

Transportation Planning FAQ's

1. 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), landowner 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 on the city website at <http://www.mckinneytexas.org/292/Comprehensive-Plan>.

2. 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

3. 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. Below is an example of a conceptual cross-section.

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. View information about the Parks Master Planning update at <http://www.mckinneytexas.org/1055/Parks-Master-Plan>.

4. 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.

View more information about the ONE McKinney 2040 Comprehensive Plan at 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.

5. 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.

6. 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. There will be continued opportunities for public input and comments on the development of the Comprehensive Plan and MTP, during the upcoming outreach events. 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 ONE McKinney 2040 Comprehensive Plan Update, about upcoming public outreach events or to provide feedback please send us an email at info@onemckinney2040.com.

7. I see a lot of future roadways shown on the current and draft Master Thoroughfare Plan – when will they get built?

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),

landowner 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.

8. Are there plans to widen Eldorado Parkway to 6 lanes?

No. There are no current or approved design, engineering or construction plans to widen Eldorado Pkwy. to 6 lanes.

9. 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 to consider any necessary changes to the MTP.

As part of this, there has been some consideration for identifying Eldorado Pkwy. (west of Hardin Blvd.) as a future 6-lane greenway roadway on the Master Thoroughfare Plan. It is important to note that a change in roadway designation on the MTP does not mean that a construction project is eminent, as the MTP is a planning document that shows the ultimate plan for the city. 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 to share your thoughts and feedback regarding what ends up being adopted.

Major updates to the comprehensive plan 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.

View more information about the ONE McKinney 2040 Comprehensive Plan at 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.

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

Currently, the only existing controlled-access facilities (i.e. freeways) in McKinney are S.H. 121 and U.S. 75. However, there are plans for a Collin County Outer Loop in the far northern reaches of McKinney. Additionally, there has been recent regional pressure to introduce a new east-west freeway facility through Collin County (including McKinney), primarily along existing U.S. 380 (University Dr.). View a general timeline of regional discussions at <http://www.mckinneytexas.org/DocumentCenter/View/11433>.

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

11. What is a Controlled-Access Facility?

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

12. Is U.S. 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 U.S. 380 (University Dr.). However, in the Spring of 2016, McKinney City Council passed a Resolution stating (in part) that the city does not support the widening of U.S. 380 (University Drive) through McKinney into a limited access freeway. [View the City Council resolution at http://www.onemckinney2040.com/doc/mobility/5.3.17%20Resolution.pdf](http://www.onemckinney2040.com/doc/mobility/5.3.17%20Resolution.pdf).

In March 2017, the City of McKinney met with TxDOT Staff and learned that TxDOT will be conducting an expanded US 380 Feasibility study to focus on determining a technically preferred alignment for a US 380 controlled-access facility. According to TxDOT staff, they hope to begin the study in the spring of 2017 and anticipate that the process will take approximately 18 months to complete. In general, the study process is expected to include the identification of up to 5 potential alignment options for the controlled-access facility, with associated travel demand modeling of those alignments. Based on discussions with TxDOT, their project team will likely evaluate options in McKinney that include both keeping the controlled-access facility on the existing US 380 alignment and possible bypass alternatives.

13. What is City Council's current position on a US 380 Bypass or Controlled-Access Facility?

City Council has said in work session discussions and other public statements that they are opposed to any bypass alignment along Wilmeth Rd. or Bloomdale Rd. and have adopted a resolution formally opposing the widening of U.S. 380 to accommodate a limited-access roadway. Recently, City Council publicly asked city staff to re-evaluate bypass options to find better solutions for City Council to consider that accomplish the goals of addressing regional mobility while minimizing the potential negative impacts to existing developments and neighborhoods to the extent possible. At that time, City Council looked favorably upon a location of the U.S. 380 bypass generally focused along the Laud Howell Pkwy. alignment.

However, with the launch of the TxDOT US 380 Feasibility Study, McKinney's role will change and the city will become a stakeholder in the TxDOT study process. In an effort to avoid expending funds and resources unnecessarily through the duplication of work, the city has suspended evaluating options for a US 380 bypass in McKinney and will now focus on being an engaged stakeholder in the TxDOT study process.

