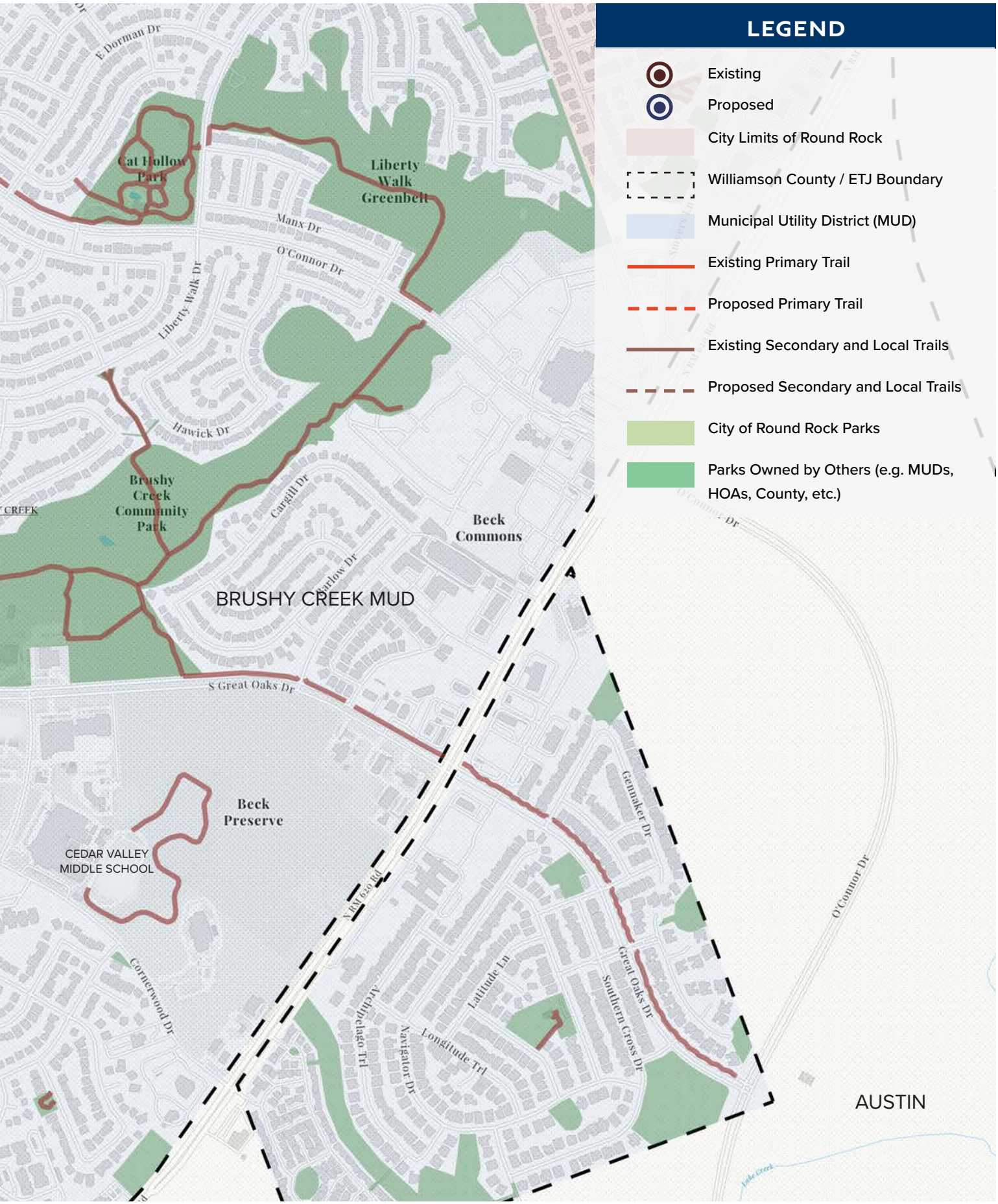


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Southwest Round Rock Trails: Section One

Section one of the Southwest Round Rock trails consists primarily of trails within the Brushy Creek MUD.




LEGEND
Existing
Proposed
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Primary Trail
Proposed Primary Trail
Existing Secondary and Local Trails
Proposed Secondary and Local Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
E Dorman Dr
Cat Hollow Park
Liberty Walk Greenbelt
Manx Dr
O'Connor Dr
Liberty Walk Dr
Hawick Dr
Brushy Creek Community Park
Cargill Dr
Carlow Dr
Beck Commons
BRUSHY CREEK MUD
S Great Oaks Dr
Beck Preserve
CEDAR VALLEY MIDDLE SCHOOL
N A W 620 Rd
Cornerwood Dr
Archipelago Trl
Navigator Dr
Longitude Trl
Latitude Ln
Great Oaks Dr
Southern Cross Dr
Gennaker Dr
O'Connor Dr
AUSTIN
0
.10
.20
.40Mi

Southwest Round Rock Trails: Section Two

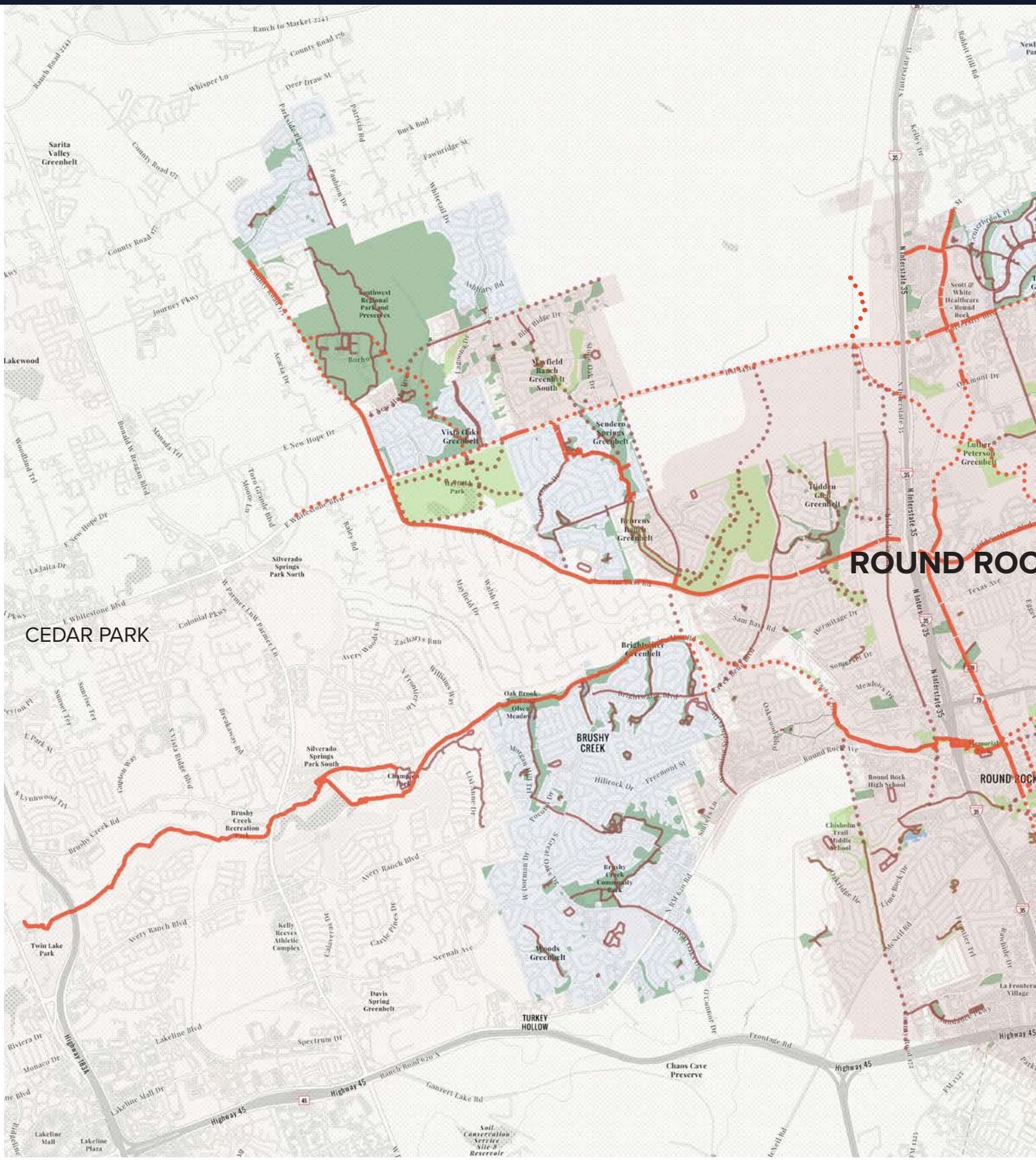
The Round Rock West Greenbelt Trail is an approximately 1 mile long, 8 foot wide concrete trail that runs north to south from Chisholm Trail Middle School to McNeil Road within an existing public utility easement. There is an opportunity to extend the West Greenbelt Trail south past the Amazon distribution center.




SAFE CROSSING NEEDED FOR WEST GREENBELT TRAIL ACROSS McNEIL ROAD & RAILROAD TRACKS.
OPPORTUNITY TO CONTINUE WEST GREENBELT TRAIL SOUTH OF STREET ADJACENT TO AMAZON DISTRIBUTION CENTER.
Round Rock West Dr
Bluff Dr
Saint William Ave
Lime Rock Dr
Deer Run
Abbey Rd
Chisholm Valley Park
Bellview Ave
S Mays St
Cushing Dr
Renaissance Square
Buckboard Blvd
Cactus Dr
Chisholm Valley Dr
Wagonwheel Dr
Yucca Dr
CHISHOLM VALLEY
Frontier Park
Frontier Trl
Christopher Ave
McNeil Rd
BLUEBONNET ELEMENTARY SCHOOL
Silver Spur Dr
Stirrup Dr
Dry Creek Dr
Hesters Crossing Rd
La Frontera Lakeside Park
La Frontera Central Green
35
251
LEGEND
Existing
Proposed
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Primary Trail
Proposed Primary Trail
Existing Secondary and Local Trails
Proposed Secondary and Local Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
0 .13 .25 .50Mi

Southeast Round Rock Trails

There is an opportunity for north to south trail connectivity via the Lake Forest Greenbelt, which is owned and maintained by the HOA, connecting the Brushy Creek Trail to Blackland Prairie Elementary School to the north and to High Country Park to the south.



EXISTING

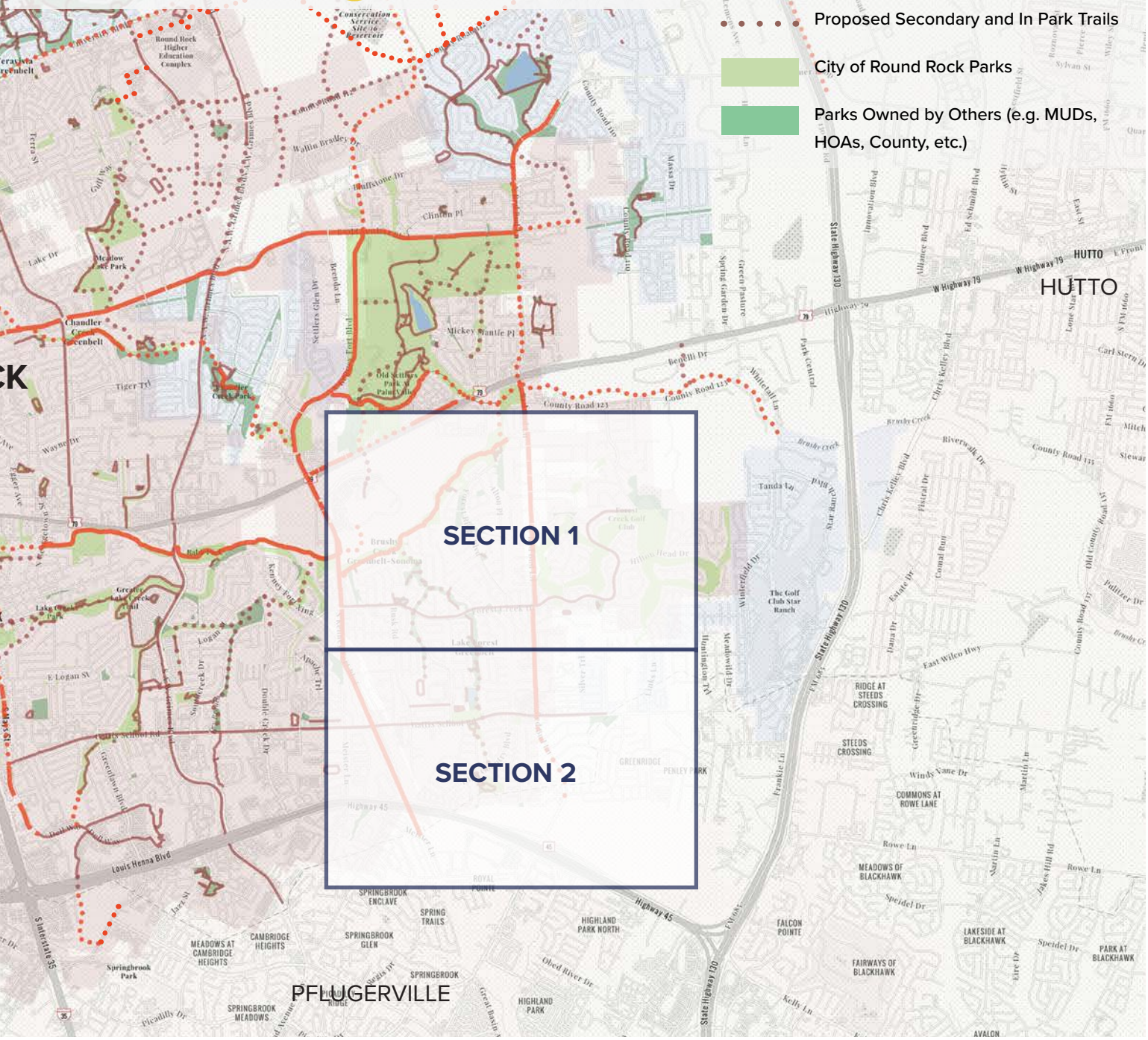
- Primary Trailhead
- Secondary Trailhead
- Activity Center
- Landmark

PROPOSED

- Proposed Primary Trailhead
- Proposed Secondary Trailhead
- Proposed Safe Crossing
- Potential New Signage Location
- Emerging Activity Center/ Trail Oriented Development

LEGEND

- City Limits of Round Rock
- Williamson County / ETJ Boundary
- Municipal Utility District (MUD)
- Existing Primary Trail
- Proposed Primary Trail
- Existing Secondary and In Park Trails
- Proposed Secondary and In Park Trails
- City of Round Rock Parks
- Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)

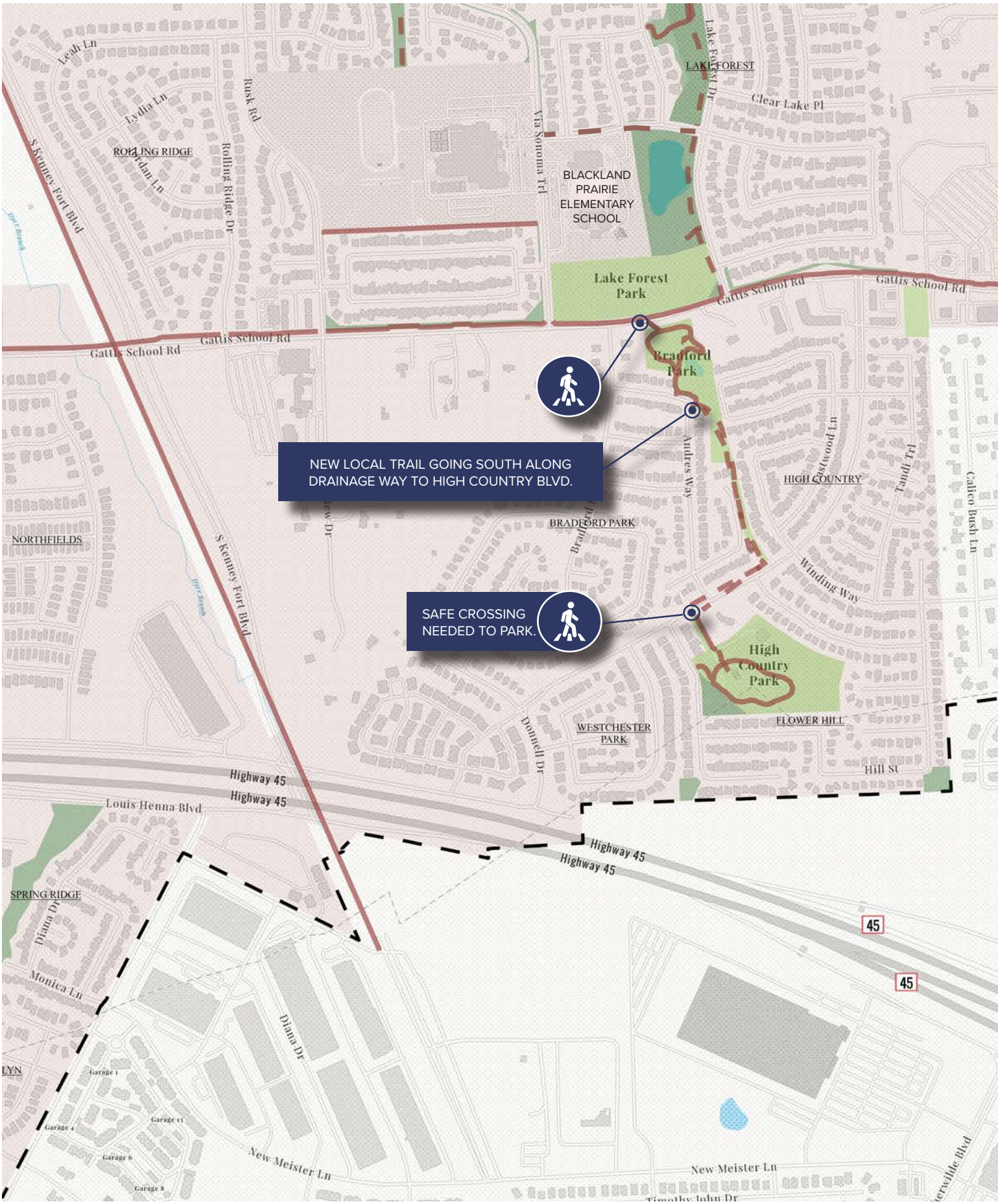


Southeast Round Rock Trails: Section One

A 0.25 mile connection is proposed from the Brushy Creek Trail southwest to a future trail within the Sonoma Homeowners Association amenity area. The proposed trail continues south to the Lake Forest Greenbelt for an additiona 0.50 mile segment.

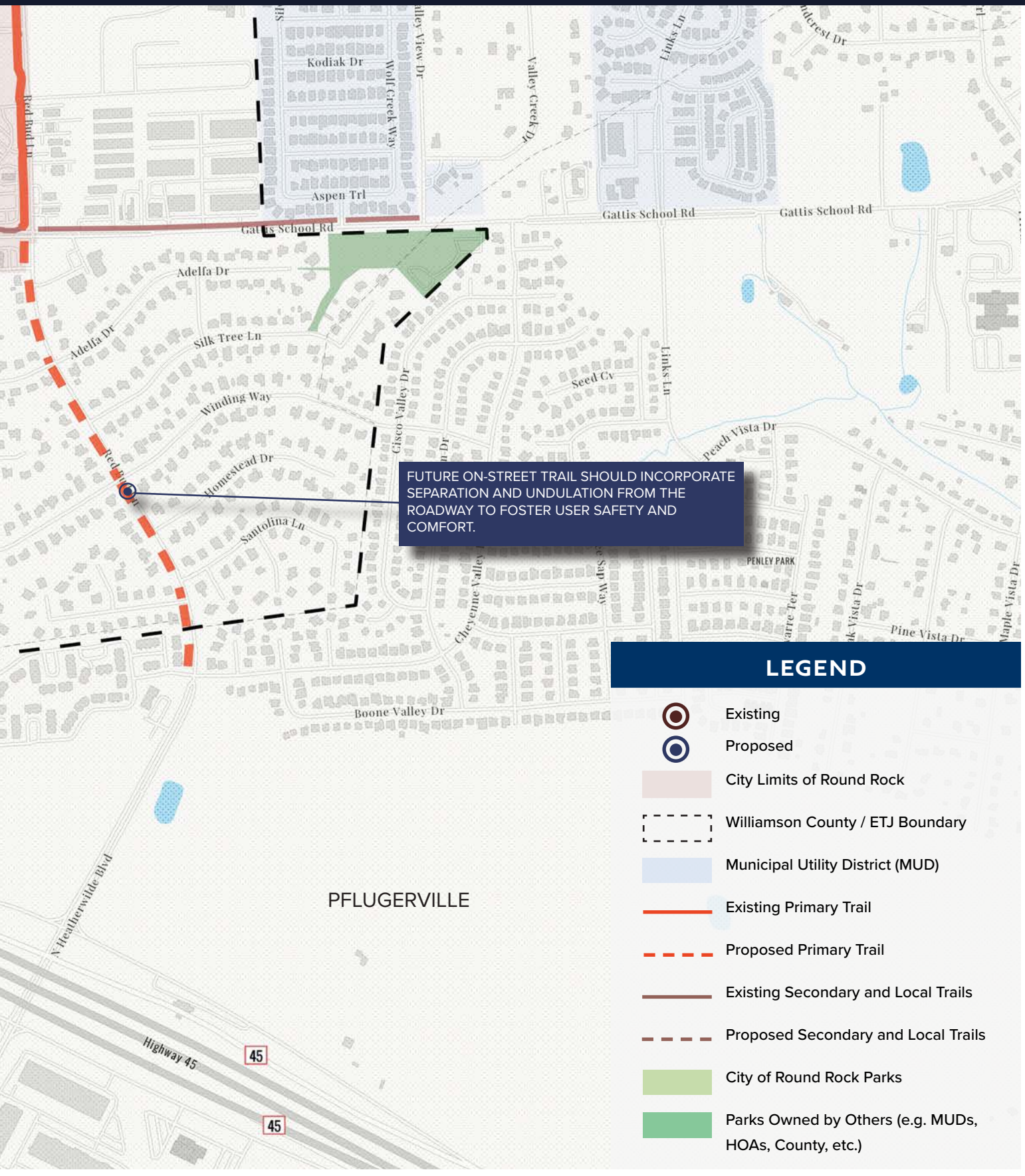



OAK BLUFF ESTATES
Twin Ridge Pkwy
Oxley Cemetery
HUTTO
Country Dr
Vintage Dr
Wildflower Trl
Bobby Jones Way
Forest Creek Dr
Forest Creek Golf Club
Trevino Dr
Carnoustie St
Harvey Penick Dr
Royal Troon Dr
Fort Rush Dr
Saint Andrews Dr
Hilton Head Dr
FOREST CREEK
Hamlet Cir
Long Cv
Mulligan Dr
Forest Creek Dr
FOREST CREEK ELEMENTARY SCHOOL
Jackrabbit Run
Harvey Penick Dr
Faldo Ln
Doris Ln
Valley Trl
LEGEND
Existing
Proposed
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Primary Trail
Proposed Primary Trail
Existing Secondary and Local Trails
Proposed Secondary and Local Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
0 .13 .25 .50Mi


NEW LOCAL TRAIL GOING SOUTH ALONG DRAINAGE WAY TO HIGH COUNTRY BLVD.
SAFE CROSSING NEEDED TO PARK.
Lake Forest Park
Bradford Park
High Country Park
BLACKLAND PRAIRIE ELEMENTARY SCHOOL
Gattis School Rd
Gattis School Rd
Gattis School Rd
Gattis School Rd
S Kenney Fort Blvd
S Kenney Fort Blvd
Rusk Rd
Rolling Ridge Dr
Via Sonoma Trl
Lake Forest Dr
Clear Lake Pl
Andres Way
Bradford Pl
Donnell Dr
Winding Way
Calico Bush Ln
Taudi Trl
Westwood Ln
Hill St
Louis Henna Blvd
Highway 45
Highway 45
Highway 45
Highway 45
Diana Dr
Monica Ln
New Meister Ln
New Meister Ln
Timothy John Dr
LAKE FOREST
ROLLING RIDGE
NORTHFIELDS
BRADFORD PARK
HIGH COUNTRY
WESTCHESTER PARK
FLOWER HILL
SPRING RIDGE
45
45

Southeast Round Rock Trails: Section Two

For proposed trail connections within the Lake Forest Greenbelt, coordinate with the Lake Forest HOA to ensure community support and engagement for future improvements.



