

ONE MCKINNEY 2040

Regional Mobility &
Preliminary Thoroughfare Plan



- MONEY MAGAZINE 2014 -

ONE McKinney 2040

What is included in Mobility and Transportation?

1. **Master Thoroughfare Plan (MTP)**
2. **Illustrative Cross-Sections**
3. **Key Mobility Considerations**

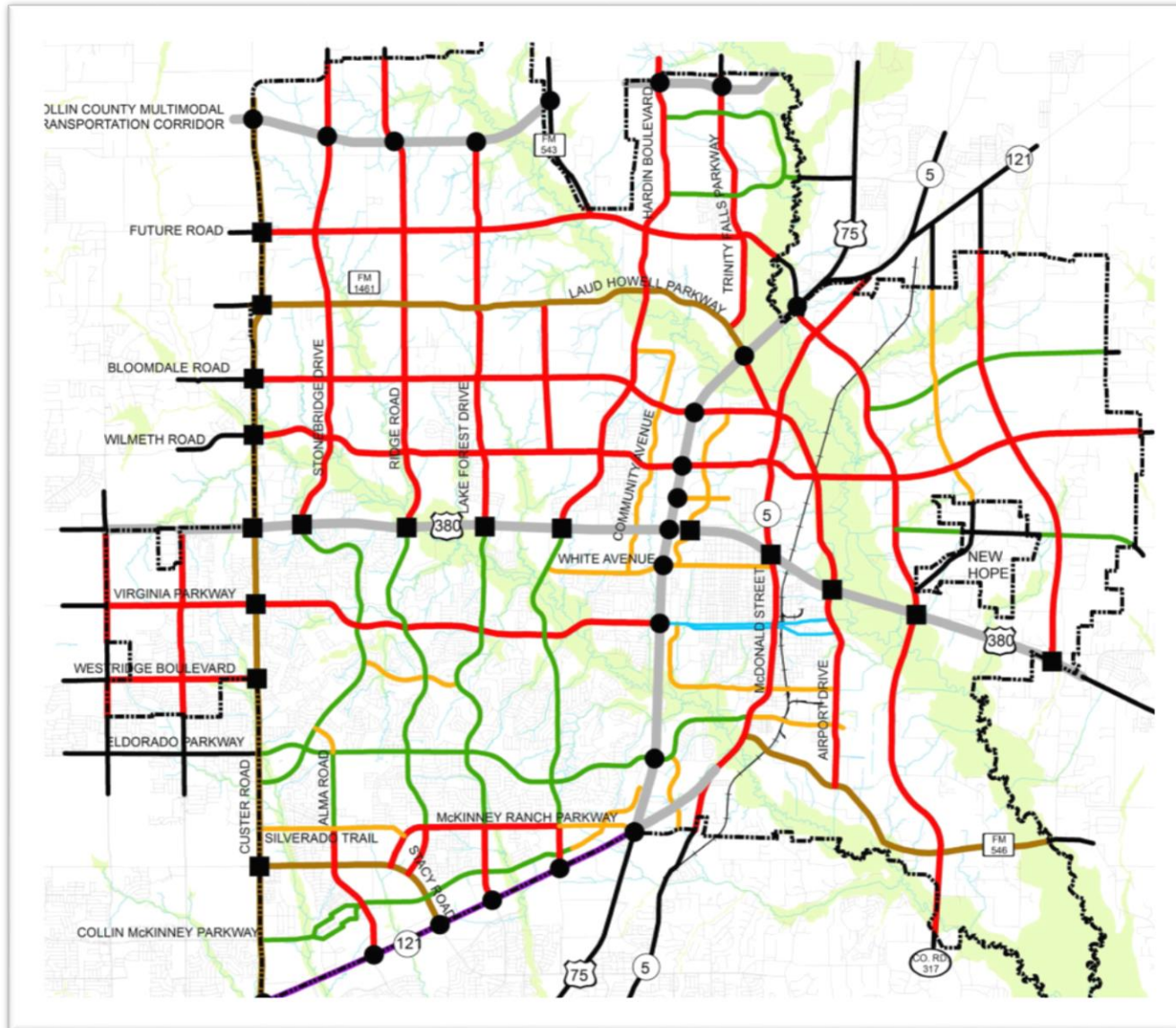
Alternative Modes (i.e. bike accommodations, public transportation, etc)
Regional Connectivity

ONE McKinney 2040

What do we hope to achieve with the Council as part of tonight's discussion?

Consensus and general direction in support of the Updated Preliminary Thoroughfare Plan.

2004 Master Thoroughfare Plan (MTP)

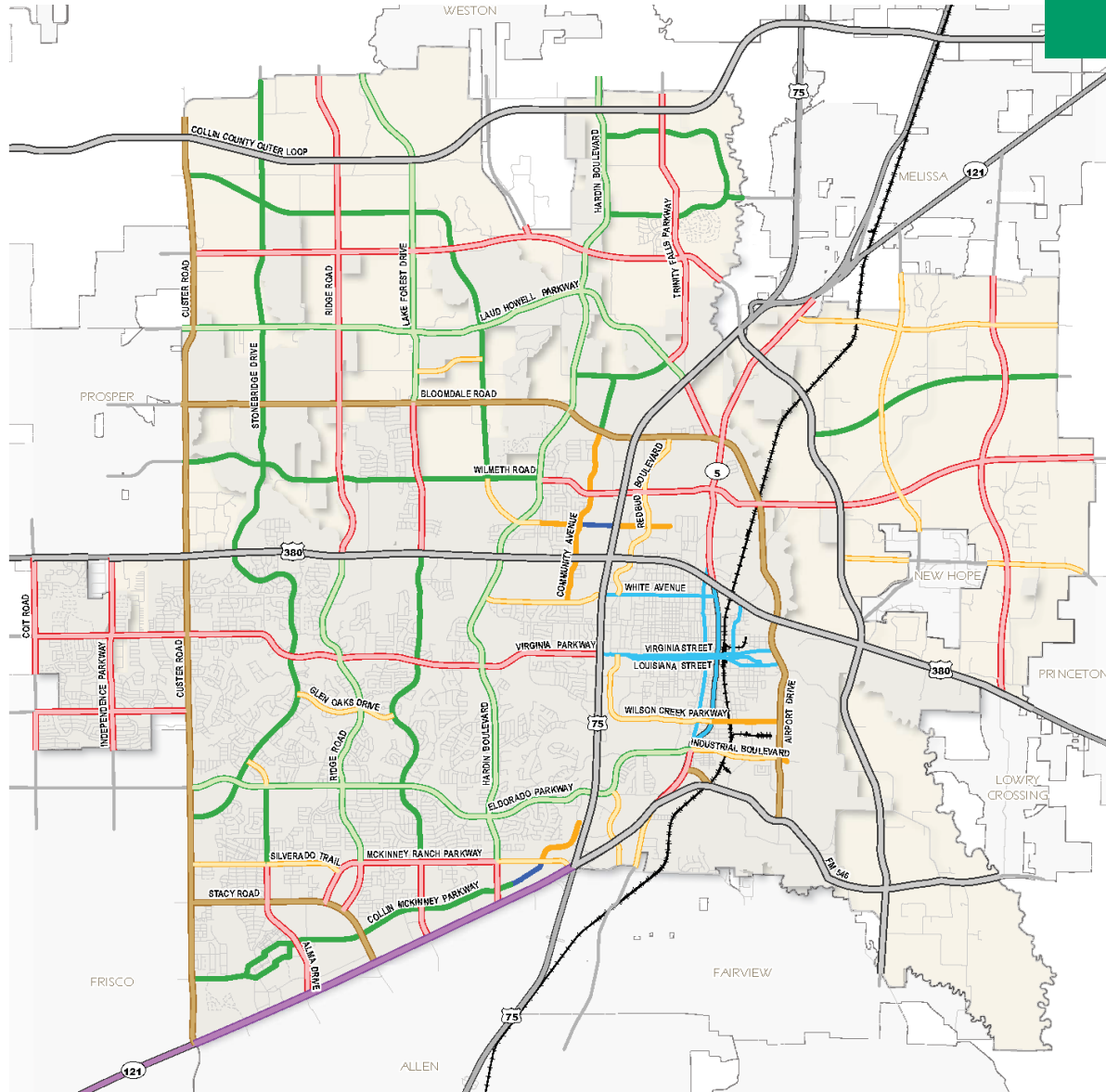


Roadway Classifications

- Major Regional Highway / Multi-Modal
- Tollway
- Principal Arterial (6-lane)
- Major Arterial (6-lane)
- Minor Arterial (4-lane)
- Greenway Arterial (4-lane)
- Town Thoroughfare
- Road By Others

ONE McKinney 2040: Draft MTP

Roadway Classifications



Draft Thoroughfare Plan 2016

- Major Regional Highway / Multi-Modal
- Tollway
- Principal Arterial - 130' ROW (6 Lanes)
- Major Arterial (6 Lanes)
- Greenway Arterial (6 Lanes)
- Greenway Arterial (4 Lanes)
- Minor Arterial (4 Lanes Divided)
- Minor Arterial (4 Lanes Undivided)
- Minor Arterial (3 Lanes)
- Town Thoroughfare
- Road By Others

