



# CITY OF MCKINNEY, TEXAS

## Agenda City Council Work Session

---

Monday, February 20, 2017

5:30 PM

Council Chambers  
222 N. Tennessee Street  
McKinney, Texas 75069

---

### CALL TO ORDER

### EXECUTIVE SESSION

In Accordance with the Texas Government Code:

A. Section 551.071 (2). Consultation with City Attorney on any Work Session, Special or Regular Session agenda item requiring confidential, attorney/client advice necessitated by the deliberation or discussion of said items (as needed) and legal consultation on the following item(s), if any:

- Federal Transit Administration 59 U.S.C. §5307 Funding
- Legal advice regarding Meet and Confer Statute/Agreements (MPD/MFD)

B. Section 551.071 (A) Pending or contemplated litigation

- Formal Complaint of ADC West Ridge, L.P. and Center for Housing Resources, Inc. Against the City of Frisco

C. Section 551.072. Deliberations about Real Property

- Municipal Facilities

D. Section 551.074 – Personnel Matters

- City Council Self- Evaluation, Roles /Responsibilities under Home Rule Charter

E. Section 551.087 – Discuss Economic Development Matters

- Project 71 – Project Gateway
- Project A140 – Project Rest
- Project A144 – Project Red River
- Project A146 – Project Frost
- Chapter 380 Economic Development Program and Agreement for Cross F Ranch by and between McKinney Ranch Ltd., Honey Creek Investments, LLC and Barcelona 93, Ltd. and the City of McKinney

### DISCUSS REGULAR MEETING AGENDA ITEMS

**WORK SESSION ITEMS****17-215**      [Consider/Discuss the ONE McKinney 2040 Comprehensive Plan Update, Specifically Related to the Development of the Master Thoroughfare Plan](#)

**Attachments:**    [Existing MTP \(2004\)](#)  
[Agenda Item from January 23 CCWS](#)  
[Presentation from January 23 CCWS](#)  
[Draft MTP from January 23 CCWS](#)  
[Key Changes Map \(per Jan 2017 MTP\)](#)  
[Key Changes Table \(per Jan 2017 MTP\)](#)  
[Presentation from Feb Info Meeting](#)  
[Comments from Feb Info Meeting](#)  
[Emailed Comments of Opposition](#)  
[MTP Public FAQs](#)  
[US 380 Bypass - Modified Alignment](#)  
[Draft MTP w/modified US 380 Bypass](#)  
[Presentation](#)

**COUNCIL LIAISON UPDATES****ACTION ON EXECUTIVE SESSION****ADJOURN**

Posted in accordance with the Texas Government Code, Chapter 551, on the 17th day of February, 2017 at or before 5:00 p.m.

---

Sandy Hart, TRMC, MMC  
City Secretary

Accommodations and modifications for people with disabilities are available upon request. Requests should be made as far in advance as possible, but no less than 48 hours prior to the meeting. Call 972-547-2694 or email [contact-adacompliance@mckinneytexas.org](mailto:contact-adacompliance@mckinneytexas.org) with questions or for accommodations.



17-215

**TITLE:** Consider/Discuss the ONE McKinney 2040 Comprehensive Plan Update, Specifically Related to the Development of the Master Thoroughfare Plan

**COUNCIL GOAL:** Direction for Strategic and Economic Growth

**MEETING DATE:** February 20, 2017

**DEPARTMENT:** Development Services - Planning Department

**CONTACT:** Jennifer Arnold, Planning Manager  
Gary Graham, PE, PTOE, CIP & Transportation Engineering Manager

**RECOMMENDED CITY COUNCIL ACTION:**

- Discuss and provide feedback to Staff.

**ITEM SUMMARY:**

- In light of continuing regional transportation dialogues, local conversations and the potential implications of these things on the development of the Master Thoroughfare Plan and the ONE McKinney 2040 Comprehensive Plan Update, Staff would like to provide Council an additional opportunity to review and discuss the development of the Thoroughfare Plan. The primary objectives of this discussion is to: (1) reach consensus on the classification changes on the MTP; and (2) reach consensus on the introduction and location of limited access facilities on the Thoroughfare Plan.
- During the January 23 City Council Work Session, Staff presented an Updated Preliminary Thoroughfare Plan, which introduced a US 380 bypass for McKinney generally at and along the future Bloomdale Road (CR 123) alignment. During the January discussion, Council was generally supportive of the bypass concept and reached consensus on further evaluating the US 380 bypass along future Bloomdale Road and tying back into US 380 on the west side of Walnut Grove lake (US 380 Bypass - Bloomdale Option B).

- As such, Staff has been working with Kimley-Horn and Associates to develop anticipated changes to the Preferred Scenario Map (i.e. future land use) as well as the Travel Demand Model (TDM) based on the US 380 Bypass being part of the Master Thoroughfare Plan.
- In general, some of the reasons that the US 380 Bypass - Bloomdale Option B alignment has been deemed desirable is because it is within close proximity to existing US 380 Highway (thus providing the most convenient bypass alignment), it maintains good separation from the Collin County Outer Loop (allowing the city to optimize land use in the area), and it requires only minor changes to existing adjoining arterials.
- In general, some of the less desirable aspects of the US 380 Bypass - Bloomdale Option B alignment are that it would disrupt a portion of the existing Walnut Grove neighborhood and it would be in close proximity to the existing Heatherwood and Timber Ridge neighborhoods (note that the proposed US 380 bypass alignment is not expected to displace any portion of these neighborhoods), it will be within close proximity to, and possibly disrupt portions of future Erwin Farms, future Bloomridge, and future Timber Creek neighborhoods.
- For reference, attached to this agenda item is a table that identifies the changes made to the existing Master Thoroughfare Plan (2004) in order to create the draft Preliminary Thoroughfare Plan that was presented to Council on January 23, 2017.
- Following the January 23 work session, Staff also hosted an informational public meeting to provide additional details about the US 380 bypass concept and answer questions. Following the January work session and informational meeting, Staff has received a tremendous amount of comments and feedback on the Preliminary Thoroughfare Plan. Comment cards from the February Informational Meeting, as well as comments emailed in opposition to the US 380 bypass have been included with this Agenda Item for reference.
- Based on feedback received by the public, Staff is presenting a modified alignment of the US 380 Bypass from the version that was discussed at the January 23 work session. This modified alignment is referred to as the US 380 Bypass - Modified. Below is a general description of each option:
  - US 380 Bypass - Original: The original US 380 Bypass option generally begins just east of Custer Road and meanders in a northeast direction along the west side of Walnut Grove Lake until it intersects with and follows along CR 123 / 164 (future Bloomdale Road) before meandering northward again to follow the northern property line of the



Collin County Government Complex. East of US 75, this bypass alignment begins to meander in a southeast direction generally along the eastern side of the existing floodplain until it intersects with US 380 near FM 1827.

- US 380 Bypass - Modified: The modified US 380 Bypass option follows the same general alignment as the original bypass; however, it no longer follows along CR 123 / 164 (future Bloomdale Road) but, rather, runs parallel to CR 123 approximately 1,500 feet north of the county road. At Erwin Park, the bypass would shift south to follow along CR 164 before meandering north again to follow the northern property line of the Collin County Government Complex. East of US 75, the modified bypass alignment is the same as the alignment originally presented to the Council on January 23, following along the eastern side of the existing floodplain until it intersects with US 380 near FM 1827.

#### NEXT STEPS

- Should Council be supportive of the US 380 Bypass - Original or the US 380 Bypass - Modified, or should Council desire to make minor modifications to the Thoroughfare Plan, Staff will continue work with the consultant team to update the Travel Demand Model (based on the new roadway alignments and County growth projections) as well as any necessary changes to the land use elements of the ONE McKinney 2040 Comprehensive Plan. Staff anticipates presenting the results of the updated Travel Demand Model and any draft changes to the Preferred Scenario to the Council on March 6, 2017.
- Should Council be supportive of the US 380 bypass, but **not** along either of the Bloomdale alignment options, Staff will need to modify the scope of work with the consultant team in order to include the additional services necessary to develop and evaluate additional bypass options as well as any necessary land use updates and outreach events related to the completion of the ONE McKinney 2040 Comprehensive Plan Update.

#### **BACKGROUND INFORMATION:**

##### ONE MCKINNEY 2040 BACKGROUND

- The Mobility and Transportation Element of the ONE McKinney 2040 Comprehensive Plan generally includes the following important components:
  - The Master Thoroughfare Plan
  - Illustrative Cross-Sections
  - Key Mobility Considerations

- The major benefits of providing this information within the Comprehensive Plan includes:
  - Identifying right-of-way (ROW) needs in advance of development;
  - Identifying the roadways planned to accommodate anticipated traffic based on the preferred growth scenario; and
  - Providing policy-level guidance for the desired design and context of arterial roadways.
- At the August 15, 2016 City Council Work Session, Staff presented a Preliminary Thoroughfare Plan and associated Travel Demand Model (TDM) results based on growth assumptions of the ONE McKinney 2040 Preferred Scenario for the year 2040 and at buildout.
- While the Council was generally supportive of the Preliminary Thoroughfare Plan, there was some concern about the level of service (LOS) expected along some roadways under the build out scenario.
- Concurrent with the development of the Preliminary Thoroughfare Plan for ONE McKinney 2040, the Regional Transportation Council, Collin County, and the Texas Department of Transportation have also had a number of mobility-related initiatives underway related to the short- and long- term needs of Collin County through 2040 and beyond.
- In light of these discussions and the feedback received by Council at the August 15, 2016 work session, Staff began re-evaluating the Preliminary Thoroughfare Plan to include transportation connections in support of regional initiatives and acceptable levels of service.
- Staff presented an Updated Preliminary Thoroughfare Plan to the Council for discussion at the January 23, 2017 City Council Work Session. The key change to the plan was the introduction of a US 380 bypass generally along the future Bloomdale Road (existing CR 123) alignment.
- During the January work session, City Council was supportive of staff exploring the US 380 bypass (Bloomdale option) further in terms of land use planning and modeling for anticipated level of service.
- As part of this direction, Staff negotiated a modification to the scope of work with the consultant team (Kimley-Horn and Associates) to perform additional transportation modeling and land use planning associated with the US 380

bypass concept, and other associated services in support of the 10-Year Comprehensive Plan Update. The contract amendment was approved by City Council on February 7, 2017.

- Following the January work session, Staff hosted an informational meeting on February 9 at City Hall to provide information to the public about the bypass concept and to answer questions from the public. Approximately 130 stakeholders attended the meeting. Attached to this agenda item for reference are the comment cards that Staff received at and following the informational meeting.
- More information about the ONE McKinney 2040 Comprehensive Plan Update can be found at: [www.onemckinney2040.com](http://www.onemckinney2040.com)  
<<http://www.onemckinney2040.com>>

#### REGION AND COUNTY BACKGROUND

- Over the past year, Collin County has been updating its growth projection model in order to identify short- and long-term mobility needs within Collin County.
- As anticipated, the expected growth in Collin County over the next 30 to 50 years will likely put a significant strain on the existing and planned regional transportation network (i.e. the Collin County Thoroughfare Plan). Currently, the Collin County Thoroughfare Plan only has 4 regional highway facilities (freeways or tollways) identified. They are: US 75, the Dallas North Tollway, the Collin County Outer Loop, and the President George Bush Turnpike.
- Given the projected growth and limited network of regional transportation facilities, Collin County has placed significant focus on identifying and prioritizing new facilities capable of meeting the demands of future growth and expected transportation needs.
- Regional and state organizations such as the Regional Transportation Council (RTC) and the Texas Department of Transportation (TxDOT) have also been focused on regional mobility needs in light of expected growth in the region over the next 30 to 50 years.
- Ongoing efforts by TxDOT in consideration of US 380, resulted in the US 380 Feasibility Study, which was completed in August 2016. The Feasibility Study evaluated the 15 mile stretch of US 380 from Prosper to McKinney with the goal of identifying potential design solutions and their expected impacts on congestion levels of the roadway.
- In general, findings from the US 380 Feasibility Study indicated that 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 of D/E/F by 2040. Significant improvements in level of service for US 380 in this section would likely require the conversion of the roadway to a highway facility (or limited access roadway, LARS). Highways and limited access roadways can have a right-of-way width ranging from 200 feet to 400 feet.

- As a result of this regional dialogue, a number of different plans, solutions, and recommendations have been discussed at the regional level. This includes:
  - In early 2016, the RTC (in partnership with TxDOT) requested that governing bodies in Collin County each submit their top 3 regional project recommendations in support of Mobility 2040, the regional mobility plan of NCTCOG. In response, the City of McKinney passed Resolution No. 2016-05-064, which identified priority regional and local projects for McKinney. Included in this resolution was the City's opposition to the conversion of US 380 in McKinney to a highway cross section/limited access roadway.
  - At the October 2016 meeting of RTC, the Collin County Action Plan was discussed, which identified 4 potential regional projects for Collin County, including a US 380 bypass in McKinney. The US 380 bypass concept would consider a highway cross section/LARS along an alternate route of US 380 in McKinney.
  - At the November 2016 meeting of the RTC, the 10-Year Unified Transportation Program was discussed. The 10-year plan identified funding for further evaluation of US 380 from the Denton County line to the Hunt County line, including the US 380 bypass concept.
  - Also part of the identified US 380 project in the 10-Year plan, there is a placeholder for other candidate projects for which the City of McKinney has proposed the extension of SH 121 (SRT) from Spur 399 east connecting to US 380 east of Princeton.
- Concurrent to these efforts, Collin County initiated an economic impact study to evaluate the net economic impacts of converting US 380 from a Principal Arterial to a limited access roadway in Collin County. A draft of this report was recently completed and is expected to be presented to the Collin County Commissioners Court in March 2017.
- For more information about the Regional Mobility Plan (Mobility 2040), visit: [www.nctcog.org/mobility2040](http://www.nctcog.org/mobility2040) <<http://www.nctcog.org/mobility2040>>.

**SUPPORTING MATERIALS:**

[Existing MTP \(2004\)](#)

[Agenda Item from January 23 CCWS](#)

[Presentation from January 23 CCWS](#)

[Draft MTP from January 23 CCWS](#)

[Key Changes Map \(per Jan 2017 MTP\)](#)

[Key Changes Table \(per Jan 2017 MTP\)](#)

[Presentation from Feb Info Meeting](#)

[Comments from Feb Info Meeting](#)

[Emailed Comments of Opposition](#)

[MTP Public FAQs](#)

[US 380 Bypass - Modified Alignment](#)

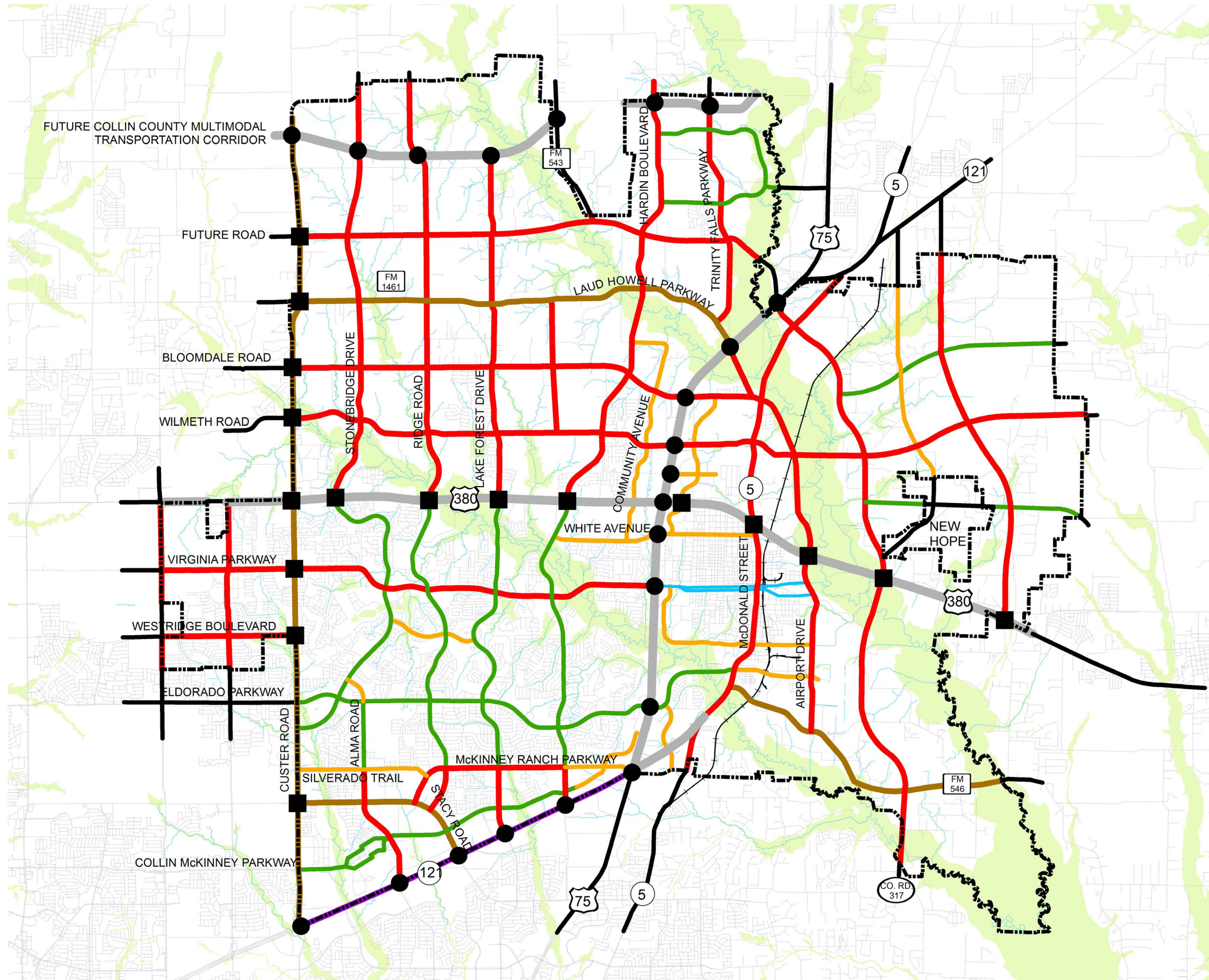
[Draft MTP w/modified US 380 Bypass  
Presentation](#)



# CITY OF MCKINNEY

## COMPREHENSIVE PLAN

### MASTER THOROUGHFARE PLAN



- High Capacity at Grade Intersections
  - Grade Separated Intersections
  - ▭ Extraterritorial Jurisdiction (ETJ)
  - Rail Line
  - Floodplain
- Roadway Classifications**
- Major Regional Highway / Multi-Modal
  - Tollway
  - Principal Arterial: (P6D - 130'-150' ROW, 6 lanes)
  - Major Arterial: (M6D - 120' ROW, 6 lanes)
  - Minor Arterial: (M4D, M5U, M4U, M3U)
  - Greenway Arterial: (G4D - 120' ROW, 4 lanes)
  - Town Thoroughfare
  - Road By Others

\* Original Adoption (Ordinance No. 2004-03-035)  
 \* Amendment #1 (Ordinance No. 2005-10-133) Revised to reflect changes to Ridge Road and Stonebridge Drive north of Bloomdale Road.  
 \* Amendment #2 (Ordinance No. 2010-01-001) Revised to reflect actual alignments of recently built roads, the Future Collin County Multimodal Transportation Corridor alignment, the Trinity Falls Municipal Utility District, assorted roadway classification changes, and boundary changes between McKinney, Fairview and Princeton.  
 \* Amendment #3 (Ordinance No. 2012-11-160) Revised to reflect new Custer Rd. /Wilmeth Rd. Alignment.  
 \* Amendment #4 (Ordinance No. 2013-07-070) Revised to reflect actual alignments of recently built roads, the Future Collin County Multimodal Transportation Corridor alignment, the Trinity Falls Municipal Utility District, Custer Rd. north of U.S. 380, Stonebridge Dr. north of U.S. 380, Hardin Blvd. north of U.S. 380, FM 546, and assorted roadway classification changes.  
 \* Amendment #5 (Ordinance No. 2015-06-048) Revised to reflect actual alignment of recently built roads, changes to the Ridge Rd., Lake Forest Dr. and Laud Howell Pkwy. alignments, assorted roadway classification changes, boundary changes between McKinney and Fairview, and floodplain changes.

Source: City of McKinney GIS Department Data

2 June 2015  
**FIGURE 8.3**

0 1 2 Miles



100 Acres

1 Square Mile





# CITY OF MCKINNEY, TEXAS

## Legislation Text

---

**File #:** 17-093, **Version:** 1

---

Regional Mobility and its Impact on the Preliminary Thoroughfare Plan and the ONE McKinney 2040 Comprehensive Plan Update

**COUNCIL GOAL:** Direction for Strategic and Economic Growth

**MEETING DATE:** January 23, 2017

**DEPARTMENT:** Development Services - Planning Department  
Development Services - Engineering Department

**CONTACT:** Jennifer Arnold, Planning Manager  
Gary Graham, PE, PTOE, CIP and Traffic Engineering Manager  
Michael Quint, Executive Director of Development Services

**RECOMMENDED CITY COUNCIL ACTION:**

- Discuss and provide direction to Staff.

**ITEM SUMMARY:**

- This item is to discuss regional mobility issues specifically related to potential limited access roadways/highways in Collin County and its impact on the ONE McKinney 2040 Comprehensive Plan.
- An important element of the ONE McKinney 2040 Comprehensive Plan is mobility and transportation. This citywide component identifies the transportation system that is consistent with, and can functionally support, the community's long term vision for growth and development (i.e. the Preferred Scenario).
- One of the key components to mobility and transportation is the Master Thoroughfare Plan, which identifies the network of roadways needed to accommodate the future growth plans of the community.
- At the August 15, 2016 City Council Work Session, Staff presented a Preliminary Thoroughfare Plan and associated Travel Demand Model (TDM) results based on growth assumptions of the Preferred Scenario at the year 2040 and at buildout.
- While the Council was generally supportive of the Preliminary Thoroughfare Plan, there was also some concern about the level of service (LOS) expected along some roadways under the build out scenario.

- Concurrent with the development of the Preliminary Thoroughfare Plan for ONE McKinney 2040, the Regional Transportation Council, Collin County, and the Texas Department of Transportation also have/had a number of mobility-related initiatives underway related to the short- and long- term needs of Collin County through 2040 and beyond.
- In light of these discussions, Staff has focused attention over the last several months on re-evaluating the Preliminary Thoroughfare Plan to include transportation connections in support of regional initiatives and acceptable levels of service.
- As such, Staff is now presenting an Updated Preliminary Thoroughfare Plan for discussion with the Council. The key change to the plan is the introduction of a US 380 bypass.
- Staff evaluated a number of potential alignment options for the US 380 bypass. However, as proposed, the bypass would establish a highway cross section through McKinney along the existing Bloomdale Road alignment.
- Other modifications to the plan since it was last discussed with the Council are primarily a result of the US 380 bypass concept.
- Given the significance of this change to the ONE McKinney 2040 Comprehensive Plan and to regional mobility, Staff is requesting Council discussion and consensus related to the Updated Preliminary Thoroughfare Plan.

#### NEXT STEPS

- Should Council be supportive of these changes, Staff will initiate with the Comprehensive Plan consultant team updates the Travel Demand Model (based on the new roadway alignments and County growth projections) as well as any necessary changes to the land use elements of the ONE McKinney 2040 Comprehensive Plan.
- Given the scale of these changes, updates related to the ONE McKinney 2040 Comprehensive Plan initiative will require a modification of the existing scope to include this additional level of work. Staff has had preliminary conversations with the consultant team and is comfortable that any additional cost related to the scope modification can be absorbed using the existing budget for the ONE McKinney 2040 Comprehensive Plan project.
- As well, Staff will host additional public outreach events in February/March specifically to discuss transportation. Staff will also host public outreach events in the spring of 2017 related to all of the key elements of the ONE McKinney 2040 Comprehensive Plan, including land use and mobility.

#### **BACKGROUND INFORMATION:**

##### REGION AND COUNTY BACKGROUND

- Over the past year, Collin County has been updating its growth projection model in order to identify short- and long-term mobility needs within Collin County.



- As anticipated, the expected growth in Collin County over the next 30 to 50 years will likely put a significant strain on the existing and planned regional transportation network (i.e. the Collin County Thoroughfare Plan). Currently, the Collin County Thoroughfare Plan only has 4 regional highway facilities (freeways or tollways) identified. They are: US 75, the Dallas North Tollway, the Collin County Outer Loop, and the President George Bush Turnpike.
- Given the projected growth and limited network of regional transportation facilities, Collin County has placed significant focus on identifying and prioritizing new facilities capable of meeting the demands of future growth and expected transportation needs.
- Regional and state organizations such as the Regional Transportation Council (RTC) and the Texas Department of Transportation (TxDOT) have also been focused on regional mobility needs in light of expected growth in the region over the next 30 to 50 years.
- Ongoing efforts by TxDOT in consideration of US 380, resulted in the US 380 Feasibility Study, which was completed in August 2016. The Feasibility Study evaluated the 15 mile stretch of US 380 from Prosper to McKinney with the goal of identifying potential design solutions and their expected impacts on congestion levels of the roadway.
- In general, findings from the US 380 Feasibility Study indicated that 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 of D/E/F by 2040. Significant improvements in level of service for US 380 in this section would likely require the conversion of the roadway to a highway facility (or limited access roadway, LARS). Highways and limited access roadways can have a right-of-way width ranging from 200 feet to 400 feet.
- As a result of this regional dialogue, a number of different plans, solutions, and recommendations have been discussed at the regional level. This includes:
  - In early 2016, the RTC (in partnership with TxDOT) requested that governing bodies in Collin County each submit their top 3 regional project recommendations in support of Mobility 2040, the regional mobility plan of NCTCOG. In response, the City of McKinney passed Resolution No. 2016-05-064, which identified priority regional and local projects for McKinney. Included in this resolution was the City's opposition to the conversion of US 380 in McKinney to a highway cross section/limited access roadway.
  - At the October 2016 meeting of RTC, the Collin County Action Plan was discussed, which identified 4 potential regional projects for Collin County, including a US 380 bypass in McKinney. The US 380 bypass concept would consider a highway cross section/LARS along an alternate route of US 380 in McKinney.
  - At the November 2016 meeting of the RTC, the 10-Year Unified Transportation Program was discussed. The 10-year plan identified funding for further evaluation of US 380 from the Denton County line to the Hunt County line, including the US 380 bypass concept.

- Also part of the identified US 380 project in the 10-Year plan, there is a placeholder for other candidate projects for which the City of McKinney has proposed the extension of SH 121 (SRT) from Spur 399 east connecting to US 380 east of Princeton.
- Concurrent to these efforts, Collin County initiated an economic impact study to evaluate the net economic impacts of converting US 380 from a Principal Arterial to a limited access roadway in Collin County. A draft of this report was recently completed and is expected to be presented to the Collin County Commissioners Court in early 2017.
- For more information about the Regional Mobility Plan (Mobility 2040), visit: [www.nctcog.org/mobility2040](http://www.nctcog.org/mobility2040) <<http://www.nctcog.org/mobility2040>>.

#### ONE MCKINNEY 2040 BACKGROUND

- The Mobility and Transportation Element of the ONE McKinney 2040 Comprehensive Plan generally includes the following important components:
  - The Master Thoroughfare Plan
  - Illustrative Cross-Sections
  - Key Mobility Considerations
- The major benefits of providing this information within the Comprehensive Plan includes:
  - Identifying right-of-way (ROW) needs in advance of development;
  - Identifying the roadways planned to accommodate anticipated traffic based on the preferred growth scenario; and
  - Providing policy-level guidance for the desired design and context of arterial roadways.
- More information about the ONE McKinney 2040 Comprehensive Plan Update can be found at [www.onemckinney2040.com](http://www.onemckinney2040.com) <<http://www.onemckinney2040.com>>.

# 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**

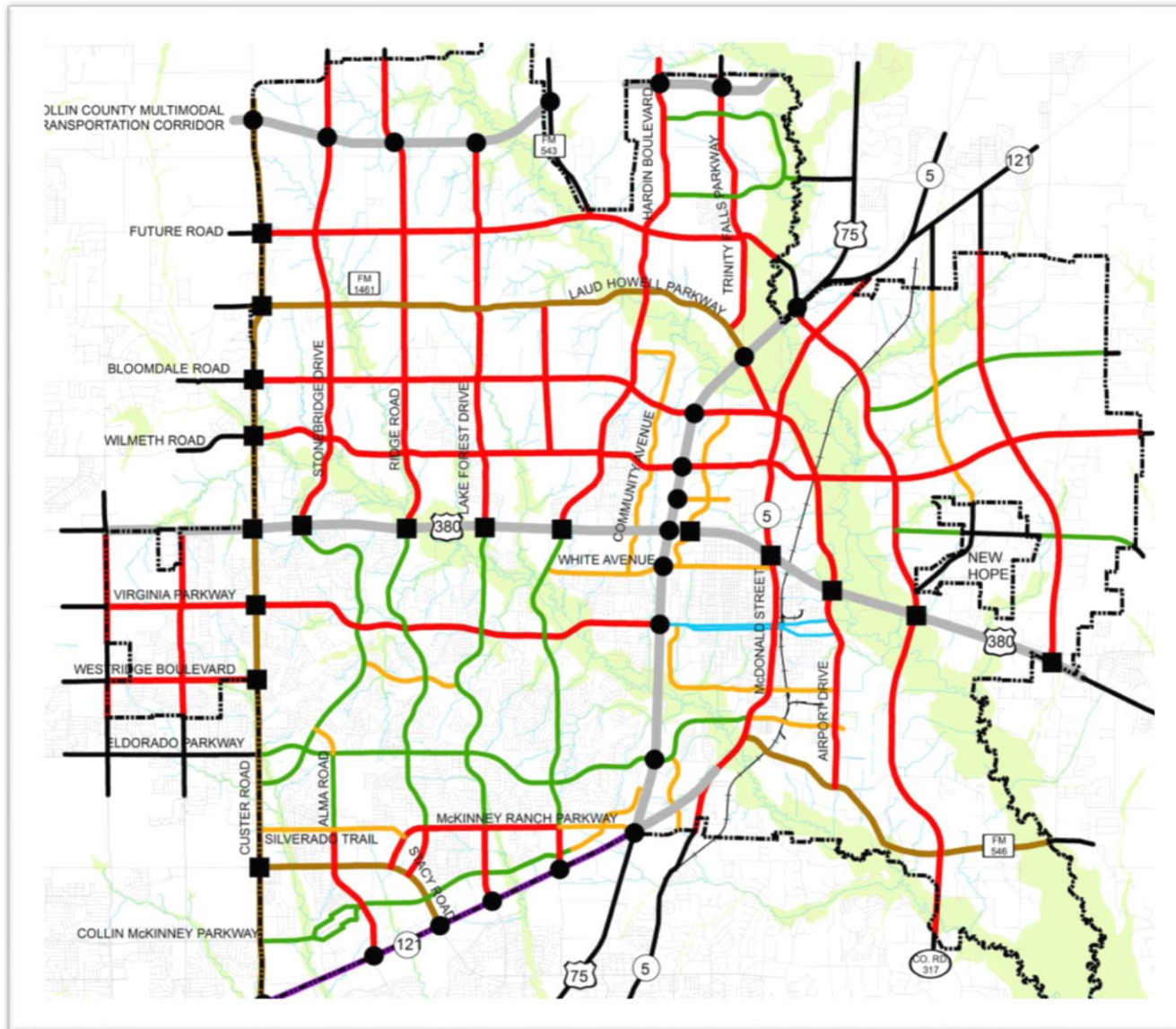
Alternative Modes (i.e. bike accommodations, public transportation, etc)  
Regional Connectivity

