

## Meeting Report

**PROJECT:** Collin County Mobility Plan 2007 Update      **PROJECT NO.:** 023463.010.400

**PRESENT:** See attached sign-in sheets      **DATE:** June 26, 2007

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The following is our understanding of the subject matter covered in this meeting. If this differs from your understanding, please notify us within five working days.

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The second public meeting for the Collin County Mobility Plan 2007 Update was held on June 26, 2007 from 7:00 pm to 8:00 pm, at the Jury Room “Annex B” of the Collin County Courthouse, 314 South Chestnut Street, McKinney, Texas 75069. Total attendance was approximately 70 persons, based on the sign-in sheets. Attendees of the meeting received handouts that consisted of:

- Agenda
- Written Comments Form
- Request Form for Verbal Comments
- Draft Report Summary for Collin County Mobility Plan 2007 Update
- Draft Collin County Thoroughfare Plan Map
- City Area by Transportation Serial Zones (TSZs) Map
- Demographic and Employment Projections by City Area
- Population Dot Density Maps for 2007, 2015, 2030 and Ultimate Buildout
- Employment Dot Density Maps for 2007, 2015, 2030 and Ultimate Buildout
- 2015 PM Level of Service (LOS) Map
- 2030 PM LOS Map

During the brief open house prior to starting the meeting, attendees viewed display boards showing the study area, draft 2007 Thoroughfare Plan Update, 2002 Adopted Thoroughfare Plan, and Year 2007, 2015, 2030, and ultimate build-out population and employment projections. Large plots of the draft 2007 Thoroughfare Plan Update were provided for attendees to mark their comments on,

Mr. Joe Cordina, vice-chair of Planning Board (PB), welcomed all in attendance and introduced the other PB members who were present at the meeting. Mr. Cordina stated that this is the fifth update to the Collin County Mobility Plan, and stressed how important it was to have public input in the development of the update. Mr. Cordina then introduced and invited Mr. Mike McAnelly, FAICP, Project Manager for Carter & Burgess, Inc, to deliver a short presentation on the 2007 update.

Mr. McAnelly thanked everyone in attendance and introduced other Carter & Burgess team members present at the meeting. Mr. McAnelly then made a presentation highlighting the

purpose, methodology, findings, and recommendations. The methodology for the update consisted of:

- Data Collection
- NCTCOG Model Coordination and Analysis
- Mobility Plan Update
- Community Involvement (current stage)
- Project Documentation

Mr. McAnelly then explained the described of the study area (Collin County), and the Adopted 2002 Plan. Thereafter, Mr. McAnelly briefly explained the reason for, and effect of using Transportation Serial Zones (TSZs) as the smallest unit of analysis for demographic projections.

Mr. McAnelly then explained that the purpose of the Update is to:

- Identify the transportation needs of area citizens;
- Identify future transportation network needed to serve projected population/employment growth and travel demand; and
- Guide major investments in improving transportation facilities and services.

Mr. McAnelly explained that the update is necessary because since the 2002 update the county has witnessed the following changes

- Faster population growth and shifts
- Community growth and development
- Outer Loop alignment studies
- Dallas North Tollway extension
- President George Bush Turnpike Eastern Extension
- SH-121 Toll Road
- Dallas Area Rapid Transit Light Rail Transit corridor planning
- North Central Texas Council of Governments Regional Rail Corridor Study
- Collin County 2003 and 2007 Bond Programs
- Municipal Bond Programs

Mr. McAnelly discussed the current and anticipated population and employment growth trends in the county, and noted that the demographic projections show rapid growth in northern and north-western portions of the county. Continued growth is anticipated in the southern and southwestern portions of the county. Future growth is projected in the southeastern portion of the county. The future growth projections were based on the future land use map compiled by assimilating plans and data from municipalities, and incorporating rational assumptions for portions of the county where land use plans were unavailable.

Growth in population and employment throughout the County is expected to increase traffic, causing frequent and more severe congestion, and thus reducing the Level of Service on the roadways. Level of Service (LOS) is a qualitative measure of the traffic operating conditions

experienced at an intersection, or along an arterial roadway, when it is subject to varying traffic volumes. There are six levels of service, ranging from LOS A, being the best, to LOS F, being the worst. LOS A through D are considered acceptable operating conditions in urban areas. LOS E is considered at or near capacity of an intersection, and LOS F represents a breakdown in traffic operations. Mr. McAnelly discussed maps showing LOS for 2015 and 2030 PM-peak-hour.

Mr. McAnelly completed the presentation with the final draft thoroughfare plan, and invited the attendees to make comments and ask questions.

The following comments and questions were received at the meeting:

Question: What is the draft thoroughfare plan shows CR-502 extending west. Why?

Response: The thoroughfare plan includes a lot of new roadways recommended based on connectivity, functional classification, major thoroughfare spacing, projected travel demand, and various other thoroughfare planning principles. However, the future alignments of the recommended new roadways or extensions may vary from the proposed alignments shown on the thoroughfare plan, based on future detailed studies. As future development occurs, the new or extended alignments will be determined based on further detailed planning and engineering studies. New roadway alignments may vary by as much as ¼ to ½ mile from the locations shown on the thoroughfare plan.