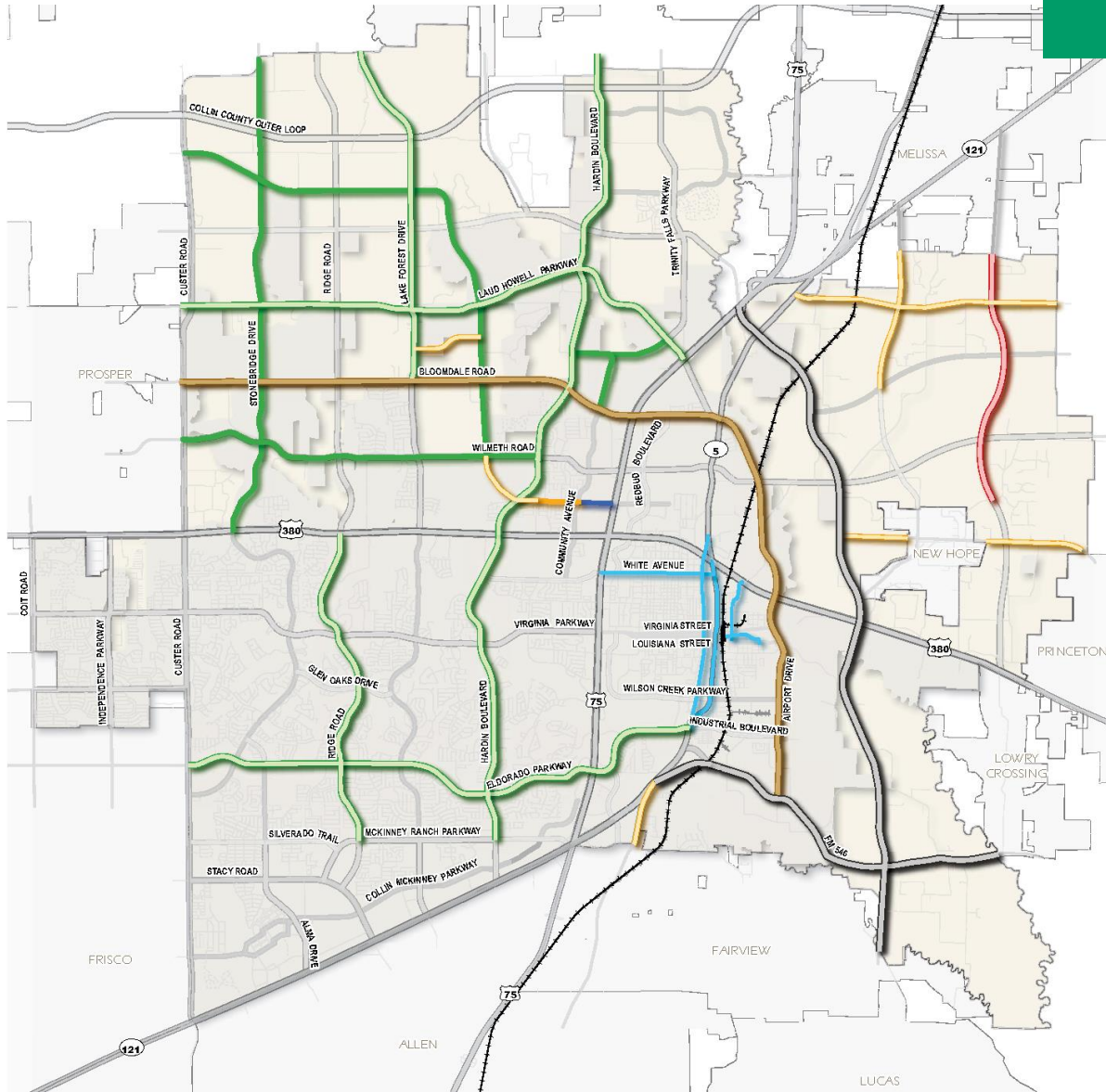
ONE McKinney 2040: Preliminary MTP

Key Changes

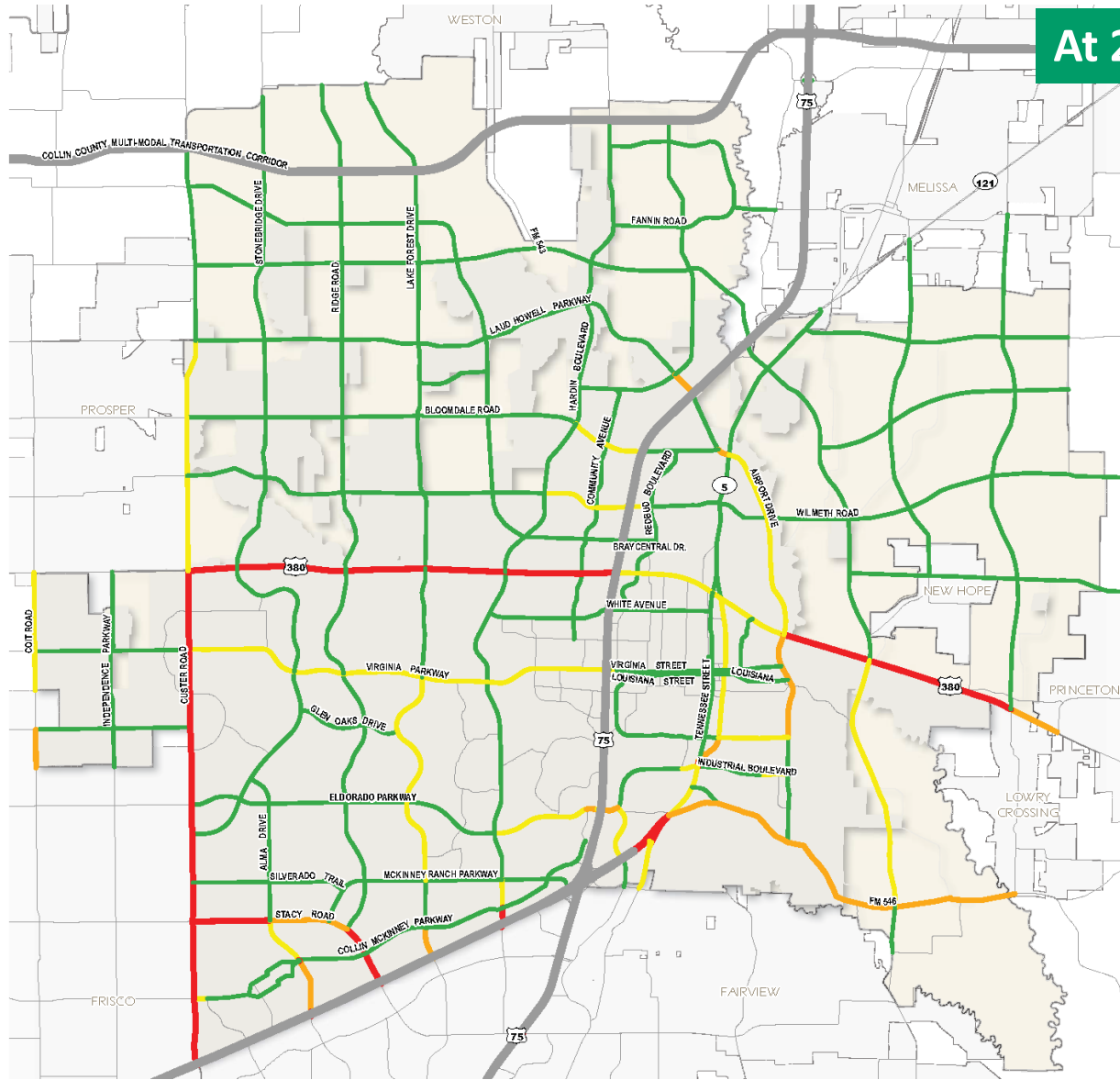
Classifications

Updated Alignments

New Alignments



Preliminary Thoroughfare Plan: TDM Results



At 2040

Level of Service

Acceptable Under
Current Comprehensive Plan

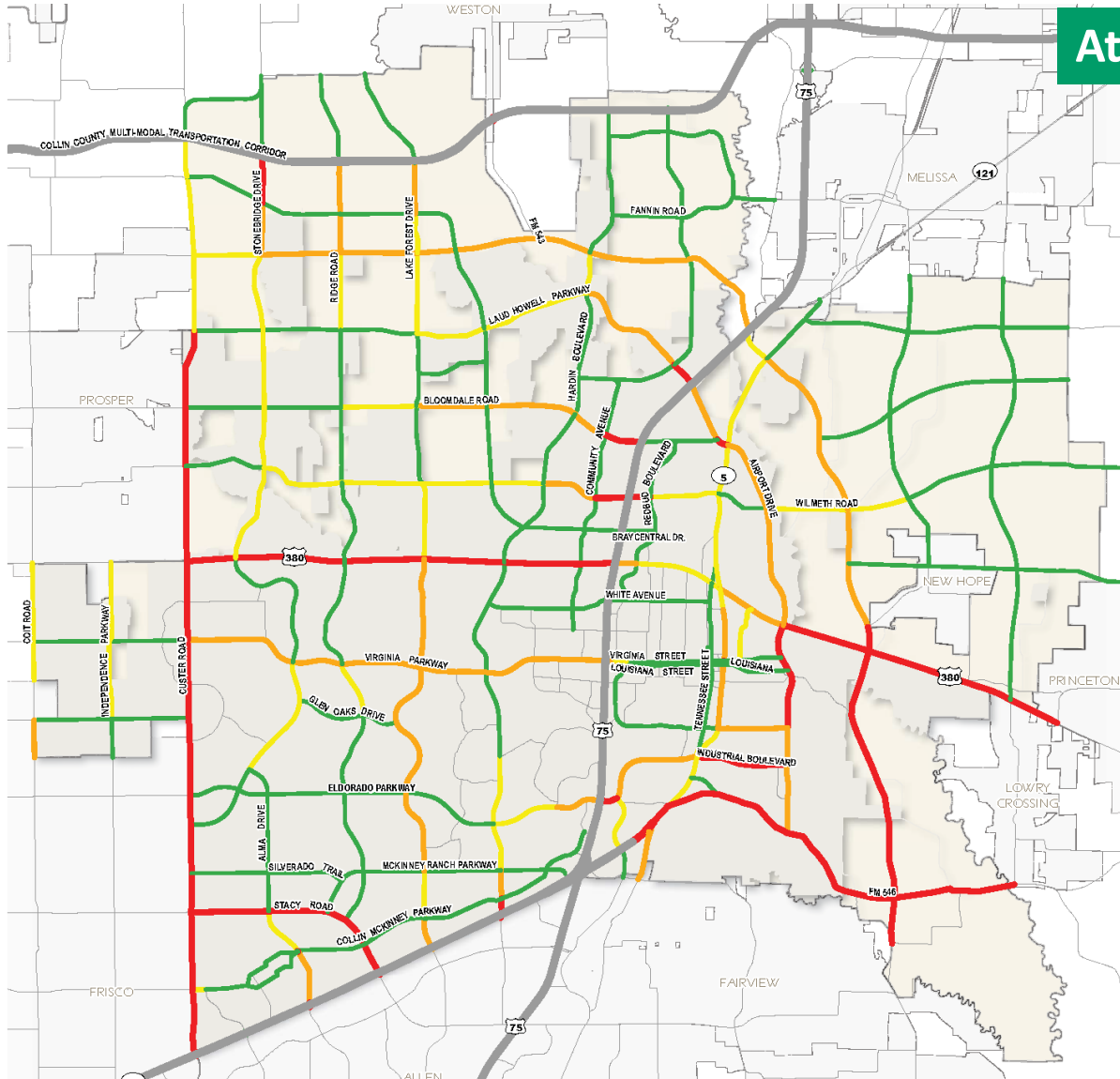
- LOS A/B/C Free Flow/Acceptable (<.65)
- LOS D Tolerable Delay (.65 - .80)

Not Acceptable Under
Current Comprehensive Plan

- LOS E Significant Delay (.80 - 1.0)
- LOS F Excessive Delay (> 1.0)

Preliminary Thoroughfare Plan: TDM Results

At Buildout