LEGEND

- Existing
- Proposed
- City Limits of Round Rock
- Williamson County / ETJ Boundary
- Municipal Utility District (MUD)
- Existing Primary Trail
- Proposed Primary Trail
- Existing Secondary and Local Trails
- Proposed Secondary and Local Trails
- City of Round Rock Parks
- Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)

0 .13 .25 .50Mi





Trail Recommendations

Primary Corridor Recommendations



Brushy Creek Trail Corridor

New Trail Sections

- Build out the missing section of the Brushy Creek Trail from Wyoming Springs Drive west to the existing trail.
- Complete the Brushy Creek Trail along the north side of the creek from N. Mays Street to N. Georgetown Street.
- Connect Brushy Creek to Old Settlers Park.
- Explore a future local trail connection from the Oaklands neighborhood to the Brushy Creek Trail. This trail connection will likely require a bridge to reach the existing Brushy Creek Trail.
- Complete a new on-street trail connection from Downtown to Veterans Park along Sheppard Street.
- Complete the Brushy Creek Trail connection from S. Kenny Fort Boulevard north to Old Settlers Park.
- Support the future extension of the Brushy Creek Trail west from Red Bud Lane within Williamson County.

Safe Crossings

- Enhanced crossing treatments should be explored for the Brushy Creek Trail across N. Mays Street.
- A key crossing should be prioritized at Highway 79 to connect the Brushy Creek Trail to Old Settlers Park.

Trail Comfort and Other Improvements

- Explore options for a new trailhead around Round Rock Avenue.
- Ensure new development along the Brushy Creek Trail addresses the trail and follows the guidelines set out in the trail oriented development section of this Plan, as described in Chapter 5.
- Add new wayfinding signs that provide direction to Play for All Abilities Park and Downtown.



Chandler Creek Trail Corridor

New Trail Sections

- Extend the Chandler Creek Trail west from Sunrise Road across Old Settlers Boulevard north to the Luther Peterson Greenbelt.
- As the western extension of the Chandler Creek Trail develops, prioritize an on-street trail connection from the Luther Peterson Greenbelt to Sunrise Road.
- Prioritize a new trail extension from Chandler Creek Park through the Brushy Creek Greenbelt and Sonoma to Old Settlers Park.
- Explore trail connections along A.W. Grimes north to Georgetown.
- Complete trail extensions within the Wood Glen Greenbelt to Old Settlers Boulevard, north to the Hidden Glen Greenbelt, and east toward the Round Rock Sports Center. Work with the Hidden Glen neighborhood to complete trail connections.

Safe Crossings

- Prioritize a new crossing across Highway 79 from Old Settlers Park south to the Brushy Creek Trail.
- Safe crossing treatments, either at grade or by bridge, are needed across Sunrise Road and Old Settlers Boulevard to the west as the western extension of the Chandler Creek Trail develops.
- Explore an elevated crossing from the Hidden Glen Greenbelt area across the railroad tracks to provide the Wood Glen and Hidden Glen neighborhoods with safe and convenient access to the Round Rock Sports Center.
- As the Chandler Creek Trail expands, ensure a safe crossing across A.W. Grimes Boulevard to connect Rock Hollow to the Meadows at Chandler Creek.

Trail Comfort and Other Improvements

- As new extensions of the Chandler Creek Trail are completed, ensure new wayfinding signs are placed at key locations such as Kenny Fort Boulevard.
- Address low water crossings and flood prone sections.
- Consider adding lighting to improve safety and visibility and to accommodate early morning or evening use during the hot summer months.
- When the western extension of the Chandler Creek Trail develops, include a trailhead at the Luther Peterson Greenbelt in proximity to City facilities.

Primary Corridor Recommendations



Dry Creek Trail Corridor

New Trail Sections

- Extend trails through the Turtle Creek Greenbelt both west toward Logan Street and south along Ally Alley.
- Complete a new trail section along the greenbelt west of Kenny Fort Crossing.
- Encourage and support the development of future trails shown east of the Turtle Creek Greenbelt on non-City owned land.
- Work with the private property owner, Dell, to complete a new trail connection through private property north of Dell Way.
- Complete an on-street trail connection along Greenlawn Boulevard going east toward Remington Heights.

Safe Crossings

- Prioritize a new safe pedestrian and bicycle crossing under Highway 45 and Louis Henna Boulevard.
- Work with Public Works to provide an enhanced safe crossing treatment across Greenlawn Boulevard, south of the Clay Madsen Recreation Center.
- As the trail along the Turtle Creek Greenbelt is constructed, a safe crossing treatment is needed across Logan Street.
- A future safe crossing enhancement is needed at Kenny Fort Crossing.

Trail Comfort and Other Improvements

- Provide wayfinding signage around Greenlawn Boulevard to provide information on distance and direction to the Clay Madsen Recreation Center.
- Work with The District property owners to provide wayfinding signage once a safe crossing is completed under Highway 45.
- Coordinate a new trailhead or access point with wayfinding signs for the Remington Heights neighborhood around Thibodeaux Drive at the time of Greenlawn Boulevard on-street trail improvements.



Northeast Corridor

New Trail Sections

- As properties develop, work with private property owners to complete proposed trail connections as illustrated on the Northeast Trail section maps.
- Complete new trail sections along Meadow Lake Park as shown on the Northeast Trail Section 2 map.
- Complete on-street trails along Red Bud Lane.
- Study and determine appropriate new trail connections around Madsen Ranch as shown in Section 3 of the Northeast Trails map.
- As northeast Round Rock develops, new off-street trails should be included as part of new development and follow natural drainage corridors.
- Future on-street trails along County Road 112 should be separated from the road by a minimum 6 foot landscaped area with shade trees spaced at regular 30 to 40 foot intervals to enhance pedestrian comfort and safety.
- Future on-street trails along University Boulevard should be separated from the road by a minimum 6 foot landscaped area with shade trees spaced at regular 30 to 40 foot intervals to enhance pedestrian comfort and safety.

Safe Crossings

- Prioritize at grade safe crossing enhancements, such as beacon crossings or other treatments, across University Boulevard at College Park Drive.
- An enhanced crossing treatment is needed across A.W. Grimes Boulevard at Teravista Club Drive and Caruso Lane.
- Provide enhanced safe crossings across Old Settlers Boulevard to access Old Settlers Park.
- As property develops, a new safe crossing enhancement should be included at University Boulevard and County Road 110.

Trail Comfort and Other Improvements

- Add street trees within tree lawns between on-street trails and roads to provide shade, enhance aesthetics, and improve safety by separating pedestrians from vehicular traffic. This is particularly applicable for new on-street trails within the college campus.
- Add wayfinding signage and or a secondary trailhead at College Park Drive to provide amenities for students.

Primary Corridor Recommendations



Northwest Corridor

New Trail Sections

- Complete trails within Mayfield Park.
- Support and encourage new trails within the Vista Oaks Greenbelt to connect to Mayfield Park.
- Complete the on-street trail along RM 1431. It is recommended that the new trail be separated from the roadway by a minimum 6 foot tree lawn and enhanced with trees at regular intervals.
- Complete the trail within the Mayfield Ranch Greenbelt South.
- Complete trails within Behrens Ranch Park. As the property north of Behrens Ranch Park develops, the proposed off-street trail connection should be incorporated into the site's overall design, following natural drainage corridors.

Safe Crossings

- An enhanced pedestrian crossing is needed across E. New Hope Drive.
- An enhanced pedestrian crossing should be prioritized across RM 1431 to connect the Vista Oaks Greenbelt with Mayfield Park.
- Expand the Greenbelt Trail north from Deep Wood Elementary School to the existing trail network.

Trail Comfort and Safety Improvements

- The future on-street trail along County Road 175 should feature a minimum 6 foot separation from the roadway and include street trees at regular intervals.
- As trails within Behrens Ranch Park are completed, include wayfinding signage and new secondary trailheads with amenities.



Southwest Corridor

New Trail Sections

- Study ways to provide a trail connection from St. Williams Avenue to Round Rock West Park.
- Explore and study ways to connect the on-street trail along S. Mays Street.
- Complete the on-street trail section along Road 172 adjacent to the future Amazon Distribution Center. On-street trails should be separated from the roadway

Safe Crossings

- A new safe crossing is needed at St. William Avenue near Deep Wood Elementary School. Explore using the Safe Routes to School grant as a funding source.
- A new enhanced crossing is needed across McNeil Road.

Trail Comfort and Safety Improvements

- A new secondary trailhead at the Round Rock West Trail should be explored and located where space allows.



Southeast Corridor

New Trail Sections

- A quarter mile trail connection is proposed from the Brushy Creek Trail southwest to a future trail within the Sonoma Homeowners Association amenity area.
- Build a new trail connection south of Bradford Park to connect Bradford Park to High Country Park.

Safe Crossings

- Provide an enhanced crossing across Gattis School Road at Lake Forest Park and Bradford Park.
- When the new trail connection south of Bradford Park is completed, include a safe crossing to High Country Park..

Trail Comfort and Safety Improvements

- Include a secondary trailhead with signage at the Brushy Creek Trail, generally located where the Big Foot Pavilion is today.

Considerations for Proposed Development

Environmental Considerations



Sensitive Habitat



Erosion and Sediment Control



Stormwater



Tree Preservation

Proposed trail alignments and construction staging should avoid sensitive habitat, employ best practices for erosion/sediment control, consider stormwater management, and avoid or limit tree removal, especially those of significant size.

When considering new trail development, the following laws apply:

- Endangered Species Act
- Water Quality and Wetland
- Texas Commission on Environmental Quality (TCEQ)

Cultural Considerations

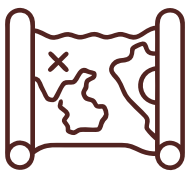
Under state law, the Antiquities Code of Texas protects archaeological sites and historic properties on non-federal public land. Early screening of the proposed trail alignment for known historic or archaeological resources is crucial to ensuring compliance with state law and efficient project execution. Cultural resources include, but are not limited to, historic bridges, cemeteries, archaeological sites, and sacred sites.



Historic Bridges



Cemeteries



Archaeological Sites



Sacred Sites

Key Steps Overview



Preliminary Desktop Review

Map trail alignments against habitat data, such as Texas Parks and Wildlife Department species records, karst zones, and wetlands, as well as cultural resource inventories.



Notification and Consultation

If the trail is located on public land or uses public funding, notify the Texas Historical Commission (THC) at least 30 days in advance if the project may disturb sites older than 45 years or involve significant ground disturbance.



Surveys and Investigations

For alignments that cross sensitive zones or historic properties, undertake field surveys, including archaeological and historic surveys, and document findings.



Compliance

Determine if you need TCEQ permits (stormwater, water discharge), TPWD reviews (wildlife/habitat), THC antiquities permits (for disturbance of archaeological sites), and if federal funding triggers NEPA/NHPA review.



Permits/ Mitigation

As part of the design process, avoid sensitive areas whenever feasible. Where avoidance is not possible, propose mitigation measures such as documentation, interpretive signage, or design modifications.



Monitoring and Construction Controls

When construction begins, include stop work protocols if unexpected cultural resources or endangered species or habitats are discovered.



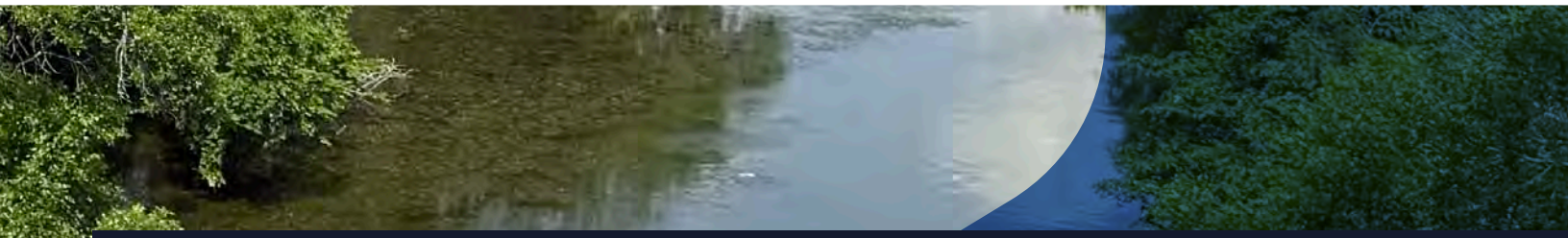
Documentation and Reporting

Provide final reports of compliance, including archaeological monitoring and habitat mitigation, as required by agencies.


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CHAPTER 3



Trail Design

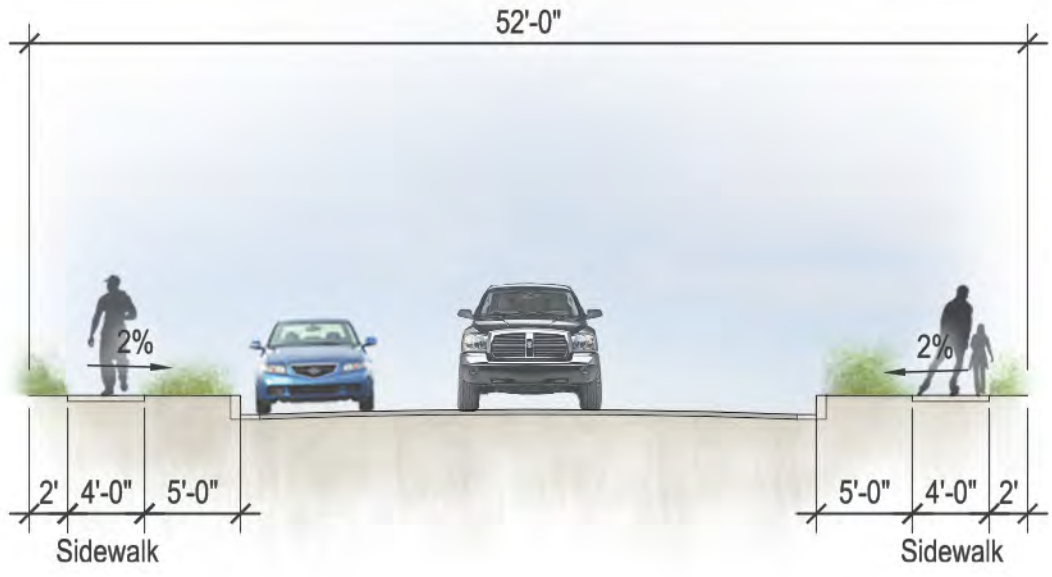
- Typical Trail Section
- Safe Crossing Standards
- Trailhead Features
- Trailhead Standards
- Accessibility Considerations

Round Rock's Typical Trail Sections

As Round Rock expands its trail network, typical trail sections should be designed to respond to the surrounding roadway environment while prioritizing the comfort, safety, and accessibility of trail users. Local, collector, and arterial street contexts influence how trails are aligned, buffered, and crossed, ensuring continuity throughout the system.



Trails: Standard Section
Scale: 1" = 10'



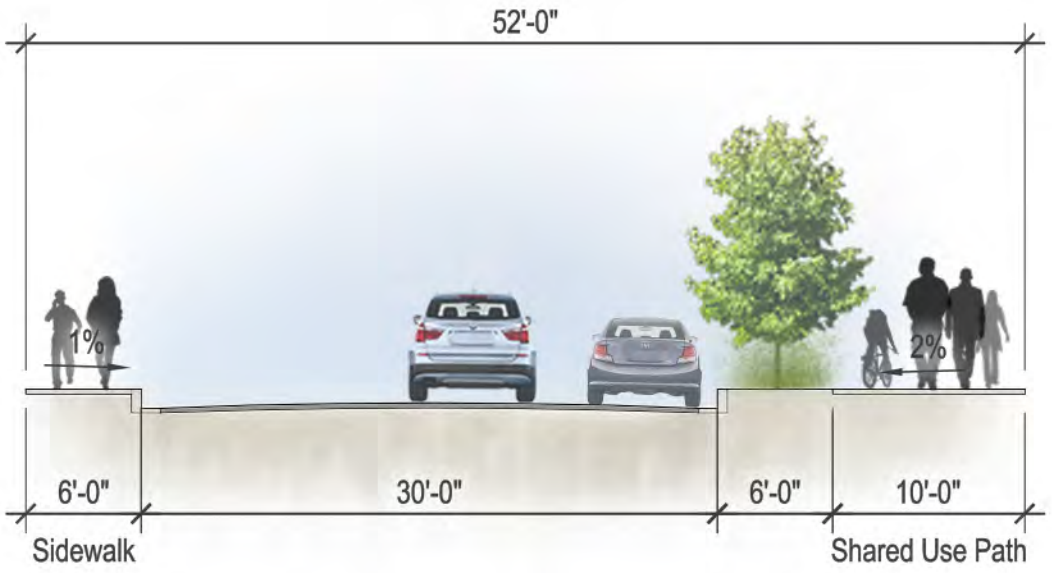
Trails Along Local Roads: Existing Standard Section
Scale: 1" = 10'

All new trails shall be constructed of concrete and specified in compliance with the City of Round Rock Design and Construction Standards.

A minimum shoulder width of 2 feet shall be provided, with all complementary amenities, such as waste receptacles, set back a minimum of 2 feet.

In select instances where it is not possible to achieve the recommended trail width, the following considerations should be taken into account:

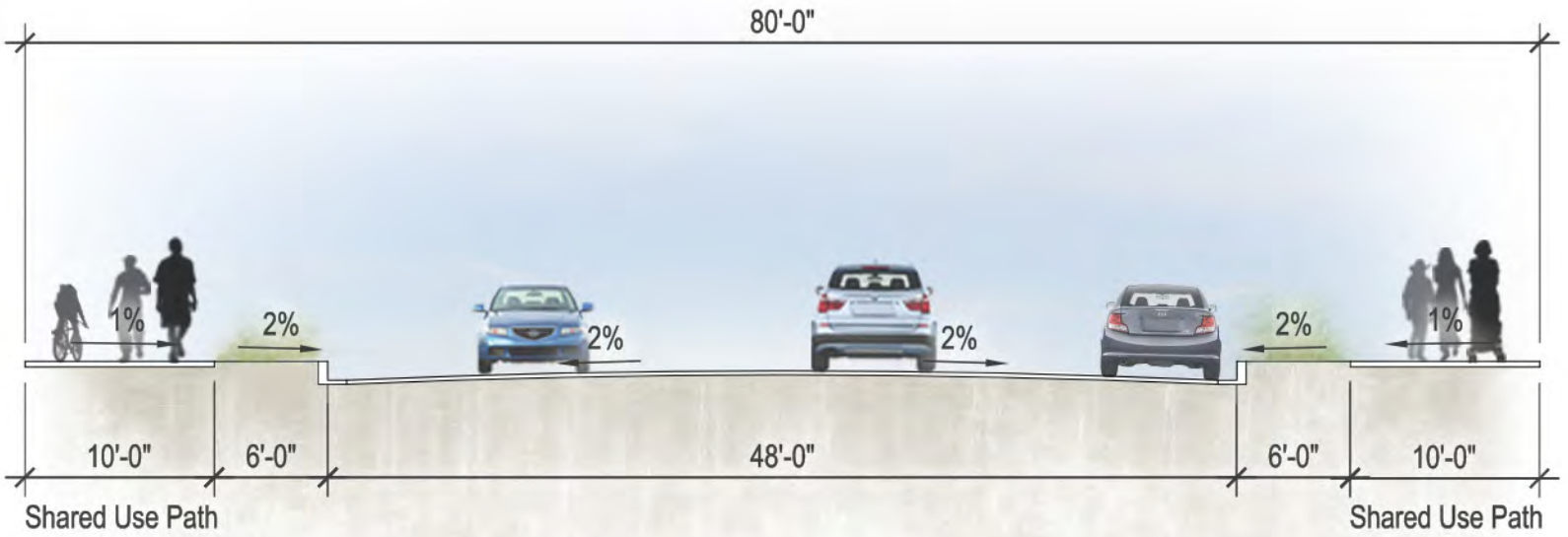
- Potentially hazardous fixed objects should be properly marked.
- Advance warning signs should be installed where sight distance is limited.
- Consider installing a “Path/Trail Narrows” sign (W5-4a).



