



East McKinney Streets & Traffic Study Update

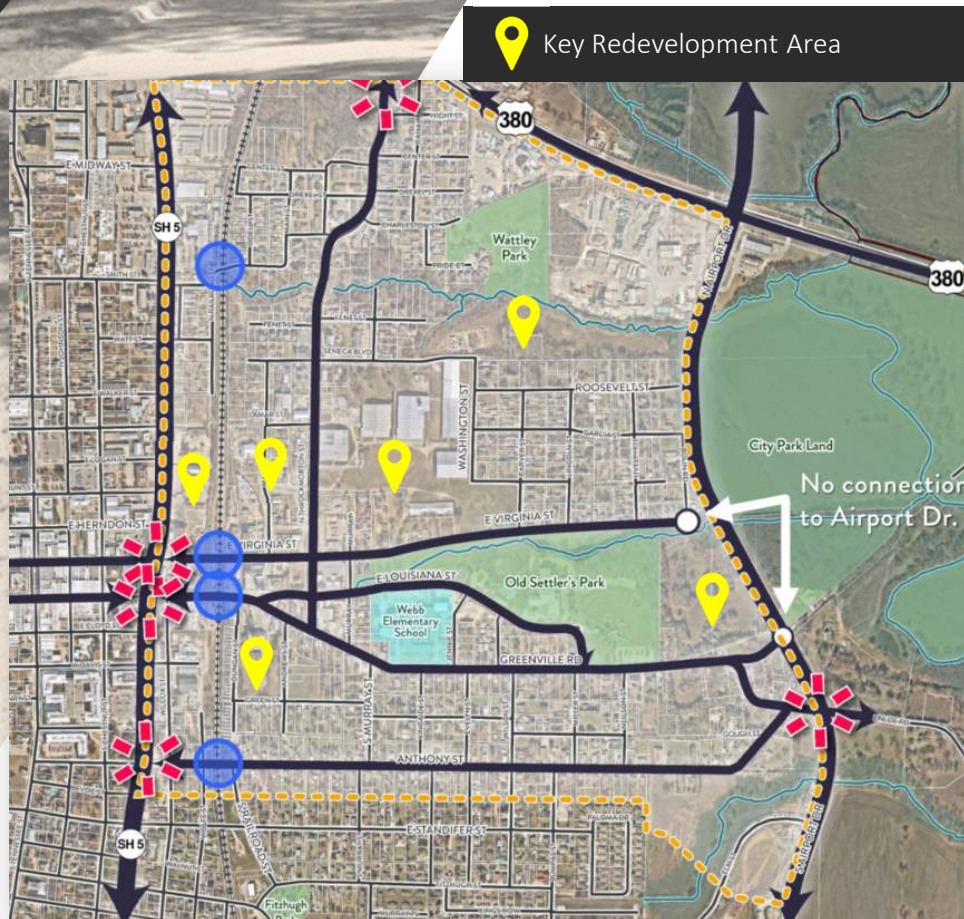
May 17, 2022

City Council Work Session



Why Are We Here

- Aging infrastructure in East McKinney will continue to require capital investments
- Planned East McKinney redevelopment will generate additional travel demand
- Currently only 5 primary vehicle access points in/out of East McKinney study area
- A long-term street network is needed to guide future infrastructure improvement and support planned redevelopment