Level of Service

Acceptable Under
Current Comprehensive Plan

- LOS A/B/C Free Flow/Acceptable (<.65)
- LOS D Tolerable Delay (.65 - .80)

Not Acceptable Under
Current Comprehensive Plan

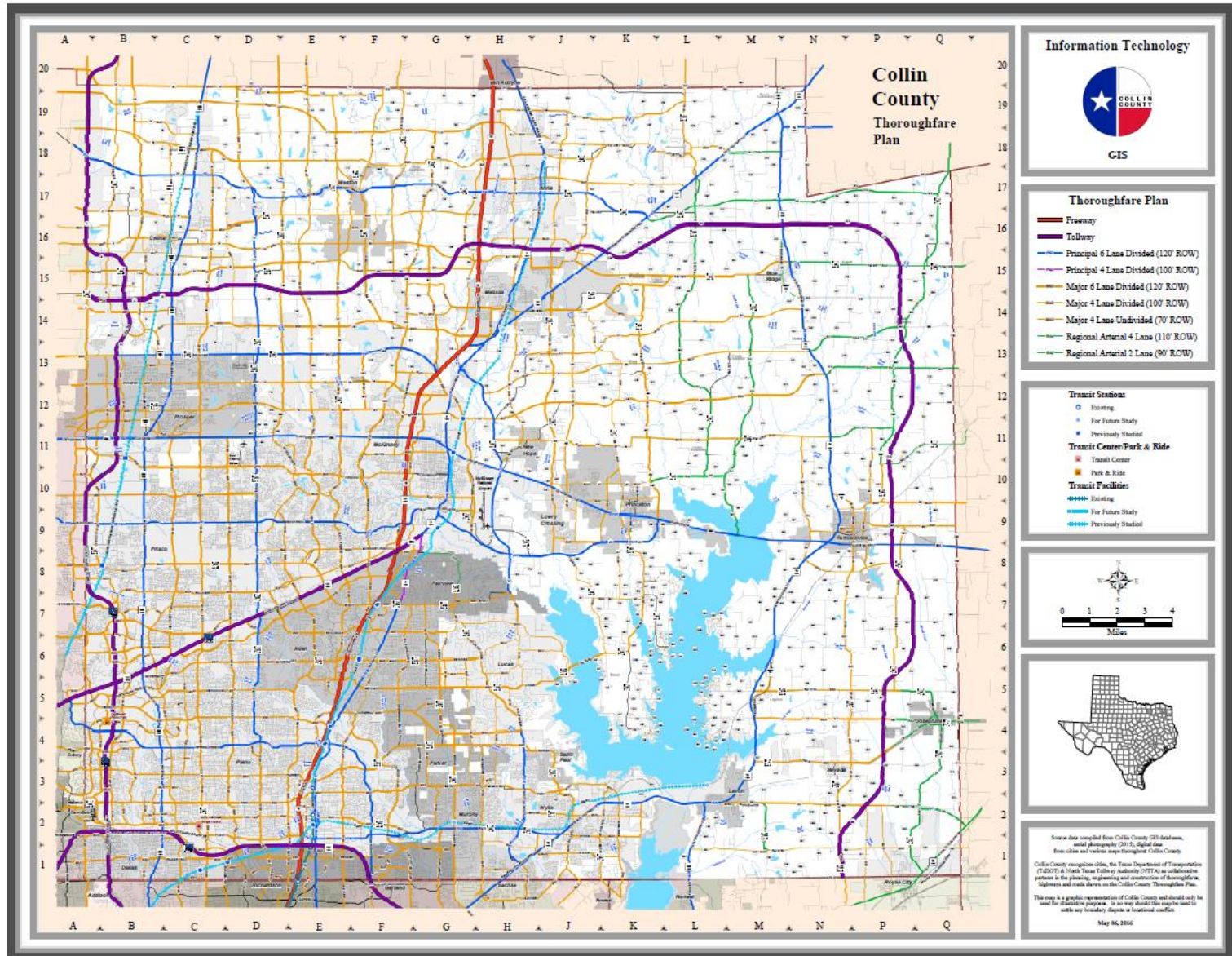
- LOS E Significant Delay (.80 - 1.0)
- LOS F Excessive Delay (> 1.0)

Regional Mobility Considerations

Meanwhile, in the region...

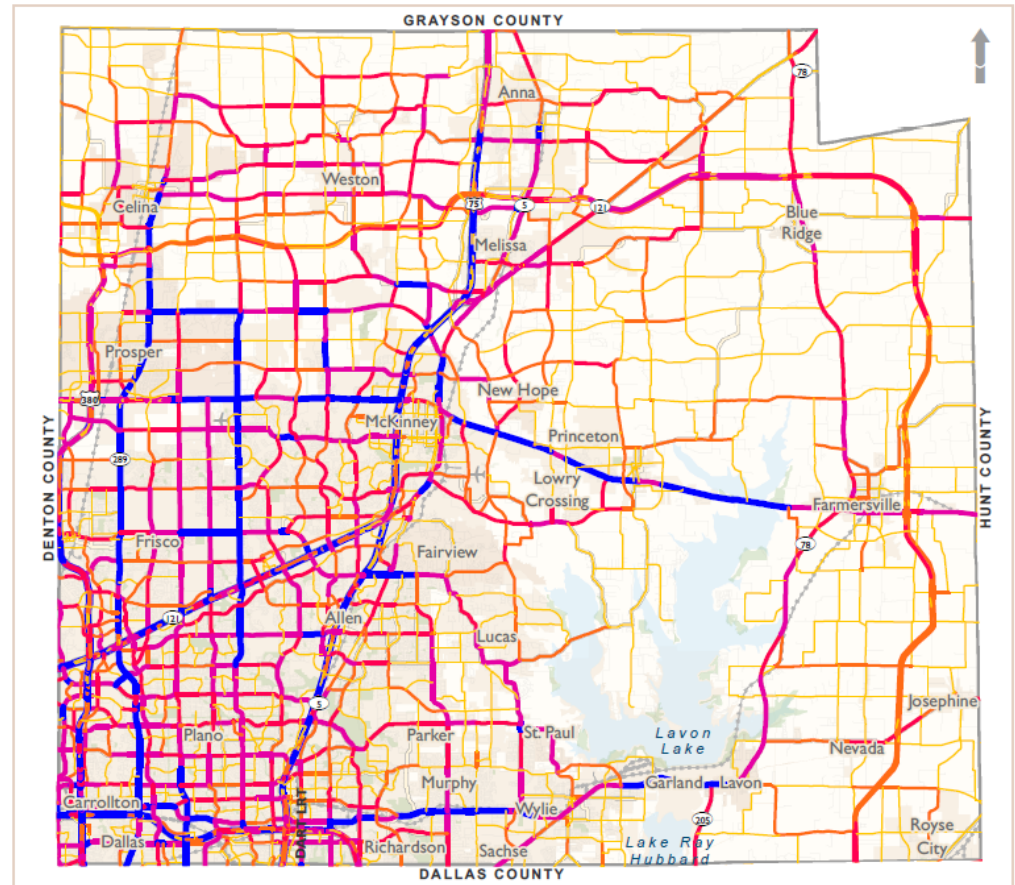
- Collin County updating population and employment projections
- TxDOT conducting US 380 Feasibility Study
- RTC completing Mobility 2040 Plan and seeking to identify priority projects

