Based on the vision, goals and policies established in Chapter 1, the existing conditions examined in Chapter 2, and the needs and opportunities cited in Chapter 3, this chapter depicts and describes the possible components of a future city-wide trail network in Pearland. This includes information on:

- future primary and secondary trails;
- trail types and considerations;
- destinations linked;
- potential trailhead locations;
- potential creek crossing locations and bridge needs;
- sidewalk linkages; and
- key locations requiring special study or consideration.

### 4.1 Future Primary and Secondary Trails

The Future Trail Network depicted in Figure 4.1 indicates a set of “Primary” trails (green lines) plus other “Secondary” trail alignments and locations (red lines). This terminology is similar to the Thoroughfare Plan for a City’s street system in that the primary trails are meant to be continuous over the longest distance (similar to arterial streets), connecting many destinations and linking with various other trail segments along the way. As a result, they are intended – and will be appropriately designed – to carry the most “traffic.” Trails labeled as “Secondary” will operate like collector roadways, partly because they do not extend in many cases beyond a particular sub-area, but also because they will operate like “feeder” routes, providing a link for users between individual neighborhoods and destinations and the primary trail system.

#### Primary Trails

Six primary trails are shown in Figure 4.1:

1. The first primary trail offers the potential for a continuous walking/biking path across the entire community, stretching between Pearland’s eastern and western city limits. Much of this trail alignment could be adjacent to Mary’s Creek, from just east of Old Chocolate Bayou Road to the eastern city limits and Pearland/Friendswood boundary. The trail would need to veer away from Mary’s Creek in two small

The Mary’s Creek corridor offers the opportunity for a continuous east-west trail across Pearland, with many attractive vistas.
Future Detention Area
Future HS Campus
Carden HS
Pasternak Park
Massey Ranch Elementary
VFW
Corrigan Park
Pearland Police Department
Pearland Jr. High West
Woodcreek Park
Rustic Oak Elementary
Centennial Park (Phases 1 & 2)
Elderly & Disabled Accessible Areas
Ennis Elementary
Future Detention Area
Future HS Campus
Carden HS
Pasternak Park
Massey Ranch Elementary
VFW
Corrigan Park
Pearland Police Department
Pearland Jr. High West
Woodcreek Park
Rustic Oak Elementary
Centennial Park (Phases 1 & 2)
Elderly & Disabled Accessible Areas
Ennis Elementary
sections due to the proximity of homes and their back yards to the creek bank. These locations are at Nottingham, the first street north of the creek to the east of Old Alvin Road, and at Mary’s Creek Lane, which is also the first street north of the creek within the Shady Crest subdivision. The western extension of this trail alignment away from Mary’s Creek could proceed as follows:

- Along Southfork Drive until following a northwesterly alignment in the utility corridor that goes through the Silverlake area and directly to the major commercial area to the east of the SH 288-Broadway intersection.

- Then under SH 288 along Broadway, turning north for a short while along Kirby Drive, and then linking into the internal Shadow Creek Ranch trail system, with several options by which a trail user could reach the western Pearland city limits at FM 521.

2. Another potential primary trail alignment could also extend between Pearland’s eastern and western city limits by following the Clear Creek corridor.

3. Another possible east-west trail alignment could originate from the Shadow Creek Ranch internal trail system, just west of SH 288 along Shadow Creek Parkway (which would also tie into Shadow Creek Ranch’s primary commercial and employment area). The trail could cross under SH 288 and continue eastward along the entire existing and
planned alignment of McHard Road to the roundabout at Pearland Parkway. A related primary trail alignment could veer from the McHard Road alignment at Main/SH 35 and follow a northeasterly path along a pipeline corridor, eventually merging with the Pearland Parkway trail just south of Clear Creek.