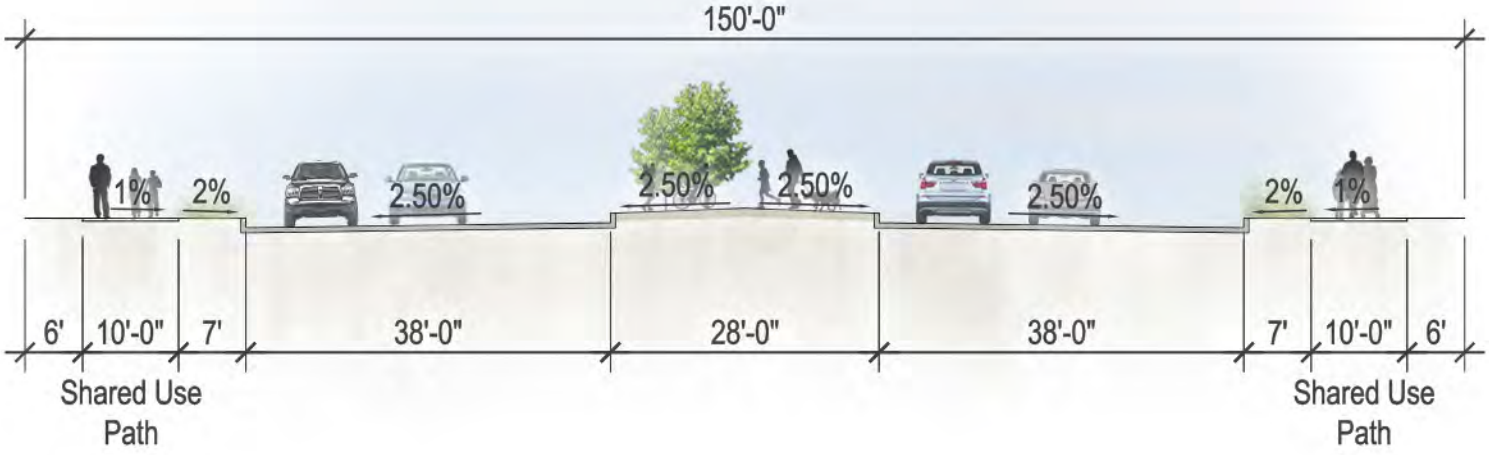
Trails Along Local Roads: Recommended Standard Section Modification
Scale: 1” = 10’

Round Rock's Typical Trail Sections

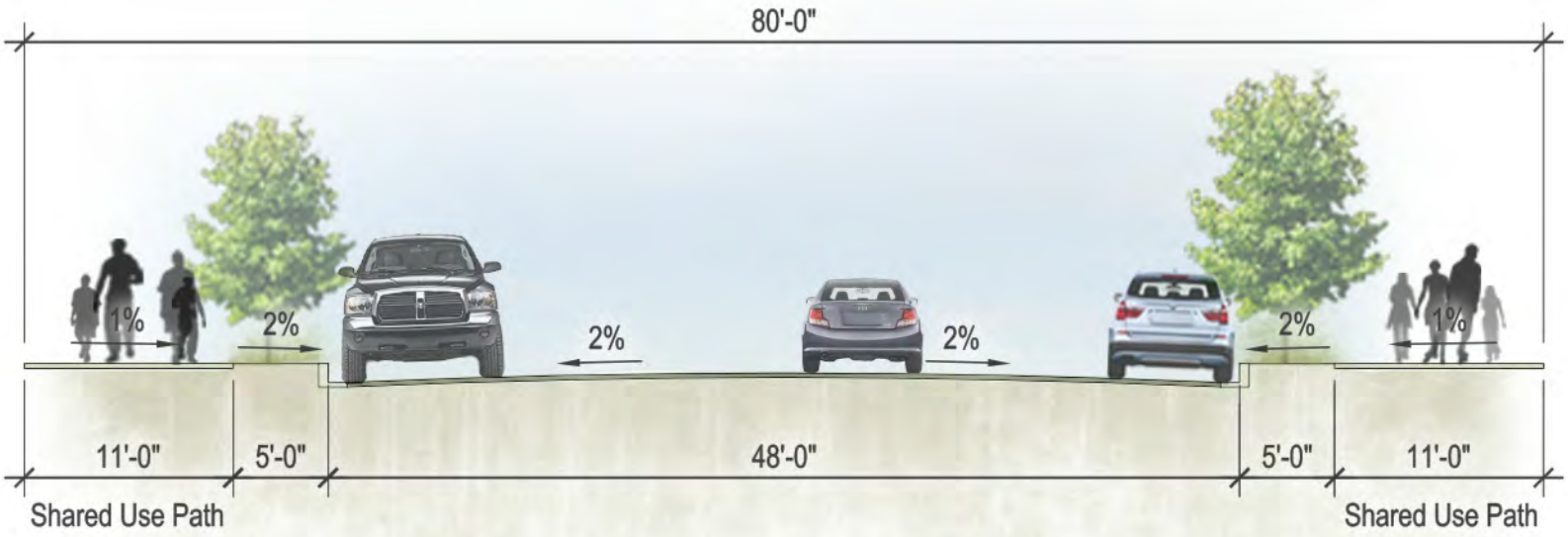
The horizontal alignment of the trail is influenced by many factors, including topography, natural and man made obstacles, and the amount of right of way available.



Trails Along Collector Roads: Existing Standard
Scale: 1" = 10'

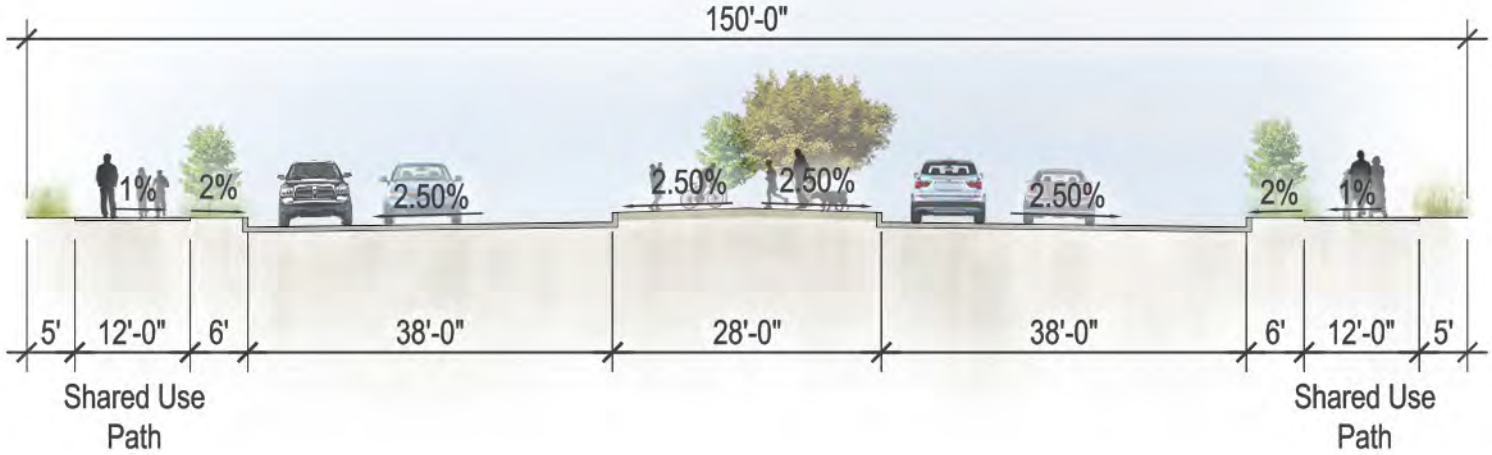


Trails Along Arterial Roads: Existing 6-Lane Standard
Scale: 1" = 20'



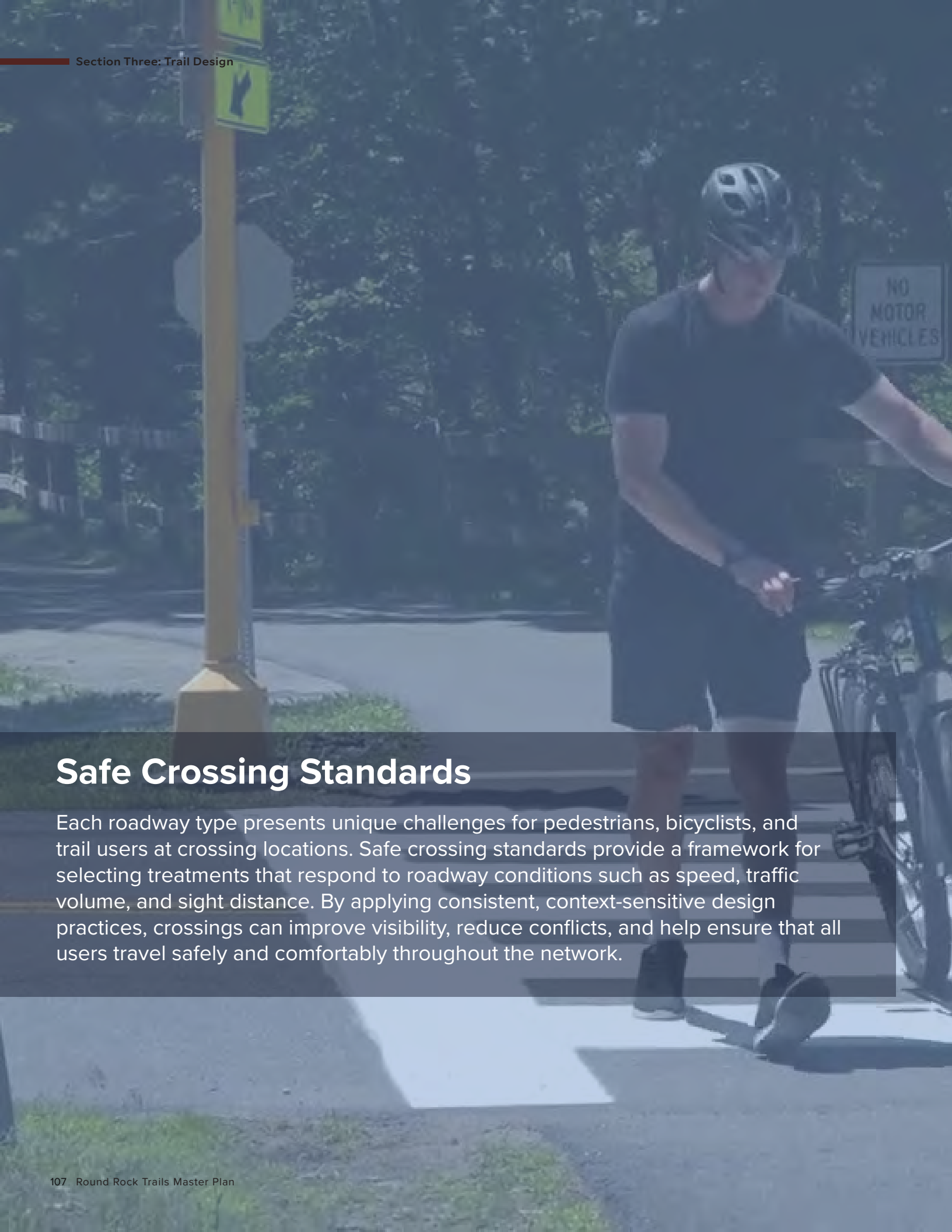
Trails Along Collector Roads: Recommended Standard Modification

Scale: 1” = 10’



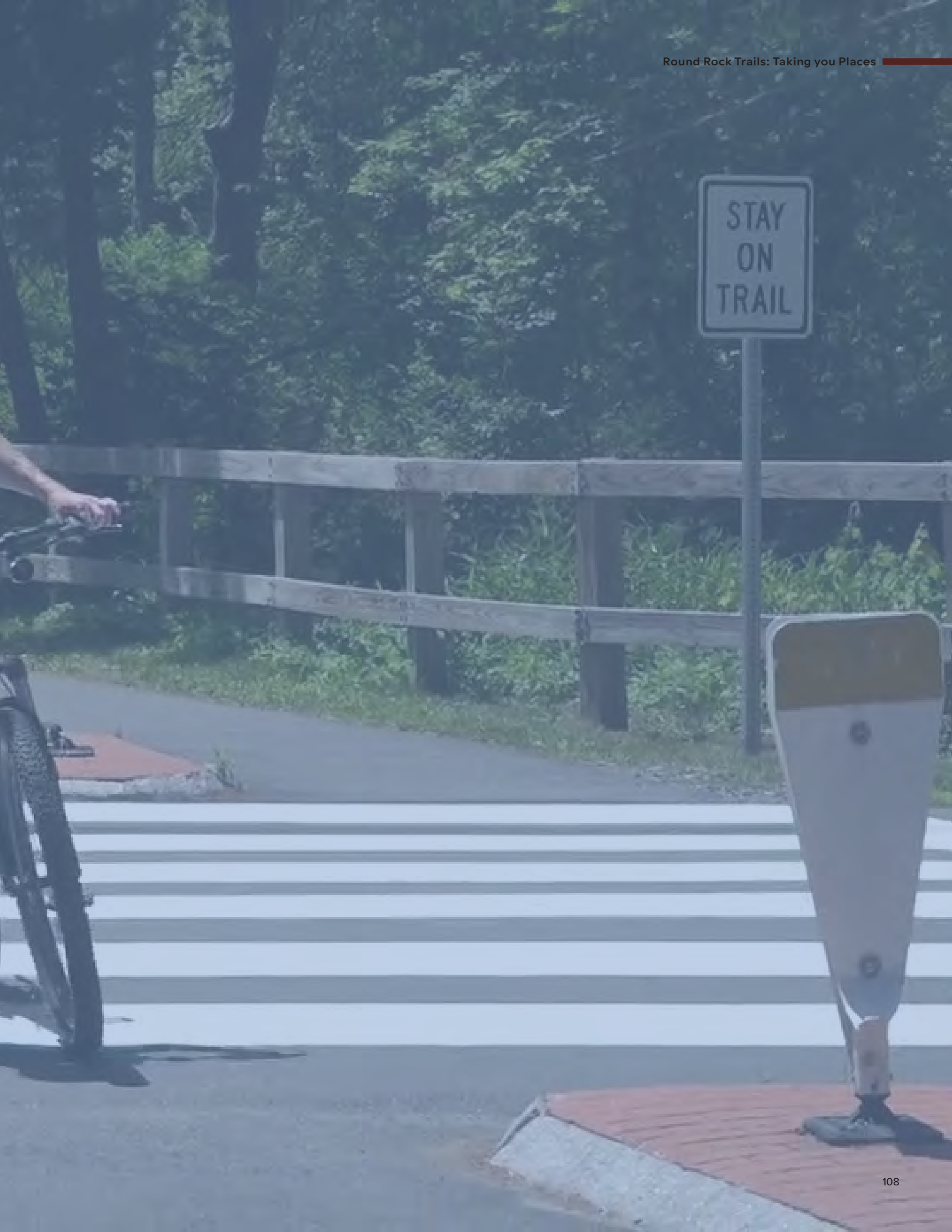
Trails Along Arterial Roads: Recommended 6-Lane Standard Modification

Scale: 1” = 20’



Safe Crossing Standards

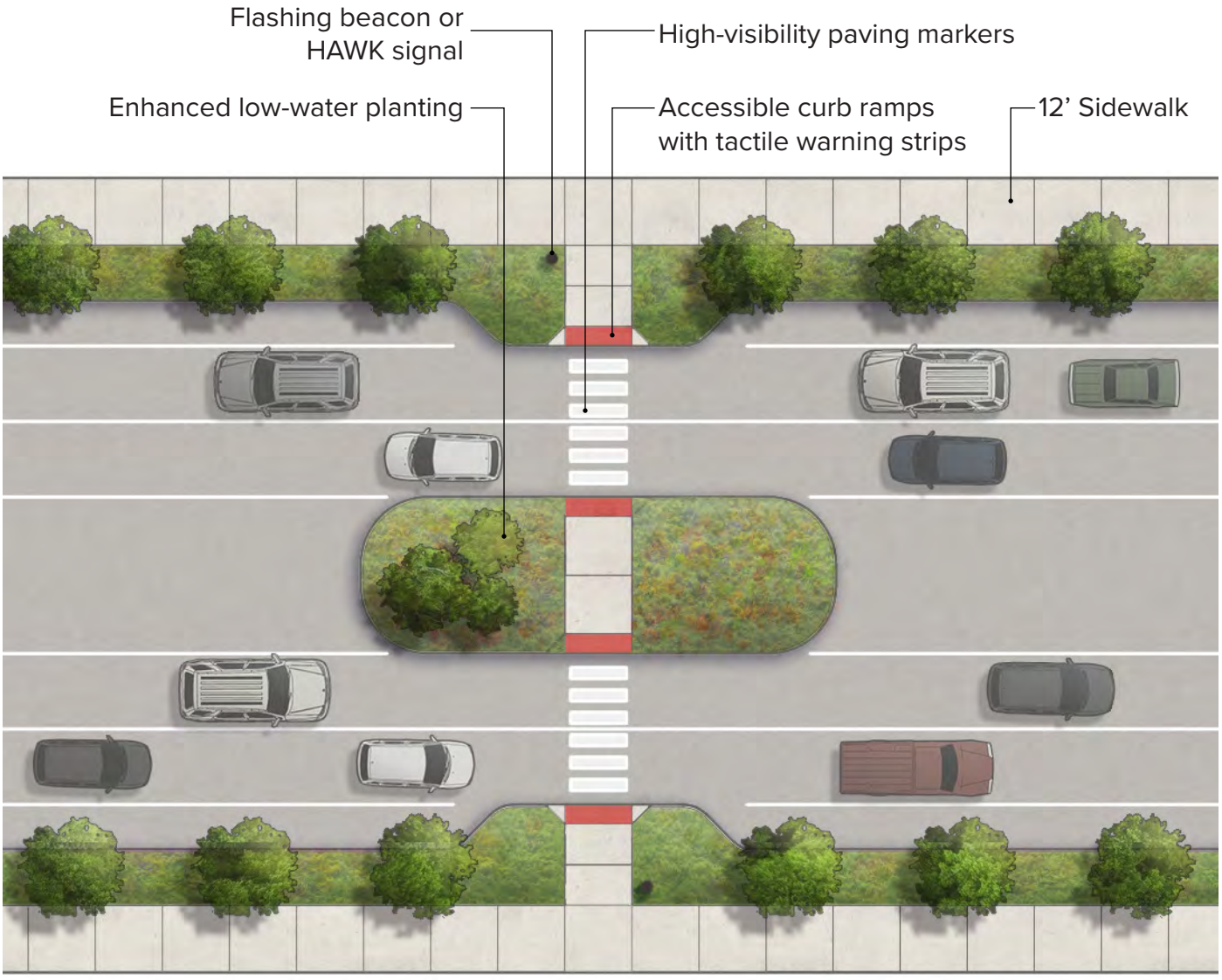
Each roadway type presents unique challenges for pedestrians, bicyclists, and trail users at crossing locations. Safe crossing standards provide a framework for selecting treatments that respond to roadway conditions such as speed, traffic volume, and sight distance. By applying consistent, context-sensitive design practices, crossings can improve visibility, reduce conflicts, and help ensure that all users travel safely and comfortably throughout the network.


STAY
ON
TRAIL

Safe Crossing Standards

Vehicular traffic can often present challenges to people walking and biking, even when dedicated facilities are present. Enhancements at intersections and crossings can calm traffic and improve comfort and safety. These enhancements can take a variety of forms.

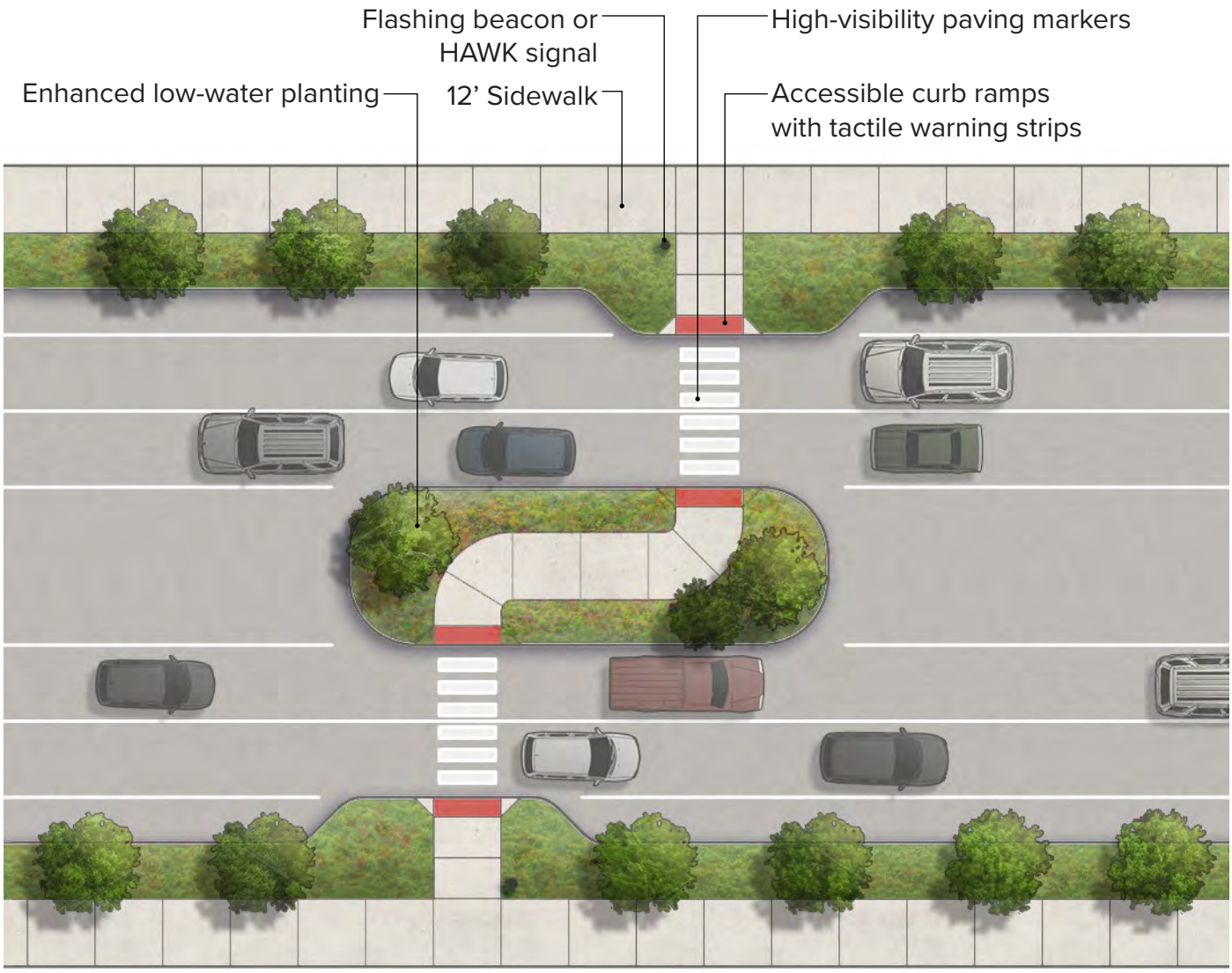
The following illustrates design measures that may be used to address trail crossings at signalized intersections. Several countermeasures are shown to improve safety at intersections. This is a general overview of potential treatments. Other sources, such as the *AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities*, should be consulted in more detail regarding the selection of appropriate treatments based on context.



Safe Crossing Standards: Mid-block Crossing with Pedestrian Refuge
Scale: 1” = 30’

Why it is important:

- Encourages people who are walking and rolling to face oncoming traffic to enhance driver awareness.
- Supports bicyclist and pedestrian safety and comfort.
- Supports increased use of facilities by cyclist and pedestrians.