# 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

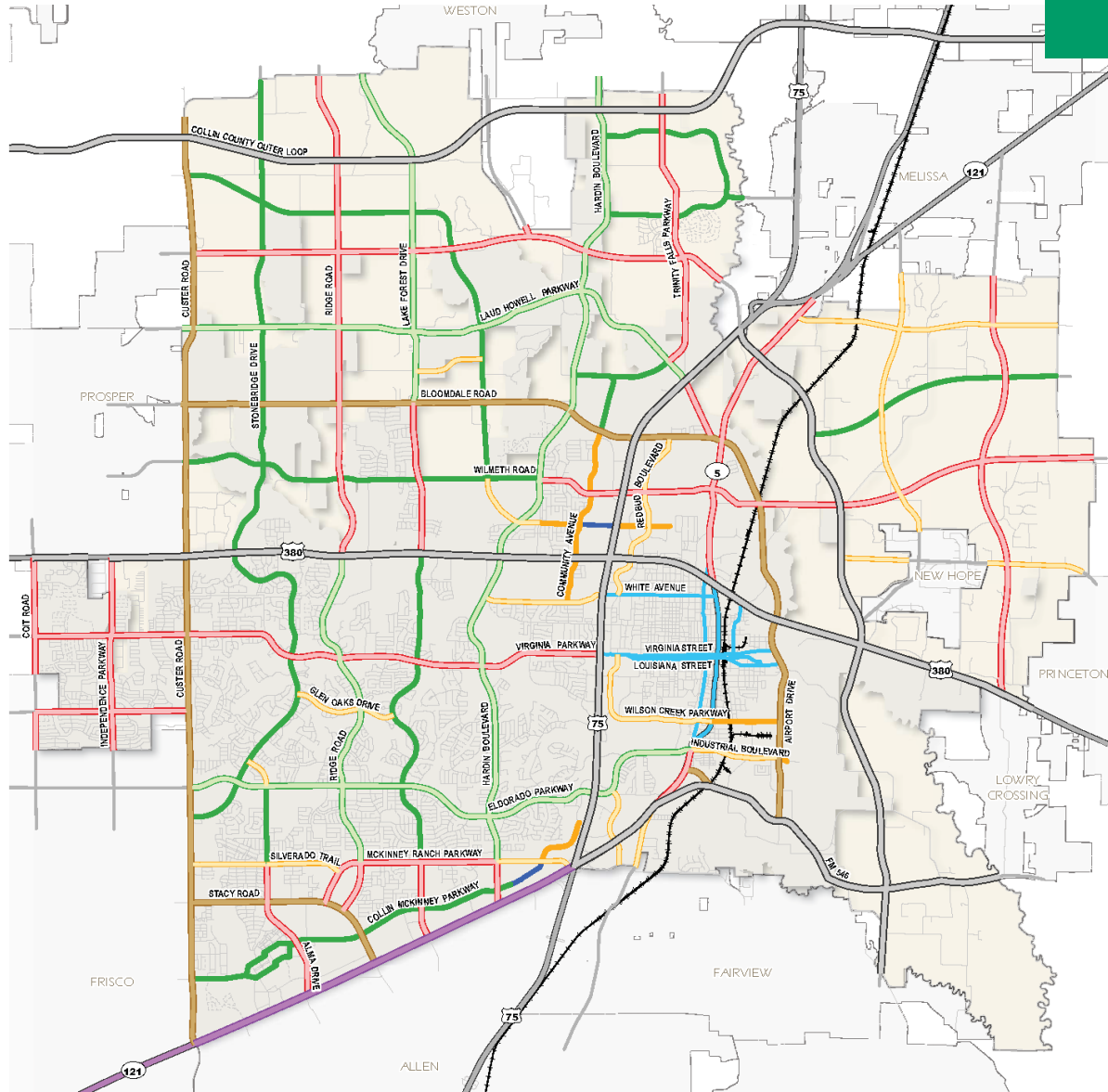


# ONE McKinney 2040: Draft MTP

## 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



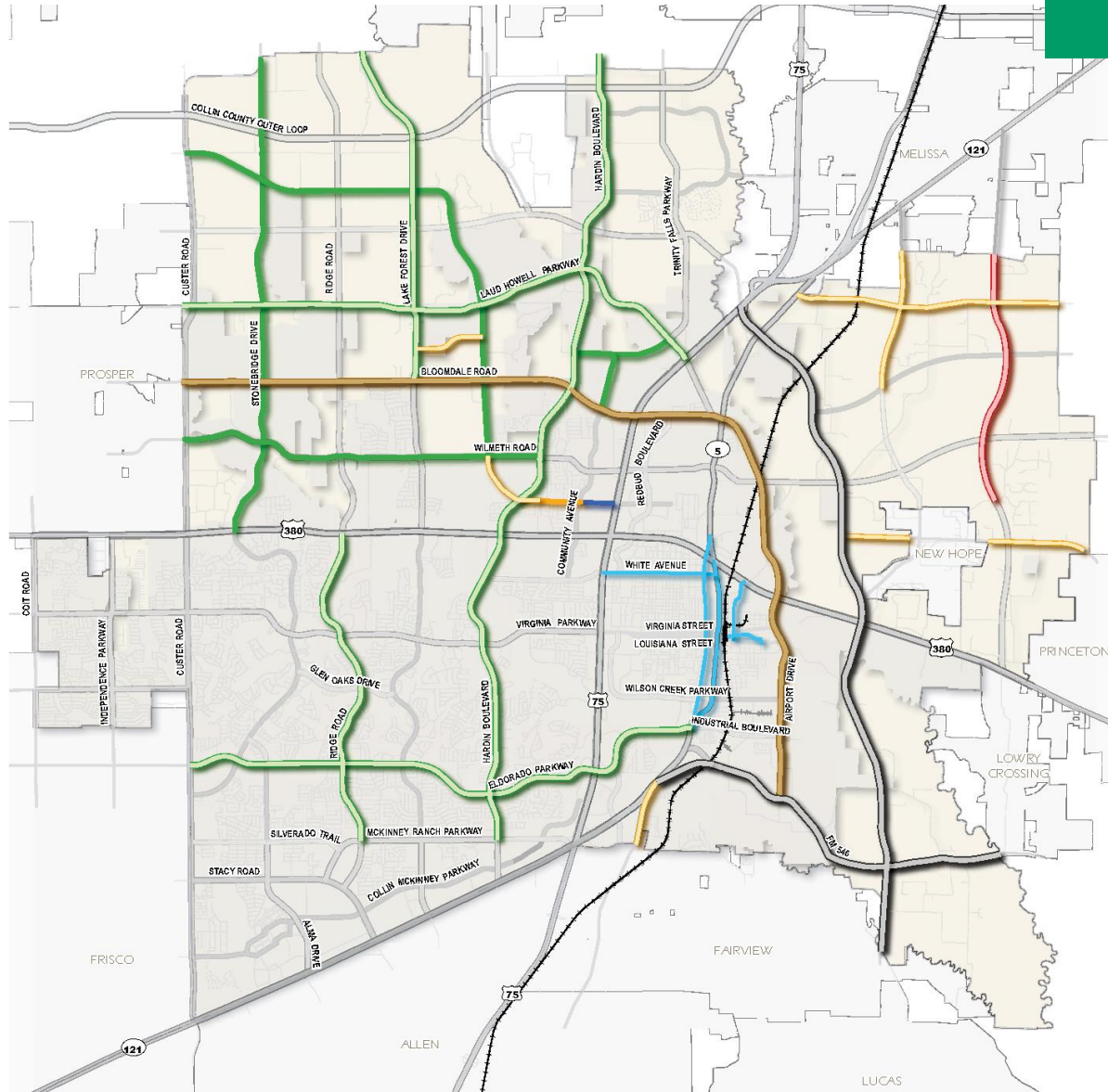
# ONE McKinney 2040: Preliminary MTP

## Key Changes

Classifications

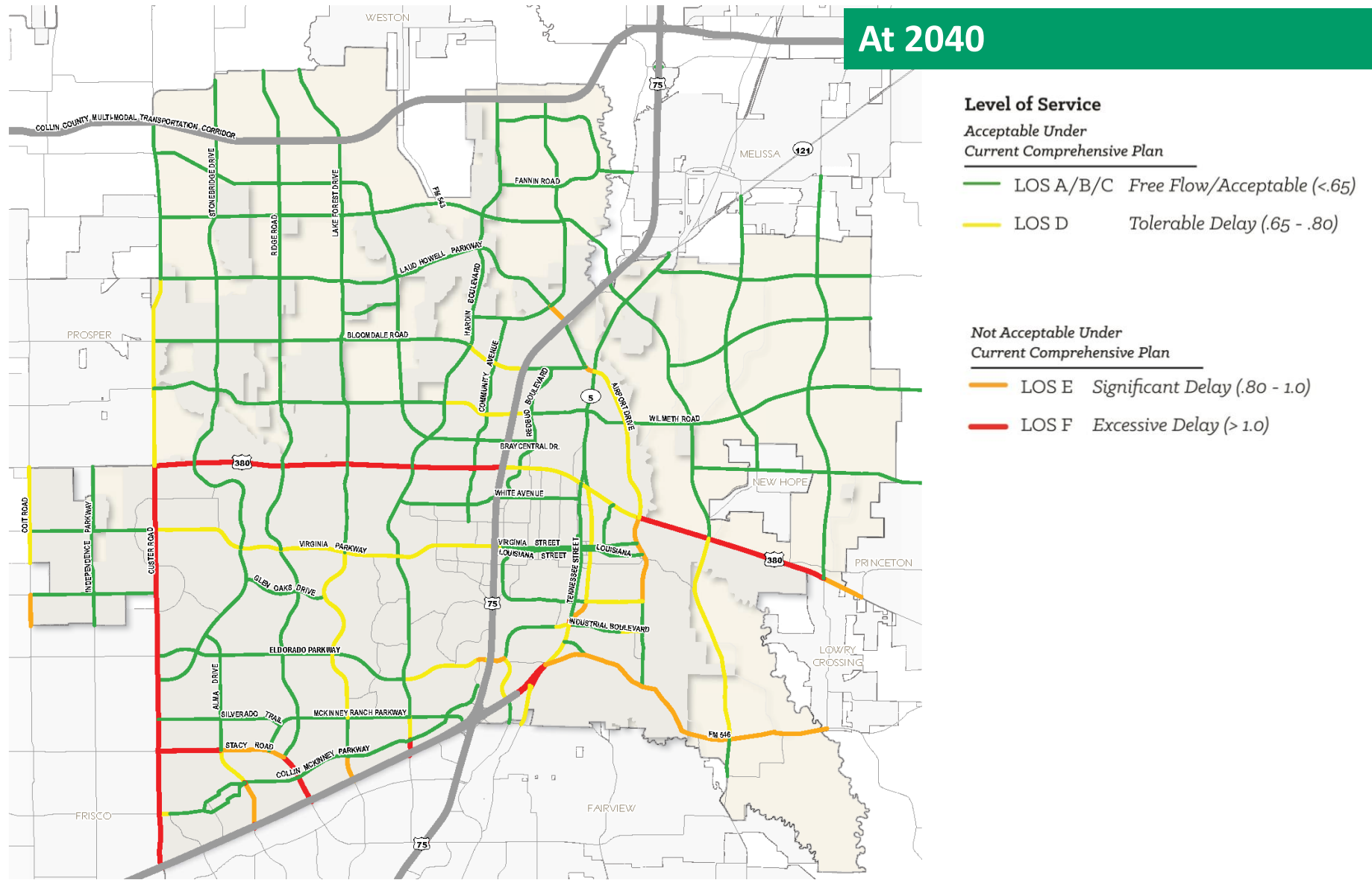
Updated Alignments

New Alignments

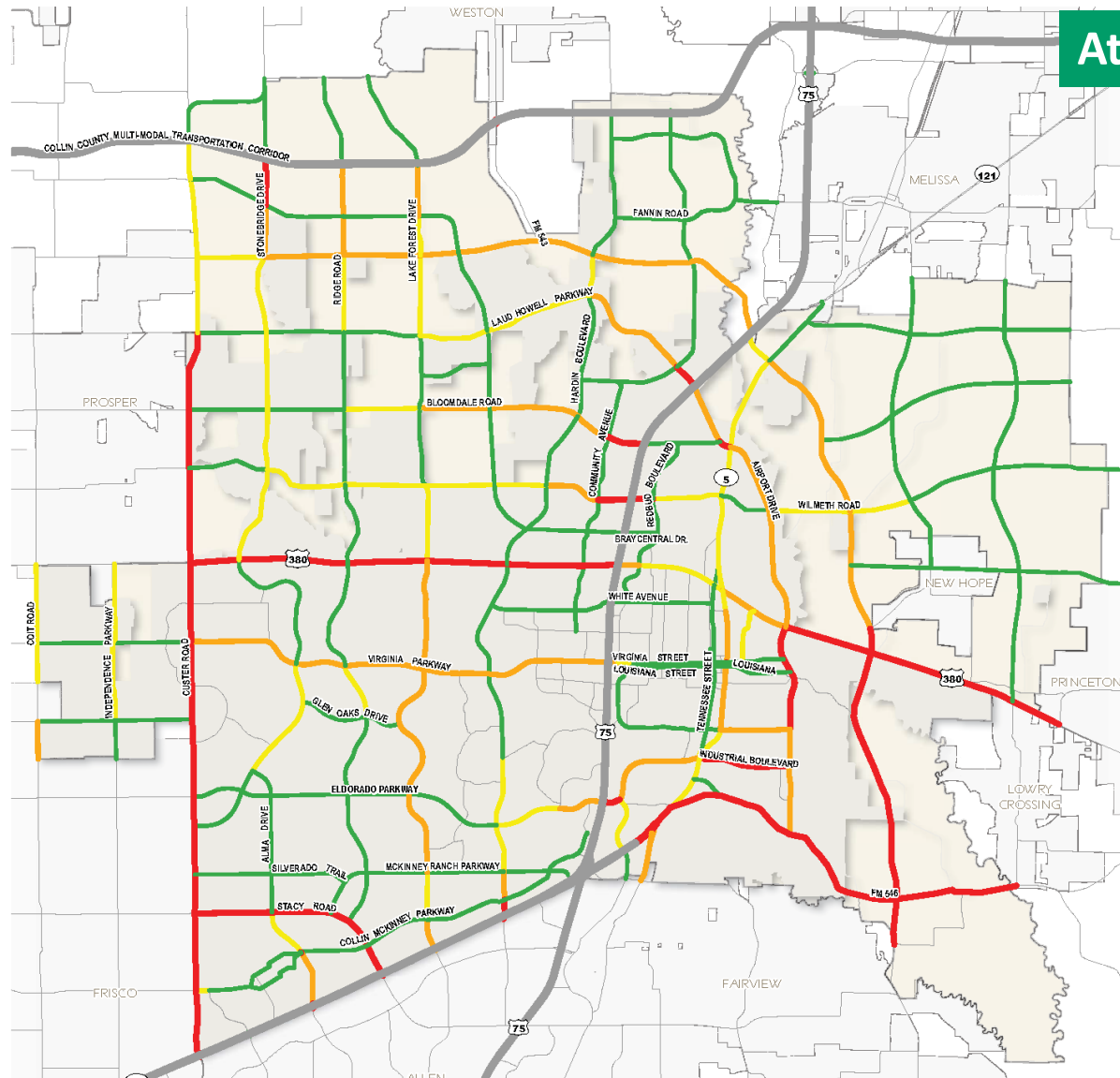




# Preliminary Thoroughfare Plan: TDM Results



# 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)

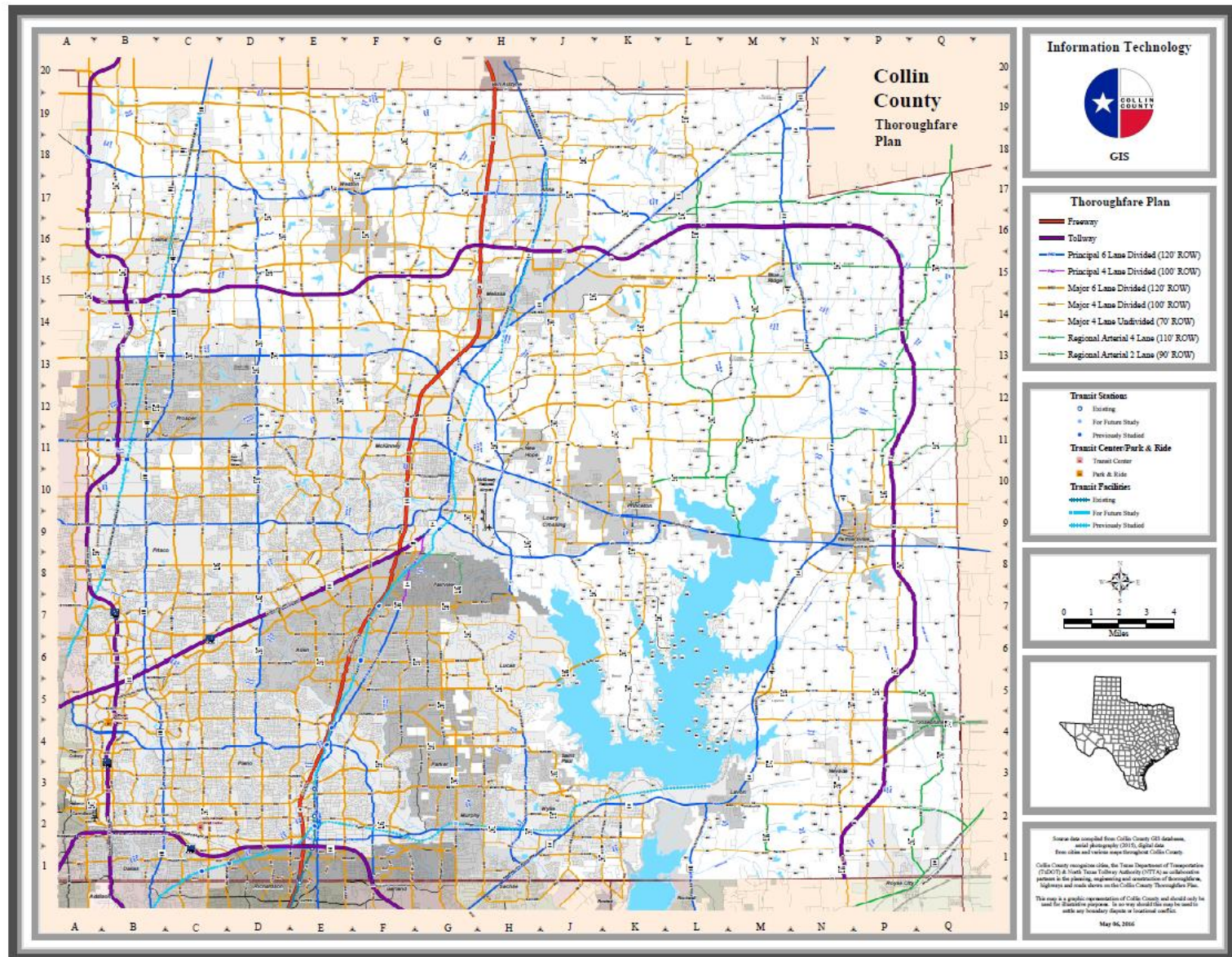
— LOS F Excessive Delay (> 1.0)

# 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

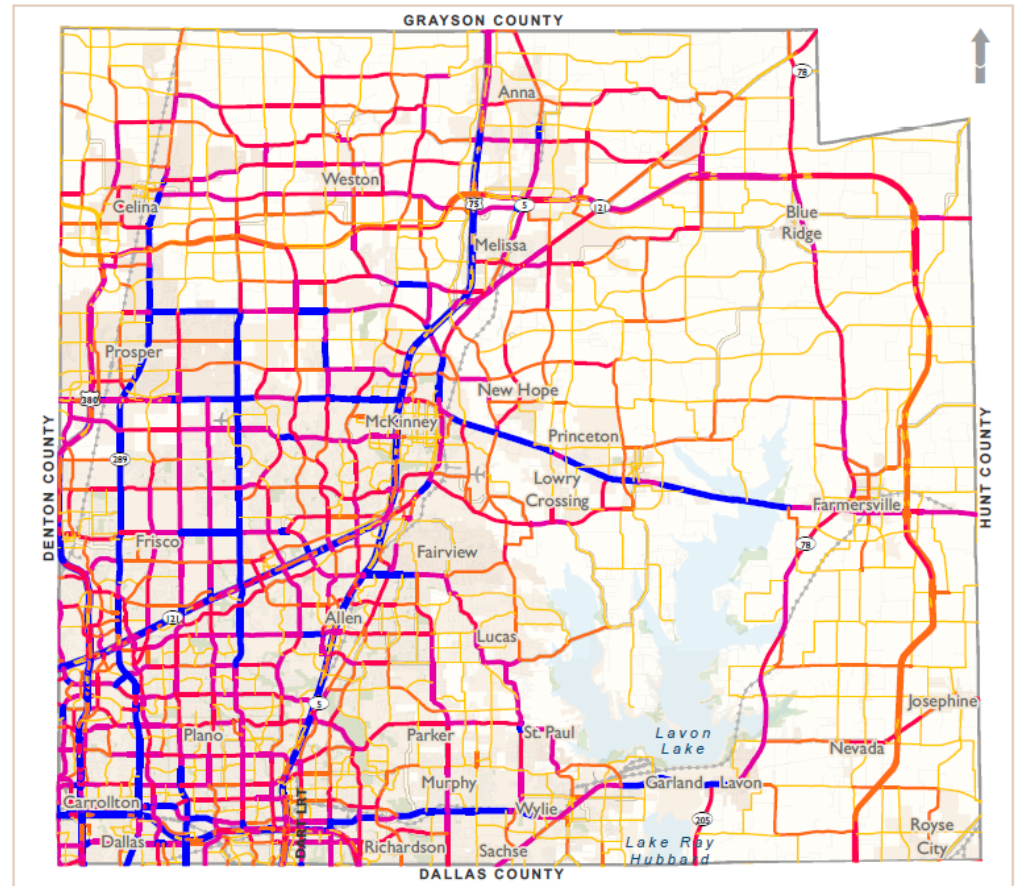
# 2016 Collin County Thoroughfare Plan





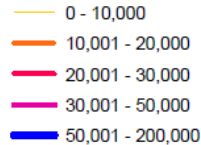
# Collin County Growth Projections

Blue roads  
exceed capacity  
of 6-lane arterial



**COLLIN COUNTY MOBILITY PLAN  
3.4M BUILD-OUT TRAFFIC VOLUME**

Average Daily Traffic (ADT)



County Line

Airport

Railroad

Park

Water Body





# 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

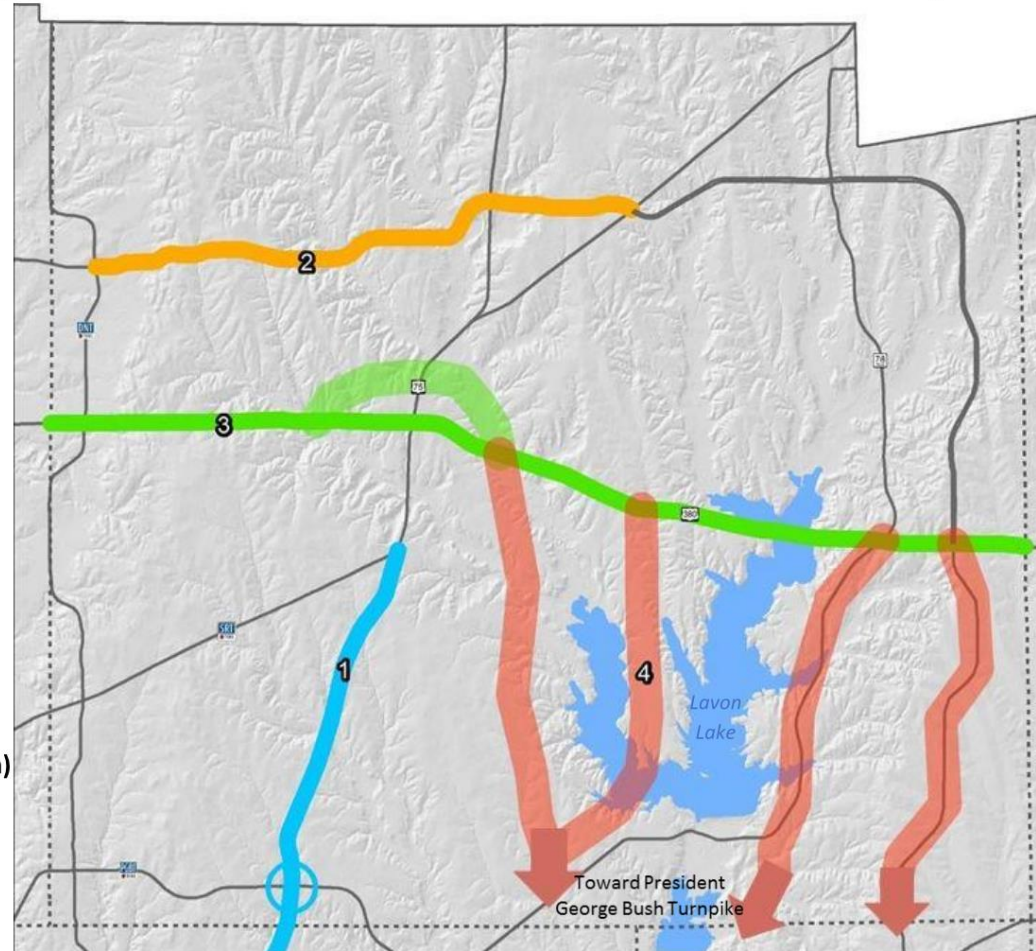
- Staged construction of frontage roads

**Corridor 3 (Near Term):**  
**US 380**

- Countywide Study
- McKinney Bypass

### Corridor 4 (Near & Long Term)

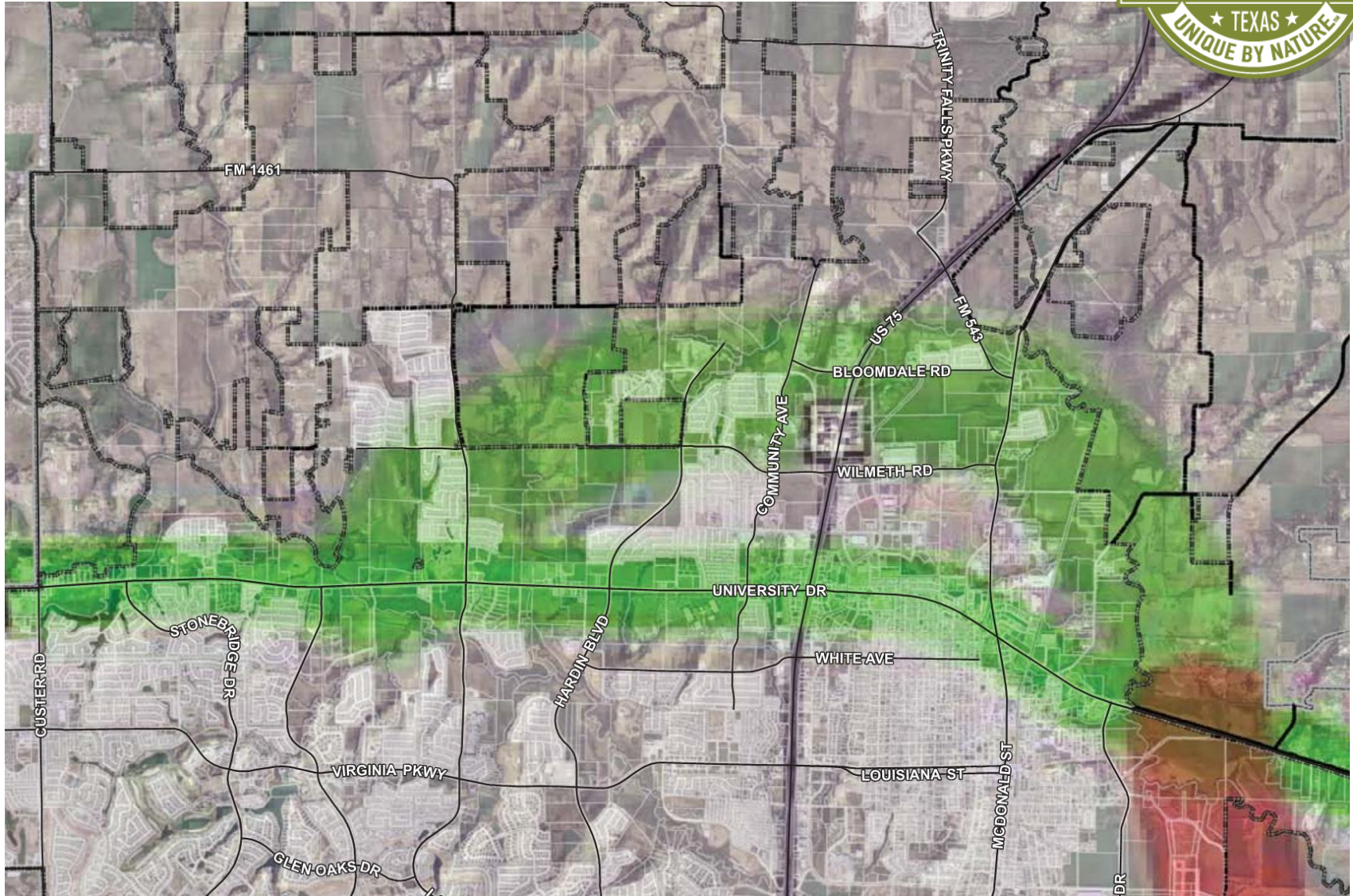
- Study of non-tolled north/south roadway needs and opportunities





# Collin County Roadway Action Plan

## US 380 Bypass Corridor





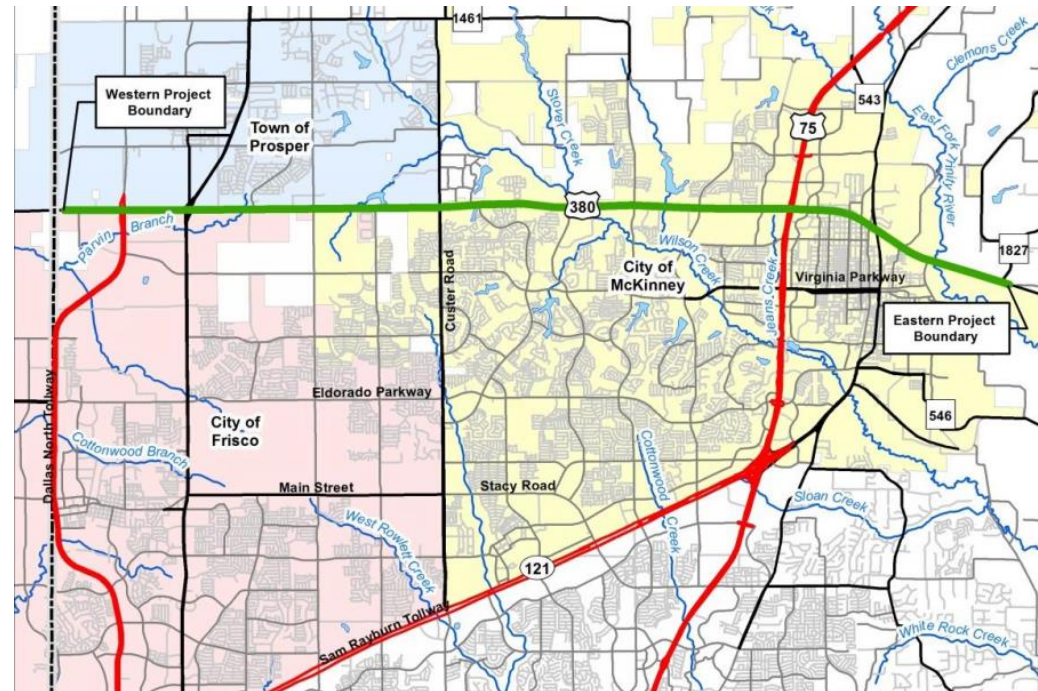
# TxDOT US 380 Feasibility Study

## 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

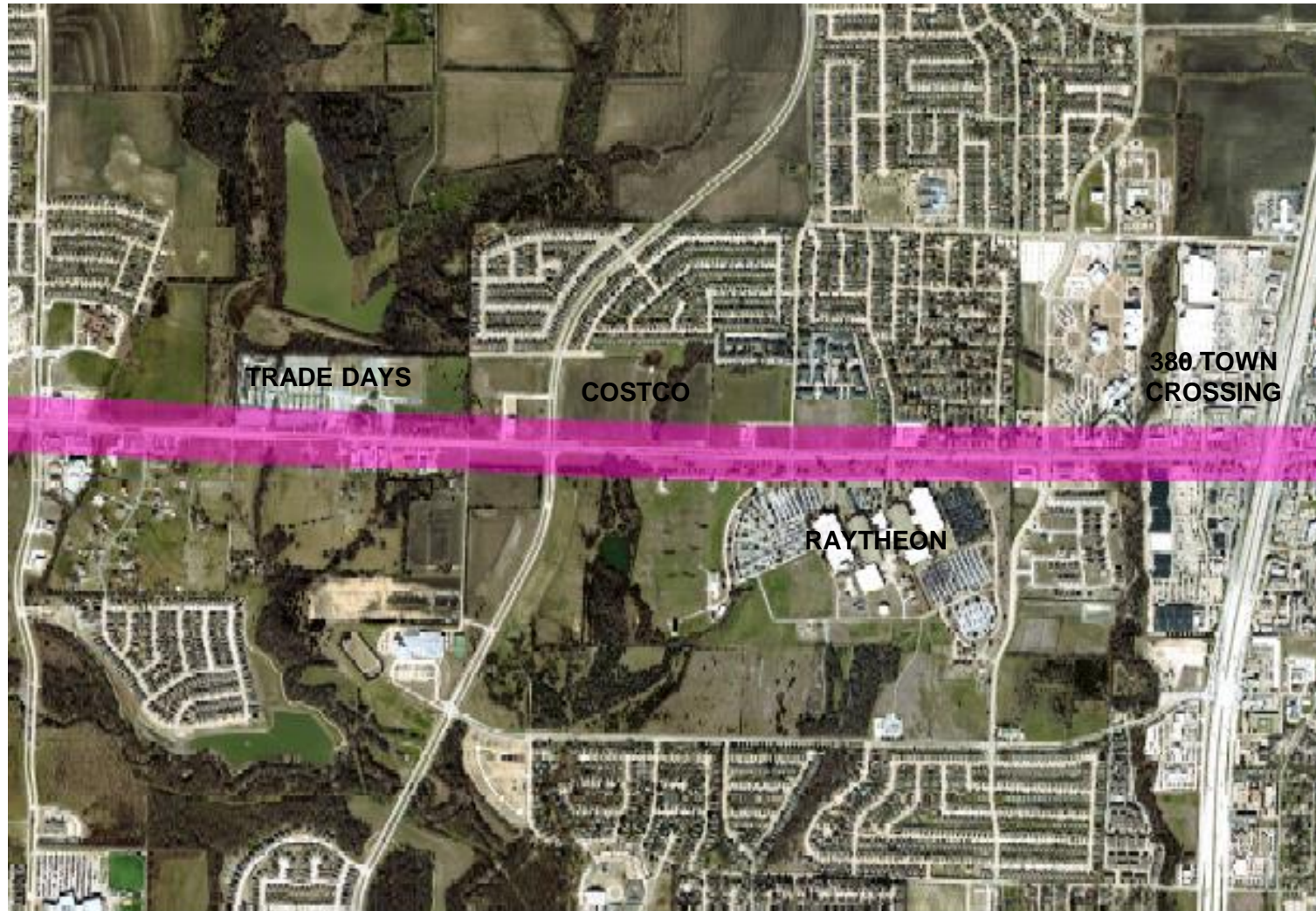
300 foot ROW





# McKinney Regional Choices: US 380 as a Limited Access Roadway

300 foot ROW





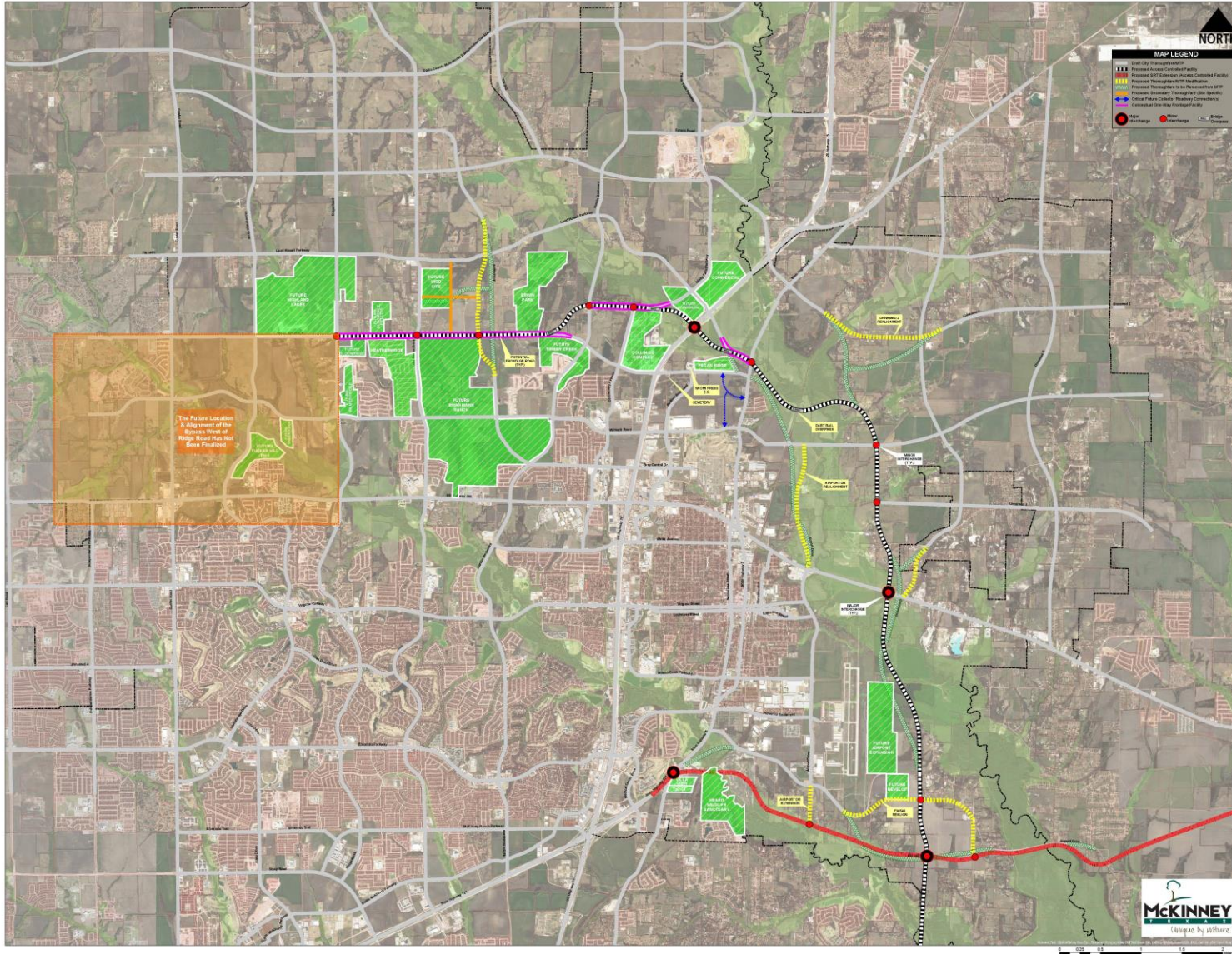
# McKinney Regional Choices: US 380 as a Limited Access Roadway