4. Another potential alignment could provide a north-south link through central Pearland, connecting the east-west trails along Clear Creek and Mary’s Creek:
   - This alignment could actually start just north of Clear Creek at Clear Creek Regional Park, which is to the west of Cullen Boulevard.
   - The trail could follow Cullen south to Hickory Slough, in the cemetery vicinity.
   - The trail could then follow Hickory Slough eastward to Max Road, then south along Max to Reid Boulevard.
   - The trail could then parallel Broadway eastward for a short time before crossing Broadway in the vicinity of Roy Road and continuing south through the Skyway Manor area.
   - The alignment could then continue south past Fite Road along the eastern edge of the Rogers Middle School property, turning eastward and continuing to skirt the edge of the West Oaks Village subdivision until linking with the Mary’s Creek trail near the southern terminus of English Oaks Boulevard.

5. Another primarily north-south trail could parallel Pearland Parkway from the north city limits at Clear Creek to the vicinity of Pearland High School.

6. Another relatively short trail segment could originate at Clear Creek in the vicinity of the City’s Barry Rose Wastewater Treatment Plant and then:
   - Cross Pearland Parkway and continue along Barry Rose Road southwesterly to Broadway.
Then continue southerly, using a utility corridor for a short stretch over to Old Alvin Road.

Then following Old Alvin Road for the remaining short distance to Mary’s Creek.

Secondary Trails

Secondary trail possibilities are shown in numerous locations in Figure 4.1, including:

- The remainder of the internal Shadow Creek Ranch trail system, including an extension north to new community parks along Clear Creek plus several extensions south of Broadway to link to the Southern Trails neighborhood.

- A trail alignment along the drainage channel that runs between the Country Place and Southdown neighborhoods (with Clear Creek and the Harris County regional parks at one end and Southdown Park and the new commercial area along Country Place Parkway at the other end).

- Secondary trails utilizing Hickory Slough and associated drainage channels that run between local neighborhoods such as Sunrise Lakes and Somersethshire Estates (providing off-street paths between the residential areas and Challenger Elementary School, Broadway west of Cullen Boulevard, and the future PISD high school site to the north of Hughes Ranch Road).

- A secondary trail alignment through Silverlake that would provide another linkage between the Mary’s Creek primary trail and the major commercial area just east of SH 288 and Broadway (and also provide off-street access to Silverlake and Silvercrest elementary schools).

- Several short secondary trail segments that would expand upon existing off-street sidewalks/trails in the West Oaks and West Oaks Village neighborhoods, providing a direct route between the Mary’s Creek primary trail and commercial areas along Broadway in one case, and also linking destinations such as Dad’s Club Sports Park, Carleston Elementary School, and the future community park site at the West Mary’s...
Creek detention area (Point of Interest 13 on Figure 4.1).

- A secondary trail that would start at Corrigan Park and follow a north-south drainage channel across Broadway and Fite Road down to Magnolia, where it would turn eastward along the southern edge of the Ryan Acres neighborhood and eventually provide a direct link to Centennial Park Phase 2 by way of another north-south drainage channel.

- A secondary trail route from the McHard Road primary trail down to Orange Street along Hatfield, turning eastward along Orange and linking into potential trails along the railroad corridor and in the Old Townsite area. This would provide a connection to numerous other trail options and destinations in central Pearland.

- Another secondary trail that would originate at Clear Creek, cross Pearland Parkway, and follow Town Ditch into the Old Townsite area from the northeast.

- A secondary loop trail that would be adjacent to the Mary’s Creek primary trail and encircle the planned detention area just east of Veteran’s Drive on the south side of Mary’s Creek.

- A secondary trail that would follow an east-west drainage channel north of Bailey Road and provide an off-street path between local neighborhoods and Pearland Junior High South and the 9th Grade Campus. Another related trail alignment would continue eastward, taking advantage of the new Bailey Road-Oiler Drive extension and bridge over the railroad to provide a direct connection to the Pearland High School campus. Yet another secondary trail option would extend northward from the high school campus, along a drainage channel through the River Mist neighborhood and along the western edge of Pearland Park Estates, providing another link to the Mary’s Creek primary trail.

- Another possible secondary trail that would follow drainage channels to the south of the Bailey Road-Oiler Drive extension, and which would also
need to cross the railroad corridor and SH 35 before paralleling Dixie Farm Road and linking to the southern terminus of the Pearland Parkway trail, as well as the nearby Hastings Friendswood Detention Area, where a future community park is planned.