2016 Collin County Thoroughfare Plan

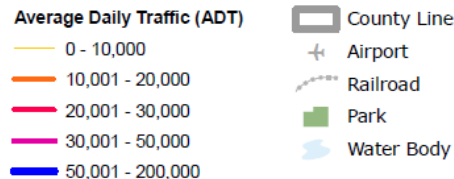


Collin County Growth Projections

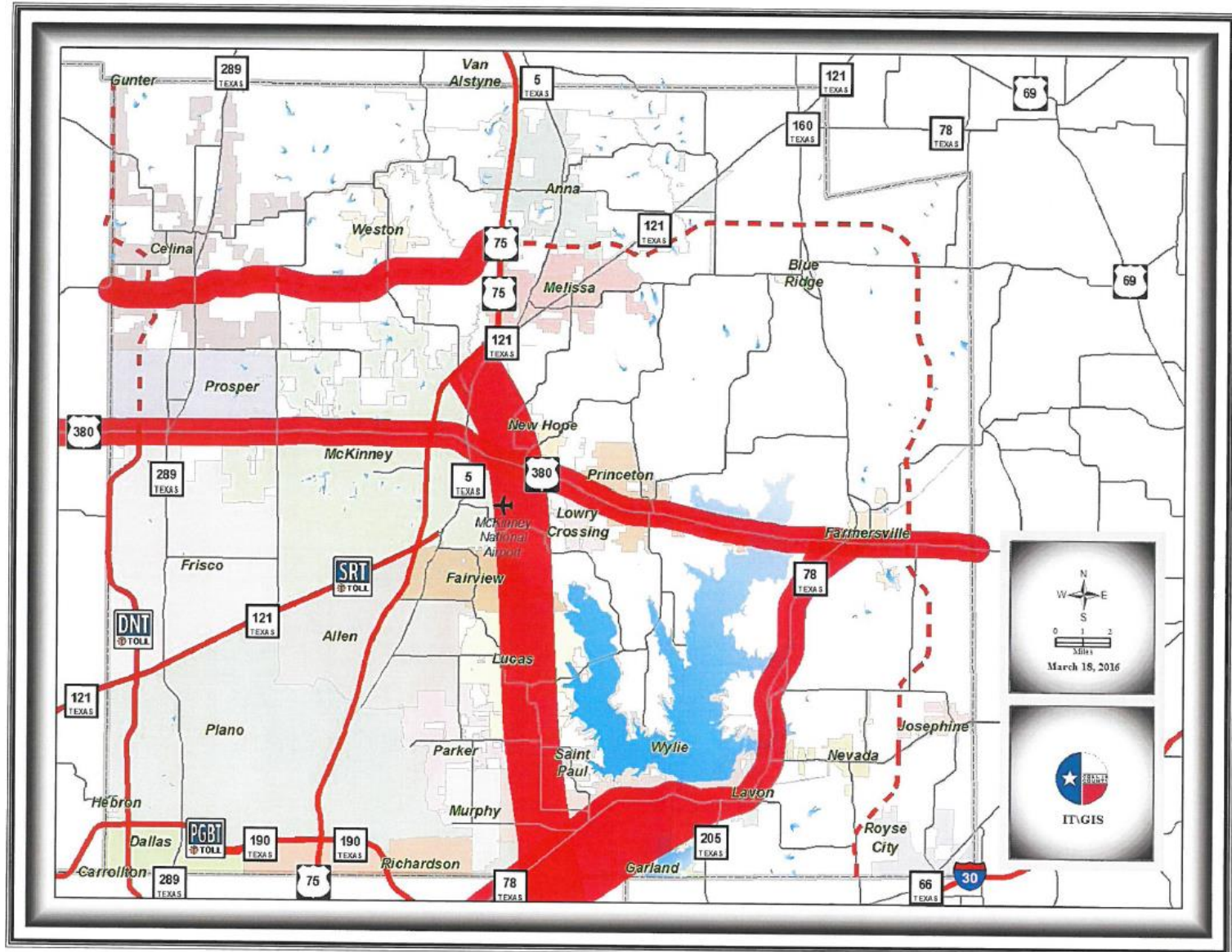
Blue roads
exceed capacity
of 6-lane arterial



COLLIN COUNTY MOBILITY PLAN
3.4M BUILD-OUT TRAFFIC VOLUME



Collin County Identified Regional Priorities



City of McKinney Identified Regional Priorities

Regional Priorities

- US 75 Alternate Route
- US 75 south of SH 121 – However, include McKinney in the Project Development Process
- Outer Loop
- US 78
- Extension of FM 546 to US 380 in Princeton

Local Priorities

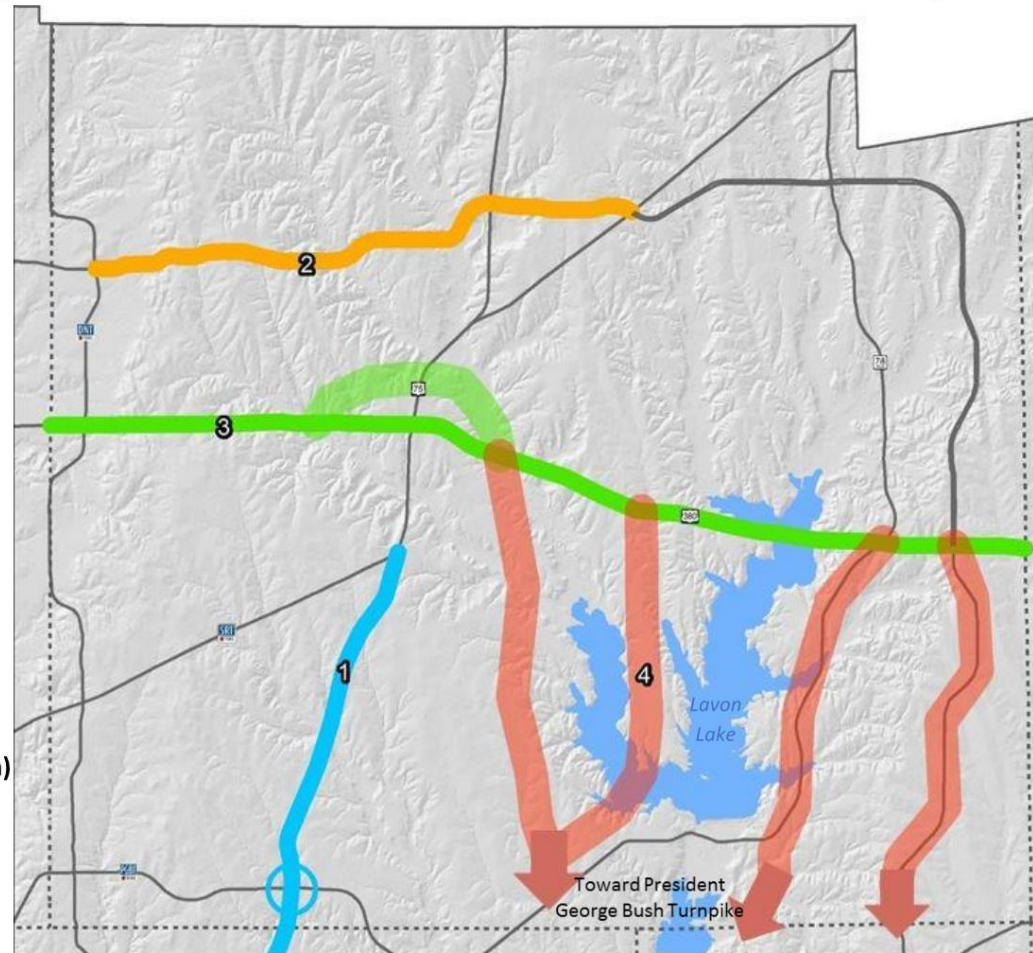
- FM 546 – SH5 to the Airport
- Virginia Parkway – Ridge to US 75
- SH 5 Reconstruction – US 380 to FM 546
- SH 5 Reconstruction – FM 546 to Industrial
- Laud Howell Parkway (FM 1461) – US 75 to the Dallas North Tollway
- Custer Road – US 380 to FM 1461

The City of McKinney does not support the conversion of US 380 to a Limited Access Roadway but does support improvements to the roadway to improve capacity and mobility.