300 foot ROW





# McKinney Regional Choices: US 380 Bypass Corridor



**PROS:**

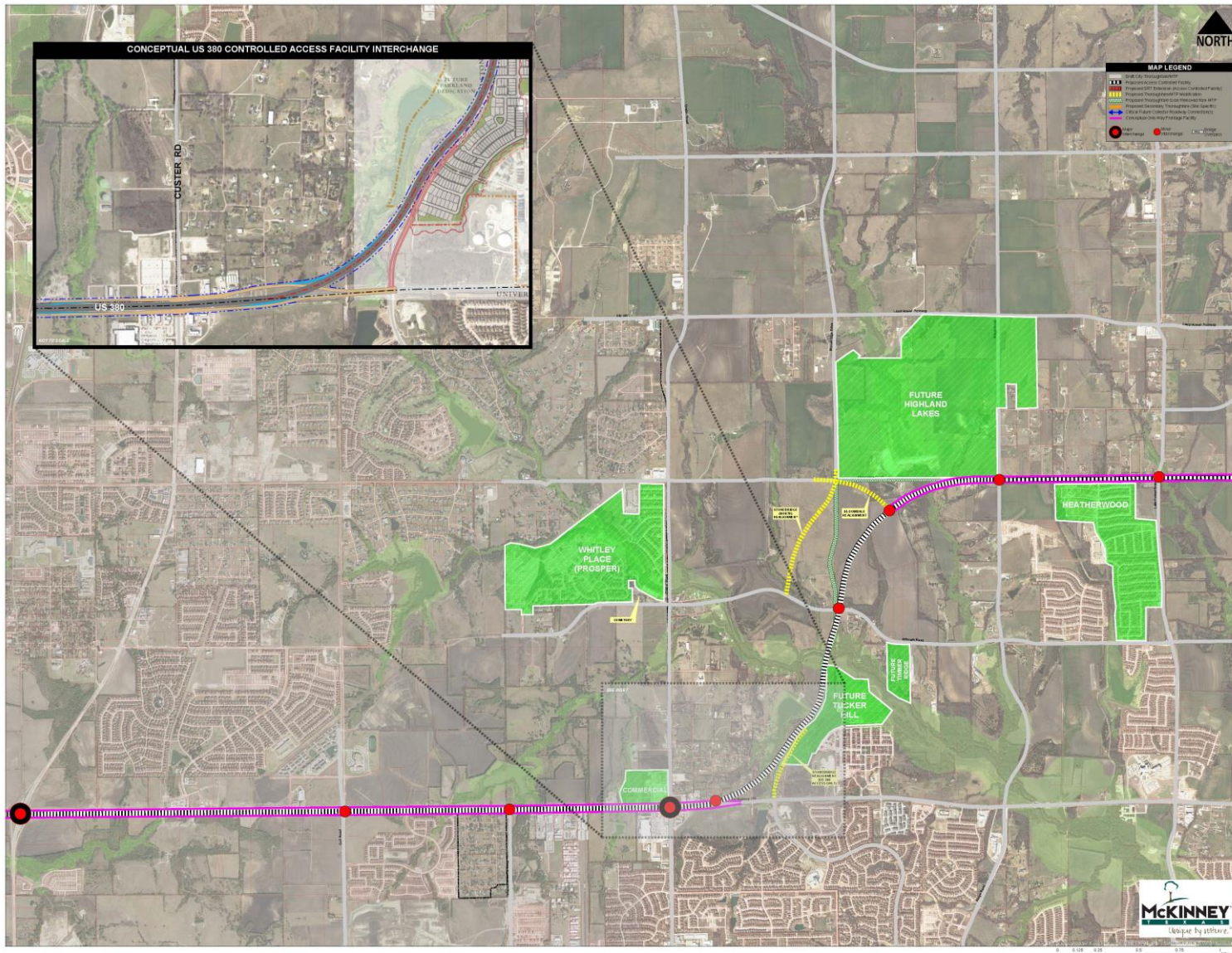
- minimizes negative impacts on major existing businesses
- creates new opportunity for economic development
- Creates regional solution without impacting neighboring communities
- Creates much needed capacity near US75/FM543
- Located with good separation from CCOL

**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:**

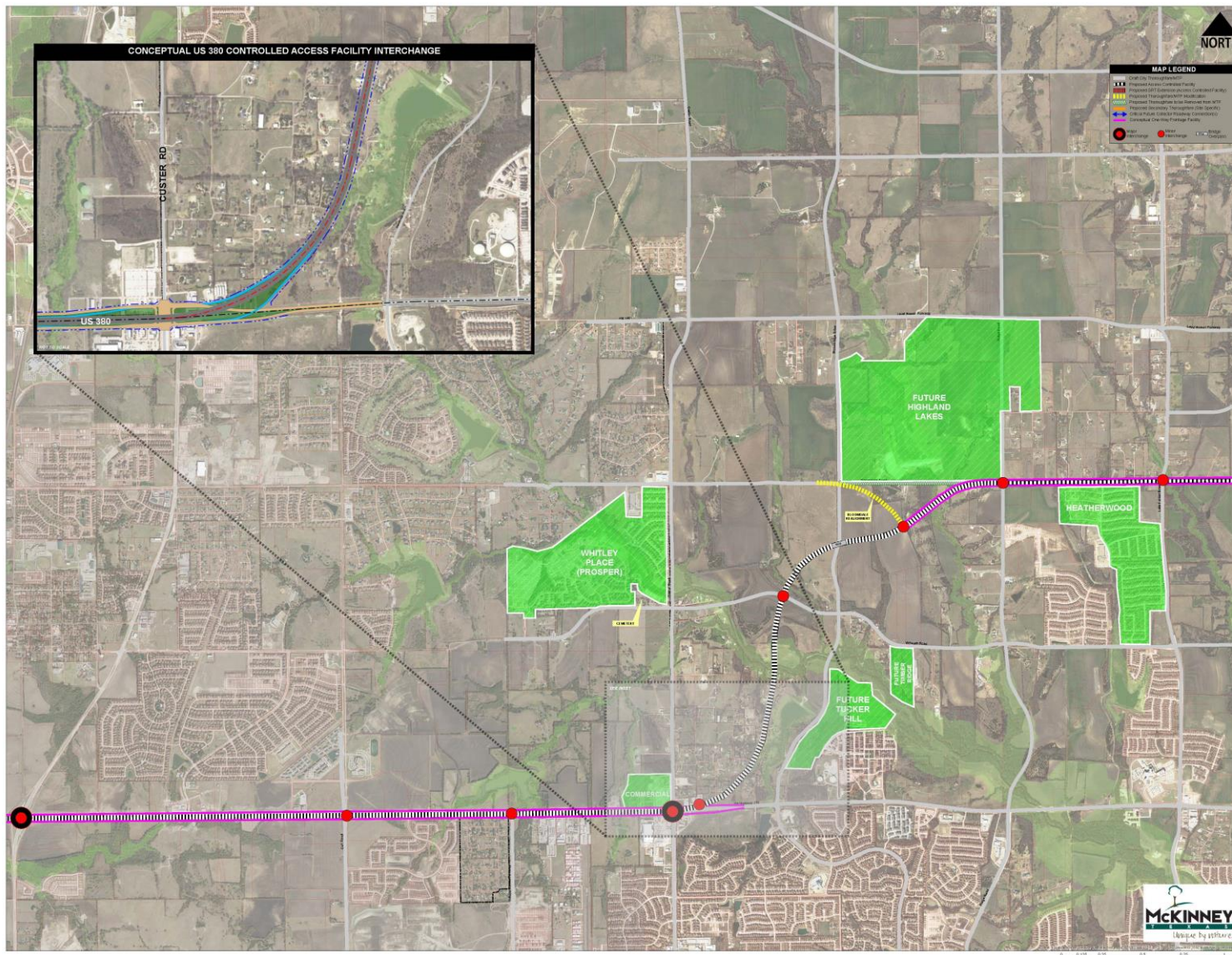
- Requires only minor alignment changes to adjoining arterials
- Provides good separation from Custer Road to create smooth intersections/transitions

**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



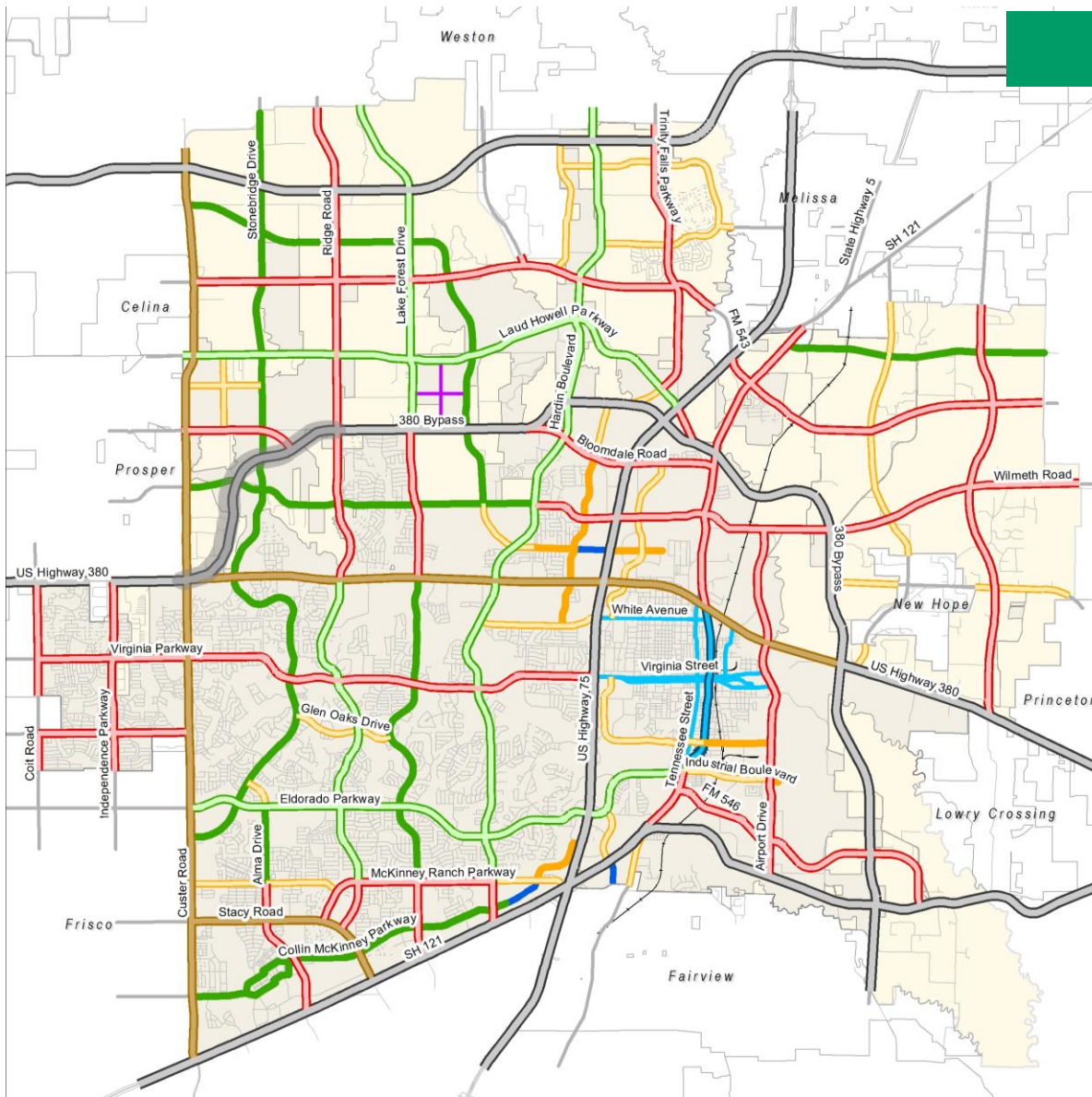
# McKinney Regional Choices: Updated Preliminary Thoroughfare Plan

## 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

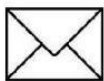
## Stay in the Know



[www.onemckinney2040.com](http://www.onemckinney2040.com)



972.547.7400



ATTN: Planning Department  
221 N. Tennessee Street  
McKinney, TX 75069



[info@onemckinney2040.com](mailto:info@onemckinney2040.com)



[facebook.com/ONEMcKinney2040](https://facebook.com/ONEMcKinney2040)



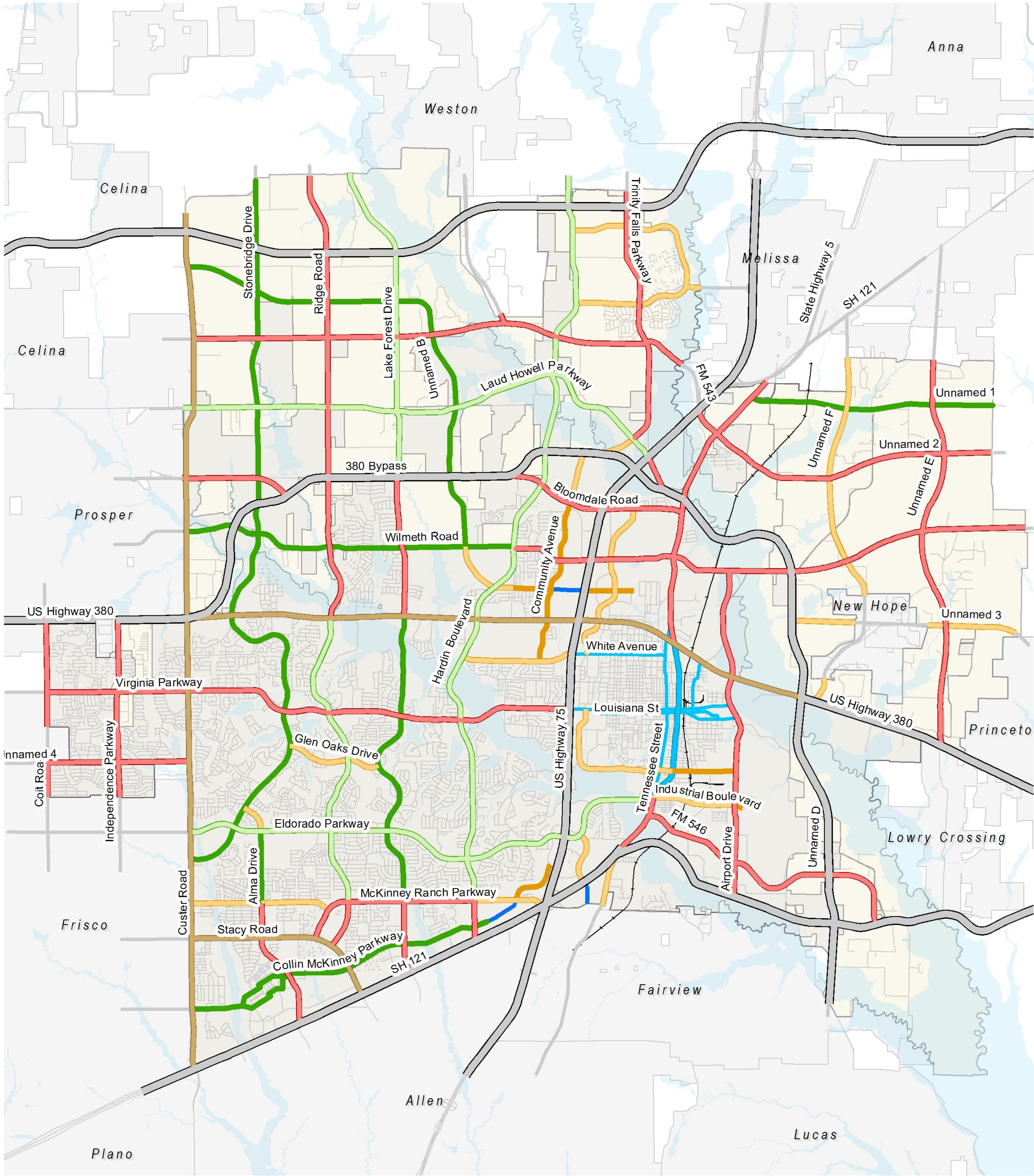
[@PlanMcKinney](https://twitter.com/PlanMcKinney) | [@CityOfMcKinney](https://twitter.com/CityOfMcKinney)



[linkedin.com/company/one-mckinney-2040](https://linkedin.com/company/one-mckinney-2040)



ONE COMMUNITY. ONE VISION.



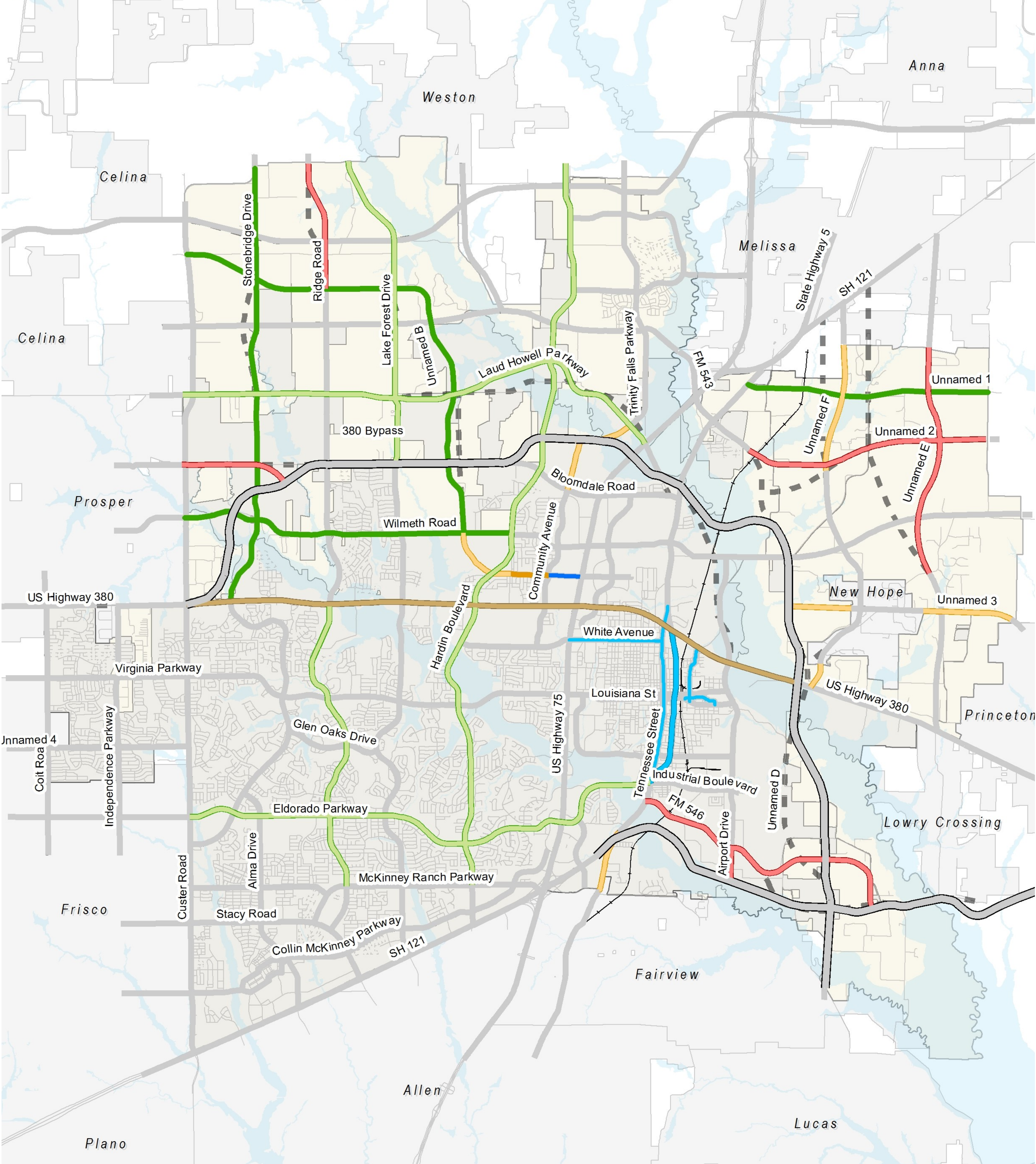
## Legend

- |   |  |           |                      |
|---|--|-----------|----------------------|
| Major Regional Highway / Multi-Modal    | Greenway Arterial (4 lanes)                | Railroads | McKinney City Limits |
| Principal Arterial - 130' ROW (6 lanes) | Minor Arterial (4 lanes)                   |           | McKinney ETJ         |
| Major Arterial (6 lanes)                | Minor Arterial (3 Lanes)                   |           | Other Cities         |
| Greenway Arterial (6 Lanes)             | Town Thoroughfare (2 lane one way pairing) |           |                      |
|   | Road By Others                             |           |                      |

ONE McKinney 2040



ONE COMMUNITY. ONE VISION.



February 16, 2017



Legend

- Major Regional Highway / Multi-Modal

Principal Arterial - 130' ROW (6 lanes)

Major Arterial (6 lanes)

Greenway Arterial (6 Lanes)

Greenway Arterial (4 lanes)

Minor Arterial (4 lanes)

Minor Arterial (3 Lanes)

Town Thoroughfare (2 lane one way pairing)

Road By Others

Existing MTP Alignment

Railroads

McKinney City Limits

McKinney ETJ

Other Cities



**Summary of Highlighted Changes to the Existing Master Thoroughfare Plan (2004)**  
**(Based on Draft Thoroughfare Plan Presented in January 2017)**

Thoroughfare Name	General Location	Type of Change	Notes
Airport Dr	from Bloomdale Rd to Wilmeth Rd	Removed	Termination of Airport Rd at Wilmeth Rd due to 380 Bypass
Community Ave	from Bloomdale Rd to new US 380 Bypass	New Thoroughfare	Extension of Community Ave to bypass
Eldorado Pky	from Custer Rd to SH 5	Classification Change	Changed from G4D to G6D
FM 546	from SH 5 to eastern ETJ Boundary	Classification Change and Alignment Shift	Changed from P6D to M6D; Alignment changes east of SH 5
Hardin Blvd	from McKinney Ranch Pky to US 380	Classification Change	Changed from G4D to G6D
Hardin Blvd	from US 380 to northern ETJ boundary	Classification Change	Changed from M6D to G6D
Lake Forest Dr	from new US 380 Bypass to northern ETJ boundary	Classification Change	Changed from M6D to G6D
Laud Howell Pky	from Custer Rd to US 75	Classification Change and Alignment Shift	Changed from P6D to G6D; Alignment changes near Hardin Blvd
Louisiana St	from SH 5 to Greenville St	New Thoroughfare	Recognizes existing road as a Town Thoroughfare
Ridge Rd	near the Collin County Outer Loop	Alignment Change	
Ridge Rd	from McKinney Ranch Pky to US 380	Classification Change	Changed from G4D to G6D
SH 121 Extension	from SH 5 / Spur 399 to eastern ETJ Boundary	New Thoroughfare	Newly recognized Major Regional Highway
State Highway 5	from Eldorado Pky to US 380	Classification Change	Changed from M6D to Town Thoroughfare
State Highway 5	from southern ETJ boundary to Spur 399	Classification Change	Changed from M6D to M4D
Stonebridge Dr	from US 380 to northern ETJ boundary	Classification Change and Alignment Shift	Changed from a M6D to G4D Alignment changes north of Laud Howell Pky
Taylor Burke Dr	from US 75 to Hardin Blvd	New Thoroughfare	Recognizes existing road as Minor Arterial
Taylor Burke Dr	from Hardin Blvd to Wilmeth Rd	New Thoroughfare	Newly recognized Minor Arterial
Taylor Burke Dr	from Wilmeth Rd to Custer Rd	New Thoroughfare	Newly recognized thoroughfare (G4D)
Tennessee St	from Eldorado Pky to SH 5	New Thoroughfare	Recognizes existing road as a Town Thoroughfare
Throckmorton St	from Greenville St to US Hwy 380	New Thoroughfare	Recognizes existing road as a Town Thoroughfare
Trinity Falls Pky	from new US 380 bypass to Laud Howell Pky	New Thoroughfare	Extension of Trinity Falls Pky
Unnamed 1	located in the northeastern portion of the ETJ	New Thoroughfare	Newly recognized thoroughfare (G4D)
Unnamed 2	located in the northeastern portion of the ETJ	Classification Change and Alignment Shift	Changed from G4D to M6D Alignment changes near railroad
Unnamed 3	located in the northeastern portion of the ETJ near the Town of New Hope	Classification Change	Changed from G4D to M4D
Unnamed E	located in the northeastern portion of the ETJ	Alignment Shift	
Unnamed F	located in the northeastern portion of the ETJ	Alignment Shift	
US 380	from Custer Rd to East Fork of the Trinity River	Classification Change	Changed from Major Regional Highway to P6D
US 380 Bypass	from Custer Rd to Stonebridge	New Thoroughfare	Newly recognized Major Regional Highway
US 380 Bypass (previously Bloomdale Rd)	from Stonebridge Dr to US 75	Classification Change	Changed from M6D to Major Regional Highway (bypass)
US 380 Bypass (previously Unnamed Arterial D)	from US 75 to southern ETJ boundary	New Thoroughfare/ Classification Change	Newly recognized Major Regional Highway generally along the old alignment of Unnamed Arterial D
White Ave	from US 75 to Tennessee St	Classification Change	Changed from M4U to Town Thoroughfare
Wilmeth Rd	from Custer Rd to Hardin Blvd	Classification Change	Changed from M6D to G4D

# Regional Mobility & the US 380 Bypass Concept

*Informational Meeting  
February 9, 2017*



- MONEY MAGAZINE 2014 -

# Purpose and Agenda

## Purpose:

- Regional Mobility Issues, Priorities, and Pressures
- US 380 as a Limited Access Facility (freeway)
- US 380 Bypass Concept and potential alignment

## Agenda:

- Welcome
- Presentation
- Breakout / Open House Discussions

# McKinney at a Glance

---

**Current City Limits:**  
~ 68 sq. mi.

---

**Ultimate City Limits:**  
116 sq. mi.

---

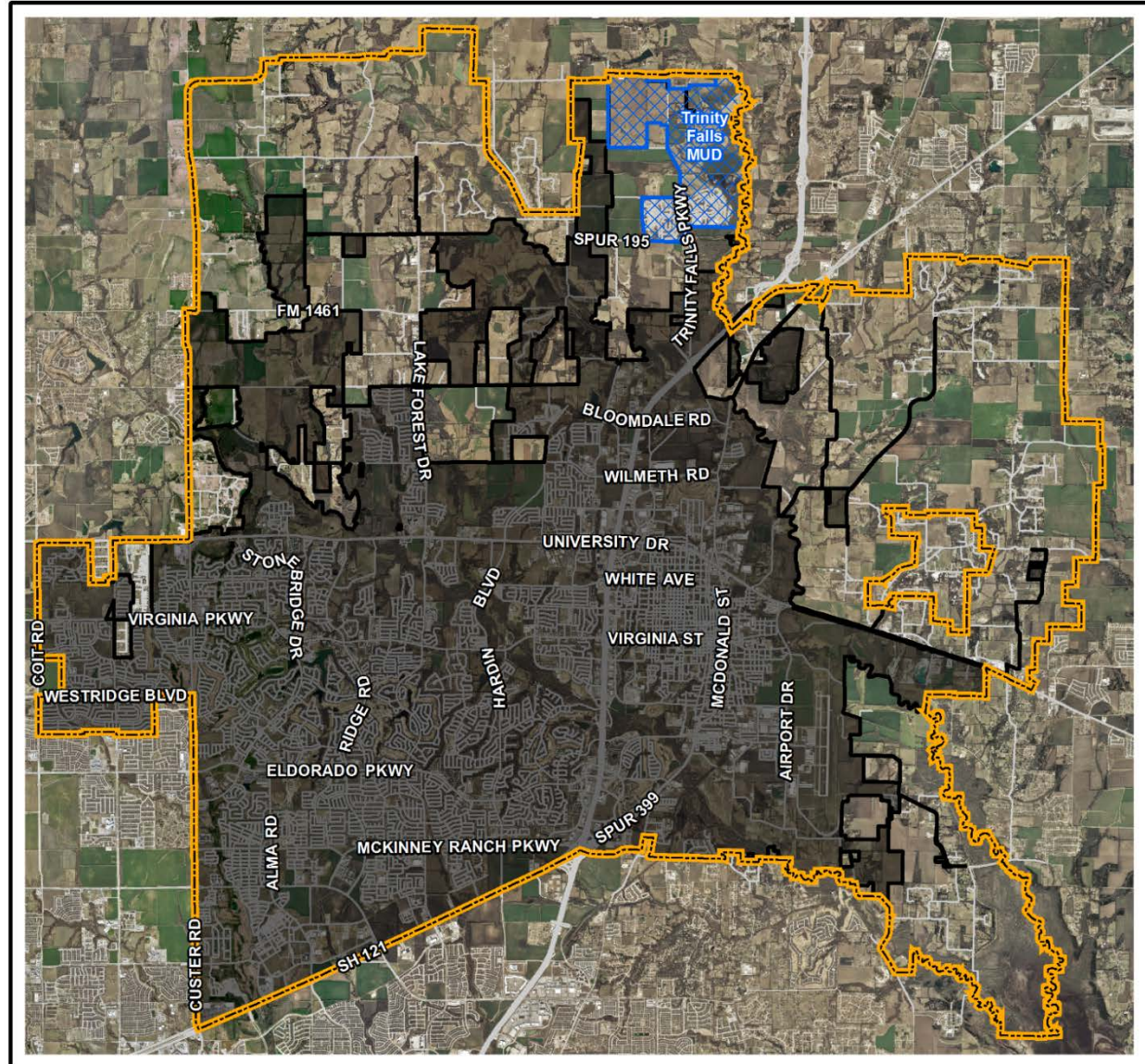
---

**Current Population (2017):**  
168,358

**Est. Population at 2040:**  
284,000

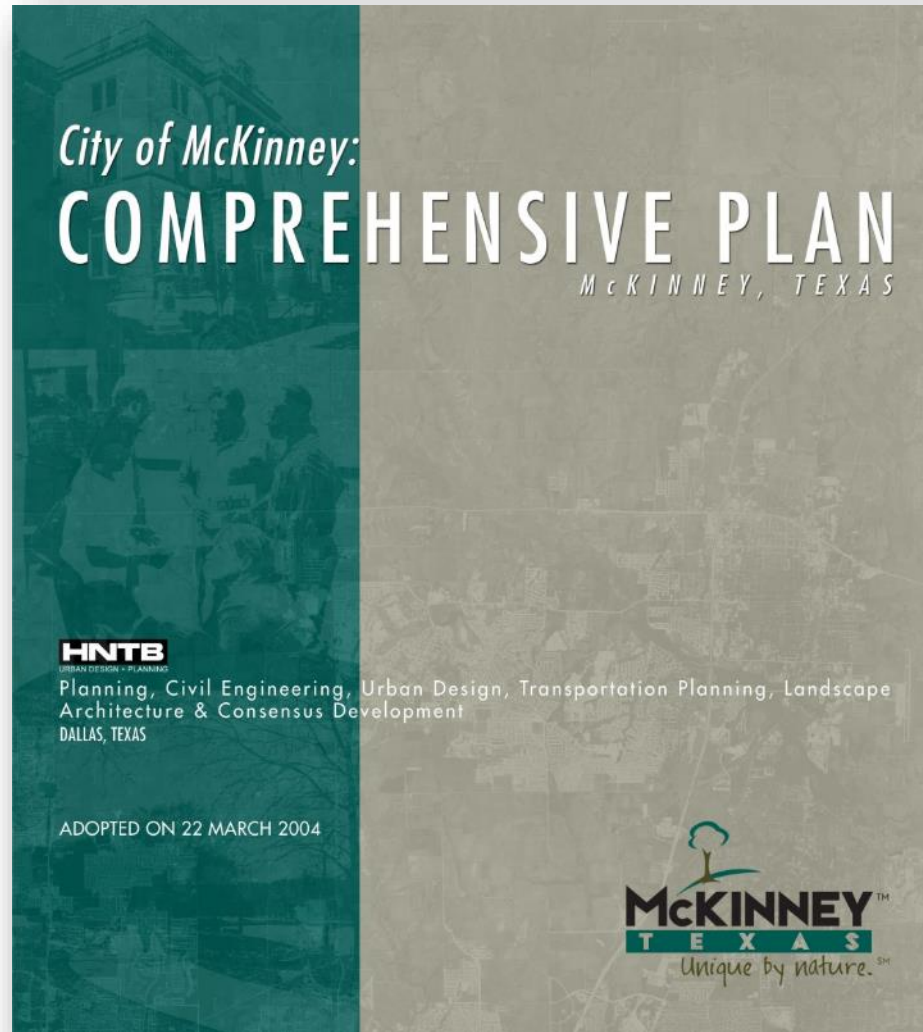
**Est. Population at BO:**  
350,000 – 400,000