- Another short secondary trail option that would extend from the eastern terminus of Nottingham and skirt the eastern edge of the Sherwood neighborhood, providing access to the YMCA and another direct link between Broadway and the Mary’s Creek primary trail at a point where the creek is relatively close to Broadway.

- A secondary trail that would extend northeasterly from Independence Park along a utility corridor through the Parkview neighborhood, providing a direct, off-street connection between the Mary’s Creek primary trail and the public library and City Hall area, as well as the Broadway corridor a little farther north.

- A series of interconnected secondary trails in the far southeast corner of the city that would link numerous local neighborhoods to each other as well as to the Mary’s Creek primary trail, a path along the Mary’s Creek By-Pass, and the commercial area around the Broadway-Dixie Farm Road intersection. Another potential extension north of Broadway could briefly run alongside Longwood Drive and then follow a pipeline corridor northeasterly through the Longwood Park and Briarglen neighborhoods before terminating around Paul Drive.

- A short secondary trail segment at the easternmost end of the city limits that would run parallel to Dixie Farm Road and link a future Harris County park (at the corner of Dixie Farm and Blackhawk Boulevard) to the Clear Creek primary trail at the point where this major trail reaches the Pearland/Friendswood boundary.

It should be noted that additional secondary trail alignments could be added in the future to those already shown in Figure 4.1 to extend the trail network into new growth areas of the City and extra-territorial jurisdiction, particularly to the south. In some cases this could offer an opportunity to...
upgrade a secondary trail to a primary trail at some future point because of its continuity over a greater distance and higher utilization level as additional neighborhoods and commercial areas are served by the extended trail network.

4.2 Sidewalk Linkages

Included in Figure 4.1, Future Trail Network, are segments labeled as “Sidewalk Linkage Between Trails” (black lines). These indicate locations where a full trail improvement may be difficult, if not impossible, due to space limitations or other constraints. However, existing sidewalks can maintain the connectivity of the network for trail system users, allowing them to navigate between points where a fully improved trail may end and then pick up again after a short distance. Examples of these sidewalk linkages include:

- A short segment along Broadway, west of SH 288, to complete the linkage of Shadow Creek Ranch, Southern Trails, and other west side developments to the commercial node on the east side of SH 288.
- A sidewalk linkage along Manvel Road to link Massey Ranch Elementary School to the Mary’s Creek primary trail.
- Sidewalk linkages between proposed secondary trails in the Old Townsite area, such as along portions of Orange Street and Old Alvin Road, given the relatively narrow streets and existing homes and development in this area. Existing sidewalk connections along Broadway are also highlighted.
- Potential sidewalk linkages along Nottingham and/or Mary’s Creek Lane in the two instances, as described earlier, where the Mary’s Creek primary trail would need to be diverted from the creek corridor due to space limitations from existing residential development.
- Potential “enhanced” sidewalks along Pearland Parkway that would support trail network continuity in case primary and/or secondary trails are not installed along all portions of the parkway (and the same would apply along newly-constructed boulevard segments of Magnolia).
- A potential sidewalk linkage along Shady Creek Lane, and
eventually along a drainage channel through the Sleepy Hollow neighborhood, to provide a continuous route between Mary’s Creek primary trail (where it crosses Broadway) and Sleepy Hollow Park and the Clear Creek primary trail.

4.3 Potential Creek Crossings and Bridge Needs

The proposed trail alignments depicted in Figure 4.1 also depend, in some cases, on potential crossings of Mary’s Creek, Clear Creek, Hickory Slough, and other local drainage channels to maximize the connectivity of the trail network and link some strategic destinations. Such locations would require “foot bridges” designed for pedestrian and bicycle use, examples of which already exist in several places in Pearland (e.g., over Mary’s Creek at Woodcreek Park, over the drainage channel adjacent to the Pearland Junior High East campus). Bridges may also be needed where a trail is situated along one side of a waterway but some users need to access it from the opposite side. Locations where such bridge crossings are suggested (as indicated by a circled star symbol in Figure 4.1) include:

Along Clear Creek

- Where the drainage channel between the Country Place and Southdown neighborhoods reaches Clear Creek, which would provide a linkage across to the Harris County regional parks on the north side of the creek (Tom Bass and Clear Creek).