Regional Transportation Council (RTC)

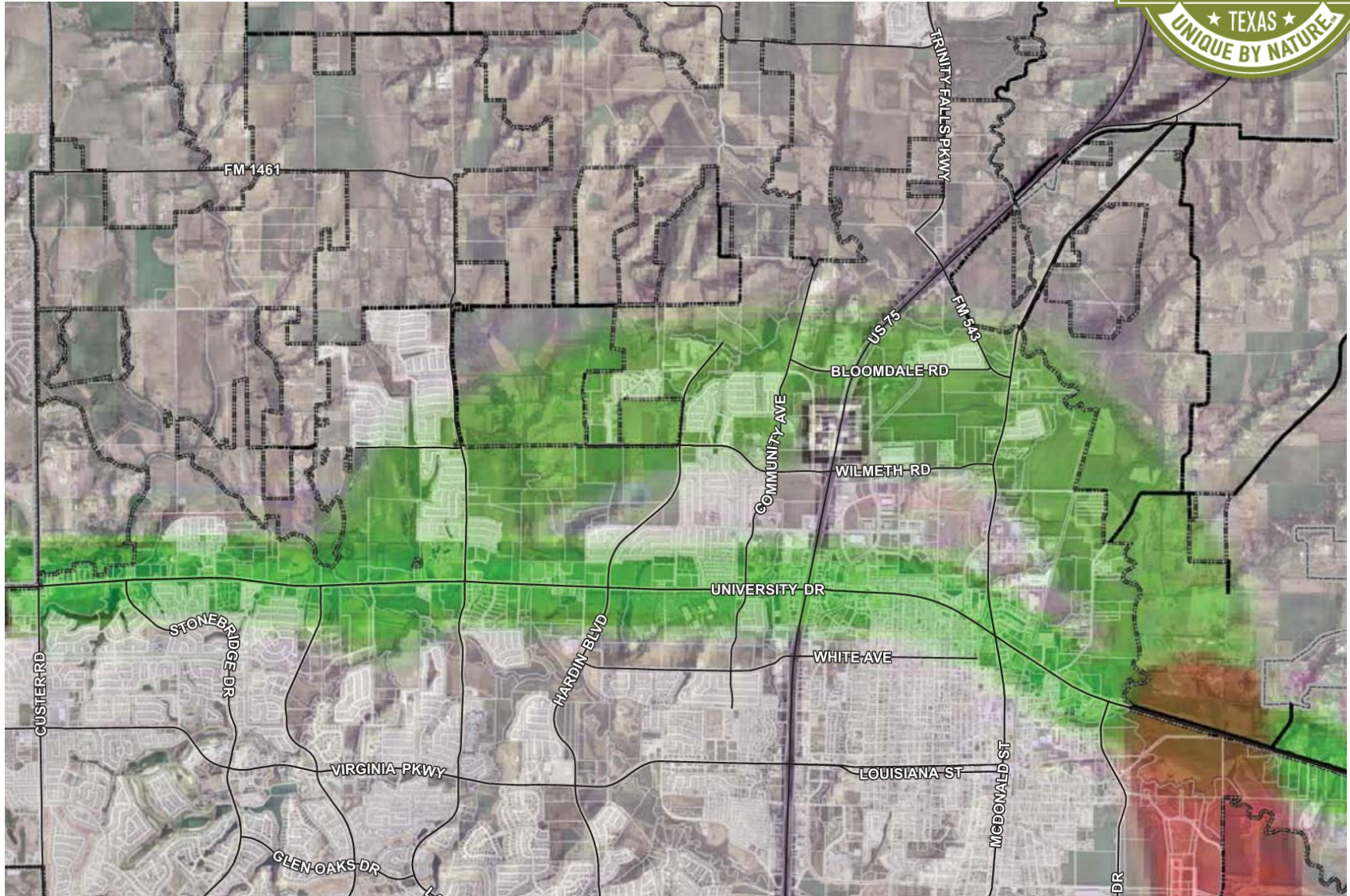
Roadway Action Plan for Collin County

- Corridor 1 (Near Term):**
US 75
 - Widening in Allen
 - PGBT Interchange Ramp Improvement
 - Reconstruct Ridgeview Drive Interchange
 - Technology Lane
- Corridor 2 (Near Term):**
Collin County Outer Loop
 - Staged construction of frontage roads
- Corridor 3 (Near Term):**
US 380
 - Countywide Study
 - McKinney Bypass
- Corridor 4 (Near & Long Term):**
Collin County Strategic Transportation Initiative
 - Study of non-tolled north/south roadway needs and opportunities



Collin County Roadway Action Plan

US 380 Bypass Corridor



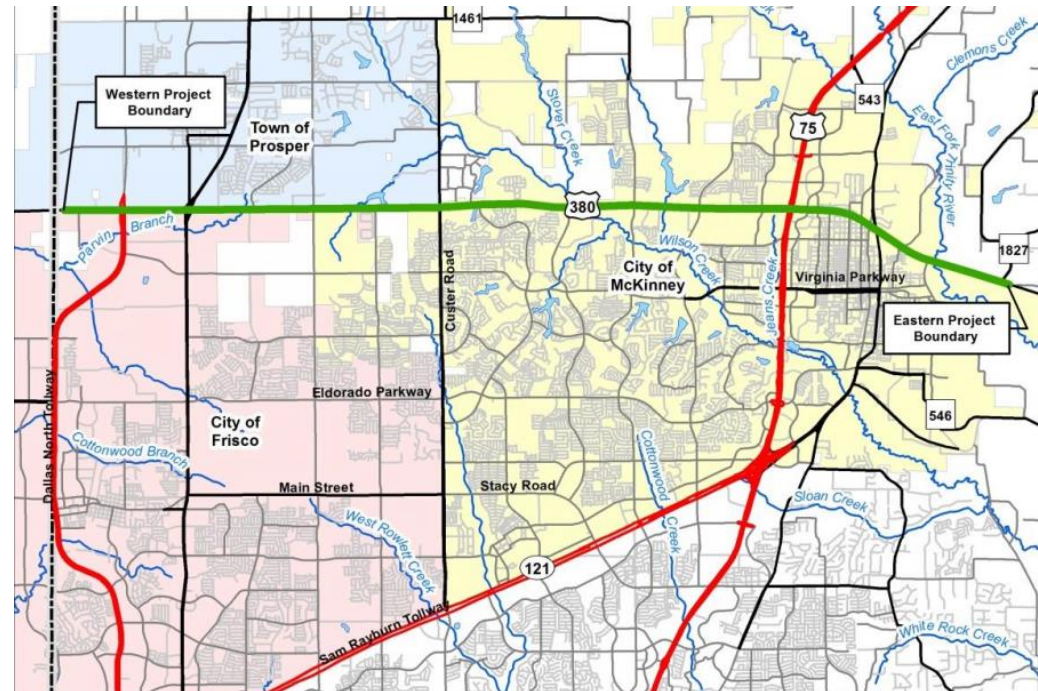
TxDOT US 380 Feasibility Study

PROJECT GOALS:

- ✓ Maintaining and Improving Connectivity and Accessibility
- ✓ Minimizing Congestion
- ✓ Improving Intersection Operations
- ✓ Reducing Travel Time
- ✓ Providing Access to Businesses
- ✓ Providing Connectivity to the North-South Highways that Intersect US 380

PROJECT LIMITS:

approximately 15.3 miles and includes the section of US 380 from west of County Road (CR) 26 in Prosper to Farm-to-Market (FM) 1827 in McKinney as shown.