---





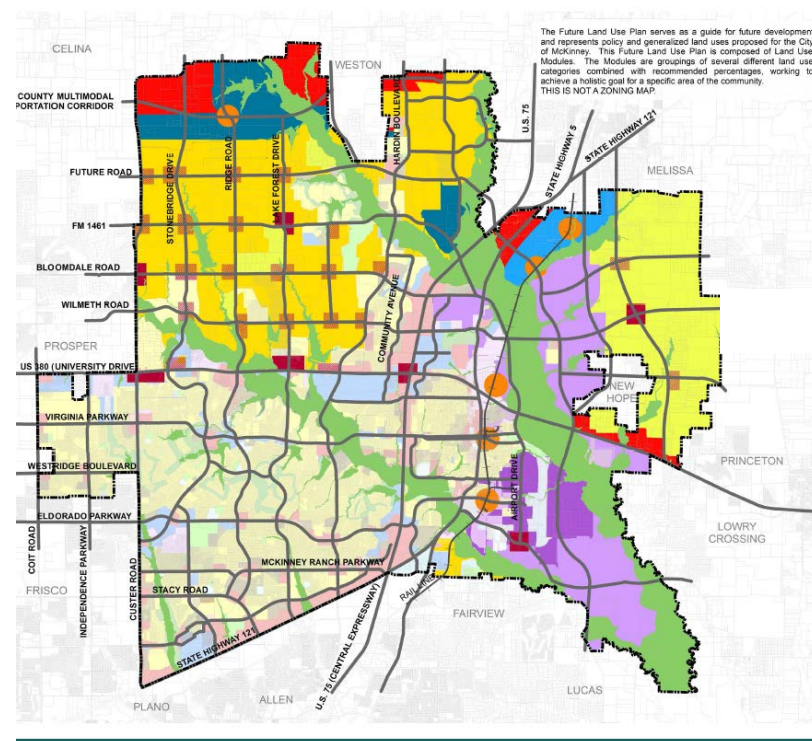
# The Comprehensive Plan



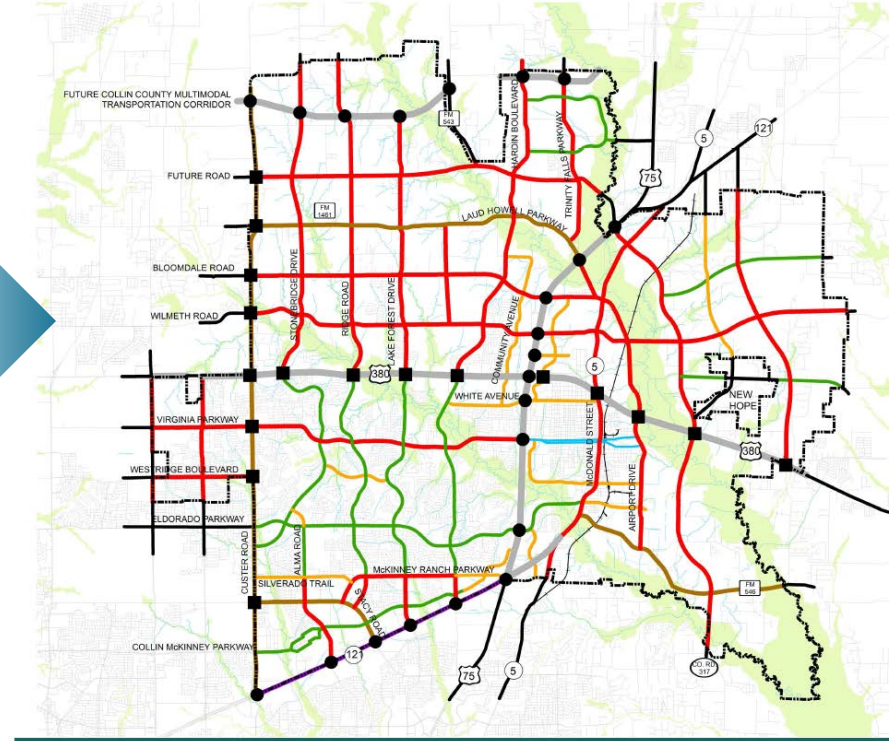


# How do we plan for future roadways?

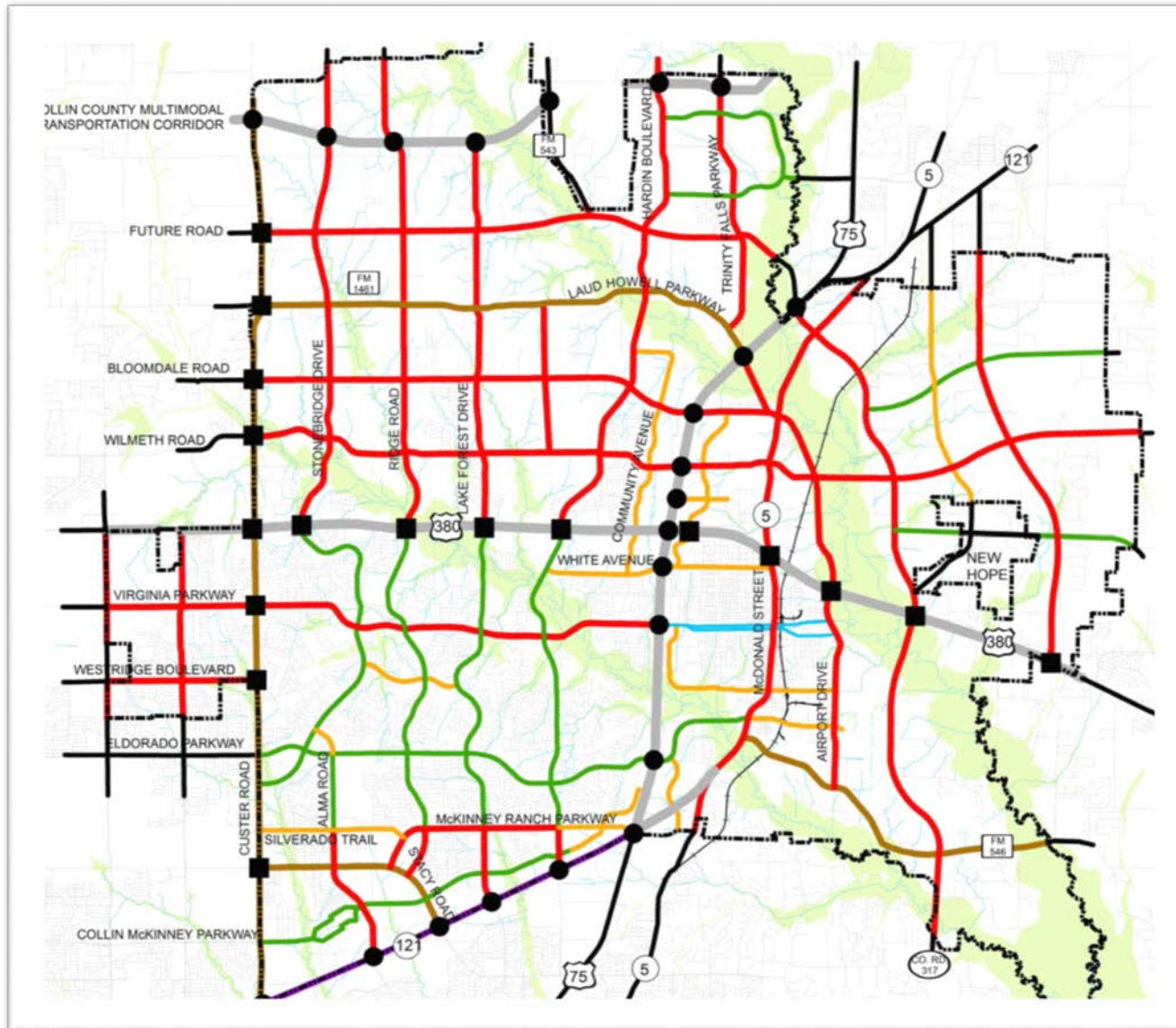
## Future Land Use Plan



## Master 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

# Comprehensive Plan Update

## ONE McKINNEY 2040

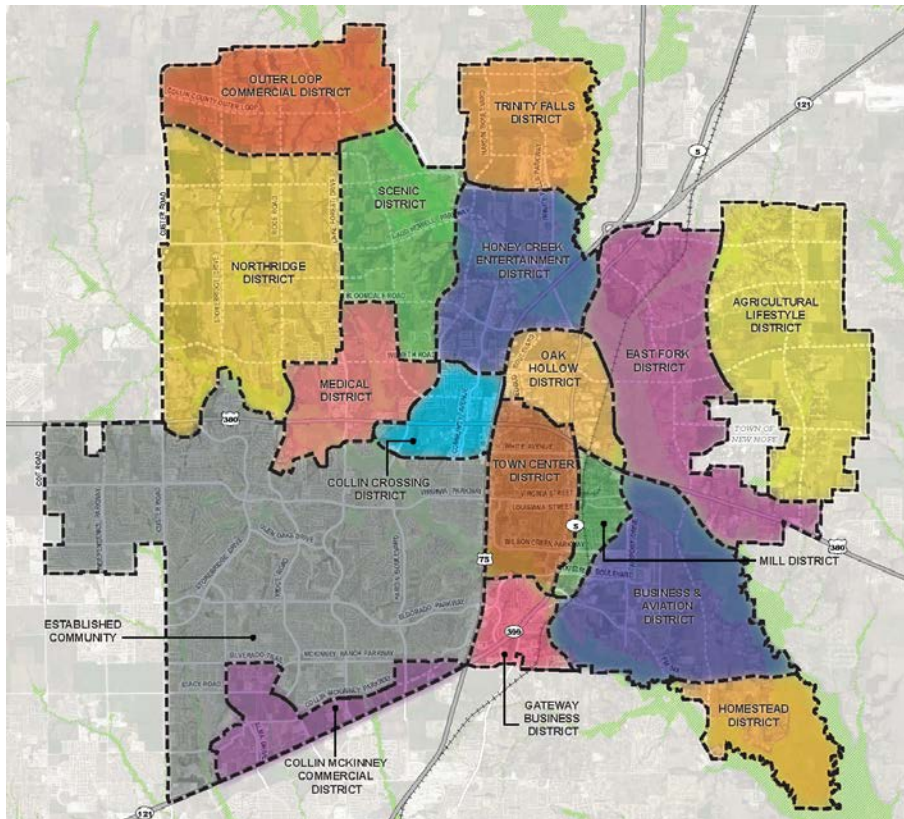
### **Why are we updating the Comprehensive Plan?**

- Current Comprehensive Plan was adopted in 2004; much has changed in the last 12 years
- Population growth to over 160,000 residents
- High level of development has taken place

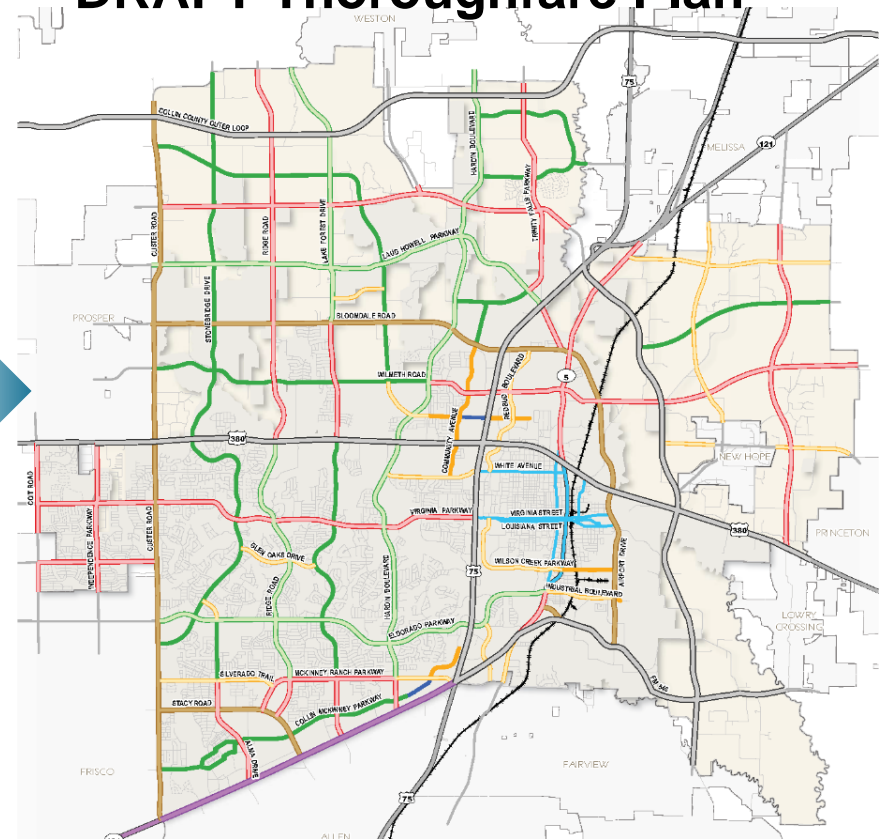


# ONE McKinney 2040

## DRAFT Preferred Scenario



## DRAFT Thoroughfare Plan

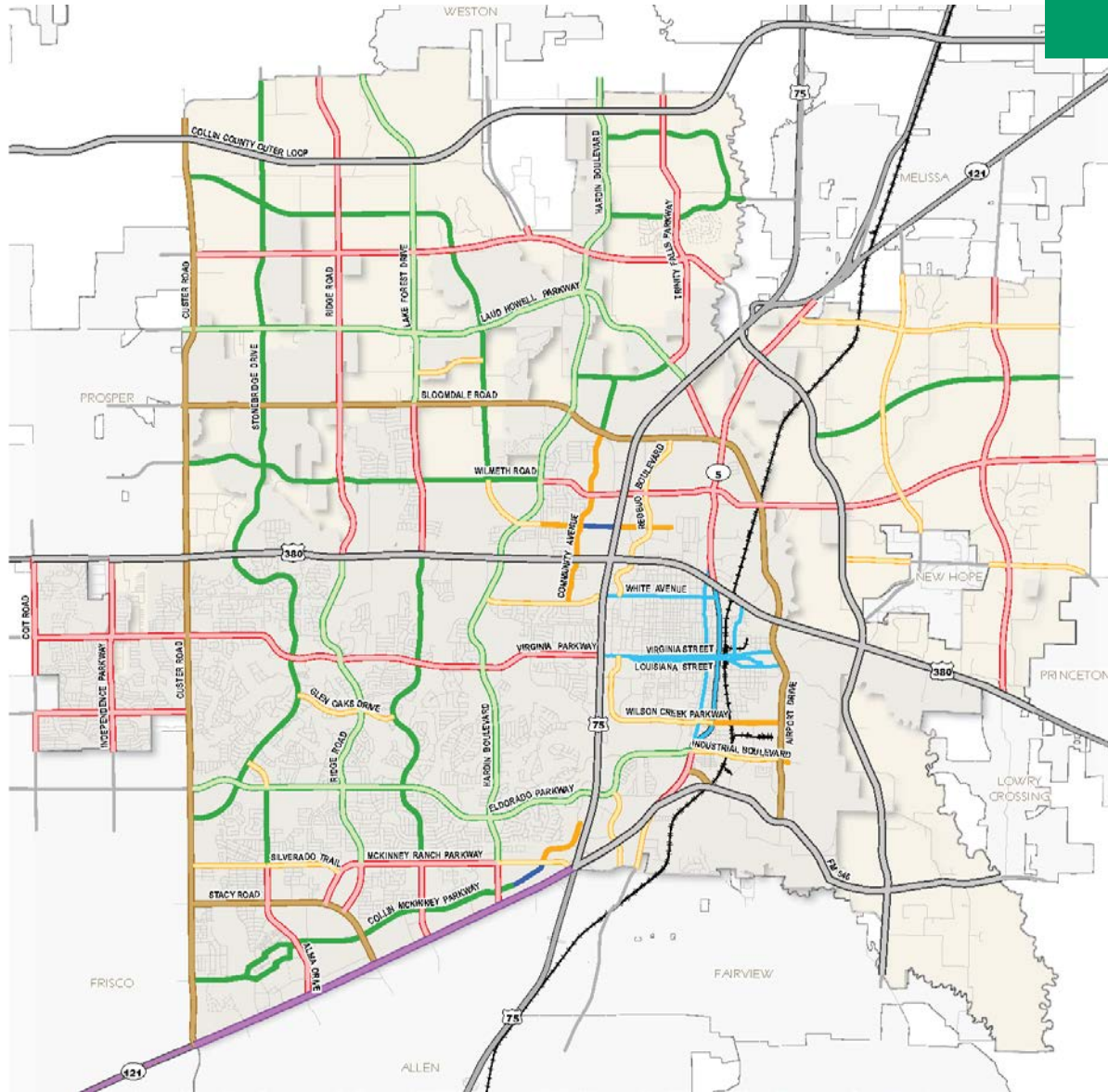


# ONE McKinney 2040: Draft MTP\*

## Roadway Classifications

Draft Thoroughfare Plan 2016

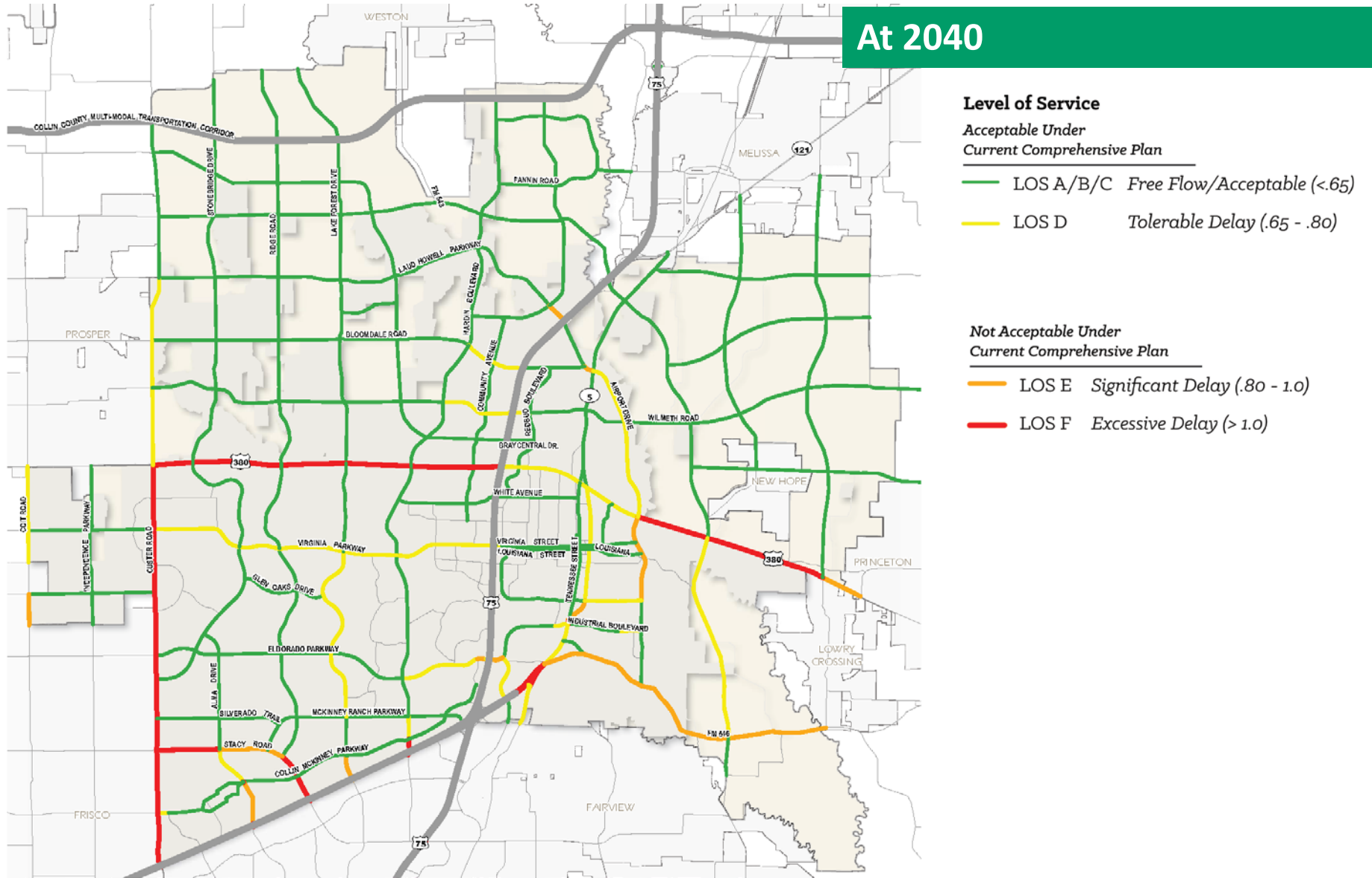
- Major Regional Highway / Multi-Modal
- Tollway
- Principal Arterial - 130' ROW (6 Lanes)
- Major Arterial (6 Lanes)
- Greenway Arterial (6 Lanes)
- Greenway Arterial (4 Lanes)
- Minor Arterial (4 Lanes Divided)
- Minor Arterial (4 Lanes Undivided)
- Minor Arterial (3 Lanes)
- Town Thoroughfare
- Road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



*\* not yet approved or adopted by Council*

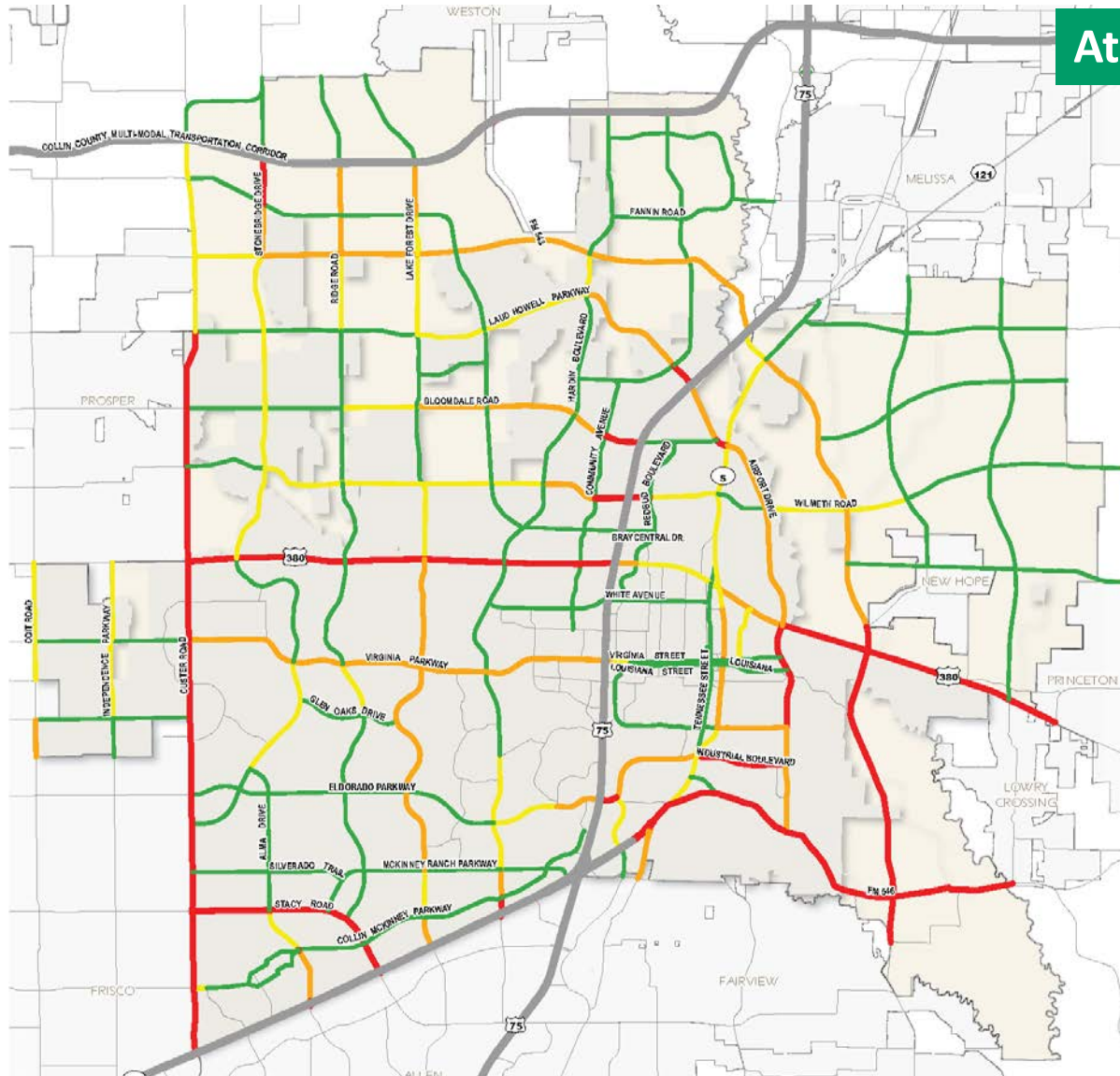


# Preliminary Thoroughfare Plan: TDM Results



# 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)

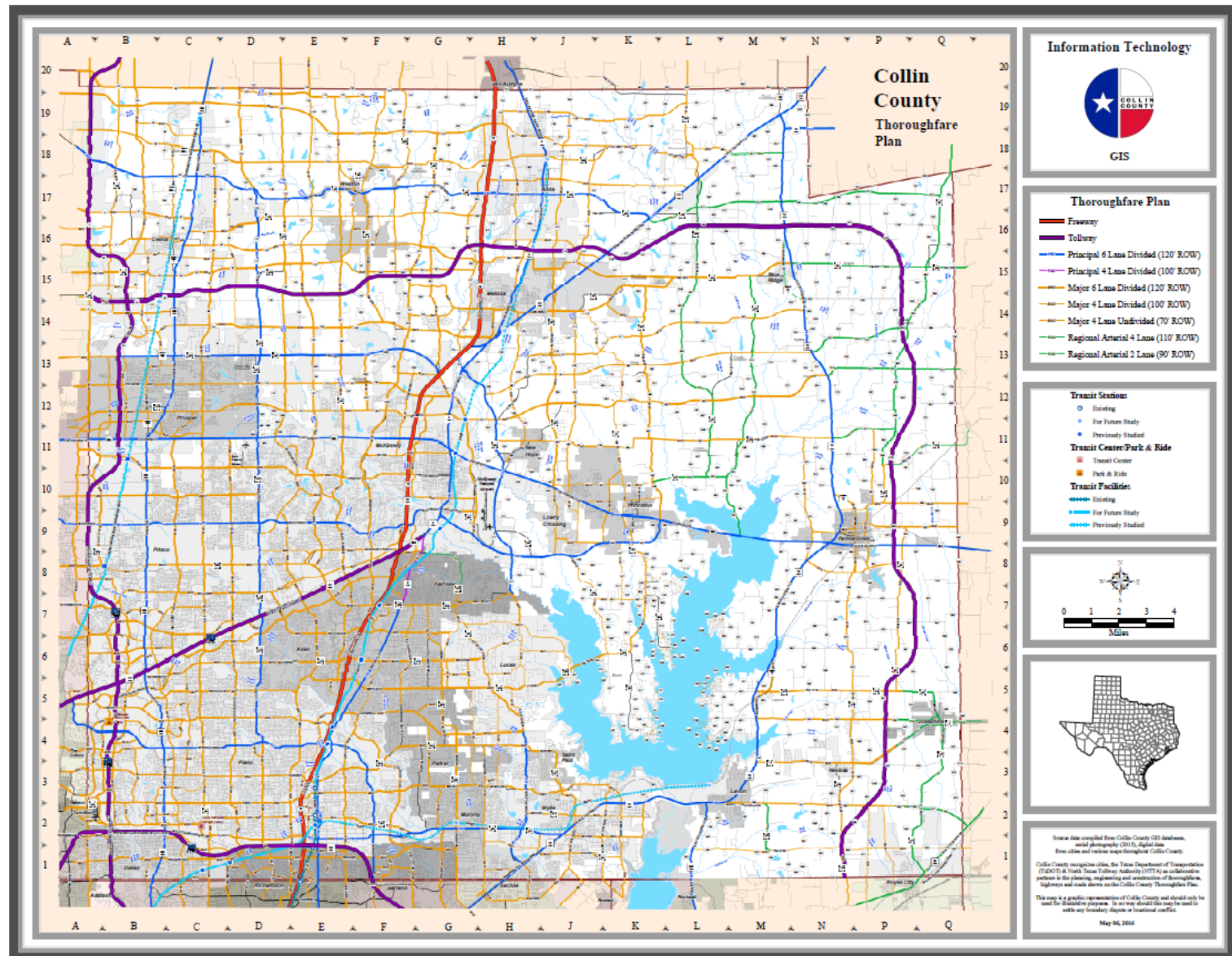
# Regional Mobility Considerations

## **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

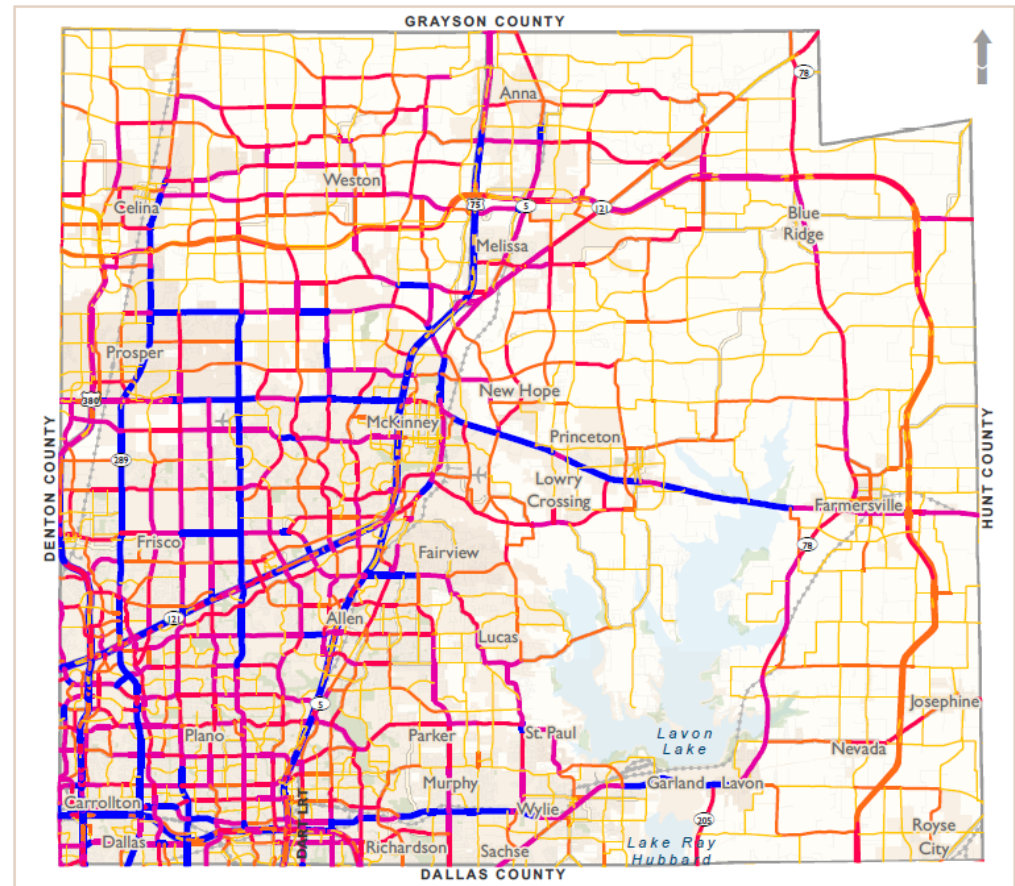


# 2016 Collin County Thoroughfare Plan



# Collin County Growth Projections

Blue roads  
exceed capacity  
of 6-lane arterial



COLLIN COUNTY MOBILITY PLAN  
3.4M BUILD-OUT TRAFFIC VOLUME

Average Daily Traffic (ADT)

- 0 - 10,000
- 10,001 - 20,000
- 20,001 - 30,000
- 30,001 - 50,000
- 50,001 - 200,000

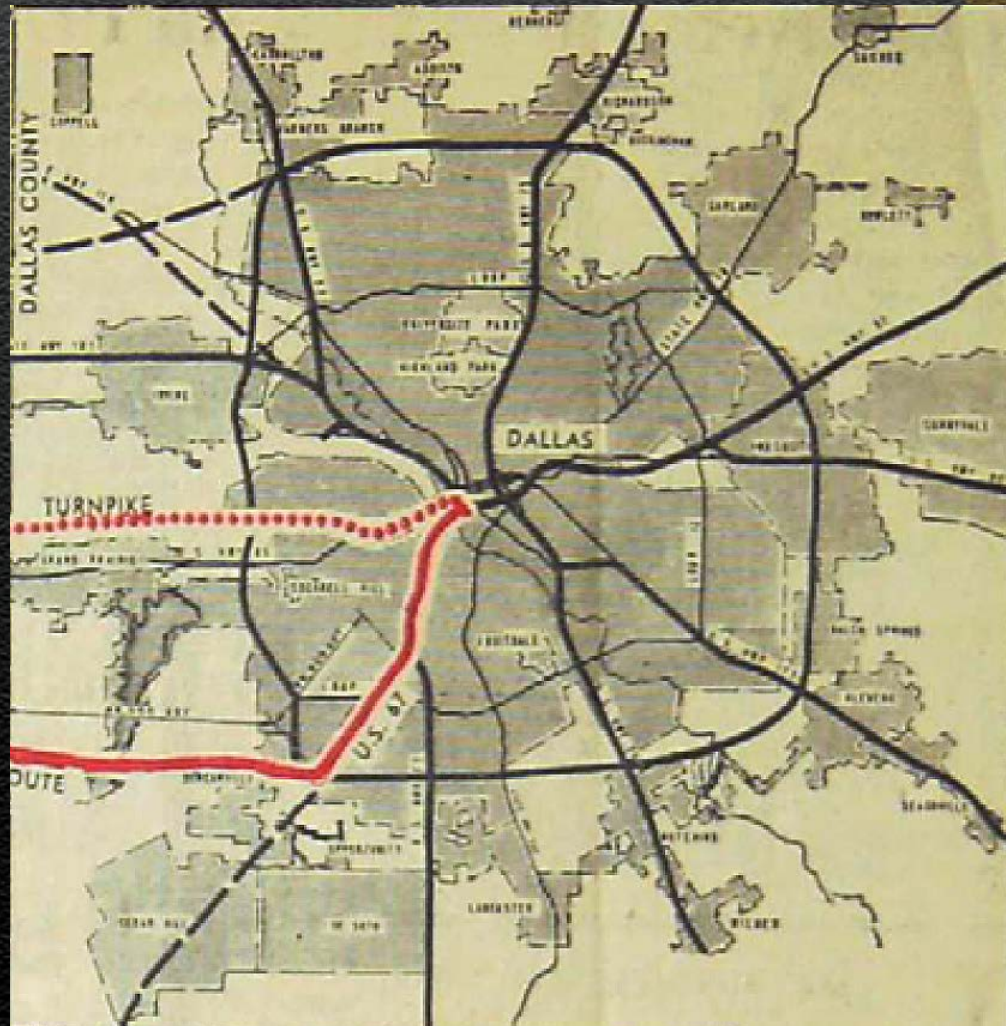
- County Line
- Airport
- Railroad
- Park
- Water Body