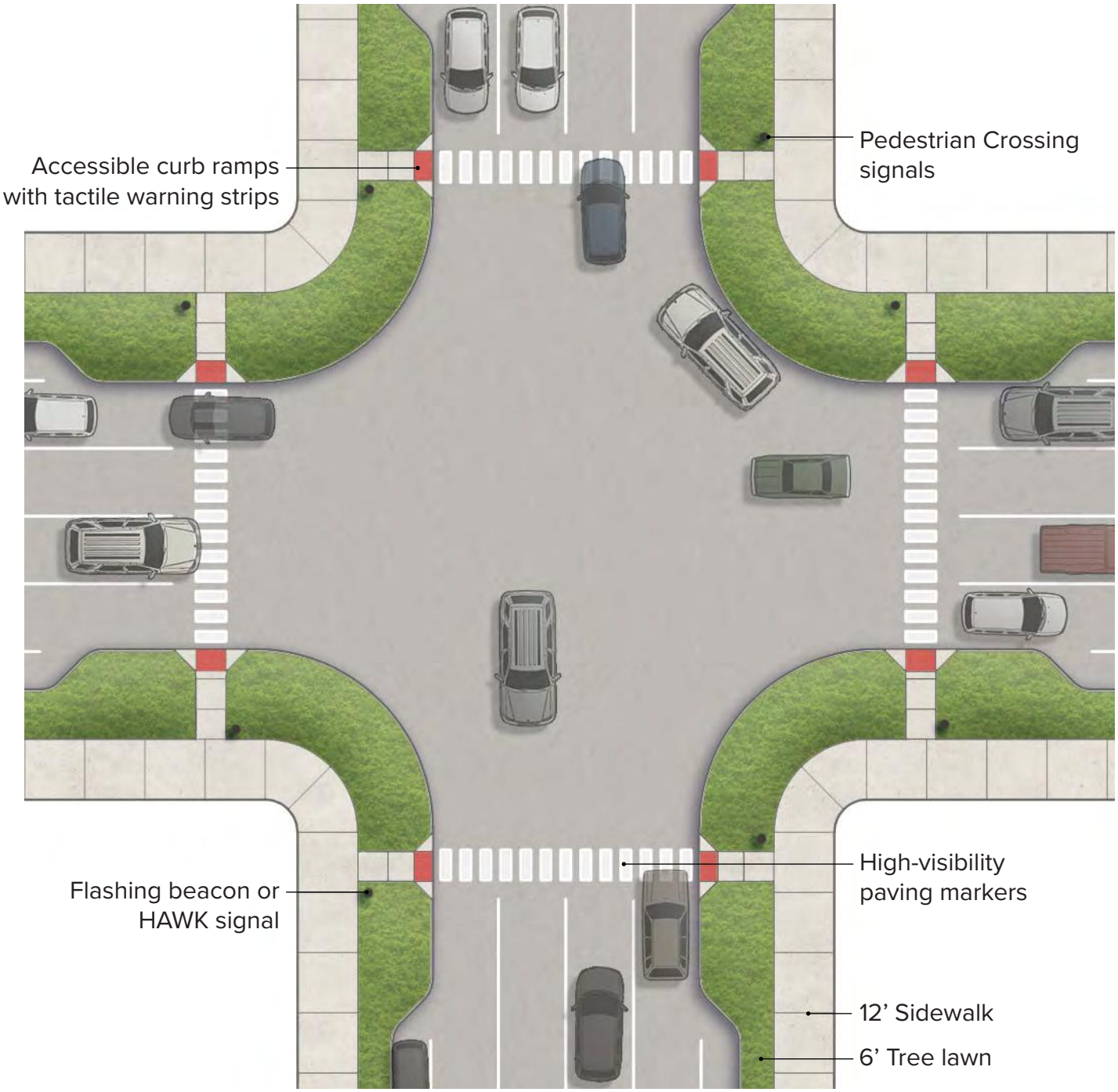


Safe Crossing Standards: Mid-block Crossing with Pedestrian Refuge

Scale: 1” = 30’

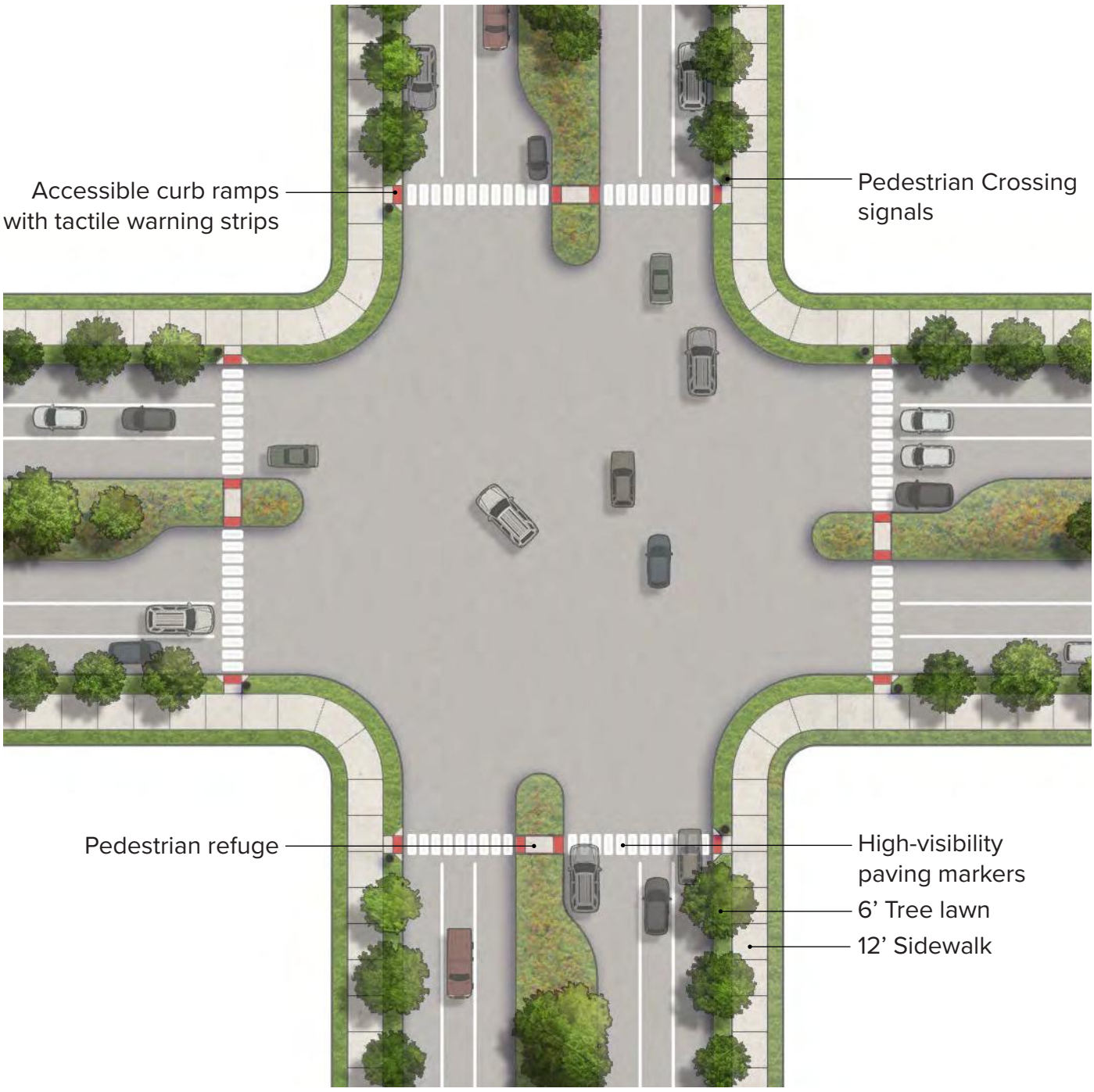
Safe Crossing Standards

The following illustrates design measures that may be used to address trail crossings at signalized intersection
AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, should be consulted in more



Safe Crossing Standards: Intersection with Crosswalk
Scale: 1” = 30’

ns. Several countermeasures are shown to improve safety at these intersections. Other sources, such as the detail regarding the selection of appropriate treatments based on context.



Safe Crossing Standards: Crosswalk with Pedestrian Refuge
Scale: 1” = 50’

Trailhead Features

Repair stations



(Image source: Adobe Stock)

Self-service bicycle repair stations support a culture of active mobility and self-reliance along the trail. Equipped with essential tools such as air pumps, wrenches, and tire levers, these stations allow cyclists to make quick adjustments or repairs during their ride. Their presence enhances user confidence and encourages regular bicycle use. Repair stations should be placed in high-traffic areas, near transit connections, and alongside bicycle parking zones to ensure visibility and convenience.

Bike parking



(Image source: Adobe Stock)

Bicycle and scooter parking shall be provided to support active transportation and reduce reliance on motor vehicles. Parking facilities should be secure, clearly visible, and conveniently located at trailheads and key destinations along the trail system. Bicycle parking should be located in logical areas and avoid conflicts with circulation. Bicycle parking should feature durable, secure racks that allow for locking of both the frame and wheel.

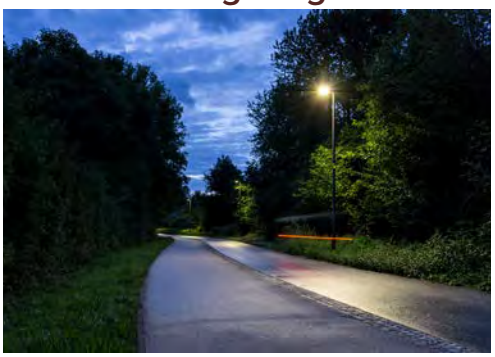
Seating



(Image source: Adobe Stock)

Trailhead seating, such as benches and picnic tables, should be located to take advantage of views, shade, and gathering areas without obstructing circulation. Seating materials should be durable, weather resistant, and appropriate to the character of the trail. Seating areas should be accessible and designed to accommodate users of all ages and abilities. Benches and rest areas should generally be spaced at intervals of 300 feet. Each seating area should include adjacent clear ground space to accommodate wheelchair users.

Pedestrian Lighting



(Image source: Adobe Stock)

Lighting along the trail enhances safety, comfort, and visibility for all users. Thoughtful illumination supports evening use, improves wayfinding, and creates a welcoming atmosphere while respecting the natural environment. Fixtures should be energy-efficient, shielded to reduce glare, and designed to minimize light spill into adjacent habitats. Consistent placement at trailheads, crossings, rest areas, and key intersections ensures visibility where it is most needed while maintaining the trail's natural character. Lighting may include decorative poles and fixtures installed at heights between 12 and 15 feet above the trail surface.

Signage + Wayfinding



(Image source: Adobe Stock)

Signage helps users navigate the trail and discover the broader landscape. Clear maps, directional signs, regulatory information, and location markers guide movement and support safety while connecting users to nearby destinations and transit options. Beyond function, wayfinding provides an opportunity to express the trail's identity through consistent design language, materials, and branding that unify the experience and strengthen its sense of place.

Waste Receptacles



(Image source: Adobe Stock)

Provide waste management facilities that encourage responsible disposal and support trail cleanliness. Install separate bins for general waste, recyclables, and pet waste. Place receptacles strategically in high-traffic areas, rest nodes, seating zones, and activity hubs.

Restrooms



(Image source: Adobe Stock)

Restrooms enhance comfort and extend the usability of the trail for all visitors. Regular maintenance and thoughtful placement near trailheads, activity areas, and gathering spaces help ensure a positive experience and encourage users to spend more time on the trail.

Parking



(Image source: Adobe Stock)

Trailhead parking provides a welcoming point of arrival and supports access for all users. Well-designed parking areas should accommodate vehicles, bicycles, and accessible spaces, ensuring equitable access for individuals of all abilities. Materials and layout should reflect the character of the trail while maintaining safety, clear circulation, and a strong visual connection to trail access points. Electric vehicle charging stations should be included where appropriate.

Trailhead Standards

Trailheads are the gateways to Round Rock's trail system. They establish the first impression for users, provide benefits from a clear hierarchy of trailheads, ranging from primary trailheads that serve as regional gateways to expectations for both primary and secondary trailheads, the City can deliver a cohesive trail system that provid



Primary Trailheads

- Enhanced amenities, regional-scale access, and extensive trail connections.

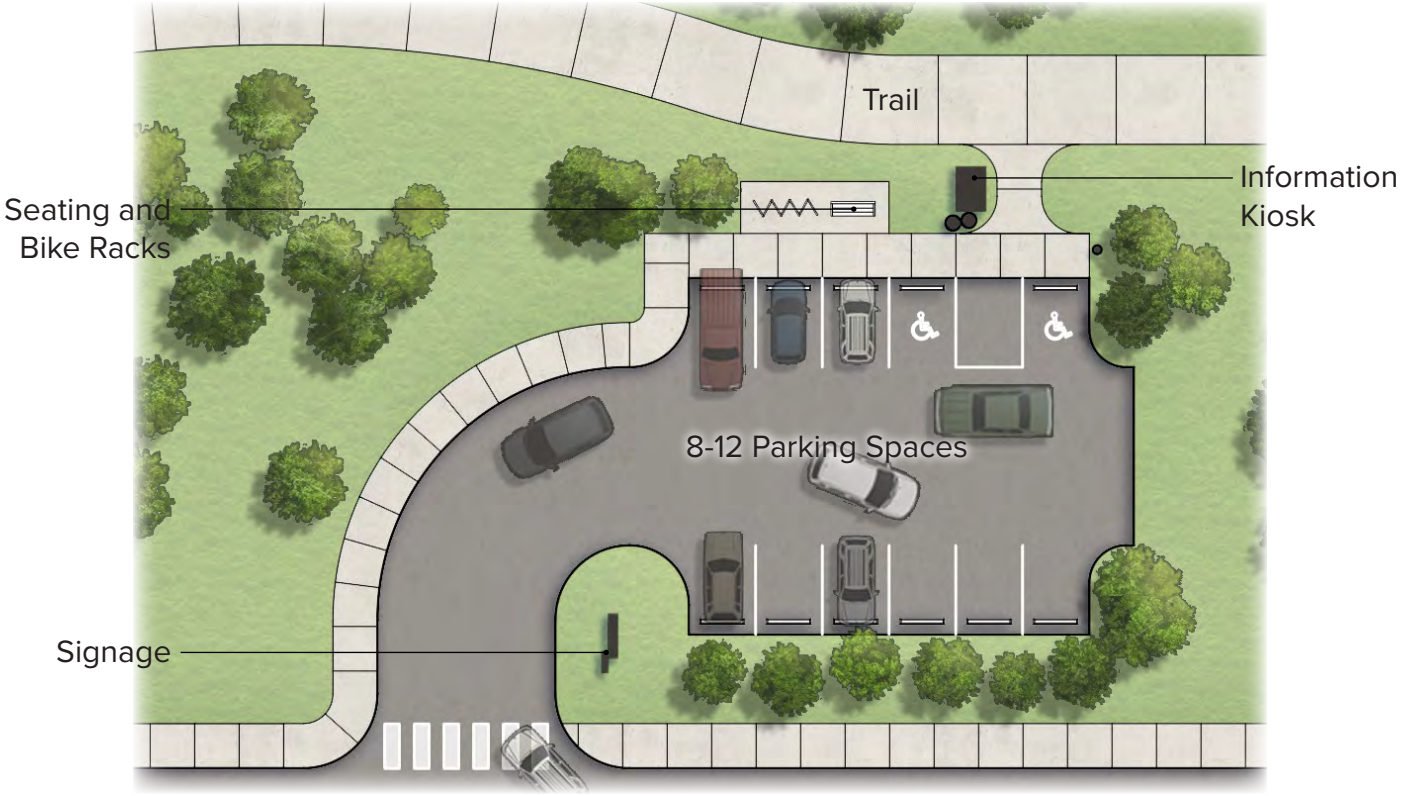
Recommended Components

- Trail signage including: trail map, distances to key destinations, trail etiquette, rules, and emergency response information.
- Trash and recycling receptacles.
- Restrooms (ADA compliant).
- ADA complaint parking per TAS/ADA standards.
- Bike repair station.
- Bike parking.
- Lighting features.
- Shaded seating.

Additional Considerations

- Water filling stations.
- Picnic areas / tables.
- Enhanced plantings.
- Pet waste receptacles.
- Electric vehicle charging stations.

essential amenities, and ensure that trails are accessible and welcoming to all. A trails network
o secondary trailheads that provide neighborhood-level access. By establishing design and amenity
des clear direction to users and inspires them to explore more of the network.



Secondary Trailheads

- Minimal facilities, local-scale access, and limited connections.

Recommended Components

- Trail signage including: trail map, distances to key destinations, trail etiquette, rules, and emergency response information.
- Trash & recycling receptacles.
- Minimal parking (1-2 accessible stalls).
- Bike parking.

Additional Considerations

- Restrooms (ADA compliant vault toilets).
- Water filling stations.
- Shaded seating.
- Picnic areas / tables.
- Bike repair station.
- Enhanced plantings.

Accessibility Considerations

This section outlines considerations related to accessibility compliance for the City of Round Rock trail system. A full assessment of all existing conditions has not been performed. However, a cursory review of the general conditions of the trail system was conducted in April 2025.



(Image source: Adobe Stock)

Accessibility Standards/Laws

The following list outlines the laws and associated building standards or codes that may apply to portions of the Round Rock trail system. It is assumed that no special federal funding is involved that would trigger additional federal requirements.

Applicable Federal Laws

Law - Americans with Disabilities Act (ADA) Title II

- Current Standard – 2010 Standards of Accessible Design
- Previous Standard – 1991 ADA Standards for Accessible Design
- Standard – Public Rights-of-Way Accessibility Guidelines (PROWAG)

Applicable State Laws

- Law – Elimination of Architectural Barriers or Texas Architectural Barriers Act (TABA), including Administrative Rules
- Future Proposed Standard – 2024 Texas Accessibility Standards
- Current Standard – 2012 Texas Accessibility Standards, including Technical Memoranda
- Previous Standard – 1994 Texas Accessibility Standards, including Technical Memoranda
- Optional Standard – PROWAG is currently permitted to be used as an option for work within the Right-of-Way only

Key Differences in ADA and TABA Laws

The ADA is a civil rights law that prohibits discrimination and applies to both public programs and the built environment. The City of Round Rock may not discriminate against individuals with disabilities by offering programs or services that are not accessible. Compliance with this requirement is generally achieved by following the applicable technical standards, currently the 2010 ADA Standards for Accessible Design.

The Texas Architectural Barriers Act (TABA) is a construction law that applies to elements of the trail related to construction and alterations. Trails are subject to the applicable version of the Texas Accessibility Standards (TAS) in effect at the time they were constructed or altered, and it is the responsibility of the owner to maintain compliance.

Accessibility in Round Rock

In 2018, the City of Round Rock adopted the Parks and Recreation Department ADA Transition Plan in compliance with Title II of the Americans with Disabilities Act and the Architectural Barriers Act. As part of this effort, park facility assessments, as well as City policies and procedures, were evaluated for compliance with the 2010 ADA Accessibility Standards and the Texas Accessibility Standards, and any deficiencies were documented. When implementing new trails, the following ADA and Texas Architectural Barriers Act regulations should be followed to advance the 2018 Transition Plan toward full compliance:

Design Element	Standard/Requirement	Notes
Cross Slope	2.0% (1:50)	Maintain consistent cross-slope for accessibility
Running Slope	5% Preferred; if greater than or equal to 5%, treat as a ramp	Include landings and railings as applicable
Width	10'+ for shared-use paths; 5-6' for smaller park connectors	Adjust based on expected traffic
Connections	Accessible routes to all amenities	Include restrooms, shelters, overlooks, etc.
Related Elements	Must meet TAS technical requirements	Applies to parking, signage, fountains, etc.
Informational Signage	Include length, grades, slopes, width	Add surface type info for accessibility

Systematic Transition of Decomposed Granite for Accessibility:

When constructed, decomposed granite installations comply with the requirements of the Architectural Barriers Act, Texas Government Code, Chapter 469. The Parks and Recreation Department (PARD) acknowledges that maintaining compliance requires intensive maintenance practices, including refilling, regrading, compacting, and stabilizing. While every effort is made to ensure ongoing compliance, there may be periods, such as after significant rainfall events, when the trail does not fully meet accessibility standards. For these reasons, PARD is committed to converting all decomposed granite trails to concrete as funding becomes available.

ROUND



CHAPTER 4

Trail-Oriented Development

Overview and Benefits of Trail-Oriented Development	121
Case Studies	127
Design Principles	133
Trail-Oriented Development Locations	135
Development Guidelines	141
Implementation Tools	143



What is Trail-oriented Development (TrOD)?

Trail-oriented development (TrOD) is a compact, mixed-use development pattern that clusters residential and commercial uses around off-street trails. It is characterized by a walkable, human-scaled design that is oriented specifically toward trails and their users. TrOD creates vibrant places that promote health, recreation, and active transportation.

This chapter presents policies and practices to prepare the City of Round Rock and private development partners to capitalize on this community asset. It includes best practice approaches and a toolbox for active, trail-oriented development and placemaking along the Brushy Creek Trail, which can also be applied to other designated trail segments in the future.

BeltLine
Atlanta, Georgia
(Image source: AtlantaPhotos.com)

Why TrOD Matters

Round Rock's investment in trails creates opportunities for trail-oriented development (TrOD) along the Brushy Creek Trail. Concentrating mixed use development, public spaces, and pedestrian amenities at prominent trail segments and access points can strengthen connections between neighborhoods, activity centers, and the regional trail network.

Benefits of TrODs for Round Rock Include:



Healthier People

By integrating more mixed-use, trail-oriented development, Round Rock can support measurable improvements in community health by enabling walking and biking to everyday destinations.



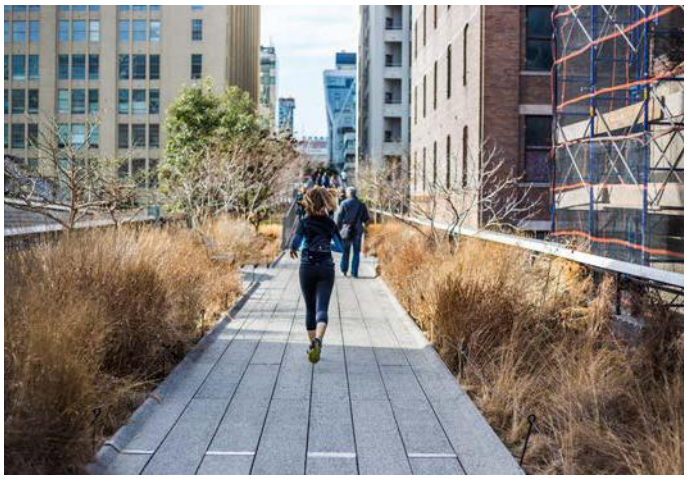
Stronger Economies

Trails bring people to places. Whether it's a café, a farmers market, or a local shop, being located near a trail creates energy, visibility, and foot traffic that businesses can leverage.



Stronger Neighborhoods

Homes and businesses near trails are in high demand in Round Rock. Properties in these areas tend to be more walkable, vibrant, and desirable, supporting long-term property values. New developments with direct access to primary trails are especially attractive.



Supports Resiliency

Trail-oriented development enables people to walk, bike, or use other mobility devices instead of driving single-occupancy vehicles. This approach reduces emissions and supports sustainable development.



A Sense of Place and Community

Trails help create places that feel welcoming to everyone. They serve as shared community amenities, connect people to one another, support healthy lifestyles, and reinforce that the Round Rock community is designed for people.

Economic Benefits of TrOD

Strong National Demand

National demand for trail-oriented development is strong. A 2023 National Association of Realtors Community and Transportation Preferences Survey found that 79 percent of respondents said being within easy, safe walking distance of shops, parks, and other destinations is important when choosing where to live. Additionally, 78 percent said they would pay more to live in a walkable neighborhood and 85 percent of respondents value sidewalks and places to walk.

Economic Development

An interconnected network of trails and off-street bicycle infrastructure is a proven economic development tool. Infrastructure that supports active transportation and recreation strengthens local and regional economies by enhancing quality of life, improving public health, increasing nearby property values, and stimulating private investment and outdoor recreation tourism.

Trails support small business development and private investment by attracting new visitors. This expanded customer base increases consumer spending at existing businesses near the trail and encourages the establishment of new trail-related businesses, such as bicycle rentals and recreation outfitters. Trails, parks, and open spaces are cornerstones of community quality of life and play an important role in attracting employers and a skilled workforce.

Trail-fronting Real Estate

Residential properties located near a trail often experience increased property values, which can generate higher property tax revenues for communities. The National Association of Home Builders states, “Trails consistently remain the number one community amenity sought by prospective homeowners.” A national average property value increase of approximately 10 percent has been observed within a quarter mile of trail facilities. For example, property values along the Indianapolis Cultural Trail increased by 148 percent, or $1 billion, from 2008 to 2015.