14. What is the original TxDOT U.S. 380 Feasibility Study and where can I find more information?

As the region continues to grow, the need for improvements along the U.S. 380 Corridor is becoming more apparent. In 2015, TxDOT started a feasibility study for the U.S. 380 corridor through Collin County. This study evaluated five design alternatives along the existing stretch of U.S. 380 (from the Denton County line to US 75) in Collin County to measure the level of performance, impacts or service

improvements, if any, these design alternatives had on traffic congestion. View the U.S. 380 Feasibility Study at <http://www.mckinneytexas.org/DocumentCenter/View/11437>.

Since the City Council work session on February 20th, McKinney Staff has met with the TxDOT Staff and learned that TxDOT will be launching an expanded US 380 Feasibility Study soon. The primary focus of the expanded US 380 Feasibility Study will be to determine a technically preferred alignment for a US 380 controlled-access facility. In general, the study process is expected to include the identification of up to 5 potential alignment options for the controlled-access facility, with associated travel demand modeling of those alignments. Based on discussions with TxDOT, their project team will likely evaluate options that include both keeping the controlled-access facility on the existing US 380 alignment and possible bypass alternatives. As part of the TxDOT US 380 Feasibility Study, the TxDOT team will host area-wide public meetings and targeted stakeholder meetings with individual cities/communities. At this time, we do not know when those meetings will occur. As a stakeholder in the region, you will have the opportunity to attend any public meetings hosted by the TxDOT project team.

Notification about meetings and events related to the TxDOT US 380 Feasibility Study will come from TxDOT staff via their Keep It Moving Dallas webpage (www.keepitmovingdallas.com). Questions specifically related to the activities, meetings and progress of the 380 Feasibility Study should be directed to TxDOT Staff.

15. How does the city plan to address regional transportation pressures / needs?

There are a number of ideas and concepts to consider related to regional transportation pressures / needs. With the launch of the TxDOT US 380 Feasibility Study, the City of McKinney will be actively engaged as a stakeholder in the TxDOT's study process.

Moving forward, the City's scoping and planning efforts for the Comprehensive Plan are now focused on how best to align our overall progress with the TxDOT US 380 Feasibility Study so that the ONE McKinney 2040 Plan (including the MTP) will be ready for potential adoption as soon as TxDOT has identified a technically preferred alignment for the US 380 controlled-access facility. Prior to any formal action, there will be multiple opportunities for the public to provide input and feedback on the proposed draft 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.

16. 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.

17. 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.

Since roadways are built over time as demand and needs arise, the full network of roadways in McKinney won't exist until the city and its ETJ is almost entirely developed; at which point it would be difficult to go back and plan for new local and/or regional facilities and the impacts would be significantly increased.

18. There are other major roadways planned in McKinney – won't building those roads help reduce congestion on U.S. 380?

When developing any type of transportation plan (at the city, regional or state level) a tool known as a Travel Demand Model (TDM) can be used to evaluate the performance of the planned roadway network (or MTP) in terms of congestion or "level of service". In the case of McKinney (and Collin County), recently completed Travel Demand Model's show that need still exists for future major facilities to support regional transportation and maintain good traffic flows.

19. What is the Mobility 2040 Plan and where can I find more information?

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG is required to maintain a long-term transportation plan that defines a vision for the region's multimodal transportation system and guides expenditures of state and federal transportation funds during the next 20+ years.

Mobility 2040 is the long-term transportation plan developed by the NCTCOG to identify comprehensive and cooperative transportation solutions that provide the region's residents with transportation options both now and in the future. The Mobility 2040 Report was adopted by the Regional Transportation Council of the NCTCOG in March 2016.

View more information about the ONE McKinney NCTCOG 2040 Mobility Plan at <http://www.nctcog.org/trans/mtp/2040/>.

20. What is the Collin County Roadway Action Plan and where can I find more information?

The Collin County Roadway Action Plan was developed to identify potential future regional transportation corridors within Collin County. These corridors are intended to serve as regional facilities to help reduce the level of traffic congestion due to the projected population growth of Collin County.

On February 16, 2017, the NCTCOG gave a presentation on the Collin County Roadway Action Plan to the cities and towns located in Collin County. View video of the presentation at http://mckinney.granicus.com/MediaPlayer.php?view_id=4&clip_id=3767.

21. What is the current status of the ONE McKinney 2040 Comprehensive Plan Update and the Draft MTP?

At this time there is not a specific timeline for the adoption of the ONE McKinney 2040 Comprehensive Plan. The project team is refocusing its timing and outreach efforts to align with TxDOT's US 380 Feasibility Study and to allow for additional evaluation of transportation options, continued public involvement and further development of the transportation-related elements of the comprehensive plan.

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.