# LARs Network Planning in Dallas Co



*Dallas Morning  
News  
July 2, 1957*

## Dallas Co. Population

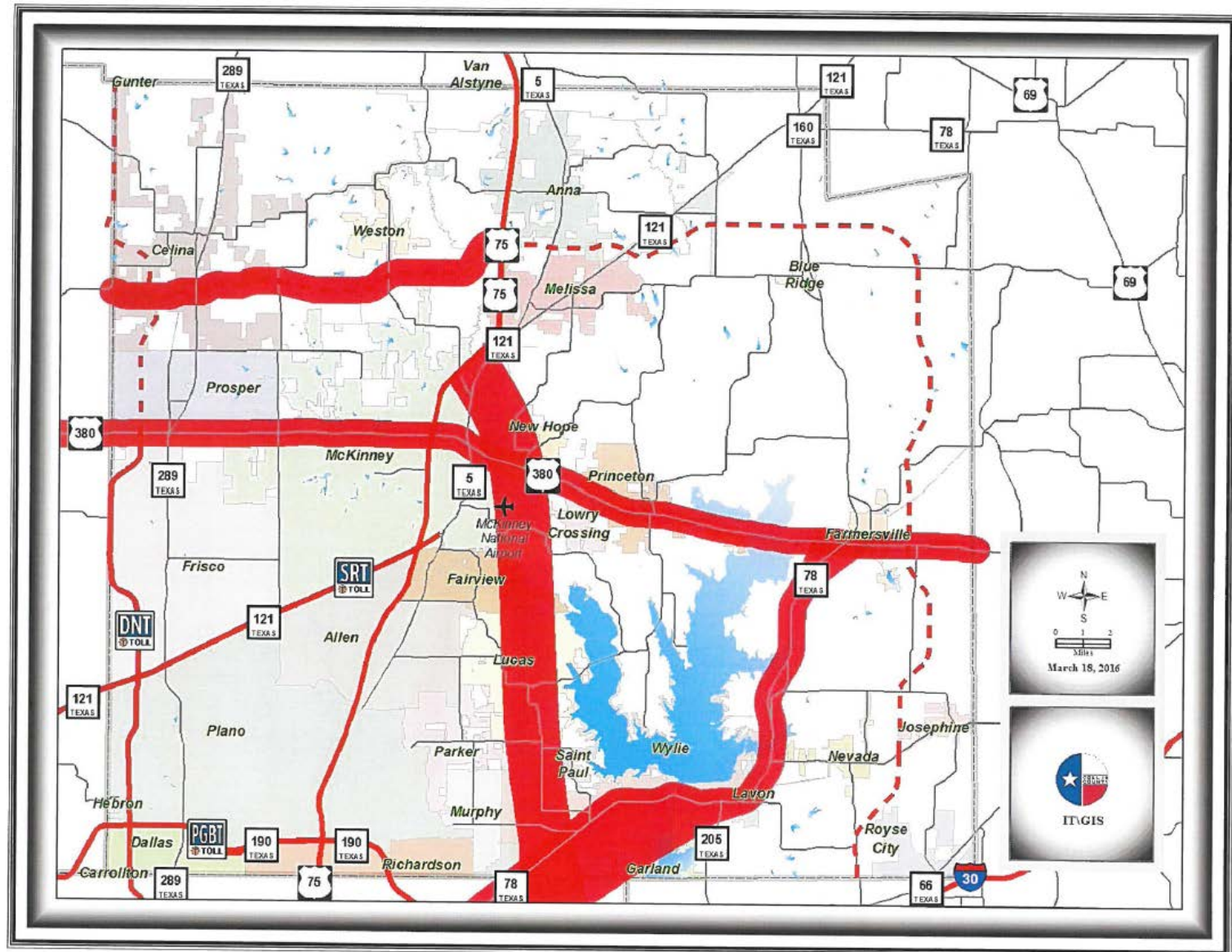
1950: 614,799

**1957: 850,508 est.**

1960: 951,527



# 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

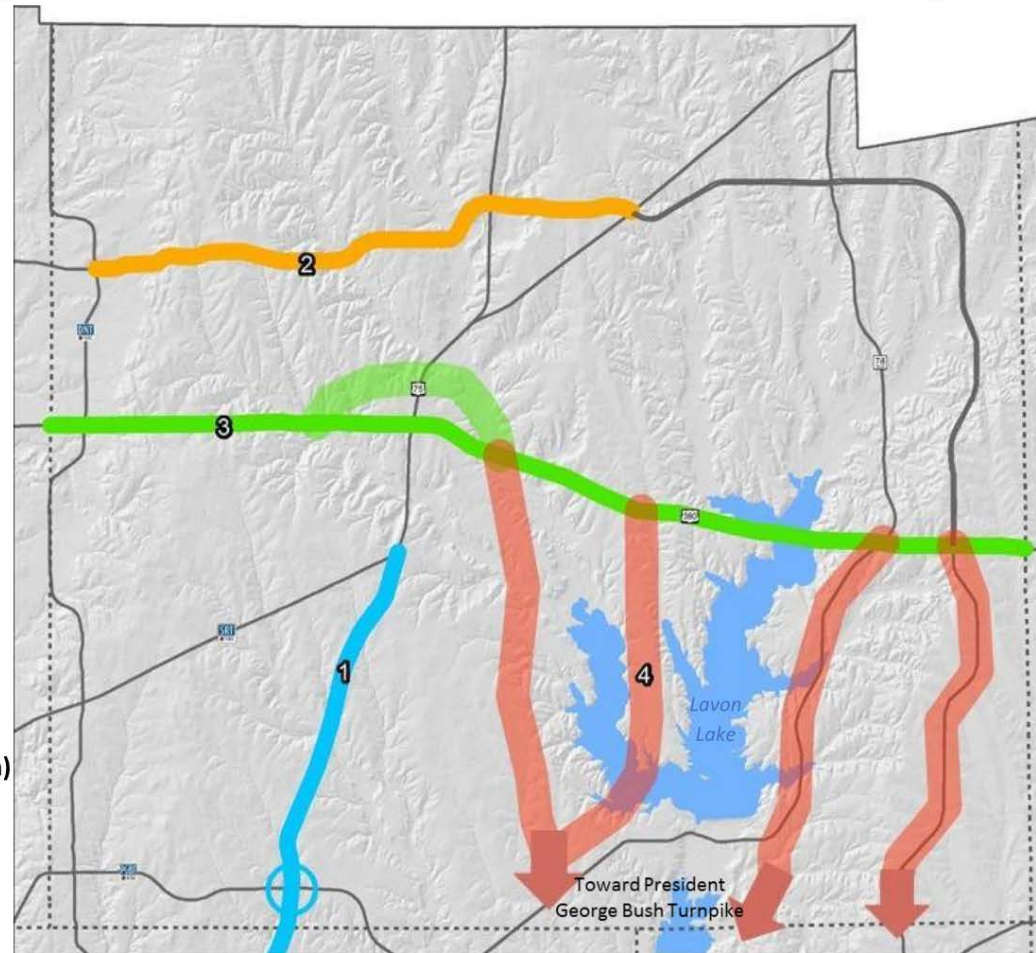
- Staged construction of frontage roads

### 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





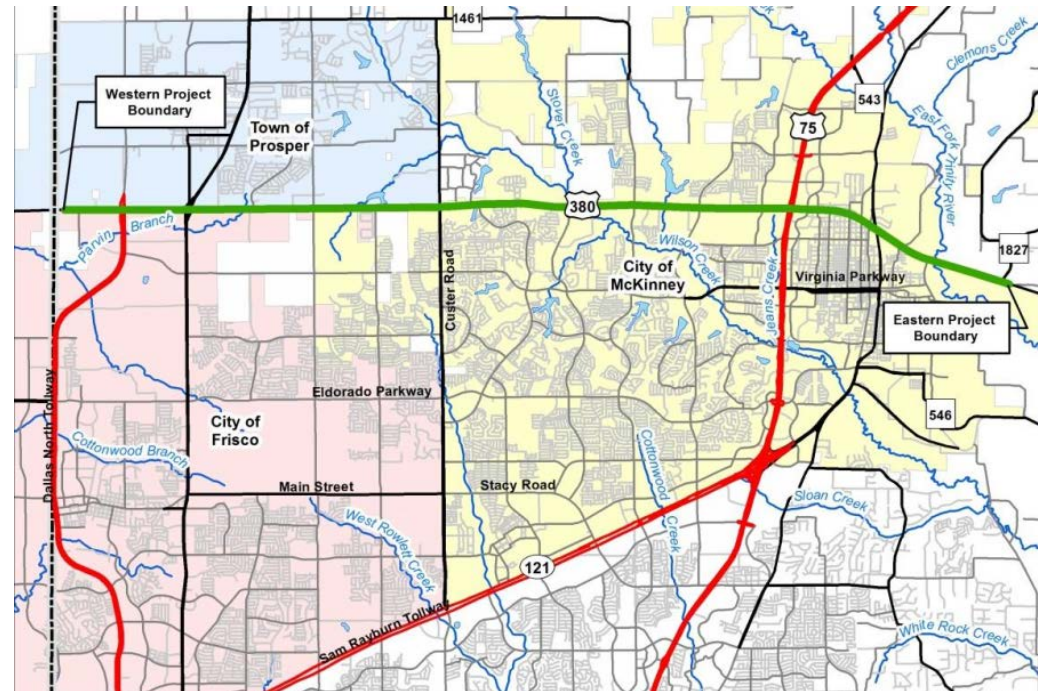
# TxDOT US 380 Feasibility Study

## 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

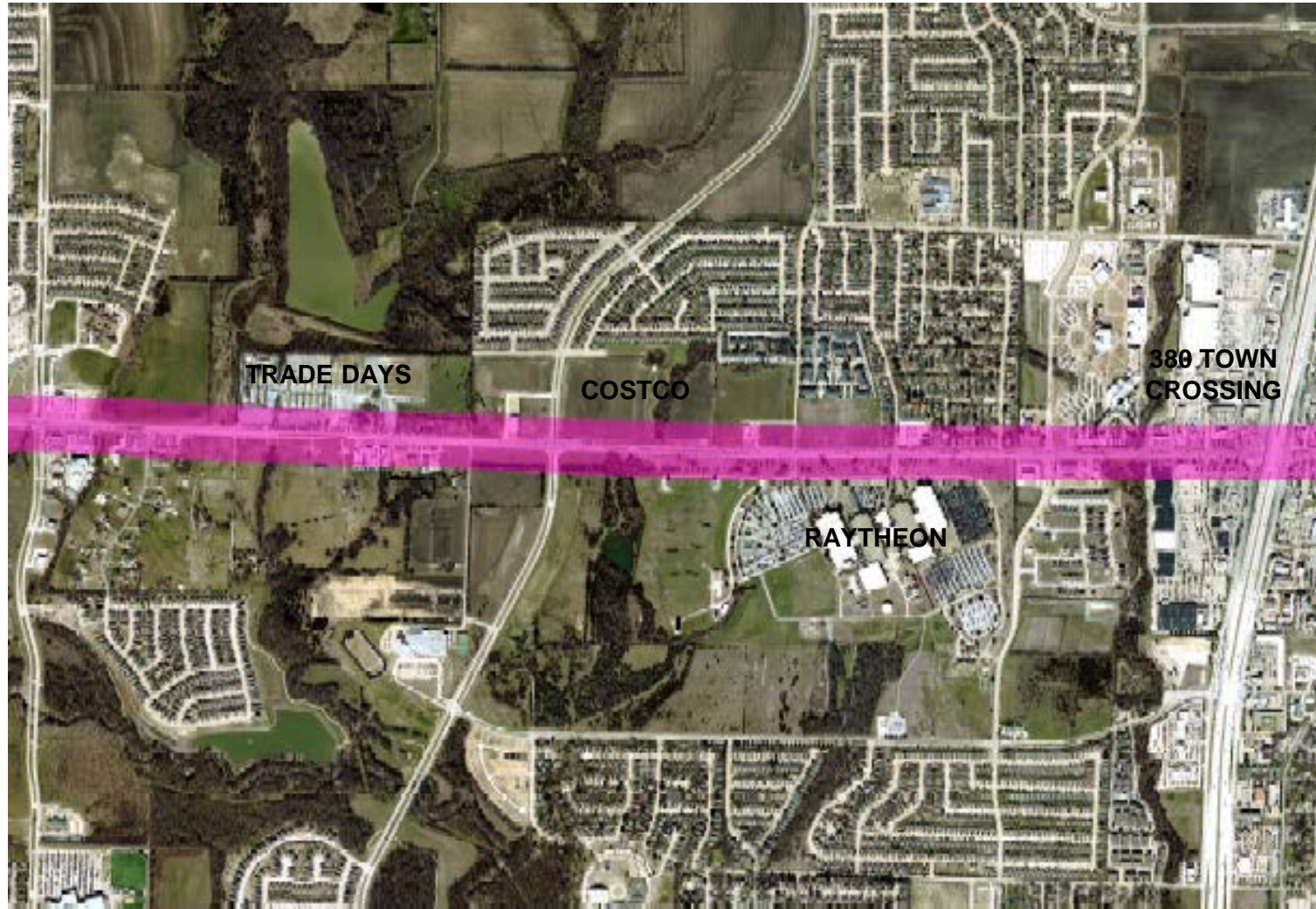
300 foot ROW





# McKinney Regional Choices: US 380 as a Limited Access Roadway

300 foot ROW





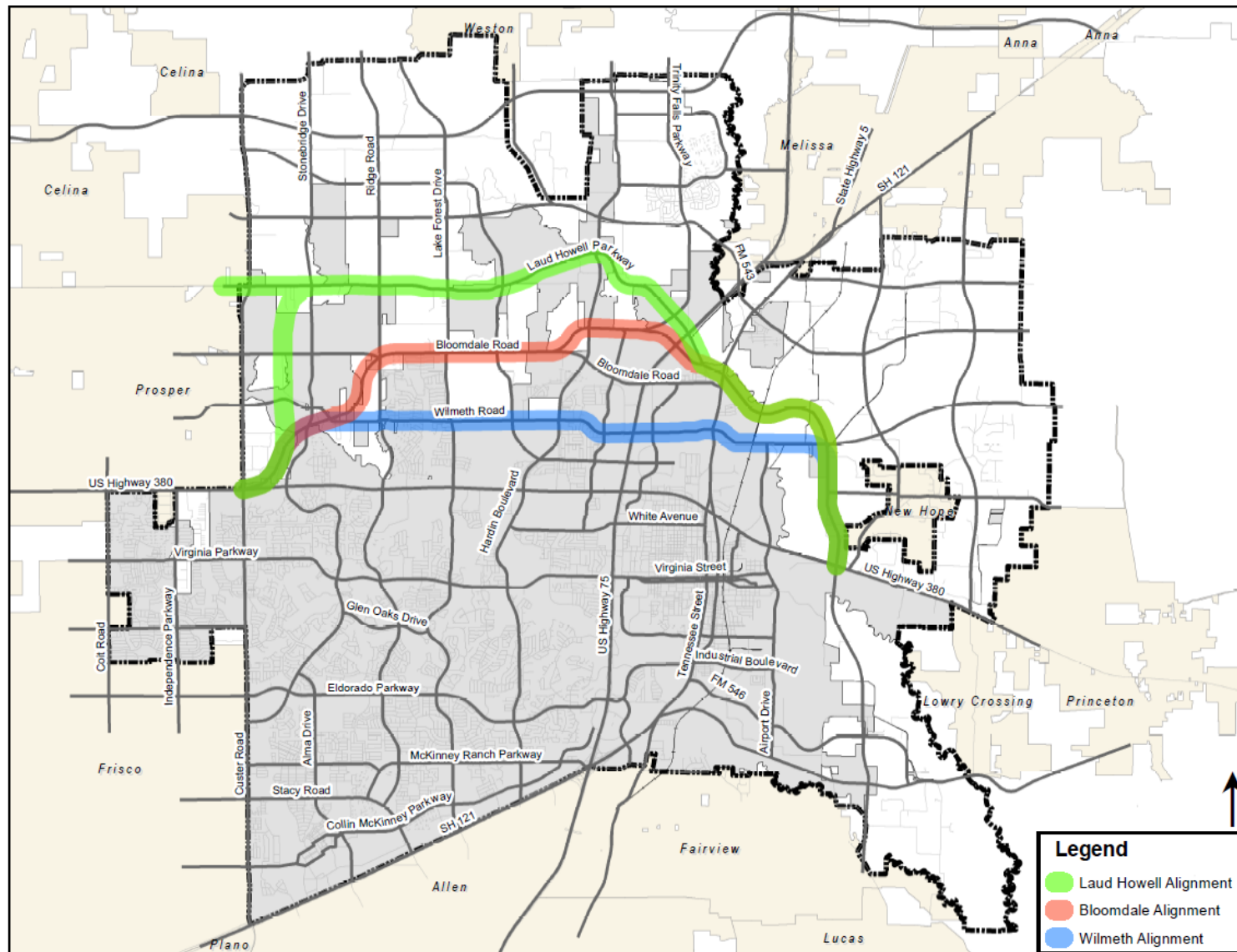
# McKinney Regional Choices: US 380 as a Limited Access Roadway

300 foot ROW

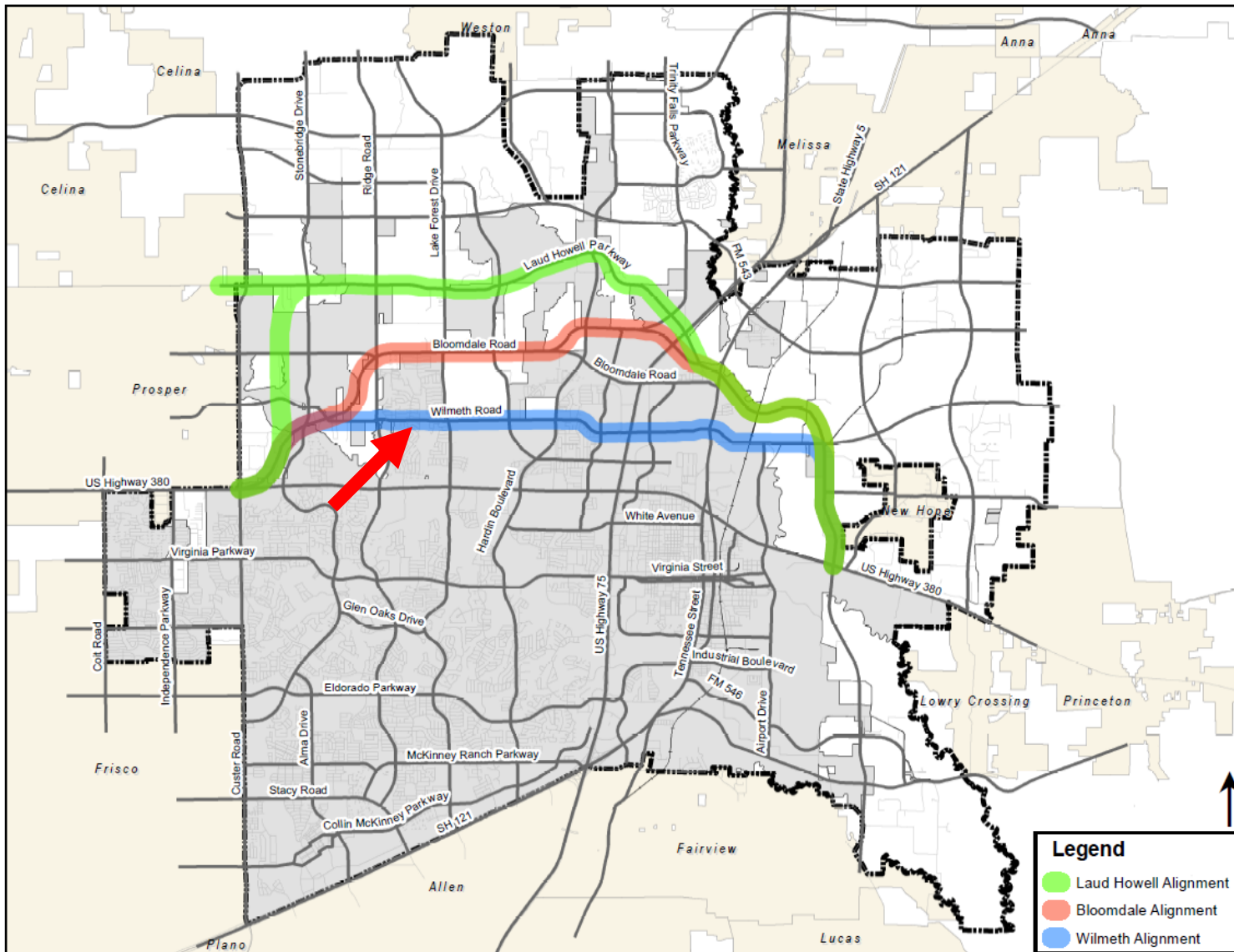




# McKinney Regional Choices: US 380 Bypass – options



# McKinney Regional Choices: US 380 Bypass – future Wilmeth option



## **PROS:**

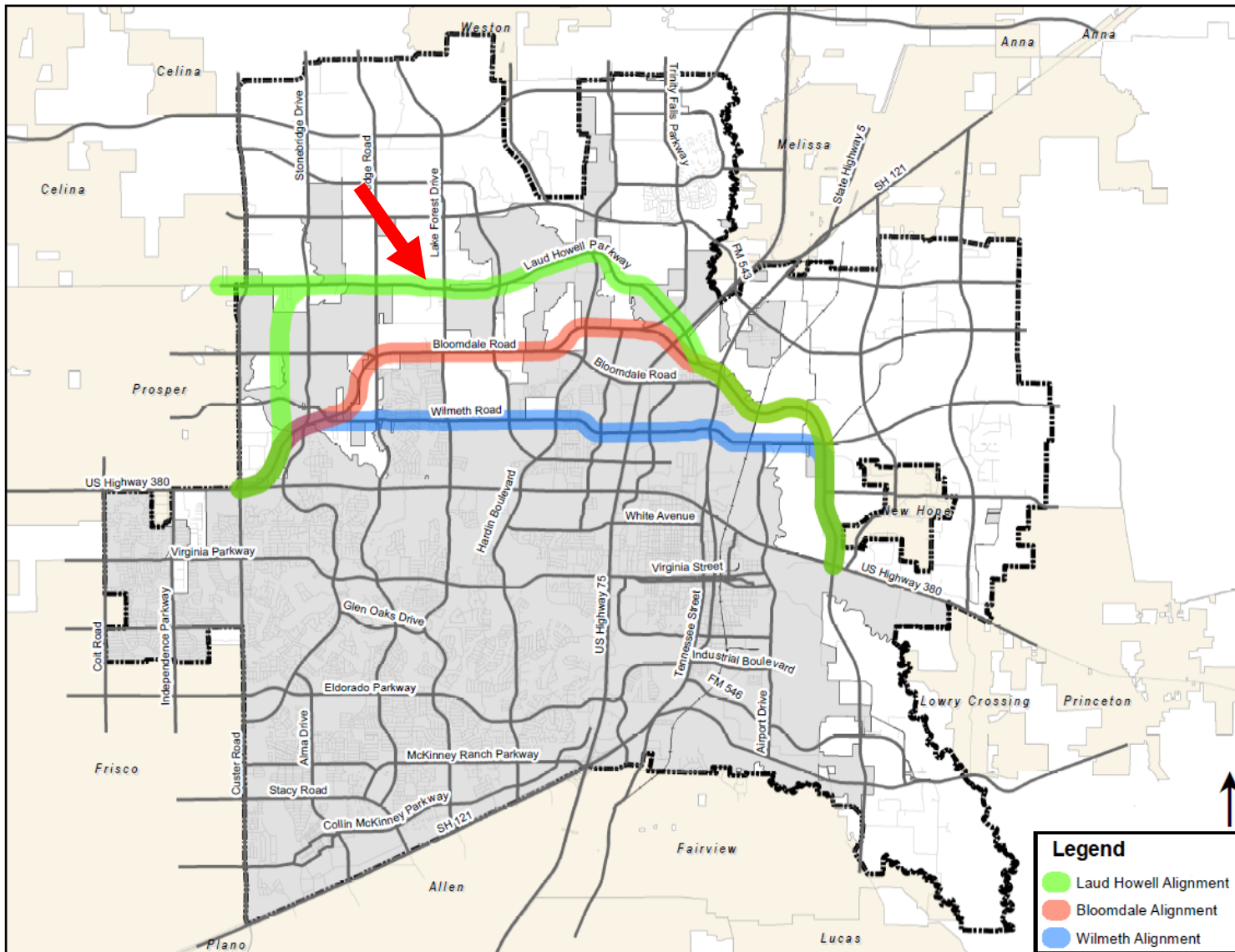
- Close proximity to US 380

## **CONS:**

- Existing developments/neighborhoods along both sides of roadway in many locations
- Impacts to existing High School (McKinney North)
- Unlikely support from TxDOT



# McKinney Regional Choices: US 380 Bypass – future Laud Howell option



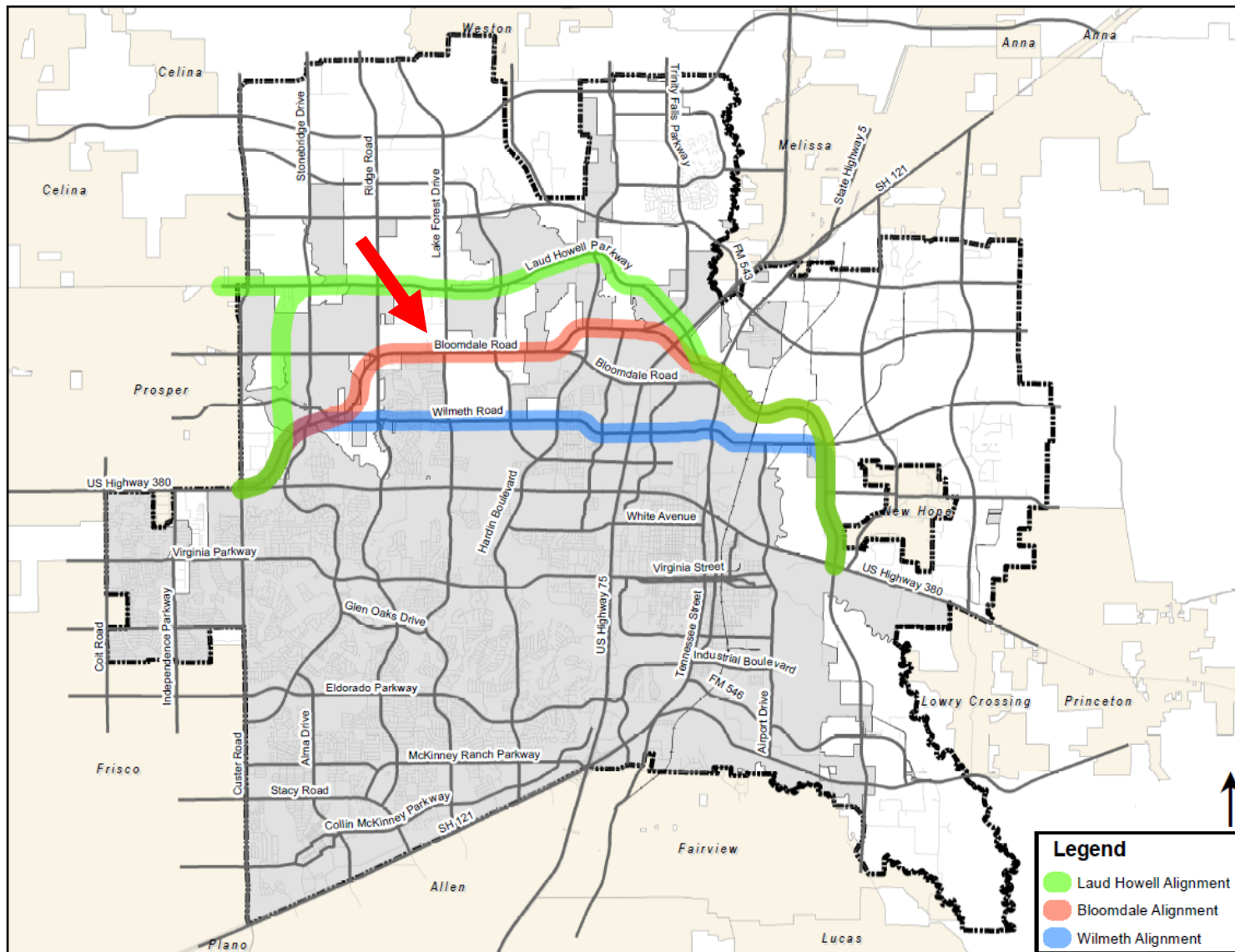
## PROS:

- Relatively undeveloped areas

## CONS:

- Separation from existing US 380 makes route potentially less desirable for users
- Close proximity to CCOL
- Difficulties tying back to US 380 on west side
- No support from Prosper or Celina
- Existing City investments in design of LHP (~\$1M)

# McKinney Regional Choices: US 380 Bypass – future Bloomdale option



## **PROS:**

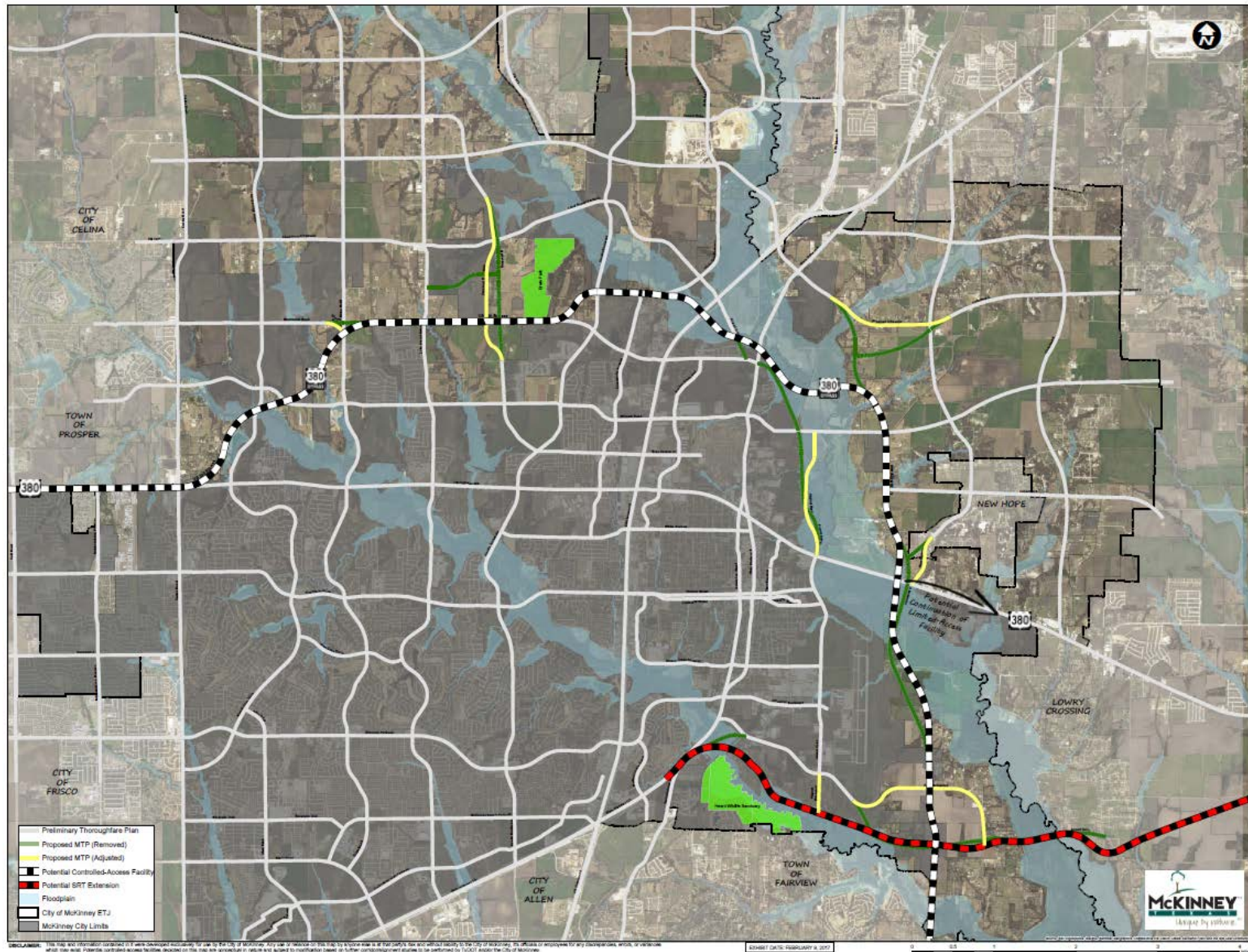
- minimizes negative impacts on major existing businesses
- creates new opportunity for economic development
- Creates regional solution without impacting neighboring communities
- Creates much needed capacity near US75/FM543
- Located with good separation from CCOL

## **CONS:**

- Impacts on existing/ planned residential developments
- Considerations at Erwin Park
- Significant floodplain crossing(s)
- Impacts tying back to US 380 at Custer

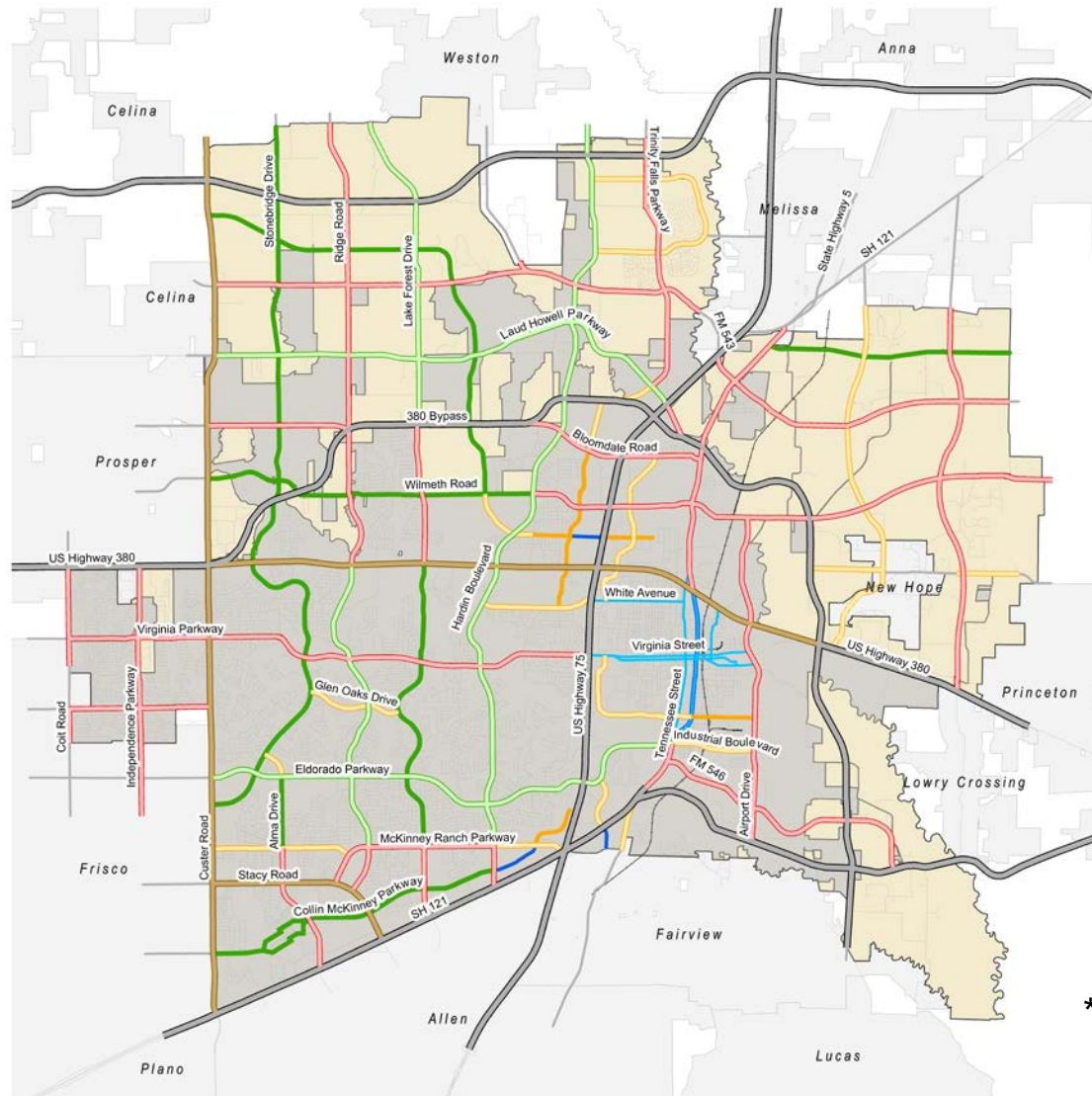


# McKinney Regional Choices: US 380 Bypass Corridor (Bloomdale option)



# McKinney Regional Choices:

## Updated Thoroughfare Plan including Bypass Concept\*



*\* not yet approved or  
adopted by Council*



# What's Next?

- ❑ Perform Travel Demand Modeling on updated draft MTP
- ❑ March 6 City Council Work Session to present and discuss draft MTP
- ❑ Late March: Major Public Outreach Events as part of the ONE McKinney 2040 process
- ❑ Spring: Consideration of ONE McKinney 2040 Plan by City Leaders

## **If the Plan is approved in the spring, what does that mean?**

*The process for introducing major freeways to an area requires a tremendous amount of planning and evaluation by a number of different agencies. At this early stage, it is difficult to estimate how long it could take to see a new freeway in Collin County; however, it will likely take many years before any new freeways would be under construction.*

# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

NO -

**2: What do you like about the bypass concept that was presented tonight?**

Nothing - Laud Howell/1461 option was only hope.

**3: What do you dislike about the bypass concept that was presented tonight?**

Living in Heatherwood, this will affect our home and neighborhood, regardless of when plan takes effect. Home marketability will be affected by five plans for freeway.

**4: Do you have any other thoughts?**

Laud Howell studies need to be completed, in respect to those who live along Bloomingdale Road.

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: John Fernandez

Email: jjfernandez11@yahoo.com



# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

yes 380 needs a bypass - yes a bypass would have less impact on McKinney than converting 380 to a freeway

**2: What do you like about the bypass concept that was presented tonight?**

**3: What do you dislike about the bypass concept that was presented tonight?**

Land Howell would be a better road choice because it would serve development to North without wait for the outer loop - McKinney would have control. Bloomdale is not a good solution

**4: Do you have any other thoughts?**

eliminate the duplication of <sup>FM</sup> 526 & 121 extension & airport bypass → waste of land & money to duplicate efforts

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: Deborah Kilgore

Email: lapsangt.kilgore@gmail.com

# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

NO, IT NEEDS TO BE LAUD HOWELL,  
WHY WOULD YOU ALLOW DEVELOPMENTS LIKE MEGATEL  
WHEN YOU'RE GOING TO BE THINKING OF A HIGHWAY  
GOING RIGHT NEAR US

**2: What do you like about the bypass concept that was presented tonight?**

Nothing

**3: What do you dislike about the bypass concept that was presented tonight?**

HAVING HOUSES CLOSE TO DEVELOPMENTS IS A MAYOR  
PROBLEM

**4: Do you have any other thoughts?**

635 JUST HAD A LAWSUIT DUE TO BEING CLOSE  
TO HOMES. THE HOMEOWNERS WON THE LAWSUIT  
AND NOW MILLIONS ARE GOING TO BE PAID OUT

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: BEN SILVER

Email: SILVERB53@40L.COM



# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

NO! THERE ARE UNDEVELOPED AREAS THAT WOULD PROVIDE A VIABLE ALTERNATIVE. THE IMPACT OF A MAJOR ROADWAY WOULD SIGNIFICANTLY AFFECT MY FAMILY.

**2: What do you like about the bypass concept that was presented tonight?**

NOTHING! I THINK THERE IS INFORMATION THAT IS BEING WITHHELD AS TO WHY THE FM 543 ALTERNATIVE IS VIABLE.