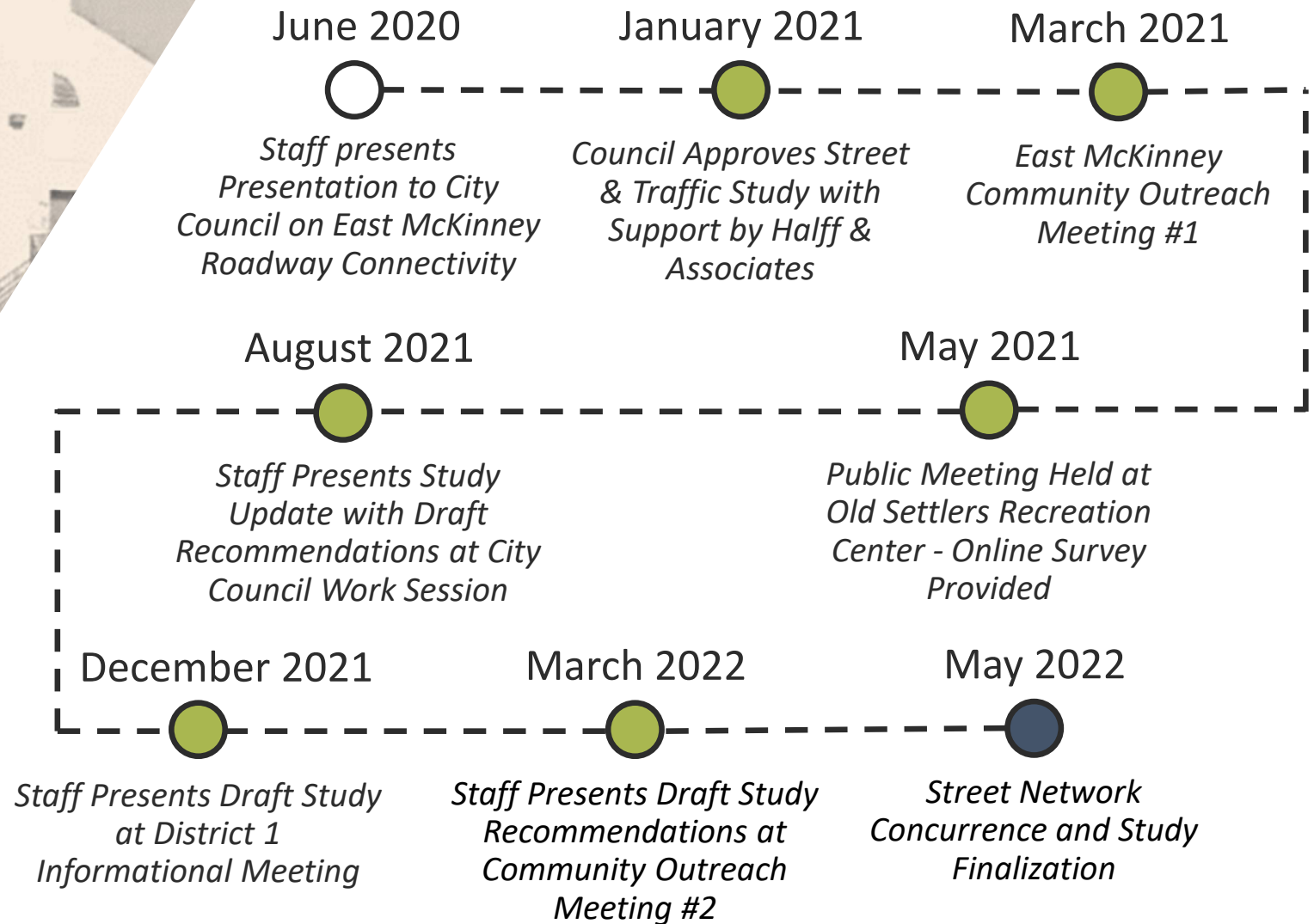
What We Want To Accomplish

- Provide a **functional and safe street network** which considers anticipated redevelopment of East McKinney consistent with the adopted Comprehensive Plan
- Enhance **mobility of all types** including vehicles, bicycles, and pedestrians
- Provide **context-sensitive street design** which minimizes impacts to existing homes
- Better **connect community assets** while preserving context of historic neighborhoods