- Where the primary trail along Barry Rose Road reaches Clear Creek, which would provide connectivity to new developments on the north side of the creek in this vicinity.

- The new Scarsdale Boulevard extension over Clear Creek will also provide a new crossing point for pedestrians and cyclists.

Along Hickory Slough

- Where Hickory and another drainage channel converge to the south of Hughes Ranch Road, between the Sunrise Lakes and Somersetshire Estates neighborhoods, particularly to accommodate off-street access to Challenger Elementary School.
Along Mary’s Creek

- At the bend in Mary’s Creek immediately south of the West Oaks neighborhood since the Mary’s Creek primary trail and several other potential trails converge at this point.
- Where the Southwest Environmental Center (SWEC) is situated along Mary’s Creek as this would provide direct off-street access for residents in neighborhoods to the north of the creek via Wagon Trail Road.
- Between the original Centennial Park on the north bank and Centennial Park Phase 2 to the south, where a pedestrian bridge over Mary’s Creek is already reflected in the preliminary park design.
- Where a potential north-south secondary trail would intersect the Mary’s Creek primary trail adjacent to the railroad corridor.
- Potentially at Aaron Pasternak Park, given the new residential development on the south side of Mary’s Creek in this area.
- At the point where a secondary trail accesses Mary’s Creek from the south, paralleling a drainage channel that runs between the Shady Crest and Oakbrook Estates neighborhoods.
- Just south of where Mary’s Creek crosses Broadway as this would enhance access to the planned East Mary’s Creek Detention Area, where future nature trails and/or other recreational improvements might be well suited.
- Where the potential secondary trail associated with Shady Creek Drive merges with the Mary’s Creek primary trail, just north of Broadway.

Others

- At the bend in the drainage channel adjacent to the Rustic Oaks Elementary School campus.

4.4 Potential Trailhead Locations

Trailheads are locations where trail users may conveniently and safely access the trail network. In some existing Pearland neighborhoods, residents will be able to easily access an abutting trail segment through the open, unfenced
Proposed Trail Network

Pearland Trail Master Plan

ends of cul-de-sacs and other local streets, via open and grassy pipeline and utility corridors, through unobstructed drainage swales between house lots (or, again, at the ends of cul-de-sacs in some cases), and where drainage detention areas were built at the edges of subdivisions and along the adjacent creek. Trailhead locations may also be helpful to nearby residents, but they are especially aimed at trail users who will drive or bike there to begin using the trail system. Therefore, vehicular parking is a key feature, with the quantity of parking spaces dependent upon the anticipated level of user demand and what the site can accommodate. Other potential trailhead elements and amenities can include:

- Lighting.
- Benches (and/or picnic tables in some cases).
- Bike racks.
- Water fountains.
- Restrooms.
- Vending machines.
- Trash and/or recycling receptacles.
- Pay telephones and/or emergency phones.
- Wayfinding signage.
- Display case and/or bulletin board with trail network map and other posted flyers and advisories.
- Box or stand with rail maps/brochures.
- Exercise/stretching equipment.
- Shade structures and/or trees and other landscaping.

In discussions during the preparation of this plan, members of the Pearland Parks, Recreation & Beautification Board cited many of the potential amenities above and also wondered if “wi-fi” Internet access might eventually be possible at trailheads and possibly along certain trails, as is being implemented in municipal parks in Texas and elsewhere. Some trailhead locations might be incorporated into a new or existing park, avoiding the need for dedicated trail user parking or other improvements,
although in some cases the trail access point might be situated away from the park’s primary use area and require some of its own facilities. Trailhead sites might also involve shared space through a cooperative effort with local school districts, commercial developments, other government agencies, churches, etc.