**3: What do you dislike about the bypass concept that was presented tonight?**

• THE SAFETY RISK TO MY FAMILY. • HOME VALUE  
• THE REDUCTION IN QUALITY OF LIFE (IE. TRAFFIC, NOISE).

**4: Do you have any other thoughts?**

I'M CONCERNED THAT FM 543 IS NOT BEING CONSIDERED AS A FACTOR BECAUSE OF PENDING ~~AND~~ DEVELOPMENT. THERE IS GROWTH/DEVELOPMENT ON THE BLOOMDALE SITE!

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: BRYAN KILE

Email: bscottk1103@yahoo.com

# US 380 MEETING COMMENT CARD

February 9, 2017



1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?

ABSOLUTELY NOT

2: What do you like about the bypass concept that was presented tonight?

DAILY THAT IT INFORMED THE PUBLIC.

3: What do you dislike about the bypass concept that was presented tonight?

BLOOMDALE ~~WAS~~ OPTION WOULD HAVE A LARGE NEGATIVE EFFECT ON HEATHERWOOD, ROBINSON CROSSING, BLOOMRIDGE, + ERWIN PARK. PEOPLE MOVED TO HEATHERWOOD EXPECTING BLOOMDALE TO BE 4 OR 6 LANES.

\*NO MENTION OF LIMITED ACCESS ROADWAY W/ 300' ROW.

4: Do you have any other thoughts?

LAND HOWELL, AFTER DRIVING THE ENTIRE AREA, IS CLEARLY THE RIGHT ANSWER. EVEN THIS WILL DISRUPT A GROUP OF PEOPLE. WE NEED TO GET AHEAD OF THIS, PLAN LAND HOWELL AND MAKE SURE WE SET DEVELOPMENT EXPECTATIONS NOW TO AVOID

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: SCOTT ELLIOT

Email: R.SCOTT.ELLIOTT@GMAIL.COM

THE SITUATION WE ARE IN NOW, WITH EXISTING LARGE SUBDIVISIONS THAT WOULD SUFFER WITH THE BLOOMDALE OPTION.



# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

*I don't think we can know the best solution yet.*

**2: What do you like about the bypass concept that was presented tonight?**

*Land use if it means taking the least amount of property & home sites from people*

**3: What do you dislike about the bypass concept that was presented tonight?**

*Wondering how it would effect businesses along current 380*

**4: Do you have any other thoughts?**

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name:

*Diane Craig*

Email:

*craigdiane120@hotmail.com*

# US 380 MEETING COMMENT CARD

February 9, 2017



1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?

NOT 123 - I LIVE AT 3708 ALDER IN HEATHERWOOD

2: What do you like about the bypass concept that was presented tonight?

DEPENDS ON IMPLEMENTATION: 3 LANES W LIGHTS, OK.

60 MPH FREEWAY, NO NEWS - LAUD HOWELL, OK.

3: What do you dislike about the bypass concept that was presented tonight?

123 IS NOT APPROPRIATE FOR A 6 LANE 65 MPH H/WY

4: Do you have any other thoughts?

SPLIT THE DIFFERENCE - IMPROVE LAUD HOWELL,

WIDEN 123 TO 2-3 LANES EACH DIRECTION w SIGNAL

AND WIDEN WILMETT TO 3 LANES.

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: RACHEL NICHOLS

Email: BLUESUN LION@GMAIL.COM  
HOTMAIL.COM



# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

Absolutely not! There are several neighborhoods that will be impacted. Other areas have decided to make 380 a highway so that it won't impact people. Apparently you all don't care about that.

**2: What do you like about the bypass concept that was presented tonight?**

Laud Howell is the best option since it's not developed. Other than that, I liked NOTHING!

**3: What do you dislike about the bypass concept that was presented tonight?**

Bloomdale is right by an elementary school (Baker). This road will be highly unsafe for our young children. I'm severely unhappy!

**4: Do you have any other thoughts?**

- Taxes?

- Home values?

This is one of the worst ideas I've ever heard!

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name:

Sarah Kile

Email:

sarah.kile10@gmail.com

# US 380 MEETING COMMENT CARD

February 9, 2017



1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?

No

2: What do you like about the bypass concept that was presented tonight?

Honestly, I can't think of anything positive.

3: What do you dislike about the bypass concept that was presented tonight?

Too close to 380 - YES, I think that's a problem  
The flood plains it will go through.  
Too close to residential. Truly sandwiched between  
380 & the Bypass

4: Do you have any other thoughts?

How will this impact our property values and the  
taxes!?

The Land Howell option seems best, but with  
Commercial Development already "planned" and paid  
for, seems like this has already been decided. "!!"

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: Jacky & Marc McWhorke Email: jkosterer@tx.rr.com



# US 380 MEETING COMMENT CARD

February 9, 2017



1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?

Definitely NOT

2: What do you like about the bypass concept that was presented tonight?

Land Howell is better than  
Bloomdale

3: What do you dislike about the bypass concept that was presented tonight?

The Bloomdale bypass is too  
fast speedwise for the area

4: Do you have any other thoughts?

Land Howell for the bypass !!!

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: Terri Silver

Email: clothesgirl54@aol.com

# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

Absolutely not! You have decided impact to multiple developments is a much better option than taking it less than a mile north where impact to existing neighborhoods is very minimal. You've chosen corporate developers over your residents.

**2: What do you like about the bypass concept that was presented tonight?**

Nothing. Celina/Prosper/Frisco have decided to make Highway 380 into a highway whereas you have decided to put a highway directly impacting an elementary school. (Heatherwood - Baker Elem)

**3: What do you dislike about the bypass concept that was presented tonight?**

See above.

**4: Do you have any other thoughts?**

Since you refuse to make a Highway (380) into a highway - Laud Howell makes the least impact to existing residents. You say you want to do what the residents want. I think we are speaking loud and clear. Please do what Prosper/Celina and Frisco have done and support your residents.

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: Jennifer Sedwick

Email: jdj78@yahoo.com



# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

*I'm glad it is being looked at, but without seeing more information I'm not convinced Bloomdale is the best option*

1.

Im glad it is being looked at, but without seeing more information I'm not convinced Bloomdale is the best option

**2: What do you like about the bypass concept that was presented tonight?**

*not sure*

**3: What do you dislike about the bypass concept that was presented tonight?**

*It's in my backyard. I back up to CR 123.*

3.

It's in my backyard. I back up to CR 123.

**4: Do you have any other thoughts?**

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: Mike Daugherty

Email: ditty88@sbcglobal.net

# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

I believe in planning for future growth and development. But I am concerned as a homeowner who is already feeling the effects of the Lake Forest expansion. A bypass makes sense but not the Bloomingdale option.

**2: What do you like about the bypass concept that was presented tonight?**

Expands options for people to have a 380 alternative.

**3: What do you dislike about the bypass concept that was presented tonight?**

Impact to Heatherwood edition and also the speed of cars/trucks traveling down Lake Forest as a feeder.

**4: Do you have any other thoughts?**

change the travel on Lake Forest and speed so that people especially trucks/semis will take another route. Move by pass further North to Land Howell or further.

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: George Lewellyn

Email: Lewellyn5@msn.com



# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

NOT REALLY SURE AS TODAY'S MEETING WAS INFORMATIONAL AND DISCUSSED POTENTIAL OPTIONS

**2: What do you like about the bypass concept that was presented tonight?**

IDEA OF EASING CONGESTION; 380 CAN BE A BUMP AS YOU APPROACH 75 EOLW

**3: What do you dislike about the bypass concept that was presented tonight?**

UNKNOWN IMPACT TO MY SUB DIVISION WHICH THE MAJOR BYPASS

**4: Do you have any other thoughts?**

THE DISCUSSION OF PRO/CON MATRIX

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name:

SCOTT WOODARD

Email:

WOODARD.FAM.0837@ATT.NET

# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

NO.

**2: What do you like about the bypass concept that was presented tonight?**

A Bypass is Needed however the impact on Residents would be much lower moving north

**3: What do you dislike about the bypass concept that was presented tonight?**

My House is in the Overlay. I moved here thinking the value of my home would appreciate. Instead its one of the few places that will depreciate and do so dramatically if it doesn't get taken by Eminent Domain

**4: Do you have any other thoughts?**

Should have moved to Prosper

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: Fred LaChance

Email: Fred.LaChance@icloud.com



# US 380 MEETING COMMENT CARD

February 9, 2017



1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?

No

2: What do you like about the bypass concept that was presented tonight?

Bypass is Needed however the impact on Residents would be lower moving North

3: What do you dislike about the bypass concept that was presented tonight?

My House we move her to McKinney because the Down Home Feeling you get. To put a Freeway in my Back yard. I would not move here at all

4: Do you have any other thoughts?

I guess I will need to move, I pay a lot to move here from Ohio to my Dream home and I Love McKinney The people the Town 😞 Very Sad

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name:

Rosalind L. Chance

Email:

Rozla 45069 @ Gmail Com

# US 380 MEETING COMMENT CARD

February 9, 2017



## 1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?

No - I do not think this bypass will long-term address efficiency - If TxDOT is rebranding 380 as low efficiency and taking into account full flow from Bloomingdale, Wilmett and the northern Road (don't know the name) then what is the bypass accomplishing other than destroying my neighborhood? But it seems all 3

## 2: What do you like about the bypass concept that was presented tonight?

have to be utilized and that although still in planning phase, the development of all 3 Roads is inevitable -  
I don't like the bypass at all - Just develop the existing roads

## 3: What do you dislike about the bypass concept that was presented tonight?

As right in my backyard - I live in Heatherwood!!  
I did not move to McKinney for my last home - we planned to retire here - to be up next to a 70mph freeway!

## 4: Do you have any other thoughts?

I'm very upset about this & only found out about this meeting today so the city did not do a good job at outreach to allow its citizens a voice!

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name:

Roxanne Fuentes

Email:

frussellfuentes1@att.net



# US 380 MEETING COMMENT CARD

February 9, 2017



1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?

It's a start, but feel more research needs to be done.

2: What do you like about the bypass concept that was presented tonight?

Nothing. I live in the Heatherwood estate and I am not pleased. A nice quiet neighborhood just got noisy!!

3: What do you dislike about the bypass concept that was presented tonight?

My concern is the noise level will be impacted.

4: Do you have any other thoughts?

Did not move to McKinney for this.

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name:

Russell Fuentes

Email:

RussellFuentes1@Ath.net

# US 380 MEETING COMMENT CARD

February 9, 2017



1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?

no/detrimental to too much existing  
housing

2: What do you like about the bypass concept that was presented tonight?

3: What do you dislike about the bypass concept that was presented tonight?

portion following SR 123

4: Do you have any other thoughts?

before end of current phase  
at Lakeforest for rd 34/51

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: Suzanne Powell

Email: spowell75071@gmail.com



# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

No, it does not take into account traffic coming from the north and west of McKinney. It only seems to account for commuters heading north to 380.

1.

No, it does not take into account traffic coming from the north and west of McKinney. It only seems to account for commuters heading north to 380.

**2: What do you like about the bypass concept that was presented tonight?**

Nothing about the current option, Laud Howell needs to be considered.

2.

Nothing about the current option, Laud Howell needs to be considered.

**3: What do you dislike about the bypass concept that was presented tonight?**

Bloomdale/County Rd 123 is not the most logical choice for a bypass

3.

Bloomdale/County Rd 123 is not the most logical choice for a bypass

**4: Do you have any other thoughts?**

1461/Laud Howell makes the most sense. People from Prosper & Celina already use that when commuting to 380.

4.

1461/Laud Howell makes the most sense. People from Prosper & Celina already use that when commuting to 380.

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name:

Kimberly Hendrix

Email:

kimbycf8@yahoo.com

# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

Yes Bloomdale or Lade Howell

**2: What do you like about the bypass concept that was presented tonight?**

Eleviate traffic on 380 without displacing business

**3: What do you dislike about the bypass concept that was presented tonight?**

From what was presented - don't see any negatives yet

**4: Do you have any other thoughts?**

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: Robert & Diane Pulido

Email: diane.pulido1964@icloud.com



# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

NO! Bloomdale has an elementary school which was not even mentioned. However, 1461 has proposed 'commercial'. So, it seems 'commercial' is more important than residents + an elementary school.

**2: What do you like about the bypass concept that was presented tonight?**

Nothing

**3: What do you dislike about the bypass concept that was presented tonight?**

No mention of Heathenwood homes + elementary school @ Bloomdale.

**4: Do you have any other thoughts?**

Move it to Fm 1461! We have construction trucks, rock haulers speeding on 1461. They will use Bloomdale. Do you want to take your kids to school with a freeway + speed limit of 75?

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name:

Jackie Taylor

Email:

billyjack0317@sbcglobal.net

# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

NO-

**2: What do you like about the bypass concept that was presented tonight?**

nothing

**3: What do you dislike about the bypass concept that was presented tonight?**

it cuts through my property

**4: Do you have any other thoughts?**

Prefer Laud Howell as by pass

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: Tamlynn Clyde

Email: tamlynn\_clyde@yahoo.com



# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

No I would prefer the further north development that would not displace / affect communities already in existence

**2: What do you like about the bypass concept that was presented tonight?**

I like that future needs are being considered

**3: What do you dislike about the bypass concept that was presented tonight?**

I live in Heatherwood. I do not want decreased access, increased noise/speed/traffic next to my yard.

**4: Do you have any other thoughts?**

Please reconsider developing the bypass at Blumhake.

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: Colleen Vance

Email: colley29@yahoo.com

# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

NO. THE LAUDE HOWELL PLAN WOULD BE A SUBSTANTIAL INCREASE TO THE BUCHDALE PLAN. FIVE EXTRA MILES IS MINIMAL COMPARED TO THE DISPLACEMENT

**2: What do you like about the bypass concept that was presented tonight?**

THERE ARE ALTERNATIVES.

**3: What do you dislike about the bypass concept that was presented tonight?**

THE MASS DISPLACEMENT OF CURRENT/PLANNED CONSTRUCTION

**4: Do you have any other thoughts?**

RECONSIDER

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: STEVEN LANCE

Email: SVLANCE@HOTMAIL.COM



# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

Absolutely not, place the bypass further north and closer to future Collin loop so it is halfway between loop and 380. Further from existing residential.

1.  
Absolutely not, place the bypass further north and closer to future Collin loop so it is halfway between loop and 380. Further from existing residential.

**2: What do you like about the concept that was presented tonight?**

Nothing.

**3: What do you dislike about the bypass concept that was presented tonight?**

Too close to family neighborhoods like Heatherwood. Families purchased nice homes in a quiet neighborhood to raise children, now to have those homes de-valued and subject to noise and danger is abhorrent.

3.  
Too close to family neighborhoods like Heatherwood. Families purchased nice homes in a quiet neighborhood to raise children, now to have those homes de-valued and subject to noise and danger is abhorrent

**4: Do you have any other thoughts?**

Think of the citizens whose home values and family's quality of life will be impacted negatively.

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: Austin McGonagill

Email: McGonagillAustin@gmail.com

# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

ONLY Land Howell, IT is the furthest from 380.  
having a bypass so close to 380 is senseless, look at  
Plano They have GBT & nothing until 121.

**2: What do you like about the bypass concept that was presented tonight?**

Land Howell

**3: What do you dislike about the bypass concept that was presented tonight?**

Two major ~~road~~ roads so close to my neighborhood

**4: Do you have any other thoughts?**

Stack 380 from DNT to 75.

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name:

Tom Wiese

Email:

Twiese@yahoo.com



# US 380 MEETING COMMENT CARD

February 9, 2017



1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?

NO

2: What do you like about the bypass concept that was presented tonight?

Glad city is planning ahead - so time  
on the way of education

3: What do you dislike about the bypass concept that was presented tonight?

Too close to existing residential areas -  
will lower existing property values  
- Heatherwood

3.

To close to existing residential areas - will lower existing property values.

-Heatherwood

4: Do you have any other thoughts?

Choose the next option north since few if  
any existing housing areas  
- Laud

4.

Choose the next option north since few if any existing housing areas.

-Laud.

Please fill in the blanks below if you would

Name:

James Rooney

Email:

DRUENRICH@GMAIL.COM

# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

*I need more information to answer this.*

**2: What do you like about the bypass concept that was presented tonight?**

**3: What do you dislike about the bypass concept that was presented tonight?**

**4: Do you have any other thoughts?**

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name:

*Sandy Ferrar*

Email:

*sandy.ferrar@gmail.com*



# US 380 MEETING COMMENT CARD

February 9, 2017



1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?

No

2: What do you like about the bypass concept that was presented tonight?

It isn't widening 380

3: What do you dislike about the bypass concept that was presented tonight?

I think Laud Howel has less impact on people's development/home Erwin Park. So I prefer it.

3.

Laud Howel has less impact on people's development/homes and Erwin Park. So I prefer it.

4: Do you have any other thoughts?

Look @ Bloomdale & Laud Howel not just Laud Howel  
Land for it. We know which is better

4.

Look @ Bloomdale & Laud Howel not just Laud Howel so we know which is better.

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: \_\_\_\_\_

Email: \_\_\_\_\_

# US 380 MEETING COMMENT CARD

February 9, 2017



1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?

Nope

2: What do you like about the bypass concept that was presented tonight?

Nothing

3: What do you dislike about the bypass concept that was presented tonight?

Everything

4: Do you have any other thoughts?

NO TO BYPASS ON FM 123

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: \_\_\_\_\_

Email: \_\_\_\_\_



# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

1.  
No

2.

Laud Howell makes the Best Sense - it is in an area to minimally impact existing development & allows for future development planning along its length. Much better long-term planning potential.

**2: What do you like about the bypass concept that was presented tonight?**

Laud Howell makes the Best Sense - it is in an area to minimally impact existing development & allows for future development planning along its length. Much better long-term planning potential.

**3: What do you dislike about the bypass concept that was presented tonight?**

Both Wilmeth & Bloomdale already have developments existing & in the pipeline that would negatively impact hundreds of people.

3.

Both Wilmeth & Bloomdale already have developments existing & in the pipeline that would negatively impact hundreds of people.

**4: Do you have any other thoughts?**

- What kind of coordination does this plan do with the County - the Bypass seems to be a "stand-alone" & ends @ Custer.
- Re-look at 380 as a thruway
- Don't like Building Challenges along flood plain of Bloomdale option

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name:

STEVE & KAREN KERBY

Email:

KERBYKORNR@yahoo.com

4.

-What kind of coordination does this plan do with the County - the Bypass seems to be a "stand-alone" & ends @ Custer.  
-Re-look at 380 as a thruway  
-I don't like Building Challenges along flood plain of Bloomdale option..

# US 380 MEETING COMMENT CARD

February 9, 2017



**1: Do you think that the concept presented tonight is the best solution to address regional traffic needs?**

*NO!*

**2: What do you like about the bypass concept that was presented tonight?**

**3: What do you dislike about the bypass concept that was presented tonight?**

*THE BLOOMDALE OPTION WILL HAVE SIGNIFICANT QUALITY OF LIFE IMPACTS ON MY NEIGHBORHOOD. MY PROPERTY VALUES WILL BE HUGEYLY AFFECTED. THE NORTHERN OPTION AFFECTS VERY LITTLE DEVELOPMENT.*

**4: Do you have any other thoughts?**

Please fill in the blanks below if you would like to be added to the ONE McKinney 2040 email list. (optional)

Name: *MICHAEL MANGRISANO*

Email: *MANGRISANO@OUTLOOK.COM*



## Aaron Bloxham

---

**From:** Jennifer Arnold  
**Sent:** Thursday, February 9, 2017 4:43 PM  
**To:** Aaron Bloxham; Michael Quint; Brian Lockley  
**Subject:** FW: Argument Against 380 Bypass Corridor on Bloomdale (CR123)  
**Importance:** High

FYI

Jennifer Arnold | *Planning Manager*  
City of McKinney  
Phone | 972.547.7415  
Email | [jarnold@mckinneytexas.org](mailto:jarnold@mckinneytexas.org)

Please tell us how we're doing by [completing a brief survey](#).

---

**From:** Kathy Wright  
**Sent:** Thursday, February 9, 2017 4:29 PM  
**To:** Gary Graham <[ggraham@mckinneytexas.org](mailto:ggraham@mckinneytexas.org)>; Jennifer Arnold <[jarnold@mckinneytexas.org](mailto:jarnold@mckinneytexas.org)>  
**Subject:** FW: Argument Against 380 Bypass Corridor on Bloomdale (CR123)  
**Importance:** High

FYI – this came through the Contact-Planning email.

Thank you  
Kathy

---

**From:** Dan Geiter [REDACTED]  
**Sent:** Thursday, February 9, 2017 4:22 PM  
**To:** Contact-Planning <[Contact-Planning@mckinneytexas.org](mailto:Contact-Planning@mckinneytexas.org)>  
**Subject:** Argument Against 380 Bypass Corridor on Bloomdale (CR123)

I am unable to attend the meeting this evening (9-Feb-2017) due to prior commitments. However, I would like to make my opinion known to this organization.

I believe placing a 380 bypass option on Bloomdale Rd (CR 123) is a bad option for the following reasons:

1. It will disrupt Tucker Hill, BloomRidge (under construction), Heatherwood, Timber Ridge (under construction), and Robinson Ridge. All neighborhoods that have been constructed in recent years or are currently being built with the knowledge of the council.
2. CR 1461 can be utilized while disrupting a comparative minimum number of families.
3. Constructing a bypass will yield a 6 Lane Arterial (380) and a Limited Access Freeway (Bloomdale). Converting 380 to a Limited access freeway and maintaining the current comprehensive plan will yield a 6 Lane Arterial (380) and a Limited Access Freeway (Bloomdale). Net you end up with the same number of lanes but with major disruptions and devastated land values all north of 380 AND still surrounding the commercial areas of 380.
4. The problems indicated from TDM results at build-out are all on 380 traffic moving E-W with less problems both North & South. This indicates that the primary issue is through-traffic transiting across the community. We all

know the roads will need to be expanded and some roads may transition to limited access but not through new construction which simply shifts a problem from 380 to the residents of neighborhoods north of 380.

5. Most people who have purchased houses looked at published plans and realized that the roads in the surrounding area would be expanded to 6 lane thoroughfares. Limited access bypasses were never a published option (that I know of).
6. Custer has always been declared to be a principal thoroughfare in this region. Why is that road not being considered for expansion to tie into this bypass? Why a whole new road going cross-country on the border of Tucker Hill? Please at least attempt to remain close to original plans before adding major new projects.
7. This type of investigation should have been considered when approving neighborhood construction projects- do not make the residents of these neighborhoods and the current developers pay for what now appears to be a poor planning and approval system.
8. 380 is a major thoroughfare with near freeway speed limits along most of its course. This road should be expanded well before the thought of diverting traffic through existing neighborhoods crosses anyone's mind.
9. People should be able to reasonably expect that 2 lane roads will increase to four and six lane roads and 6 lane roads will increase to limited access freeways. People should not be blindsided by 2 lane roads jumping in size to limited access freeways.
10. Do not break an implied promise made to people who have invested in the area based on 2013, 2004 and other previously published Comprehensive plans.
11. Planning has another option beside massive building projects for this- control the final build-out. There is no law on the books that states that the region needs to be turned into a concrete jungle. While people should expect growth in areas, preserving green space, holding minimum lot sizes, restricting high density housing to control population to match infrastructure is always an option. In my opinion, that might even increase the perceived status of McKinney.

This bypass will alleviate traffic for how long? Why is the DNT connecting up with the Outer loop insufficient? Right now, 380 is the only major road running E-W north of Sam Rayburn Tollway (121). With the Outer Loop, there will be a major bypass for the whole of the McKinney system. If something more local is absolutely required, then please place it on roads that are not bordered by current neighborhoods.

At the end of the day, what the City Council is doing is preserving a known major arterial as status quo and putting a freeway literally in the backyard of hundreds of families. As described in Point 3 above, we will end up with the same number of lanes whether 380 goes to limited access or a bypass is built. Develop the major arterial of 380 first, a road all people could have assumed or predicted to be expanded BEFORE disrupting your citizens lives.

Or, as stated above, use permitting to restrict the build-out to a level where the infrastructure as planned (with 6 lane major & principal thoroughfares, etc). That could have side-benefits as well by not maximizing every square inch for housing, especially high density housing.

Thank you for your time,  
Dan Geiter, P.E.  
Citizen of McKinney, TX





## Jennifer Arnold

---

**From:** Hurlbut, Amanda [REDACTED]  
**Sent:** Friday, February 17, 2017 10:38 AM  
**To:** Jennifer Arnold  
**Subject:** 380 Bypass Concerns

Dear Ms. Arnold,

I am writing to express my concern and opposition to the proposed McKinney 380 bypass highway along Bloomdale road. I was told that you would be sharing public comments with the City Council at the Work Study meeting on February 20<sup>th</sup>. I've attempted to summarize several of my concerns below (I apologize, this is a very personal matter for me, so it's hard to be brief):

1. First and foremost, I am a new homeowner in the Erwin Farms Phase 1 development. We decided to build a home in this neighborhood in September 2015 after investing much prayer, time, and research into making this decision. We closed on our new home in June 2016. Previously, we lived in McKinney for 13 years, in the Stonebridge Ranch neighborhood. Please trust me when I say that the decision to build in the Erwin Farms development was not taken lightly. We carefully researched the community and transportation plans and knew, that despite being primarily farmland now, that the roads of Wilmeth and Bloomdale would eventually be 4-6 lane high access roads (Similar to Custer road). We **NEVER** anticipated that either would be considered as future limited access freeways with speeds in excess of 60-70 MPH. If we had known this, we would not have chosen to build a house in this neighborhood because we would not want to live that close to a highway (approximately .5 miles). Our neighborhood is close enough to 75 and 380 that we do not want the added traffic noise surrounding us on practically all sides. Additionally, **THE** major selling point in choosing this neighborhood was the location and that it would allow pedestrian access to Erwin Park once phase 3 of our neighborhood is built out. Our family, including our two young girls – ages 6 and 2 – love to be outdoors walking, biking, and exploring. If a highway is built along Bloomdale road, we would completely lose the option to cross Bloomdale to visit Erwin Park. This house is my dream home and my husband and I saved FIVE YEARS in order to be order to customize and purchase the house exactly the way we wanted in the neighborhood we wanted. We considered this house our “forever family” home. I give you this information to let you know the sincerity and concern that I have about Bloomdale becoming a freeway. It is simply not acceptable in raising our family. I am currently not in favor of any bypass freeway and would rather see 380 converted (as I have yet to explain), but if a bypass is considered, I would much prefer to see Laud Howell used as the option for the bypass.
2. Another concern that I have is how the 380 bypass proposal crosses through what the McKinney 2040 Vision plan calls the “scenic” district. I simply do not understand the logic of having a bypass highway cross North or South of Erwin Park, one of McKinney’s primarily “scenic” areas.
3. My husband is currently a teacher and Cross Country/Soccer coach at McKinney North High School. Currently, the Cross Country team trains along the access roads and neighborhoods around McKinney North including, Wilmeth (943), Hardin (1007), and Bloomdale (164) roads. The team runs along Bloomdale primarily because it is safer for the runners at the moment and involves far less traffic. My concern is that the Bloomdale option for the bypass involves the safety of students and specifically, the cross country runners who train so near to the school. McKinney North is already bordered on the East

by I-75 and on the South by 380, which requires that the team head North and West in order to train and maintain the safety of the runners. If the Bloomdale option is built North as a highway, where will these students safely train? Bloomdale as a 6-lane road provides the option of sidewalks (as the Boyd cross country runners have along Lake Forest and Virginia Parkway), but a freeway will not provide that safety feature to pedestrians. McKinney North should not have another highway/freeway built so close to the school, primarily for safety reasons. McKinney North's Cross Country team has repeatedly proven itself as a competitive team that brings notoriety and honor to the City of McKinney, demonstrated by numerous invitations to the State championship meet. Most recently, McKinney North's freshman girls runner, London Culbreath, won the 2016 State Girl's Cross Country title and went on to place 11<sup>th</sup> in the National Cross Country meet. The Bloomdale option will severely limit this team's ability to effectively train their runners.

4. I currently travel to Denton multiple times per week for work and I am familiar with 380, the South 288 loop, and the North 288 loop that was built into a highway for ease of access into I-35. My concern is that McKinney is attempting to fix a problem using the bypass highway when the real issue is along 380. In Denton, for example, there is still quite a bit of congestion and traffic along 380, despite having the North and South loops as options. Why? Because there are numerous businesses and commercial developments along 380. I believe that McKinney is using the bypass option as a band-aid, rather than fixing the real issue as the development along 380 continues to grow and expand. My personal belief based on my experience with 380 in Denton County, is that the bypass will do little to relieve the congestion and traffic due to the development that is occurring especially when considering the future businesses along 380 in McKinney (Cosco, proposed Hobby Lobby, etc.) I simply do not see how a bypass will solve the true problem. This is why I am in favor of converting 380 into a limited access highway rather than creating a bypass option.
5. One of the biggest concerns that I have was when watching the meeting on January 23, 2017, where the 380 bypass option was presented to the city council. It appeared as if several of the city council members were in favor of exploring Laud Howell as a feasible option for the bypass rather than Bloomdale which has multiple existing and proposed residential developments. From what I could see, there were two main reasons given that Bloomdale was considered over Laud Howell as the bypass option, both of which I have issues with. The first reason - Laud Howell is further to the North by 1 mile and it was suggested by Gary Graham, Traffic Engineering Manager, that the further north the bypass, the less likely it might be used by commuters. However, later one of the council members discussed how using Laud Howell as the bypass option might be more desirable since it is closer to the planned Collin County Outer Loop and might lend itself to future connections. Why could this option not be explored further as a way to avoid disrupting existing McKinney residential developments? Secondly, Mr. Graham stated that he believed it would be more difficult to gain the support of the cities of Prosper and Celina with the Bloomdale option since Laud Howell runs across existing residential neighborhoods in those two cities. I am EXTREMELY concerned at this statement being used as justification because I believe that the City Council's primary concern should be toward the residents of the City of McKinney. In McKinney, there are more existing residential developments that would be affected if the bypass was constructed along Bloomdale than Laud Howell. In other words, the McKinney City Council needs to take care of OUR city and its residents FIRST before considering what is desirable for other cities.

Thank you again for taking the time to read this lengthy message and I hope that you will share my concerns (as well as the others that I know other communities have sent) with the members of the City Council. If you should have any questions or need additional clarification, please do not hesitate to contact me.

Thank you,

Amanda Hurlbut



**Jennifer Arnold**

---

**From:** [REDACTED]  
**Sent:** Wednesday, February 15, 2017 10:33 AM  
**To:** info@onemckinney2040.com  
**Subject:** Bypass 380

Hello,

Can you pls add me into the e-mailing list about bypass 380 updates? We are against having a highway on CR123.

Thanks,

Best regards,

*Nargiz Karimova*

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## Jennifer Arnold

---

**From:** karin kerby [REDACTED]  
**Sent:** Tuesday, February 14, 2017 4:48 PM  
**To:** Jennifer Arnold; Travis Ussery  
**Cc:** Gary Graham; Aaron Bloxham; Michael Quint  
**Subject:** Re: proposed McKinney Bypass

Jennifer,

Thank you for this reply.

I was thinking today about a totally different concept - one that perhaps we could speak about? It has to do with taking a huge step back and re-looking at the COMPREHENSIVE plan for the entirety of McKinney - based on the slogan "Unique by Nature". It has to do with rezoning to prevent large tracts of land being turned into dense housing - and creating large areas of open space (not just parks). I lived in one of the most beautiful counties in Virginia - which struggled with this very issue about 20 years ago - and through master planning - was able to better protect and "limit" the rampant growth that comes from unbridled development. The protected areas of the county are restricted to sale in parcels no smaller than 10 acres. The wonderful outcome of that is that traffic in those areas are better managed and the buildout of large freeways is not necessary. The dense housing was restricted to the east side of the county and open space to the rural west (kind of like our North and South).

Unique by Nature should mean something - I'm not getting that feeling with the push to develop, develop, develop.

I'm available by phone if you'd like to speak.

Karin Kerby  
[REDACTED]

On Tuesday, February 14, 2017 2:13 PM, Jennifer Arnold <jarnold@mckinneytexas.org> wrote:

Ms. Kerby,

Thank you for your email and feedback regarding the US 380 bypass concept in McKinney. I'm glad you were able to attend the public meeting last week, and your comments below will be packaged and included as part of the public record. Although you may have already received this information, I wanted to let you know that the materials and presentation that were discussed during the meeting are now available online at: <http://mckinneytexas.org/1703/27908/Master-Thoroughfare-Plan>. I think the presentation and FAQs should address many of your comments below, so I hope the information is helpful for you.

**I also wanted to let you know that, based on the comments and feedback we've received over the last several days/week, Staff will be discussing regional transportation, the US 380 bypass concept, and its relationship with the ONE McKinney 2040 Comprehensive Plan at the February 20 City Council work session. As a member of the stakeholder group, you will see an email from me within the next few days with additional information about that upcoming Council work session.**

Please let me know if you have any other questions or comments.

Thanks,



Jennifer Arnold | *Planning Manager*  
City of McKinney  
Phone | 972.547.7415  
Email | [jarnold@mckinneytexas.org](mailto:jarnold@mckinneytexas.org)

Please tell us how we're doing by [completing a brief survey](#).

---

**From:** karin kerby [REDACTED]  
**Sent:** Thursday, February 9, 2017 8:22 PM  
**To:** Travis Ussery <tussery@mckinneytexas.org>; Jennifer Arnold <jarnold@mckinneytexas.org>  
**Subject:** proposed McKinney Bypass

Thank you for the information session this evening re. the proposed McKinney bypass and all the thought that has gone into the proposal as it stands now. It was very informative and clear.

We just bought our home in the Heatherwood subdivision, and while our property is several blocks from the proposed bypass, we, of course do have concerns on the effect it may have on property values.

### **BLOOMFIELD/CR123**

It was clear why the option to expand 380 to a limited access freeway is not very viable. That we understand. Looking at the footprint of the proposed Bloomdale bypass does make some sense, when you look at the abundance of open land NORTH of CR123. In fact, it seems that the worst impact WILL be on the Heatherwood subdivision, the one just now going in to the west of us and perhaps the new area slated for single family homes just across Lake Forest from Heatherwood. HOWEVER - I assume you would have to purchase all of the land NORTH of CR123/Bloomdale in order to secure your necessary right of way. That said - since it appears there are only 2 or 3 subdivisions that are DIRECTLY impacted by keeping the footprint right along CR123 - **could you not re-align (i.e. curve) the new road Northward, sort of as a "arch" over those 3 subdivisions?** That might soothe some homebuyers (who, arguably have JUST purchased their homes in the last 2 years - so this is quite a shock to their systems!)

So, to repeat and clarify - **IF you use the Bloomdale/CR123 road as your footprint - just purchase that open land NORTH between CR 161 and CR 943 and curve the bypass up a bit to give better clearance and buffer.**

BTW - I come from an area of the country (Northern Virginia) where this is done a lot - and the "buffers" that are ALWAYS put between subdivisions and major highways are engineered "hills" of dirt that are **tall** and landscaped with trees and bushes ...between the homes and the road - very very wide and aesthetically pleasing.

### **LAUD HOWELL**

ANOTHER IDEA, though is one ***I'm surprised you hadn't mentioned (or perhaps even thought of)***. With the **Laud Howell** right of way practically completely wide open and devoid of current development - Oh, My - ***why don't you think of a "planned community" - mixed use, a "DESTINATION" community*** - one that is well planned with that bypass being not only something to take pressure off of 380 - BUT one that leads to this new "destination". There are developers that would LOVE to have that opportunity. It could have a "town center", commercial area, mixed housing (apartments near the town center/ townhouses and single family homes further away).