TxDOT US 380 Feasibility Study

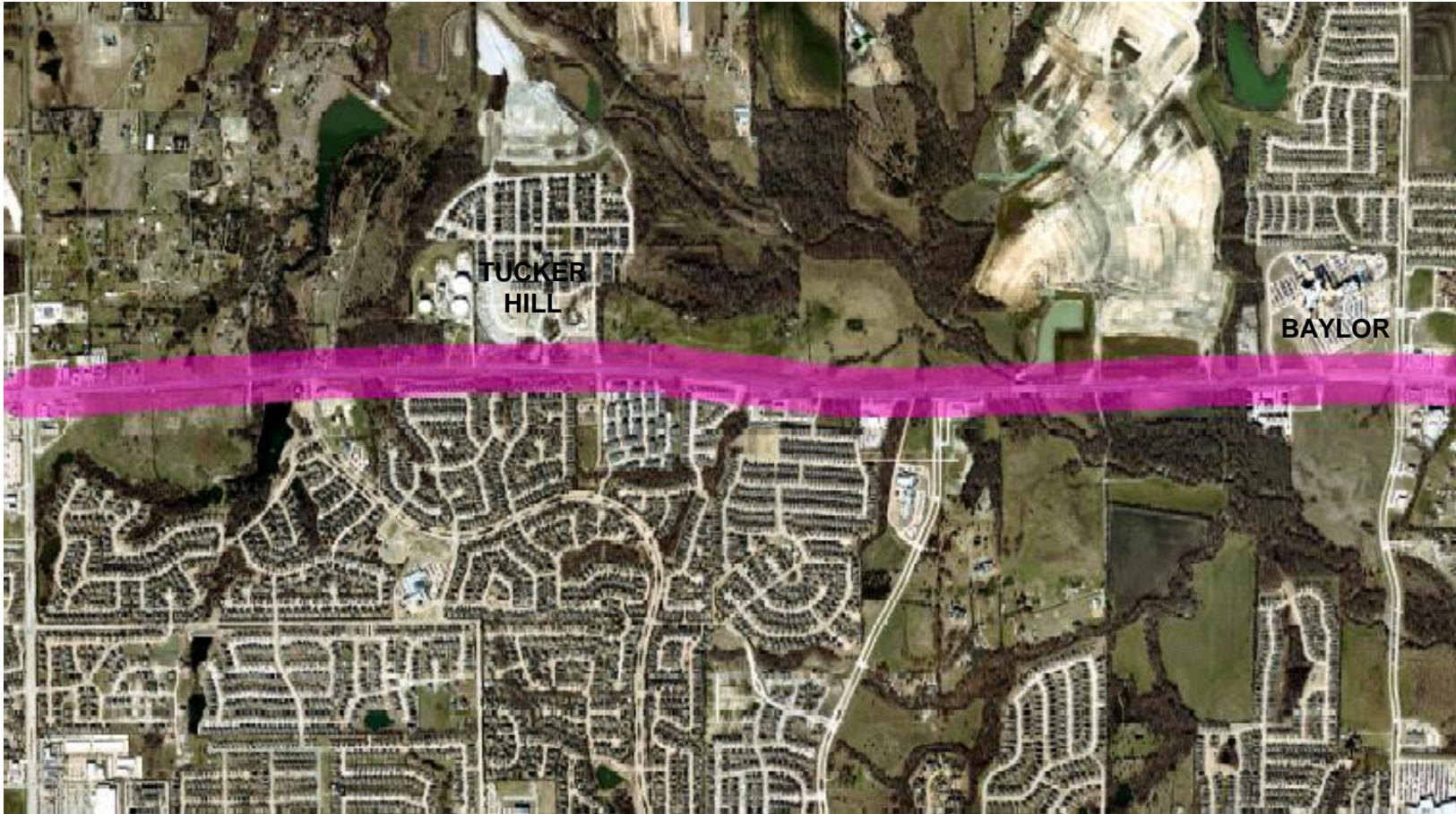
PROJECT FINDINGS:

Design solutions generally within the existing right-of-way of US 380 would not likely improve congestion on the roadway beyond a level of service D/E/F by 2040.

Significant improvements in Level of Service for US 380 would likely require the conversion of the roadway to a highway facility (ranging from 200-400 foot right-of-way).

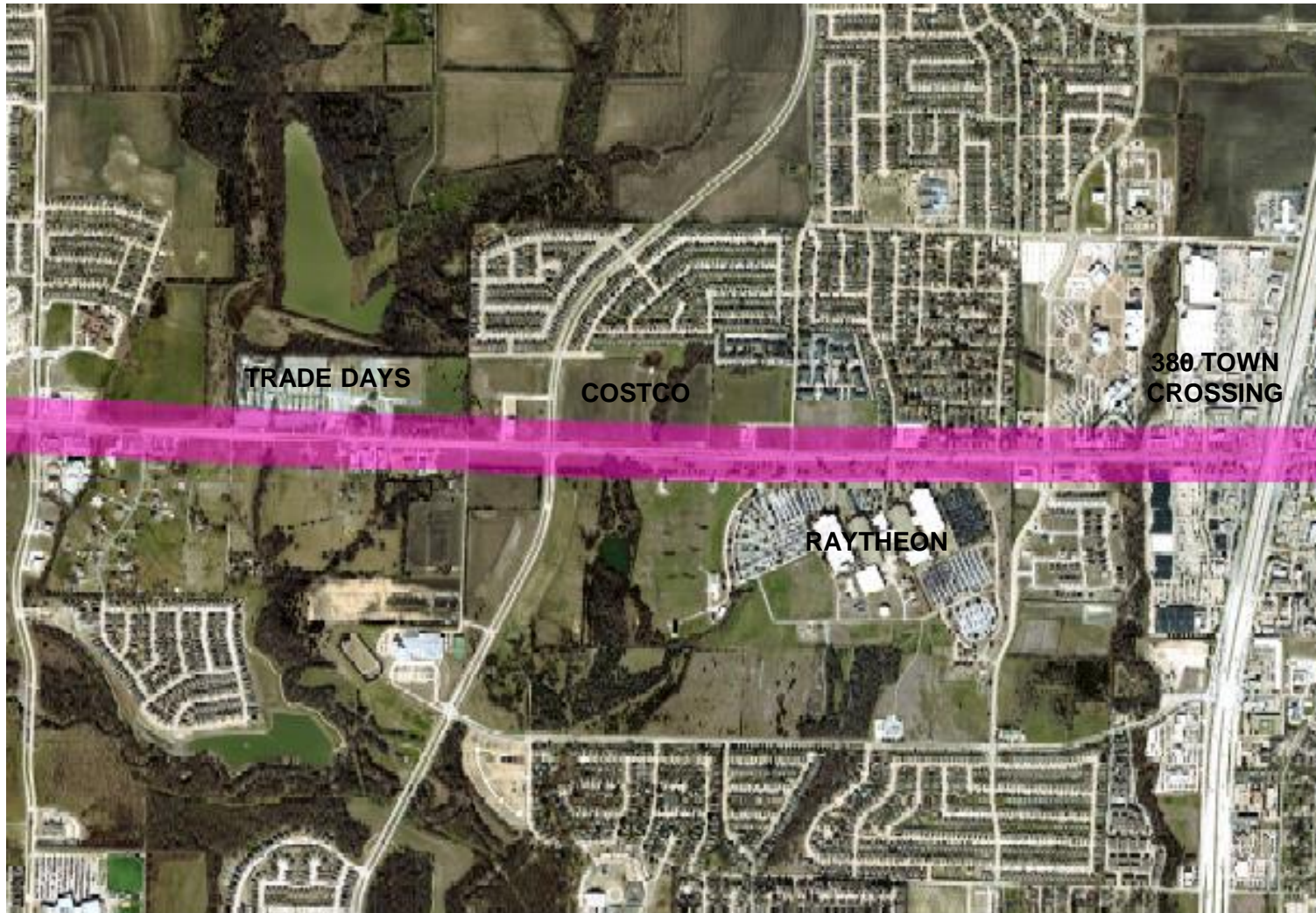
McKinney Regional Choices: US 380 as a Limited Access Roadway

300 foot ROW



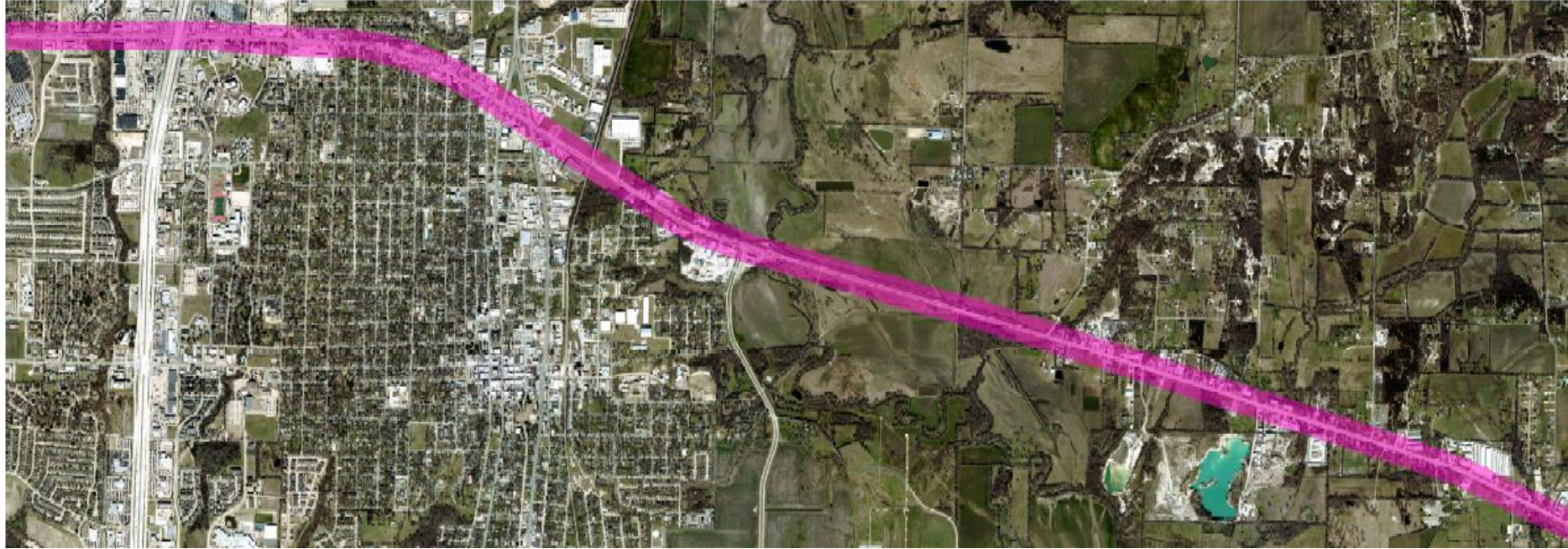
McKinney Regional Choices: US 380 as a Limited Access Roadway