Study Framework



Study Timeline

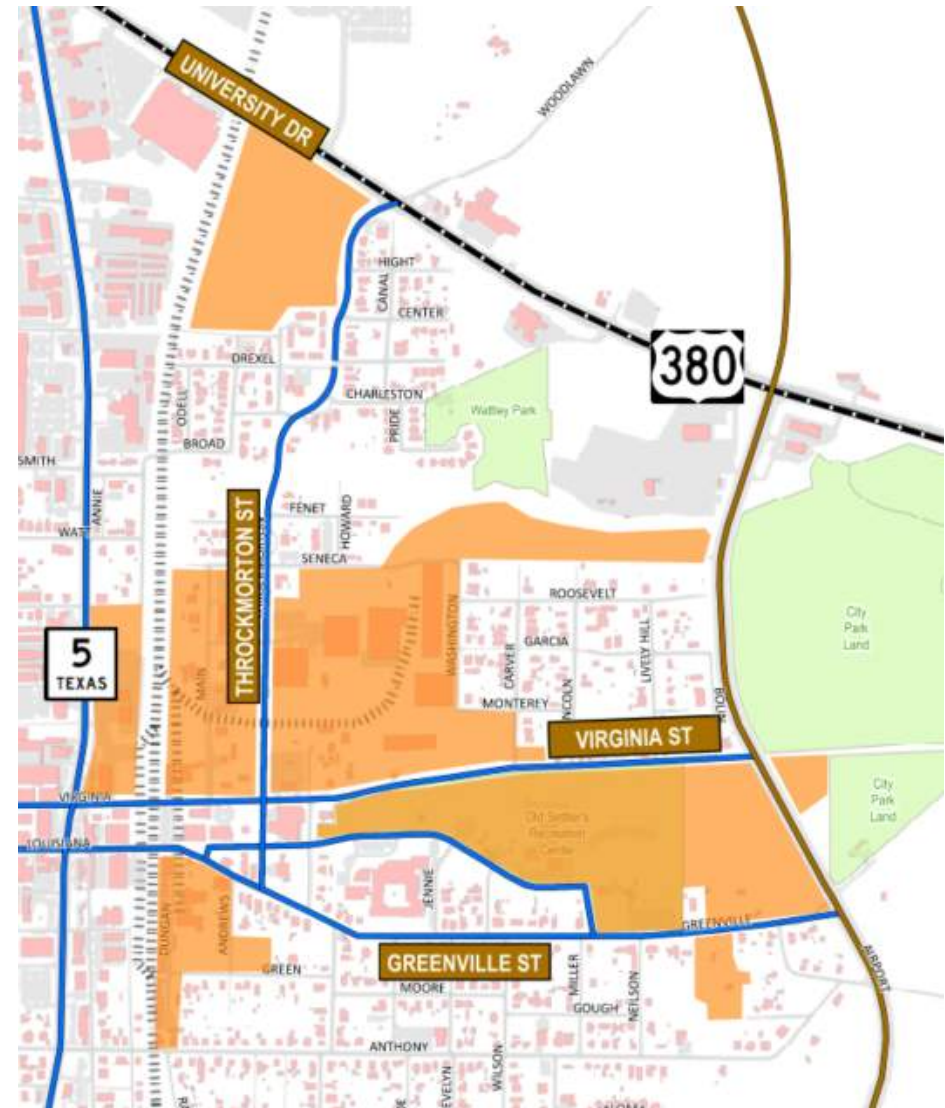


Redevelopment Traffic Generation

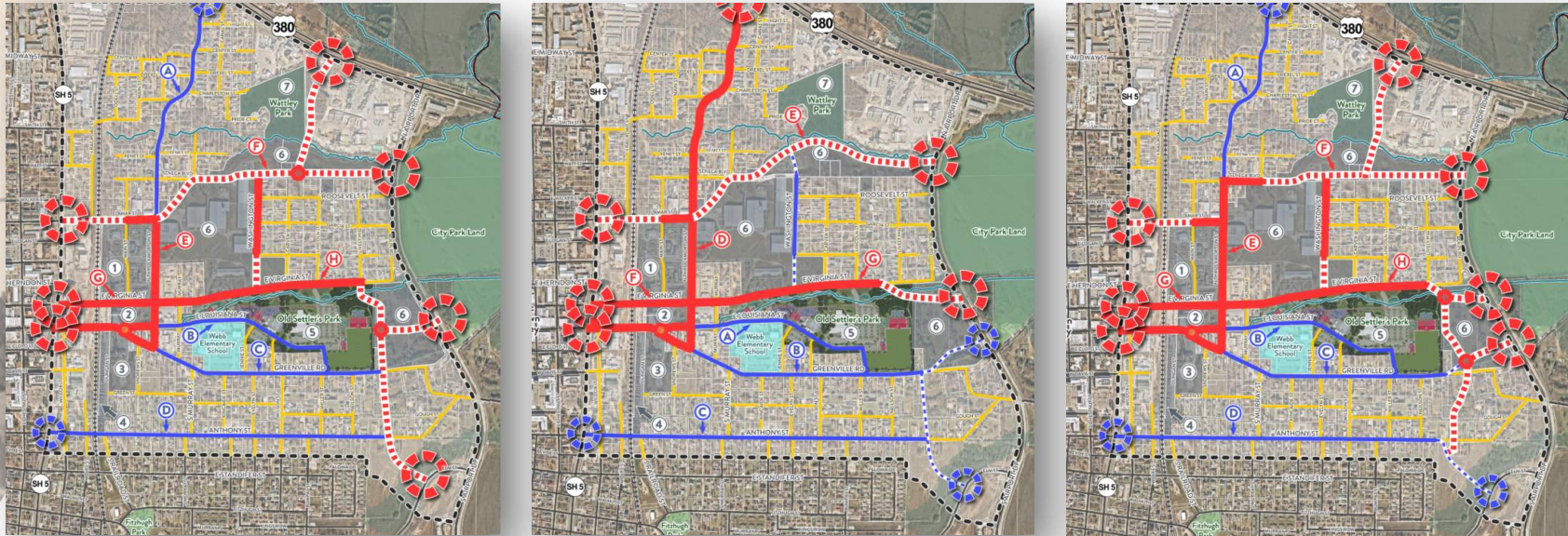
*Estimated 150%
Increase in Study Area
Traffic (Fully
Developed)*

	Project Volumes
Existing Volumes	9,850
Additional Trips from Future Developments	15,000
Total	24,850

Notes: These traffic counts do not consider traffic generated by special events at existing and future developments. An additional traffic management study would need to be conducted to understand impact of special events on traffic volumes.



Alternatives Development



Illustrative Alternative Exhibits as Presented at May 2021 Public Outreach Meeting

LOCAL STREETS

These are existing local streets not specifically reviewed in the study, but which will continue to receive paving, sidewalk, and other infrastructure improvements over time under the Capital Improvement Program.

COLLECTORS

These streets provide an improved level of circulation and accessibility within the study area and emphasize multi-modal (pedestrian and bicycle) facilities and streetscape features

BOULEVARDS

These streets provide the highest level of connectivity through a robust multi-modal (pedestrian and bicycle) network, dedicated on-street parking, signage, and enhanced streetscape features

Community Input Summary

- Providing **new access points** in lieu of widening existing streets will provide direct access to destinations and minimize impacts to residential areas.