Two such communities come to mind - that I'm familiar with. One is called the Village at Leesburg (<http://villageatleesburg.com>) - which incorporates really upscale dining/shopping/entertainment with apartments literally above the stores (I think Watters Creek is similar). The other is One Loudoun (<http://www.oneloudoun.com>). We just moved from that area and can attest to the amazing "draw" each of these planned communities have - we lived in the single family homes nearby - but were always going to one of these for our entertainment and dining and shopping.

It just seems that with the **Laud Howell footprint such an "empty canvas"** - instead of being "REACTIVE" to coming up with a plan for a bypass - ***why don't you become "PROACTIVE" and plan something really really spectacular for McKinney!*** Developers would love it - it would better integrate the transportation design into what is useful and palatable to all.

Sorry for the length - but I don't want to just say "not in my back yard" - but rather would like to SUGGEST alternatives!

THANK YOU for your time.

Sincerely,

Karin Kerby



The material in this e-mail is intended only for the use of the individual to whom it is addressed and may contain information that is confidential, privileged, and exempt from disclosure under applicable law. If you are not the intended recipient, be advised that the unauthorized review, use, disclosure, duplication, distribution, or the taking of any action in reliance on this information is strictly prohibited. If you have received this e-mail in error, please notify the sender by return email and destroy all electronic and paper copies of the original message and any attachments immediately. Please note that neither City of McKinney nor the sender accepts any responsibility for viruses and it is your responsibility to scan attachments (if any). Thank You.



## Jennifer Arnold

---

**From:** Kathy Wright  
**Sent:** Monday, February 13, 2017 2:47 PM  
**To:** Gary Graham; Jennifer Arnold  
**Subject:** FW: bypass on Bloomdale, CR 123

No questions just comments

---

**From:** Ben Silver [REDACTED]  
**Sent:** Friday, February 10, 2017 5:47 PM  
**To:** Contact-Planning <Contact-Planning@mckinneytexas.org>  
**Subject:** bypass on Bloomdale, CR 123

As an attendee at the meeting last night I felt that the public didn't get an opportunity to discuss the issue. Breaking us up into groups was a mechanism so no one could get whole picture and not to have a mud-slinging session. As a new homeowner on Grove Cove Dr in Heatherwood you can imagine that I am not in favor of the bypass being in my backyard. I spoke to few council members who agreed that Laud Howell was a better alternative due to the less disruption to the landscape and displacement of people. Bloomdale is only 1.9 miles from 380 and Laud Howell approximately 5.5 miles away. At 70 miles an hour that distance is not too great, approximately 3 minutes.

As far as the commercial development coming in the Northwest of McKinney. The developer can split the property like was done at the shops of Legacy and still have a viable development. They should welcome the freeway to help bring people and establishments to the area to have great access.

Also if the plan was in place since 2004 and updated regularly why was Heatherwood Phase 3 and 4 approved to build, Erwin Farms be allowed to develop as well as Megatel Bloomdale which also runs against Bloomdale? It sounds like the City wanted to increase the tax base and felt it was so many years in the future for the bypass they could get away with building and say everything is still up in the air.

I would like to propose a wait on a decision until the election takes place in May. With 4 new council members coming on the outgoing members are not representing the people of McKinney and have no vested interest in the decision that will be a burden for years to come. You would not install a Supreme Court justice with a lame duck president and the same holds true here.

Also I don't know if this means anything but the 635 construction cause homes close to the highway to have foundation problems and a lawsuit was filed with the homeowners winning a sizeable settlement, so a precedent has been set and you may have the same issue here with the homes being so close to the highway.

PLEASE review your plans again to consider another alternative that makes sense for ALL the residents of McKinney. McKinney is Unique by Nature not Unique by Highway!!!!

Thanks  
Ben Silver

[REDACTED]  
[REDACTED]  
[REDACTED]

## Jennifer Arnold

---

**From:** Tricia Standish [REDACTED]  
**Sent:** Sunday, February 12, 2017 10:39 AM  
**To:** info@onemckinney2040.com  
**Subject:** 380 bypass

Please send me information regarding the proposed 380 bypass. If this happens it will all but take my ENTIRE 380 property at 8700 W University—including the building. The City already took the front part by Eminent Domain in the early 1990's, the first time 380 was widened. If this goes through you will have taken it all. This is my one and only investment!

I do hope that you will come up with an alternative plan that does NOT impact those already developed 380 frontage properties, which are actually situated on the north side of 380 between CR 852 and Custer Road. Perhaps a better plan would be to have the new freeway come from north to south on the EAST side of the Walnut Grove Lake, rather than the west side, and join 380 at that point, rather than joining it at CR 852.

Alternatively, if you go ahead with the proposed plan it would be a huge source of City tax revenue to have the Commercial Restrictions that are presently imposed on Walnut Grove #1, and run with the land, declared void, so that the whole block of Walnut Grove#1, which lies on the north side of State Hwy 380 and east of Custer road with 380 to its south and CR 853 to its north, could be developed as a commercial block. I always thought it should have been anyway—highest and best use.

FYI those Restrictions have been consistently (and are presently being) violated over the years, including the one against commercial operations.

Please let me know.

Sincerely,

Patricia Standish



**Jennifer Arnold**

---

**From:** zack hansen [REDACTED]  
**Sent:** Friday, February 10, 2017 9:59 PM  
**To:** info@onemckinney2040.com  
**Subject:** US 380 Bypass Concept

Hello,

I would like to be informed about any new information concerning the 380 bypass concept and/or any upcoming public outreach events. I live in the Heatherwood neighborhood and 100% OPPOSE the concept for the 380 Bypass on Bloomdale road.

Thanks,

Zack Hansen

## Jennifer Arnold

---

**From:** Kathy Wright  
**Sent:** Friday, February 10, 2017 9:19 AM  
**To:** Gary Graham; Jennifer Arnold  
**Subject:** FW: 380 By-pass Planning

FYI

-----Original Message-----

From: Heather Heard [REDACTED]  
Sent: Thursday, February 9, 2017 6:14 PM  
To: Contact-Planning <Contact-Planning@mckinneytexas.org>  
Subject: 380 By-pass Planning

Please add my name and email address to whatever list is used to communicate these meetings. I just found out about tonight's meeting and can not attend due to prior commitments. Our family is opposed to fast moving roadways in the middle of the family neighborhoods that we live in. 380 was the highway by-pass if you want to call it. The city has created this accident laden mess by allowing business entrances and multiple stop lights to hinder traffic progression. We are already adversely effected by the commercial "big trucks" using 1461 and Lake Forrest as a bypass and not obeying traffic signs and laws.

Please protect the neighborhoods and keep the traffic on 380 as originally designed.

Heather Heard  
[REDACTED]  
[REDACTED]



## Jennifer Arnold

---

**From:** Gary Graham  
**Sent:** Thursday, February 16, 2017 9:02 PM  
**To:** Mike Bell  
**Cc:** Jennifer Arnold  
**Subject:** RE: City of McKinney - US 380 By-Pass

Mr. Bell,

Thank you for your input, we will include your comments as part of the public record.

### Gary Graham, PE, PTOE

CIP & Transportation Engineering Manager  
City of McKinney  
(972) 547-7438  
[ggraham@mckinneytexas.org](mailto:ggraham@mckinneytexas.org)

Please tell us how we're doing by [completing a brief survey](#).

---

**From:** Mike Bell [REDACTED]  
**Sent:** Thursday, February 16, 2017 10:34 AM  
**To:** Gary Graham <[ggraham@mckinneytexas.org](mailto:ggraham@mckinneytexas.org)>  
**Cc:** Mike Bell [REDACTED]  
**Subject:** City of McKinney - US 380 By-Pass

Gentlemen, as a residence of Walnut Grove I would request you consider brining the bypass back onto US 380 at the Stonebridge Drive intersection. It has yet to be fully developed but the are already plans for the intersection and traffic lights. This would be less invasive to all concerned since the land is presently undeveloped. I know the land is considered a future high dollar development and that means special interests groups will not wish to have a bypass run through it. It is hard believe a few hundred feet east or west would have much impact on the traffic but it could save the devastating impact the bypass would have to existing residents, homes, and land values.

It has also been suggested by a resident to hurry the expansion of Custer Rd and with the widening of Bloomsdale and Wilmet Rd should alleviate traffic off of US380.

Thank you for your time and consideration.  
Regards, mbell  
[REDACTED]

Mike Bell  
"Taking Care of Business"

---

**From:** Travis Owens <[Travis.Owens@txdot.gov](mailto:Travis.Owens@txdot.gov)>  
**Sent:** Wednesday, February 15, 2017 4:59 PM  
**To:** Mike Bell  
**Cc:** Dan Perge; Michelle Raglon  
**Subject:** RE: US 380 By-Pass - McKinney

Good Afternoon Mr. Bell,

TxDOT is planning a feasibility study along the US 380 corridor in Collin County which is anticipated to be complete in early 2019. This study will compare route alternatives based on engineering, environmental, and public involvement. This study has not begun and alternative routes have not been proposed at this point. TxDOT will involve the general public and municipalities throughout the feasibility study through stakeholder and public meetings. The study performed and presented by the City of McKinney is not related to the TxDOT feasibility study.

TxDOT has received the study that was performed and presented by the City of McKinney regarding the routes in question. For any questions regarding the City of McKinney presentation or study, please contact Gary Graham at 972-547-7438 or [ggraham@mckinneytexas.org](mailto:ggraham@mckinneytexas.org).

If you would like to be added to the US 380 corridor TxDOT feasibility study mailing list, please let me know.

If you have any questions regarding the TxDOT feasibility study along the US 380 corridor, please feel free to contact me as I will be the project manager for the project.

Thank you,  
Travis  
TxDOT US 380 Project Manager

Travis Owens, P.E.  
Advance Project Development  
TxDOT Dallas District  
[travis.owens@txdot.gov](mailto:travis.owens@txdot.gov)  
214-320-6625

---

**From:** Mike Bell [REDACTED]  
**Sent:** Tuesday, February 14, 2017 4:08 PM  
**To:** Dan Perge; Travis Owens  
**Cc:** Mike Bell  
**Subject:** US 380 By-Pass - McKinney

Gentlemen, as a residence of Walnut Grove I would request you consider brining the bypass back onto US 380 at the Stonebridge Drive intersection. It has yet to be fully developed but

the are already plans for the intersection and traffic lights. This would be less invasive to all concerned since the land is presently undeveloped. I know the land is considered a future high dollar development and that means special interests groups will not wish to have a bypass run through it. It is hard believe a few hundred feet east or west would have much impact on the traffic but it could save the devastating impact the bypass would have to existing residents, homes, and land values.

I am also struggling with why McKinney will not go along with the other cities along US380 and agree to widening it. I am contacting the City of McKinney folks about that concern.

Thank you for your time and consideration.

Regards, mbell



Mike Bell  
"Taking Care of Business"



**#EndTheStreakTX**



## **Master Thoroughfare Plan Q&A: What Does it Mean for Eldorado Parkway, US 380 and other Roads in McKinney?**

### **What is the Master Thoroughfare Plan (MTP)?**

The Master Thoroughfare Plan defines the network of existing and future roads deemed appropriate to accommodate the various levels of vehicular traffic expected in McKinney. These anticipated needs are based on the preferred growth and development pattern that is defined as part of the City's Comprehensive Plan which is approved by the City Council after community input.

Completion of the roadway network is something that will occur over long periods of time through a series of capital improvement program funded projects (i.e. City-initiated construction projects), land owner agreements (partnerships between the City and developers), and developer-constructed roads. In other words, the MTP only shows general locations of where and what types of roadways are necessary to serve the community's traffic needs, but it does not outline the timing for when those roads should be or will be constructed.

The City of McKinney's current MTP can be found in Chapter 8 of the 2004 Comprehensive Plan. You can view the currently adopted Comprehensive Plan at: <http://www.mckinneytexas.org/292/Comprehensive-Plan>

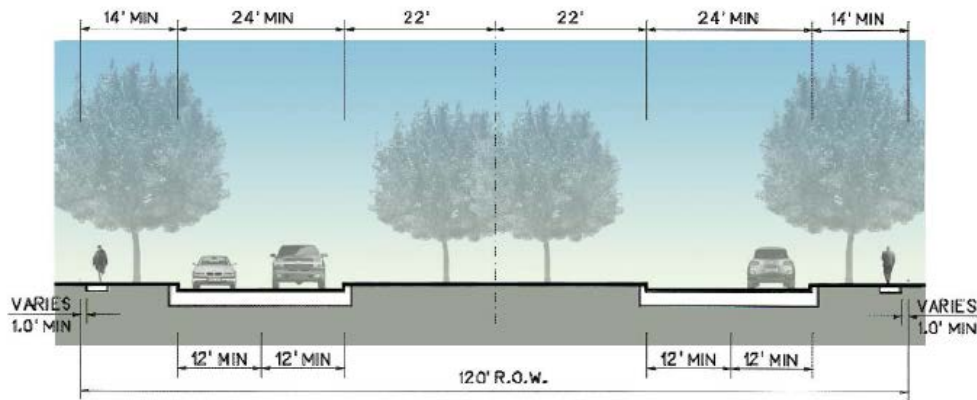
### **Why does the city need a Master Thoroughfare Plan?**

The major benefits provided by the Master Thoroughfare Plan include:

- Identifying roadway needs in advance of new development or as it occurs
- Identifying needed roadways to accommodate traffic from adjacent land use or development patterns
- Limiting the potential for high traffic volumes on neighborhood streets
- Anticipating when funds must be programmed for needed roadway improvements
- Reducing the potential negative effects due to increased traffic congestion

### **Is tree conservation/beautification, etc. addressed in the MTP?**

Also included with the MTP is a series of illustrations (known as conceptual cross-sections) that describe how each type of road in McKinney should look. In general, cross-sections illustrate how many lanes each road should have, how wide the medians should be, and how wide the parkways should be. An example of a conceptual cross-section can be seen below:



*Figure 8.5: Greenway Arterial Divided*

Details about landscaping, beautification, conservation, and streetscapes will be defined in the streetscape section of the new Parks, Recreation, Trails and Open Space Visioning Master Plan, which is also undergoing a major update. Information about the Parks Master Planning update can be found at:

<http://www.mckinneytexas.org/1055/Parks-Master-Plan>

### **How often is the MTP updated?**

The City of McKinney typically performs minor amendments to the Master Thoroughfare Plan on a yearly basis to reflect current conditions and to incorporate changes such as actual alignments of recently constructed roadways, recently completed engineering projects/plans and other non-policy related changes. Major updates to the MTP happen less frequently and are generally part of a full update to the overall Comprehensive Plan to capture major new changes in roadway needs for a city.

In the Spring of 2015, the City launched a 10-year major update to the 2004 Comprehensive Plan (known as the ONE McKinney 2040 Comprehensive Plan Update). As part of this, the MTP is being reviewed to consider any necessary changes based on the new goals, priorities and preferred future growth scenario described in the ONE McKinney 2040 process. Major updates such as this (including changes to the MTP) involve extensive open public participation so that the public can provide input and feedback prior to adoption of the plan. As part of the formal adoption process, there will also be public hearings where the public can share their thoughts directly with the City Council during a regular City Council meeting.

More information about the ONE McKinney 2040 Comprehensive Plan can be found on our website at: [www.onemckinney2040.com](http://www.onemckinney2040.com).

If you are interested in receiving information about the ONE McKinney 2040 Comprehensive Plan Update, about upcoming public outreach events, or to provide feedback please send us an email at [info@onemckinney2040.com](mailto:info@onemckinney2040.com)

**I've seen a draft version of the proposed MTP presented to the City Council; has that MTP been approved yet?**

No. The draft MTP has not been approved or adopted by City Council yet. City Staff is continuing to develop and refine the draft MTP as part of the ONE McKinney 2040 Comprehensive Plan Update with input from interested citizens, the Comprehensive Plan Advisory Committee, the Planning and Zoning Commission, and the City Council.

**Are there still opportunities for public input on the ONE McKinney 2040 Comprehensive Plan and the Master Thoroughfare Plan?**

Yes! The proposed ONE McKinney 2040 Comprehensive Plan and Master Thoroughfare Plan are still being developed, refined and reviewed as part of the ONE McKinney 2040 Comprehensive Plan Update. Over the coming months, there will be continued opportunities for public input and comments on the development of the Comprehensive Plan and MTP. As part of the formal adoption process, there will also be public hearings where the public can share their thoughts directly with the City Council during a regular City Council meeting.

The next big public event for the ONE McKinney 2040 process will be in late March. If you are interested in receiving information about the ONE McKinney 2040 Comprehensive Plan Update, about upcoming public outreach events, or to provide feedback please send us an email at [info@onemckinney2040.com](mailto:info@onemckinney2040.com)

**Are there plans to widen Eldorado Parkway to 6 lanes?**

No. There are no current or approved plans to widen Eldorado Parkway to 6 lanes.

**Will Eldorado Parkway ever be widened to 6-lanes?**

As part of the ONE McKinney 2040 Comprehensive Plan Update, the city is looking at the role and function of all roads in McKinney in order to consider any necessary changes to the MTP.

As part of this, there has been some consideration for identifying Eldorado Parkway as a future 6-lane roadway in the Master Thoroughfare Plan. The proposed MTP is still a draft and has not been fully considered or approved by City Council. Residents and stakeholders will still have a number of opportunities where you can share your thoughts and feedback regarding what ends up being adopted.

Major updates such as this (including changes to the MTP) involve extensive open participation so that the public can provide input and feedback prior to adoption of the plan. As part of the formal adoption process, there will also be public hearings where the public can share their thoughts directly with the City Council during a regular City Council meeting.

More information about the ONE McKinney 2040 Comprehensive Plan can be found on our website at: [www.onemckinney2040.com](http://www.onemckinney2040.com).



If you are interested in receiving information about the ONE McKinney 2040 Comprehensive Plan Update and/or about upcoming public outreach events, please send us an email at [info@onemckinney2040.com](mailto:info@onemckinney2040.com)

**As part of the proposed MTP, will there be new freeways shown for McKinney in the future?**

Currently, the only existing limited access facilities (i.e. freeways) in McKinney are SH 121 and US 75. However, there are plans for a Collin County Outer Loop in the far northern reaches of McKinney. Additionally, there has been recent regional pressures to introduce a new east-west freeway facility through Collin County (including McKinney), primarily along existing US 380 (University Drive).

With this in mind, it is possible that McKinney will see new freeways at some point in the future.

**What is a Limited Access Facility?**

A Limited Access Facility (also known as a controlled-access highway) is a type of highway which has been designed for high-speed vehicular traffic, with all traffic flow and ingress/egress regulated. Limited Access Facilities are commonly referred to as freeways or expressways.

**Is US 380 going to be widened into a freeway?**

As a state-owned roadway, the Texas Department of Transportation (TxDOT) has authority over what ultimately happens to US 380 (University Drive). However, in the Spring of 2016, McKinney City Council passed a Resolution stating (in part) that the City does not support the widening of US 380 (University Drive) through McKinney into a limited access freeway.

**How does the City plan to address regional transportation pressures/needs?**

The City of McKinney is currently considering a US 380 bypass concept, which would introduce a limited access freeway along existing CR 123 (future Bloomdale Road) as an alternative option for turning US 380 into a freeway in McKinney. It is important to note that this concept is only being considered by city leaders at this time and is not an approved or adopted plan.

Prior to any formal action by the McKinney City Council, there will be multiple opportunities for the public to provide input and feedback on the proposed US 380, the MTP and the ONE McKinney 2040 Comprehensive Plan overall. As part of the formal adoption process, there will also be public hearings where the public can share their thoughts directly with the City Council during a regular City Council meeting.

If you are interested in receiving information about the US 380 bypass concept, the ONE McKinney 2040 Comprehensive Plan Update, and/or about upcoming public outreach events, please send us an email at [info@onemckinney2040.com](mailto:info@onemckinney2040.com)

**When could we expect to see new freeways in McKinney?**

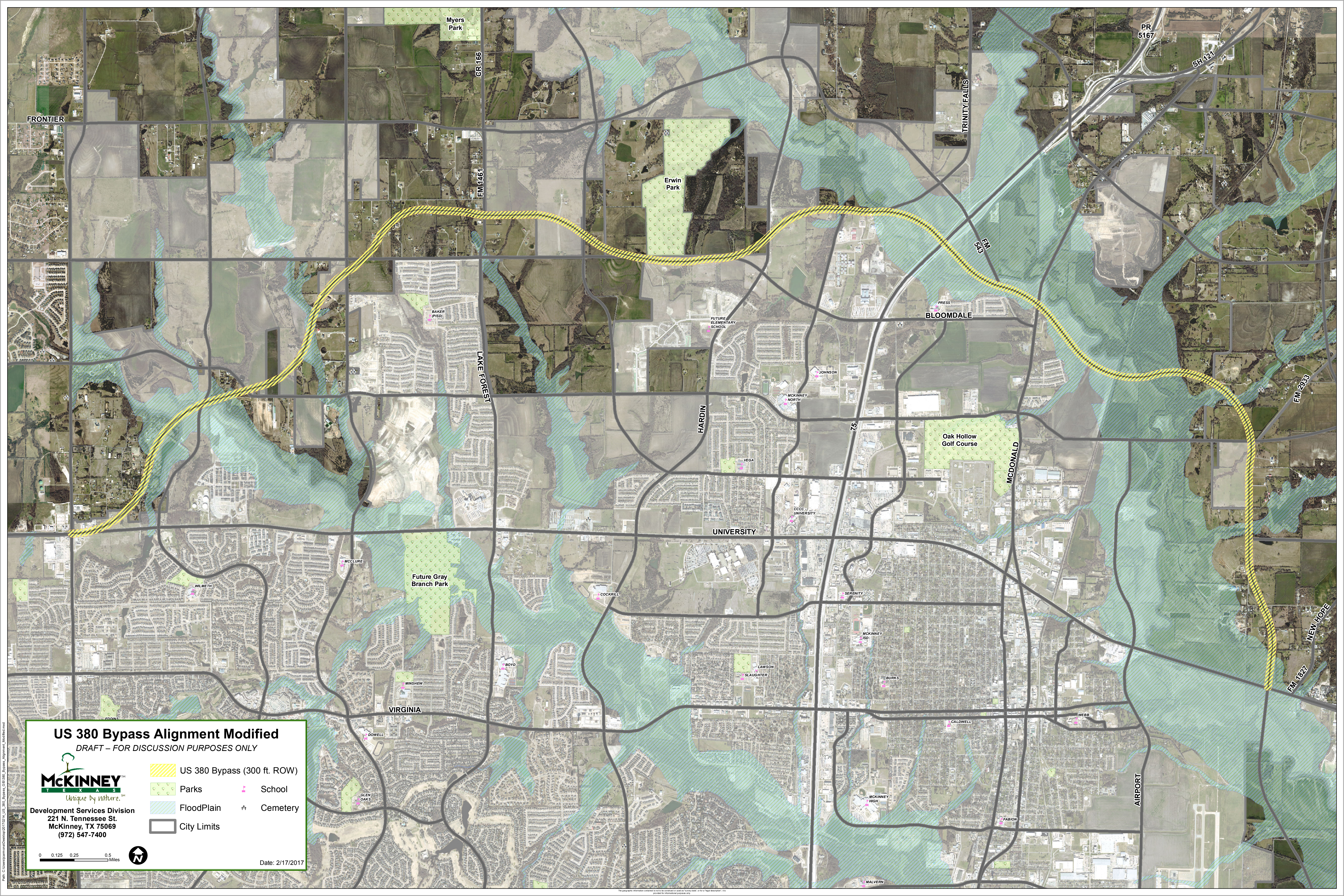
As you might imagine, the process for introducing major freeways to an area requires a tremendous amount of planning and evaluation by a number of different agencies. At this early stage, it is difficult to estimate how long it could take to see a new freeway in Collin County; however, it will likely take many years before any new freeways would be under construction.

**I don't think traffic on our roads is that bad... so why change the MTP?**

As part of the ONE McKinney 2040 Comprehensive Plan Update, the city is not only looking at the function of the roads today, but also once the city reaches full build out. Build out is a technical way of referring to the City when it's done developing and is all grown up.

This is important because it allows the city to better plan, prepare for and construct a roadway network that maintains good traffic flows for its residents both now and in the future. It also gives residents a chance to see where certain roadways might actually be needed in the future so they can ascertain what impacts it may have on them or their properties.





**US 380 Bypass Alignment Modified**

DRAFT – FOR DISCUSSION PURPOSES ONLY



Development Services Division  
221 N. Tennessee St.  
McKinney, TX 75069  
(972) 547-7400

- US 380 Bypass (300 ft. ROW)
- Parks
- Flood Plain
- City Limits
- School
- Cemetery

0 0.125 0.25 0.5 Miles

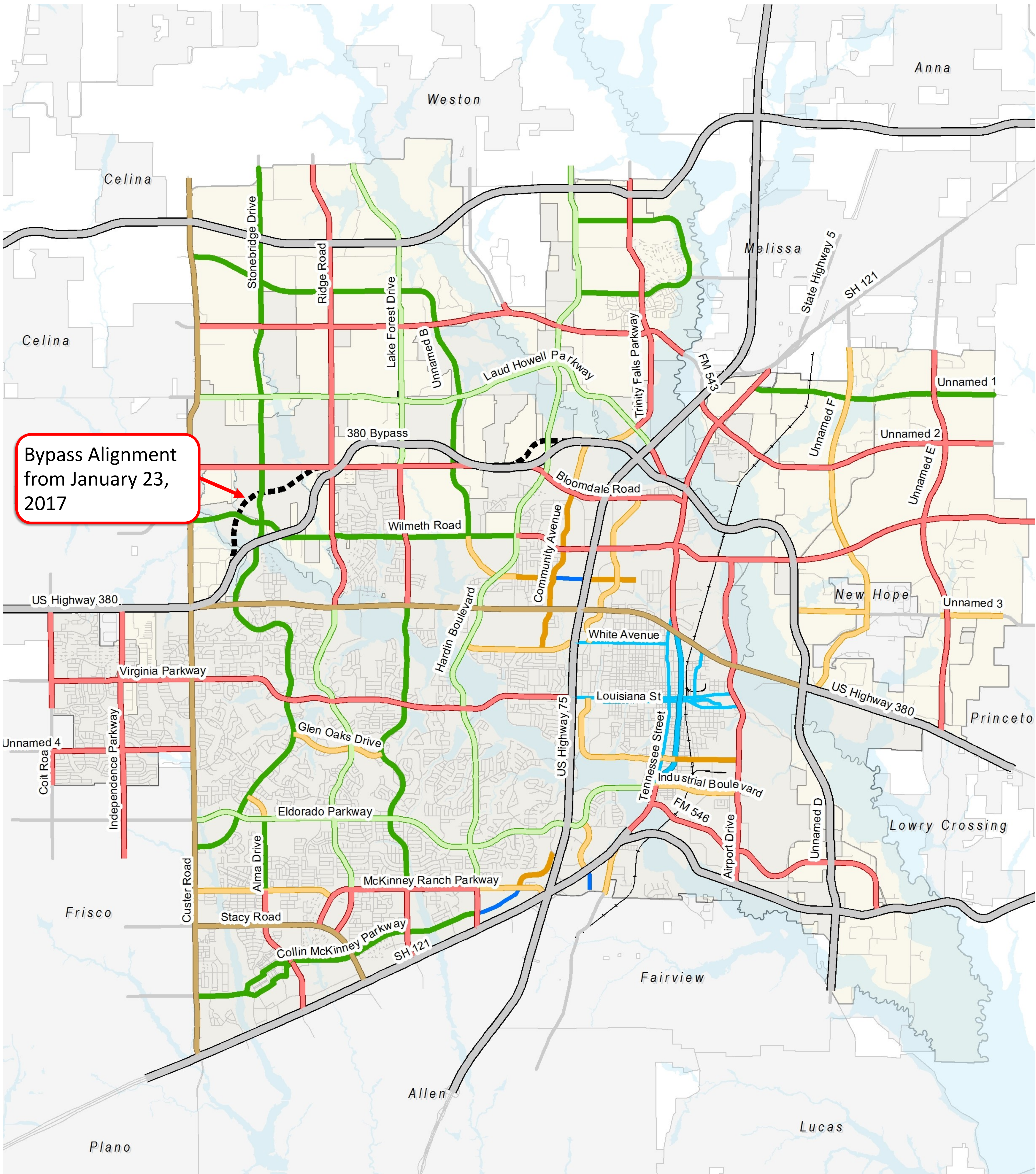


Date: 2/17/2017

Part: C:\Users\jasmont\Documents\20170214\_US\_380\_Bypass\_Alignment\_Modified.mxd

The geographic information contained herein is to be considered as "best effort" or "as is" and is not a "guarantee". It is provided for informational purposes only.





## Legend

- Major Regional Highway / Multi-Modal

Principal Arterial - 130' ROW (6 lanes)

Major Arterial (6 lanes)

Greenway Arterial (6 Lanes)

Greenway Arterial (4 lanes)

Minor Arterial (4 lanes)

Minor Arterial (3 Lanes)

Town Thoroughfare (2 lane one way pairing)

Road By Others

Major Roads

Railroads

McKinney City Limits

McKinney ETJ

Other Cities



# 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

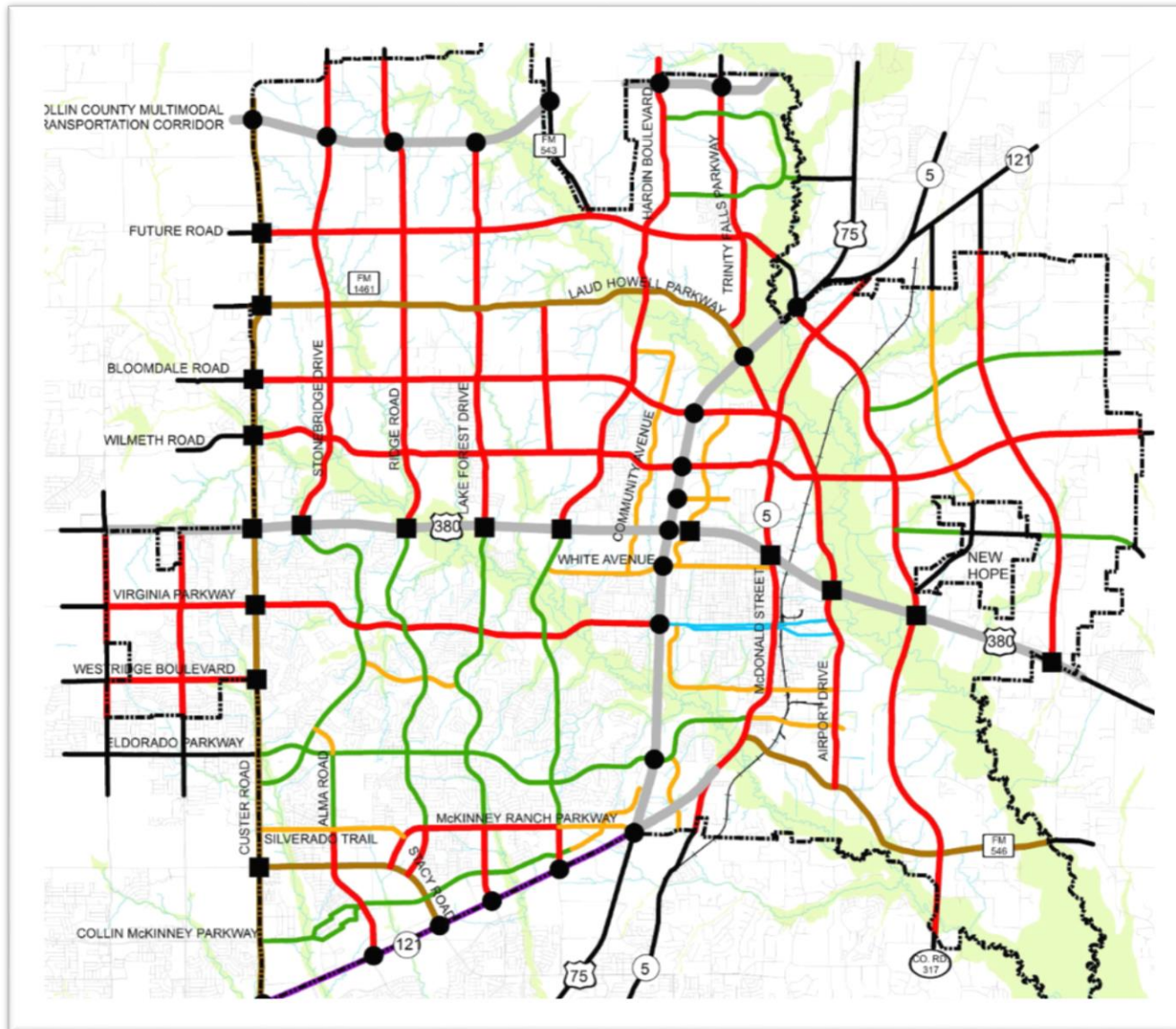


# ONE McKinney 2040

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

*Consensus and general direction in the development of the Master 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