Question: The CR-502 is also on the 2015 Network Improvements map. Does that mean it will be built by the year 2015?

Response: The roadways highlighted (in red) on the 2015 Network Improvements map are already planned and many have funds committed for implementation. These roadways are either in engineering or construction stages either now, or will be in the very near future, and are expected to be in place by year 2015.

Question: Can the project team share environmental studies performed to support the extension of CR-502?

Response: Environmental studies for recommended roadways would be performed as part of further planning and engineering studies for the implementation of specific projects. The typical time line for project implementation is approximately 7 to 10 years and includes further studies for feasibility, preliminary design, environmental review, right-of-way plans, final design, and other required steps for project implementation. Additional public participation and community involvement would be included in subsequent phases of project development.

Question: Who represents the City of Blue Ridge on the Planning Board (PB)?

Response: The members of the PB are appointed by the County Judge and Commissioners Court to represent all areas of Collin County. Members represent the entire county, but bring their local knowledge and familiarity with needs in different areas of the county. The Commissioners seek to provide balanced representation of all areas in their appointments. There is not currently a PB

member who resides in the City of Blue Ridge. If you have suggestions concerning the makeup of the PB, you should contact your County Commissioner.

Question: Will the presentation at tonight's meeting be available online?

Response: Yes, the presentation will be available online within 24 hours, on the project website, <http://www.ccmptu.org>. A meeting report containing the comments received at the meeting will be available online within approximately one week.

Question: Why were the affected residents not contacted before proposing new roads?

Response: With the indefinite nature of the recommended alignments shown by the thoroughfare plan, it would be premature to contact each affected property owner. However, as projects advance toward implementation; either by a city, the county, or the TxDOT; further public involvement activities would be conducted as part of developing more detailed plans for the project. Contacting the individual property owner and residents potentially impacted by a proposed new alignment or widening of an existing alignment would be part of the preliminary and final design stages, based upon the right-of-way plans. In determining new alignments and right-of-way requirements, engineers seek to locate the roadways where they will produce the least amount of negative impacts.

Question: How can the residents contact the PB?

Response: Contact Linda James at the County Engineers Office. The address, phone and e-mail information is as follows:

Collin County Engineering Department  
825 N. McDonald St., Suite 160  
McKinney, TX 75069  
Phone: 972-548-3727  
Metro: 972-424-1460 x3727  
FAX: 972-548-5555  
E-mail: [directeng@co.collin.tx.us](mailto:directeng@co.collin.tx.us)

Question: Is there a website where the Future Land Use Plan is available online?

Response: All project related information, including the Future Land Use Plan, is available on the project website, <http://www.ccmptu.org>

Question: Is there a county-wide hike-and-bike trail plan for Collin County?

Response: No, not yet. The project team has assimilated relevant information and data from various municipalities. However, a county-wide bike and trails plan is not yet available. The PB may consider the need for such a plan in the future.

Question: Potential hike-and bike trails are lost when new developments lack trail plans for their areas, such as trails along creeks or on-street bike routes. Who is responsible for approval of such developments?

Response: The planning department of each city with jurisdiction over land areas in

question approves subdivision plans including streets, parks, and trails related to proposed developments. Unincorporated areas outside the Extraterritorial Jurisdiction of municipalities are subject to the County's subdivision regulations.

Question: A lot of residents are unaware of such planning studies and where information can be found.

Response: It is a challenge to obtain a high degree of public awareness and involvement in long-range planning projects such as the mobility plan update. Information about the Mobility Plan is available on the County's website, as well as the project website. Information about the plan update process has been published on several occasions in the local news media over the past year. The information regarding the study is available on the County's website, <http://www.co.collin.tx.us/>, and the project website, <http://www.ccmptu.org>.

Question: Most of the development happens along north-south and east-west links, and not along loops. Then why is an outer loop proposed?

Response: The Outer Loop is a regional transportation facility designed to improve transportation and mobility within the North Central Texas region, which is an area much larger than Collin County. The impact on Collin County will include improved mobility and access for the communities and areas located within the areas along the proposed alignment.

Question: Traffic on CR-124 has increased rapidly over last few years. However, the road still remains a dirt road. When will it be paved?

Response: The Collin County Engineering Department does not currently have CR 124 scheduled for upgrade.

Comment: The DART LRT connection to City of Plano has blessed the city. I would like to see a similar DART LRT connection in the City of McKinney.

Comment: Thanks for good work.

Question: What inputs were used in a computer model, especially with respect to the City of Parker?

Response: The NCTCOG Travel Demand Model was used to project the future travel patterns within Collin County. The land-use, population, and employment data inputs used by the computer model were updated as part of the study, including the future land use plans obtained from the municipalities. The model includes the following four stages:

- Trip Generation (How often do people travel? How many workers are drawn to any given employment center?)
- Trip Distribution (Where do persons travel to work, school or shopping?)