- I like the ideas with **minimum traffic increases through neighborhoods**.
- Plans all do a good job of **preparing for expected growth** of the area.
- Design streets to **keep speeds low**.
- Provide **access to Airport Drive** from Virginia and Greenville.
- Minimize **traffic impact on Throckmorton** south of US 380.
- Ensure **street safety** due to additional traffic.
- Discourage **truck and cut-through traffic**.

Visual Board Street Element Preferences



PUBLIC ART



ENHANCED INTERSECTIONS



ROUNDBOUT



STREET TREES



RAISED INTERSECTIONS



PEDESTRIAN CROSSINGS



Community Input Application

Street Maintenance

Continued Emphasis on Annual Prioritized Street Maintenance (In-House, Contracted, and Designed/Constructed)

Improve Access

Provide New Access Points & Increase Neighborhood Connectivity

Safe Streets

Develop and enhance non-vehicular connections / Provide new street designs meeting or exceeding current standards

Neighborhood Context

Emphasize local (2-lane) street grid system versus widening existing streets and minimize right-of-way impacts

Traffic Management

Establish primary street routing to serve redevelopment-generated traffic while managing traffic increases on local/residential streets

Slow Traffic

Integrate traffic calming elements into street design



Preferred Alternative Development

LEGEND

- City Limits
- Study Area
- Parks
- School
- Floodplain
- Streams
- Property owned by single entity with development interest