300 foot ROW

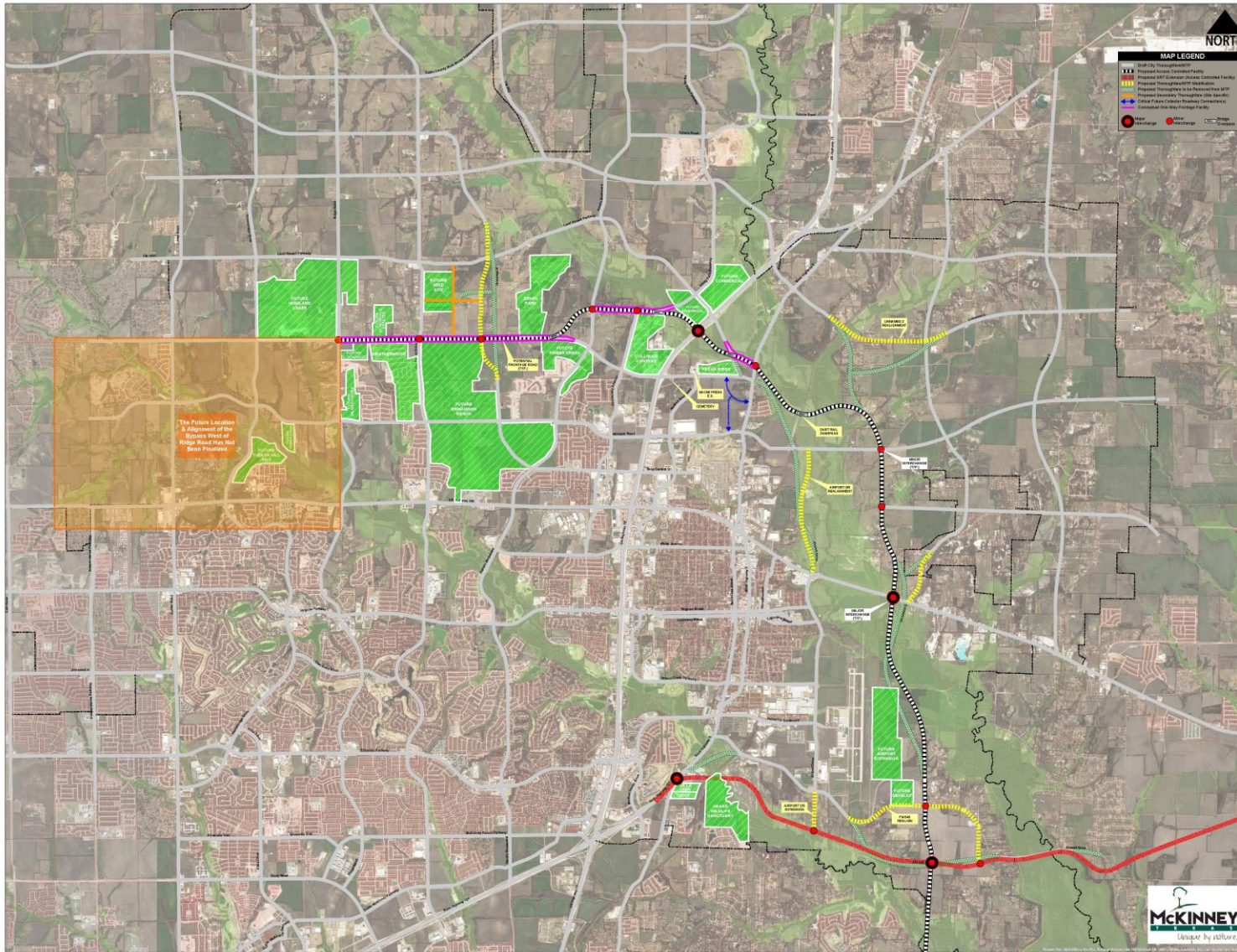


McKinney Regional Choices: US 380 as a Limited Access Roadway

300 foot ROW



McKinney Regional Choices: US 380 Bypass Corridor



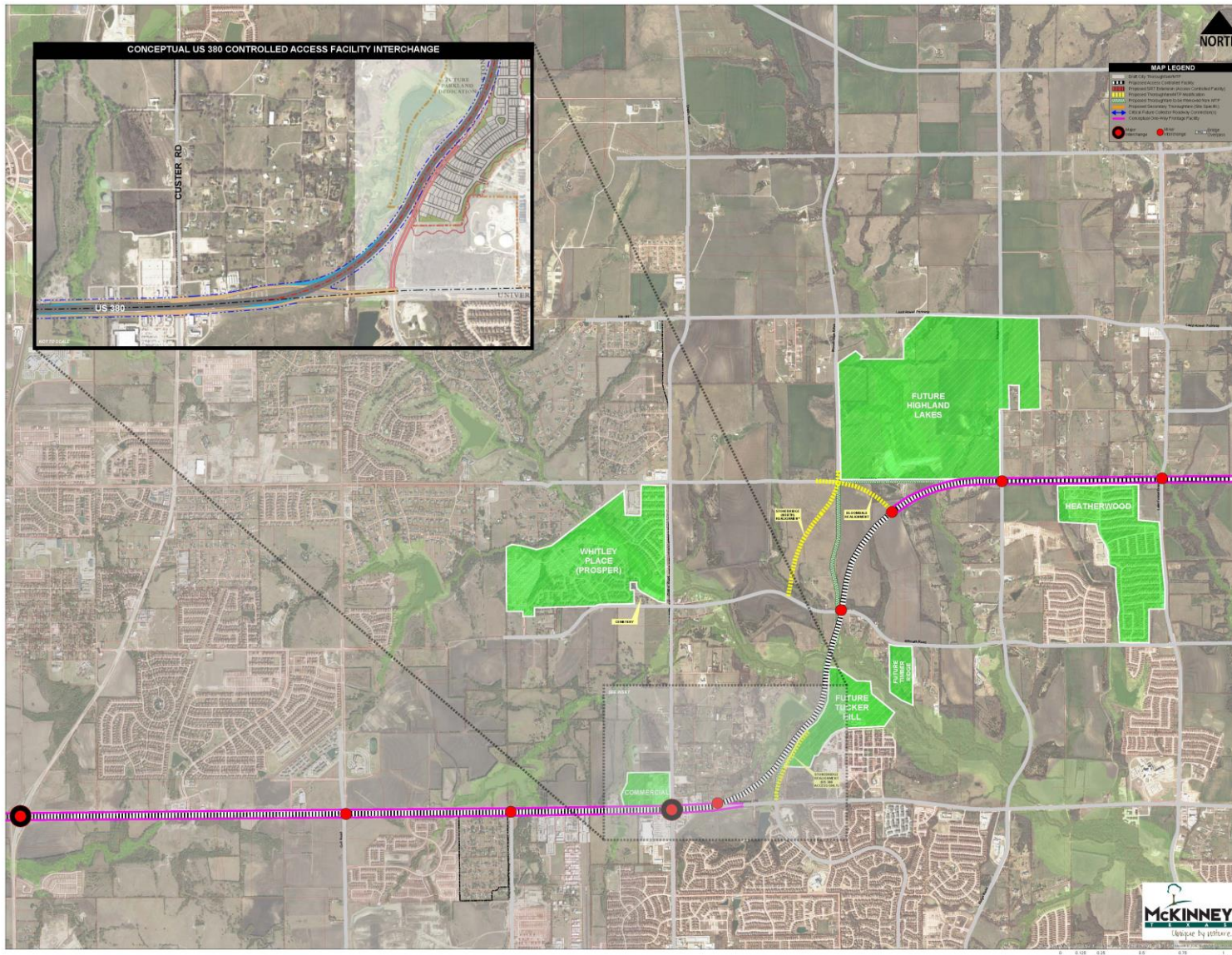
PROS:

- minimizes negative impacts on major existing businesses
- creates new opportunity for economic development
- Creates regional solution without impacting neighboring communities
- Creates much needed capacity near US75/FM543
- Located with good separation from CCOL