A 2016 study by the Trust for Public Land examining the property value impacts of the Great Rivers Greenway in and around St. Louis, Missouri, found that people were willing to pay more for property located near parks, greenways, and trails. Additionally, the increase in property values associated with the Great Rivers Greenway has boosted property tax revenues by nearly $1 million annually. The report also noted that these facilities strengthen quality of life, attract employers and employees, and support the regional economy.



Example rendering of economically vibrant TrOD.

Tourism Catalyst

Trails also spur tourism, generating significant economic activity, including increased sales at local restaurants, bars, and hotels. An August 2017 National Recreation and Parks Association Pulse Poll found that people seek out park and recreation amenities, such as beaches, parks, trails, and secluded places, when choosing a vacation destination.

The economic benefits of a quality trail system are well documented. As key contributors to a city's experience economy, trails have helped transform struggling towns into hubs of economic and recreational activity through investments in quality-of-life amenities, including trails and bicycle and pedestrian infrastructure that support community stability.

Trails can increase local economic prosperity and fiscal health. Businesses along the Indianapolis Cultural Trail experienced a 48 percent increase in revenue from 2008 to 2015, leading to job creation to serve the expanded customer base. A 2015 study found that the trail generates up to 214,000 annual visits and that visitors spend approximately $53 per person per day, equivalent to about $73 per person per day in 2026 dollars, much of it in hospitality establishments. Similar examples exist along trail systems throughout the Midwest and eastern United States.





The Circuit, a 750-mile trail network in greater Philadelphia and southern New Jersey, was estimated to have contributed nearly $500 million to the New Jersey economy in 2011.

The Great Allegheny Passage, a 150-mile trail connecting nine towns between Pittsburgh, Pennsylvania, and Cumberland, Maryland, generated $74 million in trail-related revenue from its one million annual visitors in 2019. Tourism associated with the Great Allegheny Passage yields approximately $19 million in total taxes each year.

TrOD Case Studies

Katy Trail, Dallas

The Katy Trail is one of the most popular and widely used trails in the Dallas area. Built within a former Missouri, Kansas and Texas Railroad corridor provided by Union Pacific, the 3.5-mile trail is located in the heart of Dallas and connects the city's Central Business District, the American Airlines Center, and Southern Methodist University.

Notable Impact

Catalyzed more than $1 BILLION in economic development for Dallas and serves as a central amenity for both residents and visitors.

Community-funded by individual and corporate donations. Friends of the Katy Trail raises money needed to maintain and program the trail year round.

+50 miles of trails planned

TrOD Example: Katy Ice House

The Katy Trail Ice House opened in 2011, directly adjacent to the trail. The location is a prime example of TrOD, leveraging the trail's presence to draw customers from the trail and integrate itself into the public trail infrastructure.

In July 2025, the Katy Trail Ice House generated over $830,000 in alcohol sales ranking it as the highest-grossing bar and restaurant for alcohol sales in Dallas.



Katy Trail
Dallas, Texas
(Image source: Friends of the Katy Trail)

Funding

Early planning and land acquisition for the Katy Trail were funded through City of Dallas bond funds and capital contributions used to secure additional right-of-way. The project also received federal grants through the Transportation Equity Act, which supported the conversion of rail corridors into public trails. Through the 2024 bond program, the City pledged an additional $1 million for projects to enhance trail safety, access, and trail-oriented development amenities. Tax Increment Financing districts are often layered over planned development areas to fund streetscapes, lighting, and access improvements that benefit trail users and adjacent development.

Development and Regulatory Requirements

Trail access from private property requires license approval by the Park Board and City Council. The City uses this process to regulate private connections, gates, stairs, ramps, patios, and decks. For example, in 2021, a private business proposed constructing a restaurant deck adjacent to the Katy Trail. In exchange for public access to the trail through an existing easement, the property owner agreed that the seating area would not be exclusive to food truck patrons. The owner also agreed to donate a percentage of gross sales to Friends of the Katy Trail and the White Rock Conservancy.

Dallas's development code does not include specific trail adjacency design, setback, or related requirements for new development. Properties near the trail must comply with standard zoning district regulations for land use, setbacks, height, coverage, and other development standards outlined in the Dallas Development Code. Planned Development Districts may incorporate tailored standards negotiated during the rezoning process that reflect trail proximity and design priorities. These standards are project-specific rather than citywide. Policy proposals and draft guidelines recommend future trail-oriented development standards, but they have not yet been adopted.

Since 2018, the City of Dallas has required park land dedication or payment of fees in connection with new development. These dedications and revenues provide a funding and regulatory framework to support parks and trails in growth areas such as Uptown, including expanded amenities near the Katy Trail.

The City is updating these requirements to comply with state law for cities with populations over 800,000 under HB 1523, streamline the fee structure, consolidate geographic zones, and strengthen its ability to fund parks and trails as development continues. Proposed changes include a simplified fee methodology based on a single formula tied to median family income, reduced zone complexity, retention of affordable housing exemptions, and greater reliance on fees in lieu of land dedication.

These proposed updates were approved by the City Plan Commission in 2025, and final adoption by the City Council is anticipated in 2026..

Lessons Learned + Takeaways

Prioritize purchasing land for trail connections early using bonds and grants before adjacent development increases cost or limits options.

To enhance development, fund lighting, safety, and access improvements along and around trails.

Require public access and connections from private development when they provide a clear public benefit.

Adopt and maintain code standards for trail setbacks and adjacent site design.

Require new development to contribute land or fees to support trail construction and upgrades.

Regularly update policies to reflect growth, legal requirements, and best practices.

TrOD Case Studies

BeltLine, Atlanta

Atlanta's BeltLine offers an example of how a trail system can anchor new development, strengthen connections between neighborhoods, and attract sustained private investment. The BeltLine was developed along a former freight rail corridor that encircles Atlanta. Although the project is not yet complete, it has already demonstrated significant impact, with billions of dollars in new housing, retail, and office development clustered along the corridor.

10X By 2025, development along the corridor was estimated at $9 billion, more than 10x the public investment



Property values along the Eastside Trail alone increased by more than 140 percent between 2015 and 2025



The Beltline is expected to deliver more than $10 billion in total economic impact by its completion in 2030, including 50,000 permanent jobs.



BeltLine
Atlanta, Georgia
(Image source: The Atlanta Journal-Constitution)



Ponce City Market
Atlanta, Georgia
(Image source: The Atlanta Journal-Constitution)

Ponce City Market

One example of trail-oriented development along the BeltLine is Ponce City Market. This historic building was converted into a mixed-use center directly connected to the Eastside Trail. It includes shopping, restaurants, housing, and office space, along with a trail-facing entrance that offers amenities such as e-bike and scooter parking. The Shed, an outdoor patio along the trail, hosts markets, festivals, and other events that draw thousands of visitors each year.

Funding

Atlanta created the BeltLine Tax Allocation District to capture rising property values near the trail and reinvest that revenue into completing the system. The district is the largest source of BeltLine funding and provides most of its budget.

In 2023, the BeltLine Tax Allocation District generated more than $84 million in tax revenue within its boundaries, the highest annual total of any such district in the City of Atlanta that year. Since its establishment, the district has generated an estimated $500 million in cumulative property tax increment revenue to support construction and bonding for BeltLine infrastructure. Over its authorized term, it is projected to generate approximately $3 billion in total revenue. The district is scheduled to expire in 2030. Under current law, tax increment revenue generated after that date would not be available for BeltLine purposes unless extended through legislative action.

The Special Service District requires property owners within its boundaries to pay an additional assessment to support land acquisition, design, and construction of the trail. Additional funding sources include bonds, transportation sales tax measures, philanthropic contributions, and grants. Public support has remained strong because residents view the trail as both a quality-of-life investment and a driver of economic growth.

Partnerships

Partnerships have also been critical. Atlanta BeltLine, Inc. is a dedicated public agency that manages land acquisition, infrastructure, and long-term planning. The Atlanta BeltLine Partnership, a nonprofit organization, raises private funds, supports programming, builds community support, and works alongside the public agency. This structure provides consistent leadership and keeps both the public and private sectors engaged in the trail's success..

Regulatory

The BeltLine illustrates how planning and design standards can shape development outcomes. The BeltLine Overlay Zoning District applies to properties within approximately one-half mile of the corridor. It operates in addition to the underlying zoning and is intended to guide development in ways that support BeltLine goals. Requirements include development that fronts the trail, pedestrian-oriented amenities, and safe, logical connections to the trail and surrounding neighborhoods.

The overlay also encourages adaptive reuse of historic buildings through Special Administrative Permits, which must be reviewed and approved before a building permit is issued. This review process allows staff to evaluate adaptive reuse proposals and discourages demolition or incompatible redevelopment without oversight.

In addition, the Design Review Committee provides design consultation and recommendations for projects within approximately one-half mile of the corridor. The committee advises the City of Atlanta's Office of Zoning and Development on Special Administrative Permits and overall project design.

Lessons Learned + Takeaways

Use a Tax Allocation District to capture rising property values and reinvest them into the trail.

Layer funding sources, including special service districts, bonds, sales taxes, grants, and philanthropy.

Build public support by framing the trail as both a quality of life investment and an economic development driver.

Create a dedicated public agency to lead land acquisition, infrastructure, and planning.

Partner with a nonprofit to raise private funds, support programming, and build community support.

Adopt an overlay zoning district to guide development near the trail.

Require via the code that= new development to front the trail and provide safe, logical connections and pedestrian amenities.

Use permit review and design oversight to support adaptive reuse and quality outcomes.

TrOD Case Studies

Indianapolis Cultural Trail, Indianapolis

The Indianapolis Cultural Trail is a 10-mile bike and pedestrian network that links downtown neighborhoods, cultural districts, and greenways. It has prompted real estate developers to build trail-oriented communities and projects nearby to meet growing demand.



Culture Trail
Indianapolis, Indiana
(Image source: Rails to Trails Conservancy)

Notable Impact

+ 10 miles of trails
+ Public art
+ Landscape enhancements
+ Stormwater management

Milhaus, a developer that specializes in creating dynamic urban neighborhoods, has completed approximately $250 million in trail-adjacent developments in Indianapolis in recent years. The Circa project, a 264-unit multifamily and commercial development, opened in 2014. Circa's six buildings are located immediately adjacent to the trail.

Adjacent businesses, ranging from restaurants and breweries, have reports revenue increases of nearly 50% since the 2013 opening

Property vales along the trail rose by 148% in seven years

Funding

Indianapolis Cultural Trail, Inc. (ICT), a nonprofit organization, oversees the trail's operations and maintenance. These activities are funded through an endowment established by philanthropic donations, relieving the City of Indianapolis of ongoing maintenance expenses. The City of Indianapolis also provides several funding and support tools to help businesses benefit from increased activity along the trail:

- *Façade Improvement and Small Business Grants:* Matching grants are available for façade enhancements along the trail, helping local businesses attract visitors and investment.
- *Tax Increment Financing (TIF) Districts:* Portions of downtown and nearby cultural districts are located within TIF areas that fund infrastructure upgrades and encourage private development along the trail corridor. Eligible uses include streetscape improvements, public amenities, and business support initiatives.
- *Federal Community Development Block Grant (CDBG) Funds:* Distributed by the City, these funds support small business development, façade improvements, and public projects that benefit commercial areas adjacent to the trail.

Regulatory

The City of Indianapolis updated base zoning requirements in the downtown core, including zone districts adjacent to the trail, to encourage higher-density, mixed-use development. Code text amendments introduced active ground-floor use requirements in certain areas to support pedestrian activity.

Indianapolis does not rely on a single Cultural Trail overlay. Instead, the trail passes through several established cultural districts, including the Mass Avenue Cultural Arts District, Fountain Square, and the Wholesale District. Each district applies its own zoning, design review, and, in some cases, historic preservation standards that shape building form, frontage, signage, and streetscape character along the trail. These district-specific overlays and preservation tools have supported redevelopment while reinforcing architectural quality and a strong public realm.

In addition, the City uses broader zoning tools that influence development along the trail. The Transit-Oriented Development Overlay District applies enhanced design, walkability, and streetscape standards to mixed-use and commercial development along transit corridors without altering the underlying zoning. The consolidated zoning ordinance also integrates urban design standards for frontage, setbacks, and building orientation that shape how private development interfaces with the trail. Together, these layered regulatory tools help ensure that development along the Cultural Trail supports a cohesive, pedestrian-oriented environment.

In certain locations, regulatory incentives support trail-oriented development. Projects within specific overlays that incorporate active ground-floor uses, pedestrian connections, or trail amenities often receive expedited review or clearer approval pathways, reflecting the City's prioritization of these projects.



Chilly Water Brewing Company Indianapolis, Indiana (Image source: Google Maps)

TrOD Example: Chilly Water Brewing Company

Chilly Water Brewing Company opened in 2014 along the Indianapolis Cultural Trail. The trail has helped transform the Fletcher Place neighborhood into a multimodal destination with restaurants and trail-oriented businesses along Virginia Avenue. Chilly Water partners with local growers, supporting regional agriculture and long-term sustainability. The brewery provides bicycle parking and a free air pump for trail users, and the owner reports that the trail generates steady business from bicyclists and pedestrians.

Lessons Learned + Takeaways

Create a nonprofit entity funded by an endowment to reduce long term public costs.

Use local grants, Tax Increment Financing districts, and federal funds to support improvements along the trail.

Update base zoning to allow higher density, mixed use development adjacent to the trail.

Require active ground floor uses and pedestrian amenities to strengthen trail frontage.

Apply cultural district overlays, historic preservation standards, and transit oriented development tools to guide design quality and walkability.

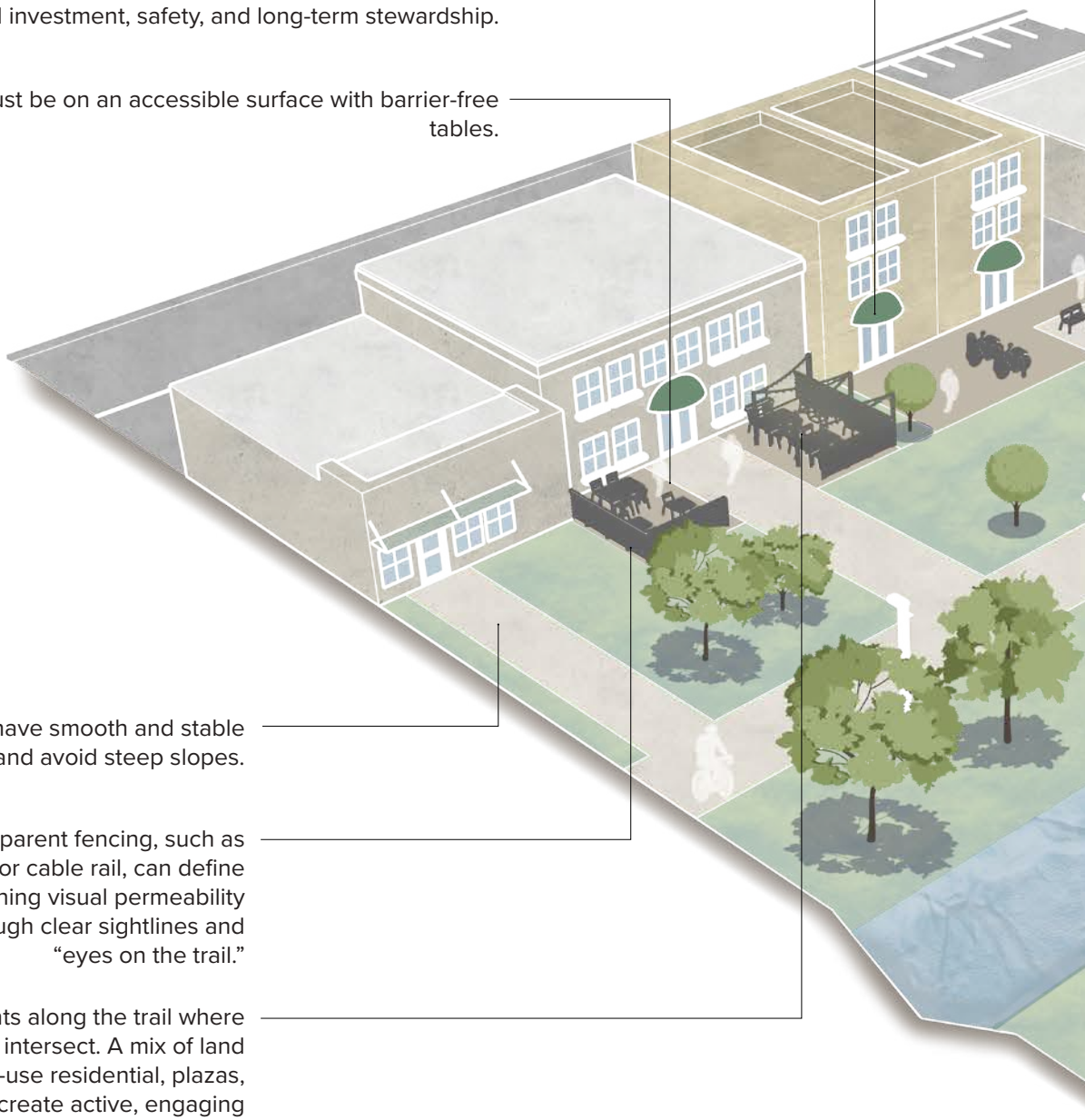
Offer streamlined review or regulatory incentives for projects that incorporate trail-oriented development features.

Design Principles

The graphic and text below illustrates appropriate Round Rock principles for new development adjacent to an off-street trail. If there is a conflict between the text and the illustration, the recommendations in the text shall prevail.

Architecture shapes the trail experience. Façade articulation, materials, and detailing create a cohesive corridor identity and reinforce the trail as a civic space. Poorly detailed or monotonous walls diminish this experience, while well-designed façades signal investment, safety, and long-term stewardship.

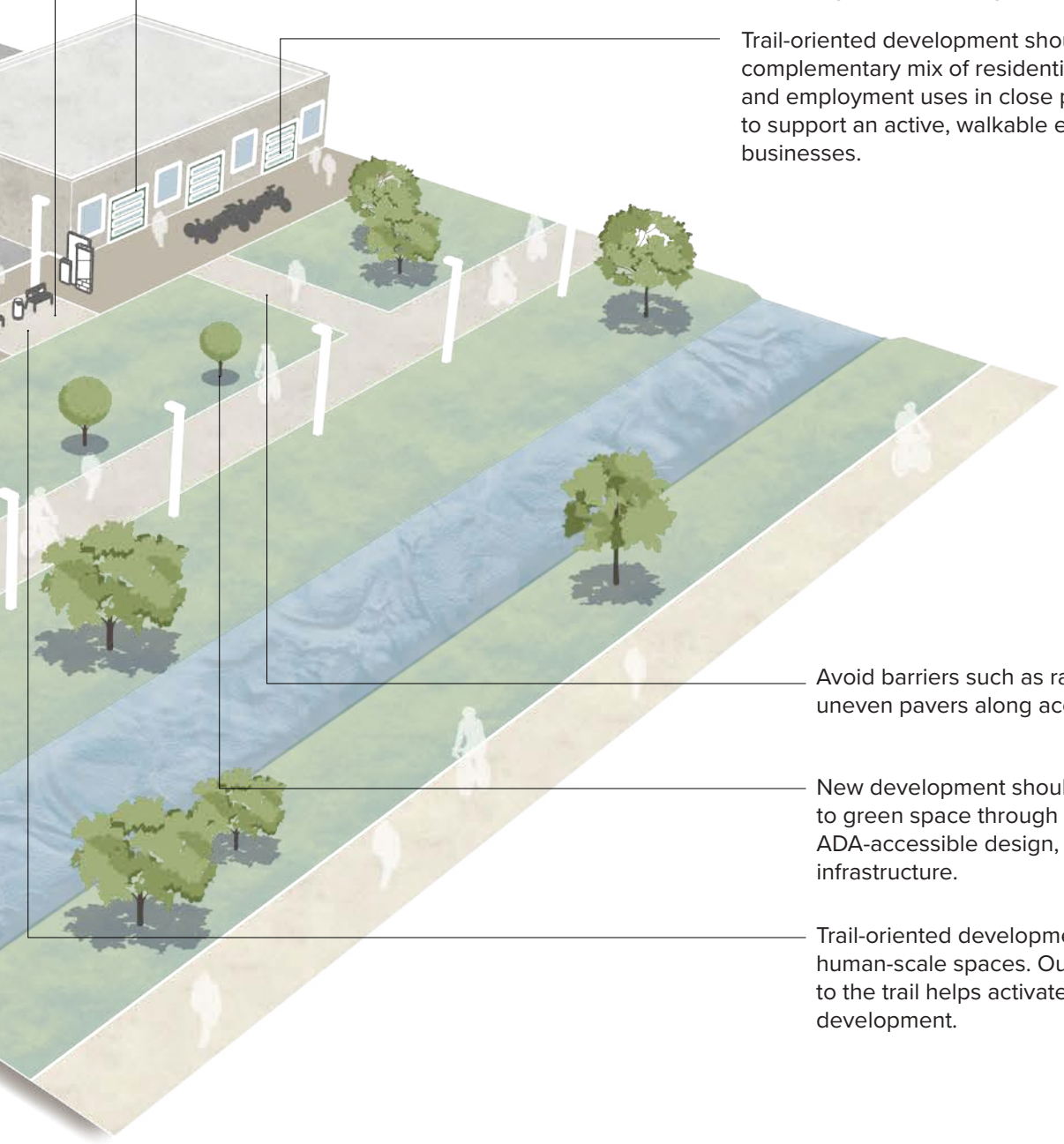
Part of the outdoor patio must be on an accessible surface with barrier-free tables.



Connections should have smooth and stable surfaces and avoid steep slopes.

Low, decorative, or transparent fencing, such as wrought iron, steel picket, or cable rail, can define boundaries while maintaining visual permeability and supporting safety through clear sightlines and “eyes on the trail.”

Locate key gathering points along the trail where destinations and activities intersect. A mix of land uses, such as vertical mixed-use residential, plazas, parks, and retail, helps create active, engaging environments.



Include trail user amenities, such as seating, lighting, water fountains, bicycle racks, and wayfinding signage, at key locations and at a regular, logical cadence to support user comfort, safety, and orientation.

Development adjacent to the trail should provide direct pedestrian access from the trail. Buildings facing the trail should be designed at a pedestrian scale and include entrances, windows, and active ground-floor uses to create an inviting and active edge.

Trail-oriented development should incorporate a complementary mix of residential, commercial, recreational, and employment uses in close proximity to the trail to support an active, walkable environment and local businesses.

Avoid barriers such as raised planters, bollards, or uneven pavers along accessible paths.

New development should strengthen connections to green space through native landscaping, ADA-accessible design, and context-sensitive infrastructure.

Trail-oriented development should create inviting, human-scale spaces. Outdoor seating adjacent to the trail helps activate both the trail and the development.

Trail-Oriented Development Locations

General Criteria for Future TrOD Site Locations

The maps in Chapter 3 identify potential locations that may be suited for trail-oriented development. These locations are identified based on a set of general criteria that reflect both the physical and economic potential of each site.