East McKinney Redevelopment and Preservation Project Overview

Studies/Projects

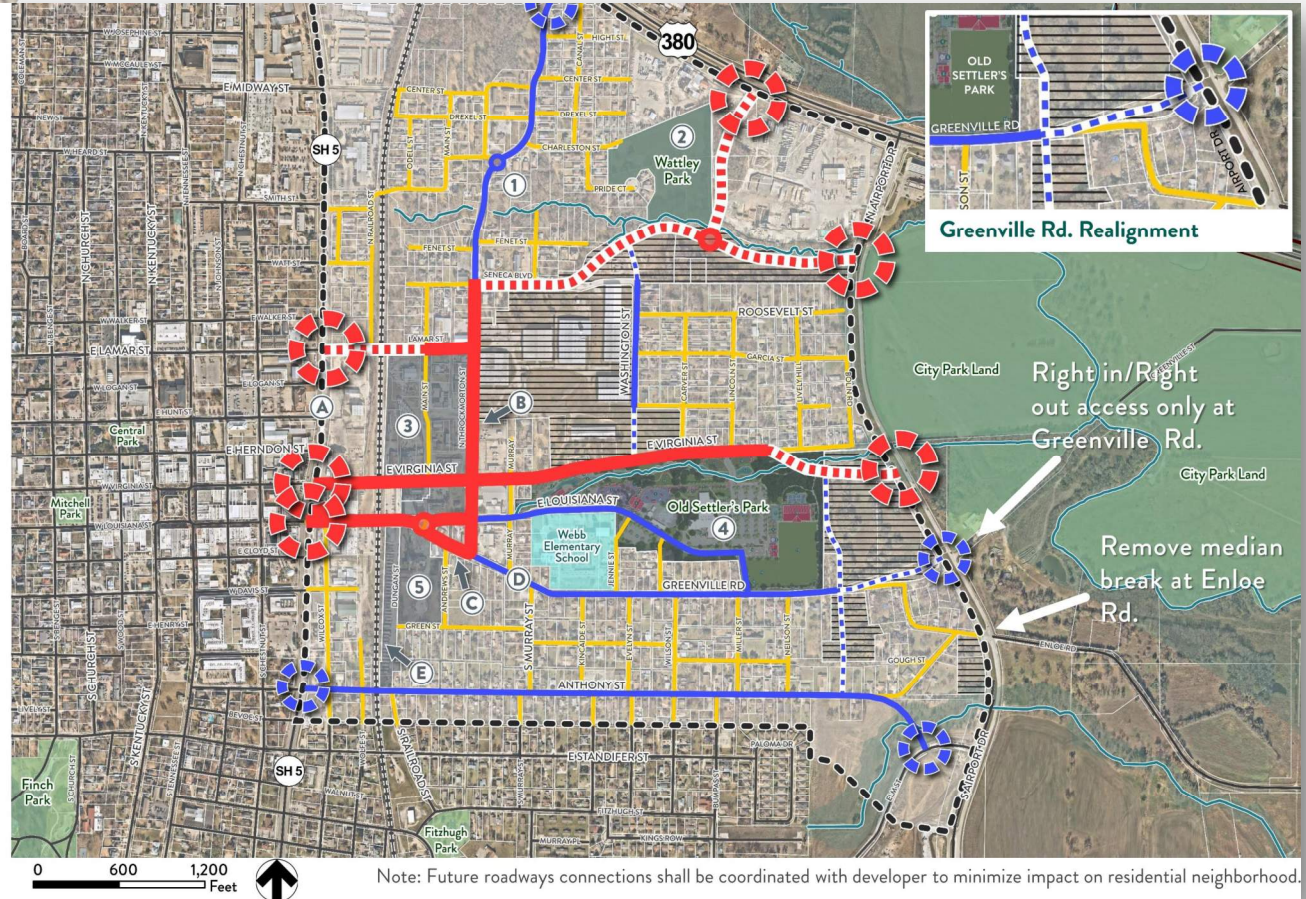
- 1 Neighborhood Preservation Study
- 2 Wattle Park Improvements
- 3 Municipal Community Complex
- 4 Old Settler's Park Master Plan
- 5 TUPPS Brewery