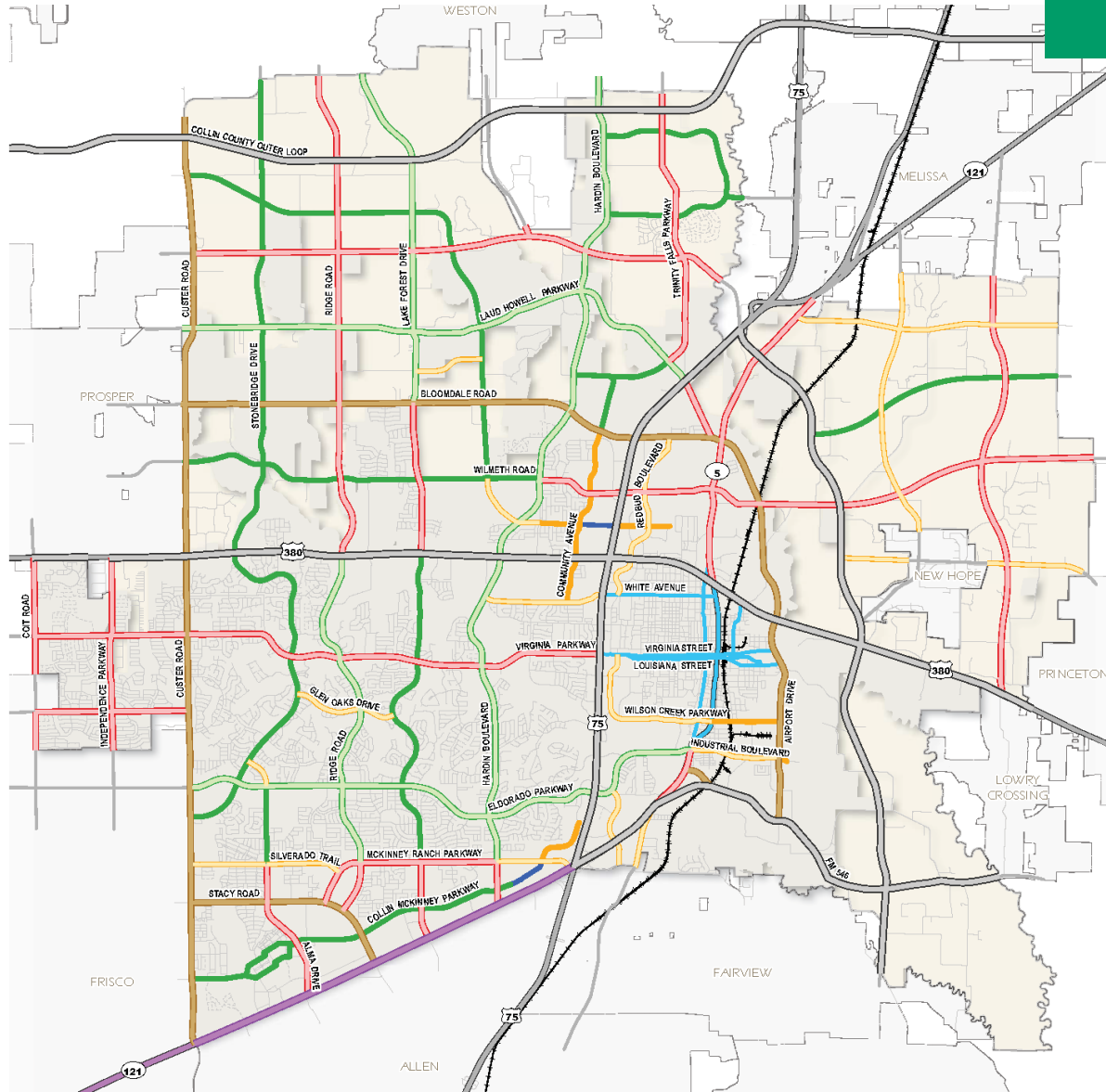
# ONE McKinney 2040: Draft MTP

## 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

Draft from  
August 2016





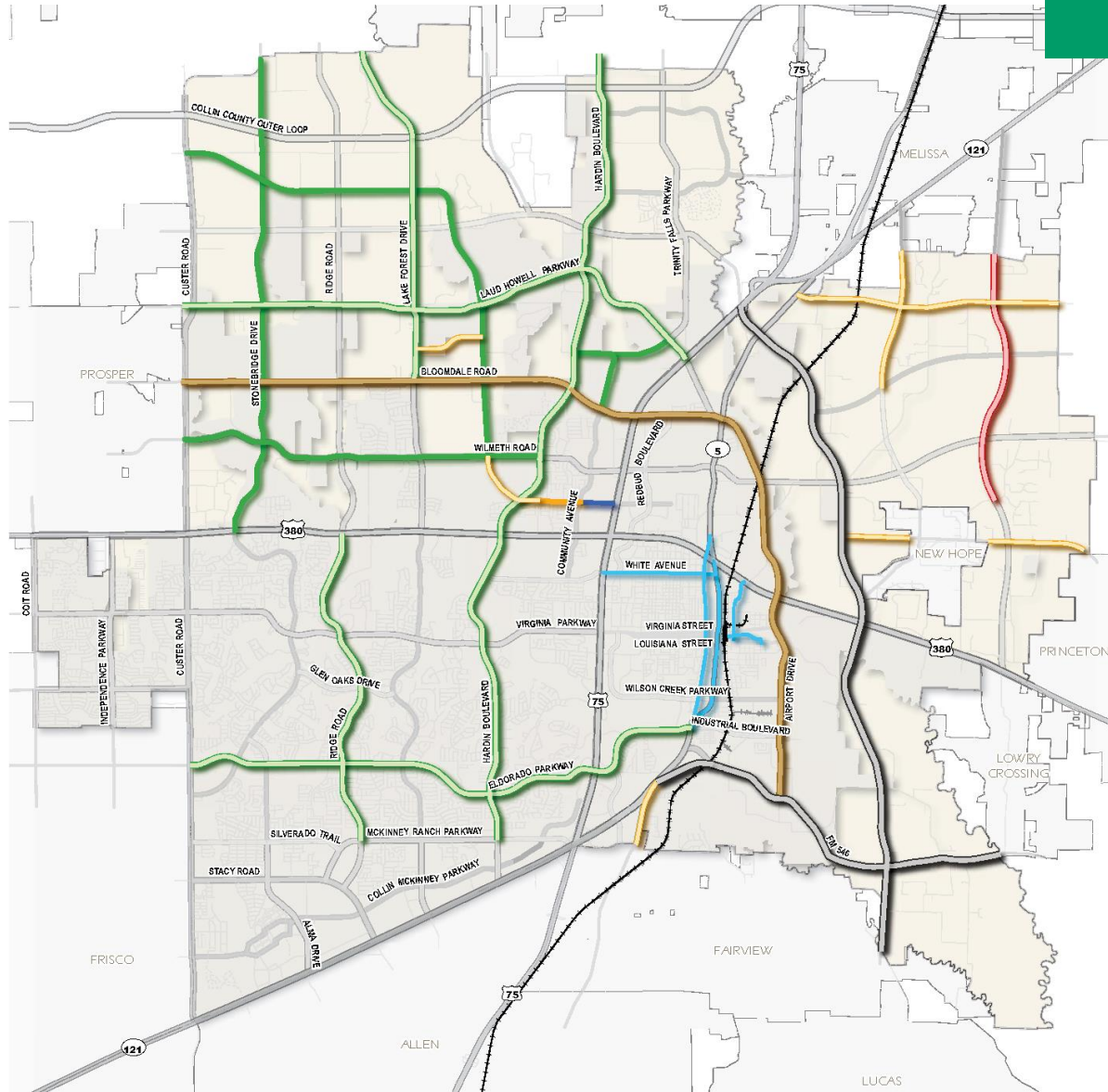
# ONE McKinney 2040: Draft MTP

## Key Changes

Classifications

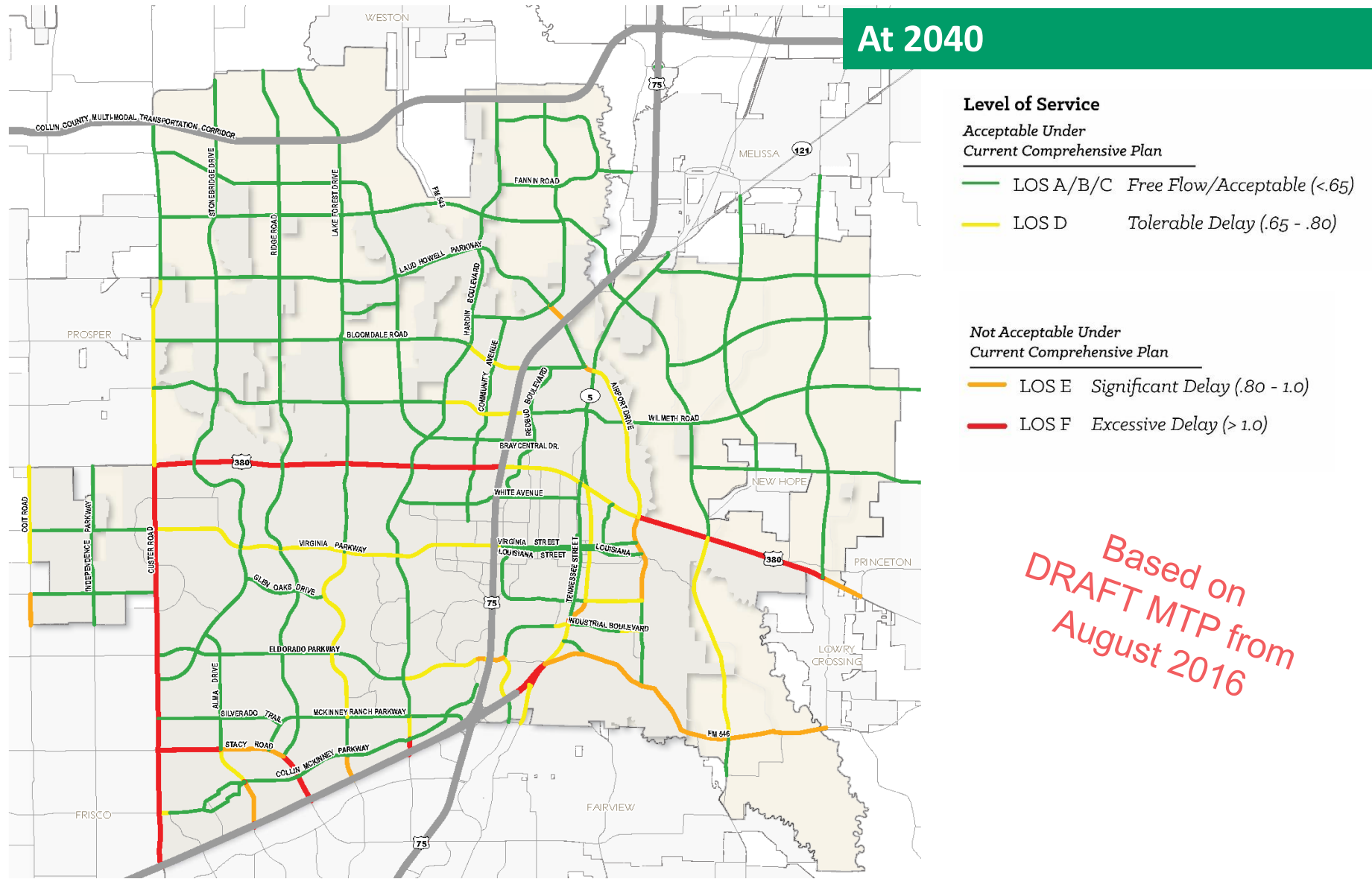
Updated Alignments

New Alignments

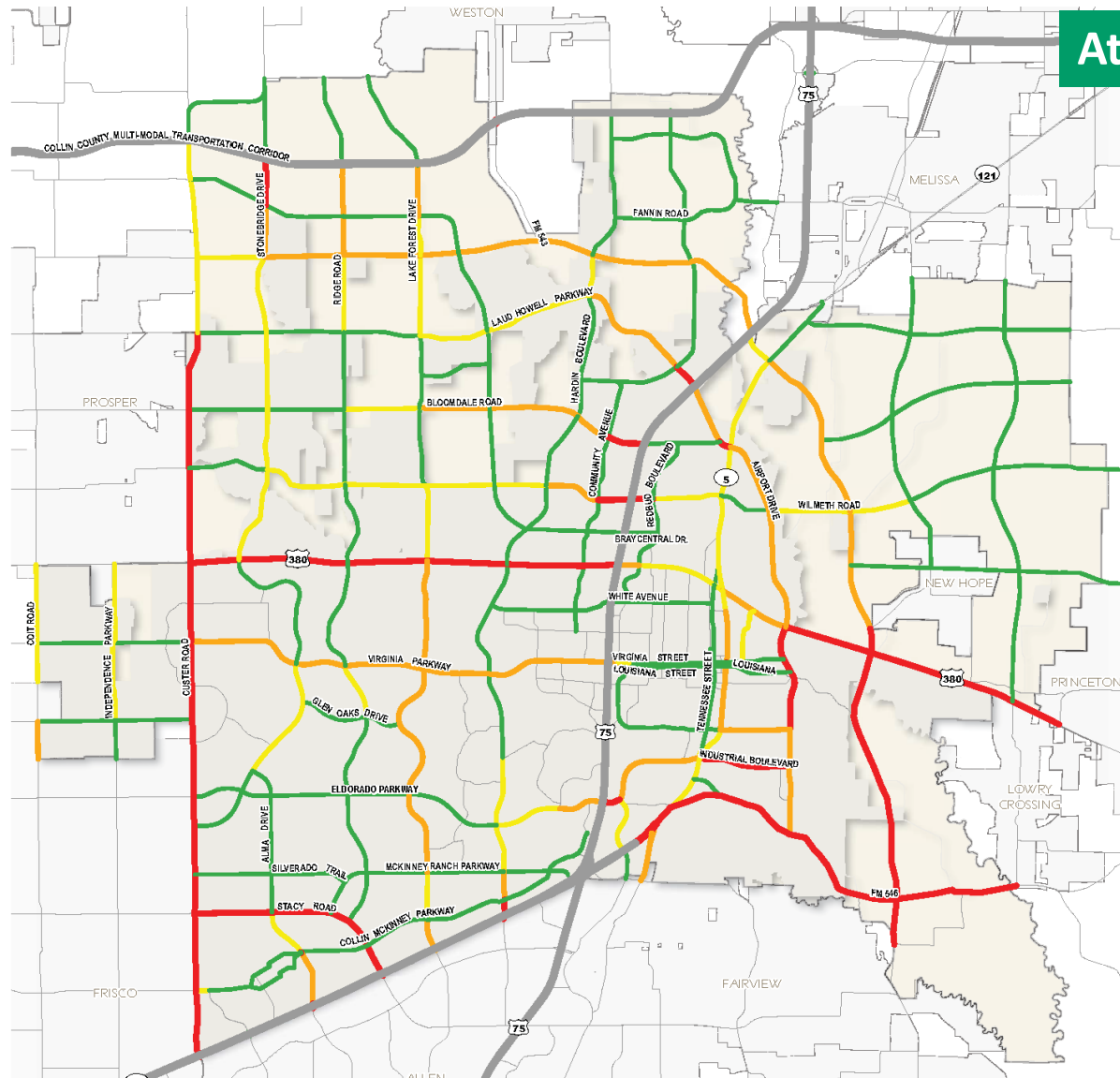


Draft from  
August 2016

# Preliminary Thoroughfare Plan: TDM Results



# 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)

Based on  
DRAFT MTP from  
August 2016



# 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
- City of Frisco and Town of Prosper supportive of converting US 380 into controlled-access facility

# 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

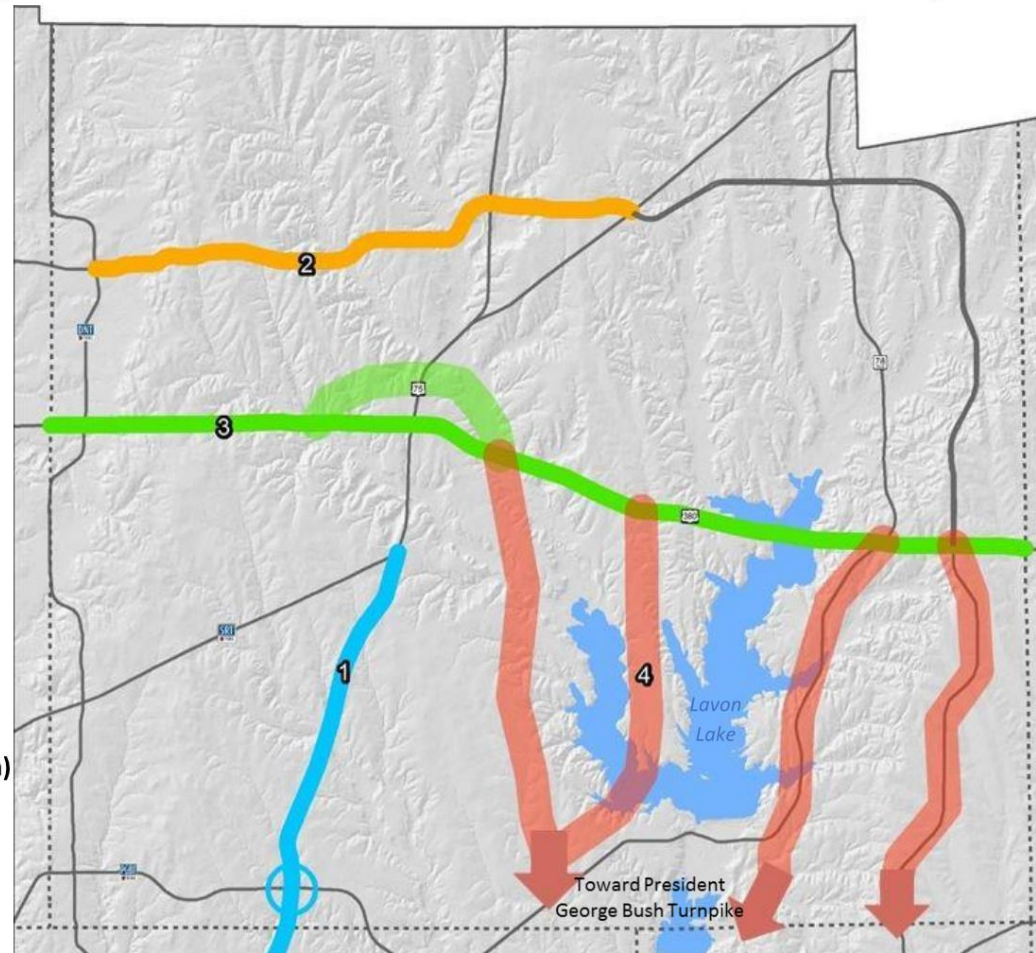
- Staged construction of frontage roads

### 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





# McKinney Regional Choices:

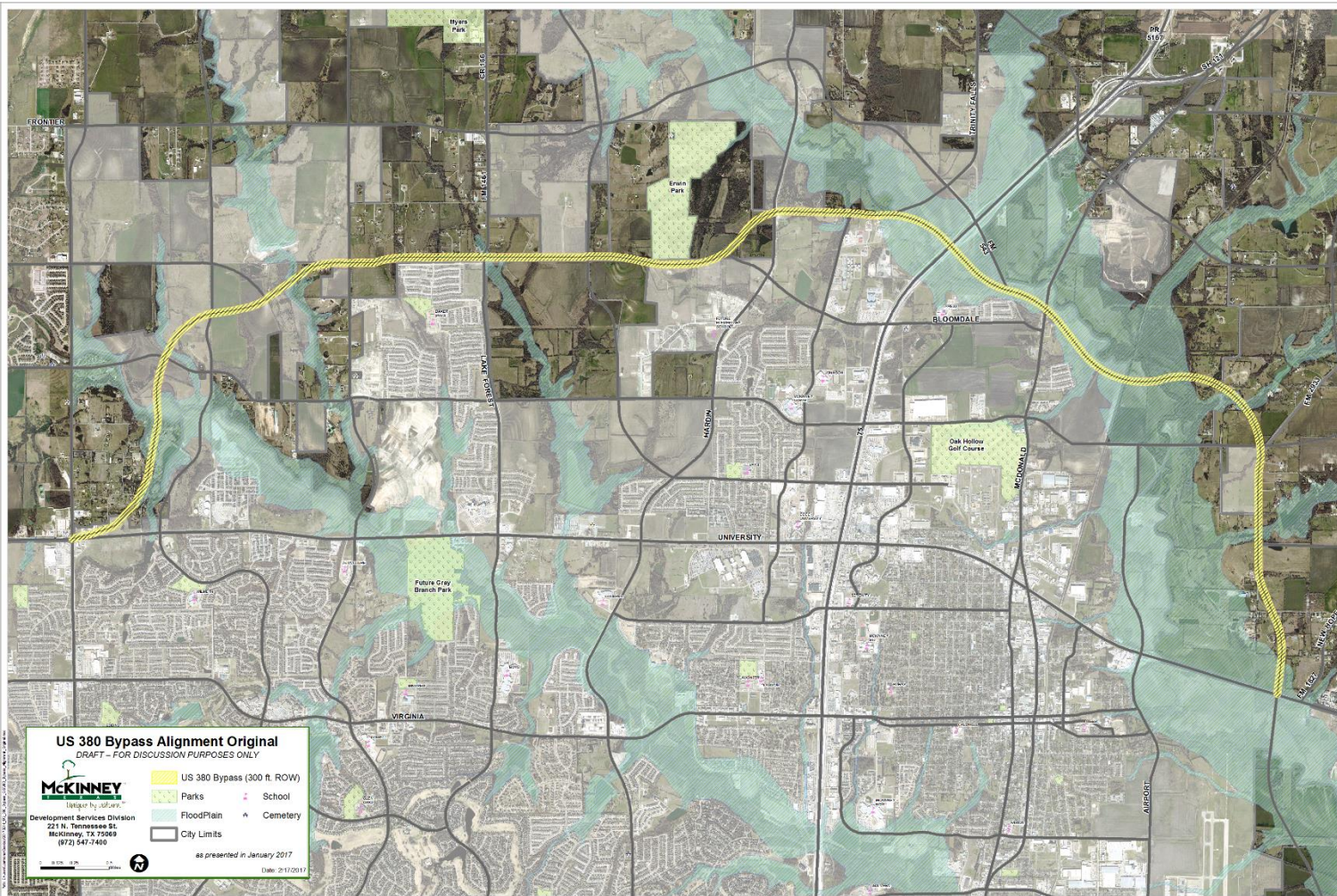
## US 380 Bypass – Original Bloomdale Option

### PROS:

- 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
- Disrupts a portion of Walnut Grove neighborhood
- Impacts tying back to US 380 at Custer



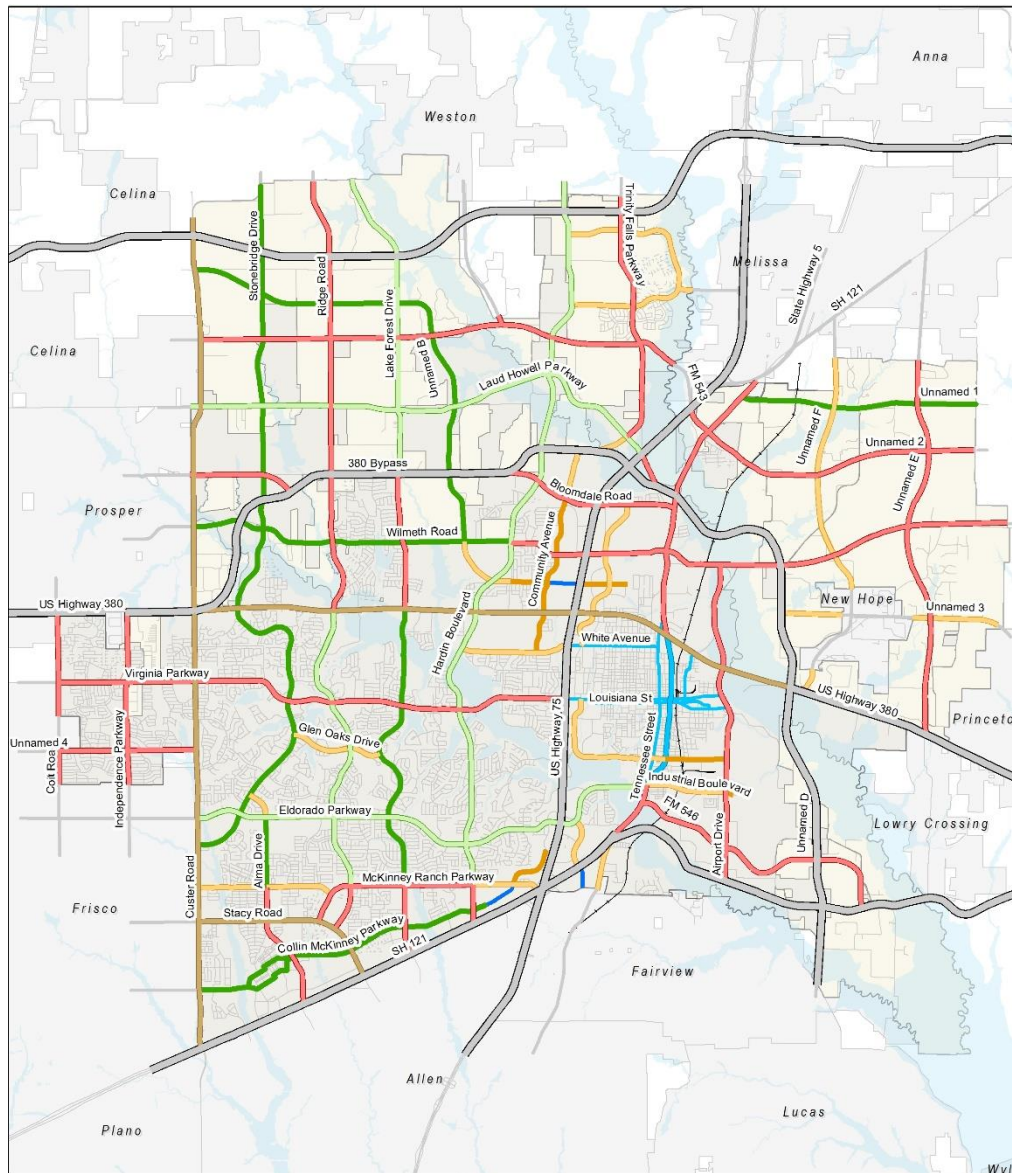


# Preliminary Thoroughfare Plan with Original US 380 Bypass – Bloomdale Option

## Roadway Classifications

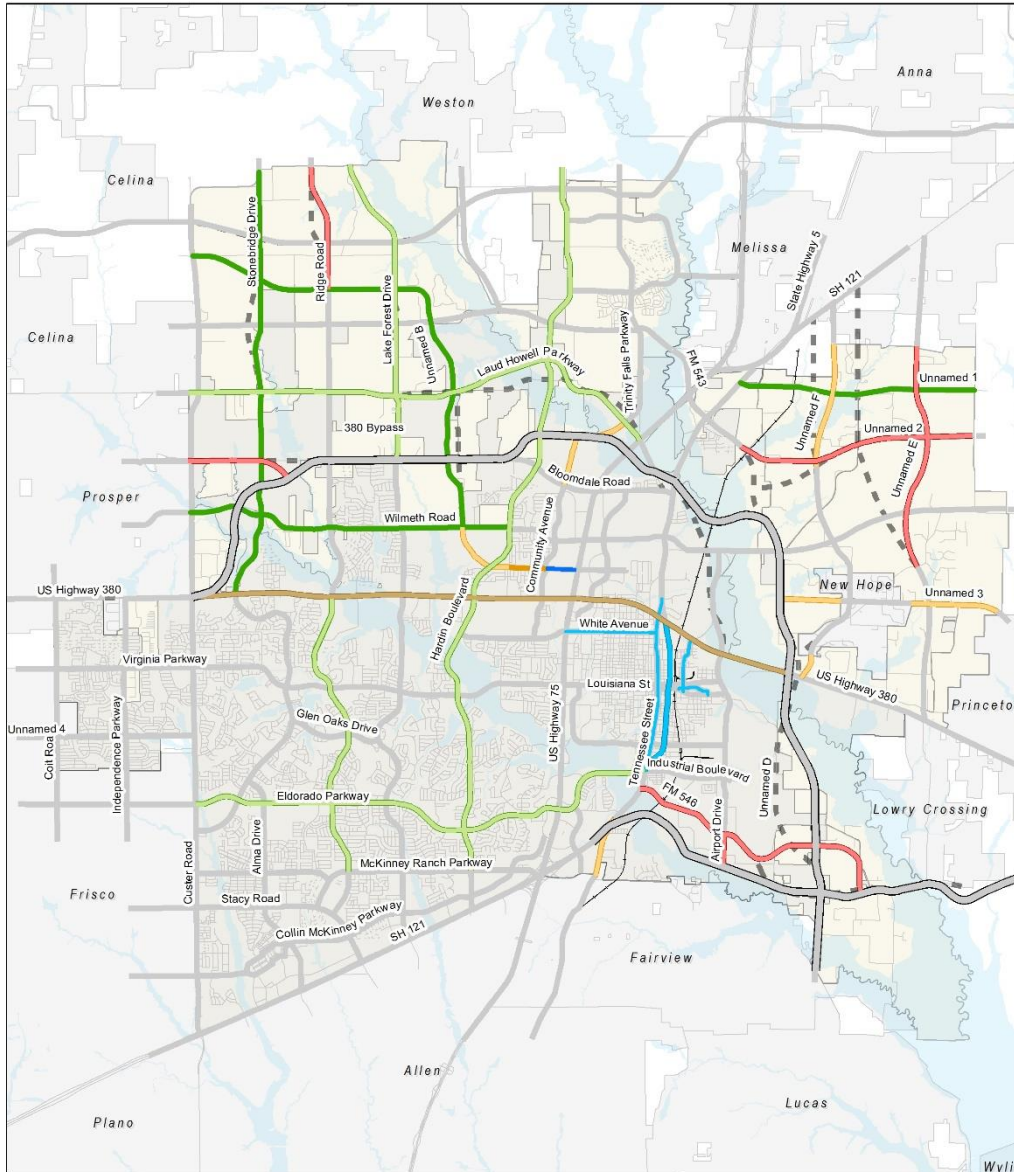
### Draft Thoroughfare Plan

- 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



Based on  
January 23  
discussion

# Preliminary Thoroughfare Plan with Original US 380 Bypass – Bloomdale Option



## Key Changes

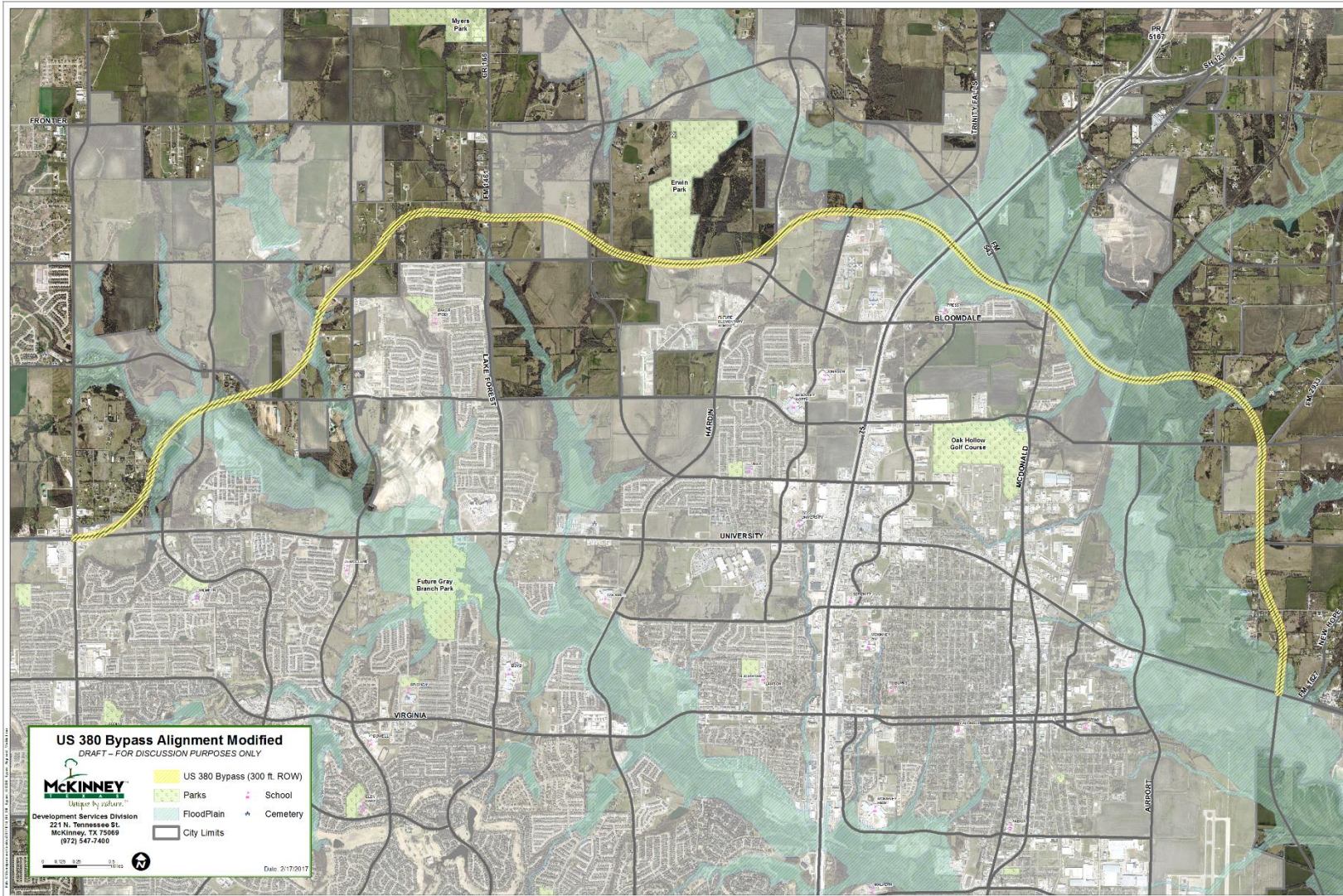
- Alignment changes
- Classification Changes
- Newly Recognized Thoroughfares

Based on  
January 23  
discussion



# McKinney Regional Choices:

## US 380 Bypass – Modified Bloomdale Option



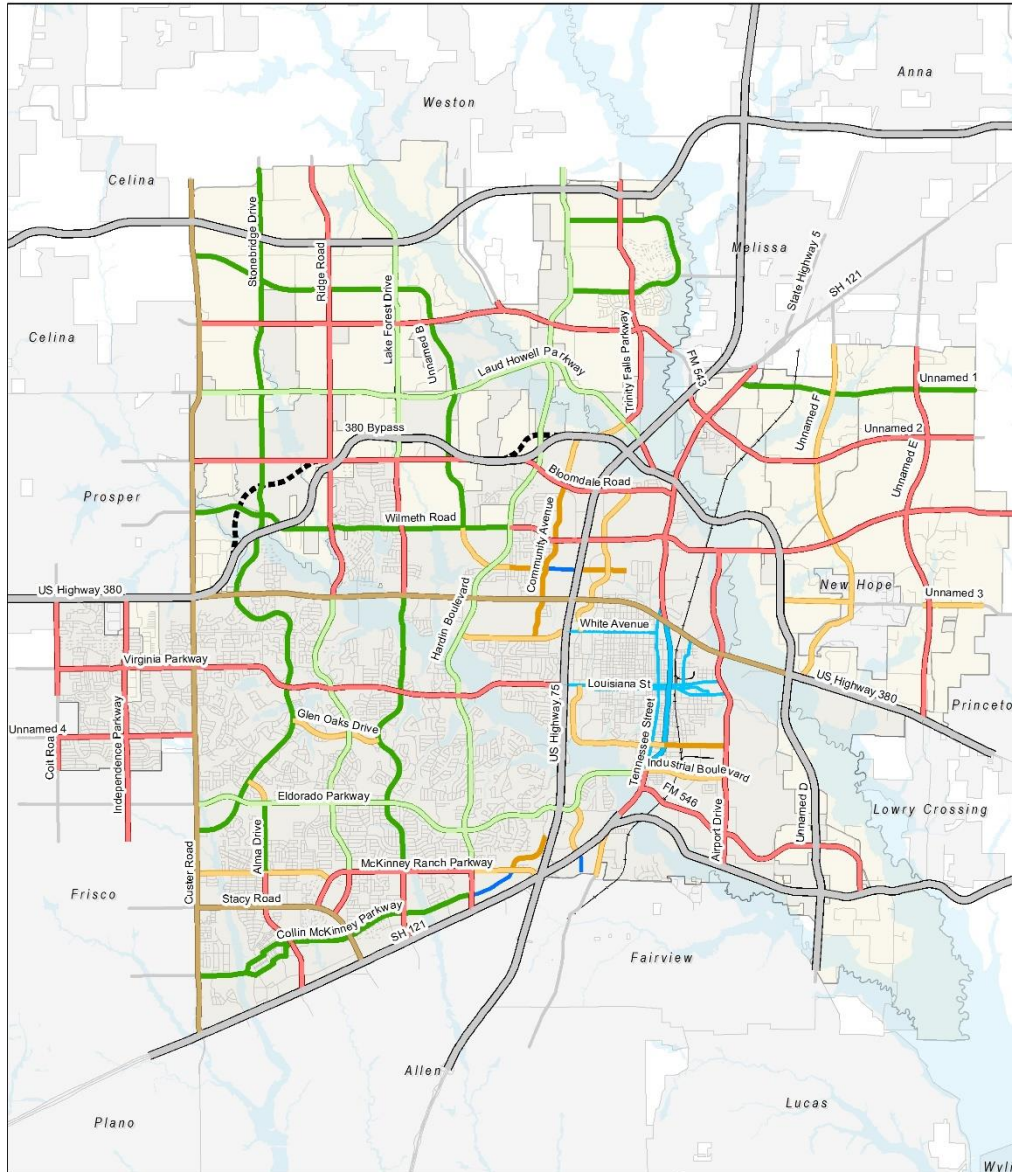


# Preliminary Thoroughfare Plan with US 380 Bypass – Modified Bloomdale Option

## Roadway Classifications

### Draft Thoroughfare Plan

- 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



# Next Steps

- **Should Council be supportive of the US 380 Bypass – Original or the US 380 Bypass – Modified, or should Council desire to make minor modifications to the Thoroughfare Plan**

*Continue to develop the Master Thoroughfare Plan and the remainder of the ONE McKinney 2040 Comprehensive Plan for anticipated completion by Spring 2017.*

- **Should Council be supportive of the US 380 bypass, but not along either of the Bloomdale alignment options**

*Staff will need to modify the scope of work with the consultant team in order to include the additional services necessary to develop and evaluate additional bypass options as well as any necessary land use updates and outreach events related to the completion of the ONE McKinney 2040 Comprehensive Plan Update.*