Proximity to Off Street Trails and Roads

TrOD sites connect the trail and trail users with destinations and amenities. While traditional development may center on vehicles, trail-oriented development focuses on the trail as a primary corridor. Sites near existing or future primary trails with strong visibility offer access, connectivity, and economic resilience supported by both trail and vehicular access.

Pedestrian-Focused Areas

Locations that have adjacency to the Brushy Creek Trail/Heritage Trail and already support walkable environments are ideal for TrOD sites.

Mix of Uses

Areas that already have a mixture of commercial, retail, residential, and civic uses help support TrODs place making ability.

Underutilized Parcels

Sites near trails that are currently undeveloped, underdeveloped, or part of planned redevelopment efforts may be good opportunities for future trail-oriented development.

Natural Features and Attractions

Locations that are close to parks, water bodies, or natural landmarks provide scenic value and recreational draw.

Infrastructure

Areas with infrastructure already in place to support new or intensified development, such as utilities and street access, are strong candidates for trail-oriented development.



Conceptual rendering of what generally TrOD could look like.

TrOD Opportunity Analysis: Brushy Creek Trail

Trail oriented development along the Brushy Creek Trail is intended to reinforce the trail as a primary corridor connecting jobs, housing, recreation, and civic destinations. Sites were evaluated based on visibility and access from the trail and adjacent streets, walkability, redevelopment potential, proximity to recreation assets, and readiness for investment. Priority was given to underutilized parcels, areas served by existing infrastructure, and locations where mixed use development can create active, year round destinations.

Development may occur through public private partnerships, private development, or a combination of approaches. In some locations, initial public investment in infrastructure, public spaces, trail connections, utilities, or site improvements may be needed to catalyze private development and reduce barriers to investment. Where appropriate, existing structures may also be adapted and reused to preserve local character, create distinctive destinations, and help establish a stronger sense of place along the trail. Parking will remain an important consideration for supporting access and development viability, but its visual and physical impact should be minimized through thoughtful siting, shared parking strategies, landscaping, and placement away from primary trail and public space frontages. Implementation will require coordinated public and private investment, supportive zoning and design standards, and alignment of infrastructure improvements with redevelopment activity.

For each location, this section includes:

- A map illustrating the site's relationship to the Brushy Creek Trail and surrounding context.
- Identification of the area most suitable for Trail-Oriented development.
- Conceptual application of TrOD design guidelines, best practices, and standards tailored to the site's condition.

The evaluated locations include the Henna Tract, Heritage Center Circle, and Georgetown Street. Together, these focus areas demonstrate how targeted planning and site specific standards can enhance the function, visibility, and long term value of the Brushy Creek Trail and the City's investment in it.



Indianapolis Cultural Trail Activity

TrOD Site Opportunities:



Henna Tract: *This TrOD opportunity should leverage its proximity to Mays Street, Brushy Creek Trail, Brushy Creek, Downtown, and Veterans Park to strengthen its commercial development potential. The trail's broader regional connectivity can expand access to the site and help position it as a destination within the larger community. Its central location and access to multiple transportation options could also support a denser mix of housing and expanded commercial uses that can contribute to an active, connected district adjacent to downtown.*



Georgetown Street: *This TrOD opportunity should capitalize on its central location, regional connectivity, and direct access to the Brushy Creek Trail. Existing structures could be adaptively reused to add character and help define the public realm, while portions of the site could support higher density residential development. Secondary trail connections should extend north from the site to improve access to surrounding neighborhoods and strengthen connections to the broader trail network.*



Heritage Circle: *The Heritage Circle TrOD opportunity should capitalize on its central location and connectivity to the Brushy Creek Trail and surrounding destinations. Preservation and adaptive reuse of the historic Heritage Carriage House can serve as a defining feature of the site, contributing character and creating a focal point within the public realm. The surrounding area can support a mix of mid to higher density residential development. Commercial uses should be limited and small scale, reflecting the site's distance from major roadways and focusing on uses that primarily serve nearby residents and trail users.*



Mays Tract: *This TrOD opportunity, like the Henna Tract should leverage its proximity to Mays Street, Brushy Creek Trail, Brushy Creek, Downtown, and Veterans Park to strengthen its commercial development potential. The trail's broader regional connectivity can expand access to the site and help position it as a destination within the larger community. Its central location and access to multiple transportation options could also support a denser mix of housing and expanded commercial uses that can contribute to an active, connected district adjacent to downtown and that leverage's its adjacency to the Brushy Creek Trail*

TrOD Opportunity: Henna Tract

Current Zoning: Henna Planned Unit Development #122
Parcel Size: 16.25 Acres (multiple parcels)



Legend

- Privacy Fencing
- Vehicular Access
- Public Gathering Space
- Secondary Trail Connection
- Screening and Landscape.

Commercial Uses:

- Activate commercial and business frontages along public spaces, trails, and adjacent streets.
- Consider complimentary trail uses such as restaurants, bars, coffee shops, outdoor spaces, bike shops, fitness studios, and rental facilities.
- Consider a mix of residential and commercial uses with active uses on ground floors.
- Incorporate patios, plazas, seating areas, and small gathering spaces that connect directly to the trail.
- Clearly identify businesses, trail access points, destinations, and connections without creating visual clutter.
- Use façades, awnings, canopies, windows, and architectural details to create visual interest at the pedestrian and bicycle scale.

Residential Uses:

- Higher-density residential is appropriate for these locations. However housing types could vary across the site.
- Orient homes, entries, porches, and windows toward the trail or public realm.
- Provide direct secondary pedestrian and bicycle connections to the trail and nearby commercial uses.
- Use setbacks, landscaping, patios, stoops, or small yards to create privacy while maintaining an active edge.
- Incorporate patios, plazas, seating areas, and small gathering spaces that connect directly to the trail.
- Buffer residents from noise, lighting, deliveries, loading areas, and other commercial operations.
- Locate parking and service areas away from prominent trail frontages where feasible.
- Design lighting to support safety while minimizing spillover into residences.

Parking:

- Locate parking behind or beside buildings to maintain active trail and street frontages.
- Minimize parking areas directly adjacent to the trail.
- Provide safe, direct pedestrian connections from parking areas to buildings and the trail.
- Incorporate shared parking where residential, commercial, and recreational uses have differing demands.
- Use landscaping and screening to reduce the visual impact of parking areas.

TrOD Opportunity: Georgetown Street

Current Zoning: Commercial -1
Parcel Size: 7.21 Acres



Legend

- **Privacy Fencing**
- **Vehicular Access**
- **Public Gathering Space**
- **Secondary Trail Connection**
- **Screening and Landscape.**

Commercial Uses:

- Activate commercial and business frontages along public spaces, trails, and adjacent streets.
- Consider complimentary trail uses such as restaurants, bars, coffee shops, outdoor spaces, bike shops, fitness studios, and rental facilities.
- Consider a mix of residential and commercial uses with active uses on ground floors.
- Incorporate patios, plazas, seating areas, and small gathering spaces that connect directly to the trail.
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Residential Uses:

- Higher-density residential is appropriate for these locations. However housing types could vary across the site.
- Orient homes, entries, porches, and windows toward the trail or public realm.
- Provide direct secondary pedestrian and bicycle connections to the trail and nearby commercial uses.
- Use setbacks, landscaping, patios, stoops, or small yards to create privacy while maintaining an active edge.
- Incorporate patios, plazas, seating areas, and small gathering spaces that connect directly to the trail.
- Buffer residents from noise, lighting, deliveries, loading areas, and other commercial operations.
- Locate parking and service areas away from prominent trail frontages where feasible.
- Design lighting to support safety while minimizing spillover into residences.

Parking:

- Locate parking behind or beside buildings to maintain active trail and street frontages.
- Minimize parking areas directly adjacent to the trail.
- Provide safe, direct pedestrian connections from parking areas to buildings and the trail.
- Incorporate shared parking where residential, commercial, and recreational uses have differing demands.
- Use landscaping and screening to reduce the visual impact of parking areas.

TrOD Opportunity: Heritage Circle

Current Zoning: Commercial - 1
Parcel Size: 7.54 Acres



TrOD Opportunity: Mays Street Tract

Current Zoning: MU -2
Parcel Size: 2.14 Acres



Legend

Privacy Fencing | **Public Gathering Space** | **Secondary Trail Connection** | **Vehicular Access** | **Screening and Landscape.**

Commercial Uses:

Activate commercial and business frontages along public spaces, trails, and adjacent streets.
Consider complimentary trail uses such as restaurants, bars, coffee shops, outdoor spaces, bike shops, fitness studios, and rental facilities.

- Consider a mix of residential and commercial uses with active uses on ground floors.
- Incorporate patios, plazas, seating areas, and small gathering spaces that connect directly to the trail.
- Clearly identify businesses, trail access points, destinations, and connections without creating visual clutter.
- Use façades, awnings, canopies, windows, and architectural details to create visual interest at the pedestrian and bicycle scale.

Residential Uses:

- Higher-density residential is appropriate for these locations. However housing types could vary across the site.
- Orient homes, entries, porches, and windows toward the trail or public realm.
- Provide direct secondary pedestrian and bicycle connections to the trail and nearby commercial uses.
- Use setbacks, landscaping, patios, stoops, or small yards to create privacy while maintaining an active edge.
- Incorporate patios, plazas, seating areas, and small gathering spaces that connect directly to the trail.
- Buffer residents from noise, lighting, deliveries, loading areas, and other commercial operations.
- Locate parking and service areas away from prominent trail frontages where feasible.
- Design lighting to support safety while minimizing spillover into residences.

Parking:

- Locate parking behind or beside buildings to maintain active trail and street frontages.
- Minimize parking areas directly adjacent to the trail.
- Provide safe, direct pedestrian connections from parking areas to buildings and the trail.
- Incorporate shared parking where residential, commercial, and recreational uses have differing demands.
- Use landscaping and screening to reduce the visual impact of parking areas.

TrOD Development Guidelines

These guidelines are intended to assist the City of Round Rock in evaluating new development adjacent to primary off-street trails, including the Brushy Creek Trail and other key primary trail corridors identified in the Trails Plan where TrOD is identified. The guidelines support context-sensitive design that enhances trail access, user experience, safety, and connectivity. They are not prescriptive but are intended to inform development review, site planning, and design decisions for new development adjacent to an off-street trail in Round Rock.

1. Trail Access and Connectivity

New development adjacent to an off-street trail should strengthen public access and support the trail's role as a community asset.

1.1 Provide convenient, visible trail access that serves both future site users and the broader Round Rock community.

1.2 Plan for future trail extensions and regional connections consistent with Chapter 3 of the Citywide Trails Plan.

1.3 For residential development, prioritize shared or consolidated trail access points that can serve multiple developments.

1.4 Establish public access easements when trail connections cross privately owned land to ensure long-term continuity.

1.5 Coordinate trail access locations and wayfinding signage with the Round Rock Parks and Recreation Department.

2. Site Design and Building Orientation

Site layout and building design should reinforce the off-street trail as an active public frontage.

2.1 Through a future code amendment, establish flexible, context sensitive minimum and maximum setbacks between buildings and the trail to balance safety, privacy, and accessibility.

2.2 Orient buildings toward the trail with entrances, windows, and active façades.

2.3 Avoid blank walls facing the off-street trail to the maximum extent feasible.

2.4 For new development adjacent to an off-street primary trail such as Brushy Creek, avoid locating parking, loading, and service areas adjacent to the trail.

2.5 New development should provide direct, walkable connections between buildings, trail access points, and interior site destinations.

3. Landscaping, Stormwater, and Environmental Integration

Landscape design should support trail aesthetics, environmental health, and long-term maintenance.

3.1 Avoid large or deep stormwater detention areas between buildings and the trail.

3.2 When stormwater facilities are required, integrate green infrastructure such as bioswales, rain gardens, native plantings, and permeable pavements.

3.3 Use landscaping to screen utilitarian elements (such as loading areas and utility boxes) while maintaining clear sightlines for safety.

3.4 Reference existing trail materials, plant palettes, and design language to maintain visual continuity.

3.5 Use regionally appropriate plant species and group plantings by water needs to support efficient maintenance.



TrOD Implementation Tools

The Round Rock Trails Master Plan sets forth the vision for trails and trail-oriented development and includes recommendations to achieve it. This section will describe the types of implementation tools that may be available for trail-oriented development falling into general categories: policy and funding tools.

Regulatory Recommendations

Trail-Oriented Development Overlay District



Create a Trail Oriented Development Overlay District that builds on base zoning with additional use, density, connectivity, and development incentive standards, supported by separate design standards for trail frontages and the public realm. This approach would be especially useful to be applied along segments of the Brushy Creek Trail where the City seeks consistent public realm quality, active frontages, residential density, and pedestrian orientation.

A Trail Oriented Development Overlay could be applied to key opportunity areas identified. Existing base zoning would remain in place, with the overlay providing optional standards and incentives for projects that support trail oriented development. PUD zoning could also be used for individual catalyst sites where additional flexibility is needed by applicants.

Trail-Oriented Development Design Standards and Guidelines



Like Indianapolis's cultural districts, such as Mass Avenue, Round Rock could adopt context sensitive design standards for trail frontages in addition to the Trail Oriented Development Overlay District described above. The overlay could focus more on allowable uses, density, and development incentives, while the design standards would add greater detail and clearer expectations for building placement, façades, materials, windows, landscaping, lighting, signage, and how development addresses and references the adjoining trail.

Zoning- Based Incentives



Incentives could be incorporated into the Round Rock Zoning and Development Code as part of a Trail Oriented Development Overlay District. Incentives could include additional height or density, reduced parking requirements, or flexibility in other development standards for projects that provide strong trail connections, active frontages, public spaces, mixed use development, or other desired improvements.

TrOD Incentives

Since most strategies occur on private property, it is up to each property owner to make investments. It is critical that local governments make investment both easy and worthwhile for trailside businesses and institutions.

Potential strategies to encourage TrOD

Explore options for incentivizing trail-oriented development, such as expedited approvals, development agreements, grants, or services. Explore options for allocating a portion of sales or property taxes to trail-oriented development strategies or trail improvements. This could include adopting a Section 4B sales tax or creating a Tax Increment Reinvestment Zone.



Katy Trail Ice House
Dallas, Texas
(Image source: Cravedfw)



CHAPTER 5



Signage and Wayfinding

Best Practices for Signage	149
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Wodonga, Australia
(Image source: Adobe Stock)



As the Brushy Creek Trail expands, a clear and consistent signage system is essential to how the community navigates and experiences the corridor. This chapter reviews existing signage along the Brushy Creek Trail and identifies strategies to improve clarity, consistency, and overall trail identity.

The evaluation of the current signage portfolio highlights what is working well, where inconsistencies occur, and how design improvements can strengthen the trail's identity. While this chapter focuses on the Brushy Creek Trail, these best practices should be applied across the entire Round Rock trail system.

Best Practices for Signage

A clear and consistent signage system is essential to creating a legible, safe, and intuitive trail experience for u
signage does more than provide direction; it reinforces trail and community identity. The following best practic

Durability, Accessibility, and Long-term Maintenance





Sunstone Paseo
North Las Vegas, Nevada
(Image source: avidtrails.com)

Design signage to withstand environmental conditions while remaining accessible and easy to maintain.

- Select materials that resist weather, UV exposure, moisture, and vandalism.
- Incorporate tactile and braille elements at appropriate locations to support accessibility.
- Use modular sign components that allow for efficient repair, replacement, and future updates as the trail network expands.

users of all ages and abilities. Along the Brushy Creek Trail and throughout the Round Rock trail network, es establish a framework for developing a cohesive, user-centered signage system.

Consistency and System Identity





Bay Creek
Cape Charles, Virginia
(Image source: avidtrails.com)

Create a unified visual language that helps users recognize the trail system as a connected network.

- Use a consistent color palette, typography, iconography, and layout across all trail signage.
- Standardize naming conventions, map legends, destination labels, and measurement units.
- Ensure signage feels continuous across different trail segments and jurisdictions.

Best Practices for Signage

Hierarchy of Sign Types





Bay Creek
Cape Charles, Virginia
(Image source: avidtrails.com)

Organize signage so users can quickly distinguish between different functions and levels of information.

- Establish a clear hierarchy among trailhead, wayfinding, regulatory, interpretive, and warning signage.
- Use consistent visual cues, such as color, shape, and layout, to differentiate sign types.
- Reinforce the hierarchy through placement, locating the most critical information at key access points and intersections.

Clarity and Legibility





TrailMark
St. Augustine, Florida
(Image source: avidtrails.com)

Ensure all signage is easy to read, understand, and interpret at typical trail speeds and viewing distances.

- Use high-contrast colors and simple graphics to improve readability in varied lighting conditions.
- Select type sizes, fonts, and symbols that are legible for aging users and those with visual impairments.
- Limit the amount of information on each sign face to what is necessary for the decision being made.

Signage Types



Regulatory Signage

Purpose: Ensure compliance and safety for all users.
Content: Use restrictions, speed limits, and safety notices.
Placement: Trailheads, intersections, sensitive habitats, and bridges.
Frequency: As needed.



Trailhead Signage

Purpose: Establish trail identity, orientation, and system overview.
Content: Trail name and logo, system map indicating “You Are Here,” regulations, and emergency response information.
Placement: Primary trailheads, major intersections, parking areas, secondary trailheads, and connection points.



Map Signage

Purpose: Establish trail identity, orientation, and system overview.
Content: Trail name and logo, system map with a “You Are Here” marker, regulations, and emergency response information.
Placement: Primary trailheads, major intersections, parking areas, secondary trailheads, and connection points.



Wayfinding Signage

Purpose: Support user navigation and decision-making.
Content: Directional arrows, key destinations, mileage, and user iconography.
Placement: Trail junctions, forks, and connection points.
Frequency: At each decision point.



Monument Signage

Purpose: Establish a strong visual identity and mark key entry points to the trail or park.
Content: Trail or site name, logo, and branding elements. May include partner or agency acknowledgments and thematic design features.
Placement: Main entrances, trailheads, or major roadway intersections where visibility is high.



Signage by Others

Offerings implemented and maintained by external entities; identified for context only.



Interpretive / Point of Interest Signage

Purpose: Provide navigation context and educational information.
Content: Trail maps, distance to the next major destination, and historic or educational content, with opportunities to partner with local nonprofit organizations.
Placement: Secondary trailheads, rest areas, scenic overlooks, and other areas of significance.
Frequency: Varies, with approximately one mile between signs.

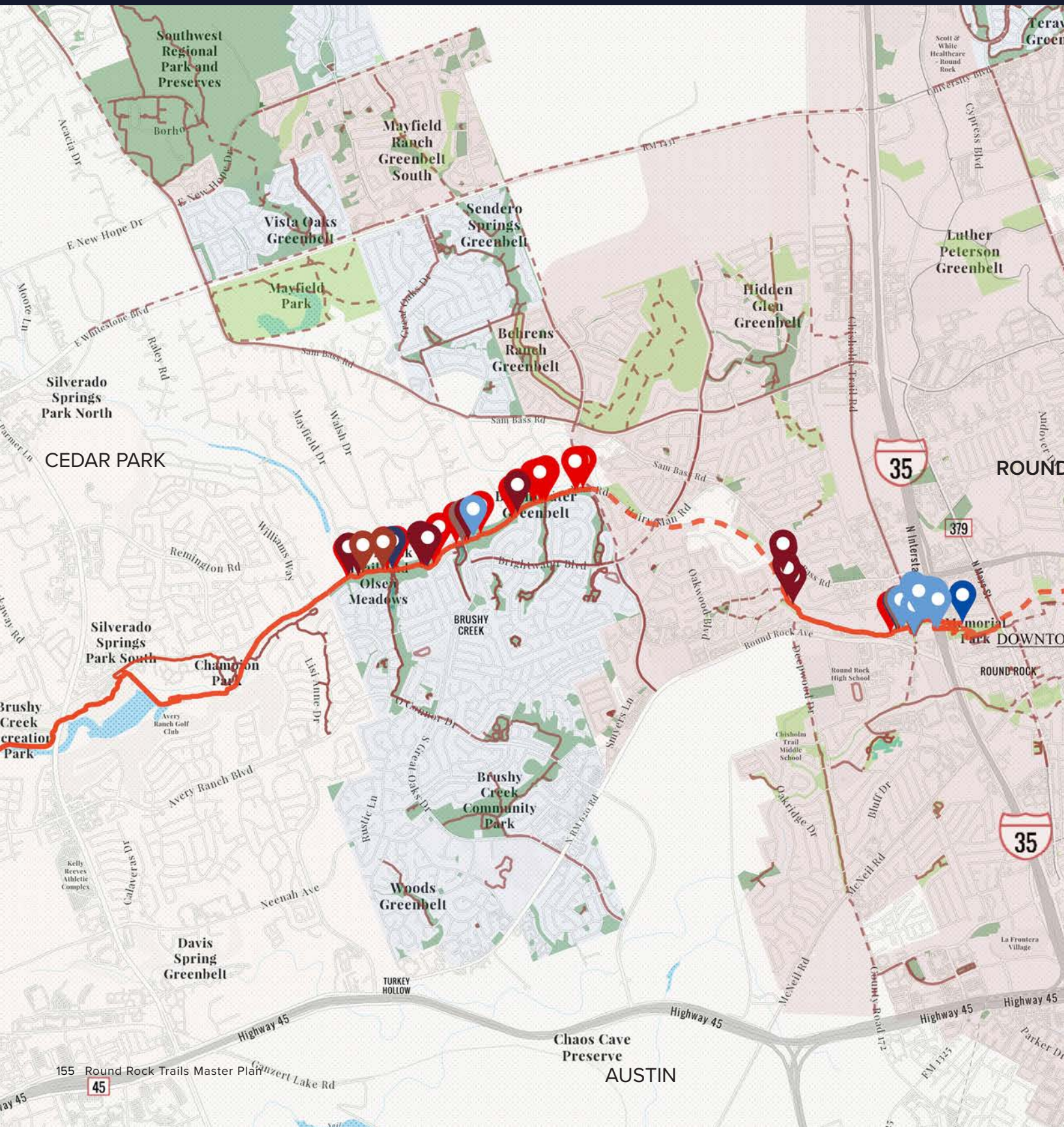


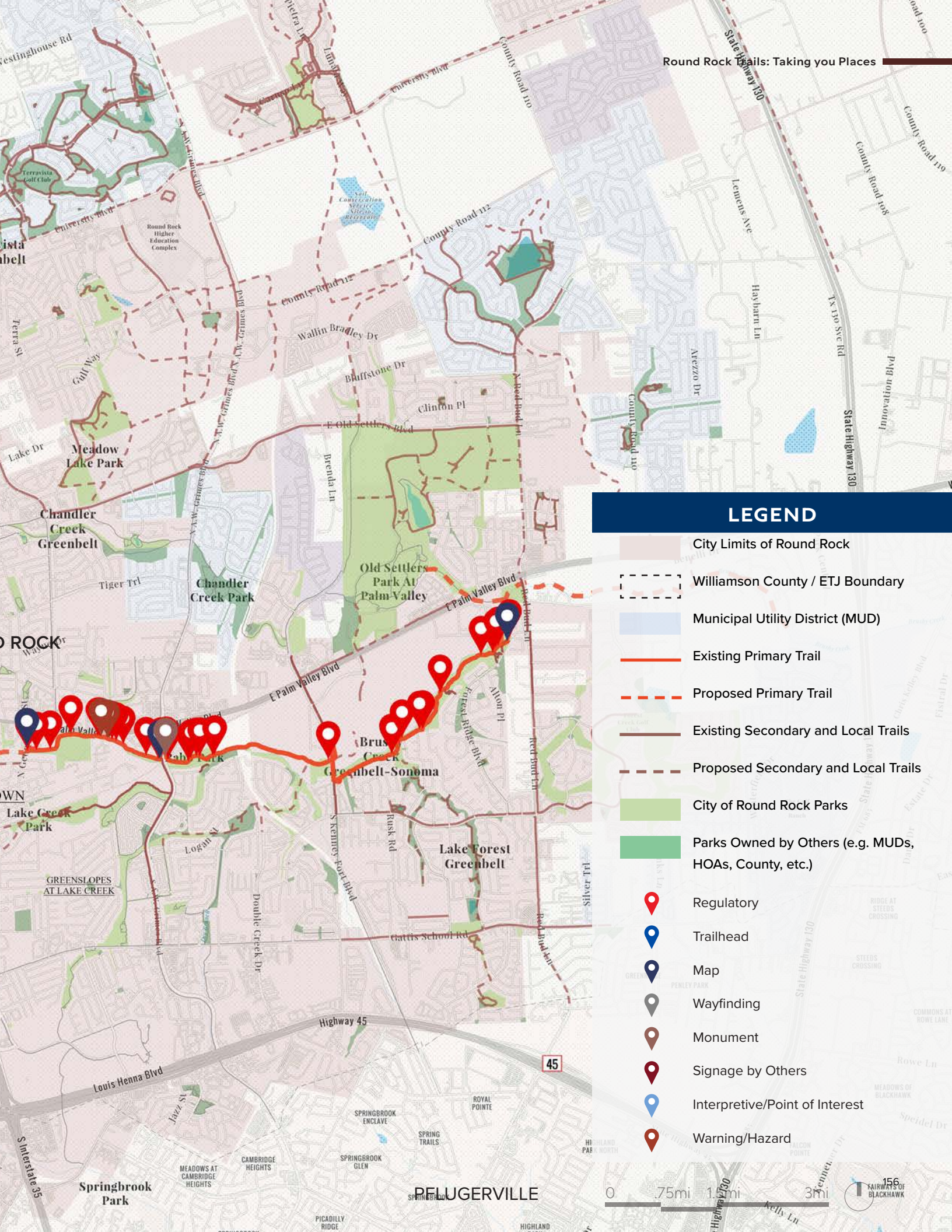
Warning / Hazard Signage

Purpose: Alert users to potential hazards, changing conditions, or maintenance activities.
Content: Clear symbols and concise messages identifying specific hazards, such as steep slopes, wildlife, flooding, sharp turns, or closures.
Placement: At or in advance of hazardous locations, trail intersections, and access points where users can take appropriate precautions or adjust their route.