Infrastructure Projects

- A SH 5 | TxDOT Project
- B Virginia & Lamar Streets
- C East Louisiana Street
- D Green & Andrews Streets
- E East Louisiana Public Parking Lot

Roadway Classifications

- Local Streets (existing condition remains unchanged)
- Collectors - Existing Roadway Alignment
- Collectors - New Roadway Alignment
- Boulevards - Existing Roadway Alignment
- Boulevards - New Roadway Alignment
- Proposed Roundabout
- Boulevard Access Points into Study Area
- Collector Access Points into Study Area



As Presented August 2021 – March 2022

Secondary Connection to US 380 (Reduces Reliance on Throckmorton)

Washington St as Collector (Not a Boulevard)

Separate Airport Dr Connections at Virginia and Greenville

New Collector Roadway Between Anthony and Virginia

Preferred Alternative Refinement



ANTHONY STREET FOCUS AREA

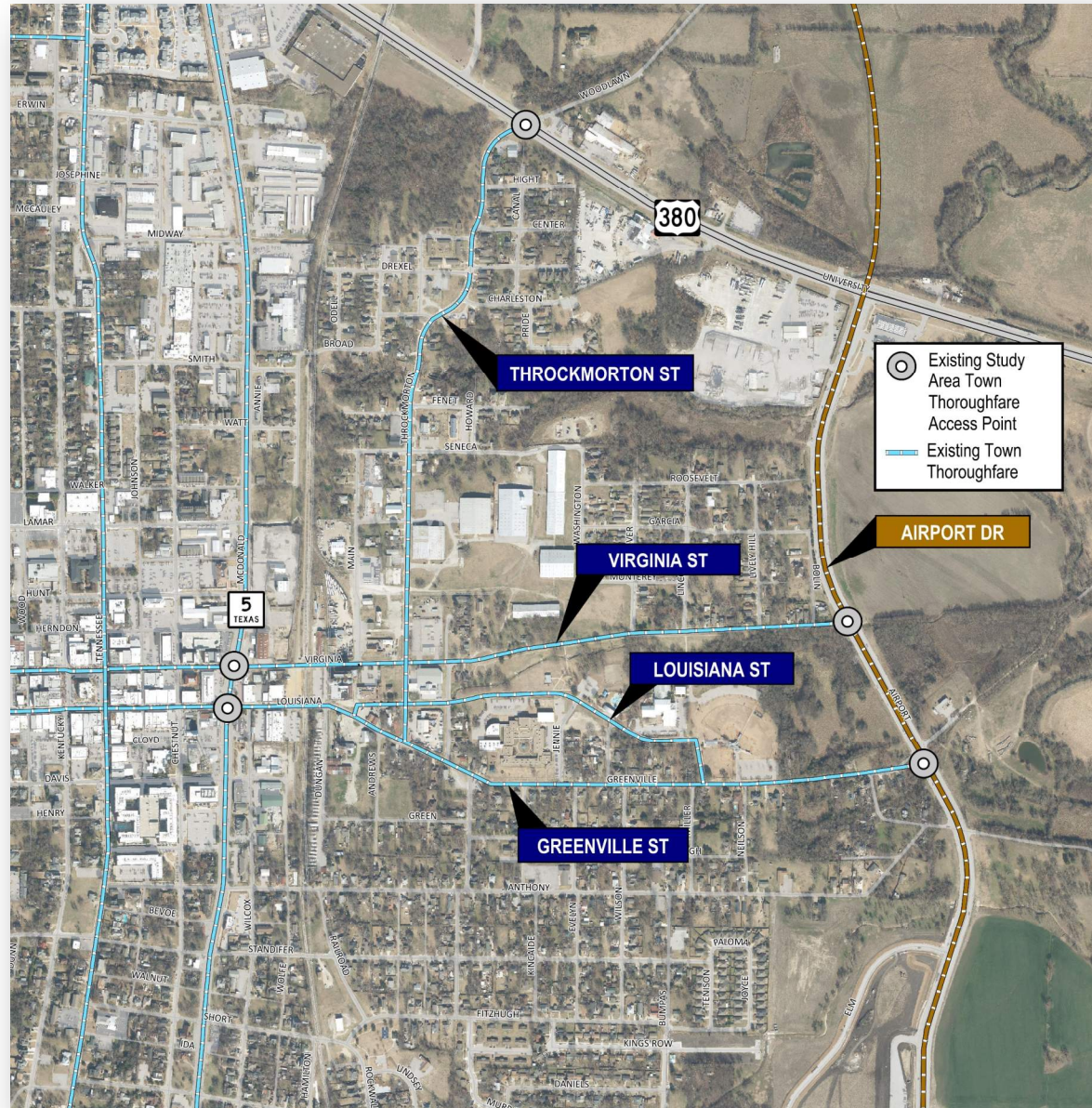
Due to the dense residential context of Anthony Street and to further discourage additional non-local traffic, the Elm Street access point has been modified to emphasize north-south movement.