CONS:

- Impacts on existing/planned residential developments
- Considerations at Erwin Park
- Significant floodplain crossing(s)
- Impacts tying back to US380 at Custer

McKinney Regional Choices: US 380 Bypass Corridor – West Option A



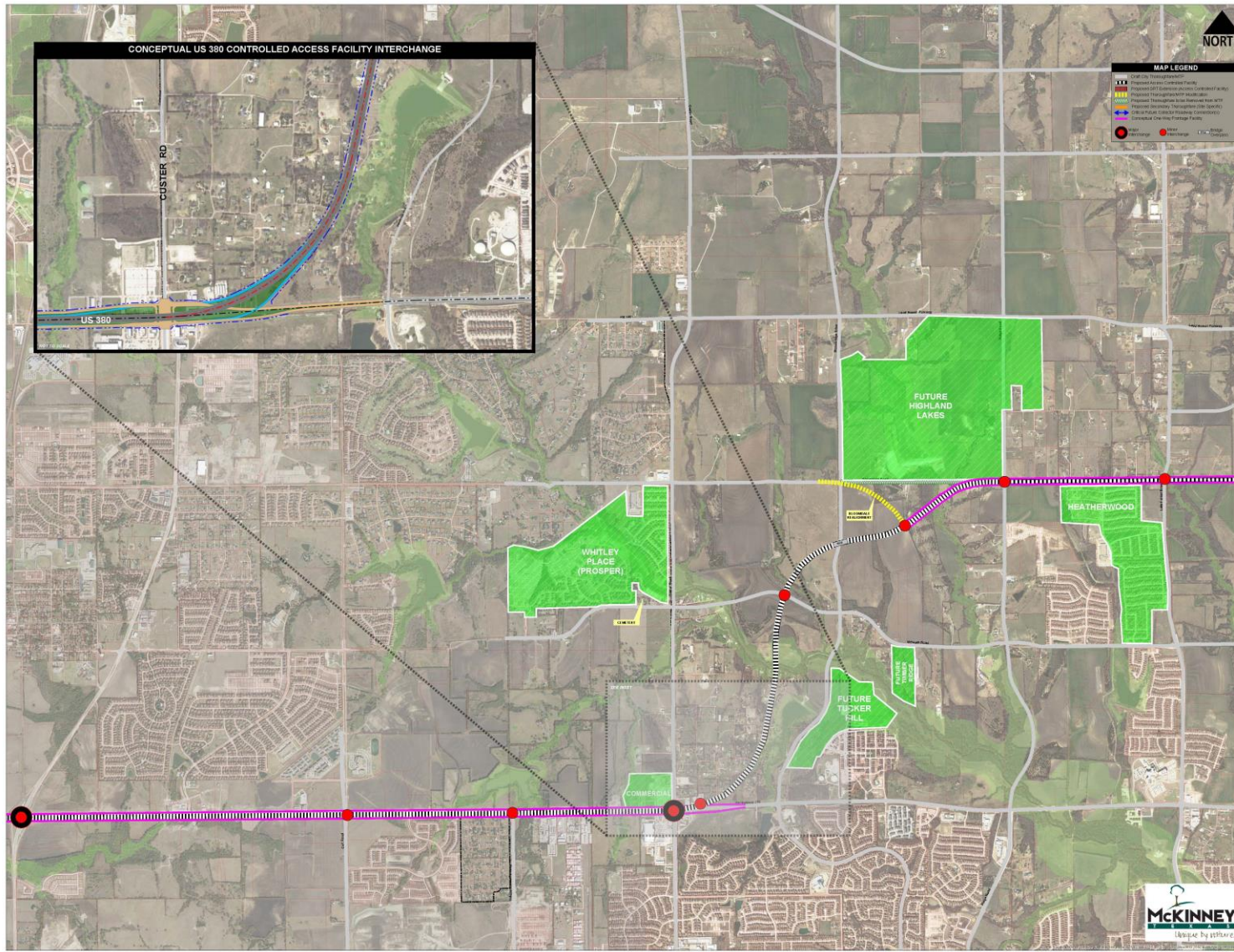
PROS:

- Requires only minor alignment changes to adjoining arterials
- Provides good separation from Custer Road to create smooth intersections/transitions

CONS:

- “breaks up” Stonebridge Drive
- Potential impacts along western boundary of Tucker Hill
- Unknown impacts to potential future development plans of Billingsley tract

McKinney Regional Choices: US 380 Bypass Corridor – West Option B



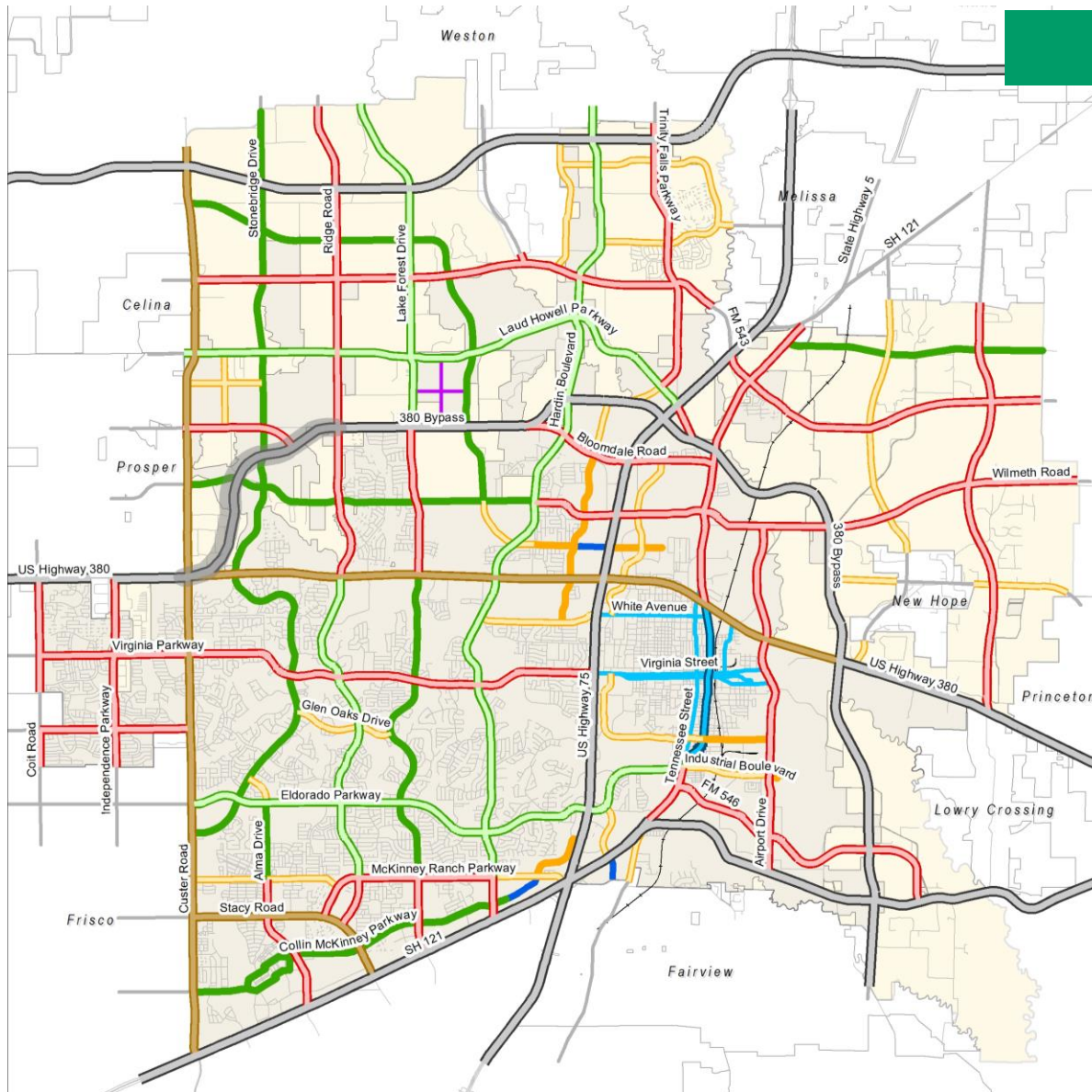
PROS:

- Requires only minor alignment changes to adjoining arterials
- Provides separation from Tucker Hill
- Allows Stonebridge Drive to remain intact
- Creates meaningful open space opportunity around existing lake

CONS:

- Less desirable intersection transition at US 380/Custer
- Disturbs existing Walnut Grove

McKinney Regional Choices: Updated Preliminary Thoroughfare Plan



Key Changes

US 380 bypass

Shift of SRT extension
and addition of supporting
M6D

Modified connections east
of US 75 at bypass

Next Steps

- ❑ Scope Modification with Comprehensive Plan Team
- ❑ Targeted Public Outreach for US 380 bypass corridor
- ❑ Updates to ONE McKinney 2040 Plan Elements (based on direction)
- ❑ Additional Public Outreach

Upcoming CPAC Meetings
March 1

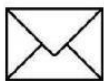
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