Brushy Creek Trail

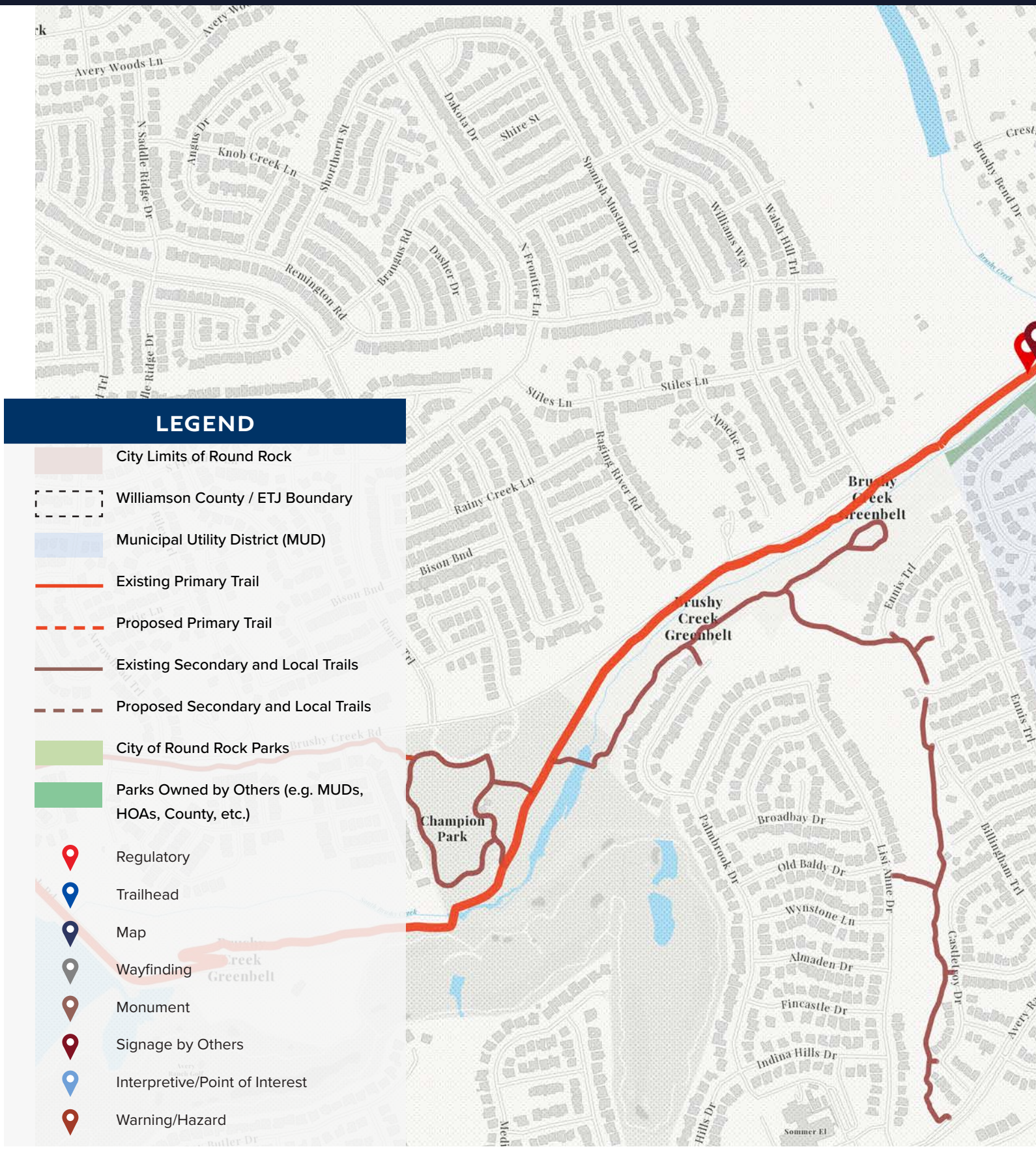
The Brushy Creek Trail signage system was evaluated to better understand existing wayfinding along the corridor. This assessment included an inventory of all signage within the city limits and the extraterritorial jurisdiction (ETJ). The inventory documented the current portfolio of trail signage, including sign types, placement, and overall consistency along the Brushy Creek corridor. This effort establishes a foundation for improving the trail's wayfinding experience and ensuring a cohesive, accessible system that effectively connects users.




LEGEND
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Primary Trail
Proposed Primary Trail
Existing Secondary and Local Trails
Proposed Secondary and Local Trails
City of Round Rock Parks
Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
Regulatory
Trailhead
Map
Wayfinding
Monument
Signage by Others
Interpretive/Point of Interest
Warning/Hazard
0
.75mi
1.5mi
3mi
Meadow Lake Park
Chandler Creek Greenbelt
Chandler Creek Park
Old Settlers Park At Palm Valley
Brushy Creek Greenbelt-Sonoma
Lake Creek Park
Lake Forest Greenbelt
Springbrook Park
PFLUGERVILLE
E Palm Valley Blvd
Highway 45
Louis Henna Blvd
Gattis School Rd
S Interstate 35
State Highway 130
County Road 110
County Road 112
Wallin Bradley Dr
Bluffstone Dr
Clinton Pl
E Old Settlers Blvd
Brenda Ln
Red Bud Ln
Rusk Rd
S Kenney Fort Blvd
Double Creek Dr
Logan St
Tiger Trl
Gulf Way
Lake Dr
Terra St
Round Rock Higher Education Complex
Terravista Golf Club
Soil Conservation Service Site 6 Reservoir
Lennes Ave
Hayhurn Ln
Arezzo Dr
Innovation Blvd
Tx 130 Svc Rd
Forest Ridge Blvd
Allon Pl
Silver Trl
Rowe Ln
Speidel Dr
Kelly Ln
GREENSLOPES AT LAKE CREEK
SPRINGBROOK ENCLAVE
SPRING TRAILS
ROYAL POINTE
SPRINGBROOK GLEN
MEADOWS AT CAMBRIDGE HEIGHTS
CAMBRIDGE HEIGHTS
PICADILLY RIDGE
HIGHLAND
STEEDS CROSSING
PENLEY PARK
COMMONS AT ROWE LANE
MEADOWS OF BLACKHAWK
RIDGE AT STEEDS CROSSING

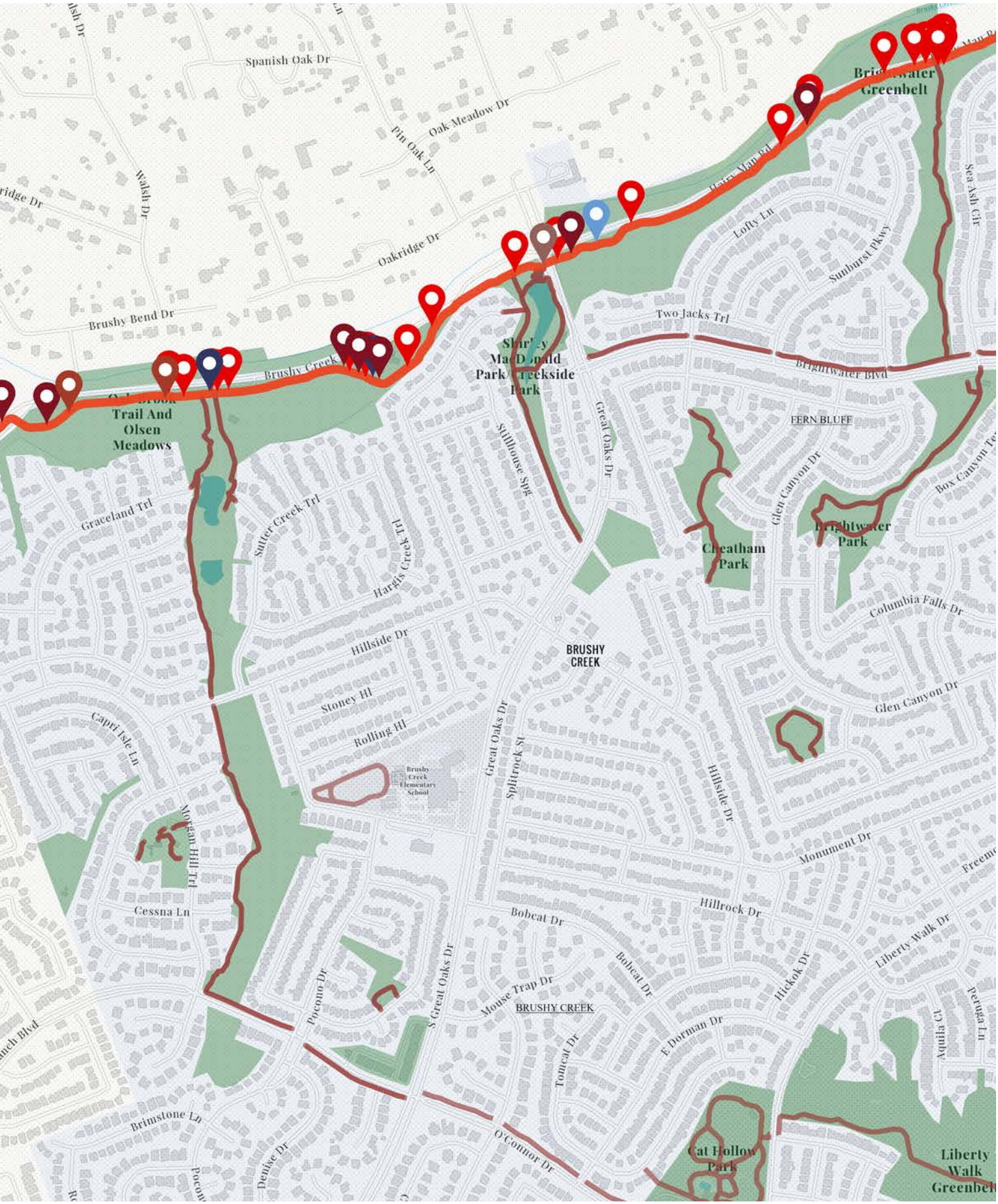
Brushy Creek Trail: Section One

Section One consists primarily of regulatory signage, with several signs installed by other entities, including Fern Bluff MUD, Brushy Creek MUD, and Williamson County Parks and Recreation.



LEGEND

- City Limits of Round Rock
- Williamson County / ETJ Boundary
- Municipal Utility District (MUD)
- Existing Primary Trail
- Proposed Primary Trail
- Existing Secondary and Local Trails
- Proposed Secondary and Local Trails
- City of Round Rock Parks
- Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
- Regulatory
- Trailhead
- Map
- Wayfinding
- Monument
- Signage by Others
- Interpretive/Point of Interest
- Warning/Hazard



0 .15mi .30mi .45mi

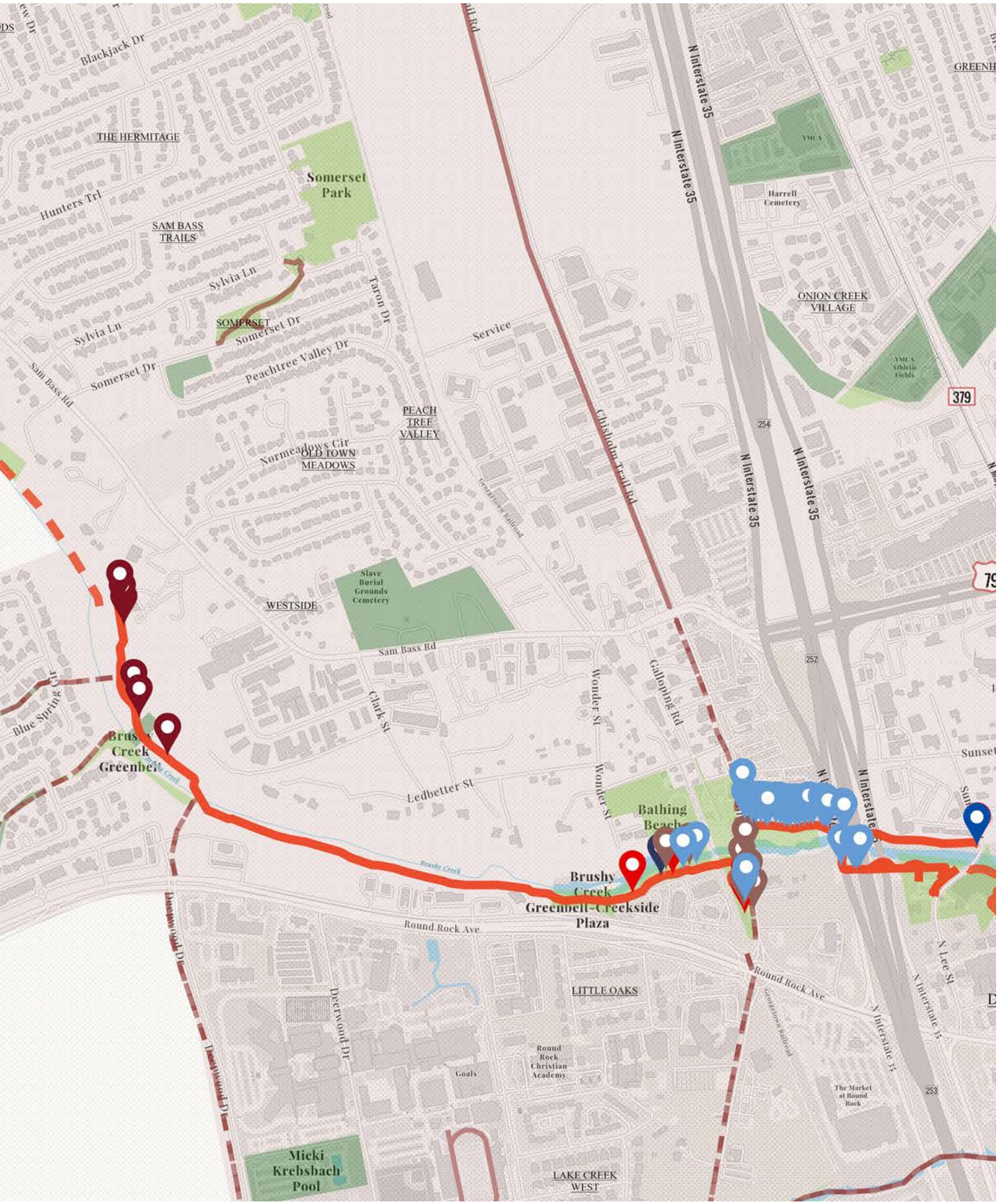
Brushy Creek Trail: Section Two

Section Two includes regulatory signage, signage installed by other entities, and a concentration of interpretive signs within Heritage Park. Several of the interpretive signs in Heritage Park are currently under development.



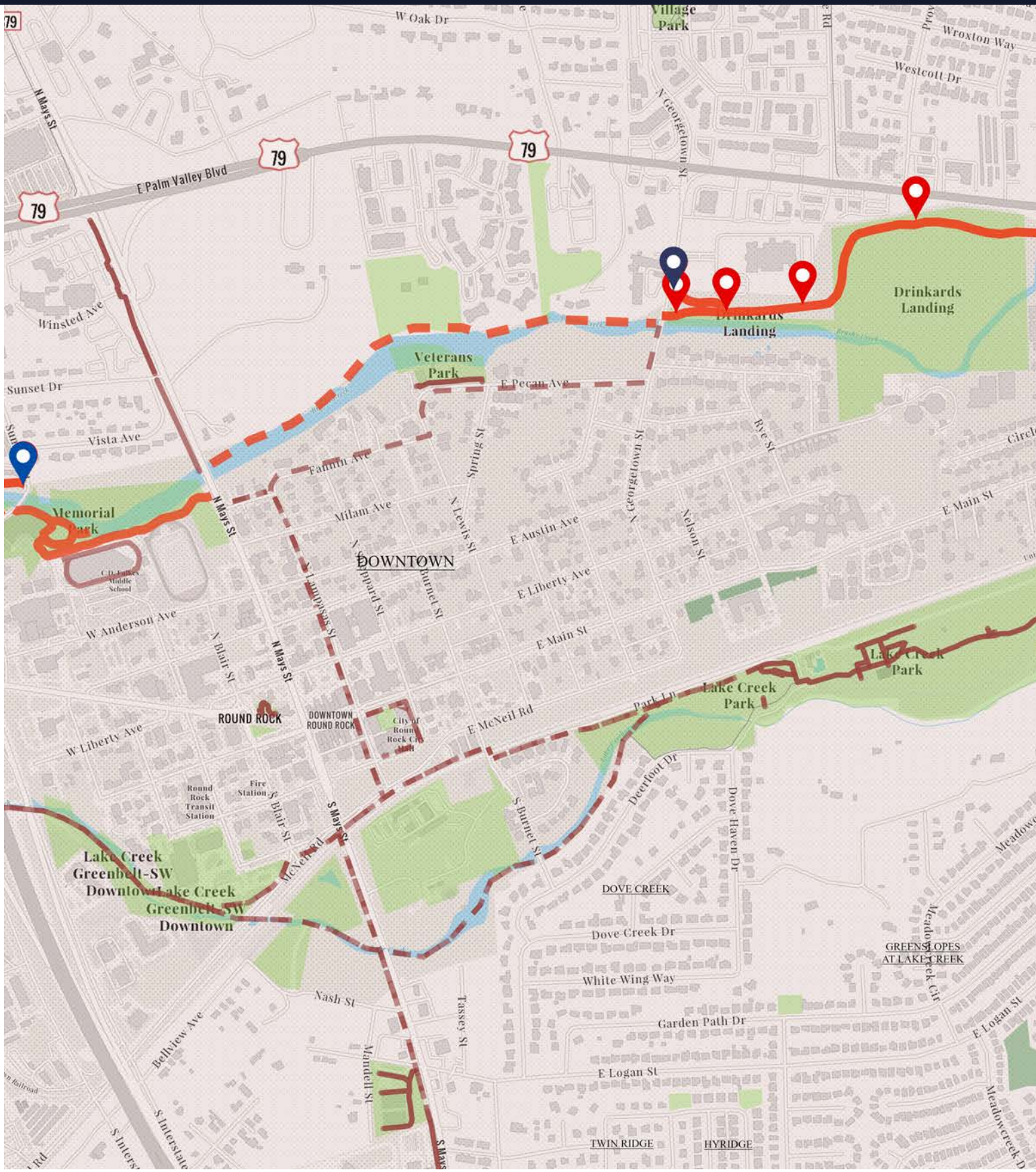
LEGEND

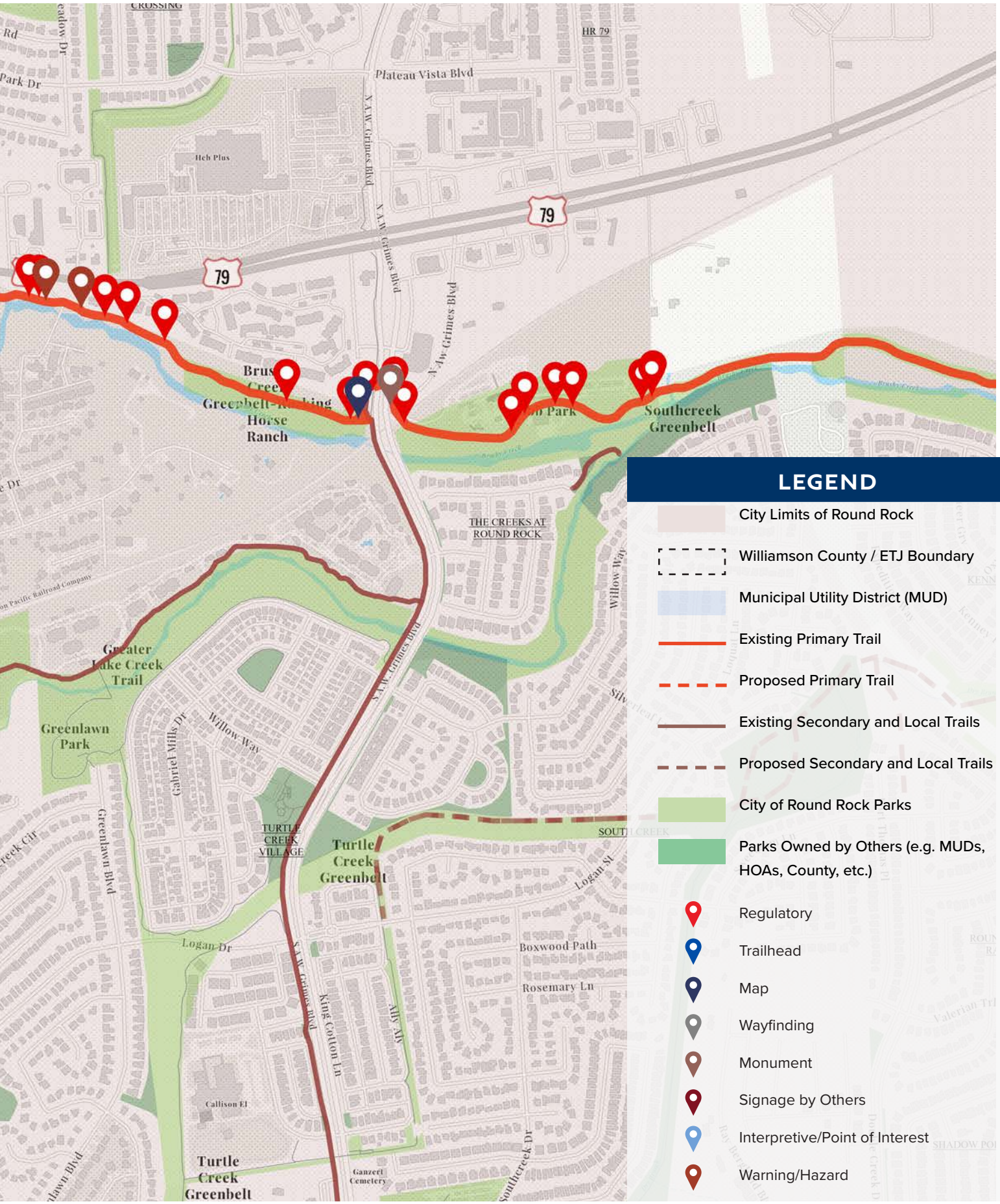
- City Limits of Round Rock
- Williamson County / ETJ Boundary
- Municipal Utility District (MUD)
- Existing Primary Trail
- Proposed Primary Trail
- Existing Secondary and Local Trails
- Proposed Secondary and Local Trails
- City of Round Rock Parks
- Parks Owned by Others (e.g. MUDs, HOAs, County, etc.)
- Regulatory
- Trailhead
- Map
- Wayfinding
- Monument
- Signage by Others
- Interpretive/Point of Interest
- Warning/Hazard