Final Street Plan Recommendation



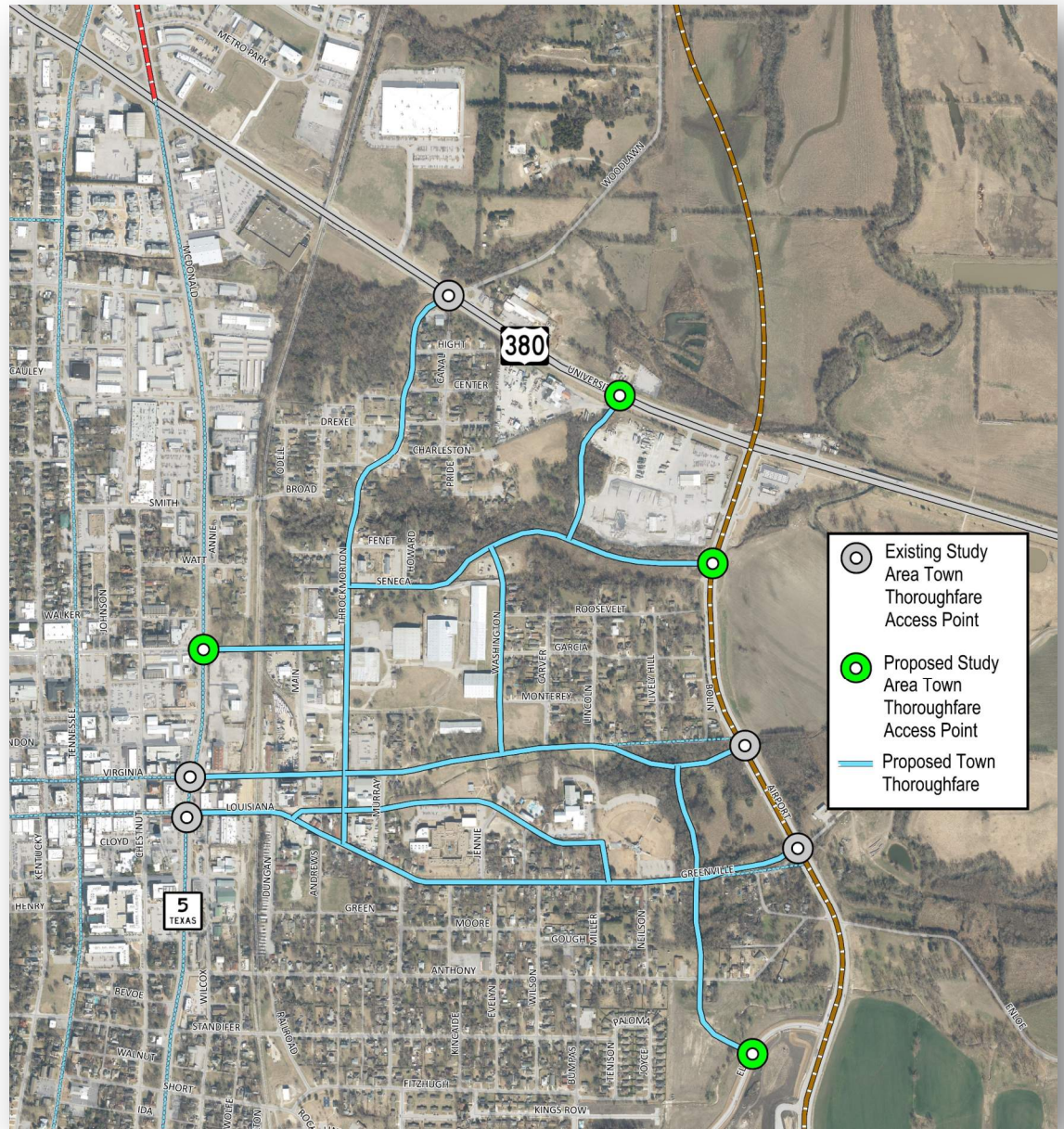
Current Thoroughfare Plan

- 5 Primary Study Area Access Points
- Single North-South Town Thoroughfare
- Concentrated East-West Mobility



Proposed Thoroughfare Plan

- 9 Primary Study Area Access Points
- 4 North-South Town Thoroughfare Corridors
- Added East-West Corridor (Lamar/Seneca)
- Revised Virginia & Greenville Connections to Airport Dr



Next Steps and Discussion

Concurrence to Finalize
Study

Consensus on proposed study
street network



Resolution Supporting
the Study
Recommendations

Official support of study
recommendations upon report
finalization



Ordinance Amending
the Comprehensive
Plan

Minor amendments to the Master Thoroughfare
Plan (MTP)



Project Development
and Continued
Outreach

Continued prioritization, public outreach, and
development of specific street improvements

Supplemental Information Slides

East McKinney Streets &
Traffic Study Update



Comprehensive Plan Overview

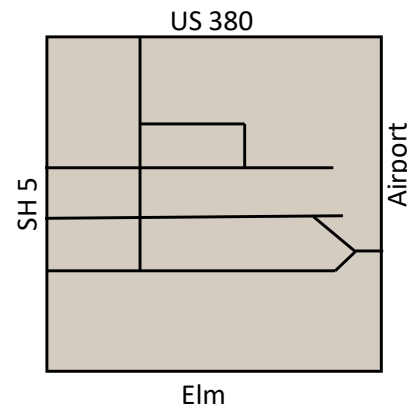


Mill District Land Use Diagram

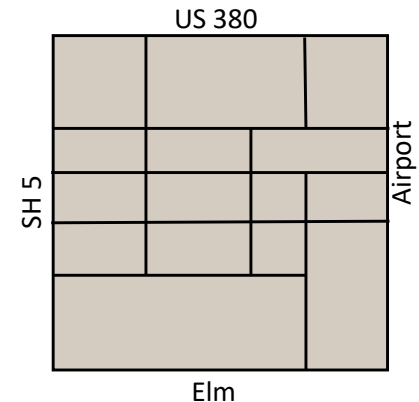
- Identified as the only planning district slated for significant levels of redevelopment
- District strategy includes a combination of Transit Ready Development, Urban Living, and Neighborhood Commercial
- Densities of redevelopment should be reduced from west to east to ensure compatibility with existing neighborhoods

Understanding Traffic Patterns

*Illustrative diagram
representing current
study area street network*



*Illustrative diagram
representing proposed
study area street network*



- A network of small interconnected streets has more traffic capacity than the same street area arranged in a sparse hierarchy of large streets.
- Gird networks reduce congestion on (existing) primary routes as more options are available.
- Redundancy in access provides better emergency response and shorter neighborhood trips for all modes of transportation.
- Cut-through traffic concerns can be mitigated by having a well-planned transportation network.

Neighborhood Traffic Management

- City-adopted program to address neighborhood traffic issues like speeding, cut-through traffic and parking problems.
- Promotes public awareness with respect to causes and potential solutions for neighborhood traffic problems.
- Defines clear policies and guidelines for submission of resident traffic requests to city staff.



www.mckinneytexas.org/traffic