- Mode Choice (How many persons drive alone, share a ride or take transit?)
- Trip Assignment (What routes do travelers use and how much congestion results?)

Based on the results of the model, future network improvements are recommended and tested. The planned roadways are based on the future transportation and mobility needs of the area. Planning the roadway network so far ahead in the future ensures that when need arises, the corridors will be available to allow the extension / expansion of the network in a systematic manner. The timing for construction of the recommended roadways cannot be predicted with any certainty at this stage.

Question: Population growth is influenced by a number of factors, such as availability of various utilities, in addition to the future land use plan and planned transportation facilities. How were these other factors taken into consideration while developing the demographic projections?

Response: The thoroughfare plan is a long-range plan and, it is assumed and expected that necessary utilities and other facilities will be in place to support the growth, and will not be significant growth-limiting factors. Therefore, such factors were not taken into consideration.

Question: What is likelihood of use of eminent domain?

Response: Eminent Domain is a tool of last resort for implementation of public improvements by a city or the county. The potential need for the use of eminent domain is not a factor addressed by the mobility plan.

Question: Were there any efforts to coordinate the efforts on the study with the water district?

Response: Yes, the North Texas Municipal Water District made a presentation to the PB during one of its meetings, and the population and employment forecasts for the mobility plan were presented to representatives of the NTMWD at the meeting.

Question: Town of Fairview has been very supportive of similar regional plans. However, the town is of the opinion that it has been left out of the process. In spite of the fact that a comprehensive plan for Town of Fairview exists, the current version of the thoroughfare plan does not reflect the town's opinions. The town is concerned with the availability of two different plans at odds with each other.

Response: The comprehensive plan for Town of Fairview was taken into consideration in development of the mobility plan. However, the recommended modifications in and around the town's jurisdiction are to ensure connectivity and mobility throughout the county, and are based on model results. Forecasts for future travel demands warrant the continuity of major and principal arterials shown in the draft mobility plan update. The town is the ultimate arbitrator of the city's thoroughfare plan and it approves and governs platting and development within its jurisdiction. The county mobility plan addresses county-wide and regional

needs and influences future roadway development by coordinating among the municipalities and, to a certain extent, by exercising control over county funds.

Question: The thoroughfare plan shows FM-455 and FM-543 passing through downtown Weston. The community's reaction to such plans, generally, is that current residents start moving out and developers start preparing plans for large scale developments

Response: The recommended roadway improvements are corridor level needs identified in response to anticipated future development in the area. The alignments may shift by as much as half a mile, as has happened in other similar situations. . Moreover, FM-455 and FM-543 are part of the farm-to-market road network maintained by the State, and the county or the cities do not have control over its alignment. The City of Weston should consider preparing a comprehensive plan for its entire jurisdiction, which might address alternative alignments for future roadway development.

Question: Will the roads remain FM roads in the future?

Response: If the city or county can ensure proper operation and maintenance of a FM road, it can be taken off of the FM road network, and transferred to the county or the city. For example, FM-544 in Plano used to be an FM road, but the City of Plano is operating and maintaining it now.

Question: Alignment of FM-546 does not match with the alignment on the airport master plan

Response: The alignment is based upon consideration of plans developed by the City of McKinney and the overall network needs for serving that portion of the county. The actual alignment may be vary based on more detailed studies in the future.

Question: Who pays for construction of the recommended roads?

Response: Identifying funds for recommended improvements is beyond the scope of the thoroughfare plan.. Alternative funding sources include municipalities, the county, TxDOT, developers, and other sources such as tolls for major facilities. Some of the projects will be executed by the cities, and others by the county. Needed right-of-way and participation in project costs can also be obtained from developers. Determination of available funding sources will be part of later steps in project implementation.

Question: Are there any funds for development of hike and bike trails?

Response: The hike-and bike trail network in the county is in its preliminary stages, and no comprehensive plan exists for their development. However, some funds can be sought under the parks and recreation grants.

Question: What is being done to promote light/heavy rail to non-DART member communities?

Response: The NCTCOG and Collin County are considering plans for future fixed guideway transit, in coordination with DART. Cities that are not currently

members of DART need to consider becoming members in the future. NCTCOG and other agencies are seeking changes in state legislation that would promote such expansion of DART membership to allow planned future regional transit improvements.

Question: How does the plan correlate with NCTCOG Mobility 2025?

Response: In the past, such as during 2002 CCMP update, NCTCOG incorporated findings and recommendations, especially demographic projections, of the plan update into Mobility 2025. Therefore, it is expected that NCTCOG will consider incorporating the findings of this update into Mobility 2030.

Question:

Mr. Cordina once again thanked all the attendees, and encouraged all to continue to be involved in the project. Updates on the status of the project, maps, and meeting minutes will all be available on the project website [www.ccmptu.org](http://www.ccmptu.org). The meeting was adjourned at 8:40 pm.