THE HERMITAGE
Somerset Park
SAM BASS TRAILS
Hunters Trl
Sylvia Ln
SOMERSET
Somerset Dr
Peachtree Valley Dr
Taron Dr
Service
PEACH TREE VALLEY
OLD TOWN MEADOWS
Normeadows Cir
WESTSIDE
Slave Burial Grounds Cemetery
Sam Bass Rd
Blue Spring Cir
Clark St
Wonder St
Galloping Rd
Ledbetter St
Brushy Creek
Brushy Creek Greenbelt-Creekside Plaza
Bathing Beach
Round Rock Ave
Deerwood Dr
LITTLE OAKS
Round Rock Christian Academy
Goals
Micki Krebsbach Pool
LAKE CREEK WEST
The Market at Round Rock
N Lee St
N Interstate 35
Chisholm Trail Rd
Georgetown Railroad
Harrell Cemetery
YMCA
ONION CREEK VILLAGE
YMCA Athletic Fields
GREENH
379
254
252
253
79
Sunset
0
.15mi
.30mi
.45mi

Brushy Creek Trail: Section Three

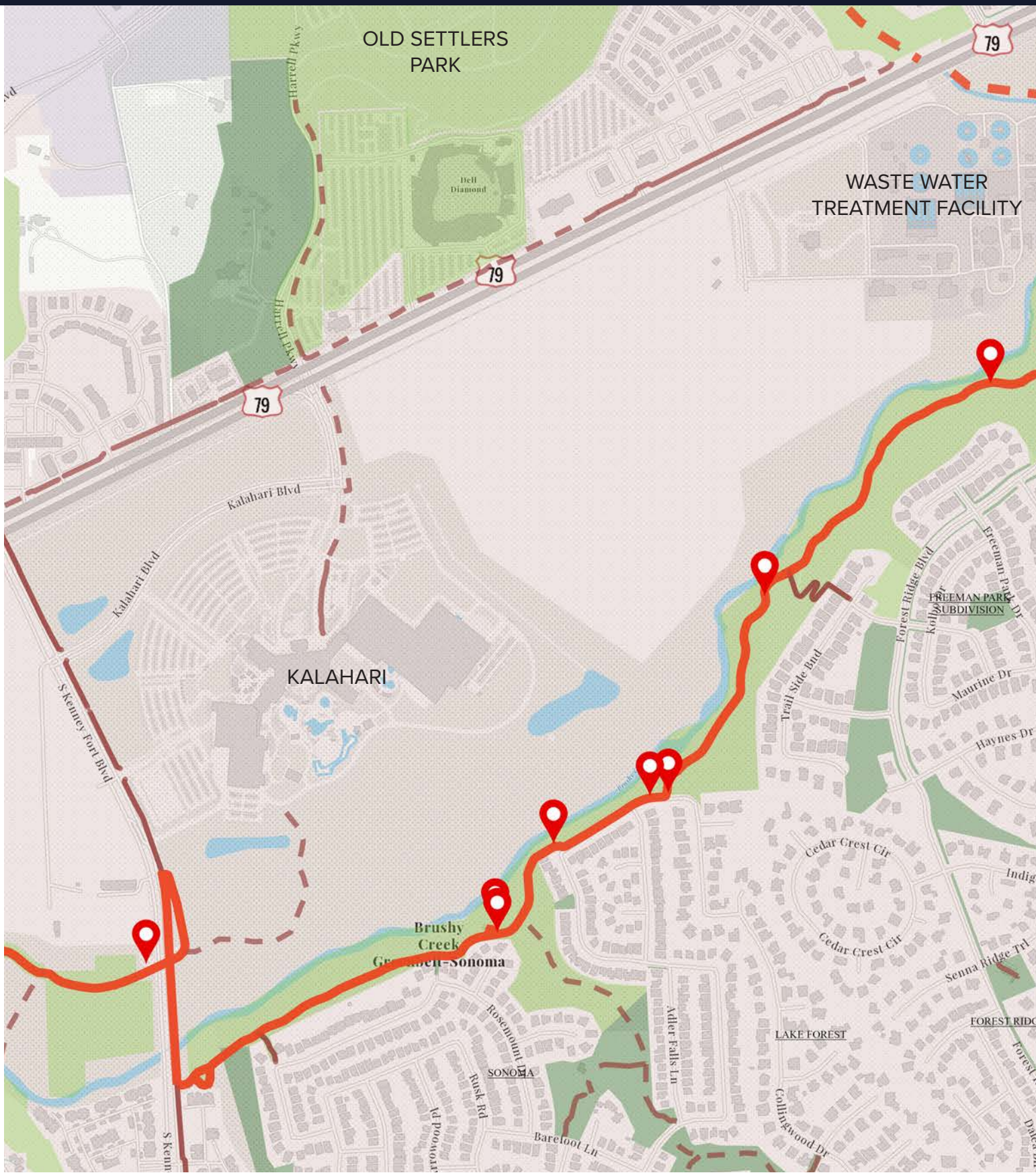
Section Three contains primarily regulatory signage, including safety signs, pet waste stations, an emergency call box, private property notices, and slow-zone signs.




HR 79
Plateau Vista Blvd
N A W Grimes Blvd
Heb Plus
79
Brus
Cree
Greenbelt-Ranching
Horse
Ranch
Southcreek
Greenbelt
THE CREEKS AT
ROUND ROCK
Willow Way
Greater
Lake Creek
Trail
Greenlawn
Park
Gabriel Mills Dr
Greenlawn Blvd
TURTLE
CREEK
VILLAGE
Turtle
Creek
Greenbelt
Logan St
Logan Dr
Boxwood Path
Rosemary Ln
King Cotton Ln
Ally Aly
Callison El
Ganzert
Cemetery
Southcreek Dr
LEGEND
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
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Regulatory
Trailhead
Map
Wayfinding
Monument
Signage by Others
Interpretive/Point of Interest
Warning/Hazard
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.30mi
.45mi

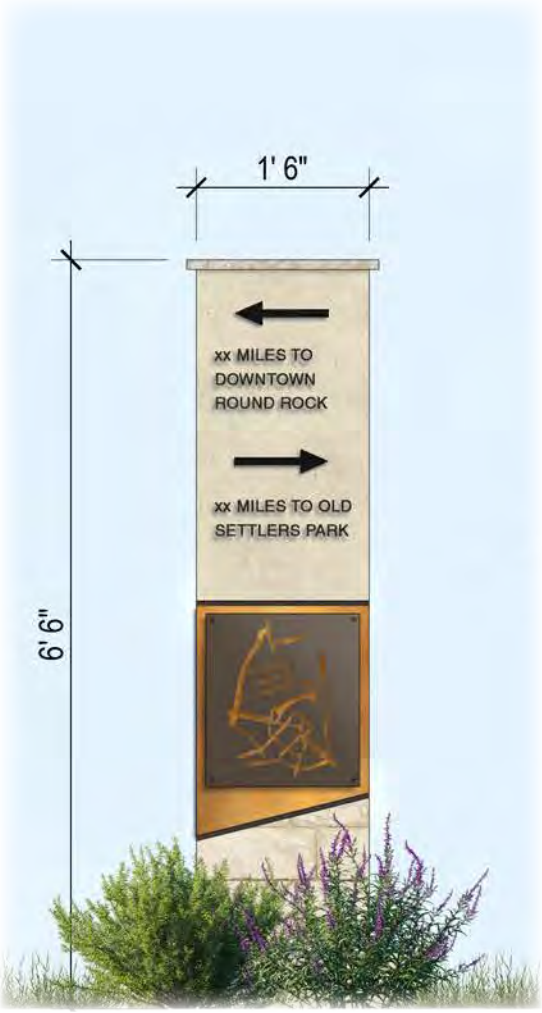
Brushy Creek Trail: Section Four

Section Four contains primarily regulatory signage, including general park rules, pet waste stations, wildlife notices, and trail crossing safety signs.




Forest Bluff Park
County Road 123
County
Southern Pl
FOREST BLUFF
Forest Bluff Trl
Forest Ridge Blvd
Red Bud Ln
Evergreen Dr
Twin Ridge Pkwy
Oak Vw
Woodland Ln
OAK BLUFF ESTATES
Woodland Loop
Country Dr
Vintage Dr
Wildflower Trl
Alton Pl
Bobby Jones Way
Trevino Dr
Forest Creek
Royal Port Rush Dr
Saint Andrews Dr
Royal Troon Dr
Indigo Trl
Hilton Head Dr
FOREST CREEK
Ridge Blvd
Starlight
LEGEND
City Limits of Round Rock
Williamson County / ETJ Boundary
Municipal Utility District (MUD)
Existing Primary Trail
Proposed Primary Trail
Existing Secondary and Local Trails
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Regulatory
Trailhead
Map
Wayfinding
Monument
Signage by Others
Interpretive/Point of Interest
Warning/Hazard
0
.15mi
.30mi
.45mi

Signage Standards



Directional/ Wayfinding

Scale 1” = 20’

1.5-2” main text height
1” secondary text height

Panel size: 18-24” wide x 24-36” height
Trail offset: 2’ off of trail.

Necessary components: trail name, mileage to next key destination, location demarcation for emergency response.

Optional components: trail map, accent lighting.



Regulatory

Scale 1” = 20’

Text heights: 2-3”

Panel size: 18-24” wide x 24-30” height.
Trail offset: 2’ off of trail.

Necessary components: trail name, prohibited behaviors, appropriate hours of use.

Optional components: accent lighting.



Primary Trailhead

Scale 1” = 20’

Text heights: 1.5-2” header text height
0.75”-1 body text height.

Panel size: 36-48” wide x 60-72” height
Trail offset: 2’ off of trail.

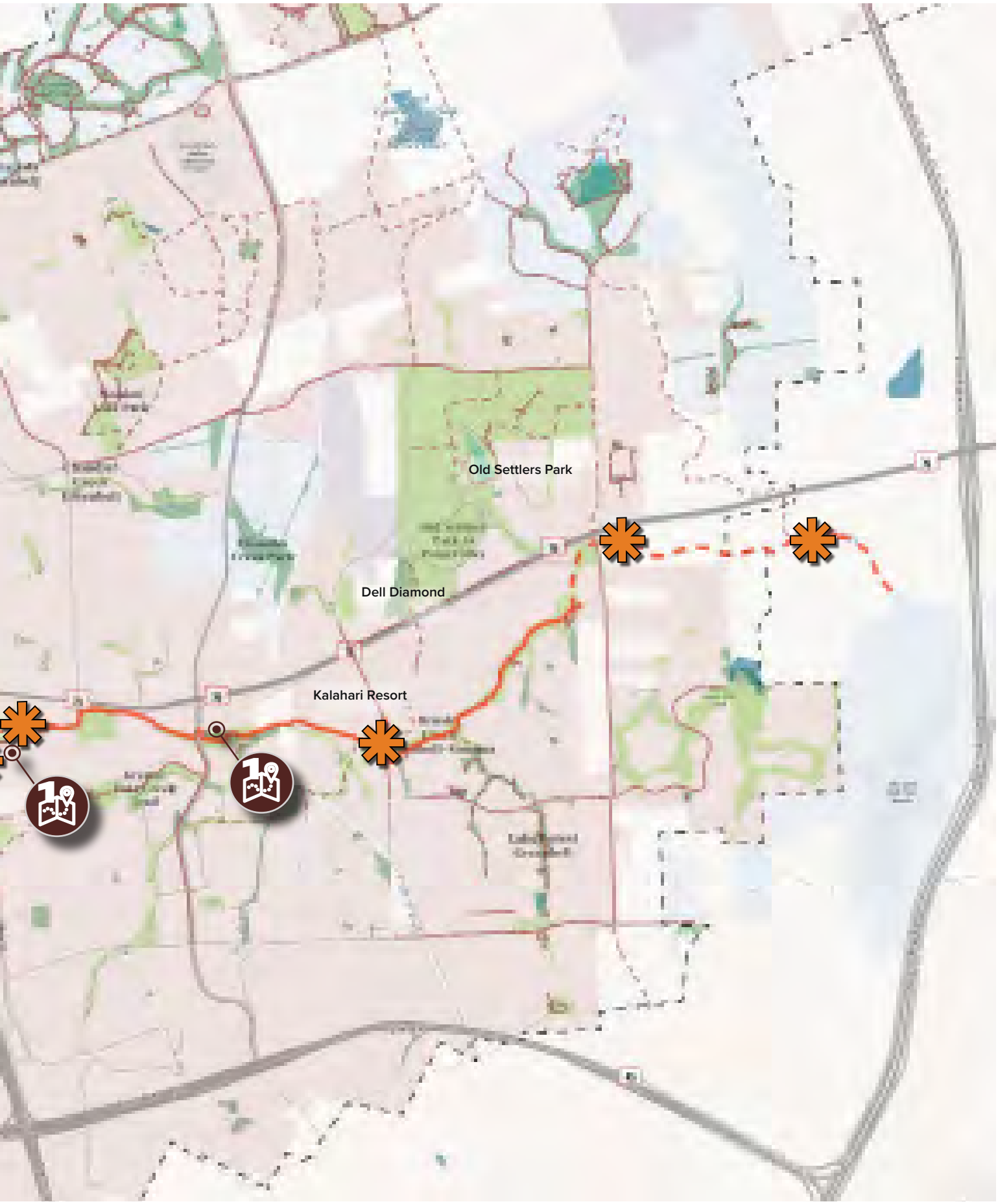
Necessary components: trail name, trail map, rules and regulations.

Optional components: accent lighting.

New Signage Opportunity Areas

The graphic identifies key locations along the Brushy Creek Trail corridor where future signage is recommended. These locations include major intersections, areas near primary Round Rock destinations, and trail segments with high levels of use.




Old Settlers Park
Dell Diamond
Kalahari Resort
0
.75mi
1.5mi
3mi

ROUND





CHAPTER 6



Implementing the Trail System

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Next Steps Introduction

The Round Rock Trails Master Plan establishes a clear vision for a connected, safe, and resilient trail system that supports recreation, transportation, and economic vitality. This section focuses on the actions required to translate that vision into coordinated implementation.

Implementation will require early collaboration across departments, alignment with development review processes, and strategic partnerships with MUDs, HOAs, Williamson County, and private developers. As projects move from concept to design, careful attention must be given to regulatory compliance, cultural resource review, environmental protection, and long-term maintenance responsibilities.

Advancing the trail system will depend on prioritizing high-impact connections, securing funding, integrating trail standards into capital projects, and maintaining consistent communication with the community. Through deliberate coordination and phased investment, Round Rock can deliver a trail network that meets current needs while supporting future growth. The following outlines actionable improvements for Round Rock's trail system, organized into six key categories:

- System Connectivity Improvements
- Safety and Crossing Improvements
- User Experience and Amenity Improvements
- Wayfinding and Identity Improvements
- Digital Integration
- Trail-Oriented Development Improvements
- Operations Improvements



Round Rock Trails
(Image source: City of Round Rock)

System Connectivity Improvements

Close Missing Primary Corridor Gaps

- Prioritize completion of Brushy Creek trail as a continuous east–west spine.
- Deliver off-street connection from N. Mays Street to Georgetown Street.
- Complete Chandler Creek corridor south to Old Settlers and north to the Teravista community.
- Build Dry Creek north–south connection linking Lake Creek Park to Downtown.

Strengthen North–South Connectivity across Round Rock

- Connect Old Settlers Park to the Brushy Creek Trail.
- Strengthen north–south connections between Southwest Williamson County Regional Park and Round Rock's trail system.
- Integrate the Lake Forest Greenbelt into the broader trail network.

Improve MUD, HOA, and Williamson County Integration

- Standardize maintenance agreements across jurisdictions.
- Adopt unified signage standards within MUD-managed trail segments.
- Create a formal regional trail coordination framework with Williamson County to close gaps and align resources.



Safety and Crossing Improvements

Grade-Separated Crossings at Priority Locations

Improve connections between Old Settlers Park, Dell Diamond, and Kalahari by designing and constructing a pedestrian bridge across Highway 79.

- Provide a safe and convenient connection across Louis Henna Boulevard and Highway 45 to the District development.
- Advance safe trail crossings across the railroad near the Sports Center.
- Conduct feasibility studies for pedestrian bridges and/or underpasses where trails intersect with high-speed roadways or physical barriers.

Upgrade Mid-Block and Intersection Treatments Where Trails Intersect Streets (at-grade)

- Implement HAWK signals at high-volume crossings.
- Add raised pedestrian refuge islands where right-of-way allows.
- Standardize high-visibility striping and accessible curb ramps with tactile warnings.

Expand Lighting Strategy

- Install lighting at trailheads, crossings, and along high-use corridor segments.
- Illuminate bridges, tunnels, and underpasses.



User Experience and Amenity Improvements

Trail Comfort Enhancements

- Add tree canopy buffers along sidepaths adjacent to arterial roadways.
- Install water fountains at intervals of one to two miles along primary corridors.
- Increase restroom access at primary trailheads.
- Add pet waste stations at consistent intervals.

Surface and Width Upgrades

- Continue transitioning legacy decomposed granite trails to concrete.
- Upgrade older 8-foot-wide segments to a 10- to 12-foot shared-use standard on high-capacity trail corridors.

Accessibility Enhancements

- Conduct periodic accessibility audits of the trail system to ensure compliance.
- Install tactile trailhead maps at primary nodes.
- Ensure continued compliance with local, state, and federal accessibility standards as new trails are designed and constructed.



Wayfinding and Identity Improvements

Establish Unified Signage Hierarchy

- Implement consistent monument, regulatory, and directional standards.
- Remove redundant regulatory signage.
- Standardize trail naming conventions across system.

Increase Wayfinding at Decision Points

- Add directional signage at every primary intersection.
- Include mileage to major destinations, such as Downtown, Old Settlers Park, and Dell Diamond, at key intersections and decision points.
- Install double-sided signs to support multi-directional travel.

Add Digital Integration

- Add QR codes that link users to live maps.
- Integrate emergency geolocation markers along primary corridors.
- Develop an official digital trail map that includes trip distances, destinations, surface types, and amenities.



Trail-Oriented Development Improvements

Formalize TrOD Policy

- Create a TrOD Overlay District to guide desired development patterns along key trail corridors.
- Require buildings to front trails with active uses as new development occurs.
- Provide incentives for TrOD-associated improvements as development occurs along trails.
- Define maintenance and operational responsibilities for trail-adjacent improvements through development agreements to ensure consistent upkeep and promote safety.

Activate Key Nodes and Communicate Expectations

- Focus Round Rock resources and develop partnerships with landowners to advance TrOD development on the north side of Brushy Creek adjacent to Veterans Park and Downtown Round Rock.
- Identify key infrastructure improvements to better connect Old Settlers Park, Kalahari Resort, and Dell Diamond to support TrOD.
- Clearly communicate trail-related expectations during pre-application meetings and early site planning stages.
- Integrate trail design standards into Round Rock's development review checklist to ensure consistency and applicant awareness.

Expand Funding Tools

- Explore the creation of a Tax Increment Reinvestment Zone along primary corridors.
- Consider allocating Section 4B sales tax revenue to incentivize trail-oriented development.



Implementation and Operations Improvements

Asset Management System

- Create a GIS-based inventory of crossings, amenities, and signage.
- Establish an inspection cycle and maintenance performance metrics.
- Track trail usage through counters installed in high-traffic segments.

Phasing and Prioritization Framework

- Develop a scoring matrix based on safety, connectivity, equity, and economic impact to evaluate potential projects.
- Prioritize underserved Round Rock neighborhoods and geographic areas for improvements.
- Implement “quick-win” connector segments under one-half mile in length.

Engage the Community

- Create an annual Round Rock Trails Report Card to communicate improvements, future plans, and system updates to the broader community.
- Host recurring trail walks with community members and decision-makers to better understand needs and promote the trail system.



Improvement Costs

Trail construction costs can vary significantly depending on local site conditions, trail type, and the level of supporting infrastructure required. The following estimates are intended to provide a high-level planning guide to assist with feasibility assessments and budget projections and should not be interpreted as actual construction costs.

Because these figures are based on conceptual planning, cost variations of 25 to 75 percent or more should be expected as projects advance into design and engineering. Detailed cost estimates will be developed during subsequent design and implementation phases.

Typical costs are presented on a per-mile basis and include representative estimates for trailheads and river, creek, or drainage crossings. The estimates draw from TxDOT rolling statewide averages (March 2025) and comparable trail construction projects completed by the consultant team within the past year.

These preliminary estimates assume customary improvements typical of multi-use trail projects. They do not include escalation factors, design or consultant fees, permitting, land acquisition, geotechnical testing, survey work, or utility relocation. The following section presents planning-level cost estimates for projects that could be implemented in the near term.

Immediate Next Steps

The following are catalytic projects prioritized for near-term design and construction:

New Pedestrian Crossing of Highway 79:

- Improve connections between the Brushy Creek Trail, Old Settlers Park, Dell Diamond, and Kalahari Resort by designing and constructing a pedestrian bridge across Highway 79.

Connect the District to Round Rock's Trail System:

- Provide a safe and convenient connection across Louis Henna Boulevard and Highway 45 to the District development area.

Strengthen North-South Connections to Southwest Williamson County Regional Park:

- Improve access and connectivity to Southwest Williamson County Regional Park via Sam Bass Road, Mayfield Park, the Vista Oaks Greenbelt, and the Behrens Ranch Greenbelt.