Potential trailhead locations depicted in Figure 4.1 (by a circled “T” symbol) include:

- The community parks north of Shadow Creek Parkway along Clear Creek.
- Southdown Park.
- The commercial node at SH 288 and Broadway.
- Near the entry to Clear Creek Regional Park along Cullen Boulevard.
- At the future PISD high school site (northwest of the Cullen-Hughes Ranch Road intersection).
- At the retail center at Reid Boulevard and Broadway.
- Rogers Middle School.
- Where the Mary’s Creek primary trail crosses Manvel Road.
- At the future Beltway mitigation park site along Clear Creek.
- Where the McHard Road primary trail would intersect with a potential secondary trail at Hatfield Road.
- Southwest Environmental Center (SWEC).
- Centennial Park.
- Near the Pearland Junior High South and 9th Grade campuses.
- Where the proposed secondary trail along Town Ditch approaches Main-SH 35 from the east, to the north of Orange Street (which was indicated as a potential park location in the Old Townsite Downtown Development Plan).
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- Along Walnut Street in the vicinity of the Pearland Police Department facility and the VFW.
- Near the Pearland High School campus and/or football stadium.
- Near the YMCA.
- Independence Park.

- Near the public library and City Hall area.
- Along Clear Creek at Pearland Parkway.
- Along Clear Creek at the potential Barry Rose crossing point.
- Along Clear Creek at the north end of Regal Oaks Lane.
- Near where Mary’s Creek crosses Broadway, in the vicinity of the Equestrian Center.
- At the Hastings Friendswood Detention Area near Dixie Farm Road, where a future community park is planned.
- Along Clear Creek at Sleepy Hollow Park.

- Along Mary’s Creek where a small detention area is situated northeast of the Broadway-Dixie Farm Road intersection, behind the commercial development at this location.
- At the future Harris County park planned at the intersection of Dixie Farm Road and Blackhawk Boulevard, just north of Clear Creek.

4.5 Destinations Linked

In keeping with the trail system vision expressed in Chapter 1, which is to “Enable Pearland residents to safely reach countless destinations within the community on foot or by bike through a comprehensive trail system,” this section highlights the variety and sheer number of key destinations that the Future Trail Network depicted in Figure 4.1 would connect:

- 13 elementary schools (10 existing and 3 planned).
- 10 junior high and middle school campuses (7 existing and 3 planned).
Proposed Trail Network

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2 high school campuses (1 existing and 1 planned).

1 private school and a potential future higher education campus.

11 City parks and recreation facilities (7 existing and 4 planned).

4 County parks (3 existing and 1 planned).

3 other non-municipal recreational facilities.

6 major drainage detention areas with associated park and/or loop trail components existing or planned.

5 major public facilities, plus various other community facilities.

In addition, the proposed trail system would greatly enhance walking and bicycle access to major commercial areas along Broadway and elsewhere. Other possible community destinations include churches, neighborhood parks and homeowners association pools and playgrounds, and individual neighborhoods along the potential trail alignments.

4.6 Locations Requiring Special Study

As options and possibilities for the Future Trail Network were explored during the planning process, several locations were documented as needing closer consideration and study. These include:

1. The SH 288 corridor as there are limited opportunities to maintain the continuity of a trail network across this major freeway corridor – the major roadway intersections/underpasses are not “pedestrian friendly,” and the few creek crossings involve relatively low bridges with limited space or clearance underneath.

2. The downtown area since trails were highlighted as a significant amenity and feature of the redevelopment concepts presented in the Old Townsite Downtown Development Plan, but there is some concern about public safety if trails were to be introduced along the railroad corridor in the short term and under current physical conditions.

3. Certain locations along the Mary’s Creek trail where, as discussed previously in this chapter, the presence of existing homes and back yards along the creek bank effectively rules out a creekside trail alignment (e.g., south of Nottingham and also south of Mary’s Creek Lane in the Shady Crest neighborhood).
4. Where Mary’s Creek crosses Broadway as there are limited options, given today’s bridge and roadway configuration, to separate trail users on foot and bikes from vehicular traffic at this busy point along Broadway.

5. In general, locations along creeks and elsewhere (e.g., edges of residential subdivisions and/or commercial developments) where rights-of-way and/or easements are either non-existent or would be difficult to obtain given space limitations or other obstacles.

6. Inter-jurisdictional cooperation that will be required with Harris County, City of Houston, Brookside Village, City of Friendswood, the U.S. Army Corps of Engineers and possibly others regarding potential trail improvements along Clear Creek.